

Delaware Speedway
(Georgetown Speedway)
Georgetown DE
1950-1980



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18 Stock Cars Try New Track

3-20-1950

Eighteen stock cars roared over the new half mile **Delaware Speedway** Saturday, two miles south of **Georgetown** on the duPont highway.

The new oval, owned by Melvin Jacobs, will be one of the most modern on the Eastern Shore when finally completed. Plans are under way for a complete clay surface with eight-foot banked turns, patterned after the fast tracks on the West Coast.

Johnny Martin, driving Percentage owned by George Bowers of Fruitland, took the feature 30-lap race, and clearly showed his class to the starting field of eight cars.

Bill Raughley, finishing third, was awarded second place by the judges over Bob Adkins who was "fish tailing" off the track, and coming back with the aid of the fans who pushed him. Johnny Mundorff, tooling a red hot Chevrolet sedan, actually tore the wheels off his car, shearing the bolts off on the 17th lap.

Bill Walker, piloting No. 17, won the 15-lap race after a thrilling battle with Paul Walker in No. 2-F and Elwood Tucker of Bridgeville driving his speedy No. 24. All were Ford V-8's.

The final eight-lap spring found Johnny Stolfuss, former Philadelphia Yellow Jacket professional driver, uncovered a reworked black Ford coupe No. 49, owned by Melvin Jacobs.

4,000 Spectators Expected At Sussex Stock Car Races

4-15-1950

Stock cars will roar again tomorrow afternoon on the new **Delaware Speedway** on Route 113, two miles south of **Georgetown**.

Time trials will start at 12:30 with the first race getting under way at 2 p.m.

The new half-mile oval, designed only for stock car racing, is one of the fastest tracks in the east, according to H. B. Van Auken of Salisbury, judge. Melvin Josephs, the owner, has spared no expense to give the Eastern Shore racing fans the best facilities possible.

The bleachers of the defunct Rehoboth Eastern Shore League baseball club were purchased and installed several days ago for tomorrow's event. Josephs expects a crowd upwards of 4,000, weather permitting.

All the favorites again will be competing including the speedy Percentage, owned by George Bower of Fruitland, which will be No. 1. It will be driven by Johnny Martin of Millsboro.

Josephs' personal entry, No. 49, idle for the past two weeks following a wreck, is expected to race again.

Dick Muncorf of Millsboro will pilot No. 85 and his brother, John, is expected to drive No. 21, a red hot Chevrolet that won the 15-lap race at Bridgeville last week.

Bill Raughley of Dover is primed for action with No. 100, which will be making its first appearance. Cliff Taylor of Delmar said earlier in the week that he would have his 1932 Ford coupe ready to go. His speedy vehicle is light and powered with an oversized V-8 motor.

Approximately 30 cars are expected to compete for places in the three eight-lap races and one 15, and the final 20-lap grind.

Mundorf Wins

4-17-1950

In Auto Race

Takes Feature At Georgetown Track

One of the Eastern Shore's largest stock racing galleries, 2,454 paid admissions, yesterday watched Dick Mundorf of Millsboro drive his No. 5 rebuilt Ford to victory over Johnny Stolfus of Georgetown in the feature 20-lap race at Georgetown.

Mundorf led the entire race, but was hard pressed continually by Stolfus, a former professional driver of Philadelphia. Cliff Taylor, piloting his No. 44, a 1932 Ford, held third place most of the way, but finally gave way to Bob Adkins in No. 32.

The winning time of 10 minutes and 30 seconds clocked by Mundorf is believed to be a record for the Delaware stock car racing tracks.

During the time trials, Stolfus clipped the Delaware Speedway half mile record with a flat 30 seconds. Dick Mundorf was close behind one-fifth of a second later. Twenty-five cars competed in the time trials with the fast cars registering under 34 seconds.

Oliver West of Pittsville won the second feature race of 15 laps, finishing ahead of John Bowers and Granville Betts.

The third race was one of the cleanest and most exciting of the season. Mundorf also took this one in fast time of four minutes and nine seconds with Stolfus ranking second and Johnny Martin, driving Percentage, owned by George Bowers of Fruitland, pacing third. Cliff Taylor of Delmar came in fourth.

The second race was won by No. 81, Emory Short of Georgetown, No. 47 taking second with Bill Walker at the wheel and No. 111 a fast Ford from Pennsylvania third. Only four finished, the other four were wrecked.

The opening race went to No. 3, a new car later wrecked in the 15 lap feature, driven by Speedy Benson with No. 77 driven by Granville Betts second and No. 29 Oliver West third.

Races next Sunday under the Delaware Stock Car Racing Association, Inc., sponsorship will be run at Meyers Speedway at Bridgeville, Delaware. Judges were Clifford Lawson of Harbeson, Del., Gilbert Pusey of Delmar and H. B. van Auken, Salisbury.

Night Auto Races Scheduled

5-5-1950

Georgetown Track To Open Tonight

Eastern Shore's speed minded fans will get their first taste of night stock car racing this evening at the new Delaware Speedway, located two and a half miles south of Georgetown on Route 113.

The usual 15 and 20-lap races will feature the program. There will be three eight lappers with the first action slated for eight o'clock. Time trials will be discontinued this evening. A total of 30 or 35 cars will divide the activity on the full card.

Keen competition is expected to attract upwards of 3,000 spectators. Many are waiting to see Melvin Joseph of Georgetown race his No. 49 with Dick Mundorf, of Millsboro, who will be striving for a repeat performance on the same track two weeks ago.

Mundorf won by a radiator cap length and the two cars raced the entire 20 laps separated by nothing more than a thin coat of paint.

George Bowers of Fruitland will be represented with his speedy No. 1 with Johnny Marting behind the wheel. Cliff Taylor of Delmar is ready to go with his popular No. 44, a 1932 Ford coupe. A Salisbury entry, Jenkins, Heinenken and Hastings, has enlisted the help of George Hudick of Coatesville, Pa., a pro midget driver, to pilot their expensive No. 75 runabout. Johnny Mundorf of Millsboro, is slated to drive No. 21, his speedy Chevrolet.

Races will be held this coming Sunday at the Myers track, near Bridgeville, after two consecutive postponements due to rain.

Three Hurt In Wreck At Georgetown Track

Special To The Times

Georgetown, May 15—Three persons, two of which were spectators, were injured Saturday night when two racing stock cars at the Delaware Speedway here ran through a fence.

Mrs. Charles F. Vickers of 133 Liberty St., Salisbury, who was at the races with her husband, suffered a fractured cheek bone and deep lacerations of the scalp. A five-year-old child from here, whose named could not be learned, had several stitches taken in her forehead at a Milford hospital.

Paul Bennington, Milford, driver of one of the cars, sustained minor lacerations and an ankle injury.

One car caught fire and hundreds of persons fled, many in panic.

The injured spectators were believed to have been struck by flying wood.

5-15-1950

Harmony Returns To Auto Racing Ranks On Shore

6-9-1950

Harmony was restored to the ranks of the Delaware Stock Car Racing Association following a meeting of owners and drivers Wednesday night at Millsboro.

The regular weekly race at the Delaware Speedway, Georgetown is slated this evening. It includes a full program of three eight laps, a 15-lap and featured 20-lap race starting at eight o'clock.

Last week George Bower of Fruitland and five other Maryland car owners threatened to boycott the Delaware Association unless given a public apology following a dispute of a race at Georgetown.

"Everything is back to normal," he said last night, "and we'll be in there racing Friday night." Bower stressed again that he nor any of the other car owners were not miffed at Melvin Joseph, owner of the Georgetown track. "He has always treated us with unbounded friendliness and courtesy. We balked at some of the policies prescribed by the Delaware Association."

Bower will have his fast stepping No. 1, Percentage, on the starting line with Johnny Martin behind the wheel of the 1940 Ford. The local speed wagon will compete in the 20-lap event.

Other racing in the 20-lap feature include No. 49, a '39 Ford, owned by Melvin Joseph of Georgetown, and driven by Johnny Stoltzfus of Millsboro. The popular Cliff Taylor of Delmar is ready to go with his '32 Ford No. 44 as is Bob Adkins of Millsboro and his '39 Ford.

The only Chevrolet in the race is a '36 model owned by Ed Moore of Lewes, and driven by Johnny Mundorff of Millsboro.

Stoltzfus Victor In Delaware Races

6-10-1950

Johnny Stoltzfus of Millsboro, piloting No. 49, owned by Melvin Joseph of Georgetown, won the 20-lap 10-mile feature stock car race last night at the Delaware Speedway near Georgetown. He clocked the dusty course in 10 minutes and 41 seconds.

Ranking second was the popular No. 1, Percentage, driven by Johnny Martin, and owned by George Bower of Fruitland.

Dick Mundorff finished third with No. 5, the Mitchell's Hatchery entry of Millsboro. The winning No. 49 is a 1939 Ford.

An estimated 1,700 spectators watched the weekly program.

Lea Kersey, of Dover, wheeling a 1940 Ford, No. 45, finished first in the 15-lap race with a clocking of eight minutes, and 26 seconds. Ranking second was Walter Riffin of Bridgeville with No. 38.

Riffin also took one heat in the eight lap event with a recording of four minutes and 35 seconds. He was behind the wheel of No. 38. Bill Raughley of Dover won another eight lap heat with a 4.39 performance. Dick Mundorff of Millsboro was second piloting No. 5.

Three Stock Car Records Fall In Georgetown Program

6-24-1950

Three stock car racing records fell last night in the weekly program at the Delaware Speedway near Georgetown.

A local entry, Percentage, owned by George Bower, of Fruitland, driven by Johnny Martin, clipped the 20-lap mark with a clocking of 10 minutes, 19 and four-fifth seconds. The 1940 Ford coupe took the lead on the 19th lap after passing 12 cars in a closely competitive field of 14 contestants. Running second was Dick Mundorff in No. 5, a 1940 Ford coupe, owned by Mitchell's Hatchery of Millsboro.

Upwards of 1,600 spectators watched the record shattering evening.

The 15-lap Delaware Speedway record, previously held by Oliver West of Pittsville was snapped by Jimmy Hayes in No. 22 with a timing of 7.58.20. Howard Starkey ranked second in No. 42, and third place was taken by George Hudick, in No. 75.

Earlier in the evening an eight-lap record was smashed by Bob Adkins of Millsboro who spun a clocking of 4.04.46 in the third heat. Dick Mundorff, also of Millsboro placed second followed by Johnny Stoltzfus.

The first serious injury of the Eastern Shore stock car racing season took place Friday at the Delaware Speedway near Georgetown . . . George Hudick of Pottstown, Pa., is in the Milford hospital with a broken back and fractured leg . . . During a pre-race tune up a tire blew out, the car turned over and pinned him face to the ground . . . Hudick is 25 years old, and a veteran midget driver of the Yellowjacket Stadium in Philadelphia.

7-3-1950

New Charters Filed

DOVER, June 28 — (Special). — Charters filed with the corporation department of the secretary of state's office follow:

Delaware Speedway, Inc., race tracks for stock cars. Capital \$10,000. Principal office, Georgetown.

6-28-1950

Stoltzfus Wins 20-Lap Feature

7-22-1950

2618 See Races At Delaware Track

Johnny Stoltzfus of Millsboro, former Philadelphia Yellowjackets Speedway driver, is still kicking up dust in the faces of Eastern Shore competitors.

He won the 20-lap feature race last night at the Delaware Speedway, near Georgetown, before 2,618 paid admissions. The winning time was 10 minutes and four fifth seconds over the 10-mile course.

Last week he shattered the track record on the Delaware Speedway by clocking a speedy nine minutes and 53 seconds in the 20-lap race. That's averaging better than a mile a minute.

The runnerup last night was Carey Williams of Ocean City, transplanted speedster from Richmond. Dick Mundorff of Millsboro finished third in a field of nine cars.

A total of \$1,048 purse money was divided among 19 drivers. This is believed to be the largest breakdown of the season at any Eastern Shore track.

The 15-lap event was won by Paul Walker of Lewes in eight minutes flat. Close on his path was Paul Bennington of Rehoboth Beach.

Norris Reed of Milton registered the best time of the eight lap events. He clocked four minutes and three fifth seconds. Running second best was Williams.

VFW Discusses Home Funds

Sussex Memorial Post 7422, VFW held a joint meeting with the auxiliary, in the post home south of the town. James H. Baxter, Jr., is post commander. Necessary plans for completion of the new home were discussed by the units. The kitchen is being completed and furnished by auxiliary members, and was open for inspection by the members.

Final reports on the food booth and the carnival were given by Frank Carmine. The post is operating a food concession at the Delaware Speedway, each Friday evening, proceeds being applied to the building fund.

7-22-1950

Stock Car Races At Delaware Speedway, Georgetown, July 21



7-28-1950

Malcolm E. Lord Photos

Norris Reed, of Denton, who driving "Car 38", owned by Mary and Ed Henry, holds the 8-lap track record at the Delmar Raceway.

Stoltzfus Bids For Victory In 20-Lap Feature Tomorrow

7-29-1950

Johnny Stoltzfus of Millsboro hopes to score a 20-lap feature triumph tomorrow in the stock car races at the Delmar Raceway, one half mile west of Delmar.

The former Philadelphia Yellow-jacket speedster hiked his total points to 726 last night at the Delaware Speedway, near Georgetown. He picked up 35 tallies for finishing second in the 20-lapper won by Carey Williams of Ocean City. Stoltzfus gained an additional 25 points for winning one of the eight lap warm up sprints in the fast time of two minutes and three seconds.

A total of 2,203 fans watched Williams, driving No. 78, win the 20-lap feature in nine minutes, 54 and four-tenth seconds. He gained 50 points for this win, and another 25 with a first place finish in an eight lap sprint.

Williams, who started the season late, now shows an overall 533 points. Ranking third in the 20-lap event was Freddy White of Pittsville.

Johnny Martin of Millsboro who ranked second in the scoring derby with 651, encountered some bad luck last night, in a five-car crack-up. He was unable to continue.

Johnny Mundorff of Millsboro took the 15-lap race in seven minutes, and 53 seconds. Paul Walker of Lewes ranked second followed by Emory Short.

Delmar Speed Demon Wins Consistently In '32

8-3-1950

Cliff Taylor of Delmar is the speedy guy, who gets so much speed out of so little. That's what the stock car racing fans throughout the Eastern Shore think these days.

He has been winning consistently with No. 44, a 1932 Ford coupe, which is one of the few racing vehicles on the peninsula with strictly stock parts. Taylor's most recent victory was the 20-lap first place finish at the Delmar Speedway last Sunday against a highly contested field.

There's nothing super-charged or any "souped up" parts about his car. The same '32 rear and transmission are functioning well. He uses a straight stock distributor and carburetor.

"I don't have that kind of money," declares Taylor. "Other fellows spend several thousands of

dollars on their cars. I make out very well with stock parts. For instance, I can buy a stock distributor for \$4. Other cars are equipped with such parts costing \$60. or \$70. He estimates he has less than \$1,000 in his speed buggy including a 1946 Mercury motor.

Taylor's Delmar win last Sunday was his first start after recovering from three cracked ribs and a bruised chest during a crack up last month at the Delaware Speedway, near Georgetown. "Don't know whether I will race on that track again. The turns are not lighted up enough and with the mud flying it's difficult and dangerous to control the car going at a speed of 60 or 70 miles per hour."

This Delmar speed demon points out that he doesn't race for the

money involved, but for the love of the sport.

Taylor has always been speed minded. He owned an airplane back in 1939. It was an Aristocrat, a high wing monoplane, two passenger craft, which he sold a few years later. He went overseas to the North African battle front in 1942 as an aircraft mechanic for the Glenn L. Martin Aircraft Company of Baltimore.

He is 48 years old and has been a resident of Delmar since the war. He was born in Wicomico County between Mardela and Sharptown, moving to Hebron in 1928 where he operated a garage until 1940.

Taylor also owns a motor overhauling establishment on East State St. in Delmar. He does all of his own work on his racing car. Mrs. Taylor is the former Pauline Bailey of Hebron, who is also a rabid stock car racing fan, but says she never attends a race in which her husband participates.

Williams Wins Del. Stock Car Feature

8-4-1950

A field of 24 cars was on hand at Melvin Joseph's Delaware Speedway Friday night when the Delaware Stock Car Racing Association's announcer Bill Gregory gave the run-down to start 8 fast cars on their way before an estimated crowd of 3,000 at the fast 1/2 mile oval.

John Mundorf in his own newly re-conditioned 65 took top honors in this first event with Paul Walker in Car 21 driving a hard second and Horace Williams battling all the way to bring 24 in for 3rd money. Mundorf drove the 4 miles in 4 minutes and 15 seconds. Congratulations to Paul Walker who can really get the most out of his Moore Chevrolet Special.

Car 78 piloted by Carey Williams, a veteran driver who is making a great hit with our fans, drove the second 8 laps in 4 minutes and 10 seconds with Norris Reed in 38 and Oliver West in Car 29 taking second and third positions. Buck Hopkins in

Car 3 took a bad spin coming into the fourth turn, forcing Jim Hayes' 22 into the infield and through some fast wheeling. Norris Reed avoided a bad crash and took over a fast second berth in hot pursuit of Williams.

As seven of the fastest cars in the circuit caught the flash of starter Tom Brown's green silk, a newcomer, Car X, from New York State and driven by Frank Wagner forged ahead to give our boys a real run for first money in the third 8 turns around. Johnny Stoltzfus in 49 took up his outside position and after three laps swung into first place in a fast back-stretch burst of speed to finish in 4 minutes and 3 seconds, leaving second and third spots to Car X and Jack Jones driving Car 75. This was the first time 75 had been on the track since George Hudick was so critically injured in a 4th turn roll several weeks ago. As Stoltzfus was making his bid for Frank Wagner's position he made a half slide in the 4th turn and only through the wheel skill of Dick Mundorf in No. 5, and the expert handling of the drivers behind

him was an accident averted.

Paul Walker in 21 slid around leaving the 2nd turn as the 15 lap semi-feature got underway and after Scorer Cliff Lawson had the race re-started, as is the policy with first lap casualties he drove one of the best and fastest races of his career, second only at the checkered flag to John Mundorf in Car 65 who whipped the 7 1/2 miles in 7 minutes and 53 seconds. Emory Short in 81 placed third with Horace Williams in Car 24 taking fourth after a long battle with Freddie White's Dodge No. 16.

Excitement reigned as a 12 car line-up took the track in the 20 lap feature and was climaxed early in the race by a 4 car pile-up on the fourth turn as Norris Reed in Car 38 spun out after leaving the flag with a three-length lead. Reed, followed by eleven other Delaware Circuit veterans, was hit by Dick Mundorf in Car 5, Johnny Martin in No. 32 piled into both and amid the confusion, Jim Hayes' 22 took a wide inside sweep to miss the pack, locking his wheels, and causing him to take a right side

layover against the pitwall. Only the superb jockeying of the other drivers prevented further damage. In record time, and under the supervision of Melvin Joseph, the track was cleared and scraped and the race re-started with Buck Hopkins in No 3 and Oliver West's 29 fighting for top billing until Carey Williams in Car 78 moved to the front to hold his ever-increasing lead and take the checkered flag 1/2 lap ahead of John Stoltzfus' 49, who was driving hard to eat up the long lead. Williams took Tom Brown's checker in 8 minutes and 51 4/5 seconds which is only 1 1/5 seconds off the track record. Oliver West in Car 29 ran third, followed by Buck Hopkins in 3 as fourth money winner and Lee Kersey in 45 bringing up fifth place.

Stock Cars To Race At Georgetown Tonight

Another crowd of more than 2,000 is expected to attend the weekly stock car races tonight at the Delaware Speedway, near Georgetown.

The featured 20-lapper is expected to be another thriller. Competing again will be Johnny Stoltzfus, Johnny Martin, Carey Williams, Johnny Mundorff, Paul Walker, and Freddy White.

Williams, a transplanted Virginian, now living in Ocean City, carried off the 10-mile windup last week with a speedy performance of 9 minutes, 54 and four-tenths seconds.

8-4-1950

Stoltzfus Is Victor In Georgetown Race

Johnny Stoltzfus, piloting No. 49, a speedy Ford owned by Melvin Joseph of Georgetown, won the 20-lap feature race last night at the Delaware Speedway, near Georgetown before 2,590 spectators.

The winning time for the 10-mile event was 10 minutes, one and two fifth seconds.

Carey Williams of Ocean City, driving No. 78, placed second in the field of eight contestants. He won last week's 20-lap feature.

Stoltzfus surged to the front at the 15 lap distance after the lead changed twice, and finished ahead by a car length. Also in contention throughout was Dick Mundorff with No. 5, who came in third.

A total of \$1,021 purse money was divided among 19 drivers.

Bob Tice took the 15-lap semi-windup in fast time of 7 minutes, 57 and one fifth seconds. He led all the way. Paul Walker placed second and Freddy White of Pitts-ville, third.

Williams, the Ocean City speed burner, ticked off the best time of the eight lap warm up tests. He clocked a 4 minute and 4 second performance.

8-5-1950

A record breaking crowd of 3,949 attended Friday night's stock car races at the Delaware Speedway, near Georgetown . . . A total purse of \$1,564 was divided among the drivers . . . Dick Mundorff of Millsboro won the 20-lap feature with a clocking of 10 minutes, and nine seconds.

8-14-1950

Stoltzfus Takes 20 Lap Stock Car Event

8-11-1950

Friday evening at Melvin Joseph's Delaware Speedway proved to be another exhibition of extraordinary driving and speed as an enthusiastic audience of 3,000 crowded the stands at the fast 1/2 mile D.S.C.R.A. track to cheer a field of 23 fast cars.

The so-called slow first 8 lap heat was won by Paul Walker who rode to an easy victory in 4 minutes and 18 1/5 seconds in his No. 21, followed by Jim Fitzgerald in 52 and Freddie White in his Dodge No. 16. Smiley Hastings has changed the color (and his luck) of No. 52 from green and white to red and white while Freddie White indicated that we can expect great things from him in future dates as his motor loosens up.

Horace Williams was again under the wheel of No. 41, in which car he piled up numerous points before its rebuilding job, and was going great-guns at the start of the 2nd lap heat when he was, as they tell me, tapped by Leonard Clendaniel's No. 11 and forced into the side of John Mundorff's car 65, throwing everything out of balance and resulting in 3 end-over-end, side-over-side rolls on the second

turn. As the race was restarted and Tom Brown dropped the flag, Bob Tice in No. 19 took off and developed a nice lead to take the checkered flag in 4 minutes and 15 1/5 seconds. Leonard Clendaniel, driving No. 11, which was last season's No. 7A, ran second with Oliver West in No. 29 stamping the floorboard in an effort to take his position. Bill Walker of Car 47, made a vain effort to stay in the race but retired to the pits with engine difficulties again.

Highlighted by some of the fastest cars in the circuit, the third 8 lap heat started a nip and tuck affair between Carey Williams in No. 78 and 49's Johnny Stoltzfus, concluded with Carey carrying the checkered flag of victory in a fast 4 minutes and 4 second spurt to nose out Johnny by a very slim margin. Dick Mundorff in his No. 5 took 3rd money, which incidentally has had a new body and paint job—looks good, so let's get it out in front.

Eleven cars started the 15 lap semi-feature race and between Bob Tice in No. 19 and Paul Walker in Car 21, the fans were really jumping. They

played tag, fast tag, for almost the entire length of the 15 laps with Tice catching Starter Tom Brown's checkered flag 1 length ahead of "21" to stop the clock at 7 minutes and 57 1/5 seconds. Freddie White in No. 16 ran a hard third, with Emory Short's 81 and Ray Sherman in 66 taking 4th and 5th paying positions. Wonder-Boy Stacy in car 20 is back with us and we're looking forward to action.

Closely resembling the 15 lap semi-final feature, the 20 lap feature-entries roared of into the first turn with Carey Williams of 78 and Johnny Stoltzfus in Car 49 taking early forward positions to play nip and tuck for honor spot. Stoltzfus piloted his black and white 49 across the finish line with Williams touching his bumper for a reading of 10 minutes and 1 2/5 seconds. Dick Mundorff slid into a fast third berth closely followed by Buck Hopkins in Car 3 and Oliver West,

driving Car 29. Norwood Ellingsworth, driving his Hudson No. 74, made a complete spin on the 4th turn, just ahead of No's 29 and 3, but ripped into reverse and backed onto the infield, narrowly avoiding another "4th turn mix-up."

WDOV announcer Bill Gregory announced that a match race will be held Aug. 11 between Johnny Stoltzfus, driving No. 49, Carey Williams driving No. 78 and a leading point holder from Carey's hometown of Richmond, Va., driving No. 90.

It also seems in order to question the Association's stand in the rumor that has the Pocomoke City Speedway being dropped from the Association's roster because of percentages paid. Sounds as if someone wants to hog all the profits and wreck the "league".

The sun is but one of a galaxy of 100,000,000 stars.

8-18-1950

Mundorf Claims Checkered Flag At Georgetown Races

A record crowd of 4200 fans was on hand Friday evening when the Delaware Stock Car Racing Association entered 27 fast cars on the dirt at Melvin Joseph's 1/2 mile Delaware Speedway for one of the finest races held.

Showing the crowd that "a Chevrolet will run", Paul Walker again took starter Tom Brown's checkered square in an easy 4 minutes and 18-1/5 seconds in the first 8 lap heat. Bob Burkhardt in his Super-charged Graham No. 13 took 2nd place honors with Jim Fitzgerald's "52" bringing up a close 3rd. Howard Slaughter, driving car 50, slid high in the 2nd turn and rolled over the bank damaging his Ford considerably, but crawling out unhurt.

Scorer Cliff Lawson put Bob Tice of No. 19 on the outside third tier but as he rounded the 1st turn in the 2nd 8 lap heat, he had piled up a 2 length lead on the 9 car field through a wonderful display of driving, and held that spot for the duration. Car 41, piloted by Horace Williams, and really hot since Joe Komoroski repaired last week's damage, took a smooth 2nd spot with John Mundorf in Car 65 bringing up third in hot pursuit of "41". Tice's time was 4 minutes and 15 seconds for the 4 miles, bettering

his last week's "record" by 1 5 of a second.

Considered as having a slight edge on the other heats, the third 8 turns around the oval were Dick Mundorf's, as he wheeled No. 5 into a 1st spot in the 1st lap and held a nice lead over some of the fastest cars in the circuit to carry the "checker" in 4 minutes and 2 seconds. Bringing up a fast second and third were Johnny Stoltzfus in 49 and Johnny Martin driving No. 45, who fought all the way with Carey Williams's 78 and Bill Scott's 1 to retain their positions.

Paul Walker displayed his back bumper to the 10 other 15 lap semi-feature entries as he whipped the 7 1/2 miles in 8 minutes and 3 4/5 seconds. Bob Burkhardt's 13 ran a hard second after Emory Short in 81 spun out in the 3rd turn, in the 12th lap, losing his bid for 1st money. Car No. 52, with Jim Fitzgerald at the wheel ran 3rd. Chester Holladay in 33 slid into 4th place and No. 15, jockeyed by Palmer Fowler brought home 5th money even though he spun out earlier in the 4th turn. Roland "Wonder-Boy" Stacy rolled his No. 20 three time in the second turn but came back after the race to "shimmy" up the track to show the crowd "she'd still run".

As was announced last week, the match race between Carey Williams in Car No. 78, Johnny Stoltzfus in Car No. 49 and a high point holder of Carey Williams' acquaintance, Vernon Storm driving No. 77-A, resulted in a hair-breadth defeat for the Delaware Speedway Kings as Storm

(Continued on page 4)

MUNDORF CLAIMS CHECKERED FLAG AT GEORGETOWN RACES

(Continued from page 1)

leaped to a close win over Williams in a roaring 5 lap thriller. Storm crossed the "flag line" a short distance ahead of 78 and 49 to take Melvin Joseph's beautiful trophy in 2 minutes and 34 seconds.

It was Dick Mundorf's night and as the 20 lap feature race swung into the green flag stretch, there were 13 Delaware veterans vying to hit full throttle in their bid for the record purse. Bob Tice in Car 19 stomped his Ford into first spot only to be taken on the outside by Mundorf's No. 5. Dick held his position for the entire ride to be challenged only by Carey Williams in No. 78 who ran second with Bill Scott, driving Car 1, copping third money. John Mundorf set No. 65 in a fast 4th position and Bill Raughley drove 54 in for 5th money in a sizzling exhibition of wheel skill. Johnny Stoltzfus retired with a broken spring as the race drew to a close to give up his chance for top honors. Bob Tice spun and rolled broadside in the third turn and was narrowly avoided by the fast wheeling drivers attempting to overtake him. The car was quickly returned to its wheels and pushed to the infield therefore making it unnecessary to stop the race. Johnny Martin's 45 developed motor trouble and Norwood Ellingsworth's Packard "74" threw a wheel, forcing them both out of the race. Dick Mundorf turned the 10 mile stretch in 10 minutes and 9 seconds, slowed a little by the macadamized effect of the packed track surface.

Delaware Feature On Flat Tire

9-1-1950

Amid a series of close-calls and crashes, 3100 stock car racing fans witnessed five thrilling races at Melvin Joseph's Delaware Speedway Friday evening, with a field of 32 modified "rockets" on hand.

It was Bob Burkhardt, driving No. 13 to victory in the first 8 lap heat, in 4 minutes and 18 seconds. Emory Short in 81 gave Bob a bad time to take a close second spot with Paul Bennington whipping No. 30 into third money position over the 10 car start.

As the 10 entries in the 2nd 8 laps took off, it was Bob Long's No. 7 and Cliff Taylor's 44 taking 1 and 2 spots and fighting back and forth for the entire 4 miles with Bob nosing No. 7 over the line a little ahead of 44 and stopping the clock at 4 minutes and 13 2 5 seconds. Oliver West slid car 29 in behind Cliff to take third position in a swell race. Granville Betts' luck is still bad with No. 77, for as he swung into the back stretch with a fast lead on the field in the first lap, his right wheels dropped off the track and with 3 rolls he ended up in the woods. The car wasn't damaged too seriously and "Duke" came out O. K. Better luck in the future to a veteran driver.

Norris Reed drove No. 38 into first spot in the third 8 turns around and led the 12 car field for the limit in 4 minutes and 7 4 5 seconds. To be challenged only by Johnny Martin's No. 32 who took Starter Tom Brown's checker 1/2 length behind "Speedy" Bob Atkins drove a nice race to pull No. 45 into a sizzling third spot and right on 32's bumper. Daredevil Dick Mundorf broadsided No. 5 in the 4th turn, early in the race and tangled with the side of Johnny Martin's 32 and Bill Scott's No. 1 but through a

Scott And Stoltzfus Win Stock Car Classics

9-8-1950

Coupling excitement with a race against rain, 30 of the fastest cars on the East Coast assembled at Melvin Joseph's Delaware Speedway Friday evening to take their chances for the winning checker before an estimated crowd of 3150 stock car racing fans.

Paul Walker pulled back into the lime-light in the first 8 lap heat and from inside 5th tier, rode No. 21 on the outside dirt to eat-up his 9 other competitors getting Starter Tom Brown's checkered square in 4 minutes and 16 seconds. Oliver West pushed Car 29 all the way for a fast second spot, with John Mundorf's 65 bringing up third.

It was Duncan Brothers' No. 7, with Bob Long at the wheel, in top-honor spot in the 2nd 8 turns around the oval and Cliff Taylor in No. 44 riding him hard in a vain effort to transfer titles. "Duke" Betts pulled 77 into third money position in the 9 car start to give an excellent display of sizzling wheeling after last week's crackup. Albert Short gave 22 a little too much "foot" in the third turn and spun around and over on his side but was quickly set-up again and pushed to the infield. Bob Long whipped No. 7 into the pole to stop the clock at 4 minutes and 18 seconds.

Ten of the circuit's fastest cars took the green at the start of the third 8 lap heat and it was Bill Raughley in No. 55 running wild from the field with Johnny Martin shoving 32 in behind him and Johnny Stoltzfus in No. 19 roaring in to take third money. Bill turned the 4 miles in 1 minute and 5 seconds to a live remarkable show in "wheelmanship" or his first trip in the cut. Dick Mundorf slid No. 5 into a spin in the

2nd turn and came back to finish while Norwood Ellingsworth spun on to the infield in the same spot and stayed. Norris Reed's 38 got away for a spin in the 4th turn and he retired to the infield to sit out the match.

Fourteen veterans took to the dirt as the 15 lap semi-feature got underway and it was the first race again as Paul Walker stomped No. 21 into "No. 1" position and held it all the way for the checkered flag, in 7 minutes and 49 and two fifths seconds. Oliver West, driving No. 29 on the floor, brought up 2nd spot and John Mundorf slid into a "digging" third. Ray Sherman brought car 66 in for 4th money closely pursued by Roland Sammons driving No. 24, both of whom displayed all the merits of the veteran driver of the D. S. C. R. A. Horace Williams went into a slide in the 4th turn and wheeled No. 41, which didn't have her usual "go", into the pits.

Heretofore, the evenings toll of battered cars had remained at zero thus giving an excellent field for the Labor Day event at Harrington but as the 20 lap feature took shape it seemed that everyone went wild, and with the extra hazard of a slippery footing the 11 car field composed of the fastest member cars went into the green silk with all drivers testing their throttles. Cliff Taylor went into a wide slide in 11 in the 2nd lap on the 2nd turn and Howard Starkey, who just arrived in time for the race in his reconditioned No. 12 struck 11 in the front wheels and sailed on down the backstretch to come to rest broadsided with the other drivers doing some fast infield

running to avoid the two of them Starter Tom Brown threw the caution on the rest of the field, but evidently Norris Reed in Car 38 missed it because of a muddy windshield and as he came into the back-stretch was forced into Howard Starkey's Car No. 42 by "another car" that wouldn't move. Reed dove head-on into the front of 42 and flipped down the track and came to rest on his side with slight scalp injuries to himself

and considerable damage to 38. Inconsiderate and blood-thirsty spectators swarmed the scene, hampering officials and wrecking crews, and paying no attention whatsoever to the State Police or Announcer Bill Gregory or to the laws of common decency. We hope in the future that some more provisions can be made to protect accidents from these ogles. In a very short time, Promoter Melvin Joseph had the track back in shape and the race was restarted and stopped in the first lap because of a back-stretch mechanical failure on Dick Mundorf's No. 5. Bill Raughley in No. 55 pushed in the back of Bill Scott's 1 as they slid to a stop on the red square, not affecting No. 1's maneuverability or speed as was witnessed as the 20 lap feature again got underway, with Bill moving up from outside 4th tier to the front and taking the black and white in 10 minutes and 14 seconds. Carey Williams was cutting the dirt in an effort to take 78 into first spot as was Bill Raughley in No. 55 to overtake Williams. This left 4th money to Dick Mundorf's No. 5 and 5th spot to jockey Johnny Stoltzfus in No. 49. Johnny Martin spun 32 out in the 2nd turn but kept "right in there" while Buck Hopkins piloted No. 3 out of a bad off-the-bank-wide on the 3rd turn into the pits, intact, due to a blow-out.

A special match race was held between Carey Williams

Buzz Barnett in Car No. 1 from the Va. Beach Speedway. Buzz took the 5 lap event in 2 minutes and 50 and two-fifths seconds in a light rain, which decreased speed considerably. Bill Scott in Car No. 1, as winner of the 20 lap feature, was scheduled to compete, but due to clutch and other failures, he declined the offer.

Scott Captures Delaware Feature; Shatters Track Record

9-15-1950

Melvin Joseph's $\frac{1}{2}$ mile Delaware Speedway lived up to its name Friday evening for, before an estimated attendance of 3,000, 28 of the East Coast's fastest Stock Cars battled for position in one of the most spine-tingling matches ever held at the track.

A veteran of many races, Paul Bennington in car No. 30, walked away with the first 8 laps in 4 minutes and 14 and three-fifths seconds. Roland Sammons was pushing No. 24 to take a very fast 2nd spot and Fred Smith brought No. 50 into third position. Smith rolled off the 3rd turn in the first lap and, after being set upright and quickly checked, started again to roar into the fast third spot. Paul Walker worked on his Moore Chevrolet Special No. 21 and started in scratch berth, but after running traffic in record time, was forced to pull in again with "differential difficulties."

Bob Tice was honor man in the 2nd 8 lap heat as he shoved No. 19 around in 4 minutes and 9 seconds with Bob Long bringing No. 7 in for second money and Ray Sherman piloting his Car 66 into third. Bob wheeled an excellent race, running from inside third tier to first in $\frac{1}{2}$ lap.

Bob Atkins was close on the heels of Johnny Stoltzfus' "second" mark as some of the circuit's hottest cars took to the dirt in the third 8 turns around. In his Car 45, Atkins left all comers from outside 2nd tier, with his closest competitors being Johnny Martin's No. 32 and Johnny Stoltzfus in 49 dogging him all the way for a chance to take over first because of a bad slide or spin. Atkins turned the 1 mile in the fast time of 3 minutes and 56 seconds, within 2 seconds of Stoltzfus' record.

In the 15 lap semi-feature it was Horace Williams again "footing" 41 to the front and developing a long lead over the 12 car field. Paul Bennington was his closest challenger in No. 30 and Roland Sammons shoved Car 24 in close behind Bennington for a fast third. Dale Murray came in 4th in Car 8 with Junior Collins whipping No. 4 into a sizzling 5th money win. Driving an excellent race Williams took Starter Tom Brown's checker in 7 minutes and 52 seconds.

Jockey Bob Tice in No. 19 took off into a swift lead right from the pole in the 20 lap feature race and was going all-out until a traffic jam on the first turn threw the red square

on the field. Bill Raughley jumped 55 off the 1st turn with a blowout and roamed around the outside to the pits where he got a lightning wheel change and the race was restarted. Bob Tice again stomped 19 into a lightning lead and as he came into the 2nd turn he went into a bad broadside skid with 12 veteran drivers doing some really expert inside and outside wheeling to avoid him. Tice rolled 3 times with slight damage to the car and none to himself. Restarted again, the race got off to one of the fastest starts witnessed, with Bill Scott and Johnny Stoltzfus in Cars 1 and 49 whipping through the traffic at break-neck speed. From then on there were 2 races in 1 with Scott and Stoltzfus fighting side-by-side for 1st and Carey Williams and Johnny Martin in Cars 78 and 32 stomping for 4th. For 18 laps it was Scott in No. 1, and Stoltzfus in 49, running parallel with neither having the extra pedal to leave the other. There was Bob Atkins running behind in 3rd with No. 45 and praying for an opening, and still Williams and Martin in 78 and 32 battling for 4th. It was fast and breathtaking, if that can adequately describe it! Williams and Martin managed to inch by Bob Atkins' 45 in the 18th lap and as they rounded the 4th turn into the checkered stretch, Williams developed a spectacular burst of speed to roar up with the leaders and nose out 49's Johnny Stoltzfus to take one of the most challenged 2nd spots ever contested. Amid the din of shouts and applause, Announcer Bill Gregory and Scorer Cliff Lawson gave the fastest time ever recorded in the Delaware Circuit for the 20 lap race, shattering Johnny Stoltzfus previous honors by 3 and two-fifths seconds, to veteran Bill Scott who covered the 10 miles in 9 minutes and 49 3/5 seconds to bring his Bowers Auto Parts Special No. 1 into first position. As previously stated, Carey Williams "rolled" the Lane Bros. Special No. 78 into a rip-roaring 2nd spot in the grandstand stretch, at the checker, with Johnny Stoltzfus stomping 49 into a "wheel-length" 3rd and Johnny Martin taking over 4th berth. Bob Atkins slid 45 into fifth money after giving a wonderful show of wheeling. Bill Scott's average speed for the record shattering match was 61.09 m.p.h. in one of the best, fastest and cleanest contests ever promoted.

STOCK CAR RACING TONIGHT AT...

DELAWARE SPEEDWAY

2½ Miles S. of **Georgetown** on Route 13

Promoted by Robert Saul, Paterson, N. J.

Sanctioned By Del. Stock Car Racing Assn.

9-22-1950

RACES START 8:30 P. M.

★ FEATURE RACE 25 LAPS ★

With Not Less Than 15 Cars Entered.

Many New Cars Entered That Have Not Raced Here Before.

Stoltzfus Takes **Georgetown '25'**

9-25-1950

Johnny Stoltzfus came roaring in first in the 25 lap race held by the Delaware Stock Car Racing Association Saturday, Sept. 23, at Melvin Joseph's half-mile **Delaware Speedway**, three miles south of **Georgetown** on Route 113.

The Saturday race was in place of the regular Friday evening event which was postponed because of weather.

Feature race excitement reigned as 11 cars took Scorer Cliff Lawson's line-up for 25 laps around the oval, with Paul Walker moving Car 21 out into an uncontested first spot.

Johnny Stoltzfus roared through traffic in his regular break-neck style until, in the 5th lap he piloted No. 49 into the "fireballing" first that he held for the checker. Carey Williams brought 78 in for the 2nd honors after a one-lap match in which he ran away from all competitors.

Hot driving comprised third position as Norris Reed in 38 and Bob Atkins in Car 32 battled for its honors. Atkins managed to nose out Reed in the 20th lap and also to take the checker a short distance ahead. Paul Walker drove No. 21 into 5th spot following lap-after-lap of matching wits and cars with Bill Raughley's 55. Stoltzfus was clocked at 12 minutes and 17 2/5 seconds in the 12¼ mile ride.

Even though the weather seemed a slight bit chilly and talking into account the fans that could not be present, 1500 people were on hand to see the fastest cars and the best drivers in a thrill-packed show that left no time to consider the elements.

Bob Sall, who has assumed the duties as director of the **Delaware Speedway**, has announced that along with his policy of presenting the very best in competition, many features will be added to make the programs even more entertaining.

For the first time at the **Delaware Speedway**, a woman driver will high-light the Six event weekly program of Stock Car Races to be sanctioned by the Delaware Stock Car Racing Association on Friday evening, Sept. 29. Ann Bunselmyer of Elmsford, N. Y., will appear in her own car in competition with not only the best drivers in the circuit, but also against the talent of some other of the East's top "Stock Wheelers".

One of Mr. Sall's new features will be many new drivers from other sections of the country including such favorites as Wally Campbell and Charlie Dyer, who currently lead in N. A. S. C. A. R. point standing, along with many others who will be seen from time to time on this fine track.

Stoltzfus Takes '25'; Woman Driver Here

9-29-1950

Due to inclement weather, the Friday evening date with the Delaware Stock Car Racing Association was changed to Saturday and resulted in 5 of the season's most thrilling races as 24 of the fastest member cars assembled at Melvin Joseph's fast 1/2 mile Delaware Speedway for the occasion.

Horace Williams and Paul Walker turned in some brilliant displays of wheel-skill in the first 8 lap heat as they roared around the 4 mile stretch in fierce competition. Williams took over first spot with No. 41, Walker running 2nd in Car 21, and Paul Bennington's "30" blazing a sizzling "third" trail. Williams' time was 4 minutes and 15 seconds as he nosed out Walker by 1/2 length.

Nine cars comprised the field for the 15 lap semi-final race with Horace Williams taking a fast lead from the flag as he wheeled Car 41 for the entire distance to hold off the ever-present threat of a hard-driving Paul Walker who held No. 21 on his bumper all the way. Paul Bennington brought No. 30 into the 3rd money spot, closely followed by Ray Sherman's 66 and Jim Fitzgerald in No. 52. As Car No. 79 whipped out of the 2nd turn, Jockey Harvey Williams lost two wheels off the edge of the track and spun into the woods taking the front wheels from under the car but leaving himself unhurt. Williams' time was 8 minutes and 10 4/5 seconds for the 7 1/2 miles.

Feature race excitement reigned as 11 cars took Scorer Cliff Lawson's line-up for 25 laps around the oval, with Paul Walker moving Car 21 out into an uncontested first spot. Johnny Stoltzfus roared through traffic in his regular break-neck style until, in the 5th lap he piloted No. 49 into the "fireballing" first that he held for the checker. Carey Williams brought Car 78 in for the 2nd honors after a one-lap match in which he ran away from all competitors. Hot driving comprised third position as Norris Reed in 38 and Bob Atkins in Car 32 battled for its honors. Atkins managed to nose out Reed in the 20th lap and also to take the checker a short distance ahead. Paul Walker drove No. 21 into 5th spot following lap-after-lap of matching wits and cars with Bill Raughley's 55. Stoltzfus was clocked at 12 minutes and 17 2/5 seconds in the 12 1/2 mile ride.

For the first time at the Delaware Speedway a woman driver will highlight the 6 event weekly program of Stock Car Races to be sanctioned by the Delaware Stock Car Racing Association, on Friday evening, Sept. 29. Ann Bunselmyer of Elmsford, N. Y. will appear in her own car in competition with not only the best drivers in the circuit but also against the talent of some other of the East's top "Stock wheelers".

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One of Mr. Sall's new features will be many new drivers from other sections of the country including such favorites as Wally Campbell and Charlie Dyer, who currently lead in N. A. S. C. A. R. point standing, along with many others who will be seen from time to time on this fine track.

Stoltzfuz Wins Weekend Races

Takes Features At Two Tracks

10-2-1950

Johnny Stoltzfus of Millsboro continues to kick dust in the faces of rival drivers of the Delaware Stock Car Racing Association. The former Philadelphia Yellowjackets speedster took a pair of weekend 20-lap races.

Yesterday at Ocean Downs, Stoltzfus won the 10-mile race in 10 minutes and 25 seconds. Second was Bob Adkins of Millsboro followed by Carey Williams of Ocean City.

Saturday night, Stoltzfus clocked a 10:10 performance to win the feature at the Delaware Speedway, near Georgetown. Adkins again came in second best followed by Oliver West of Pittsville.

Adkins established a new track record at the Delaware Speedway, winning the third heat, eight lap race in the fast time of 3.42.2.

SEE THE BEST IN

STOCK CAR RACING

At The

Delaware Speedway

(Three Miles South of Georgetown, Delaware, on Route 113)

— One of the Fastest $\frac{1}{2}$ Mile Dirt Tracks In The East —

Sanctioned By

10-6-1950

The Delaware Stock Car Racing Association

Every Friday Evening

8:00 P. M. — Under Lights

Rain Date—Saturday

FRIDAY EVENING, OCTOBER 6

Ann Bunselmyer of Elmsford, N. Y.
In Competition with the East's best drivers

THE BEST DRIVERS — THE FASTEST CARS

in

"The Fastest Sport On Earth"

Melvin L. Joseph, Owner

Bob Sall, Promoter

Grandstands

Free Parking

Refreshments

New Track Record Set At Georgetown

A new track record for 15 laps in 7:40.2 was set by Junior Collins of Georgetown in the first featured race at the Delaware Speedway Friday night. There were about 2,500 paid admissions.

In the main feature, Carey Williams of Richmond, Va., took the 20-lap event from nine entries. Three turned over and one dropped out.

Emory Short took the first heat. Bob Tice of Laurel took the second heat and Johnny Martin of Millsboro won the third.

No one was injured in a half dozen wrecks. Paul Brewington of Queensboro turned over twice at the third turn in the first heat and Palmer Fowler went over the bank to avoid hitting Brewington.

Jimmy Fitzgerald, of near Salisbury, wrecked in the first feature when a wheel folded and Horace Williams of Bridgeville turned over when he slid in front of Short on a turn in the same event.

The next race is Friday at 8:30 p.m.

10-9-1950

Stoltzfus Captures Delaware Race; Woman To Compete

10-6-1950

Another inclement Friday evening forced the Delaware Stock Car Racing Association to revert to their Saturday rain-date as they brought 2100 enthusiastic fans a field of 22 of the country's fastest cars in a fierce 6 race competitive card at Melvin Joseph's 1/2-mile Delaware Speedway.

Turning the first 8 lap heat in 4 minutes and 15 seconds was "21's" Paul Walker as he wheeled his Moore Chevrolet Special for the 4 miles at a record pace. Jim Hayes pulled No. 2 around the track at a spectacular clip to pull down 2nd, while Dale Murray piloted No. 8 into a close 3rd spot.

Delaware veteran Oliver West carried 1st honors in the 2nd 8 laps as he swung No. 29 into Starter Tom Brown's checker in 4 minutes and 5 seconds. It was Preston Niblett whipping 22 into a fast 2nd position and Junior Collins piloting No. 4 in for 3rd money. This was West's first win for some time and it was a thrill to see a charter member again take over a lightning lead.

An infamous Bob Atkins in Car 45 took first spot in the 3rd 8 turns around, after bumping, crashing and forcing his competition into the infield and to the edge of the track—and he set a new track record for the

8 lap race at the Delaware Speedway too, shattering Johnny Stoltzfus' previous mark by 5 25 seconds to bring the new mark to 3 minutes and 49 25 seconds. There was very little applause or tribute paid Bob Atkins though, for everyone considered his win was ill-gotten. It is suggested that he clean up his driving a whole lot before he races against the other GOOD drivers again! Johnny Martin came into the checker with No. 5 to hold a close 2nd spot and Johnny Stoltzfus brought Car 49 into a roaring finish for third.

Moving up from inside 4th tier, Horace Williams slid Car 41 into a comfortable lead and held it for the entire ride in the 7 1/2 mile semi-feature event, to stop the clock at 8 minutes and 18 seconds. Dale Murray in Car 8 took over 2nd money with Emory Short rolling No. 81 into a sizzling third spot. Bill Walker piloted No. 99 into a smooth 4th money position and Jim Hayes sailed into the checker with Car 2 for fifth honors. Due to a mixup in the first lap, the race was re-started once. With Paul Walker in Car 21 on the inside, Linwood Fitzgerald in 52 in the middle and Bill Walker's 99 on the outside and all coming roaring out of the 4th turn, Fitzgerald slid into Bill Walker and caught in the side of No. 21—who was trying to out-run the impending crash—pushing 21 side-ways down the track. A few dents and a bent wheel were the only results and all cars were again in the line-up.

No second place money would do for the "Flying Dutchman," as the feature race green was dropped on the field for 20 laps around the oval. Johnny Stoltzfus moved Car 49 up

through the 9 cars until Bob Atkins was his only challenger with No. 45 and by some trick of fate, he wasn't pushed off the track as he wheeled on out into the lightning first spot that he held for the checkered flag. With Atkins in 2nd, it was Oliver West taking over 3rd money; Norwood Ellingsworth, driving his Packard No. 74 in 4th spot and Preston Niblett's 22 bringing up 5th. Bill Scott broadsided No. 55 in the third turn and was pushed into the infield by a cramped Oliver West, while Johnny Martin retired No. 5 to the same area because of motor trouble and Norris Reed who wheeled into the pits after snapping an axle and losing a wheel on Car 38. Stoltzfus' time for the 10 miles was 10 minutes and 10 seconds for a thrilling win.

Because of the amount of controversy caused by Car 32 showing up with triple carburetors, Bob Atkins was challenged to race Johnny Stoltzfus in No. 49, sporting but one carburetor. In the 6 laps that followed, it was No. 49 leading all the way but one lap, at which time he was almost forced off the 4th turn to make way for Atkins in No. 32. As Stoltzfus came in for the checker, Atkins spun out in the 4th turn amid loud applause and finished a deflated 2nd to a great driver who turned the 3 miles in 2 minutes and 59 6/10 seconds, a triumphant winner.

Again this week, because of the rain date, Ann Bunselmyer of Elmsford, N. Y. will highlight the 6 event weekly program of Stock Car Races to be sanctioned by the D.S.C.R.A., on Friday evening, October 6. Miss Bunselmyer will also be present on Saturday evening in event of rain on the regular meet date, driving her own car in competition with the best talent in the circuit.

Bob Sall, who has assumed the duties as director of the Delaware Speedway, has announced that along with his policy of presenting the very best in competition many features will be added to make the programs even more entertaining.

One of Mr. Sall's new features will be many new drivers from other sections of the country including such favorites as Wally Campbell and Charlie Dyer, who currently lead in N.A.S.C.A.R. point standing, along with many others who will be seen from time to time on this fine track.

Remember the Best in Stock Car Racing every Friday evening at 8:00 P. M. at the Delaware Speedway, 3 miles south of Georgetown Delaware on route 113.

2500 See Williams Win At Delaware Speedway

Friday evening—8:30 p. m.—24 of the Delaware Circuit's fastest Stock Cars—Melvin Joseph's fast 1/2-mile Delaware Speedway—2500 ardent racing fans in attendance—thrills—chills—speed—excitement—Ann Bunselmyer makes good showing

Starter Tom Brown flashed the checker on a hard-driving Emory Short in the 1st 8-lap heat as he swung Car 81 around the 4 miles in 4 minutes and 12 45 seconds with Bill Walker in No. 99 bringing up second and veteran Herman Kolland driving Car 6 into a roaring 3rd. Car 30, piloted by Paul Bennington, took a bad broadside slide in the 3rd turn and rolled twice onto the infield causing Palmer Fowler's 18 to take a flying leap off the bank to avoid a worse collision Bennington came out OK and Fowler made a vain attempt to scale the bank to come back in, but failed

Bob Tice sailed No 19 around the 4 mile stretch in the 2nd heat, with Preston Niblett's 22 on his bumper and Norwood Ellingsworth pushing No. 74 in for a close third, as he carried the honor flag in 4 minutes and 6 25 seconds in an excellent show of superb "wheelmanship"

Nine powerful cars graced the track as the 3rd 8-lap battle got underway and it was Johnny Martin showing Car 5 into a sizzling 1st spot to stop the clock at 3 minutes and 58 15 seconds Bob Long drove No. 45 into a close 2nd with veteran Johnny Stoltzfus wheeling 49 in for 3rd money to climax some terrific driving.

After one restart the 7 1/2 mile grand saw a 10-car field on the dirt with Junior Collins whipping Car No. 4 into a record-shattering finish as he chalked up 7 minutes and 40 25 seconds as the new mark for the 13 lap semi-feature classic Paul Walker's 21 slid into a close 2nd spot after a battle for position with Emory Short in Car. 81 Paul Bennington checked No. 30 after his crack-up in the 1st heat and brought up a fast 4th position with Ann Bunselmyer sailing No 105 in for 5th money. Causing the restart was Car 41, piloted by Horace Williams, who broadsided in the 4th turn and rolled on its side after an unavoidable tap by Emory Short's 81. Jim Fitzgerald's No. 52 sheared a kingpin as a result of dodging the accident and his front wheel folded under with the car coming to rest in front of the pits. Both cars were quickly removed from the track and the race again started.

Carey Williams, of Richmond, Va., roared No. 78 out of third position, Indian file, into a brilliant lead in the 20-lap feature race and took the checkered flag a short distance ahead of a "fireballing" Norris Reed in Car 38, who managed to ease by Bob Long's 45 in the 16th lap. Preston Niblett drove his Car 22 into a fast 4th with Bill Scott wheeling No. 55 into 5th for one of the sizzling finishes that have given him his "top-driver" name. Battling Bob Atkins started the melee as he broadsided 32 in front of Norwood Ellingsworth's 74, forcing Ellingsworth to do some fast wheeling to avoid a crash, thereby throwing No. 74 out into the pack and into the side of Car 22 Car 74 pulled into the pits from his 4th turn mishap and after the rest of the field had turned three more laps.

ing Dutchman," slid out of the pack and over the bank in Car 49 at the same time that Jockey Johnny Martin was crowded onto the infield and rolled Car 5 three times. Under the direction of track owner Melvin Joseph, the cars were quickly removed to the pits and the race restarted in the 6th lap. At the completion of this 1/2-mile battle, Bob Atkins came roaring out of the 4th turn with no control over his Car 32 and crashed into the grandstand wall, bouncing back into the middle of the track, necessitating the final, Indian file, restart at the beginning of the 7th lap.

From the amount of controversy caused by my eye-witness account of the 3rd race at the Delaware Speedway on Sept. 30, it seems in order to advise the readers of this column that "I calls 'em as I sees 'em" with as little prejudice as possible either way!

Highlighted by the skillful driving of Frank Mundy, of Atlanta, Ga., who is one of the outstanding Stock Car Jockeys in the country, the Delaware Speedway will be the scene of many thrills and chills on Friday evening, October 13 as the top talent of the Delaware Stock Car Racing Association takes to the track in fierce competition.

Mundy will also put in an appearance at the Ocean Downs Raceway on Sunday October 15 as the D. S. C. R. A. travels to this fine track in another show of expert wheel handling.

Mundy will be under the wheel of his own Car X for the two matches

2,500 See Williams Win At Delaware

24 of Delaware Circuit's Fastest
Cars In Races

10-13-1950

Friday evening—8:30 p. m.—24 of the Delaware Circuit's fastest Stock Cars—Melvin Joseph's fast ½-mile Delaware Speedway—2500 ardent racing fans in attendance—thrills—chills—speed—excitement—Ann Bunselmyer makes good showing.

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Nine powerful cars graced the track as the 3rd 8-lap battle got under way and it was Johnny Martin shoving Car 5 into a sizzling 1st spot to stop the clock at 3 minutes and 58 1/5 seconds. Bob Long drove No. 45 into a close 2nd with veteran Johnny Stoltzfus wheeling 49 in for 3rd money to climax some terrific driving.

Collins Sets Mark

After one restart, the 7½ miles grind saw a 10-car field on the dirt with Junior Collins whipping Car No. 4 into a record-shattering finish as he chalked up 7 minutes and 40 2/5 seconds as the new mark for the 15 lap semi-feature classic. Paul Walker's 21 slid into a close 2nd spot after a battle for position with Emory Short in Car 81. Paul Bennington checked No. 30 after his crack-up in the 1st heat and brought up a fast 4th position with Ann Bunselmyer sailing No. 105 in for 5th money. Causing the restart was Car 41, piloted by Horace Williams, who broadsided in the 4th turn and rolled on its side after an unavoidable tap by Emory Short's 81. Jim Fitzgerald's No. 52 sheared a kingpin as a result of dodging the accident and his front wheel folded under with the car coming to rest in front of the pits. Both cars were quickly removed from the track and the race again started.

Crashes Into Grandstand

Carey Williams, of Richmond, Va., roared No. 78 out of third position, Indian file, into a brilliant lead in the 20-lap feature race and took the checkered flag a short distance ahead of a "fireballing" Norris Reed in Car 38, who managed to ease by Bob Long's 45 in the 16th lap. Preston Niblett drove his Car 22 into a

fast 4th with Bill Scott wheeling No. 55 into 5th for one of the sizzling finishes that have given him his "top-driver" name. Battling Bob Atkins started the melee as he broadsided 32 in front of Norwood Ellingsworth's 74, forcing Ellingsworth to do some fast wheeling to avoid a crash, thereby throwing No. 74 out into the pack and into the side of Car 22. Car 74 pulled into the pits from his 4th turn mishap and after the rest of the field had turned three more laps, they swept into the 3rd turn in a solid bunch with every drive vying for position. Riding the outside in old style, Johnny Stoltzfus, "The Flying Dutchman," slid out of the pack and over the bank in Car 49 at the same time that Jockey Johnny Martin was crowded onto the infield and rolled Car 5 three times. Under the direction of track owner Melvin Joseph, the cars were quickly removed to the pits and the race restarted in the 6th lap. At the completion of his ½-mile battle, Bob Atkins came rearing out of the 4th turn with no control over his Car 32 and crashed into the grandstand wall, bouncing back into the middle of the track, necessitating the final, Indian file, restart at the beginning of the 7th lap.

Races Tonight

Highlighted by the skillful driving of Frank Mundy, of Atlanta, Ga., who is one of the outstanding Stock Car Jockeys in the country, the Delaware Speedway will be the scene of many thrills and chills on Friday evening, October 13, as the top talent of the Delaware Stock Car Racing Association takes to the track in fierce competition.

Mundy will also put in an appearance at the Ocean Downes Raceway on Sunday, October 15, as the D.S.C.R.A. travels to this fine track in another show of expert wheel handling.

Mundy will be under the wheel of his own Car X for the two matches.

Scott Sets New Mark At Delaware Speedway

Bill Scott of Frankford, Del., inked a new track record at the Delaware Speedway, near Georgetown, last night with a speedy 20-lap performance of nine minutes and 47 seconds.

The previous mark was held by Carey Williams of Ocean City with a clocking of nine minutes and 49 and five tenth seconds.

Norris Reed of Denton finished second and Johnny Stoltzfus of Millsboro was third.

One wreck was witnessed by the 1,300 spectators in the 15-lap semi-final. Jim Fitzgerald blew a tire and turned over twice, colliding with Emory Short.

Roland Samons of Bridgeville won the 15-lapper with a seven minute and 49 second excursion over the half mile saucer. Another Bridgeville driver, Horace Williams came in a close second followed by Jimmy Hays. 10-14-1950

Scott Hits 61.16 M. P. H. To Capture Delaware Main

Five action-packed races comprised the competitive card at Melvin Joseph's Delaware Speedway Friday evening as 1500 racing fans turned out to see 28 daring speedsters perform on the fast 1/2-mile dirt, with two races highlighted by the appearance of Harold Brokhoff, The Flying Milkman, in his own Car 38.

After numerous occasions resulting in breakdowns of some sort, Palmer Fowler whipped Car 18 into a fast lead in the 1st 8-lap heat and held it for the entire ride with Jim Hayes driving Car 2 into 2nd spot and Paul Bennington roaring into 3rd in No. 30. Fowler had a tough 4 lap battle with Cars 30 and 2 to take honor spot but finally managed to inch by to get the checker in 4 minutes and 11 15 seconds, for a fast 4-mile trip.

Jockey Bob Tice moved Car 19 up fast from "scratch position" in the 2nd 8 laps and took over 1st money spot in a brilliant burst of speed to steal the honors from a hard-driving Roland Sammons in Car 24 and Preston Niblett's No. 22. Emory Short of Car 81 fame took a bad broadside in the 2nd turn immediately in front of Junior Collins in No. 4 who struck Short in the rear and broke down his right front wheel. The caution flag was flashed on the field until the cars were removed and consequently no time was recorded.

Ten cars slipped into Scorer Cliff Lawson's line-up spots in the 3rd 4-mile ride with Bill Scott jumping Car 55 into a swift lead from the flag and never relinquishing it. Johnny Martin of No. 5 had his hands full with Johnny Stoltzfus in Car 49 as he churned into Starter Tom Brown's checker a few yards the victor for

2nd. Scott's time approached the track record mark as he stopped the clock at 3 minutes and 56 seconds to climax a wonderful race highlighted by speed and thrills.

Four bang-ups sum up the car-casualties but not the excitement as Roland Sammons' 24 left the 12-car field in a fierce battle with Car 41's Horace Williams in the 15-lap semi-feature, to carry the top honor checker in 7 minutes and 49 25 seconds. Third money was taken by a fast wheeling Jim Hayes in Car 2; fourth by Paul Bennington in No. 30 and fifth carried away by Palmer Fowler who whipped Car 18 into a lightning finish. Chester Holladay spun No. 33 in the 4th turn and rolled twice with the 12-car field spinning and banging in their remarkable efforts to evade him. Car 60, piloted by Freddie White, made a complete spin in the 2nd turn but came on in to finish, while Jim Fitzgerald of No. 52 whipped into the 2nd turn also and spun, rolling two times onto the edge of the infield, Emory Short's 81, who was close on Car 52, struck the wreck and broke down his front wheel but he managed to pull to the top of the track and out of the way. All drivers came out O. K.

Driving Car 55 to a record-breaking finish in the 20-lap feature was veteran Bill Scott who turned the 10 mile stretch at a blazing 61.16 m. p. h. pace to overshadow the previous mark set by Jockey Carey Williams in Car 78 on Sept. 15 by 1 15 seconds.

It was a thriller from the drop of the green as Scott bolted into the lead with Norris Reed in No. 38 at his heels. As the race wore breath-takingly on, Johnny Martin eased No. 5 by Reed to take over a favored second while Johnny Stoltzfus in 49 roared 2 wheels across the 4th turn infield to force Bob Atkins to drop No. 45 into 4th spot. Five more speed-studded laps saw 2nd honors again taken over by Reed's 38 as Johnny Martin pulled No. 5 into an infield berth because of a flat tire. Starter Tom Brown's checkered flag fell on the field with Bill Scott rolling No. 55 into a 5-car lead, Norris Reed taking a fast 2nd, Car 49, driven by Johnny Stoltzfus, holding down a nice 3rd, Bill Raughley bringing Car 32 in for 4th, and 5th money going to battling Bob Atkins in Car 45 who really put on an exceptional show. Scott's speed was recorded at 9 minutes and 47 seconds for the time-breaking ride.

Sunday Driver Gets Urge At Track, Puts Car In Races

10-26-1950

Can you imagine a Sunday driver putting his pleasure car in a stock car race—just for the fun of it? Johnny Martin of Lewes did just that during the spring of 1949 at Magnolia, Del.

Johnny was out driving his 1942 Mercury one Sunday afternoon. This motoring buggy was shined and polished in usual weekend manner. Always a racing fan, Martin decided to look at the races at Magnolia.

He wasn't at the track more than 15 minutes when he got the urge to race after seeing the stock cars during qualifying trials.

Martin raced his glossy Mercury to a win in an eight lap heat and finished third at the finish of the 20-lap feature. His pleasure buggy didn't get a scratch until the next Sunday when he brought home two dented fenders. Then he decided to buy a stock car, and keep his family automobile off the track where it belonged.



Johnny Martin

Today, Johnny is considered one of the leading chauffeurs of the Eastern Shore stock car racing fraternity. Last Friday night he established a new track record at the Delaware Speedway, near Georgetown. He wheeled his No. 5, a 1940 Ford coupe over the 20 laps in fast time of nine minutes and 38 seconds, averaging 61 miles per hour over the half-mile oval.

Johnny bought his first stock car in a partnership with Russell Hudson, also of Lewes. The cost was \$250. It was labeled the Orange Blossom Special. Martin did the driving and Hudson was the mechanic.

The Orange Blossom speed wagon won every race it entered at Magnolia. This vehicle was sold to Frank Warrington of Georgetown and before the racing season was over it changed ownership the third time in a year. The last purchaser was Preston Niblett of Gumboro.

Last Sunday at Pocomoke the Orange Blossom' Special came to the end of its career. It was completely wrecked in several roll-overs with a bent frame and the front of the car driven back out of shape. Junior Collins, the driver,

came out of the wreck unhurt.

Martin finished last season driving No. 5, a 1940 Ford, owned by Mitchell's Hatchery, Millsboro. This past spring he started piloting No. 1, a speedy 1940 Ford coupe, owned by George Bowers of Fruitland. Now he's throttling another '40 coupe for Bob Adkins of Millsboro.

Johnny doesn't show any scars from his risky recreation except the mark of a cut chin resulting from a roll over at Love Creek, near Rehoboth Beach last season.

He is a good natured farmer boy, helping his father, John Martin, Sr., till 275 acres near Lewes. The heavy-footed chap, a former baseball catcher for Lewes High, has one other pastime which he enjoys. He plays a guitar and bass fiddle for several string orchestras on the Eastern Shore. Last summer Johnny was a member of "Hank and His Country Cousins," which played a merry tune at Ocean City.

Speed Record To 10-27-1950 Martin At Delaware

Stock car racing at its best again got under way at 8:30 p. m. at the Delaware Speedway, Friday evening, as 24 semi-modified cars turned out for fast and fierce battles on the 1/2 mile dirt.

Paul Walker wheeled No. 21 into a sizzling and comfortable first spot in the 1st 8 laps to carry the victorious checker in 4 minutes and 10 1/5 seconds, while Palmer Fowler drove Car 18 in for 2nd in a vain attempt to overtake Walker. Jim Hayes whipped Car 2 across the line to catch 3rd money after forcing Fred Smith's No. 70 in the 4th turn.

Preston Niblett took over the 2nd 8-lap heat as he piloted No. 22 for the limit in 4 minutes and 2/5 seconds after easing past Junior Collins in Car 4. Horace Williams put on another exhibition of "rapid-rolling" as he swung Car 41 in for 3rd money after driving all-out to almost overtake Collins.

With 7 of the fastest cars in the circuit participating, the 3rd race's winning checker dropped on a hard wheeling Johnny Martin as he roared by the judges' stand in Car 5 to stop the watch at 3 minutes and 52 2/5 seconds after leading the field for 5 laps. Bob Long drove No. 78 into a close 2nd while Johnny Stoltzfus took over 3rd honors.

The most thrilling 15-lap feature race of the season saw Buck McCardell in No. 62 and Junior Collins in Car 4 turning the oval at breakneck speed in dead-heat competition. It was Collins and McCardell fighting side-by-side for 9 laps and as they swung into the grandstand stretch, No. 62 forged a wheel-length ahead to capture the match in 8 minutes and 5 seconds amid cheers and loud applause from the 2000 enthusiastic

spectators. Paul Walker in Car 21 came sliding in for a close 3rd with Palmer Fowler pulling 18 into 4th and Jim Hayes whipping No. 2 into the 5th money position to climax a real show of hot competition by veteran drivers. It is hoped that Cars 62 and 4 will be able to race against one another again tonight.

The fastest driving in the history of the Delaware Stock Car Racing Association together with the best time for the Delmarva Peninsula for any 20-lap feature event were the honors awarded Johnny Martin of Lewes, Del., as he blazed a 62.28 m. p. h. trail in Car 5 to take Starter Tom Brown's checkered flag by 1/2 lap. For the 3rd time in the past month the track record has been broken, this time in 9 minutes and 38 seconds, which shatters Bill Scott's last Friday's mark by 9 seconds. From the 4th lap it was Martin increasing his lead until the end of the ride. Buck Hopkins in Car 3 was Martin's closest threat as he wheeled into 2nd spot closely pursued by Bill Scott in No. 55, Bill Raughley in No. 32, and Bob Long bringing Car 78 into a lightning 5th position. Car 49's Johnny Stoltzfus went into a bad spin in the 14th lap on the 3rd turn and rolled 2 times and back on his wheels, off the bank, coming out O. K.

Be sure not to miss Stock Car Racing at the Delaware Speedway every Friday evening, as the best drivers and the fastest cars shoot at the latest and fastest speed mark.

Racing Car Crashes, Lands Up A Tree

The featured 20-lap stock car race at the Delaware Speedway, near Georgetown last night ended on the 17th lap. Buck Hopkins of Milford skidded off the far turn of the track into the woods and landed up a tree with all four wheels of his car off the ground. Hopkins escaped injury except for a scratched arm.

At this juncture, Johnny Martin of Lewes fell out of the running on the fifth lap due to mechanical trouble.

Paul Walker of Lewes headed the 15-lap event, covering the seven and half mile course in seven minutes and 45 seconds. 10-28-1950

Friday, November 3, 1950

Stoltzfus Claims Short Feature At Georgetown

1500 fans witnessed an abnormal series of thrills and crashes at Melvin Joseph's Delaware Speedway Friday evening as 24 of the D. S. C. R. A. member cars assembled at the fast 1/2-mile dirt oval for their weekly matches.

Horace Williams pulled Car 41 into another brilliant lead in the 1st heat to take the checker in 4 minutes and 5 1/2 seconds with Ray Sherman's No. 66 in hot pursuit and Jim Hayes wheeling Car No 2 into a spectacular third position. In obvious retaliation for a piece of uncalled-for shoving, Ray Sherman sizzled into the 4th turn with Car 66 and forced Paul Walker's 21 and Jim Hayes Car 2 to the outside of the track to make room to pass—running his right front wheel up and over 21's left front wheel. Only skillful wheel handling prevented an accident, but lost 2 positions for Walker, who was running 2nd.

Four starts finally got the 2nd 8 laps underway in Indian file as a throttle-stomping Buck Hopkins sailed Car 3 into Starter Tom Brown's checkered square with a nice margin over Skip Goslin in No. 80 to stop the clock at 3 minutes and 59 1/2 seconds. Third money was brought home by Jim Patterson in Car 38, who incidently finished the race with a broken safety belt and one plug wire missing. The 1st restart was caused as Eddie Adams in No. 24X broadsided out of the 2nd turn forcing Preston Niblett's 22 into a spin to avoid him and abruptly ending as Jim Patterson's 38 struck 22 in the side with only slight damage. On the 2nd start Preston Niblett in Car 22 got in a scrape with Oliver West's No. 29 throwing Niblett into another spin as West managed to break loose, which resulted in a broken tie-rod for 22 and a trip to the pits. An obviously over-anxious Oliver West in No. 29 lost a left rear wheel in the 3rd turn after the 3rd start and took a complete roll in the air, landing on his wheels, to bring about the final Indian file green flag.

Car 78, piloted by Jockey Carey Williams, wound up the 3rd 8 lap heat in a terrific 3 minutes and 58

seconds as he caught the checkered silk by 3 lengths over Johnny Stoltzfus of No. 49 and Bill Scott in Car 55. Frank Mundy, of Atlanta, Ga., set Williams in a fit with Car X for a few laps until the Richmond, Va. speedster sailed out front to corner top honors.

In 7 minutes and 45 seconds, Paul Walker whipped his Moore Chevrolet Special No. 21 into another sparkling finish as Car 41's Horace Williams was gradually closing the gap, tailed by Roland Sammons in Car 24. Jim Hayes took over 4th place in No. 2 as he swung into his timely position to nose out Junior Collins in a new No. 4. The 15 lap semi-feature was not without it's share of mishaps as Bill Walker led off and went into a slide in Car 99 as he whipped out of the 4th turn. Freddie White in Car 7 hit 99 in the side and lost a right front wheel and both cars limped to the infield. Ray Sherman jumped 66 off the 3rd turn with a folded right front wheel and landed on "4 points" and watched the balance of the running.

There were 11 fast semi-modified cars in Scorer Cliff Lawson's lineup for the 10 mile feature ride as Buck Hopkins moved to a lead spot in Car 3. After battling the wheel of his car in a vain effort to "settle down," Car 3 made a flying leap into the trees at the 2nd turn's end, cutting one off and pinning Hopkins in the car. The field was quickly given the red square and with the employment of a torch, he was removed from his precarious perch, luckily, with only a broken arm, despite the hampering efforts of the usual assembly of blood-thirsty spectators. Since the match was halted at the end of the 17th lap, resulting in 23 of the race, it was termed completed with Johnny Stoltzfus in Car 49 in 1st, Bill Scott of No. 55 in 2nd, Frank Mundy driving Car X into 3rd spot and Carey

Martin In Close Win At Delaware Speedway

The largest field of the season, composed of 43 cars, were assembled at the Delaware Speedway Friday evening in 6 of the most spectacular driving and speed displays ever to grace the track. As a very accurate estimate, 3000 fans witnessed the matches on the fast 1/2 mile dirt, with Starter Tom Brown swinging the flags and Cliff Lawson doing line-ups and scoring.

A hard driving Jim Hayes wheeled his Car 2 for the entire ride in the 1st 8 lap heat to take the checker in 4 minutes and 8 45 seconds with pilot Paul Walker easing 21 into a close 2nd as Roland Sammons whipped Car 24 in for another close 3rd. It was a very close match all the way as 9 veterans stomped their mounts to the limit. Chester Holliday lost No. 33 in the 2nd turn and sailed out over the bank but came out O. K. after a roll.

Four minutes and 6 15 seconds saw veteran Eddie Adams stomp No. 34 into the lead, after a long battle with Pete Moxley's Car 1, and take the 2nd 8 laps in a wonderful show of wheel skill. Running a fine 3rd and hot beside Moxley, was Preston Niblett in Car 22. Roy Downes jumped Car 13J off the 3rd turn bank and rolled 2 times after he and Ray Sherman's 66 got in a tangle. Sherman went over with Car 13J and also rolled, while Emory Short in Car 81 barely slipped out of the way in time to avoid being forced over too.

With a terrific burst of speed Bill Scott drove Car 55 into a comfortable lead as the 3rd 4 mile ride took shape and held it against the vain efforts of Jockey Jim Patterson who roared around the oval in Car 38 for 2nd money. Johnny Martin swept into a fast and unapproachable 3rd spot as he piloted No. 5 for the fast ride. Sizzling into the 1th turn with Car 38 on the inside, Skip Goslin's 80 in the middle and Johnny Stoltzfus, driving Car 49, on the outside, 38 slid a little which forced 80 into 49, to avoid a crash, and resulted in Stoltzfus sailing off the bank and over for 3 hard rolls. Stoltzfus emerged from his badly wrecked Car 49 alright but with one thought in mind—to drive Car X, Frank Mundy's mount, in the 20 lap feature race. Scott's time was 3 minutes and 57 25 seconds as he swung across the finish line—the victor!!

Another track record was chalked up for the 15 lap semi-feature by Eddie Adams in No. 34 as he cut the dirt in 7 minutes and 36 15 seconds to take over Junior Collins' honors, in Car 4 on Oct. 6, by 4 15 seconds. Horace Williams came rolling into a lighting 2nd position in No. 41 while Paul Walker sailed No. 21 in for a close 3rd. Jim Hayes wheeled Car 2 in for 4th and Roland Sammons drove Car 24 into another narrow 5th money spot. Jim Hayes in Car 2 and Roland Sammons of No. 24 battled for position for the entire ride with their efforts almost coming to a climax as Hayes tried some of the bad-driving tactics as he attempted to push Sammons out of the way in the

4th turn, as if that was the only way to pass a car. As previously stated in reference to driver's tactics, it only includes the ones the shoe fits—ones who gave an even break no matter how hot the competition!

A 15 car field of Jalopies took over the track for a 10 lap event with Ralph Mitchell driving his No. 8 to victory in 5 minutes and 40 seconds. Bob Long careened Car 48 in for 2nd and Jim Stafford rolled across the finish line in Car X-X for 3rd money. Car 34 slid out and over on its side in the 2nd turn, Car A-A blew a tire and spun out of the way in front of the grandstand, and No. 5 took a nice lay-over in the 2nd turn. No one was injured in the race and all had a fine experience, as it was the 1st time on the dirt for many of the drivers.

The 20 lap feature event got underway with 9 cars on the track. After 3 laps of vieing for positions, Jim Patterson drove No. 38 to the front and held his honor spot for 14 laps or until the 17th lap, at which time Johnny Martin, who finally got up enough steam, eased Car 5 to the front to carry Starter Tom Brown's victorious checker by a very narrow margin. Coming into a fast 3rd position was Car X, piloted by Johnny Stoltzfus; 4th was taken by Battling Bob Atkins in No. 32; and 5th went to Pete Moxley who pulled No. 1 around in fine time. Martin stopped the watch at a fast 9 minutes and 56 25 seconds as he roared across the finish line, barely nosing out Patterson's 38.

According to all reports, Sunday's Stock Car Event at the Delmar Raceway hardly turned out as expected. Two races out of 5 were completed with a lot of legitimate 'wrangling' at pay-off time much to the spectator's and driver's regret. There were fast cars and superb driving with Wally Campbell, Harold Brokhoff, Wild Bill Smith and Pepper Cunningham as some of the biggest names in Stock Car Racing to delight everyone.

Eddie Adams and Jim Patterson highlighted the 25 lap event when they moved from outside 9th and 10th tiers, respectively, through the 21 car field at lightning speed to finish 1st and 2nd. Running with 1 carburetor in the full modified 3rd 10 lap heat, Patterson brought Car 38 into 5th position from outside 2nd tier-3-abreast for the finish and in the 50 lap full-modified feature, he started on outside 8th tier and drove to 6th spot again, even though he lost 2 positions after the race was called because of an accident. From reliable sources it was announced that Car 38 was clocked on a stop watch in Saturday's time-trials as 1500 of a second slower than the fastest qualifying semi-modified entry. If this report is true I wish Promoter Bill Streeter would show all of the fans a stop-watch that shows 500ths of a second to settle the queries of many non-believers.

Ten Mile Feature-Steal To Martin

Before another record crowd at the Delaware Speedway Friday evening, 24 semi-modified stock cars and 10 jalopies were assembled at the 1/2 mile dirt oval for their regular weekly matches of thrills and speed.

Moving off from the green silk at a sizzling pace and into an uncontested 1st spot, Pete Moxley shoved Car 1 into the finish in 4 minutes and 12 seconds to clinch the 1st 8 lap heat of the evening. Paul Walker brought No 21 from outside fourth tier to take over 2nd honors while Freddie White piloted Car 7 into a fast 3rd spot.

In a 5 car Indian-file start, Bob Tice roared away with the 2nd heat "first" as he turned the 4 miles in Car 19 at a fast, but unrecorded pace. Preston Niblett swung No. 22 in for 2nd money and Tom Adams' 57 sailed into a close 3rd after a long battle with 22. Horace Williams took a series of bad beatings before he finally was forced out of the way and into the back-stretch-trees, with the jolt resulting in very minor damage to his Car 41. Jockey Junior Collins went into a bad slide on the 3rd turn and rolled over the bank in No. 4, however his luck did not compare with that of Horace Williams, for his mount was due for extensive repairs. Collins' flutter came at the end of the third lap with the cars being re-started again in the start of the 4th.

Moving out into a lightning lead over the 9 car field, Jim Patterson wheeled Car. No. 38 for the entire ride to catch Starter Tom Brown's victorious checker in 4 minutes and 4 seconds, while Johnny Martin sailed into 2nd spot in Car 5 and Car 49's Johnny Stoltzfus took over a fast 3rd money-win to climax the 3rd 4 mile battle.

The jalopy race purse went again to Ralph Mitchell in No. "8-ball" as he ate up the 10 laps in 5 minutes and 43 seconds. Walt Moore in Car 8 came into a solitary 2nd with Russ Warrington bringing No. 6 across the line for third honors. It's a question as to the actual jalopy-standing of No. 8-ball who has walked away with both jalopy races and raced as a semi-modified Stock Car in the 1st 10 lap heat race at the Delmar Raceway on Sunday, November 5th. Unfair competition can force the other cars to stay at home!

Another Indian-file start saw Tom Adams inch No. 57 across the checker to claim the victory in the 15 lap semi-feature, as he stopped the clock at a fast 7 minutes and 40 3/5 seconds. All of the eleven cars battled fiercely for the entire ride, with Pete Moxley taking 2nd spot in Car 1 after being nosed out in the closing laps. Third money went to Bob Tice in Car 19. Paul Walker drove No. 21 into a close and fast 4th position while 5th honors went to Freddie White in No 7, who drove a swell race. Chester Holliday in Car 33 and Roland Sammons of No 24 managed to hang together in the 2nd turn at the 1st start and it required a tow-truck to separate them after they eased to a stop at the edge of the track. After

once again getting underway, Preston Niblett nosed No. 22 into a hole where there wasn't any and was forced into the grand-stand-stretch fence to make a complete spin across the track and into the infield, barely-avoiding being hit by oncoming cars.

Dominating the entire 20 lap feature event but missing victory by a narrow margin, Jim Patterson roared Car 38 out from outside 2nd tier into a fast and unapproachable lead in the 1st lap and led the field of 8 fast cars for 19 thrilling turns around the track until he broke an axle and managed to limp in home for 3rd money. Jockey Johnny Martin careened Car 5 across the finish line with Johnny Stoltzfus in No. 49 on his bumper to capture 1st and 2nd honors. Battling Bob Atkins took over 4th spot in his Car 32 and 5th money went to Ralph Smith in No. 79. Martin's time for this match was 9 minutes and 52 3/5 seconds as he and Johnny Stoltzfus piled up more points in their race for the high-point trophy to be awarded on Thanksgiving Day, in the last D. S. C. R. A. sanctioned race of the season.

ADAMS CORNERS DELAWARE STOCK CAR RIDE

With 27 cars assembled on the 1/2 mile dirt at the Delaware Speedway Friday evening, the finest in Stock Car Racing reigned for the last Delaware Stock Car Racing Association sanctioned meet at the most popular track on the peninsula, before another record crowd.

The old standby and third place point man in the Association, Paul Walker, breezed from scratch position, in the 1st 8 lap heat race, to bring his Moore Chevrolet Special No. 21 across the flag-line, an easy victor, in 4 minutes and 16 seconds to nose out Pete Moxley's No. 61 by 2 lengths. Pete drove an excellent race to capture 2nd spot from Veteran Roland Sammons of Car 24 who also turned in another brilliant 4 mile speed and driving show.

By fighting all the way from outside 3rd tier into the lead, Horace Williams sizzled into the grandstand stretch in No. 41 to carry the checkered flag of victory as he captured the 2nd 8 lap heat in 4 minutes and 7 seconds. Tom Adams sailed Car 27 into a fast 2nd position with Paul Walker driving the Wayne Special No. 90 into a loud and speedy third. By mutual agreement, Walker was allowed to pilot both Cars 21 and 90 for their respective matches. Jim Hayes lost the left rear wheel on

Car 2 as he swung out of the 4th turn but managed to control his mount and retired to the infield intact.

Johnny Martin added more laurels to his crown as he piloted Car No. 5 into the checkered silk to claim the 3rd 8 turns around the oval in 3 minutes and 56 seconds. Johnny Stoltfus rode Martin's bumper all the way in No. 49 to clinch 2nd honors and Eddie Adams rolled No. 3 into 3rd spot as he battled the leaders for position.

The 15 lap semi-feature event went to Car 57's Tom Adams in 7 minutes and 36 2/5 seconds with 2nd honors being taken by Pete Moxley in No. 61. Adams and Moxley ran in fierce competition for almost the entire ride—both wheeling their cars expertly. Third money was taken by a hard-driving Horace Williams who pushed Car 41 to the limit to leave Paul Walker's 21 in 4th spot and 5th honors to Roland Sammons in No. 24.

Eddie Adams of Rising Sun, Md. gunned Car 3 from pole position to lead the entire 7 car field in the 20 lap feature match and Starter Tom Brown flashed the checkered silk his way as he cornered top-honors in 9

minutes and 38 3/5 seconds of some of the most spectacular "wheelmanship" ever seen at this plant. Johnny Martin in Car 5 and Johnny Stoltfus in No. 49 ran neck-'n-neck for 2nd and 3rd honors as they battled back and forth to gain positions. Jimmy Patterson roared into 4th berth in Car 38 after a narrow squeak and Bill Scott pushed No. 55 into a fast 5th. Paul Walker's No. 90 spun out in the 3rd turn and all drivers fought their wheels expertly to avoid a crash. After a vain effort to restart his car, Walker bailed out and foolishly let the car coast from the top of the track into the infield directly in the path of the oncoming field of cars. All managed to add a bit more steam to get by except Jockey Jimmy Patterson in No. 38 who was struck on the rear wheel, but never slacked his pace as the unmanned car again rolled clear and off of the track.

Martin Garner's Final Delaware Feature Event--Driver Trophy

12-1-1950

Before an estimated 1500 fans, a thrill-packed 6 event show, composed of 37 stock car entries, got underway at the fast 1/2-mile Delaware Speedway on Thursday afternoon to wind up a full and exciting season for the Delaware Stock Car Racing Association.

Turning the 4 miles in the first 8-lap heat was veteran Horace Williams in Car 41, as he blazed a sizzling trail in a lightning 4 minutes and 2 25 seconds. Bob Long drove No. 2 into a fast 2nd spot as he and Pete Moxley in Car No. 61 ran terrific competition for the entire ride.

Moving out from inside-last-tier, Preston Niblett drove No. 22 through the 8-car traffic in record time and took up top-honor spot in the 2nd 8 turns around the track, to capture the checkered flag in a fast 3 minutes and 58 seconds. Taking over 2nd position in a close finish was Gene Holcomb in Car 34, while 3rd money fell to Bob Tice of No. 19. Tice and Holcomb roared out of the 4th turn for the checker, riding almost abreast and it was anybody's guess as to who captured the position until the judges gave their decision.

It was Johnny Martin's race from the 11th lap as he sailed Car 5 for the limit in the 3rd 8-lap heat to take Starter Tom Brown's checkered square in another speedy 3 minutes and 53 seconds. Lacking the extra ounce of power to conquer Martin, Johnny Stoltzfus again pulled Car 49 across the finish line, second by a narrow margin. Bill Scott stomped No. 55 into a close 3rd spot to wind up a real thriller. Palmer Fowler, pilot of No. 18, made a complete and successful spin to the infield as he fireballed out of the 4th turn in a broadside skid.

Seven jalopies took over the track at this point for 10 laps of wheel-fighting. Bob Mitchell's No. 80 cornered first spot early in the event and held his own against hotly-challenging Ralph Smith in Car X-X. Russ Warrington carried 3rd position with No. 6 as the match was abruptly stopped at the finish after a front wheel ran off of Car 34 and went wild in the pits, bouncing over the wall and off the top of a tow-truck and on out into the parking lot. One mechanic was forcefully re-

moved from his vantage position atop the truck but not injured. Mitchell's time for the 5-mile run was 5 minutes and 31 45 seconds.

A full 14-car line-up roared into the green flag stretch for the 15-lap semi-feature battle and saw Pete Moxley wheeling his Car No. 61 across the finish line with a one-length lead over Paul Walker of No. 21. A newcomer to the Delaware Speedway, Bud Hamilton in Car 26 ran a hard and fast 3rd while 4th money was captured by Gene Holcomb's Car 34 and 5th spot went to Dale Murray in No. 8. Horace Williams jumped Car 41 off the 3rd turn bank and landed on his wheels after being forced to move somewhere by "another ambitious driver." Junior Collins seemed to be driving with his same jinx as he rolled No. 4 into the infield again after a powerful attempt to hold his position upon leaving the 2nd turn. Due to Freddie White's freak accident in the first turn the race was called in the 14th lap to allow the ambulance to cross the track. White lost a front wheel from Car 7 that jumped the 1st turn retaining wall and ran through a crowd of spectators before it was stopped. A broken arm was the only serious outcome of this "flutter," that involved some 4 fans and consequently no time was recorded for the event.

Twenty laps 10 miles of hard and fast driving, comprised the slate for 10 of the fastest cars in the Delaware Stock Car Racing Association, as they moved two-abreast in for Starter Tom Brown's green flag. Cars 71 and 3, driven by Henry Ralph of Seaford, Del., and Eddie Adams, of Rising Sun, Md., moved off first with a terrific burst of speed only to be quickly overtaken by Jim Hayes in WD-3 and Johnny Martin in Car 5 together with Johnny Stoltzfus in No. 49. There was just no stopping the latter two drivers as they quickly continued their treks from the last tier into 1st and 2nd spots. Jockey Jimmy Patterson quickly moved Car 38 past No. WD-3 and on up abreast of Stoltzfus, the 2nd place contender and moved on up to take his place beside Martin for 1 lap or until he slid wide and was touched in the side by Hayes in

WD-3, resulting in a complete spin in the 3rd turn. Immediately gunning his mount to the limit, Patterson managed to gain back 6 positions before the final lap. Cars 5 and 49 continued their never-ending pace for the entire ride as Stoltzfus tried again and again to take over 1st position and claim the contended 2 points for the trophy and also the feature event. Excitement ran high as Martin breezed Car 5 across the finish mark to claim the D.S.C.R.A. Seasonal Driver Trophy and the added distinction of holding the track record at the Delaware Speedway for the 20-lap feature grind. Martin's speed mark was set on Friday evening, October 20 and embraced 62.28 m.p.h. as the average and 9 minutes and 38 seconds as the time. Martin's winning mark for today's final meet was 9 minutes and 46 seconds as he nosed out Car No. 49 by 1/2 length—leaving the D.S.C.R.A. Seasonal Car Trophy to the 2nd position. Car 49's Johnny Stoltzfus. Third honors were awarded Bill Scott, of Frankfort, Del., in No. 55. 4th money went to Jimmy Patterson, of West Grove, Pa., with Car 38, while 5th spot was captured by Henry Ralph's No. 71. Palmer Fowler spun into the infield and over with Car 18 in the 11th lap. Car 3, driven by Eddie Adams, retreated to the pits with a flat tire and Jim Hayes slid into the infield on the 2nd turn in No. WD-3—all drivers emerging safely.

After most of the crowd had left, it was decided to allow Pete Moxley's 61, Paul Walker in Car 21 and Bob Long in No. 2 to hold a match race. This event was off the record and resulted in a victory for No. 61 in 5 minutes and 5 45 seconds. Long was forced off the 3rd turn bank but came back 1 lap behind and Walker pulled to the infield with motor trouble.

The 5 leading driver point holders consisted of Johnny Martin with 1888 (No. 5), Johnny Stoltzfus with 1885 (No. 49), Paul Walker with 1562 (No. 21), Horace Williams with 1040 (No. 11), and Roland Sammons with 825 (No. 24).

The 5 leading car point holders were Car 49 with 1721 (Johnny Stoltzfus), Car 21 with 1652 (Paul Walker), Car 5 with 1443 (Johnny Martin), Car 32 with 1230 (Bob Atkins) and Car 41 with 1002 (Horace Williams).



Twenty-two year old Johnny Martin of Lewes, Del., is pictured here receiving the trophy as top driver of the year at the Delaware Speedway, Georgetown, Del., last week. Clifford Lawson, president of the Delaware Stock Car Racing Association is making the presentation. Martin, who is married and has one child, amassed 1,863 points during the season. Johnny Stoltzfus was second with 1,885 points.

Photo by M. Kemp Newnam, Jr.

Autos To Race Under Arc Lights

3-29-1951

Opening Scheduled On Georgetown Track

A heavy traffic jam of modified and Sportsmen's class cars is expected for the opening of the Delaware Speedway stock car race opener tomorrow night.

The half mile track is located on highway 113, two and half miles south of Georgetown.

Opening night activity features a 20-lap modified race and a 15-lap Sportsmen's class event. The program will be completed with a 10-lap consolation and two eight-lap heats. Action will get underway at eight o'clock. Time trials are one hour earlier.

All all-star crew of drivers is slated to go in the modified class. Wally Campbell of Trenton, N. J., fifth ranking modified driver in the nation last season, heads the list. He will be racing against Harold Brokhoff, of Pottsville, Pa., known as the "Flying Milkman;" Johnny Martin of Lewes, Delaware Speedway champion, and Lew Mood, another hot shot from Trenton.

The racing director is Frank Mundy of Atlanta, Ga., who placed 13th in the national modified point standings during 1950. There's a possibility that he may race, depending upon the mechanical condition of his 1939 modified car.

Stock Car Races Scheduled Tonight

4-6-1951

The opening stock car race at the Delaware Speedway, postponed last Friday because of rain, has been rescheduled tonight starting at eight o'clock. Time trials get under way at seven o'clock. The half mile track is located three miles south of Georgetown.

A five-card event includes three eight lap heats, a 15-lap semi-final, and a 20-lap feature. The Sportsmen's Division style competition includes the semi-final, and two eight-lap heats. The 20-lap windup is open to unlimited competition, including the stepped-up modified cars.

Eastern Shore favorites who will be wheeling these buggies are Paul Waler and Johnny Martin, Lewes; Horace Williams, Statensville; Freddy White, Pittsville; Bob Tice, Laurel; Bill Raughley, Dover; and Elwood and Lawrence Tucker, both of Bridgeville.

Campbell Wins On Speedway

Sets New Record At Georgetown

4-7-1951

Wally Campbell cracked a new track record at the Delaware Speedway, near Georgetown last night, winning the 20-lap feature in fast time of nine minutes and 31 seconds. This erased the old mark of 9.39 posted by Johnny Martin of Lewes, Del., last Thanksgiving Day.

A crowd of nearly 2,000 watched the Trenton, N. J., pilot take over on the 12th lap from Dick Kauffman of Harrisburg, Pa. He started in a ninth position of an 11-car field. Finishing third was Bill Gross of Takoma Park, Md., followed by Norris Reed, Denton.

All cars in the 10-mile windup were of the modified variety.

Campbell shared the fastest qualifying clocking of 28:2 with Gross and Kauffman. Gross won a special five lap match race between the three.

There was one crack-up in the finale, Harold Brokhoff, the "flying milkman" from Pottsville, Pa.,



Wally Campbell

spun into the retaining wall on the fourth turn in front of the bleachers. He walked away from his vehicle uninjured.

The 15-lap Sportsmen's Division semi-final was won by Eddie Adams of Rising Sun, Md., followed by Gross and Paul Bennington of Rehoboth Beach. This event was limited to strictly stock buggies, minus high compression heads and multiple carburetion and other features calculated to add speed.

Campbell Cracks Del. Speedway Mark in Debut

By M. K. NEWNAM Jr. 4-11-1951



WALLY CAMPBELL
Cracks 20-Lap Record

Georgetown, Del. April 9—Wally Campbell, the "Trenton Speed King", thrilled 2,000 racing fans Friday evening as he piloted his No. 40 for the entire 20 laps to capture Joe Wolf's first night trophy race and set a new track record, for modified stocks.

Campbell's new mark cut 4 seconds off Johnny Martin's record set last year here. His time was 9 min. and 34 seconds. Following Campbell were Dick Kaufman, Bill Gross and Norris Reed with Bob Whay holding down 5th position. It was a fast race, and probably the most exciting ever seen here.

The Sportsman division had its share of the honors also with Eddie Addams of Rising Sun Maryland taking top honors and also setting a new record, of 7 min. and 21 seconds. Addams held the record at this track last year turning it in 7 min 36.5 seconds. He was following across the line by Johnny Grubb and Wally Campbell. (Please Turn To Page Nineteen)

Campbell driving his own Sportsman car.

This year, the Delaware Speedway will run both Sportsman and Modified Stock Car Races under the noted Joe Wolf of Reading, Pa. The Speedway is fast becoming one of the outstanding dirt tracks in the east with its "High Banks" and fast running cars. One thing will be lacking this year, and that is the presence of one of the outstanding drivers of the Delaware Stock Car Racing Association, Johnny Stoltzfus, who says he is just another fan now. However he is expected in his old car famous 49 most any night.

First Race (S) 1. Bennington, Townsend Collins.

Second Race (S) 1. Addams, Grubb, McCardell.

Third Race (M) 1. Kaufman, Grubb, Tucker.

Campbell—Adams Star In Delaware Speed Opener

4-13-1951

On the fast and well-lighted Delaware Speedway, Wally Campbell, the "Trenton Speed King," thrilled 2000 ardent racing fans Friday evening as he piloted his Car No. 40 for the entire 20 lap feature to capture Joe Wolf's first-night trophy and set a new track record.

Campbell's new record cut 4 seconds off Johnny Martin's October 20 mark of 9:38 to put him at the top of the speed list in the full-modified class of the Delaware Stock Car Racing Association.

Making up Campbell's winning field were Dick Kaufman's 46 in 2nd, Bill Gross of Car 51 as third, Norris Reed of No. 38 in 4th and Bob Whay hauling down 5th money in Car 98. The record time was 9 minutes and 34 seconds or an average speed of 62.72 m. p. h. for the 10 mile ride.

In the 15 lap semi-feature, veteran Eddie Adams roared No. 3 around the 1/2 mile dirt to break his own

track record of 7 minutes and 36 1/2 seconds, set on Nov. 3, by 15 1/2 seconds. Johnny Grubb sailed into a close finish in Car 44X with Wally Campbell, driving No. 86 in for a fast 3rd. Adams' time and new record was 7 minutes and 21 seconds.

1st 8 lap heat—Paul Bennington (30), Russ Townsend (17), Junior Collins (4). Time—4:5.

2nd 8 lap heat—Eddie Adams (3), Johnny Grubb (44X), Buck McCardell (40). Time—4:2.

3rd 8 lap heat—Dick Kaufman (46), Johnny Grubb (44X), Elwood Tucker (14). Time—3:54 1/2.

As an added attraction, a special trophy-match of 5 laps was initiated and included Bill Gross in Car 51, Dick Kaufman in No. 46, and Wally Campbell in Car No. 40. After the 2 minute and 24 second run, the finish was in the same order as the start with Campbell making a bad slip in the 2nd turn to lose his bid for top honors.

Wally Campbell 4-14-1951 Wins At Georgetown

Wally Campbell of Trenton, N. J., was a double winner in the stock car racing at Delaware Speedway, Georgetown, last night. Campbell set a new record of 9:32 in the 20-lap feature. The old record was 9:34. The car was owned by Charles A. Brown of Silver Springs.

Campbell also won the semi-feature with his own car, a Sportsman.

Several cars lost control on the first and second turns and spun off the track. No one was injured. Harold Brokoff, "the Flying Milkman," blew a tire.

Campbell Captures Double Feature at Delaware Speedway

4-18-1951

By M. KEMP NEWNAM

Georgetown, Del. Delaware Speedway, Friday, April 13—For the second week in a row, Wally Campbell, Trenton, N. J. won the full-modified feature at the Delaware Speedway, Georgetown, Del. Campbell waived the superstitions of "Friday the 13th" which turned out to be a lucky night for him, by beating out Dick Kaufman after the latter had led for most of the race. As the Trenton Speed King crossed the finish line, a new track record was established and now stands at 9 min., 32 seconds, very close to an average speed of 63 miles per hour. Following Campbell were Dick Kaufman, second, Lou Johnson, third and that colorful driver from Atlanta, Ga. Frank Mundy, in fourth spot. Campbell gained the lead after a six lap battle with Kaufman at top speed, with both drivers pulling every trick in the books. There was a battle for third between Johnson and Mundy with Johnson holding Mundy at every turn.

The Sportsman division also saw a battle for top billing between Campbell and Hal Brokoff with Campbell coming out on top on the 13th lap of a fifteen go. Preston Niblett held the lead for 11 laps as Brokoff and Campbell were battling it out for second. However all three cars entered the third turn together with Campbell riding high on the banks and hitting the straight-away in first position with Hal right after him and Preston holding third. Eddie Adams, last weeks winner and current record holder at this track for the Sportsman division, crossed in fourth position.

First Heat—Sportsman, 1, Niblett; 2, Townsend; 3, Figs.

Second Heat—Sportsman: 1, Brokoff; 2, Adams; 3, Tieg.

Third Heat—Modified: 1, Johnson; 2, Campbell; 3, Kaufman.

Campbell Captures Double-Feature At Delaware Speedway 4-20-1950

Driving cars 40 and 86, Wally Campbell waived the superstitions of "Friday the 13th" to jockey both his mounts into the checker for 2 more colossal finishes, after once again, giving the 2100 fans one of his remarkable shows in wheelmanship that earned him the title of "The Trenton Speed-King."

Piloting No. 86 in the 15-lap semi-feature, Campbell threaded his way from outside-6th-tier to the honor-spot, taking Starter Tom Brown's checkered square in 7 minutes and 23 seconds. Harold Brokoff gave a terrific battle all the way as he brought Car 59 into second while Preston Niblett was gradually forced to ease in as third money man after holding No. 1 berth for 11 laps with No. 22. Eddie Adams pulled Car No. 3 in for 4th position and Horace Williams slid No. 41 into 5th to terminate one more fierce fight for position.

As the 10-mile feature field was given the green, Campbell once again started his trek from inside-4th-tier and after 6 laps of see-sawing at top speed with Dick Kaufman's 46, he rocketed across the finish line to break his previous track record by 2 seconds, placing Car 40 still at the head of the full-modified class. Following Kaufman as third berth holder was Lou Johnson in No. 43;

Johnny Martin sizzled into the checker-stretch with Car 5 to again barely nose out Frank Mundy in "X" to take 4th after a 9-lap match of nerve and speed. Campbell's record-shattering time and new speed mark for the Delaware Stock Car Racing Association now stands at 9 minutes and 32 seconds to advance his average speed to 62.91 m.p.h.

It is still the fervent hope of many fans to see veteran throttle-stomper Johnny Stoltzfus at the wheel of Car No. 49 in the near future as a potential threat to all who turn the 1/2-mile dirt oval at lightning speeds with their interpretations of expert wheel handling.

1st 8-lap heat—Preston Niblett (22), Russ Townsend (17), Robert Figs (73). Time—4:13 1/2. Paul Bennington rolled No. 30 twice in the 2nd turn after 2 starts; Junior Collins slid No. 4 off 2nd turn bank; while Oliver Hurd sailed off the 1st turn bank in No. 88. All drivers and cars came out in remarkable shape.

2nd 8-lap heat—Harold Brokoff (59), Eddie Adams (3), Bob Tice (19). Time—4:1.

3rd 8-lap heat—Lou Johnson (43), Wally Campbell (40), Dick Kaufman (46). Time—3:49 1/2.

Delaware Track Records To Schneider-Campbell

Cutting the $\frac{1}{2}$ -mile dirt of the Delaware Speedway at 63.60 m. p. h., Frankie Schneider's 88 rode away with the third track record of the season before another estimated 2100 racing fans. Roaring in as the 2nd berth holder was Lou Johnson in Car 43, while limping in on a blow-out came Wally Campbell's No. 40 in 3rd and Dick Kaufman in 4th as he eased his overheated 46 into the checker. Schneider clipped 6 seconds off Campbell's "Friday the 13th" speed mark as he chalked up 9 minutes and 26 seconds as the new goal.

Fifteen cars took Starter Tom Brown's green to roar off into the 1st of the 15-lap semi-feature. Horace Williams took an early lead with Car 41 only to relinquish it in the 6th lap as Campbell and Bill Gross moved Nos. 86 and 44X to the front from outside 6th and 5th tiers to continue their battle at the head of

the field. Campbell finally managed to nose out Gross in the 12th lap and brought his mount into top-honor spot at the checker. Elwood Tucker stomped Car 14 into 3rd position, Horace Williams sailed into 4th with No. 41 and Johnny Martin held No. 55 in 5th money spot. Campbell slashed 1 second off Eddie Adams' April 6th mark of 7 minutes and 21 seconds as he claimed another D.S.C.R.A. victory in climax to a well-executed display of driving skill.

1st 8-lap heat race—Bob Tice—(19), Johnny Martin (55), Horace Williams (41). Time—4:0.

2nd 8-lap heat race—Bill Gross (44X), Wally Campbell (86), Eddie Adams (3). Time—3:56 $\frac{1}{2}$.

3rd 8-lap heat race—Frankie Schneider (88), Jack Yardley (10), Bill Gross (X). Time—3:15. Schneider established 3 minutes and 45 seconds as the new speed time for this heat race thereby cutting a recorded 2 $\frac{1}{2}$ seconds off Bill Scott's Oct. 13 mark.

Friday, April 27, 1951

Johnson Tops Schneider at Georgetown

5-2-1951

By M. K. NEWNAM, JR.

Georgetown, Del., April 28—With 1,800 fans braving the cool evening air to cheer Lou Johnson of Wilmington, Del. to victory in the Full Modified division at the Delaware Speedway last night, shattering all previous track seconds with a terrific average of 63.78 m.p.h. as he beat out last



LOU JOHNSON
Beats Out Schneider for Win

week's winner, Frankie Schneider. Bringing up third spot in car No. 1 was Marty Geortter with Wally Campbell taking 4th crossing the line with a tie-rod dragging. Johnson's time was 9 min. and 24 2/5 seconds for the 20 laps.

As he threaded his way from inside the 7th tier, Eddie Adams of Rising

Sun, Maryland went out in front of the 15 car field to receive top billing. Second money went to Bob Rice with Ken Marriott third and Walley Campbell 4th. It was a battle right from the start between Adams and Tice, however Tice had to yield to his contender because his mount was over-heating.

Marriott, Moody, West—first race—Sportsman. Time 3:55 4/5.

Adams, Johnson, Williams—second race—Sportsman. Time 3:58.

Campbell, Schneider, Beortter — third race—Modified. Time 3:46.

Wally Campbell Mops Up in Georgetown Double Header; Johnson, White Crash

5-9-1951

By M. KEMP NEWMAN

Georgetown, Del., May 5—Wally Campbell scored another double victory in the combined Sportsman-Modified show at the Delaware Speedway last night. The flying Trenton, N. J., star rode to comparatively easy

win in the Modified main, driving the No. 40 car. He was being pressed for the lead by "Leadfoot Louie" Johnson when misfortune took Johnson over the outside fence. Following Campbell at the modified finish were Johnny Martin, and John Twilly.

In the Sportsman's feature, Campbell's win was by no means a ride-out. In the closest finish ever seen here, Bob Tice came within a half-wheel of beating No. 86 with Campbell at the wheel. Highlighting the event was the super-sensational crash of Freddy White, who went end over end down the track, with the car's gas tank flying from the car, sailing thru the air to strike a spectator's automobile. Finishing third was Ken Marriott.

Sportsman heats were taken by Bill Raughley and Oliver West. The Modified qualifying heat went to Campbell.



WALLY CAMPBELL

Stock Features Won By Johnson, Adams

5-4-1951

With 1800 fans braving the cool evening air to cheer him to victory, Lou Johnson, of Wilmington, Del., turned the ½-mile dirt oval of the Delaware Speedway to shatter all previous track records with a terrific average of 63.78 m.p.h. as he out-maneuvered No. 88's Frankie Schneider and wheeled Binder Bros. No. 43 in for Starter Tom Brown's checker. Bringing up third spot in Car 1 was Marty Geortler; Wally Campbell finished as 4th money man, swinging No. 40 across the line with tie-rod dragging; while Bill Gross piloted Car 98 into 5th berth. Johnson's time was 9 minutes and 24½ seconds for the 10 mile ride, clipping 1½ seconds off Frankie Schneider's April 20 mark.

As he threaded his way from inside 7th tier through the 15 car field. Eddie Adams, of Rising Sun, Md., jockeyed Car No. 3 into 2nd spot behind Bob Tice's 19 and a battle of skill and speed resulted. Adams managed to ease into the lead as Tice's mount over-heated and once again broke all previous track records with a 7 minute and 18½ second mark for the 7½ miles. Riding in 3rd position was Ken Marriott in Car 23, fourth went to Wally Campbell in No. 86, with Bill Gross holding down 5th spot with Car No. 59.

1st 8-lap heat—Ken Marriott (23), Ralph Moody (X), Oliver West (60). Time—3:58½.

2nd 8-lap heat—Eddie Adams (3), Lou Johnson (4A), Horace Williams (41). Time—3:58.

3rd 8-lap heat—Wally Campbell (40), Frankie Schneider (88), Marty Geortler (1). Time—3:46. Johnny Martin whipped Car 5 into the lead and held it for 5 laps until he was forced to retire to the infield with mechanical difficulties.

Sportsmen Consolation — Wally Campbell (86), Preston Niblett (22), Bob Long (88). Time—3:57½.

Campbell Top Pilot In Delaware Stock Circuit

5-11-1951

Before an estimated crowd of 1600 fans, Wally Campbell, of Trenton, N. J., drove his cars 40 and 86 to victory in both features at the fast ½-mile Delaware Speedway, as 28 Sportsmen and Full-Modified entries assembled for the Friday evening event.

Driving Car 40 at record pace for the 10 mile run, Campbell out-maneuvered Lou Johnson's 43 for 10 laps at which time Johnson blew a right front tire, slid off the 4th turn bank and limped back to the infield to give Johnny Martin's No. 5 a crack at 2nd berth. Jake Twilley roared Car 29 into a fast 3rd position while 4th was held down by Chuck Houlihan in No. 7 followed by pilot Bill Raughley in Car 90. Campbell's time was an easy 9 minutes and 25½ seconds.

Seventeen cars gave Campbell a rough ride in the 15-lap Sportsmen feature with Bob Tice taking over the spotlight with Car 19 and riding 86 right into Starter Tom Brown's checker and losing out by ½-a-wheel to terminate the best race of the evening. Ken Marriott swung Car 23

into the flag for a lightning 3rd, followed by Lou Johnson, driving Car 4A, and Oliver West in No. 60, who romped home in 4th and 5th spots. Campbell's time was 7 minutes and 25½ seconds in the 7½ mile grind. Car 71, piloted by Preston Niblett, forced veteran Freddie White's No. 7 over the 1st turn bank during the opening laps of the race giving White 2 hard rolls and damaging his mount extensively.

1st 8-lap heat, Sportsmen—Bill Raughley (29), Johnny Martin (55), Bob Long (2). Time—4:5.

2nd 8-lap heat, Sportsmen—Oliver West (60), Wally Campbell (86), Ken Marriott (23). Time—3:54½.

3rd 8-lap heat, Full-Modified—Wally Campbell (40), Lou Johnson (43), Johnny Martin (5). Time—3:48½.

AUTO STOCK CAR RACES

DELAWARE SPEEDWAY

ROUTE 113, 3 MILES SOUTH OF GEORGETOWN, DEL.

Every Friday Night (8:30 P. M.)

FAST HALF-MILE BANKED TRACK

Purse: 40% of GROSS gate - Average purse \$850

ADMISSION \$1.00 (tax inc.)

Sanctioned by Delaware Stock Car Racing Assn.

FOR INFORMATION — CAR OWNERS — DRIVERS — CONTACT:

JOE WOLF

1154 Front St., Reading, Pa.—Tel. REading 5-6694

COLD AND RAINY weather washed out the weekly stock car program at the Delaware Speedway, near Georgetown last night . . . This postponement also prevented the showing of Bill Holland, 1949 Indianapolis, 500-mile winner . . . Efforts were under way this morning to condition the track for the show tonight.

Wally (Crash) Campbell, popular stock car pilot from Trenton, N. J., has a new car to burn the Eastern Shore tracks . . . the new buggy was recently built by Charles A. Brown, of Hyattsville, Md.

No. 2, the speedy Ford owned by George Bower, of Fruitland, has been sold to Frank Maples of Salisbury.

5-19-1951

Rural Life During Week Gets Hectic On Track Over Weekend

5-22-1951

Freddy White, a quiet-mannered farm boy, lives a peaceful life on the Gumboro road, near Pittsville, growing bumper crops of strawberries and cucumbers. On weekends he craves the rip-roaring action of piloting a stock car.

It's been a head-splitting hobby with him during three years of pedal-pushing on Eastern Shore tracks. Freddy was battered up about the nose and face recently on the **Georgetown** track. He turned over after falling over a six-foot embankment.

The car was nearly a total wreck, and so, it appeared, was the driver. Eleven stitches were required, four in the forehead, three in the nose, and four on the upper lip. That's not mentioning the loss of two teeth and a slight brain concussion.

Freddy experienced another close call three years ago when he first started to drive in the fender-bending scrambles. One afternoon at the B&J Speedway, near Allen, his safety belt snapped loose and the car rolled over several times. The Pittsville farm boy came out smiling and complained of only some minor body bruises.

White, 31 years old, is the father of six children. The oldest is David Allen, 12. How does Mrs. White feel about this risky bit of weekend recreation? "She complained at first," chuckles Freddy, "but now rarely misses a race."



Freddy White

His biggest take home purse was \$120 at the Myers Raceway, Bridgeville. "But that doesn't happen often," he explained.

Freddy has been piloting No. 7, a Chevrolet, owned by Duncan Brothers of Pocomoke City. This is the same vehicle he wrecked recently at the **Delaware Speedway, Georgetown**. He has also wheeled No. 29, owned by J. D. Dennis of Parsonsburg; No. 16, owned by Wilson Records of Seaford, and No. 99, owned by Smiley Hastings of Delmar.

No. 7, a 1939 Chevrolet chassis with a V-8 motor, is expected to be on the roll again within the next week or two.

Freddy hopes to be behind the wheel of some car this Sunday

Kaufman-Short Share Delaware Stock Honors

6-1-1951

After a two-week lull, caused by rain, a record field of 35 cars assembled at the fast banks of the ½-mile **Delaware Speedway** for another star-studded Friday evening of the best in Stock Car Racing to thrill the 1800 avid racing fans.

Dick Kaufman, of Harrisburg, Pa., scooted from scratch position in the 20-lap feature and drove Car 49 into top-honor spot only after Bill Raughley's 90 ran into fuel-line trouble and was forced to take 2nd berth in the 6 remaining laps. Johnny Martin wheeled No. 5 into a fast 3rd position followed by Pete Eaton in Car 97, while Johnny Grubb took 5th money with No. 51. Kaufman's time was 9 minutes and 39½ seconds.

Starting in a field of 24 cars, veteran chauffeur Emory Short, of **Georgetown, Del.**, stomped Car 18 around the dirt oval 15 times in a brilliant display of wheel skill and held his "No. 1 spot" for the finish as he chalked up 7 minutes and 39½ seconds for his win. C. L. "Pop" Taylor moved Car 44 up from outside-6th tier to sew-up 2nd honors while 3rd position was held down by Laurence Tucker in No. 71. Hard-driving Paul Walker sizzled through the traffic from outside-12th tier to bring his Moore Chevrolet Special, No. 21, in for 4th money. Bill Scott eased No. 55 into 5th spot to climax a well

driven race and to remind the fans that he hadn't forgotten his superb driving talents while on the inactive list. Bill is on furlough from Camp McCoy, Wis., and it is assured that if he is with us next week, there will be an even better show.

Kaufman And McCardell Split Twin Stock Bills

2300 Friday evening racing fans saw Dick Kaufman and Buck McCardell wheel their mounts through the turns and traffic at lightning speeds to clinch first spots in the two main features on the fast banks of the **Delaware Speedway**.

Running neck and neck for 20 turns around the oval, Johnny Martin, of Lewes, Del., and Dick Kaufman, of Harrisburg, Pa., used every trick in their books to slip into a comfortable lead, but to no avail. Kaufman, chauffeuring Car 49 and Martin behind the wheel of No. 5 roared out of the 4th turn for Starter Tom Brown's checker with 49 easing into a 1/2-car lead amid the roars of applause for the 2 drivers. Eddie Adams sailed into a close 3rd in Car No. 38 while Bill Raughley brought No. 90 across for 4th money. Car 97, driven by Julius Beardsley, took over 5th position as Kaufman chalked up 9 minutes and 28 1/2 seconds for his win.

Wheeling out from outside 3rd tier like a flash in the first lap, Buck McCardell, of Conowingo, Md., put his No. 40 through the paces for the 15 lap feature as he took top-billing and kept it for the checkered square. Running up into 2nd spot and hot on McCardell's bumper was Ray Cumens, of Wilmington, Del., in Car 5 with Eddie Adams taking over a fast 3rd with Car 3 after whipping through the 21 car field to earn his spot. Oliver West in No. 60 and Bill Walker in 47, who stacked up in 4th and 5 1/2 money berths, gave Adams some hot competition. McCardell stopped scorer Cliff Lawson's clock at a lightning 7 minutes and 29 1/2 seconds. In the mad scramble of the first few laps Harold Brokhoff lost

Car 59 off the 2nd turn bank on its wheels and sat the rest of the race out. No. 113, piloted by Ralph Barlow, slid into "Wonder Boy" Stacey's 4A and they both eased off the 4th turn bank together with slight damage to both cars. Jockey Paul Walker had a sudden take-up in the 3rd turn as he blew a front tire and rolled No. 21 twice over the bank leaving a rapidly changing position near the front.

First 8-lap heat — Sportsmen — Buck McCardell (40), Buddy Killen (99), Dick Kaufman (46). Time—3:59 1/2. Freddie White in No. 33 and Bob Alcon of Car 53 spun out in the 2nd turn with 53 running off the track and down the outside bank. Both cars fared well.

Second 8-lap heat — Sportsman — Oliver West (60), Roland "Wonder Boy" Stacey (4A), Horace Williams (41). Time—3:59 1/2. Bill Scott's 55 spun Oliver West of No. 18 in front of him and in an attempt to straighten him up, pushed him broadside

down the track and backed off to continue his fight for position. Damage to 18 was negligible.

Third 8-lap heat—Modified—Johnny Martin (5), Dick Kaufman (49), Bill Raughley (90). Time—3:48 1/2.

According to promoter Joe Wolf, of Reading, Pa., there will be strictly Sportsman Races presented at the **Delaware Speedway** beginning June 8 to give the race fans the best in Stock Car Racing. This, of course, will take into consideration that abolishment of the Modified Class meets the approval of all.

Reed Stars At 6-15-1951 Delaware Speedway

Blazing a muddy trail to victory over a 14-car field, Norris Reed, of Denton, slid Car 38 into a fast lead in the 2nd lap of the 20 lap feature event here Saturday evening to give the 1200 brave fans a thrilling climax to the evening's 5-event card at this 1/2-mile banked dirt plant. Harassed by Horace Williams in Car 59 and Lawrence Tucker in No. 71, Reed took over his undisputed lead after the 2 contenders spun out upon leaving the 4th turn, at which time Williams broadsided in front of Tucker and was pushed into the infield, giving 71 his break to back off and continue his bid. Running 2nd at the checker was Johnny Grubb in No. 51 followed by 49's Dick Kaufman while Oliver West in Car 60 and Freddie White in No. 33 held down the 4th and 5th berths. Reed's time was 11 minutes and 15 seconds with all speed cut to a minimum because of the muddy condition of the track, although much work had been done to eliminate this state. Bill Walker sailed off the 3rd turn bank late in the grind bringing Car 99 down on its wheels with no damage.

First 8-lap heat—Norris Reed (38), Jake Twilley (29), Bill Walker (99). Time—4:19.

Second 8-lap heat — Lawrence Tucker (71), Horace Williams (59), Johnny Grubb (51). Time—4:20 1/2.

Third 8-lap heat—Oliver West (60), Dick Kaufman (49), Bill Walker (41). Time—4:17.

Fourth heat—10-lap Consy—Freddie White (33), Bob Long (2), Dick Kaufman (4A). Time—5:43 1/2.

Regular Friday evening events at the **Delaware Speedway** will be resumed this week, postponed until Saturday only in event of rain.

2,000 See McCardell Capture Track Feature

An overflow crowd of 2,015 watched Buck McCardell win the 25-lap feature in Friday night's weekly stock car racing program at the **Delaware Speedway** near

Georgetown. 6-18-1951

The cigar-smoking speedster from Conowingo, Md., out-wheeled a 17-car field. His stiffest argument came from Gene Holcomb, who finished second, and Johnny Grubb, third.

There was plenty of slam-bang action in the finale. Johnny Martin of Lewes finished fourth despite blowing a tire on the final lap. He limped across in high gear to barely nose out Junior Collins of Gumboro.

One collision on the 25th lap involved Eddie Adams of Rising Sun and Bob Long of Dagsboro. Elwood Tucker of Bridgeville spun out on the 12th lap crashing into the retaining wall.

Jake Twilley of Magnolia, Del., nabbed the 12-lap consolation. He clocked the six-mile course in the speedy time of 6:06.5. Second was Lawrence Tucker in a closely bunched field of 25 cars.

McCardell Claims Delaware "25" 6-22-1951

Amid the excitement of 40 entries and 2200 fans, Buck McCardell, of Conowingo, Md., cut the dirt of the 1/2-mile Delaware Speedway at lightning speed Friday evening to wheel Car 40 into the checker-stretch in a fast 12 minutes and 15 seconds, thereby chalking up another win for the 25-lap feature show. McCardell made a fast bid from outside 6th tier in the first few trips and grabbed honor spot after half the grind was over. Dick Kaufman drove Car 49 in for 2nd money after a constant battle with Johnny Martin's 5 which was only terminated in the 24th lap when Martin skipped off the 3rd turn bank and roared on back in to finish 4th on a flat, allowing only Johnny Grubb's 51 to slip in ahead of him. Tom Adams' No. 4S scooted off the 3rd turn bank to land on its wheels after a 14th lap tangle with Lawrence Tucker's 71 and Bill Raughley's No. 90. Raughley hung on the high side while Tucker took to the infield. As if to give a climax to this, Jake Twilley took a series of bounces with Car 29 in the 4th curve to hit Elwood Tucker's 14 and force him head-on into the pit wall and broke away from Tucker and into the side of Eddie Adams in Car 3. He and Adams quickly broke loose and carried on the race. Upon receiving the checkered flag Adams made a wide sweep to enter the pits and was promptly hit in the other side and pushed down the track by Bob Long in Car 2 who was just completing his final lap for the checkered silk.

First 8-lap heat—Jimmy Patterson (30), Elwood Tucker (14), Freddie White (33). Time—4:6 1/2.

Second 8-lap heat—Paul Walker (21), Buck McCardell (40), Bob Long (2). Time—3:54 1/2. Russ Townsend got in a pinch in front of the judges stand with 59's Horace Williams and after Williams took to the infield, he managed to make the 1st turn but came out of the 2nd straight into "Buck Hopkin's woods" doing extensive damage to his No. 17.

Third 8-lap heat—Johnny Martin (5), Dick Kaufman (49), Eddie Adams (3). Time—3:58.

Fourth 12-lap Consy—Jake Twilley (29), Lawrence Tucker (71), Junior Collins (4). Time—6:6 1/2. Pete Moxley lost a front wheel off Car 58 in the 3rd turn and slid to the infield.

Rules and Regulations of the Delaware Stock Car Racing Association, Inc., were distributed and all must strictly abide by them beginning June 22.

Walker Claims Delaware Feature Purse 6-29-1951

Overcoming 15 cars and a 1/2-lap lead developed by Jake Twilley in Car 29, Paul Walker drove his Moore Chevrolet Special, No. 21, to a thrilling win as he claimed the checker in the 25-lap feature at the 1/2-mile Delaware Speedway Friday evening, thrilling 2200 fans with one of the best contests of the season.

Walker romped from inside 4th tier through the fast moving pack after an 18 lap battle and ran a dead heat with Twilley for 3 more laps until he finally wheeled to the front to record 12 minutes and 25 seconds as his time. Buck McCardell's 40 ran a close third at the flag, taking over this spot only when Johnny Martin made a complete spin in the 2nd turn but brought Car 5 back in to finish at a sizzling pace. Horace Williams jumped Car 59 off the 3rd turn bank on its wheels in the 15th lap losing his bid for top honors.

1st 8-lap heat—Jake Twilley (29), Norris Reed (38), J. R. Jones (101). Time—4:9 1/2.

2nd 8-lap heat—Paul Walker (21), C. L. Taylor (44), Junior Collins (4). Time—3:58.

3rd 8-lap heat—Johnny Grubb (51), Horace Williams (59), Johnny Martin (5). Time—4:00 1/2.

4th 12-lap Consy—Dick Kaufman (49), Bob Long (2), Lew Wood (29x). Time—6:00 1/2. Lawrence Tucker went into a bad spin in the 3rd turn and stood 71 on its nose while his closest contender, Oliver West in Car 60, rammed him causing the tottering car to fall squarley on the top of No. 60, smashing one side in to the seat and allowing West to escape with only a head scratch. Fast wheeling by Freddie White in Car 33 and Bob Burkhart in No. 13 prevented further damage. The accident occurred in the end of the 11th lap and all other cars finished.

Walker Chevrolets To Repeat Win At Delaware

7-6-1951

Stomping his Moore Chevrolet Special, No. 21, to the limit, Paul Walker, of Lewes, Del., gave a repetition of his spectacular win of a week ago as he garnered the rain-date 25-lapper at the lightning 1/2-mile Delaware Speedway Saturday evening.

Following 2 restarts, Walker scooted from 7th spot Indian file to the top-honor spot and lengthened his lead to 1/4-lap over his closest competition after a 5-lap traffic run to bring down Starter Tom Brown's checker on a 12 minute and 20 1/2 second win.

On the 1st start, Elwood Tucker's 89 slid into the front of Paul Bennington's No. 30 throwing Bennington into a spin in front of Fred Smith's 50. Smith gave Bennington a hard sideways ride down the 3rd turn while Jake Twilley unavoidably banged into the pack with his newly re-conditioned 39. Only the fast thinking and wheeling of the veteran chauffeurs in the 14-car field prevented further damage. The 2nd start resulted in Bill Tucker spinning out No. 39X in the 2nd turn necessitating the final Indian-file start. Fred Smith and J. R. Jones' 48 were forced off the 3rd turn bank in the 14th lap and ended up on their wheels with negligible damage.

Dick Mundorf sailed into 2nd spot with Car 78 followed closely by Dick Kaufman in No. 49 and Bill Domino in Car 7, taking 3rd and 4th money.

1st 8-lap heat—J. R. Jones (48), Fred Smith (50), Paul Bennington (30). Time—4:8 1/2. Buddy Killen jumped off the 2nd turn early in the contest to land on his wheels and intact.

2nd 8-lap heat—Jake Twilley (39), C. L. Taylor (44), Dick Mundorf (78). Time—4:1 1/2.

3rd 8-lap heat—Paul Walker (21), Dick Kaufman (49), Horace Williams (59). Time—3:37 1/2.

4th 12-lap Consy—Lawrence Tucker (71), Bill Tucker (39X), Bill Domino (7). Time—6:13. Bill Domino skidded No. 7 a little in the 4th angle and threw Freddie White's 33 out of control and on into the pit wall resulting in a banged up steering section.

Stock Car Record

7-7-1951

An overflow crowd of 2,211 stock car racing fans jammed the Delaware Speedway near Georgetown last night to see Dick Mundorf of Millsboro ink a new track record.

He won the featured 25-lap event in fast time of 12 minutes, eight and two-fifths seconds. This performance trimmed seven seconds off the original mark, set June 15 by Buck McCardell of Rising Sun.

Mundorf, starting in the sixth position of a 16-car field, didn't take over the lead until the seventh lap. Johnny Martin of Harbeson, a 15th position starter, won the plaudits of the gallery by finishing second.

Coming in third place was J. R. Jones of Salisbury followed by Junior Collins of Georgetown, and Jake Twilley of Magnolia, Del.

The semi-final found a nine car consolation 12-lap event won by Horace Williams of Bridgeville. The official clocking was six minutes and one second. Collins placed a close second. Bill Domino was third with Freddy White of Pitts-ville, fourth and Lawrence Tucker of Bridgeville, fifth.

The heat winners were first, Jones, Salisbury, 4:15; second, Tommy Adams, Rising Sun, 4:02 and third, Martin, Harbeson, 3:57 1/5.

Martin "5's" To Delaware "4th" Feature Win 7-13-1951

Zooming into a fast and comfortable lead from outside 6th tier, Johnny Martin, of Lewes, Del., wheeled a lightning and skilled traffic pattern as he pushed Car 5 into the checker stretch well ahead of Lew Mood's 29 to capture 1st money in the 25-lap Independence Day feature at the fast 1/2-mile Delaware Speedway.

With Martin stopping the clock at a sizzling 12 minutes and 24 3/4 second pace and Lew Mood running 2nd, there was Horace Williams in 59, Junior Collins in No. 4 and Fred Smith in Car 50 stacking up in 3rd, 4th and 5th berths as they climaxed a bang-up holiday racing date in this 14-car event.

Russ Townsend, back with a new 17 after his trip in the woods, spun out in the 4th turn and barely escaped to the infield to avoid the rest of the field. After the restart caused by this flutter, everything went comparatively smooth with only J. D. Jones jumping No. 89 straight off the 3rd turn on his wheels, and the "heartbreaker"—as Paul Walker spun out his Chevrolet No. 21 in the 3rd turn and was quickly moved to the infield, losing his pull for top honor spot.

1st 8-lap heat—Lew Mood (29), Jim Hayes (30), J. D. Jones (89). Time—4:4 1/2. Richard Twilley lost a wheel in the back stretch but managed to limp 88 to the pits without tangling with the rest of the field.

2nd 8-lap heat—Bill Raughley (78), Jake Twilley (6), Russ Townsend (17). Time—3:58.

3rd 8-lap heat—Johnny Martin (5), Paul Walker (21), Horace Williams (59). Time—3:54 1/2.

4th 12-lap Consy—Junior Collins (4), Lawrence Tucker (71), J. R. Jones (48). Time—6:9 1/2. Bob Long led a match of driving skill in Car 2 with Junior Collins' 4 for 6 laps until he blew a tire and was forced to retire to the infield allowing Collins to head the 10-car field for the other 6 turns.

Special Match Race—5 laps—Johnny Martin (5), Bill Raughley (78), Paul Walker (21). Time—2:25 1/4.

Mundorf Carries Away Delaware Feature Honors

It was Dick Mundorf, of Millsboro, Del., who shoved Lane Bros. No. 78 from 4th position into a 1/2-lap lead and out-distanced a 16-car field on the 1/2-mile dirt of the Delaware Speedway Friday evening, garnering the 25 turns around this fast oval at record shattering speed in 12 minutes and 8 3/4 seconds.

Johnny Martin got stuck in heavy traffic as he took off after Mundorf

and fought for about 9 laps before he freed himself in a brilliant show of wheelmanship and speed to bring Car 5 from scratch spot to 2nd. J. R. Jones sailed into 3rd in No. 48 while Junior Collins and Jake Twilley took 4th and 5th money. Fred Smith fish-tailed Car 50 several times as he swung out of the 4th angle and struck Dick Kaufman's 51 in the front knocking both cars out of the contest—Smith with a blowout and Kaufman with a bent wheel.

1st 8-lap heat—J. R. Jones (48), Norris Reed (38), Dick Mundorf (78). Time—4:15 1/2.

2nd 8-lap heat—Tom Adams (80), Bob Long (2), Peanuts Smith (41). Time—4:2.

3rd 8-lap heat—Johnny Martin (5), Dick Kaufman (51), Jake Twilley (6). Time—3:57 1/2.

4th 12-lap Consy—Horace Williams (59), Junior Collins (4), Bill Domino (7). Time—6:1.

Special Match Race—5 laps—Johnny Martin (5), Dick Mundorf (78), Tom Adams (80). Time—2:22 1/4.

George Hudick, of Pottstown, Pa., who had the misfortune to injure himself seriously last year, was on hand tonight in his own Car 26 to again match wits and skill with some of the finest drivers and cars in the East.

According to indirect reports from Promoter Bill Streeter, the Delmar Raceway will open for night Sportsman and Modified Stock Car Racing on Thursday, July 19 with a guaranteed purse of \$750.00.

2,502 Race Fans Watch Mundorff Win On Speedway

7-14-1951

The largest crowd of the season, 2,502, jammed the Delaware Speedway last night, near Georgetown, to see Dick Mundorff of Millsboro win his second straight feature race.

He was in the lead by a comfortable margin when the race was stopped on the 23rd lap. An accident involving Jake Twilley of Magnolia and Bill Tucker, Bridgeville shortened the 12½ mile finale by two laps.

Twilley lost control of his vehicle, turning over three times, smashing into Tucker during the mix-up. He was dragged from the vehicle in an unconscious condition and rushed by ambulance to a hospital in Milford.

Mundorff covered the abbreviated finale in 11 minutes and nine seconds. The Delaware speedster started in eighth position, went to the front midway of the first lap and was never overtaken. Johnny Martin of Harbeson, a 16th spot starter, came in second. Finishing third was Horace Williams of Harrington followed by Jimmy Hayes, Milford.

There were 16 starters in the featured windup.

The 12-lap consolation programmed 12 vehicles. Williams finally won out after waging a wheel-to-wheel battle with Paul Walker of Lewes. The lead changed hands nine times over the six mile grind. The winning time was five minutes and 57 seconds.

Mundorf "Tops" Again In Delaware Circuit

7-21-1951

The Millsboro, Del., wheel jockey, Dick Mundorf, blazed his way into the spotlight again Friday evening as he hauled down the laurels for the 25-lap feature before a record crowd of 2500 on the ¼-mile banks of the Delaware Speedway.

Sailing into a long and fast lead early in the restart, Mundorf piloted Lane Bros. Special No. 78 for the limit to finish ¼ lap the victor over No. 5's Johnny Martin as the red flag was thrown on the field when Jake Twilley flipped Car 6 off the 3rd turn bank in the 23rd lap. Martin fought again from scratch position in the 16-car event with another traffic-running exhibition and took over 2nd spot in about the 7th turn around. Horace Williams rolled across in Car 59 for 3rd money leaving 4th and 5th spots to Jim Hayes in No. 30 and Tom Adams in Car 80. Back to Twilley—Jake was running in a sizzling 3rd berth when, in lapping Jack Tucker's 39 on the inside, he slid wide, knocking Tucker straight off the turn on his wheels while he flopped off the edge of the track and rolled hard—2 times. Damage to Jake is not known as of now but reports from the ambulance gave it as not too serious—while damage to his mount was extensive.

Bill Raughley got No. 90 hung in the infield on the back stretch and up ended with only a dented top. Attempts to gain his position in the restart were in vain due to mechanical trouble.

1st 8-lap heat—Lew Mood (20), Jim Hayes (30), Jack Tucker (39). Time—4:1¾.

2nd 8-lap heat—Dick Mundorf (78), Tom Adams (80), Preston Niblett (1). Time—3:55.

3rd 8-lap heat—Johnny Martin (5), Dick Kaufman (51), Jake Twilley (6). Time—3:51.

4th 12-lap Consy—Horace Williams (59), Paul Walker (21), Junior Collins (4). Time—5:57¾. This match proved to be the hardest fought bat-

tle of the evening as Walker and Williams see-sawed back and forth during almost the whole 6-mile run.



Johnny Martin

7-21-1951

Johnny Martin Wins On Track Beats 16-Car Field On Delaware Oval

Johnny Martin of Harbeson outwheeled a 16-car field last night at the Delaware Speedway, near Georgetown to win the 25-lap feature stock car race before a capacity crowd of 2,526 cash custom-

ers. He clocked the course in 12 minutes and 18 seconds.

The Delaware lead-foot, starting in the 16th position, steadily zoomed to the front at the eighth lap after overtaking a speedy field consisting of Eddie Adams of Rising Sun; Horace Williams, Bridgeville; Bill Raughley, Dover and Dick Kauffman of Harrisburg. That's the order they came across the finish line.

Williams won the 12-lap semi-final after a hub-to-hub duel with Paul Walker of Lewes, the second place finisher. The time was 6:01.2. Adams came in third followed by Freddy White of Pittsville.

Martin also nabbed the third heat race, an eight lapper. He went to the front after Johnny Mundorf of Millsboro lost the lead when his motor conked out. The time was 3:55.4.

J. R. Jones of Salisbury won the second eight-lap heat race with a 4:06.4 clocking. Norris Reed of Denton took the opener with a 4:09 performance.

Delaware Main To Martin

7-27-1951

The popular Lewes, Del., stock car pilot, Johnny Martin, again fanned the dirt of the 1/2-mile Delaware Speedway into a frenzy Friday evening as he stomped his Car 5 from scratch position in the 16-car field to walk away with the 25-lap feature show before a record crowd of 2850.

High-point-man Martin slid through the fast and closely-bunched pack and fireballed into the lead to catch Starter Tom Brown's checker a good 5 car lengths ahead of hard-driving Eddie Adams in No. 3. Horace Williams took over a hotly-contested 3rd berth when Dick Kaufman spun out Car 49 in the 4th angle while Bill Raughley "footed" No. 90 into 4th spot just ahead of the quickly recovered Kaufman.

The 3rd lap saw Paul Walker moving up from 12th position in Car 21 and attempting to pass J. R. Jones in No. 48 on the outside of the 2nd turn, only to get into a tangle with Jones and jump the bank together with only slight hurts to the cars.

Martin's time for the 12 1/2 mile grind was 12 minutes and 18 seconds—just 7 3/4 seconds shy of Dick Mundorf's July 6 record.

1st 8-lap heat—Norris Reed (38), Bob Burkhart (13), Fred Smith (50). Time—4:9.

2nd 8-lap heat—J. R. Jones, (48), Emory Short (18), Preston Niblett (1). Time—4:6 1/4. While attempting to pass Preston Niblett's No. 1 in his pull for 2nd spot, it appeared that Bob Tice of Car 19 was not destined to out-distance his competition, as No. 1 "flopped" around the 4th turn and into Tice—running over his left front wheel and then away, slowing him down to such a degree as to make competition impossible.

3rd 8-lap heat—Johnny Martin (5), Bill Raughley (90), Eddie Adams (3). Time—3:55 1/4.

4th 12-lap Consy—Horace Williams (59), Paul Walker (21), Tom Adams (80). Time—6:1 3/4. This match was once again the best of the evening as Walker and Williams matched speed and skill in a side-by-side 6 mile ride with Williams taking the checker by a 1/2-car length.

Kauffman Wins 7/28/1951 On Georgetown Track

Dick Kauffman, heavy footed stock car jockey from Harrisburg, Pa., did it again last night at the Delaware Speedway, near Georgetown. He won the 25-lap feature, modified race with a clocking of 12 minutes and 19 seconds.

The Pennsylvania speedster won the 25-lap spin at Delmar Thursday with a 12 minute and one second performance.

Finishing second was Norris Reed of Denton, followed by Dick Mundorff, Millsboro; Johnny Martin, Harbeson and Bill Walker, Lewes.

Kauffman, driving a V-8 Ford owned by Melvin Joseph of Georgetown, also won the third eight-lap heat with a clocking of 3:55. Other heat winners were Bob Long, Dagsboro, 4.04.5, and Bill Walker, Lewes, 4.12.

Martin won the 12-lap consolation, out-distancing Freddy White, Pittsville; Bob Killen, and Bill Domino, both of Dover. That's the way they finished. The winning time was five minutes, 10 seconds.

Challenge Race To Highlight Tomorrow's Stock Car Events

8-1-1951

Dick Kauffman of Harrisburg has been challenged to a special 10-lap stock car race tomorrow night at the Delmar Raceway by Lou Johnson.

The Pennsylvania lead-foot, a two time winner on the Eastern Shore last week, will be asked to drive No. 49, a speedy Ford, owned by Melvin Joseph of Georgetown.

No. 49 is considered by many lower peninsula racing bugs as being the fastest semi-modified vehicle of any racing at either Delmar or the Delaware Speedway, near Georgetown.

The winner will receive \$50, according to Bill Streeter, track promoter.

Joseph is the owner of the Delaware Speedway where weekly stock car races are conducted every Friday.

Hot rivalry has existed between the Delmar and Georgetown tracks for the past two years. There has been much discussion among the spectators as to the speediest cars of the two racing sites.

The challenge stemmed from Kauffman's spectacular grand-slam victory last week. He won the 25-lap modified feature at Delmar Thursday night in fast time of 12 minutes and a half second while piloting No. 46, owned by Robert Tice of Anville, Pa.

Kauffman went down to Georgetown Friday and nabbed the 25-lap finale at the Delaware Speedway in the popular No. 49. His time was 12 minutes and 19 seconds.

Johnson, the challenger, conked out early in the Delmar 10-lap qualifying rounds, "blowing a rod" with his No. 43. The Wilmington speedster was modified point champion at the Delmar track last year.

Streeter said Johnson is willing to accommodate in any type of racing challenge from the Delaware Speedway. "If Kauffman and Joseph don't want to race modified," he declared, "then let's pair up the two fastest semi-modified of both tracks in another 10-lapper."

Delmar's semi-modified vehicle available is No. 2, The Pink Lady, owned by George Bower of Fruitland.

Another full card of racing has been booked, including a 25-lap modified feature, a 20-lap semi-modified, two semi-modified 10-lappers and one modified 10 lap spin.

Kaufman Careens 8-3-1951 To Georgetown Win

Dick Kaufman, of Harrisburg, Pa., claimed the 25-lap feature honors Friday evening at the ½-mile Delaware Speedway, pushing a hot No. 49 well into the lead to take Starter Tom Brown's checkered silk in 12 minutes 19 seconds before a 2300-fan crowd.

Zippering from 11th position into a cool and comfortable lead in the 12th turn around, Kaufman out-distanced all his field by 7 car lengths at the flag while all attention centered on the fierce battle for 2nd money. Norris Reed lost his 2nd spot in the 18th lap to Dick Mundorf in Car 78 but as they both swung out of the 4th angle into the checker-stretch, Reed stomped No. 38 up beside Mundorf to cinch the berth by ½ a wheel. Jimmy Marks "footed" No. 51 into

a close 4th with chauffeur Bill Walker making a whirlwind finish in Car 30 after a long non-winning streak.

1st 8-lap heat—Bill Walker (30), Tom Adams (80), Emory Short (18). Time—4:12.

2nd 8-lap heat—Bob Long (2), Lucky John Mundorf (41), Stan Zelek (98). Time—4:4½. Bob Long and Norris Reed got in a tangle in the 2nd turn with Reed spinning out and coming on in to finish 4th. Preston Niblett in No. 1 struck Reed during the spin and rolled once doing considerable damage to his mount.

3rd 8-lap heat—Dick Kaufman (49), Johnny Martin (5), Eddie Adams (3). Time—3:55. Dick Mundorf and Johnny Martin swooped low off the 1st turn bank causing a long delayed restart. Jimmy Marks got caught in the tail-skid set up by a fast-moving Dick Kaufman and spun out in the 2nd turn—all in the same lap.

Stock Cars Roll 8-3-1951 Again At Georgetown

A field of 20 speedy cars are ready to hum tonight during the weekly stock car racing card at the Delaware Speedway, near Georgetown.

The half mile track is in the best condition ever, according to Melvin Joseph of Georgetown, the owner.

Several of the drivers will be gunning for new track records. Many of the owners have torn down the motors in their gas buggies with the thought of beating the clock for tonight's 25 lap feature.

Dick Kaufman, popular gas pedal pusher from Harrisburg, Pa., will again be wheeling No. 49, which he steered to victory last week in 12 minutes and some odd seconds. He will find competition stiff again, especially from Frankie Schnieder of Lambertville, N. J., pilot of the popular No. 88.

Kaufman To Meet Johnson In Delmar Challenge Race

8-7-1951

The challenge stock car race Thursday night between Dick Kaufman of Harrisburg and Wilmington's Lou Johnson is all set at the Delmar Raceway.

Kaufman will be gunning No. 49, a speedy semi-modified Ford owned by Melvin Joseph of Georgetown, owner of the Delaware Speedway.

Johnson will be behind the wheel of his own No. 43 which finished second in the 50-mile championship race at Langhorne last Sunday. The winner of this event was Wally Campbell of Trenton, N. J., who has raced at Delmar frequently.

The race will be 10 laps with the winner being awarded \$50 prize money.

This challenge came from Johnson last week after Kaufman previously made a grand-slam 25-lap win at Delmar and the Delaware

Speedway, near Georgetown, on successive nights. Johnson "conked" out at Delmar in the 10-lap race.

Hot rivalry has existed between the Delmar and Georgetown tracks for the past two years. There has been much discussion among the spectators as to the speediest cars on the two racing sites.

No. 49 is considered by many of the peninsula racing bugs as the fastest racing buggy at either track. It has been trimming dual carburetion vehicles regularly while equipped with only one carburetor.

Johnson is the 1950 modified champion of the Delmar track.

Another full card of racing has been booked by Bill Streeter, track promoter. The program will again include a 25-lap modified feature, a 20-lap semi-modified, two 10-lap semi-modified and one 10-lap modified.

Johnson Will Drive 'Pink Lady'

8-8-1951

He Meets Kaufman On Delmar Track

Rivalry is waxing hot for tomorrow's long awaited challenge stock car race between Lou Johnson and Dick Kaufman at the Delmar Raceway.

It will be **Georgetown** against Delmar in a semi-modified test. Kaufman will be gunning No. 49, owned by Melvin Joseph, also owner of the **Delaware Speedway**, near **Georgetown**.

Johnson will drive No. 2, "The Pink Lady", owned by George Bower of Fruitland.

The outcome is expected to settle a lot of arguments among the racing fans of the Eastern Shore. A host of backers from lower Delaware will follow No. 49, a speedy Ford.

It was decided yesterday by Bill Streeter, promoter, to have Johnson, the Wilmington lead-foot, drive No. 2 which would make it a uniform semi-modified test. Johnson usually wheels his own No. 43, a dual carburetor modified vehicle.

It will be a 10-lap race with the winner awarded \$50.

No. 2 commanded a bit more respect from the gallery two weeks ago when winning the 20 lap semi-modified feature with Jimmy Marks at the wheel. That was the same night that Kaufman won the 25 lap modified feature in No. 46, owned by Robert Tice of Annville, Pa.

Hawkins Wins At **Georgetown**

8-11-1951

Takes 25-Lap Delaware Feature

George Hawkins of Pottstown, Pa., a newcomer to Eastern Shore stock racing car circles, won the 25-lap feature last night at the **Delaware Speedway**, near **Georgetown**.

An estimated 2,000 watched the Pennsylvanian, starting in eighth position, wheel to the front on the 20th lap, passing Jimmy Hayes of Milford. Hawkins went across the finish line with a car-length lead ahead of No. 49, speedy Ford owned by Melvin Joseph of **Georgetown**.

Hawkins, piloting No. 22, owned by Preston Niblett of Gumboro, Del., toured the 12½ mile course in 12 minutes and 17 seconds.

Johnny Martin of Harbeson won the 12-lap consolation with a clocking of six minutes and five seconds. He was followed by Horace Williams and Lou Mood.

The three eight-lap winners were Morris Reed of Denton, 4.01, third; George Hawkins, Pottstown, Pa., 4.04, second; and Jim Hayes, Milford, 4.07, first.

Jake Twilley of Magnolia had the fans screaming in the third heat, turning over twice and completely wrecking his No. 6.

Johnny Martin and Horace Williams skidded off the third turn in the 25-lap windup.

Hawkins—Reed 8-17-1951 Delaware Speed Stars

Driving a brilliant 25-lap match of speed and skill, George Hawkins, of Vineland, N. J., drove Niblett Bros. reconditioned No. 22 from 8th spot in the feature field to take Starter Tom Brown's checkered square with a not-too-comfortable lead over Dick Kaufman's 49. Kaufman wheeled a hang-up race from scratch position and managed to scoot through the bunched 16-car field by the 21st lap after a long battle. Favorite Johnny Martin just couldn't seem to get in gear for he stayed in one of the last berths after many vain attempts to run the heavy traffic and in the 22nd lap he and Horace Williams' 59 slid over the 3rd turn bank and rolled over. Bob Long, was forced off the 4th turn from a paying spot in the 10th turn and maneuvered his No. 2 back into the melee to put on a hard-driving show typical of all events on the fast ½-mile dirt banks of the **Delaware Speedway** every Friday evening.

For a fast 3rd feature spot was Jim Hayes in a hot No. 3 while Lew Mood took over 4th with Car 20 leaving the 5th fighting spot to No. 50's Fred Smith. Hawkins' time of 12 minutes and 17 seconds closely approached the record mark set by Dick Mundorf in Car 78 for the 12½ mile grind.

August 17th's program calls for a 1-lap bicycle race for boys ranging in age from 10-14 years. All sportsman and modified entries will be accepted with parents' written permission.

1st 8-lap heat—Jim Hayes (3), Jack Tucker (39), J. D. Jones (86). Time—4:7.

2nd 8-lap heat—George Hawkins (22), J. R. Jones (48), Fred Smith (50). Time—4:4.

3rd 8-lap heat—Norris Reed (38), Bob Atkins (51), Dick Kaufman (49). Time—4:1. Jake Twilley, in his first race since his crackup of July 13, was crudely forced off the 1st turn bank by one of the faster cars with the result that No. 6 was cracked up again—no damage to Jake but

a lot to the car. Johnny Martin broadsided Car 5 in the 3rd angle directly in front of 21 and 49, who were running a dead heat, and was brilliantly—and luckily straightened up by both cars just before he flew off the turn.

4th heat—12-lap Consy—Johnny Martin (5), Horace Williams (59), Lew Mood (20). Time—6:5½.

8-17-1951

Bike Race To Feature Auto Races Tonight

Tonight's stock car racing program at the Delaware Speedway near Georgetown, is expected to attract more than 2,500 spectators.

Not only will the stock racing buggies be in there for part of the \$1,000 purse, but there will be a special bicycle race for boys and girls, ages 10 to 14.

The bike event will precede the 25-lap stock feature and will be contested over a half mile distance. The first four finishers in the pedal pushing scramble will be eligible for the championship race to be staged at the Delaware Speedway next month.

Harrisburg Driver Is Victor In Delaware Speedway Feature

8-18-1951

Dick Kaufman of Harrisburg, driving No. 49, won the 20-lap stock car feature at the Delaware Speedway last night, near Georgetown. He toured the 10-mile course in nine minutes and 39 seconds.

Johnny Martin of Millsboro led the pack for 16 laps before he engaged in a hub-to-hub duel with Kaufman for two laps. The Pennsylvania speedster took over on the 19th and was never overtaken.

No. 49 is owned by Melvin Joseph of Georgetown, also the owner of the Delaware Speedway.

Finishing third was Jimmy Hayes, Milford, followed by Bill Raughley, Dover, and Norris Reed, Denton.

Kaufman also won the third eight lap spin with a 3.57.4 performance.

Lou Mood led all the way to win the 15-lap co-feature race. J. R. Jones of Salisbury came in second, Bill Walker, Lewes, third and Junior Collins, Georgetown, fourth.

Jones wheeled his No. 48, owned by Frank Maple of Salisbury to the opening eight-lap victory. The time was 4.05½. Bob Long of Dagsboro won the second eight lapper, 4.08.

There was no serious casualties except that of 12-year-old Charles Scott, a program seller, who was struck by Car No. 21, driven by Paul Walker of Lewes during warm-ups prior to second eight lap event.

Walker swerved his car when he saw the youngster running across the track and it struck the boy a glancing blow. The boy was rushed to the Milford Hospital with a gash in his head.

The children's bicycle race, 10 to 14 years, was won by Charles Hitchens of Selbyville.

The Harrisburg Hurricane, Dick Kaufman, sped to victory again on the ½-mile dirt banks of the Delaware Speedway Friday evening to eke out another winner's purse for the 20-lap feature event.

Johnny Martin showed him the back end of No. 5 for 15 laps but finally lost ground in the 2nd turn giving Kaufman's 49 the chance for top honors. Dick cut the dirt at a clean 9 minutes and 39 seconds or 62.17 m.p.h. for the 10 miles.

Third money man Jim Hayes set the 2500 fans in a frenzy with his frequent attempts to ease into 2nd in Car 3 while Bill Raughley was pushing No. 90 to the limit in an effort to attain a fair running speed to hold 4th. Car 38 developed motor trouble and dropped from a fast-approaching 2nd to finish 5th. Bob Long blew a tire on No. 2 and landed off the 3rd turn on three wheels and a rim, to mount the top of the car and cheer the rest of the field to victory. The 15 lap battle of Martin and Kaufman took the spotlight of the evening as the 2 veteran chauffeurs put on a daring and thrill-packed show of speed and expert driving.

1st 8-lap heat—J. R. Jones (48), Richard Twilley (29), Bill Walker (30). Time—4:4½. Jockey Bill Walker drove a swell match from scratch spot as he zoomed through the 8-car field to put No. 30 in 3rd paying position.

2nd 8-lap heat—Bob Long (2), Freddie White (33), Fred Smith (50). Time—4:8.

3rd 8-lap heat—Dick Kaufman (49), Jim Hayes (3), Johnny Martin (5). Time—3:57½. Martin, in an attempt to pass Hayes on the inside, slid into him and they both narrowly missed sliding over the 3rd turn bank. This confusion threw Elwood Tucker's 14 out of sorts and Norris Reed, in avoiding the pack, spun into the infield bank. The cars smoothed out their jam and resumed the race, with Tucker and Reed being detained too long to regain their excellent running spots.

15-lap feature—Lew Mood (20), J. R. Jones (48), Bill Walker (30). Time—7:39. Freddie White went high in the 3rd angle and eased over the bank and laid 33 on its side in the 1st lap, resuming his position in the following restart. Great work!

8-24-1951

Johnny Martin Wins On Georgetown Track

Johnny Martin of Harbeson won the 20-lap stock car feature Friday night at the Delaware Speedway, near Georgetown. He went across the finish line not a half car length ahead of Dick Kaufman, Harrisburgh lead-foot, who was piloting No. 49, owned by Melvin Joseph of Georgetown.

The winning time was nine minutes and 35 seconds. Martin and Kaufman changed positions five times during the exciting hub to hub duel.

8-27-1951

Martin And White Win At Delaware Smokepaths

On the $\frac{1}{2}$ -mile dirt banks of the Delaware Speedway, before 2500 racing fans, Johnny Martin, of Lewes, Del., sped to another of the closest and best wins of the season as he clipped off the 20-lap feature ride in 9 minutes and 35 seconds and got the checker by a $\frac{1}{2}$ -car length over Dick Kaufman, of Harrisburg.

Martin wheeled Car 5 through the heavy traffic with the Harrisburg Hurricane riding his bumper in No. 49 and when they finally got loose, the dead-heat driving began. In the 17th turn around and in another attempt to ease on the inside of Martin in the 4th curve, Kaufman skidded into the side of Martin and ran over his front wheel. For a split second they hung in this position, dangerously near spinning out or turning over and only the expert "wheelmanship" of both chauffeurs broke them loose to roar on. Norris Reed, of Denton, was running a hard and fast 3rd spot in the 15th lap when he fireballed out of the 4th turn, blew a tire and ran into and down the grandstand retaining wall. Of course the dead-heat pilots of 5 and 49 didn't see this mishap and when they came streaking out of the 4th turn in the next lap, Kaufman was obliged to do some fast wheeling to keep from piling into Car 3S, as he was again moving up on the outside of Martin in another effort to take the lead. Upping the average speed, Martin cut the 10 miles at 62.60 m. p. h. and

8-31-1951

bettered Kaufman's time by 4 seconds. Running a series of hotly contested 3rd, 4th and 5th spots were Preston Niblett in 22, Jim Hayes in Car 3 and Lew Mood, the Flying Farmer, driving No. 20, winding up this highly competitive match in sizzling finishes.

1st 8-lap heat—Lawrence Tucker (30), Norwood Ellingsworth (34), J. R. Jones (48). Time—4:4 $\frac{1}{2}$.

2nd 8-lap heat—Fred Smith (50), Bob Long (55), Junior Collins (4). Time—4:6.

3-rd 8-lap heat—Bill Raughley (90), Dick Kaufman (49), Lew Mood (20). Time—3:54 $\frac{1}{2}$.

15-lap semi-feature—Junior Collins (4), J. R. Jones (48), Richard Twilley (54). Time—7:26. Jim Hayes made a 4-point landing off the 4th turn in No. 55 but couldn't get back on to do more battle with the 14-car field.

1-lap bicycle event—Jimmy Hitchens (10). Time—1:33.

Charles Scott, of Georgetown, who walked in front of the moving stock car last week is reported to be in fine shape, much to the delight of all.

Kaufman Wins 100-Lap Feature

9-4-1951

An overflow gathering of 5,550 jammed the Delaware Speedway last night, near Georgetown, Del., to see Dick Kaufman of Harrisburg, Pa., win the 100-lap feature stock car racing event.

It was the largest crowd in the track's history, according to Cliff Lawson, timer and judge. "There were at least 300 people turned away," he declared.

Kaufman, wheeling No. 49, owned by Melvin Joseph of Georgetown, took over the lead on the 80th lap from Johnny Martin and his No. 5 who led the 20-car field most of the way. Kaufman started in 16th position and toured the 50 miles in 50 minutes and 14 seconds.

Martin came in second followed by Horace Williams of Bridgeville; Norris Reed, Denton; Paul Walker, Lewes; Jim Hays, Milford; Fred Smith, Bridgeville;

Freddy White, Pittsville and Buck McCardell of Conowingo.

Martin of Harbeson, Del., retained the track point standing leadership for the second successive year. He finished with 785 points. Kaufman was second with 746 followed by Eddie Adams of Rising Sun, MD.

The defending champion picked up an additional 23 points by placing second in the third heat race, which was won by Norwood Ellingsworth of Frankford, Del. The time was 3:58 over the eight lap course.

Martin's speedy vehicle, No. 5, is owned by the Mitchell Brothers of Millsboro, who were awarded the trophy as owner of the high point car.

Kaufman also won an eight-lap consolation race in fast time of three minutes and 59 seconds. He was again behind the wheel of No. 49.

Bob Tice of Denton won the second eight lap heat scramble with a clocking of 3:59. Jake Twilley of Magnolia won the opener in 4:04.

Ralph Moody Wins Georgetown Feature

Ralph Moody, speedy North Carolinian, won the 20-lap feature race Friday night at the Delaware Speedway, near Georgetown. He toured the 10 mile course in nine minutes and 24 seconds. There were less than 1,500 fans in the stands.

Finishing second was Bill Raughley of Dover followed by Jim Hays, Milford.

Moody trimmed two seconds off the 20-lap track record of 9:26 inked earlier this season by a modified vehicle.

Bill Walker of Milford wheeled the 16 lap semi-modified victory with a 7.24 performance. Junior Collins of Georgetown came in second followed by J. R. Jones, Georgetown.

9-10-1951

Moody Speeds To Second Georgetown Purse

Turning in the spectacular time of 9 minutes and 24 seconds, Ralph Moody, of Littleton, Mass., took the 20-lap feature event again at the 1/2-mile Delaware Speedway, Friday evening, and knocked leadfoot Lou Johnson's modified record down by 2/3 of a second as he kicked his Sportsman model across for the win.

Moody took the green flag "go" in last spot but quickly "footed" Lane Bros. 78 up to and on an even keel with Dick Kaufman in Car 49 and after 2 laps of "squaring off" fire-balled on out front as Kaufman dropped out with motor trouble. Ralph's only worry was Bill Raughley's No. 90 who rolled across for a close 2nd after setting a sizzling pace for the whole ride. Jim Hayes steered a comfortable 3rd position in Car 3 with "cigar-smoking" Buck McCardell battling in to the checker in No. 40 for 4th money. Horace Williams threw the left front wheel on Car 59 in the 4th angle and after some beautiful wheeling made the infield safely.

On April 20, 1951, Frankie Schneider swept away all previous track records in his modified No. 88 and established Moody's last week's time of 9 minutes and 26 seconds as the new mark, but, as above, one week later Lou Johnson showed the Lambertville, N. J. pilot the way around the 1/2-mile oval and shattered the time which was broken only tonight after standing for 19 consecutive

9-14-1951

meets. This "ups" the average speed for the 10 mile grind to a wind-whipped 63.83 m.p.h.

1st 8-lap heat—Lawrence Tucker (29), J. R. Jones (48), Russ Bennett (10). Time—4:1 1/2.

2nd 8-lap heat—Bill Walker (30), Junior Collins (4), Dick Kaufman (34). Time—4:1 1/2. Kaufman set the

pace for 6 laps until his power-plant started acting up and directly at the checker line. Collins, who was running a close third behind 31, quickly whipped his No. 4 through a hole into a wheel-length 2nd spot in one of the most brilliant pieces of driving skill recently seen at this smoke-path.

Elwood Tucker blew a rear tire in the 3rd turn and rolled 2 times, hard, off the bank, bending Car 14 in a few new places.

3rd 8-lap heat—Dick Kaufman (49), Ralph Moody (78), Bill Raughley (90). Time—3:51 1/2.

15-lap feature—Bill Walker (30), Junior Collins (4), J. R. Jones (48). Time—7:24. Lawrence Tucker broke loose from the pack with Car 29 and led the field for 11 laps until he developed motor trouble in the back stretch and pulled in.

1 lap bicycle race—Edward Hobbs

17 Youngsters To Compete In Sussex Bicycle Race

9-14-1951

Seventeen youngsters, ages 10 to 14, will compete for the bicycle racing title of Sussex County tonight at the Delaware Speedway, near Georgetown.

All the contestants are survivors of the weekly elimination tests which preceded the regular stock car racing programs.

Starting time has been set for 8:30 o'clock. It's a one-lap half mile event.

Following the bicycle race, a five race stock car program is listed. The windup features the usual 20-lapper.

Ralph Moody, who shattered a track record last Friday night when clocking the 10-mile course in 9.24, is ready for action.

Finalists in the bicycle race are Charles Hitchens, and Ronald Lynch of Selbyville; Jim Hitchens, Lewis Green, Calvin Carter and Richard Ravel, of Millsboro; Dick Holt, George Robinson and Harold Collins of Millvale; Ed Hobbs, Seaford; Harold Hamilton, Lewes; Gerald Lynch, Roxanna; Don Penval, Dick Wilson and Wayne Williams of Georgetown; Jerry Reynolds, Milton, and Dermitt Mitchell, of Dagsboro.



FLYING MILKMAN. Harold Brokhoff, above, owner of a milk delivery firm in Pottsville, Pa., races stock cars just for the fun of it. He returns to the Delmar Raceway Sunday afternoon to try to better his modified track record of 28.1 inked a year ago on the half mile oval. The Pennsylvanian will be among the 50 drivers who will be after a chunk of the juicy \$2,000 purse which features the Salisbury Volunteer Firemen's racing card.

Millsboro Boy Wins Bike Racing Crown

Upwards of 1,500 last night watched Lewis Green of Millsboro win the bicycle racing championship at the Delaware Speedway near Georgetown.

He out-wheeled a 17-bike field, limited to the 10 to 14 age bracket, and covered the one lap, half mile distance in one minute and 27 seconds.

Finishing second was Charles Hitchens of Selbyville followed by Wayne Wilkins, Georgetown and Richard Holt, Millsville. A trophy and cash prize was awarded to the champion.

The 20-lap stock car feature was won by George Hawkins after a stiff battle with Dick Kaufman. The lead changed hands five times with hub to hub racing for two laps. Only nine cars participated.

Johnny Martin of Harbeson nabbed the 15-lap semi-feature.

The eight-lap heat winners were Kaufman, 3:49.3; Williams, 3:57.1, and Ellingsworth, 3:58. 9-15-1951

Dick Kaufman Is Victor In Delaware Speedway Feature

9-19-1951

Dick Kaufman, of Harrisburg, Pa., wheeling No. 49, won the 20-lap stock car racing feature last night at the Delaware Speedway near Georgetown.

Upwards of 1,500 watched the 59 laps of racing. All proceeds were donated to the under privileged boys' funds at Camp Barnes, near Dagsboro.

Kaufman out-wheeled a six-car field, but not until he had been given a stiff argument from Horace Williams of Bridgeville, who flipped over the bank on the 19th lap. Bill Raughley, another Bridgeville speedster, also spun out on the same turn. Both recovered in time to finish second and third respectively. Kaufman toured the 10-mile course in nine minutes and 30 seconds. Finishing second was Jim Hays of Milford.

The 15-lap semi-feature was won by Al Bear with a clocking of seven minutes and 25 seconds. Second place honors went to J. R. Jones of Salisbury followed by

Roland Sammons, Bridgeville and Dick Twilley, Magnolia, Del.

The usual Friday evening racing card at the Delaware Speedway has been postponed.

Hawkins Scores In Georgetown Stocks

Riding high and wide, George Hawkins, of Vineland, N. J., pedaled Niblett Bros. No. 22 to a cool 20-lap feature victory at the 1/2-mile Delaware Speedway Friday evening and stopped Scorer Cliff Lawson's clock at a speedy 9 minutes and 30 3/4 seconds.

Hawkins, who eked out another brilliant win 6 weeks ago at his last appearance on these banks, shot from outside 2nd tier into a narrow lead which was promptly challenged by Dick Kaufman, "the Harrisburg Hurricane," in Car 49 for a 16-lap dead-heat wheel-skill duel, and Jim Hayes in No. 3 who kept his nose shoved up into a worry spot to miss 2nd money by a wheel-length as Kaufman likewise lost honor position by the same measure. Preston Welch drove his No. 41 into a comfortable 4th berth to complete the checker-flagged field.

1st 8-lap heat—Norwood Ellingsworth (55), J. R. Jones (48), Richard Twilley (54). Time—3:58. Bruce Stize steered Car 13 out of a skid in the 4th turn in the 1st lap and cut down on Bill Walker in No. 30, cutting off his left front wheel, while Twilley hit 13 and pushed him into the infield. All cars but 30 and 13 were in the restart.

9-21-1951

2nd 8-lap heat—Horace Williams (59), Preston Niblett (1), Bill Walker (75). Time—3:57 1/2.

3rd 8-lap heat—Dick Kaufman (49), Buck McCardell (40), George Hawkins (22). Time—3:49 3/4.

15-lap feature—Johnny Martin (75), Norwood Ellingsworth (55), Horace Williams (59). No time—accident. Jake Twilley went into a broadside skid in the 2nd turn and was hit and pushed by J. R. Jones while Horace Williams and Preston Niblett managed to avoid most of this action directly in front of them. The restart was in running position as of the end of the 3rd lap.

1-lap Trophy Bicycle feature—Lewis Green (2), Millsboro. Time—1:27. This was the final event of this variety after 4 qualifying heats during the past 4 meets. N

Kaufman Wins 10-1-1951 Despite Tire Trouble

Dick Kaufman blew a tire a short distance from the finish line. Still, he managed to bounce across the finish line to win the 20-lap stock car racing feature Friday night at the **Delaware Speedway** near **Georgetown**.

Bill Raughley of Bridgeville came in second. Harold Brokhoff of Pottsville, Pa., was leading until the 20th lap when he encountered a tire blow-out. He came in third.

A total of 1,058 watched the five-event card. Norris Reed of Denton won the 15-lap semi-feature in fast time of seven minutes and 32 seconds. He was trailed by Bob Tice of Millsboro and Jim Hays, Milford.

Fastest time of the eight-lap heats was recorded by Raughley in the third race with a 3:50.4 performance. Tice won the second race in four minutes and three-fifth seconds. Bill Walker nabbed the opener in four minutes and six seconds.

Racing at the half-mile Delaware Speedway will be discontinued until further notice.

Kaufman-Reed Ride To Delaware Honors

Friday evening, warmed by the torrid driving at the banked ½-mile **Delaware Speedway**, saw "The Harrisburg Hurricane," Dick Kaufman, push a modified No. 5 and take over his advantage from throttle-stomping Harold Brokhoff as the Flying Milkman rode high in the 1st turn and took his Car 38 off the bank on its wheels. Bill Raughley ran a hard 2nd spot in No. 90 as Brokhoff was awarded 3rd money for the 9 minute and 30% second 20-lap feature.

Kaufman leapt from his old standby, No. 49, as the race got underway and took over the reins of Car 5 to whip the 10 miles and run the last ½ lap on a flat tire. Joe Wolf tried to burn-up No. 49 before the 1st event and after hurried repairs, it just wouldn't fire to suit the pilot or the 1650 worried fans.

In the most thrilling match of the evening, Norris Reed held on to a narrow lead in the 15-lap feature and wheeled Car 38 through the 7½ miles in 7 minutes and 32½ seconds over his closest rival, James Hayes, in No. 3 and Bob Tice of No. 19. Tice slipped a wheel over the line ahead of Hayes to clinch 2nd as he completed his movement from 9th position in a thrilling traffic-run.

1st 8-lap heat—Bill Walker (30), J. D. Jones (68), Linwood Killen (41). Time—4:6.

2nd 8-lap heat—Bob Tice (19), Jim Hayes (3), Norris Reed (38). Time—4:¾.

3rd 8-lap heat—Bill Raughley (90), Harold Brokhoff (38), Paul Walker (59). Time—3:50¾. In his utter determination to stick with Brokhoff, Walker got a little over-anxious and took a broadside skid in the 4th angle in front of Kaufman in Car 49, forcing Kaufman into a like maneuver to avoid a crash. Walker went to the infield and in spinning back on the track in pursuit of his lost position, side-swiped 49 unavoidably, whereupon Dick retired to the infield to sit out the rest of this red-hot match.

Further racing at the **Delaware Speedway** will be announced through this column and over station W-D-O-V. Watch and listen!

10-5-1951

11-20-1951

SPORTSMAN'S RACE

Thanksgiving Day

Come Watch These
Crowd Pleasing
Drivers In Action



BILLY CARDEN—Champion of Atlanta, Ga.
will drive Joe Wolf's 1952 Special No. 47

BOBBY CARTWRIGHT — Drives No. 5

JOHNNY MARTIN will be driving No. 49

DELAWARE SPEEDWAY

Georgetown, Delaware

Thanksgiving Stock Go Stars Williams And Reed

11-30-1951

An enthusiastic crowd of 1200 fans turned out at the Delaware Speedway Thursday, to witness the final Delaware Stock Car Racing Association sponsored event at this fast 1/2 mile dirt oval.

Thirty honor-roll cars and drivers took to the track for the 5-race card giving local veteran Horace Williams, of Bridgeville, the winning laurels for the 20-lap feature match. Williams held on to his sometimes narrow lead from the drop of Starter Tom Brown's green square to wheel the 10 miles in 9 minutes and 36 1/2 seconds as he fireballed Car 59 by the checker and ahead of his bumper-riding 2nd place holder, Dick Kaufman in Car 5. Johnny Martin blazed into 3rd position with No. 49 while 4th money went to Paul Walker in No. 90X. Buck McCardell threw a front wheel in the 1st turn early in the match but kept Car 40 under control and promptly retired to the infield.

Norris Reed swept away all competition in the 15-lap feature grind to foot Car 38 from inside 3rd tier to the front of the pack, finishing the 7 1/2 miles in 7 minutes and 30 seconds. Jake Twilley kept No. 25's nose into a close worry spot and finished a narrow second ahead of his brother, Richard, who was forced to relinquish this berth in the 12th lap as Car 71 went wide in the 2nd turn. Frank Jamison and Norwood Ellingsworth tangled Cars 3 and 50 as they streaked out of the 4th angle and spun into the grandstand retaining wall before breaking loose. After the match once again was underway, Tom Adams lost No. 80 off the 4th turn bank on its wheels and J. R. Jones developed steering trouble and jumped 48 off the back-stretch into the woods with only slight damage to the cars.

1st 8-lap heat—Jake Twilley (25), Russ Townsend (17), Norwood Ellingsworth (50). Time—4:4.

In the first start of this event, Roland 'Wonder-Boy' Stacey hung Car 41 into the side of Bill Walker's 13 forcing them both off the 4th turn with Walker taking an end-over-end flip.

Walker's rear wheel landed on top of 41 as he came down but Stacey drove out from under it quickly. The 2nd start saw Tom Adams' 80 spinning out in the 2nd turn and J. D. Jones in Car 55, Stacey in No. 41, and Johnny Martin in No. 99 piling up at the scene in various degrees of wreckage.

2nd 8-lap heat—Jim Hayes (3), Lawrence Tucker (29), J. R. Jones (48). Time—3:58 1/2.

3rd 8-lap heat—Dick Kaufman (5), Buck McCardell (40), Paul Walker (90X). Time—3:56 1/2.

The ending of the 1951 season with the Delaware Stock Car Racing Association turns all eyes to the brighter future of 1952 with better drivers and faster cars and the ironing out of all the flaws in the management of association and track—although the conducting of events at the Delaware Speedway far surpasses those at all but the most favored-few tracks in the country.

Seasonal congratulations are in order for all owners and drivers for their displays of good sportsmanship, maintenance of their cars, and support of their association and especially to the Lane Bros., owners of Car 78, who, with their driver, Ralph Moody, hold the track record of 9 minutes and 24 seconds; to Mitchell's Hatchery, owner of Car 5, and their driver, Johnny Martin, who hold the high point car and driver trophy awards respectively; to Melvin L. Joseph, owner of Car 49, and his driver, Dick Kaufman, who received 2nd trophy awards; to Purnell's Racing Corp, owners of Car 59, for 3rd trophy award; and to Eddie Adams who captured the 3rd driver trophy for the year.

Our many thanks for the able cooperation of Association president Clifford Lawson, secretary J. Grier Mundorf, treasurer Cecil Davis, track owner Melvin L. Joseph and announcer Johnny Bowman as their many assists, along with the friendship of all drivers and owners, make this racing news of wide interest to many people on the Delmarva Peninsula and surrounding territory.

OPENING NIGHT

at the

DELAWARE SPEEDWAY

Located 2½ miles south of Georgetown on Route 113

STARTS AT 8:30 P. M. FRIDAY

and racing every Friday night thereafter

5-23-1952

5-30-1952

Delaware Speedway Opener To Hayes

Stock Car Racing once again brought the roar of powerful motors to the Delaware Speedway Friday evening, as the Delaware Stock Car Racing Association welcomed its first full grandstands for the current season.

1500 fans saw Jim Hayes, of Milford, drive a cracker-jack 20-lap feature match as he fought the wheel of W. & D. Motors' No. 3 around the ½-mile smoke path to barely eke out a well-earned win over chauffeur Paul Walker. Hayes moved to the front from 5th position after a 3-lap battle with heavy and fast competition and Walker kept eliminating competition one-at-a-time until he had slipped from 12th position to the "No. 2" spot. From then on, he booted his mount to the best of his ability, gaining a little at a time, until the grand finale when with one last effort he managed to fire-ball No. 71 into the checkered flag only ½ length behind Car 3. Both men are veterans with the Association as could well be realized by the fine driving displayed. Jack Jones in Car 68 held down a hotly contested 3rd position after taking the green flag in 1st, therefore only relinquishing 2 spots to the victors. Hayes turned the 10-mile stretch in the blazing average of 60.18 m.p.h. or 9 minutes and 58½ seconds as he

claimed the laurels over the 16-car field. Johnny Martin spun Car 91 in the 1st turn, in the 1st lap, was rammed by Tom Adams and nicked by 2 other cars, but his predicament only resulted in minor damage to his racer and a restart, which he missed.

1st 8-lap heat—Fred Hall (A26), Jack Jones (68), Sam Kellar (B26). Time—4:31½.

2nd 8-lap heat—Paul Walker (71), Jake Twilley (25), Duke Betts (77). Time—4:8.

3rd 8-lap heat—Bob Tice (75), Eddie Adams (69), Al Higgins (1D). Time—4:1½. Eddie Adams wheeled into the checker stretch like a bul-

let and up beside Tice, to finish only inches to the rear of his front bumper.

4th heat—15-lap Consolation—Tom Adams (80), Johnny Martin (91), Norwood Ellingsworth (86). Cohee Downes ambled out of the 4th turn in a broadside skid, struck the infield, and Car 100 rolled over, stood on its nose and made ½-a-turn while 3 cars went under, and then came crashing down on its top. He climbed out mad as a hornet but failed to make the restart. The end was the 3rd heat all over, only with Tom Adams leading and Johnny Martin gunning his Wayne into the grandstand stretch to miss the honors by inches. Solid driving commanded all five matches with man and machine working as one.

Motor Racing 6-6-1952 Rained-Out Again

Due to more rain and poor track conditions, all motor matches at the Delmar Raceway, Delaware Speedway, Westport Stadium, and the Dorsey Speedway were called over the week-end. Hoping for good weather, the regular full cards of events will again thrill the fans on Friday, Saturday and Sunday.

Promoter Ed Otto has announced the 50-lap Spring Championship Stock Car Event, at Westport, Saturday evening.

Delaware Speedway

"Features" Walker 6-13-1952

One of the hottest wheel-spinners in the Delaware Stock Car Circuit snapped back from a slow car slump Friday evening, as Paul Walker, of Lewes, cut the dirt of the Delaware Speedway at a 61 m.p.h. clip to climax a breathtaking 6 lap, dead-heat battle with jockey Johnny Martin and capture the 20-lap feature event.

Walker has been more or less on the edge of the racing circle since retiring Moore's Chevrolet Special No. 21 last year, but showed the old true form under the wheel of Car 71 in his driving battle with Martin's No. 91 Wayne.

Stan Zelek footed Car 49 through the 15-car field to cinch 3rd money with Peanuts Smith hauling his 4-F Hornet into a sizzling 4th.

Jake Twilley was slapping the gas of No. 25 in an all-out effort to squeeze into one of the top spots when he suddenly found himself with no power right in front of the judges' stand, after a 12 lap "go" at top speed.

The winner drew a close 9 minute and 53 second time for the 10 mile run in centering himself once more in the winner's ring and in the eyes of the 1500 ardent fans.

1st 8-lap heat—Jim Hayes (30), George Smith (56), Roland Sammons (24). Time—4:6%.

2nd 8-lap heat—Lawrence Tucker (2), C. L. Taylor (44), Norwood Ellingsworth (86). Time—4:3%. Duke Betts was up to his old tricks again in the 2nd turn as he sailed 77 off the bank, landed on his nose and over on his side.

3rd 8-lap heat—Paul Walker (71), Horace Williams (59), Johnny Martin (91). Time—4:1%.

4th heat—15 lap Consolation—Buck McCardell (41), J. R. Jones (48), Jake Twilley (25). Time—7:34%. Eddie Adams held a comfortable first spot for 11 laps but had to pull out because of motor trouble.

Martin Wayne's 6-20-1952 To Delaware Win

With a 10 mile car-splitting roar of lightning speed coupled with brilliant traffic maneuvering behind him, Johnny Martin, of Lewes, led a 14-car field smashing into the grandstand stretch, Friday evening, to cop the Delaware Speedway's 20-lap feature event at an average speed of 62.87 m.p.h. Paul Walker, last week's victor who started the match beside Martin in scratch position, rode the bumper of the 91 Wayne and wheeled Car 71 into 2nd money. Stacking up in the next 2 paying spots were Buck Mc Cardell in Car 49 and J. D. Jones, of No. 68. Special note should be made of the excellent driving exhibited by Jones in his Dodge, for he held 1st berth for 6 laps at the front of the race. Martin's winning time was 9 minutes and 32% seconds.

The popular Richmond chauffeur, Carey Williams, was on hand behind the wheel of Car 5, both making their 1st appearance of the season. Carey can be remembered as a real fanthriller of 1950 when he piloted Car 78 through a successful season.

1st 8-lap heat—Bill Raughley (30), J. D. Jones (68), Dick Twilley (41). Time—4:%. Cohee Downes spun out again with Car 100 in the 4th turn and caused a restart, getting the match off to a good beginning—climaxed by Raughley holding a wheel-length lead over Jones in a thrilling

finishing-line battle.

2nd 8-lap heat—Norwood Ellingsworth (86), Jim Hayes (3), Al Higgins (4-D). Time—4:4%.

3rd 8-lap heat—Johnny Martin (91), George Hawkins (1-D), Paul Walker (71). Time—3:52.

4th event—10-lap consolation—Buck McCardell (49), Lawrence Tucker (32), Eddie Adams (69). Time—5:18. McCardell lapped the 2nd place contender after turning the 5 miles at a terrific rate.

Delmar Stocks To Go Saturday Nights

The hot weather has just beaten daylight Stock Car Racing and to remedy this situation, Promoter Geo. Bower and the Free State Stock Car Racing Association have decided to improve the track, let the drivers and owners get their cars in tip-top shape, and give all concerned a short breather before snapping back on Saturday evening, July 12, at 8:30 with a full card of entries—under the lights.

Promoter Bower stated that the sun is just too boiling for the fans that want to see the speed wagons run and the cars won't turn in good records because they overheat quickly.

Remember—Delmar Raceway, Saturday evening, July 12, at 8:30—under the lights. The fastest ½-mile oiled track in this area with the best and fastest cars and drivers!

As in past seasons, the members of the Delaware Stock Car Racing Association are donating their cars and purses to the benefit of Camp Barnes. This is a boy's camp located south of Frankfort, Del., and supported by the policemen of the State of Delaware. Troop 4 of the Delaware State Police is the sponsor of the match to be held on Monday evening, June 30, at the Delaware Speedway. All monies realized from the 5-race card will serve as the troop's contribution to the Camp. Tickets can be had at the track or purchased from any policeman in the larger Georgetown area at the regular price of \$1.00. Come out and support a worthy cause!

6-27-1952

Promoter Melvin Joseph has also made a very important announcement to the effect that a guaranteed purse of \$1000.00 will be made available in all future Stock Car Races drawing over 25 cars. This should prove to be an additional incentive for drivers, owners and fans alike, in that there will be many more old and new faces putting in their appearance at the "fast banks"—and that means hard competition and speed records.

Severe Crashes Highlight Moody's Delaware Win

7-4-1952

Ralph Moody, of Littleton, Mass. fireballed into the winner's circle again Friday evening at the Delaware Speedway, as he garnered the 20-lap feature event amid a crash-studded card. Ralph still holds the speed record for this event after a 63.83 m.p.h. average on Sept. 7, 1951 as chauffeur of Lane Bros. No. 78.

Behind the wheel of Mitchell's No. 5 for this evening's racing, he thrilled the 1750 fans by turning in a well-executed 10 mile run in 6 minutes and 41 seconds. There's no doubt that his original record would have been in danger had he been able to free his windshield of mud picked up in the 1st few laps.

Norris Reed set the pace for the first 4 laps of the feature match and only after the expert wheelmanship of veteran Bob Tice, was he forced to ease Car 2 into 2nd spot. Tice piloted No. 75 through the course at a torrid speed and led the field by a good 9-car lengths until the 18th lap when a heartbreaking blow-out retired him to the infield.

Moody then took command of the show and finished with Reed and Jake Twilley's 30 hot on his heels.

1st 8-lap heat—Norris Reed (2), Peanuts Smith (4-F), J. R. Jones (48). Time—4.

2nd 8-lap heat—Bob Tice (75), Jimmy Marks (4D), Buddy Killen (41). Time—3:54.

3rd 8-lap heat—Ralph Moody (5), Eddie Adams (69), Johnny Martin (91). Time—3:48½. With George Hawkins running No. 1D on the outside and Buck McCardell heating him hard on the inside in Car 40, they rocketed into the grandstand stretch for the checkered silk, locked front wheels, and drove head-on

into the retaining wall. Parts and steam flew from the two mounts and they appeared to have suffered total disability. The drivers crawled out O. K. but the fans seemed to form the opinion that the best traits of stock car driving were not shown preceding the wreck.

4th event—15-lap consolation—J. D. Jones (68), Dick Twilley (32), Jim Hayes (3). No time. One of the Delaware Stock Car Racing Association's charter members and most popular drivers took a hard and terrific spill in the 8th and final lap of this match as Freddie White, of Pittsville, Md., rolled his No. 33 7 times down the track in front of the grandstand, coming to rest at least 50 ft. from the source. It all started when J. D. Jones and Jim Hayes blazed Nos. 68 and 3 out of the 4th turn. Jones was running on the inside of Hayes and attempting to pull away toward the inside of the track but the retaining wall sprang up too close and No. 3 hit it. He bounced up in the air, turned around and sent Jones careening away and on down the track. Dick Twilley was driving hard to hold 3rd spot and barely scooted through the melee to hold up Car 32 further on down with slight dents suffered in the close quarters. Freddie came in next, riding Twilley's bumper, but wasn't as lucky in escaping the fracas for he tipped the front of Hayes' mount, throwing himself into the series of rolls—one of which was completed in mid-air. Of course the crowd was thrilled—they were getting more than their money's worth—but they never pause to consider the driver who is out to do his honest best, and the owner, who puts more money and hours into his car than most people even can feature.

The ambulance rushed him to the hospital and the only report was a preliminary one which gave his condition as cuts and shock.

An all midget show of at least 35 of the little powerhouses will be conducted tomorrow evening, Saturday, July 5, at the Delaware Speedway under the auspices of Mr. McGee, of Bridgeville, and Promoter Joseph. It should be a match well worth seeing!

Stock Car Driver Killed

GEORGETOWN, Del., July 4

(AP).—S. Walter Hickman, 51, of Salisbury, Md., was killed tonight at Delaware Speedway near Georgetown when one of the stock cars careened off the pit end of the oval and struck the grandstand. 7-5-1952

One man was killed and four persons injured last night when a stock car on the track of the Delaware Speedway, located on Route 113, two miles south of Georgetown, careened from the oval into the pit in which the victims, all auto mechanics, were working.

State police said the injured were taken to the Milford Memorial Hospital.

The dead man is S. Walter Hickman, 51, of Salisbury, Md. He was pronounced dead upon arrival at the hospital.

Admitted were Neal Brittingham and Thad Williams, both of Snow Hill, Md., Marvin Waldo Davis of Shiloh, N. J., and Florian Konorski of Farmington. The latter suffered a laceration of the arm and hospital attendants said he would be released.

It was said the injuries to the other three men are not believed to be serious. As far as could be learned the driver of the car, James Marks of New Jersey, was not injured.

Twilley Stars At Delaware Speedway

7-18-1952

Richard Twilley, the youngest of the veteran Magnolia, Del., wheel-spinning team, sprang into a spectacular and fast lead, Friday evening, to complete the 20-lap feature grind with an average speed of 62.39 m.p.h.

Dick has been snapping away at the feature laurels for some time and with a good start in pole position, he took Starter Tom Brown's green flag and held Pete Beecher's Car 41X in a comfortable berth for the entire route.

Horace Williams met with more hard luck in his fight with Twilley for top spot. He had started edging Car 59 into first, as the only serious threat, when he threw a right front shoe in the 4th turn and spun crazily around in front of the 14-car field. Horace swiftly brought his mount under control and slid into the infield, tipped up on one side and back down while 2200 fans chorused their sorrow at losing a top pilot and contender.

Jim Hayes held No. 3 in 2nd berth for the 10 mile ride, with Johnny Martin in Car 91, Bill Walker's 95 and Lawrence Tucker in No. 41 wheeling into 3, 4 and 5 spots.

1st 8-lap heat—Pete Moxley (48-X), Russ Hastings (17), Bill Walker (95). Time—3:47½.

2nd 8-lap heat—Tommy Johnson (1-X), Lawrence Tucker (41), Jake Twilley (30). Time—4. Tucker closed a wide gap between 2nd and 3rd positions in the last lap and sailed to within a wheel-length of capturing the heat as he and Johnson made it almost a dead-heat finish.

3rd 8-lap heat—Horace Williams (59), Johnny Martin (91), Jim Hayes (3). Time 3:49½. Martin passed 5 of the 6 cars in this heat like a flash but couldn't quite develop enough power in his "Wayne" to out-drive Williams—but the finish, like the 4 mile ride, was close.

4th event—15-lap consolation—Paul Walker (71), J. D. Jones (66), Julius Beardsley (97). Time—7:55.

Williams Garners Action-Packed Delaware Main

Four starts, plus 5 extra line-up laps finally got the 20-lap feature event under way Friday evening at the Delaware Speedway, with a running field of 12 cars.

Horace Williams, of Bridgeville, footed Car 59 out of 5th position, blazed through the heavy traffic and put on a superb show of driving in edging out Dick Twilley's 41-X at the checkered flag. Horace fireballed into top honor spot in the 8th lap after veteran Paul Walker was forced to slack off on Car 71 to avoid piling into him in the 2nd turn. Walker had been leader for the 1st 8 turns but dropped 3 positions in this action. For 4 more laps of fast competition it was Williams in 59, Twilley in 41-X, Al Higgins in No. 49, Walker in 71 and Ralph Moody in Car 28, each jockeying for the berth ahead. Higgins made the first move as he broadsided his mount in the 3rd turn, was struck by Walker and both went onto the edge of the infield. They promptly gunned their cars and came on back into the match at breakneck speeds to regain lost ground. But meanwhile, Dick Twilley was in a real worry-spot as he kept snapping at Williams' back bumper in an effort to whip into first money. With Walker forced to drop out, the finish gave 2nd to Twilley and 3rd money to Lawrence Tucker in Car 41. Tucker sneaked up to third spot while the balance of the field was evading the Higgins-Walker tangle and gave another plug to Sears, Roebuck racing equipment. Joe Komoroski, owner of Car 41, who was recently injured at the track, was on hand to witness his car's 2 successes.

Sixteen cars took Starter Tom Brown's green flag in the first feature start but Johnny Martin couldn't get Car 78 out of the way in time

7-25-1952

coming out of No. 2 corner, as he slid and was pushed to the infield. In the 2nd attempt, Al Higgins met the same fate in the exact spot as he took to the infield. The field didn't get quite that far as the 3rd start was flagged, for a pileup occurred in the first turn with Car 41 going over the bank and Jake Twilley's 30 taking a bad beating on the track. In the next few minutes, the mechanics had Tuckers' 41 in the air, fixed the front end and back on the path for the final "go."

Horace's time for the 10-mile course was a cool 9 minutes and 33 seconds.

By the rousing applause of the 2100 fans, Milton Niblett got the answer to his question, "Shall I bring my cars back here to race?" It was one of Niblett Bros. cars that was involved in the unavoidable accident recently.

1st 8-lap heat—Elwood Tucker (44), Norwood Ellingsworth (77), Russ Hastings (17). Time—4:½.

2nd 8-lap heat—Lawrence Tucker

(41), Richard Twilley (41-X), Bob Tice (75). Time—3:53½. Tucker and Twilley finished in almost a dead-heat after a really sensational display of speed and wheel skill.

3rd 8-lap heat—Al Higgins (49), Horace Williams (59), Paul Walker (71). Time—3:49½. Williams led for 7 laps, but due to excessive bumping by George Hawkins in Car 5, he lost 2 positions in the last 2 turns as Hawkins went on to nose out Higgins for first berth. In the first crack-down on this type of driving, Hawkins was disqualified, losing his purse for this heat. This procedure should have been started 4 years ago to save many crashes and insure competitive sportsmanship — but, congratulations to the judges, and keep it up!

4th event—15-lap consolation—Ralph Moody (28), Pete Moxley (48X), Tommy Johnson (1-X). Time—7:25. One restart was necessary as J. R. Jones lost Car 2 off the 3rd turn with a blowout. The damage was repaired in record time with he and Tommy Johnson ending a 7½ mile battle in an awfully close dead-heat. J. R. couldn't quite get within passing distance of Tommy until the final leg of the journey—and that finish, it was only by a bumper at the most!

Ten dollars appearance money is promised for tonight's match, included in a guaranteed \$1000.00 purse.

Moody Shatters Feature Record At Delaware

8-1-1952

For the second time within a year, Ralph Moody, the Littleton, Mass., stock car chauffeur, established a new track record at the Delaware Speedway Friday evening with the spectacular average speed of 64.75 m.p.h. Ralph was spinning the wheel of Lane Bros. Car 78 in his previous success on Sept. 7, 1951, and turned in 9 minutes and 24 seconds or 63.83 m.p.h. for his 20-lap feature win against 9 minutes and 16 seconds, as he broke his own record this trip.

Boxed-in at 11th position in the 19-car start, Moody stomped Car 49 through the heavy traffic, using all the wide knowledge and skill that has earned him the name of one of the nation's top "stock pushers." After a lap of squaring off, he, Geo. Hawkins in No. 5, and Johnny Martin in Car 91, started riding. It was nip-and-tuck for the rest of the match as first Hawkins nosed up beside him and then Martin gave it a try. Ralph's sizzling pace was too much for his competition, even though Martin is one of the best of the local circuit "knights" and Hawkins has made an excellent showing in Niblett Bros. cars—and even though their mounts are of the finest, they took Starter Tom Brown's checker with Hawkins in 2nd, Martin in 3rd, Dick Twilley's 41-X in 4th and Peanuts Smith wheeling into 5th money.

While George Smith was attempting to bring Car 56 out of his 4th turn slide in the 14th lap, he was tapped in the side by "another" car, throwing him into a broadside skid that carried onto the infield and ended, by fast maneuvering, within 10 feet of the judge's stand. The judges and Announcer Bowman almost lost their breath—besides the stand!

Horace Williams went rocketing into the 3rd angle too high, in the 12th turn around the ½-mile oval, and lost Car 59 off the bank on its wheels. He was running a fast and comfortable 4th and making his bid for top honors.

1st 8-lap heat—Bill Tucker (39), Norwood Ellingsworth (77), Tommy Johnson (1-X). Time—3:56.

2nd 8-lap heat—Bob Tice (75), Dick Twilley (41-X), Eddie Adams (28). Time—3:47½.

3rd 8-lap heat—Tommy Dupont (16), Ralph Moody (49), George Hawkins (5). Time—3:41½. Tonight was Dupont's first time at the Delaware Speedway as he too claimed a new track record. Carey Williams set 3 minutes and 44 seconds as the last mark on June 20, 1952, with Mitchell's No. 5.

4th event, 15-lap consolation—Horace Williams (59), Peanuts Smith (4-F), Johnny Martin (91). Time—7:8. Jim Hayes lost the right rear wheel of Car 3 off the edge of the 3rd turn, and being unable to coax it back, rolled 3 times down the bank, climbed out O. K. with minor damage to the car—but, he lost a sizzling 3rd spot.

NOTICE

8-21-1952

The Delaware Stock Car Racing Association, Inc., will not sanction races as of August 15, 1952 at the Delaware Speedway, Georgetown, Delaware, until further notice. Watch your local paper and radio for next race date sanctioned by the Delaware Stock Car Racing Association, Inc.

Moody Continues Delaware Winning Streak

8-22-1952

Ralph Moody, the current top honor pilot at the ½-mile Delaware Speedway, whipped into his 3rd straight win Friday evening after dodging through a 9-car start in the 20-lap feature event.

There didn't seem to be anyone that could match his open-throttle and expert wheelmanship. Sam Harris gave him a try in Car 78, Al Higgins stomped No. 4-D for the entire route in an attempt to catch him, while Horace Williams and Paul Walker both footed their mounts, Cars 59 and 71, through every angle to give him every reason to drive hard.

The Littleton, Mass., pilot is still turning the oval in record time, too, by putting Car 49 at the front of the pack at the start of the matches and defying all competition. His time for this 10 mile "go" was 9 minutes and 28 seconds—these cars are of the sportsman class too; that's a point to remember!

Second money for the grind went to Sam Harris in Lane Bros. No. 78—a top chauffeur in the Richmond circuit; third was cornered by popular, throttle-stomping Horace Williams of Car 59, who made a complete spin-out in the 4th turn and still managed to regain his position in 5 laps; fourth paying spot was captured by Al Higgins, driving No. 4-D while 5th was awarded Paul Walker of Car 71. Walker lost a right front wheel, but not a position, in the 18th lap as he came barreling out of No. 4 corner. The "shoe" made a wide angle into the infield, around the judges stand, two cars and under the track grader, rolling to a stop at the side of the ambulance. Paul kept the car under control and brought it into the infield also.

1st 8-lap heat—Freddie White (33), J. R. Beardsley (97), Cohee Downes (100). Time—4:14. Phil Booze went high in the 1st turn and lost No. 9 off the bank, bringing his mount to a stop on its wheels.

2nd 8-lap heat—Al Higgins (4-D), Elwood Tucker (44), Tommy Johnson (1-X). Time—3:57½. This event proved to be a real thriller as Tucker and Higgins see-sawed back and forth in top spot. There was a solid example of torrid competition at its best!

3rd 8-lap heat—Sam Harris (78), Ralph Moody (49), Jim Hayes (3). Time—3:53½. Harris, Hayes, Moody and Horace Williams stacked up in some stellar wheeling for 6 laps of this trip as they practically set the "banks" on fire with their blazing action.

15-lap feature—11-car field—Norwood Ellingsworth (86), Elwood Tucker (44), Tommy Johnson (1-X). Time—7:26½. Tucker went wild again as he gave Ellingsworth an absolute "hard time" all the way in holding his lead. The judges were the only ones who could rule on the finish—it was that close!

There'll be no more racing sanctioned by the Delaware Stock Car Racing Association at the Delaware Speedway. That was the announcement made by the officers—and the outcome of a purse argument leading to a majority vote in favor of this move at the last meeting.

It seems that there has always been a certain amount of wrangling by the members about any problem—no one ever going this far, but never knowing what they were going to do more than a week at a time. The latter is not unusual at all, taking into consideration the variety of jobs, ideas, and wide area drawn from, but we hope there can be a compromise reached. There are so many points for and against the track management and the association that it will be a difficult situation to handle. Tuesday evening was the deciding meeting night for the association but at this time the outcome was not known. Check the rest of the paper for the actual account!

Promoter Joseph has announced continued racing anyhow, but association members are prohibited by their by-laws from entering unsanctioned events.

Let's get together fellows and try to work it out!

Friday evening actually did mark the final racing date for the Delaware Stock Car Racing Association at the Delaware Speedway.

At a special meeting Tuesday evening in Milford, Promoter Melvin L. Joseph offered 3 choice purses—\$1,000, \$850, \$1,500—for the next two Fridays and Labor Day night. The members countered with a request for \$1,000 for the 2nd race date, but were turned down. Each one sticking by his guns, the track and associates couldn't compromise on the \$150 difference. Spokesmen for the latter group said that they had built up the attendance and raced for small purses long enough, when there was plenty to pay the \$1,000 almost every week.

A committee is now in the process of locating a new and suitable site to race, somewhere in the vicinity.

Officials have again stressed the penalty for racing on unsanctioned tracks—suspension for the balance of the season!

Mr. Joseph of the Delaware Speedway still promises racing on the fast ½ mile oval—dates to be announced.

Delaware Speedway Promises Top Cards

8-29-1952

This past Friday evening was sort of a shot in the dark for Promoter Joseph insofar as he was unaware of an approximate field for the scheduled races.

Since the purse squabble with the Delaware Stock Car Racing Association, who has reigned at this popular ½ mile oval for over 2 years, no one could determine how many of the members would abide by the decision of the majority. Apparently, all but 9 did—the first time they had ever stuck together on a major issue. There are points in favor of both parties and I don't propose to take sides—just to listen and draw my own conclusions.

A guaranteed field of 25 cars plus a 50%-of-the-gate purse is planned for tonight and will apparently draw a great many out-of-state chauffeurs to try their luck.

The Association is still working on a new "plant" and their progress will also be related whenever any headway is made.

One 8-lap heat of stiff competition came out of the 2 heats and a match race that were run off Friday evening.

Five fast mounts took Starter Bill Dunham's green flag in this match with Blackie Rider shoving Joe Wolf's No. 47 to the front, tailed by George Hawkins in Car 5. Hawkins outdrove Rider in every turn and finally tired of running a dead heat straight-away race and slipped by him in the 3rd and 4th angles to sew up the match in 3 minutes and 52½ seconds. Al Higgins piloted Car 4-D into 3rd money. Ralph Moody was cutting the dirt in No. 49 when apparently the power plant blew up in the 4th turn and he drifted to the infield in a cloud of steam.

1st 8-lap heat—John Mundorf (14-D), Phil Booze (9), Jug Laster (4-F). Time—4:9¾.

Match race—5 laps—Ralph Moody (49), George Hawkins (5). No time.

Dick Kaufman Wins On Georgetown Track

Dick Kaufman of Harrisburg, Pa., home on army furlough, last night won the 25-lap feature of the stock car racing program at the Delaware Speedway, near Georgetown.

An estimated 1,800 watched the first program sponsored by the Penn Mar Racing Association of Oxford, Pa.

Kaufman took the lead on the fourth lap from Ralph Moody and maintained the pace for the distance. He covered the 12½ miles in nine minutes and 46 seconds.

The co-feature was won by Buck McCardell of Oxford, Pa., in No. 49, owned by Melvin Joseph of Georgetown.

On Monday evening, a double header feature of 25 and 40-lap races has been scheduled. 8-30-1952

Kaufman-Moody, McCardell-Adams Split Holiday Twin Bills

9-5-1952

Dick Kaufman, the Harrisburg Hurricane, fresh from a seige with the army in Louisiana, set the fast ½ mile Delaware Speedway on fire Friday evening by out-maneuvering and out-driving the toughest of competition, to blast Car 5 into the checkered flag in 9 minutes and 24¾ seconds. Ralph Moody kept Car 49 on his tail for the entire 20-lap feature route and only managed once to nose up to his rear wheel. Running in sizzling 3rd, 4th and 5th spots were Al Higgins in No. 4-D, Buck McCardell in 41 and Dick Mundorf in Car 1-D.

The Penn-Mar Auto Racing Association, sanctioning body for these open-competition events, sponsored a stock feature of 20 laps that was garnered by cigar-smoking Buck McCardell in Car 49X. McCardell slipped by Bud Hamilton's 11 after some brilliant wheeling and led the way to Starter Curly Conrad's checkered silk. Marty Geortler stuck with the close finish to pilot Car ½ into 3rd, while Tom Adams nabbed 4th behind the wheel of Car X, with 5th going to Jug Laster's 4-F Hudson. 2500 fans saw McCardell turn the 10 miles in 9 minutes and 41¾ seconds—a spectacular average for the slower mounts.

1st 10-lap heat—Bud Hamilton (11), Buck McCardell (49X), Tom Adams (X). Time—4:53¾.

2nd 10-lap heat—Ralph Moody (49), Dick Kaufman (5), Buck McCardell (41). Time—4:43¾. Dick Mundorf lost No. 1-D off the 3rd turn in an easy slide and stayed on all four.

3rd 10-lap heat—Marty Geortler (½), John Mundorf (14-D), Cohee Downes (100). Time—4:54¾.

4th 10-lap heat—Jug Laster (4-F), Cohee Downes (100), Harry Schroder (25). Time—5:12¾. Downes evidently was riding with a luck charm in his pocket as he ran through 2 accidents and continued onward to place. Jim Smith slid No. 35 in the 3rd turn in front of Cohee—and he hit him broadside to complete the spin, while Schroder barely missed the action by riding high. In the next lap, in precisely the same spot, Bob Neel spun Car 98 broadside to Cohee and was pushed to the infield, while Downes backed off and ate up lost ground again. A 2nd was Cohee's first money spot in quite a while!

Monday evening at the Delaware Speedway saw Ralph Moody chauffeuring Car 49 from 13th position, through a 15-car field, and into a ½-track finish over Tom Melvin in No. 7-A. Moody turned the 30-lap feature course in the record time of 14 minutes and 38¾ seconds. Walt Ragan zoomed into 3rd spot with Car 71, 4th went to Runt Harris in 78 and 5th to George Hawkins in No. 5. Hawkins gave Moody a rough ride for 20 laps but developed a slipping clutch and lost ground fast. Ced Brown disappeared off the 2nd turn bank with a broken-down right front wheel and few of the 1500 fans missed No. 74 for 2 laps, but his flutter landed him on his wheels and out of a hotly contested 4th spot.

The so-called 25-lap "slow" feature highlighted popular speedster Eddie Adams in Car 59 who cut the dirt in 12 minutes and 5 seconds. Walt Ragan gave Eddie every reason to stomp the floorboards as he time and again stuck 71's radiator into the "worry spot." Third money for this match went to 25's hard wheeling Harry Schroder.

1st 10-lap heat—Walt Ragan (71), Eddie Adams (59), Skip Goslin (52). Time—4:55¾.

2nd 10-lap heat—Tom Melvin (7-A), Dick Mundorf (1-D), Ralph Moody (49). Time—4:48¾.

Entries for the Friday and Monday evening events totaled 45 cars.

Stock Car Racing Set For Georgetown

All is in readiness for the last stock car racing program of the year tomorrow afternoon at the Delaware Speedway near Georgetown.

Thirty five drivers are expected to compete in a six-race card starting at 2 p.m.

There will be a twin feature, with the winning rotation of the first 25-lap race starting in reverse order of the second 25-lap event.

The finale is sponsored by the Liberty Stock Car Racing Association of Philadelphia. Two of the drivers slated to appear are Harold Brokhoff, of Pottsville, Pa., and Buck McCardell of Rising Sun, top point pilot of the Lancaster Racing Association.

11-26-1952

Final Car Race At Georgetown

11-25-1952

GEORGETOWN, Nov. 25—(Special).—Delaware Speedway will hold its last program of the season on Thanksgiving Day afternoon with six races, beginning at 2 o'clock. Thirty-five drivers are expected to compete.

There will be a twin-feature, with the winning rotation of the first 25-lap race starting in reverse order for the second 25-lap event.

The card is sanctioned by the Liberty Stock Car Racing Association of Philadelphia. Two of the top drivers slated to appear are Harold Brokoff of Pottsville, Pa., and Buck McRandell, top point man of the Lancaster Association.

Everett (Cotton) Owens, of Spartanburg, S. C., wheeled his full-modified Chrysler-powered '38 Plymouth coupe around the famed 4.1 mile oceanfront speed course on Saturday at an average speed of 91.54 m. p. h. Ralph Moody, of Miami, driving Melvin Joseph's Delaware Speedway car 49, led Owens for 18 laps and dropped to second for the balance of the match. Cotton qualified for the event at 120.84 m. p. h., while Moody hit 115.16 m. p. h.

2-20-1953

First Race Of Season

5-5-1953

The first stock car racing program of the season is slated for this Friday night at the Delaware Speedway, two miles south of Georgetown.

It's a NASCAR sanctioned event involving a total purse of \$2,025 distributed over the program.

The winner of the 50-lap feature will receive \$500. Competition will be over the one half mile baked dirt oval.

Milton and Preston Niblett, co-owners of a racing stable, are sponsors of this lid-lifter.

A total of 50 entries have been received so far, according to an announcement made last night by Milton Niblett.

All the races will be limited to modified vehicles although the sportsman's buggies won't be refused registration.

Qualifying heats start promptly at 6 o'clock. The regular card will get under way at 8:30 p.m.

Some stock car racing:

4-27-1953

Understand the Delaware Speedway, near Georgetown will resume racing on Friday, May 15 . . . Milton Niblett of Gumboro says all the programs there will be NASCAR sponsored.

Stock Car Racing To Start Friday On Georgetown Track

5-11-1953

All's in readiness for the season's inaugural opening of stock car racing this Friday night at the Georgetown Speedway.

This half mile track is under the new management of Robert S. Osiecki and Jim Delaney and will be operating with the official sanction of the National Association of Stock Car Races, Inc.

More than \$2,000 purse money

will be distributed over the opening night's program.

The 50-lap modified championship feature race will include a \$500 purse. Double NASCAR points also go to the winner.

Qualifying trials get under way at 6:30 p.m. The first event is slated for 8:30 o'clock.

Among the nationally known speedsters who have submitted application blanks are Frankie Schnieder, Lambertville, N. J., Wally Campbell, Trenton, N. J., Johnny Zeke, Long Island, N. Y., and Lou Johnson of Wilmington, Del.

MODIFIED STOCK CAR RACES GEORGETOWN SPEEDWAY

5-14-1953
1/2 mile banked clay track 2 miles south of
Georgetown, Del. on Route 113

FRIDAY NIGHT, MAY 15

Qualifying Starts 6:30 P. M. (DST)

First Race 8:30 P. M. (DST)

Featuring a 50-Lap Modified Championship Race

\$2,025.00 Guaranteed Purse

Under new management

NASCAR Sanctioned

Georgetown Speedway Opens Tonight 5-15-1953

Osiecki-Delaney Promotions, Inc., of Lyndhurst, N. J., have announced the inaugural opening date of their new **Georgetown Speedway**, located 2 miles south of Georgetown, Del., on Route 113. The track, a fast one-half mile banked clay oval, is under new management this year and will feature NASCAR modified stock cars under the arc lights on opening night, Friday, May 15th.

Topping the evening's five events will be a 50-lap modified Championship Race with NASCAR double points going to the winner along with \$500.00. All together the evening's purse totals \$2,025.00, which is guaranteed by the Speedway Management. The inaugural program is mainly for modified stocks, but the popular sportsmen type cars will be allowed to compete for prize money.

Qualifying will start at 6:30 p. m. with the first event getting under way promptly at 8:30 p. m. (DST)

To date several well known hard top pilots have submitted entries to the track management including the NASCAR National Champion of 1952, Frankie Schneider, of Lambertville, N. J., and also the 1951 National Champ, Wally Campbell, of Trenton, N. J. Other entries are Jim Delaney, Lyndhurst, N. J.; Jim Hayes, Milford, Del.; Ralph Moody, Hollywood, Fla.; Tom Elliott, Bloomfield, N. J., and Johnny Zeke, Long Island, N. Y.

Schneider Heads Field At Georgetown Raceway

5-15-1953

Some of the nation's better lead-foots will be bidding for a chunk of gold tonight during the stock car racing program at the **Georgetown Speedway**.

A total purse of \$2,025 is to be distributed over the card. The win-

ner of the feature 50-lapper will receive \$500.

The list of entries is headed by Frankie Schneider, Lambertville, N. J., National Modified champion. Other speed merchants needing no introduction are Wally Campbell,

Trenton, N. J., former national ti-tlist; Jim Delaney, Lyndhurst, N. J., Ralph Moody, Hollywood, Fla., and Wally Zeke, Jersey City.

Delaney will be wheeling the popular 4-D, owned by Preston and Milton Niblett of Gumboro, Del. This speedy 1937 Ford has been unbeatable at the Delmar Raceway.

Among the Eastern Shore favorites will be Lawrence Tucker. He will be piloting a new car, No. 2, a 1940 red and white Ford sportsman's coupe owned by Wilson Cannon of Milford. Tucker formerly of Bridgeville, is now residing in Milford.

A capacity crowd of more than 2,000 is expected to see this big purse event sponsored by NASCAR.

Bob Osiecki and Delaney are jointly promoting the program.



AT GEORGETOWN TONIGHT—Frankie Schneider, Lambertville, N. J., driver, will be among the stock-car chauffeurs who will compete tonight in the season's opening races at **Georgetown Speedway**, two miles south of Georgetown on Route 113. Qualifying begins at 6:30 o'clock and the first race at 8:30. According to Robert S. Osiecki, new president of the track, a purse of \$2,025 is offered. 5-15-1953

Campbell Cops 50-Lap Main At Georgetown

5-18-1953

By BOB BENNETT

Georgetown, Del., May 15 —Wally Campbell, Trenton, N. J., speedster, took the win flag in the 50-lap main event of the inaugural stock car program at the Georgetown Speedway, 2 miles south of here tonight, before a capacity crowd of 3,420 fans. Campbell went home richer by \$500 for his main event win plus \$25 for the fastest time trial of the evening plus double NASCAR points for the feature win. Wally turned the fast half-mile banked clap oval in 27.4 seconds with Frankie Schneider of Lambertville, N. J., making the second fastest time of 27.7.

A starting field of 22 cars took the green flag in the 50-lap NASCAR sanctioned feature here tonight with Speedy Thompson, Monroe, N. C., taking the lead on the first lap. On the second go a hub to hub battle started between Thompson and Frankie Schneider for first spot, which lasted until the 30th lap when Thompson was forced to drop from the race with a flat right rear tire moving Schneider to the lead.

Schneider Crashes

On the 37th go hard riding Schneider dropped over the high bank between the 1st and 2nd turns with a broken spindle, slightly damaging his car, but with no injury to himself. Buck McCardell of Conowingo, Md. then woved into the lead, following closely by Campbell, but he soon dropped from the race with a broken axle leaving Campbell in first place well in front of the remaining field. Campbell completed the last few turns of the track to take the checkered for one of the largest purses ever offered on the Eastern Shore. Johnny Karp, Trenton, N. J., finished second; Jim Hayes, Milford, Del. in third; Norwood Ellingsworth, Dagsboro, Del., fourth; and Paul Walker of Lewes, Del., in fifth place.

NASCAR sanctioned modified stock car races will be resumed at the Georgetown Speedway on Friday evening, May 29, at 8:30 p. m. (DST). The same guaranteed purse of \$2,025. will again be paid according to Robert S. Osiecki, president of the Speedway.

Campbell Wins at Georgetown

5-19-1953

GEORGETOWN, Del., May 15.—Wally Campbell, the Trenton, N. J., speedster, took the win flag in the 50-lap main event of the inaugural stock car program at the Georgetown Speedway, 2 miles south of here tonight, before a capacity crowd of 3,420 fans.

Campbell went home richer by \$500.00 for his main event win plus \$25.00 for the fastest time trial of the evening plus double NASCAR points for the feature win. Wally turned the fast half-mile banked clay oval in 27.4 seconds with Frankie Schneider, Lambertville, N. J., making the second fastest time of 27.7.

A starting field of 22 cars took the green flag in the 50-lap NASCAR sanctioned feature here tonight with Speedy Thompson, Monroe, N. C., taking the lead on the first lap. On the second go a hub to hub battle started between Thompson and Frankie Schneider for first spot, which lasted until the 30th lap when Thompson was forced to drop from the race with a flat right rear tire, moving Schneider to the lead. On the 37th go, hard riding Schneider drop-

ped over the high bank between the 1st and 2nd turns with a broken spindle, slightly damaging his car, but with no injury to himself. Buck McCardell of Conowingo, Md., then moved into the lead, followed closely by Campbell, but he soon dropped from the race with a broken axle, leaving Campbell in first place well in front of the remaining field. Campbell completed the last few turns of the track to take the checkered for one of the largest purses ever offered on the Eastern Shore. Johnny Karp, Trenton, N. J., finished second; Jim Hayes, Milford, Del. in third; Norwood Ellingsworth, Dagsboro, Del., 4th, and Paul Walker of Lewes, Del., in fifth.

NASCAR sanctioned modified stock car races will be resumed at the Georgetown Speedway on

Friday evening, May 29, at 8:30 P.M. (DST). The same guaranteed purse of \$2,025.00 will again be paid according to Robert S. Osiecki, President of the Speedway.

Georgetown 50-Lap Speed Opener To Campbell

5-22-1953



Staff Photo

Jim Delaney presents Wally Campbell with his winner's trophy for Friday night's NASCAR 50-lap run. Bob Osiecki, co-promoter, second from left, and Joe Wolf, right, Reading, Pa., Speed Shop owner, look on.

Modified stock car racing on Friday evening at the Georgetown Speedway, proved to be some of the fastest, most competitive and all-around finest racing ever witnessed on the peninsula.

The new managers, Bob Osiecki, speed shop owner of Lyndhurst, N. J., and Jim Delaney, top NASCAR driver, also of Lyndhurst, have formed a team known as Osiecki-Delaney Promotions to direct top talent and racing at this fine ½ mile banked oval, under NASCAR sanction—and if the opener is anyway an indication of coming events, no one can afford to miss a single turn of a wheel.

Wally Campbell, the Trenton, N. J., Terror, took Starter Tom Brown's green flag in 19th spot of a 22-car starting field and as the fastest cars ever to ride on Georgetown's dirt leveled off into battling position, he eased through traffic until he ran Car 81 up on Buck McCardell's 411. For the next 30-odd laps he rode either beside or behind McCardell in a vain effort to pass. The excitement of the record crowd ran high and there was a dejected sigh when Buck lost his left rear wheel in the 4th turn and was forced to retire, while Wally stomped his mount through the thinning field to take the winning checker.

To top it all, Campbell was driving a Sportsman model car and was not rated nearly as fast as the lead cars with from 2-4 carburetors. He qualified 2 cars for the races, No. 40 and 81, and held the fastest qualifying time of 27.4 seconds for one turn around the oval in Car 40, although the car was not mechanically able to run in the final match.

The fastest "qualifiers" were started in front of the 50-lapper and in the lead were Frankie Schneider, Lambertville, N. J., in Car 2 and Speedy Thompson, Monroe, N. C., in No. 12. These two set a terrible pace for a full 30 laps and molded the side-by-side, bumper-to-bumper pattern that McCardell and Campbell followed so well. They gave a 4-car display of the split-second timing, sportsmanship and speed so prevalent in motor racing.

Hard luck hit Thompson first with a right-rear blowout that caused him to take to the 4th turn infield and Schnieder followed suit in the next few laps as he jumped head-on off the 2nd turn with a broken front spindle. Both cars and drivers fared well and Thompson promised to be back soon to try his luck again.

Out of the six finishing cars behind Campbell, Johnny Karp took over 2nd money in Car 1, third went to Jim Hayes in Car 3, Norwood Ellingsworth barreled No. 86 into 4th with Paul Walker kicking No. 71 through for 5th.

There were comparatively no accidents during the event—another indication of the high-caliber of the driving—the main causes being loss of wheels, blowouts, spinouts and motor trouble. Johnny Martin lost a wheel off Car 91 in the 1st lap and pulled to the backstretch infield. Jim Delaney spun 4-D into the 4th turn infield early in the race, while Bob Jennings threw a right front wheel on No. 33 in the 4th turn, that bounced over 2 fences and landed safely next to the grandstand-pit wall. He kept his car under control and stopped next to the wall in the grandstand stretch—an untimely end to a 1st spot challenger.

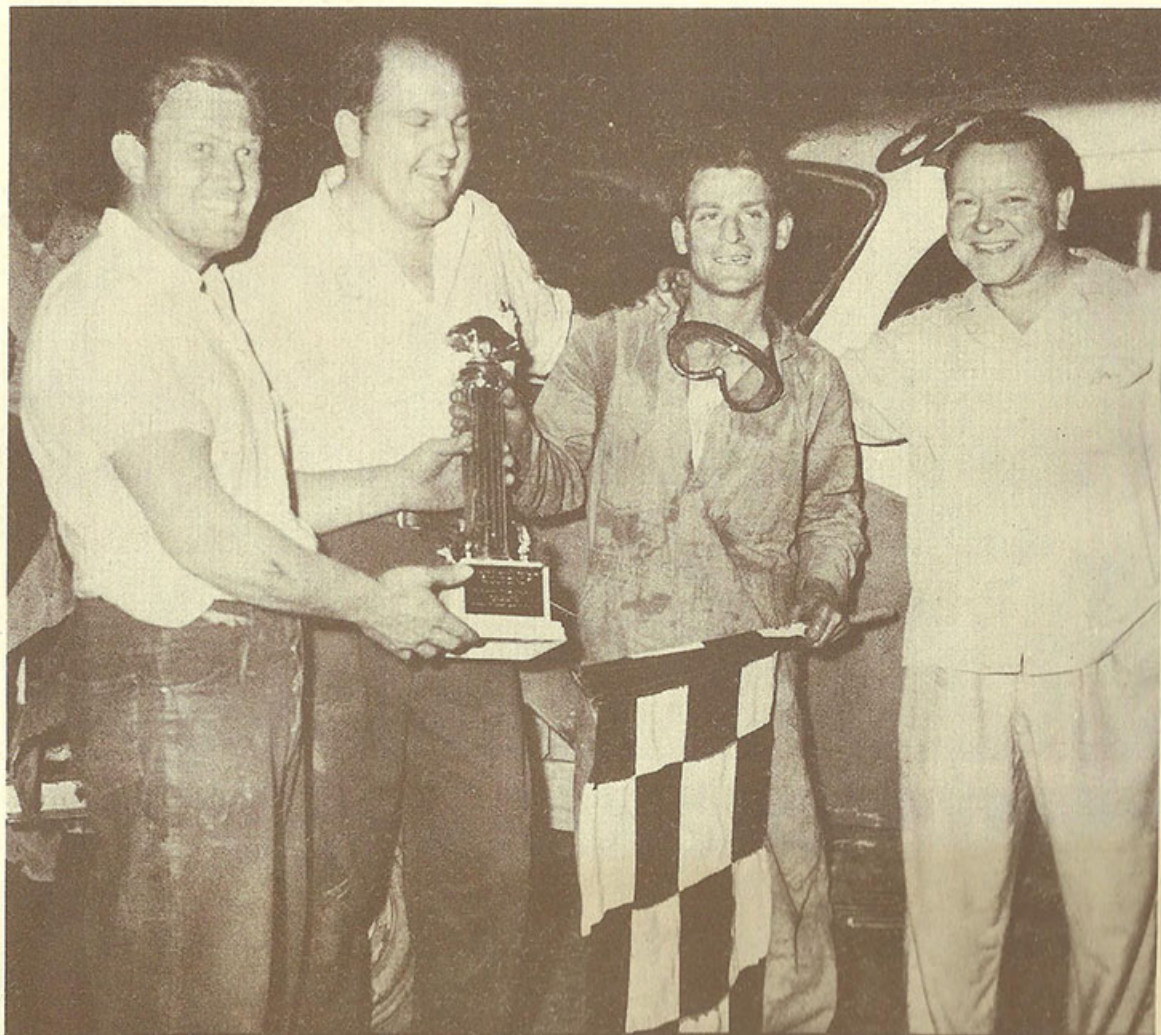
1st 10-lap heat—Jim Delaney (4-D), Buck McCardell (411), J. D. Jones (68). Delaney and McCardell ran a 4-lap dead-heat with the former barely eking out his win at the checker.

2nd 10-lap heat—Frankie Schneider (2), Johnny Martin (91), Jim Hayes (3). Martin blazed his 'Wayne' past Lou Johnson's 1 in the fourth lap and gave Schneider a sizzling ride for top honors. Lou ran a 3-lap dead heat with Frankie before his motor gave out and he was forced to drop back. Bill Walker dropped his right front wheel off Car 30 and

(Continued on page 11)

5-22-1953

5-26-1953



EVERYBODY'S HAPPY! Pictured left to right are, Jim Delaney, Bob Osiecki, Wally Campbell and Joe Wolfe. Jim and Bob are all smiles for their opening show at Georgetown, Del., was tops. Wally and Joe sport big grins for Campbell captured the feature and a trophy and was driving Joe's car.—Duval photo.

Georgetown Sale 5-27-1953

Georgetown, Del., May 27—Russell and Charles Herbert, of Milltown, N.J., have purchased **Georgetown Speedway** from Osiecki-Delaney Promotions, Inc., of Lyndhurst, N.J. The track, a half-mile banked clay oval, will operate Friday nights under sanction of National Association of Stock Car Automobile Races, Inc.

Johnny Karp Races At Georgetown, Del.

5-27-1953

Trenton, May 27. — Johnny Karp, Trenton, who finished second in his last appearance at the **Georgetown, Del., speedway**, will try again Friday night.

When he came in second, Karp started from the 22 position in a field of 23. This week, with that experience on the new course as an aid, he is expected to make an even stronger bid for the crown.

STOCK CAR RACES

5-29-1953

SPORTSMEN AND MODIFIED

GEORGETOWN SPEEDWAY

1/2 Mile Banked Clay Track

2 miles South Of Georgetown, Del. on Route 113

Friday Night, May 29

Qualifying Starts 6:30 P. M. (DST)

First Race 8:30 P. M. (DST)

Admission \$1.50 Plus Tax
Now Under New Management
NASCAR Sanctioned

Ragan Is Victor In 25-Lap Feature At Georgetown Track

6-1-1953

Walt (Wild) Ragan of Conowingo, Md., won the 25-lap stock car racing feature Friday night at the **Georgetown Speedway** in a spectacular manner.

A turnout of 2,110 watched Ragan finish a half car length ahead of Wally Campbell after taking over the lead from June Hudgins on the 22nd lap.

The last five laps were nip and tuck, a wheel - to - wheel affair. Campbell of Trenton, N. J., the 1951 national modified champion, buzzed by Hudgins on the 23rd sweep of the half-mile banked oval.

Hudgins, the third place finisher, came in followed by Parker Bohn of Freehold, N. J., and Buck McCardell also of Conowingo.

Ragan earned a \$350 purse for winning the feature event. He averaged 66 MPH and clocked the 12 1/2 mile course in seven minutes and 19 seconds.

First By New Owners

This is the first program sponsored at the Georgetown oval by the new owners, Herbert and Charles Herbert of Milltown, N.J. The family twosome purchased the track last Wednesday from Melvin Joseph of Georgetown.

Joseph previously said he repurchased the lease from Bob Osiecki and Jim Delaney, who had completed arrangements to book bi-monthly races at the Georgetown track.

All races will continue to be sponsored by the National Association of Stock Car Automobile Races, Inc.

The summary:

25-lap. 1. Walt Ragan, Conowingo; 2. Wally Campbell, Trenton, N. J., 3. Junie Hudgins, Virginia

Walt Ragan Outdrives Campbell in Feature At Georgetown Oval

6/2/1953

GEORGETOWN, Del., May 29—2110 fans, held down by cloudy skys and strong winds, turned out tonight for the second NASCAR sanctioned stock car program of the season near here at the Georgetown Speedway. Every single fan was standing and cheering their favorite on at the finish of the 25-lap feature when Wild Walt Ragan, Conowingo, Md., nosed out Wally Campbell, Trenton, N. J., for the win flag and \$350.00 first place money. Ragan crossed the finish line a half a car length ahead of the 1951 National Champ, Campbell.

GEORGETOWN RACES TOPPED BY RAGAN

6-5-1953



NASCAR Starter Tom Brown congratulates veteran chauffeur Walt Ragan on his 25-lap feature win. Walt was only a hood-length ahead of Wally Campbell at the flag. Staff Photo

Walt Ragan, Conowingo, Md., set the ½ mile banks of the Georgetown Speedway on fire Friday evening as he footed Car 491 over a 12½ mile feature course to garner the match with a 10-foot lead on Wally Campbell's 81.

Ragan took Starter Tom Brown's green silk in 3rd spot of a 22-car field and dropped into a torrid worry position behind Junie Hudgins' No. 6 for 22 laps. Hudgins made a slip that gave Ragan and Campbell the chance to pass and swing into the final few turns stomping the floorboards. The checker came down amid the wild cheering of the 2110 fans who had witnessed another blazing NASCAR sanctioned event starring the East's finest cars and drivers.

Roaring into a tight 3rd and 4th were Junie Hudgins and Parker Bohn's No. 52, while "cigar-smoking" Buck McCardell picked up 5th money in Car 411 after making them do some all-out driving to hold on to their spots. Hudgins had the fastest qualifying time for the evening—28.2 seconds for one lap.

1st 10-lap heat—Johnny Karp (1), George Swain (00), Junie Hudgins (6). Time—5:5. Hudgins tapped Ralph Moody's 49 in the 4th turn,

after trying to pass for several laps and being cut off every time. Moody broadsided and eased over on his right side at the inside of the turn with Hudgins and Car 40 doing some fast wheeling to avoid him and still continue the race. Hudgins was trying to take 1st from Moody.

2nd 10-lap heat—Lou Johnson (43), Bill Walker (30), Russ Townsend (17). Time—5:11.

3rd 10-lap heat—Walt Ragan (491), Ralph Moody (49), Johnny Martin (191). Time—4:56. Martin hit the green flag in 14th spot and fireballed through the heavy field to battle with Moody after 5 laps. Moody tapped the rear of "6's" sister—car No. 7, driven by Mel Oldham, in the 4th angle, causing him to broadside and drop from 2nd to 4th position at the approaching checker.

4th event—10-lap consy—Lawrence Tucker (2), Dick Twilley (41).

The track condition promises to be greatly improved this week following the slight dust that prevailed last Friday. Weather conditions hampered the proper use of the 5½ tons of calcium applied. Promoters Charles and Russell Herbert promise tip-top racing every Friday night, under the NASCAR banner. 6-5-1953

Stocks Draw At Georgetown

6-5-1953

2,110 Fans Viewed Georgetown Presentation Last Friday

Georgetown, Del., May 29 — 2100 fans, held down by cloudy skys and strong winds, turned out tonight for the second NASCAR sanctioned stock car program of the season near here at the Gerogetown Speedway. Every single fan was standing and cheering their favorite on at the finish of the 25-lap feature when Wild Walt Ragan, Conowingo, Md., nosed out Wally Campbell, Trenton, N. J., for the win flag and \$350.00 first place money. Ragan crossed the finish line a half a car length ahead of the 1951 National Champ, Campbell.

Twenty-one starters took the green flag in the feature near here tonight on the somewhat dusty and rough half mile clay oval. Junie Hudgins, Virginia Beach, Va., moved into the lead on the first lap and was never headed until the 22nd

lap when Ragan passed him on the outside to take first position and Campbell sneaked by on the inside for second spot. Campbell moved steadily to the front, but there just wasn't enough time and space as he was only able to get his radiator up beside Ragan's door before the checkered. Results of the feature:

1. Walt Ragan, Conowingo, Md.
2. Wally Campbell, Trenton, N. J.
3. Junie Hudgins, Virginia Beach, Va.
4. Parker Bohn, Freehold, N. J.
5. Buck McCardell, Conowingo, Md.
6. Lou Johnson, Wilmington, Del.
7. Ted Swain, Norfolk, Va.
8. Ralph Moody, Hollywood, Fla.

Charles and Russell Herbert, new owners of the Speedway, placed 5 and ½ tons of calcium on the half mile banked oval the night previous to the race, but high winds all day Friday prevented the calcium from working properly. The track was completely graded, worked and watered on Thursday and Friday, but again due to the high winds the track did not settle properly by race time. The new owners have given assurances that the track will be in tip top shape next Friday night when the NASCAR sanctioned stocks return. Modified and Sportsmen stock car races will be held every Friday night at the Georgetown Speedway.

Martin Takes Race Feature

Wins 25-Lap Event At Georgetown

6-6-1953

Johnny Martin of Harbeson, Del., won the 25-lap feature last night at the Georgetown Speedway.

Starting from an inside pole position, the Eastern Shore speedster took the lead and was never overtaken although followed closely at the start by Walt (Wild) Ragan of Conowingo.

This NASCAR sanctioned stock car racing program was witnessed by 2,150 spectators according to Charles Herbert, the co-promoter.

Martin was wheeling No. 191, a 1938 Chevrolet owned by Francis Warrington of Rehoboth Beach.

Second place changed hands four times until Ralph Moody of Hollywood, Fla., took over on the 22nd lap.

The winning time of the 12½ mile grind was 11 minutes, 37.4 seconds.

Jim Delaney, the Lyndhurst, N. J., speedster was in the first and second place whirl, dropping out on the 22nd lap due to motor troubles.

Lou Johnson of Wilmington placed third and Ragan, fourth.

Martin also nabbed the third 10-lap race in four minutes 51.4 seconds.

Johnson won the 10-lap pursuit race with a 4:51.4 performance.

There were only 16 cars competing on the program.

Here's the summary:

The 25-lap feature: 1. Johnny Martin, Harbeson; 2. Ralph Moody, Hollywood, Fla.; 3. Lou Johnson, Wilmington, Del.; 4. Walt Ragan, Conowingo, Md.; 5. Tommy Adams, Rising Sun, Md.; 6. Horace Williams, Bridgeville; 7. George Harrison, Seaford; 8. Jim Ingram, Baltimore. Time 11:37.4.

The 10-lap pursuit race: 1. Johnson; 2. Ragan; 3. Doug Carter, Wilmington; 4. Adams. 4:51.4.

Third - lap race: 1. Martin; 2. McCardell; 3. Jim Delaney, Lyndhurst, N. J.; 1.23.

Second 10-lap heat: 1. Moody; 2. Ragan; 3. Paul Walker, Lewes; 4. Ingram. 4.43.

First 10-lap heat: 1. Delaney; 2. McCardell; 3. Johnson; 4. Adams.

Weekly Races Carded At Georgetown Track

GEORGETOWN, June 11—(Special).—Charles and Russell Herbert, Milltown, N. J., co-owners of the **Georgetown Speedway**, have announced that the NASCAR sanctioned stock cars will now run every Friday night, weather permitting. Previously the track had been operating every second Friday.

The races will feature both the modified and sportsmen type stock cars with time trials scheduled for 6:30 o'clock and the first race at 8:30. Topping tomorrow's program will be a 25-lap event preceded by three 10-lap heats and a 10-lap consolation.

Top notch drivers are expected, including Johnny Martin of Lewes, last Friday's feature winner; Wild Walt Ragan and Buck McCardell, Conowingo, Md.; Jim Delaney, Lyndhurst, N. J.; Lou Johnson and Doug Carter, Wilmington; Jim Ingram, Baltimore; Ralph Moody, Hollywood, Fla., and Horace Williams, Bridgeville. 6-11-1953

Stock Cars To Race Tonight

6-12-1953

Modified and sportsmen type stock cars will roll again tonight at the **Georgetown Speedway**.

A 25-lap feature will top the NASCAR - sanctioned program, which also includes three 10-lap heats and a 10-lap consolation.

Many improvements have been made at the half mile banked clay track since Charles and Russell Herbert of Milltown, N. J., bought it two weeks ago from Melvin Joseph of Georgetown.

There's a new judge's tower on the outside of the track at the finish line, and a larger starter's platform also on the outside at the finish mark.

Red and green signal lights have been installed at intervals around the half-mile oval and the lighting arrangement has been changed with several additional arc lamps added.

The public address system has been relocated at different spots to allow for a better reception. An intercommunication system worked successfully in the last race between the pits and judge's tower.

Tonight's card includes the usual crowd pleasing crew of drivers. Among them are Johnny Martin of Harbeson, Del., last week's feature winner, Wild Walt Ragan of Conowingo, Buck McCardell of Conowingo; Lou Johnson and Doug Carter of Wilmington, Jim Ingram of Baltimore, Ralph Moody of Hollywood, Fla., and Horace Williams of Bridgeville.

Georgetown To Race Thursday Evenings 6-19-1953

Headquarters National Association for Stock Car Auto Racing, Inc., Daytona Beach, Fla., have changed the sanction of the **Georgetown Speedway** to Thursday evenings, effective June 25, and every Thursday thereafter. There will be no races tonight, Friday, June 19.

Charles and Russell Herbert, track owners, have announced that a top-notch card will be run on the 25th—with the well-known names of Schneider, Martin, Campbell, White, Walker, Johnson, Delaney and a host of others battling for top honors. All-in-all, a record number of cars is assured—so don't miss it!!!

McCardell Wins Feature Race At Georgetown Auto Track

6-26-1953

Buck McCardell of Conowingo, won the feature 50-lapper last night during the weekly stock car racing program at the **Georgetown Speedway** before 1,520 spectators.

Ralph Moody of Hollywood, Fla., took the early lead after starting on the inside pole position. He was overtaken on the 13th lap by McCardell, who stayed in front for the distance.

Wally Campbell of Trenton, N. J., trailed Moody across the finish line.

Ken Marriott of Baltimore dropped out of the race on the fourth

lap due to motor trouble. J. R. Jones of Salisbury ran off the track on the 19th lap.

There were 14 starters in the 25-mile finale. McCardell toured the course in 22 minutes, 52½ seconds.

Moody won a special five-lap match race, outwheeling Lou Johnson of Wilmington and Eddie Adams of Rising Sun. The time was 2:21½.

Here's the summary—

Feature (50 laps) — 1. Buck McCardell, Conowingo. 2. Ralph Moody, Hollywood, Fla. 3. Wally Campbell, Trenton, N. J. 4. Eddie Adams, Rising Sun. 5. Paul Walker, Lewes. 6. Sam Derusso, Norfolk, Va. 7. Lou Johnson, Wilmington. 8. Junior Taylor, Baltimore. Time — 22:25½.

Match Race. (Five laps) — 1. Ralph Moody. 2. Lou Johnson. 3. Eddie Adams. 4. Buck McCardell. Time — 2:21½.

Second 10-lap heat — 1. Johnson. 2. McCardell. 3. Campbell. Time — 4:43.

First 10-lap heat — 1. Moody. 2. Adams. 3. Walker (No time)

McCardell Snares Georgetown "50"



Bennett Photo

Before a record attendance of racing fans, Battling Buck McCardell, the Conowingo (Md.) Comet, blazed a fiery trail over the ½ mile dirt banks of the **Georgetown Speedway**, Thursday evening, to tie-on the NASCAR-sanctioned 50-lap feature event with a good ½-track lead on veteran-contender Ralph Moody.

Buck whipped Car 411 past Starter Tom Brown's green flag on the outside of Moody's 49 in pole spot, quickly fell in behind him and spent 12 laps dodging back and forth in an effort to take the lead. Wally Campbell kept 81's bumper close to McCardell's door for the first "dozen" but when Buck finally succeeded in nosing out Moody in the second angle, he dropped back for the long ride. For the remainder of the match McCardell was never again challenged as he developed a brilliant lead

7-3-1953

over the entire 15-car field, never once easing up on his pedal and once again turning in a great display of wheelmanship as he fireballed through the heavy traffic patterns.

Moody took over 2nd money, also having scored the fastest time of 27.75 in qualifying; while 3rd, 4th and 5th went to Campbell, Eddie Adams in Car 28, and Paul Walker in 71.

J. R. Jones blew a front tire on Car 86 and sailed off the 3rd turn on his wheels in the 14th lap, leaving the 2nd car-casualty to Ken Marriott who let loose a blaze of sparks from the engine of No. 25 as he roared out of the 4th turn, stopped against the pit wall and clambored out as the "plant" caught fire. A little sand quelled the blaze as the torrid pace continued and 25 sat-out the other 28 turns.

1st 10-lap heat—Ralph Moody (49), Eddie Adams (28), Paul Walker

2nd 10-lap heat—Lou Johnson (43), Buck McCardell (411), Wally Campbell (81). Time—4:43. McCardell followed Johnson to the front of the pack in the 1st few laps and battled to pass until the last lap when he barrelled out of the 4th turn and up as far as Johnson's door, on the inside. At this point, as the checker was coming down, it appeared that the cars sideswiped with Buck braking his mount and twisting his wheel to get away.

3rd event—match race—Ralph Moody (49), Lou Johnson (43), Eddie Adams (28), Buck McCardell (411). Time—2:21½. Buck lost a fast second spot as he went too high in the 3rd turn and narrowly missed sliding off the bank.

Stock Car

7-3-1953

Races Scheduled

Georgetown, Delaware . . . The Modified and Sportsmen's Stock Cars of the National Association for Stock Car Racing (NASCAR) will be back at the Georgetown Speedway again this Thursday night. Topping the evenings program will be a 25-lap feature which will be preceded by three 10-lap heat races and a 15-lap consolation. Time trials are scheduled to start at 6:30 P.M. with the first race getting underway at 8:30 P.M. (DST).

Charles and Russell Herbert, owners of the Georgetown oval were notified by the headquarters of NASCAR at Daytona Beach, Fla., of their sanction change last week.

Hereafter, the weekly card of the **Georgetown Speedway** a fast one-half mile banked clay track 2 miles south of Georgetown, Delaware on Route 113, will be held on Thursday nights with modified and sportsmen's model Stock Car races scheduled each and every Thursday night throughout the summer, weather permitting.

Plenty of fast competition has been promised by NASCAR officials including such names as Bill McCarthy, Red Bank, N.J.; Johnny Martin, and Paul Walker, Lewes, Del.; Freddie White, Pittsville, Md.; Wild Walt Ragan and Buck McCardell, Conowingo, Md.; Ken Marriott, Baltimore, leading point driver in the Sportsmen Division of NASCAR for the state of Delaware; Parker Bohn, Freehold, N.J., number 19 in the NASCAR Modified Division National Standing; Wally Campbell, Trenton, N.J., number 3 in the NASCAR Sportsmen Division National Standings.

Plenty of local flavor is expected to be added with the addition of such Eastern Shore lead-foots as the Twilley Brothers, Magnolia, Del.; Norris Reed, Denton; Bill Scott, Selbyville, Del.; The Jones Brothers of Salisbury; and George Harrison, Seaford, Del.

McCardell Wins 25-Lap Event

1,510 See Races At Georgetown

7-3-1953

Buck McCardell went in front on the seventh lap and was never headed last night as the Conowingo, Md., speedster won the 25-lap stock car feature at the **Georgetown Speedway**.

A crowd of 1,510 patrons watched the weekly NASCAR-sanctioned card.

McCardell clocked the 12½-mile course in 11 minutes and 44 seconds. Joe Weatherly, the second place finisher, starting at an outside pole position, took the early lead until overtaken at the seventh lap.

Weatherly currently ranks second in the NASCAR modified division.

Ralph Moody of Hollywood, Fla., came in third, followed by Bill Champion of Norfolk, Va.; Eddie Adams, Rising Sun, Md.; Johnny Roberts, Brooklyn, Md.; Pee Wee Pobletts, Baltimore; and Lou Johnson, Wilmington.

McCardell also recorded the fastest lap of the evening, 28.41 seconds.

Two high-ranking NASCAR drivers dropped out early due to motor trouble. Wally Campbell, the 1951 modified NASCAR titlist, stopped on the third lap. Ken Marriott of Baltimore, the leading driver at the Delmar Raceway, conked out during the fourth lap.

Johnson won the 10-lap consolation in four minutes and 59 seconds.

The 10-lap heat winners were Moody, 4.51.30; third; Weatherly, 4.52.3, second, and McCardell, 4.49.21, first.

Stock Car Races At Georgetown Postponed

The stock car races at the **Georgetown Speedway** have been postponed indefinitely due to death of Russell Herbert, co-owner of the half mile track.

Herbert was killed near Millsboro when thrown from his skidding jeep.

He and his brother, Charles Herbert, both of Milltown, N. J., bought the Georgetown track last month from Melvin Joseph of Georgetown.

7-9-1953

Shore Track Owner Killed In Crash

7-9-1953

MILLSBORO — The co-owner of the **Georgetown Speedway** died in a one-car accident near here Tuesday.

Russell B. Herbert Jr., 35, Millstown, N. J., was dead on arrival at Milford Memorial Hospital. He suffered a crushed skull when the jeep he was a passenger in overturned, Delaware State Police said.

Police brought no charges against the driver, Alfred Goodyear, 53, Dagsboro drive-in theater owner. He sustained multiple bruises, police reported.

The two men were proceeding south on Route 113, about one and seven-tenths miles north of Millsboro, when Mr. Goodyear evidently lost control, police said. The victim was thrown from the jeep, they said.

Damage to the vehicle was slight, amounting to about \$75, police said. The accident occurred at 12:20 a.m.

Second Georgetown Main To McCardell

Eking out his second feature win over the toughest of competition, Buck McCardell, the Conowingo (Md.) Comet, streaked ahead of an 18-car starting field and claimed the checker for the 25-lap NASCAR sanctioned feature event on the wind-whipped banks of the **Georgetown Speedway**, Thursday evening.

Joe Weatherly, Norfolk, Va., driving his Rhodes Special No. 9 and one of the NASCAR circuit's hottest wheelspinners, jumped into a close 7 lap lead over McCardell after the drop of the green but was no match for the barrelling, deftly-maneuvered Car 411, who swept past him in the 3rd turn and was never again seriously challenged.

If the starting field had only contained Weatherly as a major threat, the going would not have been too rough, but there was Ralph Moody, driving Car 49, 2nd place winner in the Daytona Beach 100 mile modified classic, in No. 3 spot; Wally Campbell, the Trenton Terror, in No. 51 and in 5th, while Bill Champion, of Norfolk, in Car 14; Leadfoot Lou Johnson, of Wilmington, in No. 4-D; and Ken Marriott, Baltimore, in 89, were all waging individual battles over the 12½ mile course.

The fireballing finishers behind McCardell and Weatherly as Starter Tom Brown rang down the checker, were Moody in 3rd, Champion in 4th and Eddie Adams wheeling Car

39 into 5th money.

Buck's times were 28.41 seconds as top qualifier and 11 minutes and 46 45/100 seconds for the main grind.

Campbell and Marriott dropped out with motor troubles in the 3rd and 4th laps, cutting two out of the torrid competitive pace.

1st 10-lap heat—Buck McCardell (411), Wally Campbell (81), J. R. Jones (86). Time—4:49 21/100. The entire match was run at a blistering pace with McCardell roaring into 1st by token of a bashing and scrapping of fenders as 5 of the 7 starters tried to negotiate the 4th at the same time in the 8th lap.

2nd 10-lap heat—Joe Weatherly (9), Johnny Roberts (7), Wally Campbell (1). Time—4:52 3/100.

3rd 10-lap heat—Ralph Moody (49), Bill Champion (14), Eddie Adams (39). Time—4:51 30/100. Bill Scott spun Car 2 between the 3rd and 4th turns and laid over on his left side at the edge of the infield. The car suffered minor damage.

4th event—10-lap Consy—Lou Johnson (4-D), Norwood Ellingsworth (8), Paul Walker (71). Time—4:59 31/100.

A variety of clowning-thrill-show continued through every lull in the evening's program and highlighted all sorts of tomfoolery with a '37 Chevrolet donated by Steele's Auto Salvage, hanging out the windows and a clown-cop chase. The boys even made a mistake and turned over the wrong car—they tried in vain to roll the Chevrolet, even set it afire as a last resort, and then jumped in a Model A Ford for a spin around the track and executed a beautiful roll-over as they sailed out of the 4th turn. 'Twas a clean looking car before the brakes locked and it flipped.

7-10-1953

Georgetown Speedway Lists Stock Car Racing Thursday

GEORGETOWN, July 20—(Special)—More than 30 of the best stock car drivers in the mid-Atlantic section of the country are expected to answer the starter's flag at the **Georgetown Speedway** Thursday night when the Delaware Association Chiefs of Police sponsor their annual races for the benefit of Camp Barnes, a summer camp for boys at Frankford. The races, under the banner of the National Association for Stock Car Automobile Racing (NASCAR), are scheduled to begin at 8:30 o'clock and will feature a 25-lap main event over the half-mile banked clay oval, two miles south of Georgetown on Route 113.

The modified and sportsmen stock car races Thursday night, in addition to the main event, will feature three 10-lap preliminary heat races, as well as a 10-lap consolation event. Also added as a special feature to the evening's program will be a dare-devil thrill show staged by the well known John Mundorf, who will drive his car through a flaming

platform on the track. This will be but one of the thrill acts seen on the track during the intermission period.

There have been no races at the **Georgetown Speedway** for the past two Thursday nights, and as a result an even larger field of high powered stock cars are expected for the police sponsored program.

Charles Herbert, Milltown, N. J., owner of the speedway, has donated the use of the track to the police association which annually entertains over 400 boys free of charge at the camp. The camp is not only sponsored by the D.A.C.P. but is also under its direct supervision.

Time trials are slated to get under way at 6:30 o'clock.

7-21-1953

Police Chiefs Sponsor Races

7-23-1953

At Least 30 Cars To Compete Tonight

More than 30 of the better stock car racing buggies of the mid-Atlantic area are expected to compete in tonight's fender bumping jamboree at Georgetown speedway.

This program is sponsored by the Delaware Association of Chiefs of Police for the benefit of Camp Barnes, a summer camp for boys near Frankford.

The races are sanctioned by the National Association for Stock Car Automobile Racing (NASCAR).

Action will begin at 8:30 p.m. The card features a .5-lap feature over the half-mile banked clay oval, located two miles south of Georgetown on Route 113.

Also scheduled are three 10-lap heat races and a 10-lap consolation. Another added feature will be a dare-devil thrill show staged by Johnny Mundorf of Millsboro. He will drive his car through a flaming platform. This act will take place during an intermission.

There have been no races at the **Georgetown Speedway** for the past two Thursday nights.

Charles Herbert of Milltown, N. J., owner of the Speedway, has donated the use of the track to the police association which annually entertains more than 400 boys at Camp Barnes which is under the direct supervision of the DACP.

Time trials are slated to get under way at 6:30 p.m. (DST). The first race will begin at 8:30 p.m. under starter Tom Brown's green flag.

Frankie Schneider of Lambertville, N. J., is a certainty to be a big favorite again of the Eastern Shore racing bugs.

The 1952 NASCAR Modified champion has given his assurances of being present. Other nationally known modified pilots who have submitted entry blanks are Joe Weatherly, Norfolk, Va.; Sam DeRusso, Chester, Pa.; Parker Bohn, Freehold, N. J.; Bill Champion, Norfolk, Va.; Ralph Moody, Dania, Fla.; and George Swain.

That's just a starter.

Other noises to be heard from are in the sportsmen's division class, including Wally Campbell of Trenton, N. J.; Johnny Roberts, Brooklyn, Md.; Ted Swain, Winston-Salem, N. C.; and Ken Marriott, Baltimore. None of these lead-foots needs any introduction.

Eastern Shore favorites who will be in the whirl are Johnny Martin and Paul Walker of Lewes; J. R. and J. D. Jones, Salisbury; Norwood Ellingsworth, Dagsboro; Bill Scott, Selbyville; Freddy White, Pittsville; Norris Reed, Denton; and Jake and Dick Twilley, Magnolia, Del.



7-23-1953

CAR RACING PRIZES—Trophies to be presented at the stock car races to be held tonight at **Georgetown Speedway** for the benefit of Camp Barnes, sponsored by the Delaware Association, Chiefs of Police, are shown. Drivers expected for the races include Joe Weatherly, Sam DeRusso, Parker Bohn, Wally Campbell, Johnny Roberts, and Ken Marriott. Camp Barnes, near Ocean View, is now in full swing with about 80 boys from all parts of the state attending. There are five two-week camping periods during the summer and more than 400 boys will attend.

Ken Marriott Takes Georgetown Feature

7-24-1953

Ken Marriott of Baltimore, piloting a new car, sneaked through to win the 25 - lap feature last night at the **Georgetown Speedway** before 1,742 spectators.

This stock car racing program was sponsored by the Delaware Chiefs of Police Association for the benefit of Camp Barnes, near Frankford, Del.

Marriott should be deeply grateful to Lou Johnson of Wilmington who collided with Frankie Schneider twice.

Schneider took the lead on the 20th lap, passing Marriott on the first turn. Then on the 23rd lap he ran together with Johnson. Both drivers returned after spinning out in the infield. Marriott regained the lead.

There was another Johnson - Schneider fender-bumping during the 24th lap. Still, Schneider managed to finish fourth in the 22-car field.

Al Talsnady of Lambertville, N. J., came in second followed by Buck McCardell of Conowingo, Md.

Marriott was wheeling K-9, a 1938 modified Ford, owned by James Bradshaw of Baltimore. Schneider piloted No. 2, a red and white sedan.

The fastest time of the time trials was recorded by Schneider. He clocked a 27.65 second for a half mile lap distance.

Here's the summary:

25 LAP FEATURE — 1. Ken Marriott, Baltimore; 2. Al Talsnady, Lambertville, N. J., 3. Buck McCardell, Conowingo, Md., 4. Frankie Schneider, Rockaway, N. J., 5. Pee Wee Pobletts, Baltimore; 6. Jim Delaney, Lyndhurst, N. J., 7. Jim Metzler, Pottersville, N. J.

10 LAP CONSOLATION — 1. Pee Wee Pobletts; 2. Dave Terrell, Newton, Pa., 3. J. R. Jones, Salisbury; 4. Lawrence Tucker, Milford, Del.

THIRD 10 LAP HEAT — 1. Marriott; 2. Delaney; 3. Paul Walker, Lewes, Del.

SECOND 10 LAP HEAT — 1. Talsnady, 2. Eddie Adams, Rising Sun, Md., 3. Freddy White, Pittsville.

FIRST 10 LAP HEAT — 1. Schneider; 2. McCardell; 3. Metzler.

RACES CURBED BY RAIN

The weekly stock car racing card at the **Georgetown Speedway** was rained out last night after two 10-lap heat races. There was an estimated 1,000 spectators on hand when a thunder storm stopped activity. Paul Walker of Lewes, Del., won the first heat with a clocking of 4.49. The second 10-lapper went to Ken Marriott of Baltimore in 4:46. Another program is slated for next Thursday evening.

7-31-1953

Marriott On Stock Car Card

8-6-1953

He Races Tonight At Georgetown Track

Ken Marriott, the leading NASCAR point driver in Delaware, tops the list of stock car entries for tonight's racing program at the **Georgetown Speedway**.

He will again be wheeling a new modified car, owned by Jim Bradshaw of Baltimore.

The first race starts at 8:30 p.m.

The feature event on the one-half mile banked clay track will be a 25 - lap feature supported by three 10 - lap heat races and a 10 - lap consolation.

Two weeks ago, Marriott was the winner of the annual Delaware Association of Chiefs of Police benefit race at Georgetown. He out - wheeled such speedy company that night as Frankie Schneider, Lou Johnson, Al Talsnady and Buck McCardell.

Marriott started out last week to give a repeat performance by winning the first heat of a rain-shortened program.

McCardell Wins 25-Lap Race

8-7-1953

Jersey Driver Is Second In Sussex

Buck McCardell of Conowingo won the 25-lap stock car feature last night at the **Georgetown Speedway** without too much trouble.

He finished in front of a 17-car field by five car lengths. McCardell, wheeling a 1939 Ford coupe, started from the inside pole position, and was challenged mildly several times by Al Tasnady of Lambertville, N. J., who finished second.

Ken Marriott of Baltimore came in third, followed by Jimmy Patterson of Trenton, N. J., Lou Johnson of Wilmington and Johnny Martin of Lewes.

McCardell covered the course in 11 minutes, 26½ seconds.

An estimated 1,500 spectators watched this weekly stock car racing card.

Only Eastern Shore winner of the evening was by Bill Scott of Selbyville in the 10-lap consolation.

The summary:

25-LAP FEATURE — 1. Buck McCardell, Conowingo. 2. Al Tasnady, Lambertville, N. J. 3. Ken Marriott, Baltimore. 4. Jimmy Patterson, Trenton, N. J. 5. Lou Johnson, Wilmington. 6. Johnny Martin, Lewes. Time — 11.26.50.

10-LAP CONSOLATION — 1. Bill Scott, Selbyville. Bob Langshaw, Wilmington; Fred Atkinson, Trenton, N. J. (no time)

THIRD 10-LAP HEAT—1. Johnny Roberts, Randallstown, Md. 2. J. R. Jones, Salisbury. 3. Paul Walker, Lewes. Time 5-2.

SECOND 10-LAP HEAT—1. Jimmy Patterson. 2. Eddie Adams, Rising Sun, Md. 3. Lou Johnson. Time—4.47.50.

FIRST 10-LAP HEAT—1. Al Tasnady, 2. McCardell, 3. Jim Hayes, Milford. Time—4-15.

McCardell Takes 3rd Georgetown Main



Bennett Photo

Buck McCardell, the Conowingo Comet, fireballed his Car 411 through 25 laps of top-notch racing, Thursday evening at the ½ mile **Georgetown Speedway** and led 16 of NASCAR's East Coast hard-top stars into Starter Tom Brown's checkered square for the 3rd time this season.

McCardell took the green in pole position and other than several futile challenges by Al Tasnady's Car 9, he concentrated solely on establishing a comfortable, undisputed and expertly driven lead.

Tasnady garnered the coveted 2nd berth over point-man Ken Marriott's K-9, who made a terrific bid in the last two laps.

Fourth money went to veteran pilot Jimmy Patterson in Car 491 who started on the outside of McCardell but lost out in the 1st turn

8-14-1953

when he battled through a loose spot at the top of the track.

Leadfoot Lou Johnson captured 5th honors by footing No. 40 in close behind Patterson.

George Harrison threw the left front wheel off Car 149 as he sizzled into the 4th turn in the 14th lap and expertly wheeled his mount into the infield. The wheel rocketed off the track, jumped the pit wall, bounced next to a car and over it, repeated over another and stopped against a trailer. No damage—but heads were ducking! J. R. Jones pulled into the backstretch infield and complained of also losing 33's front wheel in the 2nd turn.

The "Comet's" time for the 12½ mile battle was a wind-whipped 11 minutes and 26½ seconds.

1st 10-lap heat—Al Tasnady (9), Buck McCardell (411), Jim Hayes (3). Time—4:15.

2nd 10-lap heat—Jimmy Patterson (491), Eddie Adams (39), Lou Johnson (40). Time—4:47½. Johnson spun out in the 3rd turn on the first lap, causing Patterson to jump off the bank on his wheels to miss him. The restart proved the latter's old form as he jumped from last to 1st spot going into the 2nd turn.

3rd 10-lap heat—Johnny Roberts (7), J. R. Jones (33), Paul Walker (49). Time—5:2. Pee Wee Pobletts was a 2nd turn casualty in the 1st lap as he got caught in a traffic jam and spun to the infield. All eight cars made the restart.

4th event—10-lap consy—Bill Scott (2), Bob Langshaw (175), Fred Atkinson (24), Langshaw broadsid-

ed his mount in the 4th turn in front of Julius Beardsley's 95 and was pushed to the infield. The match was restarted Indian file at the beginning of the 3rd lap.

Time trial honors went to Buck McCardell (27 seconds), Jimmy Patterson (27.25 seconds) and Paul Walker and Al Tasnady (27.50 seconds).

Georgetown-Harrington Races To McCardell-Walker

NASCAR sanctioned Stock Car Racing during the past week featured two exceptional meets at the **Georgetown Speedway** on Thursday evening and the Harrington Raceway on Saturday evening with top feature honors going to two of the East's star modified jockeys, Buck McCardell, the "Conowingo Comet," and veteran chauffeur Paul Walker, of Lewes, Del.

Seventeen cars took Starter Tom Brown's Thursday evening "green highball" which saw McCardell's 411 in first position then and for the balance of the match, making it his 4th feature win. Al Tasnady nosed Car 9 up on his bumper several times but proved no match for Buck's barrelling mount or his clever "wheelmanship." Al was forced out with motor trouble in the 19th lap, whereupon, McCardell's twin car, No. 491, piloted by Jimmy Patterson, got on his trail with a blaze of speed but couldn't close the gap far enough to present a real threat.

At the checkered flag, the 3rd, 4th, 5th and 6th berth holders were Ken Marriott, driving 4-D; Pee Wee Pobletts, in 45; Lou Johnson, behind the wheel of Car 40, and Johnny Martin, barely stomping his roaring "Wayne" No. 191 in ahead of Eddie Adams' 39.

McCardell's time was 11 minutes and 32½ seconds for the 12½ mile banked, clay course.

1st 10-lap heat—Al Tasnady (9), Buck McCardell (411), Jimmy Patterson (491). Time—4:47¼.

2nd 10-lap heat—Paul Walker (49), Ken Marriott (4-D), Blackie Rider (97). Time—4:46.

3rd 10-lap heat—Johnny Martin (191), Pee Wee Pobletts (45), Eddie Adams (39). Time—4:49. George Harrison lost 149 in the 2nd turn and spun into the infield only long enough to straighten out and be off again. Pobletts footed his mount out

of the 4th turn and into the checker, stuck on Martin's bumper, and as they crossed the finish line he was within a wheel-length of snaring the honors.

4th event—10-lap consy—Erv Streets (36), Horace Williams (141X), George Harrison (149). Time—4:52.

Qualifying honors were garnered again by McCardell as he turned the ½ mile in 28.25 seconds. Al Tasnady, Ken Marriott, Pee Wee Pobletts, Paul Walker and Johnny Martin tied for 2nd laurels at 28.50 seconds.

The benefit match promoted by the Harrington Volunteer Fire Co., Inc., drew a top-notch field of motor jockeys at the ½ mile Fairground track to put on a highly-competitive and lightning match.

Walker drew 2nd starting position at the drop of the green and quickly jumped Car 49 into a narrow lead over Sonny Strupp's 104. A consistent battle prevailed for 20 laps with Walker finishing by a still-close 4 lengths. Paul's ounce-more of speed and driving experience netted him the crown for the first time this year and over an 18-car field.

Lou Johnson breezed through for 3rd money in Car 4-D with Johnny Martin battling every inch of the way to put 191 ahead of him. Fifth place honors were captured by Art Scott's Car 101.

Walker's time for the grind was 11 minutes and 49 63/100 seconds.

Buck McCardell's 411 dropped out in the 1st turn on the 1st go-round with transmission trouble while Jimmy Patterson wheeled 491 to the pits later in the match with motor trouble. Bobby Courtwright spun Car 89 in the 3rd turn, jumped the steel guard rail into the infield and came on back out to make a noteworthy bid up until the 19th lap when he retired to the outside of the 3rd turn. Jim Hayes spun Car 3 from a commanding spot, in the 2nd turn, in the 17th turn-around, and was forced to bail-out and leave it for the balance of the event. J. R. Jones pulled the prize of the even-

ing when he fire-balled into the 3rd turn in the "21st," lost control and bulldozed 133 through the heavy "anchor" fence and out into the road.

1st 10-lap heat—Al Tasnady (9), Johnny Martin (191), Jim Metzler (34). Time—5:1 60/100.

2nd 10-lap heat—Buck McCardell (411), Paul Walker (49), Pop Taylor (4-D). Time—5:95/100. Walker gave McCardell a rough ride and caused him to drive "all-out" to hold his narrow lead.

3rd 10-lap heat—Bobby Courtwright (89), Jimmy Patterson (491), Joe Rosko (400). Time—5:6 6/10. Courtwright took the lead away from Patterson in some daring driving as he passed the rocketing 491 on the outside of the 3rd turn in the 8th lap.

4th event—10-lap consy—J. R. Jones (133), Jim Hayes (3), Art Scott (101). As the 7-car-start swung into the 1st turn on its 3rd lap, J. R. Jones, who was pedalling 133 to the limit and trying to move back up on the inside of George Harrison's 149, caught the corner of Harrison's bumper with his front, causing 149 to spin sideways, go up on end and over and follow by rolling over once on its side. He clambored out O.K. and the match was restarted Indian file at the beginning of the 3rd lap. Med Smith made a complete spin with Car 11 in the 3rd turn and was forced to leave it there for the duration.

The first four qualifying times were snared by Sonny Strupp (29.15 seconds), Paul Walker (29.27 seconds), Al Tasnady (29.67 seconds), and Johnny Martin (29.79 seconds).

A farmer wished to insure his barn and a few stacks.

"What facilities have you," asked the insurance man, "for extinguishing a fire in your village?"

The man pondered a little while. Finally he answered, "Well, sometimes it rains"

Tasnady Tops Auto Entries

8-26-1953

He'll Race At Georgetown Thursday

Al Tasnady of Atco, N. J., tops the speedy field of entries in tomorrow night's weekly stock car racing card at the **Georgetown Speedway**.

This NASCAR sanctioned program of modified and sportsmen vehicles will begin promptly at 8:30 p.m.

A 25-lap feature will be supported by a 10-lap consolation and three 10-lap heat races.

Tasnady returns with his blue and white No. 9 modified Ford coupe. The New Jersey speedster naturally will be after the feature purse which will make his 150-mile trip worth while.

Eastern Shore lead-foots are expected to give some stubborn opposition.

Paul Walker and Johnny Martin, both of Lewes, Del., finished 1-2 last Thursday.

The No. 49 Ford coupe will again be wheeled by Walker. This buggy is owned by Melvin Joseph, of Georgetown, former owner of the half mile banked clay track.

Martin is programmed to drive the Wayne Chevrolet Special, owned by Francis Warrington, Rehoboth Beach, Del.

Another hot possibility, is Johnny Roberts of Brooklyn, Md., who currently heads the Delaware NASCAR Sportsmen standings with 542 points. Ken Marriott of Baltimore, second ranking Delaware driver, will be another pedal-pusher to keep an eye on.

Lou Johnson of New Castle, Del., a fourth-place finisher last week, also will be back.

Al Tasnady to Drive In Georgetown Races

GEORGETOWN, Aug. 26—(Special).—Another topflight field of stock cars is expected tomorrow night when the **Georgetown Speedway** presents its weekly NASCAR-sanctioned program of modified and sportsmen racing.

Topping the list of entries is Al Tasnady, of Atco, N. J., who has been absent for the past two weeks. Al will be back driving a speedy blue and white No. 9 modified Ford coupe. He is expected to have plenty of competition from Paul Walker and Johnny Martin, both of Lewes.

Last Thursday, Walker took the checkered flag in the 25-lap feature for first place with Martin a close second.

Walker will be after his second consecutive win tomorrow, driving the modified No. 49 Ford coupe owned by Melvin Joseph of Georgetown. Martin will be behind the wheel of the Wayne Chevrolet Special owned by Francis Warrington, Jr., of Rehoboth Beach. 8-26-1953

Georgetown Win To Walker

Sixteen of the East's star hard-top chauffeurs roared into the 25-lap NASCAR-sanctioned feature event "green" at the **Georgetown Speedway**, Thursday evening, with Paul Walker, of Lewes, Del., holding his pole position for the entire route over several mighty bids by Buck McCardell and Johnny Martin during the opening laps.

Walker, behind the wheel of Melvin Joseph's 49, had widened his lead to 7 lengths by the 12th turn around and held on to it through the checker. He seems to have found the winning combination after taking two features in a row (Harrington and Georgetown) and after suffering innumerable defeats previously.

There were 5 cars in a row vying for Walker's spot until the 12th—Martin's 191, McCardell's 411, Pee Wee Pobletts' 45, Lou Johnson's 4-D and most surprising of all, Joe Weatherly's 8. What caused the National Modified champion to run and finish a belated 5th is anyone's guess, but several opinions blame it on his motor.

McCardell's motor "went up" at the half-way mark and he was forced out, leaving 2nd to 6th finishing spots to Martin, Pobletts, Johnson, Weatherly and Leo Vierkorn's 55.

Walker's time for the 25-lapper was a torrid 12 minutes.

8-28-1953

1st 10-lap heat—Johnny Martin (191), Pee Wee Pobletts (45), J. R. Jones (133). Time—4:46. Bill Tanner ran Wally Mark's 1 too close to the infield hub in the 3rd turn and hung the front wheel in the bank and spun out.

2nd 10-lap heat—Paul Walker (49), Lou Johnson (4-D), Buck McCardell (411). Time—4:46 50/100.

3rd 10-lap heat—Joe Weatherly (8), Leo Vierkorn (55), Jim Hayes (3), Johnny Roberts (7). Time 4:45 25/100. Weatherly took the lead after the drop of the green as the pack swept out of the 1st turn. He came from last spot.

4th event—10-lap consy—Lawrence Tucker (2), Dick Twilley (41-X), Bob Hill (17). Time—4:48 50/100. Med Smith, in Car 11, narrowly missed garnering Hill's spot as he barrelled to within a wheel-length of it at the checker.

Top honors in the time trials went to Paul Walker and Bill Tanner (28.50 seconds) and Johnny Martin and Buck McCardell (28.75 seconds) for 1 turn of the fast 1/2 mile.

Paul Walker Wins Second Straight Feature

Paul Walker of Lewes, Del., won the second straight 25-lap feature stock car race last night at the **Georgetown Speedway**.

He was given a stiff argument by Buck McCardell of Conowingo, Md., the second place finisher. The lead changed hands three times.

A howling turnout of 1,662 spectators watched McCardell, starting from the pole position, hold the lead until the 16th lap. Walker, getting away from the second tier inside position, went to the front on the inside of the fourth turn.

McCardell came back to regain the lead on the back stretch of the

17th lap. Walker, wheeling No. 49, owned by Melvin Joseph of Georgetown, finally took over on the 23rd lap and was never challenged again.

Coming in third was Al Tasnady of Atco, N. J., followed by Pee Wee Pobletts of Randallstown and Bill Champion of Norfolk, Va.

The winning time was 11:31.50. The 10-lap consolation was won by Lawrence Tucker of Milford, Del.

This is the third straight feature win for Walker. He started the string at Harrington on Aug. 15 and followed with another victory five nights later at Georgetown.

There were 4 starters in last night's 25-lap windup.

The summary:
25-lap feature — 1. Paul Walk-

er, Lewes; 2. Buck McCardell, Conowingo, Md.; 3. Al Tasnady, Atco, N. J.; 4. Pee Wee Pobletts, Randallstown, Md.; 5. Bill Champion, Norfolk, Va.; 6. Johnny Martin, Lewes; Time 11:31.50.

10-lap consolation — 1. Lawrence Tucker, Milford, Del.; 2. J. R. Jones, Salisbury; 3. Medford Smith, Mipquadale, Del., Time 4:25.50.

Third 10-lap heat — 1. Pobletts; 2. Lou Johnson, New Castle, Del.; 3. Bob Hill, Wilmington, Del., Time 4:21.

Second 10-lap heat — 1. McCardell; 2. Champion; 3. Johnny Roberts, Randallstown, Md. Time 4:21.50

First 10-lap heat — 1. Walker; 2. Martin; 3. Hill. Time 4:22.25.

9-1-1953

Georgetown Speedway

Changes Racing Night

GEORGETOWN, Sept. 1—(Special).—Charles Herbert, owner and promoter of **Georgetown Speedway**, has announced a change in racing nights for the track. Formerly operating on Thursday nights, the speedway this Saturday will run modified an sportsmen stock car races each Saturday night until the close of the season.

There will be no races this Thursday. The speedway will continue to operate under the NASCAR banner.

Walker Defeats McCardell At Georgetown



9-4-1953

Paul Walker, winner of three feature races at the Georgetown Speedway, is pictured following Thursday evening's victory. Staff Photo

Stock Car Racing fans gave a rousing cheer to Paul Walker, of Lewes, Del., as he captured his third straight 25-lap feature at the ½ mile Georgetown Speedway, Thursday evening, narrowly warding off a torrid challenge by the "Conowingo Comet," Buck McCardell.

Buck stomped Car 491 into the lead as NASCAR Starter Tom Brown dropped the green flag on a 14-car start and, followed by Walker in 49, headed the pack for 21 laps. Paul screamed through every turn and almost captured the lead several times as the two maintained their blistering "traffic-run." An ounce more speed out of 49's modified plant against a beautifully-running but new motor in 491 awarded a close

finish to Walker in a scorching 11 minutes and 31 50/100 seconds. Stacking up in 3rd, 4th, 5th, 6th and 7th berths were Al Tasnady (9), Pee Wee Pobletts (45), Bill Champion (14), Johnny Martin (191) and Johnny Roberts (7).

Bob Hill dropped his right rear wheel in the 3rd turn in the 15th lap but managed to coax Car 17 into the grandstand infield.

Al Tasnady and his mechanics deserve much consideration and praise for their lightning driving and speedy reconditioning of Car 9. Tasnady was leading the field in the 8th lap of the 3rd 10-lap heat when his right front spindle broke as he was battling to hold his honors over a strong challenge by Pee Wee Pobletts, and he executed an abrupt but skillful jump off the 3rd turn bank. The car was rapidly hauled into the pits where the crew of three set about to ready the car for its feature bid. The repairs were completed in the nick-of-time, speedily, carefully and with remarkable precision. Al was forced to start in last spot but steadily clicked off positions until he was running 5th as the leaders barrelled in for the checkered flag. This is where he turned on and wheeled through an almost fender-scraping hole to finish a breath-taking 3rd

by a wheel.

9-4-1953

Holding down 8th spot in the National Modified Circuit, Bill Champion, and other top-point men who come to Georgetown to fall short of everyone's expectations, brings up a big question—Is their competition from "Delaware's Best" greater than elsewhere? Weatherly, Schneider, Thompson, DiRusso, Champion, Bohn and Roberts have all had a crack at top feature honors at the ½ mile banked, clay oval but have never "taken over"—this is not because they didn't try, although breakdowns accounted for three bids being lost. One thing is certain, for experts at the wheel and lightning speed, they really gave their competition a rough time!

1st 10-lap heat—Paul Walker (49), Johnny Martin (191), Bob Hill (17). Time—4:22¼.

2nd 10-lap heat—Buck McCardell (491), Bill Champion (14), Johnny Roberts (7). Time—4:21½.

3rd 10-lap heat—Pee Wee Pobletts (45), Lou Johnson (40), Bob Hill (17). Time—4:21.

4th event—10-lap consy—Lawrence Tucker (21), J. R. Jones (133), Med Smith (11). Time—4:25½.

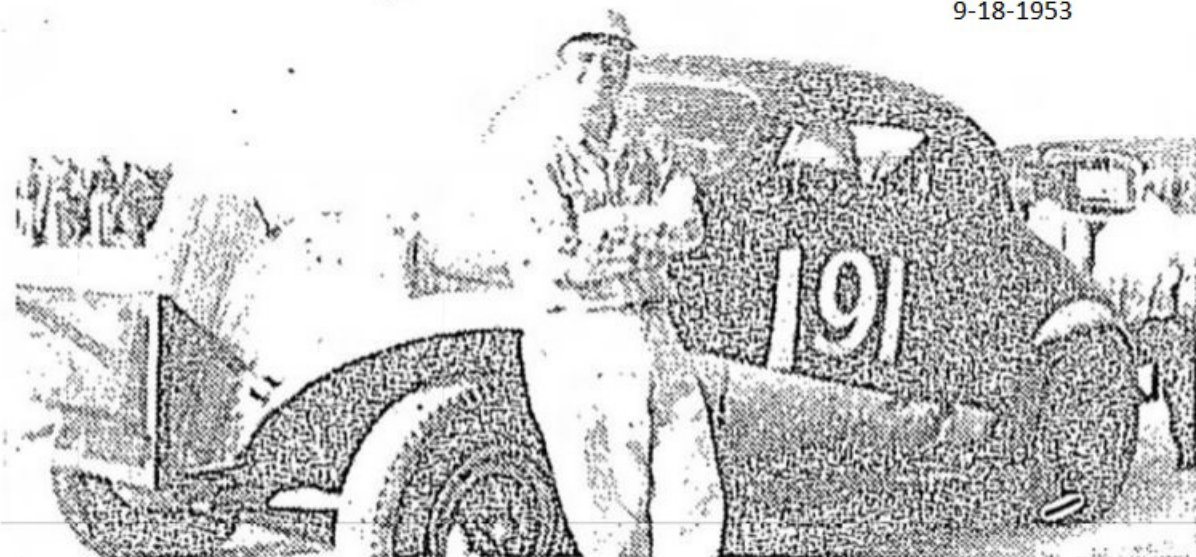
Five champions were timed at 28 seconds in the qualifying lap: Johnny Martin (191), Buck McCardell (491), Al Tasnady (9), Paul Walker (49), and Bill Champion (14).

It was announced by Georgetown Speedway's Promoter Charles Herbert that the sanction date had been changed to Saturday evening at 8:30 p. m. effective September 5 for Modified and Sportsmen Stock Car Racing under the NASCAR banner.

Sportsmen qualifying will be held at the Georgetown Speedway on September 19 for starting positions in the 100 mile National Sportsmen Championship at Langhorne Speedway on October 11.

Martin "Waynes" To 2nd Georgetown Checker

9-18-1953



Johnny Martin, of Lewes, Del., wheeled his roaring Wayne-powered Chevrolet No. 191 into a narrow and fireballing finish Saturday evening, to sew-up his 2nd NASCAR-sanctioned 25-lap feature win of the season on the fast $\frac{1}{2}$ mile dirt of the **Georgetown Speedway**.

The popular veteran wheel-jockey gained absolute control of the event in the 24th lap as Leadfoot Lou Johnson was plagued with a flat tire on Car 40. He had been challenging Johnson for 4 laps, following Buck McCardell's abrupt absence from the match.

As the cars were started according to track points, the more powerful mounts were in the rear and Johnny Karp's 1 was the first to barrel to the front of the pack. The lead see-sawed back and forth over the $12\frac{1}{2}$ mile course and changed hands 8 times between Karp, Johnson, McCardell's 491, Ken Marriott's 25 and Martin. Keen competition highlighted this event as one of the outstanding of the season—a torrid fender-to-fender, wheel-to-wheel and bumper-to-bumper battle.

Karp was forced out in the 10th turn around with tire trouble while McCardell's right front spindle gave way in the 20th lap and he tumbled

off the 1st turn bank. The car was slightly damaged and Buck climbed out OK but dejected after losing a hard-fought first spot.

One restart was necessary for the feature as Bob Langshaw spun Car 175 in the 2nd turn and in the midst of a tightly-bunched 14-car start.

Ken Marriott fiercely pedalled Car 25 across the finish line in pursuit of Martin to garner 2nd money while Lou Johnson finished in 3rd on his flat tire. Fourth berth went to throttle-stomping Horace Williams' No. 41 and 5th to Jim Hayes, driving Car 3.

The time was a full 2 minutes slower than last week—12 minutes and 1 second.

1st 10-lap heat—Bob Hill (17), Horace Williams (41), Med Smith (11). After finishing a thrilling race, Hill pulled into the pits and barely made his parking spot as his right rear axle slid out to full length.

2nd 10-lap heat—Johnny Martin (191), Ken Marriott (25), Johnny Karp (1). Paul Walker suffered a crushing blow as he wound Car 49 out of the 4th turn intent on lapping Barney Powell's 14 on the outside. Powell's car spun slightly in front of 49 and Paul struck 14's right rear wheel with his left front caus-

ing the tire to leave the wheel and roll down the grandstand stretch while his own tire blew and he scrambled into the infield along with Powell. This bump caused mechanical trouble and put a damper on Paul's bid for feature honors.

Martin managed to squeeze a few more "horses" from his laboring "Chevie" at the down-sweep of the checker and warded off Marriott's last desperate challenge by $\frac{1}{2}$ car length, much to the delight of the 1710 cheering fans.

3rd 10-lap heat—Buck McCardell (491), Lou Johnson (40), Tom Langshaw (19). Buck put on a display of fine wheelmanship as he slipped past Johnson in the 3rd turn of the last lap and romped on in to victory.

4th event—6-lap Pursuit—Horace Williams (4), Tom Langshaw (19), Bob Langshaw (175).

Drivers Can Qualify For Langhorne Race

Drivers racing tonight at the **Georgetown Speedway** have an opportunity to qualify for the 100-lap National Sportsman championship race on Oct. 11 at the Langhorne (Pa.) Raceway.

The first sportsmen car across the finish line in the 25-lap feature event is assured of a starting place in the Langhorne classic.

This main event will again include mixed sportsmen and modified entries. There will be no time trials. The first race is carded for 8:30 p.m.

Johnny Martin of Lewes, Del., won last week's 25-lap windup after getting the best of Lou Johnson in a fender-to-fender stretch duel. The lead changed hands eight times with either Martin, Johnson, Ken Marriott or Buck McCardell going to the front. 9-19-1953

Keller First In Georgetown "25"; Simonet Sportsman Qualifier

9-25-1953

Al Keller, eleventh in the National Modified Point Standings, of Butler, N. J., toured to the **Georgetown Speedway** Saturday evening and latched on to the 25-lap NASCAR-sanctioned feature event with a brilliant show of driving over Leadfoot Lou Johnson's 40.

Al took over top honor spot in the 7th lap and warded off scores of blistering challenges by Johnson and Johnny Martin's 191.

This was the first time since the opening meet that a NASCAR point man (of the 1st 20) has garnered a main event on the fast $\frac{1}{2}$ mile banks and Al literally fired the dirt as he wheeled 88 over the route.

Close in on Martin's bumper for 4th money was Paul Walker in Car 4-D with Norris Reed footing Car 41 through for a rocketing 5th.

Joe Simonet brought Car 2A into a clean 6th to capture the honors for 1st Sportsman and qualified for a starting position in the 100-mile National Sportsman Championship grind at Langhorne Speedway on Oct. 11.

The crowd thrillers were begun by Dick Twilley as he sat 41-X down on all-fours off the 3rd turn and mounted the bank in the 4th to continue his bid.

Eddie Adams ran away from his right rear wheel and axle out of the

4th turn, in the 5th lap, and expertly whipped Car 39 into the pits while his "loss" set a speed record down the grandstand stretch, ran off the 1st turn and bounced over the fence on out into a field across the road. No one or no vehicle in the parking area was damaged, but Eddie, who was closing the distance into 3rd berth, was dejected.

Wild Bill Brown took another turn for the worse by blowing his right rear tire and broadsiding to a stop across the 4th turn. All the 18-car field got past by some remarkable wheel-spinning except Jim Hayes' 3 who struck No. 8's rear fender and completely blocked the track. Both cars made the restart that was continued in the 18th lap.

1st 10-lap heat—Al Keller (88), Wild Bill Brown (8), Joe Rosko (400). Time—4:49. Erv Streets lost a sweet-running 119 off the 3rd turn and rolled 4 times, demolishing it. He scampered out with a scratched arm, making plans for running again as soon as possible.

2nd 10-lap heat—Eddie Adams (39), Paul Walker (149), Johnny Martin (191). Time—4:46 $\frac{3}{4}$.

3rd 10-lap heat—Lou Johnson (40), Paul Walker (4-D), Al Tasnady (204). Time—4:47 $\frac{3}{4}$. The first three finishers see-sawed back and forth with Walker in 3rd in the 2nd turn of the 9th lap, to 1st in the 3rd turn and nosed out by Lou Johnson at the checker.

4th event—10-lap consy—Norris Reed (41), Med Smith (11), Buddy Killen (77). Time—4:50 $\frac{1}{2}$. Galen Griffith slid Car 33 off the 3rd turn and rolled twice, crawling out OK.

Johnson Takes Stock Car Event

9-28-1953

Wins Feature At Georgetown Track

Lou Johnson of New Castle, Del. won the 25-lap stock car racing feature on Saturday night at the **Georgetown Speedway**.

Starting from the scratch position he took over in the sixth lap from J. R. Jones of Salisbury. Close on his heels was Erv Street of Wilmington, who dropped out on the 22nd lap with engine trouble.

Street was piloting the buggy formerly owned by Frankie Schneider, 1952 NASCAR Sportsmen Division titlist. Tommy Elliott of Bloomfield finished second after Street conked out.

Johnny Martin of Lewes and Jim Delaney of Bloomfield N. J., crashed into the retaining wall in front of the grandstand with but 100 yards left of the race. The two cars were completely demolished but the drivers escaped uninjured.

Johnson, who toured the course in 11 minutes and 47 seconds, also

won the second 10-lap heat in 4:45.35.

Horace Williams of Bridgeville won a special three-lap match race from Norris Reed of Denton.

George Harrison of Georgetown finished ahead in the 10-lap sportsmen race, another special event. Dick Twilley of Magnolia, Del., came in second.

The paid attendance was 1,752.

The results:

25 lap feature — 1. Lou Johnson, New Castle, Del., 2. Tommy Elliott, Bloomfield, N. J., 3. Dick Twilley, Magnolia, Del., 4. Paul Walker, Lewes, Del., 5. Hap Oliver, New Castle, Del., 6. J. R. Beardsley, Farnhurst, Del., Time 11:47.

Three-lap match race — 1. Horace Williams, Bridgeville, Del., 2. Norris Reed, Denton.

10-lap Sportsmen Feature — 1. George Harrison, Georgetown, Del. 2. Dick Twilley; 3. J. R. Jones, Salisbury. Time 4:56.10.

Third 10-lap heat — 1. Walker; 2. Harrison; 3. Oliver. Time 4:51.30.

Second 10-lap heat — 1. Johnson; 2. Jim Delaney, Bloomfield, N. J., 3. Dick Twilley, Magnolia, Del. Time 4:45.35.

First 10-lap heat — 1. Johnny Martin, Lewes; 2. Erv Street, Wilmington, Del., 3. Elliott. Time 4:53.55.

Johnson Wins At Georgetown

10-2-1953

Georgetown, Del. — For the first time this season at the **Georgetown Speedway** it was Lou Johnson of New Castle, Del. in the winner's circle of the weekly stock car racing card last Saturday night. Johnson took the checkered flag in the 12 and one-half mile, 25-lap, feature event in 11 minutes and 47 seconds driving the speedy No. 40 Modified Ford coupe owned by C. A. Brown of Hyattsville, Md.

Johnson, starting in scratch position in a field of 14 starters in the feature, worked his way steadily to the front taking the lead on the sixth lap from J. R. Jones of Salisbury, Md. Johnson was followed closely by Erv Streets of Wilmington, Del. driving the Modified Ford formerly owned by Frankie Schneider. Streets was forced to drop from the race with engine trouble on the 23rd lap allowing Tommy Elliott of Bloomfield, N. J. to move into second position.

As Johnson and Elliott received the checkered flag from starter Tom Brown, Johnny Martin and Jim Delaney came roaring out of the fourth turn side by side fighting for third spot but somehow the two speedy stocks got tangled together and went screaming into the retaining wall in front of the grandstand. The cars, with another 100 yards to go to the finish, hit the wall with such force that they were completely demolished, but luckily both drivers climbed from their much battered and torn mounts uninjured. Martin was driving the Wayne Chevrolet Special (No. 191) owned by Francis Warrington, Jr. of Rehoboth Beach, Del. while Delaney was chauffeuring the No. 80 Modified Ford owned by Millard Wright of Montclair, New Jersey.

The winners of the feature event last Saturday night were: 1. — Lou Johnson, New Castle, Del.; 2. — Tommy Elliott, Bloomfield, N. J.; 3. — Dick Tilley, Magnolia, Del.; 4. — Paul Walker, Lewes, Del.; 5. — Hap Oliver, New Castle, Del.; 6. — J. R. Beardsley, Farnhurst, Del.

Johnson First In Georgetown Stocks

10-2-1953

The NASCAR-sanctioned 25-lap feature event at the **Georgetown Speedway** on Saturday evening was claimed by Leadfoot Lou Johnson, of Newcastle, Del., as he streaked to the front of a 14-car field in the 6th lap, maintaining an unchallenged and blistering pace to the checker.

This was Lou's first feature win of the season on the fast 1/2 mile dirt banks although he's participated in nearly every meet, turning in some excellent times and fast wheeling in Car 40.

Second to Lou, and almost 1/4 track behind, was Tommy Elliott in Car 505 with Dick Twilley nosing No. 41X into 3rd after a gallant wheel-battle with Paul Walker's 49. Hap Oliver swung Car 03 through the last few turns to capture 5th.

George Harrison went high in the 2nd turn in one of the opening laps and took Car 149 off on its wheels, only to plod around the outside and mount the back-stretch to resume competition, 1 lap behind.

Med Smith piled Car 11 into the side of J. R. Beardsley's 95 in the 4th turn and they made a complete spin side-by-side into the infield, both recovering to finish the match.

The one that put everyone on the defensive took place in the 24th lap, as the leaders were driving the 4th turn at top speed to make final bids for checker honors. Jim Delaney,

driving No. 80, was riding hard and fast on the inside of Johnny Martin's 191 when the car suddenly rammed Martin and forced him into the unresponsive dirt bank near the pit entrance. Delany could have hit a bump or suffered some mechanical trouble, but the car definitely went out of its way to cause the terrific crash. After Martin hit the wall with his right front and bounced, Car 80 spun sideways and slid into the rear of the "Wayne" as it came to a jolting halt following the second impact. This pushed the side of Delany's car half-way through to the driver's seat and it drifted on down into the infield as finishing cars went crazily past on their way to the checker. Neither of the two drivers were injured and the field passed through the melee in lightning-fast form without a hitch.

Johnson's winning time was 11 minutes and 47 seconds.

1st 10-lap heat—Johnny Martin (191), Erv Streets (X), Tommy Elliott (505). Time—4:53 55/100. J. R. Beardsley was having trouble controlling a rejuvenated 95 and lost it off the 1st turn on all-four. A breath-taking finish had them all jammed up in bids for the top-honor spot and proved to be the most highly-competitive of the heats.

2nd 10-lap heat—Lou Johnson (40), Jim Delany (80), Dick Twilley (41X), Norris Reed (41). Time—4:45 35/100.

3rd 10-lap heat—Paul Walker (49), George Harrison (149), Hap Oliver (03). Time—4:51 30/100. Walker and Harrison were trying to out-do one-another at various stages and swept past Oliver, one on each side, in the 8th lap with Harrison almost stealing the show.

4th event—10-lap Sportsmen match—George Harrison (149), Dick Twilley (41X), J. R. Jones (86). Time—4:56 10/100. Barney Powell hung the left front wheel of Car 14 in the infield dirt, losing control and laying the car over on its side in the 9th lap.

3-lap match race—Horace Williams (38), Norris Reed (41). Reed threw his right rear wheel in the 4th turn and it bounced twice in the pits and on out into the parking lot. Ironically, it struck the automobile owned by the owner of Car 41 and mashed the door of a new Hudson parked next to it.

Jones Is No. 1

10-7-1953

Sussex Driver

Speedway Ratings Released By NASCAR

J. R. Jones of Salisbury is leading the point standings at the **Georgetown Speedway**, according to the headquarters of the National Association for Stock Car Racing, Inc., in Daytona Beach, Fla.

The local speedster, piloting No. 86, a 1934 Ford coupe has finished three times in second and third place positions. This vehicle is owned by Richard Parker of Salisbury.

Jones also won sportsmen division money once with No. 33, a 1937 Chevrolet, owned by Floyd Trice, also of Salisbury.

The Standings:

J. R. Jones, Salisbury	262 pts.
George Harrison, Georgetown	228.
Tom Langshaw, Wilmington	216.
Medford Smith, Minquadale	214.
J. Roberts, Brooklyn, Md.	188.
Horace Williams, Bridgeville	178.
Jim Hayes, Milford	168.
Eddie Adams, Rising Sun	150.
L. Tucker, Farmington, Del.	82.
Ken Marriott, Baltimore	80.

Keller Wins 25-Lap Feature

He Scores Victory At Georgetown

10-5-1953

Al Keller of Green Acres City, Fla., won the 25-lap feature at the **Georgetown Speedway** on Saturday evening before 1,710 spectators.

He was again wheeling No. 88 a modified ford coupe, owned by John Bohlander of Bloomfield, N. J. He won again last night at Wilmington.

Kellar has yet to lose an event at Georgetown, winning two features and a pair of 10 lap heats. He toured the 25-lap course in 11:21.40 to out-distance a 20-car field.

Starting in the 11th position, the Florida speedster went to the lead on the ninth lap and stayed in front for the distance.

Johnny Roberts of Baltimore, starting at the pole, took the lead for the first lap before Jimmy Delaney overtook him.

Delaney came in second followed by Lou Johnson and Tommy Elliott.

There was one wreck in the feature. Medford Smith of Minquandale, Del., went over the bank between the first and second turn. He came out without an injury although the car rolled over several times.

Keller won the first 10-lap heat with Delaney again trailing in the second spot.

The 10-lap consolation was won by Paul Walker of Lewes, Del. Bill Brown of Salisbury came in second and Jim Hayes of Milford, third.

The summary:

25 lap feature — 1. Al Keller, Green Acres City, Fla., 2. Jim Delaney, Bloomfield, N. J., 3. Lou Johnson, New Castle, Del., 4. Tommy Elliott, Bloomfield, N. J., 5. Sam Dirusso, Chester, Va., 6. Ray Hendrick, Richmond, Va., Time 11:21.40

10-lap consolation — 1. Paul Walker, Lewes; 2. Bill Brown, Salisbury; 3. Jim Hayes, Milford, Del. (no time)

Third 10 lap heat — 1. Buck McCardell, Conowingo; 2. Ken Marriott, Baltimore; 3. Earl Bryant, Norfolk, Va. Time 4:40.20.

Second 10-lap heat — 1. Lou Johnson; 2. Elliott; 3. Diruso. Time 4:39

First 10-lap heat — 1. Keller; 2. Delaney; 3. George Swain, Norfolk, Va.

Powell, Streets Enter Georgetown Stock Race

GEORGETOWN, Oct. 9 — (Special).—The latest entries to arrive at **Georgetown Speedway** for tomorrow night's 50-lap double point championship race include Ken Marriott, Baltimore; Barney Powell, Minquandale; Erv Streets, Wilmington; Tommy Elliott, Bloomfield, N. J., and Pee Wee Pobletts of Randallstown, Md.

Streets will be driving his same car, a 1938 Ford formerly owned by Frankie Schneider with Elliott in command of the fast 1937 Modified Ford (No. 505) owned by Ralph Baker of Wilmington. 10-9-1953

2,500 Expected For Car Races

Leading Drivers Are Entered

10-10-1953

A crowd of 2,500 is expected to view tonight's 50-lap double point NASCAR championship race at the **Georgetown Speedway**.

Some of the leading stock car drivers in east have submitted entries. Among them are Tommy Elliott, Bloomfield, N. J., Erv Streets of Wilmington; Pee Wee Pobletts, Randallstown, Md., Buck McCardell, Conwingo; Lou Johnson, New Castle, Del., and Barney Powell of Minquandale, Del., and Ken Marriott, Baltimore.

Also in the whirl will be J. R. Jones of Salisbury, currently leading the **Georgetown Speedway** with 262 points. He will again be wheeling No. 33, a Chevrolet sportsmen-type buggy, owned by Floyd and William Trice of Salisbury.

Elliott is programmed to be driving No. 505, a 1937 Modified Ford, owned by Ralph Baker of Wilmington.

Marriott is expected to be piloting No. 25, a Modified Ford coupe owned by the Delaware Block Co. of New Castle, Del.

Pobletts returns with K-9, a 1937 Ford owned by Jim Bradshaw of Baltimore. This is the same buggy that Marriott drove to victory in the police benefit race at Georgetown in August.

Streets will be gunning the same vehicle, a 1938 Ford, formerly owned by Frankie Schneider.

The feature 50-lapper is supported by three 10-lap heats and a 10-lap consolation. The first race is scheduled for 8:30 pm.

Keller Takes Track Victory

10-12-1953

Scores In 50-Lap Georgetown Feature

Al Keller did it again Saturday night at the **Georgetown Speedway**. He won the 50-lap stock car feature of the double point NASCAR sanctioned event.

A disappointing crowd of 1,891 watched the Green Acres City, Fla., lead-foot win his third feature triumph within five weeks at the Georgetown oval.

Keller, starting in the 13th position, went to the front on the 24th lap, passing Ken Marriott of Baltimore. Gene Cook of Kannapolis, N. C., was the early leader.

The winner was again behind the wheel of No. 88, a 1939 Modified Ford coupe, owned by John Bohlander of Bloomfield, N. J.

Marriott came in second followed by George Swain of Norfolk, Va., and Tommy Elliott, Bloomfield, N. J.

Keller toured the 25-mile course in 23:3.5. He previously won the third 10 lap heat in 4:42.80.

The summary:

50-lap feature — 1. Al Keller, Green Acres City, Fla., 2. Ken Marriott, Baltimore; 3. George Swain, Norfolk, Va., 4. Tommy Elliott, Bloomfield, N. J., 5. George Harrison, Georgetown; 6. Art Scott, Morristown, N. J. Time 23:3.75.

10-lap consolation — 1. Sam DiRusso, Chester, Va., 2. Paul Walker, Lewes, Del., 3. J. R. Jones, Salisbury. (no time)

Third 10-lap heat — 1. Al Keller, 2. Al Tasnady, Atco, N. J., 3. George Swain. Time 4:42.80.

Second 10-lap heat — 1. Erv Streets, Wilmington, Del., 2. Marriott, 3. Lou Johnson, New Castle, Del., Time 4:41.

First 10-lap heat — 1. Earl Bryant, Portsmouth, Va., 2. Elliott, 3. Elwood Tucker, Bridgeville 4:44.10.

Georgetown Laurels Donned By Keller

10-16-1953



Top honors in the 50-lap Double-Point Championship feature grind Saturday night at the fast ½ mile **Georgetown Speedway**, went for the 3rd time to Al Keller, of Green Acres City, Fla.

Al took the green in 13th berth and forged into the lead as the event passed the ½ way mark, by nosing out Ken Marriott's 25. His clever wheeling through a 19-car field was something to behold for he never once slacked 88's blistering pace until NASCAR Starter Tom Brown fanned the checkered flag.

Marriott brought up a cool 2nd spot, George Swain claimed 3rd in Car 00, 4th went to Tommy Elliott in No. 505, and 5th to George Harrison's 149.

Keller blasted over the 25-mile course in 23 minutes 3¾ seconds.

1st 10-lap heat—Earl Bryant (27), Tommy Elliott (505), Ellwood Tucker (38). Time—4:44 10/100.

2nd 10-lap heat—Erv Streets (119), Ken Marriott (25), Lou Johnson

(40), Norris Reed (41). Time—4:41. Paul Walker hopped Car 49 onto the edge of the 2nd turn infield in the 1st lap and sat out the event.

3rd 10-lap heat—Al Keller (88), Al Tasnady (204), George Swain (00). Time—4:42¾. This event saw Keller, Tasnady, Swain and Johnson exchanging the 1st 4 positions in every turn and proved to be one of the outstanding ones of the evening.

4th event—10-lap consy—Sam Di Russo (78), Paul Walker (49), J. R. Jones (133). Jim Hayes blew the left rear tire on Car 3 and spun with Barney Powell's 14 in the 4th turn. Powell dodged out of danger while Hayes bailed out of 3, leaving it cross-ways of the turn. The race was red-flagged and restarted in position at the start of the 5th lap.

There will be no racing at the **Georgetown Speedway** tomorrow night, October 17. Racing will resume on Oct. 24 at 8:30 p. m. with the top names in Stock Car Racing on hand. Staff Photo

Modified Qualifying At Georgetown Speedway

10-23-1953

NASCAR Modified Qualifying for the West Palm Beach, Fla., Championship event on Nov. 29 has been scheduled for Saturday night, Oct. 29, at the **Georgetown Speedway**, according to Promoter Charles Herbert.

A torrid battle is in the offing to see who can out-drive the power-packed competition to be the first modified car to claim Starter Tom Brown's checkered flag.

Speed and thrills are promised!



LOCAL SPEEDSTER. J. R. Jones of Salisbury is a possibility to compete in tonight's star-studded stock car racing program at the Georgetown Speedway where he is currently the leading driver of the sportsmen's division.

10-24-1953

Races Carded At Georgetown

10-24-1953

Winner To Qualify For National Event

Another crowd-pleasing entry list of drivers again features tonight's stock car racing program at the Georgetown Speedway.

The first modified car across the finish line in the 25-lap feature qualifies for the National Modified championship at West Palm Beach, Nov. 29.

A supporting card includes one 10-lap consolation and three 10-lap heats.

An 8 p.m. start is scheduled.

The current modified leader of the half mile banked track is Lou Johnson of New Castle, Del. He is expecting some stiff opposition again from such speedsters as Buddy Shuman of Charlotte, N.C., currently ranking 11 of the NASCAR standings; Earl Bryant, Portsmouth, Va., current occupant of 18th place of the NASCAR ratings; Barney Powell, Minquadales, Del., Paul Walker, Lewes, Del., Irv Streets, Wilmington, Del., and George Swain of Norfolk, Va.

All drivers mentioned have submitted entry blanks, according to Bob Bennett, track publicity director.

Another possibility is the popular J. R. Jones of Salisbury, the track's leading sportsmen's driver.

Shuman is expecting to receive a lot of attention from the spectators since he inked a world's stock car one lap record of 121 MPH.

Stock Cars To Roll Tonight On Sussex County Track

10-31-1953

There will be a big traffic jam tonight for sure at the Georgetown Speedway where another crowd pleasing stock car racing program has been programmed.

The modified winner of the 25-lap feature qualifies for the National Modified championship at West Palm Beach, Fla., Nov. 29. Last Saturday's feature was rained out.

A supporting card includes one 10-lap consolation, and three 10-lap heats.

An 8 p.m. start is scheduled. Another bumper crop of entries has submitted applications, according to Robert J. Bennett, the track publicity director. "Last week's rainout ruined a good show," he said. "There were upwards of 40 cars booked. We expect the same buggies tonight."

Lou Johnson of New Castle, Del., is the hot favorite of many Eastern Shore racing bugs. He's the current modified point leader of the Georgetown track.

Stiff opposition is expected from

such established leadfoots as Buddy Shuman of Charlotte, N. C., currently ranking 11th in the NASCAR standings; Earl Bryant, Portsmouth, Va., current occupant of 18th place in the NASCAR ratings; Barney Powell, Minquadale, Del.; Paul Walker, Lewes; Irv Streets, Wilmington; and George Swain, Norfolk, Va.

That's just the start of the free wheeling entry list.

Not to be overlooked is Horace Williams of Bridgeville. He is expected to pilot the popular 4D, owned by Preston and Milton Niblett of Gumboro. Williams recently gave an eye-catching performance during the 100-mile race at Langhorne, Pa., before conking out because of motor trouble.

Another certainty is Salisbury's J. R. Jones, the track's leading Sportsmens driver.

Shuman is expected to receive a lot of attention from the spectators since he inked a world's stock car one-lap record of 121 MPH.

Delaney Modified Qualifier At Georgetown

11-6-1953

Jim Delaney, Bloomfield, N. J., chalked up a brilliant win Saturday night at the Georgetown Speedway by "ticing-on" the 25-lap feature at the fast 1/2-mile oval and therefore qualifying for a starting position in the 100-mile National Modified Championship at the Palm Beach (Fla.) Speedway on Nov. 29.

Jim shoved John Bohlander's 88 into a commanding lead after picking off 5 of his toughest competitors and set a firey pace for 2nd spot holder, Eddie Adams, in Car 39. Despite Adams' heavy foot and clever wheeling, Delaney caught NASCAR Starter Tom Brown's checkered flag with 1/4 lap lead and the time of 11 minutes, 39 55/100 seconds.

Paul Walker kicked Car 49 over for 3rd money with George Swain's 00 and Erv Streets' 119 claiming 4th and 5th.

Lou Johnson and Woody Smith tangled cars 40 and 93 in the 3rd angle and executed one of the sea-son's most talented leaps off the turn side-by-side. Both cars were immediately piloted back on and continued their battle until Lou pulled to the back-stretch infield because of car trouble.

Eugene Cook dropped the left rear wheel off Car 188 in the 3rd turn and also sat his mount down off the turn on its wheels.

Earl Bryant threw his left front wheel into the pits as he barrelled Car 27 through the 4th turn and ran the last 3 laps on the hub to retain his position and finish 6th.

1st 10-lap heat—Erv Streets (119), Earl Bryant (27), Lou Johnson (40). Time—4:42%. Streets blasted past Bryant in the 3rd turn of the finish lap to take top honors and put on an excellent show of driving skill.

2nd 10-lap heat—Eugene Cook (188), Eddie Adams (39), Paul Walker (49). Time 4:41%.

3rd 10-lap heat—Ray Kable (45), Buck McCardell (491), J. R. Jones (33). Time—4:48%. Johnny Martin and Pee Wee Pobletts hung 191 and K-9 between the 1st and 2nd turns early in the event with Martin suffering a cut front tire caused by a following car who was striving to evade the spin. He retired to the pits, losing his battle with Pobletts for 3rd berth.

4th event—10-lap consy—Ed Lindturn (89), Johnny Martin (191), Johnny Roberts (90). Time—4:46%. Martin swung into a furious lead at the drop of the green with Lindsay on his tail. The latter shot by him in the 9th lap with a thrilling last-minute burst of speed.

11-2-1953

Jim Delaney Takes Georgetown Auto Race

Jim Delaney won the 25-lap stock car feature Saturday night at the Georgetown Speedway and qualified for the national modified championship at West Palm Beach, Fla., Nov. 29.

The Lyndhurst, N. J., entry was piloting No. 88, a modified Ford coupe owned by John Bohlander of Bloomfield, N. J. This speedy buggy previously won three features at the Georgetown track with Al Keller of Green Acres City, Fla., behind the wheel.

Delaney took over on the third lap of the 20 car field and stayed in front for the distance. J. R. Jones of Salisbury went to the front at the start but was overtaken on the second lap by Eddie Adams, who finished second to Delaney.

There were no major crack-ups. Earl Bryant of Portsmouth, Va., finished the race on three wheels. He maintained his sixth position although losing a wheel during the 22nd lap.

Delaney toured the 12½ mile track in 11 minutes and 33.25 seconds.

Horace Williams, a strong Bridgeville, Del., favorite was present at the track but didn't race. He was advised by his family physician to rest a bruised shoulder.

The injury happened last month at Langhorne, Pa., during a 100-mile modified race. Williams was in fifth position he 60th lap and he was cracked up by another car which blew a tire. There were 65 cars in this event.

Williams was to drive the popular 4D, owned by Preston and Milton Niblett of Gumboro, Del.

Chilly weather was thought to have held the crowd down to less than 1,000.

All the future Georgetown races

will take place on Sunday afternoons, it was announced today by Robert J. Bennett, the track publicity director.

Here's the summary 25-lap feature 1. Jim Delaney, Bloomfield, N. J., 2. Eddie Adams, Rising Sun; 3. Paul Walker, Lewes, Del., 4. George Swain, Norfolk;

5. Erv Streets, Wilmington, Del., 6. Earl Bryant, Portsmouth, Va., 7. Ray Kable, Baltimore; 8. Buck McCardell, Conowingo, Md. Time 11:39.55.

10-lap consolation 1. Ed Lindsey, Baltimore; 2. Johnny Martin, Lewes, Del., 3. Johnny Roberts, Baltimore. Time 4:46.70.

Third 10-lap heat 1. Kable; 2. McCardell) 3. J. R. Jones, Salisbury. Time 448.60.

Second 10-lap heat: 1. Earl Cook, Baltimore; 2. Adams; 3. Walker. Time 4:41.60.

First 10-lap heat: 1. Streets; 2. Bryant; 3. Lou Johnson, New Castle, Del., Time 4:42.40.

Stocks Race At Georgetown Sunday

11-13-1953

Georgetown, Delaware . . . The first afternoon of Sunday stock car racing scheduled for last Sunday afternoon at the **Georgetown Speedway** was postponed due to the huge snow storm that blanketed the East coast. The program that was originally scheduled for last week will be presented this Sunday afternoon, November 15, as the last racing card of the season at the **Georgetown Speedway**.

The first race is scheduled for 2:30 P.M. under the banner of the National Association for Stock Car Auto Racing (NASCAR). The afternoon's slate will be topped by a 25-lap feature event which will be preceded by three 10-lap heats and a 10-lap consolation.

The top battle next Sunday afternoon is expected to be between the first and second place drivers of Georgetown's Modified Division. Only eight points separate first place Buck McCardell of Conowingo Md. and second spot Lou Johnson of New Castle, Del. McCardell, with 536 points is expected to be driving the Modified Ford Coupe owned by Benjamin's Garage of Conowingo while Johnson, with 528 points, will be chauffeuring the No. 40 Modified Ford owned by Charles Brown of Hyattsville, Md.

Many other strong contenders for the Georgetown purse from the Eastern Circuit of NASCAR are also expected to be on hand to furnish plenty of competition to McCardell and Johnson in this final racing program for the season at the **Georgetown Speedway**, located 2 miles south of Georgetown, Delaware on Route 113.



GEORGETOWN ENTRY—One of the entries for the final day of racing this Sunday at **Georgetown Speedway** is that of Ery Streets of Wilmington. Georgetown will round out the stock car season with a five-event card clocked for a 2:30 p. m. start. 11-12-1953

Stock car standings released by NASCAR officials in Florida reveal that a few Wilmington-area drivers did quite well during the '53 season at the two Delaware tracks, Wilmington and **Georgetown Speedways**, and at nearby Mason-Dixon Speedway in Oxford, Pa. . . . Medford Smith, Minquadale, and Doug Carter, Wilmington, placed fifth and seventh, respectively, on the Wilmington point chart . . . Tom Langshaw of the Elsmere auto clan earned third honors at Georgetown with the busy Smith finishing fourth . . . Carter placed sixth at Mason-Dixon where the season title went to national champion Johnny Roberts of Baltimore . . . Roberts also set the point pace at Wilmington, Lanham and Westport, Md., and Richmond (Va.) Speedway.

11-25-1953

Final Georgetown Main Snared By Marriott



11-20-1953

Bennett Photo

Ken Marriott, popular Baltimore wheel jockey and holder of 19th spot in the National Sportsman Stock Car Division, outran an 18-car start in the 1953 season's final 25-lap speed battle on the $\frac{1}{2}$ mile banks of the **Georgetown Speedway**, Sunday afternoon.

Fighting the wheel of Car 45, Marriott steadily clicked off positions from 8th starting spot and took the victorious checker with a comfortable lead over throttle-stomping Eddie Adams' 39. Erv Streets footed Car 119 up two positions in the last lap to gain a hard-earned 3rd after losing and regaining positions 2 or 3 different times because of spin-outs or high slides. Paul Walker fought lap-by-lap to overtake the leaders and managed to pilot Car 49 into a narrow 4th, leaving 5th money to Parker Bohn's 52 and 6th to Johnny Martin's 191 "Wayne."

Marriott's time over the $12\frac{1}{2}$ mile course was a fiery 11 minutes $10\frac{1}{2}$ seconds.

One crash forced two of the top contenders out of competition between the 3rd and 4th turns early in the match when Streets broadsided at the top of the track, was struck and straightened up by Pee Wee Pobletts' K-9 who in turn hit his brakes and received a terrific blow in the rear by Joe Weatherly's 9, who was gaining on him at a blistering pace. The latter two cars retired to the pits and infield, respectively, with mechanical trouble. Weatherly, incidentally, is the top man in Stock Car Racing and from Norfolk, Va.

1st 10-lap heat—Joe Weatherly (9), Pee Wee Pobletts (K-9), Art Scott (101). Time—4:10 $\frac{1}{2}$. Running a barreling 1st in the 6th lap, Paul Walker spun Car 49 completely in the 2nd turn and continued on into the pits.

2nd 10-lap heat—George Swain (00), Eddie Adams (39), Erv Streets (119). Time—4:24 $\frac{1}{2}$. J. R. Beardsley lost Car 97 off the 3rd turn in a flying maneuver but regained his footing in the 4th turn and continued.

3rd 10-lap heat—Parker Bohn (52), Ken Marriott (45), Paul Walker (49). J. R. Jones put 133 out in front of the starting field and held it for 2 laps until Marriott got a little too close on his bumper and struck the left rear tire causing a blowout, with Jones pulling into the grandstand infield. George Harrison spun Car 149 into the 2nd turn infield and sat out the match. Ernie Tester lost No. 21 off the 3rd turn rear-first, made a complete roll and climbed out but collapsed on his right leg. After a check-up and some painting and dressing of minor scratches, he was declared OK and the race, which had been red-flagged, was restarted at the beginning of the 5th lap. Beardsley completed the 3rd heat excitement by spinning 97 into the infield between the 3rd and 4th turns, where he stayed.

4th event—10-lap consy—Ray Platte (58), J. R. Beardsley (97), Med Smith (15). Time—4:32 $\frac{1}{2}$.

Jones To Receive Sportsman Trophy At Georgetown

One of the main attractions at the opening of the **Georgetown Speedway** next month will be the presentation of a handsome three-foot NASCAR trophy to J. R. Jones, of Salisbury, Md. Jones ended the 1953 season as the Sportsman Champion on Georgetown's half-mile clay track. The second annual Northeastern NASCAR dinner-dance was held near Cedar Grove, N. J., at Frank Dailley's Meadowbrook last Friday night, but due to the absence of Jones the trophy was accepted on his behalf by Charles Herbert, owner of the **Georgetown Speedway**, and Bob Bennett, Publicity Director. Over 700 NASCARites from the northeastern section of the United States attended the banquet, at which time Bob Sall, NASCAR representative, and Nat Kleinfeld, Master of Ceremonies, presented trophies and NASCAR point fund checks to several drivers and car owners. 3-19-1954

Delmar Raceway Open Sunday; Dover, 17th; Georgetown, 23rd 4-2-1954

Promoter George W. Bower, of the Delmar Raceways, has announced the opening of the 1954 racing season for Sunday, April 4, at 2 p. m. The popular ½-mile dirt ovals will operate under a Modified and Sportsman sanction of NASCAR, with races every Sunday thereafter.

An amateur division has been added to NASCAR's ever-growing ranks for 1954—said division matches to be run on the short track at Delmar. The term Amateur is defined as a strictly-stock automobile, resembling its more powerful brothers externally only, but may have incorporated in the motor a racing cam.

Topping the rising list of entries is that of the 1953 National Sportsmen Champion, Johnny Roberts, of Brooklyn, Md. Other early entries from the Baltimore area include Pee Wee Pobletts, Ray Kable, Ed Lindsey, Marion Canupp, Walt Martin, Lou Bee, Vernon Kirk, Eddie Adams and Bob Whay. Many additional drivers and cars are expected from the Delaware, Virginia, New Jersey and Pennsylvania areas, including many of the same cars and drivers that participated in the races during NASCAR Speed Week in Daytona Beach, Florida, in February.

The New Capitol Speedway, on Route 13, north of Dover, has joined NASCAR ranks and with Townsend Tomlinson as promoter, will get under way with a Sportsman sanction on Saturday evening, April 17, under the arcs. This plant is a ½-mile dirt oval.

Charles Herbert, promoter of racing on the fast ½-mile clay banks of the **Georgetown Speedway**, has announced his Grand Opening for Friday evening, April 23, at 8:30, with a NASCAR Sportsman Stock Car sanction.

Georgetown Speedway To Open Friday Night

GEORGETOWN, April 21—(Special).—**Georgetown Speedway** will inaugurate its 1954 season Friday night, with Sportsmen stock car races under the sanction of NASCAR. The Speedway, located 2 miles south of Georgetown on Route No. 13, will operate every Friday night throughout the racing season with the first race scheduled for an 8:30 p. m. start each time.

One of the attractions Friday will be the presentation of a three-foot NASCAR gold trophy to J. R. Jones of Salisbury, Md. Jones finished the 1953 season as Sportsmen king of the Georgetown track. The Trice Brothers of Salisbury will receive a gold trophy as Jones car owner. Lou Johnson of Wilmington and his car owner, Charles Brown of Hyattsville, Md., will also be presented trophies. Johnson will get his trophy as 1953 Modified champ and Brown as his car owner. All presentations will be made by Charles Herbert and Bud Hill, NASCAR representative at Georgetown. 4-21-1954

GRAND
OPENING

4-16-1954

SPORTSMAN

**Georgetown
Speedway**

2 mi. S. Georgetown,
Del., on R. 113

**Friday Night
April 23 - 8:30**

**STOCK
CAR RACES!**



General Admission—\$1.00 (tax inc.)—NASCAR Sanctioned

**Salisbury Speedster Will Be
Honored At Georgetown Track**

4-22-1954

J. R. Jones of Salisbury will be honored tomorrow night at the **Georgetown Speedway** where the 1954 stock car racing season opens with a 70 - lap program.

The local speedster is to be presented a three foot NASCAR trophy which distinguishes him as the track sportsmen champion of the 1953 season.

Lou Johnson of Wilmington will also be awarded a similiar trophy for winning top honors of the Modified class last season.

The presentations will be made by Charles Herbert, track owner and Bill Hill, NASCAR representative at Georgetown.

Jones wheeled to title honors with a 1937 Chevrolet coupe owned by Floyd and Bill Trice of Salisbury.

He will be ready for action again tomorrow but in a different racing buggy, No. 86, a 1934 Ford coupe owned jointly by Jones, Mickey Buda and Richard Parker, all of Salisbury.

The half mile banked clay track is located two miles south of Georgetown on Route 113.

Many improvements have been made at the lower Eastern Shore racing plant including a fresh coat of paint on all the buildings, new planks in the grandstand, a fresh coating of clay on the track, new light poles installed and several additional arc lamps.

Still, another improvement now in progress is the erection of a new grandstand to seat an additional 1,000 spectators.

Georgetown And Capital Speedways Open Friday And Saturday Nights

4-23-1954

N A S C A R-sanctioned Sportsman Stock Car Races will open for the 1954 season at the **Georgetown Speedway**, 8:30 Friday night, April 23, and at the Capital Speedway, Dover, 8:30 Saturday night, under the "arcs."

Charles Herbert, promoter of racing at the popular ½ mile banked clay oval 2 miles south of Georgetown, Del., on Route 113, has made major improvements in seating, safety and lighting and is promising a large opening field of fast local and national speedsters.

Townsend Tomlinson, Capital's promoter, was rained out last Saturday night and is also expecting a bang-up field at his reconditioned dirt oval, north of Dover on Route 13.

Don't miss the "inaugurals" at these two popular speed plants!

Georgetown Stock Races Tonight

4-23-1954

A 25-Mile Race Will Feature Program

GEORGETOWN, DEL. — The **Georgetown Speedway** will inaugurate the 1954 season (tonight), Friday, April 23, with Sportsmen Stock Car Races under the sanction of NASCAR. The Speedway, located 2 miles south of Georgetown, Delaware on Route 113, will operate each and every Friday night throughout the racing season with the first race scheduled for an 8:30 P.M. start each night. The program this Friday will include three 10-lap heats, one special event, one 15-lap consolation and a 25-lap feature all to be run on Georgetown's half-mile banked clay oval under the arc lights.

One of the main attractions this Friday night will be the presentation of a handsome three foot NASCAR gold trophy to J. R. Jones of Salisbury. Jones finished the 1953 season as Sportsmen King of the Georgetown track. The Trice Brothers of Salisbury will receive a gold trophy as Jones' car owner. Lou Johnson of Wilmineton, Del. and his car owner, Charles Brown of Hyattsville, Md., will also be presented trophies. Johnson will get his trophy as 1953 Modified Champ and Brown as his car owner. All presentations will be made by Charles

Herbert and Bud Hill, NASCAR representatives at Georgetown.

Many improvements have been made at the Georgetown plant during the past few months including the painting of all buildings, the addition of new planks on the grandstand, new clay added to the track, new light poles installed and several new lights added to provide better and more even illumination of the track.

One of the largest changes this year will be the new admission charge. Charles Herbert, Track President and Promoter, has announced that the General Admission price will be \$1.00 this year including all tax. Another major improvement now in progress is the erection of a new grandstand to seat an additional 1000 spectators. The stand is being built between the judges stand and the first turn.

Marriott Heads Entries For Georgetown Race

GEORGETOWN, April 29—(Special).—Topping the list of entries for the inaugural stock car program of the **Georgetown Speedway** tomorrow night is Ken Marriott of Baltimore. So far this year Marriott has been the only NASCAR driver to win out over Tommy Elliott at Delmar.

4-29-1954

There will be plenty of other top drivers on hand to offer Marriott competition, including Johnny Roberts, 1953 National Sportsman Champ from Brooklyn; Vernon Kirk of Baltimore, second in Maryland in the Sportsman Division last year, and the 1953 Sportsman champion of the Georgetown oval, J. R. Jones of Salisbury, Md.

Many local favorites of Eastern Shore stock car fans are expected including Paul Walker, Lewes, who will be driving the familiar 4-D owned by the Niblett Brothers of Gumboro; Johnny Martin, Lewes; Lawrence Tucker, Farmington; Horace Williams, Bridgeville, and Bob Hill, New Castle.

Amateur drivers will also be on hand to furnish excitement in their special 10-lap event. Paul Brittingham, John Malcom, Herbert Gianiny, Floyd Trice, Bill Walters, all of Salisbury, Md.; Dick Maddox and Bill Parker of Delmar, along with Dawson Glanden of Frederica; Bill Billings, Dover, and Roland Smith, Bridgeville, are only some of the amateur class entries.

Track Will Open At Georgetown

4-30-1954

Elliott And Marriott Are Among Entries

A bumper list of speedy entries are on the program for tonight's stock car racing opener at the Georgetown Speedway.

The inaugural, originally slated for last Friday, was postponed due to a early evening rain storm.

Heading the list is Ken Marriott of Baltimore, who is the only NASCAR driver to win over Tommy Elliott at the Delmar Raceway this spring.

Ken and Tommy resume their argument although they have some rugged opposition, including Johnny Roberts, the 1953 National Sportsmen titlist from Brooklyn, Md., and Vernon Kirk, Baltimore, second ranking driver last season in the Maryland Sportsmen division.

Not to be overlooked are some Eastern Shore favorites. Paul Walker of Lewes will be wheeling the familiar 4-D, owned by the Niblett brothers of Gumboro. Due to be on hand are Johnny Martin, another Lewes speedster, and Lawrence Tucker of Farmington, Del.; Horace Williams of Bridgeville, and Bob Hill of Dover.

There's a crew of amateur pilots available to furnish action in a special 10-lap event. Among them are five Salisburians, Floyd Trice, Paul Brittingham, John Malcom, Herb Gianniny and Bill Walters, along with Dick Maddux and Bill Parker of Delmar; Bill Billings of Dover, and Roland Smith of Bridgeville.

Amateur competition is limited to racing buggies of strictly stock manufacture except for the camshaft.

The remainder of the program includes a 25-lap feature, supported by one 15-lap consolation and three 10-lap heats.

Trophies will be presented to last year's Sportsmen champion, J. R. Jones of Salisbury and the 1953 Modified titlist, Lou Johnson of Wilmington.



WINNING SMILE. J. R. Jones of Salisbury, far left, is shown receiving trophy last night distinguishing him as the champion of the sportsmen class at the Georgetown Speedway. To his left are the car owners, Bill and Floyd Trice, also of Salisbury, who also were presented a trophy. At the far right is Charles Herbert, track owner and promoter.

5/1/1954

Lewes Driver Takes Feature At Georgetown

Paul Walker won the 25-lap feature last night as the 1954 stock car racing season got under way at **Georgetown Speedway.**

A crowd of 1,965 watched the Lewes, automobile mechanic score an easy win. At the finish he was at least a third of a track ahead of his nearest challenger, Johnny Martin, also of Lewes.

Walker, starting at a choice inside pole position, went to the front on the fifth lap and was never headed. Elwood Tucker of Bridgeville, an outside pole starter, was the early leader.

Here's how they finished:

1. Paul Walker, Lewes.
2. Johnny Martin, Lewes.
3. Lou Johnson, Wilmington
4. Elwood Tucker, Bridgeville
5. Bob Hill, New Castle.
6. Lawrence Tucker, Farmington.
7. Dick Twilley, Magnolia.
8. Eddie Adams, Rising Sun.

9. Jim Hayes, Milford
10. Ken Marriott, Baltimore.

The Eastern Shore lead-foots crowded most of the distinguished NASCAR names out of the picture among the top 10 finishers. Lou Johnson of Wilmington came in third but Bob Hill, Eddie Adams and Ken Marriott found the traffic plenty heavy among the top four positions.

There were 18 cars in the feature. Walker toured the course in 12 minutes and five seconds. He was wheeling 4-D, white sportsmen ford coupe, owned by Preston and Milton Niblett of Gumboro.

Frankie Schneider was among the starters, and lasted until the eighth lap when his motor conked out. The Lambertville, N. J., speed king was piloting No. 2, a Ford sportsmen sedan

Erv Streets of Wilmington also dropped out on the seventh lap

with motor trouble.

The heat winners were Marriott and Hill.

Johnny Malcolm of Salisbury, driving No. 109, won the 10-lap amateur event, outwheeling Herb Gianniny, also a Salisburian.

J. R. Jones was presented a trophy during the races, distinguishing him as the 1953 sportsmen champion of the track. Owners of the car, Floyd and Bill Trice of Salisbury, were also presented a trophy.

Lou Johnson of Wilmington, the modified track champion of last season, also received an award along with his car owner, Charles A. Brown of Hyattsville.

Jones encountered some ill luck during the 25-lap feature when in the sixth spot. He burned out the clutch on No. 86, sportsmen Ford owned jointly by him, Richard Parker and Mickey Buda, all of Salisbury.

5/1/1954

Walker Hits Georgetown Winner's Circle On Friday

5-7-1954

Paul Walker, Lewes, Del., driving Niblett Bros.' 4-D, tied on the 25-lap main event in the Georgetown Speedway's inaugural program of NASCAR Sportsman Stock Car Racing on Friday evening at a cool 12 minutes and 5 seconds over the ½ mile banked clay.

An estimated 1965 excited fans saw Elwood Tucker slam Car 38 into a commanding lead at the drop of the green and gradually lose to Walker in the 5th lap as the Delaware veteran chauffeured his mount cleverly into the lead and hung onto it over the repeated attempts of Johnny Martin's 39 and Lou Johnson's 88.

Martin, Johnson and Tucker maintained a consistent battle for 15 laps, much to the delight of the spectators—employing all their skills to defeat one another and to close Walker's comfortable lead.

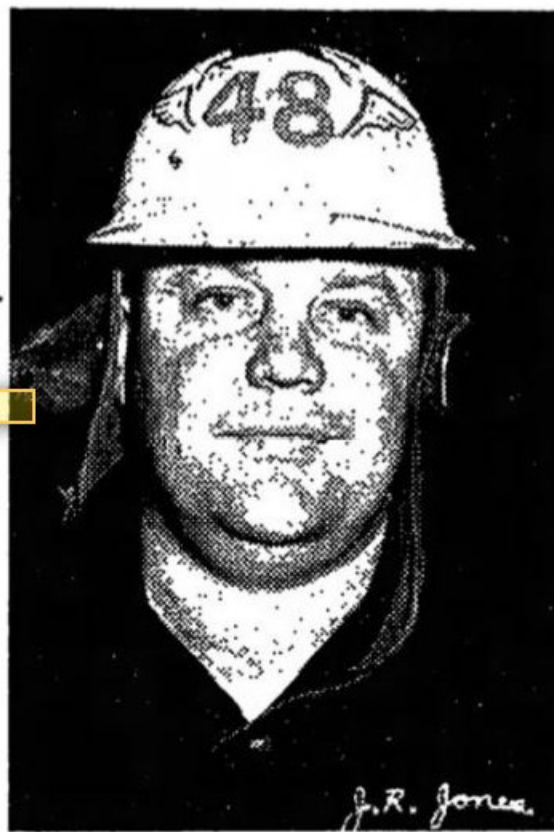
Finishing in the above order, the leaders were not the only ones in torrid competition, as 5th, 6th and 7th money spots were captured by hard-driving Bob Hill's No. 15. Lawrence Tucker's 71 and Dick Twilley in Pete Beecher's 41-X.

Amateur division, 9-lap heat—John Malcolm (109), Herb Gianniny (80), Roland Smith (5D). Time, 5:55½. Bill Alexander jumped his Car 23X off the 2nd turn bank in the 2nd lap and clambored out O. K.

2nd 10-lap heat—Bob Hill (15), Paul Walker (4D), Erv Streets (119), Elwood Tucker (38). Time, 4:56½.

3rd 10-lap heat—Ken Marriott (89), Johnny Martin (39), Frankie Schneider (2). Time, 4:57½.

4th heat, 10-lap consy—Lou Johnson (88), J. R. Jones (86), Dick Twilley (41X). Time, 5:0. Jones jumped into the lead in the 1st lap, but was overshadowed by Johnson in the 8th, despite several vain attempts to regain the top bill.



Just prior to the feature grind, 1953 NASCAR and Georgetown Speedway trophies were awarded J. R. Jones as Sportsman champ, Bill and Floyd Trice as owners of his Car 33 and to Lou Johnson as Modified champ and Charles Brown, owner of his Car 40, by track owner Charles Herbert. 5/7/1954

Rained-Out Races To Be Run Friday

5-13-1954

Last week's rained-out stock car racing program at the Georgetown Speedway will be presented in its entirety tomorrow night.

Another large group of NASCAR drivers will again return to compete in the 80-lap program. Among the hot favorites expected are Frankie Schneider, Ken Marriott, Earl Bryant, Bob Jennings, Paul Walker, Bob Hill, Eddie Adams and Johnny Roberts.

J. R. Jones of Salisbury probably will again head a highly competitive amateur class.

The first race is slated for 8:30 p.m., and the program will include three 10-lap heats, a 15-lap consolation race and a 25-lap feature.

Norfolk Speedsters To Race Tonight

5-7-1954

A pair of Norfolk speedsters—Bob Jennings and Earl Bryant—will liven up the hot competition tonight during the second stock car racing card of the season at the Georgetown Speedway.

The program is slated to start at 8:30 p.m. A 25-lap feature is supported by a card consisting of one 15-lap consolation, two 10-lap heats and a 10-lap amateur event.

Jennings will be sheeling No. 94, a Ford sportsmen coupe. Bryant, the sixth ranking NASCAR driver in the modified division last season, will pilot No. 27, a Chevrolet sportsmen coupe.

Paul Walker of Lewes, last week's feature winner, probably is expecting quite a battle. Other competition comes from Eddie Adams of Rising Sun; Walter Martin of Baltimore; Johnny Martin, Lewes, and Elwood and Lawrence Tucker of Farmington, Del.

Johnny Roberts of Brooklyn, Md. gave assurances of being present if he could have his racing buggy repaired today.

Not to be overlooked is J. R. Jones of Salisbury. He will again be gunning a sportsmen car.

5-14-1954

Bad luck continued to plague the **Georgetown Speedway** last Friday night as "Old Man Jupiter Pluvius" forced a second cancellation this season. The races were called off at 7:50 P.M.

The entire program carded for last week will be run tonight (Friday.)

Last Friday many of the top stock pilots were in the pits when the show was postponed. Frankie Schneider, Ken Marriott, Johnny Roberts, J. R. Jones, Earl Bryant, Bob Jennings, George Gwynn, Paul Walker, Bob Hill, Eddie Adams and others. Ten amateur class cars were on hand, too.

Three 10-lap heats, one amateur event, one 15-lap consolation and a 25-lap feature fill tonight's card. All of the NASCAR drivers on hand last Friday will be back tonight. Many new eastern NASCAR circuit drivers are expected to check in for the first time this evening.

The lighting system along the home stretch has been changed moving the lights directly to the rear of the safety fence to avoid any glare on the fence. New poles and lights have been installed to provide better illumination.

Georgetown Speedway

Races Stocks Tonight

GEORGETOWN, May 21 — (Special). — Weekly stock car racing will be resumed tonight at Georgetown Speedway after a three-week postponed show due to rain. Topping the program will be a 25-lap feature over the half-mile high banked clay oval. There will be three 10-lap heats, one special amateur event and a 15-lap consolation with the first race to get under way at 8:30 o'clock (DST).

Expected to be on hand are many of the nation's foremost hard-top jockeys, including the 1952 national modified champion, Frankie Schneider, Lambertville, N. J.

In the only race Georgetown Speedway has been able to promote this year, Schneider was beaten by Paul Walker of Lewes who will be driving his same car, a speedy Ford owned by the Niblett Brothers of Gumboro.

Many improvements have been made at the track this year, including the construction of three-foot high concrete wall along the home-stretch. On top of the wall is an eight-foot heavy wire fence, which has been installed as a safety precaution for fans.

5-21-1954

The weather man finally smiled at the promoters of stock car racing at Georgetown last Friday night. Frankie Schneider, Lambertville, N. J., speedster, made it another clean sweep in the NASCAR sanctioned weekly stock races at the **Georgetown Speedway**.

Schneider, who has been going "great guns" on many of the Eastern tracks, took first spot in his qualifying heat and then repeated in the 25-lap feature. His only trouble came in the 18 car main attraction. He had to battle Paul Walker, Lewes, Del., "bucket of bolts jockey", to get the checkered flag.

Walker finished in second place followed by Bob Hill, Johnny Roberts of Brooklyn, Md.

The **Georgetown Speedway** will offer another program of racing tonight (Friday) at 8:30 P.M. under the NACARS banner. 5-28-1954

Frankie Schneider Wins His 9th Straight At Georgetown

5-22-1954

"Fireball" Frankie Schneider won his ninth straight feature event last night at the **Georgetown Speedway**.

A disappointing crowd of less than 1,000 watched the diminutive Lambertville, N. J., resident take command on the 18th lap and finish a two-car length winner over Paul Walker of Lewes, Del.

This marks the first stock car racing program held on the Lower Delaware oval in three weeks due to two previous rain postponements. The small crowd was attributed to the damp evening and the threat of rain.

Schneider and his No. 2 red and white 1938 Ford sedan which houses a 1954 Mercury engine, has captured the last two main events at Dorsey, and Wilmington and the last three at Westport Stadium, near Baltimore.

He seeks his 10th straight feature triumph tonight at Westport, and tomorrow night will perform at Wilmington.

Frankie started in the 12 position of an 18 car field, and slowly went to the front, passing car after car. Walker, an 11th place starter, buzzed to the front on the 14th lap

and stayed in front until the 18th lap when Schneider wheeled into the lead.

Walker, driving 4-D, a white Ford coupe, owned by Preston and Milton Niblett of Gumboro, Del., trailed by only a half car length until the 21st lap. Schneider clocked the course in 11:53.1.

Ray Cumens of Wilmington took the early lead from the pole position and was quickly overhauled by Bob Hill of New Castle, Del.

The only crack-up of the evening came in the opening 10-lap amateur race which was won by Dick Maddux of Delmar.

Bill Priestley of Bridgeville ran off the track on the back stretch and when pulling back crashed into John Malcom of Salisbury.

Malcom's car rolled over eight times finally stopping on its side on the third turn. The driver crawled out of the battered buggy with a cut on left eye and left hand. The car was completely demolished. Malcom was wheeling No. 109, a 1936 Ford coupe.

Maddux was followed across the finish line by Junior Parker, also of Delmar. Pete Mitchell of Millsboro came in third.

Here's the summary:

25-lap feature — 1. Frankie Schneider, Lambertville, N. J.; 2. Paul Walker, Lewes, Del.; 3. Bob Hill, New Castle, Del.; 4. Johnny Roberts, Brooklyn, Md.; 5. Ray Cumens, Wilmington, Del.; 6. Eddie Adams, Rising Sun, Md.; 7. Norwood Ellingsworth, Dagsboro, Del.; 8. Bob Tester, Baltimore; 9. Jake Twilley, Magnolia, Del.; 10. Vernon Kirk, Baltimore. Time 11:53.1.

12-lap consolation — 1. Eddie Adams, Rising Sun; 2. Norris Reed, Denton; 3. Kirk Time 4:53.3.

Third 10-lap heat — 1. Ray Cumens; 2. Johnny Martin, Lewes, Del.; 3. Tester, Time 4:58.3.

Second 10-lap heat — 1. Schneider; 2. Walker; 3. Roberts. Time 4:46.2.

First 10-lap heat (amateurs) — 1. Dick Maddux, Delmar; 2. Junior Parker, Delmar; 3. Pete Mitchell, Millsboro. (no time due to accident)

Schneider Wins 2nd Straight Event At Georgetown Track

5-28-1954

Frankie Schneider won his second straight stock car racing feature last night at the **Georgetown Speedway**.

The Lambertville, N. J. leadfoot easily out-wheeled a 15-car field and finished an estimated 12 car lengths ahead of his nearest competitor, Paul Walker of Lewes.

Schneider, starting in the 12th spot, was wheeling No. 2, a red Ford powered by a 1954 Mercury engine on a 1937 Ford chassis. His other feature wins of the season include Westport, three; Wilmington, two and Dorsey, two. He has never finished out of the money in 14 starts.

J. R. Jones of Salisbury, also piloting a sportsmen buggy, took the lead on the second lap and stayed in front until the eighth lap when Schneider took command.

Dick Maddux of Delmar won a 10-lap amateur event.

Here's the summary:

25-lap feature — 1. Frankie Schneider, Lambertville, N. J.; 2. Paul Walker, Lewes Del., 3. Bob Hill, New Castle, Del., 4. Dick Twilley, Magnolia, Del.; 5. Elwood Tucker, Bridgeville, Del., 6. J. R. Jones, Salisbury; 7. Johnny Martin, Lewes, Del., 8. Vince Conrad, Kutztown, Pa., 9. Horace Williams, Bridgeville, Del.; 10. Jimmy Delcamp, Kutztown, Pa. Time 10.8

10-lap consolation — 1. Ray Cumens, Wilmington, Del., 2. Dick Twilley; 3. Bill Walker, Wilmington, Del. Time 4:59.1

Third 10-lap heat — 1. Schneider; 2. Jones; 3. Lawrence Tucker, Farmington, Del. Time 4.56.

Second 10-lap heat — 1. Walker; 2. Hill; 3. Med Smith, Minquidale, Del. Time 4.55.

5
First 10-lap heat (amateurs) 1. Dick Maddux, Delmar; 2. Pete Mitchell, Millsboro; 3. Miles Edge, Frederica, Del. Time 4:26.3.

Schneider Makes Second Georgetown Sweep

6-4-1954

Wheeling his Sportsman-type Ford sedan No. 2 over the 5 and 12½ mile courses for 2 wins, Fireball Frankie Schneider, Lambertville, N. J., was top man on the ½ mile clay banks of the **Georgetown Speedway** Friday evening as he thrilled an excited crowd with his expert driving and lightning speed.

Frankie started the 25-lap NASCAR-sanctioned main in 11th berth of a 15-car card and sketched a brilliant traffic pattern through the fast-moving pack until he tangled with Paul Walker's 4D, and his chief competition. After several laps of torrid maneuvering, Schneider managed to pass Paul and held an approximate 3-car-length lead as Starter Tom Brown flashed the winning checker to stop the clock at 12 minutes and 8 seconds.

Bob Hill drew a few gasps from the crowd in the 14th lap as he broadsided Car 15 out of the 4th turn and almost duplicated Fireball Trice's flutter of the preceding week by narrowly missing the old judges' stand in the grandstand infield.

Ray Cumens stepped up the excitement again in the 16th turn-around by spinning Car 41 around between the 3rd and 4th turns and over on its side at the edge of the infield.

Lawrence Tucker in 71 and J. R. Jones in 86 ran a rough 5-lap hub-to-hub battle for 6th money with fire flying and motors roaring.

At the completion of the ¼-century grind it was Walker in 2nd, Hill in 3rd, Dick Twilley's 41X in 4th and Elwood Tucker heating him hard to bring 38 in for 5th.

1st 8-lap heat—Amateur—Dick Maddox (98), Pete Mitchell (1), Miles Edge (9). Time, 4:26½.

2nd 10-lap heat—Paul Walker (4D), Bob Hill (15), Med Smith (11). Time, 4:55. Elwood Tucker brought Car 38 into 4th berth.

3rd 10-lap heat—Frankie Schneider (2), J. R. Jones (86), Lawrence Tucker (71). Time, 4:56. Dick Twilley spun 41X around and around and into the infield on the 4th turn and straightened up to be off again.

4th event—8-lap Consy—Ray Cumens (41), Dick Twilley (41X), Bill Walker (133). Time, 4:0½.

Storm Breaks Up Stock Car Races

6-12-1954

A thunderstorm last night interrupted the weekly stock car racing program at the **Georgetown Speedway** after the completion of the first 10-lap heat.

Bob Hill of New Castle, Del., won the only race, followed by Lawrence Tucker of Farmington, Del., and Raum Cumens of Wilmington.

There were upwards of 1,200 spectators on hand when the skies opened. Twenty nine drivers were available for action, including Frankie Schneider, runnerup of Modified NASCAR standings last year.

Another program has been booked for next Friday night.

Schneider Will Drive New Car

6-17-1954

When the fender-benders resume action tomorrow night at the **Georgetown Speedway**, Fireball Frankie Schneider will be wheeling a new buggy.

He has rebuilt his No. 2 Ford sedan, which was recently smashed up in a 100-lapper at Dorsey Raceway. He was leading the race before tangling with Ken Marriott and Ray Kable.

Schneider was on hand last Friday at Georgetown with a new Mercury-motored vehicle on a 1937 Ford chassis. He didn't get a chance to test it because rain limited the program to one 10-lap heat, which was won by Bob Hill of New Castle.

Scheduled again is the usual 25-lap feature supported with a consolation, a special amateur event and three 10-lap heats.

Schneider will have stiff competition again from some of the better stock car drivers in Eastern NASCAR ranks.

Returning for sure is Hill, currently leading the all sportsman's car point standings with a 187 total. Among the Eastern Shore favorites expected are J. R. Jones of Salisbury; Paul Walker of Lewes, a previous feature winner; Lawrence and Elwood Tucker of Farmington; and Norwood Ellingsworth of Dagsboro.

Georgetown Races On Tonight

6-18-1954

Georgetown, Del.—On hand for the sportsmen stock car races at the **Georgetown Speedway** this Friday night will be many of the East Coast's top sportsmen jockeys. Slated on the regular Friday night program are three 10-lap qualifying heats, one special amateur event, a consolation, and the main attraction, a 25-lap feature go over the high banked half-mile clay oval.

Scheduled to get under way at 8:30 P. M. under the sanction of the National Association for Stock Car Auto Racing, Inc., (NASCAR), this week's races will be the sixth program presented during the 1954 season by the **Georgetown Speedway**. To date this season the Speedway has had to postpone four events due to inclement weather.

Topping the early list of entries is Bob Hill, New Castle, Del., currently leading the Delaware division of the Sportsmen section of NASCAR and also top point man to date at the Speedway with 184 tallies.

Also on hand will be Paul Walker, Lewes, Del.; Lawrence Tucker, Farmington, Del.; Frankie Schneider, Lambertville, N. J.; J. R. Jones, Salisbury, Md.; Elwood Tucker and Horace Williams, Bridgeville, Del.; Vince Conrad, Kutztown, Pa.:

Delaware stock car campaigners must be frustrated . . . In Friday night's 25-lap feature at **Georgetown Speedway**, Johnny Martin, J. R. Beardsley, Ray Cumens, Elwood Tucker, Bob Hill, Horace Williams, Lawrence Tucker, Norwood Smith and Medford Smith, (nine Delawareans), finished in the first 10 . . . Fellow named Vince Conrad won the dough . . . Conrad lives in Kutztown, Pa.!

6-21-1954

Conrad Sweeps Georgetown Main; Modifieds Tonight

6-25-1954

Vince Conrad, 1953 Sportsman Division Champ of the Dorney Park, Pa., Speedway, and of Kutztown, Pa., led the 25-lap NASCAR-sanctioned feature for a full 25 torrid laps Friday night at the **Georgetown Speedway** to set a brand new track record for '54.

In winning the last all-Sportsman feature for the present, Vince hit the "green" in 5th berth, immediately took the lead and left the traffic-battling to the other 16 starters as he took an unapproached 1/4-track lead for the duration.

Paul Waiker fought all the way through a speeding pack into 2nd spot by the 20th turn-around in a vain attempt to match Car 4D with Conrad's blistering pace, but blew his right front tire in the 3rd turn of the 22nd lap and dove off the track on his wheels.

Johnny Martin footed No. 49 to replace Walker and garnered 2nd, with J. R. Beardsley in 97, Ray Cumens' 41 and Elwood Tucker in 38 stacking up in 3rd, 4th and 5th money spots.

Conrad's record-breaking run with his Car 27 was 11 minutes, 40 3/4 seconds.

1st 10-lap heat, Amateur Division—Dick Maddox (98), Bill Priestly (14), Jimmie Jones (16), Ralph Wilson (12). Jones and Wilson kept the fans on their toes as they passed and re-passed each other in thrilling speed moves.

2nd 10-lap heat—Paul Walker (4D), Vince Conrad (27), Lawrence Tucker (71). Time, 4:46 3/4. Cullen Edwards swung out of the 4th turn in the 5th lap, went into a slide in front of the grandstand and spun 'round-'n'round 5 times in the center of the path, finally coming to rest at the edge of the infield. Cars scattered in all directions during the spinning of 33 with Elwood Tucker wheeling No. 38 to the left and into the infield, missed Edwards but ran over a little dirt pile and jumped into the air and back on the track with a bent tie-rod and thence to the pits.

Georgetown

6-25-1954

Sportsman and modified stock cars will be on the race program tonight (8.30 o'clock) at **Georgetown (Delaware) Speedway.**

This will be the first appearance this season of modified cars at the plant. Three 10-lap heats are scheduled, followed by a special amateur event, one consolation and the 25-lap feature.

6-26-1954

Erv Streets Victorious At Georgetown Speedway

GEORGETOWN, June 25—(Special).—Erv Streets, star Wilmington stock car racer, took the lead on the 16th lap and pulled away to a convincing victory tonight in the 25-lap main event at **Georgetown Speedway.**

Streets, in topping a main event field of 18 modified and sportsman's stocks, bested Norwood Ellingsworth of Dagsboro in the battle for top honors. Horace Williams, Bridgeville, placed third followed by Johnny Martin, Lewes; Elwood Hunter, Bridgeville; Bob Hill, New Castle; Lawrence Tucker, Farmington, and Ray Cumens, Wilmington.

Racing Program Is Scheduled

6-25-1954

A sportsmen-modified stock car racing program is on tap this evening at the **Georgetown Speedway.** Amateur buggies are also listed for action but in a separate race.

In the past, the feature part of the programs has been limited to sportsmen cars on the half mile blanked clay track. Modified vehicles were added by the request of the spectators, according to Charles Hebert, track owner and promoter.

Scheduled are three 10-lap heats, one special amateur event, one consolation and a 25-lap feature race. Action will start at 8:30 p.m.

Many of the well known NASCAR pedal pushers of modified fame are expected to compete including Erv Streets and Lou Johnson of Wilmington, Del., Gus Wilson and Ken Marriott, of Baltimore; Jack Choquette, Lake Worth, Fla.; Tommy Elliott, Boynton Beach, Fla., and Buck McCardell, Conowingo, Md.

Wheeling sportsmen cars will be Frankie Schneider, Lambertville, N. J., Bob Hill, New Castle, Del., Paul Walker, Lewes, Del., Elwood Tucker, Bridgeville, Del., Ray Owens, Wilmington, J. R. Jones,

Salisbury and Vince Conrad of Kutztown, Pa., winner of last week's 25-lap feature.

Paul Walker Sets New Track Mark

7-3-1954

Lewes Speedster Wins At Georgetown

Paul Walker of Lewes, Del., established a new track record of the season last night winning the 25 lap stock car racing feature at the **Georgetown Speedway.**

A turnout of 1,170 patrons watched the lower Delaware speedster clock the 12½ mile course in the fast time of 11:37.4. The previous speediest of the season was a 11:40.2 inked in the books by Vince Conrad of Kutztown, Pa., on June 30.

Walker, starting ninth in a 15 car field, went to the front on the fourth lap, and was never seriously challenged, winning by at least a 15-car lead.

The winner was again wheeling No. 4-D, a white 1937 Ford coupe, owned by Preston and Milton Niblett of Gumboro, Del.

Johnny Martin, also of Lewes came in second followed by Elwood Tucker of Bridgeville and J. R. Jones of Salisbury.

Walker also won the third 10-lap heat with a 4:46.2 performance.

Bill Priestley of Bridgeville won the opening eight-lap amateur car event, finishing ahead of Dick Maddux from Delmar.

Only crackup of the evening came in the second heat, a 10-lapper. Harry Eder of Wilmington, Del., rolled over the bank on the third turn and his car was unrepairable for further action. The driver crawled out unhurt. Norwood Ellingsworth of Dagsboro escaped without any damage to his buggy although rolling over the bank with Eder.

Here's the summary:

25-lap feature — 1. Paul Walker, Lewes; 2. Johnny Martin, Lewes; 3. Elwood Tucker, Bridgeville; 4. J. R. Jones, Salisbury; 5. Bill Raughley, Frederica, Del.; 6. Bill Walker, Wilmington, Del.; 7. Ray Cumens, Wilmington, Del.; 8. Dick Maddux, Delmar, Del.; 9. Jake Twilley, Magnolia, Del.; 10. Norwood Ellingsworth, Dagsboro, Del. Time 11:37.4.

Eight-lap consolation — 1. Johnny Martin; 2. Tucker, Farmington, Del.; 3. Bill Priestly, Bridgeville. Time 3:52.4.

Third 10-lap heat — 1. Walker; 2. E. Tucker; 3. Bill Walker. Time 4:46.2.

Second 10-lap heat — 1. Sonny Hutchins, Richmond, Va.; 2. J. R. Jones; 3. Ellingsworth. Time 4:50.

First eight-lap — (amateur) 1. Priestley; 2. Maddux; 3. Paul Jones, Salisbury. Time 4:04.1.

Walker Scores Speedway Win

7-10-1954

Lewes Driver Nabs Georgetown Feature

Paul Walker is clearly distinguishing himself as the boss of the **Georgetown Speedway**, where last night the Lewes, leadfoot scored his second straight 25-lap stock car racing feature win.

His overall record this season on the half-mile oval includes three feature wins and five heat triumphs.

He tuned up last evening by winning the second 10-lap heat with a 4:50 clocking. His 25-lap victory was toured in 4:57.4.

Walker was again behind the wheel of 4-D, white Ford coupe, owned by Preston and Milton Niblett of Gumboro.

There were 1,408 spectators on hand to see a 17-car field compete in the finale.

Jim Hayes of Milford took the lead at the start but was overtaken by Vince Conrad on the fifth lap. Walker, starting from 12th position, took over on the ninth lap and was never headed again. Challenges came from Conrad

briefly during the ninth, 10th and 11th laps.

Finishing second was Johnny Roberts of Brooklyn, Md., the 1953 NASCAR Sportsman champion.

Charles Herbert, owner and manager of the Georgetown track, announced after the races that he was starting to sponsor stock car races at the Delaware Speedway near Dover, July 17.

Here's the summary:

25-lap feature — 1. Paul Walker, Lewes; 2. Johnny Roberts, Brooklyn, Md.; 3. Vince Conrad, Kutztown, Pa.; 4. Bob Hill, Wilmington, Del.; 5. Jake Twilley, Magnolia, Del.; 6. Earl Bryant, Richmond, Va.; 7. Norwood Ellingsworth, Dagsboro; 8. Bill Walker, Wilmington, Del.; 9. J. R. Beardsley, Farnhurst, Del.; 10. J. R. Jones, Salisbury. Time 11:49.2.

10 lap consolation — 1. Eddie Adams, Rising Sun; 2. Johnny Martin, Lewes; 3. Bill Walker. Time 4:57.4.

Third (10) lap heat — 1. Sonny Hutchins, Richmond, Va.; 2. Jim Hayes, Milford, Del.; 3. Conrad. Time 4:58.2.

Second (10) lap heat — 1. Paul Walker, Lewes, Del.; 2. Roberts; 3. Horace Williams, Bridgeville, Del. Time 4:50.

First (Eight) lap heat — (amateurs) 1. Dick Maddux, Delmar; 2. Billy Priestley, Bridgeville; 3. Floyd Trice, Salisbury. Time 4:17.

Barnes Campers to Canvass For Stock Car Racing Fans

State Police to Aid in Sussex Ticket Campaign

For 40-Auto Event at Georgetown Track; Feature on July 30 to Be 25 Laps

Special to Journal-Every Evening

7-15-1954

GEORGETOWN, Del., July 15.—For the first time in the four-year record of the Camp Barnes Stock Car Races here, boys from the camp, assisted by Delaware state police, will help sell tickets for the event this year.

The races, sponsored by the Delaware Association, Chiefs of Police, will be run off at the **Georgetown Speedway** on July 30.

Charles Herbert, owner and manager of the speedway, has donated its use, and all proceeds will go to the camp.

Nine boys from the camp, accompanied by counselors and a state policeman, will start a door-to-door ticket sale in Sussex County on Monday.

Selbyville, Frankford, and Dagsboro will be covered that day. The boys will canvass Millsboro, Stockley, and Georgetown on Tuesday; Milford, Ellendale, and Lincoln on Wednesday; Milton, Harbeson and Lewes on Thursday and Rehoboth Beach, Bethany Beach, Millville, and Ocean View on Friday.

Tickets are also on sale at any troop of the Delaware State Police.

More than 40 of the best amateur and sportsman class cars are expected to be lined up for the starter's flag when the races begin at 8:30 p. m.

The races are sponsored by the National Association for Stock Car Auto Racing, and will feature a 25-lap main event over the clay-banked oval located just south of Georgetown on Route 113.

7-23-1954

Georgetown Racing To Resume Tonight

GEORGETOWN, July 23 — (Special). — **Georgetown Speedway** resumes amateur and sportsmen stock car races tonight.

The sportsmen point standings:

Bob Hill, New Castle, 388; Johnny Martin, Lewes, 358; Elwood Tucker, Bridgeville, 334; Paul Walker, Lewes, 302; Bill Walker, Wilmington, 240; Lawrence Tucker, Farmington, 236; Norwood Ellingsworth, Dagsboro, 232; Ray Cumens, Wilmington, 228; J. R. Jones, Salisbury, Md., 208; Horace Williams, Bridgeville, 206; Vince Conrad, Kutztown, Pa., 200; Jake Twilley, Magnolia, 188; J. R. Beardsley, Farnhurst, 158; Dick Twilley, Magnolia, 140; Bill Billings, Dover, 138; Med Smith, Minquadales, 134; Frankie Schneider, Lambertville, N. J., 128; Dick Maddox, Delmar, 106; Norris Reed, Denton, Md., 102; Eddie Adams, Rising Sun, Md., 102; Johnny Roberts, Brooklyn, Md., 92; Jim Hayes, Milford, 88; Jack Hart, Chester, Pa., 84; Galen Griffith, Minquadales, 62; Cullen Edwards, Minquadales, 52.

Matthews to Race On Stock Program

7-24-1954

Florida's latest gift to stock-car racing, 22-year-old Banjo Matthews of Miami, will be out to upset his elders tomorrow night in the 25-lap Wally Campbell Memorial, feature event on Wilmington Speedway's seven-race program.

Matthews, who earned a share of the feature last Sunday in his local debut, will be gunning for his second main-event win of the week-end. Banjo bested Tommy Elliott, Boynton Beach, Fla., star, in last night's Morristown, N. J., headliner as favored Frankie Schneider wound up third.

Bob Hill of New Castle, the state's No. 1 sportsman's model racer, also will face the Speedway starter at 8 p. m. tomorrow but, unlike Matthews, Bob hopes to reverse his performance of last night. Hill, competing at **Georgetown Speedway**, was involved in two crashes. Bob and his car managed to survive their first mishap on the second lap but, on the fifth go-around, Hill was bounced off the track. His stock was damaged but Hill escaped injury.

40 to Compete In Stock Race

7-30-1954

State Police Sponsoring Benefit Card Tonight At Georgetown Track

Special to Journal-Every Evening

GEORGETOWN, July 30.— More than 40 cars are expected to be on hand for the Camp Barnes benefit stock car races at the **Georgetown Speedway** tonight. With the entire profits from the races going for use at Camp Barnes, a record crowd is promised to see some of the most outstanding drivers in the East compete for the trophies which will be presented by Col. Harry S. Shew, head of the Delaware State Police, sponsor of the races.

Frankie Schneider of Lambertville, N. J., one of the perennial leaders in NASCAR point standings and the national champion in 1952, will be one of the competitors. Paul Walker and Johnny Martin, two drivers from Lewes, will also be trying for top honors. Walker, driving Preston Niblett's car, will try for a repeat after taking the feature here last Friday. Martin will pilot Melvin Joseph's car 49, with a brand new mc, hoping to improve his chances in the main event. He won the heat race last week but ran into hard luck in the feature when five cars piled up in front of the grandstands.

Bill Hill of Wilmington, present leader in Delaware in NASCAR standings, will try to increase that lead. It is also expected that Johnny Roberts of Baltimore will be on hand, but not definite arrangements had been made yesterday. He is the No. 1 man of the nation in the 1954 NASCAR standings.

The Delaware Association of Police Chiefs, which sponsors the event annually, has extended thanks to Charles Herbert, owner and manager of the Georgetown track, who has turned the oval over to the association in order that all proceeds may be used to aid in providing over 400 boys with two weeks vacation at the camp during the summer.

Tickets are available at all State Police Troops and from any local police departments in the towns of Sussex County, as well as at the gate tonight.

To accommodate members of the Delaware National Guard from Fort Miles and Bethany Beach, expected to attend the races tonight, state police have arranged for the placing of 500 seats in the track infield. Special trucks will be run between Georgetown and Fort Miles for the guardsmen.

Georgetown Benefit And Records Go To Schneider



Staff Photo

Fireball Frankie Schneider's '37 Ford Coach No. 2 made a clean sweep in the Georgetown Speedway's Camp Barnes benefit card Friday night and set two new track records for the 10-lap consolation and 25-lap main events.

Taking the green flag in 18th position, the "wheel ace" wasn't but very few turns in blazing through a 22-car, tight and fast starting field and up on the bumper of Johnny Martin's 49. It was nip-and-tuck for 4 laps until Frankie made a break in the back-stretch and whipped past the speeding 49. Martin hung on his bumper like a "leech" for 5 laps until, in trying to lap Ray Shockley's 13, he hung his front bumper in Shockley's rear in the grandstand stretch and lost his position to Bob Hill's 15 while fighting to unhook.

A real tribute to Schneider is the title "Mr. Stock Car" and well-earned as anyone can say who has seen him in action—clean, fast and expert on any track—another big feather in NASCAR's crowded cap!

Jack Hart, who has placed his Car 580 in the center of confusion at Georgetown in recent weeks, made it again in the 7th lap when he broadsided out of the 4th turn at the head of 5 jockeying cars and spun on to the infield. He was trying to get straightened up at the edge of the

(Continued on page 9)

track in a cloud of infield dust when J. R. Beardsley side-swiped him with Car 97. They both twisted and pulled to get untangled and sizzled off again 1 lap behind the field.

Elwood Tucker, in Ed Henry's 38, was forced to drop out half way through the race when he developed tire and steering trouble in the 4th turn.

It looked like this as Starter Tom Brown whipped his checkered flag on Schneider's 11 minute, 37½ second, 64.53 m.p.h. win over the half mile banks—the 1st 11 finishers being: Schneider (2), Bob Hill (15), Johnny Martin (49), Vince Conrad (3), Jim Metzler (6), Lawrence Tucker (71), Jim Hayes (191), Buck Hopkins (3), J. R. Beardsley (97), Horace Williams (3D), J. R. Jones (41).

One restart was necessary to get the impatient mounts underway and the blame fell on Bob Tester in 52 when he slid high in the first turn in the midst of the roaring 22-car start and bounded off the bank on his wheels. Cars 4D and 3 with Paul Walker and Vince Conrad at the helm spun to avoid him and with remarkable precision the other drivers whipped around them with nothing more than a skinned fender.

1st 10-lap heat—Paul Walker (4D), Bob Hill (15), J. R. Jones (41). Time, 4:47½.

2nd 10-lap heat—Johnny Martin (49), Johnny Roberts (7), Jim Metzler (6). Time, 4:50½. Jack Clark slid Car 21A off the 2nd turn on his wheels in the 2nd lap. Fred Adam put Car 32 through a full spin between the 1st and 2nd turns and kept coming while Bob Langshaw hit the 2nd turn infield in a skid and turned Car 1X over on its side, climbing out o. k.

3rd 10-lap heat—J. R. Beardsley (97), Buck Hopkins (3), Ernie Tester (22). Time, 4:53½. Jake Twilley went into a broadside skid in the 1st turn of the 1st lap at the head of a 13-car start and was promptly rammed amidships by Jim Hayes in 191 and Elwood Tucker's 38. The match was restarted with all cars running. Charlie Moyer apparently got a little over-ambitious in the 6th lap and plopped Car 133 off the 3rd turn on its wheels. He was giving the field a pace to be reckoned with.

15-lap Amateur feature—Dick Maddox (98), Bill Priestly (14), Howard Brown (22), Bill Alexander (109), Jack Morris (X). Time, 7:44½. Car 1X went into a broadside skid out of the 4th turn and slid into the infield with his right side and upon 2 wheels, but settled back down ready for the restart.

10-lap Consoy—Frankie Schneider (2), Vince Conrad (3), Jim Hayes (191), Elwood Tucker (38). Time, 4:42½ (new record). With Bob Langshaw at the wheel, Car 1X was tapped in a mad scramble in front of the grandstand and thrown into a series of whips and spins that were finally straightened out as he continued on his way. Jim Hayes lost Car 191 going into the 1st turn and executed a beautiful spin.

An estimated total at near-final-count-time put at \$450 the amount donated by drivers, fans and officials to the family of Wally Campbell, former NASCAR star who met his death on July 17 at Salem, (Ind.) Speedway in an event sanctioned by another racing group. It is believed that there will be no insurance benefits for his family.

Of special note is the fact that a 46-car field was on hand to provide the best in Stock Car Racing for 2,500 estimated fans. This was a real tribute to the underprivileged boys of Camp Barnes and will give them many pleasant vacation hours.

Donations for the races poured in to the Delaware Association Chiefs of Police in the form of a ham, gasoline, nylon hose and race passes to be given away—plus the services of all NASCAR officials.

Winners of all 6 races received a beautiful trophy presented by local business men and police officials.

It was a great night in all respects!

Frankie Schneider Sets New Record At Georgetown Track

7-31-1954

Frankie Schneider inked a new track record last night at the **Georgetown Speedway**, winning the 25-lap feature of the benefit stock car racing program for the Camp Barnes Boys Camp.

The largest turnout of the season, 2,011 patrons, watched this event, sponsored by the Delaware State Police.

Schneider, former NASCAR modified champion, toured the 12½ mile course in 11 minutes, 37.2 seconds to erase the previous mark of 11:37.4, set previously by Paul Walker of Lewes.

Walker, stalled by motor trouble early in the race, finished last in the 22-car field.

This was Schneider's third feature win at Georgetown. Starting in the 19th spot, "Fireball Frankie," as he's commonly called in the fender bumping circles, went to the front on the 12th lap and was never overtaken. Bob Hill of New Castle came in second, followed by Johnny Martin of Lewes and Vince Conrad of Kutztown, Pa.

The lead changed hands five

times before Schneider became boss of the situation. Howard Brown of Houston, Del., went to the front on the first lap. J. R. Jones of Salisbury went to the front during the third lap. Lawrence Tucker of Farmington was the fifth lap leader with Martin taking over on the ninth.

Jones finished 11th in the final standing. Coming in 14th was Johnny Roberts of Brooklyn, Md., the current NASCAR Sportsmen point leader.

Here's the summary:

25 - lap feature: 1. Frankie Schneider, Lambertville, N.J.; 2. Bob Hill, New Castle, Del.; 3. Johnny Martin, Lewes; 4. Vince Conrad, Kutztown, Pa.; 5. Jimmy Metzler, Pottersville, N. J.; 6. Lawrence Tucker, Farmington, Del.; 7. Jim Hayes, Milford; 8. Howard Brown, Houston, Del.; 9. Jim Beardsley, Farnhurst, Del.; 10. Horace Williams, Bridgeville. Time 11:37.2. (new record).

Richmond Racer Wins Georgetown Stock Test

GEORGETOWN, Aug. 6—(Special).—Earl Bryant of Richmond, Va., captured first money tonight in the featured 25-lap stock car event for sportsman model cars at **Georgetown Speedway**.

A crowd of 1,348 auto fans saw the Virginian test a field of 38 NASCAR-member racers.

Ellwood Tucker of Bridgeville placed second with Vince Conrad of Kutztown, Pa., third. Bryant covered the 25 laps in 11:46.2.

8-7-1954

The National Championship Elimination Sportsmen Stock Car race scheduled at the **Georgetown Speedway** last Friday night was postponed due to the heavy rainfall that hit the Georgetown area early in the evening. The entire program that was carded for last Friday will be presented on Friday night, September 3, at 8:30 p. m. with the feature winner assured of a starting spot in the 100-mile National Championship at the Langhorne Speedway on October 10th.

8-27-1954

Walker Takes Fifth Georgetown Grind 8-20-1954

With his Car 4D pushed to the limit to head the field for the final 7 laps of the 12½ mile feature run, Paul Walker, the Milton, Del., pedal-pusher, hit the winner's circle for the 5th time this season on the ½ mile **Georgetown Speedway**, Friday night.

Nineteen impatient stock car chauffeurs sprang into a blaze of action as Starter Tom Brown dipped the green flag with Earl Bryant barreling Car 191 through the pack at a blistering pace to capture a narrow 1st spot. For 12 of the first 18 laps, Bryant ran the show, with Walker hot on his heels in every turn until the start of the 19th lap, when the right rear wheel wrung off on Bryant's speeding car and the machine plunged off the 2nd turn in a big leap, rolling once hard and resting against the outside track fence on its top. The match was red-flagged while Bryant was checked over and then re-started with Walker leading.

Highlighting the 14-car re-start was the exceptional driving of Elwood Tucker, Bob Hill, Johnny Martin and Vince Conrad, who drove Cars 38, 15, 49 and 49B in torrid two-abreast competition for the final 2 laps, with the checkered flag giving 2nd to Hill, 3rd to Martin, 4th to Conrad by a wheel-length over Tucker, who

just slid enough in the 4th turn to lose his narrow lead, 6th to Lawrence Tucker's 71, 7th to J. R. Beardsley's 97, and 8th to Jim Hayes in Car 3.

Galen Griffith lost the right front wheel off Car 11 in the 2nd turn of the last lap, finishing the race in 10th berth, while Beardsley streaked across the finish line with a broken axle.

1st 10-lap amateur heat—Howard Brown (22), Jr. Parker (25), Windy Bailey (80). Time, 5:8%. Bailey spun out onto the edge of the infield in the 2nd turn, pulling back on the track in front of Ralph Wilson's 12. Wilson struck the car and jumped off the bank and ran the outside of the track all the way around to the pits, where he pulled back on and continued his bid.

2nd 10-lap heat—Elwood Tucker (38), Bob Hill (15), Jim Hayes (3). Time, 4:44%. The match was re-started once when Horace Williams lost Car 3D between the 1st and 2nd turns and narrowly missed going off the bank and taking 38 with him. Tucker cut and avoided Williams and Hill ran onto the infield with a jolt to save his own car from a crash. Tucker hit the re-start green in 14th position and also his gas pedal to the floor—blasting through traffic like a bullet. The real climax came in the 6th lap when he took the inside of the track and ran 3 corners with

Hayes' 3 and Jim Hurtabise's 56 on the outside—three abreast. A wildly cheering crowd saw him rapidly pull away from the others as Hill moved up to try his turn at passing.

3rd 10-lap heat—Earl Bryant (191), Paul Walker (4D), Vince Conrad (49B), Lawrence Tucker (71), Bill Walker (40), Norris Reed (141). The race was stopped at the end of the 3rd lap when Jack Hart's 580 threw its right front wheel in the 4th turn and his car stopped in front of the grandstand, blocking the track. The wheel rolled to the infield.

4th event 8-lap Consy—Johnny Martin (49), Galen Griffith (11), Jack Hart (580). Time, 3:49%.

The National Championship Elimination Sportsmen Stock Car race scheduled at the **Georgetown Speedway** last Friday night was postponed due to the heavy rainfall that hit the Georgetown area early in the evening. The entire program that was carded for last Friday will be presented on Friday night, September 3, at 8:30 p. m. with the feature winner assured of a starting spot in the 100-mile National Championship at the Langhorne Speedway on October 10th.

8-27-1954

Hill Leads Drivers At Georgetown Oval

GEORGETOWN, Sept. 1—(Special).—Bob Hill, of New Castle, will carry a sizeable lead in the point standings for stock car drivers at **Georgetown Speedway** when racing resumes here Friday night. Hill has amassed 616 points this season, a margin of 72 points over his nearest rival, Johnny Martin of Lewes. The leaders:

Bob Hill, New Castle, 616; Johnny Martin, Lewes, 544; Elwood Tucker, Bridgeville, 538; Paul Walker, Milton, 528; Vince Conrad, Kutztown, Pa., 472; Lawrence Tucker, Farmington, 456; Ray Cumens, Wilmington, 364; Bill Walker, Wilmington, 354; Horace Williams, Bridgeville, 354; J. R. Beardsley, Farnhurst, 312.

9-1-1954

Nat'l Race At Georgetown

9-3-1954

The first National Championship Elimination Race of 1954 scheduled for this Friday night, Sept. 3, at the Georgetown Speedway will furnish the season's most rugged racing competition, with one of the highly coveted starting positions in the 100-mile Sportsmen's National Championship at stake. The winner of the feature event at Georgetown this Friday night is assured a starting place in the 100-mile National, which will be held at Langhorne Speedway on Sunday, October 10.

The eyes of the racing world will be focused on the **Georgetown Speedway** this Friday night when the first starting position in the National Championship will be filled. The top drivers of the Delaware, Maryland and Pennsylvania areas have filed entries for the event. Favorites in the starting line-up will be Bob Hill, Elwood Tucker, Johnny Martin, Paul Walker, Vince Conrad, Eddie Adams, Earl Bryant, Johnny Roberts, Frank Schneider, J. R. Beardsley, Ray Gumens, Johnny Gramblitt, Charlie Moyer, Lawrence Tucker, Jim Hayes, Norris Reed, Bill Walker and Jack Hart. None will have an easy time of it. Besides the competition that they will furnish one another, every other lead-foot in the area will be out to win this first round in the Championship series. To the winner — a step up the ladder of racing fame and fortune.

The program for this Friday night will include three qualifying heats, an Amateur event, consolation and the big 25-lap National Elimination Feature. First race is carded for an 8:30 P.M. start under the NASCAR sanction. Regular admission prices will prevail with no advance in any ticket prices.

First Of Title Eliminations To Be Held At Georgetown Track

9-3-1954

The eyes of the stock car racing world will be focused on the **Georgetown Speedway** this evening where the first National Championship elimination race of 1954 is scheduled.

The winner of the 100-mile Sportsmen's car event earns a position in the 100-mile National event, which will be held at Langhorne, Pa., on Sunday, Oct. 10.

These championship races are being held throughout the nation this month to determine the starting field at Langhorne.

Rugged competition is expected to bid for honors on the speedy half mile strip.

Among the crowd-pleasing Eastern Shore favorites on the entry list include Frankie (Fire Ball) Schneider, Lambertville, N. J., Johnny Roberts, Brooklyn, Md.,

currently NASCAR's leading driver of the Sportsmen division; Eddie Adams, Rising Sun; Bob Hill, New Castle; Paul Walker, and Johnny Martin, both of Lewes; Earl Bryant, Portsmouth, Va.; Vince Conrad, Kutztown, Pa.; Elwood Tucker, Bridgeville; J. R. Jones, Salisbury, and Jim Hayes, Milford.

Walker won last week's feature 50 lapper, out-wheeling Roberts with Conrad coming in third.

Hill, now gunning a Mercury-powered Ford coach, is leading the point scramble with 616 tallies. Martin is runnerup, 544 followed by Tucker, 538.

Walker Averages 63.99 M.P.H. In 50-Lap Feature



Averaging a blistering 63.99 m.p.h. for 23 minutes, 26 $\frac{3}{4}$ seconds, Paul Walker, Milton, Del., led a 20-car starting field over a NASCAR-sanctioned 50-lap Double-Point Championship route at the fast $\frac{1}{2}$ mile Georgetown Speedway last Friday night before a record crowd, estimated at 2925 persons.

returned to the pits via the entrance.

1st 10-lap heat—Horace Williams (3D), Charlie Moyer (133), Bob Hill (15). Time, 4:54 $\frac{1}{2}$.

2nd 10-lap heat—Elwood Tucker (38), Jim Hurtubise (56), Lawrence Tucker (71). Time, 4:52 $\frac{1}{2}$. Tucker stomped 38 from 7th berth through the speeding cars and into 1st in the

Johnny Roberts smashed the throttle of his Coleman Sportsman Special No. 3, as the green flag was dropped and threaded his way to top-honor spot in the 4th lap. As the match wore on, Walker pushed his 4D into 2nd berth, followed by Vince Conrad in No. 249 and Elwood Tucker in Car 38.

The 34th lap was a bad one for Tucker when he ran over part of a broken bumper and blew a tire, retiring to the 3rd turn infield and losing his bid for 3rd money.

Preceding the 36th lap, Walker had been on Roberts' bumper for 7 turns-around, and with an extra burst of speed eased past last year's Sportsman Champ and into an ever-increasing lead. As the checker dropped on the fast-moving cars, Walker crossed with a $\frac{1}{4}$ track lead and top money, points and honors.

The official run-down listed 3rd money to Conrad, 4th to Bob Hill's 15, 5th to Jim Hurtubise's 56, 6th to Lawrence Tucker's 71, 7th to Horace Williams in Car 3D, 8th to Dick Maddox in No. 98, 9th to Bill Hubbard's 70 and 10th to Charlie Moyer in Car 133, who ran the final 6 laps on a flat tire.

Horace Williams lost a well-driven 4th berth early in the grind when Bill Walker threw Car 40 in a broadside skid between the 3rd and 4th turns and was unavoidably hit amidsthips by Williams. All the field expertly missed the two cars and they quickly straightened out and were off again.

In the 45th lap, Johnny Martin slid Car 31 to the top of the 4th turn, hit Galen Griffith's 23 and they both sailed off the turn and landed on their wheels. Martin ripped through the pit fence and into a tow car, while Griffith dodged the pits and ran along the outside of the fence until he halted his car and

3rd lap. Paul Lee had the fans on their feet when he slid Car 71 broadside between the 3rd and 4th turns in the 6th lap and rapidly recovered.

3rd 10-lap heat—Johnny Roberts (3), Harry Dunbar (31), Bill Walker (40). Time, 4:55 $\frac{1}{2}$. Walker pulled a thriller in the 3rd turn of the last lap as Norwood Ellingsworth slid 77 just enough for him to scoot through and nose him out at the finish.

4th event, 10-lap Consy—Paul Walker (4D), Vince Conrad (249), Gus Wilson (77B). Time, 4:46. Jack Hart took the 2nd turn too high and sat Car 580 off the track on its wheels in the 6th lap.

5th event, 8-lap Amateur—Fireball Trice (EZ2), Paul Jones (23X), Bill Priestly (14). Time, 4:7 $\frac{1}{2}$.

Qualification for Langhorne's 100-mile Sportsman Stock Car Championship on Oct. 10 will go to the winner of tonight's 25-lap feature event. A record field of cars promises to be on hand to compete for this coveted honor.

9-3-1954

Earns Post In NASCAR Event

9-4-1954

Victor Qualifies For National Race

Paul Walker of Lewes won last night's feature 25-lap stock car race at the **Georgetown Speedway** and is assured a starting position in the NASCAR 100-mile sportsmen's championship event at Langhorne, Pa., Oct. 10.

This is one of the many qualifying races held throughout the nation.

A turnout of 1,856 watched Walker take over on the ninth lap, never to be headed. He finished with an eight-car lead. The only challenge was made by Eddie Adams on the 18th lap, but the Rising Son leadfoot couldn't get by Walker although they were fender-to-fender for quite a distance.

This is Walker's seventh feature win of the season on the speedy Georgetown track. He has also won seven 10-lap heats and one consolation whirl.

Monday afternoon, the Lower Delaware speedster will compete in the Sportsmen's \$4,000 purse race at Rochester, N. Y. This event is also sanctioned by NASCAR. Horace Williams of Bridgeville will also be among the contestants, according to Bob Bennett, publicity director of the Georgetown track.

There were 20 starters in the feature.

J. R. Jones of Salisbury, wheeling off from the No. 2 position, took the lead at the start and was passed by Norris Reed of Denton at the beginning of the second lap.

Reed stayed in front until the fifth lap when Eddie Adams took over. Walker moved into command on the ninth lap.

Walker was again piloting 4-D, a white Ford, owned by Milton and Preston Niblett of Gumboro, Del.

Here is the summary:

25 Lap — 1. Paul Walker, Lewes; 2. Eddie Adams, Rising Sun; 3. Bob Hill, New Castle; 4. Jim Hurdubise, Baltimore; 5. Ed Smith, Minquadale, Del.; 6. Buck McCardell, Conowingo; 7. Jack Hart Chester, Pa.; 8. J. R. Jones, Salisbury; 9. Bill Walker, Wilmington, Del.; 10. Ray Cumens, Wilmington. Time 11:41.

EightLap Consolation — 1. J. R. Beardsley, Farnhurst, Del.; 2. Jack Hart; 3. Norwood Ellingsworth, Dagsboro, Del. Time 3:53.3.

Third 10-Lap Heat — 1. Walker; 2. Adams; 3. McCardell. Time 4:42.2. (new 10 lap record)

Second 10-Lap Heat — 1. Norris Reed, Denton; 2. Med Smith, Minquadale, Del.; 3. Jones. Time 4:53.4.

First 10-Lap Heat — (amateur cars) 1. Howard Brown, Harrington; 2. Paul Jones, Salisbury; 3. Bill Priestley, Bridgeville. Time 5:14.3.

Walker Langhorne Qualifier With 7th Georgetown Win

Paul Walker, Milton, Del., kicked Niblett's Sportsman Car 4D across for his 7th NASCAR-sanctioned feature win at the **Georgetown Speedway**, Friday night and acquired the coveted starting position in the National Sportsman Championship 100-miler at the Langhorne Speedway slated for October 10.

At the drop of the green flag, Norris Reed forged out of 4th spot like a shot and as the cars came singing out of the 4th turn in the 2nd lap, he was working on widening his lead. By this time, however, Eddie Adams had stomped 39 out of 9th berth and with Walker on his tail, was striving to catch Reed's 141. This he did in the 6th round and 2 turns later Walker also eased past. The honor-spot battle raged for 2 solid laps as Walker ran a dead heat with Adams and finally struggled to the front in the 2nd turn of the 9th and settled down to lead the 20-car start at a blistering pace.

Charlie Moyer slid Car 133 off the bank between the 1st and 2nd turns in the 1st lap on its wheels, while Reed suffered a real heartbreaker in the 4th turn of the 23rd when he broke his right rear wheel and was forced to the infield, out of a well-driven 4th spot and a crowd-thrilling battle with Bob Hill's Mercury-powered No. 15.

9-10-1954

With a 11 minute and 41 second win credited to Walker, the score sheet credited 2nd to 12th finishing berths to Eddie Adams (39), Bob Hill (15), Jim Hurdubise (56), Med Smith (11), Buck McCardell (93), Jack Hart (580), J. R. Jones (186), Bill Walker (40), Ray Cumens (41), Johnny Martin (14A), and Roy Shockley (13).

1st heat, 10-lap Amateur—Howard Brown (22), Paul Jones (23X), Bill Priestly (14). Time, 5:14 $\frac{3}{4}$. Ralph Wilson lost Car 12 in a broad slide in the 4th turn of the 5th lap and bounced safely to the infield.

2nd 10-lap heat—Norris Reed (141), Med Smith (11), J. R. Jones (186). Time, 4:53 $\frac{3}{4}$. Reed took the lead over a 12-car start in the 4th lap and wheeled a great race, challenged only by Med Smith in the 3 final rounds.

3rd 10-lap heat—Paul Walker (4D), Eddie Adams (39), Buck McCardell (93). Time, 4:42 $\frac{3}{4}$. Elwood Tucker was pushing Car 38 into 2nd spot in the 8th lap when his right front spindle broke and he fought his way to the infield. The wheel rolled down along the grandstand stretch, off the 1st turn and into the outside fence.

4th event, 8-lap Consy—J. R. Beardsley (97), Jack Hart (580), Norwood Ellingsworth (77). Time, 3:53 $\frac{3}{4}$.

Bryant Corners Restart Feature At Georgetown

9-24-1954

Earl Bryant, skillful Portsmouth, Va. wheel jockey, skipped into a torrid 1st spot in the 10th lap of a restarted 25-lap NASCAR-sanctioned feature at the Georgetown Speedway on Friday night and maintained a well-driven lead through the checkered flag.

Driving Warrington's Wayne Special 191 to its second win of the season, Bryant was 13th as Starter Tom Brown dropped the green flag on a 20-car start and when the red flag came down in the start of the 9th lap, he had threaded his way through a fast-moving field into 4th spot with Norris Reed's 141 on his heels.

As Dick Twilley hit the 1st turn of the 9th, the right front spindle of his Car 37 broke, the wheel sailed away and the barreling car slid off the bank, rolling over hard three times. The match was stopped while Twilley was removed to Memorial Hospital, Milford, for a check-up and until another ambulance was on the scene. The last report on his condition listed only a wrenched back.

Paul Walker, the hard-driving Milton, Del., chauffeur of Car 4D, broke an axle before the feature and took over No. 3D for 12 laps until motor trouble forced him out of hot competition with the leaders.

Ray Cumens, Wilmington, lost the right front wheel off his No. 72 in the 2nd turn of the 16th lap and made it to the infield. His wheel went smashing through the outside fence, bound in the direction of Route 113.

Norwood Ellingsworth, who drove Car 77 in one of his best races, finished 2nd, followed by Johnny Martin in his newly-acquired No. 39, and Norris Reed's 141. Fifth money went to Bob Hill's 15, 6th to Vince Conrad in Car 249, 7th to Elwood

Tucker's 38, 8th to J. R. Beardsley in 97, 9th to Med Smith in No. 11, 10th to Gus Wilson's 1, 11th to Jack Hart's 580, 12th to Ralph Sipple in Car 10, and 13th to J. R. Jones' 186.

1st heat, 8-lap Amateur—Bill Priestly (14), Paul Jones (23X), Bill Stout (5). Time, 4:13. Bob McKinnon skidded wide in the 2nd turn and sat No. 18 off the bank on its wheels.

2nd heat, 10-lap Sportsman—Dick Twilley (37), Johnny Martin (39), Horace Williams (3D), Med Smith (11), Norwood Ellingsworth (77), Elwood Tucker (38). Time, 4:55½. Martin, Williams and Smith made Twilley earn every foot of his close win as they crowded on either side of him in the final 4 laps—resulting in an almost dead heat between 2nd and 3rd finishers.

3rd heat, 10-lap Sportsman—Vince Conrad (249), Paul Walker (4D), Norris Reed (141). Time, 4:55¾. Reed led the 12 starters for a full 9 laps, but an unavoidable little skid between the 3rd and 4th turns cost him the win, as Conrad and Walker swooped down on the inside and nosed him out by a narrow margin.

4th event, 10-lap Consy—Bill Walker (40), Bob Hill (15), Jim Hayes (3). Time, 5:2. Hill took the lead in the 9th lap but as he and Walker cut the dirt out of the 4th turn for the checker, Walker managed to nose him out by a wheel-length in a thrilling finish.

Stock car racing will resume at the Georgetown Speedway on Sunday afternoon, Sept. 26, at 2:15 p. m. There will be no program on Friday night!

Battle Continues At Georgetown Track

9-25-1954

The battle for points will continue tomorrow afternoon at the Georgetown Speedway when the first of a series of fall races will get under way.

This NASCAR-sanctioned event will begin at 2:15 p. m. and will again feature Sportsmen and amateur cars.

The latest Sportsmen point standings show Bob Hill of New Castle, Del., in front with 704 tallies. He will again be on hand to protect this advantage with an eye on the track's championship trophy at the end of the season.

Also sure to be present are the next nine ranking drivers in the point scramble. They are Johnny Martin, Lewes, 620; Paul Walker, Milton, 602; Elwood Tucker, Bridgeville, 576; Vince Conrad, Kutztown, Pa., 512; Lawrence Tucker, Farmington, 488; Ray Cumens, Wilmington, 416; Bill Walker, Wilmington, 410; J. R. Jones, Salisbury, 366; Norwood Ellingsworth, Dagsboro, 366; and J. R. Beardsley, Farnhurst, 362.

A special event will feature an officials' race. The track bosses will exchange places with the regular drivers for one race. Also certain to be present is Johnny Roberts of Brooklyn, Md., the 1953 National Sportsmen Champion. He is making as many race dates as possible throughout the east in an effort to build up the 1954 standings.

Marriott Walks Off With Georgetown Honors

Veteran NASCAR spoke-spinner Ken Marriott, of Baltimore, claimed a 12-car-length victory over a dirt-grinding 20-car, 25-lap feature field at the **Georgetown Speedway** on Sunday afternoon.

Clicking off positions, in what appeared to be a "snap," Marriott took to the top of the $\frac{1}{2}$ mile clay banks as Starter Tom Brown dipped his green banner and rapidly nosed out all competition to sweep into an early and expertly-driven lead with his red Mercury-powered '37 Ford coach.

Bob Hill, Delaware's current Sportsman champ, drove Car 15 like mad to close the wide gap, but Marriott's 44 was too much for him. With Hill in 2nd at the checker, Dick Twilley nailed down 3rd money in Car 37 after he and the car had recovered from last week's hard crash. Norris Reed played "dodge" with Horace Williams' 3D for 21 laps, but sewed up 4th spot as he romped his blue 141 past him as they both roared out of the 2nd turn. Fifth to 12th positions went to Williams, Johnny Roberts (77B), Paul Walker (4D), Ray Cumens (41X), Vince Conrad (3), J. R. Jones (186), Lou Thomas (75), Med Smith (11).

Winning time for the event was 11 minutes and 49 seconds.

Johnny Martin lost his right rear wheel in the 6th lap just after he had started to move up to the front of the pack and scrambled to the infield with No. 39.

After dropping to last with motor trouble in the 2nd lap, Paul Walker brought his 4D up to 7th at the finish and lost his right rear wheel and axle off the 1st turn just as he started slowing down.

10-1-1954

1st event, 10-lap Amateur—Paul Jones (23X), Stanley Clark (XX), Jr. Parker (25). Time, 5:19 $\frac{1}{2}$. Bill Priestly, who drove a battling match into 1st berth in the 6th lap, threw his left front wheel in the 4th turn and scooted to the infield.

2nd event, 10-lap Sportsman—Dick Twilley (37), Norris Reed (141), Johnny Martin (39). Time, 4:51 $\frac{1}{2}$.

3rd event, 10-lap Sportsman—Ken Marriott (44), Bob Hill (15), Med Smith (11). Time, 4:50 $\frac{1}{2}$. Marriott blasted his way into 1st spot in the 6th lap to set the pace for the 15 starters.

4th event, 8-lap Consy—Jake Twilley (99), Norwood Ellingsworth (77), Harry Dunbar (31). Time, 4:32. Ralph Sipple sent Car 10 in a complete spin in the 4th turn, 4th lap and after a trigger-acting field wheeled to miss him, kept on coming.

Officials' event, 10 laps—Bomber Brown (3), Hurricane Herbert (3D), Blitzkrieg Betts (25), Engine Ellingsworth (23X), Bullet Bennett (15), Wildcat Wall (80), Jaguar Johnson (141). Watching and talking stock cars is a far cry from the actual driving, as the NASCAR "governors" discovered!

Hill to Risk Lead At Georgetown Track

GEORGETOWN, Oct. 2—(Special).—As the automobile racing season draws to a close, the battle for points will continue tomorrow at **Georgetown Speedway**. According to the NASCAR book, the more points the drivers have the more cash they receive from the point fund at the end of the year.

Bob Hill of New Castle is leading the field at the Georgetown track with 704 tallies. He will be on hand tomorrow fighting to retain his narrow lead, which, if he should keep it, will give him the Georgetown sportsmen crown. He will be driving his red and yellow Ford No. 15, of which he is also the owner.

Hill will have plenty of competition from Paul Walker, of Milton, who, during the past few weeks has moved into second spot in the standings driving the White 4-D owned by the Niblett Brothers of Gumboro. Also gunning for a victory will be Johnny Martin, Lewes, and Elwood Tucker, Bridgeville. 10-2-1954

Johnny Martin Outwheels Marriott In Georgetown Race

10-4-1954

Johnny Martin outwheeled Ken Marriott yesterday afternoon to win the 25-lap feature of the stock car racing program at the **Georgetown Speedway**.

Marriott challenged the Lewes, Del., speedster several times during the final eight laps, but lacked the extra steam to move ahead of him. There was only a car length difference at the finish line.

A crowd of 1,042 watched Martin take the lead on the fourth lap in a 20-car field.

The 10-lap Powder Puff derby was won by Jannie O'Neil, 42-year-old mother of four sons. Gladys Lewis of Salisbury came in second followed by Mary Alice Henry of Denton.

Mrs. Lewis led until the seventh lap when she was overtaken by the eventual winner. Mrs. O'Neill was piloting No. 7, owned by Johnny Roberts of Brooklyn, Md. There were 10 starters in this feminine race.

Roberts came in third behind Marriott in the 25-lap windup. Horace Williams, Bridgeville, finished fourth and Norris Reed, of Denton, fifth.

Med Smith stayed in front at the outset until passed by Martin on the fourth lap.

Paul Walker of Milton, a hot favorite among the Georgetown racing bugs, dropped out early in the race with a flat left front tire.

A couple of accidents had the spectators gnawing their finger

nails. J. R. Jones of Salisbury went over the bank on the first turn and damaged the front end of his buggy. Jones crawled out of the wreck unhurt.

During the opening 10-lap heat limited to amateurs, Junior Parker of Delmar and Bill Stout of Milton skidded over the same first turn, but neither vehicle was damaged.

The eight-lap consolation race saw Stanley Clark of Harrington tumbling off the track on the back stretch and rolling over eight times. The car was completely demolished, but Clark only complained of a headache.

Bill Priestley of Bridgeville was winner of the 10-lap amateur race. Paul Jones of Salisbury came in second and Clark, third.

There will not be any racing at Georgetown next Sunday due to the NASCAR sanctioned late model program at the Delmar Raceway and the 100 mile "race of champions" at Langhorne, Pa.

Here is the summary:

25-lap feature: 1. Johnny Martin, Lewes; 2. Ken Marriott, Baltimore; 3. Johnny Roberts, Baltimore; 4. Horace Williams, Bridgeville; 5. Norris Reed, Denton; 6. Dick Twilley, Magnolia; 7. Bob Hill, New Castle; 8. Ray Cummins, Wilmington; 9. Vince Conrad, Kutztown, Pa.; 10. Harry Dunbar, Wilmington. Time 11:50.4.

10-lap Powder Puff Derby: 1. Jannie O'Neal, Baltimore; 2. Gladys Lewis, Salisbury; 3. Mary Alice Henry, Denton; Time 5:37.4.

Eight-lap consolation: 1. Conrad; 2. Ralph Sipple, Frederica; 3. Ralph Wilson, Harrington. Time
Third 10-lap heat: 1. Marriott; 2. Reed; 3. Elwood Tucker, Bridgeville. Time 4:50.4.

Second 10-lap heat: 1. Dick Twilley, Magnolia; 2. Martin; 3. Roberts. Time 4:51.3.

First 10-lap heat: (amateurs) 1. Billy Priestley, Bridgeville; 2. Paul Jones, Salisbury; 3. Stanley

Schneider Enters Georgetown Race

GEORGETOWN, Oct. 15 — (Special). — The latest signed entry to be received by the **Georgetown Speedway** for the stock car races Sunday is that of Frankie Schneider of Lambertville, N. J., 1952 National Modified Champ of NASCAR and winner of the National 100-mile Sportsmen classic which was held at Langhorne last Sunday. First event is 2:15 p. m.

At Langhorne Schneider set a new qualifying mark in the time trials of 39.228 seconds for an average speed of 91.516 miles per hour. At the present time he ranks sixth in the National Sportsmen standings.

Schneider is expected to receive plenty of speed competition from Bob Hill of New Castle, who finished seventh at Langhorne. Hill stands 17th in the National standings.

There will be three 10-lap qualifying heats followed by the consolation and 25-lap feature attraction. Also on the program will be a 10-lap amateur race.

Martin Over Marriott In Georgetown Stocks

Racking up his first feature event win of the season on the 1/2 mile clay banks of the Georgetown Speedway, Sunday afternoon, was a skillful and fast Johnny Martin with his Car 39.

Johnny hails from Lewes, Del., and has been guiding the destiny of quite a number of top cars during the current season, but has never been in the winner's circle—just close!

He stomped through the starter's green in 10th spot and maneuvered in-and-out of the tightly-bunched 20-car start, developing a 1/4 track lead by the 5th lap.

Ken Marriott, who easily sped away with last week's feature in his Mercury-powered Ford coach No. 44, was after Martin like a streak of fire and upon catching him in the 21st lap, hung on his tail but could not seem to get past, roaring across the finish line in a tight 2nd spot.

Johnny Roberts turned in one of his most brilliant driving performances to push Car 7 into an easy third, followed by Horace Williams (3D), Norris Reed (141), Dick Twilley (37), Bob Hill (15), Ray Cumens (41X), Vince Conrad (3), and Harry Dunbar (31).

Martin's winning time was a blistering 11 minutes, 50 1/2 seconds.

Elwood Tucker experienced a stroke of bad luck in the 3rd lap of the feature when he lost Car 38 in a complete spin in the midst of the feature leaders, was struck in the side and slid off the track into the grandstand infield. The car was under control like a flash and he rocketed away in a cloud of dirt and spinning wheels and in 19th spot. By the 14th lap Tucker had made a recovery into 8th position and was still going to the front when he broke his left rear axle and coasted into the pits.

Paul Walker blew a left front tire in the 5th lap and swung Car 4D into the infield and out of his "forward move."

1st event, 10-lap Amateur—Bill Priestly (14), Paul Jones (23X), Stanley Clark (X). Time, 5:18. Bill Stout and Jr. Parker dropped Cars 5 and 25 off the 1st turn, 6th lap, side-by-side, with no extensive dam-

age to the cars or drivers.

2nd event, 10-lap Sportsman—Dick Twilley (37), Johnny Martin (39), Johnny Roberts (7). Time, 4:51 1/2.

3rd event, 10-lap Sportsman—Ken Marriott (44), Norris Reed (141), Elwood Tucker (38). Time, 4:50 1/2. Gus Wilson lost his right rear wheel and axle off the 1st turn and through the fence in the 7th lap and circled the top of the track, bringing Car 1 into the pits. Elwood Tucker, at the same time, was on the inside of Paul Walker's 4D between the 1st and 2nd turns and ran over Walker's left front wheel, jumping into the air and placing two speeding wheels in the infield. Tucker recovered quickly and went on to pass Walker in the back stretch. Wilson's wheel skimmed a car in the parking lot and flying boards inflicted a slight scratch on one spectator.

4th event, 8-lap Consy—Vince Conrad (3), Ralph Sipple (10), Ralph Wilson (12). Time, 4:11 1/2. Stanley Clark barreled Car X off the 2nd turn during the 1st lap and was pretty well under control until he hit a snag, spun sideways and rolled about 5 times. Stan climbed out o. k. and the race was due for a new start. Bill Priestly put Car 14 through a spin-out in the 2nd turn and was off again.

Powder Puff Derby, 9 laps—Janie O'Neil (7), Gladys Lewis (25), Mary Henry (37). Time, 5:37 1/2. There were eight starters as Tom Brown flashed the "green" on the lady pedal-pushers.

There will be no racing at the Georgetown Speedway, Sunday, Oct. 10, but instead all fans are urged to attend the Late Model events at the Delmar Raceways or the 100-mile Sportsman Championship grind at the Langhorne, Pa., Speedway. The regular card will resume on Oct. 17 with another fast NASCAR field.

of American passenger car—'49 to '54 model—and its driver, will be a big 50-lap feature event.

Entries are still pouring in from all over the Eastern Circuit and some of the big names will be Ray Kable, Baltimore, '52 Hudson; Red Kagle, Baltimore, '54 Dodge; John Dodd, Jr., Baltimore, '53 Hudson; John Dodd, Sr., Baltimore, '51 Plymouth; Dud Holcomb, Aberdeen, '54 Nash; Pete Moxley, Cardiff, '54 Nash; Elmo Langley, Washington, '53 Olds; Charlie Dyer, North Bergen, N. J., '51 Plymouth; Buck Mason, Richmond, Va., '50 Plymouth; Buck McCordell, Conowingo, '53 Hudson; Mark Hanson, '53 Hudson; Foley Shutz, '51 Ford, and Marion Mark, '51 Hudson.

This star-studded event will be presented by the Delmar management for the first time on the Eastern Shore and should prove to be an enormous drawing card. Don't miss it ! ! !

10-8-1954

Schneider "On Top" In Georgetown Stocks

10-22-1954

Fireball Frankie Schneider, Lambertville, N. J., dropped his fast Mercury-powered Ford coach No. 2 into the Georgetown Speedway's winner's circle on Sunday afternoon with another of his fast and well-driven wheel battles.

Taking the green signal in 15th spot of a 19-car start, Schneider blazed into 2nd in the 5th lap on the heels of Elwood Tucker's 38. A mass of fast wheeling between the 3rd and 4th turns upset a possible new record when Lawrence Tucker spun his Car 2 directly in front of Schneider. The latter swerved to the top of the track to miss Tucker and was belted in the rear by Ken Marriott's Mercury No. 44 and off the track. He landed on his wheels and mounted the bank for the restart. Horace Williams was one of the last to come unsuspectingly upon the blocked track and spun his 3D into a vantage spot beside Tucker. Marriott drove his radiator back into the motor and was out for the restart—a blow to racing fans who were primed to witness a battle-royal between the Mercurys and their veteran drivers.

At the start of the 6th lap, the green was again dropped and Elwood Tucker once again slammed Car 38 into the lead with Schneider hot on his bumper. Tucker started dropping back as Schneider passed him and he held 4th for 9 laps until motor trouble caught up with him.

Paul Walker just couldn't seem to get Car 4D going and drove a skillful battle with warding off challenges by Johnny Martin in No. 39.

Johnny Roberts turned in another fine driving exhibition with his No.

7 by casting aside all competition except Schneider, who he just couldn't catch.

Frankie snared Starter John Munder's checker with a fine $\frac{1}{4}$ track lead over Roberts, who likewise held a comfortable margin over the two real battlers, Walker and Martin, who finished in that order.

Stacking up in 5th to 12th berths were Vince Conrad (249), Dick Twilley (37), Bob Hill (15), Horace Williams (3D), Lawrence Tucker (2), Bill Billings (71), Galen Griffith (11) and Fireball Trice (56).

1st event, 8-lap Amateur—Stanley Clark (74), Jr. Parker (25), Bill Stout (5). Time, 4:18.7.

2nd event, 10-lap Sportsman—Frankie Schneider (2), Elwood Tucker (38), Lawrence Tucker (2). The race was red-flagged in the 7th lap when Norris Reed broke the right rear axle on Car 141 and tumbled two times off the 1st turn. His wheel rolled free and Reed climbed out o. k., suffering only a few scratches, but considerable damage to a fine looking car, owned by the Cummings and Reed Racing Team, of Ridgely, Md. Dick Twilley spun Car 37 in the 4th turn infield, but recovered and was off again.

3rd event, 10-lap Sportsman—Paul Walker (4D), Johnny Martin (39), Bob Hill (15). Time, 4:48.3. Reds Kagle lost the right rear wheel off his Car 141 in the 1st turn, but managed to limp to the back-stretch infield. Martin turned on in the 3rd turn of the final lap, streaking past Bob Hill, to finish a full length ahead.

4th event, 8-lap Consy—Ken Marriott (44), Ralph Wilson (12), Bill Priestly (14). Time, 4.7. As the cars swept out of the 2nd turn in the 1st lap, Marriott had moved from last to first with a terrific burst of speed.

There will be no racing this Sunday at the Georgetown Speedway, but instead the Delmar Raceways will present a Modified and Sportsman double-point Championship show at 2 p. m. over the $\frac{1}{2}$ mile asphalt.

Bryant Corners Restart Feature At Georgetown

10-24-1954

Earl Bryant, skillful Portsmouth, Va. wheel jockey, skipped into a torrid 1st spot in the 10th lap of a restarted 25-lap NASCAR-sanctioned feature at the Georgetown Speedway on Friday night and maintained a well-driven lead through the checkered flag.

Driving Warrington's Wayne Special 191 to its second win of the season, Bryant was 13th as Starter Tom Brown dropped the green flag on a 20-car start and when the red flag came down in the start of the 9th lap, he had threaded his way through a fast-moving field into 4th spot with Norris Reed's 141 on his heels.

As Dick Twilley hit the 1st turn of the 9th, the right front spindle of his Car 37 broke, the wheel sailed away and the barreling car slid off the bank, rolling over hard three times. The match was stopped while Twilley was removed to Memorial Hospital, Milford, for a check-up and until another ambulance was on the scene. The last report on his condition listed only a wrenched back.

Paul Walker, the hard-driving Milton, Del., chauffeur of Car 4D, broke an axle before the feature and took over No. 3D for 12 laps until motor trouble forced him out of hot competition with the leaders.

Ray Cumens, Wilmington, lost the right front wheel off his No. 72 in the 2nd turn of the 16th lap and made it to the infield. His wheel went smashing through the outside fence, bound in the direction of Route 113.

Norwood Ellingsworth, who drove Car 77 in one of his best races, finished 2nd, followed by Johnny Martin in his newly-acquired No. 39, and Norris Reed's 141. Fifth money went to Bob Hill's 15. 6th to Vince

Conrad in Car 249, 7th to Elwood Tucker's 38, 8th to J. R. Beardsley in 97, 9th to Med Smith in No. 11, 10th to Gus Wilson's 1, 11th to Jack Hart's 580, 12th to Ralph Sipple in Car 10, and 13th to J. R. Jones' 186.

1st heat, 8-lap Amateur—Bill Priestly (14), Paul Jones (23X), Bill Stout (5). Time, 4:13. Bob McKinnon skidded wide in the 2nd turn and sat No. 18 off the bank on its wheels.

2nd heat, 10-lap Sportsman—Dick Twilley (37), Johnny Martin (39), Horace Williams (3D), Med Smith (11), Norwood Ellingsworth (77), Elwood Tucker (38). Time, 4:55½. Martin, Williams and Smith made Twilley earn every foot of his close win as they crowded on either side of him in the final 4 laps—resulting in an almost dead heat between 2nd and 3rd finishers.

3rd heat, 10-lap Sportsman—Vince Conrad (249), Paul Walker (4D), Norris Reed (141). Time, 4:55¾. Reed led the 12 starters for a full 9 laps, but an unavoidable little skid between the 3rd and 4th turns cost him the win, as Conrad and Walker swooped down on the inside and nosed him out by a narrow margin.

4th event, 10-lap Consy—Bill Walker (40), Bob Hill (15), Jim Hayes (3). Time, 5:2. Hill took the lead in the 9th lap but as he and Walker cut the dirt out of the 4th turn for the checker, Walker managed to nose him out by a wheel-length in a thrilling finish.

Stock car racing will resume at the Georgetown Speedway on Sunday afternoon, Sept. 26, at 2:15 p. m. There will be no program on Friday night!

Delaware, Friday, October 29, 1954

Schneider, Roberts Head Field In Georgetown Races Sunday

Special to Journal-Every Evening

GEORGETOWN, Oct. 29. — NASCAR sanctioned stock car races are scheduled again this Sunday at **Georgetown Speedway**.

The afternoon's five-event program will be topped by a 100-lap feature attraction with double NASCAR points going to all winners plus their share of the cash purse.

The first of the three qualifying heats will get off at 2:15 p. m. followed by the consolation race for non-qualifiers and the 50-mile feature race, which more than likely will be the last of the season here.

Only sportsmen type stock cars will be eligible to compete Sunday. Entries are expected from some of the nation's top sportsmen chauffeurs, including Frankie Schneider of Lambertville, N. J., who in his last two appearances on the Shore has won three out of the four races in which he participated. He was defeated by Ken Marriott in the feature event at Delmar last Sunday.

Also on hand will be Johnny Roberts of Brooklyn, Md., 1953 national sportsmen king and runnerup in the same division at the present time this year; Bob Hill, New Castle, currently leading the Georgetown track and the state of Delaware in sportsmen points and also the '54 sportsman champ of Wilmington Speedway; Paul Walker, Milton, and Johnny Martin, Lewes, one-time feature winner at Georgetown this year.



Paul Walker

Stock Car Races 10-30-1954 Scheduled Tomorrow

NASCAR sanctioned stock car races are scheduled again tomorrow at **Georgetown Speedway**.

The afternoon's five event program will be topped by a 100-lap feature attraction with double NASCAR points going to all winners plus their share of the purse.

The first of three qualifying heats will get off at 2:15 p.m. followed by the consolation race for non-qualifiers and the 50-mile feature race, which more than likely will be the last of the season.

Only sportsmen type stock cars will be eligible to compete. Among the entries are Frankie Schneider, Lambertville, N. J., who in recent appearances on the Eastern Shore has won three of four races. He ran a close second last Sunday to Ken Marriott of Baltimore at Delmar Raceway.

Also available will be Johnny Roberts of Brooklyn, Md., 1953 national sportsmen champion and runnerup in the same division currently; Bob Hill of New Castle, Del., the point leader of the Georgetown track; Paul Walker, Milton and Johnny Martin of Lewes.

Georgetown Speedway To Open May 14; Practice On 7

Charles H. Herbert, Promoter and President of the Georgetown Speedway, located two miles south of Georgetown, Delaware, on U. S. Route 113, has announced that the 1955 opening of the Georgetown track will take place on Saturday night, May 14, with the first race getting the green signal at 8 p. m. For the third consecutive season the popular lower Delaware racing plant will operate under a sanction from the National Association for Stock Car Auto Racing, better known to auto race fans as NASCAR, the world's largest automobile racing group, which sanctioned over 1,600 separate meets during the 1954 racing season with cash prize money in excess of \$1,775,000.

This Saturday night, May 7, will be practice night at the Georgetown plant, which will be open from 7 to 10 p. m. for all members of NASCAR who would like to try their cars out over the newly-surfaced, half-mile banked clay oval. The public is cordially invited to attend this practice session. Admission to the grounds and grandstand is entirely free with the compliments of the Speedway Management. 1955-05-06

Georgetown Racing To Begin Saturday

GEORGETOWN, May 10 (Special). — Georgetown Speedway's first races of the season will take place this Saturday night. The speedway will operate under a sanction from the National Association for Stock Car Auto Racing and will present sportsmen type racers on a weekly Saturday night basis.

Drivers expected at the inaugural include Horace Williams, Elwood Tucker, and Billy Pristly of Bridgeville; Lawrence Tucker, Farmington; Norris Reed, Denton, Md.; Paul Walker, Milton; Johnny Martin, Lewes; Eddie Adams, Rising Sun, Md.; the Twilley brothers, Magnolia; Vince Conrad, Kutztown, Pa.; Jack Hart, Chester, Pa.; Norewood Ellingsworth, Dagsboro; Windy Bailey, Dickie Beauchamp, J. R. Jones, Salisbury, Md., and Dick Maddox and Junior Parker of Delmar. 1955-05-10

STOCK CAR RACING

GEORGETOWN SPEEDWAY

Every SATURDAY Night

Starting May 14

FIRST RACE 8 P.M.

NASCAR Sanctioned

1955-05-12

Plenty Of Free Parking

GEORGETOWN, May 14—(Special).—Charles Herbert will take the lid off his Georgetown Speedway tonight at 8 o'clock with the inaugural stock car program of the 1955 season. Six events are scheduled.

The half-mile banked clay oval has been completely resurfaced and all is in readiness for tonight's slate.

A bitter duel is expected to be continued tonight between two local chauffeurs, Johnny Martin and Paul Walker. Walker, during the 1954 season chalked up eight heat wins, one consolation and seven features here. Martin only scored victories in one feature, four consolation and three heats during the past season, but showed a terrific tally sheet for second and third place finishes.

Walker finished second in the 1954 sportsmen point standings with 798 points while Martin took down third spot with 786 tallies.

1955-05-14

Georgetown Races Off

GEORGETOWN, May 16—(Special).—Yesterday's scheduled stock car racing program at Georgetown Speedway was postponed because of rain, thus delaying the track's opening until next Sunday.

1955-05-16

Georgetown Speedway Opens Tomorrow Night

GEORGETOWN, May 20—(Special).—The 1955 stock car racing program at Georgetown Speedway will get under way tomorrow night at 8 o'clock. The track, located two miles south of Georgetown, on U. S. Route 113, will be operating under a sanction from the National Association for Stock Car Automobile Racing.

Heading the entry list of sportsmen drivers the opening program is Horace Williams of Bridgeville.

Williams will likely receive competition from Paul Walker of Milton. Also slated to be on hand are Johnny Martin, Lewes; J. R. Jones, Salisbury, Md.; Norris Reed, Denton, Md., and Elwood and Lawrence Tucker.

1955-05-20

Martin Car Wins

GEORGETOWN, May 23—(Special).—Johnny Martin, of Lewes, drove to victory in 11:49.1 in the featured 25-lap stock car race at Georgetown Speedway Saturday night. Paul Walker of Milton was second, followed by Earl Bryant of Portsmouth, Va. A crowd of 1,500 saw the race.

1955-05-23

Martin Takes 25-Lap Event

1955-05-23

Lewes Driver Is Ahead Of Walker

Johnny Martin of Lewes won the 25-lap feature at the Georgetown Speedway on Saturday night, finishing six car lengths in front of Paul Walker of Milton.

A crowd of more than 1,500 viewed the season opener on the half mile oval.

Walker took the lead from Elwood Tucker of Bridgeville on the 13th lap and stayed in front until the 23rd lap when Martin took command with his No. 39, a 1939 Ford coach. Walker was again wheeling 4-D, owned by Milton and Preston Niblett of Gumboro.

A 19-car field comprised the 25-lap feature.

Martin and Walker also won 10-lap heats. Dick Maddux of Delmar copped the opening heat.

Stock car racing programs have been scheduled at the Georgetown Speedway this Saturday night and next Monday afternoon. A special 35-lap feature has been booked for Memorial Day.

Here's the summary:

FIRST 10 LAP HEAT — 1. Dick Maddux, Delmar; 2. Paul Jones, Salisbury; 3. Jerry Jenkins, Paulsboro, N. J. Time 4:58.2.

SECOND 10-LAP HEAT — 1. Johnny Martin, Lewes; 2. Norris Reed, Denton; 3. George Harrison, Georgetown. Time 4:43.2.

THIRD 10-LAP HEAT — 1. Paul Walker, Milton; 2. Horace Williams, Bridgeville; 3. Jim Hayes, Milford. Time 4:48.1.

EIGHT LAP CONSOLATION — 1. Earl Bryant, Portsmouth, Va.; 2. Norwood Ellingsworth, Dagsboro; 3. Harry Dunbar, Wilmington. Time 3:54.4.

25-LAP FEATURE — 1. Johnny Martin, Lewes; 2. Paul Walker, Milton; 3. Earl Bryant, Portsmouth, Va.; 4. Elwood Tucker, Bridgeville; 5. Horace Williams, Bridgeville; 6. J. R. Jones, Salisbury; 7. Norwood Ellingsworth, Kutztown, Pa.; 8. Harry Dunbar, Wilmington; 9. Russ Warrington, Georgetown. Time 11:49.1.

Martin Streaks To Stock Car Win At Georgetown

1955-05-27

Over 1,500 opening night spectators watched Johnny Martin, Lewes, Del., blaze Car 39 over the victory trail in the lid lifting stock car races at the Georgetown Speedway last Saturday night.

At the start of the evening's 25-lap feature attraction, it was Elwood Tucker's Car 38 to the number one spot, where he stayed until the 13th round, when Paul Walker, driving Car 4D, eased by him on the inside to become lead man. On the 18th circle of the half-mile oval Martin moved into number two spot and continued on Walker's rear bumper for the next five laps, finally succeeding in passing him in the 23rd. In the remaining two laps Martin continually lengthened his lead to take the checkered flag about six car lengths ahead of second place Walker. Earl Bryant's Car 161 blasted out of the 4th turn for the checker and amid a fender-scraping duel with Tucker and Paul Jones' 133 managed to eke out a 3rd spot by a hood-length. Following 4th place Tucker through Starter Tom Brown's checker were Horace Williams' 3D and J. R. Jones in Car 41X for 5th and 6th.

The near-record time was 11 minutes, 49½ seconds.

Only one accident marred the feature and that occurred in the 5th lap when George Harrison lost Car X off the 2nd turn on his wheels.

1st 10-lap heat—Dick Maddox (A4), Paul Jones (133), Jerry Jenkins (59). Time—4:58½.

2nd 10-lap heat—Johnny Martin (39), Norris Reed (141), George Harrison (X). Time—4:43½. Norwood Ellingsworth rolled over 2 times into the infield in the 2nd turn, 1st lap, and landed No. 77 on its wheels. Reed jumped to the lead in the 1st lap and drove a hard 8 laps until he was headed by Martin.

3rd 10-lap heat—Paul Walker (4D), Horace Williams (3D), Jim Hayes (3A). Time—4:48½.

4th event, 8-lap Consy—Earl Bryant (161), Norwood Ellingsworth (77), Harry Dunbar (3). Time—3:54½.



AT GEORGETOWN—Norris Reed of Denton, Md., will be in the starting lineup tonight and also on Monday afternoon at Georgetown Speedway. Tonight, the speedway presents its weekly stock-car show featuring a 25-lap event. On Monday there will be a special holiday program of sportsmen stock racing at 2:15 o'clock with a 35-lap feature. 1955-05-28

Martin Wins Car Race At Georgetown Track

GEORGETOWN, May 30—An all-Delaware finish was produced in the 25-lap stock car feature race at Georgetown Speedway Saturday night before 1,356 fans. First across the line was Johnny Martin of Lewes, followed by Paul Walker of Milton, and Horace Williams, Bridgeville. 1955-05-30

Georgetown to Hold Fourth Stock Show

GEORGETOWN, June 3—(Special).—The stock-car racing spotlight will focus on the Georgetown Speedway tomorrow night as Promoter Charles Herbert presents his fourth program of the season.

The 35-lap Memorial Day feature that was rained out in the 18th lap will be finished as the first event of the arc-light card, scheduled for an 8:30 o'clock start. Vince Conrad, Kutztown, Pa., who was leading, will be back hoping to retain his No. 1 spot for the remaining 17 laps.

Johnny Martin, of Lewes, second, when the red flag was dropped and winner of two other features at Georgetown this year, and Paul Walker, of Milton, who was in third spot, are two drivers who have the cars and skill to catch Conrad. 1955-06-03

Resume Feature Contest At Georgetown Tonight

The remaining 17 laps of the 35-lap feature race that was rained out Memorial Day, and a 25-lap race, highlight the card of Sportsmen stock car racing, scheduled tonight at the Georgetown **Speedway**, starting at 8:30 o'clock.

In addition there will be three 10-lap qualifying heats, a consolation race, and a special event for novice drivers. All cars entered in the latter race must be equipped with conventional roll bars and a safety belt and must not have cost the owner more than \$150 to equip. 1955-06-04

Lawrence Tucker First In Georgetown Stock Cars

1955-07-01

A new twist for Georgetown Speedway fans developed last Sunday afternoon at the fast lower Delaware ½ mile oval, when Lawrence Tucker, of Farmington, Del., swept into an uncontested lead in the 1st lap and was never headed throughout the 25-lap main event, although Paul Walker closed a ½-lap lead in the final few turns and came narrowly, within one car-length, of nosing into the victory spotlight. The fans were on their feet to a man, wildly cheering as Walker made his move and actually would have claimed the match if he had not gotten into heavy traffic at the checkered flag.

Tucker, the younger of the two racing brothers, was behind the wheel of Car 15, owned by Crouse's Speed Shop, Ridgely, Md., and drove a clean and lightning-fast race, defeating Johnny Martin, the popular Lewes, Del., leadfoot who has garnered all but 1 feature this season. Martin apparently experienced car trouble as indicated by his sudden drop to an 8th running spot.

With Walker snaring 2nd money, the other hotly-contested positions went to Russ Townsend's 133, Norwood Ellingsworth's 77, Elwood Tucker's 38, Jack Hart in Car 580, Dick Maddox in No. A-4, Johnny Martin's 39, Russ Warrington in 51, Bob Kincaid's 2-B, and Sonny Fenimore in Car 201. Tucker's near-record time was 11 minutes, 49½ seconds for the 12½ mile grind.

The Sunday afternoon races came about because of a rain-out on Saturday night and proved good luck for Car 15, who had never won a feature before this year, in fact it was the first event he had even finished because of the usual streak of bad luck that seems to plague all cars and drivers at one time or other—first it was motor trouble and rear-end breakage with Car 15. We hope it's all cleared up!

Accidents were relatively few and highlighted by Sandy Montello in Car 1, who has a bad habit of spinning his car around and causing a melee. Montello spun his car to the 2nd turn infield in the 6th lap, got straightened away, made another lap and spun out to the 4th turn infield and gave up. Bernie Hart drove Car X off the 1st turn in the 5th lap and stayed on all 4 wheels to sit out the balance of the race.

As an indication of the speed of the 7 lead cars in this race, they all passed the 8th position finisher, Johnny Martin, and the final 3 finishers were likewise lapped as many as 5 times.

1st 10-lap heat—Russ Townsend (133), Paul Walker (4-D), Elwood Tucker (38). Time, 4:51½. Sandy Montello spun his Car 1 to the 4th turn infield twice, but recovered both times.

2nd 10-lap heat—Lawrence Tucker (15), Bernie Hart (X), Johnny Martin (39). Time, 4:43%.

3rd 10-lap heat—Sandy Montello (1), Jack Hart (580), Bob Kincaid (2-B). Time, 3:52½.

Hobby Division Event, 10 laps—George Howard (X-Jr.) '38 Chev., Wilson Jester (1-X) '41 Ply., Robert Betts (16) '36 Chev. No time—accident. Norman Humbert, driving a '36 Buick, lost it as he was coming out of the 2nd turn and rolled up on the edge of the infield. The match was red-flagged at the end of a completed lap and restarted. Wade Milan, in an effort to stop his '38 Olds as the red flag fell, rammed the cement retaining wall twice in avoiding other cars that were spinning here and there, and climbed out with a disgusted look on his face, but o. k.

It was announced that Announcer Bob Bennett, who is at home recovering from an appendectomy, will again be on hand on July 2 when the National Association for Stock Car Auto Racing will bring you the best in motor racing with the top pilots in their circuit of champions over the banked ½ mile clay Georgetown oval.

Car Races Tonight At Georgetown Oval

GEORGETOWN, July 9—(Special).—The seventh automobile stockcar racing program of the season is on tap tonight at the Georgetown **Speedway**. The program will feature sportsmen model cars from NASCAR.

The first of three 10-lap qualifying heats will get off at 8:30 o'clock to be followed by a consolation run and topped off with a 25-lap main contest with a starting field of 20 cars scheduled to get the green signal. The starting line-up for the main battle will be made up of the first five cars to finish in each of the three heats and consolation.

There will also be a special hobby race for novice drivers following the consolation.

1955-07-09

Martin, Walker To Drive In Georgetown

Promoter Charles Herbert presents his seventh stock car racing program of the season this evening at the Georgetown Speedway.

The first of six events is slated to get under way at 8:30 p.m.

The two Eastern Shore favorites, Paul Walker of Milton, last week's feature winner, and Johnny Martin of Lewes, a four-time victor in six outings, are expected to be confronted with stiff opposition.

Among the speedy competition will be the two new faces who made their first showing of the season last week on the half mile clay oval. They are Lou Johnson of Wilmington and Lew Mood of Monroeville, N. J.

"Leadfoot Lou", as Johnson is called by the racing bugs, is expected to be wheeling a 1955 Dodge Red Ram V-8 buggy. Mood pilots a conventional Ford chassis powered with a new Mercury engine.

Martin is the current point leader of the Georgetown track. Another local speedster not to be overlooked is Lawrence Tucker of Greenwood.

The remainder of the field is expected to include Earl Bryant, Portsmouth, Va.; Vince Conrad, Kutztown, Pa.; J. R. Jones, Salisbury; Norris Reed, Denton; Horace Williams, Bridgeville; and Buck McCardell, Conowingo.

The 25-lap feature will be supported by a consolation run and the usual three 10-lap qualifying heats.

1955-07-09

Georgetown Racing To Aid Camp Barnes

GEORGETOWN, July 13 (Special).—Annual stock-car races for the benefit of Camp Barnes will be held at Georgetown Speedway Saturday, July 30. In case of rain, the event will be held Saturday, Aug. 6.

For the fifth consecutive year, the management has turned the oval over to the Delaware Association of Chiefs of Police and all proceeds will help give Delaware boys two-week vacations at Camp Barnes.

1955-07-13

110 Laps of Car Racing At Georgetown Tonight

GEORGETOWN, Aug. 6 — (Special). — One hundred and ten laps of automobile racing are on the schedule tonight over the banked half mile oval of the Georgetown Speedway.

The first event, the 25-lap rained out feature from last week, will receive the green signal at 8:30. Following this will be the usual weekly card plus the ladies powder puff hobby race.

Drivers on hand will include Earl Bryant, Portsmouth, Va.; Johnny Martin, Lewes; Paul Walker, Milton; Norris Reed, Denton, Md., and Elwood Tucker and Horace Williams, both of Bridgeville.

1955-08-06

Friday, August 12, 1955

Georgetown Double-Feature Wins To Walker; Reed Takes Trophy



William L. Cummings, Ridgely, (left) and Norris Reed, Denton, are pictured above with their 3rd spot trophy garnered after Reed drove the Cummings & Reed Racing Team Car through rugged Stock Car competition at the Georgetown Speedway last Saturday night. Staff Photo.

Georgetown Double-Feature Wins To Walker; Reed Takes Trophy

1955-08-12

William L. Cummings, Ridgely, (left) and Norris Reed, Denton, are pictured above with their 3rd spot trophy garnered after Reed drove the Cummings & Reed Racing Team Car through rugged Stock Car competition at the Georgetown Speedway last Saturday night. Staff Photo.

To an early lead in both the rain-out and the regular 25-lap NASCAR-sanctioned main events at the Georgetown Speedway last Saturday night was "the favorite" stock car chauffeur, Paul Walker, of Milton, Del., behind the wheel of his No. 4-D. He kicked his Ford coupe from 14th and 15th starting spots, respectively, and threaded his way over the courses at blistering paces until at least a $\frac{1}{2}$ track lead was a certainty. These wins put Walker on a par with Johnny Martin, who holds a one-win lead at the present. Johnny won 5 features and has been having a run of car trouble that quelled his winning streak.

Jerry Jenkins drove Car 144 in for 2nd money in the Camp Barnes rain-out race after holding off stiff competition run by Norris Reed's Car 141. Reed was running like lightning and successfully moved up on 144 from 15th spot in the starting field. Fourth, 5th, 6th and 7th honor berths went to Tom Johnson's 1-A, Bob Kincaid's 2-B, Dick Maddox's A-4 and Bill Blankenship in No. 13. The winning time was 11 minutes and 35 seconds.

Handsome trophies were given the first three drivers and the owner of Car 4-D, Milton Niblett. The motors of the first three cars bore the seal of Niblett balanced assemblies.

Bill Blankenship drove his 13 off the 2nd turn in the 4th lap and bounced back on while he repeated in the 15th lap in the same turn and recovered again to finish the match. Russ Townsend spun Car 133 to the infield in the 20th time around and let it sit right there—in the 4th turn.

The closest competitor to Walker in the regular "run" was Jim Hayes' 3-A and his 2nd spot was followed by Norwood Ellingsworth in Car 77. Ellie almost lost his spot to hard-driving Norris Reed, who barreled his 141 up from 13th position and to within 3 feet of garnering the money. Likewise was the "stretch" battle of Earl Bryant in Car 191 and Horace Williams in 3-D, with Bryant coaxing his mount across by a nose for 5th. Jerry Jenkins sat his 144 into 7th and Bill Blankenship held onto 8th after finally pushing his 13 ahead of Tom Johnson in Car 1-A to climax a 7-lap campaign. Other than the few car casualties from motor trouble, one accident occurred in the 3rd turn of the 4th lap and Dick Maddox ran A-4 down the bank with a broken spindle. The timer's watch showed a time of 11 minutes, 33 $\frac{1}{2}$ seconds in this exciting match of men and machines.

1st 10-lap heat—Harry Dunbar (3), J. R. Jones (A-4), Bob Kincaid (2-B). Sonny Fenimore lost No. 201 off the 4th turn in the 9th lap, rolled over and over and stopped on his roof. The race was red-flagged and declared completed.

2nd 10-lap heat—Jim Hayes (3-A), Russ Townsend (133), Lou Williams (5-X). Time, 4:42 $\frac{1}{2}$.

3rd 10-lap heat—Paul Walker (4-D), Horace Williams (3-D), Norris Reed (141). Time, 4:38 $\frac{1}{2}$. Reed gave Williams a fit in the closing laps and almost sneaked past at the flag.

4th event, 10-lap Consy—Norwood Ellingsworth (77), Jerry Jenkins (144), Bill Blankenship (13). Time, 4:48 $\frac{1}{2}$. Elwood Tucker footed 38 into a lead at the drop of the green flag and fought with Ellingsworth for 9 laps until motor trouble ruined his chances to claim the checker. A restart, due to activity in the 4th turn, 1st lap, was caused when leader Johnny Martin in Car 81 made a full spin ahead of the entire field and was struck by Sonny Fenimore's 201. Fenimore was in turn hit by Jerry Jenkins' 144 and Norwood Ellingsworth's 77, the latter sliding off the bank.

5th event, 10-lap Hobby Division—Bill Harrison (XJr.-'38 Chev.), Ralph Tucker (25-'41 Ply.), Alvin Cordrey (92-'36 Chev.). Everything was going good until the 5th lap and the 4th turn, when Henry Short spun his 39 to the edge of the infield and was hit by Harold Williams' 3-A, who was hit by Les Dutton's 11. After the confusion, and the restart was underway, Howard Betts slid up into the side of Bill Elliott's 1-X, careened down to swipe the edge of the 3rd turn infield and turned No. 97 over 3 times. Restarted for a second time, the match was finished with no more accidents other than the loss of a right rear wheel to No. 40. These boys are wild!

Powder-puff Hobby event, 6 laps—Gladys Lewis (25-'41 Ply.), Priscilla Ellingsworth (24-'37 Chev.). Time, 3:51 $\frac{1}{2}$.

By all means be sure to be on hand for tomorrow night's Summer Championship 50-lap feature with double points for the winners. There promises to be some of the East's finest stock car equipment and drivers to boost their NASCAR points. In all probability there will be such speedway stars as Elwood Tucker, Norris Reed, Lawrence Tucker, Paul Walker, Johnny Martin, Horace Williams, Norwood Ellingsworth, Earl Bryant, Jim Hayes, Bill Johnson, Harry Dunbar, Jerry Jenkins and Russ Townsend. You can't afford to miss this hub-to-hub competition by top drivers in the world's largest and finest auto racing association.

50-Lap Stock Race Tops Georgetown Bill

GEORGETOWN, Aug. 13—
(Special).—On tap for an 8:30 o'clock start tonight at the Georgetown Speedway is the twelfth stock car program of the current season with the biggest feature attraction yet.

A 50-lap Mid-Summer Championship is on the docket and is expected to draw a capacity field of sportsmen stock cars from the eastern ranks of NAS-CAR, the sanctioning group at the Georgetown plant. All told, 100 laps of racing are on the slate.

1955-08-13

1955-08-17

Georgetown Speedway's stock car racing card of last Saturday night, one of Hurricane Connie's numerous victims, will be run this Saturday p. m.—if Diane will stay away. Lou Johnson, the Wilmington veteran, is among the entrants in Georgetown's 50-lap feature, labeled the Mid-Summer Championship.

1955-08-25

Stock Cars Return To Georgetown Oval

GEORGETOWN, Aug. 25 —
(Special).—The stock-car racing spotlight will be focused on the Georgetown Speedway this Saturday night as the thirteenth program of the season gets underway at 8:30 o'clock. A six-event card will consist of three 10-lap qualifying heats, consolation race, hobby event and the 25-lap main attraction.

As a special attraction, the management is presenting a one-lap bicycle race for boys between the ages of 10 and 14, with a prize to the winner.

Headlining the early stock car entry list is Earl Bryant of Portsmouth, Va., the victor in last week's 50-lap feature. He will be driving the No. 191 Wayne Chevrolet Special owned by Francis Warrington, Jr., of Rehoboth Beach.

Paul Walker Leads Georgetown Racing

GEORGETOWN, Sept. 3 —
(Special).—In stock car races at Georgetown Speedway tonight, Paul Walker of Milton, will be out to bolster his lead in Sportsmen point standings. He has 662 tallies.

1955-09-03

Johny Martin, of Lewes, has dropped to third spot, allowing Horace Williams, Bridgeville, to take over the place position after finishing second in last week's feature. Dick Maddux, Delmar, has moved into fifth place while J. R. Jones, Salisbury, jumped two places to tenth spot. The standings:

Paul Walker, Milton, 662; Horace Williams, Bridgeville, 488; Johny Martin, Lewes, 472; Norwood Ellingsworth, Dagsboro, 440; Dick Maddux, Delmar, 388; Elwood Tucker, Bridgeville, 364; Bobby Kincaid, Salisbury, Md., 346; Earl Bryant, Portsmouth, Va., 342; Norris Reed, Denton, Md., 328; J. R. Jones, Salisbury, Md., 308; Jerry Jenkins, Paulsboro, N. J., 300; Russ Townsend, Trappe, Md., 294; Junior Parker, Delmar, 294; Harry Dunbar, Wilmington, 286; Bob Maddux, Delmar, 260; Bill Johnson, Cambridge, Md., 238; Russ Warrington, Georgetown, 226; Lawrence Tucker, Greenwood, 210; Jim Hayes, Milford, 192; Bobby Hanna, Salisbury, Md., 132; Bill Raughley, Bridgeville, 130; Windy Bailey, Salisbury, Md., 126; Vince Conrad, Kutztown, Pa., 122; Sonny Fenimore, Wilmington, 100; George Smith, Milton, 94; Ralph Moody, Dania, Fla., 94; Tommy Johnson, Wilmington, 90; Lew Mood, Merchantville, N. J., 82; Paul Jones, Salisbury, Md., 78; Billy Priestley, Bridgeville, 78.

Fifth Stock Car Win To Walker's Ford Car 4-D

Emerging the winner in the 25-lap accident-studded feature event at the 1/2 mile Georgetown Speedway last Saturday night for the fifth time this season was the lead-footed wheel spinner from Milton, Del., Paul Walker. As always, Walker was behind the spokes of Car 4-D, owned by the Niblett Bros., and hammered his way relentlessly into a lead-challenging position in the 10th lap from 14th starting spot.

Johnny Martin set out from the drop of the green flag to add another checkered flag to his crown and took over the lead in the 8th lap, after a spine-tingling contest with Bill Blankenship's 13-X and Horace Williams' 3-D. For 7 full laps following the lightning moves of Walker and Martin's 39, they ran a hub-to-hub battle through every turn—one car maybe moving a few feet ahead of the other until bad luck caught up with Martin again and his right rear wheel became disassociated with the car. The attitude of the crowd was appropriately expressed with a loud Oh!!!! at the end of the torrid ride and as 4-D moved into an uncontested lead. As the checkered flag was dipped on the field, it showed that 2nd went to Williams, 3rd to Blankenship, 4th to J. R. Jones in Car 9, and 5th to Norwood Ellingsworth's 77. The official time was 11 minutes, 54 1/2 seconds.

As for the accidents in the feature after it got underway following two restarts, there was Bob Kincaid, who piled his 2-B off the 1st turn in the 6th lap, and Bob Maddox, who also flew his 98 off the 3rd turn in the 19th. Both cars and their drivers clambored out o. k.

But the cause of the 1st restart was a rip-roaring field of some of the fastest stock cars and drivers in the eastern ranks of NASCAR, as 20 of them took the green flag and tried to get in the 1st turn at the same time. "You ain't never seen such a mess" of racing machines spinning, rolling and crashing in a mighty long time. As it was reconstructed by conversation with those involved, there just wasn't room for Earl Bryant's "Wayne" No. 191 and he was forced off the bank—likewise for Norris Reed in Car 141, who followed suit, landed on his nose and flipped over on top of Bryant and then over on his side and thence on his wheels—and finally for Paul Walker, who followed them over and stopped just short of piling into the two cars. After a bevy of wreckers cleared up the mess, Reed was the only one who couldn't go as the green flag dropped again. All the drivers were o. k. but the cars received quite a few bruises. Oh yes, Lawrence Tucker was squeezed out the other side of the barreling pack and placed Car 81 nicely into the infield ditch nose first.

The next melee was attributed to Jimmy Patterson's Car 14 as he took to the back stretch infield, ran past 5 cars and descended onto the track at the 3rd turn in time to hit Russ Townsend's 133 and cause him to spin in the middle of a hard-driving field. Bob Kincaid also got a lick in on Townsend and Harry Dunbar ran No. 40 half-way down the bank, hooked into Patterson. J. R. Jones got his No. 9 stopped just in time to avoid the mix-up and Jr. Parker came breezing along and piled 25 into his rear. After another siege of wrecker work, the track was cleared and the wheel jockeys got down to the serious business of running a race.

1st 10-lap heat—Tom Johnson (1-A), Bob Kincaid (2-B), Horace Williams (40). Time, 5:14 1/2. In the 4th lap Bob Kincaid spun out of a nice lead in the 4th turn, was hit by Dick Maddox's A-4, but they both recovered to finish the match.

2nd 10-lap heat—J. R. Jones (9), Russ Townsend (133), Windy Bailey (11). Time, 5:9. Townsend crossed the finish line with a dead motor, a scant 3 feet ahead of Bailey.

3rd 10-lap heat—Earl Bryant (191), Norris Reed (141), Jimmy Patterson (14), Paul Walker (4-D). Time, 4:46 1/2. Reed jumped into a commanding lead as Starter Tom Brown fanned the green flag and was headed only by Bryant in the final lap as the lead-footed Virginian whipped to the outside of the 3rd turn and barely sneaked past for the win. Elwood Tucker's 3S developed wheel-losing trouble again and was forced out late in the match and from a good spot.

Hobby Division event, 10 laps—Roland Smith ('36 Chev. 22), Ralph Tucker ('41 Ply. 25), Bob Betts ('37 Chev. 16). Time, 5:43 1/2.

4th event, 10-lap Consy—Johnny Martin (39), Sandy Montello (10), Norwood Ellingsworth (77). Time, 5:2.

Match Races, Hobby Division, 5 laps—Howard Betts ('39 Ply. 97) over Ralph Tucker ('41 Ply. 25) when race was halted in the 3rd lap as Tucker lost his right front wheel. Joe McGee ('37 Chev. 25X) over Ernest Melson ('37 Chev. 24) in the second contest.

Two 1-lap bicycle races—Butch McClung, Millville, Del., Ray McGee, Ocean View, Del., Kenneth Wood, Lincoln, Del.

Bob Bryan, Georgetown, Del., Ronald Williamsno, Bridgeville, Del.

Walker Piles Up 6th Win In Georgetown Stocks

Romping home an easy victor over Hurricane Horace Williams' 3-D on the lightning $\frac{1}{2}$ mile banks of the Georgetown Speedway last Saturday night was Paul Walker, Milton, Del., who also added a cool 50 points to his NASCAR total and made it his 6th win of the year.

As Starter Tom Brown dipped the green flag on an impatient field of 20 roaring starters, it was Joe Carey's 81 away into the lead, but he hadn't counted on the clever chauffeuring of 12th spot starter Elwood Tucker, driving Car 38, owned by the South End Speed Shop, of Denton. Amid blazing competition, Tucker maneuvered his speeding machine toward the front and as the cars swung out of the 2nd turn, 2nd lap, he dodged between the two leaders and into a lead that stretched to $\frac{1}{4}$ track by the 6th lap. This was the crucial lap, and as Ed Henry said, "It couldn't happen to anybody but me"—the fuel tank sprung a leak, dousing the interior of the car with alcohol. Tucker pulled to the grandstand infield out of a lead that almost insured the winner's purse.

In the 3rd lap Carey spilled 81 off the 3rd turn on its wheels; Bob Maddox hit the edge of the 2nd turn infield in the 6th and flipped over twice; Bill Priestly put Car 14 through a complete spin as he left the 2nd turn in the 9th lap, backed onto the infield to square himself and was away again; Bob Kincaid's 2-B and Sandy Montello's 10 got in a mix-up between the 1st and 2nd turns in the 11th lap, with 2-B going to the inside of the track and 10 barreling off the bank tail-first. This stopped the match and after the wrecks were cleared, it was restarted with a roar and rugged competition between Walker's 4-D, Williams' 3-D, Jim Hayes' 3-A and Johnny Martin's 39. For 8 laps the first 4 cars battled back and forth, then Montello hit the edge of the 2nd turn infield and rolled over on his top—thus another red flag and restart in approximately the same positions. In the 23rd lap, one hot competitor, Jim Hayes, broke the right front spindle on his chariot and scooted off the 3rd turn. This should have been the called race but it was restarted again mainly for the benefit of 5th to 11th spot finishers.

Since this match was the qualification run for a starting spot in the first 20 at the big 100-miler at the Langhorne Speedway, 2nd place holder Horace Williams took the honor due to Walker's previous qualification at the Alcyon Speedway, Pitman, N. J., on August 26. The scorer's rundown gave 3rd to Martin, 4th to Tom Johnson's 1-A and 5th to Bill Blankenship's 13-X.

1st 10-lap heat—Dick Maddox (A-4), Jerry Jenkins (181), Bob Kincaid (2-B). Horace Williams piled Car 40 off the 3rd turn nose first and flipped hard in the 5th lap, necessitating the red flag and a restart.

2nd 10-lap heat—Elwood Tucker (38), Jim Hayes (3-A), Tom Johnson (1-A). Lawrence Tucker drove Car 15, owned by Crouse's Speed Shop, of Ridgely, into top spot in the 4th lap, caught fire and pulled to the grandstand infield, bailing out in a hurry, while firemen extinguished the blaze. The match was red flagged and restarted.

3rd 10-lap heat—Paul Walker (4-D), Horace Williams (3-D), Bill Blankenship (13-X). Time, 4:36 $\frac{1}{2}$. George Gwynn spun in the 2nd turn 1st lap and rolled over on his top in Car 23, and climbed out o. k. Earl Bryant sent Car 191 straight off the 3rd turn on its wheels as he was challenging for the lead, when his accelerator stuck, in the 8th lap.

4th event, 10-lap Consy—Earl Bryant (191), Russ Warrington (59), Sandy Montello (10). Time, 4:53.

Hobby Division event, 10 laps—Bill Betts (2-'41 Stude.), Harry Steele (200-'46 Chev.), Roland Smith (22-'36 Chev.). Ralph Tucker (25) ran his right front up over the left front of Car 39 and they both got to the grandstand infield in some way. Car 19 slid off the 2nd turn and remounted the bank to continue. Bill Betts spun out of the lead in the start of the 10th lap and rolled over in the 2nd turn, while Harry Steele hit him. The race was red flagged and ran off the bank in an effort to miss considered completed.

Official's race — Howard Betts (1-X), Tom Brown (97), Charles Herbert (5).

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4th event, 10-lap Consy—Earl Bryant (191), Russ Warrington (59), Sandy Montello (10). Time, 4:53.

Hobby Division event, 10 laps—Bill Betts (2-'41 Stude.), Harry Steele (200-'46 Chev.), Roland Smith (22-'36 Chev.). Ralph Tucker (25) ran his right front up over the left front of Car 39 and they both got to the grandstand infield in some way. Car 19 slid off the 2nd turn and remounted the bank to continue. Bill Betts spun out of the lead in the start of the 10th lap and rolled over in the 2nd turn, while Harry Steele hit him. The race was red flagged and ran off the bank in an effort to miss considered completed.

Official's race — Howard Betts (1-X), Tom Brown (97), Charles Herbert (5).

1955-09-22

Georgetown Changes Race Dates to Sundays

GEORGETOWN, Sept. 22 — (Special). — Effective Sunday, ~~weekly stock car races~~ at the **Georgetown Speedway** will be presented on Sunday afternoons for the rest of the season. Races were being held mostly on Saturday nights.

As usual the entire program will be sanctioned by NASCAR and will feature the sportsmen type vehicles with a special event for the hobby cars, which is comprised entirely of non-Ford and Mercury automobiles. Racing will start at 2:15 p. m.

Walker Enters Georgetown Race

GEORGETOWN, Sept. 24— (Special).—Paul Walker of Milton, leader in the NASCAR Sportsmen state stock car racing division, will be on hand tomorrow afternoon at the **Georgetown Speedway** as the first Sunday program is presented.

Horace Williams of Bridgeville and Johnny Martin of Lewes, second and third, respectively, in the standing, also will be out to win the 25-lap feature contest.

Earl Bryant of Portsmouth, Va., a strong foe of Walker's, is another entry.

1955-09-24

Lou Johnson Enters Race at Georgetown

GEORGETOWN, Sept. 30— (Special).—Entries are being received for the ~~modified stock car races~~ at the **Georgetown Speedway** Sunday afternoon. Heading the entry list is Lou Johnson, from Wilmington.

Other entries include Don Stumpf, Richfield Park, N. J.; Jack McLaughlin, Pitman, N. J.; Earl Bryant, Portsmouth, Va.; Georgie Moore, Glassboro, N. J., and Buck McCardell, Conowingo, Md.

1955-09-30

1955-10-01

MODIFIED STOCK CAR RACES

SUNDAY, OCT. 2

GEORGETOWN SPEEDWAY

FIRST RACE 2:15 P. M. (D.S.T.)

GEN ADM. . . . 1.50 Including Taxes

50 LAP MODIFIED CHAMPIONSHIP FEATURE

Williams Makes It Two-In-A-Row At Georgetown

Horace Williams, Bridgeville, Del., took over his second stock car win at the ½ mile Georgetown Speedway on Sunday afternoon after moving into the honor spot in the second lap and driving a smooth race up until the checkered flag. His only serious threat was posed by Lawrence Tucker in Car 15, who pounced on his tail in the 2nd lap and gave him a fit for 12 laps, back and forth and up beside the fast-moving 3-D, until overheating caused him to retire from competition.

Paul Walker's 4-D, who has been a constant threat in every race meet, got a slow start and only managed to move into 2nd berth by the 20th lap and finished a half-track behind.

Eddie Adams was on hand for the day's matches and behind the wheel of George Gwynn's 23—won his heat early and lost the car out of the 2nd turn in the 6th lap and straddled the backstretch bank to sit out the balance of the event.

Elwood Tucker's 38, owned by the South End Speed Shop, Denton, got off to a good start in 13th position and had streaked up to 5th by the 11th lap, when fate struck again and he was forced to the grandstand infield with a broken left front wheel.

The final of the NASCAR-sanctioned feature of 25 laps showed Walker in 2nd, Tom Johnson's 1-A in 3rd, Harry Dunbar's 3 in 4th, Norwood Ellingsworth's 77 in 5th, Bill Blankenship's 13-X in 6th and Russ Townsend's 133 in 7th. The official time was 11 minutes, 40½ seconds.

1st 10-lap heat—Eddie Adams (23), Bob Kincaid (2-B), Paul Lee (617). Time: 4:50½.

2nd 10-lap heat—Harry Dunbar (3), Jr. Parker (25), Norwood Ellingsworth (77). Time: 4:54½.

3rd 10-lap heat—Paul Walker (4-D), Horace Williams (3-D), Elwood Tucker (38). No time. As the cars swung into the 2nd lap, 2nd turn, Bill Blankenship lost his 13-X in a complete spin. Jim Hayes, who was running 2nd and hot on his bumper, gave a tremendous cut to the outside to miss the careening car, likewise Norris Reed in Car 141. Hayes managed to skim past, but Reed caught the front of the car in his left door, throwing him into a skid and over hard at least 4 times. The car landed on its wheels and rolled backwards into the infield and the match was immediately stopped, while Reed was taken to Georgetown to a doctor's office for a check-

up, as is NASCAR practice in any accident. Restarted at the beginning of the 2nd lap, it was finished without incident. Minor cuts, bruises and a general shaking up was the doctor's verdict—nothing worse because of strict adherence to NASCAR's safety rules by the car builders.

4th event, 10-lap Consy—Lawrence Tucker(15), Bill Blankenship(13-X), Russ Townsend (133). Time: 4:56½. Windy Bailey went high in the 3rd turn, slid No. 11 off barely on his wheels and whipped back on and only lost one position.

Hobby Division events, 2 10-lap heats—(11st) John Fitzgerald (0) '39 Chev., Cliff Downes (90) '34 Chev. No time. Bob Simpson spun 411 to the 4th turn infield and over on its side and down came the red flag. As the cars were going wild trying to stop, Roland Smith threw 22 into a slide in the 4th turn and flopped it over three times. After the restart got underway, Don Weaver spun No. 39 to the 4th turn infield and in the final lap as Harry Dutton was attempting to push his 3-T on the inside of Downes' 90, he went into a slide and ran directly into the infield and into the side of 39.

(2nd) Alvin Cordrey (92) '37 Chev., Harry Steele (200) '46 Chev., Bill Elliott (1-X) '41 Ply. Time: 5:25½.

Bicycle Races, 1 1-lap events—(1st) Roger Swain, (2nd) David Hosier.

Johnson Victorious At Harrington Auto Races

Lou Johnson, Wilmington, waved all competition aside on Wednesday of last week during the 25-lap NASCAR sanctioned modified-sportsman stock car races at the Harrington Raceway and drove his modified V-8 Dodge No. 101 to a sweeping victory.

As Johnson took Starter Tom Brown's checkered flag and was slowing down in the 1st turn, he threw his left front wheel and coasted to a stop with a lucky win under his belt.

In the 9th lap, Paul Walker lost Car 4-D in a spin between the 3rd and 4th turns, 3-A spun to avoid him, while Buck McCardell piled his 118 into Walker and Bill Priestly's 14 came scooting in to give an added tap to Jim Hayes' 3-A. The match was red flagged and restarted.

Barreling across the finish line on Johnson's bumper was George Moore (35), Ralph Moody (49), Horace Williams (3-D), Johnny Martin (39), Elwood Tucker (38), Jim Hayes (3-A), Bill Blankenship (13-X), Norwood Ellingsworth (77).

Outstanding Field Expected For Georgetown Car Races

Special to Journal-Every Evening

GEORGETOWN, Oct. 15.—A capacity field of speedy sportsmen model stock cars is expected tomorrow afternoon at Georgetown Speedway for the 18th program of the season.

Because Georgetown will be one of the few tracks operating along the East Coast tomorrow, the cream of the sportsmen group from the Eastern ranks of NASCAR is expected. First of the preliminary events will start at 2:15 p. m. under NASCAR sanction.

There are only three more races left on the current schedule and the point standing battle is tight. Paul Walker of Milton is the leader. The runner-up is Horace Williams of Bridgeville.

During the past few weeks, Williams has steadily closed the gap. He could oust Walker from the top spot before Oct. 31,

which is when the 1955 point season closes. Williams has a brand new car which he ran last week at Langhorne for the first time and finished in twelfth spot out of a field of 70 starters.

Tenth-place finisher at Langhorne was Walker.

Others who will be on hand tomorrow include Horace Williams, Bridgeville; Jim Hayes, Milford; Earle Bryant, Portsmouth, Va.; J. R. Jones, Salisbury, Md., and Sandy Montella, Boothwyn, Pa.

Also Jack Hart of Brookhaven, Pa., 1955 sportsmen king of New Jersey; Johnny Martin, Lewes; Norris Reed, Denton, Md.; Vince Conrad, Kutztown, Pa.; Jerry Jenkins, Paulsboro, N. J.; Harry Dunbar, Wilmington; Bill Blankenship, Port Penn, and Tommy Johnson, Wilmington.

The card will consist of three 10-lap qualifying heats, hobby race, consolation, and 25-lap feature grind. 1955-10-15

Walker Virtually Wins Georgetown Race Title

GEORGETOWN, Oct. 22 — (Special).—Paul Walker, from Milton, has the sportsmen point title at Georgetown Speedway virtually wrapped up with a total of 908 tallies to date. The next-to-last race of the season will be held tomorrow at 2:15 (EDT). Walker's closest competitor is Horace Williams of Bridgeville, with 732 points, the

most points Williams could accumulate would be 882.

Following Williams in the latest standings issued by NASCAR headquarters in Daytona Beach, Fla., are Johnny Martin, Lewes, third; Norwood Ellingsworth, Dagsboro, fourth; Dick Maddux, Delmar, fifth; Elwood Tucker, Bridgeville, sixth; Bob Kincaid, Salisbury, Md., seventh; Junior Parker, Delmar, eighth; Norris Reed, Denton, Md., ninth; Earl Bryant, Portsmouth, Va., and Bob Maddux, Delmar, tied for 10th. 1955-10-22

Williams Wins Feature At Georgetown Track

GEORGETOWN, Oct. 23 — (Special).—Horace Williams of Bridgeville drove to his third main event victory of the Georgetown Speedway season yesterday as he won the featured 25-lap sportsman's model stock car race.

A crowd of 1,250 saw Williams take the lead on the 24th lap when the pacemaking car of Paul Walker, Milton, lost a wheel. Jim Hayes of Milford, came on to take second, with Larry Tucker, Greenwood, grabbing third money. The winner's time was 12:11.3. 1955-10-24

October 27, 1955

Sportsmen Stocks On Georgetown Bill

GEORGETOWN, Oct. 27 — (Special).—The stock car races scheduled at Georgetown Speedway on Sunday afternoon are shaping into one of the best programs yet presented here. On the docket as the final race is a 100-lap 1955 Sportsmen Championship, which will see a starting field of at least 24 of the fastest stock cars to be found along the East Coast.

Preliminary races will start at 2 p. m. (EST), and these will include three qualifying heats and a consolation. The four races will determine the starters in the feature, as only the first six cars to finish in each of the heats and consolation re-

ceive a starting spot. On the same slate will be the familiar hobby cars in a special race of their own in non-Ford and Mercury automobiles costing the owner less than \$150.

Walker Piles Up 8th Stock Car Win At Georgetown

Racking up his 8th stock car feature win of the 1955 NASCAR season at the Georgetown Speedway last Sunday was the fast-moving Car 4-D, owned by the Niblett Bros. and chauffeured by veteran contender, Paul Walker, of Milton, Del.

He blasted into the winner's spot in the 12th lap of the big 25-lap feature after clicking off 14 positions in order and climaxing a battle with Johnny Martin's 39 and Jim Hayes' 3-A.

Hayes jumped into the lead as Starter Tom Brown dipped the green flag and barreled along by a narrow but speedy margin until he went high in the second turn, allowing Walker and Horace Williams' 3-D to sneak past. Hayes quickly recovered 2nd spot, but couldn't pass the leading 4-D. Williams tried again after a few laps and succeeded in sewing up 2nd for good and left the battling to Hayes, Martin and Holly Bunn's 3.

As the checker came down on the finishers, it gave the win to Walker, followed by Williams, Hayes, Bunn, Martin, Sandy Montello's 10, Norwood Ellingsworth's 77, Bill Blankenship's 13-X, Tom Johnson in 1-A, Eddie Adams' 3, Bill Priestly's 14 and Lawrence Tucker's 15.

1st 10-lap heat—Russ Warrington (81), Bill Priestly (14), Bob Kincaid (2-B). Time, 5:3/5.

2nd 10-lap heat—Sandy Montello (10), Jack Hart (580), Dick Maddox (A-4). Such a lot of spinning cars you have never seen as the cars entered the 3rd turn in the 3rd lap and as Dick Kelly went into a slide with No. 181. Off the bank on their wheels were Windy Bailey in 11, Harry Dunbar's 3, Lawrence Tucker's 15 and Dick Maddox's A-4. Norwood Ellingsworth spun 77 to the inside of the turn along with Bob Hanna's Z-20 and Elwood Tucker coasted up to the 77 and tapped him in the front with Car 2. All this caused by one car spinning in front of a careening field of 10 cars as they went everywhere to avoid cracking up. The match was restarted at the beginning of the 3rd lap and progressed without incident.

3rd 10-lap heat—Paul Walker (4-D), Horace Williams (3-D), Bill Blankenship (13-X). Time, 4:45 1/2.

4th Event, 10-lap Consy—Holly Bunn (3), Lawrence Tucker (15), Eddie Adams (3). Time, 4:53 3/4. Dunbar lost his 3 off the 3rd turn and rapidly recovered, bounded back on the track and was off again.

Hobby Division Event, 15 laps—Alvin Cordrey (92) '37 Chev., Bill Elliott (1-X) '41 Ply., Ralph Tucker (0) '39 Chev. Harry Steele lost his 200 in a slide between the 3rd and 4th turns, was hit in the side by Pierce Hammond in Car 25. Hammond rolled over on his left side, calling for a restart beginning at the start of the 5th lap. Cliff Downes drove his 90 off the 2nd turn on its wheels, ran all the way around to the pit gate, mounted the bank and continued the race. As the flag was about to fall for the finish, Buzzy Cherry flipped his No. 2 over on its side between the 3rd and 4th turns and climbed out o. k.

Promoter Charles Herbert has promised a large field of Midget cars with air-cooled motors for a special event during next week's regular program.

1955-10-29

100-Lap Race Heads Georgetown Program

GEORGETOWN, Oct. 29 — (Special). — Georgetown Speedway, will be the scene of much activity tomorrow afternoon as the first of the daylight card of automobile races gets under way at 2 p. m. The final event is a 100-lap race.

Entries to date include Lew Mood, Merchantville, N. J.; Earl Bryant, Portsmouth, Va.; Holly Bunn, Bristol, Conn.; Pete Lavance, Belmar, N. J.; Vince Conrad, Kutztown, Pa.; Jack Hart, Brookhaven, Pa.; Eddie Adams, Rising Sun, Md.; Sandy Montella, Boothwyn, Pa.; Carl Brown and Gus Wilson, Baltimore.

Also Paul Walker, Milton; Horace Williams, Bridgeville; Johnny Martin, Lewes; Jim Hayes, Milford; Norris Reed, Denton, Md.; Elwood Tucker, Greenwood; J. R. Jones, Salisbury, Md.; Tommy Johnson and Dick Kelley, Wilmington; Bill Blankenship, Port Penn.

1955-10-29

100-Lap Feature To Close Racing Season At Georgetown

The stock car racing season at Georgetown Speedway ends tomorrow with a 110-lap feature attraction.

Double points offered in the finale could change the track final standings and also those for Delaware.

Paul Walker of Milton has both championships well in hand, but changes could be possible for the next three contending positions because fewer than three points separate each occupant.

Horace Williams of Bridgeville currently holds the runnerup spot, followed by Johnny Martin of Lewes.

A starting field of 20 cars is expected to compete in the 50-

mile Sportsmen's feature.

The first preliminary race will start at 2 p. m. and these early events will include three qualifying heats and a 12-lap consolation. This supporting card will determine the starters in the feature.

Among some of the other stand-out entries include Lew Mood, Merchantville, N. J.; Earl Bryant, Portsmouth, Va.; Holly Bunn, Bristol, Conn.; Pete Lavance, Belmar, N. J.; Jack Hart, Brookhaven, Pa.; Eddie Adams, Rising Sun; Sandy Montella, Boothwyn, Pa.; Gus Wilson, Baltimore; Jim Hayes, Milford; Lawrence Tucker, Greenwood; Norris Reed, Denton; and J. R. Jones, Salisbury.

Races Rescheduled

GEORGETOWN, Nov. 1 — (Special). — Georgetown Speedway today announced that last Sunday's rained-out stock car racing program has been rescheduled in its entirety for this Sunday. A 100-lap sportsmen's championship race will feature the card, which begins with three qualifying heats at 2 p. m.

1955-11-01

Georgetown Car Race Won by Reds Kagle

GEORGETOWN, Nov. 7 — (Special). — Richard (Reds) Kagle, 22-year-old stock car ace from Washington, D. C., won the 1955 sportsman's model championship 100-lap feature race at Georgetown Speedway yesterday as 1,900 fans turned out for the season's final program here.

Kagle took the lead on the 15th lap and stayed in front thereafter, winning by 12 car lengths. His time was 47 minutes, 11 seconds. Horace Williams of Bridgeville was second in the field of 24 that contested the grind, with Holly Bunn of Bristol, Conn., finishing third.

Promoter Charles Herbert announced that stock car racing will again be held here next spring.

1955-11-07

Kagle Claims Century Win For Georgetown Finale

1955-11-11

Reds Kagle, Baltimore, took the top-honor spot in Sunday's NASCAR sanctioned, double-point 100-lap stock car race at the ½ mile Georgetown Speedway after sailing into the lead in the 15th lap and setting a blistering pace for a battling 24-car field.

The cream of NASCAR's eastern circuit took to the track in this, the final match at the popular Delaware oval, 41 of them, and waged furious battles for the top purse and the last chance at building national points.

Norwood Ellingsworth swept into the lead as Starter Tom Brown dipped the green flag and was overtaken by Lawrence Tucker's 15, who held the lead until the 15th, and he slowed because of steering difficulties. It was a grind that showed the quality of both car and driver and gave 12 cars the checkered flag at the century mark.

Norris Reed, of Denton, driving the Cummings & Reed Car 141, was forced out in the 29th lap with distributor trouble; Tucker's 15, owned by Crouse's Speed Shop, Ridgely, came into the pits at about the 47th lap and was unable to return because of the seriousness of his steering trouble that was caused when he struck a tire thrown by another car. Hard luck caught Elwood Tucker again as a wheel, left rear, broke off in the 92nd lap and he managed to swing 38 into the grandstand infield, where it was quickly changed, roared back out in the 99th and finished 9th after having 4th sewed up. Tucker's car is owned by the South End Speed Shop, of Denton.

Figuring in 2nd berth, after the three scorers tallied their sheets, was Horace Williams in Car 3-D, 3rd was Hully Bunn in No. 31, Danny Woolford was 4th with Car 011, 5th went to Buck McCardell in Car 147, 6th to Eddie Anders' Car 77-X, 7th to Paul Walker in No. 4-D, 8th was garnered by Chic DiNatale in 98-X and 9th to Elwood Tucker's 38.

1st 10-lap heat—Reds Kagle (741), Norwood Ellingsworth (77), Elwood Tucker (38). Time, 4:59½. Bill Priestly ran 14 off the bank and Johnson straddled the bank in Car 1-A. Both stayed on their wheels, with 14 going to the pits and 1-A returning via the 4th turn bank.

2nd 10-lap heat—Paul Walker (4-D), Buck McCardell (147), J. R. Jones (9). Time, 4:50½. Off the 3rd turn on their wheels in this heat were George Smith's 5, Dick Maddox's A-4 and Bob Maddox's 98. This was the 2nd lap and all cars came back on.

3rd 10-lap heat—Norris Reed (141), Horace Williams (3-D), Jack Hart (580). Time, 4:53.

4th event, 10-lap Consy—Eddie Adams (10), Tom Johnson (1-A), Dick Maddox (A-4). Time, 4:52. As Russ Warrington kicked his 81 out of the 2nd turn, 1st lap, at the head of a blazing 22-car start, he lost it in a slide, causing Jim Hayes' 3-A, Buck Hopkins' 73-A, Bill Barker's 300, Bob Kincaid's 2-B, Lee Blanton's 11-X and Johnny Roberts' 7 to go through some wild gyrations and crashes. Windy Bailey rolled over sideways 3 times at the outside of the track and the match was stopped with a complete restart on tap. George Smith and Bill Priestly in Cars 5 and 14 ran off the 3rd turn in the 2nd lap on their wheels and came back.

Hobby Division, 10-lap heat—Alvin Cordrey (92) '37 Chev.; Howard Betts (97) '39 Ply.; Harry Steele (200) '34 Chev. Time, 5:14½.

Since this wound up another successful season of Stock Car racing at the Georgetown Speedway, we'd like to take this opportunity to extend our thanks to the promoter and all other officials, drivers, owners and NASCAR headquarters personnel who rendered kind assistance and untold other help during the 1955 racing season. Racing now moves south as the speed merchants set up winter headquarters in Florida to further the high caliber and interest in this, the "fastest sport on earth."



PAUL WALKER,

NASCAR's Del. Sportsman Champ

1955-13-23

Of more local interest is the final point standings for drivers at the Georgetown (Del.) Speedway. These standings have been determined from final results tabulated at NASCAR headquarters at Daytona Beach, Fla. Paul Walker, Milton, Del., 934; Horace Williams, Bridgeville, 782; Norwood Ellingsworth, Dagsboro, 638; Johnny Martin, Lewes, 574; Dick Maddox, Delmar, 554; Elwood Tucker, Bridgeville, 508; Bob Kincaid, Salisbury, 462; Jr. Parker, Delmar, 398; Bob Maddox, Salisbury, 396; Norris Reed, Denton, 392; Jim Hayes, Milford, 372; Jerry Jenkins, Paulsboro, N. J., 370; J. R. Jones, Salisbury, 370; Earl Bryant, Portsmouth, Va., 366; Russ Townsend, Salisbury, 364; Harry Dunbar, Wilmington, 358; Russ Warrington, Georgetown, 308;

Lawrence Tucker, Greenwood, 288; Bill Johnson, Cambridge, 262; Billy Priestly, Cannon, Del., 228.

For the State of Maryland, Reds Kagle, Greenbelt, Md., took over the laurels with 820 points. Kagle put on an exceptional show at every race meet he attended, finally winning the 100-lap Sportsman Championship at the Georgetown Speedway on Nov. 6.

Delaware Sportsman Champ was speedster Paul Walker, of Milton.

Walker also was listed as 12th in the National Sportsman tallies by virtue of his consistent wins at the Georgetown plant and the Alcyon Speedway, at Pitman, N. J. He chauffeured Car 4-D, owned by the Niblett Brothers, of Gumboro, Del.

Staff Photo

TROPHIES TO BE AWARDED

SEAFORD, March 15—(Special).—Many gold trophies to hobby and sportsmen drivers along with some surprise awards will be a feature of the first annual **Georgetown Speedway** dinner-dance slated here Saturday, March 24. Dinner to be served by the Ladies Auxiliary of the Seaford Volunteer Fire Company, will be served in the firehall starting at 7:30 p. m. Dancing will continue until 2 a. m.

1956-03-16

Georgetown Speedway-NASCAR To Hold Dinner Dances

1956-03-23

On Saturday evening, March 24, NASCAR drivers, owners, officials and fans of the Georgetown (Del.) Speedway will gather at the Seaford Fire Hall, Seaford, Delaware, for the first annual banquet and dance.

It was announced this week that 25 trophies would be awarded at the fete that also includes the Delaware State Championship Awards.

Following the festivities, an orchestra will "take-over" for dancing.

The third annual banquet for NASCAR drivers and owners in the Baltimore area will be held at the Park Plaza, Friday night, April 6, at 7 o'clock.

Both the Maryland and Pennsylvania districts will be feted by NASCAR, represented by Vice-President Ed Otto and promoter of racing at Baltimore's Westport Stadium. Awarding of trophies and point checks will be made at this dinner-dance.

All those interested in attending the banquet are asked to contact NASCAR's chief steward in this area, Bill Clagett, at Oldfield 3-4254. Those in the Pennsylvania district are to contact Hilley Rife, at New Oxford, Pa., and promoter of weekly racing at the Lincoln Speedway, near York, Pennsylvania.

Meanwhile, Otto revealed the NASCAR track setup for the coming campaign in this area by announcing the following schedule:

Friday nights—Lincoln Speedway. Opens May 4.

Saturday nights—Westport Stadium. Opens April 28. Lancaster Speedway. Opens May 5.

Sunday afternoon—Mason-Dixon Speedway. Opens April 8. Georgetown (Del.) Speedway. Opens April 8.

200 Kick Off Georgetown Stock Car Season At Dinner-Dance

1956-03-30

An estimated 200 drivers, owners and fans attended the first Georgetown Speedway dinner-dance at the Seaford Fire Hall last Saturday evening, including 27 from the Denton area.

Following the delightful dinner of chicken and dumplings, served by the Fire Company Auxiliary, honored members of the National Association for Stock Car Auto Racing were introduced and then came the highlight of the evening program—presentation of the 1956 trophies to the top drivers of the Georgetown Speedway.

HOBBY DIVISION—Alvin Cordrey, Parsonsburg, Md.; Bill Elliott, Georgetown, Del.; Howard Betts, Lincoln, Del.; Ralph Tucker, Lincoln, Del.; Harry Steele, Georgetown, Del., and George Howard, Georgetown, Del. **FLIP TROPHY**—William Betts, Stokeley, Del.

LANGHORNE SPORTSMAN QUALIFIER—Horace Williams, of Bridgeville, Del., Car 3-D.

OFFICIALS' RACE—Howard Betts, Stokeley, Del.

MECHANICS' RACE — Howard Davis, Seaford, Del.

POWDER PUFF RACE—Mildred Kincaid, Priscilla Ellingsworth and Gladys Lewis.

Sportsman Division

FLIP TROPHY—Norris Reed, of Denton, Md. (Accepted by William L. Cummins, Ridgely, Md.) Car 141.

50-LAP MID-SUMMER CHAMPIONSHIP—Earl Bryant, Portsmouth, Va. (Driver) and Francis Warrington, Jr., Rehoboth Beach, Del. (Owner) Car 191.

50-LAP MODIFIED-SPORTSMAN RACE—Paul Walker, Milton, Del. (Sportsman Car 4-D).

100-LAP SPORTSMAN CHAMPIONSHIP—Reds Kagle, Baltimore, Md. (Driver) and Nick Rose, Baltimore, Md. (Owner).

SPORTSMAN FINISH POSITION TROPHIES—Johnny Martin, Lewes, Del. (Car 39) 6th; Elwood Tucker, Bridgeville, Del. (Car 38) 5th; Dick Maddox, Delmar, Del. (Car A-4) 4th; Norwood Ellingsworth, Dagsboro, Del. (Car 77) 3rd; Horace Williams, Bridgeville, Del. (Car 3-D) 2nd, and Paul Walker, Milton Del. (Car 4-D) 1st.

MOST IMPROVED DRIVER—Tommy Johnson, Wilmington, Del., (Car 1-A).

NASCAR TROPHIES FOR DEL-AWARE—Paul Walker, Milton, Del. (Driver) and Niblett Brothers, Gumboro, Del. (Owners) Car 4-D.

NASCAR Northeastern Field Manager, Bob Sall, stopped briefly on his way to a Short Track Race at Princess Anne Speedway, Norfolk, to extend his congratulations to the trophy winners and the fine assembly of fans.

Georgetown Speedway promoter Charles Herbert announced that the opening of the fast ½ mile oval would be Sunday, April 8. Be sure to watch the Journal for all racing particulars, including expected entries for the big opening day match.

Stock Cars To Roll At Georgetown Sunday

1956-04-13

Promoter Charles Herbert has scheduled Sunday, April 15, as the 1956 opening day of the Georgetown Speedway. As in previous years, the well-known racing oval will operate under a sanction from the National Association for Stock Car Auto Racing, better known to speed fans as "NASCAR."

The usual pre-opening trimmings have been effected, such as a fresh coat of paint on all the stands and buildings, resurfacing of the banked half-mile track, adjustment of the many lights, pit area enlarged, and the many other improvements usually done during the winter and spring months.

The popular lower Delaware racing plant will operate for several weeks each Sunday afternoon before switching to Friday nights later in the season, with the first of the six-event daylight card clocked for a 2:15 P. M. start. The Sportsman competition will see action in three 10-lap qualifying heats, a 10-lap consolation, and the traditional 25-lap feature attraction, which will have a starting field of at least twenty cars each race day. Also on the weekly program will be the popular Hobby event for the non-Ford and Mercury automobiles costing less than \$150.00 each. Each of these cars will be driven by strictly novice race drivers, many of whom will be on a race track for the first time.

The entry list for the inaugural program is growing with leaps and bounds as each day goes past and a complete list of entries will be released by Promoter Herbert a few days prior to race day. Topping the list at the present is Paul Walker, Milton, Del., who is the 1955 King of the Georgetown Speedway and also finished the previous season as tops for the State of Delaware.

school record . . . Georgetown Speedway (Charles Herbert, prop.) has renewed its agreement with NASCAR . . . All races, stocks and midgets, on Herbert's strip will carry NASCAR sanction during '56 . . . Buck Ram-

1956-03-30

Bridgeville Speeder Is Georgetown Entry

GEORGETOWN, April 13— (Special). — Delaware stock-car action will begin with a flourish Sunday when Georgetown Speedway opens under the NASCAR sanction. Racing will get underway at 2:15 p. m. with the first of three qualifying heats.

High on the entry list is Horace Williams, the flying farmer from Bridgeville, who finished second in the state point standings last year and also second at the Georgetown oval. He will be in the cockpit of his familiar red and white Ford No. 3-D. In the win column at Georgetown last season, Williams racked up four heats, one consolation and three feature races along with many seconds and thirds.

Williams, 35-year-old father of three children, has been driving stock cars since their first appearance in Delaware, nine years ago. He has had his share of flips and spills, but never has been seriously injured. 1956-04-13

Races Rescheduled At Georgetown Oval

GEORGETOWN, April 17 — (Special). — The inaugural program of stock-car racing scheduled at Georgetown Speedway last Sunday will be presented this Sunday afternoon. The opening slate six-event card has been rescheduled and will get under way at the same time, 2:15 o'clock, with the first of three 10-lap qualifying heats. There will be a 15-lap consolation, a special hobby event and the 25-lap feature.

1956-04-17

Kids' Washing-Machine Cars Added to Georgetown Races

Special to Journal-Every Evening

GEORGETOWN, April 27. — With six races of sportsmen and hobby cars scheduled for Sunday afternoon, the top-ranking stock drivers of the Eastern circuit of NASCAR are ready for their second week of action at Georgetown Speedway.

Promoter Charles Herbert has arranged an extra attraction consisting of the home made three-quarter midget cars, to be driven by boys between the ages of 10 to 14. Last year's races proved popular with the fans, and even more of the washing-machine-motor-powered cars are expected this week.

The first event is clocked for a 2:15 p. m. (EDT) start, with the box office to open at 1 o'clock.

1956-04-27

According to the stock-car experts, the driver to watch this Sunday will be a 29-year-old hard-top chauffeur from Newark. Tommy Johnson got the racing bug eight years ago. He has just received a trophy from the Georgetown management as the most-improved driver of the 1955 season and, judging from his display last Sunday, will be one of the ones to beat this year.

Johnson, the father of three children, is employed by General Motors, and it is natural that he should choose a Chevrolet for his stock car. The car is a 1937 coupe, painted black and carries the number 1-A. For power, Johnson and his mechanic, Jack Light, have worked over a 1953 Chevie motor.

Dean Pelton Takes Georgetown Car Race

GEORGETOWN, April 30— (Special).—Dean Pelton of Silver Springs, Md., drove his sportsman's model stock car to victory in the 25-lap feature race before 1,061 fans yesterday at Georgetown Speedway. Paul Walker, Milton, was second, followed by Johnny Martin of Lewes.

An injury marred the early events when Cliff Downes of Georgetown was taken to Milford Hospital after his car went off the fourth turn bank in the Hobby Car race. He was released after being treated for lacerations of the face and hands.

1956-04-30

Williams Latches Stock Car Opener At Georgetown

Horace Williams, Bridgeville, tied on his first win of the 1956 season as Georgetown Speedway opened last Sunday.

Twenty leadfooted wheel spinners took Starter Tom Brown's green flag for the 25-lap feature over the 1/2 mile clay oval, with Bud Harrington dropping his 45 into 1st spot for a fast 7 laps, at which time Williams took over for the rest of the match with his 3-D.

Norris Reed, Denton, driving the Cummings & Reed No. 141, swung deftly through roaring, spinning competition from 13th starting spot and up to 2nd in the 9th lap, where he sat for 5 turns. He was rapidly pulling for 1st until a series of mechanical quirks started slowing him down and he managed to squeeze out a final 6th at the checkered flag.

Car 38, owned by the South End Speed Shop, Denton, went out in the 3rd lap in the middle of the backstretch and driver Elwood Tucker managed to escape and later rescue his mount when the traffic cleared. His trouble was reputed to have begun with a broken crankshaft pulley.

Dean Pelton, Silver Spring, moved on Reed with his 42 when the latter began to have trouble and took over 2nd, trying in vain to close the wide gap toward Williams. Pelton finished 8th in the world-famous Stock Car Races on February 24th over the 4.1 mile beach-road course at Daytona Beach, Florida.

The run-down, as they finished, was as follows for the first ten: Williams (3-D); Dean Pelton (42); Tommy Johnson (1-A); J. R. Jones (9); Paul Walker (4-D); Norris Reed (141); Norwood Ellingsworth (77); Lawrence Tucker (15); Bud Harrington (45); and Dick Maddox (A-4). Time, 12:3 7/10.

A new Sportsman entry from Denton was No. 18, owned by Merle Lister and driven by Amos Harris. The boys are a little new at the game, but show great promise and ambition. Best of luck!

Remarkably for the first race of the season, accidents were held to a minimum in the Sportsman Division, with nothing but mechanical trouble marring the 5 events—but, Oh the Hobby Match!

1st 10-lap heat—Bob Hanna (220), Bud Harrington (45), Jr. Parker (75). Time, 5:2 4/10.

2nd 10-lap heat—Windy Bailey (11), Lawrence Tucker (15), Dick Maddox (A-4). Time, 4:54 8/10. Tucker bounced into 2nd spot from last in the 4th lap.

3rd 10-lap heat—Norris Reed (141), J. R. Jones (9), Jim Hayes (3-A). Time 4:45 8/10. Reed led the field from the drop of the green flag.

4th event, 10-lap Consy—Horace Williams (3-D), Tommy Johnson (1-A), Norwood Ellingsworth (77), Johnny Martin (39), Elwood Tucker (38), Paul Walker (4-D). Time, 4:51.

Hobby Division event, 12 laps—Harry Steele (200-'34 Chev.); Bill Elliott (1X-'41 Ply.), Alvin Cordrey (92-'38 Chev.), Howard Betts (97-'37 Ply.). The first smash-up occurred in the 3rd lap, when Harvey Collins lost his '36 Chev. No. 22 in a spin between the 1st and 2nd turns, was hit by Cordrey's 92 and rolled over 5 times hard, coming to rest on his side. Everyone except the car fared alright and the match was restarted. In the 7th lap, John Fitzgerald in a '39 Chev. No. 99, and Clifford Downes, in a '32 Chev. No. 90, tangled in the 3rd turn. The end of this one was that Fitzgerald rolled 3 times roughly and Downes sailed off the turn on his wheels. Started again, the match ended without incident, except the minor loss of a wheel by Bill Betts off his '41 Stude. No. 2, and he pulled safely to the infield in front of the grandstand. Howard Betts breezed into the pits before the races, sporting a new V-8 Plymouth motor in his '37 Plymouth and was therefore subject to the ruling that governs all Hobby Cars—that he must sell his car for \$150 if anyone desires to buy. The cash was deposited with the Chief Steward, Bob Hill, and a protest lodged to sell. Betts refused to part with his creation that easily out-distanced everything on the track, and therefore automatically graduated into the Sportsman Division, where he must run from now on.

For next Sunday afternoon the management has scheduled, in addition to the usual six event program, a special three-quarter midget race for the boys between the ages of 10 to 14. According to Promoter Charles Herbert, there should be a field of at least 10 of the home-made midgets for the daylight slate which will start at 2:15.

Be sure to watch this paper for BIG extra attractions to come soon!

Pelton Cools 19 To Win Georgetown Stock Car Main

1956-05-04

Dean Pelton, Silver Spring, tool-ed his Car 42 over the $\frac{1}{2}$ mile George-town Speedway last Sunday after-noon at a terrific rate to cool off a roaring field of 19 cars and make his 2nd visit to the south Delaware oval a profitable one.

He rolled through the green flag in 13th starting spot and with a commanding burst of speed took the lead away from Horace Williams' 3D in the 19th lap after a battle-royal. Williams hung with Bob Hanna's Z20 between the 1st and 2nd turn and blew his right rear tire in the resulting confusion, to finish the match on a flat.

As the 25-lap feature got under-way, Bob Kincaid stuck 2B out front and held on for 5 laps, Jimmy Find-ley sneaked past in the 2nd turn and took over for 3 and then came a spinning Johnny Martin in Car 39 to claim top honors for 7 laps until he and Horace Williams tangled be-tween 3rd and 4th turns and Martin went through a power spin, coming back 6 positions in the rear, like a meteor—then came Pelton.

Lawrence Tucker and Findley hung in the 2nd turn in the 13th turn-around, with the finals being Tuck-er's 15 barreling through the out-side fence and the latter's No. 19 straddling the outside bank. Find-ley managed to shake loose and con-tinued, only to spin out 4 laps later to the inside of the 3rd turn.

Paul Walker followed Pelton across the finish line for 2nd spot with his DeSoto-powered 4D, while the 3rd place honors went to Martin's 339 4th to Kincaid in 2B; 5th to Nor-wood Ellingsworth's 77; 6th to Jirr Hayes' 3A, and 7th to Windy Bailey in Car 11. The time was 12 minutes 11.8 seconds.

1st 10-lap heat—Bob Kincaid (2B), Paul Lee (8A), Bud Harrington (45). Time, 5.4.

2nd 10-lap heat—Jim Hayes (38), Norwood Ellingsworth (77), Jimmy Findley (19). Time, 4.52.

3rd 10-lap heat — Dean Pelton (42), Horace Williams (3D), Paul Walker (4D). Time, no time, acci-dent. Tommy Johnson in his Chevy VS tangled in between the 1st and 2nd turn in the 4th lap and rolled 3 times hard. The match was halt-ed and restarted.

4th event, Consy, 10 laps—Johnny Martin (39), J. R. Jones (9), Bill Blankenship (13). Time, 4:50.2.

Hobby Division event, 10 laps—Stanley Clark (74, '37 Chev.), How-ard Betts (97, '37 Ply.), Alvin Cor-drey (92, '37 Chev.). Clifford Downes lost his '34 Chev. No. 90 in a series of spins and rolls off the 4th turn in the 5th lap and ended up on his top 40 feet off the track. The match was restarted after Downes went to

the hospital for a check-up and an auxiliary ambulance arrived. He came back with the ambulance o. k.

$\frac{3}{4}$ air-cooled midget event, 8 laps around an infield course, for boys 10 to 14 years—Ben Shockley (191), George Townsend (14), Donald Mar-iner (4D). Time, 3:34.1.

Next week's events promise to be the answer to every speed-lover, as Modified and Sportsman cars again will ravage the clay in a never-end-ing display of horsepower and driv-ing skill by the cream of NASCAR who will be on hand. See you there!

Georgetown Car Race Won by Earl Bryant

GEORGETOWN, May 7—(Special). — Earl Bryant of Portsmouth, Va., drove to victory in the 35-lap feature stock car race at Georgetown Speedway yesterday before 1,178 fans. The winning car was a modified 1934 Wayne Chevrolet Special owned by Francis Warrington, Jr., of Rehoboth Beach.

Carl Henderson, Annapolis, Md., was second, with third position going to Horace Williams of Bridgeville. The winning time was 16:17.3.

A car driven by Bob Hanna of Salisbury, Md., overturned as the field swept past the third turn in the first lap of the feature event. Hanna escaped injury, but his car was demolished.

1956-05-07

Bryant Stars In Big Stock Car Feature At Georgetown

Earl Bryant, Portsmouth, Va., wrested the lead from Horace Williams' 3D in the 12th lap of a big 35-lap, NASCAR-sanctioned feature race at the Georgetown Speedway last Sunday and blazed into the winner's circle with a 5-car-length lead.

A big favorite in the Modified-Sportsman show, Bryant sped past Starter Tom Brown's checkered flag in 15th spot of the 22-car start and clicked off position after position (3-at-a-time in several instances) until he snared the top-honor spot with the Wayne-powered No. 191.

Bud Harrington held on to first for one lap at the start, but rapidly gave up his claim as 45 was overtaken by a fast-riding 3D, driven by Horace Williams.

The match met with confusion during the first start with cars battling through the 2nd turn 4-abreast, wildly spinning and sliding and Bob Hanna going high in the 3rd turn and rolling three times off the bank. He climbed out o. k. as the red flag came down for a complete new start. Car 220 was a wreck.

Bryant's time for the brilliant win was 16 minutes, 17.3 seconds.

Jim Hayes, pilot of 3A and who was burning up the clay in 5th spot at the 11th turn around, lost his left rear wheel in the 2nd turn and retired to the inside of the backstretch. Hayes' wheel circled around behind the car and soared over the bank, hit the outside fence, bounced again and settled down to a stop. No one was hit.

1956-05-11

The first 12 finishers at the checkered flag were Bryant (Modified 191), Carl Henderson (Modified 9X, Horace Williams (3D)—rest of cars were Sportsman—Paul Walker (4D), Johnny Martin (39), J. R. Jones (9), Tommy Johnson (1A), Norris Reed (141), Jack Hart (580), Windy Bailey (11), Bob Kincaid (2B), and Jerry Jenkins (2). The No. 2 is from Federalsburg.

1st 10-lap heat—Bob Hanna (220), Jr. Parker (75), Bill Johnson (69). Time, 5:15.5.

2nd 10-lap heat—Jim Hayes (3A), J. R. Jones (9), Jerry Jenkins (2). Time, 4:55. Bob Kincaid spun his 2B out of the 2nd turn in the 1st lap directly in the center of the vieing 11-car field. He was hit in both sides as he was striving to get his car under control and ended up in a beautifully-executed power spin that sent him scurrying backwards into the infield. He didn't cause an accident and that was amazing and attributed to the skill of these veteran wheel jockeys. Kincaid continued.

3rd 10-lap heat—Earl Bryant (191), Johnny Martin (39), Dean Pelton (42). Time, 4:43.6.

4th event, 10-lap Consy — Paul Walker (4D), Tommy Johnson (1A), Jack Hart (580), Bob Kincaid (2B), Norris Reed (141). Time, 4:52.7.

Hobby Division event, 10 laps—Stanley Clark (74, '37 Chev.), Alvin Cordrey (92, '37 Chev.), Gilbert Shane (3X, '39 Ply.). Bill Elliott got the left front wheel hung in the dirt at the inside of the 2nd turn in the 6th lap and flipped 1½ times. The match was stopped while his car (1X) was removed from the track.

A new twist in special races is on tap for next week and it promises to be a "LULU".

Friday, May 18, 1956

Anders Leads Georgetown Stock Car Races Sunday

Taking over his first win in his first appearance at the Georgetown Speedway, Eddie Anders, Baltimore, swept into a roaring lead in his No. 77A in the 9th lap of last Sunday's 25-lap NASCAR-sanctioned feature race to romp home the winner by 3 lengths.

As the green flag dropped, Norris Reed slammed Car 141 into a quick lead from 7th spot and led for 3 blistering laps until he was briefly headed by Jim Hayes' 3A.

At this point in the 4th turn, Paul Walker's DeSoto-powered 4-D went into a slide, hit the edge of the infield and flipped 3 times. The match was red-flagged to enable removal of Walker's car and restarted at the beginning of the 4th lap.

Reed once again sprang into the lead, but lost to Dean Pelton in Car 42 as he and Anders battled for the top spot.

Windy Bailey jumped his No. 11 off the 3rd turn on its wheels in the 6th lap and after squaring away, came back on to continue his bid.

Paul Lee's 8-A fell victim to a roll-over in the 2nd turn, 8th lap and landed on his wheels in the infield.

Gus Wilson in Car 8-plus had a spirited battle with Norris Reed as the two traded 4th position at least 3 times with many a display of driving skill.

The dip of the checkered flag saw Anders in the lead, followed by Pelton, Jim Hayes, Norris Reed, Gus Wilson, Tommy Johnson (1-A), Johnny Martin (39), Lawrence Tucker (15) and Norwood Ellingsworth (77) as the first nine cars. There was no time due to the accident.

1st 10-lap heat—Jr. Parker (75), George Smith (5), Bill Wark (4-F). Time, 5:25.9.

2nd 10-lap heat—Jr. Collins (88), Windy Bailey (11), Norwood Ellingsworth (77), Norris Reed (141). Time, 5:3.1.

3rd 10-lap heat—Paul Walker (4D), Jim Hayes (3A), J. R. Jones (9). Time, 4:51.5.

4th event, 10-lap Consy—Dean Pelton (42), Gus Wilson (8-plus), Lawrence Tucker (15). Time, 4:54.8.

Hobby Division, 10 laps—Howard Betts (97) ('37 Ply.), Preston Rogers (26) ('37 Chev.), Gilbert Shane (3X) ('39 Ply.). Gale Smith spun No. 74 in the 1st lap, Bill Betts rammed his 16 into the side of Bob Williams' 7 and Pie Truitt rolled his No. 78 off the 4th turn as a result. A new start got underway as soon as the track was cleared.

Mechanics' Race, 8 laps—Euck Hopkins (3A), Bill Cummings (141), Duke Betts (77). Harry Crouse lost his No. 15 in a complete spin in the 2nd turn, 4th lap, and Jack Light swerved Car 1-A to miss him and rolled off the turn. The match was restarted at the beginning of the 3rd lap. Cummings led the first 3 laps and was widening his advantage at the time of the accident.

Pelton Sweeps Georgetown Race At Finale Sunday

1956-05-25

Dean Pelton, stock car veteran from Silver Spring, pulled a narrow win out of the hat last Sunday afternoon at the Georgetown Speedway as he ripped into the 4th turn in the 23rd lap of the 25-lap NASCAR-sanctioned feature in 3rd position, nosed out the two leaders and took a car-length checker in a blazing finish.

Starting in 16th spot, Pelton tailed Jim Smith's 100 through a wild 20-car start until they were singing around the oval at an average of 66.14 m.p.h. behind Johnny Martin in No. 39.

Martin showed the way around the $\frac{1}{2}$ mile banks for 14 laps with some of the finest and fastest driving-witnessed this year and lost only in the 23rd lap when Smith executed a shrewd move in the 3rd turn by blasting up on the inside of him and blocking his No. 39 behind a lapped car while 100 forged into the lead. In the resulting braking and sliding, Pelton also slipped past and as they rounded the 4th, 100 slid just enough to give Dean all he needed to stomp 42 out front. The fans went wild!

The thrilling match was not without mishap, however, for in the 10th lap Jerry Jenkins spun out the Harris & Lister Special No. 18 between the 3rd and 4th turn and laid it over on the right side. Starter Tom Brown red flagged the race while Jenkins was helped out of the car and it towed to the pits.

In the following start Horace Williams let Car 3D's rear get ahead of the front in a spin out of the 2nd turn—and "smack-dab in the middle" of the field. Jr. Parker, in 133 tipped the spun car and rolled down the backstretch 4 times and along came Bob Maddox in 98 and hit 3D squarely amidships. Cars were spinning and sliding everywhere to avoid the pileup and luckily the rest did. Horace suffered an injury to his left hip. 98 caught on fire and burned merrily until the Georgetown "smokeeaters" arrived on the scene to extinguish it and Car 3D lost its left front wheel, radiator and will undergo a lot of hard work before it runs this Sunday.

George Harrison sat his No. 82 out front for 7 laps early in the battles, but was forced to give up after the 3rd restart when Martin took over from the dropping of the green flag.

The scoresheet read like this as the final flag fell: Pelton, Smith, Martin, Jim Hayes (3A), Bud Hamilton (14), Jack Hart (580), George Harrison (82) and Lawrence Tucker (15) for the first 8 positions. There was no time due to the accidents.

1st 10-lap heat—Dick Maddox (A4), Jr. Collins (88), George Smith (5). Time, 5:7.3. Bob Hanna lost his Z20 in a high slide off the 4th turn on 2 wheels. The car bounced down on all four as it settled.

2nd 10-lap heat—Jack Hart (580), Fireball Trice (133), George Harrison (82), Jerry Jenkins (18). Norwood Ellingsworth spun his 77 between the 3rd and 4th turns in the 2nd lap and Windy Bailey in No. 11 and Lawrence Tucker in 15 rapped him slightly, while George Harrison jumped his 82 off the bank to avoid the melee. The red flag fell and following a brisk restart, Russ Warrington spun 81 to the inside of the track between the 1st and 2nd turns and sat it out.

3rd 10-lap heat—Johnny Martin (39), Jim Smith (100), Jim Hayes (3A). Time, 4:47.7.

4th event, 10-lap Consy—Dean Pelton (42), Lawrence Tucker (15), Bud Hamilton (14). Time, 4:45.2. A full-scale battle was waged back and forth between the first 2 cars and many a thrill resulted.

Hobby Division—10 laps—Howard Betts (97-'37 Ply.), Gale Smith (74-'37 Chev.), Alvin Cordrey (92-'37 Chev.). Time, 5:26.2. The green flag fell on 15 starters and no accidents were encountered, which is somewhat of a record. Keep it up!

$\frac{3}{4}$ Air-Cooled Midget Race—2 laps—Sam Smith, Snow Hill (9), George Townsend, Newark, (14).

Georgetown Speedway To Start Night Races

GEORGETOWN, May 30 — (Special).—Although the final Sunday afternoon program of the season was rained out last week-end, Friday night stock car racing at Georgetown Speedway will be inaugurated this week as scheduled. This schedule will continue throughout the summer.

1956-05-30

The races will continue to be sanctioned by the National Association for Stock Car Automobile Racing. Georgetown is the only speedway in the state operating under the banner of NASCAR.

Comprising Friday's program will be three 10-lap qualifying heat races, a 10-lap consolation, the special hobby race for non-Ford and Mercury autos, plus the 25-lap feature. The box office will open at 7 o'clock with the first event at 8:15.

Drivers expected for the opener include two time feature winner Dean Pelton, Silver Spring, Md.; Eddie Adners, Baltimore; Horace Williams, Bridgeville; Earl Bryant, Portsmouth, Va.; Bill Wark, Barrington, N. J.; Johnny Martin, Lewes; Paul Walker, Milton; Jimmy Smith, Ridley Park, Pa.; Bill Hamilton, Rising Sun, Md.; Tommy Johnson, Newark, and Jim Hayes, Milford.

Stock Car Races Will Aid Camp

For the sixth consecutive year the management of the Georgetown Speedway has turned the local oval over to the Delaware Association of Chiefs of Police with proceeds to go towards helping boys of the state to enjoy a two-weeks' free vacation at Camp Barnes.

Several boys from the camp, accompanied by counselors and a state policeman, will canvass towns of Sussex County during the week beginning next Saturday. The schedule for the door-to-door canvass will be as follows:

Saturday, June 16, Bethany Beach and Fenwick Island; Monday, June 18, Selbyville, Frankford and Dagsboro; Tuesday, June 19, Oak Orchard, Millsboro and Georgetown; Wednesday, June 20, Milford, Ellendale and Lincoln; Thursday, June 21, Milton, Harbeson and Lewes; Friday, June 22, Rehoboth Beach and Dewey Beach.

All boys will wear the Camp Barnes tee shirts.

The races will be sanctioned by NASCAR and a large field of cars is expected. Last year 47 cars were entered for the Camp Barnes Special Race, a new record for participation at the speedway. There will be six races, including, for the first time, a 35-lap feature. Trophies will be awarded to the winners of each race as well as the owner of the winning car in the feature event. Trophies will also be awarded to second and third positions in the feature for the first time in the six-year history of the racing event.

1956-06-11

Georgetown to Stage Car Races Tomorrow

GEORGETOWN, June 14 — (Special).—Charles Herbert, promoter and president of Georgetown Speedway, has announced that the speedway will inaugurate mixed stock-car racing on a weekly basis starting tomorrow night. The track will feature modified and sportsmen cars from the Eastern ranks of NASCAR. The six-event program will start at 8:15 o'clock.

Included on the card will be the hobby race for the old time non-Ford and Mercury autos. Last week's special novice attraction had a field of 18 starters and many more are expected this week.

Topping the slate tomorrow will be a 25-lap feature for modified and sportsmen vehicles, with a starting field of at least 20.

On June 29, for the sixth consecutive year, the speedway will be turned over to the Delaware Association of Chiefs of Police for its annual benefit for Camp Barnes.

1956-06-14

STOCK CARS TO RACE TO AID CAMP BARNES

Forty-two cars have been entered in the sixth annual stock car races for the benefit of Camp Barnes to be held at the Georgetown Speedway on June 29.

1956-06-18

Charles Herbert, Milltown, N. J., owner of the track, has turned the oval over the Delaware Association of Chiefs of Police for the night. The DACP operates Camp Barnes. Proceeds from the races will go to the Camp Barnes Fund to help over 400 youths enjoy a two-week's vacation at camp free of charge.

The races this year will feature a 35-lap contest for the first time. Trophies will be awarded to the winner of each race and four trophies will be given to the 35-lap contest victor.

Martin Battles To Initial Stock Car Win

1956-06-15

Jumping into the lead over a 20-car field in the 5th lap of a big 35-lap Modified-Sportsman feature race. Johnny Martin, the fast-driving police officer from Lewes, Del., drove the lightning No. 39 into his first win of the season last Friday night at the Georgetown Speedway.

Since the middle of the 1955 season, Johnny has had a long streak of non-wins due to car trouble, but his latest victory was gained from 15th starting spot and a blistering ride with 5 laps run under the constant pressure of Dean Pelton's 42.

Pelton dropped from competition in the 11th lap when the rear end of his car tore up. Paul Walker, who has also had his share of car trouble, drove the DeSoto-powered 4-D into second when Pelton retired to the pits and managed to close Martin's wide lead to 10 car-lengths as the latter sailed across the finish line.

George Harrison and Russ Warrington in Cars S2 and S1 gave Tommy Johnson's 1-A a fit for the final 5 laps as he strove to pass them and take over 3rd spot.

Starter Tom Brown's final checker showed the finish as follows: Martin, Walker, Tommy Johnson, George Harrison, Russ Warrington, Windy Bailey (11), Norwood Ellingsworth (77), and Lawrence Tucker (15) for the first eight. The winning time for Martin was 16 minutes, 40.9 seconds.

Jr. Parker threw a wheel off his 75 out of the 2nd turn in the 7th lap and ran off the backstretch on his wheels.

1st 10-lap heat—Bob Hanna (220), Jr. Parker (75), Bob Smith (8). Time, 5:10½.

2nd 10-lap heat—Russ Warrington (S1), Norwood Ellingsworth (77), Dick Maddox (A4). Time, 4:55.9.

3rd 10-lap heat—Tommy Johnson (1A), Paul Walker (4-D), Dean Pelton (42). Time, 4:46. J. R. Jones lost the right rear wheel off Car 49 in the 1st turn, 4th lap, and the wheel bounced over the outside fence, while Jones guided his crippled mount to the pits.

4th event, 10-lap Consy—Johnny Martin (39), Jr. Collins (88), Earl Bryant (59). Time, 4:48.3.

Hobby Division, 10-lap heat—Gale Smith (74-'37 Chev.) Howard Betts (97-'37 Ply.), Harvey Collins (22-'36 Chev.). Time, 5:53. Eighteen cars took the green flag and there were no serious crashes—another lengthening of the record!

Mr. Charles Herbert, Promoter, announced last week that the Speedway will feature mixed stock car racing with the modified and sportsman type vehicles competing in all events. On June 29 the Speedway has been turned over to the Delaware Association Chiefs of Police for their sixth annual benefit race for Camp Barnes, a boys' camp the association sponsors near Frankford, Del. This program will feature the sportsman cars only and trophies will be presented to each of the heat and consolation winners, plus trophies to the first three drivers to finish in the feature and also a trophy to the winning car owner.

Mr. Herbert also announced that he expects the quarter-mile drag strip, which is nearly finished, to be ready for a formal opening in about two weeks. The strip has been constructed at the south end of the Speedway for a distance of 1440 feet off the fourth turn so the strip connects with the home stretch of the half-mile oval and will give the dragsters plenty of room to reach top

Georgetown Stock Car Win Goes To Bryant

1956-06-22

The easy-going Virginian from Portsmouth, Earl Bryant, wrapped up the 25-lap main event at the Georgetown Speedway last Friday night in one of the fastest wins of the current season.

He took the starter's flag in 15th position and by the 5th lap had battled his way through the blistering field into the lead with Paul Walker's 4-D on his heels. Walker hounded the modified Olds-powered '36 Chevrolet No. 101 in every turn but Bryant merely had to call on his mount to easily pull away from the Sportsman DeSoto.

Favorite Johnny Martin got a mixed-up start and had quite a bit of hard driving to do in order to outdistance Jim Hayes' 3A and Jr. Collins' 88. The heavy traffic kept the rapid No. 39 from a close competing berth with the two leaders, although he ran good and fast.

As for car casualties—Howard Slaughter lost the right rear wheel off Car 82 in the 2nd turn, 5th lap, and pulled into the infield; Jr. Parker got a banged-up start from the flag and almost lost his No. 75 in the 1st and 2nd turns as the pack closed in on him; he also pulled to the backstretch infield, hooking Norris Reed's 141 and knocked Reed out of precious seconds while he broke loose and Horace Williams dropped his 3D off the 1st turn on its wheels in the 9th lap, almost causing Jr. Collins' 88 to go with him as Johnny Martin threw his barreling 39 into a broad slide in the 1st turn and forced them to the top of the track; Williams came back on in the 11th lap to continue his bid.

The first ten chauffeurs across the checker line were Bryant, Walker, Martin, Collins, Dean Pelton (42), Russ Warrington (81), Norris Reed (141), Windy Bailey (11), Bob Hanna (Z20) and Bill Priestly (10). The near-record time was 11 minutes, 40.5 seconds.

1st 10-lap heat—Jr. Collins (88), Windy Bailey (11), Jr. Parker (75). Time, 4:53.

2nd 10-lap heat—Lawrence Tucker (15), Howard Slaughter (82), Jim Hayes (3A), Norris Reed (141). Time, 4:47.1.

3rd 10-lap heat—Earl Bryant (101), Johnny Martin (39), Paul Walker (4D). Time, 4:41.4.

4th event, 10-lap Consy—Norwood Ellingsworth (77), Elwood Tucker (59), Dick Maddox (A4). Time, 4:54.

Hobby Division event, 10 laps—Alvin Cordrey (92-'37 Chev.), Gale Smith (74-'37 Chev.), Harvey Collins (22-'36 Chev.). Howard Betts dropped the right front wheel off Car 97 in the 3rd turn, 3rd lap and retired to the infield. Pierce Hammond rolled his No. 98 over on its side between the 3rd and 4th turns in the 4th lap and was struck by Bob Williams' 7. After the cars were removed, the restart was waved off.

25-Lap Race to Top Georgetown Program

GEORGETOWN, June 21 — (Special).—Another program of NASCAR stock car races, topped by the 20 fastest cars engaging in the 25-lap feature, will be presented tomorrow night at 8:30 o'clock at **Georgetown Speedway**.

Paul Walker, Milton speedster, will be chauffeuring a DeSoto-powered sportsmen vehicle owned by the Niblett brothers of Gumboro. Walker was 1955 champion at the Georgetown plant, but this season he has had his run of bad luck. Walker has yet to chalk up his first victory of 1956.

Johnny Martin, of Lewes, and Horace Williams, Bridgeville, are close rivals of long standing and their feud could come to a boil tomorrow night. Other contenders include: Junior Collins, Howard Slaughter, Jim Hayes, Lawrence and Elwood Tucker, Bob and Dick Maddox and Tom Johnson.

1956-06-21

Bryant Switches Cars; Takes Second Win

1956-06-29

Earl Bryant, Portsmouth, Va., Virginia's gift to the ranks of NASCAR's top stock car drivers, switched from last week's winning Car 101 to Francis Warrington's Wayne-powered 191 Chevrolet and tied on his second 25-lap feature win in a row.

Tooling the powerful car over the $\frac{1}{2}$ mile Georgetown Speedway last Friday night, Earl caught the green flag on the inside, 7th tier. By the 13th lap he had wheeled through the fast-riding 20-car field and into the top honor spot. From here on, he got "on it" with Paul Walker's 4-D hot on his bumper and they rode this way until the final checker fell—in fact, the competition was so torrid that the first 4 cars finished only 3 lengths apart.

As a climax, we hope, to last week's fast action in the 1st turn when Johnny Martin slammed his 39 into the turn, sliding into Horace Williams' 3D and forcing the latter over the bank, Williams dove on the inside of Martin in the 2nd turn, 10th lap, and in a move that appeared to be a deliberate right turn of the wheel, drove Martin off the bank while he followed suit. The troopers descended on the scene in a hurry and separated the two competitors, while the red-flagged match was being relined and the two cars removed to the pits. A poll of the spectators showed that they wanted to wait for the two cars to restart if possible and as soon as everything was checked the match once again got underway. The balance of the race went well, with Martin and Williams careful and wary of each other's moves.

Following Bryant through the checker were Walker, Jr. Collins (88), Dean Pelton (42), Johnny Martin (39), Horace Williams (3-D), Russ Warrington (81), Tommy Johnson (1-A), Windy Bailey (11), Jr. Parker (75), and Bill Priestly (10). Norris Reed dropped out late in the event with apparent motor trouble and pulled his 141 into the grandstand infield.

1st 10-lap heat—Jr. Parker (75), Jim Veasey (80), George Smith (5). Time, 5:5.3. Bob Hanna ripped out of the 4th turn in the final lap and went wide, glancing Z20 off the cement retaining wall with a crash.

2nd 10-lap heat—Russ Warrington (81), Dick Maddox (A-4), Norris Reed (141). Time, 4:53.7.

3rd 10-lap heat—Earl Bryant (191), Tommy Johnson (1-A), Paul Walker (4-D). Time, 4:46.

4th event, 10-lap Consy—Dean Pelton (42), Horace Williams (3-D), Elwood Tucker (59). Time, 4:44.8. As the event got underway, Bob Kincaid made a roaring bid through the starting field, running up on the edge of the 1st turn infield and back down, driving his 2-B into Lawrence Tucker's 15, causing the latter to spin to the inside of the turn. All the cars managed to by-pass the confusion, except Kincaid, who stuck his front into Tucker's left side. The match was stopped and restarted anew after the cars were removed.

Hobby Division event, 10 laps—Gale Smith (74-'37 Chev.), Alvin Cordrey (92-'37 Chev.), Howard Betts (97-'37 Ply.). Time, 5:13.4. In the 1st lap, Wonder Boy Stacy spun his '36 Olds in the 3rd turn and rolled it over on its side, causing a new start. Smith had previously rolled his car while warming up, and smashed the top.

Tonight the Delaware Association Chiefs of Police will sponsor their annual benefit race for the boys of Camp Barnes. This event has boasted for several years the largest field of NASCAR Sportsman cars ever to appear at any Delaware track and nationally-known drivers of the highest caliber. Don't fail to see more of the year's hottest competition at the Georgetown oval.

Mr. Ripley - - - 1956-07-05

Racing Wren Eggs

Wren eggs are racing at the stock races. Collisions and spins don't disturb the eggs and parents anxiously wait for the return of their offspring, to be.

Preston C. Rogers, Millville, a stock car driver has a glove compartment that won't close. Wren's decided that this was a good spot for a nest. Now whenever Rogers goes to the races he is accompanied by wren eggs. The parent wrens, seem to have a great deal of faith in Preston's driving skill, for they are content to wait in the trees rather than go along to watch over the eggs.

When Pres returns the birds wait about fifteen minutes to make sure that Pres is done racing before returning to the nest to inspect the eggs.

Pres said that two collisions, at the **Georgetown Speedway** one in which he locked with another car and spun around several times, failed to dislodge the thrill-seeking eggs.

Pres did not venture to guess whether the young wrens once hatched would still be his racing partners.

Charles Herbert, prop. of the **Georgetown Speedway**, is adding a "drag" strip to his auto racing facilities . . . The strip—a quarter-miler—will be the only one on the Delaware-Maryland stock car circuit . . . Mrs. John Thouron's grass specialists, Lough

1956-07-09

Auto Races Friday At Georgetown Oval

1956-07-10

GEORGETOWN, July 10 — (Special).—Modified, sportsmen, and hobby cars headline the NASCAR sanctioned automobile races at **Georgetown Speedway** Friday night. Comprising the evening's program will be three qualifying heats, consolation, and 25-lap feature. The hobby cars will have a special event all their own.

The management of the speedway is still accepting applications from any persons that are interested in drag racing. Anyone holding a valid driver's license and at least 16 years of age is eligible for competition on the quarter-mile strip.

24, 1956 JULY

Walker Point-Leader In Georgetown Races

GEORGETOWN, July 24 — (Special).—As the automobile racing season reaches the half-way mark, the point standing battle gets more interesting at **Georgetown Speedway**. The contest is shaping into one of the tightest point standings race here to date.

In the sportsmen division, Paul Walker of Milton now is on top with 530 points. Dean Pelton of Silver Spring, Md., is second and Johnny Martin of Lewes third. Walker has chalked up four straight victories here.

The top drivers in the sportsmen section at Georgetown oval:

Paul Walker, Milton, 530 points; Dean Pelton, Silver Spring, Md., 464; Johnny Martin, Lewes, 442; Horace Williams, Bridgeville, 382; Dick Maddox, Delmar, 318; Jim Hayes, Milford, 318; Junior Collins, Millsboro, 312; Russ Warrington, Georgetown, 304; Tommy Johnson, Wilmington, 294; Windy Bailey, Salisbury, Md., 288; Norwood Ellingsworth, Dagsboro, 280; Norris Reed, Denton, Md., 274; Lawrence Tucker, Greenwood, 260; Bob Hanna, Salisbury, Md., 254; Bobby Kincaid, Salisbury, Md., 252; J. R. Jones, Salisbury, Md., 220; George Smith, Milton, 198; Junior Parker, Delmar, 196; Bob Maddux, Salisbury, Md., 196; Bill Priestley, Seaford, 158.

Walker's Ply-Soto First In 1956-07-06 Georgetown Speedway Benefit



Trophy winners in the big 35-lap NASCAR-sanctioned Camp Barnes benefit feature at the Georgetown Speedway last Friday night are shown above (l. to r.): Dean Pelton, Silver Spring, driver Car 42; Milton Niblett, Gumboro, Del., co-owner Car 4D; Paul Walker, Milton, Del., driver Car 4D; Preston Niblett; Jr. Collins, Georgetown, Del., driver Car 88.

Before the season's largest crowd, an estimated 3,200, Paul Walker, of Milton, Del., barreled into the victory spotlight with his V-8 DeSoto-powered 1937 Plymouth Sportsman Coupe No. 4D despite an 18-lap threat posed by Dean Pelton's 42.

After attempting 8 feature wins this season, Paul finally struck pay dirt with a tuned-up car that squelched Pelton's 14-lap lead and romped home the winner for the annual Camp Barnes benefit. Pelton gave him every indication that he wasn't alone on the track, for the slightest slip would have cost him the race.

The distance for last Friday night's battle at the Georgetown Speedway was 35 laps around the fast $\frac{1}{2}$ mile clay oval, with 22 roaring cars taking the green starting flag for the NASCAR-sanctioned match.

The first 10 cars to catch the checkered flag were Walker, Pelton, Jr. Collins (88), Russ Warrington (81), Jim Hayes (3A), Jim Veasey (80), George Smith (5), Bob Hanna (Z20), Dick Maddox (A4), and Windy Bailey (11). The winning time was 16 minutes, 7.4 seconds, knocking 10 seconds off the previous record set by Earl Bryant in the modified 191 on May 6.

Wild Bill Cummings, driving Car 141, caused the south grandstand patrons to gasp in the first lap of the blistering feature start when he rode high on the 4th turn bank, struck the cement retaining wall with his right rear fender, then with the front, spun around and flipped over on his left side. Cars, wheeled by veterans, went everywhere to miss the melee and Cummings clambored out o. k. A new start got underway as soon as the car was towed to the pits. Bob Maddox blew his right front tire in the 7th lap and piled Car 98 off the 1st turn on its wheels.

1st 10-lap heat—Galen Griffith (5A), Bob Kincaid (2B), George Smith (5). Time, 4:53.6.

2nd 10-lap heat—Norwood Ellingsworth (77), Jr. Collins (88), Lawrence Tucker (15), Windy Bailey (11), Wild Bill Cummings (141). Time, 4:53.

3rd 10-lap heat—Paul Walker (4D), Tom Johnson (1A), Johnny Martin (39), Horace Williams (3D). Time, 4:41.3. Jim Hayes peeled the right rear tire off his 3A as he came screaming out of the 4th turn in the 5th lap, pulling to the backstretch infield.

4th event, 10-lap Consy—Dean Pelton (42), Jim Hayes (3A), George Harrison (82). Time, 4:41.7. J. R. Jones got No. 9 underway in a blaze of speed only to hook up on the inside of Jr. Parker's 133 and they both went off the 2nd turn. Jones managed to get back on but Parker rolled once and the match was restarted anew when the car was removed to the pits.

Hobby Division, 10-lap heat—Howard Betts (97-'37 Ply.), Alvin Cordrey (92-'37 Chev.), Bob Adams (78-'37 Ply.) Wonder Boy Stacey flipped his '36 Olds No. 13 over on its top again between the 1st and 2nd turns, 2nd lap, and the match was red-flagged while the car was righted and towed away. Preston Rogers rolled his '37 Chev. No. 26, 3 times off the 2nd turn in the 9th lap, necessitating the 2nd restart. Rogers received minor injuries and was taken to a doctor for a checkup.

Walker Makes It Two In A Row At Georgetown Oval

Though the rains came on Friday evening and threw the weekly NASCAR stock car program of the Georgetown Speedway into Saturday, it didn't daunt Paul Walker and his No. 4D Ply-Soto, for the Milton, Del., marauder led 23 of the 25 laps in the main event to win his second straight event.

Paul swept past 11 cars in the first 2 laps and with J. R. Jones' 9 on his bumper, romped to victory in 11 minutes, 54.6 seconds.

At a respectable distance behind Jones was Russ Warrington's 81 and likewise Norris Reed's 141 behind Warrington. In the last several laps Reed made a terrific bid for 3rd spot and gained it in the 3rd turn of the last lap when mechanical trouble overtook 81.

The 1st nine finishers as Starter Tom Brown rang down the checkered flag were Walker, Jones, Reed, Horace Williams (3D), Dean Pelton (42), Tom Johnson (1A), Jr. Collins (88), George Harrison (59) and Russ Warrington (81).

1st 10-lap heat—Doug Morgan (97), Bob Kincaid (2B), Bill Johnson (69). Time, 4:57.5.

2nd 10-lap heat—J. R. Jones (9), Norris Reed (141), Russ Warrington (81). Windy Bailey barreled off the banks between the 1st and 2nd turns and rolled once. The match was red-flagged and restarted at the beginning of the 3rd lap when No. 11 was towed to the pits. It was a veritable nip-and-tuck battle between Jones and Reed, with the former gaining his win by only a car length.

3rd 10-lap heat—Tom Johnson (1A), Paul Walker (4D), Horace Williams (3D). Time, 4:45.1.

4th event, 10-lap Consy—Dean Pelton (42), Johnny Martin (49), Jr. Collins (88). Time, 4:51. Dick Kelly lost the right rear wheel off his No. 18 in the 3rd turn, 3rd lap, when an axle broke, and sat out the balance of the match at the top of the track.

Hobby Division, 10-lap heat—Gale Smith (74-'37 Chev.), Alvin Cordrey (92-'37 Chev.), Pie Truitt (78-'37 Ply.) Time, 5:16.8. Gilbert Shane dropped the right front wheel off his '39 Ply., No. 3X, as he came out of the 4th turn and stopped at the top of the 1st turn, 6th lap.

Pennsylvania Driver Captures Main Event At Georgetown

1956-07-28

Vince Conrad took command on the fourth lap and went on to win last night's 25-lap stock car racing feature at the Georgetown Speedway before 1,014 spectators.

When the Kutztown, Pa., lead-foot went to the front, Johnny Martin of Lewes moved into the second spot and Paul Walker of Milton took the third position.

That's just the way they eventually came across the finish line although the three buggies were never more than two car lengths apart. Twice, Martin and Walker were wheeling side by side with Conrad who always managed to have a little extra push to stay ahead, despite the strong challenges.

The winner started in the 16th spot in a 20-car field and was wheeling a Modified Wayne Chevrolet Special, No. 191 owned by Francis Warrington of Rehoboth Beach.

Conrad toured the 12½-mile distance in 11:45.8.

Here's how they came across the finish line:

1. Vince Conrad, Kutztown, Pa.
2. Johnny Martin, Lewes
3. Paul Walker, Milton

4. J. R. Jones, Salisbury
5. Tommy Johnson, Newark, Del.
6. Horace Williams, Bridgeville
7. Lawrence Tucker, Greenwood
8. Junior Parker, Delmar
9. Bob Hanna, Salisbury
10. Billy Priestley, Seaford

An accident slowed up the start of the race when Russ Warrington of Georgetown ran into the third turn back and rolled over four times.

Conrad also won the 10-lap consolation, outwheeling Tommy Johnson of Newark, Del.

A serious crackup marred the 10-lap hobby race, won by Preston Rogers of Millville.

Bill Betts of Georgetown came out of the fourth turn without the control of his vehicle and ran head-on into the dirt retaining wall. He was pulled out of the wreck unconscious and rushed to the Milford hospital where he was x-rayed and treated for bruises and cuts. Betts returned home by ambulance.

Here's the remainder of the summary:

FIRST 10-LAP HEAT — Bud Morgan, Lincoln; Dick Maddux, Delmar; Bobby Hanna, Salisbury. Time 5:14.5.

SECOND 10-LAP HEAT — Bobby Kincaid, Salisbury; Junior Parker, Delmar; Dick Maddux, Delmar. Time 5:01.2.

THIRD 10-LAP HEAT — Horace Williams, Bridgeville; Paul Walker, Milton; J. R. Jones, Salisbury. Time 4:47.4.

TEN-LAP HOBBY RACE — Preston Rogers, Millville; Johnny Fitzgerald, Lincoln; Alvin Cordrey, Parsonsburg. (no time)

TEN - LAP CONSOLATION — Vince Conrad, Kutztown, Pa.; Tommy Johnson, Newark, Del.; Lawrence Tucker, Greenwood. Time 4:47.2.

10 Car Drivers Seek Title at Georgetown

GEORGETOWN, Del., Aug. 1 —(Special).—Ten drivers in the Friday night stock car races at Georgetown Speedway are hooked-up in a close battle for the track title.

Milton's Paul Walker, off to a fast start with four straight wins, currently paces the field, but is now being hard pressed by Dean Pelton of Silver Spring, Md. and John Martin, Lewes, who are knotted for second place. Just a few markers behind these two drivers are Horace Williams, Bridgeville, and Tommy Johnson, Newark.

Other strong challengers are Russ Warrington, Georgetown; Jim Hayes, Milford; Junior Collins, Millsboro; Windy Bailey, Salisbury, Md., and Lawrence Tucker, Greenwood.

1956-08-01

1956-08-07

Car Races Scheduled At Georgetown Friday

GEORGETOWN, Aug. 7 —(Special).—Sportsmen and modified cars will race at Georgetown Speedway Friday night with the first NASCAR sanctioned event getting under way at 8:30 p. m. Winding up the competition will be the 25-lap feature contest.

A new feature will be the first bicycle race of the current season for youngsters under 14 years of age. Entries will still be accepted at the Speedway Friday night. Each boy must furnish his own bicycle.

Absent from the starting ranks this week will be J. R. Jones of Salisbury, Md., who, following the third heat race last week, was suspended for two weeks. The ruling was handed down by starter Tom Brown and was given for "pushing." Jones was said to have pushed a car driven by John Martin off the third turn bank during the third race.

Victor Wins By Two Feet

1,600 Fans See Tight Auto Race

Dean Pelton sneaked past Horace Williams during the final few yards to win the 25-lap stock car feature by only two feet last night at the Georgetown Speedway before 1,645 roaring spectators.

This was the Silver Spring lead-foot's second straight feature triumph and fourth of the season on the half mile banked oval.

Here's how they came across the finish line: 1. Dean Pelton, Silver Spring, 2. Horace Williams, Bridgeville, 3. Bob Welsh, Silver Spring, 4. Norwood Ellingsworth, Dagsboro, 5. Russ Warrington, Georgetown, 6. Lawrence Tucker, Greenwood, 7. Norris Reed, Denton, 8. Tommy Johnson, Newark, 9. Dick Maddux, Delmar, 10. Windy Bailey, Salisbury.

Johnny Martin of Lewes was in front until the 21st lap when he blew a tire. Williams then took command with Pelton hot on his trail.

It was bumper - to - bumper for the distance until the fourth turn of the final lap. Pelton pulled on the inside of Williams and crossed the finish line. In front it appeared by the length of a radiator cap.

1956-08-11

The early leaders of the race were Windy Bailey of Salisbury and Russ Hastings of Chestertown.

Pelton started in the 13th spot of a 20-car field. Williams started in the 12th position.

Paul Walker of Milton, who is making a bid for track driving honors again, dropped out on the seventh lap when his motor conked out. Vinco Conrad of Kutztown, Pa., didn't compete in the feature as his buggy stopped running.

Here's the remainder of the summary:

First 10-lap heat — 1. Henry Short, Lincoln; Bill Johnson, Cambridge; Bob Maddux, Delmar. Time 5:09.8.

Second 10-lap heat — Norris Reed, Denton; Junior Parker, Delmar; Lawrence Tucker, Greenwood. Time 4:56.7.

Third 10-lap heat — Johnny Martin, Lewes; Dean Pelton, Silver Spring; Horace Williams, Bridgeville. Time 4:42.0.

Twelve lap hobby race — Preston Rogers, Millville; Alvin Cordrey, Parsonsburg; Johnny Fitzgerald, Lincoln. (no time).

Ten - lap consolation — Tommy Johnson, Newark; Dick Maddux, Delmar; Paul Bennington, Bridgeville. Time 4:57.4.

Milton Driver Wins

50-Lap Feature 1956-08-23

Paul Walker, stock car ace from Milton, took top honors for first spot in the 50-lap Mid-Summer Championship feature at the Georgetown Speedway last Friday night. Walker piloted the No. 4-D sportsman car owned by the Niblett Brothers of Gumboro, Del. The checkered flag had no sooner dropped than a written protest accompanied by a \$100.00 bond was posted with the NASCAR Chief Steward, George E. Reed, by J. R. Jones

of Salisbury, Md. Walker's car was taken to a nearby garage and torn down. After measurements were made of the piston displacement and a complete overall inspection made the 4-D was declared a legal sportsman car under 300 cubic inches. The decision was announced by Chief Steward Reed at 6:30 a. m. on Saturday after the all night inspection procedure.

Walker took charge of the feature's 20 car field on the sixth lap and was never headed for the remaining distance. For quite a few of the final laps Dean Pelton road the second spot, but just as the white flag went out on the field he lost a left rear wheel, cruising the final lap of the half mile oval on three wheels, and losing but one position. Ray Kable of Baltimore, Md., took home second place money and Pelton third.

Accidents

Several accidents, most of a

minor nature, held up last week's program on several occasions, but luckily there were no injuries. In the second heat Junior Parker rolled his car twice off the second turn. In the third race Horace Williams came out of fourth turn, tangled with a couple of other cars, and slammed head on into the concrete retaining wall. Williams was uninjured but his car was completely demoiished.

Next Friday night, Aug. 24, the evenings program of sportsmen and modified stock car racing will be rounded out with a 25-lap feature

1956-08-24

Chevrolet Wins In Inaugural Georgetown Drag Show

The official grand opening of the quarter-mile drag strip at the Georgetown Speedway enjoyed major success last Sunday with a large number of cars being run through the speed traps at amazing speeds. The spectator attendance was held down somewhat by the excessive heat which plagued the area with tem-

peratures in the 90's all day.

Several cars, of all makes and models, were electrically timed over the dirt strip adjacent to the Speedway. The fastest time of the afternoon, in all classes, was turned in by a 1956 Chevrolet driven by Robert B. Wright. The car was equipped with a standard gear shift and his time was 97.826 m.p.h.

The second fastest time went to James Veasey, also in a Chevrolet

with a standard gear shift. His time was 97.286 m.p.h. The third fastest time of 96.774 went to a 1956 Thunderbird driven by Robert B. Myers, of Philadelphia, Pa.

About ten cars hit the ninety mile per hour bracket, but the majority were in the eighties, with a few hitting in the seventies.

The drag strip will be open to the public again on Sunday, September 9, with dragging to start at 10 a. m.

Georgetown Half-Century Won By Walker's DeSoto

1956-08-24

The NASCAR double-point Mid-Summer Championship 50-lap feud over the $\frac{1}{2}$ mile clay banks of the fast Georgetown Speedway was solidly won by Paul Walker's 4-D last Friday night.

Walker forged to the lead from 13th starting berth in the 11th lap and was never headed again, or even seriously challenged.

Twenty of the east's hottest Sportsman and Modified cars took Starter Tom Brown's green flag and waged fierce battles for the entire route. If one car was forced out, his competition rapidly pounced on another to keep up the torrid pace.

Vince Conrad, who was blazing through the heavy traffic in the 5th lap, blew a tire on Car 191 and jump-off the 3rd turn on his wheels. Johnny Martin, the crowd-thriller, broad-sided into the 4th turn, 23rd lap, blew his left front tire and plowed into the cement retaining wall. Johnny managed to back his 39 away and dodged across the track to the infield pits for a new wheel and check-up and returned to the blistering match in the 31st turn-around. Dean Pelton, whose No. 42 garnered last week's event, was holding a barreling 2nd spot in the 49th lap, lost the left rear wheel and limped around the final lap to sew up third behind Ray Kable's No. 90.

As soon as the checker fell, a protest was lodged against Walker's car, in that it was maintained the motor was oversize according to Sportsman rules. It was reported that on Saturday morning, following an all-night vigil, the engine was checked by a competent mechanic with NASCAR officials and the protesting parties present, and found to be well within the legal limits. The posted bond was therefore forfeited and all expenses over and above the \$100 (if any) due to be paid by the protesting party.

Faster by 1 minute, 11.1 seconds than last year's grind that was swept by the Modified 191, Walker's time was 23 minutes, 26.1 seconds. The scorer's sheets gave the first finishing berths to Walker, Kable, Pelton, Norwood Ellingsworth (77), Bob Welsh (X), Jim Hayes (12), Russ Warrington (97), Bob Maddox (98), Dick Marr (707), Bob Smith (8), and Johnny Martin (39).

Also due for some real racing was Norris Reed's 141, who was forced out with a broken axle 1 mile north of the track while on his way.

1st 10-lap heat—Windy Bailey (11), Russ Warrington (97), Bob Maddox (98). Time, 5:11. Bill Johnson lost Car 69 off the 3rd turn on its wheels in the 6th lap.

2nd 10-lap heat—Tommy Johnson (1A), Norwood Ellingsworth (77), Dick Maddox (A4). Jr. Parker rolled No. 133 twice off the 2nd turn in the 7th lap and the red flag fell for a restart.

3rd 10-lap heat—J. R. Jones (9), Dean Pelton (42), Vince Conrad (191). Time, 4:44. Conrad took a wide slide inside of Horace Williams' 3D in the 4th turn, final lap, throwing Williams into the left skid and head-on into the cement retaining wall. Williams climbed out o. k., but damage to the car was extensive.

4th event, 10-lap Consy—Ray Kable (90), Bob Welsh (X), Jim Hayes (12). Time, 4:47.7.

Hobby Division—10-lap heat—John Fitzgerald (99-'37 Chev.), Preston Rogers (26-'36 Chev.), Ray Mitchell (25-'36 Chev.). Time, 5:22.8.

A phone call from Richmond, Va., at the completion of the feature, stated that hard-driving Earl Bryant would be on hand tonight with his Olds-powered '36 Chev. A battle is in the offing when Walker, Conrad and Pelton match wits with the "ramblin' rebel."

Williams Wins Feature Race

1956-08-30

Horace Williams, noted stock car driver from Bridgeville, Del., won the thrill packed 25-lap feature at the Georgetown Speedway last Friday night driving the Davis-Passwaters No. 3-D, a flat head Ford Coupe, of the Sportsmen type.

For the first 13 laps of the feature contest Norris Reed held on to the lead closely followed by J. R. Jones, but on that unlucky 13th lap Reed and Jones tangled on the first turn with Reed losing valuable ground. Jones was able to continue on his way after missing only one position. At this point in the race Bob Tester took over and was never seriously challenged until the 22nd round. It was on this lap that Tester lost his left front wheel. Williams then took charge followed by Jones and Dean Felton. Tester continued in the race on three wheels. Running in fourth spot in the last lap between the third and fourth turns his front wheel dug in the track surface and flipped his car over.

The first qualifying event last week had to be stopped on four occasions due to accidents, all of a minor nature and without any injuries reported. The remainder of the arc light program was run off without use of the red flag.

Tomorrow Night

Scheduled for Friday night is a regular program consisting of three qualifying events, a 10-lap consolation, the special Hobby race, and topped with a 25-lap feature attraction for the Sportsmen and Modified cars of NASCAR, the sanctioning group at the Georgetown oval.

First heat: Bob Kincaid, Norris Reed, and Johnny Martin. No time.

Second heat: Horace Williams, Bob Tester, and Tommy Johnson. Time 4:46.8.

Third heat: Earl Bryant, Vince Conrad, and Dean Pelton. Time 4:47.8.

Hobby race: Preston Rogers, John Fitzgerald, and Clifford Downes. Time 5:25.5.

Consolation: Paul Walker, Norwood Ellingsworth, and George Smith. Time 5:54.4.

Feature: Horace Williams, J. R. Jones, Dean Pelton. Time 11:55.2

Williams Makes It Two In Georgetown Stocks 1956-08-31

Forging to the lead in the 23rd lap of a blistering 25-lap NASCAR-sanctioned feature race, Horace Williams, Bridgeville, snared his 2nd win of the current season at the ½ mile banks of the Georgetown Speedway last Friday night.

The first progressive lead in the program went to Norris Reed's 141 in the 5th lap and he expertly out-chauffeured J. R. Jones' 9 for 9 blazing turns until the blue Ford tudor slid, was tapped by Jones between the 1st and 2nd turns, and completed the spin to the inside of the track. Bob Tester slammed 89 into the rear of Jones as the latter tried to avoid Reed and Paul Walker's 4D added the finishing touch when he came barreling up looking for a hole and side-swiped the stalled car. After the field had passed, Reed whipped his mount back into the fray, but was forced to the infield after 1 lap with steering trouble.

Tester took over the lead following the above confusion and held on for 9 more laps, at which time he lost his left front wheel, but managed to run up to the 3rd turn, last lap, when he flipped over on his side.

Dick Kelly cut the corner too close in the 2nd turn and ran in the drainage ditch, laying 181 over on its side in the 4th lap.

The chief scorer carded the 1st 9 finishers as Williams (3D), J. R. Jones (9), Dean Pelton (42), Paul Walker (4D), Tommy Johnson (1A), Bob Kincaid (2B), Russ Warrington

(81), Johnny Martin (97), and Norwood Ellingsworth (77).

Williams' winning time was 11 minutes, 55.2 seconds.

1st 10-lap heat—Bob Kincaid (2B), Norris Reed (141), Henry Short (97).

Three red flags and subsequent restarts plus a two-time roll-over marred this heat, as 13 cars blasted over the route. In the 2nd lap Bob Smith rolled his No. 8 once off the 3rd turn, while in the restart Windy Bailey went high in the same spot and sent his No. 11 rolling off the bank. Bill Johnson broadsided No. 69 in the 2nd turn, 5th lap and was hit squarely amidships by Dick Maddox's A4, while Gayle Smith also got in a lick. The resulting restart proved accident-free until Smith hit the 1th turn, last lap, when he, too, spun and rolled No. 74 twice.

2nd 10-lap heat—Horace Williams (3D), Bob Tester (89), Tommy Johnson (1A). Time, 4:46.8. This was a close and highly competitive finish.

3rd 10-lap heat—Earl Bryant (101), Vince Conrad (49), Dean Pelton (42). Time, 4:47.8. George Harrison dropped the right front wheel off Car 49 in the 3rd turn, 4th lap, and jumped off right-side-up.

4th event, 10-lap Consy—Paul Walker (4D), Norwood Ellingsworth (77), George Smith (5). Time, 5:54.4.

Hobby Division, 10-lap heat—Preston Rogers (26-'36 Chev.), John Fitzgerald (99-'37 Chev.), Clifford Downes (90-'38 Chev.). Time, 5:25.5.

Flying Cop Wins Georgetown Feature

1956-09-06

Johnny Martin, the flying cop from Lewes, Del., blazed his way to victory at the Georgetown Speedway last Friday night in the NASCAR sanctioned 25-lap feature. He drove the No 39 Sportsman Ford owned by Melvin Prettyman and Doug Morgan.

Twenty two cars started last week's feature contest. As the green flag was received it was George Smith out front with Tommy Johnson taking over the second slot, but his lead was short lived, as Vince Conrad took charge on the third lap and remained in command until the 16th. Martin then made his bid for the number one position and set a blistering pace for the remainder of the race. For the next nine laps there was no catching the "Flying Cop." At the finish he was about six car lengths ahead of second place Conrad.

Results

First heat: Henry Short, Elwood Tucker, and George Smith. Time 5:12.3; Second heat: Junior Parker, Lawrence Tucker, and Russ Hastings. Time 5:08.6; Third heat: J. R. Jones, Vince Conrad, and Johnny Martin. Time 4:47.2; Hobby race: Alvin Cordrey, John Fitzgerald, and Clifford Downes. Time 5:24.7; Consolation: Dean Pelton, Paul Walker, and Norwood Ellingsworth. Time 4:47.8; Feature: Johnny Martin, Vince Conrad, Horace Williams, Paul Walker, Norwood Ellingsworth, George Smith, Russ Warrington, Russ Hastings, Bob Maddux, and Jr. Parker. Time 11:50.

Martin Scores Second Season Win At Georgetown

1956-09-07

Everyone left the fast ½ mile banks of the Georgetown Speedway last Friday night in a very pleased frame of mind because their favorite veteran chauffeur Johnny Martin, of Lewes, Del., had racked up a brilliant and well-driven win—his second of the season.

Johnny out-wheeled the cream of NASCAR pilots and cars to drop his Mercury-powered coupe into top-honor spot in the 16th lap after a 5-lap speed match with Vince Conrad in a similar mount. The wily Martin dodged and seemed to tease Conrad until he whipped out and barreled past, stretching his lead to nearly ¼ track by checker time.

Conrad scooted through heavy traffic when the green flag fell and had his No. 49 on the pole in the 2nd lap after having moved from 14th berth, while Martin seemed to run into regular jams as he moved Car 39 toward the front of the 22-car start.

The final rundown gave the first 11 spots to Martin, Conrad, Horace Williams (3D), Paul Walker (4D), Norwood Ellingsworth (77), George Smith (5), Russ Warrington (81), Russ Hastings (17), Bob Maddox (98), Jr. Parker (133), and Dick Maddox (A4). The winning time was 11 minutes and 50 seconds.

1st 10-lap heat—Henry Short (97), Elwood Tucker (2), George Smith (5). Time, 5:12.3.

2nd 10-lap heat—Jr. Parker (133), Lawrence Tucker (15), Russ Hastings (17). Time, 5:8.6.

3rd 10-lap heat—J. R. Jones (9), Vince Conrad (49), Johnny Martin (39). This was an almost bumper-to-bumper match all the way as the crowd's cheers proved. Time, 4:47.3.

4th event, 10-lap Consy—Dean Pelton (42), Paul Walker (4D), Norwood Ellingsworth (77). Time, 4:47.8. Pelton eked out this win by a scant 4 feet and everyone went wild at the stiff competition.

Hobby Division, 10-lap heat—Alvin Cordrey (54-'37 Chev.), John Fitzgerald (99-'37 Chev.), Clifford Downes (90-'37 Chev.). Time, 5:24.7. Harvey Collins lost No. 22 out of the lead in the 7th lap, 2nd turn, in a broad slide and was rammed by Preston Rogers' 26. Rogers backed off and was away again to finish 4th.

Shore Driver Boosts Lead

Kable Is Second At Georgetown

1956-09-10

Paul Walker of Milton won his sixth stock car racing feature of the season Saturday night at the Georgetown Speedway before 1,025 spectators.

This victory enabled the Eastern Shore leadfoot to cushion his first place driving lead to well over 100 points.

Walker, the defending driving champion of the track, went to the front on the 23rd lap, taking over from Ray Kable of Baltimore, and was in front by a half length at the finish.

Here's how they came across the finish line:

1. Paul Walker, Milton
2. Ray Kable, Baltimore
3. Dean Pelton, Silver Spring
4. J. R. Jones, Salisbury
5. Vince Conrad, Allentown, Pa.
6. Junior Collins, Millsboro
7. Bobby Kincaid, Salisbury
8. Russ Hastings, Chestertown
9. Bo Harden, Baltimore
10. Windy Bailey, Salisbury

Kable took command on the ninth lap and looked like the eventual winner until his modified Ford slid as he came out of the first turn on the 23rd lap. Walker then squeezed by on the inside after being on Kable's bumper almost all of the way.

Walker started from the 11th position in a 22-car field with No. 4-D, a Desoto sportsmen buggy owned by Milton and Preston Niblett of Gumboro. Kable started from the 13th slot.

There was one accident in the feature.

Ralph Wilson of Harrington with his No. 81 collided with the vehicle driven by Russ Warrington of Georgetown and both cars spun into the infield and finally stopped in a drainage ditch. The drivers crawled out unhurt.

Here's the remainder of the summary:

FIRST 10-LAP HEAT — Henry Short, Lincoln; Windy Bailey, Salisbury; Ralph Wilson, Harrington. (No time)

SECOND 10-LAP HEAT — Vince Conrad, Allentown; J. R. Jones, Salisbury; Russ Hastings, Chestertown. Time 4:57.

THIRD 10-LAP HEAT — Paul Walker, Milton; Jimmy Smith, Ridley Park, Pa.; Jim Hayes, Milford. Time 4:51.6.

TEN - LAP CONSOLATION — Pierce Hammond, Lincoln; Alvin Cordrey, Parsonsburg; Henry Steele, Georgetown. Time 5:35.6.

TEN-LAP CONOLATION — Junior Collins, Millsboro; Tommy Johnson, Newark, Del.; Galen Griffith, Minquindale. Time 5:07.7.

George Herbert, whose attractive auto racing shows have been well-received all summer by downstate enthusiasts, is offering one of the season's more important events at his **Georgetown Speedway** Friday evening. The main event, labelled the Annual National Championship Elimination, carries both cash and trophy awards, plus a guaranteed starting berth in the Oct. 14 national sportsman model championship—a 100-miler—at Langhorne. The Langhorne slot, logically, will go to the winner of Georgetown's 25-lap feature. Milton's Paul Walker, pacing the Speedway point race for the NASCAR title, will be the boy to beat.

1956-09-12

Championship Races At Georgetown Friday

1956-09-13

Scheduled at the **Georgetown Speedway** next Friday night, Sept. 14, is the Annual National Championship Elimination race. The sportsman winner in next week's feature is entitled to a guaranteed starting position at Langhorne, Pa. on Oct. 14, for the 100-mile Sportsman Championship. Starting positions will be awarded to championship elimination winners in accordance with their time trial performances beginning with the pole position. Time trials will be held at Langhorne on Saturday, October 13, from 9:00 a. m. to 5:00 p. m.

Comprising the slate at the Georgetown plant for next Friday are three 10-lap qualifying heats, a consolation, the special race for the rookie drivers, and the 25-lap National Championship Elimination feature.

First race starts at 8:30 p. m. with the box office opening at 7:00 p. m.

... The Langhorne Championship berth at stake in last Friday night's feature at **Georgetown Speedway** went to a Marylander, J. R. Jones of Salisbury . . . Motor trouble cost Milton's Paul Walker, the Speedway's No. 1 point-getter, his chance to race in the October championship grind.

1956-09-17

Drag Race Strip Proving Popular

The first two days of drag racing on the quarter-mile strip at the **Georgetown Speedway** was received so well by race fans that Charles Herbert, Director of the Georgetown Dragsters, Inc., has opened the strip for the dragsters on the next three Sundays. Each days events will commence at 10:00 a. m. and continue until dark. All runs will be under one capable direction of Craig Mellinger and will be electronically time.

Coming up at the lower Delaware oval on Oct. 14 will be the first motorcycle races ever presented on the Eastern Shore. A complete program with the starting time will be announced later in the month.

1956-09-20

Salisbury Driver

Cops Second Win 1956-09-27

J. R. Jones of Salisbury, Md., scored his second consecutive victory last Friday night at the Georgetown Speedway in the NAS-CAR sanctioned sportsman and modified stock car races. Jones won the longest race presented at the Speedway this season, the 75-lap feature contest, driving a sportsman Ford Coupe owned by the Salisbury Spring Works. Last week's evening program was the last of the season as the Speedway will switch to Sunday afternoons on September 30 with no racing on Friday, Sept. 28.

The evenings special Hobby race took five starts to get under way. On the fourth try Sonny Davis of Whaleysville, Md. filled his car off the third turn and had to be rushed to the Milford Hospital where he was held overnight for observation. The extent of his injuries were not immediately known. The final outcome of the rookie event saw Alvin Cordrey of Parsonsburg, Md. the winner in a Chevrolet.

Afternoon Racing

Mr. Charles Herbert, Promoter at the Georgetown oval, racing capital of Delaware, announced last week that there would not be anymore racing on Friday eve-

nings due to the cold weather. Effective Sunday, Sept. 30 the speedway will start the afternoon programs for the remainder of the season. On this particular Sunday there will be a double program with Drag Racing to start at 10:00 a. m. and continuing until 1:30 p. m. At 2:00 the first of the Modified and Sportsman events will take place with the afternoon's slate rounded out with a 25-lap feature.

Summary

First heat: Ralph Wilson, George Smith, and Windy Bailey. Time 5:08.6.

Second heat: Norris Reed, Bobby Kincaid, and Dick Maddox. Time 4:52.9.

Thirt heat: Vince Conrad, J. R. Jones, and Paul Walker. Time 4:42.8.

Hobby race: Alvin Cordrey, Preston Rogers, and John Fitzgerald. Time 5:20.

Consolation: Horace Williams, Russ Hastings, and Galen Griffith. Time 4:51.

Feature: J. R. Jones, Horace Williams, Paul Walker, Russ Hastings, Norris Reed, Bobby Kincaid, Ralph Wilson, Dick Maddox, Galen Griffith, and Bob Smith. Time 41:58.3.

Jones Repeats At Georgetown; Wins 75-Lap Classic

1956-09-28

J. R. Jones, of Salisbury, slipped his No. 9 under Horace Williams' 3D in the 2nd turn, 58th lap, and walked on out to take last Friday night's 75-lap feature grind at the ½ mile Georgetown Speedway.

Williams haunted his every move but could not develop the extra push to get past, although he constantly was nosing his speeding mount up beside Jones in the stretches. Jones started out in 13th spot as the green flag fell and moved as fast as a careening 22-car field will allow until the 21st lap when the caution flag went out. Russ Warrington rammed his 81 into the side of George Smith's 5 in the 3rd turn slightly hooking Jones. Smith nosed down the bank and Jones pulled back in line as the cars came past. The green flag went out again in the 25th lap after the clean-up.

The entire race breathed exceptional competition for so grueling a distance.

The caution flag first was waved in the 5th lap when Dean Pelton blew his left rear tire in the 4th turn and spun Car 88 to the top of the track. Only two laps were needed to get him back to the pits and he roared back out in the 10th. In the 39th turn around George Smith blew his right front tire in the 4th turn and piled into the cement pit wall. The caution fell and the green went out again in the 41st lap after Smith's car was towed into the pits. Windy Bailey lost the left front wheel off his No. 11 in the 4th turn, 54th lap, but swung into the infield pits safely while his wheel rolled up the track and off the 1st turn.

Dick Marr set his 707 out front during the early part of the match, leading 28 full laps. Horace Williams took over then and held off Jones for 17 turns around the oval.

Scored for the first 9 spots were Jones, Williams, Paul Walker (4D), Russ Hastings (17), Norris Reed (141), Bob Kincaid (2B), Jim Hayes (12), Dick Maddox (A4), and Galen Griffith (997). Time, 41:58.3.

1st 10-lap heat—Ralph Wilson (12), George Smith (5), Windy Bailey (11). Time, 5:8.6.

2nd 10-lap heat—Norris Reed (141), Bob Kincaid (2B), Dick Maddox (A4). Time, 4:52.9.

3rd 10-lap heat—Vince Conrad (49), J. R. Jones (9), Paul Walker (4D). Time, 4:42.8.

4th event, 10-lap Consy—Horace Williams (3D), Russ Hastings (17), Galen Griffith (997). Time, 4:51.

5th event, 10-lap Hobby Division heat—Alvin Cordrey (54-'37 Chev.), Preston Rogers (26-'36 Chev.), John Fitzgerald (99-'37 Chev.). Time, 5:20. This match was restarted three times in the 1st lap—first when Jim Houck spun Car 3X backwards out of the 2nd turn, half blocking the track; next when Harry Steele's 200 was nudged in the side in the 3rd turn and rolled over and back on his wheels; and finally when Sonny Davis' ¼ went off the 3rd turn and over hard. He was removed to the hospital for a checkup. Clifford Downes sailed his 90 off the 3rd turn during the race in the 2nd lap, but climbed back on in the 4th turn.

Mr. Charles Herbert, Promoter at the Georgetown oval, racing capital of Delaware, announced last week that there would not be any more racing on Friday evenings due to the cold weather. Effective Sunday, Sept. 30, the speedway will start the afternoon programs for the remainder of the season. On this particular Sunday there will be a double program with Drag Racing to start at 10 a. m. and continuing until 1:30 p. m. At 2 the first of the Modified and Sportsman events will take place with the afternoon's slate rounded out with a 25-lap feature.

Kable Sweeps Large Field In Georgetown Feature

Twenty-four of Delaware and Maryland's topnotch NASCAR stock car chauffeurs roared to life as the green flag fell for the 25-lap feature grind last Sunday afternoon at the Georgetown Speedway.

Cars vying for the top spots ran the turns 3 and 4 abreast, spinning and sliding in exhibitions of the most exciting wheel-handling and speed.

In the 3rd turn, 3rd lap, Russ Hastings broadsided his 17 to the inside of the turn during an over-anxious bid. Along came George Harrison's 82, unable to avoid Hastings, and plowed partially into his car and the inside edge of the track. Of course one crash deserves a chain reaction and Windy Bailey's 11 came streaking in to hit 82 and roll over on his side, while Bill Johnson wheeled his 69 to miss the melee and slid his right side up to the overturned 11. The balance of the field was able to safely pass and return to the starting line for the restart.

The first three laps showed Dick Maddox's 44, Johnny Martin's 2, Paul Walker's 71 and Lawrence Tucker's 15 up front at one time or another in consistent battles. And all this time, and after the restart, Ray Kable was threading his modified, fuel injection Ford coupe No. 90 from 16th starting berth toward the top spot which he attained in the 6th lap. From then on he steadily lengthened his lead, Eddie Anders' 77A being his only serious threat at any time and that threat was only as close as 12 car-lengths. Earl Bryant smashed his way through heavy traffic and into 3rd money until trying to "take" Anders' position, he blew the right front tire going into the first turn, 17th lap, and piled his 101 straight off the bank on its wheels.

Thirty-seven cars jammed the pits for the first Sunday show and put on some torrid racing events as only NASCAR's top pilots can do.

Scored in the first 12 finishing spots were Kable, Anders, Carl Henderson (9M), Dean Pelton (42-1st Sportsman), Horace Williams (14), Paul Walker (71), Russ Hastings (17), Lawrence Tucker (15), Galen Griffith (997), Johnny Martin (2), Russ Warrington (81), and Norris Reed (141).

1st 10-lap heat—Elwood Tucker (71), Bill Priestly (2), Windy Bailey (11). Time, 5:33. Wallace Webb lost his No. 70 off the 3rd turn in the 5th lap and hit the dirt bank at the outside of the 4th turn. Jr. Parker slid 133 off the bank between the 1st and 2nd turns, but climbed back in the backstretch.

2nd 10-lap heat—Horace Williams (3D), Russ Hastings (17), Johnny Martin (14). Time, 4:51.2.

3rd 10-lap heat—Earl Bryant (101), Ray Kable (90), Eddie Anders (77A). Time, 4:41.7.

4th event-10-lap Consy — George Harrison (82), Norris Reed (141), Norwood Ellingsworth (77). Time, 4:53.5. Paul Walker slid his 4D off sideways on its wheels between the 1st and 2nd turns, 5th lap.

Hobby Division event-10 laps—Preston Rogers (26-'36 Chev.), John Fitzgerald (99-'37 Chev.), Alvin Cordrey (54-'37 Chev.). Ralph Mitchell spun his 25 in the 2nd turn, 4th lap, and laid it on its side in the infield drainage ditch. The match was red-flagged while the car was removed and the driver checked.

No Races Sunday

At Georgetown 1956-10-11

Ed Lindsay of Randallstown, Md., triumphed in the 25-lap feature last Sunday at the Georgetown Speedway in the weekly stock car races held under the NASCAR banner.

Twenty-four speedsters started the feature grind with Dick Maddux taking the lead for the first lap. On the second circle of the half-mile oval, Johnny Roberts moved into the front runners spot where he stayed until the tenth lap. It was on this lap that Lindsay took charge of the field. In the 15th lap the red flag was necessary when Bobby Kincaid crashed into Billy Priestley's car coming out of the fourth turn. After the wreckage was cleared from the raceway the main event was resumed with Lindsay again taking command of the pack. For the remaining ten laps he was never challenged until the final lap when his car seemed to develop some sort of difficulty and commenced slowing down. In that final lap Ray Kable steadily gained on the leader and as the checkered dropped on the field he was only one car length behind Lindsay, who still had enough steam in his DeSoto to take the number one spot.

Due to the National Championship race at Langhorne, there will not be any stock car races at the Georgetown plant next Sunday, Oct. 14. However, the Speedway will be open starting at 11:00 a. m. for Drag Racing on the quarter-mile strip.

The stock cars return to the Speedway on Sunday afternoon, Oct. 21, at which time, the annual 100-lap championship race of the Georgetown track will be presented. The event will be open to all sportsman and modified cars meeting NASCAR specifications. The first of the preliminary events is slated to start at 2:30 p. m. (DST).

Georgetown Rousing Stock Car Feature To Lindsay

1956-10-12

In a boiling run from 17th starting berth, Ed Lindsay, of Randallstown, Md., steamed his fuel injection DeSoto-powered 1949 Plymouth coupe No. 11 into the top-honor slot in the 10th lap of the 25-lap main event at the ½ mile Georgetown Speedway last Sunday afternoon, pushing on to clean up by 5 car-lengths over last week's winner, Ray Kable's 90.

Lindsay and Kable were time-checked at intervals and consistently set 64.98 m.p.h. for one lap of the track as Kable attempted to close up the gap.

The match got underway with Johnny Roberts forging into the lead in No. 17, a lead he held for 7 laps until Dick Marr's 707 sneaked past, followed by the top-running pilots.

Bill Priestley lost the right front wheel off his No. 2 in the 12th lap as he broadsided through the 4th turn. The wheel hit the cement retaining wall, bounced high and into the pits and rolled up against the outside fence. Since the car ground to a stop parallel and up against the wall, the race continued until the 14th lap, when Bob Kincaid slid a little too wide, allowing his car to hit the crippled 2. Kincaid's 2B spun to the left and reversed up against the wall. Starter Tom Brown dropped the red flag for a subsequent restart when the cars were towed into the pits.

Lindsay, Kable, Steve Elias (5), Pee Wee Pobletts (46), Vince Conrad (88-1st Sportsman), Horace Williams (3D), Johnny Roberts (17), Dick Marr (707), Bob Tester (½), Carl Henderson (9), Bob Hall (44), and Paul Walker (4D) were scored in the first 12 finishing spots.

1st 10-lap heat—Lawrence Tucker (15), Bob Kincaid (2B), Bill Priestley (2). Time, 5:11.6. Henry Short ran his 97 off the 3rd turn in the 1st lap and roared back in the 4th turn to continue his bid.

2nd 10-lap heat—Johnny Martin (39), Dean Pelton (42), Horace Williams (3D). Time, 4:42.9.

3rd 10-lap heat—Ed Lindsay (11), Dick Marr (707), Pee Wee Pobletts (46). Time, 4:45.3. Steve Elias' 5 barreled into the rear of Ray Kable's 90 between the 1st and 2nd turn. Elias bounced off Kable and off the bank, leaving Kable straddled while he circled the track on the outside and into the pits. This occurred in the 1st lap in the heavy traffic.

4th event, 10-lap Consy—Ray Kable (90), Steve Elias (5), Bob Hall (44). Time, 4:48.7. Rodney Hazel ran his No. 7 high in the 3rd turn, 1st lap and flipped off the track hard and over twice. He climbed out while the match was red-flagged and new start relined. Hazel was removed to a local doctor for a check-up.

5th event, 10-lap Hobby Division heat—Alvin Cordrey (54-'37 Chev.), Clifford Downes (90-'37 Chev.), John Fitzgerald (99-'37 Chev.). Time, 5:27.1. Ralph Tucker lost the right front wheel off his No. 3T in the grandstand stretch. The runaway wheel sailed off the first turn and hit the outside fence. Bill Reynolds made several scary slips in his 2A by almost running off the high banks, but finally succeeded in the 8th lap, when he ran off between the 1st and 2nd turns on his wheels.

Special 2-lap heat for air-cooled midget cars—Tommy Smith, Snow Hill, (39), George Townsend, Newark, Md., (42M), Sammy Smith, of Snow Hill, (9). Time, 1:57.5. Two cars tangled in the 1st turn, 1st lap and one rolled completely over but the driver escaped unhurt.

Georgetown Stock Cars Face 100-Lap Main Event Sunday

1956-10-16

Special to Journal-Every Evening

GEORGETOWN, Oct. 16.— Modified and sportsman speedsters, streaking into the final stages of the stock-car campaign, will make two more major appearances at Georgetown Speedway.

They will battle on Sunday for the largest purse offered at the lower Delaware racing plant this year. Promoter Charles Herbert has scheduled 150 laps, with a 100-lap feature.

Winding up the season will be a regular program, with a 25-lap feature, on Sunday, Oct. 28.

Double points will go to all feature starters in this Sunday's long-distance struggle and regular points the following week.

Checks are awarded to each speedway point king by NASCAR during the annual Speed Week in Daytona Beach so it boils down that the more points a driver has at the end of the season, the larger the check he will receive.

Milton's 30-year-old Paul Walker continues to pace the sportsman division here, and Howard Slaughter of Georgetown heads the modified section. If either driver should miss out on the double point race this Sunday chances are he will lose the crown as Dean Pelton, Silver Springs, Md., is just 86 tallies in back of Walker and Ray Kable, Baltimore, trails Slaughter by only 70 points.

Each leader has a host of challengers, including Ed Lindsay, Steve Elias, Earl Bryant, Eddie Anders, Jim Smith, Karl Henderson, Vince Conrad, Johnny Roberts, Moe Harden, Pee Wee Pobletts, Ed Farley, Bob Hall, and Dick Marr, among others.

If You Want To See The Best
Then See The

1956-10-18

MODIFIED AND SPORTSMAN STOCK CAR RACES

Georgetown Speedway — Georgetown, Del.

SUNDAY AFTERNOON, OCT. 21

100-LAP FEATURE

First race 2:30 P. M. (DST)—NASCAR sanctioned—free parking

GENERAL ADMISSION \$1.50 INCLUDING ALL TAXES

Racing Winding Up At Georgetown

1956-10-18

The modified and sportsman speedsters, streaking into the final stages of the 1956 campaign, will make two more major appearances at the Georgetown Speedway before they bow out for the season.

They will battle it out next Sunday, Oct. 21, for the largest purse yet offered at the lower Delaware racing plant this year. Promoter, Charles Herbert, has scheduled 150 laps of high speed competition, with the afternoon's events to be climaxed with a 100-lap feature. Comprising the daylight slate this week will be three 10-lap qualifying races, consolation, Hobby race, and the giant 50-mile contest. Winding up the seasons stock car activity will be a regular program, with a 25-lap feature, on Sunday, Oct. 28.

With the seasons point standings closing of Oct. 28 the boys in the top brackets will be in there fighting to boost their final standings. At an added incentive double points will go to all feature starters in this Sunday's long distance struggle and regular points the following week.

Milton, Delaware's 30-year old Paul Walker continues to pace the sportsman division, and Georgetown ace, Howard Slaughter still heads the modified section. If either driver should miss out on the double point race this Sunday chances are he will lose the crown as Dean Pelton, Silver Springs, Md., is just 86 tallies in back of Walker and Ray Kable, Baltimore, Md., trails Slaughter by only 70 points. Each leader has a host of challengers eager to displace them including Ed Lindsay, Steve Elias, Earl Bryant, Eddie Anders, Jim Smith, Karl Henderson, Vince Conrad, Johnny Roberts, Moe Harden, Pee Wee Pobletts, Ed Farley, Bob Hall, and Dick Marr, among others.

Smith Scores Smashing Win In Georgetown Century

1956-10-26

Ralph Smith, lightning Aberdeen wheel jockey, turned an 85-lap lead into a brilliant win last Sunday afternoon at the 1/2 mile Georgetown Speedway by out-maneuvering Ken Marriott's SSA to finish 4 car-lengths the victor.

Footing Car 88, Smith romped out of 14th starting spot and into the lead in the 15th lap. J. R. Jones led the majority of the early turns, but his No. 9 wasn't quite the match for the modified mounts. He gave an excellent account of himself in the season's 100-mile event against the faster cars and finished 6th as the first Sportsman Car.

Ed Lindsay flipped his No. 1 on its side in the 4th turn and Jack Hart slipped No. 580 off the 3rd turn bank at about the same moment in the 39th lap. The caution went out on the field while Lindsay's car was righted and towed to the infield. Hart mounted the bank and resumed his bid. Everything went remarkably well until the 70th lap, when hard-driving Paul Walker broke the right front spindle on his Car 4D in the 2nd turn and ground to a stop at the outside edge of the

track. The caution went out again while the car was towed off the track.

Stacking up in the 1st 12 money berths were Smith, Marriott, Ray Kable (90), Glen Guthrie (46A), Carl Henderson (91), J. R. Jones (9), Elwood Tucker (71), Horace Williams (3D), Russ Warrington (81), Dean Pelton (42), Chic Dinatle (981), Norris Reed (141). Smith's time was 48 minutes, 2.2 seconds.

1st 10-lap heat—Henry Short (97), Lawrence Tucker (15), Elwood Tucker (71), Norwood Ellingsworth (77), Bill Johnson (69), Norris Reed (141). Time, 4:56.2. Johnson only took Reed by 3 feet at the checker.

2nd 10-lap heat—Dean Pelton (42), Russ Hastings (17), Paul Walker (4D), J. R. Jones (9), Horace Williams (3D), Johnny Roberts (3). Time, 4:44.3.

3rd 10-lap heat—Chic Dinatle (981), Carl Henderson (91), Ray Kable (90). Time, 4:44.9.

4th event, 10-lap Consy—Reds Kagle (141), Ed Lindsay (1), Ken Marriott (88A). Time 4:44.7. Johnny Martin ran his No. 511 into the pit wall while apparently trying to turn in, in the 7th lap.

Hobby Division, 8-lap heat—Clifford Downes (90-'37 Chev., Alvin Cordrey (54-'37 Chev.), Ralph Tucker (3T-'37 Ply.). Pierce Hammond rolled his 98 off the 2nd turn in the 3rd lap. The red flag was thrown and a restart lined up. Raymond Mitchell spun his 25 two times in the 2nd turn in the 4th lap and was never touched as the other cars went everywhere to avoid another wreck.

New Cars To Vie At Georgetown November 4th

1956-10-26

Scheduled at the **Georgetown Speedway** on November 4, for the first time in the long history of the lower Delaware racing plant, are

New Car Races featuring 1953 thru 1956 model cars. The raceway has been leased by Craig Mellinger, of Clifton, N. J., who is well known in racing circles for his prowess as a starter, but now turned promoter.

Headlining the Sunday afternoon program, which is scheduled to start with time trials at 1:30 p. m. E.S.T., is a 100-lap feature grind, which will be preceded by the usual heat races. The reverse start procedure will be used in all heats, which means the fastest cars in the trials will start in the rear. But, when the feature contest is lined-up the fastest cars will start in the front ranks. With this system Mr. Mellinger feels the boys will do their best to turn in the fastest times and will furnish more fast and exciting competition for the spectators also.

To date Mr. Mellinger has received signed entries from 26 drivers in a five-state area and with ten days remaining until the entry deadline, many more are expected, including several names very familiar to all of the Eastern Shore racing fans.

edge . . . Auto racing season has been extended at **Georgetown Speedway** . . . One-hundred lap test has been scheduled for next Sunday, featuring 1953-'56 stocks with Craig Mellinger, a New Jerseyite, promoting . . . Pat

1956-10-29

Sportsman-Modified Races End At Georgetown Track

1956-11-02

The stock car races scheduled at the Georgetown Speedway for last Sunday afternoon had to be canceled due to bad weather conditions which had prevailed over the Georgetown area on Friday, Saturday and Sunday morning. The rains of the two previous days had made the track too slick for racing, according to the NASCAR Chief Steward, so Promoter Charles Herbert called off the events about 11 a. m.

This marks the end of the modified and sportsman cars for the '56 season, but not the end of racing, as Mr. Herbert has leased the track for this Sunday, Nov. 4, for the first late model race (1953 through 1956 models) ever presented at the Georgetown plant. Time trials will start at 1:30 p. m. and the first heat event at 2:30. The entire program will be under the direction of Craig Mellinger, well known starter and promoter, from Clifton, N. J.

Dodd First In Georgetown New Car Inaugural Race

1956-11-09

John Dodd, Jr., Glen Burnie, Md., wheel ace, out-drove and out-spiced North Bergen, N. J.'s Charlie Dyer in the 24th lap of the 100-lap feature match at the ½ mile Georgetown Speedway last Sunday afternoon.

Dodd's '56 Chevrolet, No. 73, ramed its way into a lead that was never seriously challenged and right through the final checker with a 4-lap lead over 2nd place Jim Findley's '55 Chevrolet.

Dyer took the lead after the green flag fell in the 4th lap and a battle-royal ensued until the 24th, when his '56 Chevrolet was dusted off.

Elmo Langley starred as top qualifier by virtue of a 28.8 second run in his '56 Chevrolet.

Fourteen cars took Starter Craig Mellinger's flag and ran an exciting and well-driven race. There were no accidents, only car failures, which saw only 6 running at the finish.

The field consisted of 9 Chevrolets, 3 Fords, 1 Plymouth and 1 Packard.

1st 8-lap heat—Charlie Dyer (1-'56 Chev.), Buzz Wilson (123-'56 Chev.), Pappy Hough (0-'56 Chev.). Time, 4:6.4.

2nd 8-lap heat—Nace Mattingly (54-'56 Ford), Jim Findley (900-'55 Chev.), Chuck Edwards (319-'55 Ply.). Time, 4:5.2.

3rd 8-lap heat—John Dodd, Jr., (73-'56 Chev.), Elmo Langley (8-'56 Chev.), Jim Findley (900-'55 Chev.). Time, 4:2.2.

Feature, 100-laps—John Dodd, Jr., (73-'56 Chev.), Jim Findley (900-'55 Chev.), Chuck Edwards (319-'55 Ply.), Bert Brooks (2-'55 Chev.), Bill Love (4-'56 Ford), Pappy Hough (0-'56 Chev.), Bill Brown (3-'55 Chev.), Buzz Wilson (123-'56 Chev.), Nace Mattingly (54-'56 Ford), Elmo Langley (8-'56 Chev.), Ken Reedly (8-'55 Pack.), Lou Spears (31-'56 Chev.), Ray Davis (11-'56 Ford), Charlie Dyer (1-'56 Chev.). Time, 50.1.

Dodd was timed at 29 seconds for one lap of the banked oval during the fast running in heavy traffic.

An estimated 1650 speedway fans witnessed the grind.

26 Enter For New Car Run At Georgetown On Sunday

1956-11-02

Craig Mellinger, noted auto racing starter and promoter, this week announced he would present the first late model (1953 through 1956) stock car race ever run at the Georgetown Speedway. The new car event is set for Sunday afternoon, Nov. 4, with a rain date of Nov. 11. Time trials start at 1:30 p. m. E. S. T.

Mellinger, who leased the half-mile dirt speedway for this race, will personally handle all arrangements in connection with the program. In addition, he will act as starter for the events which will be climaxed by a 100-lap feature.

At this writing 26 entries from leading late model jockeys in the Middle Atlantic states have been received by Mellinger. Because the competition is wide open, Mellinger expects one of the largest fields in eastern late model history. Adding lustre to the race will be the eligibility of the 1957 model cars, their first chance to be track proven.

Entries received to date are headlined by such outstanding personalities as Roscoe "Pappy" Hough, one of the great old timers in auto racing; Charlie Dyer and "Wild" Bill Brown, all driving 1956 Chevrolets and hailing from Paterson, N. J. On the other side of the fence, all wheeling 1956 Fords, are Lucky Sawyer, Baltimore; B. J. Mattingly, Leonardtown, and Bill Morgan, Alexandria. Dick Dixon, of Warehouse Point, Conn., has submitted an entry listing the car he will drive as a 1955 Ford Convertible, which is the only ragtop entered to date.

Always looked upon to furnish their share of topnotch competition is a father and son racing team from Baltimore, consisting of Johnny Dodd, Junior and Senior. The strange part is that the two do not agree on the cars they drive, so Senior will be wheeling a 1956 Ford and Junior will give direct competition in a 1956 Chevrolet.

Hudson will also be represented in the form of Hank Trice, Washington, D. C.; Jim Hanbury, Temple Hills, Md.; and Dale Morgan, Falls Church, Va. These boys will be piloting 1953 and '54 models.

Additional entries are being received daily in Mellinger's office in Clifton, N. J., and will be released the latter part of this week.

One more outstanding driver will probably be in the feature starting line-up next Sunday. That will be the former National Stock Car Cham from Lambertville, N. J., Frankie Schneider. Schneider is participating in a late model race in the Mid-West on Saturday and if his car is not damaged, and if he is able to tow it back East in time for the trials on Sunday, he will be in the thick of it in his flaming red 1956 Ford, one of the many fast cars to keep an eye on.

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1956-11-09

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The field consisted of 9 Chevrolets, 3 Fords, 1 Plymouth and 1 Packard.

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2nd 8-lap heat—Nace Mattingly (54-'56 Ford), Jim Findley (900-'55 Chev.), Chuck Edwards (319-'55 Ply.). Time, 4:5.2.

3rd 8-lap heat—John Dodd, Jr. (73-'56 Chev.), Elmo Langley (8-'56 Chev.), Jim Findley (900-'55 Chev.). Time, 4:2.2.

Feature, 100-laps—John Dodd, Jr. (73-'56 Chev.), Jim Findley (900-'55 Chev.), Chuck Edwards (319-'55 Ply.), Bert Brooks (2-'55 Chev.), Bill Love (4-'56 Ford), Pappy Hough (0-'56 Chev.), Bill Brown (3-'55 Chev.), Buzz Wilson (123-'56 Chev.), Nace Mattingly (54-'56 Ford), Elmo Langley (8-'56 Chev.), Ken Reedly (8-'55 Pack.), Lou Spears (31-'56 Chev.), Ray Davis (11-'56 Ford), Charlie Dyer (1-'56 Chev.). Time, 50.1.

Dodd was timed at 29 seconds for one lap of the banked oval during the fast running in heavy traffic.

An estimated 1650 speedway fans witnessed the grind.

Georgetown Track To Give Awards

Georgetown Speedway will hold its second annual dinner - dance in the Seaford firehouse Saturday night, Jan. 26.

The track will present its 1956 awards. Included will be trophies for hobby, sportsmen and modified champions, and lap money for drivers who led various feature events during the year.

Reservations must be made by Monday, Jan. 21. They may be made with Harlon (Cowboy) Holloway, Salisbury; Granville Betts, Georgetown; Ben Johnson, Jr., Denton; and Tom Brown, Harrington.

1957-01-12

Shore Track Lists Practice

1957-03-20

Georgetown, Del., March 20. Georgetown Speedway here has designated Sunday "Practice Day," a premature opening which will allow automobile racing fans to get a glimpse of their stock driving favorites a week prior to the formal opening.

New General Manager Crain Mellinger has announced that the following week a combined program of modifieds, sportsmen and hobby drivers will open the 1957 season.

Downstate Oval Hires New General Manager

GEORGETOWN, March 18—(Special).—Georgetown Speedway today announced the hiring of Craig W. Mellinger, formerly one of the East's better known starters, as the stock car racing plant's first full-time general manager.

Mellinger, former resident of Clifton, N. J., has taken up residence near the raceway and already is preparing the oval for its seasonal opening on Sunday, March 31.

As in previous years, the lower Delaware racing site will operate under the banner of NASCAR, with modified, sportsmen and hobby stock car events.

The speedway also announced that this Sunday has been designated as "practice day" and that the gates will be open to the public to see the many improvements made at the track.

1957-03-19

Mellinger To Boss Speedway In Sussex

The Georgetown Speedway this week announced the hiring of Craig W. Mellinger, one of the East's better starters, as the stock car racing plant's first fulltime general manager.

Mellinger, former resident of Clifton, N. J., has taken up residence near the raceway and already is preparing the oval for its season opening Sunday, March 31.

As in previous years, the Eastern Shore track will be operated under the NASCAR banner, with modified, sportsmen and hobby stock car events.

Tomorrow has been designated as "practice day" and the gates will be open to the public to see the many improvements made at the track.

1957-03-23

Georgetown Speedway Plans Varied Program

GEORGETOWN, March 25—
(Special).—Stock car racing—
modified, sportsman, and hobby
—will get the 1957 season of-
ficially under way at the Geor-
getown Speedway next Sunday.

Headlining this first in a
series of daylight programs is
a 35-lap feature championship
worth double points to all par-
ticipants. Preceding this extra
large main attraction will be the
usual three qualifying races,
plus a consolation, and special
hobby battle. The entire pro-
gram will be under the NASCAR
banner and will start promptly
at 2:30 p. m.

Several new stock cars were
on hand for practice last Sun-
day including, in the modified
ranks, Ed Lindsey, Randall-
town, Md.; Karl Henderson, An-
napolis, Md.; and a fully modi-
fied DeSoto owned by Hugh
Paynter of Rehoboth. Paynter
has yet to announce his selec-
tion of a driver. Present for
the warm-ups in the sportsman
section were Dean Pelton, Sil-
ver Spring, Md.; Vince Conrad,
Allentown, Pa.; Johnny Martin,
Lewes, and Horace Williams,
Bridgeville, among others. All
of these drivers signified their
intention to return for next
Sunday's opening program.

Craig Mellinger, speedway
manager, has predicted a record
turnout of stock cars for the in-
augural slate. Entries are ex-
pected from a five-state area in-
asmuch as the Georgetown track
will be the only one operating
in this section of the country.

Georgetown Speedway Expects Record Entry

GEORGETOWN, March 27 —
(Special). — Craig Mellinger,
Georgetown Speedway manager,
expects a record entry for the
opening stock car race of the
season here Sunday afternoon.
A 35-lap race heads the NASCAR
program.

Drivers indicating they'll par-
ticipate include Johnny Martin,
Lewes; Horace Williams, Bridge-
ville; Dean Pelton, Silver Spring,
Md., and Vince Conrad, Allen-
town, Pa., in the sportsmen
division, and Ed Lindsey, Ran-
dallstown, Md., and Earl Hen-
derson, Annapolis, Md., in the
modified ranks.

1957-03-27

Stock Cars To Race In Sussex Sunday

1957-03-26

Stock car racing — modified,
sportsmen and hobby — will open
the Eastern Shore season Sunday
afternoon at the Georgetown
Speedway.

Headlining the lid-lifter will be
a 35-lap feature championship
worth double points to all con-
testants.

Preceding this feature event will
be three qualifying races, plus a
consolation and special hobby
events.

The first race is programmed
for 2:30 p.m.

All of the Georgetown racing
jamborees this year will again be
under the NASCAR banner.

Several newly-constructed cars
were on hand for practice last
Sunday, including, in the modified
ranks, Ed Lindsey, Randallstown;
Karl Henderson, Annapolis, and a
DeSoto owned by Hugh Paynter of
Rehoboth Beach.

Paynter has yet to announced
his choice of a driver.

Present for tuneups in the
sportsmen class were Dean Pel-
ton, Silver Spring; Vince Conrad,
Allentown, Pa.; Johnny Martin,
Lewes; and Horace Williams,
Bridgeville.

All of these drivers assured
track officials of being available
for Sunday's opener.

Craig Mellinger, recently ap-
pointed track general manager,
has predicted a record turnout
for the inaugural slate.

Entries are expected from a
five-state area and since the
Georgetown track will be the on-
ly one operating in this Atlantic
Coast area, there is a great pos-
sibility of a record field of entries.

Stock Car Racing Starts March 31

Stock car racing - modified, sportsmen, and hobby - will get the 1957 season officially underway at the Georgetown Speedway this Sunday, March 31. Headlining this first in a series of day-light programs is a 35-lap Feature Championship worth double points to all participants. Preceding this extra large main attraction will be the usual three qualifying races, plus consolation, and special hobby battle, which is always good, for several crowd-pleasing thrills. The entire program will be under the NASCAR banner and will start promptly at 2:30 p. m.

Several newly built stock cars were on hand for practice last Sunday, and a record turnout of cars is predicted for the inaugural slate.

1957-03-28

2,076 Fans Are On Hand For Opener

1957-04-01

Bud Olsen, wheeling a Chevrolet powered by a super-charged Corvette motor, won yesterday's 35-lap feature of the season's stock car racing opener at the Georgetown Speedway.

A turnout of 2,076 spectators watched the Paulsboro, N. J., speedster, take command on the 20th lap and he was never headed. Olsen started in the 16th spot of a 24-car field.

Johnny Martin of Lewes came in second.

Here's how they came across the finish line:

1. Bud Olsen, Paulsboro
2. Johnny Martin, Lewes.
3. Ed Lindsey, Randallstown.
4. Paul Walker, Milton.
5. Eddie Anders, Takoma Park.
6. Ken Marriott, Baltimore.
7. Dean Pelton, Silver Spring.
8. Horace Williams, Bridgeville.
9. Earl Bryant, Portsmouth, Va.
10. Jerry Warrington, Georgetown

Vince Conrad of Kutztown, Pa., went to the front on the third lap and through two re-starts played there until the 20th lap when his car developed motor trouble and dropped from the race. Here's where Olsen buzzed to the front:

During the final 15 laps, most of the spectator interest involved the spirited battle for the second and third place positions as the New Jersey leadfoot had a commanding lead.

There were two crackups.

Jim Mairs of Washington, D.C., flipped over during the 12th lap between the third and fourth turns. The other red flag appeared on the 15th lap when Bob Hanna of Salisbury rammed into the rear of the buggy piloted by Bill McCort of Bridgeton, N. J. All three drivers crawled out of their cars uninjured but only McCort's vehicle continued in the race.

Also on hand was Frankie (Fireball) Schneider, but not in the role of a driver. He was serving as a mechanic for the car driven by J. R. Jones of Salisbury.

Before the race, Schneider made a couple of tuneup runs around the half mile oval, bringing applause from the crowd.

Jones withdrew from the event during the 23rd lap when the motor of his car became uncooperative. He was in the fifth spot at the time.

Alvin Cordrey of Salisbury won the eight-lap hobby race, out-wheeling Clifford Downes of Georgetown.

Here's the remainder of the summary:

FIRST 10-LAP HEAT — 1. Vince Conrad, Kutztown, Pa., 2. Jim Mairs, Washington, D. C., 3. Bob Hanna, Salisbury. Time 4:56.6.

SECOND 10-LAP HEAT — 1. Marlo Adams, Kutztown, Pa., 2. J. R. Jones, Salisbury; 3. Johnny Martin, Lewes. Time 4:44.7.

THIRD 10-LAP HEAT — 1. Ray Hendrix, Richmond, Va., 2. Earl Bryant, Portsmouth, Va., 3. Bud Olsen, Paulsboro, N. J. Time 4:42.9.

EIGHT-LAP HOBBY — 1. Alvin Cordrey, Salisbury; 2. Clifford Downes, Georgetown; Gilbert Stone, Bridgeville. (no time)

TEN-LAP CONSOLATION — 1. Jimmy Smith, Ridley Park, Pa., 2. Dean Pelton, Silver Spring; 3. Bill McCort, Bridgeton, N. J. Time 4:47.6.

Lewes Driver Is Victor In 20-Car Field

Johnny Martin, longtime Eastern Shore stock car racing favorite, won the 25-lap feature event yesterday afternoon at the Georgetown Speedway before 1,578 spectators.

The Lewes leadfoot went to the front on the eighth lap and stayed there, despite some stubborn challenges from Ray Hendricks of Richmond, Va., and Salisbury's J. R. Jones.

It was one of those "blanket" races that had the crowd on seat edge throughout. During the last 17 laps, the first seven cars were at no time running less than one car length apart. Positions from second to seventh changed constantly.

Martin always seemed to have a little extra push to keep in front of the 20-car field. He piloted a 1939 Modified Ford, owned by Doug Morgan of Lincoln, Del.

Bob Olsen, last week's inaugural 35-lap winner, dropped out on the first lap. The supercharger on his motor conked out.

Only a car length separated the first three finishers.

Here's how they finished:

1. Johnny Martin, Lewes
2. Ray Hendricks, Richmond, Va.
3. J. R. Jones, Salisbury
4. Ken Marriott, Baltimore
5. Paul Walker, Lewes
6. Eddie Anders, Silver Spring
7. Carl Henderson, Baltimore
8. George Smith, Milton
9. Norris Reed, Federalsburg
10. Bob Tester, Baltimore

Action was halted on the fifth lap during a three-car crackup. Bob Tester clipped his buggy between the third and fourth turns. Russ Warrington then spun his car to avoid hitting Tester and was rammed broadside by Wallace Webb of Cambridge. All three drivers escaped without injury, and only Tester was able to continue racing with his vehicle.

1957-04-08

Tester experienced a rugged day. He was involved in a four-car collision during the third 10-lap race. He tangled with Eddie Anders, Glen Guthrie and Eddie Adams. Anders went on to gain the victory.

Jones won the 10-lap consolation, outwheeling Pete Kantorsky of Baltimore with a clocking of 4:53.1.

Next Sunday's program will feature an appearance of Lady Rhoda, who will drive a 1957 convertible blindfolded over an obstacle course. The Philadelphia mother of two children, will have a biscuit dough covering over each eye, reinforced by a cotton matting, a bandage and two towels.

She comes to the Eastern Shore advertised as "having X-ray vision," according to Bob Bennett, the track's director of publicity.

Lady Rhoda is also scheduled to drive her car in Saturday's Easter seal parade here.

Here's the remainder of the summary:

FIRST 10-LAP HEAT — Doug Morgan, Lincoln, Del.; George Smith, Milton; Norris Reed, Federalsburg. Time 5:13.

SECOND 10-LAP HEAT — Paul Walker, Milton; Dean Pelton, Silver Spring; Gus Wilson, Baltimore. Time 4:48.3.

THIRD 10-LAP HEAT — Eddie Anders, Silver Spring; Bud Olsen, Paulsboro, N. J.; Johnny Martin, Lewes. (no time).

EIGHT-LAP HOBBY RACE — Clifford Downes, Georgetown; Harlan Swain, Lincoln, Del.; Gilbert Shane, Bridgeville. Time 4:33.4.

TEN-LAP CONSOLATION — J. R. Jones, Salisbury; Pete Kantorsky, Baltimore; Carl Henderson, Baltimore. Time 4:53.1.

Blindfolded Woman Driver To Perform at Georgetown

Special to Journal-Every Evening

GEORGETOWN, April 11.—Men! Better keep the old bus in the garage Saturday morning.

"Lady Rhoda," a woman driver guaranteed to turn any male motorist's hair gray, has picked that day to wheel a car over the downtown streets of Salisbury, Md., in the annual Easter Seal Parade, in her own inimitable fashion. She will, that is, if city officials give her permission.

Her head will be encased in a black cloth hood. Under this her eyes will be covered by a strip of cardboard, biscuit dough, gauze, cotton, and adhesive tape. The lady is a magician from Philadelphia known as the "X-ray Vision Girl." The stunt is aimed at publicizing her appearance at Georgetown Speedway on Sunday at 2:30 p. m. That day, wearing the same "make-up," she will drive a new convertible in a blindfold obstacle "race" with speedway stock car drivers.

The first lap she will drive around the track alone, with

other drivers sitting in their cars lining the track. In the second, the drivers will pull out onto the speedway partially blocking her way. This means she will have to wend her way through. The third lap will find her driving against the regular drivers in a mock race.

A mother of two, "Lady Rhoda" is a member of the International Brotherhood of Magicians. When people have tried to pry into the technique of her stunts, she says, "It's just X-ray vision. That's the only way I can explain it. Magicians never tell their secrets, not even to each other."

Another stellar field of modified and sportsmen stock cars has been predicted for Sunday by the track manager, Craig Melinger. The Georgetown oval is the only raceway operating in Delaware and Maryland.

Winding up the program will be a 25-lap contest with at least 20 starters. There will also be the three qualifying races and a consolation.

ril 23, 1957

Georgetown Speedway Resumes Races Sunday

GEORGETOWN, April 23—(Special).—After a one-week lapse because of the Easter holidays, stock cars will race at Georgetown Speedway on Sunday. Scheduled for a 2:30 p. m. start are modified, sportsmen and hobby cars from the NASCAR fraternity. A six-event program is on tap.

Since the last race on April 14, the half-mile banked speedway has been completely resurfaced. On Monday following the last program, several trucks started hauling top grade clay on to the track. During the past week dozens of loads have been dumped, graded and scraped into position so that all turns have been covered with almost a foot and a half of clay. The straightaways have had eight inches of clay added. Workmen are completing the operation by working tons of calcium into the wide surfaces of the track, keeping the dust problem to a minimum.

Capital Racer Starts Seventh And Moves Up

1957-04-15

Glen Guthrie of Washington, D. C., buzzed to the front on the second lap and stayed there to win yesterday's 25-lap stock car racing feature at the Georgetown Speedway before 1,435 topcoated fans.

He started in seventh position of a 20-car field in No. 118, a black 1939 modified Ford coupe. George Smith of Milton, drawing the pole position, enjoyed a short-lived lead before Guthrie took over.

Here's how they finished: 1. Glen Guthrie, Washington, D. C.; 2. Paul Walker, Lewes; 3. Eddie Anders, Baltimore; 4. Johnny Martin, Lewes; 5. J. R. Jones, Salisbury; 6. Pete Kantorski, Baltimore; 7. Eddie Adams, Rising Sun; 8. Carl Henderson, Silver Spring; 9. Ray Kable, Baltimore; 10. Russ Warrington, Georgetown.

Lady Rhoda wowed the spectators with her blindfold driving over a difficult obstacle course prior to the feature race.

Advertised as the "woman with X-ray vision," the Philadelphia mother of two children lived up to her advance billing.

She was blindfolded by State Trooper Russell Mears and Les Coleman of Radio Station WJWL, Georgetown. A wad of biscuit dough was put over each eye, encased with surgical cotton, and a four-fold linen dish towel.

Lady Rhoda drove three laps around the speedway, the first time with no one on the track. On the second tour she avoided hitting five stock cars placed at various positions on the home stretch. The positions of the racing buggies were changed again for the final lap, some of them completely blocking her path. She slowly wormed her way around each vehicle and didn't scratch a fender.

Lady Rhoda challenged anyone at the track to try the same stunt. No one accepted.

She drove a Plymouth convertible coupe.

Although Guthrie had an eight-car-length lead at the finish, he was challenged several times earlier by Ken Marriott, but the Baltimore leadfoot never could wheel his vehicle in front although he was side by side with Guthrie on two occasions.

Marriott spun out on the 17th lap. He quickly got back into the race, but there was too much lost ground to recover and he finished 14th.

Guthrie toured the 12½-mile course in 11:43.4.

Paul Walker of Lewes came in second after a spirited battle with Eddie Anders of Baltimore, the winner of the 10-lap consolation event.

J. R. Jones of Salisbury, who placed fifth in the feature, won the second 10-lap heat with a 4:46.1 clocking.

Misfortune overtook Horace Williams of Bridgeville, who was making his first showing in a new sportsmen's Chevrolet in the first lap of the same heat. As he lost a right front wheel, the car spun around and apparently the front bumper became mired in the bank. The car stood up on its front end and then rolled over. Williams crawled out uninjured, but his buggy was partially demolished. The vehicle is jointly owned by Earl Pasewaters of Bridgeville and Howard Davis of Seaford.

Bud Olsen of Paulsboro, N. J., winner of the season opener, March 31, also had trouble in the feature race.

He dropped out on the second lap due to motor difficulties. A similar circumstance finished him last week during the first lap.

There won't be any races next Sunday because of the Easter holiday.

Here's the remainder of the summary:

FIRST 10-LAP HEAT — Norris Reed, Federalsburg; Doug Morgan, Lincoln, Del.; Bill Johnson, Cambridge. Time 5:11.5.

SECOND 10-LAP HEAT — J. R. Jones, Salisbury; Dean Pelton, Silver Spring; Glen Guthrie, Washington, D. C. Time 4:46.1.

THIRD 10-LAP HEAT — Eddie Adams, Rising Sun; Johnny Martin, Lewes; Bud Olsen, Paulsboro, N. J. Time 4:51.

TEN-LAP CONSOLATION — Eddie Anders, Baltimore; Ray Kable, Baltimore; Carl Henderson, Silver Spring. Time 5:04.7.

ril 23, 1957

Georgetown Speedway Resumes Races Sunday

GEORGETOWN, April 23— (Special). — After a one-week lapse because of the Easter holidays, stock cars will race at **Georgetown Speedway** on Sunday. Scheduled for a 2:30 p. m. start are modified, sportsmen and hobby cars from the NASCAR fraternity. A six-event program is on tap.

Since the last race on April 14, the half-mile banked speedway has been completely resurfaced. On Monday following the last program, several trucks started hauling top grade clay on to the track. During the past week dozens of loads have been dumped, graded and scraped into position so that all turns have been covered with almost a foot and a half of clay. The straightaways have had eight inches of clay added. Workmen are completing the operation by working tons of calcium into the wide surfaces of the track, keeping the dust problem to a minimum.

Delaware, Friday, April 26, 1957

New Georgetown Marks Loom In Stock Car Contests Sunday

Special to Journal-Every Evening

GEORGETOWN, April 26.— Climaxing the stock car races at **Georgetown Speedway** on Sunday afternoon will be a 25-lap feature contest. This 12½-mile grind will be preceded by five preliminary events of 10 laps each, with the entire program under the NASCAR banner. The first race will get the green banner at 2:30 o'clock (EDT).

Craig Mellinger, general manager, again expects a banner field of modified, sportsmen and hobby cars. Due to the resurfacing of the raceway in the past two weeks, many records are expected to fall by the wayside, as the turns now near the 30-degree mark. Also expected to help the record-breaking are the newer and faster cars that are running at Georgetown, from a five-state area.

Picked by the experts as a drive to keep an eye on is Johnny Martin, an eight-year veteran of Georgetown's half-mile banks. He will be chauffeuring his same modified Ford No. 97 owned by Doug Morgan of Lincoln, Del. In feature contests this year Martin has one victory, one second and one fourth, along with numerous 10-lap triumphs.

In the modified ranks Martin can expect his share of competition from Glen Guthrie, Earl Bryant, Carl Henderson, Ken

Marriott, Ray Kable and Pete Kantorski.

The drivers of the "slower" sportsmen cars will also be in the thick of it including J. R. Jones, Dean Felton, Paul Walker, Horace Williams, Norris Reed and George Smith.

1957-05-04

Martin Car Wins

GEORGETOWN, May 4 — (Special). — Johnny Martin of Lewes drove to victory in the **feature 25-lap stock car race at Georgetown Speedway** last night before a small, chilled crowd. J. R. Jones, Salisbury, Md., was second, with Russ Warrington of Milton, third, in the field of 17. The winner's time was 11:03.

New Track Mark Is Set By Schneider

1957-04-29

Frankie Schneider established a new track record yesterday afternoon at the Georgetown Speedway, winning the 25-lap stock car feature in the speedy time of 11:0.2.

The old mark was 11:29.3, inked by Paul Walker of Milton in 1955. The Eastern Shoreman also had his 10-lap heat record of 4:35 smashed. Russ Warrington of Georgetown clicked off a 4:23.5 to win the second event on the card.

Schneider, a resident of Lambertville, N. J., took the lead on the fifth lap from Salisbury's J. R. Jones and stayed in front for the rest of the distance. It was evident that Frankie was gunning for a new record because he never let up over the 12½ mile distance, finishing at least 12-car lengths in front of Glen Guthrie of Washington, D. C.

Here's how they finished:

1. Frankie Schneider, Lambertville, N. J.
2. Glen Guthrie, Washington, D. C.
3. Dean Pelton, Silver Spring.
4. Johnny Martin, Lewes.
5. Russ Warrington, Georgetown.
6. Eddie Adams, Rising Sun.
7. Earl Bryant, Richmond, Va.
8. Carl Henderson, Silver Spring.
9. Norris Reed, Federalsburg.
10. Bob Smith, Smyrna.

The winner started in the ninth position in a 19-car field, driving a 1939 Ford coach, No. 44, owned by Williams Auto Salvage Co. of Vineland, N. J.

This is the final Sunday afternoon program until next fall. Weekly night cards will be held, starting Friday.

Here's the remainder of the summary:

FIRST 10-LAP HEAT — Billy Priestley, Seaford; Windy Bailey, Salisbury; George Smith, Milton. Time 4:56.2.

SECOND 10-LAP HEAT — Russ Warrington, Georgetown; Frankie Schneider, Lambertville, N. J.; J. R. Jones, Salisbury. Time 4:23.5.

THIRD 10-LAP HEAT — Glen Guthrie, Washington, D. C.; Carl Henderson, Silver Spring; Johnny Martin, Lewes. Time 4:40.6.

TEN - LAP CONSOLATION — Earl Bryant, Richmond; Horace Williams, Bridgeville; Jim Hayes, Milford. Time 4:43.4.

Shivering Fans See Martin Win Georgetown Feature

1957-05-04

Johnny Martin won his second stock car racing feature last night at the Georgetown Speedway, out-wheeling J. R. Jones of Salisbury before a small turnout of less than 1,000 top-coated spectators.

The Lewes policeman took command on the 10th lap, passing Eddie Anders of Baltimore and was never overtaken for the rest of the distance.

Jones buzzed up into the second spot and made several determined challenges but he couldn't pass Martin. Meanwhile, the local leadfoot lost his second place position to Anders, but regained it during the waning stages of the 25 lap race.

Here's how they came across the finish line:

1. Johnny Martin, Lewes
2. J. R. Jones, Salisbury
3. Russ Warrington, Georgetown
4. Eddie Anders, Baltimore
5. Dean Pelton, Silver Spring
6. Horace Williams, Bridgeville
7. Paul Walker, Milton
8. Howard Slaughter, Georgetown
9. Earl Bryant, Richmond, Va.
10. Elwood Tucker, Bridgeville

On the 24th lap, Russ Warring-

ton of Georgetown passed Anders to take the final third place occupancy.

Martin, starting 15th in a 17-car field, wheeled a Modified Ford Coach, No. 97, owned by Doug Morgan of Lincoln, Del. His clocking of 11:03 was only two seconds slower than the track record set last Sunday by Frankie (Fireball) Schneider of Lambertville, N. J.

Johnny warmed up for the feature by winning the third 10-lap heat.

Here's the remainder of the summary:

FIRST 10-LAP HEAT — George Smith, Milton; Russ Hastings, Chestertown; Dick Maddox, Delmar. Time 4:58.7.

SECOND 10-LAP HEAT — Russ Warrington, Georgetown; Horace Williams, Bridgeville; Windy Bailey, Salisbury. Time 4:40.

THIRD 10-LAP HEAT — Johnny Martin, Lewes; Dean Pelton, Silver Spring; Paul Walker, Lewes. Time 4:24.4.

SPECIAL FIVE - LAP MATCH RACE — (winners of first three heats) 1. Warrington; 2. Martin; 3. Smith. Time 2:12.7.

Schneider Sets New Record At Georgetown

Fireball Frankie Schneider of Lambertville, N. J., continues to set new Georgetown Speedway records.

In the 25-lap feature race last night, the hard-driving Jersey stock car jockey broke the week-old track record, turning in a performance of 10:51.7 minutes.

And who set the record a week ago? Frankie, of course. Then it was 10:57.2. Twenty-one cars started in the feature last night. Schneider sped to the front on the second lap.

Here's how they finished in the big one:

- 1 — Frankie Schneider, Lambertville, N. J.
- 2 — Vince Conrad, Allentown, Pa.
- 3 — Elton Hildreth, Bridgeton, N. J.
- 4 — Johnny Martin, Lewes.
- 5 — Russ Warrington, Georgetown.
- 6 — Dean Pelton, Silver Spring.
- 7 — Horace Williams, Bridgeville.
- 8 — J. R. Jones, Salisbury.
- 9 — Paul Walker, Milton.
- 10 — Tommy Johnson, Newark.

1957-05-18

The race was stopped in the first lap when cars driven by Williams, Jones, Lawrence Tucker, and Hildreth jammed together on the first turn. There were no injuries and the race was resumed minus Tucker's car because of the damage.

As they got underway again, it was Tommy Johnson in the lead on the first lap. But Schneider took command on the second lap. Schneider was challenged on several occasions by Conrad, but came out the winner by about three car lengths.

The summary:

FIRST 10-LAP HEAT: Bill Johnson, Cambridge; Dick Brown, Cambridge; Gilbert Shane, Bridgeville. Time: 5:04.2.

SECOND 10-LAP HEAT: Dean Pelton, Silver Spring; Horace Williams, Bridgeville; Russ Warrington, Georgetown. Time: 4:27.7.

THIRD 10-LAP HEAT: Frankie Schneider, Lambertville, N. J.; Elton Hildreth, Bridgeton, N. J.; Vince Conrad, Allentown, Pa. Time: 4:20.2 (This set a new track record. The old record was 4:23.7 established by Russ Warrington April 28, 1957.)

10 LAP CONSOLATION: George Smith, Milton; Billy Priestley, Seaford; Eddie Anders, Baltimore. Time: 4:39.6.

There will be racing again next Friday at the Georgetown Speedway, starting at 8:30 p.m.

FRIDAY EVENING, MAY 24, 1957

Dean Pelton Heads Entry List At Georgetown Tonight

Headlining the entry list at the Georgetown Speedway tonight for the modified and sportsmen stock car races is 30-year old Dean Pelton of Silver Spring, who will be wheeling his well-known red and white sportsmen Ford Coupe No. 42. The car is owned by the Chevy Chase Esso Servicenter and is powered by a souped-up Ford motor.

Pelton, who has been piloting stock cars for a total of 10 years, olds numerous trophies for his many victories since his first race in Florida back in 1948. In 1952 he was Florida state champ and during the NASCAR Speed Weeks held last February in Daytona Beach he finished as fourth sportsman from a starting field of 75 in the 160-mile modified and sportsmen classic. By profession Pelton is a salesman and says that "racing is just a jobby." He is married and has one child. During his 10 years of automobile racing he has never suffered any injuries more serious than cuts and bruises.

Pelton will not be alone in his bid for top honors as he will have strong competition from such outstanding stars and long rivals as Johnny Martin, Paul Walker, and Russ Warrington.

A 25-lap contest will climax this week's program of racing. The first of the three 10-lap qualifying races and 10-lap consolation event will start promptly at 8:30 p.m. (DST).

Craig Mellinger, general manag-

er of the Georgetown track, has announced the following special events for June and July: June 14 there will be a special race for the home-made one quarter mid-g-et cars, June 21 will be the benefit race for Camp Barnes, and on July 5 the Speedway has scheduled an extra large fireworks display to take place in the infield of the half-mile oval.

Winner's Car Is Wrecked At Finish

The 25-lap stock car racing feature last night at Georgetown Speedway was packed with spectator appeal — keen competitive action and plenty of slam-bang wrecks.

An estimated 2,000 spectators sat on seat-edge throughout the 12½-mile event.

Glen Guthrie of Washington, D. C., was the winner in the 19-car field, but he went home with a wrecked buggy.

Just as Guthrie was receiving the checkered flag on the home stretch, Horace Williams of Bridgeville, coming in ninth skidded on an oily spot and turned over several times off the first turn bank. His car was demolished, and the driver escaped with a few minor cuts.

When going off the track, Guthrie hit the same greasy area, and flipped over. He crawled out of the wreck uninjured but unhappy.

Williams had his share of bumps and bruises. He was involved in another collision during the eighth lap. He was hit by Jack McLaughlin of Thoroughfare, N. J., and turned over four times, but surprisingly his vehicle wasn't damaged too much and he didn't receive a bruise.

McLaughlin, in a sporting gesture, gave Williams his re-starting position, and requested that he be placed at the scratch spot.

On the third turn of the third lap, Tommy Johnson of Wilmington skidded off the bank and this spill finished his racing for the evening. The driver wasn't injured but the car was banged up in accordion-like manner.

Here's how they came across the finish line:

1. Glen Guthrie, Washington
2. Paul Walker, Milton
3. Russ Warrington, Georgetown
4. Ken Marriott, Baltimore
5. Dean Pelton, Silver Spring
6. J. R. Jones, Salisbury
7. Vince Conrad, Allentown
8. Jack McLaughlin, Thoroughfare, N. J.
9. Horace Williams, Bridgeville
10. Russ Hastings, Chestertown

1957-06-01

Williams, starting in the sixth spot, took the opening lead and stayed there after two re-starts until the fifth lap when Paul Walker of Lewes took command.

Guthrie zoomed into the picture on the ninth lap, and went past Walker, but the pair staged a nip-and-tuck battle until the 17th lap when the Washington speedster pulled away to hold a comfortable lead. He finished with a three-car-length lead in front of Walker.

Salisbury's J. R. Jones came in sixth, and picked up 46 points to cement his second place position in the track point standings. However, Russ Warrington of Georgetown added 50 tallies by virtue of his third place finish, and he now leads Jones by 26 points.

Guthrie, wheeling No. 118, a Ford coupe, also established the track 10-lap heat record, winning the third event in 4:18.4 to eclipse the old mark of 4:20.2 set by Frankie (Fireball) Schneider May 17.

Jones won the second heat in 4:25.1, outdistancing Dean Pelton of Silver Spring.

Here's the remainder of the summary:

FIRST 10-LAP HEAT — Russ Hastings, Chestertown; Billy Priestley, Seaford; Windy Bailey, Salisbury. Time 4:42.1.

SECOND 10-LAP HEAT — J. R. Jones, Salisbury; Dean Pelton, Silver Spring; Tommy Johnson, Wilmington. Time 4:25.1.

THIRD 10-LAP HEAT — Glen Guthrie, Washington; Paul Walker, Milton; Ken Marriott, Baltimore. Time 4:18.4.

EIGHT-LAP HOBBY RACE — Gilbert Shane, Bridgeville; Clifford Downes, Georgetown; Preston Rogers, Millville. Time 4:02.2.

TEN-LAP CONSOLATION — Bob Alcorn, Penns Grove, N. J.; Junior Collins, Millsboro; George Smith, Milton. Time 4:32.7.

Chiefs of Police to Sponsor Race to Aid Camp Barnes

**Summer Camp for Underprivileged Youngsters Will
Receive Proceeds of Stock Car Event Slated
For June 21 at Georgetown Speedway**

The Delaware Association of Chiefs of Police will sponsor a stock car race at the Georgetown Speedway on Friday, June 21, to benefit Camp Barnes.

Funds received from the race will help defray the cost of a two-week vacation for some 500 underprivileged boys of the state. Eight campers, a counselor, and a member of the State Police will canvass towns in Sussex County during the week of June 11-18 to sell tickets for the race.

The camp, named for Col. Herbert Barnes who was a superintendent of the State Police when the camp was established in 1948, is located at Frankford. It operates on a 10-week summer schedule.

The boys will be wearing Camp Barnes tee shirts, and will go from door to door asking people to buy a ticket or make a donation. This is the seventh consecutive year the campers have used the race for a fundraiser.

The races will be sanctioned by NASCAR, and the largest field of cars for the year is expected to participate. Six races will comprise the event, including a 35-lap feature. Trophies will be awarded to the winners and to the first three positions in the feature.

1957-06-04

Stocks Race At Georgetown

1957-06-06

Russ Warrington Will Try To Add to Point Lead In Tomorrow Night's Event

Special to Journal-Every Evening

GEORGETOWN, June 6.—
Russ Warrington of Georgetown is the top man in the Sportsmen point standings for the Georgetown Speedway. Warrington holds a 26-point lead over runnerup J. R. Jones. Warrington has assured General Manager Craig Mellinger that he will be on hand for the NASCAR races tomorrow night trying to retain the lead. The program gets under way at 8:30 p. m.

Warrington moved into the lead by consistently finishing in the top 10 in each feature race. He has to his credit one second, two thirds, one fourth, two fifths, and two 10ths, out of eight times out.

Warrington, employed by All American Engineering Company at the Georgetown Airport, has been driving stock cars for the last eight years. For the last two years he has been driving "rather strong, but only as a hobby and trying to break even on expenses."

Other entries include Dean Pelton, Johnny Martin, Tommy Johnson, Horace Williams, J. R. Jones, Elwood and Lawrence Tucker, Norris Reed, and Vince Conrad.

1957-06-07

Herbert, Mellinger Lease Another Oval

Charles Herbert and Craig Mellinger, owner and general manager respectively of the Georgetown Speedway, have signed a long term lease on the Wilmington Speedway.

They plan to reopen the high-banked asphalt oval on U. S. Route 13 early next month with night stock car racing.

Herbert and Mellinger will be the co-promoters.

Extensive repair work will be started next week on the half mile oval, which has been idled for the past two years.

Herbert, formerly of Milltown, N. J., has been operating the Georgetown track for several years. Mellinger, a resident of Clifton, N. J., took over the general management of the track this spring.

FRIDAY EVENING, JUNE 7, 1957

Warrington Hopes To Boost Georgetown Point Leadership

Russ Warrington will try to increase his point leadership tonight during the weekly stock car racing jamboree at Georgetown Speedway.

The Georgetown leadfoot currently leads the pack with a 26-point edge over J. R. Jones of Salisbury.

WARRINGTON has assured Craig Mellinger, track general manager, that he will be on hand for this event.

He has moved to the top of the standings during recent weeks by consistently finishing in the top 10 of each feature race. He has registered one second, two thirds, one fourth, two fifths and two tenths in eight times out.

WARRINGTON, employed by All American Engineering Co., at the Georgetown Airport, has been

driving stock cars eight years. He is the owner and driver of a Mercury - powered Ford car.

A 20-car field is expected to battle it out in the 25 lap feature.

Other Eastern Shore Favorites who will be in the whirl include Dean Pelton, Johnny Martin, Tommy Johnson, Horace Williams, Elwood and Lawrence Tucker, Norris Reed and Vince Conrad.

THE FIRST 10 lap heat race is scheduled to get underway at 8:30 p. m.

Tasnady Wins Feature Event At Georgetown

1957-06-08

Al Tasnady breezed to the front of the 12th lap and stayed there last night to win the feature stock car race at the Georgetown Speedway before 1,578 spectators.

There were 23 starters in this 25 lap test.

Here's how they came across the finish line:

1. Al Tasnady, Vineland, N. J.
2. Ed. Lindsey, Randallstown, 3. Elton Hildreth, Bridgeton, 4. Paul Walker, Milton, 5. Vince Conrad, Allentown, 6. Russ Warrington, Georgetown, 7. Dean Pelton, Silver Spring, 8. Lloyd Kaiser, Jackson, Miss., 9. Horace Williams, Bridgeville, 10. George Smith, Milton.

Paul Walker of Lewes gave the Vineland, N. J., speedster a stiff argument until the 12th lap. Tasnady then pulled away to a comfortable lead.

ED LINDSEY of Randallstown finally overtook Walker and Elton Hildreth of Bridgeton, N. J. to finish second.

This is the fourth feature win of the season for the car Tasnady was driving — No. 44, a sportsmen's type Ford. His brother-in-law, Frankie Schneider of Lambertville, N. J., won the other three times with this buggy at Georgetown.

Tasnady started in sixth position.

HERE'S THE remainder of the summary:

First 10-lap heat — Bobby Hanna, Salisbury; Clifford Downes, Georgetown; Gilbert Shane, Bridgeville. Time 4:59.4.

Second 10-lap heat — Al Tasnady, Vineland, N. J., Vince Conrad, Allentown, Pa., Paul Walker, Lewes. Time 4:44.5.

Third 10-lap heat — Johnny Martin, Lewes; Ralph Smith, Aberdeen; Ed Lindsey, Randallstown. Time 4:39.5.

Ten lap consolation — Russ Warrington, Lewes, Lloyd Kaiser, Jackson, Miss., George Smith, Milton. Time 4:40.2.

Stock Auto Races Proceeds Aid Police

Proceeds of stock car races at the Georgetown Speedway on Friday, June 21, will be turned over to the Delaware Association of Chiefs of Police for Camp Barnes.

This is the third year that top drivers from Delaware and neighboring states will compete during an evening's racing to enable 400 boys from the state to spend a two-week vacation at the camp.

Tickets are on sale at the police department offices in all towns in Kent and Sussex Counties as well as in state police troops at Dover, Bridgeville and Georgetown.

1957-06-12

1957-06-13

Georgetown to Hold 3 Races for Boys' Cars



Special to Journal-Every Evening
GEORGETOWN, June 13.—**Georgetown Speedway** has scheduled as a special attraction for tomorrow night three races for the home-made "one-quarter midgets," which will be driven by boys under the age of 15. The cars are of a wide variety of constructions, usually powered by a washing machine type motor.

The boys will be racing on a tenth of a mile oval, built in the infield in front of the grandstand. There will be one race for sportsmen type cars, one for

modifieds and all cars will participate in the 15-lap feature. The track will present gold trophies to each of the three winners.

Among the entries are Tommy Smith, Samuel Smith, Benny Shockley, and Donald Mariner, all from Snow Hill, Md. From the Newark, Md., area there will be Mike Bradford and George Townsend. Also entered are Sherman Smith, Showell, Md.; Alvin Quillen, Melfa, Va.; Kenny Heinaken, Salisbury, Md., and Greg Mitchell, Millsboro.

The midgets will subtract

nothing from the regular stock car show, as the full five event program will be presented including the three qualifying races, consolation and 25-lap main contest. The first event will start at 8:30 o'clock.

Among the Georgetown favorites who will be on hand are J. R. Jones, Paul Walker, Dean Pelton, Horace Williams, Tommy Johnson, Russ Warrington, Johnny Martin, Lloyd Kaiser, Vince Conrad, Windy Bailey, Bob Hanna, George Smith, Norris Reed, Bob Smith and Norwood Ellingsworth.

30 CARS TO RACE IN CAMP MEET

1957-06-19

A total of 30 racing cars are entered in the seventh annual race meeting at the Georgetown Speedway Friday for the benefit of Camp Barnes.

Nine trophies will be awarded to the winner of every heat race. In the feature race the winner as well as the owner of the car will be given duplicate trophies. The driver finishing second and third will receive consolation trophies.

The awards this year have been donated by the following businesses: Theodore Burton, Jr., and Company, Rodney Feed Company, Harly Moore, Melvin Joseph Construction Company, Houston-White Company, Harold W. T. Purnell Hardware Company, and the 113 Diner.

The pace car "Leaping Lena," owned by the Georgetown American Legion Post No. 8, will lead the competing stock cars around the track.

Drivers from a three state area have entered the competition. There are 11 from Maryland and about 10 from New Jersey.

Entered from Delaware are the following: Norwood Ellingsworth, Larence Tucker, George Harrison, Vince Conrad, Harlan Swain, Asher Rogers, Preston Rogers, Floyd Kayzer, Gilbert Shane, Clifford Downs, Dick Maddox, Ray Savage, Russ Warrington, Elwood Tucker, George Smith, Doug Morgan and Johnny Martin.

1957-06-19

Camp Barnes Benefit Races Tomorrow Night



Georgetown Car Races Net \$3,000 for Camp

GEORGETOWN, June 22 — (Special).—Approximately \$3,000 was realized for the Camp Barnes Camp Fund drive at Georgetown Speedway last night when 3,626 fans turned out for the benefit stock car racing program sponsored by the Delaware Association of Chiefs of Police.

Winner of the 35-lap feature was Pee Wee Pobledds of Randallstown, Md., followed by Dean Pelton, Silver Springs, Md.; Paul Walker, Milton; Ray Cable, Baltimore; J. R. Jones, Salisbury, Md., and Frankie Schneider, Lambertville, N. J. 1957-06-22

Marriott Triumphs At Georgetown Track

GEORGETOWN, July 6— (Special).—Ken Marriott of Baltimore won the 25-lap feature at Georgetown Speedway last night in 10:55.5.

Paul Walker of Milton was second and Reds Kagel of Baltimore third. 1957-07-06

Pobledds Is Winner On Sussex Track

1957-06-22

Pee Wee Pobledds out-wheeled Dean Pelton to win the 35-lap stock car racing feature last night at Georgetown Speedway.

A turnout of 3,626, the largest of the season at the Sussex County track, attended the seventh annual Camp Barnes benefit program, sponsored by the Delaware Association of Chiefs of Police.

HERE'S THE WAY the first 10 came across the finish line:

1. Pee Wee Pobledds, Randallstown; 2. Den Pelton, Silver Spring; 3. Paul Walker, Milton; 4. Ray Kable, Baltimore; 5. J. R. Jones, Salisbury; 6. Frankie Schneider, Lambertville, N. J.; 7. Russ Warrington, Georgetown; 8. Junior Collins, Millsboro; 9. Billy Priestley, Seaford; 10. George Smith, Milton.

POBLETTS of Randallstown didn't take command until Vince Conrad wrecked his car on the 28th lap. The Allentown, Pa., speedster hit the concrete retaining wall in front of the grandstand.

Conrad crawled out uninjured, but his buggy was unable to continue.

Pelton of Silver Spring went to the front after the re-start and stayed there until overtaken by Pobledds on the 31st lap.

Clifford Downes of Millville won the special eight-lap hobby race. Trophies were presented to the winners and runners-up by Sgt. Leroy Hill, vice president of the sponsoring organization.

HERE'S THE remainder of the summary:

FIRST 10-LAP HEAT — Joe Ely, Kutztown, Pa.; Dick Maddux, Delmar; Windy Bailey, Salisbury. Time 4:42.6.

SECOND 10-LAP HEAT — Paul Walker, Lewes; J. R. Jones, Salisbury; Dean Pelton, Silver Spring (No time).

THIRD 10-LAP HEAT — Pobledds, Ray Kable, Baltimore; Frankie Schneider, Lambertville, N. J. Time 4:22.8.

TEN - LAP CONSOLATION — George Smith, Milton; Norris Reed, Federalsburg; Junior Collins, Millsboro. Time 4:36.5.

Pobledds Is Winner Of Sussex Race

1957-06-29

Pee Wee Pobledds of Randallstown registered his second consecutive feature stock car win last night at Georgetown Speedway before an estimated 1,300 spectators.

He finished the 25-lapper at least six car lengths ahead of Salisbury's J. R. Jones. The time was 10:53.7.

PEE WEE, winner of last week's 35-lap Camp Barnes benefit feature, once again piloted No. 47, a modified Ford owned by Bud Schroeder of Baltimore.

Pobledds, starting in the 12th spot in a 19-car field, took over on the 11th lap from Jones, and was never headed. During the final 10 laps most of the spectator interest was focused on the brisk battle for second, and third places.

Here's how the first 10 came across the finish line:

1. Pee Wee Pobledds, Randallstown; 2. J. R. Jones, Salisbury; 3. Vince Conrad, Allentown; 4. Russ Warrington, Georgetown; 5. Johnny Martin, Lewes; 6. Horace Williams, Bridgeville; 7. Billy Priestley, Seaford; 8. Norris Reed, Federalsburg; 9. Clifford Downes, Georgetown; 10. Paul Walker, Milton.

JONES OUT-WHEELED Pobledds to win the third 10 lap heat, clocking a 4:23.2 performance.

During the first 10 lap heat, Preston Rogers of Millville, Del., was disqualified and banned from future racing because of "detrimental conduct" by George Reed, chief steward, and representative of the National Association of Stock Car Racing.

Here's the remainder of the summary:

FIRST 10 LAP HEAT — Downes; Bob Hanna, Salisbury; Ray Savage, Lincoln, Del. Time 4:56.7.

SECOND 10-LAP HEAT — Doug Morgan, Lincoln, Del.; Reed; Dick Maddux, Delmar. (no time).

THIRD 10-LAP HEAT — Jones, Pobledds, Conrad. Time 4:23.2.

TEN - LAP CONSOLATION — Lawrence Tucker, Greenwood; Warrington, Junior Collins, Millsboro. Time 4:29.6.

Martin Wins At Georgetown With 72 M.P.H.

1957-07-13

Johnny Martin, averaging 72 miles an hour during the last four laps, won the feature stock car racing event last night at the Georgetown Speedway before an estimated 1,500 spectators.

This is his third feature triumph of the season on the Sussex County oval. The Lewes, Del., speedster finished the 25-lap test one car length in front of Vince Conrad.

SALISBURY J. R. Jones came in third, and picked up some ground in the point race.

Here's the way the first 10 came across the finish line:

1. Johnny Martin, Lewes;
2. Vince Conrad, Allentown, Pa.;
3. J. R. Jones, Salisbury;
4. Russ Warrington, Georgetown;
5. Dean Pelton, Silver Spring;
6. Windy Bailey, Salisbury;
7. George Smith, Milton;
8. Billy Priestley, Seaford;
9. Bill Johnson, Cambridge;
- and 10. Clifford Downes, Georgetown.

MARTIN didn't take command until the 21st lap, passing Conrad who held the lead from the seventh.

The winner drove a modified Ford, owned by the Lincoln (Del.) Racing team. Conrad wheeled a sportsman's model Ford, generated by a Mercury motor.

Martin also won the third 10-lap heat. Conrad took the second of these preliminaries.

HERE'S THE remainder of the summary:

First 10 - lap heat — Clifford Downes, Georgetown; Ernest Nelson, Millsboro; Asher Rogers, Millsboro. Time 5:03.2.

Second 10 - lap heat — Conrad, Tommy Johnson, Newark, Del., Priestley. 4:28.4.

Third 10 - lap heat — Martin, Warrington, Pelton. Time 4:20.1.

Five-lap match race — Downes, Ray Savage, Lincoln, Del., Gilbert Shane, Bridgeville; Jess Taylor, Pittsville. Time 2:34.8.

Eight - lap consolation — George Harrison, Georgetown; Floyd Kyzer, Jackson, Miss., Bill Johnson, Cambridge. Time 3:37.1.

First Time On The Eastern Shore
NASCAR Sanctioned Ford and Offenhauser

MIDGET RACES

Georgetown (Del.) Speedway

Friday, August 2, 8:30 PM

Rain Date, Fri., Aug. 9

2 HEATS, CONSOLATION, AND A 25-LAP FEATURE

Plus

A 25-LAP FEATURE FOR THE
SPORTSMEN AND MODIFIED STOCK CARS

Plus

A SPECIAL RACE FOR THE HOBBY CARS

General Admission \$2.00

Including All Taxes 1957-08-01

Georgetown Car Races Won by Coy, Martin

GEORGETOWN, Aug. 3 — (Special).—A crowd of 1,309 saw Johnny Coy of Freeport, N. Y., and Johnny Martin of Lewes win the 25-lap midget and stock car races, respectively, at Georgetown Speedway last night.

Martin set a track record in heading a 22-car field in the stock event with a 10:42.8 clocking. The old mark was 10:48.8 set last May by Vince Conrad of Allentown, Pa., who was third behind Earl Bryant of Richmond, Va., last night.

Coy led a 12-midget pack across the line, followed by Tommy Elliott, Daytona Beach, Fla., and Jim Whitman, Montclair, N. J. His time was 10.00.8.

Johnny Martin Wins Co-Feature

Coy Wins In Midget Car Races

The midget car races made a big hit with 1,309 fans last night at Georgetown Speedway.

Johnny Coy of Freeport, N. Y., won the 25-lap feature in the fast time of 10 minutes and eight tenths of a second. Trailing him by two car lengths was Tommy Elliott, Daytona Beach, Fla., entry. Both drivers wheeled Offenhauser cars.

The co-featured 25-lap stock car event went to Johnny Martin of Lewes. He established a new track record of 10:42.8 to top the mark of 10:48.8 set by Vince Conrad on May 24 this year.

Martin outclassed a 21-car field, finishing approximately 12 lengths in front of his nearest challenger, Earl Bryant of Richmond, Va. This is Johnny's fifth feature win of the campaign on the half mile Sussex County oval.

There were 12 midget car starters.

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HERE'S HOW the first 10 came across the finish line:

1. Johnny Coy, Freeport, N.Y.;
2. Tommy Elliott, Daytona Beach, Fla.;
3. Jim Whitman, Montclair,

N. J.;

4. Art Gottier, West Chester, Pa.;
5. Al Graeber, Springfield, Pa.;
6. Bob Harkey, Charlotte, N. C.;
7. Ed Hawkins, Coram, N. Y.;
8. Barney Davis, Pittsfield, Mass.;
9. Bobby Hart, Albany, N. Y.;
10. Hal Horan, Hyattsville, Md.

The crowd was kept on seat-edge during the early moments when Bob Harkey flipped his buggy on the third turn. He was uninjured, much to the surprise of everyone, and his car wasn't damaged enough to prevent him from continuing the race.

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SOON AFTER the restart, Coy buzzed to the front, Elliott moved into second place and Jim Whitman, Montclair, N. J., was third. That's the way they went for the distance.

Elliott wowed the crowd earlier by winning the first 10-lap heat. On one of the turns he was timed at 23 seconds which is equal to 78.28 miles per hour.

Whitman was the other heat winner.

Martin, a Lewes policeman, who races the stock vehicles as a hob-

by, again wheeled the modified Ford, owned by the Lincoln, Del., Racing Club.

He started in the 17th position, and took the lead on the 17th lap from J. R. Jones of Salisbury.

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WITH TWO LAPS remaining, Jones hit the back end of No. 49, piloted by Vince Conrad, the eventual third place finisher, and skidded off the fourth turn bank. That ended his racing for the night. Jones was holding third place at the time of the spill.

Preston Rogers of Millville won the 15-lap hobby race. Pierce Hammond, Lincoln, finished second followed by Asher Rogers, Millsboro. The time was 7:38.1.

Here's how they finished in the 25-lap stock car feature.

1. Johnny Martin, Lewes;
2. Earl Bryant, Richmond, Va.;
3. Vince Conrad, Allentown, Pa.;
4. George Harrison, Georgetown;
5. Russ Warrington, Georgetown;
6. Horace Williams, Bridgeville;
7. Paul Walker, Milford;
8. Floyd Kyzer, Milford;
9. Elwood Tucker, Bridgeville;
10. George Smith, Milton.

Martin Clinches 1957 Honors At Speedway

1957-08-17

Johnny Martin just about clinched the 1957 modified driving honors, at the Georgetown Speedway last night, winning his sixth feature before 1,962 spectators.

This 25-lapper is a carryover from last week's partially rain postponed program.

Vince Conrad of Allentown, Pa., won the regular feature of a more hotly contested field. Martin finished fourth in this one.

This is Conrad's fourth feature triumph.

Martin, a Lewes resident, took command on the 15th lap and was never overtaken, finishing at least a 10-car length ahead of second place Paul Walker of Milton.

Conrad experienced a tougher time of it as he crossed the finish line with only a couple of feet separating the first four cars. Walker again gained runner-up honors followed by Salisbury's J. R. Jones and Martin.

Earl Bryant of Portsmouth, Va., finished fifth followed by Russ Warrington, Georgetown; Johnny Cramblitt, Salisbury; Billy Priestley, Seaford; George Smith, Milton, and Windy Bailey, Salisbury.

Here are the results of the carryover feature:

1. Johnny Martin, Lewes;
2. Paul Walker, Milton;
3. J. R. Jones, Salisbury;
4. Russ Warrington, Georgetown;
5. Elwood Tucker, Bridgeville;
6. Dean Pelton, Silver Spring;
7. Vince Conrad, Allentown, Pa.;
8. George Smith, Milton;
9. Windy Bailey, Salisbury;
10. Bob Maddux, Salisbury.

Warrington Is Holding Slim Points Lead

1957-08-23

Russ Warrington of Georgetown will be trying to protect his slim lead in the sportsmen's division point standings tonight during the weekly stock car racing program at the Georgetown Speedway.

Warrington currently leads the pack with 680 points, and close on his bumper is J. R. Jones of Salisbury, 654.

Finishing out the top 10 are Dean Pelton, Silver Spring, 556; George Smith, Milton, 562; Norris Reed, Federalsburg, 476; Windy Bailey, Salisbury, 400; Billy Priestley, Seaford, 396; Paul Walker, Milton, 392; Vince Conrad, Allentown, Pa., 356; and Horace Williams, Bridgeville, 346.

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JOHNNY MARTIN, the Lewes speedster, has clinched the modified point race, exhibiting a lofty 612 point total, 300 more than his nearest challenger, Eddie Anders of Baltimore.

Martin also leads with the most feature wins, six. Conrad is next best at four.

Tonight's program, under NASCAR sanction, will begin at 8:30 p.m., with the first four preliminary races. Climaxing the slate of sportsmen and modified stocks will be the usual 25-lap feature. Tomorrow night is scheduled as a rain date.

charity headliner . . . Imaginative operators of Georgetown Speedway, owner-promoter George Herbert and general manager Craig Mellinger, wooing youngsters with special bicycle races for the 8-to-14 set . . . Georgetown also has a strong stock car attraction coming up; a 150-lap NASCAR championship chase on Friday, Sept. 6 . . . The Herbert-Mellinger team definitely will promote at shuttered Wilmington Speedway in '58. 1957-08-21

Car Races, Fireworks At Georgetown Oval

GEORGETOWN, Aug. 29—
(Special).—Racing fans will see the usual NASCAR sanctioned program of sportsmen and modified auto racing at Georgetown Speedway tomorrow at 8:30 p. m.

There will be four preliminary events and a 25-lap contest. In case of rain, the races will be held Saturday night.

Scheduled as an added attraction tomorrow night will be another huge display of fireworks, similar to one set off on July 5.

On Friday, Sept. 6, the longest race, for the largest cash purse, ever held at the Georgetown plant will be held. It will be a 150-lap sportsmen special giving double NASCAR points to all starters and is expected to draw a field of topnotch drivers from a nine-state area.

Friday, Sept. 13, has been set aside for the annual Langhorne qualifying event, wherein, the first sportsmen car to finish in the feature will automatically be assured a starting place in the National Championship to be held in October at Langhorne, Pa.

1957-08-29

Wins At Georgetown Speedway Friday

1957-09-05

Paul Walker, stock car pilot from Milton, chalked up his second consecutive feature victory of the season last Friday night in the NASCAR sanctioned events at the Georgetown Speedway. Walker toured the 25-lap distance in 10:58:7 driving a sportsmen model car owned by the Niblett Brothers of Gumboro, Del.

As the feature event got under way J. R. Jones took over the command spot in the first lap followed very closely by Walker and John Martin. All three struggled with the front spots until go-round number 9. On this lap Jones tangled with a mount driven by Harry Dutton and both boys ended up in the infield.

With Jones out of the way Martin took the lead and lasted until he blew a right rear tire coming out of the fourth turn in lap 16. As Martin dropped out this moved Walker up to the front where he stayed for the remaining distance, never to be headed.

Jones, after his mishap, was able to quickly pull back on the raceway at the rear of the field and with a brilliant display of chauffeuring worked his way up thru the pack to take over second spot in the final lap. Next in order at the feature finish were Elwood Tucker, Russ Hastings, Russ Warrington, Johnny Cramblitt, George Smith, Billy Priestly, Windy Bailey, and Tommy Johnson.

Georgetown Speedway Cards 150-Lap Race

On tap tomorrow night at Georgetown Speedway is the longest race, for one of the largest cash purses, ever presented at this lower Delaware racing plant.

The Sportsmen Special, a 150-lap NASCAR Double Point Championship contest, has been carded to climax the evenings five-event program. The first of the four qualifying races will receive the green flag from starter Tom Brown at 8:30 p. m. In case of rain the entire slate will be run on Saturday night starting at the same time.

Official signed NASCAR entry blanks have been pouring into the Speedway offices. Among the entries received this week from the Delaware area are those of Russ Warrington. Present high point leader in the sportsman division for this state from Georgetown; Harry Dutton, Ellendale; Tommy Johnson, Newark; Bob Smith, Smyrna; Dick Maddox, Delmar; George Smith and Paul Walker, Milton; Billy Priestley, Seaford; and Paul Lee, Jr., Wilmington.

From Maryland there will be such drivers as Ben Cordrey, Hebron; J. R. Jones, Bob Maddox, and Windy Bailey, all of Salisbury; Norris Reed, Federalsburg; and Dean Pelton, Silver Springs.

1957-09-05

1957-09-07

Tommy Johnson Wins Georgetown Car Race

GEORGETOWN, Sept. 7—(Special)—Tommy Johnson of Newark won the featured 150-lap NASCAR double point championship race at Georgetown Speedway last night before 2,118 stock car fans.

Driving a car owned by Jack Light of Wilmington, Johnson negotiated the distance in one hour, 22 minutes, two and three-tenths seconds. Paul Walker of Milton was second, followed by Windy Bailey, Salisbury, Md., Jim Mairs, Washington, D. C., and Junior Collins, Millsboro.

Johnson Wins Big Feature At Georgetown Raceway

1957-09-07

Tommy Johnson of Newark, Del., won the 150-lap, double point NASCAR, stock car racing feature at the Georgetown Speedway last night before 2,118 patrons, second largest crowd of the season.

The winner took command on the 105th lap when Paul Walker of Milton dropped out for a tire change, and he was never headed. At the finish, Johnson, wheeling a modified Ford, owned by Jack Light of Wilmington, had a comfortable one-lap lead.

The time was one hour and 22 minutes.

Here's how the first 10 finished:
1. Tommy Johnson, Newark, Del., 2. Paul Walker, Milton, 3. Windy Bailey, Salisbury, 4. Jimmy Mairs, Washington, D. C., 5. Junior Collins, Millsboro, 6. Russ Warrington, Georgetown, 7. Norwood Ellingsworth, Dagsboro, 8. Russ Hastings, Chestertown, 9. Bill Blakenship, Millville, N. J., and 10. Vince Conrad, Allentown, Pa.

Salisbury's J. R. Jones went to the front on the 57th lap and stayed there until the 95th when he blew a right front tire and his buggy banged into the concrete wall in front of the grandstand. Jones crawled out unhurt.

Bob Maddux, another Salisbury entry, wasn't so fortunate. He had seven stitches taken under his right eye to close a gash resulting from a spill on the 42nd lap when his vehicle went off the first turn bank.

The summary:

First 10-lap heat — Johnny Martin, Lewes; Bob Maddux, Salisbury; Windy Bailey, Salisbury. Time 4:45.3.

Second 10-lap Heat — Billy Priestley, Seaford; Russ Hastings, Chestertown; George Smith, Milton. Time 4:29.

Third 10-lap heat — Russ Warrington, Georgetown; J. R. Jones, Salisbury; Paul Walker, Milton. Time 4:21.7.

Ten lap consolation — Buck Mc Cardell, Conowingo; Jimmy Mairs, Washington, D. C., Bob Smith, Smyrna. Time 4:37.

Sussex Race Winner Will Go To Nationals

1957-09-13

The feature stock car race at Georgetown Speedway tonight has been designated as the annual Langhorne Qualifying Race.

The first sportsman car to finish is assured a definite starting berth in the National Championships to be held at Langhorne, Pa., Speedway in October.

National championship elimination races are run at each NASCAR - sanctioned track conducting sportsman or sportsman and modified racing on a regular basis during the 1957 season. Winners of these events receive a Langhorne Silver Bowl Trophy and are entitled to a guaranteed starting position in the 100 - mile test.

THE PROGRAM will get underway at 8:30 p.m. with the first of four preliminaries. In case of rain the entire card will be presented tomorrow night.

Heading the list of sportsman competition is Jimmy Metzler of Pottersville, N. J., who will be returning for another try. Last week he paced the 150-lap field for the first 20 laps before he dropped out with a broken crankshaft. His car is powered with a Thunderbird motor.

Also seeking a Langhorne starting spot will be J. R. Jones of Salisbury, winner of last year's event, and Paul Walker of Milton, the 1955 winner. To date, Walker has two feature wins while Jones has yet to enter the winner's circle.

Other contenders are Russ Warrington of Georgetown, the present high point man for the track; George Smith, Milton; Tommy Johnson, Newark, Del., Russ Hastings, Chestertown and Dean Pelton, Silver Spring.

Newark Driver Wins Georgetown 150-Lap Event

Tommy Johnson of Newark, won the 150-lap NASCAR Double Point Championship feature stock car race at the Georgetown Speedway last Friday evening. Johnson covered the 75-mile distance in 1:22:2:3, without making a pit stop, to win his first feature on Georgetown's banks since starting competition several years ago.

Four separate accidents forced the feature to be run a total of 13 laps under the caution light.

1957-09-12

Conrad Car Scores Georgetown Victory

GEORGETOWN, Sept. 14—(Special).—Vince Conrad, Allentown, Pa., stock car driver, last night scored a victory at Georgetown Speedway that possibly could lead to his greatest success.

Conrad led the field in the 25-lap NASCAR elimination feature and earned a starting berth in the national 100-mile sportsmen's car championship to be held at Langhorne, Pa., Speedway on Sunday, Oct. 13.

Trailing Conrad were Horace Williams, Bridgeville; J. R. Jones, Salisbury, Md.; Elwood Tucker, Bridgeville, and George Harrison, Georgetown. 1957-09-14

Only one driver required any medical attention. Bob Maddux of Salisbury, Md. was rushed to a local doctor where he received seven stitches for a cut under his right eye, suffered when his mount roared off the first turn bank in the 42nd lap with a blown tire.

The early stages of the contest, the longest ever run at Georgetown, saw Jimmy Metzler leading until lap number 20 when he was forced out with a broken crankshaft. This moved Vince Conrad up front for the next four rounds and the Conrad lost a right rear wheel. As the wheel came off

Conrad's car he tangled with a car driven by Don Stumpf forcing Stumpf off the second turn bank to completely demolish his car.

The new leader was Paul Walker. He stayed out front from the 24th to 57th lap when J. R. Jones squeezed by, poured on the coal, leading until lap 95. On this go-round Jones blew a right front tire coming out of the fourth turn and crashed into the concrete retaining wall putting him out of the race.

Then, Walker moved back into the lead until circle no. 105 when he made his first of two pit stops. With Walker out for new tires Johnson took over the front runner's spot and lasted the distance just having enough fuel to make the usual extra lap. Following Johnson across at the finish were Walker, Windy Bailey, Jimmy Mairs, Junior Collins, Russ Warrington, Norwood Ellingsworth,

Russ Hastings, Bill Blankenship, Vince Conrad, Ben Cordrey, Johnny Cramblitt, and Dick Maddox in that order. Walker went off track after checkered flag when blown tire got tangled in steering gear.

Tomorrow Sept. 13, Georgetown will hold its annual Langhorn qualifying event with a rain date of Sept. 14.

Vince Conrad Wins Langhorne Car Race

1957-09-14

Vince Conrad of Allentown, Pa., qualified for the National Sportsman's title race at Langhorne, Pa., next month by winning the 25 lap stock car racing feature last night at Georgetown Speedway.

Upwards of 1,500 spectators watched Conrad take the lead on the third lap and he was never headed despite the interruption of three accidents. He stayed up front after each red flag although followed closely by Horace Williams, Bridgeville; J. R. Jones, Salisbury and Elwood Tucker, Bridgeville who respectively finished second, third and fourth.

A one car length distance separated the first four finishers.

This victory gives Conrad a spot in the 60 car qualifying trials at Langhorne Speedway, Oct. 12.

Here's the way they came across the finish line:

1. Vince Conrad, Allentown, Pa.
2. Horace Williams, Bridgeville
3. J. R. Jones, Salisbury
4. Elwood Tucker, Bridgeville
5. George Harrison, Georgetown
6. George Smith, Milton
7. Tommy Johnson, Newark, Del.
8. Bob Maddux, Delmar
9. Russ Warrington, Georgetown
10. Billy Priestley, Seaford.

Lady Drivers To Hold Race

1957-09-19

Contest for Mechanics Also on Program At Georgetown Oval

Special to Journal-Every Evening

GEORGETOWN, Sept. 19. — Two special attractions have been carded at Georgetown Speedway tomorrow night.

The annual ladies' Powder Puff Derby and mechanics race will be on the schedule, plus the four preliminary events and 25-lap feature for NASCAR-sanctioned stock cars. The ladies will be chauffeuring the hobby-type cars while the mechanics will be wheeling the cars on which they usually do the mechanical work. The slate will begin at 8:30 o'clock. In case of rain, it will be presented Saturday night.

Early entries for the Powder Puff contest have been received from Mary Henry, Denton, Md.; Dorothea Veasey, Georgetown; Shirley Morris, Delmar; Kristina Fleming, Chestertown, Md.;

Shirley White and Alice Houck, of Pittsville, Md., and Mildred MacHardy Scott, Margaret Parker, and Gladys Lewis, all of Salisbury.

The battle for top feature honors is expected to be resumed tomorrow night with Johnny Martin, of Lewes, still leading the win column with a total of six victories for the season. After his victory last week, Vince Conrad, Allentown, Pa., now trails with five wins. Next in line with three each is Frankie Schneider, Tampa, Fla. Tied with two each are Glen Guthrie, Washington, D. C.; Pee Wee Pobletts, Randallstown, Md., and Paul Walker, Milton. Riding with one triumph each are Bud Olsen, Paulsboro, N. J.; Al Tasnady, Vineland, N. J.; Ken Marriott, Baltimore, and Tommy Johnson, Newark.

In the point standing, the modified section is still paced by Martin while Russ Warrington, of Georgetown, holds down the sportsman lead with a very small majority over second-place J. R. Jones of Salisbury. Eddie Anders, Baltimore, is in second spot in the modified ranks, a position he has held for most of the campaign.

Guthrie Car Winner At Georgetown Oval

GEORGETOWN, Sept. 21 — (Special). — Glen Guthrie of Washington, D. C., drove his car to victory in the feature stock car race at Georgetown Speedway last night. The event, slated for 25 laps was halted in the 24th lap and declared an official race due to an accident.

A car driven by J. R. Jones of Salisbury, Md., caromed off a high-banked turn and caused delay while the wrecking crew removed the car. Jones was uninjured.

Guthrie led for 20 of the 24 laps, finishing ahead of Ed Lindsay, Baltimore; John Cramblitt, Salisbury; Vince Conrad, Allentown, and Russ Warrington of Georgetown. There were 20 starters.

1957-09-21

Guthrie Wins 25 Lapper At Georgetown

1957-09-30

Glen Guthrie of Washington, D. C., won the 25 lap feature of yesterday's stock car racing program at the Georgetown Speedway.

He took over on the 12th lap from Salisbury's J. R. Jones and was never overtaken. Guthrie started 14th in a 20 car field.

After the race, Russ Warrington of Georgetown filed a protest on the car driven by Jones on the basis that his vehicle was over the 300 cubic inch piston displacement the maximum allowed for a sportsman type car.

THE PROTEST was not upheld after the NASCAR officials inspected the motor last night, according to Bob Bennett, track publicity director.

Warrington is leading the sportsmen driving standings while Jones is a close second.

The unpleasant note of the day came in the third qualifying heat when Johnny Martin of Lewes was seriously injured when his car rolled over several times off the third turn bank. He was rushed to the Milford hospital and will remain there for several days for observation. X-rays will be taken today to determine the cause of bleeding from the eyes.

Here's the first 10 finishers:

1. Glen Guthrie, Washington, D.C.
2. Horace Williams, Bridgeville, Del.
3. Carl Henderson, Silver Spring, Md.
4. Elwood Tucker, Bridgeville, Del.
5. John Cramblitt, Salisbury, Md.
6. George Smith, Milton, Del.
7. Bill Hubbard, Baltimore, Md.
8. Billy Priestley, Seaford, Del.
9. Russ Warrington, Georgetown, Del.
10. Wind Bailey, Salisbury, Md.

By BOB BENNETT

1957-10-05

GREENWOOD, Oct. 5.—Mrs. Irene Staiger of Greenwood, 41-year-old mother of two children, claims to be one of the few women mechanics in the nation and certainly the only one in Delaware.

Narrowing the field down still further, her mechanical ability is reserved strictly for a racing stock car, which she and her husband, Tom, own together. Tom admits that Irene does most of the work on the car except for some of the heavier items, such as lifting the motor from the chassis for the regular overhaul.

"Most of the lighter work, putting in new rings and pistons replacing gaskets, checking carburetor and fuel pump, is done by the missus," he explained.

Mr. and Mrs. Staiger have been in the racing business for eight years and can well remember their first race with their first stock car.

"It happened at Dover, on June 27, 1949," she recalls, "and I can remember that date because it was our thirteenth wed-

ding anniversary. We won, and came home with \$24. To top it all off, that first car only cost us—completely built—\$139.89."

That chariot carried the number "5" and during the two years they raced it, used four brand new motors, all checked over weekly by Mrs. Staiger.

For the past six years the Staigers have been campaigning with car No. 2 and at the present they are using their seventh motor, a Ford F-600, truck power plant.

Mrs. Staiger says her husband never drives. During the years, most of the chauffuring has been done by professional drivers. This year, Dick Maddox of Delmar, has been at the wheel.

Their car has raced only on Delaware tracks, and the past two seasons only at Georgetown Speedway. Mrs. Staiger started her racing career with the Delaware Stock Car Association, switching to NASCAR some five years ago.

Thinking back, Mrs. Staiger says that owning her own car and winning that first race some eight years ago was her most thrilling experience, and since that time they have considered the No. 13 as one of their lucky numbers.

Mr. and Mrs. Staiger have been married for 21 years. They have a 20-year-old son in the air force, stationed in Texas, and a 14-year-old daughter at home.

Two Special Attractions Slated For Delaware Race

1957-10-05

Two special attractions have been added on the stock car racing program tomorrow afternoon at Georgetown Speedway.

In addition to the usual stock car slate, there will be a Women's Championship Powder Puff Derby, and the annual officials race.

The regular 25 lap race for modified and sportsmen cars will, of course, climax the day of entertainment.

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THE WOMEN'S event will include the first three finishers from each of the two elimination races, which were conducted during the past few weeks.

Bidding for honors will be Alice Houck, Pittsville; Helen Collins, Millsboro; Dorothea Veasey, Georgetown; Priscilla Ellingsworth, Dagsboro and Connie Mellinger, Georgetown.

Salisbury's J. R. Jones is expected to see action in the sportsmen class. The protest which was made against his vehicle last week was not upheld following a tear-down of the motor which was completed at 2 a.m. Monday. His motor proved to be under the legal 300 cubic inches allowed for a sportsmen car under NASCAR rules.

JONES IS RIDING a close second in the standings to Russ Warrington of Georgetown, who submitted the protest.

Johnny Martin, seriously injured during last Sunday's program, is still recuperating in Milford General Hospital.

Sunday, Oct. 13 will be an open date on the Georgetown oval because of the National Championship races at Langhorne, Pa.

Stocks to Race At Georgetown

GEORGETOWN, Oct. 18.—Georgetown Speedway, idle for two weeks because of a rainout and the national championship event at Langhorne, will reactivate Sunday with a five-event program for sportsman and modified stock cars, plus two special attractions.

The first of the preliminary races will commence at 2:30 p. m. (DST), the slate to be climaxed with a 25-lap contest, all under NASCAR sanction.

Six women who qualified several weeks ago are anxious to do battle in the Ladies Powder Puff Championships, with the first three finishers receiving gold trophies. Racing for top honors will be Alice Houck, Helen Collins, Shirley Morris, Priscilla Ellingsworth, Connie Mellinger and Dorothea Veasey. Also on the docket will be the annual race for track officials, who will exchange places with the regular drivers.

1957-10-18

Russ Warrington and J. R. Jones, Eastern Shore stars, are carrying their battle for the Delaware State NASCAR sportsman model championship into the final weeks of the Georgetown Speedway season. Warrington, who also is among the point-leaders nationally, has a slim advantage over Jones, 1,152 to 1,118. In their latest meeting, Sunday afternoon at Georgetown, Jones was forced out by mechanical trouble while Warrington, a Georgetown resident, finished third. Jones lives in Salisbury.

1957-10-13

Pobletts Wins Feature; Gears Stop Jones

1957-10-21

The 13th lap proved to be unlucky for J. R. Jones of Salisbury during yesterday's stock car racing feature event at Georgetown Speedway.

Pee Wee Pobletts of Randallstown won the 25-lapper by a comfortable 10-car length.

An estimated 900 spectators saw Jones stay in front until the 13th when he was forced out with gear trouble and a quick rear change of his vehicle.

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FROM THEN ON, Pobletts dominated the 12½ mile event, and was never seriously challenged. He started in the 13th spot of a 20-car field in a car he was wheeling a buddy, Bud Schroeder of Baltimore.

The race was stopped six times due to accidents with 17 different cars involved. Nine of these cars were reported by owners or drivers as being complete losses.

Shirley Morris of Delmar won the Women's Powder Puff race, an abbreviated event limited to four laps because of crackups.

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HELEN COLLINS of Millsboro rolled over in her husband's new modified car several times between the third and fourth turns. Priscilla Ellingsworth of Dagsboro turned over a borrowed buggy, owned by Floyd and Bill Trice of Salisbury. Neither of the racing damsels was injured.

Here's how they finished: 1. Pee Wee Pobletts, Randallstown; 2. Gene Lovelace, Hampton, Va.; 3. Russ Warrington, Georgetown; 4. Eddie Anders, Baltimore; 5. George Smith, Milton; 6. Ray Kable, Baltimore; 7. Dean Pelton, Silver Spring; 8. Tommy Johnson, Newark, Del.; 9. Clifford Downes, Georgetown; 10. Windy Bailey, Salisbury.

Poblett, Jones Drive Sunday In Stock Races at Georgetown

Special to Journal-Every Evening

GEORGETOWN, Oct. 25. — The top drivers of the Eastern sportsman and modified circuit of NASCAR will compete Sunday afternoon when they invade Georgetown Speedway for their twenty-eighth program of the season.

Charles "Pee Wee" Pobletts of Randallstown, Md., winner of the 25-lap feature contest last Sunday, will be back hoping to duplicate his efforts, but two of his buddies from the Baltimore area will be on hand with intentions of taking home first-place cash. Ray Kable and Eddie Anders will be the two to watch, with all three drivers operating modified vehicles.

Other entries are J. R. Jones, Salisbury, Md., who holds the 10-lap track record of 4:15.8 and the 75-lap distance mark of 41:58.3; and Russ Warrington, Georgetown, high man in the sportsman division for the state of Delaware. Many drivers from New Jersey are expected, as Georgetown is the only stock-car track in a five-state area scheduled for action this week-end.

1957-10-25

Top Lead Foots To Compete At Georgetown Race

1957-10-26

Some of the leading lead foots along the Atlantic Coast will compete in tomorrow's sportsmen-modified stock car racing program at Georgetown Speedway.

Charles (Pee Wee) Pobletts of Randallstown, winner of last Sunday's 25 lap feature, will be back bidding for a repeat performance. However two of his Baltimore buddies, Ray Kable and Eddie Anders will also be on hand with intentions of taking home the first place money.

Other entries include J. R. Jones, Salisbury, possessor of the track 10-lap record of 4:15.8 and the 75 lap distance mark of 41:15.8; and Russ Warrington of Georgetown, high man in the sportsmen division standing in Delaware.

WARRINGTON currently holds a 38 point lead over Jones.

Johnny Martin of Lewes has wrapped up the modified title with a total of 1,054 points, 666 over his nearest challenger, Lawrence Tucker of Bridgeville.

NASCAR closes its point standings each year on Oct. 31, which means if any changes are to be made in the Georgetown scramble it will have to be done tomorrow afternoon.

The first of the qualifying races will start at 2:30 p.m. (EST).



THEIR STOCK'S UP—Stock-car racing champions at Georgetown Speedway for 1957 are Johnny Martin (left) of Lewes and Russ Warrington of Georgetown. Seasonal points added up in their favor. Martin, a town police officer, won the modified crown. Warrington, an employe of All-American Engineering, took the sportsman division title.

1957-11-05

Martin And Warrington Share Georgetown Speedway Honors

1958-01-17

Johnny Martin, popular Lewes, Del., modified chauffeur, and Russ Warrington, likeable leadfoot of the Sportsman circle, who hails from Georgetown, nailed down the 1957 crowns in their respective divisions for the Georgetown Speedway and the State of Delaware. Although not published in the NASCAR Newsletter, it is surmised that Clifford Downes' No. 90 captured the Hobby Division laurels.



JOHNNY MARTIN

As listed as Final by NASCAR, here are the 1957 standings by divisions for Delaware and Maryland:

Delaware—Sportsman	Points
Russ Warrington, Georgetown	1242
J. R. Jones, Salisbury	1188
George Smith, Milton, Del.	1026
Windy Bailey, Salisbury	882
Bill Priestly, Seaford	832
Vince Conrad, Kutztown, Pa.	816
Paul Walker, Milton, Del.	760
Dean Pelton, Silver Spring	636
Tom Johnson, Newark, Del.	552
Dick Maddox, Delmar, Del.	530
Norris Reed, Federalsburg	496
Elwood Tucker, Bridgeville	474
Russ Hastings, Chestertown	428
Horace Williams, Bridgeville	426
Bob Smith, Smyrna	330
Bob Hanna, Salisbury	318
Bob Maddox, Salisbury	306
Bill Johnson, Cambridge	272
George Houck, Pittsville	248
John Cramblitt, Salisbury	230

Delaware—Modified	Points
Johnny Martin, Lewes	1094
Lawrence Tucker, Greenwood	388
Eddie Anders, Takoma Park	362
Paul Walker, Milton	338
Glen Guthrie, Washington	320
George Harrison, Georgetown	314
* Earl Bryant, Richmond, Va.	306
Ken Marriott, Baltimore	270
Pee Wee Poblett, Randallstown	246
Floyd Kyzer, Milford	222
Dean Pelton, Silver Spring	216
Carl Henderson, Silver Spring	212
Ed Lindsay, Randallstown	188
Horace Williams, Bridgeville	186
Ralph Smith, Aberdeen, Md.	158
Elton Hildreth, Bridgeton, N. J.	148
Reds Kagle, Greenbelt, Md.	140
Eddie Adams, Rising Sun, Md.	128
Tom Johnson, Newark, Del.	120
Budd Olsen, Paulsboro, N. J.	114

* Deceased.

Skimming through the Maryland Sportsman Finals, 1st went to Danny Woolford, Annapolis, 450; 2nd, Ace Cannup, Millersville, 440; Lou Bee, Baltimore, 418; 6th, Bob Tester, Severn, 326; 10th, Al Burton, Cambridge, 142; 19th, Carl Henderson, Silver Spring, 40; 20th, Russ Hastings, Chestertown, 38. These are the most widely known in the Georgetown racing area.

National Sportsman Final	Points
Ned Jarrett, Newton, N. C.	3916
Don Stumpf, Ridgefield Park	3890
Bob Malzahn, Miami, Fla.	3690
Vince Conrad, Kutztown, Pa.	3014
George Dunn, Jr., Raleigh, N. C.	2954
Rick Henderson, Petaluma, Cal.	2890
Lee Humphers, San Pablo, Cal.	2538
Jack Hart, Boothwyn, Pa.	2356
Carl Burris, Leaksville, N. C.	2142
Ralph Earnhardt, Kannapolis, N.C.	2104
Earl Moss, Creedmoor, N. C.	2102
Pee Wee Jones, Winston-Salem	2100
Bob Waddell, N. Wilkesboro	2092
Jeep Herbert, Schenectady, N.Y.	2078
Larry Ferrua, Fresno, Cal.	2068
Lloyd Silacci, Petaluma, Cal.	2010
Russ Warrington, Georgetown	1998
Bill Wimble, Lisbon, N. Y.	1968
Rod Perry, Miami, Fla.	1964

National Modified Final	Points
Ken Marriott, Baltimore	3324
Ralph Smith, Aberdeen	2778
Dur Howe, Hialeah, Fla.	2432
Jack McLaughlin, Thorofare,	2296
Budd Olsen, Paulsboro, N. J.	2248
Pete Frazee, Rahway, N. J.	2186
Al DeAngelo, Queens VII, N.Y.	2030
Bill Chevalier, Sayreville, N.J.	1918
Jim Hendricksen, Deer Park, N.Y.	1912
Bill McCarthy, Rumson, N. J.	1746
Lenny Brown, Lambertville, N.J.	1724
Ed Lindsay, Randallstown, Md.	1702
Elton Hildreth, Bridgeton, N.J.	1682
Jim Thompson, Monroe, N. C.	1632
Johnny Rocco, St. Albans, L.I.	1540
Red Farmer, Hialeah, Fla.	1464
Reds Kagle, Greenbelt, Md.	1436
Glen Guthrie, Washington, D.C.	1364
Pee Wee Pobletts, Randallstown	1332
Bill Pfister, Eatontown, N. J.	1306

The Grand National Division for new American automobiles was headed by Buck Baker, Charlotte, N. C., 10716 points (2nd year); headed by Marvin Panch and Speedy Thompson, both of Charlotte, with 9956 and 8580, respectively; Lee Petty, Randleman, N. C., 8528; Jack Smith, of Sandy Springs, Ga., 8464, and Fireball Roberts, Daytona Beach, 8268.

Frankie Schneider, Lambertville, N. J., 2516, was 20th.

For the 5th time, Jim Reed, Peekskill, N. Y., 2382, won the Short Track crown which comprises new cars on tracks 1/2 mile or shorter. Eddie Pagan, Lynwood, Cal., 1842; Lloyd Dane, Buena Park, Cal., 1710; Scottie Cain, Venice, Cal., 1548; Bob Ross, Lakewood, Cal., 1464; Eddie Gray, Gardena, Cal., 1440; and Frankie Schneider, Lambertville, N. J., 1336, stacked up in the 2nd to 7th berths. Rex White, Silver Spring, 918, was 18th, while Chuck Hanson, White Ford, Md., 786, cinched 20th.

Bob Welborn, Greensboro, N. C., 9364, racked up his title in the "rag-top" or Convertible Division for the 2nd straight year and was followed closely by Joe Weatherly, Norfolk, Va., 9112; Glen Wood, Stuart, Va., 7950; Larry Frank, Angier, N. C., 7608; Possum Jones, Mango, Fla., 7522; Curtis Turner, Roanoke, Va., 6130. Lee Petty, Randleman, N. C., 3490, finished 14th.

NASCAR's Midget Division in the Offy circles was garnered by Jim Whitman, Montclair, N. J., 1428, with 2nd to Johnny Coy, Freeport, N. Y., 1350, and 3rd to Tom Elliott, Delray Beach, Fla., 1024. The Ford speedsters were led by Bob Harkey, Charlotte, N. C., 1494; Ed Hawkins, Coram, N. Y., 1396 was 2nd, while 3rd went to Bob Hart, Albany, N. Y., 970.

The Journal is pleased to have been able to note the various items if interest in the "fastest sport on earth," motor racing, during the past year and wishes to thank Charles Herbert, Craig Mellinger, Bob Bennett, Tom Brown, Vivian Ellingsworth, Howard Betts and the many fine officials, drivers, and car owners of the Georgetown Speedway for making this task possible and enjoyable. And also to NASCAR headquarters, Ed Otto and Nat Kleinfeld, for their valuable assistance. We congratulate the many fine, hard and sportsmanlike drivers mentioned above for their achievements. May the 1958 season be one of even finer racing.

Third annual **Georgetown Speedway** dinner-dance set for Saturday, March 29, in the Seaford Fire Hall . . . As a highlight of the evening, championship trophies will be presented to the 1957 Georgetown titlists in three divisions: Modified, sportsman and hobby models . . . Mrs. Thouron must have a barn bulging

1958-03-14

Georgetown Speedway To Hold 3rd Annual Banquet

The Third Annual **Georgetown Speedway** Dinner-Dance this year will be held in the Seaford Fire Hall, Seaford, Del., Saturday, March 29, at 7:30 p. m. Following the dinner, the 1957 awards for the Georgetown track will be presented. Included will be many handsome gold trophies to the Hobby, Sportsman and Modified car owners and drivers. You can also look for a few surprise awards. After the award presentations there will be dancing for one and all until 2 a. m., with music furnished by the "Skyliners Orchestra."

All of this is included in the price of your ticket, which is just \$3.50 per person, an amount which you would normally pay for the dinner alone. This will be the only full-fledged racing banquet to be held in Delaware this year. Get your orders in now by contacting any of the following people: Tom Brown, Harrington, Del.; Ben Johnson, Jr., Denton, Md.; Granville Betts, Georgetown, Del.; Cowboy Holloway, Salisbury, Md.

1958-03-21

Modified & Sportsman STOCK CAR RACING

• • •
1958 Opening Of

GEORGETOWN SPEEDWAY

2 MILES SOUTH OF GEORGETOWN ON U. S. 113

FRIDAY NIGHT APRIL 25

First Race 8:30 P. M.

PLENTY OF
FREE PARKING

1958-04-24

OPEN
COMPETITION

Elton Hildreth Takes Georgetown Car Race

GEORGETOWN, April 26—(Special). — Elton Hildreth of Bridgeton, N. J., drove to victory in the 25-lap stock car race that featured last night's opening program of the season at Georgetown Speedway.

A crowd estimated at 2,000 watched the Bridgeton racer turn the distance in 11:55.5 to take first-place money in the 15-car field. George Smith of Milton was second, followed by Johnny Cramblitt, of Salisbury, Md.

Programs will be run here every Friday night through the spring and summer.

1958-04-26

Skeeter Speedster Wins Inaugural

1958-05-01

J. Elton Hildreth of Bridgeton, N. J., triumphed in the inaugural stock car program of the 1958 season at the **Georgetown Speedway** last Friday. Hildreth covered the 25-lap course in 11:55:5 to take

the checkered flag ahead of second place George Smith. Next in order at the finish were Johnny Cramblitt, William Short, Eob Smith, Stu Smith, Jack Light, Bob Maddox, Russ Truitt, and Gilbert Shane.

Bob Smith of Smyrna, Del. won the first 10-lap qualifying event over Norris Reed and Russ Truitt with a time of 5:06:4.

The second race, also 10-laps, was turned in 4:51:3 by George Smith followed by Johnny Cramblitt and William Short.

Victor in the third event with a mark of 5:17 was Hildreth with Stu Smith second and Jack Light third.

A large opening night crowd watched the feature field get underway with the lead changing hands several times until the sixth lap when Hildreth took command. For the remaining distance he was not challenged.

Stock car racing will continue at the Georgetown track next week and every week on a Friday night basis. First event each evening is scheduled to start at 8:30 p. m. Daylight Saving Time.

Hildreth Garners Georgetown Opener

1958-05-02

Elton Hildreth, fast-wheeling lead-foot from Bridgeton, N. J., easily threaded his way through the 25-lap feature field last Friday night at the ½ mile Georgetown Speedway to win the 1958 opener by a comfortable margin.

He slipped his modified Chevrolet coupe into the lead in the 6th lap and was never headed or seriously challenged by 2nd spot holder, Geo. Smith.

Johnny Cramblitt roared through the starting field and swept his 42 into an early lead but fell to Smith and Hildreth's torrid pace. There were no spin-outs or accidents during the evening card.

Norris Reed held his 4th starting spot for 14 laps against repeated bids by Bill Short's 71 until motor trouble forced him out and he retired 141 to the infield.

The Interstate Stock Car scorer tallied the finish as Hildreth (16J), Smith (5), Cramblitt (42), Short (71), Bob Smith (8), Stu Smith (XI), Jack Light (1B), Bob Maddox (133), Russ Truitt (78), Gilbert Shane (1), Norris Reed (141), Bill Walker (121). Time 11:55.5.

1st 10-lap heat—Bob Smith (8), Norris Reed (141), Russ Truitt (78). Time 5:6.4.

2nd 10-lap heat—George Smith (5), Johnny Cramblitt (42), Bill Short (71). Time 4:51.3.

3rd 10-lap heat—Elton Hildreth (16J), Stu Smith (XI), Jack Light (1B). Time 5:17.

4th event—5-lap match—Elton Hildreth (16J), George Smith (5), Bob Smith (8). Time 2:21.5.

Henderson Wins At Georgetown Friday

1958-05-08

Carl Henderson, young modified stock car driver from Silver Spring, Md., copped top honors in the weekly stock car races at the **Georgetown Speedway** last Friday night. Next in order were Ray Kable, George Smith, Bill Short, Bob Smith, Stu Smith, Windy Bailey, Jack Light, Russ Truitt, and Gilbert Shane.

Modified and sportsman racing is again on tap for the Georgetown track next Friday night under open competition. The first event is scheduled to start at 8:30 p. m. (DST).

Paul Walker Wins At Georgetown

1958-05-15

Paul Walker of Milton won the feature event at the **Georgetown Speedway** last Friday evening in a nip and tuck affair with Carl Henderson of Silver Spring, Md. Henderson moved into the front spot in the second lap and stayed in the lead until lap number 24. As the two modified vehicles came out of the fourth turn Walker emerged in the lead and held it for the remaining one lap.

Just a few feet back of Walker and Henderson at the finish was George Smith, Milton and Ray Knable, Baltimore, Md. Next in order were Stu Smith, Chuck Talbert, Tommy Johnson, Windy Bailey, Bob Maddox, and Norris Reed.

Open competition races are again scheduled at the **Georgetown Speedway** for next Friday night. First race at 8:30 p. m.

Henderson Romps To Easy Georgetown Win

Carl Henderson, of Annapolis, tied on a fast and easy win at the 1/2 mile Georgetown Speedway last Friday night, outdistancing Ray Kable's 90 by 1/2 track.

Henderson blasted his 9 into the lead in the first lap with Paul Walker's 11 on his bumper and was never headed. Henderson was driving a modified, fuel-injection DeSoto. The latter was forced into the pits in the 12th lap with injector trouble and didn't reappear.

Kable, chauffeuring a modified, fuel-injection, flat-head Ford, got a slow start but took after Henderson like a shot and managed to close

some of the wide gap by checker time.

Henderson's winning time was 12 minutes, 25.8 seconds over a fast track.

No accidents or spin-outs marred the Interstate-sanctioned events.

Scored in the 1st 7 feature berths were Henderson, Kable, George Smith (5), Bill Short (71), Bob Smith (8), Stu Smith (X1) and Windy Bailey (11).

1st 10-lap heat—Stu Smith (X1), Bob Smith (8), Clifford Downes (90). Time, 5:35.

1958-05-09

2nd 10-lap heat—George Smith (5), Paul Walker (11), Carl Henderson (9). Time, 4:57.9. Smith eked out his win over Walker by a scant foot after dodging to the inside of the 4th turn.

3rd 10-lap heat—Johnny Cramblitt (42), Ray Kable (90), Bob Maddox (133). Cramblitt and Kable jumped to the lead in the 1st lap and waged their own private battle. Time, 4:55.3.

Match race—5 laps—George Smith (5), Johnny Cramblitt (42), Stu Smith (X1). Time, 2:47.4. The finish was a two-car dead heat that will be raced off tonight

Race Cars Tomorrow

GEORGETOWN, May 29 — (Special).—George Smith continues to pace the stock car sportsman division at Georgetown Speedway. With two feature victories, one second and two third-place finishes, Smith has 500 points.

In the modified ranks Paul Walker is the leader with 300 tallies to this credit to date.

Both of these neighbors from Milton will be in action when the track presents its sixth arc-light slate of the season tomorrow.

Rounding out the leaders in the sportsman division, Bill Short, Harrington, is second with 365 points; followed by Jack Light, Wilmington, 285; Tommy Johnson, Newrak, 270; Stu Smith, Salisbury, Md., 260; Bob Smith, Smyrna, 240; Johnny Cramblitt, Baltimore, 190, and Bill Johnson, Cambridge, Md., 160.

Carl Henderson, Silver Spring, Md., is riding second in the modified division with 195 while Ray Kable, Baltimore, is next with 185.

A 25-lap event heads tomorrow's slate, which will start at 8:30 p. m. 1958-05-29

Friday, May 23, 1958

Smith Wins At Georgetown; Sets New Season Mark

The Milton, Del., pilot of Car 5, a Sportsman, Mercury-powered Ford tudor, George Smith, ran away with the 25-lap main event Friday night over the banks of the 1/2 mile Georgetown Speedway.

Smith set 11 minutes, 49.3 seconds as the new mark for the 1958 season. This is due to be shattered at any time by the hardtop speedsters.

He took the lead in the 1st lap and

although swiftly pursued by Paul Walker's modified 11, stretched his advantage to 1/4 track by the time the checkered flag went out.

Walker's competition lay mostly with Bill Short's 71 and the two vied back and forth for the entire route. Actually dogging Smith's tracks was Johnny Cramblitt's 42 and he gave George every reason to drive all-out. The first two held the 1/4 track lead over the 2nd.

Scored in the 1st 13 spots at the checker were Smith, Cramblitt, Walker, Short, Tommy Johnson(1A), Bill Johnson (69), Jack Light (1B), Windy Bailey (11S), Allen Morris (121), Rod Fox (1D), Don Case(14), Bill Priestly (70), "Wild Bill" Cummings (141).

1st 10-lap heat—Windy Bailey

(11S), Bob Smith (8), Stu Smith (X1). Time, 5.6. A new start was necessary in the 1st lap when Ralph Alexander spun his 2D out of the 2nd turn, causing Bob Maddox's 133 and Bob Smith's 8 to tangle.

2nd 10-lap heat—George Smith (5), Bill Priestly (70), Bill Johnson (69), "Wild Bill" Cummings (141). Time, 5.6.

3rd 10-lap heat—Paul Walker (11), Johnny Cramblitt (42), Clifford Downes (90), "Wild Bill Cummings (141). Bob Maddox spun his 133 between the 1st and 2nd turns in the 2nd lap only to get hit by Bill Adante's 1. 133 limped to the infield, while 1 fell into the 2nd turn ditch. A restart was necessary. Walker and Cramblitt gave the fans plenty of thrills in close competition.

Paul Walker Races To Georgetown Win

GEORGETOWN, May 31—(Special).—Paul Walker and George Smith, both of Milton, finished 1-2 in last night's 25-lap feature stock car race at Georgetown Speedway.

A crowd of 1,500 saw Walker's car negotiate the distance in 11:32.0, fastest time of the season here. Erv Streets of Wilmington was third, while Bill Walker, Minquadale, was fourth in the 16-car field.

1958-05-31

George Smith Is Third Time Winner

1958-06-12

George Smith, sportsman model stock car ace from Milton, outmaneuvered a classy field of nineteen other stock car chauffeurs to win the feature contest in the weekly stock car races at the Georgetown Speedway last Friday night. Smith chalked up his third victory while lowering the 1958 track mark for 25-laps to 11:24:9. He drove a Mercury powered Tudor Ford coach.

Following Smith was Paul Walker, Tommy Johnson, Bill Short, Erv Streets, Windy Bailey, Bob Smith, Stu Smith, Russ Truitt, and Tom Stevens.

This Friday night, June 13, will be "Kiddies Night." In addition to the regular program, all children at the speedway will be given a free ride in their favorite stock car driven by their favorite driver or, if they choose, one lap around the oval on one of the engines of the Georgetown Volunteer Fire Co.

Camp Barnes Benefit Race And Canvas Set

For the eighth consecutive year the Georgetown Speedway will be the scene of one of the largest stock car races in the state, when on July 11th the Delaware Association of Chiefs of Police put on a race to benefit Camp Barnes.

A door to door canvas will be made by boys wearing the Camp Barnes Tee Shirt selling tickets to the race and seeking contributions to the camp between June 24 and July 4.

Camp Barnes, located near Bayard on Millers Creek and bordering the Assawoman Game Refuge, is attended by about 400 boys each summer. The camp allows boys throughout the state, who could not ordinarily afford a camp, to attend one of the best boy's camps in the East.

Canvassing will be done in the Millsboro, Dagsboro and Oak Orchard area on Friday, June 27; in the Selbyville and Frankford area on Monday June 30, and in the Bethany Beach and Fenwick Island area on Thursday July 3.

The stock car race will include six races and a 35 lap feature event with trophies awarded to the winners of all races. 1958-06-19

Camp Barnes Race Site Changed To Harrington

1958-06-27

Due to circumstances beyond their control, the Delaware Association of Chiefs of Police have found it necessary to change the location and date of their 8th Annual Stock Car Race for the benefit of Camp Barnes.

The new date is August 13, 1958, with a rain date of August 16, and the location is the Harrington Fair Grounds, located on Route 13, just south of Harrington, Del.

The race will be sanctioned this year, as in the past, by NASCAR and will include all drivers in this association as well as any other driver interested in participating. Already several cars with well known drivers have been signed up and the hope is that all the top drivers from Delaware, as well as neighboring States, will sign up in the near future.

The Delaware Association of Chiefs of Police want to thank Mr. Charles Herbert, manager and owner of the Georgetown Speedway, for his offer of the use of his track, but this offer has had to be turned down.

This race promises to be one of the largest ever run in Delaware and, as you know, the entire proceeds go toward helping send approximately 400 boys from Delaware to Camp Barnes each summer to enjoy a wonderful two weeks of camp life.

There will be six big races due to the large field anticipated, including a 35-lap feature event. The time of the first race is 8:15 p. m. on the 13th of August and it is hoped to surpass the record number of 47 cars that participated in 1955 and 1956.

Tickets are now on sale at all Police Depts. in Kent and Sussex Counties, as well as the State Police Stations at Dover, Bridgeville, Georgetown and Dewey Beach. The general admission is \$1.00 for adults and 50c for children. Grandstand tickets may be purchased the night of the race, August 13th, at the Harrington Fair Grounds, for an additional 50c.

Close Feature Race

Nets New Record 1958-07-10

Jim Hayes, Milford, chalked up his second consecutive feature victory at the Georgetown Speedway last Friday night. Hayes toured the 25-lap distance in 11 minutes twenty two seconds to set a new mark in the current season.

Hayes moved into the lead in the fourth lap of last week's feature followed by George Smith. Smith stayed right with Hayes modified mount until the checkered flag dropped. At no time did more than two car lengths separate the two leaders. Next in order at the finish were Dickie Thomas, Jack Light, Bob Smith, Bob Maddox, Roy Shockley, Jim Philhower, Russ Truitt and Tom Johnson.

Woodrow Jones, Parsonsburg, Md., won the first bicycle race of one lap around the half-mile oval followed by John Phillips, Salisbury. The second bicycle event was taken by Martin Todd of Greenwood with Hollis Jones of Parsonsburg second. Gold trophies were presented to each of the winners by Promoter, Charles Herbert.

The first ten lap heat last week was won by George Hughes with a time of 5:11.4. Next in line were Tom Stevens and Russ Truitt.

The second race went to Bob Maddox followed by Jim Hayes and Tom Johnson.

Windy Bailey won the third event followed by Roy Shockley and Russ Truitt.

Accidents

Several accidents brought out the red flag in two different events. In the second race Bill Short rolled his auto off the high bank on the third turn. He was taken to the Milford Hospital, treated for minor cuts and released. George Hughes flipped his car in the second turn in the third race. He was uninjured but his car was completely demolished. **Hughes and Short are both from Harrington.**

Friday, July 25, 1958

Stevens, Smith Share Short Georgetown Meet

A short race meet got underway with a roar last Saturday night at the ½ mile Georgetown Speedway and ended abruptly because of technical difficulties after two ten-lap heats.

Tom Stevens' 78 swept the 1st heat after a battle with Gilbert Shane X. George Hughes brought 8A in for third. Stevens came up from 8th spot, eased past Stu Smith's X1 for the 5 minute, 17.3 second win.

The hotter mounts, with a 13-c.c. start, blasted off for the 2nd 10-lap heat with Jim Hayes' 3A first to the lead. Paul Walker's 11 took over in 4 minutes and 38 seconds. Hayes was second, followed closely by Tommy Johnson's 1A.

Announcer Les Coleman instructed all fans to hold their rain checks which would be honored for next Friday night's events.

Smith Hits Georgetown Winner's Circle Again

1958-08-01

After several weeks, during which he was either forced out with mechanical trouble or just out-driven, George Smith, of Milton, blasted back into the winner's circle last Friday night at the ½ mile Georgetown Speedway.

George started in 12th berth, ran 4th for quite a distance while battling with Dick Martin's 42 and Jim Hayes' 3A until he finally cinched top honor spot in the 19th lap of the 25-lap grind.

Bob Maddox sat his 133 in 1st from the drop of the green and led for 16 laps or until broken steering caused his downfall in the 3rd turn. He was timed at intervals at 27.3 second per lap.

The main event got underway with a roar and resulted in two spin-outs and a red flag in the 2nd lap. Bob Smith spun 1C in the 1st turn and George Hughes spun 8A in the 3rd. Everything went well for the balance of the torrid event.

Finishing in the 1st 8 payoff spots were Smith (5), Dick Martin (42), Jim Hayes (3A), Tom Johnson (1A), Paul Walker (69), Russ Hastings (17), Roy Shockley (13), Bill Short (71).

1st 10-lap heat—Stu Smith (X1), Mike Rourke (55), Don Case (7). Time, 5:29.3.

2nd 10-lap heat—Roy Shockley (13), Bill Johnson (69), Geo. Hughes (8A). Time, 5:1.6. Bill Cummings drove a fast 3rd for 8 laps and was forced out with a broken accelerator.

3rd 10-lap heat—Jim Hayes (3A), Bill Short (71), George Smith (5). Time, 4:40.5.

4th event, 10-lap Consy—Jack Light (1B), Russ Hastings (17), Tom Stevens (78A). Don Case lost his 7 off the 4th turn, 1st lap, calling for a new start. In the 4th lap, Ben Cordrey's J-24 and Mike Rourke's 55 tangled in the 3d turn. Cordrey flipped twice in the turn and Rourke went on about 50 feet and rolled to the inside of the track.

Walker Car Wins Race

GEORGETOWN, Aug. 9—(Special).—Paul Walker beat fellow Milton driver George Smith for his fourth main-event stock car victory last night at Georgetown Speedway.

Bill Walker of Wilmington was third, with Tommy Johnson of Newark fourth. 1958-08-09

Georgetown Speedway Closes For The Season

Promoter Charles H. Herbert, of the Georgetown Speedway, the fast ½ mile banked clay oval south of Georgetown, Del., said, following last Friday night's postponement of a 50-lap feature, that he was forced to close for the season due to extensive storm damage.

Arrivals at the track last week had noted the deep rain gutters and holes in the track surface and Mr. Herbert further said that a complete resurfacing would be necessary. The track maintenance crew stated that repair would be impossible.

He felt that the expenditure necessary to restore the track for four or five more races with the danger of rainouts, would be foolhardy.

The management and officials are grateful to the fans, drivers and car owners for their fine cooperation during the racing season and announce the closing with regret, but are looking forward to an even finer year in 1959.

Remember, Modified and Sportsman Stock Car Racing every Sunday night at the ¼ mile Wilmington, Del., Speedway. 1958-09-05

New Group To Sponsor Stock Car Racing

A new group, composed of 100 members has been formed to sponsor stock car racing at the Georgetown Speedway, it was announced by Preston Rogers, Millville. The new group will be known as the Delaware Stock Car Racing Club.

Officers elected of the group were elected Tuesday night. They elected Douglas Morgan as president; vice-president, Melvin Joseph; treasurer, Howard Betts; secretary, Russell P. Truitt; executive committee, Preston Rogers, Floyd Megee, Charles Bowen, Melvin Prettyman.

At Tuesday night's meeting it was decided the track would be run under the sanction of NASCAR (National Association of Stock Car).

In order to ready the track for racing, construction work was started yesterday. The interest of the new group is to see that good stock racing is brought back to lower Delaware.

The first race is scheduled Friday, July 3, providing weather permits construction work to be completed. Later announcements will be made, it was stated. 1959-06-25

Georgetown Speedway

Hit By Heavy Rains

GEORGETOWN — Some people besides the farmers and resort proprietors are suffering from the intermittent heavy rains.

Take the group of area residents who leased the Georgetown Speedway when they found it wasn't going to reopen this year and determined to carry it on through the season.

They were rained out completely once and during this week they have been bringing in heavy equipment each day to get the track in shape, only to have more rain undo the work.

They are announcing a group of special events for tonight.

The group who organized to take over the speedway when Charles Herbert, of New Jersey, said he wouldn't continue, has the following officers: Douglas Morgan, Lincoln, president; Melvin Joseph, Georgetown, vice president; Howard Betts, Georgetown, treasurer and Russell Truitt, Salisbury, secretary.

The executive committee consists of the officers and Floyd Megee and Melvin Prettyman, Georgetown; Preston Rogers, Millville, and Charles Bowen, Milford. 1959-07-24

Track Under NASCAR Sanction Again

The Georgetown, Del., Speedway, a half mile dirt track, is operating under National Association for Stock Car Auto Racing sanction again.

This announcement was made today by Pat Purcell, executive manager of NASCAR.

Promoters are a group of NASCAR officials including Melvin Joseph and Douglas Morgan of Georgetown. 1959-07-03

Kagle Stars In Feature Race At Georgetown

1959-07-24

Reds Kagle, of Baltimore, walked away with the 25-lap feature honors last Friday night at the ½ mile Georgetown Speedway.

Behind the wheel of Car 49 Jr., Kagle forged into the lead at an early point and was never seriously challenged. It was his 2nd feature win.

Stacking up in the first nine spots were Kagle, Horace Williams (3D), Russ Warrington (97B), Bob Maddox (133), Elwood Tucker (42), Johnny Martin (11), Wild Bill Cummings (111), Dean Pelton (49), Windy Bailey (11B). Time—12:46.4.

1st 10-lap heat—Walt Lewis (11B), Car 90, Jack Light (1B). Time—5:12.4.

2nd 10-lap heat—George Smith (5), Dean Pelton (49), Horace Williams (3D), Bob Maddox (133), Wild Bill Cummings (111). Time—4:57.2.

3rd 10-lap heat—Reds Kagle (49-Jr.), Paul Walker (71), Elwood Tucker (42). Time—4:51.5.

Hobby event, 7 laps—Gilbert Shane (15), Preston Rogers (25), Ernest Nelson (14). Time—4:20.

Consy, 10-lap—Moe Hardin (00), Windy Bailey (11), Tom Kirkpatrick (3). Time—4:38.4.

See the Stock Cars run under the NASCAR-sanction every Friday night.

Kagle Garner's Third Straight Feature Grind

1959-07-31

Reds Kagle, of Baltimore, rocketed Car 49 Jr. into an early lead from 14th starting spot and went on to take his third straight 25-lap feature as a climax of last Friday night's accident-marred event at the ½ mile Georgetown Speedway.

Kagle took over the lead from hard-driving Dick Marr's 12 and led the 20-car field at a blistering pace. The 17th lap saw the first smashup of the new season when Russ Warrington evidently had steering trouble in the 4th turn and sailed 97B straight out of the turn, forcing George Smith's 5 crashing into the cement retaining wall. The impact knocked both right wheels off Smith's car and perched him half on the wall and half

on Warrington. Following a restart, Marr lost his mount off the high bank between the 1st and 2nd turns, 19th lap, and rolled twice. He was running a hard 2nd and hot after Kagle.

Scored in the 1st 10 money spots were Kagle, George Harrison (X), Dean Pelton (49), Johnny Martin (191), Windy Bailey (11), Jack Light (1B), Bill Walker (99), Russ Warrington (97B), Dick Marr (12), Wild Bill Cummings (111).

1st 10-lap heat—Bill Stout (1), Pat Homes (88), Pierce Hammond (99). Time, 4:56.6.

2nd 10-lap heat—Norris Reed (141), Wild Bill Cummings (111), Bill Walker (99). Time, 4:41.8. This was a crowd-pleasing event as Reed started in 1st spot and Cummings in 5th and by the 2nd lap the latter was making Reed fight for every foot of track he led. Rumors are that there is a challenge race involving the above two cars in the offing.

3rd 10-lap heat—Reds Kagle (49-Jr.), Paul Walker (71), George Harrison (X). Time, 4:33.

4th event, 10-lap Consy—Dean Pelton (49), Walt Lewis (11B), Windy Bailey (11). The event was called completed at the end of 7 laps due to an accident in the 3rd turn when Bob Maddox rolled 133.

Kagle Back Again In A Close Feature Win

1959-08-21

George Harrison, of Georgetown, put his modified Studebaker X through its paces last Friday night at the ½ mile Georgetown Speedway but could only pull up beside and not quite past Reds Kagle's 49-Jr. Kagle, from Baltimore, led the 25-lap feature grind for 22 laps, driving a superb race in holding off Harrison's repeated bids.

The match was lightning fast with only one casualty—that being Wild Bill Cummings' 111 that broadsided in between the 3rd and 4th turns, 4th lap. He was touched in the left side by Paul Walker's 71 during the slide. Starter Tom Brown red-flagged the event and it was restarted with both cars present. Cummings suffered a cracked kingpin and was forced out after several laps.

Scored in the first 10 finishing spots were Kagle, Harrison, Dean Pelton (49), Paul Walker (71), Horace Williams (3-D), Russ Warrington (97-B), Windy Bailey (11), George Smith (5), Elwood Tucker (42), Johnny Martin (191).

1st 10-lap heat—Windy Bailey (11), Jack Light (1-B), Bill Priestly (99). Time, 4:45.

2nd 10-lap heat—George Smith (5), Wild Bill Cummings (111), Elwood Tucker (42). Time, 4:34.3. Cummings started off like a rocket and held the lead for 5 burning laps.

3rd 10-lap heat—George Harrison (X), Reds Kagle (49-Jr.), Paul Walker (71). Time, 4:26.7. These two lead cars seem so evenly matched that which ever one manages to get ahead takes the race.

4th event, 10-lap Consy—Dean Pelton (49), Johnny Martin (191), Bob Smith (1-A). Time, 4:53.

Remember the big Camp Barnes race, Saturday, Aug. 22, 8:30 p. m.

Kagle In Winner's Circle Again At Georgetown

Dick Marr's 12 and Paul Walker's 71 were after him, but Reds Kagle sat Car 49 Jr. out front early in the 25-lap feature last Friday night at the ½ mile Georgetown Speedway and kept on blasting away through the checkered flag.

Jim Hayes pulled slowly off the track in the 8th lap amid a lot of bumping and shoving and it was determined why in the 10th when his Car 3-A burst into flames. The match was red-flagged, the fire extinguished and restarted with the familiar ear-splitting roar.

Scorer Vivian Ellingsworth placed the first 15 finishers as Kagle, Marr, Walker, Bill Wark (88), George Harrison (X), Horace Williams (3-D), Dean Pelton (49), Johnny Martin (191), George Smith (5), Jack Light (1-B), Windy Bailey (11), Ernest Melson (14), Bob Smith (1-A), Russ Warrington (97-B), Wild Bill Cummings (141).

1st 10-lap hat—Jack Light (1-B), Ernest Melson (14), Pat Holmes (88).

2nd 10-lap heat—Paul Walker (71), George Smith, (5), Horace Williams (3-D).

3rd 10-lap heat—Dick Marr (12), Reds Kagle (49 Jr.), George Harrison (X).

1959-08-28

Kagle Sweeps Two Race Meets During Last Week

1959-09-04
NASCAR-sanctioned stock car racing was on the upswing on Delmarva last week with race meets at Harrington on Wednesday evening (the Camp Barnes benefit) and Georgetown on Friday evening—both ½ mile ovals.

Reds Kagle, of Baltimore, in Melvin Joseph's 49 Jr. took them both, but Bill Wark's 88 gave him a fit at Harrington and Paul Walker's 71 ran him a fast 12½ miles at Georgetown.

They were both good, fast matches—Georgetown an edge faster because of the banked track, but Harrington sporting all the crowd-pleasing banging, skidding and roll-overs because of its flat composition.

Two-time winner Jack McLaughlin, of Thorofare, N. J., couldn't get going at Harrington, but Bill Wark really set out to win and drove his best battle yet seen this season, only to take second. Car 404 punched the fence in the 7th lap between the 3rd and 4th turns and it seems two laps elapsed before the starter noticed his predicament and dropped his red flag.

Harrington's feature finish was Kagle, Wark, McLaughlin (1-1st Sportsman), Russ Warrington (97-B), Jim Smith (39).

1st 10-lap heat—Eddie Anders (77-A), Jack Hamilton (400), Bob Flake (104). A 3-car pile-up restarted this heat in the 1st lap and occurred as they were coming out of the 2nd turn.

2nd 10-lap heat—Jack McLaughlin (1), Jim Smith (39), Windy Bailey (11).

3rd 10-lap heat—Reds Kagle (49 Jr.), Car 23, Johnny Roberts (7).

4th event, 10-lap Consy—Dean Pelton (49), George Smith (5), Pee Wee Pobleets (46).

Georgetown's feature makes 5 for Kagle and he blazed into the lead in the 12th lap with his checkered flag finishers on his heels.

Three Champs "Show" At Georgetown Races

1959-09-11

Last Friday's race date at the ½ mile Georgetown Speedway proved to be an evening of NASCAR Champions with the appearance of Ed. Lindsay in 141, Glen Guthrie in 118 and Bob Gemenden in 404. They stack up this way in the National Modified ranks—1, 2 and 3. Not to be outdone in the National Sportsman race, Vince Conrad in 57 (4th), Bill Wark in 88 (8th) and Jim Smith in 39 (9th) were also on hand to take their crack at Delmarva's finest hard-top pilots on the lightning-fast banks. All in all, it was an evening of speed to be long remembered.

Pee Wee Pobleets, Baltimore, was not much impressed by the array of talent and proceeded to jump his 46 into an early and fast lead as the 22-car, 25-lap feature event got underway and was never headed or seriously challenged. He built up a ¼ track lead from 8th starting spot and could have done better had there been danger of a threat to his berth.

The red flag went out on the field in the 15th lap as Johnny Martin spun his 191 to the top of the 4th turn, partially blocking the track.

Restarted with an ear-splitting roar, the checkered flag saw Pobleets the winner, followed in the next eleven spots by Bud Olsen (98A), Russ Warrington (97B), Jack McLaughlin (026), Moe Hardin (00), George Harrison (X), Horace Williams (3-D), Vince Conrad (58), Jim Smith (39), Dean Pelton (49), Bob Gemenden (404), Windy Bailey (11).

Bill Wark was running a fast 2nd in the 23rd lap but his engine (a new one, we hear) gave up, but bad, and he was forced out in the back stretch.

1st 10-lap heat—Moe Hardin (00), Windy Bailey (11), Bill Priestly (99). Time, 4:45.7.

2nd 10-lap heat—Dean Pelton (49), George Smith (5), Glen Guthrie (72), Vince Conrad (57), Horace Williams (3-D), Wild Bill Cummings (3-D). The red flag went out on the field in the 3rd lap, 3rd turn, when Jim Smith's 39 apparently went out of control forcing Ed Lindsay's 71 off the bank. Will Cagle came barreling along in his 2, spun to the right into 39 and to the left into another car.

3rd 10-lap heat—Johnny Martin (191), Russ Warrington (97-B), Bill Wark (88). Time, 4:28.5.

4th event, 10-lap Consy—Bud Olsen (98-A), Jack McLaughlin (026), Glen Guthrie (118). Time, 4:29.8. Wild Bill Cummings lost his 3-D in a spin between the 3rd and 4th turns, 9th lap, but managed to make it to the edge of the infield.

As the feature finish indicates, even the Champs have their off days. We like their brand of racing, so keep coming back, boys!

McLaughlin And Kagle Share Feature Race Honors

1959-09-18

Jackie McLaughlin, of Thorofare, N. J., and Reds Kagle, of Baltimore, split the 25-lap feature honors at the ½ mile banks of the **Georgetown Speedway** last week—McLaughlin in the Labor Day events and Kagle on Friday night.

The amazing show put on by McLaughlin was accomplished in his Sportsman-type car No 1 after a hard-fought battle with Pee Wee Pobletts' 46. Pobletts won last week's event in record time in a modified coupe.

For Monday night, the first 10 finishers were scored by official NASCAR scorer Vivian Ellingsworth as McLaughlin, Pobletts, Glen Guthrie (118), Dean Pelton (39), George Harrison (X), J. R. Jones (9), Russ Warrington (97B), Bob Gemenden (404), Wild Bill Cummings (03D), Windy Bailey (11).

1st 10-lap heat—Wild Bill Cummings (03D), Alan Morris (121), Bill Priestly (42).

2nd 10-lap heat—George Smith(5), Dean Pelton (39), Jack McLaughlin (1).

3rd 10-lap heat—Pee Wee Pobletts (46), George Harrison (X), Glen Guthrie (118).

4th event, 10-lap Consy—Bob Gemenden (404), Russ Warrington

(97B), Vince Conrad (57).

Two latus, as far as accidents go happened in the opening laps of Friday's feature—Dean Pelton's 49 roared off the bank between the 1st and 2nd turns, went over two outside safety banks and through the safety fence, all because his throttle stuck in the 5th lap. Dean suffered several lacerations, but returned to the track before the races were over. Horace Williams lost his 111 in a spin in the same spot and ran off the bank backwards 2 laps later.

1st 10-lap heat—Horace Williams (111), Bob Maddox (133), Windy Bailey (11).

2nd 10-lap heat—Dean Pelton (49), Reds Kagle (49Jr), Paul Walker (71).

3rd 10-lap heat—J. R. Jones (9), Russ Warrington (97B), Jim Hayes (3A).

Scored in the first 6 money spots for Friday were Kagle (49Jr.), Paul Walker (71), Jim Hayes (3A), Bob Maddox (133), Jack Light (1A), Mike Rouke (55).

It was decided following a meeting that this Friday, Sept. 18, would be an open date with no races. This was due to the absence of cars last week because of accidents and it was felt that a little time was needed to fix up. There will be races on Friday night, Sept. 25—so don't forget to be there!

Race Driver Hurt In Track Accident

Robert Maddux, 28, of Clyde Ave., is in Peninsula General Hospital today with a fractured left arm, suffered in a crash at the **Georgetown Speedway** last night. Details of the accidents were not available. 1959-09-26

AUTO RACING

Scheduled
NASCAR

50-lap double-point championship race at the ½ mile **Georgetown Speedway** Thursday, November 26 Thanksgiving Day.

300-mile Late Model Stock Car race Nov. 22 at the new Atlanta, Ga., International Raceway. Early entries include Rex White, of Silver Spring, Md., and Lee and Dick Petty, of Randleman, N. C. 1959-11-13

NASCAR, the stock car sanctioning organization, lists **Georgetown Speedway** as a contractee . . . Doug Morgan will run the downstate shows, probably on a weekly basis, during '60 . . . There's a chance—an outside chance—Wilmington Speedway, inoperative since 1958, will be re-lighted this spring . . . The rise in area temperatures

DISCUSS SPEEDWAY

GEORGETOWN, March 23— (Special). — The Georgetown Speedway will sponsor an open meeting Friday at 8 p. m. at Sam's Restaurant in Millsboro to discuss plans for the coming 1960 season at the speedway. A review of Nascar rules and a discussion of hobby rules are on the agenda. 1960-03-24

AUTO RACING

NASCAR

Georgetown Speedway will open for practice on April 24. First race is scheduled for Friday evening, May 6, for Sportsman, Modified and Hobby cars with a guaranteed \$1,150.00 purse. 1960-04-15

Accountant Firm Wins Judgment

In an uncontested civil suit to collect fees for professional services, Rosenthal and Attinger, certified public accountants of 83 Morris St., have been given a judgment of \$2,165.74 by Judge Klemmer Kalteissen in Superior Court.

It is against Charles Herbert and Georgetown Speedways, Inc., both of Toms River. The individual and the corporation engaged the local firm for accounting services from May 1, 1955 to April 30, 1958. The claim for the New Brunswick company was presented by Daniel L. Golden, South River lawyer. 1960-05-14

Gutherie Scores Victory In Georgetown Feature

GEORGETOWN, May 6 — (Special). — George Gutherie, driving car 118, roared to a victory tonight in the 25-lap feature race at the Georgetown Speedway.

Pee Wee Pobbletts, driving car 46, pulled in second followed by car 49, driven by Dean Pelton and owned by Melvin Douglas of Silver Springs, Md.

The race was run under the banner of NASCAR which offers stock car racing every Friday night. 1960-05-07

Roberts Whips Field In Georgetown Event

GEORGETOWN, May 13 — (Special). — Drivers from Washington, D. C., finished one-two in tonight's 25-lap stock car feature at Georgetown Speedway.

The winner's share of the purse went to Johnny Roberts, with last week's pace-setter, Glenn Gutherie, placing second.

Paul Walker of Milton earned third money. 1960-05-14

AUTO RACING

NASCAR

First race of season (5-6) at Georgetown, Del., Speedway: 1st 10-lap heat—Jim Smith (39), George Smith (60), Dean Pelton (49).

2nd 10-lap heat—Johnny Roberts (7), Dick Marr (12), Pee Wee Pobbletts (46).

3rd 10-lap heat—Johnny Martin (3D), Paul Walker (9), Windy Bailey (11).

Hobby event—Bob Collins (XJr.), Richard Coverdale (79), Elmer Smith (55).

25-lap feature—Glen Gutherie (118), Pee Wee Pobbletts (46), Dean Pelton (49), Jim Smith (39), Johnny Martin (3D). 1960-05-13

Gutherie Victorious In Georgetown Race

GEORGETOWN, May 27 — (Special). — Glenn Gutherie, Washington, D. C. campaigner, scored his second victory of the Georgetown Speedway stock car season tonight. He was timed in 10:44.4 over the 25-lap route.

Paul Walker of Milton was second in the modified-sportsmen feature with Johnny Roberts of Baltimore taking third money.

The local track will stage a special holiday program Monday night. 1960-05-28

Guthrie Triumphs Again At Georgetown Speedway

GEORGETOWN, June 3 — (Special). — Glenn Guthrie of Silver Spring, Md., took the feature 25-lap NASCAR modified sports car race tonight at the Georgetown Speedway.

Guthrie, who took the feature race for the third straight week, beat out Peewee Pobletts of Randallstown, Md., Johnny Roberts of Baltimore, Md., was next, and Paul Walker, Milton, finished fourth.

The card also included three 10-lap preliminaries. 1960-06-04

1960-06-07

Georgetown Track Idle

GEORGETOWN, June 7— (Special). — Stock car races at Georgetown Speedway will not be held Friday night because of graduation ceremonies in Sussex County schools. NASCAR competition will be resumed the following Friday.

McLaughlin Triumphs On Georgetown Track

Jackie McLaughlin, Thorofare, N. J., won the feature 25-lap auto race last night at the Georgetown Speedway in 10:21.

Al Tasmani, Vineland, N. J., was second; Peewee Poblitz, Randallstown, Md., third, and Glen Guthrie, Washington, D. C. fourth.

1960-06-09

Guthrie, Roberts Battle For Lead

1960-06-17

Glenn Guthrie, national modified champion, and Johnny Roberts, runnerup in the ratings last year, resume their battle for the lead at the Georgetown Speedway tonight.

Sportsman and hobby racing also are on the stock car program, which will begin at 8:30 p.m.

Guthrie and Roberts will face a stiff field of drivers including Paul Walker, Horace Williams, Red's Kagle, George Harrison, Johnny Martin and Russ Warrington.

AUTO RACING

NASCAR 1960-07-01

Jackie McLaughlin, of Thorofare, N. J., set his No. 111 at the head of a roaring 25-lap feature field last Friday evening and went on to take another main event at the ½ mile Georgetown, Del., Speedway.

Johnny Roberts Wins Feature At Georgetown

1960-08-12

Johnny Roberts, Brooklyn, Md., NASCAR point leader in the Modified division, copped the slam-bang 25-lap main event at the very fast Georgetown ½ mile oval. Glenn Guthrie, 1959 Modified Champ, edged Paul Walker, Delmarva ace chauffeur, for 2nd spot. Jackie McLaughlin, 4-time winner, was 4th; Jimmy Smith, of Ridley Park, Pa., finished 5th and 1st Sportsman. Jim is Top Sportsman point man in the nation for NASCAR, and doing very well against the more powerful modifieds.

Jack Light, of Wilmington, drove off the 2nd corner bank and was taken to the Milford Hospital. Preliminary examinations showed only possible cracked ribs. Howard Betts visited Jack after the show and he was assured the injuries were not of a serious nature. Wild Bill Cummings, of Seaford, spun out on the 4th turn to add the topper to a night of wild slides, spins and flip-overs. The torrid pace of the competition at the Delmarva oval has taken a terrific toll in cars. The mechanics have been very busy patching up the results of the fast action.

Jimmy Hayes, Milford speedster, spun in front of the pack during a hard duel-packed Modified heat. The car was struck, flipped, but remained at the top of the high bank. The body was badly damaged, but the car ran to the pits. Jimmy later was taken to a local doctor for examination of his back. He was not available for comment at this writing.

Paul Walker, a Delmarva perennial favorite in stock racing, put up a very spirited fight for the lead, and after the restart for second spot. One of the gamest drivers on the Shore, he can be counted on for supreme effort every time he slides behind the wheel of Mickey Buda's fast No. 9 Modified.

The Hobby Division had to try twice during the evening to run their 15-lapper. Spills and spins galore highlighted the race that finally was called in the 11th lap. Jack Sapp, Milford, 1st; Richard Coverdale, Lincoln, Del., 2nd; Wally Ryan, 3rd; Bobby Collins, Greenwood, 4th; Harry Dutton, Ellendale, 5th.

Tonight a trophy dash will feature Johnny Roberts, Glenn Guthrie and Paul Walker. Race time 8:30 every Friday night at the Georgetown Speedway.

McLaughlin, Pelton Take Track Victories

Jackie McLaughlin, of Thorofare, N. J., modified throttle pusher, edged Johnny Roberts, top modified point man, in the 25-lap Trenton 100-mile qualifying race, at the Georgetown Speedway.

Dean Pelton of Silver Spring, 1959 state sportsman champion, finished sixth in the field, and first sportsman to nail down the guaranteed sportsman starting spot.

Glenn Guthrie, Washington national modified champion finished third, Paul Walker, Milton, fourth, and Pee Wee Pobletts, fifth.

On Labor Day evening at 8:30 the Georgetown Speedway will present a double point 40 lap feature. Many top point drivers will be on hand to get the late season point plums. It will run in conjunction with the afternoon double pointer at the Alcyon Speedway in Pitman, N. J.

1960-08-16

McLaughlin, Pelton Gral Trenton Spots On Friday

1960-08-19

Jackie McLaughlin, of Thorofare Modified throttle pusher, edged Johnny Roberts, top Modified point man, in the 25-lap Trenton 100-mile qualifying race at the Georgetown Speedway last Friday night. Dear Pelton, of Silver Spring, Md, 1959 State Sportsman Champion, finished 6th in the field, and first Sportsman to nail down the guaranteed Sportsman starting spot. Glenn Guthrie of Washington, D. C., National Modified Champ, finished 3rd; Paul Walker, of Milton, Del., 4th; Pee Wee Pobletts, 5th. Time 10:34.

In a special Trophy race, over the 5-lap route, Johnny Roberts bested Paul Walker and Glenn Guthrie in that order. All three pilots received a trophy, with the biggest going to the winner. Time for the 5 laps, 2:07.

First heat of the evening went to Jimmy Smith, National point leader in the Sportsman ranks. Second heat was won by Johnny Roberts, of Brooklyn, Md. Glenn Guthrie, of Washington, D. C., won the Consy event. Lots of mechanical failures among the Sportsman-Modified cars as they turn the fast Delmarva Oval in near-record time each week.

The slam-bang wreck-infested Hobby Division had the fans gasping as the 15-lap Hobby Race produced spills, spins, head-on crashes and a couple of hard scrapes along the concrete retaining wall. Harlan Swain and Harry Dutton off the banks, Harvey Warrington in a spectacular flip in the second corner, Bobby Collins with a long slide and head-on into the wall, Don Case and Bill Stout in a head-on collision after a fast spin on the start. Many other minor spins and slides too numerous to mention. The Hobby melee was won by Cliff Downs, 2nd, Jack Sapp; 3rd, Harlan Swain; 4th Ernest Nelson; 5th, Dick Coverdale. No time due to accidents and the fans are getting their share of thrills and spills as the Hobby boys fight for fame and glory.

On Labor Day evening at 8:30 the Georgetown Speedway will present a double point 40-lap feature. Many top point drivers will be on hand to get the late season point plums. It will run in conjunction with the afternoon double pointer at the Alcyon Speedway, in Pitman, N. J.

Reds Kagle Wins First At Georgetown Speedway

1960-08-26

Reds Kagle, of Greenbelt, Md., finished in front of the field in the 25-lap feature, that was restarted three times due to accidents. Reds, plagued all season by bad luck and mechanical failures, overpowered Johnny Roberts, who made a futile bid for the lead on the second restart. Will Cagle, of Tampa, Fla., finished third, and first sportsman. In the early laps of the race there was a four-car battle for the lead, and everything started to happen that possibly could happen on a race track. Glenn Guthrie, of Washington, D. C., lost a rear wheel, spun on the back stretch. Bill Wark blew a tire in the fourth corner and crashed head-on into the concrete retaining wall. Meanwhile, Dean Pelton's engine caught fire and he coasted to the pits where it was quickly extinguished.

On the second restart, Jimmy Hays, an early leader in the race, was in second spot, when he broke a front spindle and lost a wheel. He drove off the bank in the second corner and rolled hard three times, fortunately he wasn't hurt. His car was very badly damaged.

The Hobby Division, showing real speed and plenty of improvement, thrilled the fans with their slides and spills. Harlan Swain, Don Case, Harry Dutton and Paul Mitchell all flipped to provide plenty of action in the thrill department.

The Hobby Feature was won by Elmer Smith, of Milton; Jack Sapp, second; Jack Fitzgerald, third; Wally Ryan, fourth; and Ernie Melson, fifth. No time due to accidents.

In the Fourth Heat a rare event took place, something that will happen once in a blue moon. Eight cars started the race and on the third lap four broke down together on the back stretch. Two more had dropped out in the first two laps and the race was checker-flagged in the fifth lap due to no competition. The winner was Johnny Roberts. Wild Bill Elliott took second.

Bill Wark won the first heat over Will Cable, of Tampa, Fla. Jimmy Hays triumphed over Reds Kagle in the second heat. Earl Ridley, Dover, won out over Jack Fitzgerald in the Hobby heat. Action all around at Georgetown these days.

Guthrie Scores Win At Georgetown Race

GEORGETOWN — Glenn Guthrie, trapped in the rear of a fast moving pack, fought his way to third place in the 25 lap feature, at the Georgetown Speedway, this weekend.

Jackie McLaughlin, 5-time winner, was heading for a new record for the distance, with Reds Kagle close behind. Kagle blew a rear tire, and McLaughlin driving Pete Ambrosia's 026, started to coast soon after receiving the white flag. The fans cheered him on but Jackie missed the starting line by 300 ft.

Guthrie, National Modified champ who battled against the trap at the rear of the field, took the lead when McLaughlin came to grief in the last lap. Guthrie was clocked at 1-10 of a second off the track record while moving up with the leaders.

Phil Gemenden, of Franklinville, N.J., an early leader in the swift main go, finished second and 1st Sportsman Bill Wark garnered third spot, George Smith Milton, fourth, and J. R. Jones fifth time in a near record 10:23. The present record held by McLaughlin for 25 laps is 10:21. 1960-08-29

Guthrie Battles To Win Georgetown Main Event

1960-09-02

Glenn Guthrie, trapped in the rear of the fast-moving pack, fought his way up to third place in the 25-lap feature at the Georgetown Speedway. Jackie McLaughlin, 5-time winner was heading for a new record for the distance, with Reds Kagle close behind. Kagle blew a rear tire and Jackie McLaughlin, driving Pete Ambrosia's 026, started to coast soon after receiving the white flag. The fans cheered him on, but Jackie missed the starting line by 300 feet. Glenn Guthrie, National Modified Champ, who battled against the trap at the rear of the field, took the lead when McLaughlin came to grief in the last lap. Guthrie displayed real classy car handling while moving through the pack. He was clocked at 1/10 of a second off the track record while moving up with the leaders.

Phil Gemenden, of Franklinville, N. J., an early leader in the swift main go, finished second and first Sportsman. Bill Wark garnered 3rd spot, George Smith, of Milton, 4th, and J. R. Jones, fifth, time a near record 10:23. The present record, held by McLaughlin for 25 laps, is 10:21.

The Hobby event of 15 laps went to Jack Sapp, of Millford; Bob Collins, second; Wally Ryan, third. No time when Terry Kirkpatrick got crossed up with Roy Swigert on the first turn. Harry Dutton drove off the third turn and came back on the track, having landed on all four wheels when landing in the corn field. He tore up the radiator and was out for the night. Excellent speed and car handling among the Hobby chauffeurs indicates that the experience of the present racing season is showing week for week in less wrecks and more speed.

Bill Wark, of Barrington, N. J., won the first heat; Jimmy Smith, second; Phil Gemenden, third. Time, 3:27. Second heat, Guthrie, Paul Walker, Reds Kagle. Time, 3:22. Third heat, Jimmy Hayes, Milford; Dean Pelton, George Harrison. Time, 3:24. The evening's program was the first this season void of wrecks. Lots of fast action, with mechanical breakdowns the major deterrent. The close-packed cars in the feature presented plenty of speedy action for the fans as the fast modifieds tried to break through in the corners. It wasn't till after the half mark that they started to move up front.

Kagle Cops His Second Feature Georgetown Win

1960-09-09

Reds Kagle, of Greenbelt, Md., Modified chauffeur, finished and won his second straight race at Georgetown Speedway last Friday night. Plagued with bad luck all season, he started 17 races, finishing 2 and winning both. Glenn Guthrie, Washington, D. C., the early leader, dropped by the wayside. Jackie McLaughlin, Thorofare, N. J., closing fast on Kagle, blew a tire on the 23rd lap. In winning, Kagle fought trouble in the right rear wheel as smoke and sparks became progressively more noticeable in the latter stages of the 25-lap feature. He lasted to take the win. Finishing 2nd was Johnny Martin, Lewes, Del.; Paul Walker, 3rd; Georgetown's George Harrison, 4th; Dean Pelton, 5th and 1st Sportsman. Jackie McLaughlin spun in the 3rd corner in the 5th lap in front of heavy traffic, Bill Wark tangled with Jackie and the race was restarted, with both going to the rear of the field. Jimmy Hayes, Milford, was running in 2nd place, spun coming off the 4th corner and snappy car handling on the part of all the drivers averted a big pileup. Hayes rejoined the field but was out of serious contention.

The 15-lap Hobby was won by Bobby Collins, Greenwood. The time for the best lap was 28 seconds. No time on the race due to an accident. Earl Ridley, Dover, spun in front of the pack, Bobby Collins joined in and Cliff Downs, trying to avoid the accident, drove off the bank. On the restart, Collins fought through the pack to garner the win. In the Hobby Bonus Heat, Earl Ridley was 1st; Ernie Nelson, Dagsboro, 2nd; Jack Fitzgerald, 3rd; Bobby Collins, 4th; Keith Jones, 5th.

The Modified racing has been nudging the track record for the last 3 weeks, but mechanical failures among the front runners has prevented the breaking of it. McLaughlin holds the 25-lap distance record at 10:21, Roberts the top Modified point man nationally, holds the lap record at 39 for the half mile banked oval.

Dean Pelton won the 1st heat in the time of 3:32½; Gemenden, 2nd; Bill Cummings, 3rd. Johnny Martin was winner of the 2nd heat in 3:28; Jayes, 2nd; Guthrie, 3rd. Reds Kagle topped the 3rd heat in 3:25; McLaughlin, 2nd; Harrison, 3rd; J. R. Jones, 4th.

Sportsman-Modified and Hobby racing will continue through September.

Martin, Walker, Smith Win At Georgetown

1960-09-23

Johnny Martin, of Lewes, Del., Modified veteran, made it two in a row, winning last Friday night's feature at the Georgetown ½ mile oval. George Harrison held the lead for 10 laps, when Reds Kagle, of Greenbelt, Md., retired with engine trouble and Paul Walker grabbing the lead looked destined for victory. Bad luck overtook Walker in the 1st corner and a bad three-time flip put him out of action. On the restart, Johnny Martin pressed and passed Harrison to take the checker and his second feature win.

The program was packed with thrills, with Roy Swiggett, of Wilmington, totaling his car in the 2nd corner in a heat race. Earl Ridley, Dover, off the bank and out of the Speedway through the fence. The pattern at Georgetown this season was speed and spills, and the last night show of the season was the crowning effort of the season, with plenty of metal bending, but no injuries to drivers.

Paul Walker, of Milton, Del., won the Georgetown Speedway and Delaware State Modified crowns, and Jimmy Smith, of Ridley Park, Pa., took the Sportsman top spot. Both of these drivers will be eligible for the Autolite Speed Week awards, with tow money to Daytona assured. Georgetown's Hobby Division crown is still undecided and closely contested. The outcome will be decided on Oct. 2nd, when the next show for the Hobby chauffeurs will be run.

The Georgetown racing season will come to a close on Sunday afternoon, Oct. 2nd, when the Delaware Racing Club presents the "NASCAR East Coast Stock Car Championship Race" for Class "A" and Hobby cars. It will be run over the 50-lap route, with a purse of \$1,000 for the feature event. Trophies will be awarded to the top winners, and the fastest 40 qualifiers will take the Green Flag. The largest field of cars ever to appear at a Delaware track have indicated they will be on hand. It will be the first championship race of its kind for these divisions. Cars from Maryland, Virginia, Pennsylvania and New Jersey have already notified the Club that they will be on hand to qualify. Pits will open at 11 a. m. and the first event will get under way at 2 p. m.

Arithmetic supplied by NASCAR, the stock car organization, reveals that state honors in 1960 were annexed by Jimmy Smith of Ridley Park, Pa. The Pennsylvania racer, competing at **Georgetown Speedway** and at Harrington (in a special benefit program), outpointed Milton's George Smith, 1,078 points to 958.

1960-12-02

Georgetown Racing Will Start in May

GEORGETOWN — (Special).

— **Georgetown Speedway** will hold sports car racing every Friday night, starting in early May. The track again will be under NASCAR sanction.

Doug Morgan of Lincoln has been reelected president of the Delaware Racing Club, which operates Georgetown Speedway. Other officers are Johnny Martin of Lewes, modified driver, vice president, and Bob Collins of Greenwood, hobby driver, secretary. There was no voting for treasurer.

Wally Ryan of Harrington was the club's choice as the most improved driver of 1960. This was his first year as a stock-car driver and he competed in the hobby division. He drove a car which he and Reggy Evans, also of Harrington, put together. 1961-02-02

Stock Car Racing To Be Resumed May 26

1961-05-18

GEORGETOWN—Douglas Morgan, president, Delaware Racing Club officially announced the opening of the Delaware Racing Club at the Georgetown Speedway Friday May 26. Rain date for the inaugural program will be Tuesday May 30 Memorial Day, evening.

The Georgetown Speedway, only half-mile dirt speedway on the DelMarVa Peninsula, will present Nascar sanctioned sportsman, modified, and hobby stock car racing.

Morgan, doubling as promoter reports, work on the track, and repairs to the grandstand, will be completed in time for the opening program. The Delaware Racing Club, made up of stock car owners,

drivers, and mechanics, have volunteered their time and money, to make possible the repairs to the racing plant.

OVER THE past 12 years the Georgetown Speedway, has played host to many of the top drivers. Among the outstanding will be Johnny Roberts Natl. Mod. Champion; Paul Walker, Georgetown, Mod. Champion, Jimmy Smith, Sportsman Champion; Dean Pelton, Johnny Martin, Horace Williams, Windy Bailey; Georgetown's George Harrison, Bobby Collins, Wally Ryan, and others.

The **Georgetown Speedway** will be open for practice, on Friday evening May 19. The practice sessions are open to the public, free. Starting time will be 7:00 p.m.

THIS SEASON the programs will start at the **Georgetown Speedway** at 8 p.m.

Stock Car Racing Season To Start

1961-05-23

GEORGETOWN—Weather permitting, stock car racing will return to Delmarva Friday, at 8 p.m., when the Delaware Racing Club presents its inaugural stock car race at the **Georgetown Speedway**. Rain date for the opening will be May 30.

The **Georgetown Speedway**, located two miles south of Georgetown on Route 113, will start its third season under the Delaware Racing Club banner.

Jimmy Smith, Ridley Park Pa. sportsman champion, will defend his laurels, as will Paul Walker, Milton, modified champion. Johnny Roberts, Dean Pelton, George Smith, George Harrison, Horace Williams, Johnny Martin, Wally Ryan, Richard Coverdale, Bobby Collins, Ernie Melson, and many more drivers are expected.

President Doug Morgan has reported the track surface in excellent condition. The Delaware Racing Club will present stock car racing every Friday night, during the summer at the Georgetown oval.

STOCK CAR RACING

GEORGETOWN SPEEDWAY

NASCAR—Sanctioned Sportsman

Modified & Hobby

OPENING FRIDAY MAY 26th

8 P. M.

1961-05-25

& EVERY FRIDAY NIGHT

OPENING RAIN DATE MAY 27th

NASCAR

The inaugural races over the 1/2 mile banks of the Georgetown Speedway on Tuesday night were slowed somewhat by a heavy track but fast and exciting nevertheless. In the 25-lap feature event Jimmy Smith took over the laurels, closely followed by Bob Gemenden. Thundering into third was Johnny Martin in Ed Henry's 231 and Dean Pelton in 49. Being modified cars, Martin and Pelton took the green silk in last positions and waged a battle royal as they drove all-out in pursuit of the pole starters. 1961-06-02

Results Of Stock Car Races Friday

1961-06-08

GEORGETOWN—Memorial Day evening, saw the resumption of Nascar sanctioned Sportsman, Modified, and Hobby racing, at the local speedway. Jimmy Smith, Delaware State Sportsman champion took the inaugural 25 lap feature, over Phil Gemenden of Franklinville, N. J. the action over the clay 1/2 mile oval, fanned another duel for third place between Johnny Martin of Lewes and Dean Pelton of Silver Springs Md. Jack Sapp of Milford won the Hobby event. With heats going to Jimmy Smith, Dean Pelton, Paul Walker provided the evenings most interesting feature, driving his modified #9 in second gear with an unorthodox gear set up, after losing high gear in the heat race.

ON FRIDAY evening, Johnny Martin won a thrill packed feature, with Jim Smth second, Phil Gemenden, J. R. Jones of Salisbury, Glenn Guthrie, Geo. Davis, and Geo. Smith, finishing in that order. Spins, blown tires, and a lost wheel took nine cars out of the feature. Horace Williams, won the first sportsman event, that had the sparks flying as the drivers battled for position in the corners. J. R. Jones took the second heat, and Dean Pelton annexed the win in the modified event.

Bobby Collins, Georgetown Hobby champion, won his first Hobby feature of the infant season, closely pursued by Earl Ridley of Dover. The Hobby division at Georgetown shows marked improvement in both skill, and machinery over last year.

The Delaware Racing Club, will continue to operate the Georgetown Speedway every Friday nite with the first race getting underway at 8:30 p.m. Practise sessions start at 8 p.m. Doug Morgan, DRC promoter reports admission to the first, and second turn areas, has been reduced to \$1.49. Grandstand seat admissions will remain at \$2.00.

Auto Race Stands Collapse; 5 Hurt

1961-06-17

Five persons were injured, one seriously, when a section of grandstand collapsed during a stock car race last night at the Georgetown Speedway.

Two ambulances and state police were sent to the scene and took the injured to the Milford Memorial Hospital at Seaford. The track is located about two miles south of Georgetown on Route 113.

Most seriously hurt was Miss Janie Cockran, 15, of Wheeling, W. Va., who suffered a possible fractured skull. Her condition early today was reported as serious.

Others treated at the same hospital for lacerations and bruises and released were: Mrs. Frances Cockran, 35, and her son, Lloyd, 5, both of Delmar, and Mr. and Mrs. Glen Bunting of Milton.

State police at Georgetown said the accident occurred shortly before 11 p. m. They reported the injured were on the back seat of the grandstand and when it gave way the victims fell approximately 15 feet to the ground.

The stand collapsed, police said, when one of the local favorites, Horace Williams, 35, of Bridgeville, was rounding the turn when his car suddenly went out of control and overturned several times.

At least a score of people on the back seat jumped up at the same time to view the accident. Police believe this is what caused the stand to give way.

Although Williams' car was badly damaged, the driver escaped serious injuries and refused hospital treatment.

Bleachers Fall, Five Are Hurt At Georgetown

GEORGETOWN — A roaring crowd stood up to see a wreck on the track at the **Georgetown Speedway**. Suddenly, there was tragedy in the stands.

Five persons were injured, one seriously, when an eight-foot section of one of the grandstands collapsed about 9 o'clock last night. Two American Legion ambulances rushed the injured to the Milford Memorial Hospital.

State Police identified them as Mrs. Lloyd E. Cochran, 23, of Delmar; her five-year-old son, Lloyd E. Cochran Jr.; Miss Janie Cochran, 12, of Wheeling, W. Va.; Glen Bunting, 25, of Milton, and his wife, 23.

The Cochran girl was reported in fair condition today with head injuries. The others were released

after treatment for cuts and bruises.

LLOYD COCHRAN, a 29-year-old lineman for the Delaware Power and Light Co., said he grabbed at his wife's coat sleeve but missed and she tumbled to the ground, about 18-20 feet below.

"It was horrible," he said, "those people were really beat up."

Mr. Cochran said, he, his wife and child and niece, were forced to sit in the section of the grandstand that collapsed because they arrived too late to get their usual seats. He said there were about 1,500 people in the east grandstand section.

"My wife is hurt. I'm going to

take her back to the hospital today and see what's wrong. She is not the complaining type," Mr. Cochran said. "A large piece of wood fell on her. I think my little boy fell on someone else. He seems to be OK now."

THE LINEMAN said he went back to the raceway, located on Rt. 113, about three miles south of here, to look at the broken section of seats.

"The wood was rotten," he said. Action on the track was forgotten when the screams were heard. Everyone had jumped to their feet for a better look at the wreck but quickly shifted attention to their own sector.

Race fans recalled a similar accident last year at Indianapolis when a home made metal piping grandstand collapsed and injured and killed several persons.

State Police at Georgetown said they thought the speedway there is owned by several former stock car race drivers.

Jackie McLaughlin Wins 2 Stock Car Races

GEORGETOWN — Jackie McLaughlin, Thorofare N. J. Modified driver won both ends of the double feature, 25-lap Stock Car races, at the **Georgetown Speedway**. McLaughlin, triumphed in the first event, when the leader, Horace Williams passing heavy traffic, high on the banked turn dropped a wheel, over the rim, and flipped off the Speedway. On the restart McLaughlin, followed closely by

1961-06-22

J. R. Jones took the checkered flag.

The Jersey speedster outlasted a fast charging Paul Walker, and won by only a car length in the second feature. A thriller from the drop of the Green flag, with action starting when George Harrison fighting for the lead, spun in front of the field in the first corner. An amazing display of driving, by Paul Walker, saved a chain reaction pile up. Walker's car while dodging spinning cars on the turn, went up on two wheels, careened across, and up, heading for a hard crash, over the rim of the bank. Walker fought, and gained control, finally driving over the rim and returning to the starting line, to the rearing approval of the fans. On the restart Walker, starting in scratch spot, fought his way to second pressing McLaughlin as time ran out.

In other events, Earl Ridley won both Hobby events, with Harry Dutton, demolishing his car in a triple flip in the first corner. Johnny Martin, won the first Sportsman Mod. heat, Jackie McLaughlin took the second.

The largest crowd of the season, was on hand to witness the double feature program . . . next race, next Friday nite at 8:30 p.m.

Comeback Winner At Georgetown Races

GEORGETOWN—George Harrison won the twice-started 25-lap feature at the Georgetown Speedway Friday night. Leon Manchester crashed into the wall on the fourth corner, then slammed into Johnny Martin, to force a restart of the feature. Martin was able to rejoin the lineup, but Manchester's care was sidelined, with front end damage.

On the first lap of the restart, George Harrison, caught in a melle in the second corner, wound

1961-06-29

up in the infield. His car was taken to the pits for hasty repairs, after which George returned to take his position in the lineup.

Windy Bailey, and George Smith both shared the lead till the eighth lap, when Harrison surged to the front, and won going away. Paul Walker, Dean Pelton, Phil Gemenden, George Smith, J. R. Jones, and Johnny Martin, finished in that order behind Harrison.

BOB COLLINS won the first heat, Earl Ridley second, Jack Sapp third. Second heat went to Jimmy Smith, with George Smith, J. R. Jones, and Windy Bailey in that order. Third heat, one of the most exciting of the evening, saw Dean Pelton best Paul Walker by less than a car length. The Hobby feature went to Earl Ridley, with Bobby Collins, second, and Jack Sapp third. Harvey Warrington, Bobby Huff both of Georgetown fielded new cars. Bill Stout, Harlan Swain, and Lew Smith, all made their first appearances of the '61 season at the Georgetown Oval. The Hobby feature void of crashes, turned in speeds per lap of just under a second slower than the more powerful cars.

The Delaware racing club will promote a special double point 30-lap Sportsman, Modified, and 20-lap Hobby trophy race card on July 4th evening, according to President Doug. Morgan.

NASCAR

Modified, Sportsman, Hobby Stock Car Racing every Friday night at 8:30 at Georgetown, Del., Speedway.

Firecracker "250" at the Daytona International Speedway July 4. Race will be taped for TV on Saturday over ABC.

1961-06-30

George Harrison, of Georgetown, kicked his modified Studebaker X into a torrid win last Friday night at the ½ mile Georgetown Speedway to claim the 25-lap feature. Stacking up in 2nd and 3rd were Paul Walker (9) and Dean Pelton (49). Johnny Martin, in Bob Wheatman's 3B, spun to avoid a collision and was promptly clobbered by another car.

Driver Injured In Stock Car Races

GEORGETOWN—Glenn Guthrie Washington, D. C. former National Modified Champion, won the crash packed 25-lap feature, at the Georgetown Speedway. The evening's program had progressed, without a single accident, or restart up to the feature event.

The tightly contested feature had run 15 laps, when Leon Manchester of Paulsboro N. J. sailed over the bank between the 1st and 2nd corners. In the restart all cars got off to a fast start, Johnny Martin, moved on the outside, started to pass a car in the third corner, lost traction, and went into a flat slide, the rear wheels dropped over the bank, and Martin flipped the car, at least five times into an adjoining field. Removed from the car, he was taken to the hospital with a cut on the forehead, and a large bump over the right eye.

Phil Gemenden tangled with Tom Sheets, on the second corner, losing control, and taking down about 20 feet of fence, as he left the speedway. Glenn Guthrie finished in front, with Paul Walker and Dean Pelton, close behind. George Harrison took fourth place.

1961-07-06

Horace Williams fifth, and first Sportsman, George Smith sixth and 2nd Sportsman, and J. R. Jones third Sportsman, in 7th.

EARL RIDLEY won both Hobby events, with Elmer Smith and Bobby Collins following in the heat. In the Hobby feature, it was Ridley, Collins, and Smith. Horace Williams won the Sportsman heat followed by J. R. Jones, Windy Bailey, Phil Gemenden, and George Smith.

Glenn Guthrie won the modified heat, with Martin, Walker, Harrison and Dean Pelton finishing in that order. Fast track conditions, made possible speeds averaging 70 m.p.h. during the competition, with close action in all events.

Rob Tice, Georgetown Hobby driver brushed the retaining wall, wiping out his front end in the Hobby feature, and sparks flew as others scraped the wall while running on the outside.

Fast action is the order of the day at the Georgetown Speedway.

NASCAR

Modified, Sportsman, Hobby Stock Car Racing every Friday night at 8:30 at Georgetown, Del., Speedway.

Glen Guthrie turned on the steam last Friday night in the NASCAR-sanctioned stock car races at the ½ mile Georgetown Speedway to garner the 25-lap main event and came back on Tuesday evening to repeat in a 30-lap "Firecracker" match. Second to Guthrie on Friday was Dean Pelton. In 2nd, 3rd, 4th and 5th on Tuesday were Paul Walker (9), J. R. Jones (3D), Horace Williams (42) and Johnny Martin (3B).

Johnny Martin, well on his way toward the lead in 231 last Friday, lost his mount in the 3rd turn, 17th lap, spun and rolled several times off the high bank.

1961-07-07

Veteran Paul Walker, the "Milton Marauder," slipped back into the foreground last Friday night at the ½ mile **Georgetown Speedway** after too long an absence, to chalk up a 25-lap feature win.

Charging in behind Walker's 9 were J. R. Jones (3D), Phil Gemenden (32) and Horace Williams (42).

1961-07-14

Boy Injured By Tire At Track

GEORGETOWN — A 10-year-old boy was injured last night at the **Georgetown Speedway** when a tire from a racing car struck him in the head.

Officials at the Milford Memorial Hospital said Arthur Latham of New Brunswick, N.J., was in fair condition.

Further details were not immediately available. 1961-08-05

Paul Walker Wins At Georgetown

GEORGETOWN—Paul Walker, Georgetown Speedway Modified Champion, added another win to his record last Friday nite, in a real spiftest 25 lap feature on the Georgetown Speedway's high banked ½ mile clay oval.

Fast track conditions, allowed top speeds, resulting in seven, of the 19 starters retiring from competition, with all types of troubles. Jimmy Smith lost his right rear wheel in front of the grandstand, the fans watched the heavy wheel assembly careen down the track up and over the fence, out of the Speedway. Bill Cummings, and Johnny Martin, both suffered the same fate while in top contention for the front positions. Martin spun out, and limped to the sidelines on three wheels, Cummings only had to pull into the infield Wally Ryan and Horace Williams suffered radiator troubles, caused by debris holing the cores.

1960-07-27

George Harrison, starting at the rear of the field, after a race stopping spin, finished second, Phil Gemenden, third, J. R. Jones, George Smith, and Jackie Hamilton, rounded out the first five finishers.

Bob Tice, won his first Hobby heat, Bill Priestly, Jack Sapp, Martin Shockley, Stu Smith, trailed him across the line. Windy Faily took the second heat, Bob Ryan, Jackie Hamilton finished in that order. The third heat, proved to be a thriller. Jimmy Smith won as J. R. Jones, Geo. Smith, Paul Walker and Phil Gemenden all fought for second honors. The Hobby Feature went to Bill Priestley, Jack Sapp, Harry Dutton, Stu Smith, Ernest West close behind.

Tomorrow night the Georgetown Speedway will present, as an extra added attraction, first time on Delmarva, a "demolition derby", six cars will smash and crash, till only one is able to continue under his own power. It will be declared the winner, and take home the only prize offered.

Horace Williams Humbles Modifieds

GEORGETOWN — Horace Williams, Bridgeville, Del., driving a Sportsman stock car, took the measure of the more powerful modified machines in winning the 25 lap feature at the Georgetown Speedway, Friday nite. George Harrison, Johnnie Martin, J. R. Jones, and Paul Walker, all at one time or other made a bid for second spot, Williams, however charging to the lead in the early laps, never was challenged. It was the most impressive victory of a Sportsman car over the rest of the field, in many years at the fast ½ mile clay oval.

Jack Sapp won the first heat for Hobby cars. Billy Priestley rolled over the bank on the first turn when he tangled with Ed Hawthorne. Priestley, uninjured, drove another car in the 15 lap Hobby feature.

Horace Williams, Bill Cummings, Windy Bailey finished the second heat in that order, while in the third heat J. R. Jones won out over Paul Walker and George Smith.

1961-08-10

Earl Ridley won a special Hobby heat for the six fastest Hobby cars, Jack Sapp 2nd, Harry Dutton 3rd.

Jack Sapp took the Hobby feature, Richard Coverdale 2nd., Bobby Collins 3rd., Harry Dutton struck the wall, then lost a wheel, sitting out the rest of the program in the infield.

It was "Kiddie's Nite" at the Speedway. All youngsters, had an opportunity to ride in their favorite stock car, with their favorite driver.

There will be no racing at the Georgetown Speedway, this Friday nite, racing will resume next week. Next Friday nite, bike racing for both boys and girls will be the extra added attraction. Bike racing, an annual event at the Georgetown Speedway, offers valuable prizes to the youthful winners. A large field of both boys and girls are expected to compete, along with the regular NASCAR program of Sportsman Modified, and Hobby racing.

Speedway Wars 1961-08-17 Resume Friday Nite

GEORGETOWN—Torrid action resumes at the Georgetown Speedway, Friday nite. Seven feature winners will be battling for top feature positions: Phil Gemenden, Jimmy Smith, Paul Walker, Geo. Harrison, Dean Pelton, Horace Williams, and Johnny Martin, have shared the winners circle so far this year. J. R. Jones, Geo. Smith and Windy Bailey, always tough competitors, still seek their first checkered flag feature win.

The season point battle is very close in both the Sportsman and Modified divisions; Phil Gemenden, a scant 10 points ahead of J. R. Jones, Johnny Martin, hotly pursued by Harrison and Walker in the Modified division. The Hobby point race really up for grabs, as no less than five top drivers change the standings weekly. Richard Coverdale, Del. State Hobby Champion, on top by very few points at the last accounting. Anything can happen from here on in in the Hobby division.

Both boys and girls, will have their opportunity to try racing on the high banked ½ mile clay oval this Friday nite. It won't be in racing cars, but on their own two-wheel bicycles. The annual bike race will be started, with younger boys, and "powder puff" girls, given handicap advantage, over the older boys, the winners to receive valuable prizes. Entry for the bike races will be accepted at the Speedway, AFTER 7:30 p.m. on Friday, bring your own bike.

Sports

Guthrie Wins First Feature

GEORGETOWN—Glenn Guthrie former National Modified Champion, Washington, D. C., won his first 25 lap feature of the season at the Georgetown Speedway, last Friday Nite. Taking the lead on the restart after Paul Walker, with the throttle of his modified stock car stuck wide open, straightened out the first turn of the high banked ½ mile oval. Walker walked away from the wreck, but the car will be out of action, till extensive repairs are made. Guthrie never was headed from the restart till the finish. Jimmy Smith, and George Smith (no relation) fought for second, with

Jimmy taking the spot. Horace Williams annexed fourth, and Phil Gemenden, fifth. The feature was studded with spinouts, engine failure, and tight racing all the way.

Jack Sapp emerged the victor in the 15 lap Hobby feature, rated as the best hobby race to date this year. Richard Coverdale, Elmer Smith, Harry Dutton, and Bobby Hough finished behind Sapp. Russell Bradley, and Martin Schockley, hooked together, and flew off the third turn. Richard Coverdale and Bobby Collins thrilled the fans with a wheel over fender hookup, that finally broke free and both drivers continued.

Next Friday nite the Delaware Racing Club will include another very popular feature, a Demolition Derby. Last time this feature appeared at the Speedway the fans indicated they wanted more of the same. There will be NO advance in prices. Johnny Martin of Lewes, Del., is leading the Modified point standings at Georgetown, while Phil Gemenden leads in the Sportsman Class. The Hobby point race changes with each week being very closely contested.

Wins Two Friday Night At Speedway

1961-09-14

GEORGETOWN—Paul Walker, Milton added two more 25 lap feature victories to his string this week, at the Georgetown Speedway Trailing by half a lap, behind Bud Olsen, in the Labor Day nite feature, till Windy Bailey blew his engine, immediately in front of the leader Olsen, while being lapped, the oil from the damaged engine smothered the windshield of Olsen's speeding Modified, causing him to slow, and allowing Walker to take the lead, and win. Johnny Roberts took second, Olsen third, Jimmy Smith, J. R. Jones, and Phil Gemenden trailed. Bill Wark, Bud Olsen, Earl Ridley, and Bill Burris scored heat victories. Jack Sapp of Milford took the Hobby feature.

Bob Tester, Balto. Md., lost a wheel, Phil Gemenden dragged a broken axle across the line, Johnny Martin, engine trouble, and Bob Collins, Leon Manchester, went over the bank, making the evening exciting in every department.

Bob Collins went over the bank, Art West flipped on the backstretch, Jimmy Smith, Horace Williams, Windy Bailey, and Terry Kirkpatrick, fell by the wayside due to mechanical trouble.

The annual "Mechnics race, saw '2 start the 10 lap race, Howard Davis of Bridgeville the winner, Jack Whitby of Dover, the runner up, Elwood Tucker of Bridgeville, was disqualified, on technicalities.

This Friday nite will be the last Friday Nite show, and will feature Motorcycles along with the Stock Car program. The Georgetown Speedway, will switch to Saturday Nite, starting Sept. 23rd, with the running of the 2nd annual "East Coast Stock Car Championship Race", 50 lap feature paying \$1,000 with \$300 going to the winner, 40 of the fastest Nascar Hobbys, from along the East Coast will start practice at 6:30 p.m. Races start at 7:30 p.m.

STOCK CAR RACES



Sunday Afternoon

OCTOBER 1, 1961

35 LAP SPORTSMAN
MODIFIED FEATURE

15 LAP HOBBY FEATURE

1st Event - 2:00 P.M.

GEORGETOWN SPEEDWAY

Rt. 113, Georgetown, Del.

NASCAR Sanctioned

NASCAR

Modified, Sportsman, Hobby Stock Car Racing every Friday night at 8:30 at **Georgetown, Del., Speedway.**

Old Dominion "500" over the fast $\frac{1}{2}$ mile Martinsville, Va., Speedway, Sept. 24. 100 laps of Modified and Sportsman racing on Sept. 23—2 15-lap heats and a 70-lap feature. A purse of \$17,450 has been set for the "500."

1961-09-15

Jack McLaughlin, Thorofare, N. J., swept the 25-lap feature event at the $\frac{1}{2}$ mile **Georgetown Speedway** on Sept. 1, leading Johnny Martin, J. R. Jones, Phil Gemenden and George Smith through the checkered flag.

Heat wins went to Stu Smith, Elmer Smith, Wild Bill Cummings and Jackie McLaughlin.

The 15-lap Hobby feature went to Elmer Smith, with Richard Coverdale, Russ Bradley, Bob Collins and Art West at his heels.

Pearl Spanish, Greenwood, took the Powder Puff Derby.

An "East Coast Stock Car Championship Race" will be run on the 23rd for all NASCAR Hobby Cars. 75 cars are expected for bids at the \$1,000 purse.

Paul Walker, of Milton, Del., led a fast modified-Sportsman 25-lap feature field across the finish line last Friday night to rack up another win. Second and third in the roaring battle went to L. Manchester and Johnny Martin.

Jersey Driver Wins 50-Lap Feature

1961-09-28

GEORGETOWN — A packed house saw Jerry Camp, win out over Charles Angerman by one car length in the 50 lap "East Coast Stock Car Championship", at the Georgetown Speedway Saturday nite. The Mar-Mora N. J. pilot started in the 11th slot, forging to the front, in 15 laps, Angerman starting in 17th spot challenged for the lead in the 40th lap, but didn't have the power to get by.

The race was stopped twice for accidents, once when Al Herman, Camden, N. J. struck the rear end of Harry Higbee's disabled car, and the second restart was caused by a nine car pileup, in the first turn, on the 25th lap. Russell Bradley and John Bennett got together and no one suffered injury, Bradley's car along with Bennett's was unable to continue the race, all other cars involved in the pileup, returned to the competition.

Sportsman, Modified and Hobby racing will continue, switching to Sunday afternoon, Oct. 1st, first race at 2:30 p.m. The Sportsman Modified race will go 35 laps, with an added 15 lap Hobby feature. The point standings at the track will change rapidly, as all divisions are closely contested.

Johnny Martin Wins At Georgetown Spdwy.

1961-10-19

GEORGETOWN—Delaware Racing Club, rang down the curtain on the '61 racing season, at the **Georgetown Speedway** last Sunday afternoon. A few hundred hardy fans braved the brisk, chilly winds, to witness one of the most action packed feature races ever presented on the high banked $\frac{1}{2}$ mile oval.

The track championship, sportsman, modified and hobby crowns were decided. Johnny Martin, undisputed modified king, spun in the feature, struck the wall, returned to the race, and finished second to take the "Pepsi Trophy", symbol of the Georgetown Track Championship. Phil Gemenden, won the feature and the sportsman division Laurels. In the hobby division Bobby Collins won both the state and track crowns. It is expected that after the official recheck of state points both Martin and Gemenden will also assume the crowns in their divisions.



Johnny Martin, of Lewes, Del., was presented with a 17 jewel watch last week by Autolite in recognition of his modified track championship at the Georgetown, Del., Speedway. John won the crown with Car 231, owned by Ed Henry, of Denton.

1962-02-23

STOCK CAR RACES

GEORGETOWN SPEEDWAY

OPENS FRIDAY MAY 25th

NASCA Sanctioned : Sportsmen Modified
Limited Sportsmen - Hobby

NEW INFIELD PARKING AREA FOR SPECTATORS

1962-05-17

1st Event 8:30 p.m. Drag Racing Starts May 27

Georgetown Speedway Stock Car Season Opens Tonight

1962-05-25

The Georgetown Speedway opens its stock car racing season tonight, featuring sportsmen-modified-hobby events over a seven - race card.

A 25 - lap event will climax the program.

The defending sportsmen champion, Phil Gemenden of Franklintonville, N.J., will be among the entries.

It's also reported from the half-mile clay oval track that Johnny Martin of Lewes, the modified titlist, is postponing his retirement.

Other sportsmen lead - foots ready to wheel their gas buggies are George Harrison, Windy Bailey, Horace Williams, Wally Ryan, George Smith and J. R. Jones of Salisbury.

Flying Wheel Injures Woman at Speedway

An unidentified woman was critically injured when struck by a wheel of an automobile which was racing at the time at the Georgetown Speedway last night.

She was taken in the Georgetown ambulance to the Milford Memorial Hospital. Her condition late last night was reported as critical.

State police said the woman was in the grandstand when a wheel from one of the racers suddenly "flew off" and rolled into the stands. Several other persons escaped injury by jumping out of the way, police said.

1962-05-26

Martin Captures Memorial Day Race

1962-06-07

GEORGETOWN--Johnny Martin, state modified champion, captured the Memorial Day 25-lap feature at the Georgetown Speedway.

Phil Gemenden grabbed the lead on the first lap, holding it until Martin charged through the opposition to challenge and snag the front.

Speedway officials announced there will be no races this Friday night, here. The stock car group will postpone activities until next Friday, June 15, due to the many graduation exercises on the peninsula.

However, drag racing will be held this Sunday with registration at 11 a.m. and eliminations at 1 p.m. Trophies will be awarded top eliminators.

Martin And McLaughlin Win Speedway Features

Johnny Martin, Delaware State Modified Champion, captured the Memorial evening 25-lap feature at the Georgetown Speedway. Phil Gemenden grabbed the lead on the first lap, holding it till Martin charged through the opposition to challenge and snag the front position. George Harrison, J. R. Jones, Bill Cummings and Johnny Roberts trailed across the line.

Walker, who won the opening nite feature at the Delmarva ½ mile oval, dropped by the wayside with clutch trouble after an early bid for the lead. George Harrison, Phil Gemenden, Harry Dutton, all won heats, while Jack Fitzgerald captured the 15-lap Hobby main.

Jim Davis, of Georgetown, performed the first flip of the '62 racing campaign in the Hobby feature. Davis took down 20 feet of fence along the backstretch. Jim was uninjured and his car sustained little damage.

Last Friday nite a large crowd of cheering fans watched one of the best 25-lap feature duels ever presented at the Georgetown speed plant. Jackie McLaughlin, Glenn Guthrie, former National Modified Champion, and Johnny Martin fought a blanket

1962-06-08

duel for the lead through 20 of the 25 laps. Second position changed hands many times as the veteran modified pilots threaded their way through the heavy traffic.

McLaughlin took the checker, with Guthrie right on his bumper, Martin third, followed by Phil Gemenden, fourth and 1st Sportsman, George Harrison and Paul Walker.

Leon Manchester tangled with Jim Sudler and J. R. Jones in the Sportsman heat. Manchester and Sudler were sidelined for the evening with mechanical damage. Horace Williams spun on the second lap of the feature, being sidelined with front end damage.

Jack Fitzgerald made it two Hobby features in a row by winning the 15-lap Hobby event in a real spifest racing program. Jack Sapp copped the "limited Sportsman" preliminary. George Harrison prevailed in the modified heat.

There will be no races this Friday night, June 8th, due to many graduation exercises on the Delmarva Peninsula.

Drag racing will be held every Sunday, with registration at 11 a. m. and eliminations taking place at 1 p. m. Trophies will be awarded top eliminator in all classes.

Rains Turn Track Into Quagmire

1962-06-21

GEORGETOWN -- Delmarva Racing fans witnessed a wild display of top of the rim driving Friday night at the Georgetown Speedway. The one half-mile clay oval soaked by torrential rains held the water like a sponge.

Prior to race time trucks, cars and wreckers toured the track in an attempt to dry out the racing surface. The upper half of the banked oval was dry and hard, but the favorite lower portion of the turns was a quagmire.

The Delaware Racing Club will completely rebuild the clay racing surface before the next program this Friday night.

Johnny Martin Scores At Georgetown Speedway

Delmarva racing fans witnessed a wild display of top of the rim driving Friday night at the Georgetown Speedway. The ½ mile clay oval soaked by torrential rains held the water like a sponge. Prior to race time trucks, cars and wreckers toured the track in an attempt to dry out the racing surface. The upper half of the banked oval was dry and hard, but the favorite lower portion of the turns was a quagmire.

The first event saw Clayton Townsend take the 15-lap Hobby feature, Martin Shockley, teammate to Townsend, second, and Joey Mirowski, 3rd.

"Wildcat" Bradley copped the Limited Sportsman 8-lap heat. Jack Sapp, Earl Ridley, Kip Holt, Al Dieringer and Harry Dutton finished in that order.

The track conditions began to improve somewhat and J. R. Jones showed the Sportsman drivers the way in the 8-lap heat. Wally Ryan, Windy Bailey, Horace Williams and Bill Cummings followed. Glenn Guthrie took the honors in the Modified preliminary, Jackie McLaughlin, 2nd, Jimmy Smith, Johnny Martin and George Smith, in that order.

Jackie McLaughlin led the feature till rear trouble ruled him out. Martin took and held the lead to the end. Phil Gemenden, 2nd and 1st Sportsman; George Harrison, J. R. Jones, Bill Cummings and Windy Bailey finished behind.

The heavy going on the track forced all the cars to run on the top rim. Bill Cummings and George Harrison drove over the banks, returning to the race without losing position. This is a good reason for the decision of lowering the height of the banked turns.

1962-06-22

McLaughlin Romps To Victory At Georgetown

1962-06-28

GOERGETOWN -- Jackie McLaughlin scored his second victory of the '62 stock car season at the Georgetown Speedway, Friday night. Johnny Martin, a strong contender in the early laps, finished second after spinning to the rear of the field on a re-start.

The entire racing program was laced with spins, slides and flips. Jack Whitby and Howard Webb flipped over the bank during the running of the 15-lap Hobby feature. Both drivers were uninjured but both cars had to be sidelined for the night. Previously the hobby field ran into a chain reaction spin that had seven cars pointed in all directions in the backstretch area.

Harry Dutton of Ellendale tangled with another car on the 17th lap of the feature and did an end-over-end flip in the 4th corner, at the same time Johnny Martin, in close contention for the lead, blew a tire. It looked as if the Lewes speed pilot would be through for the night, but when the race was halted to clear Dutton's car from the track, Martin mounted a new tire, cut away hanging metal and returned to cop the runner up spot.

McLaughlin Captures Wing Ding Win At Georgetown

Jackie McLaughlin racked up another win on the ½ mile Georgetown Speedway Friday night. Johnny Martin, who gave a real fine battle for winner's honors till a spin put him to the rear twice, took second spot. Paul Walker, Phil Gemenden, Ray Kable, J. R. Jones, Horace Williams, Dean Pelton and Windy Bailey finished in that order.

Geo. Harrison established some kind of record in going over the bank four times during the program. A burned clutch and lack of brakes finally put him on the sidelines. Eddie Pratt, of Hurfville, N. J., did an end-over-end flip off the corner, when Pete Ambrosia, of Paulsboro, N. J., and Johnny Martin spun between the third and fourth corner. Harrison also took a leap through the air, landing on his wheels. No drivers were injured in the many spins and wild action on the fast surface. Kip Holt, of Cheswold, also experienced the thrill of taking the short way down off the second corner, driving back and returning to competition.

Jack Sapp, of Milford, bested Kip Holt, Richard Coverdale, Earl Ridley and Joey Mirowski to win the Limited Sportsman event. Horace Williams copped the Sportsman Heat, with Paul Walker winning the Modified 8-lap prelim.

Eddie Mirowski, of Wilmington, won his first Hobby 15-lap feature. Jack Fitzgerald yielded the lead on the 12th lap, the "Old Man" was third, Bobbie Hough, fourth; Ed Hawthorne, fifth, and Geo. Robinson, sixth. The Hobby division fielded 16 cars for the event, with the field getting larger each week.

Dot Veasey won the "Powder Puff" Trophy, starting from scratch and besting Winnetta Morgan, "Madam Butterfly," Alice Houch and Pearl Spanish in a real fine display of feminine driving skill. The girls will make another appearance later in the season on the Delmarva oval.

The regular Friday night show will be presented as usual, following the Fourth of July races. Drags are scheduled for Sunday afternoon.

McLaughlin Wins A Thriller Race At The Georgetown Speedway

Delmarva racing fans witnessed a real thrill-packed spin, flip and wreck-flecked racing program at the ½ mile dirt Georgetown Speedway last Friday night. Jackie McLaughlin, of Thorofare, N. J., and Glenn Guthrie, of Washington, D. C., kept the fans on their feet for the whole 23 laps. It looked as though Guthrie would end the win skein of the Jersey flyer, but a wild ride off the banks dropped Guthrie to 10th position. Glenn roared back to finish in 4th position.

J. R. Jones, of Salisbury, going high into the third turn, went end over end into the adjoining field, totaling his car. Spins, fender bending and wheel-to-wheel duels marked this as the wildest show of the '62 season. Results of the feature finish: McLaughlin, Martin, Walker, Guthrie, Harrison, Gemenden, Williams, Cummings.

Terry Kirkpatrick, of Rehoboth Beach, Del., and J. R. Jones, both were retained at the Milford Hospital, their injuries classified as "not serious." Kirkpatrick straightened out the fourth corner, running headlong into a mound of dirt during the Sportsman heat. He was able to get out of his car and return to the pit area. NASCAR rules specify hospital examination for any injury, no matter how slight.

The Sportsman heat went to Horace Williams. Phil Gemenden, J. R. Jones, Wild Bill Cummings and Jack Hart followed over the line. Paul Walker took the Modified heat. Guthrie, McLaughlin, Martin and Harrison trailed in that order.

Al Dillenger, of Wilmington, won the 15-lap Hobby event, after Jack Fitzgerald and Howard Webb went over the bank in a back stretch tussle. The Limited Sportsman event went to Earl Ridley, of Dover. Harlan Swain was runner-up in the 8-lap event.

July 29th, the Georgetown Speedway will present the "Silver Sweepstakes," with beautiful Silver Trophies going to the winners. Aug. 3 will see 10 cars demolished in the "Demolition Derby," an extra added attraction.

1962-07-20

McLaughlin Repeats At Georgetown Oval

GEORGETOWN—Jackie McLaughlin, Thorofare, N.J., driver, made it six stock-car features in a row in winning the 25 Silver Sweepstakes at Georgetown Speedway last night. Paul Walker, Glenn Guthrie, Johnny Martin, George Harrison and Jack Hart followed in that order.

Jim Davies, Georgetown, won the hobby trophy race.

Martin Shockley, Joey Mirowski and George Schnell trailed.

Richard Coverdale Lincoln, took the limited sportsman trophy event. Mirowski was second, followed by Russ Bradley and Howard Webb.

1962-07-28

Stocks Racing At Georgetown

1964-07-09

GEORGETOWN—Stock car racing is underway once again at the Georgetown Speedway, and after a thrilling opening night which included several crashes and a spectacular flip right in front of the grand-stand, this Friday seemed somewhat tame.

Last week Bobby Hough of Georgetown, survived a spin out as he avoided hitting George Robinson of Frankford who skidded going into the third turn. Hough came from the rear of the pack after that to take third in the feature Hobby event and repeated the performance this week.

Bobby Collins in #246 proved too much for the pack however and took the checker flag a comfortable ten car lengths ahead of hot pursuing Richard Coverdale, the NAS CAR State and Track champ for '63.

In the feature event on the one half mile dirt oval track, Harry Dulton in #88, jumped the pack on the first turn and held the lead to the finish hotly pursued by number two and three place drivers, Jack Sapp and Jackie Hamilton respectively.

Tomorrow, Friday, the Modifides invade the speedway with the main event offering a \$250 prize.

A field of top ranked drivers are expected to be on hand along with local favorites according to raceway officials. The total purse for the evening is \$1200.

STOCK CAR RACES



1964-07-09

FRIDAY...JULY 10th GEORGETOWN SPEEDWAY

ACTION

Thrills—Spills—Speed

— AS —

The Modified And Sportsmans Race In The First Special Show Of The Season

2 Miles South of Georgetown, Del. on Rt. 113

Starting at 8:30

Admission \$2.00 for adults, children under twelve
admitted free free parking

WATCH THE RACING EVERY FRIDAY NIGHT
DRAGS EACH SATURDAY STARTING AT 6 P.M.

Modified Wins Feature Event At Stockley

1964-07-16

GEORGETOWN — A pack of thirteen went all out for a piece of the \$1,200 purse in last Friday's feature event at the Georgetown Speedway. The feature event was halted in the first laps because of a spin out on the first turn, a slick turn that harried drivers during the evening.

Leon Manchester in a hot modified, powered by a Chev 327 with fuel injection, put on a performance that had old timers saying, "that's racing". He took the checkered flag in the 25 lap event.

A real battle shaped up for the number two spot, with Jack Hamilton losing by half a car length to John Martin in a modified.

Lee Hendrickson ran off the track going into the third turn, spun around and car #88 with George Smith behind the wheel went over his hood. Again in turn #1 with three cars running abreast, the center car suddenly was lifted three or four feet off the ground onto the other twos' fenders. They broke apart, the hitch-hiker falling back to the track and all three roaring off together.

Richard Coverdale took the hobby feature with Bobby Hough coming in a close second.

1964-07-17

Auto Racing News . . .

GEORGETOWN SPEEDWAY

A large crowd of stock car racing fans were brought to their feet several times as the modifieds and the sportsmans competed on the Georgetown Speedway last Friday evening.

The highlight of the evening, the feature race found a pack of 13 cars going all out for a big chunk of a \$1,200 purse. The feature event hardly got under way when it was halted do to a spin out on the first turn, a slick turn that caused several hairy moments throughout the evening.

Leon Manchester in a hot modified, powered by a Chev 327 with fuel injection, put on a performance that had old timers saying, "That's Racing". He took the checkered flag in the 25 lap event.

A real battle shaped up for the number two spot, with Jack Hamilton by a half car length losing out to John Martin in a modified.

Fans were brought to their feet when Lee Hendrickson broke track going into the third turn, spun around and car No. 88 with George Smith behind the wheel went over his hood. Again in turn No. 1 with three cars running abreast, the center car suddenly was lifted three or four feet off the ground onto the other twos' fenders. They broke apart, the hitch-hiker falling back to the track and all three roaring off together.

In the thrill pack evening of racing, Richard Coverdale took the Hobby feature with Bobby Hough coming in a close second.

The Georgetown Speedway is going all out to bring more of the same kind of action in the weeks to come.

1964-09-21

Huff Wins Car Race

GEORGETOWN — Bob Huff of Georgetown won the 50-lap hobby championship race over the half-mile track at Georgetown Speedway on Saturday.

Cox Enters 2 In Dover 250

DOVER — A. J. Cox of Wilmington, a used car dealer who parlayed a lot of used automobiles into a fortune, has entered two 1970 Mustang — Grand American Challenge Series stock cars in the Diamond State "250" race at Dover Downs International Speedway on Sunday, May 17.

Cox, 41, has been driving racing cars for three years. He started with the Sports Car Club of America and in 1969, after only two years of competition experience, won The Washington Region Championship in a 1968 Mustang.

Bill Blankenship of Wilmington serves as chief mechanic for Cox and will drive the second car entered by Cox. Blankenship built the complete car and engine. Blankenship started as a driver at the now defunct Georgetown Speedway and also competed at the Delaware State Fairgrounds in Harrington.

1970-04-27

Auto racing races to Georgetown

1971-10-07

By IDA CRIST

Jimmy Robinson of Ocean View and Jimmy Clark of Millsboro were the winners in the feature races at Georgetown Speedway Sunday. Robinson races a 6-cylinder '55 Chevy, and Clark races an 8-cylinder '55 Chevy.

These two along with many other owners, drivers, mechanics and body men of stock cars have found sport at Georgetown, since the end of August when the Delmarva Auto Racing Association began sponsoring the races. There will be races held, weather permitting, every Sunday except Oct. 17 till the end of this month.

According to George Reed, president of the association, some local drivers and owners just got together about five years ago to form the racing association. To participate in the association's race, one does not have to be a member of the association. However, this ruling may change in the future.

The Delmarva Auto Racing Association also sponsors races at Delmar and Lincoln. Georgetown is the longest of the three tracks. Delmar is one-third mile; Lincoln is one-quarter; Georgetown is one-half.

Reed said that most of the drivers like the longer track at Georgetown, because the long distance driving isn't so tiring to the driver, and the run isn't so strenuous on the car, even though the complete race is longer in actual miles.

Heat races of 10 laps are held before the 25-lap feature races. Separate heat races and feature races are held for the 6-cylinder and 8-cylinder cars. The cars accumulate points from the place they take in heat races. The car's point-average determines his starting spot in the feature race.



IF SOMETHING GOES WRONG WITH the car during the race, the mechanic and body man must repair the damage in as short a time as possible.

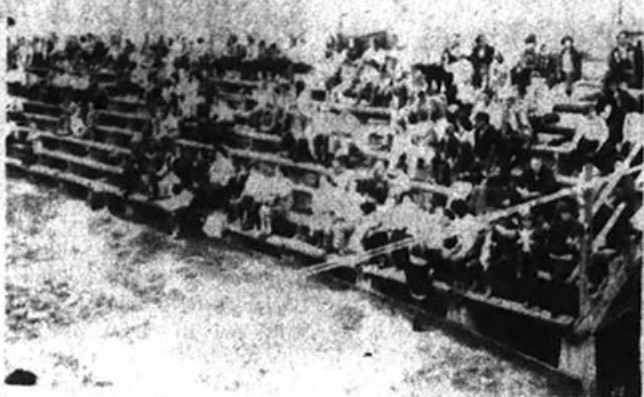
Cash prizes are given for the feature race. Even the last-place finisher, however, gets \$5. The amount of cash that those who finish further up in the race receive is determined by the number of people who enter the gate.

While the racing season has been somewhat limited this year, the Delaware Racing Association plans to race under lights if it is granted the lease on the track next year.

**Photos by
Mitch Lathbury**



THE LONG STRETCH of the track provides the drivers a chance to gain some speed. The one-half mile Georgetown track provides longer stretches than the tracks at Delmar or Lincoln.



DESPITE THE DAMP WEATHER Sunday the three grandstands were fairly full as the fans watched tires fly in the air. While precautions are taken to prevent accidents; nevertheless, the mishaps generate an air of excitement.

Delmarva News

Feature Front

1971-10-04



DOWN IN THE PITS the mechanics and body men get the cars in shape for the race while many observers see the "other side" of auto racing.



WEEKEND
STOCK CAR
RESULTS



1972-06-02

At **Georgetown Speedway:**

Jim Clark's No. 30 won the V-8 Feature race.

At U.S. 13 Super Speedway!

Our Bob's Speed Shop cars won 1st, 2nd & 3rd places in the 6 cylinder feature race taking home all the big money.

Want to be a Big Money Winner Too?

— SEE US FIRST —

For all your High Performance Machine Shop work & The Shore's Largest stock of Speed & Custom Equipment on the Shore!

Our Front Running Stock Cars
Speak For Themselves!

Robinson wins feature race at Georgetown

Jimmy Robinson in car No. 30 won the the 6-cylinder feature race at Georgetown Speedway Sunday night after Clem Horvath who was in contention for the lead ran into a wall and rebounded on a $\frac{3}{4}$ angle.

Other finishers of the 30 starters in the race were Cordia Warrington V, second; Tony Daisey, third; Floyd Hudson, fourth; and Harvey Coverdale, fifth.

In the 8-cylinder feature race Eddie Pettyjohn and Don Twilley battled for a front position. However, neither were able to finish the race.

The order of the finish was Ken Jefferson, Jimmy Clark, Doug West, Raymond Riggins and Wes Hastings. The race included a fire brought under control by the Georgetown Fire Department.

In the 6-cylinder heat races Sonny Grier finished first Cordia Warrington second and Coverdale third. In the second heat race Robinson was first followed by Twilley and Horvath.

Pettyjohn, Bud Thiele and Harold Bunting placed first, second and third respectively in the first of the 8-cylinder heat races.

Winners in the second heat race were Clark, Jefferson and Larry Andell in the order of finish.

Sunday night Miss June Mister of Seaford was crowned Miss Delmarva Auto Racing at the Georgetown track.

The race track is located about two miles south of Georgetown on U. S. 113. Races start each Sunday at 7 p.m.

Sapp Auto Victor In Delmarva Race

GEORGETOWN — Jack Sapp of Milford won the featured eight-cylinder race last night on the Delmarva Auto Racing Association program at **Georgetown Speedway.**

Snookie Vent of Milton was second and Ken Jefferson of Milton was third. J. P. Robinson of Ocean View, Md., won the six-cylinder event with Bill Adkins of Pittsville, Md., second and Georgetown's Cordia Warrington third.

1972-07-10

Pettyjohn Drives To Victory On Georgetown Oval

1972-07-17

Ed Pettyjohn of Milton continues his Georgetown Speedway domination.

The talented driver topped the eight cylinder card last night to record his 11 victory in 13 races. Pettyjohn drives "Eight Ball," owned by Shirley Stack of Seaford.

Following Pettyjohn in the eight cylinder event were Don Twilley of Camden, Del. and Sonny Brittingham of Ellendale.

Dave Schamp of Dover captured the six cylinder feature. He was followed by Bud Hickman and Dave White of Pittsville.

Georgetown Speedway is associated with the Delmarva Auto Racing Assn. and will hold races of three dates — July 22, 26 and Aug. 2 at the Delaware State Fair, Harrington.

The speedway features Sunday racing. The track is located one half mile south of Georgetown on U.S. 113.

Stan Busby Wins Georgetown Race

GEORGETOWN—Stan Busby of Bridgeville won the eight-cylinder feature race last night at Georgetown Speedway. Bobby Walls Jr. of Ridgely, Md. was second and Ken Jefferson of Milton third.

Don Twilley of Camden won the six-cylinder race. Cordia Warrington 5th of Milton was second and Jimmy Robinson of Ocean View was third.

1972-07-24

Pettyjohn wins again

1972-08-10

By A. G. Keller

Milton's Eddie Pettyjohn left no doubt in anyone's mind that he was the modified 8 feature winner in his Hairstyles by Venus Chevelle over the weekend at Georgetown Speedway.

Bud Thiele of Baltimore in a Chevelle lost the lead to Pettyjohn on the ninth lap and never regained it, finishing second at the checkered flag. Ken Jefferson from Milton took third in a Chevrolet. Camdem's Don Twilley scored fourth in another Chevrolet. Dover's Wes Hastings was fifth in a Fairlane.

Don Twilley again proved himself to be one of the best 6-cylinder sportsmen on

Delmarva by winning the feature event in his Fairlane.

Twilley took the lead on lap 10, nipping Wilmington's Lloyd Sawyer, finishing second in his Fairlane.

Cordia Warrington V from Georgetown charged his Fairlane to third place. Dover's Clem Horvath drove his Fairlane to fourth. Jimmy Robinson of Ocean View took fifth place in a Chevrolet.

Preliminary qualification winners were Thiele, Pettyjohn, Sawyer and Pettyjohn in the Bobby Buckles' Fairlane.

The Powder Puff derby was won by Virginia Liberman of Andenton in a Ford. Dover's Jackie Horvath was second in her dad's Fairlane.

Pettyjohn scores two perfect wins

1972-09-07

The largest crowd in the history of Georgetown Speedway racing watched the Eddie Pettyjohn score two wins in Labor Day weekend racing for modified 8-cylinder cars.

Finishing behind Pettyjohn in his Hairstyles by Venus Chevelle in the first 25 lapper was Harold Bunting from Milford driving the Hitchens Brothers Chevelle.

Third was Ellendale's Sonny Brittingham in the Rumpstich Machine Works Plymouth.

Fourth went to Bill Towers of Harrington in the Tower's Gulf Ford. Bobby Walls from Ridgely tagged fifth in the Walls Garage Fairland.

Trailing Pettyjohn in the second 25 lapper was Milton's Snookie Vent in the Hudson's

Garage-Fisher Auto Parts Chevrolet. Third went to Baltimore's Ray Grant in his No. 9A Chevelle. Bobby Walls moved up to fourth in the Ridgely based Fairland. Camden's Don Twilley was fifth in the D&D Enterprises Chevrolet.

Dover's 'speed specialist' Clem Horvath won in the six cylinder field in his C.A.S. Fairlane. Milford's Harold Warrington poured it on the Bobby Buckles Engineering Fairland finishing second over Cordia Warrington V of Georgetown who was third in the Harv-Warr-Fairlane. Bob Passwaters from Milton was fourth in the Jarrell Mobile Homes Chevelle. Woodside's Sonny Grier took fifth in a Chevrolet.

Millsboro driver takes feature win

George Harrison of Millsboro drove the Delaware Homes Chevy II to a solid modified eight cylinder feature win Sunday afternoon at Georgetown Speedway. Harrison stayed on top in a race which saw many of the other front runners sidelined by wrecks and mechanical difficulties. Bobby Walls from Ridgely driving a Fairlane outdueled Millsboro's Jimmy Clark in a Chevrolet from second place. Finishing behind Clark in fourth was Bud Thiele of Baltimore in a Chevelle. Dave White pulled double duty taking fifth in a Chevy II.

Veteran stock car driver Jack Sapp from Milford put together a perfect performance in winning the six cylinder sportsmen 50 lapper. Sapp, driving the Wilmington based John's Body Shop Fairlane, made every move count in a race which saw quite a few spins and spills. Second went to Pittsville's Dave White in a Chevelle.

White nipped Lyman Fox from Dover in a Ford by six

inches leaving Fox in third position at the checkered flag. Bob Yoder of Bowers Beach tagged fourth in a Plymouth. Hard-charging Ron Slade from Lancaster residing at Delmar scored fifth in his number 20A Chevelle.

October heat winners were: Eddie Pettyjohn, Milton, Hairstyles by Venus Chevelle; Harold Bunting, Milford, Hitchens Bros. Chevelle; Clem Horvath, Dover, C.A.S. Fairlane; and Don Twilley, Camden, Donald Evans Mustang. On tap for next Sunday is 100 laps of eight cylinder racing along with the regular program for six cylinders. Starting time is 2 p.m. 1972-10-05

Millsboro driver finishes season with feature win

1972-10-19

Veteran driver George Harrison from Millsboro in the Leisure Point Chevy II wrapped up the season with a flawless modified eight cylinder feature win. Harrison led all 25 laps from a pole position start and was never seriously challenged.

His closest competition came from newcomer Claude Dilks of Baltimore piloting a white on rod No. 99 Chevelle. Dilks was second. Milford's Jack Sapp was third in the Ernest Clark Chevrolet. Fred Workman from Lincoln chauffeured his No. 88 Ford to fourth at the checkered flag. Fifth went to Baltimore's Ray Grant in the No. 9A Chevelle.

Don Twilley from Camden charged the Donald Evan's Fairlane to an action-packed six cylinder feature win. The race was red and checkered flagged

at the 24th lap and Twilley was declared the winner.

Dave Schamp from Dover was in pursuit of Twilley most of the way finishing second in the Jarrell Mobile Home's Chevelle. Georgetown's Cordia Warrington V was third in the Harv-Warr Fairlane. Scott Robbins of Elkridge, Md., drove a Chevrolet to fourth. Dover's Clem Horvath recovered from a spin and captured fifth in the C.A.S. Fairlane.

Final heat winners were: Twilley, Harrison, Schamp, and Lyman Fox, of Dover in a Ford. Lawrence Tucker Sr. won the eight cylinder mechanic's race and Frank Elliott took the six cylinder division. The Georgetown Speedway awards dinner and dance will be Saturday, Dec., 2. at the Milford High School.

Speedway Lists Open House Sunday

The **Georgetown Speedway** will charge flat out into the 1973 racing season with a gala open house Sunday afternoon.

The opener will be free to the public.

Despite many wet weekends last winter members of the Delmarva Auto Racing Assoc. have successfully added more seating capacity and have applied a new racing surface here at Georgetown.

Gates will open noon Sunday.

Georgetown is voted by drivers and fans as well as the fastest, safest, and most competitive dirt racing surface on Delmarva.

Due to Georgetown's unique situation where it is handled by an association of car owners and drivers the entire gate receipts less expenses make up the purse. This concept has brought racing at the **Georgetown Speedway** from the primitive "run for fun" cars to the all new professional quality race car that will compete this season.

1973-04-27

Sapp, Harborth Win At Georgetown

Clem Harborth and Jack Sapp won the six and eight cylinder features yesterday at **Georgetown Speedway**.

Harborth topped Sonny Brittingham, Paul Whitlock and Cordia Warrington V in the six cylinder event.

Sapp came in ahead of Haines Tuil, Brittingham and Snookie Vent in the eight cylinder feature.

Other winners in eight cylinder events were Harold Bunting and Sapp.

Winners in six cylinder features were Dave Shamp and Harold Warrington. 1973-05-07

Need NASCAR? Not 173 drivers at area tracks

1973-05-21

By Monte Martin
Dover Bureau

GEORGETOWN — Delaware's stock car drivers figure they don't need to be associated with the National Association for Stock Car Auto Racing (NASCAR).

George Reed thinks he knows why and can explain why area drivers turned down joining NASCAR by a vote of 170-3.

Five years ago, area drivers formed their own organization called the Delmarva Auto Racing Association when 300 racing enthusiasts met at the Milford Fire Hall. Reed is its president, and after five years he has seen that membership double and concluded, "I think it is here to stay.

"Ninety-nine per cent of the drivers and cars in Delaware and part of Maryland are members."

All are eligible to race at Georgetown Speedway where the non-profit organization leases a half-mile track from owner George Herbert.

"It wasn't formed to have its own race track," Reed said, but when the opportunity arose to lease a track, the board of directors, with membership approval, made Herbert an offer.

"We wanted to try to keep a promoter out of it," said Reed, who was one of the originators under Bill Courtney, the group's first president. "We figured if a promoter can make money so can we."

The difference is the money the association makes goes back to the members, who can be owners, drivers and mechanics, in purses, track improvements, an awards banquet and insurance.

"Track promoters told us we couldn't get insurance," Reed said. This year the group has a \$1 million policy on spectators and \$10,000 on every driver. "The pit pass money (\$20) pays for the insurance."

The purses have gone up every year, according to Reed, and track improvements have never been a problem.

"We get an awful lot of free help. At open house we had to erect some fencing and four men, all dressed up and with their wives, came down out of the stands to help us. You can't believe the spirit of these men unless you see it," said Reed.

Reed, who traces his racing interest to 1947, said, "There have been three different associations (locally) that I can remember, and none of them lasted any longer than three years.

"This is an altogether different setup. The promoters are just like a factory — they have to make money. But the Association was formed for the drivers — they do everything themselves. The other tracks have come around. We've shown them what we can do. Every December our members make the rules they decide they want to race by."

Reed was employed by NASCAR for nine years and has observed racing operations in the east. He knows of none as unique as the Delmarva Auto Racing Association. "I think in time all the (local) tracks will run under one rule — one association.

"I might not be around for another year — I've told the board I might go elsewhere, but nothing will happen to the association. Clem Horvath, our vice-president, can move up."

AT DELMAR

Sportsman Feature

1. Ed Pettyjohn, Milton, Chevrolet.
2. Brian Bodenmeyer, Georgetown, Chevrolet.
3. Richard Malzer, Berlin, Md. Chevrolet.

Modified Feature

1. Jack Sapp, Milford, Plymouth.
2. Ed Pettyjohn, Milton, Chevrolet.
3. Haines Tuil, Woodland, Chevrolet.

AT LINCOLN

Sportsman Feature

1. Ed Pettyjohn, Milton, Chevrolet.
2. Richard Reed, Milton, Falcon.
3. Clem Horvath, Dover, Maverick.

Modified Feature

1. Ed Pettyjohn, Milton, Corvair.
2. Ed Snockery, Laurel, Chevy II.
3. Glenn Wilson, Houston, Chevrolet.

Georgetown card was rained out yesterday.

Brittingham, Tull Take Speedway Honors

Sonny Brittingham and Haines Tull captured the featured six and eight cylinder events Sunday night at the Georgetown **Speedway**.

Brittingham outdueled Harold Bunting and Jim Robinson for the top spot. Bunting took the first heat and Brittingham was second, followed by Bob Yoder. In the second heat Clem Horvath was followed by Jim Robinson and Lyman Fox.

Bunting and Tull were racing neck - to - neck for the eight cylinder honors when Bunting crashed into the rear of another car. Neither driver was believed too badly injured. Calvin Hammond took first heat honors and Tom Daisey was second. Bunting took the second heat and Larry Tucker and Jack Sapp followed.

Tull took the featured eight honors with Tucker in second and Sapp third.

A "Fan of the Week" award was presented to Miss Donna Massey of Seaford. 1973-06-12



1973-07-12

MARSHA MCGINNIS (center), of Chestertown, Md., was named "Miss **Georgetown Speedway**" on the Sunday—the title makes her the queen of the Delmarva Auto Racing Association. The first runner-up was Karen Bradford (left), of Seaford, and the second runner-up was Donna Jo Yoder (right), of Bowers Beach. Miss McGinnis, who is 16, is a student at the Kent County, Md. High School.

Rain pours down, crowd pours out at speedway

1973-07-19

When the gates open at the **Georgetown Speedway** last Sunday, so did the clouds. Heavy rain lasted only an hour but it was long enough to send an expected large crowd home without getting to see even one race car unloaded.

Point leaders for the two divisions, Haines Tull and Clem Horvath were on hand to defend their standings but shortly after 5:30 p.m. the Association's President, George Reed, cancelled the evening's activities which included a 50-lap 6-cylinder feature.

The next event scanted by the Delmarva Auto Racing Association will be at the Delaware State Fair Grounds

in Harrington. Originally to be eligible to run at Harrington the drivers must have competed at least once at Georgetown, but due to the cancellation of Sunday's events the club decided to let anyone, whose car passes inspection run. However, to compete in the following Wednesday night's race, also at Harrington, where the winner will be crowned Delaware State Champion, he must have qualified the previous Saturday.

Top ten drivers in point standings.
Six Cylinder Division
Clem Horvath 948
Cordia Warrington 912
Sonny Brittingham 858

Donnie Joseph 742
Bob Yoder 736
Lyman Fox 734
Harold Bunting 692f
Jim Lofland 658
Dave Schamp 564
Bob Rogers 544

Eight Cylinder Division

Haines Tull 1038
Snookie Vent 990
Jack Sapp 982
Ken Jefferson 958
Harold Bunting 950
Alan Carey 924
Stan Busby 842
Larry Tucker 780
Bobby Walls 740
Bill Towers 652

Tull Captures Speedway Feature

Haines Tull of Seaford copped the eight cylinder feature at the Georgetown Speedway Sunday night. The six cylinder feature was rained out.

Trailing Tull for the top honors was Jack Sapp of Milford and Sonny Brittingham of Ellendale.

Calvin Hammond of Frankford took the first heat honors and Harold Bunting was tops in the second. Don Twilley of Dover took first in the first heat of the six cylinder event. Bunting took first in the second heat. The feature was rained out.

Rae Long of Dagsboro was named "Fan of the Week" at the Sussex County dirt track and Joe Massey was named "Driver of the Week."

Tull takes first at speedway

Haines Tull of Seaford leading for nineteen laps, took first place for the V8 feature in his Howard Davis-owned 72 Nova, at the Georgetown Speedway on Sunday.

Ellendale's Sonny Brittingham, was quick at the start, as he breezed swiftly from fifth position to first. He lead for four laps until flagman Bill Lawson put out the red flag for Harold Bunting Car, 80, and 66 Ken Jefferson as they spun out on turn four.

Starting the race for the second time, Don Twilley of Dover, Del., in car 24, took over the lead ahead of Brittingham, leading for two laps. Tull then took the lead on lap seven. Twilley, whose wheel flew off, left the field leaving 3rd Haines Tull, 71 Sonny Brittingham, 90 Jack Sapp and 66 Ken Jefferson to finish the race, sponsored by the Sussex Homes-South, Oak Meadows, Del., near Georgetown. Ending behind Tull were Jack Sapp, Sonny Brittingham, Stan Busby and Bobby Walls in that order.

The eight cylinder heats were won by Calvin Hammond of Frankford, and Harold Bunting of Milford.

Six cylinder heats were won by Don Twilley and Harold Bunting, with Ron Slade 20A, Richard Russell 12 and Car 82 cluttering together on turn four just before scoring for the first lap.

The 50 lap six cylinder feature was cancelled due to rain. George Reed, president of the Delmarva Auto Racing Association, said "The double-point 50 lap feature for the six cylinders will be the first event next week at the Georgetown Speedway".

Fan of the week was Rae Long of Dagsboro, picked by the ballot box by the track queen, Marsha McGinnis, "Miss Georgetown Speedway".

Driver of the week goes to Joe Massey. He will be awarded his Bobby Allison Jacket and a pair of cokes next week at the Georgetown Speedway.

Harold Bunting named state champion driver

Harold Bunting of Milford in car No. 80 won the V-8 feature and consequently was named the Delaware State Champion driver at the Delaware State Fairgrounds in Harrington last Wednesday night.

Haines Tull, driving 3D from Seaford, was second. Ken Jefferson in No. 66 was third.

All three received trophies presented by "Miss Georgetown Speedway 1973" Marsha McGinnis, queen of the Delmarva Auto Racing Association.

Three red flags were out during the 25-lap event. The first was necessitated when Alan Carey spun out on turn two

after one completed lap. On lap three Stan Busby hit the guard rail between turn three and four. However, he finished fourth in the race.

The final flag came with 15 laps completed. Bobby Walls of Rigley, Md., experienced mechanical problems on turn four. He was not able to finish the race.

With 14 cars starting the six-cylinder feature, Harold Bunting in No. 17, owned by Paul Whitlock, came from 13 position to take the lead after 15 laps, ahead of Joe Massey. Bunting also got the first trophy and title for Delaware State Champion Driver 1973 of the evening.

Harold Warrington went through the fence on turn three after two completed laps and gain in the seventh lap he left the track after mechanical problems. Jim Lofland, No. 55, after spinning out on turn three after 19 completed laps, finished seventh.

The six-cylinder heats were won by 3D, Joe Massey and, Harold Bunting.

V-8 heats were captured by Gary Trice and Ken Jefferson.

Busby of Bridgeville takes V-8 feature race

Stan Busby from Bridgeville in his No. 47 took the V-8 feature at the Georgetown Speedway Sunday. Driving his '69 Camaro, Busby lead all of the race which was held to two red flags.

In lap 20, Bobby Reed of Harrington in his '64 Chevy II, broke a ball-joint, went off turn one taking Harold Bunting, car No. 80 of Milford, in his Hitchen's Bros.-owned '69 Camaro with him. Bunting returned to his original third position. Leader Busby and Car No. 80, Bill Walker, collided, spinning both competitors around after 23 completed laps. Car No. 47 regained his position and led the pack to the checker. Jack Sapp of Milford and Harold Bunting, Delaware State Champion finished second and third.

Harold Bunting who started in 15th position captured the 6-cylinder event again. Taking

the lead in the ninth lap, the winningest, 6-cylinder drive on the shore. Maintained the lead through the 25th lap. Jimmy Robinson III of Ocean View, led for eight laps, leaving Eddie Pettyjohn and Dave Schamp to fight for second. Pettyjohn in car No. 7J took second on lap 15, turn four and then lost to Robinson on lap 17. Schamp then took third. Finishing the bumper-to-bumper classic were Harold Bunting, Dave Schamp, of Dover and Jimmy Robinson III in his '65 Chevy II.

Six-cylinder heats were won by No. 27 Edie Echols and No. 17 Harold Bunting. Following Echols were No. 72 Harold Warrington of Milford in a '65 Chevelle and No. 73 Tony Daisy of Houston. Second

heat winners finishing eighth Bunting were No. 2 Jimmy Robinson III and No. 4 Dave Schamp.

Finishing the first V8 heat was Busby No. 47 of Bridgeville in his '69 Camaro with Kenny Riffin Car T of Seaford in a '62 Dart. Third went to Don Twilley in a '69 Camaro. Bunting took the lead after four laps, in the second V8 heat. Finishers were Bunting, Jack Sapp of Milford and Haines Tull of Seaford.

Fan of the week was James Hitchens of Millsboro.

Milton's Eddie Pettyjohn was voted favorite driver for the week.

The gates open at 5 p.m. next Sunday and the races start at 7 p.m. at the Georgetown Speedway.

Pettyjohn wins at Georgetown

1973-08-23

Eddie Pettyjohn of Milton started in 19th position and worked his way through the pack, survived nine restarts and came on to win last Sunday Night at the Georgetown Speedway.

Snooky Vent of Milton was second. Stan Busby finished third, Calvin Hammond was fourth and Dave White finished fifth.

Harold Bunting took over the lead on lap 11 and was never passed in the 6-cylinder feature. Jimmy Robinson lead the first nine laps but began experiencing wheel bearing problems that sidelined his car six laps later. Joe Massey was second. Harvey Coverdale

finished third.

Eight cylinder heat races were captured by Richard Jarvis and Calvin Hammond. Harry Twilley and Nelson James filled out second and third spots behind Jarvis. Larry Tucker and Ken Jefferson trailed Hammond to the checker in the second 8-cylinder heat.

Bill Walker, driving in relief for Jim Lofland, won the first 6-cylinder heat. Donnie Joseph and Ron Slade finished second and third. Jimmy Robinson held off Harold Bunting and Joe Massey in that order in the second 6-cylinder heat.

Harold Bunting top winner at speedway

Harold Bunting of Milford, was the top money winner at Georgetown Speedway on Sunday—he won heat races in both divisions and both of the features.

In the V-8 feature race, Ken Jefferson finished second behind Bunting, Haines Tull was third, Calvin Hammond finished fourth, and Lew Williamson came in fifth.

Clem Horvath was second in the 6-cylinder race that Bunting won. Joe Massey placed third, Donnie Joseph finished fourth and Don Twilley, driving Dave Schamp's car, was fifth.

Eddie Pettyjohn won the first V-8 heat race with Calvin Hammond earning second and Ray Riggins third.

The second V-8 heat was captured by Harold Bunting with Jack Sapp and Haines Tull coming the second and third.

Gene Milk took the 8-cylinder hobby race, followed by Rick Waples and Glen Moore.

The 6-cylinder hobby race was won by Mel Joseph Jr., whose father designed and built Georgetown Speedway over 20 years ago. Charlie Harris finished second and Don Brooks was third.

Calvin Hammond was the recipient of this week's Bobby Allison Award jacket and a case of cokes. Robert Vincent of Harrington was named "fan of the Week" and received two free passes to this Sunday's races.

1973-08-30

Bunting wins 6 cylinder feature race

1973-09-06

Harold Bunting won first place position in the 6-cylinder feature race at the Georgetown Speedway on Sunday. Bunting also took the V-8 feature race.

In the 6-cylinder feature Bunting was followed by Donnie Joseph, Cordia Warrington, Don Twilley and Ron Harmon. Jimmy Robinson was running second until he broke a ball joint in the 15th lap.

Ed Pettyjohn placed second in the V-8 feature, followed by Stan Busby, Sonny Britting-

ham, Calvin Hammond and Jack Sapp.

Ed Pettyjohn also won the first V-8 heat race. The second V-8 heat was taken by Harold Bunting.

Les Nailor was voted favorite driver of the week by the crowd and 6 year-old Roger Kates was named "Fan of the Week".

In the six-cylinder hobby division Earl Warrington won over Roland Payton. The 8-cylinder winner was Lance Bull, followed by Jim Collinson.

Bunting, Pettyjohn Take Stock Honors

Harold Bunting and Eddie Pettyjohn won feature races at the Georgetown Speedway Sunday night.

Bunting captured the six cylinder division and Pettyjohn, the V8 division winner.

Behind Bunting was Clem Horvath and Ron Slade. Trailing Pettyjohn were Ken Jefferson and Jack Sapp.

Jimmy Robinson won the first heat of the six cylinder division and Horvath the second heat. The first V8 heat winner was Pettyjohn and Jefferson was the second heat.

Carol Brittingham, daughter of driver Sonny Brittingham of Ellendale, was named "Fan of the Week." Donnie Joseph was named "Driver of the Week."

Sunday's card will get under way at 7:30 p.m.

1973-09-11

Pettyjohn wins again at Georgetown

1973-09-13

Eddie Pettyjohn took the lead on lap two of the V8 feature and kept it at Georgetown Speedway Sunday. Ken Jefferson took second and Jack Sapp was third. Haines Tull, who finished fourth this week had experimented by installing a small engine hoping the weight loss would cancel out the power; it didn't. Fifth went to Snookie Vent followed by Sonny Brittingham. Driving Paul Whitlock's Chevy II, Harold Bunting won the 6 cylinder feature once again. Clem Horvath was second. Ron Slade was third and Cordia Warrington was fourth.

In the V8 heat races Eddie

Pettyjohn won over Tony Daisey and Sonny Brittingham in that order. Ken Jefferson captured the second V8 heat while Haines Tull and Calvin Hammond earned second and third.

Jimmy Robinson and Clem Horvath won the 6 cylinder heat races. Don Twilley was second to Robinson and Harold Bunting trailed Horvath to the checker.

Mel Joseph Jr. and Fred Workman each won in their class in hobby competition, while Jimmy Clark and Bud Shorter were runners-up.

Racing will be at 7:30 p.m. this Sunday at Georgetown.

Tull takes V-8 race

Haines Tull won his second V-8 feature race in a row at the Georgetown Speedway on Sunday.

Tull was several car lengths ahead of his nearest competitors, Larry Tucker, Jack Sapp and Ray Riggins, in that order.

Harold Bunting won the 6-cylinder feature race for the second time a row. Harold Warrington came in second,

and Joe Massey finished third, followed closely by Jimmy Robinson.

Ray Riggins edged out Eddie Pettyjohn in the last seconds of the first V-8 heat race. In the second V-8 heat Harold Bunting finished ahead of Larry Tucker in a close race.

Jimmy Robinson won the first 6-cylinder heat race, and Harold Warrington took the second race.

1973-09-17

Tull, Bunting G'Town Winners

Harold Bunting and Haines Tull captured the spotlight during Sunday's running at the Georgetown Speedway.

Bunting captured the six cylinder feature. He was followed by Harold Warrington, the second heat winner, and Joe Massey. Jimmy Robinson won the first six cylinder heat.

Tull of Seaford, outraced Larry Tucker and Jack Sapp in the eight cylinder feature. Ray Riggins won the first heat and Bunting the second.

1973-09-25

Pettyjohn, Bunting Take Top Honors

Eddie Pettyjohn and Harold Bunting captured top honors Sunday night at the Georgetown Speedway.

Pettyjohn outraced Calvin Hammond and Jack Sapp in the eight-cylinder feature. Pettyjohn also took the first heat while Haines Tull won the second heat.

Bunting proved too much for Clem Horvath and Don Twilley in the six-cylinder feature. Harold Warrington captured the first heat while Bunting took the second heat.

Racing resumes at the Georgetown Speedway Sunday night.

1973-10-02

Bunting, Tull Cop Top Honors

Harold Bunting and Haines Tull took top honors Sunday at the Georgetown Speedway.

Following Bunting in the six-cylinder division was Joe Massey and Harold Warrington. Warrington had captured the first heat while Bunting took the second heat.

In the eight-cylinder feature, Calvin Hammond and Stan Busby followed Tull across the finish line. Hammond won the first heat while Busby captured the second heat.

Racing resumes Sunday at 2 p.m. at the Georgetown Speedway.

1973-10-09

Tull wins V-8 race

1973-10-11

Haines Tull worked himself up from 12th place to win the V-8 feature race at the Georgetown Speedway on Sunday.

Finishing behind Tull were Calvin Hammond, Stan Busby, Jack Sapp and Ken Jefferson, in that order.

Once again Harold Bunting won the 6-cylinder feature. Joe Massey was second ahead of Harold Warrington who drove his back-up car after blowing the engine in his regular car. Clem Horvath was fourth and Ron Slade finished fifth.

Calvin Hammond won the first V-8 heat race with Bobby Reed earning the runner-up spot. Lloyd Whalen was third. In the second V-8 heat Harold Bunting was victory over Haines Tull, Jack Sapp and Snookie Vent.

The 6-cylinder heats were taken by Harold Warrington and Harold Bunting.

Speedway sets open house

1974-04-18

Stock car racing can be pre-viewed Sunday, April 21, at 12 noon at the one-half mile Georgetown Speedway located two miles south of Georgetown., Rt. 113.

Under the direction of the Delmarva Auto Racing Association for the past three seasons, Georgetown Speedway has a completely resurfaced clay racetrack along with schedule concession and restroom improvements.

There is no admission charge for the Sunday open house. President George Reed and the board of directors have announced that weather permitting, regular competition will begin at 8 p.m., Friday, April 26.

Tucker takes 1st place

1974-05-09

Larry Tucker finished first in the eight cylinder feature race at Georgetown Speedway on Friday night. Tucker drove the Hitchen's Bros. Construction Co Camarro. There were 70 entries in the 8-cylinder races.

Walt "Stevie" Breeding from Federalsburg, Md., came in a close second in his Advanced Speed Vega. Milford's Jack Sapp came in third driving the Pepper Real Estate- Holden Mundy Valiant.

Harold Bunting of Milford won the six cylinder feature for the second week in a row with his Paul Whitelock prepared Vega.

Jimmy Robinson of Ocean View finished first in the first heat, with Ed Brown of Cambridge closely following. Bodie Bodenweiser of Georgetown scored a win over Harold Bunting in the second heat.

Bunting wins

1974-05-16

Harold Bunting of Milford took the first place position in the 8-cylinder race at Georgetown Speedway on Friday night.

A spill in the 6-cylinder feature on lap one eliminated

Bunting, Clem Horvath and Jimmy Robinson from the event. Bodie Bodenweiser of Georgetown quickly established himself in first place to win for the first time at Georgetown in 1974. Joe Massey of Seaford outmaneuvered Donald Twilley of Wyoming for second place. Fourth place finisher was Donnie Joseph of Bridgeville.

Hobby feature racing saw Freddie Workman of Lincoln bring the Mill Bros. Market Falcon to victory lane and Dover's Junior Hardin to take second place in a Toronado.

Georgetown Speedway

Sets Major Stock Race

1974-05-29

GEORGETOWN — The stage was set and the drivers were ready but the weatherman would not give the green to the Me-

morial 50-lap eight cylinder race, washing the premier event from Friday night's card. On the drier side of the coin, officials of the Delmarva Auto Racing Association have slated the largest evening of stockcar racing this year on the Eastern Shore for Friday, May 31 at 8 p.m. On tap to be run first is the 50 lap eight cylinder feature, followed with a regular program for the sixes and eights plus the Hobby racers.

Six cylinder feature racing saw Georgetown's Bodie Bodenweiser outrace the precipitation in a wire to wire duel with Lloyd Sawyer of Wilmington behind

the wheel of the Richard Reilly Prepared - Steve Kanuka Pinto. From lap five it was Bodenweiser's Lewes Dairy Market Maverick and Sawyer running in the number two spot setting the pace for the distance in the rapidly run main. Harold Bunting from Milford kept the leaders in sight taking third driving the Whitelock Paint Contractors Vega under starter Charlie Brown's checkered flag. Fourth went to Bridgeville's Donnie Joseph, chauffeuring the "Snoopy Special" Pinto. Harold Warrington of Frederica brought the Patriotic Chevelle home fifth.

At Georgetown

Sawyer Victor In Auto Race

1974-06-01

By MONTE MARTIN
Dover Bureau

GEORGETOWN — Most attention was focused on the modifieds at Georgetown Speedway last night — 75 laps worth, but veteran open circuit stock car observers took note of the Sportsman finish.

In the winner's circle for the first time this year was Wilmington's Lloyd Sawyer, which may mean he has made the last of his 100-mile hauls to this half-mile dirt oval in vain.

Two weeks into the season Sawyer made his first appearance here and ran so far back in the pack it was difficult to believe the same racing team that won seven six-cylinder features last year was backing the brown and white 1973 Pinto.

"We didn't really build it to run here," Sawyer explained. "We built it to run a Lincoln and Delmar. When it was two-thirds finished we found out Little Lincoln was closing."

Sawyer designed the car for maximum handling at short tracks like the quarter-mile Little Lincoln and one-third Delmar.

"The wheel base is five or six inches shorter than anything here," said Sawyer.

"Little Lincoln was so short you could give away horsepower for handling. Here you need the horsepower because the track is usually rough and everybody is running so fast."

By the fourth week Sawyer's crew made the necessary adjustments. Sawyer dueled Bodie Bodenweiser through the first 22 laps before Bodenweiser went into a slide in the No. 2 turn, locked wheels with Sawyer on his outside and both slid over the embankment in their May 17 race.

Sawyer was through for the night, but he came back to finish second in last week's race before a thunderstorm hit and last night he took command in the restart of the eighth lap and held it to the finish to prove his car now meets his highly competitive standards.

"It doesn't pay to run too fast if you're not ready," Sawyer, a cagey veteran theorized. "We decided to play it cool until we were."

Meanwhile Walt Breeding went through 75 laps of eight-cylinder features in his '73 Vega (one 50 lapper and a 25) unscathed only to have a bolt on his right front wheel break as he moved up the backstretch for his 25-lap feature victory lap.

SPORTSMEN—1, Lloyd Sawyer, Wilmington, Pinto; 2, Harold Bunting, Milford, Vega; 3, Bodie Bodenweiser, Georgetown, Maverick.

MODIFIED—1, Walt Breeding, Federalsburg, Md.; Vega; 2, Haines Tull, Seaford, Vega; 3, John McCardell, Rising Sun, Md., Corvair.

50 LAP MODIFIED—1, Bunting, Milford, Vega; 2, Tull, Seaford, Vega; 3, McCardell, Rising Sun, Corvair.

Bunting wins

1974-06-06

Harold Bunting of Milford came in the first in the rain-dated Memorial Modified 50 at the Georgetown Speedway Friday night.

In the final modified feature, Walt Breeding finished first, followed by Haines Tull and John McCardell.

Lloyd Sawyer of Wilmington scored a strong win over Harold Bunting in the Sportsmen 6-cylinder feature race. Bodie Bodenweiser finished third.

Bunting Sweeps 2 Features Again

From the Dover Bureau
GEORGETOWN — There are three words that best summarize stock car action here. They are spoken by track announcer George Keller at what seems to be the conclusion of most every race: "Nice going Harold."

Harold . . . Harold Bunting

swept both the Sportsmen and Modified features last night. It took him eight laps to pass 14 cars and begin breathing down Sportsman leader Richard Malner's neck.

Three laps later he was around Malner and coasted to his seventh Sportsman victory at this half-mile oval. Malner, a Berlin, Md. native, was second and Donnie Joseph was third.

Bunting started in 21st position in the 24-car modified feature field and wrested the lead from Sonny Brittingham on the 10th lap to win his seventh V-8 race here. Brittingham held second and Haines Tull was third.

In pre-race festivities, Miss Debra K. Martin was elected "Miss Delmarva Auto Racing Association." The Milton lass will represent Georgetown Speedway in that capacity at the State Fair.

Sportsman—Harold Bunting, Milford, Vega; 2. Richard Malner, Berlin, Md., Mustang; 3. Don Joseph, Bridgeville, Pinto; 4. Jack Sapp, Milford, Falcon; 5. Tony Daisey, Houston, Corvair; 6. Lloyd Sawyer, Elsmere, Pinto.
Modified—Bunting, Milford, Vega; 2. Sonny Brittingham, Ellendale, Corvair Wagon; 3. Haines Tull, Seaford, Vega; 4. Bill Towers, Harrington, Pinto; 5. Larry Tucker, Milford, Camaro; 6. John McCardell, Rising Sun, Md., Corvair.

Bunting wins 16th feature race

1974-07-18

Harold Bunting of Milford took yet another sportsmen feature race at Georgetown Speedway on Friday night—this was his 16th win in that event.

In addition, Bunting also won his 11th modified feature race.

In the modified race, Sonny Brittingham of Ellendale had a close contest for second with Haines Tull of Seaford, but managed to pull ahead. Fourth went to Bill Towers of Harrington, Larry Tucker from Milford scored fifth and John McCardell of Rising Sun, Md., was sixth.

Richard Malnor of Berlin yielded to Bunting on the eleventh lap of the Sportsmen finale. Donnie Joseph of Bridgeville was third. Fourth went to Jack Sapp

and Tony Daisey came in fifth.

Gumboro's Calvin Hammond was a modified heat winner scoring over Bobby Walls of Ridgely. Doug West of Salisbury was the other 8-cylinder winner with Georgetown's Jerry West coming in second. Richard Malnor scored a six cylinder win over Bobie Bodenweiser in . Bud Coverdale of Frederica won the other Sportsmen go-round over Jack Sapp.

Milton's John Fisher was an 8-cylinder hobby winner.

Rain Postpones Georgetown Feature

Walt (Stevie) Breeding of Federalsburg, Md., was in the process of giving Harold Bunting of Milford a battle - in the Modified feature Friday night at Georgetown Speedway as the threatening skies brought out the red flag on the 11th lap.

Salisbury's Doug West driving the Doug West Trucking Vega was holding down second as DARA officials called the event on account of rain. Richard Jarvis of Ocean City was running fourth at the red light. The front four and the remaining qualified cars will complete the program plus run an all new one Friday night at 8 p.m. In all, the Modified feature will be finished from the 12th lap, the Hobbies are slated to go along with the Sportsmen Feature. At this point a complete new program will be run in its entirety. With 12 total races slated to be run, it can safely be billed as the largest evening of stock car racing this year on the Delmarva Peninsula.

DARA has tapped Friday, August 9 for a regular Sportsmen - Modified program plus the State Championship for six and eight cylinder hobby automobiles.

1974-07-30

Speedway Resets Rained-Out Races

GEORGETOWN — The Delaware State Six and Eight Cylinder Championship night along with the regular sportsmen and modified program has been moved up one week to August 16. A record number of hobby entries for this novice event is already registered.

Rookie candidate Walt (Stevie) Breeding of Federalsburg will have to wait another week to finish the modified finale that he was leading as three straight rain-outs have plagued Delmarva Auto Racing Association drivers and owners at Georgetown Speedway.

On the drier side of things, Breeding along with the other modified, sportsmen and hobby drivers will be gearing up for this Friday's big 12 race card which is set to go at 8 p.m. The modified feature will be finished from the twelfth lap, the hobbies are slated to go along with the sportsmen feature. From here on a complete new program will be run in its entirety. With twelve total races to be run, one right after the other, it's the area's largest evening of stockcar racing yet this year.

1974-08-06

At Georgetown

1974-08-15

Bunting wins

Harold Bunting swept the feature races at the Georgetown Speedway on Sunday night taking both sportsmen feature races and the two modified feature races.

The only close competition was supplied by Bill Towers, in the last modified race, who was a strong contender for the final 20 laps. Finishing third behind Bunting and Towers was Jerry West, followed by Haines Tull and Eddie Brown Jr.

Tull finished second to

Bunting in the first modified race with Stan Busby close behind.

Molnar Outguns Bunting At Georgetown Speedway

Richard Malnor of Berlin, put together the perfect Sportsmen feature night in winning the final 25 lap go - round in the Hitch Insurance Agency Mustang at Georgetown Speedway.

— There were no "hard times" for Malnor and Dover's Clem Horvath and the Frank Elliott. Engineered Pinto as a capacity crowd saw the two Ford products outgun Delmarva's winningest driver Harold Bunting from Milford in the Don's Auto Parts - R. C. Automotive Vega of Salisbury. A thriller from the drop of the green and a heartbreaker for Bodie Bodenweiser as his engine cooked with just three laps remaining along with losing second place to the hard - charging Horvath. Finishing fourth behind Bunting was Frederica's Bud Corverdale. John McCardell of Rising Sun, Md. brought the E.J.L. Racing Corvair home fifth at the checkered flag. Sixth place respectively went to Ed Brown, Sr. of Cambridge piloting a new Pinto.

When it came time for the modifieds to test their skill, Bunting has what it takes as

1974-08-20

the entire field raced their hearts out keeping Bunting in sight. As the race developed it became a question as to whether Richard Jarvis of Ocean City, would be able to catch the flying Bunting. Jarvis, vastly improved this year, wasn't able to accomplish his goal but made his presence known taking the second for the Purnell - Jarvis Ltd. entry. Milton's Snookie Vent put together his finest showing of the year as both Bunting and Jarvis were not leaving him behind in the Lewes Dairy - Clifford Downes prepared Corvair Jerry West from Georgetown brought the Holden Mundy - Demhoff Furniture Racing Dodge home fourth nipping Seaford's Haines Tull and the avis Trucking 3D Vega at the wire.

D. A. R. A. heat winners saw veteran driver Johnnie Martin, Sr. from Lewes grab the victory colors in his 'Candy Apple - Red and White Pinto no 21 over Doug West from Salisbury and the Kenn Welding Vega. Ed Brown, Jr. of Cambridge was a heat winner over Jerry West. Harold Bunting notched another preliminary win in the Sportsmen division scoring over Richard Malnor reversing the feature cards. Lyman Fox of Dover won the other six cylinder heat over a returning Bob Hanna from Salisbury.

Delaware has two new hobby champions. Bridgeville is Jim Sturgess is the new eight cylinder Hobby champ with Earl Warrington of Rehoboth scoring the triumph in the six cylinder Hobby division. Both winners drove Chevrolets. Regular D. A. R. A. racing returns to Georgetown Friday, at 8 p. m.

Bunting Overcomes Reed For 18th Modified Victory

1974-08-27

Harrington's Bobby Reed was just one straight and two turns away from scoring an impressive Modified feature win after leading the first 24 laps of the 25 lap main at Georgetown Speedway. Reed's flawless performance served as an injection to Harold Bunting of Milford. With the final turns in sight Bunting who worked his way from the rear of the field overtaking Reed and going on for his 18th Modified feature triumph of the year. Finishing third behind Bunting and Reed was Jack Sapp from Milford.

Milton's Snookie Ven' was never out of the running taking a strong fourth and fifth place overall went to Stan Busby of Bridgeville. Seaford's Haines Tull took sixth.

Richard Malnor of Berlin, reversed the cards once again on Bunting scoring his second feature win for the Sportsmen automobiles in as many weeks. Malnor, clearly the class of the field, kept pouring it on in the Norris Peek - Hitch Insurance Agency Mustang while Bunting just couldn't catch him taking second as the victory colors were

unfolded. Seaford's Joe Massey brought the Bob Wright-Burton Transportation Center Vega wagon across the finish line third with Georgetown's Bodie Bodenweiser recovering from a spin taking fifth.

D.A.R.A. preliminary winners were Snookie Vent recording a Modified win over Georgetown's Jerry West. Paul Walker, Jr. won the other eight cylinder heat taking the win from Alan Carey of Laurel.

Six cylinder qualifying saw Joe Ellingsworth score in a Chevrolet over Don Messick from Baltimore. Malnor gave Bunting an omen to the feature scoring a preliminary win. Eugene Mills of Milford tallied a combined Hobby feature win driving a Falcon.

The Delmarva Auto Racing Association has tapped the Labor Day weekend for two special evenings of racing. A split 74 - lap feature highlights Friday's program for six cylinder racing. with Sunday another split 74 lapper is scheduled for the Modifieds along with the regular running for the sixes and Hobbies.

feature

1974-08-22

Richard Malnor of Berlin won the Sportsmen Feature at **Georgetown Speedway** Friday night.

Second place finisher was Clem Horvath of Dover and coming in third was Harold Bunting of Milford, the top scorer at the track this year.

Bunting came back to take the Modified Feature, but he received stiff competition from Richard Jarvis of Ocean City. Coming in third was Snookie Vent of Milton followed by Jerry West of Georgetown and Haines Tull of Seaford.

John Martin Sr. of Lewes was the winner of the first heat race. Harold Bunting took the first sportsmen heat.

Lyman Fox of Dover won the other six cylinder heat over a returning Bob Hanna from Salisbury.

Georgetown Speedway opens a Labor Day weekend of stock car racing with its first of two split-74 lap races tonight at 7. The first place sportsman driver after 37 laps will be checker flagged, then the entire field will be reversed for the second 37.

The winner will start in scratch position. If he can work his way through the pack in the second leg he will win \$500.

There will be a modified drivers program tonight and at 7 p.m. Sunday, the modifieds will try the split-74 while sportsmen run a regular feature.

1974-08-30

Milford's Harold Bunting is a prime contender to win at least part of both. With seven weeks remaining in the season, Bunting is practically assured of retaining his title as the Delaware Open Circuit's top winner.

Richard Molnar and Bodie Bodenweiser, both sportsmen, are the only other drivers who have as many as five victories

Bunting wins 48th

1974-09-26

Stan Busby came in fourth followed by Doug West in fifth.

Bodie Bodenweiser won the sportsman feature — he maintained a strong leading position during the entire race.

Cordia Warrington finished second, followed by

Jack Sapp, Donnie Joseph and Larry Grier.

Harold Bunting won the modified feature race at **Georgetown Speedway** Friday night—he has won 48 times this season at Georgetown and Delmar.

Bunting took the lead in the fifth lap and never gave it up. The race for second was a close contest throughout the race between Larry Tucker and Haines Tull, with Tull finally moving ahead.

Entry restrictions lessened

for Oct. 20 at **speedway**

The **Georgetown Speed-** way announced an area racing first last week—on Oct. 20 any entry will be eligible providing it conforms to Delmarva Auto Racing Association specifications and the entrant pays fee of \$20.

\$1,000 will be going to the winner. The field will be limited to 30 starters with these cars guaranteed a minimum of \$50 for taking the green flag. details are available at the track.

Haines Tull won the Modified Feature Race at the speedway last Friday night.

Haines Tull won the Modified Feature Race at the speedway last Friday night. Paul Walker Jr. came in second, followed by Jack Sapp, Bill Towers and Harold Bunting.

1974-09-19

Richard Malnor finished first in the Sportsmen Feature, with Donnie Joseph and Bodie Bodenweiser following closely in second and third, respectively. Early leader Bill Towers had to settle for fourth.

Sapp Cops Modified Race At Georgetown

Veteran racer Jack Sapp, driving a Dodge Colt, overcame early leads by Lester Nailor, Bobby Reed and Calvin Hammond to capture the Modified feature Friday night at Georgetown Speedway. Haines Tull copped second place, with Hammond a close third. Sapp's Teammate Jerry West took fourth - place honors.

Bodie Bodenweiser won the Sportsmen feature, nipping second - place finisher Richard Molnar of Berlin. Donnie Joseph was third with Harold Bunting fourth.

Bobby Reed won a Modified preliminary victory over Snookie Vent. The other eight cylinder heat went to Seaford's Jimmy Lambden driving the Petrea & Son BP Oil Products Pinto Ernie Hill Engineered. Bob Passwaters scored second in the Hitchen's Bros. Corvair Richard Malnor tallied a Sportsmen heat win over Donnie Joseph. Bobby Dryden won the other six - cylinder go-round over Bud Coverdale. Jack Mills of Milford won the eight - cylinder Hobby feature driving the Mill's Bros. Market Falcon. Abby Mitchell of Dagsboro was the six - cylinder Hobby winner. 1974-10-01

Bunting wins

1974-10-10

Harold Bunting took over the lead in the 10th lap in the modified feature at Georgetown Speedway on Friday night and maintained that lead for the rest of the race.

Lester Nailor jumped to an early lead surviving a first lap smash-up which sidelined a number of the front runners. Richard Jarvis was the next leader until a spinout left him out of the action.

Walt Breeding took second scoring over Jack Sapp in third. Fourth went to Calvin

(Continued from Page 6A) Reed, with Bob Passwaters in second.

Richard Malnor won the first Sportsmen heat and the second 6-cylinder heat went to Bob Yoder.

Jack Mills won the 8-cylinder hobby race. The 6-cylinder hobby competition went to Ted Walius.

On Oct. 20 the season at Georgetown comes to an end with the Open Invitational Carling Breweries 102-Lap Special event Time trials will begin at 10 a.m. A parade will follow the qualifying races and there will be a sky-diving exhibition

Hammon, and Haines Tull came in fifth.

Bodie Bodenweiser won his third sportsmen feature race in a row with Harold Bunting running a close second. Behind him in third was Donnie Joseph. Fourth went to Alton Passwaters, and Clem Horvath finished fifth.

Calvin Hammond won the Modified preliminary race, with Haines Tull in second. The other 8-cylinder qualified went to Bobby

(Continued on Page 7A)

at 1:30 p.m. The green flag for the fastest qualifiers will go down at 2 p.m. Admission will be \$4 for adults and 75 cents for children.

Area Race Longest Ever

1974-10-15

The 102 - lap Carling Breweries auto race slated for Sunday at Georgetown Speedway will be the longest short-track race ever held in the Eastern Shore area. A 100-lap event in 1957 currently holds that distinction.

The race, sponsored by the Delmarva Auto Racing Association, features a total purse of

\$5600, not including a \$5 bonus (furnished by area businessmen) to the leader of each lap. The winner will take home the coveted Carling Cup, a fire-proof helmet, and \$1000. The runner-up will receive \$800 with a 20 per cent drop per position.

Time trials will begin at 10 a.m., with the green flag set to come out for the 30 qualifiers

at 2 p.m. A special parade and sky diving exhibition will precede the race at 1:30.

Longer race to be at Georgetown

1974-10-17

The Delmarva Auto Racing Association will sponsor the Carling Breweries 102 at Georgetown Speedway on Oct. 20. This will be the longest short track race ever scheduled on the Eastern Shore.

Time trials will begin at 10 a.m. and a parade will follow at 1:30 p.m. The green flag

will come out for the fastest 30 qualifiers at 2 p.m.

The winner will receive the Carling Cup, \$1,000 and a fire-proof helmet. The second place finisher will get \$800. In addition area businesses are putting up \$5 for every lap to the driver who leads them. The total purse, not counting lap money, will be \$5,600.

Browning wins stock race

From the Dover Bureau

GEORGETOWN — Hal Browning of Oxford, Pa., grabbed a lead from Haines Tull on the 25th lap and won the first annual Carling 102 lap stock car race before some 4,000 chilled fans yesterday at Georgetown Speedway.

The race, billed as the richest and longest ever run on the Delmarva Peninsula, featured few caution flags, but one of the first was brought out when Wilmington's Lloyd Sawyer inched past Tull only to spin in the third turn.

Runnerup to Browning, who pocketed over \$1,400 was Bridgeville's Stan Busby and Federalsburg, Md.'s Walt Breeding was third. Bill Towers of Harrington was fourth and Cordia Warrington IV, driving one of the five six cylinder cars which qualified

for the 30-car field, took fifth.

Other sportsman finishers included Joe Ellingsworth, ninth and Richard Molnar 10th. Ed Brown Jr. of Cambridge, Md., was the field's fastest qualifier with a time of :24.20 seconds for the half-mile track, a speed of 74.380 miles per hour. 1974-10-21

Browning Wins 1st Carling 102

GEORGETOWN — Hal Browning of Oxford, Pa., grabbed a lead from Haines Tull on the 25th lap and won the first annual Carling 102 lap stock car race before some 4,000 chilled fans yesterday at Georgetown Speedway.

The race, billed as the

richest and longest ever run on the Delmarva Peninsula, featured few caution flags, but one of the first was brought out when Wilmington's Lloyd Sawyer inched past Tull only to spin in the third turn.

Runner-up to Browning, who pocketed over \$1,400 was Bridgeville's Stan Busby and Federalsburg, Md.'s Walt Breeding was third. Bill Towers of Harrington was fourth and Cordia Warrington IV, driving one of the five six cylinder cars which qualified for the 30-car field, took fifth.

Other sportsman finishers included Joe Ellingsworth, ninth and Richard Molnar 10th. Ed Brown Jr. of Cambridge, Md., was the field's fastest qualifier with a time of mile track, a speed of 74.380 :24.20 seconds for the half-miles per hour.

special race

1974-10-24

A standing room only crowd of over 4,000 was on hand to watch Hal Browning of Oxford, Pa., win the Carling Breweries special 102-lap race at Georgetown Speedway on Sunday.

Haines Tull of Seaford was in the lead up until the 25th lap. Once Browning overtook him on that lap, though, he had no serious challenges for the remainder of the race.

Stan Busby of Bridgeville, Delaware's Modified champion, finished second with Larry Tucker close behind in third.

The Delmarva Auto Racing Association announced that it would be holding its seventh annual awards banquet on Nov. 9 at Convention Hall in Rehoboth Beach. Tickets may be secured from any members of the Board of Directors or from President George N. Reed Sr. in Harrington.

Speedway opens for 25th year April 13

1975-04-03

Georgetown Speedway one of the oldest operating half mile speedways in the United States, will open its 25th year Sunday, April 13, at 10 a.m. Spectators will be admitted free of charge throughout the day. There will be regular Friday night racing at 8:00 p.m. for the modified, sportsmen and hobby competitors.

Competition at **Georgetown Speedway** will be sanctioned by the Delmarva Auto Racing Association now in its eighth year. With some 900 members and an 11 member board of directors, the association's success is due to a large number of individuals who actively

participate in the racing program on the track and off. Oliver Hitchens, a Selbyville contractor, succeeded George N. Reed, Sr. of Harrington to the presidency for 1975.

The regular running program will feature four heats, two features, and hobby races. Friday, May 9, will be the first special night celebrating 25 years at Georgetown. On this evening the regular program will be held plus an extra 25-lap feature for the modified stockcars. Admission for adults will be an additional dollar to help pay the purse for the extra feature. Seven more special Friday's are planned. Plans are being

made for three Sunday holiday programs, possible engagements at the State Fair and a year-end long distance championship race.

D.A.R.A., in conjunction with track owner Charlie Herbert, is planning a number of improvements to the physical plant with priorities being the racing surface, lighting, seating and an improved sound system.

Five Injured As Racing Car Spins Into Pit Area

1975-04-14

GEORGETOWN — A racing car spun out of control during Open House at Georgetown Speedway Sunday and crashed into the pit area, injuring nine persons. Only one was hospitalized overnight.

State Police said the driver of the stock car that crashed about 1:30 p.m., identified as 48-year-old Eddie Johnson Sr. of Cambridge, was unhurt in the mishap.

Listed in good condition today following an overnight stay in Milford Memorial Hospital is Donald Bunting, 32, of Berlin. Bunting, a member of the pit crew, received a broken leg and multiple cuts.

Four other injured members of the pit crew were treated at Milford and Beebe Hospital in Lewes and released. They were identified by police as Darrel Hitchens, 36, of Selbyville; Thomas Massey, 23, of Berlin; Larry D. Gum, 28, of Dagsboro, and Bruce Brittingham, 26, of Millsboro.

Four spectators injured in the crash were identified as Howard Tome, 51, of Rising Sun, Md.; Wilmer Rogers, 32, of Dagsboro; Ray Brittingham, 26, and his five-year-old son Rodney, of Millsboro. All were treated and released with cuts and scrapes.

Three Georgetown ambulances were called to carry the injured to hospitals.

Racing car crashes, injuring 9

1975-04-14

GEORGETOWN—Nine persons were injured, and one remained hospitalized last night, when a racing car careened out of control at **Georgetown Speedway** and crashed in the pit area.

State police said the stock car, whose driver was not hurt, was part of a demonstration involving several cars. About 1:30 p.m., during crowded Open House day, the car spun out of control and hit the bystanders. Police had not identified the driver last night.

Most seriously hurt was Donald Bunting, 32, of Berlin, Md., who suffered a broken leg and multiple cuts. He was in fair condition last night in Milford Memorial Hospital.

Also hurt, but released after treatment at Milford Memorial and Beebe Hospital, Lewes were four other men who, like Bunting, were members of pit crews.

They are Darrell Hitchens, 36, of Selbyville;

Thomas Massey, 23, of Berlin; Larry D. Gum, 28, of Dagsboro; and Bruce Brittingham, 26, of Millsboro.

Four spectators were hurt as well: Howard Tome, 51, of Rising Sun, Md.; Wilmer Rogers, 32, of Dagsboro; Ray Brittingham, 26, and his son Rodney J., 5, of Millsboro. They are not related to Bruce Brittingham.

Three ambulances from Georgetown took the injured to hospitals. Most suffered cuts and scrapes in the accident.

Jarvis, Bodenweiser Kick Off Georgetown Season

Despite threatening skies, a standing room only crowd of enthusiastic Eastern Shore stock car racing fans saw Ocean City's Richard Jarvis and his Purnell - Jarvis Ltd. Corvair charge to a modified feature win over Haines Tull of Seaford at Georgetown speedway.

Milford's Larry Tucker, along with Tull, kept the pressure on Jarvis for the distance in what has an awesome display of horsepower and skill. Finishing fourth was Harold Bunting of Milford. Paul Walker, Jr. made an impressive debut in his Corvair, finishing fifth at the checkered flag. Positions six through nine were no less hotly contested with Walt Breeding from Federalsburg, Md., hauling down sixth. Jimmy Clark of Millsboro was seventh for the Hitchen's Bros. of Selbyville. John McCardell scored eighth for the Cabbage Corner Racing Team with Georgetown's Jerry West taking ninth.

Bodie Bodenweiser of Georgetown moved fast, jumped into the lead during the early going of the Sportsmen feature and was never fronted. Richard Molnar and his Pinto played catch up throughout the event and was beginning to close the gap between first and second when time ran out. Donnie Joseph of Bridgeville tallied a strong third piloting his Falcon. Clem Horvath from Dover nailed down fourth behind the wheel of

1975-04-22
a Pinto. Georgetown's Cordia Warrington V was fifth in his Falcon.

Silver Anniversary heat winners were John McCardell in the Modified division over Bobby Walls of Ridgely. Paul Walker, Jr. won the other eight cylinder preliminary over Jimmy Clark. Donnie Joseph leaped to a Sportsmen heat win over Richard Molnar with Joe Ellingsworth visiting victory lane in the other. Warrington took second. Ronnie LaVere from Milford won the Hobby main. Second proved up for grabs with Abby Mitchell nipping Ted Walrus at the finish line. Wayne Ingram scored fourth. Regular D. A. R. A. racing will resume Friday at 8 p.m.

Jarvis wins feature

1975-04-24

Richard Jarvis came in first in the modified feature race at Georgetown Speedway on Friday night.

Larry Tucker of Milford and Haines Tull of Seaford were close contenders for the entire race. Tucker came in second and Tull third.

Finishing fourth was Harold Bunting of Milford, followed by Paul Walker Jr., Walt Breeding of Federalsburg, Md., Jimmy Clark of Millsboro, John McCardell of Cabbage Corner and Jerry West of Georgetown.

Bodie Bodenweiser went into the lead early in the sportsmen feature and was able to maintain that position for the rest of the race. Richard Molnar was closing the gap between second and first when Bodenweiser crossed the finish line. Donnie Joseph of Bridgeville finished third, followed by Clem Horvath of Dover and Cordia Warrington of Georgetown.

John McCardell won the modified preliminary over Bob Walls. Paul Walker Jr. won the other eight-cylinder heat over Jimmy Clark.

The sportsmen heats were won by Donnie Joseph and Joe Ellingsworth.

Breeding Scores At Georgetown

1975-05-13

Walt Breeding, ace driver of the Davis Trucking Co. out-gunned a classy field of Modified racers to score an impressive triumph over Harold Bunting's Vega in the regular feature at Georgetown Speedway Friday. Haines Tull, also of the Davis team, took third.

Silver 25 Feature racing saw Bunting, the eventual winner, and Tull bring a standing room only crowd to its feet for the final five laps in what proved to be a fine display of perfection driving and skill. Tull, forced to play catchup for the distance, gave Bunting a run for the money as starter Bill Lawson unfolded the victory colors for the two high-speed groove specialists. Stan Busby took third and Paul Walker, Jr. was fourth with Richard Molnar, the early pacesetter, settling for the fifth spot.

Georgetown's Bodie Bodenweiser won his third Sportsmen Feature in four starts. Princess Anne's Wayne Cusick on the B. & W. Enterprises Vega scored second in fine style racing Richard Molnar for the position.

Ronnie Lavere posted his fourth win in the hobby division. Kelly Hastings was second in the combined six and eight cylinder main with Richard McDowell winning the six cylinder leg in the growing Hobby competition.

Big Weekend On Tap At Georgetown Speedway

Two big shows are on tap this weekend at **Georgetown Speedway**. A Special 25-lap Hobby feature will augment the regular lineup on Friday and two 35-lap Memorial features for Modified and Sportsmen racers will highlight the program on Sunday. Racetime on Sunday is 7 p.m.

In last Friday's action, Larry Tucker and the Asher Racing Team Vega swept the Modified race over Haines Tull, also driving a Vega. Paul Walker, Jr. captured third in the Coastal Corvair and Sonny Brittingham took fourth in the Al Morris Racing Team Chevy II.

Richard Malnor nosed out Bodie Bodenweiser in the Sportsmen feature, with Wayne Cusick finishing third and Eddie Pettyjohn slipping into the fourth spot.

In the Hobby feature, Ted Walius took top honors in his six-cylinder Clark's Swimming Pool's Chevy II. Charlie Harris was second, taking eight-cylinder laurels driving the Silver Oak Trailer Court Plymouth. Seaford's John Fisher was third in the Tastee-Freeze Big T Burger Chevelle. Charlie Morris was fourth with M. C. Schreiber fifth. 1975-05-21

Geo. track

1975-05-22

Larry Tucker won the modified feature at **Georgetown Speedway** Friday night.

Second went to Haines Tull followed by Paul Walker, Sonny Brittingham and Jimmy Clark.

Richard Malnor took over the lead in the sportsmen feature from Bodie Bodenweiser on the ninth lap. Malnor remained ahead for the rest of the race, but Bodenweiser was a close second, followed by Wayne Cusick, Eddie Pettyjohn and Clem Horvath.

Ted Walius won the hobby feature race. Charlie Harris took second; John Fisher was third; and Charlie Morris was fourth.

Tomorrow there will be a regular racing program at 8 p.m. plus a special 25-lap combined hobby feature. On Sunday race time will begin at 7 p.m. with two Memorial Day 35-lap features for modified and sportsmen racers.

Breeding Scores At Georgetown

1975-05-27

Walt Breeding charged to his second win of the season for the Davis Trucking Co. in the Modified feature at **Georgetown Speedway** Friday night. A second-place finish by Haines Tull gave the Davis aggregation a clean sweep. Snookie Vent garnered third-place honors in the Lewes Dairy Market Vega. John McArdeell took the fourth spot and Jerry West copped fifth.

Bodie Bodenweiser scored his fourth feature win in six outings for the Lewes crew. Richard Malnor, in the Don's Automotive Pinto, wrapped up second place and Donnie Joseph was third.

Ronnie LaVere won his fifth Eight - Cylinder Hobby race in six outings with Kelly Hastings finishing second. Mel Joseph charged into the third spot. Guy Mitchell was the Six - Cylinder Hobby winner Kenny Patchett scored a second over Denny Morland.

Tull wins Memorial 35

Haines Tull won the Memorial 35 for modifieds at Georgetown Speedway on Friday.

Walt Breeding was the early leader but he tangled with a lap car and was pushed back to second place. Gary Trice finished third, followed by Bill Towers, Paul Walker Jr. and Bobby Walls.

Bodie Bodenweiser won the sportsmen Memorial 35. Harold Warrington was closing in on first place, but time ran out and he finished second.

Clem Horvath finished third, Cordia Warrington was fourth and Gary Bunting took fifth.

In hobby feature competition, Ronnie LaVere finished first for the sixth time in seven outings at the track.

John Fisher was second, followed by Kelly Hastings, Charlie Harris and Jimmy Martin.

Steve Breeding scored his second win of the season in modified feature racing. Haines Tull was a close second.

Snookie Vent came in

third, John McCardell took fourth and Jerry West finished fifth.

Bodie Bodenweiser won his fourth sportsmen feature

of the season. 1975-05-29

Richard Malnor was second, followed by Donnie Joseph, Eddie Pettyjohn and Wayne Cusick.

Georgetown Speedway Sets 'Double Feature'

1975-06-04

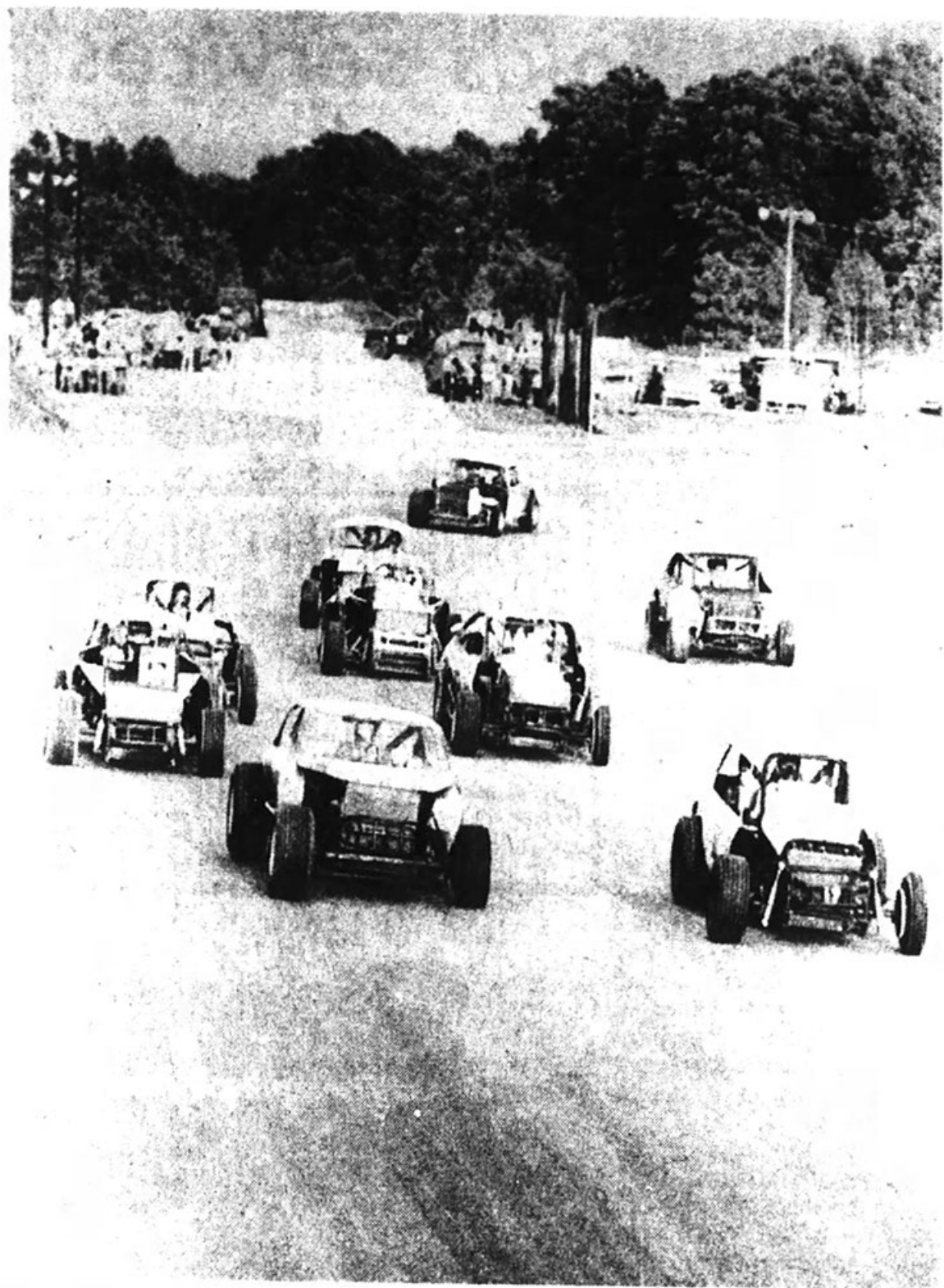
Friday, June 13 will be a lucky day for Georgetown Speedway fans. In addition to regular Modified and Hobby racing, the Delmarva Auto Racing Association has scheduled a Sportsmen double feature. Admission is \$4.

The 1974 D.A.R.A. Rookie of the Year Eddie Brown, Jr. scored a perfection - plus Modified feature win driving the Ben Dickerson Prepared Dorchester Lumber Vega Friday. Harold Bunting of Milford finished second in the Don's Auto Parts Vega. Bridgeville's Stan Busby copped third in the J.O.B. Const. - Dillard's Restaurants Mustang and fourth went to Sonny Brittingham piloting the Warren and Gray - Mitchell's Used Cars Vega. Bill Towers of Harrington took fifth in the Towers Gulf Service Pinto with sixth going to Millsboro's Jimmy Clark for the Hitchen's Bros.

Sportsmen feature action saw Berlin's Richard Malnor breeze to his third win of the season for the Hitch Insurance Agen-

cy Team. Donnie Joseph had to settle for second chauffering the Dillard's Restaurants Falcon. Dover's Clem Horvath placed the Ira Ware Prepared go navy Pinto in the third slot at the finish. Harold Warrington, also of Dover, was fourth in the Shirley's Beauty Salon Vega. Cordia Warrington of Georgetown was fifth driving the Warrington's Pre - Cast Steps Falcon.

Ronnie LaVere continued his eight - cylinder Hobby streak to seven wins in eight starts for the Kay's Beauty Shop Team. Jimmy Martin scored second in only his second outing piloting a Chevelle. John Fisher brought the Tastee Freeze - Big T Burgr Chevelle home third. Mike Schreiber was fourth with Charles Evans taking fifth. Wayne Ingram won his first six - cylinder Hobby race for the Roger Minner Wrecker Service Crew. Kenny Patchett took second with third going to Ted Walius. Denny Maryland was fourth and Spencer Kelly fifth.



Cars

1975-06-05

STOCK CARS at Georgetown Speedway come roaring around the curve Sunday night in the modified heats showing their chopped down, souped-up style that brings thousands of fans to the track and others on the peninsula every week and keeps drivers and pit crews busy.

Ed Brown wins modified feature

1975-06-05

The 1974 Delmarva Auto Racing Association rookie of the year, Eddie Brown Jr., won the modified feature at **Georgetown Speedway** on Sunday.

Harold Bunting finished second. Stan Busby was third, followed by Sonny Brittingham, Bill Towers and Jimmy Clark.

Richard Malnor won his third sportsmen feature of the season. Donnie Joseph was second. Clem Horvath came in third, and Harold Warrington was fourth.

Ronnie LaVere won his

seventh 8-cylinder hobby race in eight starts on Sunday. Jimmy Martin was second, followed by John Fisher and Mike Schreiber.

Wayne Ingram won his first 6-cylinder hobby race of the season. Kenny Patchett took second, with third going to Ted Walius. Denny Morland was fourth and Spencer Kelly fifth.

Brown, Breeding Split Georgetown Features

1975-06-18

Walt Breeding and Ed Brown made it their night in modified feature racing at **Georgetown Speedway** Friday. Breeding, driving the Davis Trucking Vega, posted a solid win over Brown as last week's rain-halted race was concluded. But Brown, piloting the Ben Dickerson - Dorchester Lumber Vega, came back in the regularly-scheduled Modified feature to nip Breeding by a yardstick. Engine problems sidelined Harold Bunting who nearly made it a three-way sprint down the stretch in his Don's Auto Parts Vega. Paul Walker, Jr. took third for the W & B Hi - Po-Walker Engineering Team and Jack Sapp scored fourth in the George Adams - Rumpstich Machine Works Vega. Milton's Snookie Vent took fifth in the Lewes Dairy Markets Vega and Sonny Brittingham was sixth for Warren and Gray.

Richard Malnor of Berlin

made it a perfect night in Sportsmen feature racing taking both 25-lappers for the Norris Peek - Hitch Team. Donnie Joseph had to settle for second place in his Dillard's Restaurants "Snoopy Special" Falcon. Wayne Cusick scored third driving the Regal Muffler Center Vega. Gary Bunting of Milford scored fourth in his W & B Vega. Cordia Warrington V was fifth in the Pre - Cast Steps Falcon. Salisbury's Joe Ellingsworth took fifth at the checkered flag. Cusick moved up a notch in the Sportsmen finale taking second over Bodie Bodenweiser who was third in the Oscar Fields-Lewes Dairy Markets Special. Woodside's Larry Grier was fourth for the C & W Auto Parts Team. Clem Horvath brought the Ira Ware Engineered Go Navy Pinto home fifth and sixth place went to Cordia Warrington V.

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Breeding, Brown win

1975-06-19

Walt Breeding won the make-up race Friday night for the modified feature which had been rained out on June 6 at **Georgetown Speedway**.

Breeding held a commanding lead throughout the race. Ed Brown Jr. came in second. Richard Jarvis was third followed by Jimmy Clark, Paul Walker Jr. and

Bobby Walls.

In the second modified feature race things were reversed with Ed Brown Jr. finishing first and Walt Breeding coming in second, followed by Paul Walker Jr., Jack Sapp, Snookie Vent and Sonny Brittingham.

Richard Malnor won both sportsman feature races. In the first race Donnie Joseph

was second followed by Wayne Cusick, Gary Bunting and Cordia Warrington. In the second race, Wayne Cusick was second, Bodie Bodenweiser was third, Larry Grier finished fourth, and Clem Horvath was fifth.

Charlie Harris finished first in the 8-cylinder hobby race.

Big Weekend On Tap At Georgetown Speedway

1975-07-02

Independence weekend will feature big doings at Georgetown Speedway with two racing programs on the card. On Friday, at 8 p.m. there will be Firecracker 35 lappers for the modified and sportsmen, heat racing plus a mid-season six cylinder hobby championship event. On Sunday at 7 p.m. a double modified feature highlights the card, heat racing plus a mid-season eight cylinder hobby championship. If either of these two programs is rained out, racing will be held Monday, at 7 p.m.

Last Friday, Gumboro's Jimmy Clark wheeling the Hitchens Brothers Corvaire jumped to an early lead in the modified feature and stayed in front to take the checkered flag at the finish line. Walt Breeding, piloting the Davis Trucking Co. 75 Vega, closed up the gap on the last few laps to take second place with Haines Tull, in the Davis Trucking Co. 75 Vega. Fourth went to Ocean City's Richard Jarvis driving the Purnell-Jarvis Corvaire with Paul Walker, Jr. of Milford in the Coastal Construction Corvaire taking fifth.

Bodie Bodenweiser of Georgetown, in the Lewes Dairy Market Mustang, started in the 20th position but didn't take long to take a good lead to win the Sportsman feature. Richard Malnor of Berlin, in the Hitch Insurance Agency Pinto, settled for second with third going to Donnie Joseph driving the Dil-

lards Restaurant Falcon. The Be Someone Special - Go Navy Pinto came in fourth with Clem Horvath of Dover behind the wheel. Picking up fifth was Wayne Cusick of Princess Anne in the drivers seat of the Regal Muffler Center Vega.

Georgetown's Charlie Harris in the Silver Oak Trailer Court Plymouth showed his skill in the high groove to win the eight-cylinder Hobby race. Jimmy Martin of Woodside was second in a Chevelle.

Six-cylinder Hobby racing saw Abby Mitchell of Dagsboro with a Chevy II in the lead most of the way for the win with Spencer Kelley of Dover in a Chevelle picking up a close second. Third place went to Wayne Ingram of Milford in a Camaro followed by fourth place winner Denny Morland of Seaford in another Camaro.

The first six-cylinder Sportsman heat race saw Lou Johnson, Tom Bradley and Calvin Musser III taking winning positions one, two and three respectively. Wayne Cusick won the second sportsman heat race with Richard Malnor and Donnie Joseph close behind.

Bob Passwaters picked up the checkered flag to win the first eight cylinder modified heat with Bobby Walls running second and Gary Trice posting a close third. The second modified heat was won by Larry Tucker followed by Ed Brown, Jr. in second with Sonny Brittingham capturing third.

Victory At Georgetown

1975-07-08

Milford's Harold Bunting did what any race driver hopes to do for a new owner and that's win it all in superb style as he outgained the field in Modified 'Firecracker 35' feature action Friday at Georgetown Speedway. Aboard the Warrington Bros. Special Vega of Rehoboth, Bunting captured his third win of the season ahead of Jimmy Clark who recorded a strong second in the Hitchens Bros. Corvaire. Seaford's Haines Tull brought the Davis Trucking Co. Vega home third after recovering from an early spin. Jack Sapp scored fourth piloting the Rumpstich Machine Works - George Adams Co. Vega. Bobby Reed was fifth at the checkered flag in the Reed Racing Team Vega and Sixth went to Richard Jarvis and his Purnell-Jarvis Ltd. Corvaire.

Wayne Cusick won the Sportsmen feature driving his Regal Muffler Center Vega. Clem Horvath took second in the Ira Ware - Go Navy Pinto and Larry Grier posted one of his best finishes of the year taking third driving the C & W Auto

Parts Chevrolet. Joe Ellingsworth of Salisbury was fourth behind the wheel of the J.N.R. Racing - Ellingsworth Body Shop Chevy II and Gene Mills was fifth.

Ted Walius streaked the field in winning Cargil, Inc. - Jobe's Sunoco's on six cylinder Hobby championship and along with it the largest purse ever paid in that division. Finishing second was Wayne Ingram and his Roger Minner Wrecker Service Camaro. Preston's Kenny Patchett nailed down the third spot in a Chevelle with fourth going to Kelly Hastings and the Little Acres Animal Farm Chevy II.

The regular eight - cylinder Hobby race went to Charlie Harris in the Silver Oak Trailer Court Plymouth. Johnnie Fisher of Seaford scored second chauffering the Big T Burger Cheveller. Top point man Ronnie LaVere was third in the Kay's Beauty Shop Barracuda.

At Georgetown

1975-07-29

Milford's Jack Sapp, driving the Marshall Baker - engineered George Adams Co. - Todd & Son Exxon Vega did the impossible by winning both Modified features in holiday competition Sunday at Georgetown Speedway. Harold Bunting, also of Milford kept the pressure on Sapp to the wire in the first leg taking second aboard the Warrington Bros. Special Vega. Walt Breeding took third in the David Trucking Co. Vega at the checkered flag.

In the second 25-lapper Haines Tull had to settle for second behind Sapp's perfection-plus performance. Paul Walker Jr. copped third in what was a race where the fittest survived.

Independence Sportsmen feature racing saw Berlin's Richard Malnor breeze to another win in the Don's Automotive - Hitch Insurance Agency Mustang and Georgetown's Charlie Harris, driving the Silver Oak Trailer Court Plymouth won the Cargil, Inc. - Jobe's Sunoco Service mid season eight cylinder Hobby championship over Kelly Hastings of Seaford.

Jack Sapp wins 2 race features

1975-07-10

Jack Sapp of Milford won both modified features at Georgetown Speedway Sunday.

Other finishers in the first, 25-lap feature were Harold Bunting, first; Walt Breeding, third; Bill Towers, fourth; Paul Walker Jr., fifth; and Haines Tull, sixth.

In the second feature Haines Tull was second; Paul Walker Jr., third; John McCardell, fourth; Bobby Walls, fifth; and Reese Carey, sixth.

In the sportsmen feature Richard Malnor of Berlin won. Other finishers were Wayne Cusick, second; Bodie Bodenweiser of Georgetown, third; Donnie Joseph, fourth; Sonny Grier, fifth; and Clem Horvath, sixth.

Charlie Harris of Georgetown won the 8-cylinder hobby championship. Kelly Hastings was second, Jimmy Martin third, Charlie Morris fourth and Leroy Scheffler fifth.

Breeding, Molnar Win Stock Titles

1975-07-21

HARRINGTON — Walt Breeding and Richard Molnar took advantage of thinned out Modified and Sportsman fields as they won Saturday's Delaware State Fair championship stock car features.

Defending Modified champion Harold Bunting didn't make the starting field as mechanical difficulties suffered in a heat race sidelined No. 91.

Breeding was running third to Jimmy Clark and Jack Sapp before the last two tangled in the No. 2 turn on the 12th lap. Just prior to their collision, Haines Tull, another top competitor, was hit by Roger Pippin when he spun in the front stretch.

The popular Tull was taken to Milford Memorial Hospital where his left ankle was X-rayed. He was not seriously hurt and released later in the afternoon.

Clark made it back to the track, but Sapp, like Bunting and Tull, was through for the day. After several comeback attempts Richard Jarvis finally remained in the pits and Breeding's top competition in the surviving 12-car field was Milton's Snookie Vent, who finished second, and Ridgely, Md.'s Bobby Walls, who was third.

The Sportsman field was pared well before Saturday's races began. Friday night at Georgetown Speedway, Bodie Bodenweiser and Donnie Joseph, two of the division's top three racers along with Molnar, were knocked out of action in separate accidents.

The Joseph Crash was termed by track publicist George Keller, "one of the wildest I've ever seen. The car just disintegrated." Incredibly Joseph was merely shaken up.

Clem Horvath and Tom Bradley were among the late departures from Saturday's action in a race punctuated by seven caution flags.

Modified Victory At Fair A Big One For Breeding

1975-07-23

Walt Breeding, in only his second year of racing, established himself as a top-flight Modified competitor when he won a Delaware State Fair title Saturday for Davis Trucking of Seaford. Breeding, also sporting the Taylor & Messick, Inc. banner, established himself as the man of the hour from midway on to the coveted checkered flag. Snookie Vent of Milton to a strong second - place finish behind the wheel of the Lewes Dairy Markets - Pee Wee's Truck Stop Vega, owned by Clifford Downes Engineering. Ridgely's Bobby Walls scored third in superb style in the Davis Material Handling Pinto. Gary Trice nailed down fourth in the Trice's Aluminum Co. Chevy II. Paul Walker Jr. of Milford had captured fifth for the Coastal Racing Team.

Richard Malnor of Berlin is now a two-time champion of the Sportsmen division, earning the Delaware State Fair Title for the second year in a row. The Hitch Insurance Agency-Don's Automotive Team worked through the night after losing an engine at Georgetown Speedway to have it ready for Malnor Saturday afternoon. Wayne Cusick of Princess Anne scored second for Regal Muffler Center - B & W Enterprises. Harold Warrington, came out of the pack to grab third piloting the Shirley's Beauty Salon Vega. Gene Mills scored fourth in the Milford Fertilizers - Mills Bros. Markets Mustang. Georgetown's Cordia Warrington V was fifth in the Warrington's Pre - Cast Steps - Brown's Arco Falcon.

The Delaware state modified and sportsmen titles will be awarded tonight at Harrington. Regular racing returns to Georgetown Speedway Friday night at 8 p.m. , ,

modified

1975-07-24

Walt Breeding won the Modified Feature at Georgetown Speedway Friday night.

Ed Brown came in second followed by Jack Sapp, Haines Tull, Jimmy Clark and Jerry West.

Wayne Cusick passed front runners Donnie Joseph and Bodie Bodenweiser to win the Sportsmen Feature. Both Joseph and Bodenweiser were sidelined.

Clem Horvath placed second, and Gene Mills was third.

Charlie Harris won the 8-Cylinder Hobby Race, followed by Ronnie LaVere and Kelly Hastings.

In 6-Cylinder Hobby competition, Ted Walius was first, Abby Mitchell came in second and Dodd Redden placed third.

Walt Breeding wins modified feature race

1975-07-31

Walt Breeding won the modified feature race at Georgetown Speedway Sunday night.

Races were held Sunday due to the rain-out Friday.

Wayne Brittingham was the early leader in the modified race, but Breeding was able to move up from a rear starting position and move ahead of Brittingham.

Brittingham wound up in second with Larry Tucker a close third.

Fourth went to Ed Brown Jr., Paul Walker Jr. was fifth and Glenn Wilson came in sixth.

Richard Malnor scored his ninth sportsman feature win

of the year.

Bodie Bodenweiser was a close second, followed by Wayne Cusick, Lloyd Sawyer, Gene Mills and Cordia Warrington V.

Ronnie Laveré beat favorite Charlie Harris in the 8-cylinder hobby race. Harris came in second. John Fisher was third, John E. Martin finished fourth and Russell Bradley was fifth.

Abby Mitchell of Dagsboro won the 6-cylinder hobby race. Kenny Patchett finished second, followed by Wayne Ingram, Joe Legates and Jeff Parsons.

Breeding, Bodenweiser Triumph At Georgetown

1975-08-05

GEORGETOWN, Del. — Walt (Stevie) Breeding and Bodie Bodenweiser were victorious for David Trucking Co. and Lewes Dairy Markets in regular Modified and Sportsmen feature competition at Georgetown Speedway Friday night. Charlie Harris returned to the winner's circle in eight-cylinder Hobby racing along with Milford's Wayne Ingram gaining his fourth six-cylinder Hobby win on the season.

Milford's Harold Bunting and the Warrington Bros. Special Vega kept the pressure on Breeding, who established the No. 2 Vega as the winningest in Modified racing. Ed Brown, Jr. driving the Ben Dickerson Prepared Dorchester Lumber Vega came on at the end scoring a third at the checkered flag. Fourth went to Bobby Reed behind the wheel of the Reed Racing Team - Popeye - Special Vega.

Wayne Cusick pulled out all the stops in Sportsmen feature racing making numerous challenges to the front - running Bodenweiser who had to settle for second in the Regal Muffler Center Vega. Sonny Grier re-

Paul Short, in the three lane. The six-year-old bay mare cut the mile for her last field, simmering to the wire fifth in 2:05.4.

Completing the field are Dapple Duke with Jon Robertson from the two screen, and Rippling Polly, on the pace from the

recorded third chauffering the Grier's Garage Corvair Wagon. Fourth went to Wilmington's Lloyd Sawyer and his 'Open For Sponsorship' Pinto.

Ronnie LaVere scored second behind Harris in Hobby racing in the Kay's Beauty Shop Baracuda. Third went to Woodside's Jimmy Martin and the M & H Auto Services Chevelle. John Fisher brought the Big T Birger Chevelle across the finish line fourth with fifth going to John E. Martin III of Lewes piloting a Chevrolet. Hobby six racing second place went to Abby Mitchell and the Bunting's Garage Chevy II. Spencer Kelly was third for H. W. Tiesman & Sons-Ed's Auto Repair. Fourth driving the LeCates Schell + Massey Trucking Nova. Jeff Parsons brought the Selbyville Arco Chevy II home fifth under starter Bill Lawson's victory colors.

Paul Walker, Jr. was a Modified qualifying winner chauffering the Coastal Racing Team Corvair over Jerry West of Georgetown who was second for Cabbage Corner Racing Team. The other Modified preliminary went to Ed Brown, Jr. with Glenn Moore, Jr. taking second for the Hitchen's Bros. of Selbyville. Wayne Cusick won a Sportsmen heat over Lloyd Sawyer with Dallas Dennis of National Park, N.J. taking the other from Ralph Seaton of Willard's, who was second behind the wheel of the Don's Auto Parts Gremlin.

wins feature

1975-08-07

Bodie Bodenweiser of Georgetown won the sportsmen feature at Georgetown Speedway Friday night.

Wayne Cusick of Princess Anne made several challenges to front-running Bodenweiser, but finished second.

Sonny Grier of Wyoming was third, followed by Lloyd Sawyer of Wilmington, Larry Grier of Woodside and Cordia Warrington of Georgetown.

Walt Breeding of Federalsburg, Md., won the modified feature race earlier in the evening.

Harold Bunting of Milford finished a close second. Ed Brown Jr. was third, Bobby Reed of Harrington was fourth and Larry Tucker of Milford finished fifth.

Charile Harris of Georgetown won the 8-cylinder hobby race and Wayne Ingram of Milford gained his fourth 6-cylinder hobby win of the season.

Double Modified Feature Slated At Georgetown

1975-08-12

The Delmarva Auto Racing Association has slated a Double Modified Feature Friday night at Georgetown Speedway. The program kicks off at 8 p.m. The Camp Barnes benefit race is set for Aug. 20 at 8 p.m.

Milford's Larry Tucker charged the Absher Racing Team Vega to his second Modified feature win of the season Friday night with Wayne Cusick emerging a surprise winner in Sportsmen feature racing for the Regal Muffler Center Team. Tucker was not to be outdone from the drop of the green to the checkered flag as Stan Busby stayed fast on Tucker's bumper to the wire.

In the Sportsmen Feature, Richard Malnor jumped into the lead on the 14th circuit and had another win in his pocket

until the 23rd lap saw the Don's Automotive - Carlton Massey Ford - Hitch Insurance Agency Mustang sidelined paving the way for Cusick's triumph. Bodie Bodenweiser pulled fine effort recovering from a rear start on a restart taking second for the Oscar Fields - Lewes Dairy Market Team. Harold Warrington scored third behind the wheel of the Shirley's Beauty Salon Vega. Fourth went to Woodside's Larry Grier chauffering the C & W Auto Parts Chevrolet with Cordia Warrington V taking fifth in the Warrington's Pre - Cast Steps & Lawn Ornaments Falcon.

Milford's Ronnie LaVere remained on top of the eight-cylinder Hobby Division with an impressive win piloting the Watkin's Auto Paint - Kay's Beauty Shop Baracuda. Second went to John E. Martin III driving a Chevrolet over Seaford's Charlie Morris who was third chauffering the Bodie's Lewes Dairy Markets Mach I. Fourth went to Dover's Leroy Scheffler and the Jobe's Sunoco Camaro.

Abby Mitchell from Dagsboro had no trouble in winning the six-cylinder Hobby race driving the Bunting's Garage - Selbyville Arco Chevy II. Ellendale's Ted Walius was second in the Clark's Swimming Pools-May Pop Tire Chevy II.

Geo. Speedway sponsors benefit for Camp Barnes

1975-08-14

A benefit stock car race will be held at Georgetown Speedway on Wednesday, Aug. 20, for Camp Barnes.

The race will start at 8 p.m.

Camp Barnes accommodates more than 1,000 youth each year at no cost to the campers. It is operated solely from private and civic donations and from fund-raising projects such as the stock car races and annual dances held throughout the state in the fall each year.

The Delaware Association of Chiefs of Police started the camp in 1947 as a project

designed to combat juvenile delinquency. Originally used only by boy campers, Camp Barnes is now used each summer for four weeks by girl campers 10 to 14 and another four weeks by boys 11 to 14.

Each youth spends his or her week in camp living in cabins which house 13 campers and a counselor. Two week's camping experience is also provided each summer for young people from the Hospital for the Mentally Retarded at Stockley, and during another two weeks 4-H Club campers use the facility.

Camp Barnes is located on Miller Creek next to the Assawoman Wildlife area on property that once was owned by the Delaware Fish and Game Commission.

In 1974, it cost more than \$50,000 to operate the camp which is administered by a board of directors headed by the superintendent of the state police. A staff of 18 persons including a registered nurse, water front director, program director, arts and craft director and cabin counselors, manage the camp during its 2-week season.

The children who attend Camp Barnes are recommended by state and local police officers, school nurses, social service agencies and DACP members.

The camp was named for Col. Herbert A. Barnes who was superintendent of the state police at the time it was established.

L. Tucker wins modified feature

1975-08-14

Larry Tucker won his second modified feature of the season at Georgetown Speedway on Friday.

Stan Busby was a close second throughout the race. Walt Breeding was third, followed by Jack Sapp.

Harold Bunting, Ed Brown Sr. and Ed Brown Jr.

Wayne Cusick won the sportsman feature. He didn't move into the lead until Richard Malnor was sidelined in the 23d lap.

Bodie Bodenweiser finished second. Harold Warrington was third, fourth went to Larry Grier and Cordia Warrington V came in fifth.

Ronnie Lavere won the 8-cylinder hobby race. Second went to John E. Martin III. Charlie Morris was third. Leroy Scheffler came in fourth and Jimmy Martin was fifth.

Abby Mitchell of Dagsboro won the 6-cylinder hobby race.

Ted Walius was second, followed by Dodd Redden, Spencer Kelly and Wayne Ingram.

Bunting Sapp, Molnar Winners

1975-08-19

Milfordian's Jack Sapp and Harold Bunting emerged as winners in the August Special Double Modified Program with Berlin's Richard Molnar gaining Sportsmen Feature win number nine at the Georgetown Speedway.

Molnar set up for the victory on the next to the last lap coming under Wayne Cusick who was second behind the Don's Automotive - Carlton Massey Ford driving the Regal Muffler Center Vega. Bunting's win was a battle in the early going with the Warrington Bros. Special Vega in command from the 14th lap to the checkered flag. In the second Modified Feature Sapp set himself early and left no doubt that the George Adams - Todd - Son Exxon Vega was the car to catch for the distance.

Eddie Brown, Jr. of Cambridge came on in the late running taking second behind Bunting piloting the Bed Dickerson Prepared - Dorchester Lumber Co. Vega. Ed Brown, Sr. kept it's all in the family scoring a strong third at the wire driving the Ed Brown's Used Cars Vega.

Walt Breeding had to settle for second behind the hard-charging Sapp in the finale with third going to Harrington's Bill Towers and the Towers Gulf Service Mustang.

Finishing third in Sportsmen Feature racing behind Molnar and Cusick was Wyoming's Sonny Grier and his Grier's Garage Special Corvair Wagon.

John E. Martin III of Lewes made a clean sweep in eight cylinder Hobby competition

driving a Chevrolet to victory over Charlie Morris from Seaford ace chauffeur of the Bodie's Lewes Dairy Markets Mach I Mustang. Third went to Leroy Scheffler of Dover who had the Jobe's Sunoco Camaro in the high speed Hobby groove for the distance. Dover's Spencer Kelly proved survival of the fittest in winning the six cylinder Hobby main for H W Tieman & Sons - Ed's Auto Repair over Dale Donaway who was the second driving a new Ed Mitchell Chain Saws Camaro.

Modified preliminary winners were Bunting and Ed Brown, Sr. Second places were recorded by Stan Busby of Bridgeville driving the Dilard's Restaurants - JOB - Covey's Car X Care Mustang and Salisbury's Wayne Brittingham and the Regal Muffler Center Corvair Wagon.

Sportsmen heat winners were Lloyd Sawyer and Charles Moore driving a Nova. Runnerup slots went to Wayne Cusick and Ed Czelusniak of Dover driving the Ellingsworth Motors Chvy II.

D.A.R.A. and the Delaware State Police have tapped Wednesday night for the first annual Camp Barnes Benefit program beginning at 8 p. m. A regular evening at the races is also slated for Friday. Race time 8 p. m.

Jack Nicklaus, Johnny Miller, Tom Weiskopf and Al Geiberger all won more than \$100,000 during the first four months of the 1975 PGA golf tour.

Mills thankful for 2d

1975-08-21

By Monte Martin

Dover Bureau

GEORGETOWN — He didn't have enough experience to catch Wayne Cusick, the winner in last night's Camp Barnes sportsman feature stock car race at Georgetown Speedway, but Eugene Mills is thankful to Haines Tull for whatever edge he has.

Tull, a three-year veteran modified driver, has been invaluable in helping rookie Mills get his Tobias tubular frame sportsman properly set up.

"He drives for me at Delmar because I don't like the track. It's too short," said Mills after his 2nd place finish, his best of the season.

"He's driven it 4 times and he showed my mechanics Fred Werkman and Harry Knotts exactly

what we were doing wrong. We've been working real hard on the suspension."

All that work almost went down the drain as Mills narrowly avoided a 5-car pileup in the 4th turn on the restart of the 7th lap.

"I closed my eyes and put on all the brakes," quipped the Milford grocer. "I thought I'd had it." He was running 6th at the time and he chased Cusick in 2nd the final 8 laps.

"He's awfully good," said Mills of his 19-year-old rival. "I wish I had the experience he has." Cusick is a veteran go-kart driver and Mills is in his third season driving stock cars.

The 30-year-old Mills was undefeated in 21 hobby division races at Georgetown and Delmar over

the last 2 seasons and wasn't anywhere near as competitive driving a used Capri earlier in the season.

He's looking to return to his winning ways now that Tull has supplied his expertise on the proper handling of his '64 Mustang.

Sportsmen — Wayne Cusick, Princess Anne, Md., Vega; 2. Gene Mills, Milford, Mustang; 3. Lloyd Sawyer, Wilmington, Pinto; 4. Sonny Grier, Wyoming, Corvair; 5. Gary Bunting, Milford, Vega; 6. Cordia Warrington V, Georgetown, Falcon.

Labor Day Special On Tap At G'town Speedway

1975-08-26

The Georgetown Speedway will offer its regular program Friday night at 8 p.m. while Sunday has been tabbed a special Labor Day weekend program featuring Sportsmen and Hobby racing along with a 50-lapper for the Modifieds. Time is 7 p.m.

Modified feature racing Friday night saw Walt Breeding from Federalsburg in only his second year lead a charge to victory lane for Davis Trucking of Seaford. Richard Molnar had it altogether in winning the Sportsman finale behind the wheel of the Norris Peek Engineered - Don's Automotive Mustang.

Ed Brown Sr. of Cambridge driving the Ed Brown's Used Cars Vega and Breeding raced to the wire in thrilling style with third going to Millsboro's Jimmy Clark.

Lloyd Sawyer of Wilmington led the Sportsman feature through the midway point before yielding to the pressure of Molnar taking second in the Really-Scheaffer 'Looking for a Sponsor' Pinto. Wayne Cusick of Princess Anne brought the Regal Muffler Center Vega home third under starter Bill Lawson's checkered flag.

Charlie Harris from Georgetown returned to the speedway after missing several nights with a fine eight cylinder Hobby win for Silver Oak Trailer Courts - May Pop Tires. Ronnie LaVere of Milford kept the pressure on the leader scoring second and chauffering the Watcins Auto Paint & Repair - Kay's Beauty Shop Barracuda. John

E. Martin II was third in a Chevrolet.

Ted Wallus of Ellendale kept Clark's Swimming Pools and May Pop Tires number one in winning the six cylinder Hobby main over Dagsboro's Abby Mitchell who was second driving the Bunting's Garage Chevy II. Dover's Spencer Kelly was third.

On Wednesday night the first annual Delaware State Police Camp Barnes benefit night was a success from the outset saw Bridgeville's Stan Busby scorch the one-half mile oval in winning the Modified finale with the Sportsmen main going to Wayne Cusick of Princess Anne chauffering the Regal Muffler Center Vega. Top flight winners in all divisions received trophies from the State Police and the Tri-State Speed Press culminating a gala evening in Eastern Shore stockcar racing.

Breeding wins modified, Malnor wins feature

Walt Breeding won the modified feature race and Richard Malnor took the sportsmen feature at Georgetown Speedway Friday night—Miss

Delaware 1975 Elaine Campanelli of Ocean View presided over the victory presentations in all divisions.

Ed Brown Sr. was a close

second in the modified race. Jimmy Clark of Millsboro was third, followed by Jerry West and Haines Tull.

Lloyd Sawyer led the sportsmen race through the midway point before yielding to the pressure of Malnor—he finished second. Wayne Cusick finished

third. Bodie Bodenweiser came in fourth and Harold Bunting was fifth.

Charlie Harris won the 8-cylinder hobby race, with Ronnie LaVere a close second.

John E. Martin III was third, Charlie Morris came in fourth, and Leroy Scheffler was fifth.

Ted Walius was the first place finisher in the 6-cylinder hobby race, followed by Abby Mitchell, Spencer Kelly, Jimmy Goslee and Kelly Hastings.

The first annual Delaware State Police Camp Barnes benefit was held at the track last Wednesday night.

Stan Busby won the

modified feature at the benefit, and Wayne Cusick took the sportsmen feature.

Top flight winners in all divisions received trophies from the state police and the Tri-State Speed Press.

Glenn Wilson finished a close second behind Busby in the modified race. Third place went to John McCardell, who was followed by Jimmy Clark and Haines Tull.

Second place finisher in a close sportsmen race was Eugene Mills. Lloyd Sawyer was third, Sonny Grier placed fourth and Gary Bunting was fifth.

Ronnie LaVere won the 8-cylinder hobby division, followed by John Fisher, Russell Bradley, Leroy Scheffler and Charlie Morris.

Ted Walius won the 6-cylinder hobby race with a commanding lead. Spencer Kelly was second, Wayne Ingram came in third, Dodd Redden was fourth and Jimmy Goslee finished fifth.

Georgetown Sets 50-Lap Sportsman Race Friday

Delmarva Auto Racing Association officials have scheduled a special 50-lap Sportsman race at Georgetown Speedway Friday night. The card will include regular Modified and Hobby racing.

One thing is for sure in area stockcar racing — when the equipment is performing Milford Larry Tucker will be there at the wire.

Tucker drove the Absher Racing Team Vega to a powerful Modified feature win Friday night at Georgetown speedway over Glenn Moore, Jr. who had one of his best finishes on the season for the Hitchens Bros. of Selbyville. Stan Busby outraced the tight pack to finish third in the Dillard's Restaurants Mustang. Haines Tull scored fourth behind the wheel of the Davis Trucking Vega. Jimmy Clark it a successful night for the Hitchens' Bros. taking fifth.

Richard Malnor of Berlin wrapped up his twelfth win of the year in Sportsmen feature, scoring the victory over Bodie Bodenweiser who was second in the Lewes Dairy Markets Mustang. Wilmington's Lloyd Sawyer had a fine run for third in the Really - Schaffer Looking for a Sponsor Pinto. Wayne Cu-

th driving a Mustang. Lloyd Uber, Jr., piloting the Sunny Acres Chevelle was fifth.

Eilendale's Ted Walius kept Clark's Swimming Pools and May Pop Tires in front by winning the Six Cylinder Hobby race with an impressive win over Wayne Ingram of Milford. Abby Mitchell from Dagsboro brought the Bunting's Garage Chevy II home third with Ocean City's Dodd Redden anchoring fourth. Spencer Kelly was fifth for H. W. Tieman & Sons - Ed's Auto Repair. 1975-09-03

Tucker wins feature

1975-09-04

Larry Tucker won the modified feature at Georgetown Speedway

Friday night with Glenn Moore Jr. of Millsboro a close second.

Stan Busby finished third, followed by Haines Tull, Jimmy Clark of Millsboro and Walt Breeding.

Richard Malnor won his 12th sportsmen feature win of the year. Bodie Bodenweiser was second, Lloyd Sawyer finished third, Wayne Cusick was fourth and Cordia Warrington came in fifth.

Ronnie Laverre won the 8-cylinder hobby race, over a close second-place finish by John Fisher.

Leroy Scheffler was third, Herb Donohue of Millsboro finished fourth and Lloyd Uber Jr. fifth.

Ted Walius won the 6-cylinder hobby race, followed by Wayne Ingram, Abby Mitchell of Dagsboro, Dodd Redden and Spencer Kelly.

50-Lap Sportsman Race On Tap At Georgetown Friday

1975-09-09

Georgetown Speedway's Friday night program is slated to include a 50-lap Sportsman feature in addition to regular Modified and Hobby racing.

Stan Busby, driving the Dillard's Restaurants Mustang, scored a big victory Friday night. Federalburg's Walt (Stevie) Breeding finished second in the Davis Trucking Vega. Larry Tucker scored third behind the wheel of the Absher Racing Team Vega with fourth going to Bill Towers and his Towers Gulf Service Mustang. Fifth went to Jack Sapp in the Marshall Baker Engineered George Adams Const. - Todd & Son Exxon Vega.

Bodie Bodenweiser breezed to his ninth Sportsmen feature win on the season for Lewes Dairy Markets. Wayne Cusick came on strong at the finish taking second driving the Regal Muffler Center Vega. Lloyd Sawyer brought the Pinto home third at the finish line. Gene Mills was fourth in the Milford Fertilizers - Mills Bros. Markets Mustang with Larry Grier scoring fifth in a Chevrolet for C & W Auto Parts.

Seaford's John Fisher was victorious in the Eight - Cylinder Hobby finale driving the Big T Burger Chevelle over Jimmy Martin in M & H Auto Services Chevelle. Third place was recorded by Lloyd Uber in the Moore's Sunny Acres Chevelle. Fourth went to Vic Levitt and the Jobe's Sunoco Oldsmobile Toronado. Larry Riffinburg of Frederica was fifth in a Comet.

Ted Walius had no trouble winning the Six - Cylinder Hobby race in the Clark's Swimming Pools - May Pop Tires Chevy II. Wayne Ingram recorded a strong second piloting the Roger Minner Wrecker Service Camaro. Butch Hillard scored third in the Family Butcher Shop Plymouth.

1975-09-11

Stan Busby wins

Stan Busby was the winner of the modified feature at **Georgetown** **Speedway** Friday night—a race plagued with accidents.

Bob Passwaters was in the lead for 41 of the 50 laps but tangled with another car and was put out of the lead. Bobby Reed and Stan Busby were close contenders for first after that, but Reed hit the cement retaining wall with five laps remaining.

Walt Breeding finished second followed by Larry Tucker, Bill Towers and Jack Sapp.

Bodie Bodenweiser scored his ninth sportsmen feature win of the season.

Wayne Cusick finished second. Lloyd Sawyer was third. Gene Mills came in fourth, and Larry Grier placed fifth.

John Fisher won the 8-cylinder hobby race, followed by Jimmy Martin, Lloyd Uber Jr., Vic Levitt and Larry Riffinburg.

Ted Walius scored a win in the 6-cylinder hobby race.

Wayne Ingram finished second and Butch Hillard was third.

Sapp, Malnor Display Power At Georgetown

1975-09-16

Jack Sapp and his Marshall Baker-Engineered George Adams Const. - Todd & Son Exxon Vega copped a modified victory and Richard Malnor upped his total Sportsmen victories to 13 Saturday night at Georgetown Speedway.

Bob Passwaters was second to Sapp. Passwaters, an early leader, brought L. C. Tucker's Corvair home ahead of Stan Busby who was third at the finish line driving the Dillard's Restaurants - Covery's Car Care Mustang. Harold Bunting's second fourth piloting the Warrington Bros. Special Vega. Walt Breeding anchored fifth place respectively for Davis Trucking of Seaford. Sixth overall went to Milford's Larry Tucker driving the Absher Racing Team Vega.

Georgetown's Bodie Bodenweiser was leading the Sportsmen 50-Lapper at the mid-way point and was to be fronted only by Malnor in his Oscar Fields engineered Lewes Dairy Market Mustang. Finishing third behind Bodenweiser was Nelson James of Laurel in the fine equipment of the Givens & Marine Mustang. Princess Anne's Wayne Cusick came from deep in the starting grid with the leaders taking fourth driving the Regal Muffler Center Vega. Fifth went to Gene Mills, the Milford Fertilizers-Mills Bros. Markets Mustang.

Ronnie LaVere second an eight-cylinder Hobby win over John Fisher who was second piloting the Big T. Burger Chevelle behind the Kay's Beauty Shop Barracuda. Jimmy Martin rallied the M & H Auto Services Chevelle to third with John E. Martin III taking fourth in a Chevrolet. Fifth went to Mel Joseph Jr. who led the event in his Cougar until a mishap in the last lap.

Ted Walius kept Clark's Swimming Pools and May Pop in front, winning the six-cylinder Hobby race over Wayne Ingram, one of the top point men on the season for Roger Minner 24 Hr. Wrecker service Camaro. Third place was recorded by Larry Townsend of Salisbury driving a Chevelle with fourth going to Spencer Kelley of Dov-

erke his arm three weeks ago and figures to sit out at least Sunday's opener at Washington.

The Saints drafted the swiftest wide receiver in the team's eight-year history, but he has a hamstring pull that won't heal.

They drafted instant help for their traditionally porous offensive line, but the center they chose hasn't hit a lick yet and their rookie guard got a late start due to an All-Star game injury.

The receiver, Larry Burton, is expected to suit up for the Redskins game Sunday, healthy or not. Coach John North calls him "a real burner" with the potential to blow a game open. Burton has reportedly run the 40 yard dash — professional football's speed measure — in anything from 4.4 seconds to 4.2 seconds.

But getting him into action may be another of those "good news, bad news" things. There's reason to doubt that the offensive line will give backup quarterback Bobby Scott enough time to hit Burton when he outruns the secondary.

The line was one of the reasons the Saints lacked a passing threat in 1974. Another reason was a nagging knee injury that caused Manning to undergo an operation after the season ended.

North tried to rebuild the line through the draft. He traded away veteran center John Dixon, who won his teammates' vote for most valuable player last year, intending to replace him with Lee Gross of Auburn.

Gross has never recovered from surgery to remove a cyst from his knee, and rookie free agent Sylvester Croom has been filling the spot.

Kurt Schumacher, drafted in the first round to bolster the guard spot, saw extensive action only in last week's 0-20 loss to Cincinnati.

North also traded or cut every running back with more than two year's experience, re-

er for H. W. Tieman and Son's Ed's Auto Repair. Dodd Redden of Ocean was fifth in a Chevrolet.

In addition to the regular program Friday night, the 20-lap state championship for six-cylinder Hobbies is slated. If enough entries are received, a powder puff derby will conclude the card. Racing begins at 8 p.m.

Season-End Race Set At Georgetown

1975-09-23

Delmarva Auto Racing Association officials have in secured a nationally - recognized sponsor for their season - end open invitational to be held on Sunday, October 5, at the Georgetown Speedway. In cooperation with the W & B High Performance Division of Milford and Salisbury, the short track racing event premiered one year ago and is being billed as the Second Annual Kendall G. T. 100 carrying a first place prize of over \$1,000 in purse and contingencies. The track will open at 8 a.m., practice is scheduled from 9:30 to 10:30 with time trials beginning at 10:45. Each entrant guaranteed at least one chance of making it into the starting lineup which will consist of the fastest 30 qualifiers.

Pre - race festivities will include the very popular sky diving team, a parade along with Miss Delaware Elaine Campanelli. Any entrant is eligible providing they meet D.A.R.A. specifications and pay the entry fee of \$20. The field will be limited to 30 starters who are guaranteed a minimum of \$75 for taking the green flag.

Bunting wins at Georgetown

1975-09-25

Harold Bunting scored a strong win in the modified feature at Georgetown Speedway Friday night. Bobby Reed came in second, followed by Gary Trice, Jack Sapp, Paul Walker Jr. and John McCardell. Richard Malnor won his 14th sportsmen feature of the season. Wayne Cusick finished second, Bodie Bodenweiser was third,

Lloyd Sawyer fourth, Nelson James fifth and Gene Mills sixth.

Ted Walius won the 6-cylinder hobby race, followed by Wayne Ingram, Abby Mitchell of Dagsboro,

Dodd Redden and Larry Townsend.

Ronnie LaVere won the 8-cylinder hobby race. John Fisher came in second, followed by Charlies Harris Russell Bradley and John E. Martin III.

The season will close at Georgetown Speedway on Sunday. The track will open at 8 a.m. with practice starting at 9:30 a.m. and time trails at 10:45 a.m.

Pre-race activities will include a skydiving team, and Miss Delaware Elaine Campanelli demonstrating her baton twirling abilities.

Any entrant is eligible for the short track racing event providing he meets Delmarva Auto Racing Association specifications and pay the entry fee of \$20. The field will be limited to 30 starters with these cars guaranteed a minimum of \$75 for taking the green flag

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Busby wins 50-lap feature

1975-10-02

Stan Busby took an early lead in the special 50-lap feature and went on to win at Georgetown Speedway on Sunday.

Both sportsmen and modified racers took part in the special race.

Jack Sapp came in second, followed by Jimmy Clark of Millsboro, Haines Tull, Snookie Vent, Richard Jarvis, Ed Brown Sr., Bodie Bodenweiser and Glenn Moore Jr.

John E. Martin won the 8-cylinder hobby state title race, which was sponsored by Joe's Sunoco Service of Seaford and Cargill Inc.

Jimmy Martin was second, Leroy Sheffler finished third, Ronnie LaVere came in fourth, and Terry Beheler was fifth.

Abby Mitchell of Dagsboro was the winner of the 6-cylinder hobby race.

Second went to Bob Creighton, who was followed by Denny Morland and Mark Dennis.

What the management of the track terms "the richest short track stock care race in the history of automobile racing on the Delmarva

Peninsula" will begin this Sunday at 2 p.m. It is the Second Annual Kendall G.T. 100.

The track will open at 8 a.m. Practice will be held from 9:30 to 10:30 a.m. with time qualifying beginning at 10:45.

Miss Delaware will appear at 1 p.m. There will be a

skydiving demonstration at 1:30 followed by the fastest qualifiers' awards and a parade.

Area businesses and interested fans are sponsoring each lap at \$10 per lap. If all laps are sold, a driver who led every lap and won the event could take home a purse of over \$2,000 in prize

money and contingency awards.

Adult gate admission is \$5 and children's tickets are \$1.

Will Bodie Click on All 6 Cylinders?

1975-10-03

By MONTE MARTIN

Dover Bureau

GEORGETOWN — The record doesn't speak well for 6-cylinder sportsman stock car drivers' matchups with their 8-cylinder modified brothers on local tracks.

"There are maybe four or five six-cylinders that are capable of winning (with eights)," says modified driver Stan Busby. "And I know in our 50-lap race Sunday there were a lot of caution flags and it was mostly six-cylinders I was lapping."

Past performances in combined sportsman/modified competition support Busby's observation. Earlier this season, Richard Molnar finished fifth in a 25-lap combined class race at Georgetown for the best sportsman finish.

Last year Georgetown sportsman Cordia Warrington V took fifth in the Carling 100. The Delaware dirt track champion was Larry Tucker, a modified. More recently, in Sunday's race Bodie Bodenweiser finished 7th to Busby to top the sportsmen.

Yet Bodenweiser, a Georgetown grocer, thinks his six-cylinder Mustang might have an edge going into Sunday's season-ending Kendall G.T. 100 at Georgetown Speedway — provided he qualifies. Practice is at 9:30 a.m., trials 10:45 and the race at 2.

"The car owner and I were thrilled by the way it performed Sunday," said Bodenweiser, who overcame two crackups, including one in which his car overturned, to finish seventh.

"What made the difference was they allowed us to use the same size tires as the eights. At Delmar, we could run on the same tires but on the big track (half-mile Georgetown) we were restricted to 10½ while the eights ran 12½. The extra two inches made a big difference."

Dirt track competitors power slide their way through turns, where races are won or lost. "I noticed I can stay on the gas pedal a little longer in the turns than the eights Sunday," said Bodenweiser.

"So in spite of the fact we don't have the straightaway power, I think we can make up for it in the turns. We may be able to get away with one less pit stop also."

If Bodenweiser can find a hard enough compound tire, he's thinking of running the entire race without stopping for gas, something he believes the eights can't do.

"We got the hardest tires we could find Sunday and after 50 laps, when we pulled in, there was fabric showing on both — brand new tires."

Bodenweiser is looking for something that will last 50 more laps. If he finds it, he believes he has as good a chance as any modified.

"They had an invitational race at Delmar six weeks ago and Molnar finished second or third best in time trials," he said.

Busby rests, wins easily in G.T. 100

By Monte Martin

Dover Bureau 1975-10-06

GEORGETOWN — Stan Busby's decision not to attend Delmar Speedway's grand opening Saturday night paid off in a profitable afternoon of stock car racing yesterday.

Busby, a Bridgeville contractor, missed out on a 12-car modified race pileup at Delmar and handily won the Kendall G.T. 100 at Georgetown Speedway over two work-weary challengers.

"I didn't think we'd make it," said runnerup Haines Tull of Seaford. "We bent our car up from the front to the rear and had to work all night to get it here at 9:30. Almost all the frontrunners were involved."

Third place finisher Jack Sapp was among those who tried out the new half-mile Delmar oval, which was recently converted from a third-mile track, and his crew likewise put in a sleepless night while Busby was home plotting strategy.

"We wanted to take the lead early because we wanted to take a pit stop," said Busby, driver of the No. 47 Mustang. "In a longer race you can play the track and the situation."

Busby seized his early lead and elected to run the race without pitting. He passed Wayne Brittingham on the 27th lap and earned over \$740 in lap money alone. His total purse was \$1,830. Tull collected \$800 and Sapp \$700.

"It was the highlight of the year for us," said Busby, who missed 5 weeks of the season with a broken shoulder. He was second to Hal Browning in last year's 100-lap race. Browning, an Oxford, Pa., resident who was among the early leaders yesterday, was black flagged after he blew an engine on the 31st lap.

Only 11 of the 30-car field finished the race.

STOCK TIPS — Sapp was the fastest qualifier with a :23.82 second lap time translated to 75.56 mph. Eddie Brown Jr. was the older record holder with 74.38 MPH set last year. The top six-cylinder finisher was Joe Ellingsworth, who was first alternate behind the top 30 qualifiers. The race was run under 20 caution laps. John McCardell was Delmar's modified victor and Bodie Bodenweiser, who finished 11th yesterday, was the winning sportsman. In a bit of one-upmanship with Delmar, Georgetown will have one more racing program at 2 p.m. Oct. 19 with combined class, unrestricted racing.

1. Stan Busby, Bridgeville, Mustang; 2. Haines Tull, Seaford, Vega; 3. Jack Sapp, Milford, Vega; 4. Eddie Brown Jr., Cambridge, Md.; 5. Richard Jarvis, Ocean City, Corvair wagon; 6. Ray Neary, Morrisville, Pa., Gremlin; 7. Wayne Cusick, Princess Anne, Md., Vega; 8. Joe Ellingsworth, Salisbury, Md., Chevy II; Ed Brown Sr., Cambridge, Md., Vega; 10. Will Dilts, Baltimore, Md., Chevy;

11. Bodie Bodenweiser, Georgetown, Mustang; 12. Sonny Brittingham, Ellendale, Vega; 13. Glenn Wilson, Houston, Vega; 14. Snookie Vent, Milton, Vega; 15. Wayne Brittingham, Salisbury, Md., Corvair wagon; 16. Richard Molnar, Berlin, Md., Pinto; 17. Nelson James, Laurel, Mustang; 18. Gary Trice, Parsonburg, Md., Chevy II; 19. Roger Pippin, Milford, Chevy II; 20. Bill Towers, Harrington, Pinto;

21. Bob Passwaters, Milford, Corvair; 22. Doug West, Salisbury, Md., Vega; 23. Lloyd Sawyer, Wilmington, Pinto; 24. Larry Tucker, Milford, Vega; 25. Hal Browning, Oxford, Pa., Vega; 26. Bob Reed, Harrington, Vega; 27. Paul Walker Jr., Milford, Corvair; 28. Alan Carey, Laurel, Vega; 29. Donnie Joseph, Bridgeville, Falcon; 30. Harold Bunting, Milford, Vega.

Busby Captures '100' Crown At Georgetown; Tull Second

1975-10-07

Stan Busby of Bridgeville drove the Dillard's Restaurants-Covey's Car Care - J. O. B. Construction Mustang to a major victory in Sunday's second annual Kendall G.T. 100 at Georgetown Speedway.

From a ninth starting position, Busby maneuvered his blue and white No. 47 to the victory taking over the lead for good on the 27th circuit. Prize contributions pushed Busby's pay check to a record \$1,830 for Eastern Shore stockcar racing. Seaford's Haines Tull, never out of contention, drove the Davis Trucking Vega to a strong second at the checkered flag. Jack Sapp set a new track record in time qualifying of 23.82 seconds for an average speed of 75.56 mph. Driving the 'Hardscrabble Express', Sapp led the first six laps behind the wheel of the George Adams Const. - Todd & Son Exxon Vega and was never farther back than fourth in taking third. Eddie Brown, Jr. piloted the Ben Dickerson Prepared - Dorchester Lumber Vega to a strong fourth ahead of Richard Jarvis of Ocean City who was fifth in the Purnell-Jarvis Ltd. Vega. Wayne Brittingham of Salisbury was the only other race leader.

Ray Neary of Morrisville, Pa. scored sixth chauffering the Raceway Speed Center Chevy-Powered Gremlin. Wayne Cusick of Princess Anne brought the Regal Muffler Center Vega home seventh with eight going to Salisbury's Joe Ellingsworth, the first six-cylinder Sportsmen automobile. Ninth went to Ed Brown, Sr. of Cambridge and his Ed Brown's Garage Vega.

Will Dilks of Baltimore was tenth behind the wheel of the Vic Lewis Racing Team Chevrolet. Georgetown's Bodie Bodenweiser scored eleventh representing the Sportsmen Division in his Lewes Dairy Markets Mustang. Sonny Brittingham of Elendale scored in position twelve driving the J. R. Tallent, Const. Coupe with Glenn Wilson taking thirteenth and Snookie Vent fourteenth.

There will be no racing this weekend. The next scheduled event is for Sunday, October 19, racetime 2 p.m. when an wide open competition day is slated. There will be no tire minimum and fuel injection and fuel will be permitted — if it meets safety specs it may compete. The Eight Annual D.A.R.A. Awards Banquet is scheduled for Saturday, November 15, at 6 p.m. at the Seaford Fire Hall. Tickets are available from the Board of Directors at \$7.50 per person.

Bunting Triumphs As Georgetown Ends Season

1975-10-21

Harold Bunting of Milford had the winning combination Sunday in the Warrington Bros. Special Vega on the final day of racing at Georgetown Speedway.

Bunting won the pole position with his first place in the initial preliminary heat on the day. Hal Browning of West Grove, Pa. had the upper hand in the early going until he tangled in traffic and was sidelined from the event on the 13th circuit. Welt Breeding took over the lead on lap thirteen and held it until the 43rd go-round. Breeding recovered the Davis Trucking No. 1 for second place under starter Bill Lawson's victory colors. Seaford's Haines Tull ran third most of the day surviving the spills and slides to make it a good day for Davis Trucking. Bob Passwaters

brought the J. C. Miller Trucking Corvair home fourth ahead of Ridgely's Bobby Walls who was fifth chauffering the Baker Petroleum new No. 22.

Snookie Vent scored sixth piloting the Lewes Dairy Market - George Carmean Trucking Vega. Millsboro's Jimmy Clark brought the Hichen's Bros. Const. Vega home Seventh in front of Cambridge's Ed Brown Sr. who was eighth chauffering the Brown's Used Crs Vega.

Bunting, Browning, Stan Busby and Les Katona were qualification winners. Second places in the heat action went to Vent, Larry Voss, Eddie Brown Jr., and New Hartman.

The eighth annual D. A. R. A. Awards dinner and dance is set for the Seaford Fire Hall, Saturday, November 15 at 6 p.m. Music by Blue Steel, and an evening of racing review will highlight the festivities. Tickets are available from the Board of Directors.

DARA gets new home at Georgetown track

1976-01-14

By MONTE MARTIN
Dover Bureau

GEORGETOWN — Georgetown Raceway, a former harness race facility which has stood idle on Delaware 18 for the last five years, will be the new home of the Delmarva Auto Racing Association this summer.

The DARA, a local stock car racing sanctioning body, made headlines last fall for its financial difficulties. It is now under the direction of group of officers which entered into an agreement with Philip H. Banks, a Salisbury businessman, to lease the 87-acre complex.

Banks, who owns a chain of convenience stores in Delaware and Maryland, bought the track in November from John W. Rollin Sr. for \$163,000. At that time, Banks had no stated use for the track.

The terms of the sale prohibited horse racing at the track for 10 years. Rollins is a major stockholder in Dover Downs, Brandywine and Harrington Raceways.

"Mr. Banks was not affiliated with racing in any form," noted Don Twilley, DARA vice-president. "I believe that was why Melvin Joseph interceded for him."

Joseph, a Georgetown contractor, has been involved in local stock car racing since its infancy in the 1940's.

He helped set up the meeting of association members and Banks Monday evening. It was at that meeting the membership elected

to leave Georgetown Speedway, the half-mile track south of Georgetown off U.S. 113 owned by Charles Herbert.

"No reflection on Mr. Herbert, but we had been looking for someplace else every since we left Delmar," said Twilley. "As a matter of fact, the membership originally voted down a proposal to go there."

The old facility had a seating capacity of less than 3,000. Georgetown Raceway's grandstand can accommodate roughly 3,800, but there were other selling points.

"According to the deal they will

completely maintain the track," said Twilley. "That was part of the problem before. It's a lot for working men to do. I know I quit once before in disgust as an officer."

Under the old arrangement the association's officers strung wire, surfaced and watered the track, maintained and repaired the buildings at Georgetown Speedway.

Banks indicated he would take care of the maintenance and outlined plans to remove some of the safety hazards at Monday's meeting.

"He said he planned to do away with the board fence completely," said Twilley. "He plans to have some sort of a runoff apron with a swayed embankment. The front straightaway he'll have to have some sort of retainer."

In addition, Banks will provide four infield judges. Officers were accused in the past of being too closely involved in disputed decisions with club member drivers.

"This is the way it should have been all along," said Twilley. "The payoff is going to suffer until repairs can be made, but the members feel we can go over here and maybe make a little more with its seating capacity."

"We got a black eye last year, but that was because people were not paying attention to the cost of repairs. This hardly seemed the wrong move. It may be a slow move. We probably should have done it a lot earlier."

Autos to Race At Georgetown

1976-01-14

By MONTE MARTIN
Dover Bureau

GEORGETOWN — Racing returns to Georgetown Raceway this summer, but the decrepit paddock will probably be leveled and no money will change hands at a pari-mutuel window.

Instead new owner Philip H. Banks, a Salisbury businessman who purchased the idle \$7-acre former harness-racing facility last fall, will attempt to capitalize on the area's second racing passion . . . stock cars.

Under an agreement, Georgetown Raceway will be the new home of the Delmarva Auto Racing Association, a financially plagued body which was attracted in part by the 3,800 seating capacity on Delaware Route 18.

"The payoff is going to suffer until repairs can be made," noted Don Twilley, one of four newly installed officers who is vice-president under Donald Joseph Sr.

"But the members feel we can go over here and maybe get out from some of our debts."

Georgetown Speedway, the half-mile dirt track located south of Georgetown on U. S. 113, seated less than 3,000 and was in constant need of upkeep involving more time than club officers, all working men, could devote to a hobby.

Banks, whose promise not to race horses at the raceway for 10 years was one of the conditions of the sale when he bought the track from John W. Rollins Sr. for \$163,000, has indicated he will handle all infield, pit, track and grandstand maintenance.

"He said he planned to do away with the board fence completely," said Twilley. "He plans to have

some sort of runoff apron with a swayed embankment — not a pit so if you run off the slowdown area you won't crash into something.

"The front straightaway he'll have to have a retainer of some sort."

Melvin Joseph, a Georgetown contractor who has been involved with local stock car racing since its infancy in the 1940s, got the association and Banks together.

"No reflection on Mr. Herbert (Charles, owner of Georgetown Speedway), but we'd been looking for someplace else ever since we left Delmar," said Twilley. "The only other place it seemed was Harrington."

Racing full-time there was out of the question and according to one member of the DARA board the directors fully expected to return to the Speedway for another season, but: "This was an opportunity we couldn't afford to pass up."

Georgetown Track To Open April 4

1976-03-23

The Eastern Shore's original half mile stock car race track located two miles south of Georgetown, Rt. 113 has scheduled "Open House" for Sunday, April 4 beginning at noon. Track owner Charlie Herbert extends the invitation to the entire racing community to come out and officially kick-off Georgetown Speedway's 26th season of competition making it one of the longest operating racing plants in the nation.

On tap for area fans to view free of cost will be the new 1976 racing machines that drivers and owners have been preparing since last season's end. Local racing enjoyed its biggest year in 1975 with all plans go for what will become the "Challenge of

76" for many an anxious seasoned team with the more than adequate arrival of some young and very capable drivers ready to break into the limelight of Delaware stock car racing.

As a special notice Georgetown will feature the popular Modifieds, Sportsmen, the new Late Models along with preserving the older Hobby racers for any of the teams who cannot afford to graduate to the top three divisions. Any type of automobile racer is welcome at the open house and will be given the opportunity to test drive providing safety standards can be met. The first regularly scheduled official race meet will be on Sunday afternoon April 11 with a full card of racing slated.

Georgetown Speedway Reschedules Opener

1976-04-13

GEORGETOWN — An early spring gone sour with less than adequate weather has forced Georgetown Speedway to postpone their first full race meet to Sunday April 25 at 2 p.m.

Track owner Charlie Herbert has announced that beginning on Friday April 30 at 8 p.m., racing will be under the lights for the first time this season. Friday

will be regular race night with Sundays reserved for raindates and special programs.

The speedway will open for practice on the original half mile Sunday April 18 at noon for any and all teams who are interested in some last-minute shakedown runs before the first official race meet. Admission April 11-18 will be free.

Georgetown Speedway Set For Sunday Opener

1976-03-30

GEORGETOWN — The year was 1950, making it 26 years ago this spring Johnny Martin of Millsboro, won top honors in the inaugural 30-lap feature stock car race on the newly constructed half mile Stokley Speedway, located two miles south of Georgetown on Rt. 113. It was a race that saw only three finishers with Bill Roughly taking second and third place going to Bob Atkins. The semi-feature, as they called it back then, was won by Bill Walker who has had one of the longest driving careers in the business. Second place went to Paul Walker, Sr.

Times have changed with Delaware stock car racing founders turning the driving chores over to sons and grandsons while keeping an active hand in preparing the sophisticated racing equipment in fine tune for the younger generation of performers that have come into full bloom over the past couple of seasons at what is now Georgetown Speedway. There have certainly been thrilling as well as trying times since the 50s but the ½ mile at Stockley has proven to be a survivor as well as a hot-bed for the most

exciting short track stockcar racing found on the Delmarva Peninsula. Track owner Charlie Herbert has been making plans much in line with the 'Spirit of '76' in announcing the grand opening for Sunday at noon. This will be an excellent chance for area fans to come out to the speedway free of charge as guests of the management for a preview of the new racing equipment that is ready for the unique 'Challenge of '76' with further details to be forthcoming as soon as they are available. Georgetown Speedway's first official full race meet will be Sunday afternoon, April 11, time to be announced.

Breeding, Malnor Post Wins At Georgetown

1976-04-27

GEORGETOWN — Federalsburg's Walt (Stevie) Breeding picked up where he left off a year ago by winning Georgetown Speedway's inaugural Modified feature Friday night driving the Taylor & Messick - Smithville Farms Chevy Powered Gremlin.

Larry Tucker of Milford scored second in the Absher Racing Team - Jay's Construction Vega while Glenn Wilson of Houston chauffeured the Bill's Performance Center - Houston Oil Co. Vega to third place. Milford's Bob Passwaters anchored fourth driving the Shawn's Hideaway - J. C. Miller Trucking Vega and Bridgeville's

Stan Busby recovered from a first lap spill to score fifth. Paul Walker, Jr., was sixth.

Richard Malnor of Berlin posted a Sportsmen feature win in the Wilkin's Farm Service - Russell Repair Shop Ford - Powered. Colt. Georgetown's Bodie Bodenweiser was second. Donnie Joseph of Bridgeville took third in the James F. Givens, Inc., - Short Roofing Mustang. Ralph (Speedy) Seaton of Willards was a distant fourth driving the Don's Auto Parts - Forrest Products Gremlin while Lou Johnson of Lewes nailed down fifth driving Coupe No. 96.

Friday night's racing kicks off at 8 p.m.

Bodenweiser, Breeding Win At Speedway

1976-05-04

GEORGETOWN — Walt Breeding of Federalsburg, driving the Taylor & Messick - Smithville Farms Chevy Powered Gremlin, triumphed in the Modified finale at Georgetown Speedway Friday night.

Bodie Bodenweiser of Georgetown, in the Oscar Fields Engineered Lewes Dairy Markets Special Mustang, topped Berlin's Richard Malnor and his Wilkin's Farm Service - Russell Repair Shop Ford Powered Colt in Sportsmen feature racing. Virginia invader David Fowler of Onley proved to be the strongest by taking the Late Model Sportsmen honors in a 1972 Chevelle.

Milford's Harold Bunting drove the Warrington Bros. Special Vega to second place after leading yielding only to the hard charging Breeding in the late - going. Jack Sapp, also of Milford, kept the pressure on the front two for the distance to score third in the George Adams Const. - Todd & Son Exxon Gremlin. Bob Passwaters emerged out of the pack driving L. C. Tucker's Vega to a strong fourth at the checkered flag. Seaford's Haines Tull was fifth for Davis Truck & H & H Transportation with Milton's Snookie Vent taking sixth for H. R. Bailey, Inc. & Lewes Dairy Markets.

Fred Workmen was going to be a surprise winner in the Sportsmen feature until a lapped car forced him too high in turn two opening the door for Bodenweiser and Malnor. The Milford Fertilizers - Rumpstich Machine Works Coupe and Workmen had to settle for third over Harold Bunting who drove brother Gary's Vega to fourth at the wire. Georgetown's Cordia Warrington V brought the Warrington's Pre - Cast Steps Coupe home fifth.

Breeding wins modified feature

1976-05-06

Walt Breeding of Federalsburg, Md. won the modified feature at Georgetown Speedway Friday night.

Harold Bunting of Milford finished second in the race, followed by Jack Sapp of Milford, Bob Passwaters of Milford, Haines Tull of Seaford and Snookie Vent of

Milton.

Bodie Bodenweiser of Georgetown won the sportsman feature, with Richard Malnor of Berlin coming in a close second.

Fred Workman of Milford came in third. Harold Bunting of Milford finished fourth and Cordia Warrington of Georgetown was fifth.

Passwaters Scores Win In Georgetown Modified Race

1976-05-12

GEORGETOWN — Milford's Bob Passwaters, driving the Shawn's Hideaway - J. C. Miller Trucking Vega, proved too tough for the Modified competitors Sunday night at Georgetown Speedway in winning over Harold Bunting and Walt Breeding.

Bunting's Warrington Bros. Special and Breeding's Taylor & Messick - Smithville Farms Gremlin kept the pressure on the hard charging Passwaters, who recorded win No. 1 on the season for L. C. Tucker Sr. Haines Tull of Seaford brought the Davis Trucking - H. & H. Transportation Vega home fourth ahead of Paul Walker Jr. in fifth place for Coastal, Inc.

Bodie Bodenweiser of Georgetown, driving the Lewes Dairy Market Special, recor-

ded his second Sportsmen feature triumph over Dover's Clem Horvath in second driving the all - new Dover's Dealer - Kent County Motors Gremlin. Nelson James scored third behind the wheel of the James F. Given's - Shore Roofing Mustang, Speedy Seaton nailed down fourth in his Don's Auto Parts Gremlin ahead of Salisbury's Joe Ellingsworth, who was fifth in the Ellingsworth Body Shop Gremlin.

Dave White of Pittsville had no trouble in winning the Late Model Sportsmen feature in his Dave White's Farm Service Camaro. Kenny Robinson of Salisbury scored a second with Milford's Ronnie LaVere taking third. Don Williams was fourth and Rod Willon Fifth.

Breeding Cops

Modified Win

1976-05-18

At Georgetown

GEORGETOWN — Although it didn't come easy, Walt Breeding, ace chauffer of the Taylor & Messick-Smithville Farms Gremlin, had the perfect combination in winning his third Modified feature of the year. At Georgetown Speedway Friday night, Georgetown's Bodie Bodenweiser went away a Sportsmen feature winner in fine style driving the Oscar Fields Engineered Lewes Dairy Markets Special. Ronnie LaVere of Milford was a surprise Late Model Sportsmen feature winner behind the wheel of the Simple Time Recording Co. Challenger.

Harold Bunting made the Modified finale a royal battle of the first degree for the Warrington Bros. of Rehoboth, scoring second in testing Breeding's ability to the wire. Bridgeville's Stan Busby recorded his best finish hauling down third in the Dillard's Restaurants - Covey's Car Care Mustang II over Milton's Snookie Vent who was fourth for H. R. Bailey, Inc. - Lewes Dairy Markets. Jack Sapp of Milford rounded off the top five for George Adams Const. - Todd & Son Exxon.

Richard Malnor of Berlin kept the pressure on Bodenweiser in Sportsmen feature racing, taking second in the Wilkin's Repair Shop Colt.

Dave White from Pittsville had his hands full with Ronnie LaVere in the Late Model, scoring second in the Dave White's Farm Service Camaro in what was a fine contest for the distance. Salisbury's Kenny Robinson scored third driving the Expert House Movers-Florence Leasing Chevelle. Roy Davis anchored fourth in the Pittsville Motors, Inc. Ford Fairlane over David Fowler of Olney, Va. who was fifth respectively driving a Chevelle.

John E. Martin of Milton, driving a Chevrolet, surprised Dagsboro's Abby Mitchell with a Hobby win. Regular programs are scheduled for Friday at 8 p.m. Memorial weekend will feature an extra night of competition for all classes with the climax slating a Double Modified feature for Sunday night, May 30 at 7 p.m.

Breeding wins third race at Georgetown

1976-05-20

Walt Breeding of Federalsburg won his third modified feature of the year at Georgetown Speedway Friday night.

Harold Bunting of Milford finished a close second in the modified race, followed by Stan Busby of Bridgeville, Snookie Vent of Milton, and Jack Sapp of Milford.

Bodie Bodenweiser of Georgetown edged out Richard Malnor of Berlin, Md., for the top spot in the sportsman feature race.

Clem Horvath of Dover was third, followed by Nelson James of Seaford and Ralph Seaton of Willards.

Dave White of Pittsville, Md., won the late model feature with Ronnie LaVere of Milford coming in second.

John E. Martin of Milton won the hobby feature race, with Abby Mitchell of Dagsboro finishing second.

At Geo. speedway

Breeding wins modified

1976-05-27

Walt Breeding of Federalsburg, Md., scored his fourth modified feature win of the season at Georgetown Speedway Friday night.

Breeding took an early lead in the race and maintained it for the duration. Eddie Brown Jr. of Cambridge, Md., was the second place finisher, followed by

Haines Tull of Seaford, Jack Sapp of Milford, Paul Walker Jr. of Milford and Glenn Wilson of Houston.

Bodie Bodenweiser of Georgetown won his fourth sportsmen feature of the five-week season Friday night. Richard Malnor was a close second, Fred Workman of Lincoln was third, Clem Horvath of Dover came in

fourth and Larry Grier of Woodside was fifth.

Ronnie LaVere of Milford was leading the late model feature race up until the final lap when Dave White moved ahead to score a win.

LaVere came in second followed by David Fowler, Kenny Robinson, Bob Williams and Lester Nailor.

Thriller At Georgetown

1976-06-02

GEORGETOWN, Del. — Milton's Snookie Vent, Harold Bunting of Milford and Walt Breeding of Federalsburg brought an enthusiastic crowd of race fans to their feet several times in the early going of the Modified at Georgetown speedway Friday night.

Bodie Bodenweiser of Georgetown, driving the Lewes Dairy Market Special, and Breeding with his Taylor & Messick - Smithville Farms Gremlin, recorded their fifth wins in their respective Sportsmen and Modified divisions. Milford's Ronnie LaVere outgunned the field in the late Model Sportsmen feature competition behind the wheel of the Megonigal - Simplex Time Recording Co. Barracuda.

Vent and the R. R. Bailey Plumbing & Heating - Lewes Dairy Markets Gremlin had to settle for second ahead of Bodie Bodenweiser who anchored third in a much-improved Absher Racing Team Vega. Paul Walker Jr. brought home fourth for Coastal, Inc. Stan Busby of Bridgeville was fifth in the Modified finale in a Mustang II for Covey's Car Care - Dillard's Restaurants and J.O. B Const. Sixth overall went to Haines Tull of Seaford and Davis Trucking.

Richard Malnor, Nelson James, Fred Workman and Bodenweiser electrified the early laps of the Sportsmen

main with definite three abreast action and a fourth challenger before Bodenweiser was able to pull away. At the checkered flag Malnor was second in the Wilkin's Farm Service - Russell Repair Ford Powered Colt. James nailed down third for James F. Givens & Shore Roofing. Workman scored fourth for Rumpstich Machine Works and Milford Fertilizers. Larry Grier of Woodside was fifth for C. & W., Auto Parts of Dover.

Pittsville's Dave White had to settle for second in Late Model feature action behind the hard-charging LaVere. Vernon Collins of Millsboro recorded his best finish on the season chauffeuring the Demhoff Furniture - Ray's Amoco Camaro to third at the wire. Fourth went to Milford's Bob Rodgers driving the Armstrong's Mobile Service Center Mustang. Kenny Robinson of Salisbury rounded off the top five driving the Expert House Movers - Florence Leasing Bicentennial Chevelle.

Memorial Weekend qualification heat winners were Richard Jarvis, Bodenweiser with two, Cordia Warrington and LaVere. Abby Mitchell of Dagsboro kept Bunting's Garage No. 1 in Hobby racing with win No. 4 in six starts. John E. Martin III of Milton and Sam Davis of Seaford gave Mitchell a run for the money in second and third.

Brown, Towers Sprint

1976-06-08

To Speedway Victories

GEORGETOWN, Del. — Ed Brown Jr. of Cambridge and his Brown's Used Cars Pinto finished what he started Memorial Day in winning his second Modified feature in a row at Georgetown Speedway Friday night.

Haines Tull, of Seaford, had the Howard Davis Engineered Davis Trucking - H. & H. Transportation Vega in the high speed groove scoring second over Bridgeville's Stan Busby, who was driving J. O. B. Dillard's Restaurants - Covey's Car Care Mustang II. Milfordian Harold Bunting nailed down fourth driving the Warrington Bros. Special Vega. Walt Breeding was fifth for Taylor & Messick - Smithville Farms.

Bill Towers, of Harrington, had the Towers' Gulf Mustang ready in the regular Modified main, going away a winner over Jack Sapp of Milford, who was second in the Marshall Baker Engineered - Geo. Adams Const. - Todd & Son Exxon Gremlin. Tull was third, making it a strong evening for Davis Trucking. Walt Breeding recovered from a spin to get fourth with Paul Walker Jr. taking fifth in the Coastal, Inc. Vega. Milton's Snookie Vent was sixth overall for H. R. Bailey, Plumbing & Heating - Lewes Dairy Markets.

Sportsmen feature racing saw Bodie Bodenweiser return to the winner's circle after a one week absence but not before Fred Workman and Clem Horvath gave the Lewes Dairy Market Special a run for the money through the midway point of the race. From the 18th lap on, it was all Bodenweiser and win No. 6. Nelson James brought the James F. Givens-Shore Roofing Mustang home second over Larry Grier of Woodside who was third for C. & W. Auto Par-

ts. Fourth went to Salisbury's Joe Ellingsworth and his Salisbury Spring Works - Buck's Radiator Gremlin.

Mel Joseph Jr. of Georgetown put together a strong run in Late Model Sportsmen feature racing, winning in the Banjo's Performance Center - M. L. Joseph Const. Cougar. Kenny Robinson of Salisbury had the Bicentennial Chevelle in second at the checkered flag. Lester Nailor of Milford had Lee Nailor's Chevelle running in the third spot over Bob Williams, who was fourth driving the William's Racing Team Chevelle.

Vent wins feature at Georgetown

1976-06-17

Snookie Vent of Milton won the modified feature race at Georgetown Speedway Friday night

Haines Tull of Seaford came in second followed by Ed Brown Jr. of Cambridge, Jimmy Clark of Millsboro, Jimmy Martin of Dover and Doug West of Salisbury.

Bodie Bodenweiser of Georgetown won his seventh sportsmen feature of the season.

Lou Johnson of Lewes finished second, third went to Joe Ellingsworth of Salisbury, Donald Rose of Bridgeville was fourth and Charlie Moore placed fifth.

Mel Joseph Jr. of Georgetown won the late model feature. Ronnie LaVere of

Milford came in second, followed by G.C. Norris of Dover, Bob Wilkins of Milford and Butch Hilliard of Dagsboro.

Speedway Modified Win

1976-06-22

GEORGETOWN — Walt Breeding of Federalsburg cruised to his fifth Modified victory in 10 outings Friday night at Georgetown Speedway, while Richard Malnor of Berlin and Mel Joseph, Jr. of Georgetown registered their third wins of the season.

Breeding, driving for Taylor & Messick and Smithfield Farms, was pushed by second - place finisher Haines Tull, the Davis Trucking - H & H Transportation representative. Eddie Brown, Jr. of Cambridge and his Brown's Used Cars Pinto swept into the third spot. Gary Trice of Parsonsburg came back from a spill in the first turn to capture fourth, while Stan Busby of Bridgeville and Tom Walker of Milford scored fifth and sixth, respectively.

Malnor, behind the wheel of the Don's Automotive - L & G Ceramics Colt, turned in a flawless Sportsmen performance to overcome Fred Workman of Milford, who was second in the Milford Fertilizers - Rumpstich Machineworks coupe. Bodie Bodenweiser, piloting Lewes Dairy Market - sponsored Mustang eased into third. Nelson James claimed fourth - place laurels, while early - leader Clem Horvath recovered from a pinout to take fifth.

Ronnie LaVere, came back after losing a tire and gained second place behind Joseph in the Late Model feature. Bob Williams of Salisbury brought the Williams Racing Team Chevelle home for third ahead of fourth - place finisher Richard Smith, who drove the Ritter's Car - Care - Smith Masonry Fairlane.

John E. Martin III of Milton recorded his third Hobby triumph of the season with Rod Willon second and Steve Lofland third.

The track will run twice over the July 4 weekend. On Friday, July 2, the small blocks will be permitted to race for the first time in the Sportsmen division. A second Bicentennial program is scheduled for Sunday, July 4 at 7 p.m. Monday, July 5 has been tagged as a rain date.

Cusick Wins

First Modified At Georgetown

1976-06-29

GEORGETOWN, Del. — Princess Anne's Wayne Cusick driving a Chevy powered 1976 Pinto had the winning combination for Regal Muffler Center scoring his first Modified feature win since moving up from the Sportsmen division. Bodie Bodenweiser recorded Sportsmen finale victory number eight in 11 starts behind the wheel of the Oscar Fields Engineered Lewes Dairy Markets Mustang. Willis Robinson of Sharptown put the Wright's Exxon - Westside Auto Parts Chevelle in the Late Model Sportsmen winner's circle for his first win at Georgetown Speedway.

Stan Busby from Bridgeville put lock and key on the second position driving the Dillard's Restaurants-Covey's Car, Care-J.O.B. Const. Mustang II. Seaford's Haines Tull was third for Davis Trucking - H. & H. Transportation. Gary Trice of Parsonsburg provided the excitement leading the first 19 laps of the 25 lap main for Westside Auto Parts and Bill Trice Engineering. With six laps remaining Trice had a tire go flat but a timely yellow for him permitted the fast change and a super recovery for fourth place

at the checkered flag driving what proved to be the fastest car on the speedway. Walt Breeding of Federalsburg nursed an injured front end to fifth place overall for Taylor & Messick and Smithville Farms.

Milford's Fred Workmen kept Bodenweiser in sight driving the Milford Fertilizers-Rumpstich Machine Works Coupe to second place in the Sportsmen feature. Lou Johnson of Lewes anchored third for Fred's Bait & Tackle-Webb's Used Cars. Woodside's Larry Grier recovered from a spill taking fourth at the wire in the C. & W. Auto Parts Chevrolet. David Trice scored fifth in a Nova for Bill Trice Engineering.

Bob Williams from Salisbury recorded his best finish in Late Model Action taking second in the William's Racing Team Chevelle. Richard Smith of Milton took the third position behind the wheel of the Ritter's Car Care Smith Masonry Fairlane. Wayne Ingram from Milford recovered for fourth at the wire driving the Roger Minner Wrecker Service Camaro. Early leader Vernon Collins of Millsboro was fifth at the checkered flag.

Waf FM and Mill's Brothers Markets preliminary winners were Eddie Brown, Jr., Harold Bunting, Bodie Bodenweiser, Lou Johnson and Vernon Collins. Milton's John E. Martin III won his fourth Hobby race behind the wheel of a Chevrolet. Georgetown Speedway salutes the nation's birthday with two programs, July 2 at 8 p.m. and July 4 at 7 p.m. with a raindate for either card slated for Monday July 5 at 7 p.m.

Cusick wins feature

1976-07-01

Wayne Cusick of Princess Anne, Md., scored his first modified feature win (after moving up from the sportsmen division) at Georgetown Speedway Friday night.

Stan Busby of Bridgeville finished second in the modified race, followed by Haines Tull of Seaford, Gary Trice of Parsonburg, and Walt Breeding of Federalsburg.

Bodie Bodenweiser won his eighth sportsmen feature of the season.

Fred Workman of Milford was a close second in the race. Lou Johnson of Lewes came in third, Larry Grier of Woodside was fourth, and David Trice of Parsonburg was fifth.

Willis Robinson of Sharptown, Md., won the late-model feature, followed by Bob Williams of Salisbury, Richard Smith of Milton, Wayne Ingram of Milford and Vernon Collins of Millsboro.

Breeding, Bodie, Joseph Georgetown Holiday Victors

1976-07-07

GEORGETOWN, Del. — Federalsburg's Walt (Stevie) Breeding put the Taylor & Messick-Smithville Farms Chevy Powered Gremlin to the test in holiday Modified feature competition at Georgetown Speedway and copped win No. 7 in 12 starts on the season.

Bodie Bodenweiser had no trouble besting a record field of Sportsmen entries by taking the finale in a display of six-cylinder power in the Oscar Fields prepared Lewes Dairy Markets Special. Mel Joseph Jr. brought an enthusiastic crowd to its feet with a Late Model Sportsmen feature triumph that took the final two turns to anchor the win for Banjo's Performance Center and M. L. Joseph Construction.

Stan Busby of Bridgeville had the Dillard's Restaurants - Covey's Car Care - J. O. B. Const. Mustang II in the high speed Modified groove to score an impressive second behind the hard charging Breeding. Haines Tull of Seaford kept pressure on the leaders in what was a four-way-battle for the lead in the early going and took third for Davis Trucking and H. & H. Transportation at the checkered flag. Milford's Harold Bunting

recovered from a push start during one of the six restarts for a strong fourth place finish for the Warrington Brothers of Rehoboth. Paul Walker Jr. was fifth at the wire for Coastal, Inc.

Richard Malnor of Berlin made up lost time in the early going to come on for second in the Sportsmen feature, driving the 'Libertytown Express' racing under the Don's Automotive - L. & G. Ceramics colors — Norris Peek Engineered. Laurel's Nelson James recorded third in the first small block V-8 to cross the finish line for James F. Givens, Inc. and Shore Roofing. Donald Rose of Bridgeville took the fourth spot in a Mustang, and Newport's Ron Roberts nailed down fifth behind the wheel of his Mr. Pizza Shop Chevrolet powered coach.

Vernon Collins of Millsboro had the Late Model Sportsmen feature in his hip pocket until Joseph emerged out of the pack. Milford's Bob Wilkins recorded a strong third in V. & F. AG-Viation Chevelle. Ronnie LaVere was fourth for Megonigal - Simplex Time Recording Co. with fifth going to Stevie Miles in Bill Sterling's Chevelle.

Spirit of 76 preliminary winners were Breeding, Wayne Cusick, Malnor, Clem Horvath, Larry Hamblin and Willis Robinson. John E. Martin III of Milton continued to make winning a Hobby, scoring his fifth win on the season driving a Chevrolet. A full card of racing is slated for all divisions for Friday at 8 p.m.

Breeding, Bodenweiser, White G'Town Victors

1976-07-13

GEORGETOWN, Del. — Making perfection the name of the game Walt (Stevie) Breeding of Federalsburg chauffeuring the Taylor & Messick, Inc. - Smithville Farms Chevy Powered Gremlin to Modified feature win number eight on the action packed season. Princess Anne's Wayne Cusick driving the Regal Muffler Center Pinto gave Breeding the challenge in the early going scoring second at the checkered flag. Bodie Bodenweiser from Georgetown anchored Sportsmen finale win number 11 in 14 starts for Oscar Fields and Lewes Dairy Markets. The smooth running, hard charging Bodenweiser has one of the best win-loss percentages going in the history of Delmarva stockcar racing. Pittsville's Dave White emerged the Late Model Sportsmen feature winner in fine style piloting the Dave White's Farm Service Camaro. Ronnie LaVere of Milford came on at the wire taking second in the Megonigal-Simplex Time Recording Co. Barracuda.

Milton's Snookie Vent had the H. R. Bailey Plumbing & Heating Gremlin in the high speed groove recording a third place finish Modified style for Lewes Dairy Markets. Haines Tull of Seaford was fourth chauffeuring the Davis Trucking-H. & H. Transportation Vega. Milford's Harold Bunting was sixth respectively for the Warrington Bros. with Donnie Joseph of Bridgeville taking sixth for Burton Transportation of Seaford.

Clem Horvath of Dover had the Ira Ware Prepared Dover's No. 1 Dealer-Kent County Motors Gremlin together nailing second in the Sportsmen go-round with one of his best finishes on the year. Nelson James in the first small block to cross the finish line was third for the year. Nelson James in the first small block to cross the finish line was third for James

F. Givens & Shore Roofing. For the third straight season Georgetown has brought the Sportsmen division to life with a record number of entries witnessing Milford's Tom Walker nail down fourth behind the wheel of the Walker Engineering Chevy Powered Pinto. Larry Grier of Woodside took the fifth position for C. & W. Auto Parts of Dover. Woodberry, N. J.'s Al Rogers was sixth in a Pinto.

Late Model early leader Bob Rogers of Milford had to settle for third driving the V. & F. AG-Viation Chevelle. Millsboro's Vernon Collins driving the Demhoff Furniture - Ray's Amoco Camaro was fourth and Wayne Ingram from Milford brought the Roger Minner Wrecker Service Camaro home fifth at the finish line. Seaford's Sam Davis won his second Hobby race behind the wheel of the LeCates Shell Service Nova. Nick Liberman of Wilmington was second and John E. Martin III of Milton was third. Burton Transportation of Seaford preliminary winners were Harold Bunting, Wayne Cusick, Fred Workmen, Richard Malnor, Mel Joseph, Jr., and Bob Wilkins.

Georgetown Speedway will again race twice over the July 16-18 weekend, Friday night at 8 and Sunday at 7. Regular admission for both programs. Friday during the intermission, Miss D. A. R. A. - Georgetown Speedway 1976 will be chosen.

Breeding wins modified feature

1976-07-15

Walt "Stevie" Breeding of Federalsburg, Md., won his eighth modified feature at Georgetown Speedway Friday night. Wayne Cusick came in second, and Snookie Vent was third.

Bodie Bodenweiser of Georgetown won the sportsmen feature for the 11th time in 14 starts. Bodenweiser has one of the best win-loss percentages going in the history of Delmarva stock car racing. Clem Horvath finished second.

Dave White of Pittsville, Md., won the late model sportsmen feature. Ronnie LaVere of Milford came in second.

Sam Davis of Seaford won the hobby race. Nick Liberman of Wilmington was second.

There will be races at 8 p.m. Friday and 7 p.m. Sunday.

Mel Joseph wins late model race

1976-07-22

Mel Joseph Jr of Georgetown won the late model sportsmen feature race at Georgetown Speedway Friday night

the only feature race completed before rains caused cancellation of the program.

Finishing second was Ronnie LaVere of Milford, followed by G.C. Norris of

Dover, Steve Miles of Virginia, and Les Nailor of Milford.

The preliminary winners were Harold Bunting, Bodie Bodenweiser, Richard Malnor, Clem Horvath, Ronnie LaVere and Bob Wilkins. John E. Martin III of Milton won his sixth hobby race of the year.

Rains Wash Out G'town Feature; More Promised

1976-07-20

GEORGETOWN, Del. — A beautiful field of Sportsmen feature competitors was trackside when the weatherman arrived on the scene forcing postponement of the grand finales of the evening in regular Friday night competition at Georgetown Speedway. Area fans will now be treated on Friday to what has to be the largest evening of stockcar racing in many a season with five major features up for grabs plus qualification events. The weather cancelled Sportsmen and Modified features will be run first with activity then moving into a complete new regular program. There is no increase in adult gate admission for this expanded racing card. The stars and cars of the Delmarva Auto Racing Association now in its ninth year will go directly from Georgetown Speedway on Friday night to the Delaware State Fair for the Delaware State Fair Sportsmen and Modified series with a 1 p.m. starting time Saturday, gates open at 11 a.m. DARA racers return to the State Fair Wednesday, July 28 in the evening for the Delaware Modified and Sportsmen State titles respectively. Racing resumes at Georgetown Speedway, Friday, July 30 at 8 p.m.

Mel Joseph, Jr. of Georetown driving the Banjo's Performance Center - M. L. Joseph Construction Mercury Cougar put together a strong Late Model Sportsmen feature win on a slick racetrack before rain wiped out the balance of the program. For Joseph is was win number six on the year with his closest competition coming from Milford's Ronnie LaVere who was second behind the wheel of the McGonigal - Simplex Time Recording Co. Barracuda. G. C. Norris of Dover recorded a third place finish piloting the Newark AMC Jeep Javelin. Saxis, Va's. Steve Miles was fourth in Bill Sterling' Chevelle with fifth going to Les Nailor of Milford chauffering Lee Nailor's Chevelle. Bob Williams and Church Graves were sixth and seventh respectively.

Jobe's Sunoco Service of Dover preliminary winners were Harold Bunting, Bodie Bodenweiser, Richard Malnor, Clem Horvath, Ronnie LaVere and Bob Wilkins. John E. Martin III from Milton won his sixth Hobby race of the year driving a Chevelle. Ellen Donaway of Salisbury was chosen Miss DARA - Georgetown Speedway 1976 and Joei Smith from Milton was first runnerup.

Parsonsborg Driver Tops

1976-07-27

GEORGETOWN, Del. — Gary Trice of Parsonsborg and Walt Breeding from Federalsburg won the Modified features both driving Chevy - powered Gremlins. Georgetown's Bodie Bodenweiser anchored both Sportsmen mains making it 14 triumphs in 17 starts on the season and Bob Wilkins of Milford, chauffering the V & F AG - Viation Chevelle, drove to a perfect Late Model triumph. All at Georgetown Speedway over the weekend.

Sportsmen driver Nelson James of Laurel hauled down second behind the Oscar Fields Engineered Lewes Dairy Market Special for James F. Givens and Shore Roofing. Tom Walker was third for Walker Engineering ahead of Lou Johnson of Lewes, driving the Webb's Used Cars - Fred's Bait & Tackle Mustang. Tom Walker moved up a slot in the second Sportsmen feature taking second behind Bodenweiser. Dover's Clem Horvath recorded a third place finish.

Pittsville's Dave White played catch - up, piloting the Dave White's Farm Service Camaro taking second behind the high flying Wilkins. Ronnie LaVere of Milford anchored third driving the McGonigal Electronics - Simplex Time Recording Co. Barracuda.

John E. Martin III of Milton continued to make winning a Hobby in the Hobby division with a strong win in a Chevrolet. Sam Davis scored second, Rod Willon third.

Petrea & Son BP Oil Products preliminary winners were Walt Breeding. Wayne Cusick, Richard Malnor, Tom Walker, Mel Joseph Jr., and Vernon Collins. Regular racing returns to Georgetown Speedway, Friday at 8 p.m. with Friday, August 6 tagged for a regular Modified, Sportsmen and Hobby program plus the State Championship event for Late Model Sportsmen.

Busby, Malnor wins at Geo.

1976-08-05

Stan Busby of Bridgeville won the modified feature at Georgetown **Speedway** Friday night and Richard Malnor of Berlin took the top spot in the sportsman feature.

Haines Tull of Seaford was the second-place finisher in the modified race. Harold Bunting was third, followed by Walt Breeding of Federalsburg, Bodie Bodenweiser and Donnie Joseph.

Bodie Bodenweiser kept the pressure on Malnor with a late challenge in the

sportsman race, but finished second, followed by Nelson James, Donald Rose and Joe Ellingsworth.

Mel Joseph won the late model feature race. Bob Wilkins came in second, Willis Robinson was third, Vernon Collins finished fourth and Butch Hillard from Dagsboro was fifth.

The preliminary qualification winners were Haines Tull, Bodie Bodenweiser, Richard Malnor, Clem Horvath, Mel Joseph Jr. and Bob Rogers.

Wilkins Gain Late Model Championship At G'Town

1976-08-10

GEORGETOWN, Del. — Bob Wilkins of Milford drove his V. & F. Ag-Viation Chevelle to an impressive triumph in the first ever W. & B. Hi-Po Late Model Sportsmen State of Delaware Championship Series Friday night at Georgetown Speedway.

Seaford's Haines Tull, behind the wheel of the Davis Trucking - H & H Transportation Vega, maintained his Modified point lead by ending a racing dry spell with his first visit to victory lane on the season. Richard Malnor anchored Sportsmen feature win No. 6 on the year with his Wilkins' Farm Service-Don's Automotive Chevrolet-powered, Colt.

Sharptown's Willis Robinson led during the early going and took second for Wright's Exxon behind Wilkins' superb run for the Late Model dollars. G. C. Norris was third driving the Newark AMC Jeep Javelin. Milford's Les Nailor scored fourth with his Lee Nailor Prepared-May Pop Tires Chevelle. Bob Williams and Bob Rogers were fifth and sixth, respectively.

Harold Bunting, chauffering the Warrington Bros. Special Vega, nailed down second behind Tull making up the battle royal in Modified feature

racing. Walt Breeding of Federalsburg recorded a third place finish for Taylor & Messick-Smithville Farms. Wayne Cusick drove the Regal Muffler Center Chevrolet Powered Pinto to fourth at the checkered flag. Stan Busby and Jack Sapp wre fifth and sixth overall.

Clifford Todd, Jr. of Georgetown had his best run in Sportsmen racing, taking a superb second behind the hard-charging Malnor for George Adams Const.-Todd & Son Exxon. Salisbury's Joe Ellingsworth brought the Buck's Radiator 'Cool' Gremlin home third at the wire ahead of Lou Johnson, who was fourth driving the Fred's Bait & Tackle-Webb's Used Cars Mustang. Larry Grier scored fifth piloting the C. & W. Auto Parts Chevrolet. Nelson James was sixth respectively. Milton's John E. Martin III won the Hobby race in a Chevrolet over Seaford's Lynn Wright who was second behind the wheel of the Elmer Marine Trucking Nova.

On top Friday will be Double Modified 'Flip-side' 20 lap features plus heats along with a regular card for Sportsmen, Late Models and Hobbies. The adult gate admission is \$3.50 for this program.

Tull, Breeding, Robinson, Bodenweiser Win At G'Town

GEORGETOWN, Del. — Modified point leader Haines Tull triumphed in the second end of the Double 20's at Georgetown Speedway after a comeback from a crash on the home straight during the first feature, won by Walt Breeding for Taylor & Messick-Smithville Farms.

Bodie Bodenweiser of Georgetown continued his winning streak in Sportsmen finale competition with a strong win in the the Oscar Fields Engineered Lewes Dairy Markets Mustang. Willis Robinson anchored the Late Model run for the checkered flag in the Wright's Exxon Chevelle.

Wayne Cusick of Princess Anne brought the Regal Muffler Center entry in second behind Breeding in the first 20 lapper for a fourth place finish behind hard-charging Tull in the second feature for the Modifieds. Jimmy Clark had the Hitchens' Brothers Vega in the groove with two third place scores. Bill Towers had to settle for second in the Towers' Gulf Mustang.

Eddie Brown Jr. recorded fourth in the first one for Brown's Used Cars with Glenn Wilson anchoring fifth driving the Calloway Furniture - Houston Oil Co. Chevrolet. Paul

Walker Jr. nailed down fifth for Coastal Inc. Georgetown's Jerry West was sixth in both events - sporting the Grotto Pizza Fisher Auto Parts - George Carmean, Inc. racing colors.

Joe Ellingsworth of Salisbury had a fine Sportsmen run for the money, taking second the Ellingsworth & Sons-Charlie Revel Prepared Super 'Cool' Gremlin. Third behind the Salisbury Spring Works-Buck's Radiator entry was Lloyd Sawyer and the Al Shaffer Designed Racing Capri. Cordia Warrington V was back in style, getting fourth for Warrington's Pre-Cast Steps & Lawn Ornaments. Lou Johnson was fifth for Fred's Bait & Tackle-Webb's Used Cars.

Kelly Hastings, Jr., in only the second outing for a new Ed Musser-Davis Trucking Chevelle, was second in the Late Model go-round ahead of Ronnie LaVere, who was third for McGonigal - Simplex Time Recording Co. Bob Williams of Salisbury brought the William's Racing Team Chevelle home fourth ahead of Rossie Harris, who was fifth in Bobby Joseph's Chevelle.

1976-08-18

Breeding takes first in modified feature at Geo.

Walt Breeding of Federalsburg, Md. won the first modified feature race at Georgetown Speedway Friday night

Wayne Cusick of Princess Anne, Md. came in second followed by Jimmy Clark of Millsboro, Eddie Brown Jr., and Glenn Wilson.

Haines Tull won the second modified race, followed by Bill Towers, Jimmy Clark, Paul Walker Jr. and Jerry West

Bodie Bodenweiser of Georgetown won the sportsmen feature, with Joe Ellingsworth of Salisbury a close second.

Third was taken by Lloyd Sawyer, Cordia Warrington V finished fourth and Lou

Johnson came in fifth. Willis Robinson of Sharptown, Md. won the Late Model feature, followed by Kelly Hastings Jr., Ronnie LaVere, Bob Williams and

1976-08-19
Rossie Harris.

The preliminary heat winners were Harold Bunting, Jimmy Clark, Clem Horvath, Bob Straight, Bob Wilkins and Willis Robinson.

Malnor Scores Double Victory At Georgetown

GEORGETOWN, Del. — Berlin's Richard Malnor, driving the Norris - Peek Engineered Wilkins' Farm Service - Don's Automotive Chevrolet Powered Colt, was the big winner at Georgetown Speedway Friday night when he took both ends of the Double 20's for Sportsmen competitors.

Fred Workmen had the six cylinder entry in the groove as he scored second and third for Rumpstich Machine Works - Milford Fertilizers. Walt Breeding drove the Oscar Fields - Engineered Lewes Dairy Market Special to second place in the final 20 for Bodie Bodenweiser, who was shaken up in the first one. Wilmington's Lloyd Sawyer captured fourth place finishes on the evening for Al Shaffer Enterprises. Joe Ellingsworth of Salisbury brought the Ellingsworth Body Shop - Charlie Revel prepared Salisbury Springs Gremlin home fifth with Speedy Seaton taking fifth in the final feature.

1976-08-25

Modified winner Walt Breeding from Federalsburg needed 14 laps before he was able to overcome Ed Brown, Sr. of Cambridge, who had to settle for third in his Brown's Used Cars Vega. Milfordian Harold Bunting kept pressure on the Taylor & Messick - Smith - Farms entry, scoring second for the Warrington Bros. of Rehoboth. Wayne Cusick of Princess Anne nailed down fourth behind the wheel of the Regal Muffler Center Pinto with Chevy Power. Jack Sapp, subbing for Bodenweiser, scored fifth for Absher Racing Team Vega.

Bob Wilkins of Milford made it V. & F. Ag - Viation night in Late Model feature racing with a win over Ronnie LaVere, in the McGonigal - Simplex Time Recording Co. Barracuda. Sharptown's Willis Robinson brought the Wright's Exxon Chevelle home third ahead of Dave White, who was fourth on the Dave White Farm Service Camaro. Bob Rogers of Milford was fifth overall, piloting the Armstrong's Mobile Service Mustang. Georgetown's Richard Jones recorded his first win ever in hobby competition behind the wheel of a Chevelle. Abby Mitchell scored second for Bunting's Garage over Milton's John E. Martin in third with Bridgeville's Rod Willon Fourth and Don Towers of Salisbury fifth for Regal Muffler Center.

Malnor wins 2 features

1976-08-26

Richard Malnor of Berlin won both sportsmen feature races at Georgetown Speedway Friday night.

Fred Workman finished second in the first feature and came in third in the second race.

Walt Breeding finished second in the second sportsmen feature.

Lloyd Sawyer was the fourth-place finisher in both races. Joe Ellingsworth took fifth place in the first race and Speedy Seaton was fifth in the second race.

Modified feature winner Walt Breeding needed 14 laps before he was able to over come Ed Brown Sr. who had to settle for third.

Harold Bunting came in second in the modified race. Wayne Cusick was fourth, and Jack Sapp came in fifth.

Bob Wilkins won the late model feature race, edging out Ronnie LaVere who was a close second.

Willis Robinson finished third, followed by Dave White and Bob Rogers.

Richard James was the winner of the Hobby race with Abby Mitchell of Dagsboro coming in second. John E. Martin was third, Rod Willin finished fourth, and Don Towers was fifth.

The preliminary qualification winners were Haines Tull, Ed Brown Sr., Richard Malnor, Will Ferguson, Vernon Collins and Mel Joseph Jr.

Bodenweiser, Walker Score At Georgetown

1976-09-09

GEORGETOWN, Del. — Bodie Bodenweiser of the Dover's Dealer - Kent Co. Motors - Clem's Autos Gremlin. Racing Team Vega to his first Modified feature win ever in a perfection plus performance at Georgetown Speedway Friday night.

Milford's Tom Walker electrified the Sportsmen finale with a superb triumph for Walker Engineering Racing En-Coupe. Laurel's Nelson James terprises. Ronnie LaVere, also climbed to fifth place for Shore from Milford, had the Roofing at the finish line. Mel Joseph, Jr. kept LaVere in sight by taking second driving the Banjo's Performance Center - M. L. Joseph, Construction Mercury Courgar. Late Model third place went to Salisbury's Kenny Robinson and his Bicentennial Chevelle for Expert House Movers & Florence Leasing. Richard Smith brought the Smith Masonry - Ritter's Car Care Camaro home fourth ahead of Larry Andell of the Andell's Garage - Ocean Warrington Bros. of Rehoboth. Wine & Spirits Chevelle.

Point - leader Haines Tull was fourth driving the Davis Georgetown preliminary heat Trucking - H & H Transportation winners were Bob Passwaters, Entry. Stan Busby nailed down Jimmy Clark, Lloidy Sawyer, fifth piloting the BCD Racing Davey Jones, Ronnie LaVere and Sonny Ritter.

Clem Horvath from Dover scored second behind Walker in the Sportsmen feature driving the Dover's Dealer - Kent Co. Motors - Clem's Autos Gremlin. Milford's Fred Workman hauled down third for Milford Fertilizers - Rumpstich Machine Works and Mills' Bros. Markets. Fourth went to Chester, Pa.'s Bob Straight behind the wheel of the Bob's Auto Body — Bob's Autorama Chevy Powered En-Coupe. Laurel's Nelson James climbed to fifth place for Shore from Milford, had the Roofing at the finish line.

Richard James anchored Hobby by win No. 3 on the season driving a Chevelle. Parsonburg's Gary Trice and his Bill Trice Engineering - Westside Auto Parts Gremlin went to the wire with Bodenweiser having to settle for second ahead of Harold Bunting, Rehoboth, who was fifth driving who was third for the the Andell's Garage - Ocean Warrington Bros. of Rehoboth. Wine & Spirits Chevelle.

Bunting, James And Ritter Claim Georgetown Victories

1976-09-14

GEORGETOWN, Del. — Harold Bunting, driving the Warrington Bros. Special Vega, edged Haines Tull to win the Modified feature at Georgetown Speedway Friday night.

Taking third behind the inside - outside battle of Bunting and Tull was Wayne Cusick of Princess Anne in the Regal Muffler Center of Salisbury Chevy powered Pinto. Jim Lambden drove Petrea & Sons BP Oil Products Mustang to a four place finish ahead of Harrington's Bill Towers, who was fifth in the Towers' Gulf Service Mustang.

Nelson James collected his first feature win of the season when first - place finisher Lloyd

Sawyer refused a post - race engine check and was disqualified. Bodie Bodenweiser was second with Tom Walker taking third.

Sonny Ritter piloted the Ritter's Car Care Mustang to victory in the Late Model feature with Bob Straight capturing second and Willis Robinson notching third. Ronnie LaVere, Bob Reed and Salisburian Kenny Robinson wound up fourth, fifth and sixth, respectively.

John Martin III of Milton was the Hobby race victor with Nick Liberman second and Richard James third.

The Delaware championship for Hobby racers is on tap Sunday — it'll be a 15 - lap event.

Bunting Cops Third G' Town Win In Row

GEORGETOWN — Harold Bunting drove the Warrington Bros. Special to his third Modified feature win in a row Friday night at Georgetown Speedway. Haines Tull was second and Stan Busby took third.

Bodie Bodenweiser put together Sportsmen feature triumph No. 17 on the season in come-from-behind style for Lewes Dairy Markets. Fred Workmen of Milford was second in the Milford Fertilizers-Rumpstich Machine Works Coupe. Third went to Sonny Grier of Wyoming driving the Grier's Garage entry.

Sharptown's Jimmy Goslee and his Eskridge Welding Service Nova scored in the Late Model finale over Ronnie LaVere of Milford, who was second in his LaVere Engineering Barracuda. Ellendale's Ted Walius anchored third with Mel Joseph, Jr. doing a fine job hanging on for fourth with a failing engine. Kenny Robinson of Salisbury scored fifth.

1976-09-21

Steve Babcock had his finest race in winning the Cargill, Inc. Delaware State Championship for Hobby racers. Babcock started first and was never fronted, driving his Aqua-Flo Pump Chevrolet. Wilmington's Nick Liberman was second in a Ford and Richard James third driving a Chevelle.

Fred's Bait and Tackle preliminary qualification winners were Gary Trice, Bob Wilkins, Bodie Bodenweiser, Tom Walker, Ronnie LaVere and Jimmy Goslee.

On Sunday, Georgetown Speedway will host the largest short-track event scheduled of the current season. Gates open at 10 a.m., practice 11, time qualifying at noon, sky divers at 1:15, with the green flag coming out on the first leg of the split '76' lapper at 2 p.m. A non-qualifiers race is expected with full fields in both 38 lap features. The adult gate admission is \$5.00 for the full day of racing activity. The ninth annual DARA awards dinner and dance is set for November 6 at the Seaford Fire Hall. Tickets are available at \$15 a couple from the Board of Directors.

Racing On Tap

1976-10-07

GEORGETOWN, Del. — After two straight Sunday afternoon rainouts, the management of Georgetown Speedway has announced a full regular program for Sunday with gates opening at noon, practice at 1 p.m. and racing beginning at 2 p.m.

It is officially scheduled for all respective divisions including Modifieds, Sportsmen, Late Models and Hobbies. The Adult gate admission will be \$3.

Area fans can expect to see cars from New Jersey and Pennsylvania making the southern jaunt as many of their tracks have closed for the season.

Ends Season

1976-10-13

GEORGETOWN, Del. — Milford's Bob Passwaters, driving the Shawn's Hiway - L. C. Tucker Prepared Vega, became Georgetown's final winner on the 1976 season. Finishing second behind the hard-charging Passwaters was Ed Mumford who piloted his Z8 Machine to second.

It was a chilly afternoon which saw the pit area clogged with a record number of Sportsmen - Modified entries. Gary Butler of West Chester drove the J. Larkin Automotives U2 to third over Davey Jones who anchored the top Sportsmen spot in fourth. Fifth overall went to Ed Brown, Sr. of Cambridge in the Brown's Used Cars Vega. Fred Workmen hauled down sixth for Milford Fertilizers - Rumpstich Machine Works - Mills' Bros. Markets. Bob Straight of Chester was seventh in his B&B Coupe.

Sharptown's Jimmy Goslee won the Late Model finale with a come - form - behind triumph over Dave White of Pittsville, who was second. Kelly Hastings, Jr. took third ahead of Willis Robinson in fourth with Ronnie Denston going away a fifth place finisher.

Bob's Autorama and B & B Racing Team preliminary winners were Richard Jarvis, Ed Mumford, Fred Workmen, Joe Ellingsworth, Willis Robinson, and Bob Straight. Wilmington's Nick Liberman won the Hobby race with Richard James taking second and Rod Willon third. Efforts will continue toward solidifying the 1977 season with specifications and further details. Georgetown Speedway will open again in mid - April as the '76 lapper has officially been cancelled.

Racing World Suffers Loss

1977-05-03

GEORGETOWN, Del. — The East Shore stockcar racing world was saddened last week with the loss of one of its finest supporters. A life-long resident of New Jersey and a regular on Delmarva, Charlie Herbert died one day after his 62nd birthday of a lengthy illness. He had been with the sport since the early 1950s and was recently responsible along with members of the Delmarva Auto Racing Association for the re-opening of Georgetown Speedway which is one of the oldest operating short-tracks in the country.

He is survived by his father Russell B. Herbert, wife Helen, son Richard, daughter Pam and their families, brothers Everett and Walter.

Georgetown set for racing opening

Georgetown Speedway will open its 1977 racing season on Friday night. Racing sponsored by the Delmarva Auto Racing Association starts at 8 p.m.

The program will include action for modified, sportsman, late model and mini stock cars. Milford's Harold Bunting and Walt Breeding of Federalsburg, Md., will be the top challengers in the modified division.

Georgetown's Bodie Bodenweiser leads the sportsman drivers, while Les Nailor of Lincoln, will make an all out effort to win his second straight late model point championship. He will be driving a new Chevelle, built over the winter.

1977-05-04

Georgetown Speedway Is Planning Big Race Card

1977-06-28

Bob Passwaters of Milton and Walt Breeding of Federalsburg shared the victory circle over the weekend in the double modified-sportsman program at the Georgetown Speedway.

In the first modified-sportsman feature it was Bob Passwaters in the Hitchens Bros. Gremlin going wire to wire to collect his first victory of the season. Passwaters started on the pole position but, was constantly pressured by Walt

Breeding however, Passwaters drove a flawless race which was completed in under 10 minutes with no caution flags. Oscar Fields finished first sportsman in the Bodie Bodenweiser Mustang.

The second modified-sportsman feature was a real thriller with Bill Towers of Harrington charging from seventh to first in just two laps. Towers kept the Ford powered Towers Auto Service Mustang

on top until lap ten when Ray Sawyer detonated an engine going into the first turn bringing out the caution flag.

On the restart Breeding got the jump and pulled in the lead as Stan Busby of Bridgeville moved in to challenge Towers for the second spot. Busby moved into second on the 15th go-round as Jerry West and Haines Tull moved in to make it a real battle for the top five.

Breeding managed to hold off the constant challenges of Busby and Towers to take his second victory of the season. Busby finished second followed by Towers, West, Tull, Richard Jarvis, Fields, and Johnny Parker.

Once again Fields dominated the sportsman division finishing first and seventh overall. Parker finished second sportsman followed by Bud Coverdale, Wayne Todd, and Dave Trice.

Milford's Ronnie LaVeré scored an impressive fourth feature victory in the late model division by just edging out Willis Robinson and Walt Shilflett. Jay Walker finished third followed by Richard Smith, Larry Andell, Bob Williams and Ed Williams.

A big Fourth of July extravaganza will be run this Friday evening at the Georgetown Speedway consisting of three 25-lap features, one late model, one sportsman, and one modified.

ON BEHALF of the DARA, I would like to thank all of the fine racing fans who attended our Lloyd Sawyer Memorial Race on June 3. Your generous contributions to Lloyd's Family made us proud to be a part of Stock Car Racing. Your generosity showed us how much each of our drivers must mean to all of you. You, the Georgetown Speedway fans, have given our club the incentive to continue, with your loyal support. See you at the races.

1977-06-15

Thanks again,
Mrs. Haines Tull, Secretary

Trice Holds On For Win

1977-07-06

Gary Trice of Parsonsburg, Md. weathered a hectic start and then held off a late bid by Haines Tull to win his third modified feature of the season at the **Georgetown, Del. Speedway** Friday.

Snookie Vent of Milton, Del. got crossed up in front of the field as the race started, sending cars in all direction down the front chute. All the starters, except Jerry West who nosed into the wall, were able to continue.

Donnie Joseph of Bridgeville, Del. and Trice shared the lead for much of the race until handling problems forced Joseph to drop back, eventually finishing sixth.

Tull then made his late charge, but Trice held on to win. Harold Bunting of Milford was third followed by Walt Breeding, Joseph, Stan Busby and Glenn Wilson.

Oscar Fields captured the 25-lap sportsman feature, edging Walt Breeding and Lou Johnson.

Ronnie LaVere of Milford scored his third straight triumph and fourth late model feature victory of the season, followed by Sam Davis and Mel Joseph.

Joseph, Breeding Win

1977-07-13

Donnie Joseph and Walt Breeding split the victory honors in the "Twin 20's" recently at the **Georgetown Speedway**.

Bridgeville's Joseph picked up his first victory in the first half of the twin card. Joseph shot to an early lead in the Bob Wright Pinto and was never seriously challenged throughout the entire event. His impressive victory lane this season.

Last week's feature winner, Gary Trice, made a late race charge but had to settle for the runner-up spot. Breeding finished in the third spot followed by Stan Busby, Haines Tull, Jack Sapp, and sportsman driver Johnny Bennett.

Breeding, of Federalsburg, had the Taylor & Messick Gremlin flying in the second 20-lap feature. The first caution of the event came on lap number two when Glen Wilson got into the front straight wall. Breeding shot into the lead on the restart

and was never headed in the remainder of the event. This feature victory tied Breeding and Trice at three apiece.

Busby, of Bridgeville, finished in the number two spot followed by Trice, Sapp, Joseph, Tull and making a clean sweep in the sportsman division. Bennett.

Late model star, Ronnie LaVere, had the fans on their feet as he twice charged from the rear of the field to capture his fifth victory of the season.

LaVere worked both the high and low grooves and by the 23rd lap was challenging Graves for the lead. Graves slid just a hair too high coming off the fourth turn on the final lap, allowing LaVere to slip under for the win. Graves super effort earned him a very respectable second followed by Sam Davis, Ritter, H. R. Bailey, and Larry Andell.

Bunting In Georgetown Sweep

1977-08-02

Harold Bunting made it a clean sweep at the Delaware State Fair as he captured the 25 lap Delaware State Modified Championship in Harrington Wednesday evening.

When the green fell on the second restart, Bunting roared into the lead and was never again seriously challenged. A real battle developed for second spot between Glenn Wilson, Gary Trice, and Haines Tull. Tull was able to move by Trice with just two laps remaining but, was unable to overcome Wilson. At the checker it was Bunting, Wilson, Tull, Trice and Jerry West.

The big upset of the evening came in the sportsman feature as young newcomer, Calvin Musser of Laurel won his first feature ever on only his second night out this season.

Musser piloted his new Gremlin from deep in the pack to overtake early leader Fred Workman on the eighth lap. The young charger withstood several restarts to go on and capture his first feature victory of his short career. Finishing second was Workman followed by Budd Coverdale, Larry Grier, Don Twilly and Johnny Benett.

Lady Luck smiled on Ronnie LaVere as he won his eighth feature this season in the late model division. LaVere was cruising in third spot without any brakes when leader, Mike Hager and second place runner, Bob Wilkins tangled in the second turn on the last lap. Hager was unable to return to competition and Wilkins was sent to the rear of the field.

LaVere went on to take the victory followed by Sonny Ritter, Chuck Graves, Jay Walker, and Kelly Hastings.

The officers of the Delmarva Auto Racing Association announced this week that beginning on Friday night the **Georgetown Speedway** will be moving to open competition for modifieds and sportsman.

The move, which was made in an effort to unify rules in the state of Delaware will permit modifieds to run fuel injection, no cubic inch restrictions, and unlimited tire size.

The program will consist of Twin 20 features for the modifieds and sportsman with \$100 guaranteed for 10th place. There will also be a full program for the late model machines with \$50 guaranteed for 10th.

Passwaters, Breeding Win

Bob Passwaters of Milton, Del. and Walt Breeding of Federalsburg, Md. pick up victories in the Twin Twenty program at the Georgetown Speedway Friday.

Passwaters held off various challenges to record the triumph. Gary Trice finished second, and Stan Busby was third. Larry Tucker, Calvin Musser, Charlie Phillips, Johnny Parker and Paul Weaver followed Busby.

Breeding defeated Bill Towers to chalk up his win. Busby, Tucker and Phillips finished behind Towers.

Sammy Davis picked up his first late model victory of the season in a wire-to-wire performance. Chuck Graves finished second and Ronnie LaVere was third.

Wayne Cusick and G. C. Norris placed fourth and fifth respectively while H. R. Bailey and Kelly Hastings and Earl Ennis followed.

1977-08-09

Breeding And Passwaters Win Events

1977-08-23

Walt Breeding and Bob Passwaters split the Twin 20 features at the Georgetown Speedway Friday.

The evening's action was highlighted by a guest appearance of four-time Indianapolis "500" winner, A. J. Foyt. Foyt was taking a two-week break from auto racing and in the Georgetown area.

Breeding pulled out his victory over Haines Tull. Gary Trice finished third in the first event while Bill Towers placed fourth. Lou Johnson, Calvin Musser, Larry Kline, Stan Busby and Mark Lenhart followed Towers.

Passwaters took the second event lead on the fifth lap and never relinquished the margin. Stan Busby nosed out Towers for second place while Breeding finished fourth. Tull, Trice and Lenhart followed Breeding.

Bob Wilkins led wire-to-wire to capture his first late model win of the season. Sam Davis finished second while Ronnie LaVere was third. Mel Joseph, Jr., Earl Ennis, Les Nailor, Larry Andell and Jimmy Goslee followed LaVere.

Tull In First Twin 20 Win

1977-08-30

Haines Tull of Seaford picked up his first modified victory of the season as he split the Twin 20 features with Gary Trice at the Georgetown Speedway Friday evening.

Tom Walker put in his best performance of his career in the first 20 staying on top for the first twelve laps. On lap 12, Haines Tull in the Davis Trucking Vega moved by Walker going into the first turn.

With four laps to go, Larry Kline from Trenton, N.J., moved around Walker into second as Mark Lenhart of Fairless Hills, Pa. locked into a battle for third. Time ran out as Kline closed on Tull and Lenhart squeaked by Walker to take third. Frank Mangone rounded out the top five followed by Walt Breeding and Jerry West.

In the second feature, a four car battle developed for the lead between Stan Busby, Bill Towers, Larry Kline, and Gary Trice. For the first half of the race, Busby and Towers swapped the lead back-and-forth as Trice moved into third and Kline worked his way through and field.

Flying on the outside, Kline moved by Trice and Towers into the second spot. With two laps to go, Kline pulled along side of Busby as the pair shot into the first turn. As they moved into the second turn the pair tangled and spun in front of the pack, with Towers getting involved and Trice getting by clean on the outside.

On the restart, Trice was in front with Busby and Kline in the rear and Towers in the pits. Trice held off Mark Lenhart for the win. Tull finished third followed by Bob Passwaters, Glenn Wilson, John Leach, Jerry West and Bill Towers.

Bob Wilkins of Milford survived a ten car pile-up on the first lap to win his second straight late model feature. Wilkins was running second to Chuck Graves late in the race when Graves over-ran the third turn. Dave White finished second followed by Jim Goslee, Kelly Hastings, Les Nailor, H. R. Bailey, and Chuck Graves.

Racing Set To Start At Georgetown

GEORGETOWN — Eastern Shore stock car racing will begin its 28th campaign at the Georgetown Speedway here Saturday.

Drivers will be permitted on the track at noon for a day of shakedown runs and practices. Pit admission will be \$1.

The Georgetown Speedway is also holding its 11th annual "Open House" Saturday from noon until 5 p.m. the Modifieds, Late Models and Hobby Races is set for Sunday, April 2 at 2 p.m.

Race procedures have been formulated that will bring competition back to qualifying races as well as the featured events. A competitor draw will be in effect for the first three race meets until a point average has been established.

1978-03-21

Georgetown Opening Is Postponed

1978-03-29

GEORGETOWN — Inclement weather has forced postponement of the DARA sanctioned official opening of Georgetown Speedway, to Sunday, April 9 beginning at 2 p.m. Gates will open at 12 p.m. with a driver's meeting at 12:30 p.m. with practice set for 1:00 p.m.

Sunday, beginning at 12:00 p.m., has been set aside for the 11th annual open house. Competitors will be permitted on the racetrack for practice and warm-ups. The admission price for this day will be \$1 for insurance purposes.

Racing will continue Sunday afternoons through April moving to Friday nights in May. At least three racing divisions are expected to be in regular competition at the speedway consisting of the popular Modifieds, Late Models and the "Bomb-Squad" Hobbies. An all new division of Mini-stocks is also a possibility depending up the number of entrants.

Racing Set To Start Sunday At Georgetown

1978-04-07

GEORGETOWN — The Georgetown Speedway starts its racing season Sunday here.

Last week's 11th annual "Open House" featured the successful preseason debut of the popular modified racers and the late models.

The main gates at the track will open at noon Sunday with practices slated to begin at 1 p.m. The first qualifying heat races will get under way at 2 p.m.

Racing will be sanctioned by the Delmarva Auto Racing Association and all drivers must be members.

Breeding And Tull Capture Racing Wins

1978-04-19

GEORGETOWN — Walt Breeding and Haines Tull both captured their second wins of the season here at the Georgetown Speedway recently.

Breeding, of Federalsburg, defeated Hal Browning in the Modified Twin 20 feature while Tull, of Seaford, held off Bill Towers.

Jerry West was third to Breeding with Tull fourth and Towers fifth. Bobby Walls of Ridgely placed third to Tull in the second feature with West fourth and Garry Trice fifth.

Ronnie LaVere of Milford won the Late Model feature. Dave White of Pittsville was second, Larry Andell third and Jimmy Goslee fourth.

LaVere, West, White and Breeding were All Hudson Transfer and Construction Company preliminary qualification winners.

Dick Johnson of Delmar and Bud Coverdale of Frederica both escaped serious injury after a collision in the first Modified 20 event.

Racing continues for modifieds, late models and hobbies Friday at 8 p.m. here.

Georgetown Opening Is Postponed

1978-04-25

GEORGETOWN — Inclement weather forced postponement of the Friday night opening of Georgetown Speedway. The entire program for Modifieds, Late Modles and Hobby competitors has been rescheduled for Friday night. Main gates at the speedway will open at 6 p.m. practice for all divisions is set for 7 p.m. with the green flag coming out for the first qualification event at 8 p.m.

Officials of the Delmarva Auto Racing Association decided to make the move to Friday night racing earlier than expected in order to improve the quality of competition for participants as well as the racing public. Georgetown will remain on its regular Friday nights throughout the season using Sunday nights for makeup programs from June through August. Joeie Chitwood's famous Hell Drivers have been slated for a rare appearance on the Delmarva Peninsula on a Wednesday night in June — details forthcoming as soon as they are available.

Friday night, May 5 the Delmarva Auto Racing Association will be honoring all young people who participate in various youth groups from Cub Scouts through high schools. Those in uniform and accompanied by an adult will be admitted free of charge to the evening's festivities.

Racing Action Postponed At 'Georgetown'

1978-05-09

GEORGETOWN — For the second time in less than a month bad weather forced postponement of the Delmarva Auto Racing Association sanctioned Friday night program for Modifieds, Late Models, Mini-Stocks and Hobbies at the Georgetown Speedway.

DARA officials have rescheduled the program, including Uniform Night for the youngsters for this Friday at 8 p.m.

The original Joeie Chitwood's "Thrill Show" is coming to Georgetown Speedway in a rare appearance on the Delmarva Peninsula on Wednesday June 7 in what many refer to as "The Greatest Show on Wheels."

Georgetown Speedway competitors will be participating in the upcoming 10th annual Mason-Dixon 500 pre-race pace car parade at Dover Downs International Speedway on Sunday, May 21.

Paulson Captures Top Racing Event

1978-05-15

GEORGETOWN — Ronnie Paulson of Honeybrook, Pa., took top honors in the main event at the Georgetown Speedway recently.

Paulson drove his Mustang to a victory over Harrington's Bobby Reed. Paulson was second after 16 laps and then overtook Reed in the final laps for the triumph.

Walt Breeding of Federalsburg was third while Seaford's Haines Tull was fourth. Paul Weaver of Vineland, N.J. was fifth; Bobby Wilkins of Milford sixth; Sam Davis seventh; Dick Johnson eighth and Larry Cline ninth.

The Westside Auto Parts preliminary winners were Reed, Breeding, Sonny Ritter of Milton, Dave White of Pittsville and Wilkins.

A "Super Card" is on tap for the Georgetown Speedway Friday night at 8 p.m. The first action will involve the postponed Late Model feature from last Friday followed by the Modified 20 lapper and then a complete new card with heat races and features for both Modifieds and Late Models will follow.

"Kenview Kompetition Night" will highlight the Aug. 25 program here.

Trice, White Take Wins At 'Georgetown'

1978-05-16

GEORGETOWN — Competitors rallied in firm support of a DARA Board of Directors decision to operate with fiscal integrity, insuring that the Friday night program at Georgetown Speedway will be held as intended.

Drivers and owners paid the sparse and wind-chilled crowd a compliment indicating their seriousness and intent to keep running by virtually performing a spectator benefit night for their fans. Modified feature winner Gary Trice of Walston Switch summed it up when he said, "We did this for the people — they are what really count."

Bridgeville's Donnie Joseph electrified the crowd with speed and handling until a malfunctioning inner tube sidelined the J. & J. Builders - Cargil, Inc. entry paving the way for the Bill Trice Engineered - Westside Auto Parts-Salisbury-Harley entry driven by Gary Trice to prevail. Bob Wilkins of Milford scored an impressive second behind the wheel of the Anderson's Market - Snookie's Speed Parts Special.

Joseph Roars To Both Ends Of Twin 20 Event

1978-05-23

GEORGETOWN — The high cost of Modified Division racing has made it virtually impossible to continue at Georgetown Speedway until the new clay can be applied on the turns insuring tire wear to be at a minimum.

Rather than close the speedway entirely, officials have decided to focus attention on the new Late Model Division, keeping the track operating on a regular Friday night basis. Plans have been finalized and work will begin immediately so the local and dedicated Modified competitors will be able to return as soon as possible. Friday's card will highlight Late Models, Mini's and Hobbies.

Jim Goslee of Sharptown had it altogether for Eskridge Welding Service, winning the Late Model feature over David Nailor from Milford, who drove the Nailor Engineering Chevelle home second. Finishing third behind Nailor was Steve Ellingsworth of Milford piloting the Peanut Custom Clean Chevelle.

H. R. Bailey of Dover brought the Bailey Racing Nova home fourth ahead of Salisbury's Mike Hager chauffering the Bower's auto Parts-Don Automotive Camaro. Dave White of Pittsville scored sixth overall. Bridgville's Donnie Joseph piloted the J. & J. Builders-Cargil, Inc., Chevy Powered Gremlin to victory

lane in both ends of the Shane & Son Welding-Delmarva Equipment Co. Modified Twin 20 Events. Bobby Reed of Harrington hauled down second for Mills' Bros. Markets with Georgetown's Jerry West driving the Alfred Parker Engineered Grotto Pizza Machine to third ahead of Sam Davis from Seaford, who nailed down the fourth position for Davis Trucking.

Milford's Bob Wilkins scored fifth place with his Anderson's Market-Snookie's Speed Parts-Fisher Auto Parks Special. In what was the final appearance for the Modifieds until the New surface is ready Gary Trice scored a fine second behind Joseph. Trice's Westside Auto Parks-Salisbury Harley felt the pressure from West, who hauled down another third for Alfred Parker Racing. Haines Tull of Seaford anchored fourth in the Seaford Inn-Tull Bros. Chevy Chevette. Bobby Reed was fifth for Milford Fertilizers and Rumpstitch Machine Works.

Preliminary Junior and Senior Body and Fender winners were Sonny Ritter, Kelly Hastings, Sam Davis, and Tull. Bill Richards, Jr. won the Mini-stock event over Donald McIlvain. Any late Model may compete Friday as long as they conform to Georgetown Speedway specifications. Information available at 684-8089 or 697-2720.

Grand Opening At Georgetown Is June 7

1978-05-31

GEORGETOWN — Weather postponements played havoc with the spring race season, prompting speedway officials to set Wednesday, June 7 at 7:30 p.m. as the grand opening date for summer competition at the Georgetown oval.

A gala program is scheduled with world famous Joie Chitwood's Thrill Show combined with the Late Model Division all in one evening.

Spectators attending this year's debut will see exciting stunts and much more along with Late Model racing that guarantees \$300 to the winner. The Chitwood show will feature all new Chevrolets. There will be slides, spins, roll - overs, crashes, precision driving and the Mr. Pibb Cannon Jump. There are 21 different acts in the 35th edition of the thrill show.

Delmarva Auto Racing Association directors have begun work on the new track surface and have set their sights on Friday, June 16 at 8 p.m. for the official return of Modified competition at Georgetown Speedway. It is also a special night with the Modified, Late Model, Minis and Hobbies local stars and cars set to do battle with top - notch out of state competition honoring injured Sussex Central High School wrestler Rodder Purnell with a benefit program.

Speedway Sets Purnell Benefit

1978-06-02

DOVER - A benefit night for injured Sussex Central High wrestler Rodder Purnell will be held at Georgetown Speedway on Friday, June 16 at 8 p.m.

The track announced it will hold its opening for summer racing competition on Wednesday June 7. Poor weather conditions this spring have caused several postponements. The Joie Chitwood Thrill show will highlight the opening night.

Purnell suffered a fractured cervical spine in the semifinal round of the state tournament on Feb. 25 at the University of Delaware. He is currently receiving treatment at Craig Hospital in Englewood, Colo. and may return to his home in Georgetown sometime this summer.

Admission for both of these special nights is \$4.00 for adults and \$2.00 for youngsters.

'Modified'

Action Set 1978-06-13

To Return

GEORGETOWN — "Knee deep" in famous red racing clay is the official word from the area's most popular one-half mile oval as DARA marshals prepare for the up-coming return of Modified competition this Friday night at 8 p.m. at Georgetown Speedway.

Over 100 loads of the surface have been applied to turns three and four alone with preparations made for the first and second turns in order to insure the finest surface in the 28-year history of the plant in time for the 'Rodder Purnell Benefit Night' when a full program for Modifieds, Late Models, Minis and Hobbies is slated.

Early returns indicate that the entire racing community will participate in honoring this outstanding young athlete with a host of local talent ready to battle with one or state participants in what has shaped up to be the largest evening in Eastern Shore stock car racing to date. Walt Breeding of Federalsburg driver of the Smithville Farms No. 1 Modified summed up the feelings of many of the competitors when he said, "Our team will definitely be there to support Purnell."

Of interest, the Jodie Chitwood Auto Thrill Show was postponed due to inclement weather for a second time and has been rescheduled for Thursday night, June 29 with an 8 p.m. starting time.

Breeding Takes Pair Of 'Georgetown' Victories

GEORGETOWN — Walt Breeding of Federalsburg captured both ends of the Twin 20 Modified feature at the Georgetown Speedway recently on "Rodder Purnell Night."

Purnell was injured seriously in the Delaware State Wrestling Tournament while representing Sussex Central High School.

Breeding, who drove the Smithville Farms Chevy-Gremlin, held off Harold Bunting of Milford in both races. Bunting drove the Diamond State Truck Brokers-L & D entry.

In the first race, John McCardell was third, Gary Trice fourth and Bill Towers fifth.

In the second race, Bodie Bodenweiser of Georgetown was third, Hal Browning fourth and Glen Wilson fifth.

Pittsville's Dave White nailed down his fourth feature win of

the season in Late Model action. Sharptown's Jimmy Goslee was second, Kelly Hastings, Jr. third, Ron Scott fourth, Emory West fifth and Larry Andell sixth.

Preliminary qualification winners on "Purnell Night" were Breeding, Haines Tull of Seaford, Sonny Ritter and Georgetown's Chuck Graves. Eddie Dickerson won the Kent Cart Club Go-cart event.

Regular weekly modified racing along with the Late Models resume Friday at 8 p.m. here. The Jodie Chitwood Auto Thrill Show has also been rescheduled for Thursday, June 29 at 8 p.m.

Jack West, chief mechanic of Ritter, was seriously injured in an automobile accident recently. Friends may send cards in care of Beebe Hospital in Lewes, Del.

1978-06-20

Coasting Bunting Beats Browning On Final Lap

1978-07-06

GEORGETOWN — Harold Bunting of Milford held off Hal Browning of Oxford, Pa. on the final lap and captured a thrilling modified feature race at the Georgetown Speedway recently.

Bunting cruised through the first 19 laps and then had his gears go out on the final lap. He then coasted the final lap to beat out Browning.

John McCardell of Conowingo, Md., was third; Bill Towers of Harrington fourth; Haines Tull of Seaford fifth and Jack Sapp of Milford sixth.

Bill Trice Engineering of Walston Switch, with ace campaigner Gary Trice, put together a superb run for the victory colors in the final modified feature. Tull was second; Bunting third, Sapp fourth and Jimmy Tucker fifth.

Dave White of Pittsville took

the late model feature event in his Farm Service's Camaro. It was White's sixth win in eight outings this year. Jimmy Goslee of Sharptown was second; Georgetown's Chuck Graves third; Seaford's Kelley Hastings fourth; Ron Scott of Newark fifth and Seaford's Bill Garn sixth.

Sam Davis of Seaford captured the Delmarva Equipment Company preliminary win while Browning took the Kathryn's Restaurant modified qualifier. The Shane & Son Late Model heats went to Mel Joseph Jr., and Goslee.

Injured modified driver Donnie Joseph Jr., is recuperating at his home and will be out of work for at least 12 weeks. Modified and late model competition returns to Georgetown Speedway Friday night at 8 p.m.

Racing moves to Fair

HARRINGTON—Car racing will move from Georgetown Speedway to the Delaware State Fair as the Delmarva Auto Racing Association helps to officially open this year's fair at 8 p.m.

Racing will continue at Harrington on Wednesday, July 26 with the State Championship for Modifieds and Late Models. The Modified champ will be determined on a point basis after two races.

Regular weekly competition will resume at Georgetown Speedway on July 28th. 1978-07-17

No Racing At 'Georgetown' This Week

1978-07-18

GEORGETOWN — There will be no racing action at the Georgetown Speedway this week as all emphasis for the Delmarva Auto Racing Association drivers shifts to the Delaware State Fair in Harrington.

The DARA drivers will help to officially open the 1978 Delaware State Fair Friday at 8 p.m. On Wednesday, July 26 the action returns to Harrington for the state championship for modifieds and late models. The state action will start at 8 p.m. Since the modifieds will be running two features, the driver who has the best finish in both events will be crowned modified champ of Delaware based on their point total.

After the inclement weather wiped out Friday's scheduled racing action at Georgetown Speedway, the regular weekly competition is slated to return to Georgetown Friday, July 28 when an expanded evening is planned, featuring "Westside Auto Parts Night." For further information call (302) 684-8089 or (302) 697-2920.

Liberman is a local version of Guthrie

BY JACK IRELAND 1978-07-25
Dover Bureau

DOVER - She doesn't have the finances or equipment of most drivers, but Delaware's version of Janet Guthrie holds her own on the local stock car racing scene.

Driving a six-cylinder 56 Ford, Arden's Ginny Liberman made her first appearance at the Delaware State Fair with a seventh place finish in the Late-Model Feature last Friday night at Harrington. In the Powder Puff class for seven years, she is the only woman registered in the Delaware Auto Racing Association.

"When I first started with the men I was running just heat races and didn't let them know who was driving the car," said Liberman, whose husband Nick is a drag

racers. "I'm all for women driving and feel they can do it just as well as men. I drive an old 56 Ford and we're running against eight cylinder cars. I have been driving Ford all the way."

The mother of two sons, Liberman works as a substitute nurse in the Mount Pleasant and Alexis I. duPont school district. She plans to attend the University of Delaware this fall to earn a degree in nursing. Because she is serving as a counselor at Camp Rodney, she will be miss tomorrow night's second racing card at the State Fair.

"I will probably continue to run at Georgetown Speedway every week if I can manage," said Liberman, who admits the driving can be physically tough on a woman. "I'm just a local girl looking for a sponsor. We'll keep racing as long as we can economically do it. I never worry about getting hurt and really love to race. It doesn't bother me being the only woman."

Liberman had the desire to race with men long before Janet Guthrie came on the national scene.

"She races on asphalt and it's harder for drivers like us on the dirt track," said Liberman, who didn't race at all the last two years. "The dirt flies up in your face and you have to battle the holes and ruts. Physically, it's tough, and my arms are really tired after a race."

"The turns are most difficult for me and running at a high speed it's tough to hold the wheel and steer yourself into good position," added Liberman. "I enjoy it and seventh place is okay with me for the first time. Another driver came up to me after the race and said I did a good job."

Wilkins Captures Modified Feature

1978-08-01

GEORGETOWN — Bobby Wilkins of Milford, chauffeuring the Anderson's Marketing - Snookie's Speed Parts small block Chevrolet, ran away with a flawless Modified feature win doing what many said was impossible at Georgetown Speedway recently.

Finishing second behind the hard charging Wilkins was Sam Davis from Seaford, driving his Davis Trucking - Peninsula Oil to one of his best positions to date. Milton's Snookie Vent, one of the true leaders in local racing, hauled down third place piloting his Snookie's Speed Parts Vega over Charlie Phillips of Laurel who was fourth behind the wheel of the Chore - Time - Carroll's Used Cars Pinto. Princess Anne's Wayne Cusick made a fine debut with his all new B. & B. Special taking fifth place respectively at the wire. Glenn Wilson from Houston brought the Wilson's Car Care entry home sixth. Wilkins did something that hasn't been seen in a long time by the ninth lap he was beginning to lap the other front runners making it difficult to chart but enjoyable to see someone run so well.

Kelly Hastings, Jr. of Seaford had a similar run to perfection in one of the best Late Model features to date. Ed Musser had Hastings' Chevelle in the high speed groove in what proved to be too much for second place man Jimmy Goslee who had a fine evening himself chauffeuring the Glasgow - Davis Trucking - Eskridge Welding Nova. Emory West from Milton an early leader had his best Georgetown finish ever nailing down third for Jim's Racing Tires of Baltimore. Sonny Ritter, also from Milton, driving the Chorman's Convenience Store Mustang was never out of the running anchoring fourth over Pittsville's Dave White who was fifth in his Dave White's Farm Services Camaro.

Carlton T. Savage Painting Contractor preliminary winners were Emory West; Jimmy Goslee; Calvin Musser III, Laurel, Westside Auto Musser Missile; Walt Breeding, Federalsburg, Smithville Farms Gremlin. Friday night has been tapped by DARA officials for a full program for Modifieds and Late Models as J. & M. Roofing Night with a first of its kind Disco Pit Party with David James of Radio Station WAFL — the Grand National Country King spinning the records. Westside Auto Parts night has been reset to Aug. 11 at 8 p.m. when Georgetown Speedway will have a special small block feature in addition to regular Modified racing. All disabled American veterans will be honored these night with the Vets being admitted free with the proper military ID cards.

Breeding Captures Georgetown Action

1978-08-29

GEORGETOWN — Federalsburg's Walt Breeding ended a long dry spell by winning the Modified feature driving the Smithville Farms Chevy-Gremlin. The Maryland driver had absolutely the right combination under threatening skies going away with the checkered flag in what was a power display from the drop of the green. Glenn Wilson from Houston piloting the Wilson's Car Care entry recorded his best finish on the season taking second ahead of John McCardell of Conewingo who brought the Burke & Baker "Hardscrabble Express" home third. Bobby Wilkins of Milford hauled down fourth in his small block Chevrolet for Anderson's Market. Haines Tull, one of the most consistent top five finishers in the history of Georgetown Speedway, was fifth behind the wheel of the Miller Millwright-Tull Brothers Chevy Chevette.

Kelly Hastings, Jr. of Seaford driving Ed Musser's Aztec Chevelle captured the Kenview Competition Late Model finale in fine style in what was his

second triumph on the year. Young David Nailor from Milford kept the Nailor Racing Team in the front of the pack recording his highest finish to date in what was a superb run for second. Finishing third behind the hard charging Nailor was Bird's Nest, Va's Joe Ferebee driving Chevelle. Arden's Nick Liberman brought the Steel's Fairlane home fourth in front of Larry Andell of Rehoboth who was fifth place respectively for Carlton T. Savage Painting Contractor.

Kenview preliminary Qualification winners were: Breeding, Federalsburg, Smithville Farms; Wilkins, Milford, Anderson's Market No. 18; Willis Robinson, Sharptown, Wright's Exxon and Dave White, Pittsville. Two Big Shows are scheduled for Georgetown Speedway over Labor Day weekend. On Friday at 8 p.m. there will be a 50 lap open competition Late Model feature cars limited to 108 inch wheelbase minimum, 14 barrell carburator and gasoline only paying \$600 plus to win with some laps sponsored along with Modified racing. Beginning at 7 p.m. on Sunday, there will be a 50 lap modified feature paying \$650 to win, many laps are sponsored and there will be Late Model racing. The Adult Gate Admission for both these shows is \$4.50 in the pits \$5.

Hastings Takes Down Big Purse

1978-09-06

GEORGETOWN — Kelly Hastings Jr. of Seaford made racing history at the Georgetown Speedway by driving the Ed Musser engineered Aztec Chevelle to his biggest win and taking home the largest Late Model purse ever at the 28-year-old plant.

Sharptown's Jimmy Goslee finished second while Chuck Graves of Georgetown was third. Dave White of Pittsville was fourth. Butch Hilliard of Dagsboro was fifth and Nick Liberman of Arden was sixth.

Milford's Jack Sapp scored a powerful win in the Modified feature event in the George Adams engineered V. V. Hughes & Sons No. 29 car. Harold Bunting of Milford was second while Bobby Wilkins was third. Wilkins is also from Milford.

John McCardell of Conowingo was fourth and Hal Browning of Oxford, Pa. was fifth.

Bob's Autorama preliminary heat winners included Wilkins, Sapp, Wayne Cusick and Eddie Pettyjohn. The Late Model Consi was won by Ronnie Wilson and his Rumpstich Machine Works Chevelle. Wayne Hurd won the Mini-Stock race.

Georgetown Speedway will race Friday night at 8 p.m. as the program will feature Modified and Late Model racing along with the Minis. The first ever Roy Rogers Restaurants 113 Lap event has been slated for Sunday, Oct. 15.

Breeding, White Take Top Honors

1978-09-12

GEORGETOWN — Walt Breeding of Federalsburg and Dave White of Pittsville took top honors in action at the Georgetown Speedway recently.

Breeding powered his Gremlin to a modified victory as Harrington's Bobby Reed was second. Nelson James of Laurel was third; Ron Tobias was fourth and Charlie Phillips of Laurel was fifth.

White powered his Camaro to an 11th win in 19 starts this year in the late model event. Kelly Hastings Jr., of Seaford finished second with Jimmy Goslee third, Eddie Pettyjohn fourth and Wayne Cusick fifth.

Bob's Autorama preliminary heat winners were Phillips, Breeding, Pettyjohn and Hastings Jr. Wayne Hard won the Mighty-Mini event followed by Al Holder and Herb Torr.

Racing action continues Friday night at 8 p.m. at Georgetown Speedway. Plans are also being finalized for the Maryland Eastern Shore State Championship to be held later this month at Ocean Downs.

The Delmarva Auto Racing Association and Georgetown Speedway will be host to a national first with the scheduled Roy Rogers Restaurants U. S. 113 Lap event to be held Sunday, Oct. 15 at noon. Four 25-lap modified features with four purses and a special 13-lap event for Late Model entrants highlight the cars. The first 10 spots for the first 25-lap Modified feature will be determined Saturday, Oct. 14 with qualifying set to start at 2 p.m.

Sapp, White Capture Victories In Georgetown Racing Activity

1978-09-19

GEORGETOWN — Milford's Jack Sapp and Pittsville's Dave White captured victories at the Georgetown Speedway recently.

Sapp won the modified event while White took top honors in the late model feature. It was White's 12th late model win in 20 starts this season.

Seaford's Haines Tull was second behind Sapp. Ron Tobias was third, Harold Bunting fourth and Nelson James fifth.

Princess Anne's Wayne Cusick was second behind White. Jimmy Goslee placed third, William Garn of Seaford fourth and David Nailor of Milford fifth.

The preliminary heat winners were Tull, James, Cusick and Garn. Wayne Hurd led the mighty minis to the finish line with Barbara Bradshaw taking second.

Racing will continue at the Georgetown Speedway Sunday. Gates will open at 4 p.m., practice for the modifieds and late models will start at 5 p.m. and racing will commence at 6 p.m.

Delmarva Auto Racing Association officials and the management at Ocean Downs are pleased to announce a first ever program open to all entries from the tracks. The Maryland Eastern Shore State Championship for modified and late models will be held at Ocean Downs Raceway Friday, Oct. 6. The rain date is Sunday, Oct. 8.

Gates at Ocean Downs will open at 6 p.m., on Oct. 6, while

the practice session will start at 7 p.m. and the racing commences at 8 p.m. For further more information contact Sonny Ritter (302-684-8089), Wayne Rust (302-856-2294) or Dave Schamp (302-697-2920).

The Roy Rogers Restaurants 113 Lap event is set for Sunday, Oct. 15 at Georgetown Raceway. The track will open at 10 a.m., practice will start at 11 a.m. and the first 25 lap modified event will start at 2 p.m.

State Policeman Races Stock Cars As A Hobby

1979-02-04

By CHIP MOGENSEN
Of The Times Staff

PITTSVILLE — A State Police Communication Operator who lives here has been exceeding the speed limit for the past 10 years while driving one of his own cars and has never gotten a ticket.

However, Dave White has won more than 50 trophies with his stock car "Lou's Special," which is named after his wife, who shares his interest in racing. He was recently presented with the Georgetown Speedway Point Championship as well as a trophy for the Fans' Favorite Driver.

The 36-year-old veteran racer has won more than 200 races at Delmar, Georgetown, Ocean City, Harrington, Saluda and Tasley, Va. 1978 was the fourth year in his career that he has won the Points Championship.

White said he developed an interest in racing through his father, who used to race in the NASCAR circuit back in the 1940s. And he has passed the bug down to his three sons.

"It's an expensive hobby," he said, "but, it is a sport and I feel that has kept me, my wife and sons together, a lot closer as a family. If it wasn't for them and my pit crew it wouldn't be possible for me to race as I have."

Asked if he ever had any accidents, White said, "Oh yes, I've had accidents, that's part of the game. Most of the time they happen so fast you don't realize it. In 1969, August, I flipped a

car end over end and I got knocked out and had to take a ride in the ambulance."

White said he was not seriously injured in that crash or at any time during his career. He said the cars were built reasonably safe and could take a "pretty hard lick."

"People get hurt, but it's better to drive on the track than on the highways," he said. "The safety features on the cars lessen the chances of getting injured. The cars have roll cages, special fuel cells, fire extinguishers, shoulder and seat straps."

AND IN racing, like in many other sports, there were those who did not play by the rules. Relating one incident, White said he was trying to pass a car on its right side, and just as he was almost clear the driver swerved right and hit him in the rear, causing him to go into a violent spin down the straightway.

"He was slick," he said. "He knew what he was doing. But, most guys we're friends with. It is a sport, and we like to keep it clean. As a rule we all get along fine, but there are exceptions."

White's racing has brought him in contact with many people on the Lower Shore and in Virginia who he has become friends with over the years.

White noted that it is not easy to get trophies any more. "Now it's very rare you are given a trophy for winning a race," he said. "We only get them these days for winning points championships. You can win up to

\$150 for a feature race, and one weekend I won \$600, but I figure we spent \$700 getting the six."

White, who is considering not racing his own car this year due to the expense, said it is the man with the money to buy the best equipment who will be on top of the racing game.

"I don't begrudge anything I've spent on racing. It's something I always wanted to do," he said. "I didn't want to wait around until I was 70 and then say 'I wish I had.' But, if I can't get some more sponsors I might drive for someone else, although that would pose problems too."

According to White, to make the big time a driver would have to have the right breaks, contacts and age. He said he started too late, at 28-years-old, but he also has no intention of retiring soon, either.

"Bobby Allison is probably in his early 40s and he's still going strong," he said. "Guys like him are great, and I don't think any of them are thinking of retiring."

"I think when a man's reflexes start going, then it's time to get out. But, I don't have any intention of retiring now either. There are guys racing in their 50s."



LOU'S SPECIAL. Named after his wife, Lou, Dave White's 454-cubic-inch engine Camaro has seen many hard races as evidenced by the many patches on it. (Times Photos by Chip Mogensen)



WINNER. Dave White holds the Georgetown Speedway Points Championship trophy for 1978 that was recently presented to him. He is one of the most popular drivers on the Lower Shore and has more than 50 trophies and 200 winning races to his credit.

Georgetown racer hurt as car rolls

GEORGETOWN — A stock car driver at the Georgetown Speedway was seriously injured during a Friday night race, according to Delaware State Police.

Police said that Donald Lester Naylor, 48, of 1603 S. DuPont Highway, Milford, was injured after his stock car rolled end over end during the race. Naylor suffered head injuries after his crash helmet came off as the car was rolling over, police said.

Naylor was transported to Milford Memorial Hospital by an ambulance that was standing by at the racetrack. He was later transferred to the Delaware Division where he was listed in critical condition last night.

Naylor was apparently on a straight portion of the track, near two other cars, when he somehow lost control, according to investigators. No collision preceded his rolling over, they said.

1979-09-09

Speedway driver dies of injuries

Donald Lester Nailor, 48, of 1603 S. Du Pont Highway, Milford, died last night in the Delaware Division of injuries he received in an accident at the Georgetown Speedway earlier this month.

Nailor was racing at the track on Sept. 7 when his stock car rolled end over end. State police said Nailor was on a straight portion of the track near two other cars when the accident occurred. While the car was rolling his helmet came off, police said.

Since the crash he had been in the Delaware Division, where he had been listed in serious condition in the intensive care unit. A spokesman said he died at 7:30 last night.

Funeral arrangements were incomplete last night.

1979-09-24

Nailor Services 1979-09-25

MILFORD — Services will be Thursday afternoon at 2 for Donald Lester Nailor, 48, of 1603 S. Du Pont Blvd., who died Sunday in the Delaware Division, Wilmington, of injuries received in a stock-car racing accident at Georgetown Speedway Sept. 7.

Mr. Nailor worked for B&C Equipment Co. as a diesel mechanic.

He is survived by his wife, Helen M.; three sons, Lester Lee, David and Gregg, all at home; three daughters, Mary Lou Jackson of Lincoln, Juanita Amelia Watkins of Houston and Laura Lynn Nailor at home; his mother, Laura Nailor of Milford; two brothers, John E. of Greenville, Tenn., and Preston L. Jr. of Milford; a half brother, Lee Short of Chicago, Ill., and a sister, Eleanor Ellingsworth of Milford.

Services will be at the Lofland Funeral Home, 219 S. Walnut St., where friends may call tomorrow night. Burial will be in Odd Fellows Cemetery, Milford.

At 16, she's revving up as stock-car racer

By Gwen Florio
Associated Press

EASTON, Md. — The mechanic crawled out from under the car and extended a typically grimy hand with distinctly atypical pink-polished fingernails.

"The boys say I'm all talk, but I shake it off. I know how much I want to do this," said Kim Fluharty, 16, who will compete in her first stock car race today at Georgetown Speedway in Georgetown, Del.

Miss Fluharty, the youngest woman to race stock cars on the Delaware circuit, will drive an orange Vega belonging to Charles R. Reichard Jr., who hired her last fall over 30 or so young men who applied for the job.

"I thought that if she had the guts to walk in here, she could do the job," Reichard said.

"He looked at me like I was completely crazy," Miss Fluharty said with a laugh.

He admitted, though, that she was

hired because — not in spite — of being a female.

"The only thing you can get out of this business is publicity," he said. "First place only pays \$50."

But first, Miss Fluharty had to learn about cars.

"When I came in here," she said, "I knew nothing about engines, nothing about how to drive a stock car."

Since then, she's worked on the car nearly every day, squeezing in time between a school schedule and a 25-hour-a-week drugstore job.

Such a schedule doesn't leave much time for socializing, she said with a sigh.

"Boyfriends and cars don't mix," she said. "I'll be racing Friday and Saturday nights, working on the car during the week, and on Sundays I usually go to Pennsylvania with my family to watch races."

It was her family's long-time interest in stock car racing that led Miss Fluharty to apply for the job, and her

parents strongly support her efforts.

"Any endeavor that a young person undertakes, I think they should have the opportunity to see it through," said her father, Robert. "There is a dangerous point, but we try not to look at the dangerous side."

The only limit her family places on her racing is that she maintain her

standing on the high school honor roll.

Although she calls racing a "very dangerous sport," Miss Fluharty tends to downplay that aspect, explaining that she will wear a fire-proof suit and carry a fire extinguisher in the car.

Fluharty finds joy in summer stocks

BY JACK IRELAND

1980-07-25

Dover Bureau

DOVER — While most 17-year-old school girls living on the Eastern Shore are enjoying their summers swimming and boating, Kim Fluharty has her mind elsewhere. She wants to become a winning stock car driver.

Fluharty, who will be a senior at Colonel Richardson High in Federalsburg, Md., a few miles from the Delaware border outside Seaford, has been a regular driver in the mini-stock class at Georgetown Speedway and Delmar's U.S. 13 Speedway since April. After a short layoff because of car problems, Fluharty plans to be in action this weekend after sitting out the first half of the Delaware Stock Car Championships last Friday at Harrington Raceway.

"My highest finish so far this season has been fourth in a feature race and second in a heat race," said Fluharty, an attractive blonde, who drives a Vega for a local automotive business in nearby Easton, Md. "Lately, though, I've had some bad luck and blew the engine three straight weeks. We are working to get the car straightened out and I hope to be running again soon."

Fluharty, who was in attendance but did not compete on the racing card at Harrington last Friday, is serious about pursuing a career in racing after graduating from high school. She says being a female driver also does not cause her any major problems.

"I love racing," said Fluharty, who lives in Preston, Md. "It's the most important thing in my life right now. I don't know what I'm going to do after high school, but I can't see myself sitting behind a desk as a secretary or something like that. I would hate that. I've taken some secretarial courses in school and they are just horrid. Sure, I would love to race someday on one of the NASCAR circuits."

"Back here in the pits I'm a girl, but out there on the track, I'm just another driver. The guys love to kid around with me, but they treat me as an equal. I think the toughest part about racing for me is sitting there on pit row before going out on the track. You think about all the things that could happen. Once I get out on the track there is no time to be scared. You think about all the things that could happen. Once I get out on the track there is no time to be scared. It's not hard to handle at all. In an accident, you don't have time to think about going high or

low. Everything usually slips into place.

Kim, whose pit crew consists of her father, Robert, and her brother, Jeff, drummed up the courage to come out and ask car owner Charles Reichard for a chance once he lost regular driver Jack Abbott in the off-season.

"Jack talked to me about it and I just went into the man's office and said, 'I heard you don't have a driver and I would like to do it.' He looked at me kind of funny at first, but then he realized I really wanted it. I helped him work on the engine during the winter. I was a race fan long before I became a driver and I knew what to do."

One media observer, who covers the local tracks in Delaware every week, said Fluharty is a long way from becoming a top-notch driver. Fluharty feels that will come with experience. She also has her share of bumps, bruises and close calls in her first year of competition.

"The third week out I had trouble with my steering, came off one of the corners and hit the wall," said Fluharty. "I bounced a few feet in the air, came back down and the car was rocking back and forth. I got a little apprehensive at first, but I still think racing is great."

Stock car races set at Harrington

HARRINGTON — Stock car races, featuring many of the top drivers in this area, will be featured at the Delaware State Fairgrounds tonight at Harrington Raceway.

The races, which start at 7:30, highlight the first full day of activities of the Delaware State Fair. Tonight's competition is a preview for the Delaware State Championship Stock Car Races, to be held at the Fairgrounds on July 23, starting at 7:30.

Highlighting tonight's card is a 25-lap, late-model championship race. There will also be a 20-lap modified feature race in addition to feature races for mini-stock street-stock cars. Eddie Pettyjohn of Milton is the defending late-model state champion.

The competition features many of the leading modified drivers who race at U.S. 13 Speedway in Delmar and Georgetown Speedway every weekend from April to October.

1980-07-18

Fluharty finds joy in summer stocks

BY JACK IRELAND

1980-07-25

Dover Bureau

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"Back here in the pits I'm a girl, but out there on the track, I'm just another driver. The guys love to kid around with me, but they treat me as an equal. I think the toughest part about racing for me is sitting there on pit row before going out on the track. You think about all the things that could happen. Once I get out on the track there is no time to be scared. You think about all the things that could happen. Once I get out on the track there is no time to be scared. It's not hard to handle at all. In an accident, you don't have time to think about going high or

low. Everything usually slips into place.

Kim, whose pit crew consists of her father, Robert, and her brother, Jeff, drummed up the courage to come out and ask car owner Charles Reichard for a chance once he lost regular driver Jack Abbott in the off-season.

"Jack talked to me about it and I just went into the man's office and said, 'I heard you don't have a driver and I would like to do it.' He looked at me kind of funny at first, but then he realized I really wanted it. I helped him work on the engine during the winter. I was a race fan long before I became a driver and I knew what to do."

One media observer, who covers the local tracks in Delaware every week, said Fluharty is a long way from becoming a top-notch driver. Fluharty feels that will come with experience. She also has her share of bumps, bruises and close calls in her first year of competition.

"The third week out I had trouble with my steering, came off one of the corners and hit the wall," said Fluharty. "I bounced a few feet in the air, came back down and the car was rocking back and forth. I got a little apprehensive at first, but I still think racing is great."

Modcar Assn. To Appear At Georgetown

1980-08-05

GEORGETOWN — The Modcar Association will appear at Georgetown Speedway Wednesday to run their second event of the year.

Over 50 cars have signed up. All must be members but non-members can join Wednesday night by paying the membership fee.

Thirty cars will take the green for 50 laps with all others running a 15-lap feature. Going for a total over \$11,000 will be some of the top names in dirt track racing — Glen Fitzcharles, Kenny Brightbill, Jimmy Horton, Dave Kelly, Billy Ösmun and Gary Gollub. Don Kreitz Jr. will be returning, trying for his second win after taking the Modcar opener at Penn National in June. Among locally known drivers will be the "3B's" Bunting, Breeding, Browning along with Richard Jarvis, Jack Sapp, John Kozak, Bill Towers, Bob Wilkins, Gary and David Trice.

MODCAR had set their second race at the Georgetown Speedway in Delaware, for last night after the Review went to press. Thursday night, Lebanon Valley New York will be running a 80-lap race that will pay \$4,000 to win and the title of "Mr. Dirt Track USA."

1980-08-07

Georgetown Speedway

By SHIRLEY BAKER

GEORGETOWN — Georgetown Speedway will be jammed packed with racing activities for the next two weeks. Friday's program was called because of rain after three heats. A regular program will be run August 22 with a 20 lap full body invitational for the mini-division. It will also be W & B hi performance night and there will be free T-shirts for the kids.

Also a new twist will be added as the local drivers will be seen driving the world famous racing mules. Hal Browning, Richard Jarvis, Willis Robinson, David Hill and Billy Towers are some of the drivers scheduled to race these four-legged animals.

The following week, Labor Day weekend, there will be a twin twenty format for both late models and modofeods on Friday evening with a "Pit Party" to be held track side afterwards.

On Sunday night a championship demolition derby with \$250 going to the last running car and the Delaware State Go-Kart Championship will also be

held. See the Karts go the half-mile semi-banked hard surface with \$250 also going to the winner.

Don't miss all the action at 8:15 p.m. Friday and 7:30 p.m. Sunday August 31. For information call days at (302)629-4400 and evenings at (301)754-9749.

1980-08-19

Polenz Wins First Leg Of Classic

GEORGETOWN — The first leg of the Modified Fall Classic held at the Georgetown Speedway was won by NJ's Rich Polenz. Polenz made a daring last lap charge from his third spot overtaking Delaware's Harold Bunting and Tom Hager.

The late model feature was won by the familiar Cambridge driver, David Hill making this his 11th win of the year. Buddy Richards put his VW into the winners circle for the mini-feature and Mel Joseph Jr. was back to his winning ways after a long dry spell in the street stocks.

The mini feature saw Wayne Hurd take the lead with Richards a close second and Herb Tunis third. A five-car battle was raging for fourth which Lloyd Uber finally grabbed.

1980-09-18

Geiger Captures Double Victory

1980-09-03

By SHIRLEY BROWN

GEORGETOWN — Double action was at the Georgetown Speedway as competition was held in the twin twenties for both the late model and modified competitors.

Salisbury's Bob Geiger took back-to-back victories in the late model division while Ridgely's Bobby Walls and Milford's Bill Towers swapped wins in the modified division.

Mini-division competition was won by Wayne Hurd with Jim Mitchell taking the 21-car street stock event.

The mini feature saw Hurd swapping the lead with Timmy Welch and Rick

Benton but Hurd finished as the winner with Harold Bradshaw coming in second. Herb Williams was third followed by Bill Lone and Welch.

Geiger battled it out with Eddie Pettyjohn and Dave Harris in the first model race but Harris faded from the scene while Pettyjohn finished second to Geiger. Alex Beaumont was third followed by Gil Clements and David Hill.

In the second model race Geiger took the lead on lap four and was never headed outracing David Hill to the checkered flag. Hill was second with Pettyjohn taking third, Beaumont was fourth with Jimmy Goslee claiming

fifth.

In the modified feature Bill Towers took the top spot by edging out Bobby Walls with Ron Tobias taking third followed closely by John Kozak and then came Hal Browning.

Walls took the second

modified feature with Towers claiming second followed by Kozak, Tobias and Browning.

Alex Beaumont and David Hill won the late model heats while Wayne Weaver, Bob Wilkins and Bobby Passwaters took the three modified heats.

Georgetown track offers weekend stock car races

By JACK IRELAND

Dover Bureau

1980-10-03

DOVER — Some of the finest stock car racing in this part of the country will be available to Delaware fans at Georgetown Speedway tomorrow and Sunday.

The first Delaware 100-mile race for late-model stock cars will highlight the racing program on Sunday. Racing begins with a 15-lap modified championship race at 2 p.m. The champion of the Delaware 100 can win up to \$3,000. Qualifying will be held tomorrow for all classes from 1-4 p.m.

A list of competitors scheduled to race in the Delaware 100 include Morgan Shepherd, the NASCAR late-model driver, who formerly raced on the Grand National circuit, Tommy Bare of Virginia Raceway, Jim McBee from Trailways Speedway in Pennsylvania, Ronny Miles, Will Dilks of Baltimore and David Hill of Georgetown.

"This is the big race to close out the season at Georgetown," said Harold Wingate, who is co-promoter of the event, along with well-known Federalsburg, Md., driver Walt Breeding, who will race Sunday. "This is the best season we've had at Georgetown in the last few years and we're looking for a full house this weekend. We draw from all over the Eastern Shore and we should have anywhere from three to four thousand people here on Sunday."

The Sunday event opens with the

modified championship, featuring all the featured winners from the 1980 season. This will be followed by another 15-lap modified race for those drivers who did not win a feature race during the season. This will guarantee the top 25 drivers in the modified class of competing in one of the two races.

The third main race will be the 25-lap super-stock championship to be followed by the mini-stock 25-lapper. Before the Delaware 100, a 25-lap late-model 'B' race will be held for the cars that do not qualify for the championship. The best four finishers in that race will join the top 25 qualifiers for the 100-mile race that closes out the program.

This is the first year that the Georgetown track is being run under the direction of a special promotions group, headed by Wingate and Breeding. Wingate served as president of the now-defunct Delmarva Auto Racing Association last year.

"I live in Georgetown and have been a racing fan for years," said Wingate. "I really just got closely involved with the track in the last three or four years. Stock car racing is probably the biggest sport of all in this area."

The Delaware driver to watch is Hill. He won 11 times in 21 starts at Georgetown during the season and finished 20 races. He was second five more times and third once. He will be facing the stiffest competition of the 1980 season in the Delaware 100 Sunday.

AUTO RACING 40-lap Sportsman Stock Car Championship Race, Bridgeport Fairgrounds Speedway, Bridgeport, N.J., 6:30 p.m. • Modified, late model, mini and super stocks, Georgetown Speedway, Georgetown, Del., 8 p.m. • Modified, late model and street stocks, Big Diamond Raceway, Minersville, Pa., 8 p.m. 1980-09-19

Kelly Winner In Fall Classic At Georgetown

GEORGETOWN — Dave Kelly of Alburtis, Pa. took home the winnings in the second half of the modified Fall Classic at the Georgetown Speedway Friday night with Tom Hager of West Easton, Pa. finishing second. Hager was followed by Harold Bunting, Paul

Rochelle, Gary Trice, Earl Derr, Dan Cox, Oscar Field, Jack Sapp and Bobby Walls.

Gil Clements emerged with the victory in late model division with Eddie Pettyjohn second followed by Jimmy Goslee, Lois Lilliston, Dave Harris, Dave White, Dennis Smith, Willis Robinson and Steve Ellingsworth.

Wayne Hurd came out on top in the minis division with Wade Fuller claiming the runner-up spot with Dave Brobst, Howard Bradshaw and Jack Abbott rounding out the top five.

Heats were taken by Lilliston and Clements in the late models, with Jay Strong, Derr, and Bill Towers taking the modified heats and Walls taking the consie. 1980-09-24



Speedway Set For 100-Lap Car Race

GEORGETOWN, Del. — Georgetown Speedway will hold a 100-lap late model race with many drivers expected next Sunday.

Some drivers who tested the track last weekend, and who came away with wins included Buddy Richards (mini-stock), Mel Joseph Jr. (street stocks), Cheryl Jackson (powder-puff minis) and Hunky Mitchell (street stock).

Lois Lilliston and Ron McBee won the heats in the late model division with Bob Wilkins and Earl Derr taking the modifieds.

1980-10-01

18-year-old Hill wins Delaware 100

GEORGETOWN — David Hill, an 18-year-old driver from Cambridge Md., won the \$3,000 prize with a first-place finish in the Delaware 100 late-model stock car race held at Georgetown Speedway yesterday.

Hill, current point champion at Georgetown with 11 wins at the track this year, trailed for most of the race before taking the lead for good on lap 91.

1980-10-06

Hill Captures Final Race

1980-10-10

GEORGETOWN, Del. — David Hill of Cambridge out-lasted George Harrison in a Delaware 100 at Georgetown Speedway's closing race for the 1980 season.

In the final street stocks competition it was Mel Joseph Jr. coming in first out of a field of 24.

With the lead changing seven times Wayne Hurd finally came out ahead of 21 other cars to win the 25-lap mini-stock race.