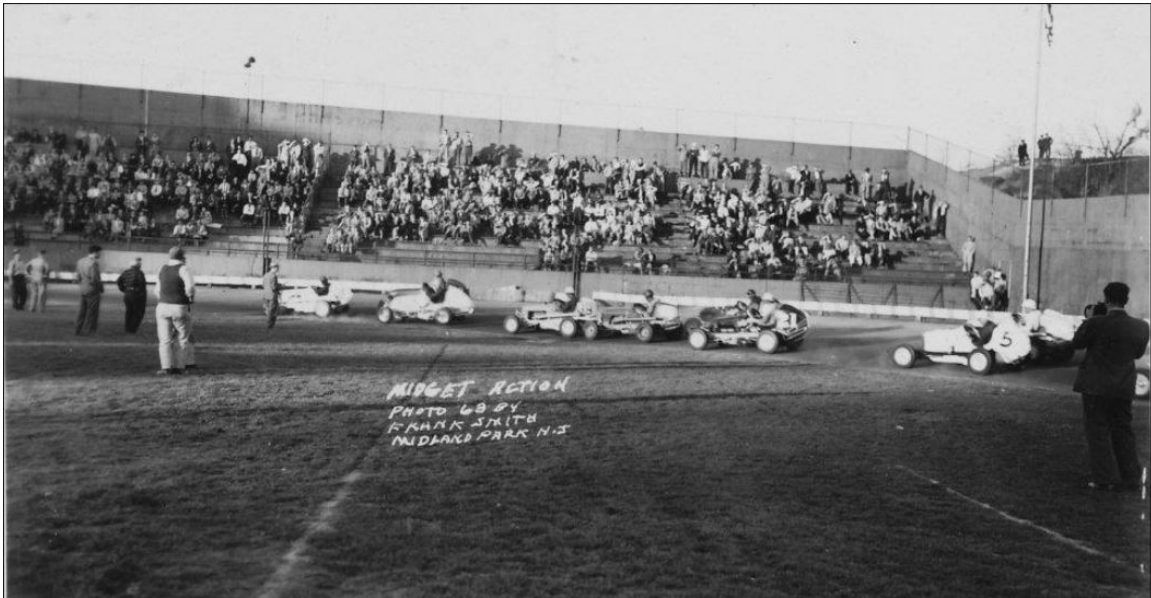


Hinchcliffe Stadium
Patterson, NJ
1939-1951



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SIX-MILE RACE TO RENARD

Brooklyn Driver Takes Midget Auto Event at Paterson

PATERSON, N. J., July 7 (AP).—Henry Renard of Brooklyn, making his first appearance here, tonight won the six-mile feature in the program of A. A. A. sponsored midget car auto races at the Hinchcliffe Stadium, defeating Duke Nalon of Chicago. Perry Grimm of Los Angeles, another newcomer, was third and Joe Chitwood of Tulsa, Okla., fourth.

Walt Fusso of Richmond Hill set a new mark for two miles in winning his qualifying heat in 2:33.60. The old record of 2:33.93 was established two weeks ago by Harry Felton of Brooklyn. 7-8-1939

PATERSON, N. J., June 9 (AP)—Three drivers were involved in four accidents but escaped uninjured today in the midget auto races at Hinchliffe Stadium where Johnny Ritter of Paterson took the five-mile feature event of the afternoon program.

No time was recorded on the main event because of an accident in which Jeep Colkitt of Washington, D. C., blew a tire, and the driver and racer went through the guard rail. Colkitt was leading the field by about forty yards in the seventeenth lap when the tire went.

Earlier, Colkitt went through a guard rail in a qualifying heat. In the same heat, Lloyd Christopher of Miami, Fla., crashed into the rail and his racer overturned.

Dee Toran, of Paterson, who placed third in the feature, spun around in one of the semi-final events and his racer skidded into a guard rail.

6-10-1946

Midget Races

5/28/1947

In Paterson

Three of the drivers who captured feature-event triumphs on the Paterson track this season will seek two more wins at Hinchcliffe City Stadium next Friday and Tuesday nights when the midget auto racing pack battles it out in the semi-weekly speed meets under the lights.

All of these aces who have assumed standout niches in the racing picture loom strong contenders for the decisions in the next two meets. The former winners in the 25-lap-races on the Hinchcliffe Stadium track, Bill Schindler who has run up an impressive early-season total, Al Keller, and Art Cross, will be pointing for the feature wins on the Paterson track.

Schindler who ran into difficulties for a while after a fast start, is back in the groove again and he hopes to keep rolling on. Keller, a resident of Rochester, N. Y., and Cross, who lives in East Rutherford, scored their victories on the early-campaign program which featured two main events after one had been halted by rain. Keller won his heat after that but did not qualify in the semi-final of the succeeding meet and so had to sit out the feature.

Friday night's holiday meet on the Paterson track will start at 8:45 p.m. but next Tuesday night, the races will get under way at the usual time at 8:30 p.m. Officials of the American Race Drivers Club will be in charge of the program.

Al Keller Wins At Hinchliffe

7/23/1948

PATERSON, N. J., July 17.—Al Keller apparently relishes finishing in the gravy in local midget racing competition for last night the Yonkers speedboy made off with another feature triumph here at the Hinchliffe Stadium when he finished first in the main attraction. Keller, turning in another sparkling showing, had two victories to show for his evening's work. He bagged the first semi-final event with Buddy Chase following him across the windup line.

Incidentally, it was Chase who trailed Keller in the feature 25 lapper with Tony Bonadies copping third place in the main go.

Bloomfield's character performer, Whimpy Irvin, won the plaudits of the gathering when he won the first consolation 12 lap event. Russ Klar was second.

Dan Stahle gained victory in the second semi-final joust with a neat driving job.

1st heat (10 laps)—Krouza, Claren, Sheller. Time 2:27.99.

2nd heat (10 laps)—Du Bois, Volke, Chase. Time 2:24.38.

3rd heat (10 laps)—Stahle, Barzda, Bonadies. Time 2:24.65.

1st semi-final (15 laps)—Keller, Chase, DeMarco. Time 3:33.75.

2nd semi-final (15 laps)—Stahle, Bonadies, Furci. Time 3:33.75.

1st consolation (12 laps)—Ervin, Klar, Van Heusen. Time 2:55.48.

2nd consolation (12 laps)—Shurter, Donahue. No time.

Feature (25 laps)—Keller, Chase, Bonadies. Time 5:51.72.

IT'S GEORGIE RICE IN HINCHLIFFE FEATURE

7/23/1948

By BINGE

PATERSON, N. J., July 21.—On a track made slick with a double ring of spilled oil when Art Cross broke an oil line before the start of the evening's events, Georgie Rice took the lead from pole and came in for the biggest share of the night's money. After the first two laps, positions were held and no one tried the still slick outside except Henry Renard, who tried to take over fifth spot from Tony Bonadies and slid back to ninth.

Western guest Duke Malon didn't make himself very popular with the Paterson crowd when he tried some very rough riding during the second heat. Riding his car almost broadside down the track, he shoved the front wheels into spaces where there wasn't room to follow through with the rest of the car and then just stayed on the throttle, shoving the car

driven by Jim De Marco out toward the fence with complete disregard for the safety of the other driver or if the car had anywhere else to go. Not the driving we were led to expect from such a great name in racing. De Marco, however, wasn't to be handed such a treatment and stayed right on the Duke's tail after his showing around to take advantage of a wide slide in the tenth lap and take over fourth spot, much to the crowd's satisfaction and cheers.

1st heat—Keller, Records, Duncan.
Time 2:27.13.
2nd heat—Sheller, Schaefer, G. Rice.
Time 2:25.03.
3rd heat—Shurter, Brazda, Cross.
Time 2:24.81.
1st semi—Keller, Schaefer, Sheeler.
Time 3:35.11.
2nd semi—Rice, Barzda, Cross.
Time 3:31.57.
1st consey—Peters, Morris, Shurter.
Time 2:53.67.
2nd consey—DiMarco, Morris, Donahue.
Time 2:49.74.
Main—Rice, Barzda, Cross. Time 5:51.17.

Records Paces Fast Field To Score At Hinchliffe

7/23/1948

PATTERSON, N. J., July 30th—Rex Records, of Stamford, Conn., turned in by far his most impressive performance of the local campaign as he raced to victory in Tuesday night's 25-lap feature of the midget auto race program at Hinchliffe Stadium.

Records, who chalked up his first victory of the campaign here, negotiated the five-mile distance in 5:51.24 minutes. Mike Nazaruk, marking his return to the Pater-son track after a two week's absence placed second with Bloom-field's Al Keller in third place. Back in action after a month's lay-off because of an injury, Pater-son's own Johnny Ritter nailed down the fourth spot in the finish.

Records earned the pole position in the feature by taking one of the semi-finals in the fastest time. Henry Renard, of Baldwin, L. I., winner of the other semi, was in the outside position of the front row at the start of the race but he was relegated to fifth slot at the finish.

Records narrowly missed making a clean sweep of it when he was beaten by J. Peterson in the first qualifying heat. However, he went on from there to win the semi and take the feature with some expert chauffeuring.

Small Car Enterprises will present the first A. R. D. C. sanctioned 75-lap main of the season this Friday night. The mid-summer championship event is expected to attract the Eastern circuit's top gasoline jockeys.

25-lap feature won by Rex Records; second, Mike Nazaruk; third, Al Keller. 3:51.24.

First qualifying heat (10 laps): Won by J. Paterson; second, Rex Records; third, J. Fornora. 2:24.

Second qualifying heat (10 laps): Won by Dick Dowd; second, Al Keller; third, Mike Nazaruk. 2:24.39.

Third qualifying heat (10 laps): Won by Art Cross; second, Henry Renard; third, Pickles Pickelpot. 2:23.47.

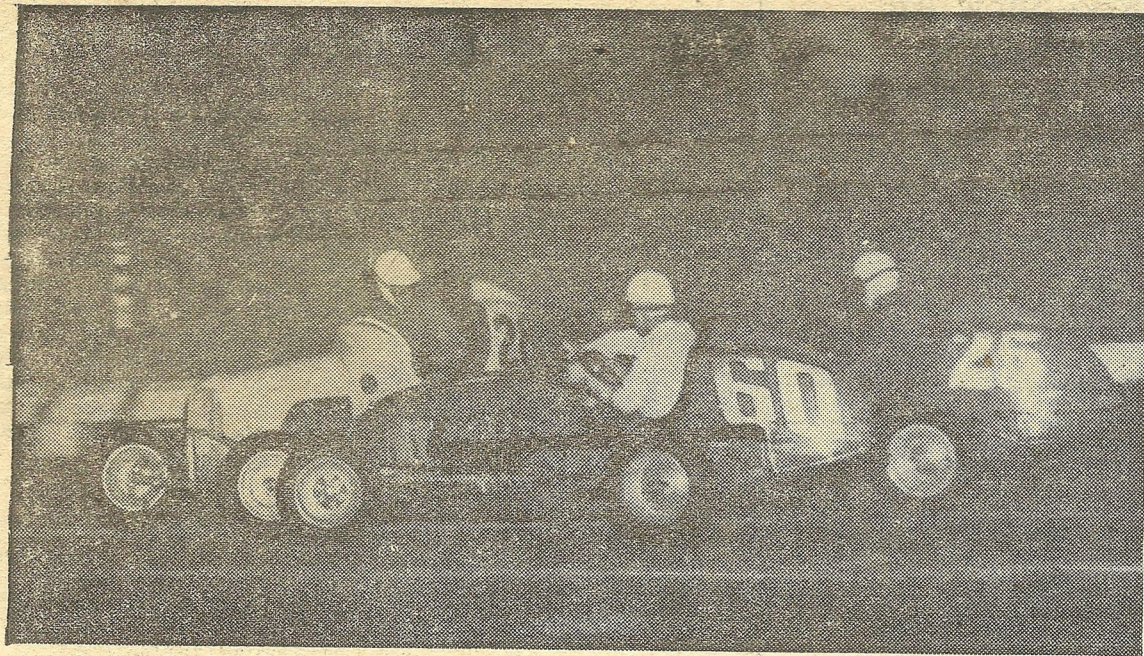
First semi-final (15 laps): Won by Rex Records; second, Mike Nazaruk; third, Al Keller. 3:34.29.

Second semi-final (15 laps): Won by Henry Renard; second, Dick Dowd; third, Dan Stahle. 3:39.25.

First consolation (12 laps): Won by Ralph Dick Dowd; second, Al Keller; third, J. Dubois. 2:57.94.

7/23/1948

HINCHLIFFE TANGLE



AL KELLER (No. 28) spins, PAT DONOHUE (No. 60), slides into him while Henry Renard tries to go around on the outside but fails to squeeze through. This bit of a mix-up took place at the Hinchliffe Stadium, Paterson, N. J.

—Photo by Staff Fotog. Rudolph Kunz

Spin Halts Race At Hinchliffe; Nazaruk Winner

5/10/1949

By B. INGE

PATERSON, N. J., May 3rd — The opening meet in the regular eastern outdoor schedule of night races was taken by Mike Nazaruk. The 23 lap main event was stopped when Ralph Scheeler spun out in third turn followed by Pat Donahue who spun trying to avoid the already stalled Sheeler. The track was almost completely blocked, causing the event to be called 2 laps short of the customary length.

Nazaruk gained the lead from third starting spot by the second turn of the second lap. Right behind him was fourth starter Tony Bonadies. In about the fifth lap, Nazaruk slipped slightly off pole. Using part of the infield to get into position, Bonadies tried to come up on the inside with Nazaruk keeping his position right next to him. In fourth turn, Bonadies ran over the infield markers and started to lose ground. When Nazaruk speeded up in an attempt to regain his position, Bon-

adies stood on the throttle to try to push Nazaruk out of the way. Nazaruk wouldn't be pushed and Bonadies got enough of a hit to make him pull up short and drop back behind third spot man George Flemke. This still wasn't the end of him, however, because for several laps he kept bumping into Flemke, trying to make him move away from the pole so that Bonadies could slip through on the inside. Much experience and cool attention to his driving kept Flemke right in position while some clever brake and throttle work soon convinced Bonadies that he'd best just ride his position behind Femke.

Results:

First Heat: B. Disbrow, Donahue, Flemke. Time: 2:30.21.

Second Heat: Marotti, Sheeler, S. Disbrow. Time: 2:32.32.

Third Heat: Schindler, Bonadies, McGrath. Time: 2:29.96.

First Semi: Sheeler, S. Disbrow, Cross. Time: 3:45.28.

Second Semi: Bonadies, McGrath, Marotti. Time: 3:43.92.

Class "B": Land, Furci, Christopher. Time: 2:25.80.

Consey: B. Disbrow, Kay, DiMarco. Time: 2:55.72.

Main: Nazaruk, Schindler, Flemke. Time: None.

Courtright Wins Auto Race

PATERSON, N. J., June 28 (AP)

—Bob Courtright of Hasbrouck Heights won the twenty-five-lap, five-mile feature stock-car race at Hinchcliffe Stadium tonight. John Cabral of Paterson was second and Philip Evans of Lambertville was third.

6/29/1949

Muscatel Race Victor

PATERSON, N. J. — AP — Charlie Muscatel of Lambertville came in ahead of the pack to win the feature five-mile, 25-lap **stock car** race at Hinchliffe Stadium last night.

7/25/1949

"Pappy" Hough and Johnny Cabral Team Add to Thrill Show at Hinchliffe

A tough-enough driver when he's operating by his lonesome, Roscoe "Pappy" Hough, the Indiana product who became a transplanted Easterner has added even more difficulties to the opposition in the stock-car auto racing ranks by teaming with another formidable driver, Johnny Cabral of Paterson.

The team of Hough and Cabral, winning with regularity, added up to plenty of prize money in recent weeks by virtue of consistent performances which rang up winning tunets. Hough registered three victories in feature races on the Paterson track in recent weeks and Cabral broke through to hit the win column on his own, too. Thus, the Hough colors have finished on top with spectacular success.

The veteran speedster who has been an expert competitor in big cars, midgets, and now stock cars, will be in there with Cabral in quest of further laurels when the two compete in the semi-weekly stock-car meets at Hinchliff Stadium, Paterson, Friday and Tuesday nights. These next two shows on the fifth-of-a-mile oval under Promoter Ed Otto's auspices, will feature big starting fields again as more and more machines join the lineups.

Hough and Cabral will be trying to hit the jackpot again to continue their brilliant performances of recent weeks. The way they have been cracking the win column indicates that the mentor-and-pupil combination will be difficult to stop and the other chauffeurs

in the Paterson field know that. Such aces as Lou Volk, Jim Delaney, Frank Schneider, Eddie Ader, Wally Campbell, Bill Gross, Ralph Sheeler, Les Brown and Bob Reed are just some of the chauffeurs who will be gunning for the victories Friday and Tuesday nights as these next meets are unreeled.

Starting time of the stock-car action on the Paterson track is 8:30 p.m. Officials of the Eastern Stock Car Drivers Club will supervise the action, with the qualifying heat opening the program as the driver seeks to stave off elimination from the bigger-money semi-finals and the 25 lap main event.

The presence of speedsters such as Hough, Cabral, the famous Campbell and some of the other popular stock car chauffeurs who have attracted record crowds for the Hinchliffe Stadium meets to date, will provide added fillip to the proceedings. Certainly, Hough has been one of the big surprises of the campaign to date by his ability to step into a car and mark up those wins, after he had been virtually retired from competition.

The former Hoosier Hot-shot was content to own cars and let somebody else operate them, since he stepped out of competition. But he returned to action with his appearance in the stocks and almost from the start, demonstrated that he had not lost his winning touch.

Campbell Captures Paterson Stock Race

PATERSON, N. J., Aug. 16 (AP). **Wally Campbell**, Trenton, won the 25-lap, feature five-mile stock car race at Hinchliffe Stadium tonight. Second was Jim Delaney, Hope, N. J., with Lou Volk, Newark, third.

A three-car pileup in the ninth lap halted the race. No one was injured.

8/17/1949

Campbell Places First In Stock Car Race

8/17/1949

PATERSON, N. J. —AP— Wally Campbell of Trenton took the 25-lap, feature five-mile stock car race last night at Hinchliffe Stadium.

Jim Delaney, of Hope, N. J., was second, and Lou Volk, Newark, third. The race was halted in the ninth lap by a three-car pile-up. No one was injured.

Youngsters Bow to Pappy Hough at Hinchliffe

8/23/1949

It's becoming more and more evident that Roscoe "Pappy" Hough, of Stamford, Conn., and Paterson, is a disbeliever in the time-honored adage that youth must be served. The veteran "Pap," who seems to improve with age and each grey hair that spouts on his head, calmly proceeded to strut off with his 4th feature 25-lap stock car racing triumph at Hinchliffe Stadium, last night before a teeth-chattering crowd.

A guy who has seen more than 40 Summers, Winters and holidays come and go, Hough was in no mood for horsing around last night. Behind the wheel of his old faithful No. 81, the battery-mate of Johnny Cabral's No. 82, Hough made sure that he'd be in the running for the main attraction triumph.

He picked up the lead at the first turn and from that spot on the other drivers could have whittled wood or picked their teeth with silver toothpicks for all the good it did them chasing the ageless stock car expert.

Gordon Oldford, appearing in his No. 55, was the one of the drivers to get within whiffing distance of Pappy. Gordon finished second while Cabral, who jockeyed his 82 into the third place.

The fans had something to yelp about during the race when Lou Volk and Frank Schneider began playing tick-tac-toe with their machines.

The "amiable" little contest ended with both cars running ever so lightly into the third turn wall. Hough's time for the 25 lap win was 6:50.17.

Insisting on driving with his leg still in a cast from a recent accident, little Len Brown thrilled the crowd in the third heat when he displayed fine control and manipulation to bag the triumph. John Strathman led the pack for almost nine laps but he was beaten out on the stretch drive by the dexterous Len.

1st heat (10 laps): Cabral, Enright, Riker. 2:44.68.

2nd heat (10 laps): Hough, Volk, Reed.

3rd heat (10 laps): Brown, Strathman, Swayze. 2:46.26.

4th heat (10 laps): Malach, Oldford, Delaney.

1st semi-final (15 laps): Schneider, Volk, Brown. 4:01.53.

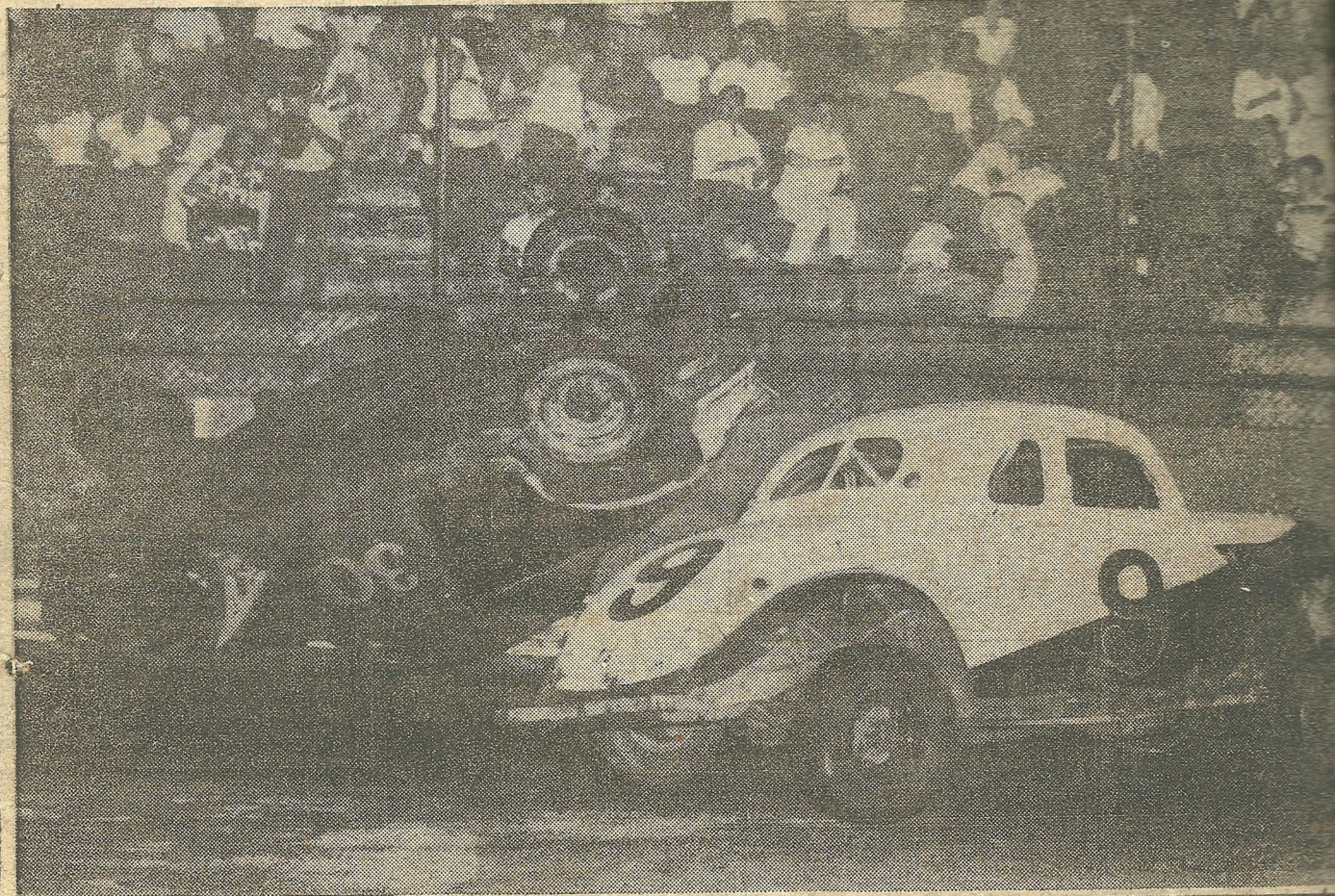
2nd semi-final (15 laps): Post, Delaney, Brooke. 4:04.44.

Special B heat (10 laps): Dyer.

Herman, Muscatell. 3:05.02.

Consolation heat (12 laps): Malach, Herbert. Halted in ninth lap.

Feature race (25 laps): Hough, Oldford, Cabral. 6:50.17.

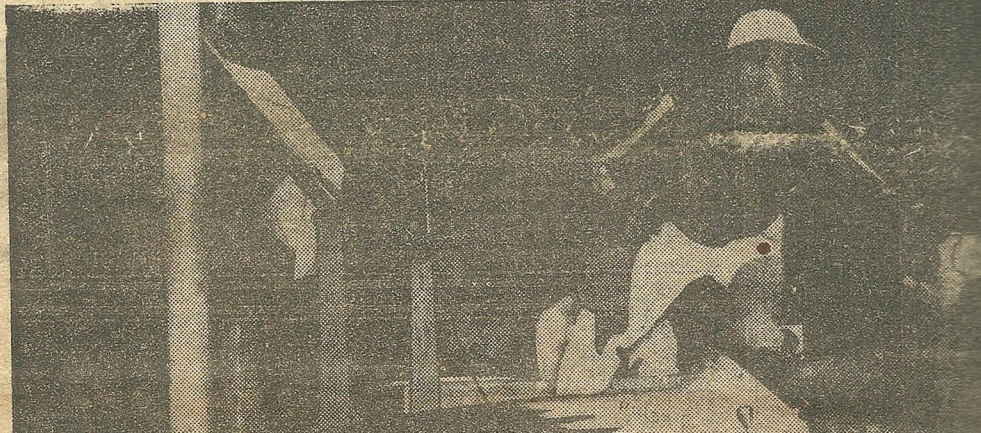


8/23/1949

Mid-air

JACK REYNOLDS in the middle of a complete flip during the consolation race in a stock car show held at the Hinchliffe Stadium, Paterson, N. J. Reynolds was unhurt and the car hardly damaged. The roof of the car never touched the ground.

Photo by Staff Photographer Frank Smith



Coming Attraction For Hinchliffe

9/14/1949

Having broken into the win column after an absence from that coveted money-bracket throughout the current campaign, Eddie Ader will endeavor to keep rolling off the feature victories at Hinchliffe Stadium, Paterson in the remaining meets stretching ahead. The next stock-car auto races on the fifth-of-a-mile Paterson track are scheduled Friday and Tuesday nights.

Starting time of these races, presented twice each week by Promoter Ed Otto, will be 8:30 p.m. The stock-car chauffeurs, in the homestretch now as the season reaches its climax, will be going all-out in quest of the top decisions in the remaining meets.

Ader, the Bernardsville, N. J. chauffeur who comes from a well-known auto-racing family, is among the speedsters who will be on the starting line with his car poised in readiness for victory in the 25-lap main events on these next two cards at Hinchliffe Stadium, Friday and Tuesday nights. He came through for his initial feature win of the season on the Paterson track last Friday night and he wants to keep it up.

Until that triumph, Ader was unable to take the main event although he was able to negotiate the decisions in the qualifying heats and semi-finals and since the major slice of the purse money rides with the feature race, he has not been too happy about the state of affairs on the Paterson track. Especially, since he does better on other locales.

The stock-car chauffeurs will be competing at Hinchliffe Stadium, Friday and Tuesday nights, laughing squarely in the face of danger as they wheel their machines around the quick bends and short straightaways, the layout which makes Hinchliffe Stadium unique among racetracks in the country.

The Paterson track's physical proportions provide stock-car drivers with their most severe test because they know they have to negotiate those turns at tremendous change-of-pace stride as they whip down the straightaways to come bumping into the quick bends. Accordingly, it takes a great deal of racing know-how and strong cars to turn the trick.

Among the drivers who will be facing the starter in these next two meets Friday and Tuesday nights, will be included—besides the anxious Ader, such competitors as Pappy Hough, veteran chauffeur who has been hitting the jackpot this season: Frankie Schneider, Jim Delaney, Bobby Courtwright, Tex Enright, Johnny Cabral, Fred Post, Len Brown and many other leading aces of the speedways.

10/19/1949

Hinchliffe Stadium

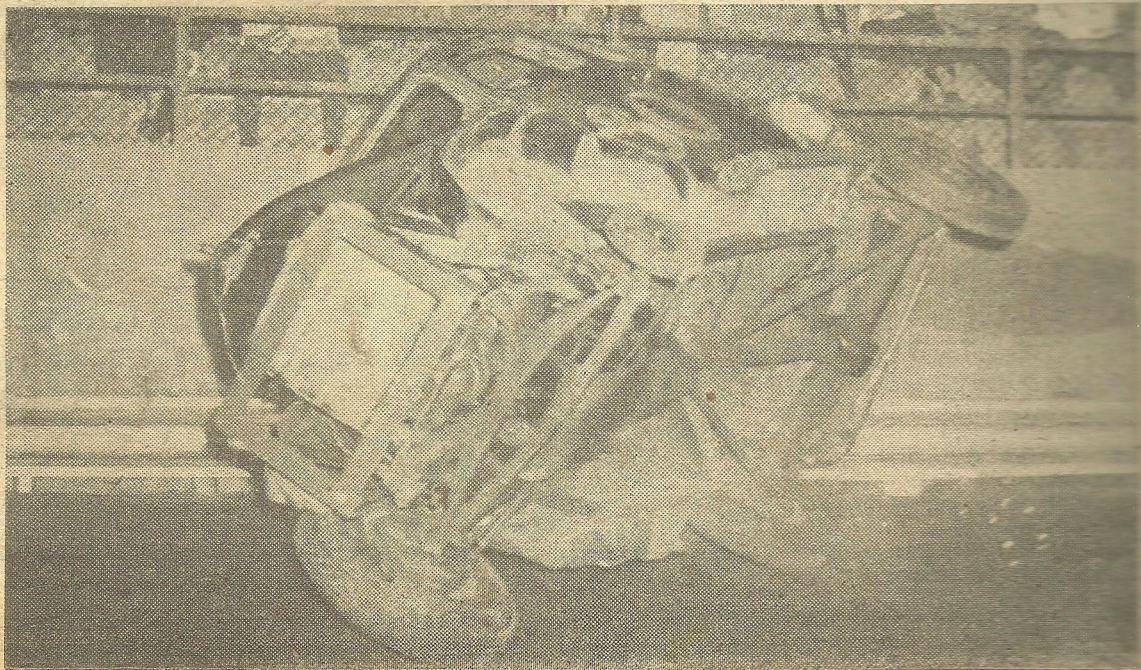
The longest race in the history of the track, a 200-lap championship for the stock-car drivers climaxing the spectacular season on Promoter Ed Otto's speed program, will be presented at Hinchliffe Stadium, Paterson Saturday night.

Pointing for the sensational up-sweep in tempo after having unreeled a 100-lap feature last week, the speedsters will be turning on a new high this time as they wheel those machines around the Paterson oval in daring fashion. They know that they will have to bring their cars to blazing new heights to capture the honors in this long-distance race with nerves and condition all-important factors in a grind of this sort.

Entrants have started lining up for the big meet on the Paterson track where all sorts of records were posted this year. This is a fitting presentation at this time for the drivers who have been campaigning at Hinchliffe

DUKE HELLER is shown in the midst of his flip during one of the stock car events at the Hinchliffe Stadium, Paterson, N. J. This is the second time that Heller figured in a spectacular spill at this New Jersey site. Duke emerged from the rollover okay. 10/25/1949 ➔

—Photo by Staff Photographer Frank Smith



Hinchliffe Highlights

12/27/1949

PATERSON, N. J., Dec. 27.— The most amazing auto racing season in the history of the speed sport was presented by Promoter Ed Otto at Hinchliffe Stadium, Paterson, N. J., during the year of 1949.

Under the aegis of the spectacular veteran promoter, new records were set in number of meets during a race season with many old marks being shattered in total presentations and purses. During the course of the long season on the Paterson track, Promoter Otto put on 55 meets for a new high in one year.

This amazing total was recorded on the basis of race shows actually unreelied, exclusive of scheduled meets which were rained out. Midget auto and stock-car meets were on the schedule off the Paterson track with the stocks taking over completely after the opening weeks of the season as they caught on with the fans, being offered twice weekly.

A total of \$268,412 was recorded in receipts for the meets at Hinchliffe Stadium, the drivers receiving \$107,364.80 in purses. Promoter Otto marked his ninth season of operation at the Paterson track. He started in 1933 and most of his original staff are still with him. It was noteworthy that the veteran Promoter presented a total of 166 meets on his six tracks last season, including Paterson.

His total of 55 on Hinchliffe Stadium's oval represented more than three times as many meets as were staged in his first year. Many innovations were offered this past season, including customers' races for men and women, as well as event for officials and car owners. Johnny Ritter night was held in honor of the late midget-car ace and

Mrs. Ritter received over \$12,000 from the proceeds.

Fifteen drivers figured in the victories during the 38 stock-car features at Hinchliffe Stadium during the 1949 campaign. Roscoe "Pappy" Hough Topped the field with 8 main-event triumphs, at the age of 43—the oldest competing driver. Other drivers holding wins on the Paterson track were: Frankie Schneider, 5 feature victories; Ralph Sheeler, and Lou Volk, 4 each; Johnny Cabral 3; and two each for Bobby Courtwright, Jim Delaney, Bill Baker, and Al Peters.

Single wins were scored by Dick Dowd, Walt Ader, Len Brown, Wally Campbell, Charley Muscatel, and Don Treible. Volk was the early-season sensation, scoring all his wins before any rival could score two decision. Schneider was consistent all year and rounded out the campaign as champion of the Atlantic Stock-Car Club with 798 points in 76 meets. Following him in the standings were: Courtwright, Volk, Cabral and Hough.

In the midget auto races on the Paterson track, Bob Disbrow was tops with 4 feature wins. Mike Nazaruk, 1949 ARDC Champion was next with 3, and 2 each went to Don Morris, Art Cross, and Ernie McCoy.

Stan Disbrow, Fred Peters, Len Duncan, and Jim Reed also broke into the win column with one each. There were 17 meets starting with Duncan's triumph in the opener on April 10. Duncan followed Nazaruk for ARDC honors for the year.

Hinchliffe Stadium Racing Resume

12/28/1949

The most amazing auto-racing season in the history of the speed sport was presented by Promoter Ed Otto at Hinchliffe Stadium, Paterson, N. J. during 1949.

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(Please Turn to Page Six)

Hinchliffe Stadium Racing Resume

(Continued From Page-Two)

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GASOLINE BOWL TO BE HELD IN PATERSON NEW YEAR'S DAY

12/28/1949

It's official now. Paterson will have its "Gasoline Bowl" come January 1. Ed Otto, Hinchliffe Stadium promoter has announced that the proposed gigantic New Year's Day (Sunday, not Monday), proposed combination speed program will be held. The show will get underway at 1:30 in the afternoon with the schedule of events including an interesting set of 10 races.

The program set up calls for three stock car heats, a consolation and a 25-lap feature and the same for midgets.

The midgets will return to the stadium after a lengthy absence. They were pushed aside with the advent of stock car competition last June.

Otto expects a large field for his first program of 1950—and an earlier start he could not get. Many of the racers which will be seen in the competition are already being put into shape for the meet.

Many familiar faces will be back

in action for local speed promotion. Favorites of the stock ranks include Roscoe "Pappy" Hough, Frank Schneider and Ralph Sheeler, who practically grabbed all honors during the last season.

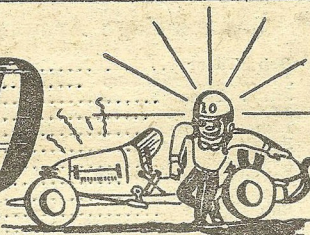
Midget followers will see the return of Dee Toran, Larry Bloomer, Lloyd Christopher, Art Cross, Joe Barzoo, Tony Bonadies, Ernie McCoy, Stan and Bob Disbrow, Walt Fair, Mike Nazaruk, Don Morris and many others.

Also listed for action in the stock races are Jackie Reynolds, Bearman, Ronnie Kohler, Wimpy, Andy Van Heusenm, Bob Cour and Lou Volk.

SPEAKING OF

SPEED

by NAT KLEINFELD



FAIR LAWN, N. J., Feb. 12— Important things first, someone said, and since this is a big one to write about, here goes, Hinchiffe Stadium has for many years been regarded as a major league race track and worth landing and since last wk's column it has figured in front page stories for Paterson newspapers. Last wk. I quoted a local daily that told of Ed Otto having submitted the only bid, that for \$25,000 plus a percentage over certain gate receipts... Now the same paper, plus others, tells of a second bid being filed, this one by Harry Tattersall, and amounting to \$30,000 plus a percentage.. No decision has been handed down, that set for Thurs. of this week, but mention was made that other bids can be submitted, including a higher one by Ed Otto, if he chooses....In other words, the stadium is wide open for real, anyone can bid for it, the town fathers are receptive to others.. It is likely that next wk. I can tell of the outcome though it is not compulsory that the Board of Finance decide between now and then; they can keep the mat-

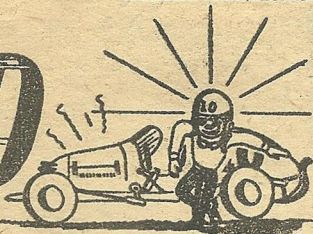
ter alive longer, if that is in the best interests of the city. Harvey has been able to come over from the Bronx where he lives and where he operates the stock shows at Kingsbridge Armory while Ed has been flying back and forth from Miami... Word reaches me that the Newark's Ruppert Stadium may be settled soon so far as motor racing privileges go, some eight or nine bids placed there and allegedly for midget stock car and motorcycle competition.. Big plans made for that huge plant with the Roller Derby, Hopalong Cassidy and other big time entertainment already booked for the coming summer.. No news from concerned parties on the seashore area racing plans, Long Branch to again house stock car racing, I am sure, while the talked about Belmar track has not received much attention hereabouts to date... On that score Bill Tuthill, NASCAR sect. who conducts a weekly column in this publication, has an article in the latest issue of Speed Age in which he states that stock car racing can become the biggest thing ever in motor competition,

if there are not too many organizations and if the sport is put on a national basis.. Right now there are at least eight stock car outfits in this immediate section and now I understand that a recent meeting at Paterson's Gasoline Alley Tavern was held with a view toward founding another. Important meetings last Fri. were scheduled by the Consolidated Racing Assn. in Hartford, Conn. and by the ARDC in N. Y. City. No connection between the organizations or the dates, those just happened to be convenient for both. No news on the subjects discussed at this writing...

SPEAKING OF

SPEED

by NAT KLEINFELD



2/21/1950

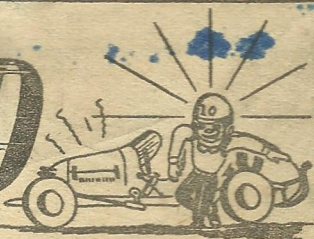
FAIR LAWN, N. J., Feb. 19th—The Hinchliffe Stadium issue still is unsettled last Thursday's session before the Finance Board bringing up Ed Otto's bid to match the previous Tattersall \$30,000 figure but the matter being deferred til March 4 when the next meeting is scheduled... According to the Paterson Evening News the rival lawyers tossed a few remarks around, Hyman Zimel, the Otto attorney, stating that in competition over another N. J. stadium the Otto bid was accepted, tho lower than the Tattersall offer.... That brought about a reply from Mike Donato, Tattersall attorney, that no bid had been made for the other stadium, which he named as Ruppert Stadium, Newark. Quite a story in the paper, all of interest, no doubt, to those connected with the sport... Meanwhile, Bill Tutthill's column of last wk. an-

nounced that a telephone call had been received from Ed Otto telling of the addition of Ruppert Stadium to the list of tracks which make this N. J. resident the man with more speedway promotions than anyone else in the business. Newark has never had auto racing before within its city limits but it has had both bicycle and motorcycle races in the past and there have been many auto tracks close by at Nutley, W. New York, Woodbridge, etc.... Bill Lawrence, who never won an award for penmanship, drops me a card from Port Orange, Fla. (where in heck is that place?) saying that he is there for the winter, having acquired a 22 ft. trailer for the trip... He chides me on overlooking his birthday Feb. 13 having the moxie to claim he's but 27.... How about that,....

SPEAKING OF

SPEED

by NAT KLEINFELD



3/7/1950

The news has finally broken on several N. J. stadiums, last week's ISN telling (showing, too, in picture form) of Ed Otto's acquiring Ruppert Stadium, Newark, N. J., for motor racing, announcing Thurs. night, April 20, as his inaugural date...More recently the Paterson, N. J., Board of Finance turned over to Harvey Tattersall, Jr., similar rights to Hinchliffe Stadium, Harvey at once being quoted in the Paterson Morning Call as starting the season on Easter Sunday, April 9...Harry Ahrens tells me that his Lodi (N. J.) Stadium will commence its 2nd year of stock car racing on the same date, April 9, a poster in the Paterson's Gasoline Alley Tavern (which has changed hands, by the way) advertising that fact for the past week or so...The Atlantic Stock Car Club (Bob Lauri, business agent), in action at Paterson in 1949, will be seen at Lodi this time while the United Stock Car Club, racing in '49 at Lodi, now moves over to Paterson for Tattersall and Rex Records...Otto has already had announcement made from NASCAR Fla. headquarters that all his future stock car races will be run under that organization's banner.

Fans in N. J., once treated to the most races per sq. mile, will again come under that heading with the above speedways accounting for at least six per week while Bayonne is expected to soon have its schedule in shape, Dover will be in there, so will Long Branch and the new plant in Wall Township...One local paper carries word that Paterson will go three times weekly, Lodi is expected to switch from Sun. afternoons to 3 a week, Bayonne will most probably follow last year's setup of 2 per week, Newark should also have a pair each week, I presume that Long Branch

will do the same—1949 going 2 and 3 weekly at times, Wall Township is figuring on 2 weekly...Of all the above, but one will NOT have a hard surfaced track, that being Newark, where Ed Otto states he will have a dirt or clay top...That makes the 2nd of its kind in recent time for last week I said that Bill Rose told me at the ARDC dance that Richmond, Va. (Royall Stad.) would have a clay track, the former macadam already being removed.

While telling you about things to come I can now state that after some winter months spent in discussing the matter it looks as though this writer will have a nightly series of broadcasts over a metropolitan station to carry motor racing news...The station can be heard in all the areas where racing will be featured in these parts, the time will be practical to gain the most listeners...In addition, it is probable that a television series may develop whereby news, interviews in person and films will be used to help put over all phases of the motor game...More on this later.

That late flash last week on the benefit dance and auction for Art Sprague can be discussed at greater length here; Bud Tatro, with full cooperation of John Hoenig, owner of the Thompson (Conn.) Speedway, will have a big time of it for all who wish to have a good time on Sunday, March 19, and in so doing help unfortunate Art, still laid up at the N. E. Deaconess Hosp., Brookline, Mass....John is donating use of his big Speedway Clubhouse, located on the speedway grounds, as well as an orchestra while Bud expects to work overtime to put over the affair...Starting time is 1 P. M., close-up-shop time at 9 P. M., there being some sort of Conn. law that forbids Sun. af-

(Continued on Page 20)

HARVEY TATTERSALL AWARDED LEASE FOR HINCHLIFFE STADIUM

3/7/1950

NEW YORK, N. Y. Mar. 7th—
The lease for Hinchliff Stadium, Patterson, N. J. has been awarded to Harvey Tattersall for the 1950 racing season, by the city of Patterson.

Director Harvey Tattersall first announcement concerning Hinchcliff Stadium was that it will run under United Car Racing Club sanction. Negotiations are now under way with officials of United Stock Car Racing Club to determine which days will be set aside at Hinchliffe Stadium and will be announced next week.

Under the United Banner, racing fans in the Patterson area, will have a chance for the first time to see some of their favorite drivers in stock car action, such as Al Keller, Johnny DuBois, Johnny Zeke, Tony Bonadies, Ted Tappett and Len Fanelli.

LOCAL STAR TO MEET STIFF TEST SUNDAY AT HINCHLIFFE TRACK

3/28/1950

PATERSON, N. J., Mar. 28th—Johnny DuBois, Paterson stock car auto racing star who won the indoor championship in 1949, will seek to move into outdoor title recognition while also making his debut on home territory, Sunday afternoon, April 2nd as the opening race meet of the season is presented at Hinchliffe Stadium, Paterson, featuring United Stock Car Racing Club daredevils.

Racing director Harvey Tattersall has ambitious plans for the Paterson track this season. He will offer stock car races at Hinchliffe Stadium every Sunday afternoon beginning with the inaugural on April 2nd and will continue with semi-weekly meets there two nights for stock-car racing under the lights when the warm weather arrives, in addition to midget car meets every Saturday night.

Through the early spring, however, the races will be of the stock car variety, every Sunday afternoon. In the opening meet, many outstanding drivers will constitute the field as Wally Campbell of Trenton, a standout in eastern and southern ranks for past few years; Tony Bonadies, Ted Tappett, Al Keller, Johnny Zeke, and many others strive to take the top honors.

DuBois, racing on his home town track for the first time, will be among the drivers regarded as favorites for the 100-lap longest inaugural special ever presented at Hinchliffe Stadium and will be augmented by such special attractions as a girls' race, team ~~between Paterson and New~~ York, ten-lap heat eliminations, a 20-lap semi feature, and many other highlights adding to approximately 200 laps of speed competition.

New York Team Beats Paterson Contingent

4/4/1950

PATERSON, N. J., April 4th—Leadnig from the second lap to the finish, veteran Johnny Kingger of The Bronx, N. Y., won the 100-lap, 20-mile "Mid-Century Championship" which featured the gruelling four-hour opening day stock car race program Snday aftrenoon at Hinchliffe Stadium.

A tremendous field of United Stock Car Club drivers and cars turned out for the inaugural under new promoter Harvey Tattersall, Jr. and an estimated crowd of over 4,000 first day fans saw 11 races. The girls race, scheduled to close out the program, was cancelled because of the late hour.

Ringger, turned in a terrific performance in gaining the 100-lap victory and trophy. He staged a winning duel with Al Keller of Bloomfield, who stayed in the thick of the action most of the way. The race was halted momentarily on the 85th lap when Chuck Arnold blew a tire when crashed into the retaining wall in the home stretch. He suffered a slight cut on his forehead but the dangerous position of the auto forced a halt.

Trailing Ringger and Keller

across the line were Paul Pettit, third; John Cabral, fourth, and Al DiAngelo and Jack Duffy. Because of the re-start there was no official time for the marathon event.

Tattersall introduced for the first time here the unique auto derby" a series of three point races between teams representing Paterson and New York. Despite victories in each 10-lap race by Paterson Capt. Johnny DuBois, New York piled up the points with runner-up places and gained a total victory of 99 to 66.

1st heat (10 laps): Ringger, Keller,

2nd heat (10 laps): Coy, Peters,

Cabral. No time.

3rd heat (10 laps): Rocko, Bunn,

DiAngelo. 3:40.

Cole. 3:44.15.

4th heat (10 laps): Duffy, Deacon,

Pettit. No time.

1st Consolation (12 laps): S. Dig-

brow, Saboto, Dresko. No time.

2nd Consolation heat (12 laps):

Bonadies, Schneider, Brown. 4:10.15.

Semi-feature (12 laps): Schneider,

Reed, Bonadies. 4:17.15.

Championship race (100 laps):

Ringger, Keller, Pettit, Cabral. No

time.

AUTO DERBY TEAM RACES

Series 1—Won by DuBois, Patterson.

New York 32 points, Paterson 23 pts.

Series 2—Won by DuBois, Paterson.

New York 34 points, Paterson 21 pts.

Series 3—Won by DuBois, Paterson.

New York 33 points, Paterson 22 pts.

Total points, New York 99; Pater-

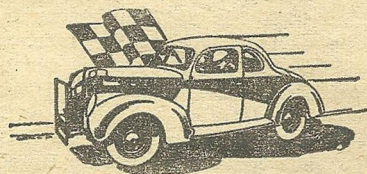
son 66.

Ringger Out for Repeat Victory At Hinchliffe Stadium

4/4/1950

PATERSON, N. J., April 4th—Winner of the opening feature of the 1950 season Johnny Ringger of the Bronx will be trying to post a quick repeat of the initial victory when he competes in the weekly stock-car auto meet at Hinchliffe Stadium, Paterson, Sunday afternoon. The first race will start at two-thirty o'clock.

Streamlining the main event to regular 25-lap proportions racing director Harvey Tattersall Jr. indicated that this Sunday meet will provide a program of appeal to the fans at popular prices. All of the leading drivers will be bask for this meet pointing for



the United Stock Car Racing Club honors and with the auto derby competition enlivening the card.

Ringger' triumphant in the 100-lap event which launched the season on the fifth-of-mile Paterson track last Sunday will be seeking another first place in this meet to duplicate his opening decision. In the field with such drivers as Al Keller and Paul Pettit will bid for the top spot. Keller and Pettit finished behind the pace-maker in the century headliner as the curtain rose on the speed campaign at Hinchliffe Stadium with a large inaugural turnout viewing the proceedings.

The lineup also will include such stock-car stars as Tony Bonadies—Frank Schneider—Jim Reed—Stan Disbrow—Ray Bunn—



STAN DISBROW

Ernie McCoy—Johnny Cabral—and Len Brown among with many others. The speedsters will compete in a program of elimination heats semi-finals special derby competition and the 25-lap main event.

Announcement has been made for the balance of the season tickets for the race meets on the Paterson track can be purchased in advance at the Hinchliffe Stadium box-office. The office will be open every day through the week for the convenience of fans who wish to obtain their accommodations in advance.

USCRC FINAL STANDINGS (Car Owners)

(continued from page 7)

Trumm	212
Adams	207
J. Magliacomo	172
Williams	156
Ross	153
Avdongola	112
Garz	94
Kovath	97
Richter	84
Dagavar	62
McIlraze	58
D. Taylor	50
Flanagan	49
Miller	47

Ringger Snares Hinchliffe Inaugural 100 Lap Feature

4/5/1950

By BILL MAHER

Paterson, N. J., April 2—Johnny Ringger, veteran speedster from the Bronx, captured the 100-lap "Mid-Century Championship" today after leading from the second lap. Al Keller came into second spot on the 35th lap and battled with Ringger for the remainder of the race.

Johnny Zeke and Johnny Cabral, both blew a tire on the 50th lap. Both boys returned but Zeke was forced out again with another blowout, this time to stay.

The red flag was dropped on the 85th lap when Chuck Arnold's car crashed into the guard rail. Arnold received a nose injury but returned to competition. On the restart the lineup was Ringger, Keller, Pettit, Di Angelo, Cabral, Deacon, Bunn and Arnold. At the completion of the remaining 15 laps Ringger was still in first place, followed past the checker by Keller, Pettit and Cabral.

Ringger, after winning the 100-lap lid-lifter was awarded the "Mid-Century Championship" trophy.

A tremendous field of United Stock Car Club drivers and cars turned out for the inaugural at the 1/5 mile asphalt oval under new promoter, Harvey Tattersall Jr. The eleven races presented were witnessed by an estimated 4,000 fans.

Paterson vs. New York

The now-popular Auto Derby, originating at the Kingsbridge Armory, N. Y. during the winter months was new and exciting to the Paterson fans.

New York, captained by Johnny Zeke and Paterson, captained by Johnny DuBois battled it out for three races with New York coming out victorious, 99-66. DuBois, Paterson resident, copped first place in

each of the races. However, the majority of points were racked up by the New Yorkers.

First Qualifying Heat, 10 laps—Johnny Ringger, Al Keller, Al DiAngelo, Vince Canazaro. Time—3:40.00

Second Qualifying Heat, 10 laps—Ernie Coy, Al Peters, John Cabral, Rocky Di Natale. No Time—Accident.

Third Qualifying Heat, 10 laps—John Rocco, Ray Bunn, Neil Cole, Chuck Arnold. Time—3:44.15

Fourth Qualifying Heat, 10 laps—Jack Duffy, Bob Deacon, Paul Pettit, John Zeke. No Time—Accident

A Consolation, 12 laps—Tony Bonadies, Frank Schneider, Len Brown, Ralph Seeler, Gordon Oldford. Time—4:10.18

Semi Feature, 12 laps—Frank Schneider, Jim Reed, Tony Bonadies. Time—4:17.15

Feature, 18 cars, 100 laps—Johnny Ringger, No. 143; Al Keller, No. 89; Paul Pettit, No. 54; John Cabral, No. 82; Al DiAngelo, No. 3-A; Jack Duffy, No. 109; Ray Bunn, Carl X; Neil Cole, No. 52. No Time—Accident

AUTO DERBY

First Race—Won by John DuBois. Paterson. New York 32, Paterson 23.

Second Race—Won by John DuBois. Paterson. New York 34, Paterson 21.

Third Race—Won by John DuBois. Paterson. New York 33, Paterson 22.

Total Points—New York 99. Paterson 66.

Ringger to Return To Hinchliffe Sun.

Winner of the opening feature of the 1950 season Johnny Ringger of the Bronx will be trying to post a quick repeat of the initial victory when he competes in the weekly stock-car auto meet at Hinchliffe Stadium Paterson Sunday afternoon. The first race will start at two-thirty o'clock.

Streamlining the Main Event to regular 25-lap proportions, Racing Director Harvey Tattersall Jr. indicated that this Sundays meet will provide a program of appeal to the fans at popular prices. All of the leading drivers will be back for this meeting pointing for the United Stock Car Racing Club honors and with the Auto Derby competition enlivening the card.

Ringger, triumphant in the 100-lap event which launched the season on the fifth-of-a-mile Paterson track last season will be seeking another first place in this meet to duplicate his opening decision. In the field with him such drivers as Al Keller and Paul Pettit will bid for the top spot. Keller and Pettit finished behind the pace-maker in the century headliner as the curtain rose on the speed campaign at Hinchliffe Stadium, with a large inaugural turnout viewing the proceedings.

The lineup also will include such stock-car stars as Tony Bonadies, Frank Schneider, Jim Reed, Stan (Please Turn To Page Six)

Hinchliffe to Stage Stock Card Friday Nite

PATERSON, N. J., April 25th—

Rained off the slate for the first time this season, stock-car drivers will compete in the first night meet of the year at Hinchliffe Stadium, Paterson Friday. The first event will go on at 8:30 P. M.

Racing Director Harvey Tattersall Jr. announced immediately following postponement of Sunday's show that the complete race program would be presented as scheduled, featured by the 50-lap main event and the 25-lap Jalopy race for drivers without previous professional experience. These two specials will headline the meet along with the team races between Paterson and New York.

Friday night's races on the Paterson track will launch the arc-light activity at Hinchliffe Stadium, as originally planned, with all the racing on the Paterson track now being presented under the lights. After Friday's meet, the speedsters will be seen in action every Tuesday and Friday throughout the season. Standouts of the United Stock Car drivers

Club will be bidding for the gold and glory in these semi-weekly meets.

The 50-lapper on Friday's card at Hinchliffe Stadium will offer all the leading speedsters including such previous winners of the opening meet of the season as Johnny Ringger, Tony Bonadies and Johnny Du Bois. The first two emanate from the Bronx while Du Bois is a Paterson chauffeur, seeking top laurels in his home territory.

Du Bois also will be captain of the Paterson team in the race series which will be concluded on this meet, as it is the fourth of the string with the present count now 2-1 in favor of the squad. In event of a N. Y. win Friday, the alternate point system will determine the series winner.

Tickets for Friday night's races can be obtained in advance at Hinchliffe Stadium. The box office being open daily. The Stadium's phone number is Van Houten 4-3077. There will be no increase in prices.



ROSCOE HOUGH

Hough, Vet Racing Pilot, Recognized as Leading Teacher of Drivers

5-2-1950

The granddad of drivers on the stock car racing circuit is Roscoe Hough of Paterson, who showed the younger chauffeurs how to do it in taking the biggest share of the prize money on last Saturday night's opening program at the Ruppert Stadium speedway.

Hough, who pronounces his name "h-u-f-f" and originally came from Fort Wayne, Ind., is 49 years old and around the automobile circuit is known as "Pappy." Hough is recognized as an outstanding teacher in his field as well as one of the top drivers, for he owns more than a half a dozen cars which are piloted by other drivers.

Ralph Sheeler, who flashed across the line ahead of Roscoe in the co-starring feature of the inaugural card at Ruppert Stadium last Saturday night, and Johnny Cabral, Patersonites, are two of the chauffeurs who have learned their ways in and out of the stock car pack through Hough's teachings.

"Pappy" started his career in the mechanical sport as a midget racer, and five years ago retired to earn his title as "maker of champs." The plaudits of the crowd were missing in his work in the background, and when stock car competition bobbed up, Roscoe was back in action.

Hough did well at the opening meet. He swept the sportsmen feature, winning the heat, a semifinal and the 20-lap feature, trailing his protege, Sheeler, across the tape in the 25-lap modified race.

"Pappy's" arrangement when in competition with his proteges is to give the driver 60 per cent of the winnings. Damages on the car are paid by owners.

The Paterson petroleum pumpman has a son in the Air Corps in Texas who in his off time drives stocks in the Lone Star State.

Roscoe, a likable guy off the track, will have more than 50 chauffeurs vying with him when Promotor Ed Otto stages a second program of stock car races at Ruppert Stadium Saturday night. In the event of rain Saturday, the meet will be held Sunday afternoon. The same double feature program that introduced the sport will be on tap for this week.

Stock Car Drivers Twice Weekly At Paterson Track

5/4/1950

Stock car speedsters will compete in meets under the lights Friday and Tuesday nights at Hinchliffe Stadium, Paterson as Racing Director Harvey Tattersall, Jr. offers two more exciting shows on his fifth of a mile track. Starting time of the races will be 8:30 o'clock.

The feature winners of the early meets of the season at the Stadium will be seeking additional main event honors in these speed programs on the Paterson Oval. Johnny Ringger of the Bronx, N. Y., who started off the season by taking the inaugural headliner, and another Bronx star, Tony Bonadies who won the second feature will be among those in the lineup.

Paterson's Johnny DuBois registered the third meet triumph on his home speedway and last Friday night, when the race drivers launched the competition under lights, Johnny Rogers of Charlotte, N. C., was the winner. All of these chauffeurs will be pointing for the victories on Friday and Tuesday night along with other standouts from the ranks of the United Stock Car Racing Association.

Stock Car Racing Opens Before Crowd in Newark

Automobile speeding was legalized and all other laws by Motor Vehicle Commission A. W. Magee were broken in Newark last Saturday night, but not where Commissioner John B. Keenan is concerned about the safety of this city's law-abiding citizens.

Stock, Jaloppy Cars Perform at Paterson Track

5/11/1950

Stock-car and Jaloppy drivers will combine forces in the semi-weekly auto races at Hinchliffe Stadium, Paterson, this week as Racing Director Harvey Tattersall Jr. sends the speed brigade into action Friday and Tuesday nights under the lights. The first event is scheduled for 8:30 p.m.

The chauffers in the speed ranks on the fifth-of-a-mile Paterson track have been sidelined by the weatherman in recent weeks but hope to capitalize on the recent return of favorable elements as the twice-a-week schedule of racing is presented on the stadium oval.

The winners of the feature events in the first weeks of the season—Johnny Ringer and Tony Bonadies of the Bronx, Johnny DuBois of Paterson, and Johnny Rogers of Charlotte, N. C., will be among those in the stock-car portion of the competition.

Tickets are obtainable in advance at the stadium where a box-office is open every day of the week.

The fast driving, going inside and aside, through a batch of front-running cars and crossing the white line was a history making event when Promoter Ed Otto converted Ruppert Stadium, 258 Wilson avenue, once the proud home of the Newark International League Baseball Club, into an auto racing abode where some of the nation's top auto racers are expected to provide fans with thrills, chills and spills this year.

The large field treated the sports fans, many watching their initial stock car auto race, with plenty of action and the screeching, swooning and swaying with tremendous applause that followed is an indication that the novel speed for stipend sport is here to stay.

Roscoe (Pappy) Hough, granddaddy of auto racing, was the big hero of the inaugural program, though he lost the 25-lap modified feature to Ralph Sheeler of Paterson. Hough, pronounced H-U-F-F, was the shining light by capturing a 10-lap qualifying heat, a semi-final at 15 laps and then the feature in the Sportsmen go.

Then Roscoe was pitted against the field in the 25-lap feature and he lost it by a couple of turns of the wheel. He, however, let Sheeler know that he was in a race. Hough, formerly of Fort Wayne, Ind., now a resident of Paterson, gave the fans and the drives a tip on what to expect from him on the one fifth of a mile asphalt saucer at Ruppert Raceway.

Pelham-DeAngelo Split Honors At Hinchliffe

PATERSON, N. J., May 16.—The new Jalopy races, appropriately termed, proved to be a new sensation Friday night when mad mayhem was staged at Hinchliffe Stadium after being rained out the last three scheduled meets. In the feature event of the evening, a 25-lap affair, Al DeAngelo, of Queens Village, Long Island, copped the checkered flag for his first top win of the season.

Race Director Tattersall Jr. announced that every Tuesday would be "Jalopy Night" with the jalopies and the stocks sharing the program until sufficient entries can be obtained to make it an all-jalopy how. The next meet will be held Tuesday night.

The jalopies which are limited to cars 1940 and under and not "souped-up," created quite a sensation to most of the fans present at the fifth-of-a-mile macadam oval as the relatively "green" chauffeurs zig-zagged their way around the track.

Arleigh Pelham, hailing from Long Island, made it two victories in succession when he won the 25-lap jalopy event in one of the most wild and woolly races seen on the Peterson track. Pelham piloted the same 1933 Ford coupe which carried him to the checkered flag a few weeks ago.

Al DeAngelo, who hasn't enjoyed much success here so far this season, came through in the big one last night as he thwarted repeated efforts by Larry Shurter and Tony Bonadies to overtake him in the closing stages of the event. The winner started the long grind in second position while Shurter began in ninth and Bonadies, fourteenth.

For a greater part of the event, Johnny Ringger, opening meet feature winner, was hot after DeAngelo but fell back with Shurter and "Bronx Bomber" Bonadies taking over. DeAngelo circled the

track 25 times in 6:44.59.

Bof Moore, of Yonkers, N. Y., was the victor in the first 10-lap qualifying heat while Tarrytown's Jim Reed copped the second and Johnny Rocco, driving DeAngelo's twin car, No. 3, won the third. Both the first and third heats were run in the identical time of 3:44.15.

First semi-final event winner was Bob Southern with Shurter placing second. Shurter placed second in all three events in which he ran — heat, semi-final and the feature.

Reed was top man in the second semi in one of the tightest races of the night. Johnny Rocco assumed a large lead over the field from the outset but Reed continued to push his machine until he finally caught the front-runner in the tenth lap, passing him in the backstretch of the final time around. Rocco finished second and Bert Melody, third.

Bonadies emerged triumphant in the 15-lap Class "B" event followed by Lou Volk and A Ruffino. This meet marked the return of the veteran Volk to the Patterson track, his first appearance of the season.

1st heat (10 laps): Moore, Shurter, Borowski. 3:44.15.

2nd heat (10 laps): Reed, Deacon, Volk. 3:46.05.

3rd heat (10 laps): Rocco, Ringger, Arnold. 3:44.15.

1st semi-final (12 laps): Southern, Shurter, S. Disbrow. 4:15.17

2nd semi-final (12 laps): Reed, Rocco, Melody. 4:15.00.

Class B heat (15 laps): Bonadies, Volk, Ruffino. No time.

Jaloppy Racing Clicks With Fans

5/18/1950

A sensational click with the fans in their early appearances, Jaloppy cars will be featured at Hinchliffe Stadium, Paterson in auto racing action on the fifth-of-a-mile oval where Racing Director Harvey Tattersall, Jr., presents competition every Tuesday and Friday night under the lights.

The Jaloppy races are scheduled for Paterson on Tuesday nights while on Friday nights the emphasis will be on stock cars. All of the meets at Hinchliffe Stadium start at 8:30 p.m.

Jaloppy action has been launched in big fashion at Hinchliffe Stadium with the speed chariots of the 1930 (and before) the hit of last Friday's meet on the Paterson speedway. Fans roared with delight over the sensational helter-skelter style of these cars and their intrepid drivers.

This portion of the races will provide added zest as the speedsters compete in the semi-weekly meets at Hinchliffe Stadium. Winner of two Jaloppy races which launched this type of action on the Paterson oval so far, Arleight Pelham, who hails from Long Island will try to notch the laurels again. He took last Friday's special in one of the most wild and wooly scrambles ever seen on the Stadium speedway. The L. I. driver was at the wheel of a 1933 Ford Coupe and he really made it hum a winning tune.

Stock car competition is scheduled on the Paterson oval Friday night at Director Tattersall sends the leading aces from the ranks of the United Stock Car Racing Club into a card climaxed by the 25 lap main event. All of the chauffeurs who have been in the Stadium field here this season, will be on hand. Tickets are available for these meets at the Hinchliffe Stadium box-office which is open every day of the week.

Ray Brown Stock Car Victor At Paterson

5/23/1950

Paterson, N. J., May 20.—Smashing through to a sensational finish, Ray Brown of White Plains, N. Y., scored his first feature victory of the young season in the 25-lap stock car main event at Hinchliffe Stadium here Tuesday night.

Joits Jacko

Brown came through on the strength of a spectacular racing performance which saw him emerge the winner in the field of 16 cars which started the feature. An early thriller in the race was provided with a four-car collision in the home stretch, none of the participants being injured and the race continuing without interrupting as the machines wheeled out of the path of the onrushing cars.

A pacesetter early, Brown lost the lead, then came back on the inside to resume advantage with Jacko Maggiacomo duelling it out with him in a sensational scramble for first. Ray poured it on in the closing drive to score the the blazing victory while Maggiacomo took the runner-up honors.

The other 25lap feature on last night's card was the Jalopy Race which saw Tommy Colfax of Haskell win out in a close finish. Jerry Woodman of Hawthorne was second and Johnny Celebella of White Plains finished in third spot. The winner's time in this special was 7:30:59.

Close for Hamersley

It was an exciting program of racing which the customers at the Stadium viewed Tuesday night.

the third heat. Bill Hamersley emerged from a harrowing close call as his car turned over in the backstretch, the machine dragging along the ground at terrific impact. Much to everyone's belief—including Mr. Hamersley—the driver emerged from the car without injury.

When the race was resumed, Brown took the decision and followed that by capturing the second semi-final for a clean sweep. In the first semi, the field engaged in a wild thriller as Jacko Maggiacomo won out after setting a sizzling pace.

Charley Simonek whose father was mechanic for Ted Horn in the late racing star's many triumphant years, captured the Class B. victory last night.

1st heat (10 laps): Maggiacomo, B. Smith, Volk. No time.

2nd semi-final (15 laps): Brown, zer, Semonek. 3:41.50.

3rd heat (10 laps): Brown, Gattellia, Apgard. No time.

1st semi-final (15 laps): Maggiacomo, Darragh, Volk. 4:39.18.

2nd semi-final (15 laps): Brown, Gattellia, McCarthy. 4:30.17.

Class B heat (10 laps): Simonek, Higgins, Williams. No time.

Consolation heat (15 laps): Smith, Nalley, Apgar. 4:55.79.

Feature race (25 laps): Brown, Maggiacomo, Parowski. 7:08.15.

Jalopy race (25 laps): Colfax, Woodman, Celebella. 7:20.59.

Bob Read of Hope, N. Y., and Charley Dyer of Cranston, R. I. shared the racing spotlight last night at Ruppert Stadium. Read won his second 25-lap sportsman's event and Dyer captured the 35-lap feature modified stock car race. Roscoe Hough, 47-year-old Paterson pilot placed second in both events . . . Neil Cole of Hawthorne copped the feature 50-lap modified stock car race at Hinchliffe Stadium. Bill Smith of Hillsdie was second and Art McBurney of Waterbury, Conn., was third . . . The Sam Frama sweepstakes 10-mile big car feature race at Hatfield Pa., went to Mike Magill of Haddonfield, N. J.

5/31/1950

Johnny Du Bois to Race At Hinchliffe Stadium

5-xx-1950

PATERSON—Johnny Du Bois will try to add to his early-campaign speed laurels at Hinchliffe Stadium tomorrow night in the stock-car auto races.

Besides capturing the feature last week, Du Bois was in good form while serving as captain of the Paterson team in the races with the New York squad through the first four meets.

Besides Du Bois, the field tomorrow night will include Johnny Ringeer, the Bronx star; Tony Bonadies, another favorite from the Bronx; Johnny Rogers of Charlotte, N. C., and Stan Disbrow of Poughkeepsie, N. Y.

Tuesday, June 6, 1950

Jalopy Race to Cantley

COLE CAPTURES TOP HONORS IN FEATURE RACE AT PATERSON

PATERSON, N. J., June 6.—Neil Cole, one of the most consistent drivers at Hinchliffe Stadium throughout the season, finally hit the jackpot when he captured the 50-lap feature event Tuesday night at the fifth-of-a-mile oval here. The co-feature of the evening, a 50-lap Jalopy event was won by John Cantley of Westbury, L. I.

Paterson had its own version of the Memorial Day race as the boys really poured it on in the feature. Cole's No. 52, a hot-job all evening, had carried the Hawthorne lad to a win in the second qualifying heat and a second place finish in the second semi-final. From his eleventh-place start in the feature, Cole came in fast and passed the veteran Lou Volk in the seventh lap to gain the lead. From that point on, he held it.

Ray Brown, of White Plains, N. Y., a top contender for the checkered flag who has won one feature at the Stadium this year, blew a tire early in the grind and was forced into the infield.

Two accidents, both of which required the ambulance, occurred in the 50-lap Jalopy race. Twenty four cars took the green flag from Starter Henry James but in the 14th lap, a pileup occurred between the third and fourth turns in front of the grandstand. Cantley was leading at the time when Dan Bruey went careening into the guard rail. He was placed in an ambulance and was treated by Dr. Alex Hochman, track physician who reported that Bruey had the wind knocked out of him and suffered a cut on his right arm.

Cantley went on to win the race followed by Johnny Colfax and Al Redner.

1st heat (10 laps): MacBurney, Dadian, Smith. No time.

2nd heat (10 laps): Cole, Volk, Lehr, 3:45.57.

3rd heat (10 laps): Brown, Ervin, Brussell. No time.

1st semi-final (12 laps): Dadian, MacBurney, Smith. 4:28.79.

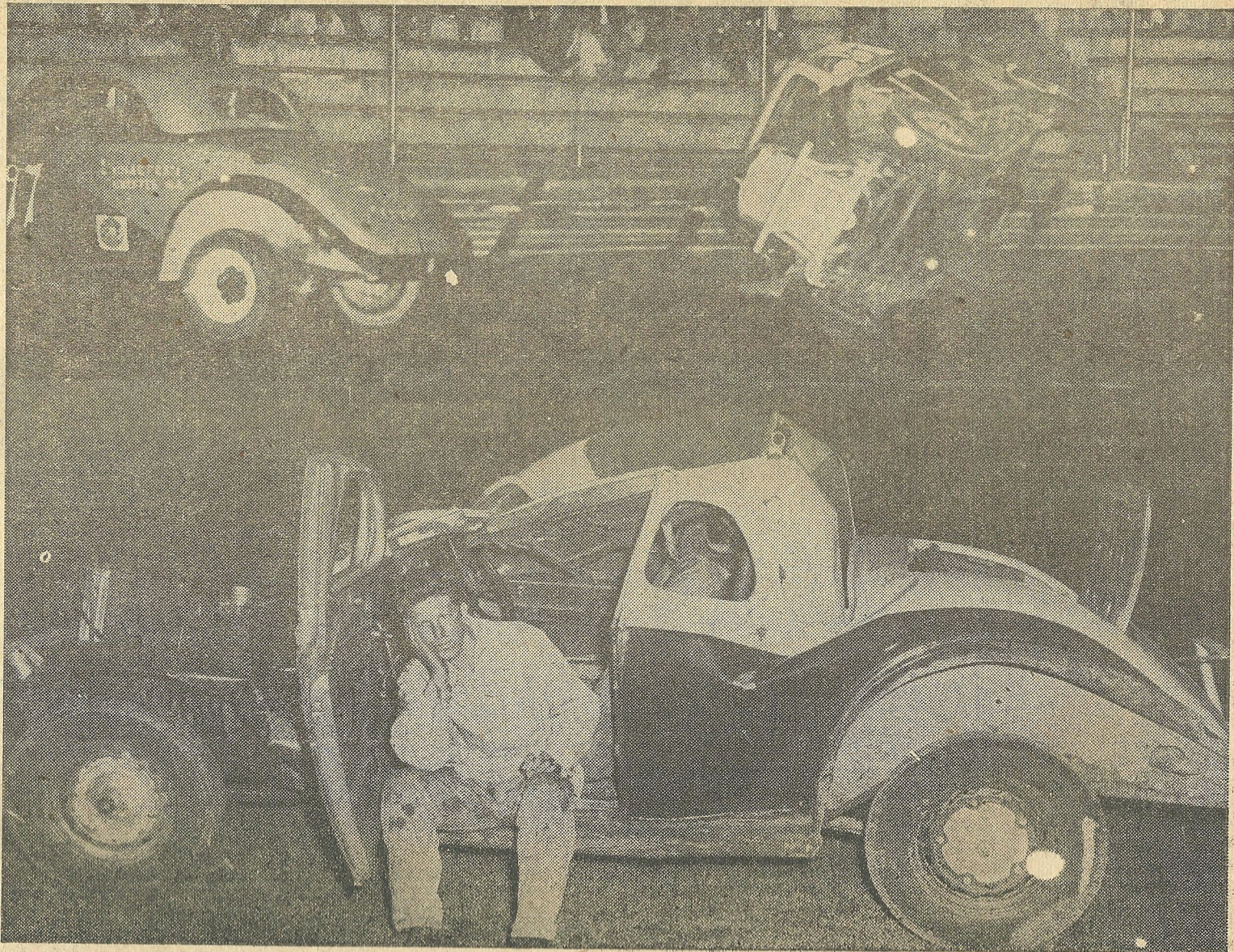
2nd semi-final (12 laps): Brown, Cole, Volk. 4:17.59.

Consolation heat (12 laps): Mescis, Thissen, Franzis. 4:17.57.

Jalopy Feature (50 laps): Cantley, Colfax, Redner. No time.

Feature race (500 laps): Cole, Smith, MacBurney. 14:42.79.

6/6/1950



Memorial Day is a day set aside for remembering our war heroes, but to DON BRUEY it will be a day he'd like to forget. Top photo shows Bruey about to go into a double rollover at the Hinchliffe Stadium, Paterson, N. J. Lower photo shows Don in silent and sad meditation sitting on the running board of his badly bashed in buggy.

Photo by Staff Photographer Frank Smith

JUNE 7, 1950

Brown Takes Three At Hinchliffe

Paterson, N. J., June 7th—Ray Brown of White Plains, N. Y., wheeling his way out of a last-minute smash-up, powered to victory in the 25-lap stock car feature of last night's racing program at Hinchliffe Stadium. It was his third main event victory of the campaign while no other driver more than one.

Brown was timed in 6 minutes, 42.87 seconds for the five-mile chase with Art McBurney of Waterbury, Conn., second; Bill Darragh, Richfield, Conn., third and Jocko Maggiacomo of Poughkeepsie, fourth.

While the race was a spectacular triumph for Brown, it was a heart-breaker for Lou Volk, the "old professor" from Newark. After leading all the way, time and again battling off the insistent Brown, Volk and his closest pursuer roared neck-and-neck into the home stretch on the 24th lap.

Brown, attempting to move up on the inside, bumped Volk's rear fender and forced him into a spin. Brown almost accompanied the Newark veteran out eluded the danger and continued unimpeded to victory.

Sharing co-featured billing with the modified stock car main event was a 25-lap jalopy championship that went to Paterson's Fred Pfisterer. John Farley was second and Otis Smith of Butler, third.

Brown also won his 12-lap semifinal with Al Keller, of Bloomfield, returning to local action, taking second and Volk, third. The other semi went to McBurney, Bob Moore of Yonkers was second and Charlie Lange of Paterson, third.

25-lap stock car feature—Won by Ray Brown; 2-Art McBurney, Waterbury; 3-Bill Darragh, Richfield, Conn. 4-Jocko Maggiacomo, Poughkeepsie. Time 6:42.87.

25-lap jalopy feature—Won by Fred Pfisterer, Paterson; 2-John Farley, Paterson; 3-Otis Smith, Butler. No time—restart.

12-lap semifinal—Won by McBurney; 2-Bob Moore, Yonkers; 3-Charles Lange, Paterson. No time—restart.

12-lap consolation—Won by Neil Cole, Hawthorne; 2-Darragh; 3-Jack Conway. Time—4:20.18.

10-lap qualifying heat—Won by Volk; 2-Keller; 3-Al Redner, Paterson. Time—2:53.79.

10-lap heat—Won by Fred Archer; 2-Howie Kowalski; 3-Don Cronk. Time—2:58.77.

10-lap heat—Won by Cole; 2-John Burke; 3-Ken Small. Time—2:57.65.

Hinchliffe Stock Race

Captured By Neil Cole

6/13/1950

PATERSON, N. J., June 10.—A thrilling 13-lap battle between Neil Cole, of Hawthorne, and Ray Brown, of White Plains, culminated on the 19th lap when Cole vaulted into the lead and went on to win the 25-lap feature race in last night's Hinchliffe Stadium stock car races.

Cole, red hot throughout the evening, promptly lengthened his lead, and went on to win handily. It was his second main event win of the season. Second was Chuck Arnold, of Ridgewood, who passed Brown on lap 22, while Brown hung on to capture third position.

Cole qualified for the feature by winning his semi-final and taking second in his heat. His winning time in the feature was 7:01.58.

The 25-lap Jalopy feature provided additional excitement for the evening when Wally Van Orden's car burst into flame on the third lap. Otis Smith, of Butler, went on to win the event over Ben Eckert and Pete Flicker, second and third finishers. Walt Jacobus, after leading the race for 14-laps, ran into hard luck when he blew a tire and surrendered the lead to Ralph Mas.

Other first-place finishers were Bob Moore and Jack Brassell in the semis, and Chuck Arnold, John Rocco, and Brassell in the heats.

Feature (25) Cole, Arnold, Brown, 7:01.58.

(25) Jalopy Feature Smith, Eckert, Flicker, No time.

Consolation (10) Brassell, Zengro, Moore, 4:29.57.

Semi (12) Cole, Rocco, Arnold, 4:27.57.

Semi Moore, Ringger, Morgan, 4:27.57.

1st heat (10) Arnold, Cole, Moore, 3:57.27.

2nd heat (10) Rocco, Allen, Boumstead 3:55.18.

3rd heat (10) Brassell, Lenge, Ringger No time.

Jalopy Race to Raftery

KELLER CLEANS-UP AT HINCHLIFFE STOCK CAR RACING EVENTS

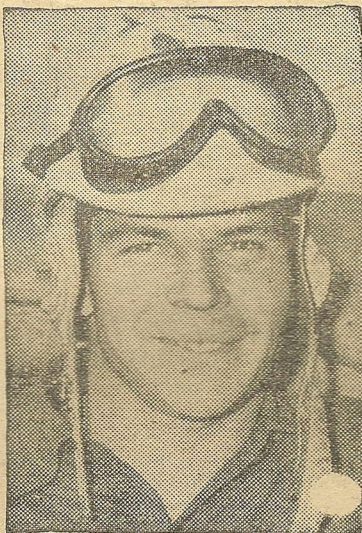
PATERSON, N. J., June 16.—Al Keller, 1949 stock car champion hailing from Bloomfield, is seeking to add the 1950 title to his list. He scored a clean sweep Tuesday night at Hinchliffe Stadium. Keller copped his heat, his semi-final and climaxed the evening, packed with thrills and spills galore, with a smashing victory in the 25-lap feature event.

One of the greatest nip-and-tuck battles for first place was seen in the feature event last night as four top pilots: Al Keller, Art MacBurney, Neil Cole and Ray Brown—fought like mad, trying to gain the number one position at the finish. These boys started well down in the lineup and after a few laps, they were bunched in the first four spots.

Finishing behind Keller as they crossed the finish line was Art MacBurney, of Watertown, Conn.; Ray Brown, the White Plains, N. Y. chauffer and Hawthorne's own Neil Cole.

Winner of the 25-mile Jalopy Race was Ed Raftery, of Elmsford, N. Y. He was trailed by Jack Brassel and Bob Demarest.

The evening got off to a great start as the first qualifying heat was re-started twice, each time an accident stopping things in the very first lap. The initial pileup occurred on the first turn when Ken Sutton flipped his auto. On the second start, Ralph Liguori did a roll-over on the third turn.



AL KELLER

The finish of the event was on the sensational side. Stan Disbrow was leading up until the ninth lap when Al Keller, desiring to get off on the right foot, moved up from fifth position in the ninth lap to overtake the front-runner. Keller moved on the outside and finally got past Disbrow, of the famous Poughkeepsie, N. Y. brother team, on the fourth turn.

1st heat (10 laps): Keller, Stan Disbrow, Poole. 3:54.89.

2nd heat (10 laps): Darragh, Cole, Metzler. No time.

3rd heat (10 laps): MacBurney, Brown, Wavrichuck. 3:48.78.

1st semi-final (12 laps): Keller, McCarthy, S. Disbrow. 4:19.18.

2nd semi-final (12 laps): Brown, Cole, MacBurney. 4:21.57.

Consolation heat (12 laps): Brassel, Wilson, Jacobus. 4:21.58.

Jalopy heat (25 laps): Raftery, Brassel, Demarest. No time.

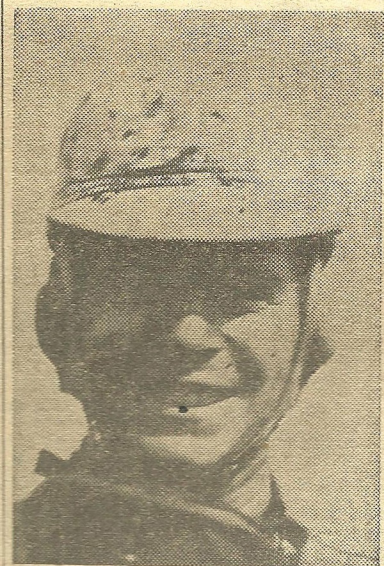
Feature race (25 laps): Keller, MacBurney, Brown. No time.

Al Keller Cleans Hinchliffe House

6/21/1950

Paterson, N. J., June 19—Al Keller, 1949 stock car champion hailing from Bloomfield, is seeking to add the 1950 title to his list. He scored a clean sweep last Tuesday night at Hinchliffe Stadium. Keller copped his heat, his semi-final and climaxed the evening, packed with thrills and spills galore, with a smashing victory in the 25-lap feature event.

One of the greatest nip-and-tuck battles for first place was seen in the feature event last night as four top pilots: Al Keller, Art Mac Burney, Neil Cole and Ray Brown—fought like mad, trying to gain the number one position at the finish. These boys started well down in the lineup but after a few laps, they were bunched in the first four spots.



AL KELLER

Finishing behind Keller as they crossed the finish line was Art MacBurney, of Waferbury, Conn.; Ray Brown, the White Plains, N. Y. chaffeur and Hawthorne's own Neil Cole.

Winner of the 25-lap Jalopy Race was Ed Raftery, of Elmsford, N. Y. He was trailed by Jack Brassel and Bob Demarest.

The evening got off to a great start as the first qualifying heat was re-started twice, each time an accident stopping things in the very first lap. The initial pileup occurred on the first turn when Ken Sutton flipped his auto. On the second start Ralph Liguori did a roll-over on the third turn.

Sensational Finish

The finish of the event was on the sensational side. Stan Disbrow was leading up until the ninth lap when Al Keller, desiring to get off on the right foot, moved up from fifth position in the ninth lap to overtake the front-runner. Keller moved on the outside and finally got past Disbrow, of the famous Poughkeepsie, N. Y. brother team on the fourth turn.

Bill Darragh gave the sparse crowd another occasion to stand up and gape in the second heat when he flipped his machine in the third lap. In a feat which is not usually done, Darragh came back into the race and went on to cop the checkered.

The third heat found MacBurney and Ray Brown finishing in dead heat. The photo finish was called by members of the United Stock Car Racing Club, sanctioning body at Hinchliffe. MacBurney ran a sensational race, climbing from last starting position to first in the second lap.

Keller and Brown were semi-final winners and Jack Brassel, of Butler, took the consolation.

With the weather slightly on the chilly side, a couple of fans, perched in the grandstand, came up with the right formula to warm things up a bit. They started a small fire and enjoyed the last few events by the warmth of the flames.

The Summaries:

First Qualifying Heat (10 laps)—Won by Al Keller; 2nd, Stan Disbrow; 3rd, Dick Poole. Time: 3:54:89.

Second Heat—Won by Bill Darragh; 2nd, Neil Cole; 3rd, Charlie Metzler. No Time.

Third Heat—Dead Heat between Art MacBurney and Ray Brown; 3rd, Max Wavrichuck. Time: 3:48:78.

First Semi-Final (12 laps)—Won by Al Keller; 2nd, Al McCarty; 3rd, Stan Disbrow. Time: 4:19:58.

Second Semi-Final—Won by Ray Brown; 2nd, Neil Cole; 3rd, Art Mac Burney. Time: 4:21:57.

Consolation (12 laps)—Won by Jack Brassel; 2nd, Len Wilson; 3rd, Arnold Jacobus. Time: 4:21:58.

Jalopy Event (25 laps)—Won by Ed Raftery; 2nd, Jack Brassel; 3rd, Bob Demarest. No Time.

Feature (25 laps)—Won by Al Keller; 2nd, Art Mac Burney; 3rd, Ray Brown. No Time.

Neil Cole Ties Ray Brown's Hinchliffe Stadium Win Record

6/21/1950

Paterson, N. J., June 17th — Fate turned the tables on Ray Brown last night in the stock car races at Hinchliffe Stadium when mechanical difficulties cost him his lead on the 24th lap, allowing Neil Cole to move in for his third feature victory of the season. The victory tied Cole with Brown for local main event leadership.

Starting 10th in a field of 15, Cole fought grimly through the field for a shot at the lead. He reached fourth position, and then waited patiently for an opening to develop. Then, both Brown and Cole made simultaneous moves to advance. Cole nosed inside Al De Angelo for the leadership while Cole took third from Johnny Zeke.

A traffic jam enabled the winning Hawthorne driver to pass De Angelo for second place, and he seemed destined to stay there when Brown lengthened his advantage. But one lap 24 Brown's auto blew a water hose, and Cole eagerly grasped his chance. His time was 7:54.79.

Several unusual accidents marked the program. Most spectacular of these was in the Class B race, when nine cars piled up on the third turn of the first lap. After a restart a four-car jam, again on the first lap but this time on the fourth turn, halted activity.

25-lap feature—Won by Neil Cole, Hawthorne; 2-Al De Angelo, Queens Village; 3-Bill Darraugh, Richfield, Conn. Time: 7:54.79.

12-lap consolation—Won by Bob Moore, Yonkers; 2-John Gavaia, White Plains; 3-Bob Johnson, Waterbury. Time: 4:10.87.

10-lap ClassB—Won by Johnny Ringger, Bronx; 2-Art Jordan, Butler; 3-Al Redner, Paterson. Time: 3:57.77.

12-lap semifinal—Won by Johnny Zeke, Bronx, 2-Ray Brown, White Plains; 3-

Chuch Arnold, Ridgewood. Time: 4:08.17.

Semifinal—Won by Bill Darraugh; 2-Al De Angelo; 3-Steve Miller, Elmsford. No time—restart.

10-lap qualifying heat—Won by Ray Brown; 2-Johnny Zeke; 3-Johnny Ringger. Time: 3:53.50.

Heat—Won by Neil Cole; 2-Bill Deacon, Brooklyn; 3-Burt Melody, Brooklyn. Time: 3:53.77.

Heat—Won by Al Garz, Brooklyn; 2-Al De Angelo; 3-Johnny Rogers, Charlotte, N. C. Time: 3:51.87.

DuBois Beats Battles In Paterson Stock Go

7/4/1950

PATERSON, N. J. July 4—Johnny DuBois, performing before a nice turnout of hometown fans, captured his second consecutive feature event decision of the 1950 stock car campaign Saturday night at Hinchliffe Stadium. The victory marked the return of the popular Paterson driver since early in the season when he led the Paterson team in the Auto Derby events.

The meet was the first ever to be presented on a Saturday night and Racing Director Harvey Tattersall, Jr., announced that the Tuesday-Saturday schedule will prevail for the balance of the season.

A night of good competitive racing was climaxed Saturday when DuBois ran a sensational race to cop the checkered flag. A two-car tangle on the second turn (everything for the benefit of the television cameras) caused a complete restart. Danny Collins, pole starter, took the lead momentarily and managed to hold it until the fourth lap when he was passed by Tex Enright, of Paterson.

On the very next lap, Enright was spun out by Tony Battles on the first turn. Battles was also in the driver's seat for a single lap as he dropped the lead to DuBois, who had shot up from 12th starting position. DuBois opened the gap to about five car-lengths and held it for the balance of the race.

Following DuBois, who clicked off the 25 laps in 7:49.97, were Battles and Paul Barbiche, of Flemington. Ronnie Kohler got fourth money.

Although the attraction was billed as a stock car race, many of the fans thought they had come to see a boxing show in the very first qualifying heat of the evening. During the race, Stoney Stonewall had a slight

meeting with the guard rail under the scoreboard. At the conclusion of the race, Stoney and Ed Duffy engaged in fisticuffs on the infield grass with what seemed to be the entire pit crew standing about quite interested.

After about five minutes of swinging and swaying, the bout was called a draw.

1st heat—10 laps: Crozier, Battles, Fornoro. Time: 3:29.89.

2nd heat—10 laps: Lambrix, Collins, Rutz. Time: 3:54.96.

3rd heat—10 laps: Brassel, Enright, Fritz. Time: 3:46.00.

1st semi-final—12 laps: DuBois, A. Rutz, Fornoro. Time: 4:36.77.

2nd semi-final—12 laps: Enright, D. Collins, Fritz. Time: 4:25.77.

Class "B"—10 laps: Lehr, Bayer, Krieger. Time: 3:52.76.

Consey—12 laps: Lambrix, Weiner, Kohler. Time: 4:26.13.

Feature—25 laps: DuBois, Battles, Barbiche. Time: 7:49.97.

Barbiche Wins 2 As Hinchliffe Switches Associations, Atlantic Replaces United

7/5/1950

Paterson, N. J., June 28—Paul Barbiche, one of the top-notch jockeys of the invading Atlantic Stock Car Racing Club, grabbed the lead from Wild Bill Gross in the eighth lap and went on to capture the feature event last night for his first main triumph win of the season at Hinchliffe

Stadium it was Barbiche's initial appearance of the 1950 campaign here, being a member of the Atlantic outfit.

The boys put on a sensational show, filled with thrills, spills and rollovers as the Paterson oval made its television debut. For the second time this year, one of the light poles fell victim in a car crash.

Good Start

Barbiche, racing out of Flemington, got a good spot in the starting lineup as he started alongside Gross in the first row. Gross managed to hold the lead until the eighth lap when Barbiche made his move and succeeded in moving out in front.

Bill Darragh, a United pilot and one of the favorites with the Paterson fans, shot up from eighth starting position and began closing in on the front-runner and nearly caught him. Darragh simply ran out of laps for his was breathing down Barbiche's neck when the checkered flag was brought out.

Taking the show spot behind Barbiche and Darragh was Bob Courtwright, a consistent winner here last season. The winner was clocked in 7:46.87.

First Qualifying Heat (10 laps)—Won by Bill Berry; Tony Battles; Johnny DuBois. Time: 3:45:00.

Second Heat—Won by Johnny Cabral; Neil Cole; Hank Sepin. Time: 3:54:87.

Third Heat—Won by Ed Duffy; Ron Kohler; Len Brown. No time.

First Semi-Final (12 laps)—Won by Paul Barbiche; Johnny DuBois; Hully Bunn. No time.

Second Semi-Final—Won by Bob Courtwright; Ed Duffy; Len Brown. Time: 4:13:57.

Class "B" (10 laps)—Won by John Yannone; Charley Dyer; Ted Seabiscuit. Time: 3:44:57.

Consolation (12 laps)—Won by Bob King; Charley Dyer; Al Redner. Time: 4:06:87.

Feature (25 laps)—Won by Paul Barbiche; Bill Darragh; Bob Courtwright. Time: 7:46:87.

JULY 12, 1950

Cabral Sets Track Mark Winning Hinchcliffe Main

Paterson, N. J., July 10th—Returning to his winning ways which made him a favorite with the fans last season, Johnny Cabral, of Paterson, scored his first feature win of the 1950 stock car season Saturday night at Hinchcliffe Stadium. In winning, he set a new track record for this season for the 25-lap distance.

Takes the Lead

Cabral wasted no time in taking over the lead in the 16-car field. Starting in ninth position, the Paterson chauffeur worked his way through the pack and finally went out in front in the sixth lap. He encountered little opposition and raced the remaining 19 laps to the checkered flag.

The "name" drivers completely dominated the field on the nine-event card. Following Cabral across the finish line were Johnny DuBois of Paterson, and the Hasbrouck Heights ace who really clicked with the Silk City fans last season, Bobby Courtwright. Paul Barbiche, a three-time feature winner at Hinchcliffe, who flashed to a pair of main victories on the Fourth of July card, placed fourth.

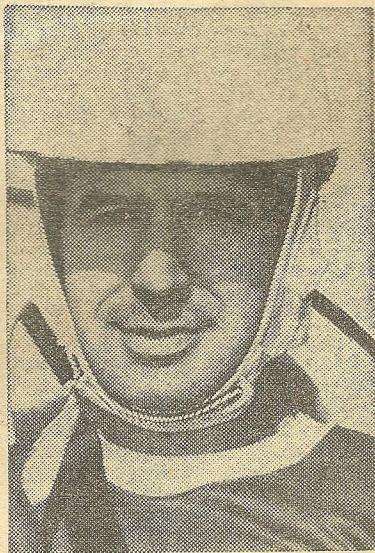
Cabral was clocked in 6:33.87 for the distance, establishing a new track record for the season. The previous mark of 6:44.59 was set by Al DeAngelo.

The evening of racing got off on the right foot in the very first heat when DuBois thrilled the gathering by climbing from last place to nip Wally Van Arden in the last lap. DuBois started in the anchor position and overtook car after car and finally overhauled Van Arden who was leading all the way.

The Summaries

First Qualifying Heat, 10 laps—Won by Johnny DuBois; 2nd, Wally Van Arden; 3rd, Jime Bayer. Time 3:55.89.

Second Heat—Won by John Strall; 2nd, Paul Barmiche; 3rd, Tex Enright. Time 3:54.77.



JOHNNY CABRAL

Third Heat — Won by Bobby Courtwright; 2nd, Johnny Cabral; 3rd, Al Walters. Time 3:48.91.

First Semi-Final, 12 laps—won by Paul Barbiche; 2nd, Johnny DuBois; 3rd, Tony Battle. Time 4:16.57.

Second Semi-Final — Won by Bobby Courtwright; 2nd, Johnny Cabral; 3rd, Jack Pfister. Time 4:10.87.

First Class "B", 10 laps — Won by Frank Coman; 2nd, Ray Mosher; 3rd, Dan Collins. Time 3:51.77.

Second Class "B"—Won by Joe Paragvich; 2nd, Earl Mills; 3rd, Al Fusetta. No time.

Consolation, 12 laps — Won by Johnny Strall; 2nd, Fred Post; 3rd, Earl Mills. No time.

Feature Event, 25 laps—Won by Johnny Cabral; 2nd, Johnny DuBois; 3rd, Bobby Courtwright. Time 6:33.87.

Johnny DuBois Nets 1, Paul Barbiche Two At Paterson

7/12/1950

Johnny DuBois, performing before a nice turnout of hometown fans, captured his second feature event decision of the 1950 stock car campaign Saturday night at Hinchliffe Stadium. The victory marked the return of the popular Paterson driver since early in the season when he led the Paterson team in the Auto Derby events.

A night of good, competitive racing was climaxed Saturday when DuBois ran a sensational race to cop the checkered flag. A two-car tangle on the second turn (everything for the benefit of the television cameras) caused a complete re-start. Danny Collins, pole starter, took the lead momentarily and managed to hold it until the fourth lap when he was passed by Tex Enright, of Paterson.

On the very next lap, Enright was spun out by Tony Battles on the first turn. Battles was also in the driver's seat for a single lap as he dropped the lead to DuBois who had shot up from 12th starting position. DuBois opened the gap to about five

ing heat of the evening. During the race, Stoney Stonewall had a slight meeting with the guard rail under the scoreboard. At the conclusion of the race, Stoney and Ed Duffy engaged in fisticuffs on the infield grass with what seemed to be the entire pit crew standing about quite interested.

After about five minutes of swinging and swaying, the bout was called draw.

Prior to winning the main event, DuBois had thrilled the gathering with a most sensational finish in the first semi-final. Archie Rutz, at the wheel of car of ancient vintage, led the pack for 11 long laps. But DuBois came fast in the final time around, taking the struggling Rutz on the fourth turn for the win.

July 4th Races

The Jack Kochman Thrill show performed before the largest crowd of the 1950 season, and in conjunction with this show, two 25 lap stock car features were run, both being taken by little Paul Barbiche of Flemington, N. J.

Barbiche was in sizzling form last night as he racked up his second and third feature-event wins of the season at the Paterson track in last night's stock car races. He won the main event last week and came back to make it three out of four since returning here.

A pileup, involving twelve cars, the most ever involved in an accident at Hinchliffe, caused a complete re-start in the first feature. Barbiche took over the lead from Joe Roemer in the 11th laps and held it for the victory. He was followed across the line by Roemer, Russ Dodd and Don Avery. The time was 7:56.18.

Barbiche Again

In the second of the double features Barbiche had as decisive a time as he had in the first. He gained the lead in the seventh lap and came through after a brief scare he was given by Tony Battles. The latter pilot had pulled up after the half-way mark but encountered engine trouble and was forced to the pits.

Charley Lehr placed second to Barbiche while Joe Roemer was third and Tom Bruce, fourth. The winning time was 7:59.87.



PAUL BARBICHE

car-lengths and held it for the balance of the race.

Runners-up

Following DuBois, who clicked off the 25 laps in 7:49.97, were Battles and Paul Barbiche, of Flemington, the latter having copped the feature win last Tuesday. Ronnie Kohler got fourth money.

Although the attraction was billed as stock car race, many of the fans thought they had come to see a boxing show in the very first qualify-

Cole Wins 5th Stock Feature At Paterson

7/18/1950

PATERSON, N. J., July 18th
—Neil Cole, of Hawthorne, won the feature 25 lap race Saturday night at Hinchliffe Stadium. It was his fifth main event win of the season. Second place went to Johnny DuBois, of Paterson, while Johnny Cabral, also of Paterson, took third.

The race was stopped in the ninth-lap when Du Bois and Tiny Battle crashed into the guard rail between the first and second turns.

1st heat (10) Stumpf, Colfax, B. Courtwright, No time.

2nd heat: Struble, Gross, DuBois, 3:49.77.

3rd heat Cole, Barbiche, Strail, No time.

1st Semi (12) DuBois, Courtwright, Koehler, No time.

2nd Semi (12) Reynolds, Battles, Barbiche, 4:11.55.

Feature (25) Cole, Dubois, Cabral, No time.

Cole Gets Fifth Paterson Win; Gouveia Tops Record

7/19/1950

Paterson, N. J., July 17th—Neil Cole, of Hawthorne, won the feature 25 lap race Saturday night at Hinchliffe Stadium. It was his fifth main event win of the season. Second place went to Johnny DuBois, of Paterson, while Johnny Cabral, also of Paterson took third.

The race was stopped in the ninth lap when DuBois and Tony Battle crashed into the guard rail between the first and second turns.

25 Lap Feature—Won by John Gavaia, White Plains, N. Y.; 2, Bobby Courtwright, Ramsey; 3, Johnny Cabral, Paterson. Time 6:35.97. (New track record).

12-Lap Class B—Won by Pete Flicker, Paterson; 2, Joe Reynolds, Clifton; 3, Bob Lambrix, Kearney. No time, restart.

Class B—Won by Bob Fritts, Chester; 2, Joe Strubble, Butler; 3, Joe Pinto, Brooklyn. Time 3:53.78.

12-Lap Semi-final—Won by Chris Lehr, Hawthorne; 2, Paul Barbiche, Flemington; 3, Russ Dodd, Valley Stream, L. I. Time 4:17.55.

Semi-final—Won by Bobby Courtwright; 2, Chuck Arnold, Ridgewood; 3, Don Stumpf, Long Branch. Time 4:18.77.

10-Lap Qualifying heat—Won by Bobby Courtwright; 2, Russ Dodd; 3, Al Paragovich, Richfield. Time 3:45.87.

Heat—Won by Johnny Cabral; 2, Wally Van Orden, Butler; 3, Chris Lehr. Time 3:54.99.

Heat—Won by George Romer; 2, John Crozier, Elmsford; 3, Johnny Du Bois, Paterson. No time, restart.

Heat—Won by John Strall, Bronx; 2, Chuck Arnold; 3, Johnny Gavaia. Time 3:43.77.

Paterson, N. J. July 12—Johnny Gouveia bolted out to a first-lap lead and continued to add to his advantage as he raced to victory and a Hinchliffe Stadium feature event record in last night's stock show. Gouveia, of White Plains, N. Y., was clocked in 6:37.97, bettering Ray Brown's timing of 6:42.87.

Gouveia easily outdistanced Bobby Courtwright, of Ramsey and Johnny Cabral, of Paterson, to win the 25-lap event. He lapped the field on the seventh lap, and then succeeded in avoiding mishaps to protect his lead. Cabral running fourth until the last lap, took advantage of a spin by Paul Barbiche to gain third spot. The victor's best previous performance of the evening was his triumph in the 10-lap heat.

The most successful driver of the show was Courtwright. He grabbed top honors in his heat, and then captured the victory in his semifinal.

First Qualifying Heat, 10 laps—Won by Don Stumpf; 2nd, Tom Colfax; 3rd, Bobby Courtwright. No time.

Second Heat—Won by Bill Struble; 2nd, Bill Gross; 3rd, Johnny DuBois. Time 3:49.77.

Third Heat—Won by Neil Cole; 2nd, Paul Barbiche; 3rd, Johnny Strall. No time.

Fourth Heat—Won by Jack Reynolds; 2nd, Tony Battles; 3rd, Mike Poman. No time.

First Semi-final, 12 laps—Won by Johnny DuBois; 2nd, Bobby Courtwright; 3rd, Ron Kohler. No time.

Second Semi-final—Won by Jack Reynolds; 2nd, Tony Battles; 3rd, Paul Barbiche. Time 4:11.55.

First Class "B", 10 laps—Won by Pete Flicker; 2nd, Bob Fritts; 3rd, Joe Par-kovich. No time.

Second Class "B" — Won by Johnny Strall; 2nd, Jack Kruger; 3rd, Wally Van Orden. No time.

Feature Event, 25 laps — Won by Neil Cole; 2nd, Johnny DuBois; 3rd, Johnny Cabral. No time.

APPLEGATE RIDES BUMPER-TO-BUMPER TO WIN AT PATERSON

8/1/1950

PATERSON, N. J., July 28.—

Another large crowd of stock car racing fans witnessed one of the most thrilling feature races of the season Tuesday night at Hinchliffe Stadium, climaxing a spectacular program of competition. Nelson Applegate of Indian Lakes, N. J., outdueled Don Stumpf to cop an upset victory in the 25-lap event, his first this year. The two drivers raced bumper to bumper throughout the first 21 laps with the lead changing hands four times.

As they lapped the field, a 3rd car suddenly became involved in the battle, causing a minor collision among the 3 cars. When they became unravelled, Car. No. 7, driven by Applegate, had swung into the lead.

After an intense and bitter duel, Stumpf forged by his rival in the proceedings, but Applegate took charge again as the brief pace-setter slid out of the lead. That was it.

Neil Cole, five-time winner of the event and driving his very familiar No. 52, was unable to keep pace with the leaders and finished fifth. He won the checkered flag in his heat and the semi-finals.

1st heat (10 laps): Kohler, Sheeler, Rutz. No time.

2nd heat: Enright, Applegate, Joe Roemer. No time.

3rd heat: Cole, Peters, King. No time.

4th heat: Reynolds, Cabral, Barbiche. 3:41.87.

1st semi-final (12 laps): Battle, Schneider, Kohler. No time.

2nd semi-final: Cole, Peters, Eastman. 4:10.00.

Feature race (25 laps): Applegate, Barbiche, Battle. 6:34.87.

50-Lap Stock Win Brings DuBois Midsummer Title

8/1/1950

PATERSON, N. J., Aug. 1st—

Johnny DuBois, of Paterson, won the 50-lap midsummer championship in the stock car auto race at Hinchliffe Stadium Saturday night before a large turnout.

Johnny Cabral finished second in the feature race after apparently being on the way to sure victory. Held up by cars which he was about to lap, the Paterson driver was caught by DuBois, who went on to pass him in a thrilling spot.

The race was resumed after an accident on the 10th lap, in which six cars were involved, causing a temporary halt. Cabral took the lead and held on until DuBois passed him in the closing stages of the exciting duel.

1st heat (10 laps): Steffen, Reynolds, Battles. 3:48.87.

2nd heat (10 laps): Crozzier, J. Cabral, Kohler. 3:51.67.

3rd heat: Du Bois, Lenge, Sanford. 3:51.67.

1st semi-final (12 laps): Reynolds, Cabral, Crozzier. 4:10.87.

2nd semi-final (12 laps): Du Bois, Strall, Kohler. No time.

Class B heat: Dagavor, Vogtman, Lieyster. No time.

Girl's heat (5 laps): MacMoyle, Babcock, Walters. No time.

Consolation heat (12 laps): Smith, Pfister, Hewitt. No time.

Championship race (50 laps): Du Bois, Cabral, Kohler. No time.

Applegate-DuBois Win at Hinchliffe, Attendance Up

8/2/1950

Paterson, N. J. July 26th—Nelson Applegate, skillful stock car driver from Indian Lakes, captured the feature event last night at Hinchliffe Stadium. He nosed out Paul Barbiche of Flemington, and Tony Battles for the victory.

Applegate put up a bitter struggle with Don Stumpf before he took the lead permanently on lap 23 when Stumpf went into a power slide. Previously, Applegate alternately held and lost the lead three times starting with lap 14. His winning time was 6:34.87 for the 25-lap distance.

Applegate finished in the money only once before during the evening. He held second position in his 10-lap qualifying heat.

One of the most thrilling events of the night was the second semi-final, which was won by Neil Cole of Hawthorne. Cole, running second by at least 10 lengths with three laps to go, nosed out Al Peters in a near dead heat.

25 lap feature—Won by Nelson Applegate, 2 Paul Barbiche, 3 & Tony Battles. Time 6:34.87.

12 lap consolation—Won by Jack Reynolds, 2 Joe O'Brien, 3 Tex Enright. No time restart.

12 lap class B—Won by Joe O'Brien, 2 Bill Jensen, 3 Bob McCall. Time 3:40.97.

Class B—Won by Otis Smith, 2 Wall Van Orden 3 Bob Demaret. Time 3:37.39

12 lap semi-final—Won by Neil Cole, 2 Al Peters, 3 John Fredericks. Time 4:19.09.

Semi-final—Won by Tony Battles; 2 Frank Schneider, 3 Ronny Kohler. No time restart.

10 & lap & heat—Won by & Jack Reynolds, 2 Johnny Cabral, 3 Paul Barbiche. Time 3:41.87.

Heat—Won by Neil Cole, 2 Al Peters, 3 Bob King. No time restart.

Heat—Won by Tex Enright, 2 Nelson

Applegate, 3 Joe Romer. No time restart.
Heat—Won by Ron Kohler, 2 Ralph Sheeler, Fair Lawn, 3 Archie Rutz, Bronx. No time restart.

Paterson, N. J., July 31st—Johnny DuBois, of Paterson, won the 50-lap midsummer championship in the stock car auto races at Hinchliffe Stadium Saturday night before a large turnout.

Johnny Cabral finished second in the feature race after apparently being on the way to sure victory. Held up by cars which he was about to lap, the Paterson driver was caught by DuBois, who went on to pass him in a thrilling finish. Ronnie Kohler took third spot.

The race was resumed after an accident on the 10th lap, in which six cars were involved, causing a temporary halt. Cabral took the lead and held on until DuBois passed him in the closing stages of the exciting duel.

The girl's race, in which four female drivers competed, was won by Virginia MacMoyle, of Orange.

The summaries:

10 lap qualifying heat—Won by Hank Steffen, 2nd Jack Reynolds, 3rd Tony Battles. Time 3:48.87.

10 lap heat—Won by Jack Cozzier, 2nd John Cabral, 3rd Ronnie Kohler. Time 3:51.67.

10 lap heat—Won by Johnnie Du Bois, 2nd Charles Lenge, 3rd Dick Sanford. Time 3:51.67.

12 lap semi-final—Won by Jack Reynolds, 2nd John Cabral, 3rd Jack Crozzier. Time 4:10.87.

12 lap semi-final—& Won by Johnny Du Bois, 2nd Johnny Strall, 3rd Ronnie Kohler. No time.

Class B race—Won by Fred Dagavor, 2nd Bob Vogtman, 3rd Bud Lieyster. No time.

Girls' race 5 laps — Won by Virginia MacMoyle, 2nd Clara Babcock, 3rd Peggy Walters. No time.

Consolation race 12 laps—Won by Otis Smith, 2nd Fred Pfisterer, 3rd Doggie Hewitt. No time.

50 lap championship, main event—Won by Johnnie DuBois, 2nd Johnny Cabral, 3rd Ronie Kohler. No time.

Cabral Wins 25-Lap Paterson Stock Duel

8/8/1950

PATERSON, N. J., Aug. 8.—Johnny Cabral of Paterson, captured the feature 25-lap stock car Saturday night at Hinchliffe Stadium. The win was Cabral's second of the season here. Ronnie Kohler was leading the event until the 24th lap when he spun on the backstretch, with Cabral taking over the front position.

The highlight of the meet was the appearance of Alice Carleton, of Stanford, Conn., who competed against the men on even terms. Miss Carleton was victorious in the third ten-lap qualifying heat, third in the first 12-lap semi-final and finished in show position in the main event.

1st heat (10 laps): Moore, Menkowski, Kruger. No time.

2nd heat: Kohler, Murry, Smith. 4:03.00.

3rd heat: Carleton, Eastman, Brown. No time.

4th heat: Witten, Redner, O'Brien. 3:56.89.

1st semi-final (12 laps): Cabral, Kohler, Carleton. No time.

2nd semi-final: Stephens, Sheeler, Redner. No time.

1st Class "B" (10 laps): Colfax, Eastman, Kruger. No time.

2nd "B" heat: McCall, Zengro, Vogtman. 3:43.76.

Consolation heat (12 laps): Crozier, Eastman, Colfax. 4:21.76.

Feature race (25 laps): Cabral, Kohler, Carleton. No time.



8/15/1950

NELSON APPLGATE (right), receives midseason championship trophy from announcer **TOM GALAN** at Hinchliffe Stadium, Paterson, N. J. Presentation was made following Applegate's victory in title event over a crack field of stock car pilots.

—Frank Smith photo.

COLE POSTS 6TH FEATURE VICTORY PATERSON STOCKS

Neil Cole, the Hawthorne Hurricane, raced to his sixth big win of the season when he captured top laurels in the 25-lap main event Tuesday night at Hinchliffe Stadium before a sparkling turnout of 7,000 stock enthusiasts.

Starting in seventh spot, Cole flashed into the lead in the fourth lap after Ted Cronk held it temporarily. The Hawthorne pilot maintained the front spot by considerable length until the 15th lap when water on the track surface forced five cars to spin out on the backstretch.

The cars were restarted but Cole lost the tremendous lead which he enjoyed before, Sammy Mallach was running second and continued to breathe down Cole's neck for a number of laps. But Cole, after toying with Mr. Mallach, pulled away and won it handily.

Mallach pulled down second money while third place went to Tony Battles. Lambertville's Frankie Schneider got fourth and Paul Barbiche, fifth. There was no time taken for the event due to the restart in the 15th lap.

1st. heat (10 laps): Cabra, Mallach, Schneider. No time.

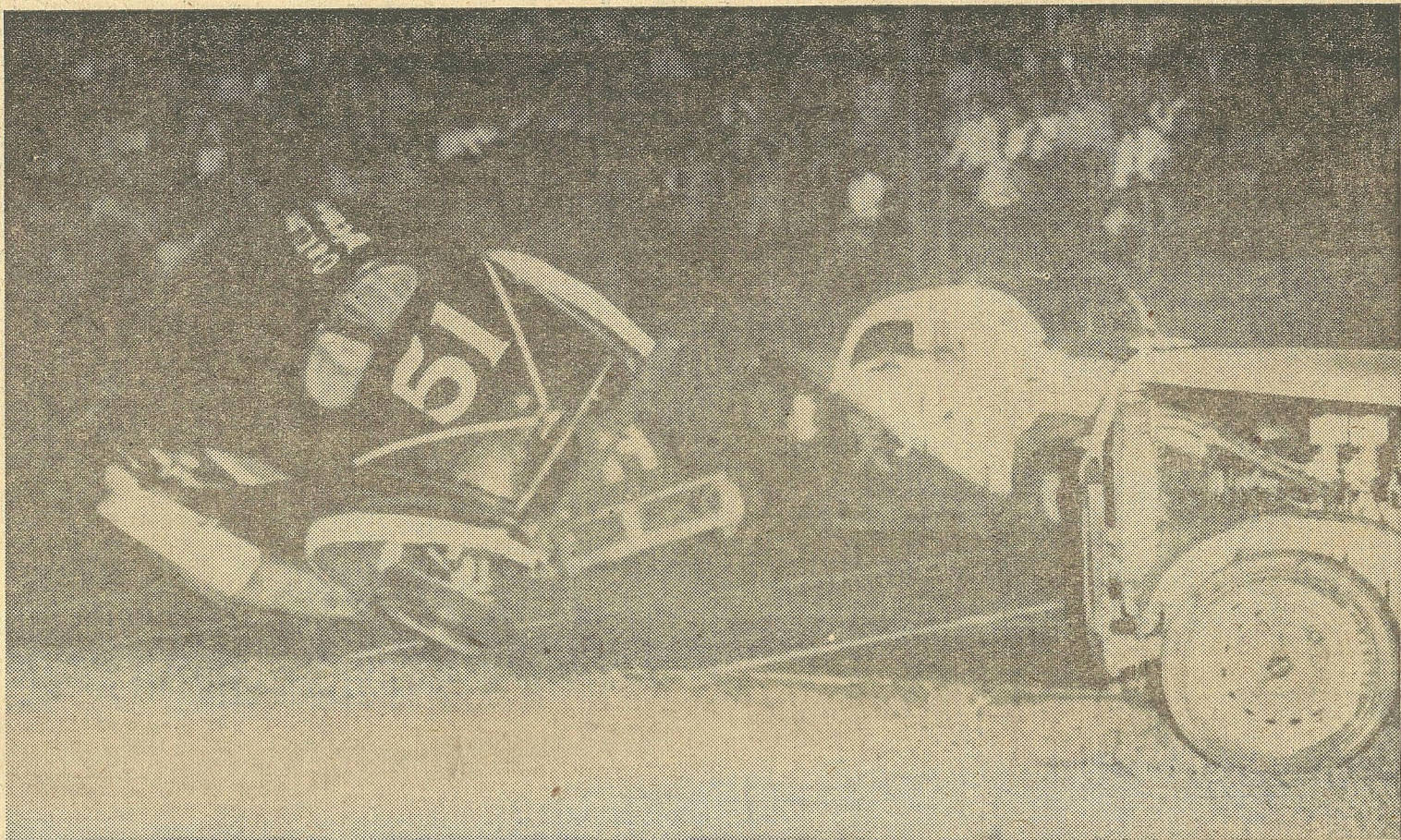
2nd heat: Cole, Vogtman, Fornoro. No time.

3rd heat: Battle, Kohler, Kruger. No time.

4th heat: Rogers, Barbiche, Weiner. 3:48.53.

1st. semi-final (12 laps): Schneider, Mallach, Cole. 4:10.37.

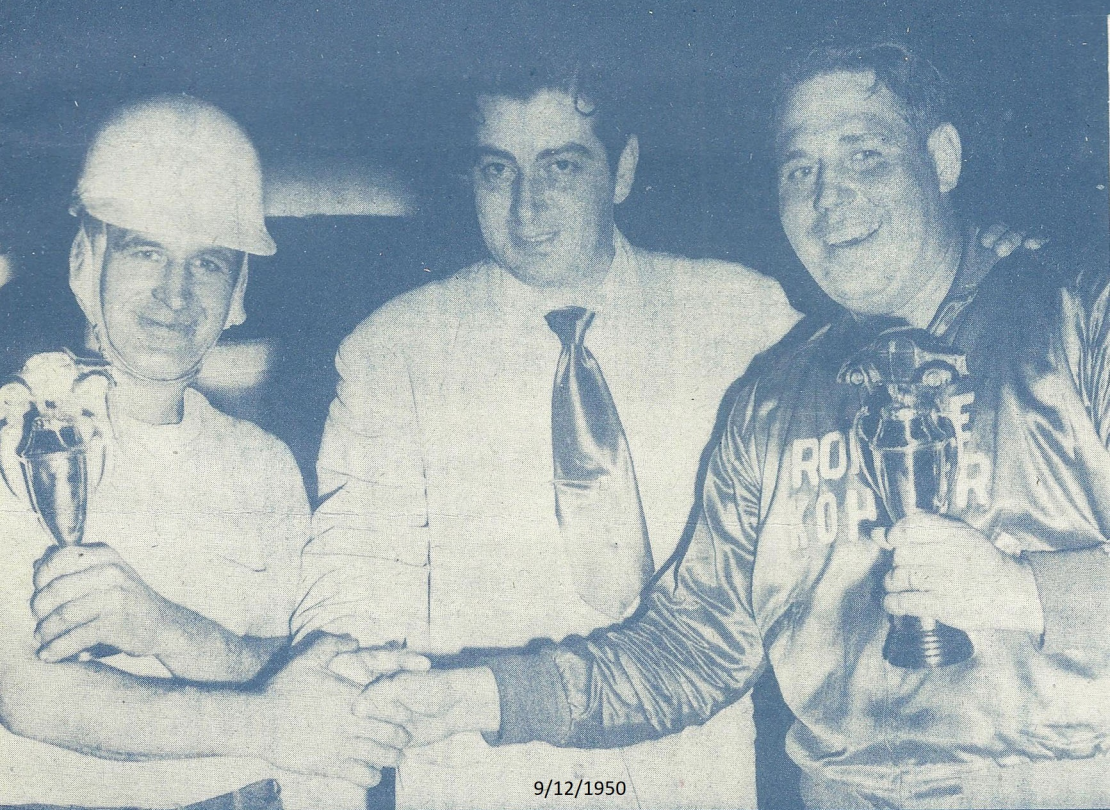
2nd. semi-final Rutz, Sheeler, Tony Battle. No time.



PANCHO SCARDO (No. 51), is just about to start his three time roll-over at the Hinchliffe Stadium, Paterson, N. J., stocks. Despite the sensational spill Pancho suffered

no serious injuries and the car is still offering keen competition at the Paterson track.

—FRANK SMITH photo



9/12/1950

GALAN SOLVES A PROBLEM. When **JOHNNY CABRAL**, (left), and **RONNIE KOHLER** staged a hectic stock car match race at the Hinchliffe Stadium, Paterson, N. J., with the finish in dispute, **TOMMY GALAN**, (center), public relations director at the Paterson site, solved the difficulty. He presented both Cabral and Kohler with trophies, with everyone being happy.

—Frank Smith photo.

Barbiche Paterson Victor; Cole's Crash Thrills Fans

Paterson, N. J., Sept. 10—Paul Barbiche, the hard driving, "Flying Lawyer" hailing from Flemington, chalked up his sixth main event win of the 1950 stock car racing season last night when he copped the feature 25-lapper at Hinchliffe Stadium.

Cole in Hot Bid

Barbiche sped in for the checkered flag after taking the lead in the sixth lap. Starting seventh, the Flemington chauffeur moved up quickly into the front spot. The race was stopped in the ninth lap when two cars spun on different parts of the track and Barbiche got the pole position in the restart.

While Barbiche was in front a large part of the big gathering was cheering for Neil Cole, the Hawthorne Hotshot, who chose to start in scratch position so that he could shoot for the extra jackpot prize. This is offered any driver who wins a feature after starting in last position. Since Cole was unable to win on Saturday, the prize will be up for someone to shoot at tomorrow night.

Cole started in last spot and in front of him was a great field, one made up of the cream of the Atlantic Stock Car Racing Club crop. In an amazingly short time, Cole had maneuvered his way so that he breathed down the necks of the second, third and fourth-place cars. In the restart in the ninth lap, Cole held down fifth spot.

Torrid Scramble

A torrid battle was waged in the closing laps and Cole was striving to move into second place. But in the 24th lap, his car spun at the starting line and was removed from the final list of finishers. Neil emerged from the crackup without serious injury. Placing second behind Barbiche, was "Battling" Tony Battle of Emerson. Nelson Applegate landed third.

Archie Rutz, the Hackensack driver who garnered his initial victory of the season last Tuesday night, got fourth money while Johnny Fornoro, of the famous Fornoro brother racing team of Whippany, N. J., placed fifth and Gordon Oldford, sixth.

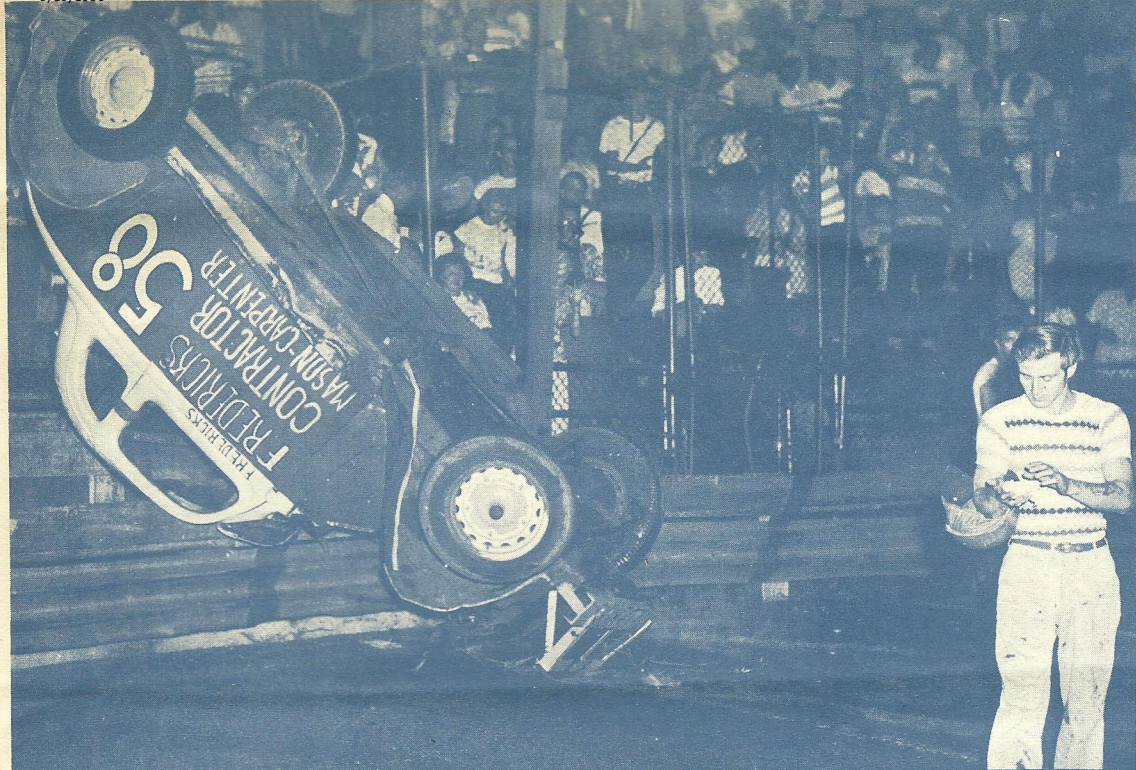
Winners of the four ten-lap qualifying heats on Saturday's card included Russ Organ, Chris Lehr, Ronnie Kohler and Gordon Oldford. The latter driver and Cole captured the pair of semi-finals and Hank Stephens and Harry Luyster copped the two Class "B" events. Nelse Applegate won the consolation.

Lillard Sidelined

Ace Lillard who was scheduled to perform acrobatic stunts from a helicopter over the field, was sidelined by back and arm injuries sustained in practice for the event and was unable to go up in the helicopter which had been flown in by a pilot who had landed it on the Stadium infield.

Tom Galan, public relations director expressed regrets before the start of the program and announced over the public-address system that refunds were available to any fans who desired them to show the management's good faith.

9/19/1950



WELL THAT'S THAT! DICK FREDERICKS walks away from his overturned stock car at the Hinchliffe Stadium, Paterson, N. J., wiping his hands with a "that's that" attitude after he figured in a spectacular flip. —Frank Smith photo.

Eagan and DuBois in Twin Hinchliffe Wins

9/20/1950

Paterson, N. J., Sept. 18th—Dick Eagan and Johnny DuBois, the former a newcomer into the victory column here and the other a battle-hardened veteran, raced to big wins in the "Madcap Feature" Saturday night at Hinchliffe Stadium. Each driver captured one of the twin 25-lappers which climaxed the gruelling competition.

First for Eagan

In winning the first of the five-mile affairs, Eagan was able to display the checkered flag from his car for the first time in a feature event at the Paterson track. For DuBois, known as the "Big Noise from Paterson", it was his fifth main-event triumph of the 1950 campaign and it was probably his biggest since he did in in slambang style.

Eagan, hailing from Springdale, Conn., started the first of the features in ninth position and had to battle hard for over three-quarters of the race before he was able to move into the front spot. Fred Post, third-place starter, was setting the pace until the 21st lap when Eagan finally passed him after repeated attempts.

The event was stopped in the 15th lap when Butler's Otis Smith flipped his car on its side in between the third and fourth turns, directly in front of the grandstand. He was uninjured.

The cars reversed in their order of finish for the second 25-lapper with Eagan beginning on the tail-end as a result of winning the first and Smith starting on the pole. Following a mad scramble during the first few laps, Ralph Sheeler, of Fair Lawn, gained the lead and maintained it most of the way until the very last lap when he was passed by DuBois.

Sheeler Nipped

A short time after he had taken the lead, Sheeler opened a tremendous gap between himself and the remainder of the field and it seemed impossible for anyone to catch him. But Neil Cole, the "Hawthorne Hurricane" who was driving a new car bearing a "?", after having completely demolished his famous No. 52 last week, began creeping up on the high-flying Sheeler.

Cole finally caught the Fair Lawn chauffeur with about three laps to go and was just about to take him when he was blocked by Joe O'Brien. This caused Cole to fall back to third and while the large crowd was watching him, DuBois came on fast, with a heavy foot on the gas pedal, to nip Sheeler by a hair at the finish line.

Due to the tremendous field of cars, officials of the Atlantic Stock Car Racing Club, sanctioning body at Hinchliffe Stadium, ran five heats. Winners were Dick Sanford, Lyle Eastman, Elmer Struble, Ronnie Kohler and Eagan. Four restarts were necessary to complete the first event while an eight-car pileup highlighted the third heat. In that event only eight of a field of 16 cars finished while only five automobiles completed the fifth heat.

Hully Bunn of Bristol, Conn., and Tony Battle took the 12-lap semi-finals and Bob King and Jack Crozier won the Class "B" events. Archie Rutz (who won his first feature event of the year a few weeks ago, copped the checkered flag in the consolation.

Finishing behind Eagan in the first feature was Paul Barbiche of Flemington; DuBois, Post, Battle and Cole while trailing DuBois across the finish line in the second, were Sheeler, Cole, Battle and Barbiche.

First Qualifying Heat, 10 laps—Won by Dick Sanford; 2nd, Fred Post; 3rd, Archie Rutz. No time.

Second Heat—Won by Lyle Eastman; 2nd Paul Barbiche; 3rd, Chris Lehr. Time 3:49.67.

Schneider Stops Foes At Paterson

9/20/1950

Paterson, N. J., Sept. 13—Hardy stock-car racing fans who braved the chilly weather last night, saw Frankie Schneider, the Lambertville Comet, out-battle two of his racing foes—Johnny Cabral and Paul Barbiche, to cop his second feature event win of the year at Hinchliffe Stadium.

While Bobby Weiner racing from the post spot, grabbed an early lead in the main attraction, Cabral and Schneider were staging a private battle in the fifth and sixth spots. Cabral finally "bumped" his opponent out of the way to grab the lead on the 10th lap, only to lose it to "the Comet" when he went into a power spin on the 12th lap.

Paul Barbiche, hanging back to avoid becoming involved in the duel between Cabral and Schneider, made his move on the 14th lap and jumped into the lead on the 15th lap. However, Mr. Schneider quickly accepted the challenge and after racing bumper to bumper for two laps, took over once again on the 18th lap. He then warded off last-ditch efforts by both Barbiche and Cabral, who finished second and third respectively, to grab the checkered flag.

A flip of the coin which Schneider lost, was instrumental in his win of the race. "The Comet" had elected to try for the feature jackpot, which means he must start in last position and still win the race, when Ralph Sheeler decided that he also would try to attempt the feat. As only one car is eligible to make the try, the pilots flipped a coin and Sheeler won.

Schneider then moved to his assigned position midway through the field, the spot from which he raced to victory. Sheeler was unable to force his way through the large field and finished the race out of the first five.

Plant in Crackup

Lou Plant was victim of the only serious collision of the night, when he crashed into the guard rail on the second "B" race. His car, out of control, smashed headon into the rail and then a light post tilting it precariously over the track.

First Qualifying Heat, 10 laps—Won by Neil Cole; 2nd, Paul Barbiche; 3rd, Tom Broan. No time.

Second Qualifying Heat—Won by Lyle Eastman; 2nd, Frankie Schneider; 3rd Stan Dodd. Time 3:46.5.

Third Qualifying Heat—Won by Johnny Cabral; 2nd, Tex Enright; 3rd, Russ Dodd. No time.

Fourth Qualifying Heat—Won by George

Romer; 2nd John Fonoro; 3rd Bate Kruger. Time 3:48.9.

Fifth Qualifying Heat — Won by Jack Brown; 2nd, Ralph Sheeler; 3rd, Al Redner. No time.

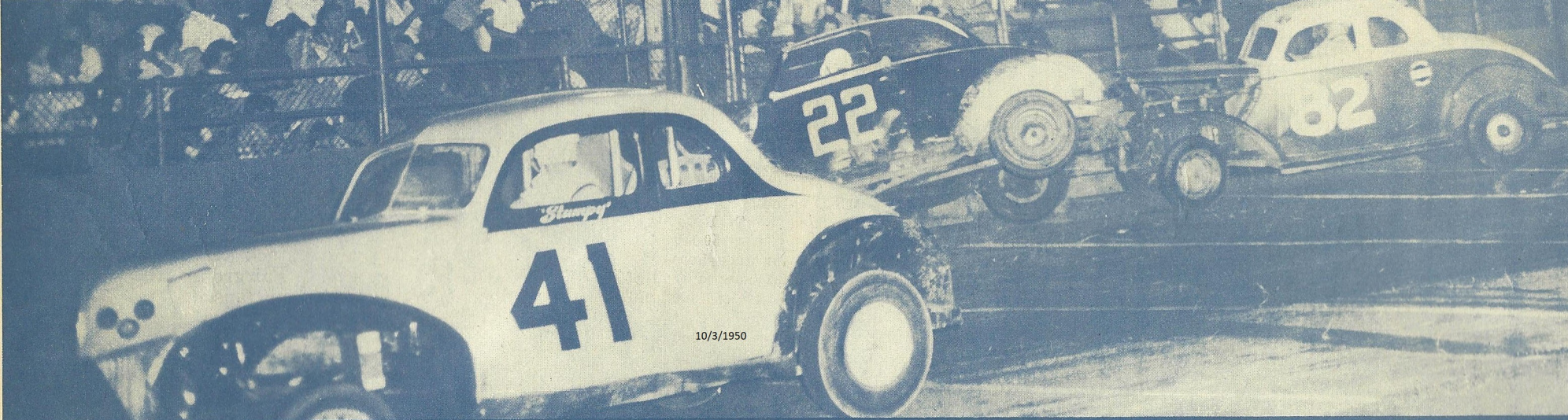
First Semi-Final, 12 laps—Won by Bobby Weiner; 2nd, Paul Barbiche; 3rd, Chris Lehr. No time.

Second Semi-Final—Won by Ralph Sheeler; 2nd, George Romer; 3rd, Bates Kruger. Time 4:18.

First Class "B", 10 laps—Won by Al Demmers; 2nd, Chip Barton; 3rd, D. D. Kruger. No time.

Second Class "B"—Won by Pete Frazer; 2nd, Dan Collins; 3rd, Al Messler. No time.

Final, 25 laps—Won by Frank Schneider; 2nd, Paul Barbiche; 3rd, Johnny Cabral. Time 6:45.



STAN DODD (No. 22) heads into the fence at the Hinchliffe Stadium, Paterson, N. J. JOHNNY CABRAL (No. 82), who was following on behind, halted his race car just in time. "STUMPY" in No. 44, steers clear of the fracas as he takes a quick look before departing.

—Frank Smith photo.



10/10/1950

HE GETS AROUND!—As Secretary of the United Stock Car Racing Club and promoter of the Hinchliffe Stadium, Paterson, N. J., shows HARVEY TATTERSALL JR., is a busy individual during race season. Picture shows Harvey landing in the infield at the Hinchliffe plant in a helicopter to receive the glad hand from public relations director TOM GALAN. —Frank Smith photo.

200 LAP CLASSIC SUNDAY

Paul Barbiche Bangs Out Win At Hinchliffe Oval

10/10/1950

PATERSON, N. J., Oct. 10.—Paul Barbiche, the flying lawyer from Flemington, outlasted a field of 24 cars as he sped to victory in the 75-lap feature event Saturday night at Hinchliff Stadium. The win was Barbiche's sixth main event triumph of the 1950 stock car campaign.

Finishing in second spot behind Barbiche was Don Stumpf while Otis Smith, Aalph Sheeler and Joe O'Brien followed. There was no time taken for the race which was halted five times because of accidents.

The giggist show of the local racing season will be 200-lap pleasure car classic which wil feature automobiles exactly as they drive on the highway. A big field will be on sand for

this event which is scheduled for Sunday afternoon.

1st heat (10 laps): Demers, Don Stumpf, Sheeler. 3:45.63.

2nd heat: Cronk, O'Brien, Post. No time.

3rd heat: Barbiche, Gabral, Kruger. 3:41.87.

4th heat: Eastman, Battle, Kron-yack. 3:48.03.

1st Class "B" (10 laps): Fisher, Reynolds, Kohler. 3:46.53.

2nd Class "B": Bergen, Lehr, D. Hamilton. No time.

Consolation heat (12 laps): Bergen, Fisher, Lehr. No time.

Feature race (75 laps): Barbiche, Stupf, Smith. No time.

Barbiche Takes 75 Lap Paterson Main

10/11/1950

Paterson, N. J., October 9—After starting in scratch position enabling him to aim for the jackpot, Paul Barbiche, the flying lawyer from Flemington, took over the lead from Archie Rutz in the 60th lap to cop high honors in the 75-lap main-event Saturday night at Hinchliffe Stadium.

7th Win

The victory was Barbiche's seventh of the 1950 stock car racing season and gives him an opportunity to overtake Neil Cole of Hawthorne as the



PAUL BARBICHE

winningest driver at the Paterson oval.

In the long-distance event, Barbiche voluntarily started in last position in a field of 24 cars and, after a long gruelling struggle, managed to forge into the lead in the 60th lap. Archie Rutz began on the pole and was able to maintain the front spot until he went into a spin enabling Barbiche to move up. Barbiche, for a long time was running third behind Fred Post but the latter took a spin in the 53rd lap.

The race, which consumed one hour and fifteen minutes to complete, was stopped five times because of accidents. In the third lap, a four-car tangle occurred between the first and second turns. Tony Battle, one of the top drivers in the Atlantic Stock Car Racing circuit, crashed into the guard rail between the third and fourth turns in the tenth lap and two others piled up in the 12th lap.

Tire Licks Cabral

Johnny Cabral, after running the first two laps, was unable to start his car until 11 laps had passed at which time he came back. All was in vain as he blew a tire late in the event.

Placing second behind Barbiche were Don Stumpf, Otis Smith, Ralph Sheler and Joe O'Brien. There was no time taken.

10/11/1950

High Flyers



Some of the action that has been bringing North Jersey fans to Hinchliffe Stadium, Paterson, N. J., in droves. The Stadium management has announced Sunday racing will start this week. (N.S.S.N. Staff Photo by Jack Snyder)

200 Lap Pleasure Car Classic Sunday On Hinchliffe Oval

10/11/1950

The biggest race of the season, the 200-Lap Pleasure Car Classaic which will find automobiles faxactly as they appear on the highway, in speed competition, will be presented at Hinchliffe Stadium, Paterson Sunday afternoon. Starting time will be 2 p.m.

This will be one of the three big meets presented on the fif-of-a-mile Paterson oval this week by Racing Director Harvey Tattersall Jr. Stock-car races will be presented as usual Saturday and Tuesday nights with added attractions for each of these regular meets. The meet Saturday night will be augmented by the biggest fireworks display presentd at Hinchliffe Stadium this year.

The 200-lapper with Pleasure cars, strictly stoek out of the showrooms, has been attracting keen interest throughout the northern part of New Jersey with the biggest advance sale of tickets this season already recorded. The field will be made up of cars of varied makes, ranging from the lower-priced ranges to the most expensive automobiles in the country. The complete list of entries will include many notable drivers and also some who never before have been in the top-flight competition.

Tickets for Sunday afternoon's Pleasure Classic as well at the stock-car meets Saturday and Tuesday nights, are vailable in advance, at the Hinchliffe Stadium box-office. The drivers from the ranks of the Atlantic Stock Car Racing Club will be on hand, including such standouts as Paul Barbiche, Neil Cole, Frankie Schneider, Archie Rutz, Johnny Cabral, and many others. Barbiche crashed through for his 7th feature win of te season last Saturday.

Schneider Wins; Paterson Races Spiced By Bitter Cabral-Enright Track Duel

Frankie Schneider raced to his third feature triumph of the season last night at Hinchliffe Stadium, but his victory was overshadowed by one of the most sensational personal stock car duels seen at the stadium, as two local drivers, Johnny Cabral and Tex Enright, spun, sideswiped and crashed into each other over 15 thrill-packed laps before some 3,000 fans.

Enright and Cabral were racing

Personal Duel

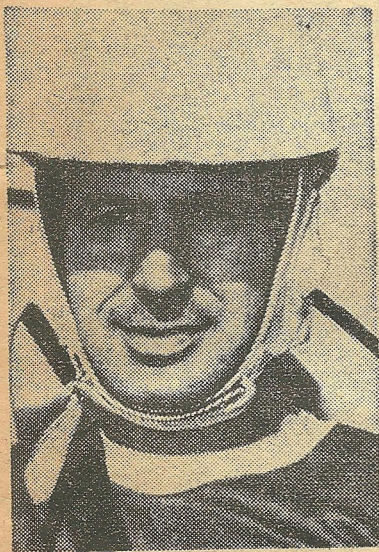
Enright, starting at the rear of the field, lagged behind until Cabral was once again behind him, and then slammed on his brakes forcing Johnny to swerve to the outside and into the guard rail. Cabral retaliated several laps later, sideswiping Enright into the same guard rail. The duel reached a climax on the nineteenth lap. Cabral was stalled in a pileup of cars on the first turn, when Enright came winging down the stretch and crashed headlong into Cabral's "82". Enright's car flipped on its side with the impact, while Cabral's auto sustained little damage. Enright's car was towed from the track, while Cabral finished the race, but never threatened the leader.

Schneider, starting in ninth position grabbed the lead on the sixth lap and remained there throughout the race to grab the checkered flag despite four restarts. Don Stumpf, who trailed Schneider the entire distance, finished second, while Joe O'Brien, Tony Battle, and Ralph Sheeler finished third, fourth and fifth, respectively.

Billy Brown was the only double winner of the evening, copping the first class "B" event and the consolation races.

Double Flip

Jack Wilmott and Russ Organ were involved in an electrifying double flip on the first turn of the third lap in the first "B" race. Both hit the guard rail on the turn. Wilmott turning completely over, while Organ's car landed on its side.



JOHNNY CABRAL

tenth and eleventh on the fifth lap of the main event when Cabral started the fireworks by nudging Enright, causing him to go into a power spin. Several cars then piled into Tex forcing a restart.

Fred Post Posts Win At Hinchliffe Stock Car Fray

PATERSON, N. J., Oct. 17.—Fred Post, of Paterson, who hadn't won a single main event at Hinchliffe Stadium all year, finally broke into the victory column on Saturday night by taking the 25-lap feature. Placing second was Johnny Cabaral while Jack Crozier took third.

Johnny DuBois, of Paterson, took the lead in the sixth lap from Tommy Colfax but was only able to hold it until the 14th when his car overheated and was forced to pull out. Tory Battle then took over but was involved in an accident in the 20th lap enabling Post to move up.

Sunday 200-lap pleasure car classic was postponed because of a wet track and will be staged next Sunday afternoon at Hinchliffe Stadium at 2:15 o'clock.

BATTLE-SHEELER DIVVY STOCK HONORS AT HINCHLIFFE OVAL

10/17/1950

PATERSON, N. J., Oct. 15.—

Tony Battle and Ralph Sheeler split the stock-car racing honors at Hinchliffe Stadium Tuesday night, with the former speeding to victory in the feature attraction and the other winning the reverse-field Mad-lap event. For Battle, it marked the first time that he has grabbed the checkered flag in a feature, while Sheeler drove to his third feature triumph.

The popular "Battling Tony" had the best night of his long racing career on the local track. He won the first qualifying heat—the feature, and was in solid contention to make a clean sweep of the night's festivities by taking the Madcap when he blew a tire on its 14th lap after moving from tenth to third spot in the crowded field.

Battle eased past Ed Frazier who started in the post position on the 20th lap and outlasted last-ditch spurts by Hank Stephen and Paul Barbiche to cop the feature

attraction. He was trailed by Stephen, Barbiche, Dick Sanford and Johnny Cabral. in that order.

For Ralph Sheeler, it was a different story. He sped into the lead on the 12th lap of the Madcap and with some "picture" driving, snatched a car's-length victory from Johnny Cabral. The latter, Don Stumpf, and Barbiche pressed Sheeler very hard on the last five laps. Cabral almost spurted ahead on the 23rd lap only to have his efforts thwarted by a lagging car.

1st heat (10) Battle, Frazier, Allen, 3:46.8.

2nd heat (10) Stephen, Eigler, D. Stumpf, No time.

3rd heat (10) Sanford, Story, R. Sheeler, No time.

4th heat (10) Bassard, Koehler, Collins, 3:59.4.

Feature (25) Battle, Stephen, Barbiche, 7:02.1.

Madcap (25) Sheeler, Cabral, Don Stumpf. No time.

Sheeler Takes Main Battle 'Madcap' at Hinchliffe Stadium

10/18/1950

Paterson, N. J., October 11th—Tony Battle and Ralph Sheeler split the stock-car racing honors at Hinchliffe Stadium last night, with the former speeding to victory in the feature attraction and the other winning the reverse-field Mad-lap event. For Battle, it marked the first time that he has grabbed the checkered flag in a feature, while Sheeler drove to his third feature triumph.

Tony Has a Night

The popular "Battling Battle" had the best night of his long racing career on the local track. He won the first qualifying heat—the feature, and was in solid contention to make a clean sweep of the night's festivities by taking the Madcap, when he blew a tire on its 14th lap after moving from tenth to third spot in the crowded field.

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Feature, 25 laps—Won by Tony Battle; 2nd Hank Stephen; 3rd Paul Barbiche. Time 7:02.1.

Madcap 25 laps—Won by Ralph Sheeler; 2nd John Cabral; 3rd Don Stumpf. No time.

Post Pockets Hinchliffe Feature Race

10/18/1950

Paterson, N. J., Oct. 15—The regular program of stock car races was presented at Hinchliffe Stadium on Saturday night with Paterson's own Freddie Post, the king-sized auto ace, topping the field to capture the 25-lap main event. The big victory was Post's initial feature of the 1950 campaign here.

Post was among the leaders for a greater part of the race but it wasn't until the 20th lap that he was able to forge into the lead ahead of Johnny Cabral. The early leader was Johnny DuBois from Paterson, who moved into the front spot by taking Tommy Colfax in the sixth lap. It just wasn't DuBois' night as his car steamed over in the 14th lap and was forced to the pits after maintaining a long lead.

As DuBois pulled out, Tony Battle who was running in 2nd spot, moved into the lead and kept it a while but got tangled up with two other cars in the back stretch.

Finishing behind Post at the checkered flag were Cabral, Jack Crozier, Tex Enright and Gordon Oldford. There was no time taken for the event as the clock was stopped in the tenth lap when Paul Barbiche, the flying lawyer from Flemington, who had started in last position to shoot for the \$100 jackpot, and Oldford jammed up against the guard rail between the third and fourth turns.

1st heat, 10 laps: Battle, Colfax, Flicker. No time.

2nd heat, Poluse, Carr, Kautz. Time 3:50.43.

3rd heat: Cabral, Crozier, Strumpf. Time 3:52.87.

4th heat, Oldford, Sheeler, Bossard. No time.

1st Class "B", 10 laps: Barbiche, Allen, Jacobus. Time 3:45.00.

2nd Class "B": Kohler, Barton, Rutz. No time.

Consolation, 12 laps: Barbiche, Rutz, Barton. No time.

Feature, 25 laps: Post, Cabral, Crozier. No time.

Double Feature Show Saturday Nite At Hinchliffe

10/31/1950

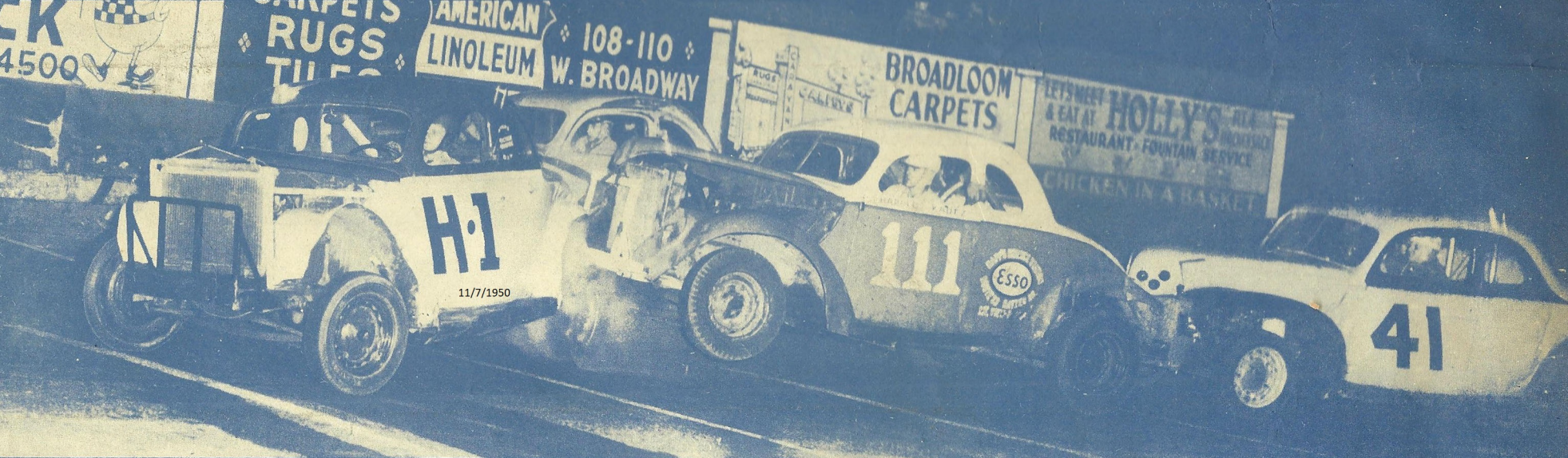
PATERSON, N. J., Oct. 31st—Two main events adding up to 125 laps of racing, will climax the stock-car auto meet at Hinchliffe Stadium, Paterson Saturday nite when speed stars compete in a program topped off by the double-header. The first race on the card is scheduled for 8:30 P. M.

The added feature adorns this meet because last Saturday's final race was rained out by the heavy showers which ended the action at Hinchliffe Stadium as these cond semi-final was getting under way. This semi-final and the 75-lap feature will open the program on the Paterson track this Saturday night.

The complete regular card then will follow, the full show winding up with the second feature race of the night, the 500-lap main event for which the chauffeurs will have qualified. Fans thus will witness a big program of stock-car competition, moved along without delays to permit a prompt getaway.

Racing Director Harvey Tattersal Jr. thus will be presenting the first simultaneous double-header of these distances during the 1950 campaign. The 75-lap feature last week and this meet's 50-lapper offer attractive targets at which the speed stars will be shooting. Neil Cole, the Hawthorne ace who has been a consistent winner at Hinchliffe Stadium this season, will be gunning for the two decisions.

The two feature-event victories on Saturday night's program will provide important points in determining the field for the 150-lap championship race at Hinchliffe Stadium on Sunday Afternoon, Nov. 12.



The fight for the lead is always a tough tussle. Here we see Lyle Eastman (No. 1) being nudged by Harold Kantz, (No. 111) who in turn received a bit of a jolt from the driver in car number 41. This bit of stock car by-play took place at the Hinchliffe stadium, Paterson, N. J.

—Frank Smith Photo.

Cole-Stumpf Divide Honors At Hinchliffe

11/14/1950

PATERSON, N. J., Nov. 14. — A pair of marathon events, a 75-lapper shared feature billing on Sunday's stock car race program staged at Hinchliffe Stadium, with Hawthorne's Neil Cole and Don Stumpf victors in the respective distance grinds.

The 75-lapper was a carry-over from a rained-out program two weeks ago and Cole, leading driver in the ARDC competitions on the local track, held the lead from the 22nd lap to the finish of the 15-mile event. Bobby Courtwright of Ramsey was second, Gordon Oldford was third and Paul Barbiche the Flemington lawyer, fourth. Because of a restart due to a collision, there was no official time for the distance.

In the 50-lapper Stumpf had to stave off a terrific last-gap threat by the brilliant-driving Cole to emerge with the triumph. Stumpf assumed an early lead of more than a half-lap over his leading pursuers. Cole, caught in the pack had to battle his way thru traffic until he jumped into the clear with five laps remaining.

Then the Hawthorne veteran steadily bit into Stumpf's imposing lead, until on the fourth turn of the 50th lap, when he drew almost abreast of the ultimate winner. Stumpf applied the gas and won by a half-length in a stirring finish. He was third in 15 minutes, 10.18 seconds.

Next week, the local outdoor season concludes with the featured 150-lap "season championship" race program.

Feature (75) Cole, Courtwright, Oldford, Barbiche, No time.

Semi (12) Cole, Cabral, Sheeler, 4:28.19.

Feature (50) Stumpf, Cole, DeAngelo, 15:10.18.

1st heat (10) Cook, Stumpf, DeAngelo, 3:47.15.

2nd heat (10) Etruble, Post, Barton, No time.

3rd heat (10) Demers, Cabral, L. Eastman, 3:49.86.

4th heat (10) Dodd, Barbiche, Cole, No time.

Consolation (12) O'Brien, Eastman, Cole, 4:21.16.

150 Lap Title Race At Hinchliffe Site Sunday Afternoon

11/14/1950

PATERSON, N. J., Nov. 14th—the final stock-car auto race meet of the season will be presented at Hinchliffe Stadium, Paterson Sunday afternoon when Racing Director Harvey Tattersall Jr. turns the speedsters loose in the title finale of the campaign.

The 150-lap Championship will feature Sunday's meet as leading drivers from the ranks of the Atlantic Stock Car Racing Club match speed in the scramble for the titular contest on the Paterson track. This will be the longest event of the year, in the modified stock car ranks, this excluding the pleasure-car field.

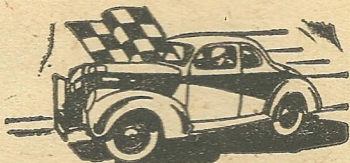
The long-distance crown will be at stake at Hinchliff Stadium when the chauffeurs compete for the laurels on the fifth-of-a-mile track and consistent winners of

the season will be seeking this most important triumph yet. Neil Cole, most prolific winner on the Paterson oval during the 1950 campaign, will be trying to post another decision in this meet.

The Hawthorne Hot-shot has been exceedingly effective at the Stadium and he is regarded as the chauffeur to beat in Sunday afternoon's title scramble. Cole won one feature last week and came close to duplicating the feat in the other main event, now hopes to wind up the season in appropriate fashion by appropriating this 150-lapper on the closing program.

The first race will get under way at 2 P. M. Sunday. Tickets for the meet are obtainable in advance, at the Hinchliffe Stadium box-office which is open every day of the week.

Besides Cole, the field for this meet will include all of the other standout stars riding under the Atlantic banner. Johnny Cabral, Paterson chauffeur; Frankie Schneider, Paul Barbiche, and Don Stumpf will be among those facing the starter's flag.



Neil Cole and Don Stumpf Split Two Paterson Features

11/15/1950

Paterson, N. J., Nov. 13th—Following his victories in the second semi-final and 75-lap feature events, Neil Cole, veteran Hawthorne chauffeur, made a valiant attempt to capture the 50-lap main of the regular show yesterday at Hinchliffe Stadium, but fell short by inches as he was nosed out by Don Stumpf at the finish line.

Eleventh Feature

By taking the initial 15-mile grind, Cole rang up his eleventh main-event triumph of the 1950 stock car racing season and came very close to making it a clean sweep of the afternoon. In latching on to his first big win of the year, Stumpf, young Jersey jockey, ran a fine race though he was pressed by Cole at the checkered.

Otis Smith of Butler, was the early pace-setter in the 75-lap affair, holding the lead spot until the 22nd lap when Cole, driving the car C-3, pulled up in front. Hawthorne's hotshot eased to the finish from there as he lapped the field before it was over.

After being passed by Cole in the 22nd, Smith fell back another position the 26th time around when he relinquished second place to Gordon Oldford. At the end of the 75, Courtwright finished second, followed by Oldford, Paul Barbiche, of Flemington; Tom Colfax and Bob Cook. The race was stopped only once, in the 59th lap when Dede Kruger crashed hard into the guard rail between the first and second turns.

The 50-lapper of the main show was an altogether different story. Stumpf, after starting near the head of the field, moved into the lead, increasing it with each passing lap. He soon had better than a half-lap advantage and appeared an easy winner while the remainder of the pack trailed far behind.

Cole Moves

Cole started to make his move in the 35th lap when the field began to spread out. He set a torrid pace

as he flew past car after car and was soon in second place, though still over a quarter-lap behind the leader.

Time was beginning to become a big factor as the distance between the two cars began to dwindle, little by little. With five laps to go, Stumpf still maintained a sizable lead and the feeling was that, no matter how hard Cole tried, the lead was too great and the race soon would be over.

But came the last lap and Stumpf found himself blocked by another car as he rounded the third turn. Cole floored his gas pedal and he was directly behind the leader as they took the fourth turn. Cole took to the outside in a final attempt but found himself just a foot short as Stumpf pushed his car across for the win. He was clocked in 15:10.18.

Cole captured the first race of the afternoon, the second semi-final of a show that was rained out two weeks ago. Heat winners of the regular card included Bob Cook, Elmer Struble, Ed Demers and Russ Dodd while Struble and Joe O'Brien took the two Class "B" events. O'Brien also copped the 12-lap consolation.

During the show, Cole was presented with a miniature replica of his famous No. 52 car which was demolished a short time ago. The car, encased in a glass frame, was made by Joe Marshall of Little Falls. There are 407 parts to the car and over 1,700 hours were put into its construction.

The Summaries

Second Semi-final, 12 laps—Won by Neil Cole; 2nd, Johnny Cabral; 3rd, Ralph Sheeler. Time 4:28.19.

First Feature, 75 laps—Won by Neil Cole; 2nd, Bobby Courtwright; 3rd, Gordon Oldford. No time.

First Qualifying Heat, 10 laps—Won by Bob Cook; 2nd, Don Stumpf; 3rd, Al D'Angelo. Time 3:47.15.

Second Heat—Won by Elmer Struble; 2nd, Fred Post; 3rd, Chippy Barton. No time.

Third Heat—Won by Ed Demers; 2nd, Johnny Cabral; 3rd, Lyle Eastman. Time 3:49.86.

Fourth Heat—Won by Russ Dodd; 2nd, Paul Barbiche; 3rd, Neil Cole. No time.

First Class "B", 10 laps—Won by Elmer Struble; 2nd, Neil McDonald; 3rd, Tom Bruce. Time 3:55.63.

Second "B"—Won by Joe O'Brien; 2nd, Mert Eastman; 3rd, Wes Harris. Time 3:49.22.

Consolation, 12 laps — Won by Joe O'Brien; 2nd, Mert Eastman; 3rd, Neil Cole. Time 4:21.16.

Feature Event, 50 laps—Won by Don Stumpf; 2nd, Neil Cole; 3rd, Al D'Angelo. Time 15:10.18.

SPORT NEWS

Crown Johnny Cabral Hinchliffe Champion

11/21/1950

PATERSON, N. J., Nov. 21.—Bobby Courtwright of Hasbrouck Heights, closed out the 1950 stock car racing season in handsome fashion as he flashed to victory in the feature 150-lap championship event Sunday afternoon at Hinchliffe Stadium. It was the final meet of the year at the local track.

While it was only Courtwright's second main-event win at the Paterson oval this year, it was his biggest as he outlasted a starting field of 24 cars studded with "name" drivers. Though Courtwright captured high honors Sunday, Johnny Cabral of Paterson, the 1950 point champion of the Atlantic Stock Car Racing Club, added the Hinchliffe Stadium crown to his laurels as he placed second in the long-distance event.

Prior to Sunday's race, Neil Cole of Hawthorne, was the leader followed by Paul Barbiche, of Flemington, and Cabral. But Cole, holding a slim lead, finished in fourth spot while Barbiche finished further down the line. Cabral's second was good enough to shoot him into the lead and the championship.

The race was a 150-lap thriller. Chris Lehr was the early leader but was dropped into second spot in the 25th lap by Cabral. The latter maintained the front spot until the 70th lap when he tangled with another car in the backstretch, enabling Gordon Oldford to take charge. At the half-way mark, Oldford was the leader followed by Courtwright, Cabral, Ralph Sheeler and Cole.

Oldford continued to set the pace but Courtwright inched closer and closer until he was able to pass him in the 130th lap. In the 145th time around, Cole moved up to fourth place ahead of Sheeler and in the next-to-last lap, Cabral made his final move to take second money from Oldford.

Fast Pace

The drivers set a fast pace in the grind and only four times was the red flag, stopping the race, broken out. The first stop came in the 21st lap when Barbiche, the flying lawyer from

Flemington, and Bates Kruger collided and crashed into the guard rail on the fourth turn. Lehr was leading at the time.

Again in the 35th lap, Little Falls' Chippy Barton blew a tire and careened into the railing on the first turn. Cabral was in the front spot at that time with Oldford running second. In the 80th circuit, Lehr spun on the second turn and was hit head on by Cabral. This caused Cabral to start at the tail end of the field, although it was against his better judgement.

The final stop came in the 107th lap when Tom Bruce and Jim Cooke mixed it up on the fourth turn. In the restart, Cabral was not among the first six men but by the 123rd lap, he had taken third place from Sheeler. Cabral continued to pour it on until he notched the runner-up spot in the 149th lap.

Tough for Shuman

Buddy Shuman, the Charlotte, N. C. speed ace who recently won the 100-mile championship at Darlington, was hampered early in the show when his championship car encountered trouble as he was about to compete in the qualifying heat. Shuman, who traveled over 700 miles to race Sunday at Hinchliffe, took over another car in the 150-lapper but mechanical trouble licked him.

In the father-son race between Ronnie Kohler and his father, Bili, the latter emerged the winner in a five-lap affair. It was Bill's initial appearance at the Paterson track this season.

Gene Puluse who passed his physical last week and who will soon be inducted into the Army, presented himself with a fine going-away present by winning the third heat. It was his initial win.

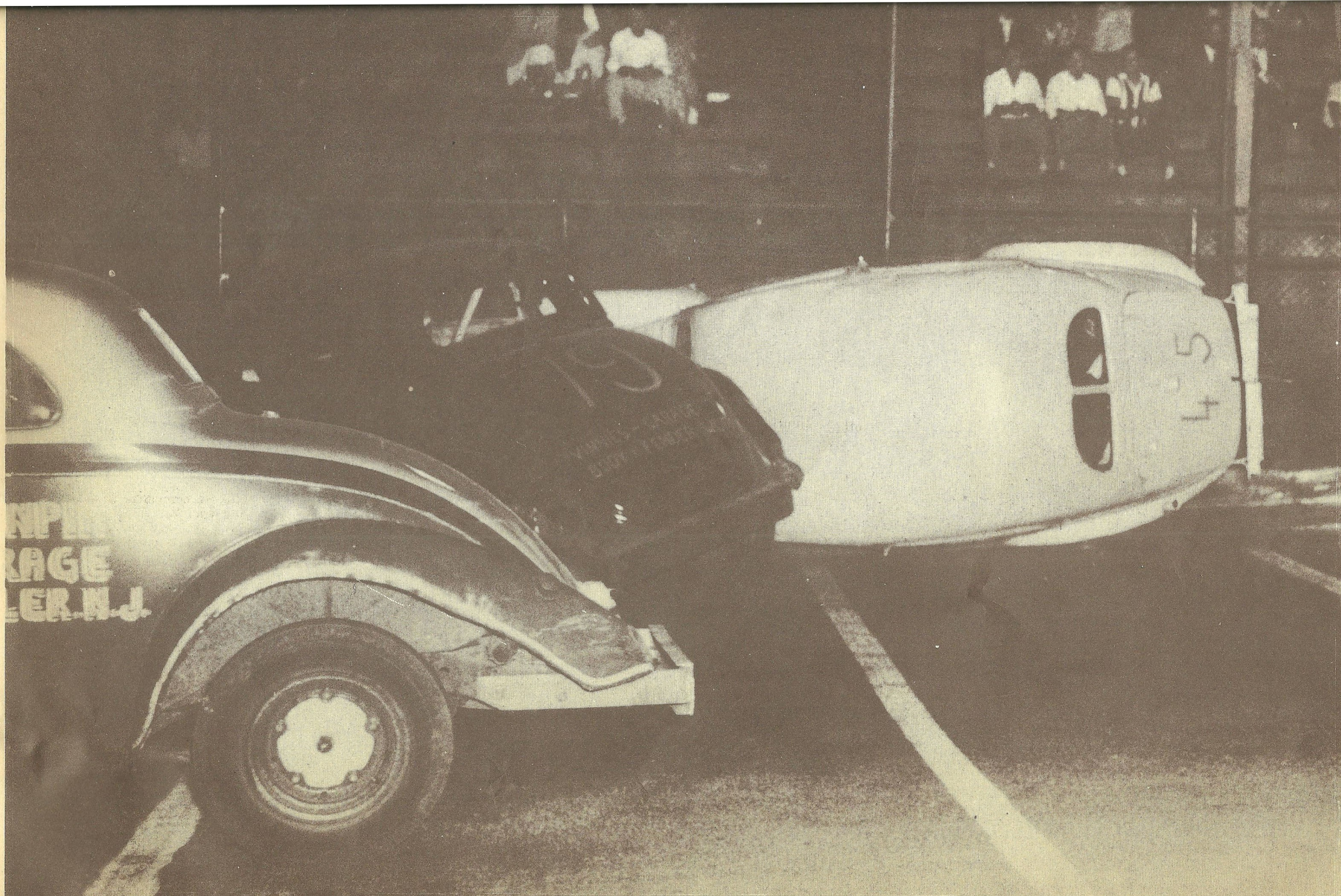
1st heat (10 laps): Bohn, Rudolph, Courtwright. No time.

2nd heat: Barton, Lehr, Stumpf. 3:29.41.

3rd heat: Puluse, Oldford, Kruger. 3:54.37.

Consolation heat (12 laps): Barbiche, Devine, Rutz. 4:20.87.

Feature race (150 laps): Courtwright Cabral. Oldford No time.

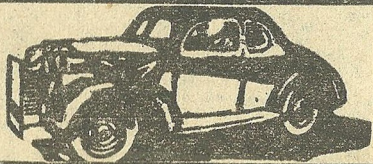


Charlie Metzler (No. 45) finds himself on the losing end when he tangles with Tommy Devine at the Hinchliffe Stadium, Paterson, N. J. Unfortunately, Devine also wound up smacking the fence. No injuries.

—Frank Smith photo.

Atlantic Stock Car Racing Club News

11/21/1950



Racing Director Harvey Tattersall Jr. and Public Relations Director Tom Galan, deserve a lot of credit for their tremendous contributions in advancing stock car racing this season. Their combined efforts at Hinchliffe Stadium in Paterson helped swell the total fan attendance of the Atlantic Club to a record figure.

With the November 19 running of the 150 lap championship grind Messrs. Tattersall and Galan proved it possible to be both first and last in an endeavor. They opened the Hinchliff 1950 racing campaign the first week

in April and then closed it two days ago. In other words they actually were the first to open and the last to close. And they were responsible for eight months of top notch racing.

Most thrilling race in the Mor-

ristown Raceway finale was between Paul Barbiche and Frank Schneider in the initial qualifying heat. It took Schneider six laps of hub-to-hub gyrating to finally pass Barbiche and go on to win.

Barney Ferriero, who confines his automotive genius to ownership instead of driving, stepped into a chauffeur role at Middletown in the 100 lap Late Model Classic. The switch was double-pronged as he drove Nelson Applegate's 1950 Ford while Applegate drove Ferriero's 1950 Hudson. Which of the two did the most worrying we'll let up to you.

Bob Streeter and Bob Laurie were posed with the problem of deciding which car to take on

their sojourn to California for purposes of perpetuating the National Motor Racing Exposition slated for a February 8, 9, 10, 11, and 12 showing at Linden Airport, Linden, N. J. They had a choice between a Jaguar and a Hudson, both of 1950 vintage. Final selection garaged the Jaguar in favor of the Hudson. The pair will remain on the coast 18 days following a couple of en-route stopovers in the Mid-West.

Though the Club's headquarters are still at 668 Speedwell Ave., Morris Plains, the environment has been changed a bit due to moving to a larger office, same being a three room affair with all conveniences. There's a standing invitation for Atlantic members to stop in and visit.

Ex-Farmer Hits 'Jack-Pot'

Auto Racing Profitable Sport for Roscoe Hough

To those who are always citing auto racing as a risky sport will find living refutation in a guy named Roscoe Hough, who, at 49, is old enough to be called Pappy by



Picture above shows ROSCOE HOUGH way back when he was driving midget auto race scat wagons.

his fellow drivers. Over a period of 29 years, Hough has jockeyed everything from a jalopy to a sleek, 1950 job, and he's surprised to learn this business is considered dangerous.

"The only statistics I can recall are almost 10 years old," says the gray-haired gent, who was the leading competitor during Ruppert Stadium's inaugural stock car season. "In 1941, there were 2,500 registered race drivers in the United States, driving all types of cars in all sorts of competition, and that year, seven of them were killed. In 1942, the war stopped auto racing and 11 of the 2,500 were killed, either on highways or on the jobs they took in war plants."

As for Mr. Hough, he expects to remain behind the wheel indefinitely. Bue he might not have gone this far if he hadn't exchanged his midget racers for the stock cars. Pappy rode the midgets from 1937 until 1942 and he had his only close call during that period. He flipped over three times in New Haven one night, snapped a vertebra in his neck and

was unconscious for six days.

"That's what saved me," he says. "I naturally remained perfectly still and the vertebra slipped back into place. I've never had any trouble since then."

Noise of splintered fenders has been echoing since last Spring, but enthusiastic youngsters usually are involved in the accidents. Hough seldom is there when the crash comes, or if he is, his contribution is negligible. The trick he says, is in sliding sideways when a collision is inevitable.

You wonder what induces a young man to enter auto racing when there are so many other occupations like flagpole sitting. It must have been that the peace and quiet of an Indiana farm were disturbing to Roscoe Hough or perhaps he could hear the roar of the motors from Indianapolis at his home in Winchester, 75 miles away.

At any rate, it wasn't to Indianapolis that Hough rode from Winchester 29 years ago, but to Portland, the county seat, where one of the feature attractions at the county fair each year was an automobile race on a dusty half mile track. He and a friend fixed up an old jalopy one Summer and Pappy was off to the races.

Oddly enough, Hough never entered the Indianapolis classic, nor did he have much desire to drive in that 500-mile grind. He has been busy most of his life, moving from one fair to another, and the Indianapolis race meant

six weeks of preparation and a profitable return to only one man—the winner. His longest race was a 150-mile event for midget cars in Detroit and he declares the longer races are a matter of luck. If the driver avoids motor and tire trouble he's all right, but he's a rare bird. The short race requires skill and, as his second place standing in the point table of the National Association of Stock Car Racers indicates, Hough has the skill.

Hough has raced through a stretch of improved motors and ever increasing speed. When he started, the boys, took roadsters or touring cars, stripped them down or removed the bodies entirely, and installed bucket seats. Pappy drove a half mile one in 37 seconds and he thought he was flying. Recently, he circled a five-eighths mile track in a stock car in 25:54 seconds, approximately 91 miles an hour. When you consider the turns on the tracks used by stock car drivers, the speed is enough to add a little more gray to Mr Hough's thatch.

But the Hough family thrives on swiftly moving automobiles. Gasoline must flow through their veins, for Roscoe's wife, Marion, recently entered a race in Reading. She finished last and that nite might have cured her, or at least Pappy hopes so. Their 21-year-old son Lee, with the Air Force in Texas spends his furloughs driving in nearby stock car races and has won two feature races at Arlington Downs, a former horse rack track between Dallas and Fort Worth.

Racing has been a profitable pastime for the farmer from the banks of the Wabash. In 1947, he owned five midget cars and grossed \$135,000, although he spent \$32,000 on tires. In auto racing, where the driver doesn't "operate" his own vehicle, the owner and driver split the paces on a 50-50 basis, with the owner getting the larger share. A busy stock car driver, Hough has competed as often as eight times a week, earns between \$15,000 and \$30,000 in a season.



Neil Cole is a happy stock car driver as Harvey Tattersall Jr., presents him with the Hinchliffe Stadium, Paterson, N. J., high point trophy for the 1950 outdoor season. Harvey will present weekly cards of indoor stock car events at the Kingsbridge Armory, Bronx, N. Y., starting Saturday night January 6th.

—Frank Smith photo.

Pomponio's Win 2nd Only to Cabral's Brawling at Paterson

4/4/1951

The stock car season got under way at Hinchliffe Stadium Sunday afternoon but the 25-lap feature was forced to take a second billing to a wild free for all on the track after the preliminary races.

A crowd estimated by the management at 4,000 saw Al Pomponio take the checkered flag in the 25-lap finale. Vince Barton, who hailed from Little Falls, finished second while Paterson's Ralph Sheeler, who qualified through the consolation race, came up with a good feature performance to take third place money.

Barton was the victim of fate. He had a substantial lead over the rest of the field, and it would have been a tough haul for Pomponio, running second at the time, to overhaul him. However, Harold Kautz flipped at the midway point of the race, forcing a restart which wiped out Barton's lead. Pomponio quickly overtook the pacesetter and held the front past the finish line.

The temper-flare-up resulted after the Class B race, sixth event on the program. Near the entrance to the pits two of the drivers started throwing punches in quick order, other drivers and crewmen poured into the fracas. All told, about a dozen were starching each other with healthy wallops, many of them throwing punches while rolling on both the track and the infield. Finally, the local gendarmes, aided by the stadium's special police detail, moved in to restore peace and quiet—quiet, that is, until the booming engines roared again in the next race.

First Qualifying Heat (10 laps)—Won by Len Brown; 2nd—Harold Kautz; 3rd—Neil Cole. Time 3:53.86.

Second Heat—Won by Johnny Cabral; 2nd—John Yannone; 3rd—Al Elvin. Time 3:54.93.

Third Heat—Won by Al Pomponio; 2nd—Don Kruger; 3rd—Dede Kruger. No time.

First Semi-Final (12 laps)—Won by Johnny Cabral; 2nd—Harold Kautz; 3rd—Len Brown. Time 3:31.05.

Second Semi-Final—Won by Al Pomponio; 2nd—Don Kruger; 3rd—Dede Kruger. No time.

Class 'B' (10 laps)—Won by Mert Eastman; 2nd—Baer Herman; 3rd—Otis Smith. Time 2:53.63.

Consolation (10 laps)—Won by Ralph Sheeler; 2nd—Joe Wegner; 3rd—Bob Lamrix. Time 3:27.51.

Feature Event (25 laps)—Won by Al Pomponio; 2nd—Chippy Barton; 3rd—Ralph Sheeler. No time.

Ray Cook Mops Up in 3 Races At Hinchliffe

4/11/1951

Paterson, N. J., April 9—They say a new broom sweeps clean and Ray Cook, neophyte driver from Hawthorne proved it yesterday. Cook swept thru all three of his starts at the stock car race program, climaxed by a triumph in the 25-lap feature before a Hinchliffe Stadium crowd estimated at 3,500.

After winning his qualifying heat and semi-final, Cook turned in an excellent driving chore to edge Ralph Sheeler for the victory in the "big money" event, the Hawthorne lead-foot winning by a car length in a thriller finish. Sheeler, Fair Lawn veteran, took 2nd over Bobby Courtwright of Ramsey.

There was no official time for the five-mile wind-up event because of a restart at the seventh lap, when Vince Barton of Little Falls overturned to halt proceedings. Barton rammed the guard rail just off the first turn and spun over, spilling gasoline across the racing surface.

Prior to Barton's accident, Cook boasted a quarter-track lead over Sheeler and Courtwright, but on the restart was forced to recoup. Given the advantage of starting immediately behind the front runner in the "follow-the-leader" restart, Sheeler waged a bitter duel to overtake the young Cook. The latter, however, fought off every challenge, turning in a brilliant bit of driving when locked in on the last lap, to win by a length.

Cook, Tom Colfax and Tony Battle won the trio of 10-lap qualifying heats; Cook and Battle won the semi-finals; Bob Lambrix, the Class B and Harold Kautz the consolation.

The Summaries

Ten-lap qualifying heat—Won by Ray Cook, Hawthorne; 2, Stan Dood; 3, Ralph Sheeler. Time 2:44.36.

Heat—Won by Tom Colfax, Haskell; 2, Otis Smith; 3, Vince Barton. No time—restart.

Heat—Won by Tony Battle; 2, John Yannone; 3, Mert Eastman. Time 2:39.8.

Twelve-lap semi-final—Won by Cook; 2, Joe Davies; 3, Bob Courtwright. 3:14.57.

Twelve-lap semi-final—Won by Battle; 2, Tex. Enright; 3, Neil Cole. Time 3:16.81.

Ten-lap Class B—Won by Bob Lambrix; 2, Zeke DeRose; 3, John Kronyak. No time—restart.

Ten-lap Consolation — Won by Harold Kautz; 2, Otis Smith; 3, Bill Bergen. No time—restart.

Feature race, 25 laps—Won by Ray Cook; 2, Ralph Sheeler; 3, Bob Courtwright. No time—restart.

Sheeler Hits Win Column At Paterson

Paterson, N. J., April 16—Ralph Sheeler of Paterson became the third feature-event winner of the 1951 stock-car racing season at Hinchliffe Stadium yesterday afternoon as he copped the 25-lap main go for his first major triumph of the campaign.

No Sweep

This meet was the first during which the winner of the long-distance affair failed to take his two qualifying races, the 10-lap heat and the 12-lap semi-final. Sheeler was pointing for the clean sweep as he won the first event of the afternoon. He returned to action in the first semi but placed third behind Archie Rutz of Hackensack, and Paterson's Tex Enright.

Sheeler started in 13th position and it would appear that his position would be anything but lucky. It turned out just the opposite as the veteran auto jockey employed all his racing knowledge and skill to flash to the win on the breezeswept track.

The early pace-setter was Neal McDonald, pole position starter, who relinquished that spot in the 12th time around to Johnny Cabral, another Paterson favorite. Immediately after Cabral had moved into the lead, Tony Battle and Len Brown tangled while taking the first turn and the race was halted.

With Cabral the front-runner in the

restart, Sheeler literally made his machine take off and he came from the middle of the field to threaten the leaders. He managed to get second and in the 18th lap, Cabral was forced to the infield due to mechanical difficulties, Sheeler becoming the leader.

McDonald Next

Finishing behind Sheeler at the checkered flag was McDonald who hails from West New York; Chuck Lenge, of Paterson; Bob Kruger, Joe Bossard and Rutz.

In the second lap, the hood on the Rutz car sprung up, blocking his vision until the race was stopped in the 13th lap. His pit crew fastened it securely before the restart and he came on to get sixth place.

In addition to Sheeler, heat winners on the eight-race card were Battle and Kronyack, Bobby Courtwright flipped his auto in the third heat between the first and second turns, favorite spot on the track for rollovers.

Rutz and Cabral captured the pair of semi-finals while the Class "B" went to Neil Hamilton, the famous stunt man for Jack Kochman's Hell Drivers, and Bossard took the consolation.

First Qualifying heat (10 laps)—Won by Ralph Sheeler; 2nd—Tex Enright; 3rd—Jim Bergen. Time: 2:44.86.

Second heat—Won by Tony Battle; 2nd—Joe Bossard; 3rd—John Yannore. No time.

Third heat—Won by John Kronyack; 2nd—Fred Post; 3rd—Johnny Cabral. No time.

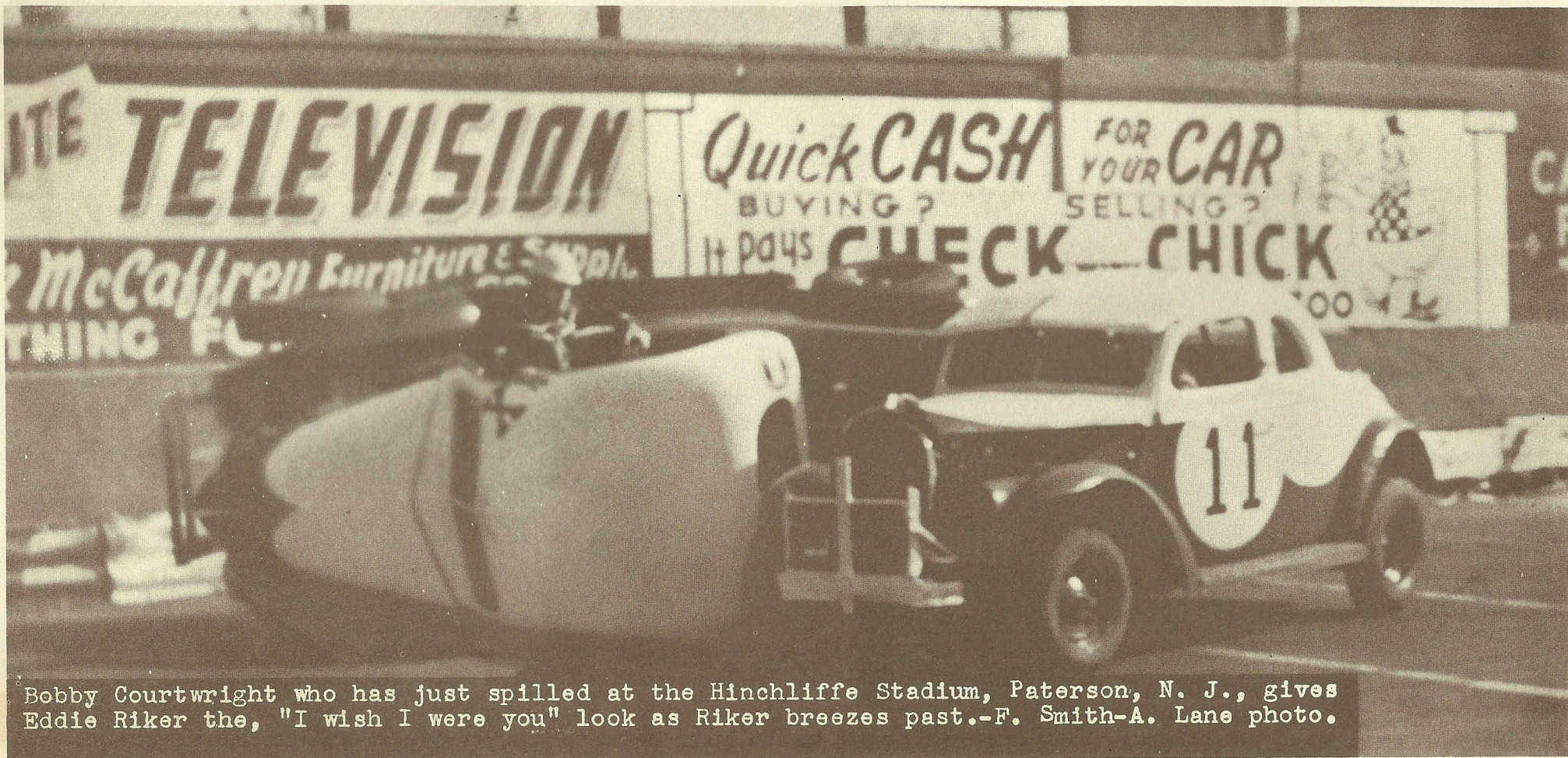
First Semi-Final (12 laps) — Won by Archie Rutz; 2nd—Tex Enright; 3rd—Ralph Sheeler. Time 3:18.64.

Second semi-final—Won by Johnny Cabral; 2nd—Neal McDonald; 3rd—Bob Kruger. Time: 3:18.84.

Class "B" (10 laps)—Won by Neil Hamilton; 2nd—Bob Courtwright; 3rd—Bill DeBoer. Time: 2:54.42.

Consolation (10 laps)—Won by Johnny Kronyack; 2nd—Jim Bergen; 3rd—Lyle Eastman. Time 3:24.05.

Feature Event (25 laps)—Won by Ralph Sheeler; 2nd—Neal McDonald; 3rd—Chuck Lenge. No time.



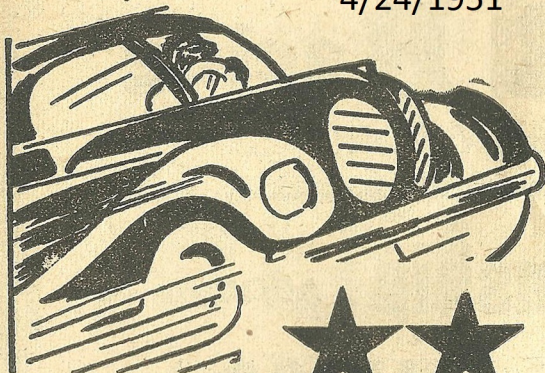
Bobby Courtwright who has just spilled at the Hinchliffe Stadium, Paterson, N. J., gives Eddie Riker the, "I wish I were you" look as Riker breezes past.-F. Smith-A. Lane photo.

4/24/1951

AUTO STOCK CAR RACES



4/24/1951



HINCHLIFFE STADIUM

PATERSON, NEW JERSEY

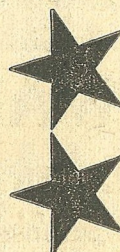
Every Sunday Afternoon

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NEIL COLE, TONY BATTLE,
RALPH SHEELER, DON STUMPH
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FIRST NIGHT RACE: SATURDAY NIGHT, MAY 5th at 8:30 p.m.

Fred Fisher In First Feature At Paterson

4/25/1951

Paterson, N. J., April 23—One of the most remarkable finishes witnessed at Hinchliffe Stadium this season occurred yesterday afternoon in the 25-lap main event as Fred Fisher of Oakland, literally came from nowhere in the final quarter-lap to capture the checkered flag.

Strong Finish

The fans who turned out despite the chilly weather saw Fisher slip into the lead while Fred Fehr of Easton, Pa., was attempting to thwart the efforts of Ed Riker to move into the front spot. It was the final lap of the long-distance grind and Riker, who was running second, tried desperately to pass Fehr on the outside as the cars wheeled around the third turn.

This didn't prove to Fehr's liking as he succeeded in ramming Riker's vehicle into the guard rail between the third and fourth turns. Meanwhile, without anyone taking notice except the alert scorers, Fisher flashed past Fehr who was forced to slow up, and came across the finish line with the victory.

Eighteen cars started in the main go with Fisher drawing second spot—first row, outside. The pole man, Ed Paskevich assumed the lead from the start and held it until the sixth time around when he was displaced by Fisher. The eventual winner maintained the front spot until passed by Fehr in the 14th lap.

Fehr was the pace-setter in the 16th lap when the red flag was displayed by Starter Craig Mellinger as Wally Trotter's auto careened into the guard rail coming off the fourth turn, turned over, and came to a halt on the starting line.

Action Predominates

Fehr came on to take second spot behind Fisher while Bobby Courtwright notched third. Ralph Sheeler, winner of the feature event last week, placed fourth followed by Emerson's Tony Battle and Fred Jacobus. There was no time because of the accident.

The fourth meet of the 1951 season was action-packed as times were recorded in only two of the nine events. Winners of the four 10-lap qualifying heats, in which no times were taken, were Bill Brown, Courtwright, Stan Dodd and Len Brown.

Neil Cole, the Hawthorne Hurricane, one of the most popular chauffeurs at the Paterson speedway, was shaken up a bit in the fourth and final heat. Cole and "Speedy" Williams were running neck and neck in the third lap with Cole on the outside. As they rounded the first turn Williams was unable to make it and continued straight into the guard rail, forcing Cole to do likewise.

During the running of the consolation, Bob Lambrix stalled in the middle of the track just past the starting stripe. After three laps, Lambrix made his exit immediately after which his car was rammed by Al Pomponio, the Lakewood driver's auto turned over. Pomponio got out and unconsciously tried to right his car single handed.

First Qualifying heat, 10 laps—Won by Bill Brown; 2nd, Chris Lehr; 3rd, Tony Battle. No time.

Second Heat — Won by Bobby Courtwright; 2nd, Ralph Sheeler; 3rd, Russ Dodd. No time.

Third Heat—Won by Stan Dodd; 2nd, Ed Paskevich; 3rd, Dick Sanford. No time.

Fourth Heat—Won by Len Brown; 2nd, Ed Riker; 3rd, Bob Kruger. No time.

First Semi-final, 12 laps—Won by Ralph Sheeler; 2nd, Fred Fisher; 3rd, Fred Fehr. Time 3:12.05.

Second Semi-final—Won by Stan Dodd; 2nd, Ed Riker; 3rd, Ed Paskevich. Time 3:14.86.

Class "B", 10 laps — Won by Don Stumph; 2nd, Al Pomponio; 3rd, "Doggy" Hewitt. No time.

Consolation, 12 laps — Won by Tony Battle; 2nd, Lou Volk; 3rd, Don Kruger. No time.

Feature Event, 25 laps — Won by Fred Fisher; 2nd, Fred Fehr; 3rd, Bob Courtwright. No time.

Paterson Stock Feature Taken By Johnny Cabral

5/8/1951

PATERSON, N. J., May 8th. — Johnny Cabral scored his first feature victory of the season, outdistancing the rest of the field in the 25-lap feature of Saturday night's inaugural arc-light stock car show at Hinchliffe Stadium.

There was no time in the feature which was interrupted by several minor accidents.

Tony Battle finished second behind Cabral and Ralph Sheeler was third.

Harold Kaatz was the winner of the other 12-lap semifinal event.

1st heat—(10 laps)—Van Orden, Hamilton, Barton. Time: 2:54.86.

2nd heat—(10 laps)—Sheeler, Jacobus, Lenge. No. time (halted due to accident).

3rd heat—(10 laps)—Eastman, Bill Brown, Battle. No time.

1st semi-final—(12 laps)—Kaatz, N. Cole, Druger. No time.

2nd semi-final—(12 laps)—Eastman, Hampson, Van Orden. Time: 1:24.59.

Class B—(10 laps)—Post, Paskevich, Murray. No time (due to accident).

2nd Class B—(10 laps)—Rutz, Tom Colfax, Struble. Time: 2:49.91.

Consy—(12 laps)—Pfisterer, Rutz, Kruger. Time: 3:22.46.

Feature—(25 laps)—Cabral, Battle, Sheeler. No time.

Champ Cabral Gets First Win At Hinchliffe

5/9/1951

Paterson, N. J., May 7—Atlantic Stock Car Racing Club 1950 champion Johnny Cabral scored his first feature victory of the season, outdistancing the rest of the field in the 25-lap feature of Saturday night's inaugural



JOHNNY CABRAL
Takes Night Opener

arc-light stock car show at Hinchliffe Stadium.

There was no time in the feature which was interrupted by several minor accidents.

Tony Battle finished second behind Cabral and Ralph Sheeler was third.

Before the feature got under way Mert Eastman was the driving star. He won his 10-lap qualifying heat and followed by winning the second semifinal.

Harold Kaatz was the winner of the other 12-lap semifinal event.

10-lap qualifying heat—Wally Van Orden, Neil Hamilton, Chippy Barton. Time: 2:54.86.

10 lap heat—Ralph Liquori, Jackie Reynolds, Harold Kaatz. Time: 2:54.63.

10 lap heat—Ralph Sheeler, Jake Jacobus, Chuck Lenge. Time: Clock halted after accident.

10 lap heat—Mert Eastman, Bill Brown, Tony Battle. No time.

12 lap semi final—Harold Kaatz, Neil Cole, Don Druger. No time.

12 lap semi final—Mert Eastman, Ralph Hampson, Lonnie Van Orden. Time: 3:24.59.

10 lap clas B race—Fred Post, Ed Paskevich, Ed Murray. Time: Clock stopped after accident.

10 lap Class B Race—Archie Rutz, Tom Solfax, Elmer Struble. Time: 2:49.91.

12 lap consolation race—Fred Pfisterer, Archie Rutz, Don Kruger. Time: 3:22.46.

25 lap main event—Johnny Cabral, Tony Battle, Ralph Sheeler. No time.

Smith Wallops Rivals At Hinchliffe Track

5/15/1951

PATERSON, N. J., May 15th—

The eighth driver to score a feature victory in as many meets here this season, Otis Smith of Butler captured the 25-lap main event of the stock car auto races at Hinchliffe Stadium Saturday night.

Despite "very - chill - for - May" weather, a large turnout of fans viewed the meet and watched Smith parlay some adroit driving and good strategy into a triumph as a strong 18-car field competed in the feature. By winning it, Smith preserved the odd string which has seen a different driver take the main event in all of the racing cards on the Paterson track this year.

Starting in fourth spot, Smith came through after the race had been halted twice by pileups on the track. In the 9th lap, Neal McDonald cracked up and while halted on the speedway, was smashed by the other machines speeding into him, causing starter Craig Mellinger to bring out the red flag, stopping the action.

At the restart, Johnny Cabral moved into second place behind Neil Hamilton who had been setting the early pace. The veteran Cabral who had occupied the 11th spot when the field lined up, went ahead as he whirled past the spinning Hamilton and Ed Riker came alongside for a stirring duel for the lead.

But with four laps remaining,

a 5-car collision again halted the race, costing Cabral and Riker their advantageous positions. Mr. Smith was at the pole in the reshuffle of the lineup caused by the accident and losing no time, the Butler chauffeur poured it on to hold the lead until the race was over. Harold Kadtz of Pompton Lakes and Vince Barton of Totowa Borough finished behind him.

1st heat (10 laps)—Tony Battle, John Veenstra, Archie Rutz. No time.

2nd semi-final (12 laps)—Harold Kautz, Chuck Lenge, Vince Barton. Time: 3:17.57.

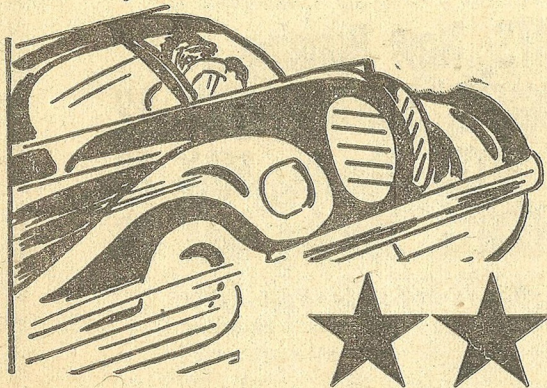
Class B (12 laps)—Fred Pfisterer, Ralph Liguori, Hugh Hayes. Time: 3:22.86.

Consolation (12 laps) —"Doggie" Hewitt, Speed Williams, Fred Pfisterer. Time: 3:24.87.

Main event (25 laps)—Otis Smith, Harold Kautz, Ralph Sheeler. No time.

AUTO STOCK CAR RACES

5/15/1951



HINCHLIFFE STADIUM

PATERSON, NEW JERSEY

Every Tues. and Sat. Nites

8:30 P.M.

SEE the TOP LINE Drivers of the
ATLANTIC STOCK CAR RACING CLUB
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Otis Smith Victor In Paterson Stocks

5/16/1951

Paterson, N. J.—Otis Smith of Bulter became a newcomer to the win list when he took the 25-lap main event of the stock car auto races at Hinchliffe Stadium, Saturday night.

In negotiating his victory, Smith bested a field of 18 cars. He was in fourth position when the race began, moved up after the event was restarted because of accidents in the 9th and 21st laps. In taking the decision, the Bulter chauffeur finished ahead of Harold Kautz of Pompton Lakes, with Ralph Sheeler third.

An accident on the first turn after completing the opening qualifying heat found John Veenstra's car crashing against the wall. He was taken to St. Joseph Hospital where he was treated for nose injuries.

Saturday's summaries follow:

Ten-lap qualifying heat—Won by Tony Battle; 2, John Veenstra; 3, Archie Rutz. No time.

Ten-lap heat—1, Hank Stephan; 2, Neil Hamilton; 3, Neil Cole. No time.

Ten-lap heat—1, Ed Riker; 2, Chuck Lenge; 3, Vince Barton. Time 2:52.71.

Ten-lap heat—1, Bob Kruger; 2, Joe Bossard; 3, Otis Smith. No time.

Twelve-lap semi-final—1, Hank Stephan; 2, Johnny Cabral; 3, Neil Cole. Time 3:26.08.

Twelve-lap semi-final—1, Harold Krautz; 2, Chuck Lenge; 3, Vince Barton. 3:17.57.

Class 2 12-lap race—1, Fred Plisterer; 2, Ralph Liguore; 3, Hugh Hayes. 3:22.86.

Twelve-lap Consolation — 1, "Doggie" Hewitt; 2, Speed Williams; 3, Fred Pfisterer. Time 3:24.87.

Main event, 25 laps—1, Otis Smith; 2, Harold Kautz; 3, Ralph Sheeler. No time.

Interrupted Feature To Neil Cole As Courtwright Wins at Paterson

PATERSON, N. J., June 5th.—One way or other, Bobby Courtwright was determined to register his first feature victory of the season at Hinchliffe Stadium here Saturday night. The biggest crowd of the Stock Car season—9,200 spectators—turned out in perfect racing weather.

The Ramsey speedster missed his first opportunity to take a main-event decision when the 50-lap race which was interrupted by rain Tuesday night, was completed. Starting in the pole position, he had been leading when the event was stopped in the 38th lap, then Courtwright lost out to Neil Cole who came through for his No. 3 feature victory of the year.

But Courtwright was not to be denied. He poured it on when the regular 25-lap feature climaxing Saturday's show came along and won in the very last lap. It was a thrilling finish to a spectacular meet.

Bobby was a long time waiting for this victory. In completing the 50-lapper, he yielded to Cole who sped past him for the decision and entrenched himself as the most prolific winner on the Paterson track this season with his 3 victories. No other driver has been able to take more than one feature to date.

Ralph Sheeler, the Paterson

veteran who was very much in the 25-lap picture, too, took third behind Courtwright.

The closing race of the night, the 25-lap windup was halted twice by accidents. It was a fast-tempoed scramble with the cars maintaining a torrid pace all the way. Joe O'Brien lost a wheel from his car in the 7th lap and was forced out while bidding for the victory.

1st heat—(10 laps)—Ralph Sheeler, Lew Volk, Fred McFehr. No time.

2nd heat—(10 laps)—Fred Fisher, Neil Cole, Ed Gelman. Time: 2:41.61.

3rd heat—(10 laps)—Joe Bossard, Neil McDonald, Ed Paskevich. No time.

Semi-final—(12 laps)—Fred Fisher, Duke Southard, Fred Fehr. No time.

2nd semi-final—(12 laps)—J. O'Brien, Neil Cole, Bobby Courtwright. Time: 3:19.56.

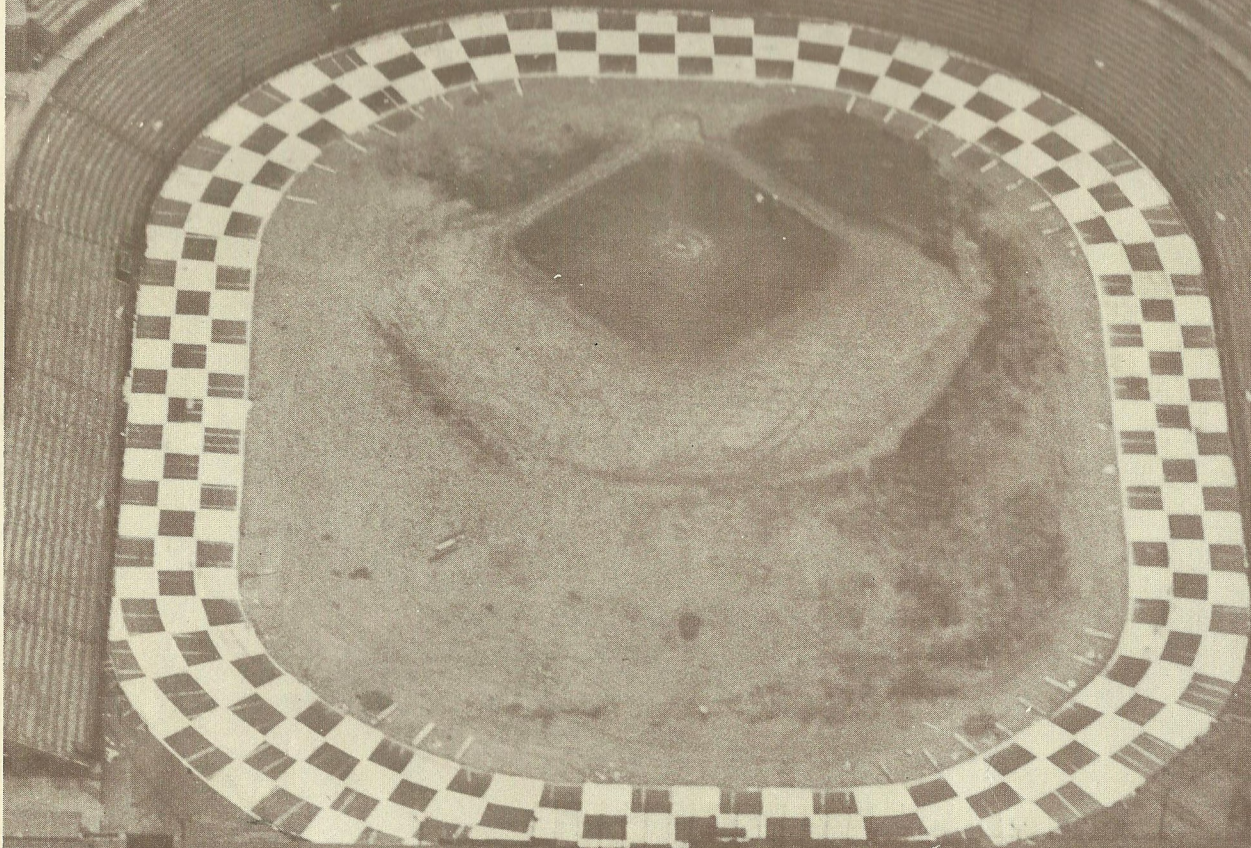
Class B—(10 laps)—Wally Van Orden, Hank Stephan, Otis Smith. Time: 2:43.86.

Consy—(12 laps)—Ed Paskevich, J. Bossard, Ed Gilman. Time: 3:16.04.

50-lap Main Event (Final 12 laps of Tuesday's Feature which was interrupted by rain) Neil Cole, Bobby Courtwright, Ralph Sheeler. No time.

25-lap Main Event—Bobby Courtwright, Ralph Sheeler, Fred Fisher. No time.

They Gotta Keep Moving!



Here is the newly-surfaced Checkerboard speedway at the Hinchliffe Stadium, Paterson, N. J. Race Director, Harvey Tattersall jr, and his aide, Tom Galan devised this unusual track surface. The versatile Neil Cole, went aloft in a Piper Cub, took the picture, came down and raced on the checkerboard speedway that night. °

Interrupted Feature To Neil Cole

As Courtwright Wins at Paterson

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Semi-final—(12 laps)—Fred Fisher, Duke Southard, Fred Fehr. No time.

2nd semi-final—(12 laps)—J. O'Brien, Neil Cole, Bobby Courtwright. Time: 3:19.56.

Class B—(10 laps)—Wally Van Orden, Hank Stephan, Otis Smith. Time: 2:43.86.

Consy—(12 laps)—Ed Paskevich, J. Bossard, Ed Gilman. Time: 3:16.04.

50-lap Main Event (Final 12 laps of Tuesday's Feature which was interrupted by rain)—Neil Cole, Bobby Courtwright, Ralph Sheeler. No time.

25-lap Main Event—Bobby Courtwright, Ralph Sheeler, Fred Fisher. No time.

Dikeman First at Paterson

PATERSON, June 26 (AP)—Bill Dikeman, Poughkeepsie, came in ahead of the field in the feature twenty-five-lap, five-mile stock car race at Hinchcliffe Stadium tonight.

6/27/1951

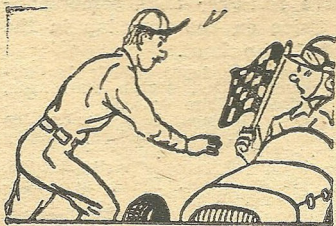
100-Lap Feature Set for Saturday At Paterson, N. J.

7/3/1951

PATERSON, N. J., July 3rd.—Rained out last week, the 100-lap Championship will feature the stock car races at Hinchliffe Stadium, Paterson, Saturday night when Director Harvey Tattersall, Jr., presents the titular long-distanced event on the fifth-of-a-mile track.

The 100-lapper, with a big field lined up for the championship, will climax the full program of racing. The first of the qualifying events will launch the meet at 8:30 o'clock, followed by other eliminations and the Century Championship climax.

Saturday's 100-Lap champion-



ship was scheduled last week but was washed out by showers and rainchecks held by the spectators at that meet, will be honored for these races. The entire program will be presented and drivers from the Atlantic stock car circuit will be competing in the meet.

The Paterson track will be the scene of important competition this week with the 100-Lap Championship topping Saturday's meet and the drivers back in the thick of the competition again next Tuesday night. These meets will provide the Atlantic aces with their bids for the feature victories and points in the official standings.

Ralph Sheeler Wins 100-Lap Paterson Stock Car Feature

7/10/1951

PATERSON, N. J., July 10th.—Parlaying persistence, endurance, and skillful driving, veteran Ralph Sheeler won the 100-lap race featuring the semi-weekly stock car meet at Hinchliffe Stadium, Paterson, Saturday night. It was a big win for the old-time star who came within a minute of missing the triumph. Close to 9,000 viewed the action.

Sheeler, Paterson driver, competing on his home track, was in 16th place when the race started. It was Don Stumpf of Hackensack who set the early pace and who apparently was going to post the win. The young Bergen chauffeur moved up from fourth spot to take the advantage in a hurry.

Neil Cole moved up a couple of notches to take fourth, and when Cabral was forced out four laps later, Cole sped by Stumpf to take 2nd. However, Neil's car developed trouble and he was forced into the infield, with the torrid pace now showing Sheeler and Stumpf in one-two positions.

Then came the close call for the leader. Fred Fehr went into a bad spin in the homestretch

with only three laps of the long race left. Sheeler, right behind him, almost cracked up, but by the very closest of margins, he straightened out and avoided a bad crash. When the cars lined up for a re-start, Sheeler was able to wheel his car back into competition and held the pole position until the race was over. Stumpf took down 2nd money and Tommy Colfax of Pompton Lakes, finished 3rd.

1st heat—(12 laps)—Johnny Cabral, Ralph Sheeler, Gene Bergen. No time.

2nd heat—(12 laps)—Don Stumpf, Dan Collins, Tony Battle. No time.

3rd heat—(12 laps)—Neil Cole, J. Kranyak, Ralph Hampson. No time.

Consy—(15 laps)—Nick Fornora, J. Lamberti, Fred Fehr. Time: 4:12.50.

Feature—(100 laps)—Ralph Sheeler, Don Stumpf, Tommy Colfax. No time.

Sheeler Wins at Long Branch, Paterson

4/22/1951

Skilful Ralph Sheeler raced to the 100-lap mid-summer stock car championship Saturday night at Hinchcliffe Stadium before a crowd estimated at above 8,000 approving fans.

Sheeler, top point scorer in the At-



RALPH SHEELER

lantic stock car standings with 1,160 markers despite the fact that he has won only one feature event, outsped Don Stumpf and Tom Colfar to the finish line. No time was recorded.

Sheeler qualified for the century grind by taking second in the first heat. Neil Cole, most consistent feature winner, could do no better than win the 12-lap third event.

The victory lengthened Sheeler's leading margin in the point-standings over Cole, who was second with 1,086 points before Saturday.

BY GARY GORDON

LONG BRANCH—Ralph Sheeler and Ted Hennessey divided honors at the Long Branch Stadium, Friday and Saturday night respectively. Sheeler won the Friday gonfalon chase from Dick Havens and Don Stumph but only after a terrific tussle.

Hennessey also had his hands full the following night in downing Walt Peters, Charley Muscatel and Joe Oakes.

Ed Husman won the special added 25 lap feature on Fridey from Ed Rynkoski and Dick Havens.

One of the best crowds of the season was on hand to see a spectacular fence-busting plunge engineered by John Cito, Duke Heller and Bob Downs. Cito took the header with Heller resting on top. Downs teetered on the edge but managed to stay on the track side.

8/14/1951



Its a happy group that poses for staff fotog Frank Smith following the running of the 500 lap stock car classic at Hinchliffe Stadium, Paterson, N.J. Left to right are, car owners Nick and Joe Antonelli, Race Director, Harvey Tattersall, junior, Tony Battle and Johnny Cabral victory pilots.

Kruger Cops 25-Lap Thriller at Paterson

8/14/1951

PATERSON, N. J., August 14th.—Two drivers who were making their first excursion into the victory column here this season, Bob Kruger and Don Stumpf won the feature 25-lap stock car races at Hinchliffe Stadium Saturday night. This took quite a bit of doing but Kruger and Stumpf registered their triumphs by combining circumstance and determination for the decisions in the "madcap reverse" which climaxed the semi-weekly meet on the fifth-of-a-mile Paterson track.

Close to 8,000 fans viewed the action which wound up with the two 25-lappers, the field in the first feature being reversed for the lineup in the second race. Kruger, victorious in the second semi-final, had his car running smoothly and took charge in the turbulent race as the initial feature was unreeled.

Twenty cars lined up in this 25-lapper with Kruger starting in sixth position. It was a crash-filled program and the tempo continued in this feature. Tony Battle and Johnny Cabral crashed against the wall in the homestretch during the 14th lap and the cars were lined up for the restart.

Kruger moved up to first and held on to the finish, Bob of the brother team from Old Tappan, N. J. crossing the finish line ahead of Fred Fehr of Easton, Pa., and Ralph Sheeler, Paterson veteran. This marked his first win of the

season in a Hinchliffe Stadium feature and not long after, Stumpf repeated the feat.

This was a hard-fought race, too but Stumpf was not to be swerved from his victorious course. Waging an authoritative campaign all the way after having finished in the rear of the field during the first main event of the night, the first spot with Johnny Cabral of Paterson second and Tony Battle, Hillsdale newlywed, taking third.

1st heat—(10 laps)—Ralph Liguori, Don Allen, Ed Riker. Time: 2:44.03.

2nd heat—(10 laps)—Bob Ketchell, Ed De Wolff, Joe O'Brien. No time (due to restart).

3rd heat—(10 laps)—Tony Battle. Time: 2:50.59.

Semi—(12 laps)—Don Cronk, Ralph Liguori, Al Redner. No time (due to restart).

Class B—(10 laps)—Et Paskevich, Bom Lambrix, Tom Bruce. No time (due to restart).

Feature—(25 laps)—Bob Kruger, F. Fehr, Ralph Sheeler. No time (due to restart).

Reverse madcap—(25 lap feature)—Don Stumpf, Johnny Cabral, Tony Battle. No time.

Hinchliffe 50-Lapper Annexed By Neil Cole

8/21/1951

PATERSON, N. J., August 21st. — Recapturing the magic touch which has eluded him the past two months, Neil Cole sped to victory in the 50-lap feature event of the stock car races at Hinchliffe Stadium, Paterson, Saturday night. Another large crowd viewed the action-laden speed program.

Newlywed Neil, popular driver from Hawthorne, had been out of the win column on the fifth-of-a-mile Paterson track since June 19 when he scored his fifth feature triumph of the campaign. At the time, that was his second consecutive win and his third in six meets.

But Cole was stopped cold after that, with one thing or another contributing to his eight - weeks slump. Saturday night, he was running for the roses (one of the added gifts presented by a racing fan to the winner) and also, gunning for the important purse.

Starting in 13th position, Neil turned in a smooth and smart performance as he out-lasting the 20-car field to take the decision. It was his second 50-lap triumph of the campaign. The Hawthorne star also having rocketed to the win in the previous race of that distance early in June.

Archie Rutz of Hackensack was second in Saturday's main, followed by Bill Darragh of Georgetown, Conn., who scored his initial feature win only last Tuesday night.

Ralph Sheeler encountered a

tough break duuring the 50-lapper. He elected to start last in a bid for the "jackpot" awaiting a driver who goes from scratch to the victory and came extremely close to turning the trick.

Moving back six places in his gamble for the extra prize, Sheeler kept threading his way thru the field.

Then, pouring it on, Sheeler finally went ahead but as he hit the turn leading into the home-stretch, he spun out and lost so much ground that he was unable to take the top spot again.

1st heat—(10 laps)—Jack Lanberti, Bill Struble, Ray Cook. No time (due to restart).

2nd heat—(10 laps)—Neil Cole, Russ Meyer, Don Allen. Time: 2:31.86.

3rd heat—(10 laps)—Joe O'Brien, M. Eastman, Ed Riker. Time: 2:30.61.

1st semi—(12 laps)—Russ Meyer, Bill Darragh, Ed Kaskivich. Time: 3:20.75.

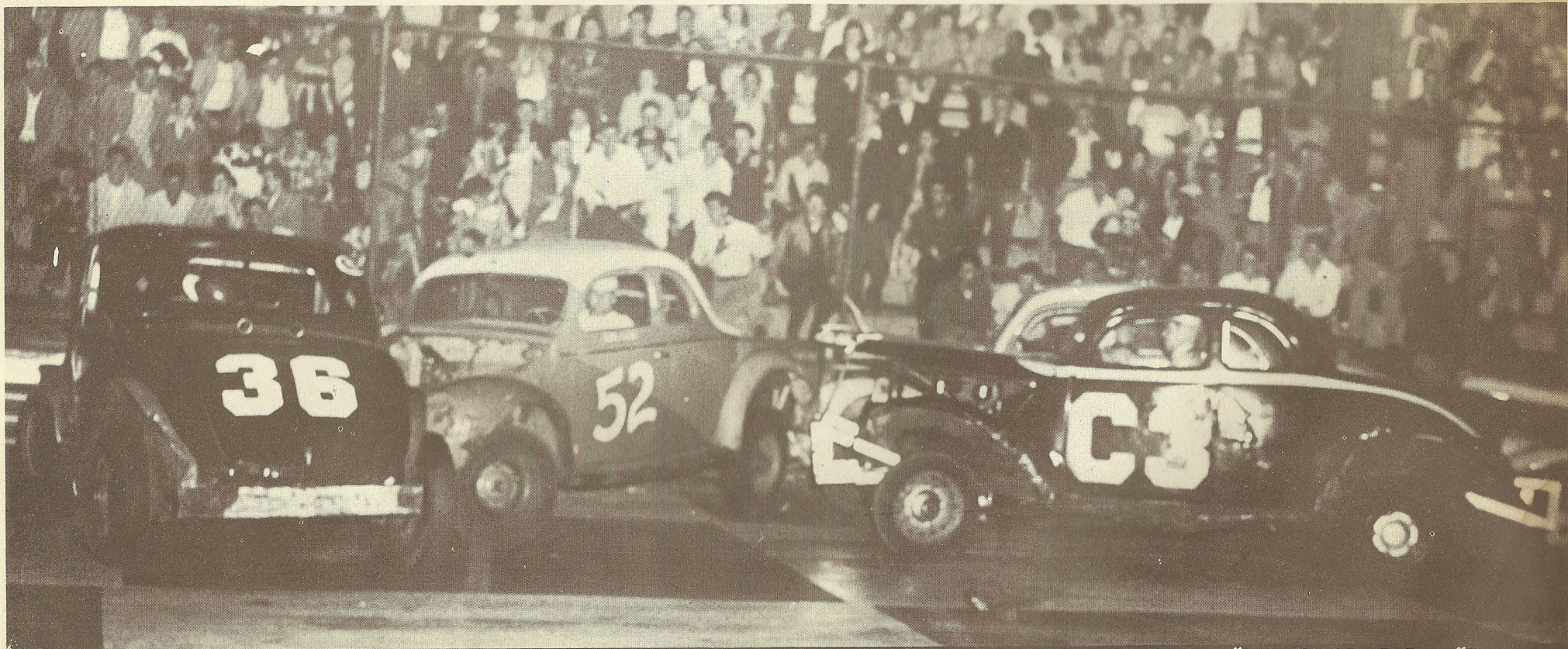
2nd semi—(12 laps)—"Doggie" Hewitt, Russ Dodd, Mert Eastman.—Time: 3:22.86.

Class B—(10 laps)—Dan Collins, B. Herman, Tony Battle. Time: None.

Consy—(12 laps)—Bobby Lambrix, Arnold Jacobus, Joe O'Brien. Time: None.

Feature—(50 laps)—Neil Cole, A. Rutz, Bill Darragh. No time (due to restart).

9/4/1951



Its a mass jam-up at the Hinchliffe Stadium, Paterson, N.J., when Walt Trotter #15, Neil Cole #52 Duke Southern #C-3 tangle during a stock car speed brawl in one of the hectic Saturday night cards. Frank Smith photo.

Strictly Stock Go to Hamilton

Fornora Tops Paterson Modified Stock Field

PATERSON, N. J., Sept. 18th.—A wild and woolly night of racing saw Doug Hamilton emerge as the winner of the two feature events of the stock car meet at Hinchliffe Stadium, Paterson, Saturday with a huge crowd viewing the turbulent action.

Fornora, Whippany, N. J., Chauffeur posted his first triumph of the season on the Paterson track in the 25-lap modified-stock car climax while Hamilton, who emanates from Bloomingdale, took the "Wild Man's Special," the non-Ford strictly-stock race over the 25-lap distance.

Hamilton's victory was protested with the official specifications' board which has to rule on the question. The protest was based on the locked rear end on Hamilton's car, the strictly-stock race rules prohibiting and modification, Al Ramm of Haywood finished second, followed by Bill Botsyl in third spot.

Twenty cars started the eerie scramble, some going so berserk at times that they made a track of their own as they cut into the infield. Several spins and crashes stymied the chauffeurs, Tommy Bruce's machine turning over on its side in the 19th lap with the driver emerging unscathed.

Fornora Clicks

Hard riding Johnny Fornora took the modified stock main

event, stopped in the 23rd lap after the track was blocked by an accident. Al Keller, Tampa, Fla., chauffeur who won the feature last Saturday, made a spirited effort to repeat but had to settle for second. Bill Darragh of Georgetown, Conn., was third.

Both of the contenders came close to picking up the marbles but just missed. It was a night of hard fighting, two different battles being halted before blows could be exchanged by the fired drivers.

1st heat — (10 laps) — Tom Bruce, Lyle Eastman, Bill Darragh. No time.
2nd heat — (10 laps) — Al Redner, John Cabral, Hank Stephan. No time.

3rd heat — (10 laps) — George Witten, John Fornora, Bob Down.— Time: 2:31.86.

1st semi — (12 laps) — Bill DeWolff, Lyle Eastman, Tony Battle.— Time: 3:21.81.

2nd semi — (12 laps) — George Witten, John Fornora, Bob Lambrix. No time.

25-lap Strictly Stock Race—Doug Hamilton, Al Ramm, Bill Botsyl. No time.

Consy — (12 laps) — Bob Kruger, Otis Smith, Don Stumpf. No time.

25-lap Modified Stock-Car Race—John Fornora, Al Keller, Bill Darragh. No time.

Johnny Fornora 1st In Paterson Stocks

9/19/1951

Johnny Fornora, Whippany, and Doug Hamilton, Bloomingdale, won the 25-lap feature modified-stock and strictly-stock events respectively at Hinchliffe Stadium Saturday night.

Fornora took the modified-stock feature followed by Al Keller of Tampa, Fla., and Bill Darragh of Georgetown, Conn. Hamilton's winning car was protested to the rules committee on the basis of a locked rear end, the contention being that this was a modification contrary to the requirements. The officials will have to rule on this question.

Al Ramm of Maywood finished in the runner-up position behind Hamilton in this race, followed by Bill Botbyl.

SUMMARIES

First Heat, 10 laps—Tom Bruce, Lyle Eastman, Bill Darragh. No time.

Second Heat, 10 laps—Al Redner, John Cabral, Hank Stephan. No time.

Third Heat, 10 laps—George Witten, John Fornora, Bob Down. Time 2:31.86.

Semi-final, 12 laps—Bill De Wolff, Lyle Eastman, Tony Battle. Time 3:21.81.

Semi-final 12 laps — George Witten, John Fornora, Bob Lambrix. No time.

25-Lap Strictly Stock Race — Doug Hamilton, Al Ramm, Bill Botbyl.

Consolation, 12 laps—Bob Kruger; Otis Smith, Don Stumpf. No time.

25-Lap Modified Stock Car Race—John Fornora, Al Keller, Bill Darragh. No time.

Jacobus Shades Cook In Paterson 25-lapper

10/9/1951

PATERSON, N. J., Oct. 9th.—Scoring his second feature victory of the season, Arnold Jacobus of Lincoln Park took the 25-lap main event of the stock car races at Hinchliffe Stadium, Paterson, Saturday night.

With a good crowd turning out despite the chill weather Jacobus a turbulent feature scramble. The triumph for the Jersey chauffeur won out over Hawthorne's Ray Cook and Don Stumpf of Hackensack who finished behind him after a turbulent feature scramble. The feature for the Jersey chauffeur was his first since the 24th of July when he took his initial fea-

ture win on the Paterson track.

Starting in the 10th position, Jacobus moved up steadily and gained impetus after the race was resumed following the 5th-lap accident involving Bob Downs whose car turned over in a hard flip. Driver escaping injury. Ralph Sheeler, point-setter in the official standings for the season, in-

to tough luck as he was making his bid.

Sheeler drove "blind" for a lap with his hood up, blocking his vision and after he pulled in to the infield to remedy this, he returned to the track only to be forced out again with a flat tire. Meanwhile, Jacobus took charge and captured the verdict.

The "destruction race" in which the cars tried to put each other out of the running, was won by Jack Smith. The event proved popular with the crowd and will be presented again soon, it was announced by race director Harvey Tattersall Jr.

Cars driven by Jack Smith and Matt McMann caught fire in two different races to be put out of the running in the second semifinal, Don Collins' machine crashed in the 3rd lap, turning over twice in a spectacular crackup. The driver emerged without serious injury.

1st heat — (10 laps) — Joe Setab, Bob Down, Johnny Cabral. Time: 2:39.01.

2nd heat — (10 laps) — Duke Southern, Don Stumpf, Ralph Sheeler. No time (due to restart).

3rd heat — (10 laps) — Ed Gelnaw, Arnold Jacobus, Dan Collins. Time: 2:31.85.

1st semi — (12 laps) — Donald Stumpf, Ralph Sheeler, Joe Bossard. No time (due to restart).

2nd semi — (12 laps) — Ed Gelnaw, Ray Cook, Duke Southern. No time (due to restart).

Class B — (10 laps) — Tom Bruce, Don Druger, Wally Van Orden. No time (due to restart).

Destruction race — Jack Smith. Consy — (12 laps) — Joe Setab, Bart Hook, Vince Barton. Time: 3:10.56.

Feature — (25 laps) — Arnold Jacobus, Ray Cook, Don Stumpf. No time (due to restart).

DARRAGH COPS "100" AT HINCHLIFFE

10/16/1951

Connecticut chauffeur who has hit his stride the past two months, Bill Darragh won the 100-lap feature stock car race at Hinchliffe Stadium, Paterson, Saturday night. Ed Riker of Rockaway, and Ralph Sheeler of Paterson, finished second and third.

This was the final night meet of the season. Races at Hinchcliffe Stadium for the balance of the speed campaign will be presented every Sunday afternoon. The next meet on the Paterson track is scheduled next Sunday, starting at 2:30 o'clock.

The 250-lap race for new pleasure cars, 1946-1951 models, will headline the meet which also

feature midget auto races marking the return of this type of competition to the Paterson track.

Also carded Sunday will be the finals of the bathing-beauty contest to crown "Miss Hinchcliffe Stadium of 1951." Steve Allen, famous television star will serve as master of ceremonies.

3rd For Darragh

The victory for Darragh Sat-

urday night was his third of the season. He posted his last decision on the Paterson track on Sept. 11 and he came through although starting in 13th position when the 100-lapper began.

The Georgetown, Conn. ace had a tough time making it with a strong field bidding for the honors. Fred Fehr moved up from the lead and then Johnny Cabral closed in for second spot with Riker and Darragh battling for third spot, as a fourth of the race was over.

Pouring it on, Cabral took charge in the later stages and at

the 70-lap mark, the Paterson speedster went out in front. But a car dropping oil on the track brought out the stop-signal and in a skid, Riker hit Cabral's car, the subsequent damage forcing the latter out of the race.

Darragh went out in front then and held on till the finish with Riker chasing him across the line.

The Heats went to Ronnie Bean, Tony Battle, and Fred Fehr with Jack Crozier and Tony Battle taking the semi-final events. In the consolation race, the Collins and Kruger cars tangled with the drivers emerging uninjured.

1st heat — (10 laps) — Ronnie Bean, Jack Crozier, Russ Meyer. — No time (due to restart).

2nd heat — (10 laps) — Tony Battle, Vince Barton, Doug Hampson. — No time (due to restart).

3rd heat — (10 laps) — Fred Fehr, Joe Bossard, Joe Wilcox. — No time (due to restart).

1st semi — (12 laps) — Jack Crozier, Ray Savarese, Ed Paskivich. — Time: 3:21.81.

2nd semi — (12 laps) — Tony Battle, Johnny Cabral, Fred Fehr. — No time (due to restart).

Class B — (10 laps) — George Witten, Doug Hamilton, Doggie Hewitt. — No time (due to restart).

Consy — (12 laps) — Ed Riker, Arnold Jacobus, Chuck Lenge. — No time (due to restart).

Feature — (100 laps) — Bill Darragh, Ed Riker, Ralph Sheeler. — No time (due to restart).

250-Lap Pleasure Car "Go" at Hinchliffe Sun.

10/16/1951

PATERSON, N. J., Oct. 16th. — The most unusual event of the year, a 250-lap race for new pleasure cars will be one of the three headline features at Hinchliffe Stadium, Paterson, Sunday afternoon. The meet will get under way at 2:30 o'clock.

Midget auto races will share the headline niche on the Paterson track Sunday and in addition, the 3-shows-in-1 will provide the finals of the Bathing-Beauty contest which will crown "Miss Hinchliffe Stadium of 1951." Director Harvey Tattersall Jr., has announced that this program will launch afternoon racing on the fifth-of-a-mile track.

Steve Allen, famous television star will serve as Master of Ceremonies during the program and will preside over the contest finals when successful entrants will compete for the year's queen honors at Hinchliffe Stadium.

The new pleasure car race, 250-laps long has been attracting wide attention from speed followers who will be seeing automobiles out of the showrooms (1946 to 1951) in action on the track. Among the machines entering the Paterson line up Sunday afternoon are: Packards, DeSotos, Mercurys, Plymouths, Chevrolets, Fords, Studebakers, Chryslers, and many others in what looms as the top event of the current schedule.

Johnny Cabral, stock-car champion of the Atlantic circuit last season will be in this 250-lap new pleasure car race. So will such standouts as Ray Brown of White Plains, United stock-car circuit champion; Frank Vesi of New Haven, Conn; Ed Gauvin of New Britain; and Jokko Maggiasomo of Poughkeepsie, 1951 United kingpin. Most of the chauffers familiar

to fans at the Paterson track are pointing for this big win.

Midget auto racing will return to Hinchliffe Stadium for the first time in three years as another feature of Sunday's meet. The mite machines will be competing in a



program which will be an added highlight of the afternoon. The midget cars, the new-car race, and the Bathing-Beauty contest will make up the full program and in addition, time trials will go on at 1:30 o'clock, an hour before the actual racing begins.

Miss Hinchliffe Stadium to Be Crowned

Sheeler Set for Action In Paterson Stock Go

10/30/1951

PATERSON, N. J., Oct. 30th.—Rained out last week, the stock car speedsters will compete in a big meet scheduled at Hinchliffe Stadium on Sunday afternoon with three features headlining the program. The first event is scheduled for 2:30 P.M.

Topping the meet, on the fifth-of-a-mile Paterson track Sunday, will be the 50-lap main event and a "destruction race" with this card marking the return of modified stock car competition to the Hinchliffe Stadium Speedway under direction of Harvey Tattersall Jr.

The 50-lap race will attract a strong field of drivers who have been sidelined the past two weeks with the weatherman handicapping their efforts to move into competition. Ralph Sheeler, the veteran Paterson ace who is leading the point scorers will be bidding for the honors and so will Johnny Cabral, the defending champion last year; Tony Battle, "Doggie" Hewitte, Ed Riker, Bill Darragh,

Bob and Don Kruger, and Duke Southern among others.

The "destruction race" will be making a return appearance at Hinchliffe Stadium after a previous 'click' earlier in the campaign. This specialty finds cars attempting to put each other out of the running by crashing their way to destruction, the last machine left on the track being the winner.

The finals of the Bathing Beauty contest also will be presented on Sunday afternoon. This will find the pretty girls who have cleared the elimination rounds, vying for the title of "Miss Hinchliffe Stadium of 1951."

Officials of the Atlantic Stock Car Racing Club will be in charge of the meet.

Don Stumpf Stumps Field in Paterson's Final Stock Meet

11/7/1951

Paterson, N. J. Nov. 5—A slim wind-bitten gathering of wrapped-in-the-wool and dyed-in-the-wool auto racing fans, witnessing the final show of the local outdoor campaign, saw Don Stumpf of Hasbrouck Heights win yesterday's 50-lap stock car feature at Hinchliffe Stadium.

The "Miss Hinchliffe Stadium of 1951" beauty contest was postponed because of the cold weather, not suited for modeling bathing suits, and is expected to be decided indoors at some future date. Ralph Sheeler of Fair Lawn was proclaimed circuit point standings champion for the season.

Stumpf won the campaign's final 50-lapper only after a brilliant duel with Ed Riker, the pair running abreast for more than 15 laps in a wheel-to-wheel struggle. Stumpf jockeyed his way through the pack to win. Riker was second with Ray Cook third. Sheeler fourth and Tom Bruce, fifth.

There was no official time for the event due to two restarts, and, in

fact, the feature event went only 49 laps, with a collision on the fourth turn of the next-to-last lap causing officials to call a permanent halt.

Ed Paskovich and Jack Crozier were among the early leaders for the big event, with Stumpf and Riker taking command shortly thereafter to control the front-running position until the finish.

Crozier and Tony Battle were victors in the 12-lap semi-finals. Battle, Ray Saverese and Johnny Cabral won the 10-lap qualifying heats and Vince Barton took first place in the consolation.

10-lap heat—Won by Tony Battle; 2.—Jack Crozier; 3.—Vince Barton. Time—2:34.56.

Heat—Won by Ray Saverese; 2.—Don Hewitt; 3.—John Cabral. No time.

Heat—Won by Cabral; 2.—Wally Van Orden; 3.—Tom Bruce. No time.

12-lap semifinal—Won by Crozier; 2.—Don Stumpf; 3.—Hewitt. No time.

Semifinal—Won by Battle; 2.—Ed Paskovich; 3.—Ed Riker. No time.

10-lap consolation—Won by Barton; 2.—Ralph Sheeler; 3.—Don Kruger. Time—2:36.54.

50-lap feature—Won by Stumpf; 2.—Riker; 3.—Ray Cook; 4.—Sheeler; 5.—Bruce. No time.

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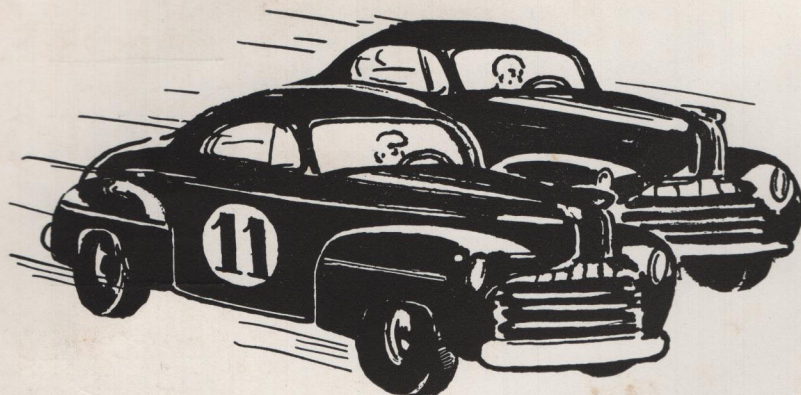
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✓ 100	Joe Romer	Middletown, N. Y.	✓ 88	Russ Dodd	Middletown, N. Y.
88	Frank Schneider	Lambertville, N. J.	✓ 57	Jim Delaney	Hope, N. J.
5	Bob Cortwright	Hasbrouck Heights, N. J.	✓ 549 ^x	Charley Muscatel	Lambertville, N. J.
✓ 25	Al Peters	Metuchen, N. J.	36	Bob Reed	Hope, N. J.
9	Len Brown <i>same car</i>	Lambertville, N. J.	26	Don Treible	Hope, N. J.
✓ 156	Tex Enright	Paterson, N. J.	✓ 8230	Johnny Cabral	Paterson, N. J.
17	Sammy Malach	Lansdale, Pa.	737	Lew Volk	Newark, N. J.
18	Billy Lewis	Paterson, N. J.	✓ 98	Duke Heller	
✓ 1	Baer Herman	Port Jervis, N. Y.	✓ 7	Ray Mosher	Budd Lake, N. J.
✓ 81	"Pappy" Hough	Paterson, N. J.	11	Eddie Riker	Boonton, N. J.
✓ ?	Ralph Sheeler	Paterson, N. J.	24	Eddie Ader	Bernardsville, N. J.
✓ 82	Chas. Dyer <i>Cabral</i>	Paterson, N. J.	✓ 3	Jack Reynolds <i>Wilson</i>	Ridgewood, N. J.
✓ 5366	Fred Post	Paterson, N. J.	40	Ronnie Kohler	Haledon, N. J.
50	Dutch Swayze	Dover, N. J.	55	Gordon Oldford	Westfield, N. J.
✓ 168	Don Strumpf	Hackensack, N. J.	7	Dick Dowd	Plainfield, N. J.
53	Andy Van Husen	Paterson, N. J.	✓ 67	Tiny Besso	Totowa Boro, N. J.

Entry List Block ⑪

50A - Pompano
 98 - Heller
 53 - Post
 100 - Roman
 9 - muscatel
 7 - Volk
 1 - Herman
 P - Sheeler
 X - Rogers
 407 - King
 52 - Cole
 58 - murlane
 41 - Canisano
 19 - Bellatino
 29 - Lehr
 7 - Mosher
 16 - Pfister
 82 - Cabral
 63 - Bruce
 25 - Peters
 48 - Barker
 4 - Wohl
 91 - Coates
 35 - Baker
 56 - Enwright
 3 - Wilson
 67 - Besso
 22 - Allen
 168 - Strumpf
 57 - Delaney

88 - Dodd
 00 - B. Smith
 X - Sanford
 81 - Hough
 14 - Petrich
 31 - Rossi
 1 - Campbell

midget list ⑫

8 - Baker
 16 - Cross
 9 - Tate
 83 - Duncan
 40 - Martino
 18 - Fornora
 8 - Peters
 5 - Meeker
 17 - Knight
 24 - Dowd
 5 - B. Dushow
 6 - Cooper

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Event No.

1

10 LAPS

Car No.	DRIVER	Finish
8	B Baker	4
16	Cross	1
9	Forte	5
83	Duncan	2
40	Martino	8
12	Frederico	3
8	Jimm Peters	6
5	Bleiker	7

Time 2:22 7/10

Event No.

2

10 LAPS

Car No.	DRIVER	Finish
17	Knight	1
24	Dowd	3
5	B Dishow	2
6	al cooper	not
9	Forte	4
8	J Peters	5
5	Bleiker	6
40	Martino	7

Time 2:20 8/1

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Event No. **3** *midgets* *Final*
33
 10 LAPS

Car No.	DRIVER	Finish
8	Baker	out
17	Knight	2
16	Coss	1
9	Forte	out
23	Duncan	4
24	Dowd	5
40	Martino	7
6	Cropper	out 10
18	Intino	3
5	Bleiken	mk
8	Peters	9.12.52
5	B. Dish...	-6

Event No. **4** *stocks* *Heat*
 25 LAPS

Car No.	DRIVER	Finish
5DA	Pompano	7
98	Heller	out
53	Post	3
100	Romer	6
9	Mushtreal	5
7	Volk	1
01	Herman	10
P	Sheeler	4
X	Rogers	2
407	King	9
52	Cole	2.55.52 (8)

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DOES YOUR RADIATOR OVERHEAT

IF SO — SEE US

CHARLIE'S RADIATOR WORKS

Established 1925

CHARLES LENTZ, Owner

LARGEST AUTO RADIATOR REPAIR SHOP
IN NEW JERSEY

New and Used Radiators

Modern Equipment

Expert Repairmen

To Serve You With Same Day Service

95 - 16th Avenue
Cor. Summer St.

Paterson, N. J. SH. 2-3588

Event No.

5

Sticks

13 starts

10 LAPS

Car No.	DRIVER	Finish
58	Mulhak	11
41	Canogans	3
19	Bellino	12
29*	Lehn	7
7	Maker	10
16	Pister	5
82	J. Cabal	1
63	Bruce	9
25	el-Peters	2

48- Broken - 6 2.50 81
4- Wohl Time out

91 Coates - 4
Phone: SHerwood 2-8138

35 Baker - 8
CHIRICO BROTHERS

General Auto Repairing

Complete ESSO Service — Lubrication — Battery Service

Ignition — Brake Service

AUTOLITE & DELCO REMY

Service & Parts — Wholesale & Retail

WHEEL ALIGNMENT & WHEEL BALANCING

ATLAS TIRES & TUBES

152 WAYNE AVENUE

PATERSON, N. J.

EVENT NO.

6

Sticks 13 starts

10 LAPS

Car No.	DRIVER	Finish
56	Enright	1
3	Wilson	7
67	Bosso	out
22	allen	9
168	Shump	out
57	Delaney	5
88	Russel	4
00	B. Smith	out
X	Santof	8
1	Campbell	2

81- Hough - (3) Time
10 MINUTE INTERMISSION no time

14 Petrych - (6)

BRUSTLIN BROS.

31- Rossi "TIRE SPECIALISTS" - (10)

THE GENERAL TIRE SALES AND SERVICE

KRAFT - SYSTEM RECAPPING

Truck and Passenger - Tire Vulcanizing

306 Market Street

Paterson, N. J.

(Corner Madison Street)

SCHEDULE OF POINT AWARDS *related*

POSITION

HEATS

SEMI-FINALS

FEATURE

1ST
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
10TH
11TH
12TH
13TH
14TH

11
9
7
6
5
4
3
3
3
3

16
12
9
7
6
4
3
3
3

130
100
75
60
50
40
30
20
16
12
10
10
10
10

This point schedule used by official Handicapper,
to determine starting position.

EVENT NO.

7

*19 listed start
15 started*

*consolid
X didn't start*

12
10 LAPS

Car No.

DRIVER

Finish

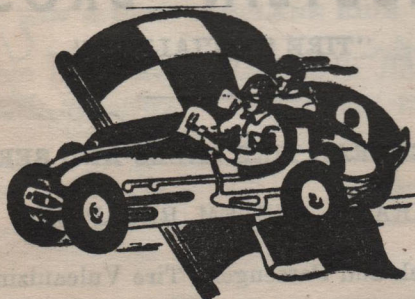
29 ✓	Lehr	2
50A ✓	Pompano	4
3 ✓	Wilson	7
35 ✓	Baker	out
52 ✓	Cole	1
X ✓	Sanford	3
63 ✓	Bruce	5
407 ✓	King	6
22 ✓	allen	9
7 ✓	moocher	out

Car No.

DRIVER

Finish

01 x	Herman	didn't start
31 ✓	Ross	11
19 ✓	Bellino	10
98 ✓	Heller	12
67 ✓	Basso	out
58 ✓	Mullane (B)	8
00 x	B Smith	didn't start
4 x	Wohle	11
102 +	stamp	Red start



YOUR LUCKY NUMBER

A 27773

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(With Outstanding Guest Stars)

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JOE GOOTTER

W.P.A.T.

930 on your dial

Monday through Friday at 5:45 P.M.

57
25
41
9
91
53
52
~~58~~
100
82
(4)

Any car running under caution and leaving the track proper loses all protection of the yellow flag and must maintain his position after coming back into the race if he is passed by other cars.

Any car two laps behind field may be flagged off by the starter.

Any driver jumping the starting flag or passing under caution to be set back one position for every one gained.

Any cars involved in a spin causing a restart of a race will start in the rear of the field.

8

25 LAPS

Car No.	DRIVER	Finish
14	Pethyk	out
100	Romer	9
48	Broker	out
57	Delaney	1
9	Mustreall	4
16	P. Fisher	out
88	Dodd	out
7	Sheeler	out
91	Coates	5
81	Hough	out

Time

Car No.	DRIVER	Finish
53	Post	6
41	Carson	3
1	Campbell	out
X	Rogers	11
25	Peters	2
56	Enright	out
7	Volz	out
82	Arabal	10
52	Cole	7
29	Sahn	out
50A	Pontreop	6 57.77

Time _____

50A Pontreop = (8)

1st heat (10 laps): Cross, Duncan,
Fornora. 2:22.07.
2nd heat (10 laps): Knight, Bob
Disbrow, Dowd. 2:20.80.
Feature race (35 laps): Cross,
Knight, Fornora. 7:12.82.

1st heat (10 laps): Volk, Rogers.
Post. 2:55.52.
2nd heat (10 laps): Cabral, Peters.
Cannizzaro. 2:50.01.
3rd heat (10 laps): Enright, Campbell, Hough. No time.
Consolation race (12 laps): Cole.
Lehr, Sandford. No time.
Feature race (25 laps): Delaney.
Peters, Cannizzaro. 6:57.77.

SEL

SH DOWN!

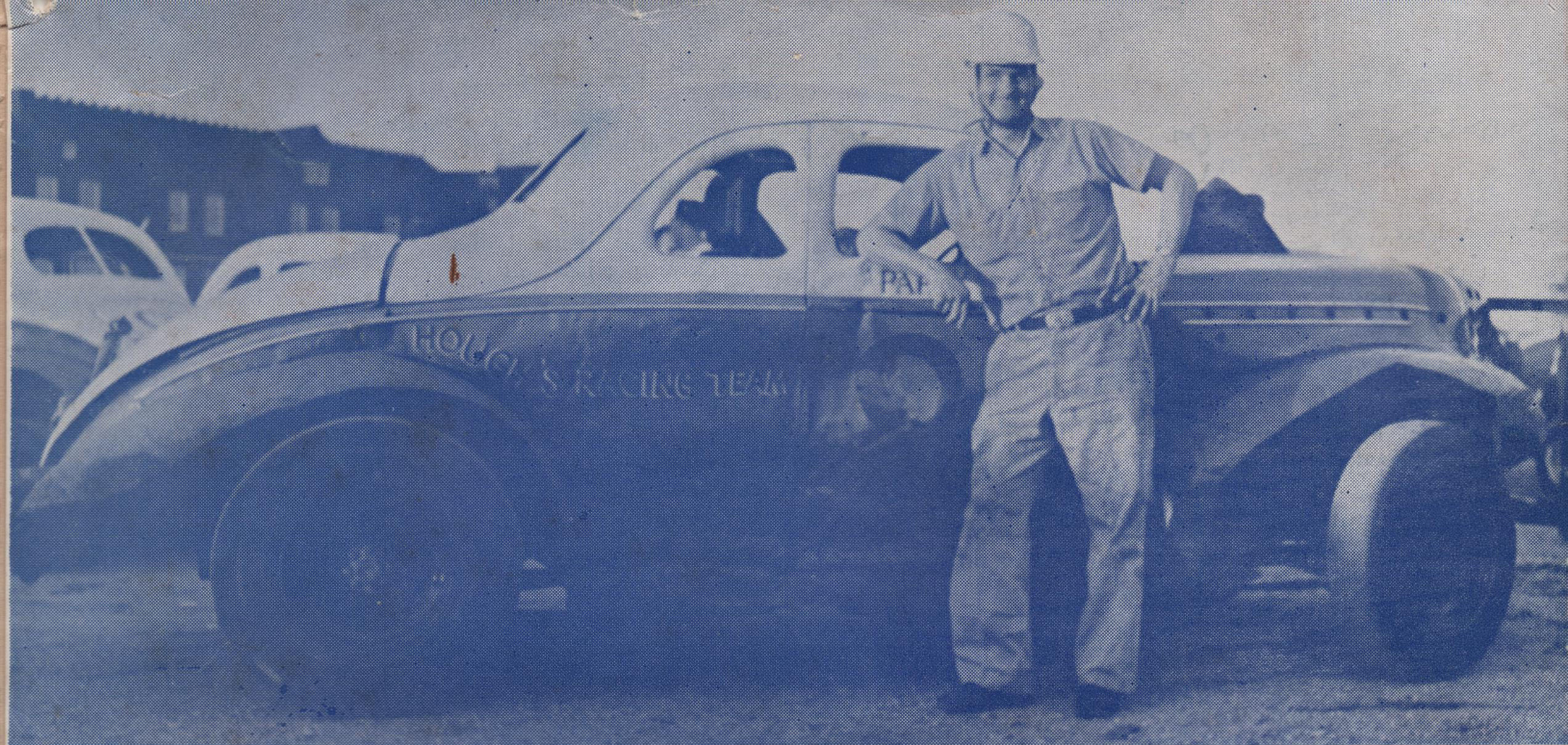
VAN HOUTEN 4-4500

85 McLEAN BOULEVARD

Opp. Cedar Lawn Cemetery

PATERSON



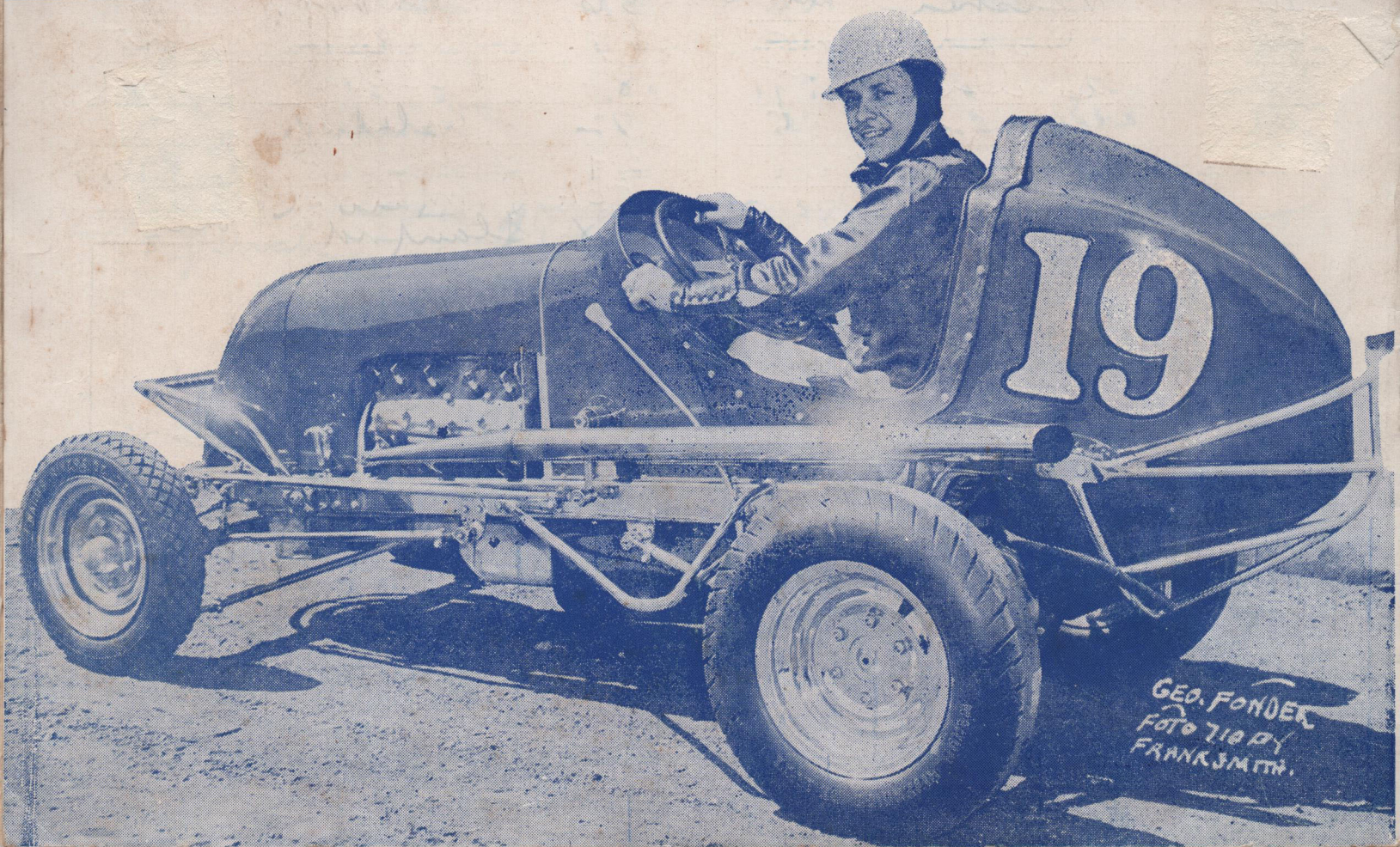


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AMATEUR AND PROFESSIONAL HANDBALL

LAUREL GARDEN
Springfield Avenue Cor. 7th Street
Newark, N. J.

WEDNESDAY EVENING NOVEMBER 23, 8:15
AND WEDNESDAY NITES AT 8:15 THEREAFTER
'All the stars of the Hand Ball World'



GEO. FONDER
Photo by
FRANK SMITH.