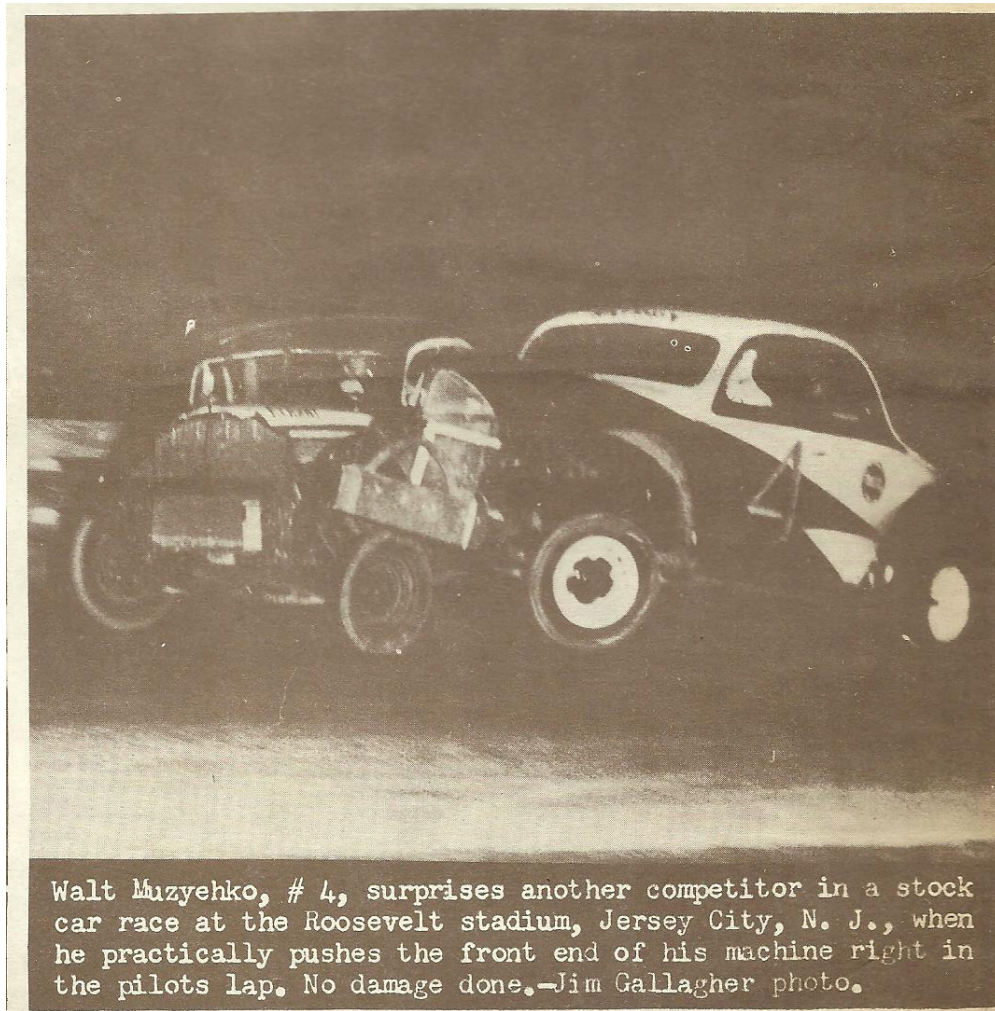


Roosevelt Stadium 1951-1955



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Version 1

Released September 2019

ROOSEVELT STADIUM OPENER ANNEXED BY CHARLIE MILLER

7/10/1951

JERSEY CITY, N. J., July 8th.—The huge turnout for Tuesday night's (July 3) midget auto racing program at Roosevelt Stadium, Jersey City, first in a series of speed shows to be presented by Ed Otto at the Droyer's Point plant, has caused Otto to return another card among the doodlebug speedsters for Thursday night, July 12th. The Promoter, who will run every Thursday night for the balance of the season, will vary the shows between midgets, stock cars and motorcycle races during the season.

A crowd of better than 8,000, largest in the metropolitan area in the last five years, watched as Charley Miller of Allentown, Pa. won the 25-lap Mayor John V. Kenny Stakes, the inaugural feature of the season in the fast time of 5.58:97.

Miller, who started in a No. 2 position, pushed his No. 83 Ford into the c van on the first lap and set the pace for the balance of the grind. His big challenge came from Dutch Schaeffer, the Flying Dutchman from Floral Park, L. I. who started in eighth place. The Dutchman was on top of Miller in the last couple of laps but unable to put in that extra push for the lead.

Third place went to Russ Klar, fourth to Steve McGrath, fifth to Fred Jiggs Peters and sixth to Al Herman.

Prior to winning the main go, Miller had copped his heat and placed second in his semi-final. Driving a different car, Miller also took the Class "B" consolation.

Peters made a terrific hit with the fans by annexing both semi-final events. Peters won the first semi in the No. 66 Ford and the second semi in a No. 14 Offenhauser.

Promoter Otto was happy with success over the tremendous turnout. It was the second former International League Baseball Park turned into an auto track by Otto—Newark, N. J. being the other—and the crowd was the biggest in the park in several years.

The first race in the second midget card Thursday night July 12 will get the green flag at 8:30

P. M.

Midget Debut Draws 8,000 to Jersey City as Charlie Miller Cleans House

7/11/1951

Jersey City, N. J., July 5—A huge throng of midget fans converged on Jersey City's Roosevelt Stadium Tuesday nite to see the return of the midgets to New Jersey.

Promoter Ed Otto had a large field of ARDC cars on hand to run on the brand new red shale track, and a terrific show resulted.

An estimated crowd of 8,000 watched as Charlie Miller, of Allentown, Pa., won the 25-lap Mayor John V. Kenny Stakes, the inaugural feature race of the season, in the brilliant time of 5:58.97.

Miller, who started in No. 2 position, pushed his No. 83 Ford into the lead on the first lap and set the pace the rest of the way to win without any serious challenge.

Prior to winning the main event, Miller had won his heat and placed second in his semi-final. Driving a different car, Miller also took the Class "B" consolation.

Although Miller's lead was never in serious jeopardy, Ed (Dutch) Schaeffer, starting in 10th position, gave the crowd quite a thrill as he worked his way up the second place in a piece of daredevil driving. He never had a chance to catch Miller.

Finishing behind Schaeffer were Russ Klar, Steve McGrath, Fred (Jiggs) Peters and Al Herman.

It was Peters who had stolen the



CHARLIE MILLER

show before the feature got under way by winning both semi-final events. Peters won the first semi-final with a No. 66 Ford, which had placed third in the first heat. He took the second semi-final race in a No. 14 Offenhauser, which had placed second in the third heat and which Fred

drove in the main event. Red Marlowe drove the Ford in the feature and finished out of the big money.

Joe Szabo won the first heat in 2:59.23, the fastest time recorded for the 10-lap distance. Schaeffer won the second heat, while the Class "A" consolation was won by Charlie Ro

2 DRIVERS HURT

The Class "B" consolation was marked by a five-car crackup in which Johnny Ammerman and Ed Marino were sent to the Medical Center. Ammerman whose car flipped over, was the more seriously hurt. He was released after X-rays taken of his spine and upper left arm, proved negative. Marino, treated for an abrasion of his right wrist, was also released.

The summaries:

1st qualifying heat, 10 laps—Szabo, McGrath, Herman, Martino, Sanders, Marlowe. Time: 2:59.23.

2nd qualifying heat, 10 laps—Schaeffer, Klar, Peters, Ross, Krouza, Herman. Time: 3:02.91.

3rd qualifying heat, 10 laps—Miller, Peters, Dowd, Flemke, Durant, Yannigan. Time: 3:11.89.

1st semi-final, 15 laps—Peters, Klar, Sanders, McGrath, Szabo, Herman. Time: 3:38.11.

2nd semi-final, 15 laps—Peters, Miller, Schaeffer, Dowd, Durant, Flemke. No time.

B consolation, 10 laps—Miller, Siegler, Whitsler, Sandola. Time: 3:11.73.

A consolation, 12 laps—Ross, Krouza. Time: 3:03.32.

Mayor John V. Kenyny Stakes, 25 laps—Miller, Schaeffer, Klar, McGrath, Peters, Herman. Time: 5:58.97.

7/17/1951

AT THE _____
ROOSEVELT STADIUM WITH FRANK O'CONNOR

CHARLIE MILLER
TRIED HARD TO MAKE IT
TWO IN A ROW, BUT HAD
TO BE CONTENT WITH
SECOND PLACE IN THE
FEATURE RACE OF THE
EVENING.



RUSS⁰ HAIR-RAISING BROADSLIDES
WITH HIS OFFY UNDER COMPLETE
CONTROL WERE A SHOW IN THEMSELVES.

RUSS KLAR
WARNED THE BOYS
OF WHAT WAS COM-
ING WHEN HE LOW-
ERED THE MARK TO
2:56.49 IN THE OPEN-
ING HEAT. THIS WAS
FOLLOWED BY A 2ND
IN HIS SEMI AND THE
CHECKER IN THE BIG
ONE .

9/4/1951

Frank Schneider Stars in Stocks At Jersey City

JERSEY CITY, N. J., Sept. 4—Schneider zoomed into the lime-light by winning Thursday night's Stock feature at Roosevelt Stadium here.

Schneider repeated his winning performance of last week when he took the 25-lap feature event with a good sized margin over Nick Nickoletti of Belleville. Actually it was the Lambertville jockey's sixth consecutive feature event win over a three-week period.

Schneider starting out of tenth position, wasted little time, moving to the front. It took him exactly ten laps to move from his spot mid-way between the No. 1 starter, Doug Robertson, and the scratchman, Tony Correnti.

Robertson was left in the lurch after one lap elapsed leaving Nickoletti the front-runner until the tenth lap. Because of a crack up in the 15th lap of Tex Faulkner's vehicle, no time was recorded. Bill Bortz, Jimmy Hart, Bill Groul and Wally Campbell finished from third to sixth positions, the money posts.

In the way of thrills and chills the 22-car consolation race exceeded all others. The largest field ever to take the quarter-mile red shale track, it was sliced to 12 souped-up buggies crossing the finish line.

Paul Barberich and Schneider, who won all three of his events, were to take over the taxi-cabs for a match race later in the evening. But, alas, one of the metered jobs ran out of gas. Result: No race.

Charley Dyer Snares 25-lap Stock Duel at Jersey City

JERSEY CITY, N. J., Oct. 9th.—Popular hard-top driver from North, N. J., Charley Dyer entered the charmed winner's circle at Roosevelt Stadium, Jersey City, Thursday night when he won the 25-lap feature stock car race. In addition, he established a new track record in the qualifying events. 10/9/1951



CHARLIE DYER

Driving for the Hough stable, Dyer started in ninth place in the main event and was staging a thrilling running battle to keep his lead in the final laps of the race with Bill Chevalier of Sayreville, newcomer to Jersey City fans.

The feature was halted on the ninth lap when Frank Coman's disabled mount blocked traffic in the first turn, creating a hazard to other speedsters. Howard Sheldon led the event to this point but, on the restart, Dyer's bid for victory was too tough to ward off. Chevalier, driving brilliantly all the way,

Pappy Hough was third, Bob Recker, Jr., fourth and John Stephan fifth. The most sensational of the numerous wrecks which studded the earlier events occurred in the third heat when Ed Grumm of Nutley rolled over after bouncing off the first turn guard rail. His speed was so great at the time that the car slid halfway down the straightaway on the roof before coming to a halt.

Dyer, who had held the 12-lap record at Roosevelt up to Thursday night, saw his mark shattered in the first semi-final by Bill Brown of Paterson, winner of last week's feature. Qualifying for the second semi, Dyer regained the record by turning the 12 laps in 3 minutes 21.72 seconds. The new asphalt track at Roosevelt proving itself faster with each meet with times being turned in better than four seconds faster per lap than on the former dirt course.

Next Thursday night Promoter Ed Otto is programing another stock car show followed by a banner attraction on Wednesday night, Oct. 17, when he will present for the first time in the East a 100-lap AAA midget auto race at Roosevelt Stadium. Some entries already received are Bill Schindler, Mike Nazaruk, George Fonler, Art Cross and Neil Carter.

Charley Dyer Tools Hough's Heap to Roosevelt Checker

10/10/1951

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CHARLEY DYER

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"51" Season's Highlights At Roosevelt Stadium

1/29/1952

By NAT KLEINFELD

Roosevelt Stadium in Jersey City, N. J., is one of the finest sports stadiums in the country and for years served as the home of the Jersey City Giants Baseball Club, owned by the N. Y. Giants. With a decline in attendance for the diamond sport, the Giants moved their team to Canada in 1951 and the municipally owned park was leased for stock car racing.

Ed Otto, best known of all Eastern stock car operators, presented the first in a series of speed cards on Tuesday night, July 3, the attraction being a midget car show sanctioned by the ARDC. The track, a quarter mile red shale course, made for a thrilling show and the big crowd of close to 10,000 liked it very much. Originally, it had been planned to operate on Thursday nights with the second bill that became the regular race night. Opening night had Joe Szago snaring the very first competitive event, a heat race, Jiggs Peters used a pair of cars to win both semi-finals, Charlie Miller took the main event.

The ARDC saw action there in five programs, all on the shale surface and with but a single date rained out. Dutch Schaefer was high man in heats, getting 4; Dutch tied in semi wins with Joggs and Russ Klar at 3 each; Russ was the only driver able to snare more than a single in mains, he notching two. Klar owns both the 10 and 20 lap records while Peters has the 12 lap mark.

August 16 brought a change to Nascar stock car races and some 5 Thursday night sessions were offered, weather being unfavorable almost as many times as pleasant with several rainouts and other meets being held despite misty weather. After the 3rd stock meet the shale surface was replaced with a hardtop, a macadam strip that made for fast going. Jim Hart won the first competitive stock race, a heat, while Frankie Schneider took the feature that same night, Aug. 23. The stock opener was rained out on Aug. 16... When time came to close down with the stocks, on Oct. 11, drivers Schneider, Tommy Elliott, Paul Barbiche and Pappy Hough had taken a pair of hats apiece. Schneider topped Hough and Charlie Dyer in semi first places, getting 3 to their 2 each; and he climaxed matters by winning 3 mains, Dyer and Bill Brown being the only firsts in that class. Dyer had both 10 and 12 lap records at the end, Schneider the 20 lap standard.

Wednesday night, Oct. 17, featured a National Championship 3A midget 100 lapper, won by redoubtable Bill Schindler after another Easterner, Tony Bonadies, had led for the greater part of the race. This was the only 3A midget car title event in the state for the year, showed many drivers and cars that had never raced in this area in the past. It did enable Art Cross to benefit from a fine bit of sportsmanship on the part of Len Fanelli; Fanelli had qualified a Ford among all the Offys in remarkable time, very close to fastest time trialler Joe Sistillio, while Cross, aiming for the national title after having already clinched the Midwestern championship, failed to make his mark in the starting field. Len stepped out to permit Art to run the Ford and Art went on to make a great showing, finished fourth after starting sixteenth—well back of those who led him to the finish line—and as a result gained in the chase for the crown he eventually won.

Mentioned as possibly being returned to baseball activity this summer the gigantic stadium will most likely open with auto racing again instead; high cost of operations for a minor league club, too close proximity to N. Y. where three big league outfits already exist and other somewhat similar reasons combine to leave baseball out of the picture and auto racing in.

Officials signed for the season past by Promoter Ed Otto were Handicapper Ray Mattade, Starter Sam LaBarbera, Scorer Marion Stevens, Timer George Glass, Pit men Jimmy Campbell and George Mattade, Publicity Director Carmine Bilotti, Track Superintendent Mike Grasso; Bob Sall was Nascar Representative, Announcer was Nat Kleinfeld.

Roosevelt Stadium The Free Parking Track, Open Sunday

4/5/1952

Jersey City, N.J.—The lid will be lifted on the 1952 auto racing season at Roosevelt Stadium, foot of Danforth Avenue, when Promoter Ed Otto presents a 25-lap stock car feature on the quarter-mile asphalt track Sunday afternoon at 2:30 p.m. (April sixth).

It will mark the second term for the auto competition at the beautiful and spacious former home of the Jersey City Little Giants of the International Baseball League, though the inaugural term was short since the first race was presented late in July.

Again the National Association for Stock Car Auto Racing (NASCAR) will govern the sport here and all the stars who competed in the New Jersey NASCAR circuit last year plus many new names will be on deck for the 1952 starter.

Among the names who will on the starting line are: Roscoe (Pappy) Hough of Paterson, dean of the racers; Bobby Read of Hope; Charley Dyer, former modified champion from North Bergen; Jerry Morese, Newark star; Phil De Mola, another Newarker who should be heard from; Ed Judge of Union City; Billy Hammersley of Staten Island, Jim Delaney of Lyndhurst, Jack Mulrain of Elizabeth, Jimmy Hart of Newark and Bill Chevalier of New Brunswick.

The competition will be divided into qualifying, semi-final and consolation heats. From that action will come the competition in the main run.

The easily reached Roosevelt Stadium is enhanced by its free parking for more than five thousand cars.

Steffans and Campbell N. J. Stock Car Winners

NEWARK, N. J., April 6 (AP). — Stock car racing returned to New Jersey today at Ruppert Stadium here and at Roosevelt Stadium in Jersey City.

More than 4000 chilled fans watched Hank Steffans, Bloomfield, take the feature 25-lap "Top Banana Special" at the Ruppert races sponsored by the Atlantic Racing Drivers Club. Back of Steffans' 5:47.63 were Billy Darregh, Stamford, Conn., and Johnny Cabral, Paterson.

In Jersey City, Wally Campbell, Trenton, won the 25-lap main event in 6:53.49 before some 3500. George Horvath, Kearny, was second and Roscoe (Pappy) Hough, Paterson, third.

4/7/1952

Jersey City Feature To **Wally Campbell**

4/7/1952

New Jersey's stock car racing season opened yesterday at Rupert Stadium, Newark, and Roosevelt Stadium in Jersey City.

Wally Campbell of Trenton took the 25-lap main event at Roosevelt Stadium in 6:53.49 before 3,500 fans. George Horvath of Kearny and Roscoe (Pappy) Hough of Paterson came in behind Campbell.

More than 4,000 fans turned out in cool Palm Sunday weather to see Hank Steffans win the feature 25-lap "Top Banana" Special at Ruppert Stadium. Billy Darregh of Stamford, Conn., and Johnny Cabral of Paterson followed Steffans to the finish line.

IT'S CAMPBELL AT ROOSEVELT

4/8/1952

JERSEY CITY, N. J., April 8th.—The 1952 stock car racing season made a windy but record-smashing debut at Jersey City's Roosevelt Stadium saucer Sunday afternoon. With 3,000 chilled fans in the stands four records were established, the big mark being set by Wally Campbell of Trenton in the 25-lap feature race.

Campbell, stock car fan's favorite, toured the reshaped oval in 6:53.49 lowering the previous standard of 8:18 set by Frankie Schneider of Lambertville last September while the track was still of the dirt covered type.

The 10-Lap record was rewritten twice. Bill Brown, member of the Pappy Hough four-man team, bettered his own record of 2:57.06 lowering it to 2:45.34. George Harvath of Kearney and George Goodsky of Newark trailed

Brown to the checkered flag.

Two qualifying heats later Tommy Elliott of Bloomfield lowered Brown's standard to 2:45.04. Brown bounced right back in first semi-final and chalked up a track record of 4:01.48 for the 15-lap distance.

There was little doubt in all the driver's minds that the enlarged first-turn was responsible for the speedy clockings. Campbell took full advantage of the

new setup. After jockeying for the lead in the first nine laps, the Trenton hot-shot moved to the front and remained there. A pair of newcomers from Hudson County. Harvath of Kearny and Mike Rebino of Hoboken finished third and fourth, respectively, in the feature event.

1st heat — (10 laps) — Bill Brown, George Harvath, George Goodsky. Time: 2:45.34. (new track record).

2nd heat — (10 laps) — Ray Cook, Ed Wolfe, Paul Barbiche. Time: 2:45.65.

3rd heat — (10 laps) — Tom Elliott, Ronnie Kohler, Roscoe (Pappy) Hough. Time: 2:45.04. (New track record).

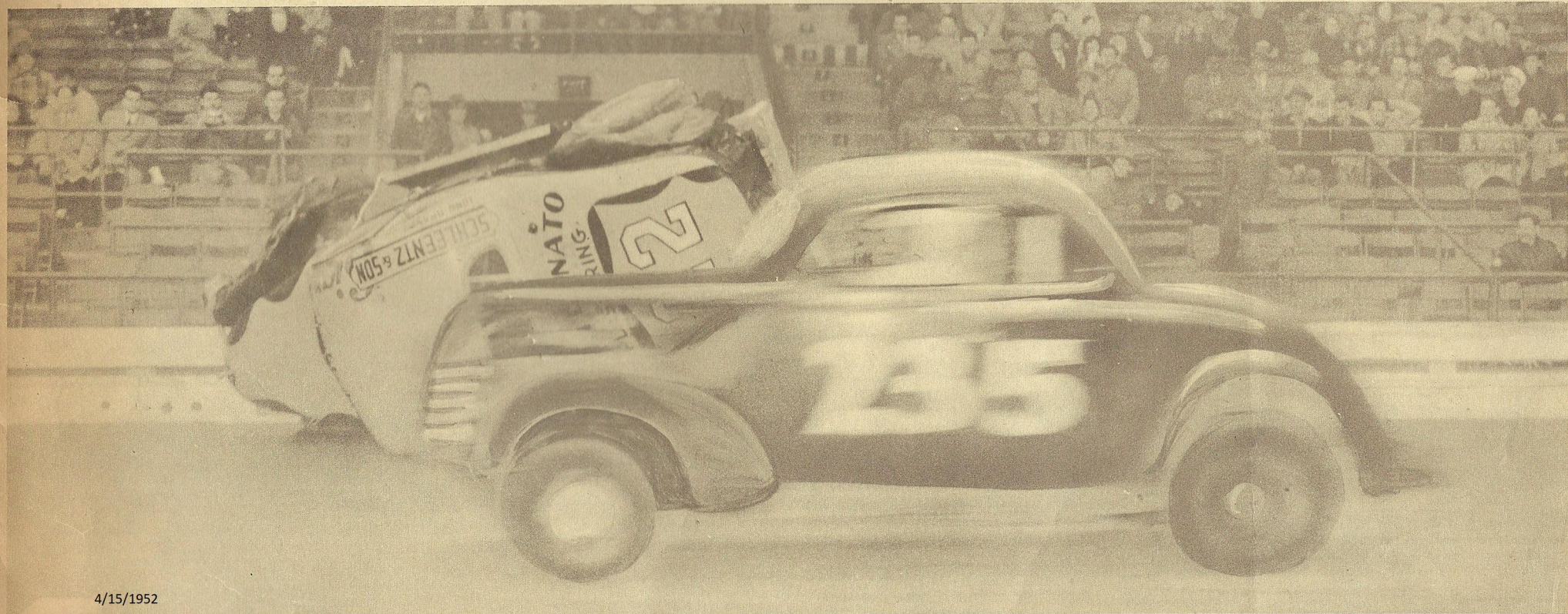
1st semi — (15 laps) — Brown, Bill Chevalier, Wally Campbell. Time: 4:01.48. (New track record).

2nd semi — (15 laps) — Hough, Elliott, Bill Mataka. Time: 4:09.99.

1st consy — (10 laps) — West Pultz, Walt Thompkins, Bud Beal. No time (accident).

2nd consy — (12 laps) — Paul Barbiche, Kohler, Clarence Jamieson. Time: 2:45.65.

Feature — (25 laps) — Campbell, Harvath, Hough. Time: 6:53.49. (New track record).



4/15/1952

Johnny Donato stages a spectacular spill during the running of the fourth heat in the opening card of stock car auto races at the Roosevelt Stadium, Jersey City, N.J., April 6th. Bill Strother # 235 breezes by at a fast clip to avoid Donato.

BIG CAR MATCH RACE TO HIGHLIGHT CARD AT ROOSEVELT SITE

4/15/1952

JERSEY CITY: N. J. April 15th —What is believed to be the first attempt to stage a big car race on a short track will be an added feature when the weekly stock car racing program is held at Roosevelt Stadium, foot of Danforth avenue, here Sunday afternoon. (April 20'.

Promoter Ed Otto announced during the week that members of the United Racing Club supervising big car competition had heard that the revamped asphalt saucer at Roosevelt was producing some of the fastest racing around and asked permission to try the big cars. Otto quickly agreed and a race at 10 laps has been arranged.

The participants will be Mike McGill of Haddonfield, Pa., champion of the URC; Larry Smith of Newark.

Mike San Felice of Norristown Pa.; Frank Conconan, Philadelphia; Steve Yannigan, Allentown, Pa., and Buddy Powers of Philadelphia, protege of the late Ted Horn.

McGill, Smith and Powers will driver Riley powered cars. Yannigan will be behind the wheel of a Mercury-engined car and Conconan will operate in a "McDowell". The sextet all have at one time or another won a big event in the open-top racing autos.

Ever since Otto changed the lines of the track the stock racers have been smashing track records. It all started with the inaugural show when four new standards were set. The saucer has been widened from an original radius of 76 to 96 feet in the first turn.

The stock car feature will be over the 25-lap route preceeded by the three qualifying, two semifinals and the two 15-lap consolations.

Frank Schneider Returns; Takes Jersey City Main

5/6/1952

JERSEY CITY, N. J., May 6th.—Warning to all stock car jockies in the vicinity-Lambertville's Frank (Grand Slam) Schneider has returned to Roosevelt Stadium speedway and is up to his old tricks.

Schneider, who took three straight feature races at the local oval last year, spurted to victory in the 25-lap main event Saturday night after having copped his heat and the second semi-final to accomplish auto racing's grand slam feat. Frank performed the hat trick twice last year in his trio of feature wins, all of which were scored on the old red shale surface.

The Lambertville Flyer cracked the 10-lap speed standard in annexing Saturday's third qualifying heat with a 2:43.48, eclipsing by two seconds the mark of Bloomfield's Tom Elliott.

SCHNEIDER BEGAN the fea-

ture far in the rear of the 20-car field, and was coming fast toward the leaders when the grind was halted during the fifth lap after three cars had skidded and blocked the roadway. Seventh on the restart. Frank zoomed past three cars to take fourth spot on the ninth turn around the oval.

The red traffic lights again when Elliot's buggy swerved out of control on the first two laps later. As a result, the Bloomfield jock was handicapped for the mishap and was at the tail of the field on the restart. This made Schneider runnerup to the pacesetter, Frank Coman of Totowa, and it took the Lambertville speedster just one circuit of the saucer to zip into the lead. Coman pressed Schneider for the remaining 13 laps but couldn't catch his rival, and trailed him by several feet at the finish.

MAY 7, 1952

Roosevelt Go To Schneider, Fonty Flips

Jersey City, N. J., May 5—Frankie Schneider, crack auto racer from Lambertvelli, N. J. lived up to his name when he "schneidered" a strong field, as the stock car racing competition opened its arclight season at Roosevelt Stadium, Jersey City Saturday night.

The speed demon who recently returned with newly-won laurels as the champion of the Citrus Circuit, competition during the Winter in southern tracks poured it on from the minute he came out on the track and won his heat, semi-final and then

copped the stellar attraction.

Fonty Flock, highly heralded invader from Atlanta, Ga., wound up his activities by flipping in his qualifying heat.

As if scoring a grand slam wasn't enough, the diminutive gas jockey shattered the track record in winning his heat at 10 laps. He was clocked in 2:43.48, erasing the standard of 2:45.04 set by Tommy Elliott of Bloomfield, April 6.

First qualifying heat, 10 laps—1, Roscoe Hough; 2, Bill Hammersley; 3, Frank Coman. Time 2:48.29.

Second qualifying heat, 10 laps—1, Bob Krueger; 2, Nick Nicolette; 3, George Kemp. No time, race restarted due to accident.

Third qualifying heat, 10 laps—1, Frank Schneider; 2, Tom Elliott; 3, Gordon Harvey. Time 2:43.48. New track record.

First Semi-Final 15 laps—1, Coman; 2, Hammersley; 3, Rudy Grenz. No time, race restarted due to accident.

Second Semi-Final 15 laps—1, Schneider; 2, Krueger; 3, Elliott. No time, race restarted due to accident.

Consolation, 15 laps—1, Hough; 2, Bill Berry; 3, Ed Rooney. No time, race restarted due to accident.

Feature, 25 laps—1, Schneider; 2, Coman; 3, Krueger. No time, race restarted due to accident.

Tony Martino Stars In Roosevelt Midget Card

5/20/1952

JERSEY CITY, N. J., May 18th.—Four track records and two five-car pile-ups highlighted the program as midget car racing made its debut on the revamped asphalt auto racing strip at Roosevelt Stadium here Tuesday.

The records were established by Burt Brooks, New London, Conn. who was clocked in 2:29.60 in the first 10-lap heat; Fred Meeker, Fairfield, Conn., who took the second semi-final in 3:39.91 over the 15-lap route; Dick Eagan, Bristol Conn., who was timed in 3:59.81 for the 12-lap consolation, and Tony Martino, Jamaica, N. Y., winner of the 25-lap main in 6:10.89.

The night's thriller came when Meeker edged out veteran Charley Miller of Allentown, Pa., in the second semi-final. Meeker started in front with the green flag and Miller raced him neck and neck for the entire 15-lap distance.

The shattering of records was to be expected because the racers were running on the paved track for the first time. When they appeared last year, the saucer was topped by dirt.

1st heat — (10 laps) — Burt Brooks, Tony Martino, Al Herman. Time: 3:29.60 (new track record).

2nd heat — (10 laps) — Dick Eagan, Nick Fornoro, Steve McGrath. Time: 2:35.15.

3rd heat — (10 laps) — Russ Klar, Charley Miller, Ray Zigler. Time: 2:31.69.

1st semi — (15 laps) — Brooks, Fornoro, Joe Szabo. Time: None—(race restarted due to accident).

2nd semi — (15 laps) — Fred Meeker, Miller, Klar. Time: 3:39.91 (new track record).

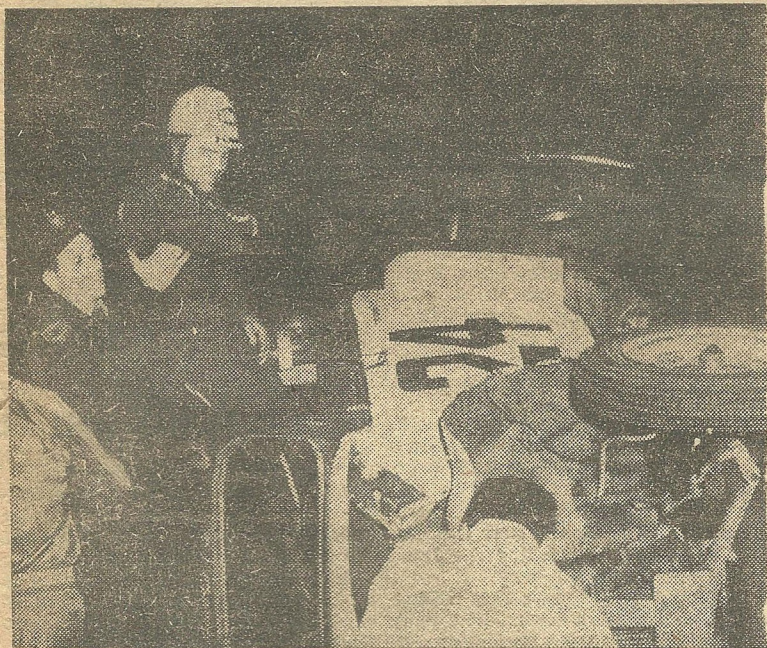
Consy — (10 laps) — Larry Farrell, Pauly Kight, Charley Musselman. No time (race restarted, due to accident).

B Consy — (10 laps) — Eagan, Kight, Farrell. Time: 3:59.81 (new track record).

Feature — (25 laps) — Martino, Szabo, Dick Dowd. Time: 6:10.89—(new track record).

Hors deCombat

5/21/1952



FONTY FLOCK gets a little help in getting out of his overturned stock car at New Jersey City's Roosevelt Stadium. Fonty attributed his recent accidents to green uniforms, which he says he will no longer wear. He stated that the Jersey City track was so fast and that he was trying to maintain the pace set that he misjudged his speed and flipped.

NSSN Staff Photo by Charles Zulla

Midget Parades Thing of Past at Jersey Cty

5/21/1952

Jersey City, N. J.—The general opinion following the first of the season of the midget racers on the re-upholstered macadam speedway at Roosevelt Stadium here last week was patterned after the appraisal of the stock car chauffeurs who made their initial run here April 6.

"It's the fastest track of its kind in the country." Ed (Dutch) Schaefer of Floral Park, L.I., new president of the American Racing Drivers Club (ARDC), the sanctioning body of little autoists was the spokesman. He added, "Besides it is now possible to get around three, four and even five abreast a considerable difference than the parade racing when the oval was dirt-topped last year."

The reference to "parade racing" was that last season when the boys got off, there hardly was a change in positions. An idea of the new competitive racing came early in the evening when Burt Books won the first heat coming from eighth position and Dick Eagan copped the second from ninth place. All night the drivers with lead feet were able to get around.

Four new marks were established last week. However, it was expected due to the new saucer and more will probably go by the boards as the gas eaters become more accustomed to the weekly Tuesday night competition.

The Roosevelt raceway is now on a two-program-a-week-basis with the midgets holding for the each Tuesday and the stocks each Saturday night.

General admissions at both events is one dollar including tax and there is ample free parking at the Droyer's Point plant located at the foot of Danforth Avenue.

Starting time for each race meet is 8:30 p.m.

Martino Scores as Records, Crashes Highlight Jersey City Midget Meet

5/21/1952

Jersey City, N. J., May 16—Four track records and two five car pileups highlighted the program as ARDC midget racing made its debut on the revamped asphalt auto racing strip at Roosevelt Stadium here Tuesday night.

Tony Martino, Jamaica, L. I. pilot Forded his way to first money in the 25-lap feature event, finishing the distance in 6:10.89 a cool half lap ahead of second place Joe Szabo, also driving a Ford.

The records were established by Bert Brooks, New London, Conn., driving Don Smith's No. 99 Ford who was clocked in 2:29.60 in the first 10-lap heat; Fred Meeker, Fairfield, Conn., who took the second semifinal in 3:39.91 over the 15-lap route; Dick Eagan, Bristol, Conn., who was timed in 3:59.81 for the 12-lap consolation, and Tony Martino.

The first smashup involved Joe Szabo, Al Herman, Dick Dowd, Jiggs Peters and Martino. It occurred in the 10th lap of the first semifinal when Peters, who was in the van, developed motor trouble causing his machine to slow up and the oncoming field piled into him.

The next crash saw Tommy Goggin, Vince Hebel, Cliff Riggott, Ben Nye and Larry Farrell tangle in almost the same manner and same spot of the initial mixup. Both races were completed with no time and no one injured.

The night's thriller came when Meeker edged out veteran Charley Miller of Allentown, Pa., in the second semifinal. Meeker started in front with the green flag and Miller raced him neck and neck for the entire 15-lap distance.

The shattering of records was to be expected because the racers were running on the paved track for the first time. When they appeared last year, the saucer was topped by dirt.

10-Lap Qualifying Heats

First—1, Burt Brooks, Conn.; 2, Tony Martino. 3, Al Herman. Time—2:29.60, new track record.

Second—1, Dick Eagan, 2, Nick Fornoro, 3, Steve McGrath. Time: 2:35.15.

Third—1, Russ Klar, 2, Charley Miller, 3. Ray Ziegler. Time—2:31.69.

15-Lap Semifinals

First—1, Brooks, 2, Fornoro, 3, Joe Szabo. No time, race restarted due to accident.

Second—1, Fred Meeker, 2, Miller, 3, Klar. Time—3:39.91, new track record.

10-Lap Consolations

A—1, Larry Farrell, 2, Hawley Kight, 3, Charley Musselman. No time, race restarted due to accident.

B—1, Eagan, 2, Kight, 3, Farrell. Time—3:59.81, new track record.

25-Lap Feature

1, Martino, 2, Szabo, 3, Dick Dowd. Time—6:10.89 (track record).

Chamberlain Pilots Plymouth To 400-Lap Win at Roosevelt

By TOM LAUENSTEIN

Jersey City, N. J., June 9—Ted Chamberlain of Tampa can give partial credit to a Jersey City used car dealer for the sensational non-stop victory the Floridian turned in last Saturday night in the Nascar 400-lap grand national short track new car championship at Jersey City's Roosevelt Stadium before an outpouring of 10,000 spectators.

Chamberlain, whose surprise last-minute entry in the grind motored into this city late Friday, needing an overhaul of his racing buggy and cash for a night's lodging, with only a pocketful of change at his disposal. The 46-year-old speed sport luminary sought the backing of two second-hand auto merchants before having his wants satisfied in exchange for an advertisement on Ted's chariot.

A steady, brilliant job of driving was responsible for Chamberlain tooling his 1950 Plymouth across the finish line in 2 hours, 06:44.57, seven laps ahead of runner-up Neil Cole of Paterson, who guided the same make and year car as did the victor, while Jim Reed's 1951 Ford carried him in third. Starting the endurance contest sixth in a field of 23, Chamberlain piloted his blue coupe into the lead position shortly after the 140th turn around the oval, and held on through the remaining distance to cop one-fourth of the \$4,000 in prize money.

* * *

The early laps saw a hard fought duel job for first between defending champion Roscoe (Pappy) Hough who finished 10th in a 1950 Ford, and Frankie Schneider, who was at the wheel of a '50 Oldsmobile, and came in 14th. Hough led from the start until Schneider assumed the front-running post briefly on the 33rd turn, as the two stock car kings drove bumper-to-bumper from the second lap through most of the first 80 tours of the circuit.

Chamberlain, who was fourth after (Please Turn to Page Twenty-three)

(Continued from Page Two)

40 laps, zoomed up one spot upon circling the asphalt 20 more times, and then ousted Schneider from the runnerup position just before the 80th lap. The Southern Rocket, who never has finished worse than 10th in 4 of 48 new car events, fell back one notch at the 120-lap mark as Schneider again burst into second. But Ted actually gained ground on leader Hough, who was forced to retire to the pits for repairs on the 115th lap.

The Tampa resident traded place with Schneider until just after the 140th circuit, when Chamberlain grabbed the top berth for the first time. The Lambertville Flyer then hung on Ted's heels for a full 15 minutes until forced to the sidelines temporarily with engine trouble, following the 260th lap.

Cole, the eventual runner-up, made his move into that perch on the 280th trip to stay, while Hough again had to take time out in the tool shed at the cost of many laps.

The final 100 jaunts about the speedway saw Chamberlain ease up to conserve his tires, while Cole tried unsuccessfully to put a dent in Ted's advantage, which stood at 10 lap during most of the last quarter of the journey.

Bud Farrell copped the \$450 award that went with fourth place, while Bob Courtwright and Pete Vail followed Bud across the last strip for major prizes.

Dutch Rides Rim to Win Roosevelt

Jersey City, N.J., June 12 — Ed (Dutch) Schaefer, one of midget auto racing's tried and true veterans, gave another lesson to the neophyte pilots Tuesday night by turning in a sparkling exhibition of car-handling in annexing the 25-lap man grind in Jersey City's Roosevelt Stadium.

Schaefer, who started 9th in the field of 14, made it apparent he would make short work of the main attraction. "Dutch" speeded into fifth place in the opening lap and then raced around the outside of the pack to take the lead position four laps later.

Opening up considerable daylight between his Golden Arrow Offy and the nearest pursuer, Tony Romit of the Bronx, Schaefer began to make a runaway of the chase almost immediately. However, after the Flying Dutchman had extended his advantage to a quarter-lap, a two-car tangle between Dick Dowd and Red Mar-

lowe slowed him down so that his edge was sliced in half.

Meanwhile a tight battle was being waged for second spot among Al Herman of Allentown, Jamaica's Tony Martino, and Nick Fornoro of Danbury, Conn. The trio attempted to make it a four-way fight for first, but Schaefer zoomed into a commanding lead on the 22nd time around the oval. Schaefer tooled across the finish line in 6:15.47, well in front of his closest rivals, Herman and Martino.

Steve McGrath highlighted the preliminary events by copping the third qualifying heat and the second semifinal. The Stamford, Conn. speedster put on a great exhibition of driving in the latter event by nosing out Schaefer in a hard-fought duel.

During the warm-up Ben Nye, a New Yorker, lost a wheel causing his car to spin in the third turn. He was badly shaken but uninjured. Nye, however, did not compete.

First—1. Steve Lyzak, Mineola, L. I.; 2. Jiggs Peters, Plainfield; 3. Joe Woolsey, Bellport, L. I. Time 2:34.31.

Second—1. Al Herman, Allentown, Pa.; 2. Bill Claren, Montclair; 3. Fred Meeker, Fairfield, Conn. Time 2:27.98.

Third — 1. Steve McGrath, Stamford, Conn.; 2. Red Marlowe, Bronx; 3. Ray Zigler, Allentown, Pa. Time 2:29.89.

15-LAP SEMIFINALS

First—1. Herman; 2. Tony Martino, Jamaica, L. I.; 3. Claren. Time 3:41.43.

Second—1. McGrath; 2. Dutch Schaefer, Floral Park, L.I. 3. Brook Durant, Hicksville, L. I. Time 3:46.33.

12-LAP CONSOLATION

First—1. Chuck Arnold, Stamford, Conn. 2. Johnny DuBois, Paterson; 3. Ed Moran, Bronx. Time 2:32.81.

Second—1. Charley Miller, Philadelphia, Pa.; 2. Meeker; 3. Joe Szabo, Woodridge. Time 2:55.11.

25-LAP FEATURE

1. Schaefer; 2. Herman; 3. Martino. Time 6:15.47.



DUTCH SCHAEFER

Ed Otto Schedules 200-Lap Midget Go for July 4th

6/18/1952

Jersey City—Flushed with the success after the huge turnout for the recent 400-lap new car championship, Promoter Ed Otto today was working feverishly to make the 200-lap Indianapolis style midget championship an even bigger success when a horde of top junior sized gas jocks in the East converge on Roosevelt Stadium's macadam track here the night of July Fourth.

Entries for the big run among the mighty midgets are piling into the promoter's office at a rapid clip. Least we forget may it be mentioned that before the green flag rolls the little cars Saturday night stock car shows are scheduled for June 21 and 28 with the hottest NASCAR drivers in action.

Otto is going to stage this banner event a-la the famous Indianapolis 500. Each car must take four qualifying laps, fastest time to determine starting positions in the double century drive. It is, by the way, the longest grind ever to be presented among the mighty midgets in the Hudson-Essex area. A year ago Otto staged a 100-lap go, won by the famous Bill Schindler of Freeport, L. I.

The impending event will be a test of skill in every department of the game. All competitors must make at least one pit stop. The pit crews will be lodged in the infield and the artfulness of the working mechanics will be as much towards victory as the chauffeur pressing down the accelerator.

Otto promises such start performers as Tony Bonadies, the Bronx bomber; Johnny Zeke, the silver-streak from Levittown, Nich Fornora, The Whippany flash, Ed Schaefer, "The Flying Dutchman" from Floral Park; Steve McGrath, the Samford, Conn., sizzler and many others. Twenty six cars will be chosen for the main run.

The American Racing Drivers Club (ARDC), a top midget organization, will be sanctioning body for the race.

Prices for the event will be 1.80, general admission, \$2.40, reserved. Parking for 5,000 cars is free at the easy to reach Roosevelt Stadium, located at the foot of Danforth Avenue, off Route 1 in Jersey City.

Schneider-Hough Star At Roosevelt Stadium

7/22/1952

JERSEY CITY, N. J., July 22.—Following his spectacular victory in the special 15-lap new car race at Roosevelt Stadium, Saturday night, Roscoe (Pappy) Hough, dean of auto racers from Paterson, announced he would be back to compete in the triple bill involving midgets, stocks and fireworks here this coming Saturday night.

Pappy seemed every bit his old self as he poured it on to take the lead in the 12 spin of the track to win out in 4:52.82 for a national NASCAR record on short tracks.

Originally Pappy had intended racing in the South this week end but was persuaded to hang around after a chat with Promoter Ed Otto, who is looking forward to the biggest crowd since the sports inception when the triple bill is staged.

Roscoe bested Charley Dyer of North Bergen Jack Mulrain of Elizabeth, Bill Kohler of Paterson Eddie Van Horn of Paterson and Bill Hammersley of Staten Island in the six-car field in the order named,

Dyer gave Hough a terrific run and the latter just sneaked out the victory. Other NASCAR short tracks will have a crack at the standard. Dyer incidentally, held the lead from the sixth to the 12th circuit of the track when Pappy took over to hold.

Horn and Mulrain were late starters in the place of Nell of Paterson who was involved in an accident while on his way to the stadium, and Ralph Liguro of the

Bronx car blew up in Washington Friday night.

Frankie Schneider, the daredevil from Lambertville took down the 25-lap feature among the regular stock. Frankie went to the front at the seventh lap and comfortably rode to triumph. He was trailed by Bruno Brackey and Hough, who was having one of his best heights of racing in many months.

1st heat — (12 laps) — Johnny Lindsay, Bob Watson, Ralph Gurra. Time: 2:46.59.

2nd heat — (12 laps) — Bill Brown, Bruno Brackey, Ray Cook. Time—2:49.13.

3rd heat — (12 laps) — Ed Brunnhoelzl, Lennie Gould, Frank Schneider. Time: 2:54.67.

1st semi — (15 laps) — Brown, Lindsay, Rex Kempe. Time: 4:04.05.

2nd semi — (15 laps) — Schneider, Brackey, Gould. Time: 4:06.33.

Consy — (10 laps) — Brunnhoelzl, George Tet, Time: 2:47.23.

Feature — (25 laps) — Schneider, Brackey, Roscoe Hough. Time:—6:57.81.

New Car Feature — (15 laps) — Hough, Charlie Dyer, Jack Mulrain. Time: 4:52.82.

REMEMBER !

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JULY 23, 1952

Jersey City Again Watches Schneider Romp to Victory

Roosevelt Stadium, Jersey City, N.J., July 21—Frankie Schneider, the daredevil from Lambertville took down the 25-lap feature among the regular stock. Saturday nite, Frankie went to the front at the seventh lap and comfortably rode to triumph. He was trailed by Bruno Brackey and Hough, who was having one of his best nights of racing in many months.

Frankie, by the way, was the winner of the first week of the stock car popularity test. He was presented with a gold watch and a certificate for a suit. He deserves it. His driving at breakneck speed is to the crowd's delight. Since 5,610, a new attendance record for a regular stock show was on hand, the din of the people drowned out the roar of motors of some twenty cars that were rolling in the feature.

Some commotion occurred when Lennie Gould of Hillside was announced the winner of the first race. There was a quick stampede to the judges stand by the crew of car No. 275, driven by Ed Brunholz of Springfield

Gardens. They claimed the scorers were in error. A recheck of the tape proved the pit crew so right and Ed was credited with the victory. Gould moved down a peg with Schneider, who ran into early traffic trouble taking third.

Several accidents put the crowds to their feet, but despite the spills all events ran the time clock. None had to be stopped.

Saturday's show will start at 8:30 p.m.

First qualifying heat, 12 laps—1, John Lindsay; 2, Bob Watson; 3, Ralph Gurra. Time 2:46.59.

Second qualifying heat, 12 laps—1, Bill Brown; 2, Bruno Brackey; 3, Ray Cook. Time 2:49.13.

Third qualifying heat, 12 laps—1, Ed Brunholz; 2, Lennie Gould; 3, Frank Schneider. Time 2:54.67.

First semi-final, 15 laps—1, Brown; 2, Lindsay; 3, Rex Kempe. Time 4:04.05.

Second semi-final, 15 laps—1, Schneider; 2, Brackey; 3, Gould. Time 4:06.53.

Consolation, 10 laps—1, Brunholz; 2, George Tet; Ozone Park, L. I. 8:47.23.

Feature, 25 laps — 1, Schneider; 2, Brackey; 3, Roscoe Hough. Time 6:57.81.

New Car Feature, 15 laps—1, Hough; 2, Charlie Dyer; 3, Jack Mulrain. 4:52.82.

Hart Aiming

8/6/1952

For '75' Victory

JERSEY CITY—Jimmy Hart, who won his first feature when he took the 35-lap go here the other night, will seek to prove his victory was not luck but the real thing when he rides in the 75-lap mid-Summer stock car championship at Roosevelt Stadium Saturday night.

The triumph was recorded as a major upset by onlookers, since the red-topped Irishman won by a car length over highly-favored Frankie Schneider, the Lambertville gas jock who had won seven of 10 features before Hart's victory. And there were other big names, including Wally Campbell of Trenton and Bob Read of Hope who suffered the same fate as Schneider.

Hart contends there wasn't the slightest sign of lady luck on his side. "I was hot all night," said Jimmy. "It was apparent when I won my heat and semi that the car was running good." His sweep of the card makes sound reasoning of Hart's contention.

The three-quarter of a century grind marks the longest event of its kind since the sport replaced baseball here a year ago last July. Previously the longest sportsmen-modified grind was at 50 laps. There were longer races but in different classes such as new cars and mid-gets.

The first race will get the green flag at 8:30 P.M. In case of rain the show will be staged Sunday night.

Stock Car Program Set for Jersey City Sunday, April 5

4/1/1953

Jersey City—The honor of opening the 1953 auto racing season in New Jersey goes to this city when a conventional 25-lap feature is offered the fans at Roosevelt Stadium Sunday afternoon, April 5. The programs will continue Sunday afternoons through the month of April.

Again the sanctioning body will be the National Association for Stock Car Auto Racing (NASCAR). This will be the third year for the auto jockeys here. The season is expected to be better, artistically and financially, than the highly successful one which closed with a 400-lap team race last October.

Reason for believing that the action will be better is the large amount of registry. It is expected that more than sixty cars will be in the pits for the opener. Cause for thinking that the crowds will surpass those of last year revolved about the fact that the Jersey City saucer will operate without opposition for the first time. Newark's Ruppert Stadium, rival of Jersey City, went out of business when the City of Newark purchased the grounds for use by schools.

Promoter Ed Otto, around the gas buggies for more years than he can remember, will again be at the helm. He promises to bring in the best and already is planning some extra special shows which proved a big hit last season.

Roosevelt Stadium is one of the most beautiful in the country and its free parking for more than 5,000 cars is one of its main assets. The stadium is easily reached by bus and can seat better than 20,000.

The first of eight events will get off at 2:30 p.m.

4/6/1953

Campbell Third

JERSEY CITY --AP-- Tommy Elliott of Bloomfield copped the 25-lap feature of the 1953 stock car racing opener at Roosevelt Stadium yesterday before a crowd of 3,492. Jerry Moresa of Newark was second and Wally Campbell of Trenton third.

Roosevelt Opener to Elliott

4/7/1953

JERSEY CITY, N. J., April 7th. — Tommy Elliott of Bloomfield has staked his claim as top contender for the Roosevelt Stadium stock car title wrapped up by fabulous Frankie Schneider last season.

Elliott turned in one of the most skillful steering chores seen on Droyer's Point oval since the autos began charging over the asphalt in 1951, when he captured the 25-lap feature Sunday afternoon before a paid crowd of 3,492 in the opening show of New Jersey's 1953 auto racing season.

Although failing to cop any of card, Elliott made his presence known early in the main go. Kicking off the feature in fifth position, the Bloomfield Bullet

tooled into second place behind Kearny's Jim Hart in the second lap and ripped into the lead for keeps two laps later.

Meanwhile, Wally Campbell of

Trenton, a surprise starter, was cruising up through the pack from his sixth starting spot and assumed the runnerup berth to Elliott in the fifth tour of the oval.

A bumper-to-bumper battle ensued between the two leaders while the remainder of the pack dropped far in the rear. But the break came shortly after the grind was flagged to a halt as the result of Red Klauss' buggy sideswinging the fourth turn barrier on the 15th lap.

It was three round trips later that Campbell suddenly lost his rapid momentum, with Elliott plunging down the accelerator to grab a quarter-lap lead on the 20th go-round. Newark's Jerry Morese zoomed past Campbell and followed Elliott over the finish line, a half-lap behind, with Campbell rolling in third.

Tex Ring of Garden City Park, L. I., scored the campaign's initial win here by taking the first qualifying heat in 2:40.77. In other events, Russ Truelove of

Waterbury, Conn., anneved the second heat. Lenny Gotuld of Newark snared the first semi-final. Hart took the second semi, and Klauss led the field in the consolation.

The last three events saw crack-ups which forced the action to be stopped . . . Frankie Schneider, who originally wasn't slated to show locally for two more weeks, left his Florida racing haunts Friday to motor here, but failed to arrive on time . . . He'll be on hand next week.

Speaking of



4/7/1953

by Nat Kleinfield

FAIR LAWN, N. J., April 6th—Easter Sunday brought the 1st N. J. auto race for 1953 to Roosevelt Stad., Jersey City and a nice day that saw almost twice as many fans on hand for the inaugural as looked on at the 1952 opener.

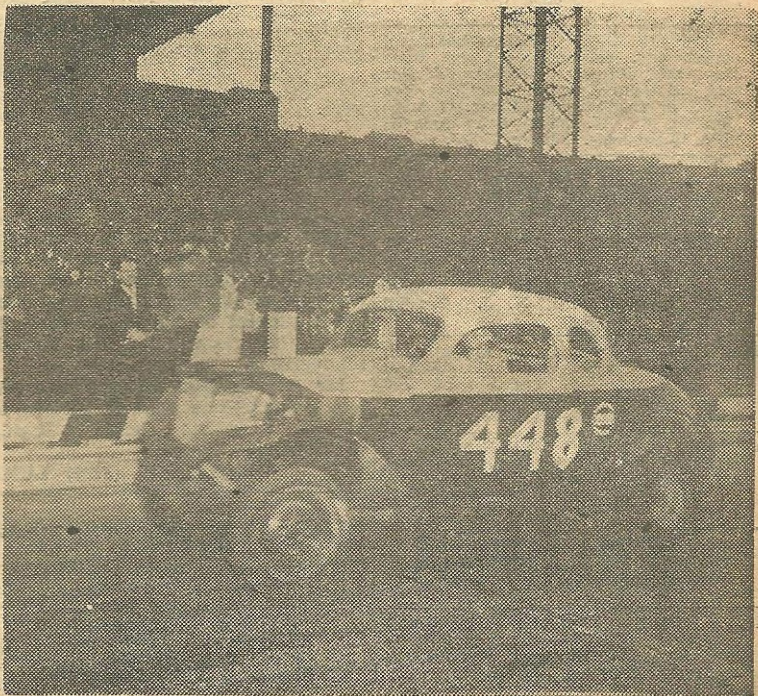
Drivers from N. Y., N. J., Pa. and Del. took part and Bob Osiecki's record of providing the winner for every Nascar race hereabouts starting with the Langhorne national sportsman championship last Oct. was maintained. Tommy Elliott won the J. C. feature in a car that Bob & his boys completed only hours before post time while down at Delmar, Del. Ken Marriott did exactly the same in winning his 2nd main there in as many starts. How can you beat a 1000 per cent record? Wally Campbell ran 3rd, Jerry Morese between Elliott and Wally, competing all day with a badly damaged right arm that was almost broken the night before when the car's rear end fell on Wally in his Trenton garage.

Tommy Elliott, Jimmy Delaney, Lennie Brown and Tony Battle are all sporting Van Dykes, the

1st two hooked up in a \$100 wager deal with Osiecki and his moustache, the idea being that the 1st to shave off the whiskers, chin or upper lip variety, forfeits that dough. Frankie Delroy sent jackets to Don Stumpf and car owner Joe Racz, as well as posting a case of Oilzum to the main winner. Maureen Klaus, who received N. Y. City newspaper feature article treatment last summer because she was a full fledged mech in brother Jerry's pit crew, entered a convent Jan. 31, the Daughters of Wisdom, Litchfield, Conn... Jerry had the hard luck to wreck on the JC fence. No report of Frankie Schneider's whereabouts though car owner Red Parisi told me Frankie left Fla. Fri. for N. J.; could be he stopped off to race Sun. at Joe Weatherly's Norfolk meet.

4/8/1953

Watch Out Daddy



Mrs. George Britton, wife of star in Broadway musical "South Pacific" exhibits fear for her husband's safety. George flagged inaugural 25-lap feature at Roosevelt Stadium, Jersey City, before a good-sized Easter Day crowd. Later, Britton offered, "I'll be back and hope to take a spin in one of those gas buggies." George said he had seen many mid-get races but it was his first look at the junk yard fugitives.

Jersey City Lid-Lifter to Tommy Elliott

Jersey City, N. J., April 6—Tommy Elliott of Bloomfield, captured the 25-lap stock car feature in the inaugural NASCAR sanctioned stock car racing program of the season at Roosevelt Stadium yesterday afternoon before an Easter Day crowd of 3,492.

Elliott jumped the field and gained the lead right at the start. He was in a hub to hub fight with Wally Campbell of Trenton until an accident halted proceedings at 15 laps. Red Klauss of Ozone Park, involved alone in the crash, hit the fence, spun around and blocked the track.

After the boys got rolling again it was a three-cornered battle between Elliott, Campbell and Jerry Morese of Newark for three laps. When Campbell slowed considerably, Morese overtook him and gained second place. Wally says a frozen piston caused the slowdown.

The doubtful of being the first to flip in competition went to Jake Goodsky of Elizabeth. Don Rudolph

of Newark went Goodsky one better when he rolled over twice later in the program. Neither was hurt.

An unscheduled added attraction was a four-cornered match race among new cars. Bill Hammersley of Staten Island, in a 1950 Ford, bested Jim Reed, Tarrytown, N. Y., in a 1952 Ford.

First Qualifying Heat, 10 laps—1, Tex Ring, Garden City, N. Y.; 2, Red Klauss, Ozone Park, N. Y.; 3, Bob Hill, Wilmington, Del. Time 2:44.17.

Second Qualifying Heat, 10 laps—1, Russ Truelove, Waterbury, Conn.; 2, Jesse James, East Orange; 3, Wally Campbell, Trenton. Time 2:47.55.

Third Qualifying Heat, 10 laps—1, Jim Lacey, Belmore, N. Y.; 2, Clarence Jamieson, Paterson; 3, Johnny Zeke, Levittown, N. Y. Time 2:44.03.

First Consolation, 12 laps—1, Klauss; Gould, Newark; 2, Tom Elliott, Bloomfield; 3, Jerry Morese, Newark. Time 4:07.02.

Second Semi-final, 15 laps—1, Jim Hart, Kearney; 2, Truelove; 3, Lacey. No time, due to accident.

Second Consolation, 12 laps—1, Klauss; 2, Eddie Ader, Bernardville; 3, Johnny Dubois, Paterson. No time; accident.

Match Race, new cars, 10 laps—1, Red Hammersley, Staten Island (1950 Ford); 2, Jim Reed, Tarrytown, N. Y. (1952 Ford); 3, Pete Blasky, Newark (1951 Ford). Time 3:38.59.

Feature, 25 laps—1, Elliott; 2, Morese; 3, Campbell. No time, due to accident.

Jim Delaney Seeks Stock Car Honors At Roosevelt Site

4/14/1953

JERSEY City, N. J., April 14th.

—Jim Delaney, a racing car builder turned chauffeur, will motor in from Lyndhurst on Sunday afternoon to be among a long list of talented drivers scheduled to compete in the third program of the 1953 stock car racing season at Jersey City's Roosevelt Stadium.

Delaney got his start in the sport in 1946 when he and his brother-in-law fashioned three large sized doodlebugs and hired Bob Read, Fred Dickerson and Bob Kostenade, all Hope, N. J. boys, to pilot them.

The 24-year-old Delaney also born in Hope, decided his hirelings weren't getting the full

mileage out of his creations and climbed behind the wheel himself. Since, Jim has been steering stocks, sportsmen, modified and late models.

The biggest accomplishment for the blondish petrol pappy in 1,000 races came in the final race of the 1952 eastern season when he drew the checkered flag in the 100-mile national sportsmen championship at Langhorne Speedway, Pa.

Sunday's activity (April 14) will feature a 25-lap go, with three qualifying rounds, two semifinals and a pair of consolations.

Among others who will be around are Charley Dyer of North Bergen, Belleville's Nick Nicolette, Newark's Jerry Morose, Wally Campbell of Trenton, Jimmy Dubois of Paterson and Joe Valeo of Kearny.

Delaney to Drive In Roosevelt Races

JERSEY CITY—Jimmy Delaney of Lyndhurst, who turned from building to driving racing cars, will be a steady competitor in this seasons stock card racing action on the fast macadam track at Roosevelt Stadium.

Jim's decision to be a regular at Roosevelt Stadium is the result of a decision to do more racing in stocks than ever before. In past years, Delaney concentrated on new car competition and only sat behind the wheel of regular stocks in long and special grinds.

4/15/1953

SCHNEIDER DEFEATS FIELD AT ROOSEVELT

4/21/1953

JERSEY CITY, N. J., April 21st — Frank Schneider the stock car star who reigned supreme at the Roosevelt Stadium here last season proved his skill Sunday afternoon when he won the 25 lap feature event against a field of other capable throttle pushers.

Frankie, who copped 11 main runs here last year, was driving a 1938 coach, instead of the 1938 coupe with which he took the checkered flag in 52 main goes last year. The new job proved a little bother because Frankie, after winning the third heat, was shut out in the semifinal and was compelled to make the feature the hard way by winning the second consolation.

Schneider took the lead after the race had to be restarted when Tommy Elliott of Bloomfield, who won the opening day feature, rolled over in the eighth lap. Once in front, Schneider was never menaced. He brought his car home in smooth style. Johnny Zeke, New York State champion, finished in the runner-up. Johnny did offer Schneider come opposition in the first five laps when both were battling for third place. Eddie Ader of Bernardsville finished third.

what would have been a big story, for he fell far to the rear in the feature.

First Qualifying Heat — (10 laps) — 1. Nick Starapoli, Larchmont, N.Y.; 2. Red Hammersly, Port Richmond, S. I.; 3. Russ Truelove, Waterbury, Conn. Time: 2:54.89.

Second Qualifying Heat — (10) — 1. Frank Schneider, Lambertville; 2. Tom Elliott, Bloomfield; 3. Nick Nicolette, Belleville. No time.

Third Qualifying Heat — (10) — 1. Frank Heller, Trenton; 2. Ralph Sheeler, Paterson; 3. Lenny Gould, Newark. No time.

First Semi-Final — (12) — 1. Starapoli; 2. George Horvath, Kearney; 3. Ed Riker, Rockaway. Time: 3:20.23.

Second Semi-Final — (12) — 1. Walt Thompkins, Bayonne; 2. Johnny Zeke, Levittown, N. Y.; 3. Ed Ader, Bernardsville. No time.

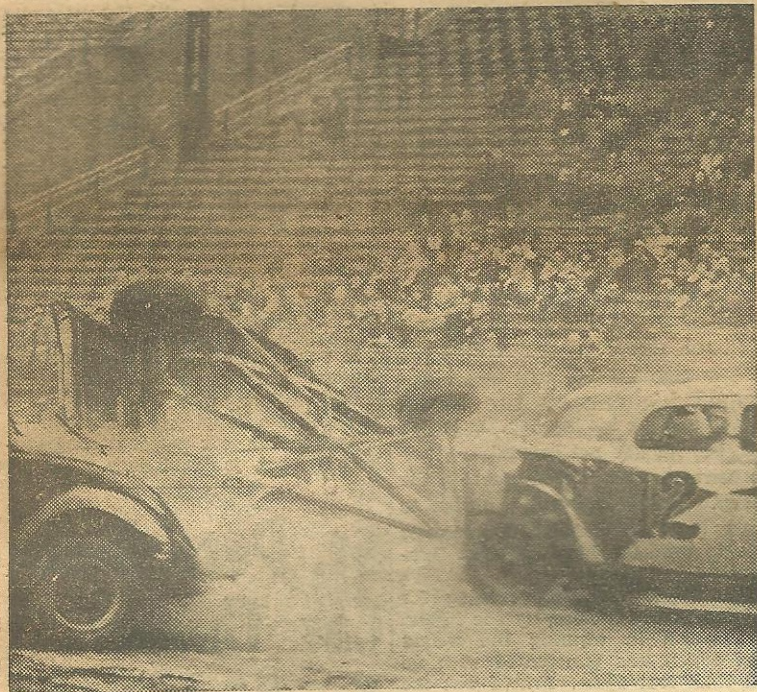
First Consolation — (10) — 1. Gordon Harvey, Sayreville; 2. Jim Hart, Kearney; 3. Wally Muzychko, Kearny. Time: 2:56.68.

Second Consolation — (10) — 1. Schneider; 2. Tex Ring, Garden City, N. Y. No time.

Feature — (25) — 1. Schneider; 2. Zeke; 3. Ader. No time.

4/22/1953

Over He Goes



TOMMY ELLIOTT overturns his stock car on the eighth lap of the 25-lap NASCAR sanctioned stock car feature at Roosevelt Stadium, Jersey City, N. J. Sunday afternoon. Crash occurred when Elliott could not avoid car driven by Don Stumpf (behind car 12). Elliott's car was righted and he continued in the race. Sunday afternoon stock car racing will continue this week, with a top field promised. Photo courtesy Newark Evening News.

Frankie Still Boss at J.C. Stock Yard

4/22/1953

Jersey City, N. J., April 20—It was the start of a new season but the same old story when Frankie Schneider, National NASCAR modified champion from Lambertville, won the 25-lap stock car feature at Roosevelt Stadium here yesterday afternoon. Actually the season opened Easter Sunday afternoon but Schneider did not get around to making his bow until yesterday. The crowd, held down by the cold weather, was 2,293.

Frankie, who copped 11 main runs here last year, was driving a 1938 coach, instead of the 1938 coupe with which he took the checkered flag in 52 main goes last year. The new job proved a little bother because Frankie, after winning the third heat, was shut out in the semi-final and was compelled to make the feature the hard way by winning the second consolation.

Schneider took the lead after the race had to be restarted when Tommy Elliott, who won the opening day feature, rolled over in the eighth lap. Once in front, Schneider was never menaced. He brought his car home in

(Please turn to Page Sixteen)

smooth style. Johnny Zeke finished in the runner-up. Johnny did offer Schneider some opposition in the first five laps when both were battling for third place. Eddie Ader finished third.

Five Smashups

The fans were treated to plenty of action, five of the eight races being forced into restarts because of crack-ups. Jimmy McCormack suffered a cut nose, requiring two stitches, and cut fingers of his left hand in the second heat. It was his first appearance at Roosevelt.

The most spectacular smashup saw Russ Meyer roll over twice and jump the guard rail in the third turn. The car was a complete wreck but Russ escaped unscathed.

First Qualifying Heat, 10 laps—1, Nick Starapoli, Larchmont, N. Y.; 2, Red Hammersly, Port Richmond, L. I.; 3, Russ Truelove, Waterbury, Conn. Time 2:54.89.

Second Qualifying Heat, 10 laps—1, Frank Schneider, Lambertville; 2, Tom Elliott, Bloomfield; 3, Nick Nicolette, Belleville. No time.

Third Qualifying Heat, 10 laps—1, Frank Heller, Trenton; 2, Ralph Sheeler, Paterson; 3, Lenny Gould, Newark. No time.

First Semi-Final, 12 laps—1, Starapoli; 2, George Horvath, Kearny; 3, Ed Riker, Rockaway. Time 3:20.23.

Second Semi-Final, 12 laps—1, Walt Thompson, Bayonne; 2, Johnny Zeke, Levittown, N. Y.; 3, Ed Ader, Bernardsville. No time.

First Consolation, 10 laps—1, Gordon Harvey, Sayreville; 2, Jim Hart, Kearny; 3, Wally Muzychko, Kearny. Time 2:56.68.

Second Consolation, 10 laps—1, Schneider; 2, Tex Ring, Garden City, N. Y. No time.

Feature, 25 laps—1, Schneider; 2, Zeke; 3, Ader. No time.

Delaney Downs Rivals At Roosevelt Stocks

4/28/1953

JERSEY CITY, N. J., April 27.—Rumors are making the rounds that Frankie Schneider, 1952 NASCAR modified champion, will not monopolize feature race victories at the Roosevelt Stadium speedway this season. The rumors stem from yesterday's race card at the Jersey City saucer, Schneider, who won last week's headliner and copped 11 main grinds here last year, was humbled in the 25-lap feature as Jim Delaney of Hope took the honors before 3,452 shirt-sleeved fans.

Although Delaney turned in a spectacular job of steering to lead the pack to the wire from the second lap, Schneider's loss was even more noteworthy. The Lambertville Flyer started in 15th position and was far behind the pacesetting chariots all the way, winding up three-quarters of a lap behind Delaney.

While frequent traffic jams provided Schneider with most of his trouble, Frankie's red-and-white No. 2 also seemed to be below par. Usually able to power around the outside of the track and pass cars in wholesale lots, Schneider's buggy just couldn't produce yesterday and wound up among the also-rans.

It was Delaney's initial win at the Newark Bay speed-drome and the third different feature winner in as many events this season. Tommy Elliott of Bloomfield, took the opening 25-lapper.

Bill Berry of Waldwick, N. J., trailed Delaney from the 4th lap on to capture the runnerup position, while Paterson's Clarence Jamieson took third.

Johnny of Brooklyn, Belleville's Nilk Nicollete and Don Stumpf of Ridgefield Park got the checkered flag in their respective heats . . . Schneider took top laurels in the second semi after Berry took the first . . . Biggest jam of the day occurred in the second heat when 10 buggies became snarled on the second turn . . . Racing dates switch to Saturday are-light affairs this week.

Feature Purse To Jim Delaney At Jersey City

4/29/1953

Jersey City, April 20—Jimmy Delaney, former Hope driver now living in Lyndhurst, copped the 25-lap stock car feature yesterday but a bigger story was the worst defeat in the career of Frank Schneider, the National NASCAR modified champ from Lambertville, in the daylight finale at Roosevelt Stadium. Starting Saturday the stock shows will be presented under the lights until the Fall.

Jimmy won by 10 car lengths over



JIMMY DELANEY

Bill Berry of Waldwick. Third place went to Clarence Jamieson, a transplanted South Carolina speedster now living in East Paterson.

Schneider ended up in 13th position in the 20-car starting field. Never in his seven-year career has Frankie finished so far back in regular stock competition. There have been some instances when he failed to finish due to car trouble but Schneider never was way back in a completed race.

Eight-Car Pileup

Despite the early rainfall, a crowd of 3,462 watched the program which was packed with thrills as a result of five accidents. One of the smashes involved eight cars. Lenny Gould of (Please Turn to Page Seventeen)

(Continued from page two)

Newark locked wheels with Jake Goodski of Elizabeth and blocked the track causing a pileup. None of the drivers was injured but many cars had to be sidelined for the day.

A race that delighted the fans involved Schneider and Don Stumpf of Little Ferry in the third qualifying heat. Frankie came from the rear of the field in five laps to battle Stumpf who had led from the start, but Frankie couldn't make it.

Qualifying Heats, 10 laps

First — 1. Johnny Mann, Brooklyn; 2. Jake Goodski, Elizabeth; 3. Bill Berry, Waldwick. Time 2:53.59.

Second—1. Nick Nicolette, Belleville; 2. Jim Delaney, Lyndhurst; 3. Jerry Morese, Newark. No time, accident.

Third—1. Don Stumpf, Little Ferry; 2. Frank Schneider, Lambertville; 3. Johnny Zeke, Levittown. Time 2:47.37.

Semi-Finals, 15 Laps

First — 1. Berry; 2. Walt Tompkins, Bayonne; 3. Ed Riker, Boonton. No time, accident.

Second—1. Schneider; 2. Zeke; 3. Tex Ring, Garden City, L. I. No time, accident.

Consolation, 10 laps

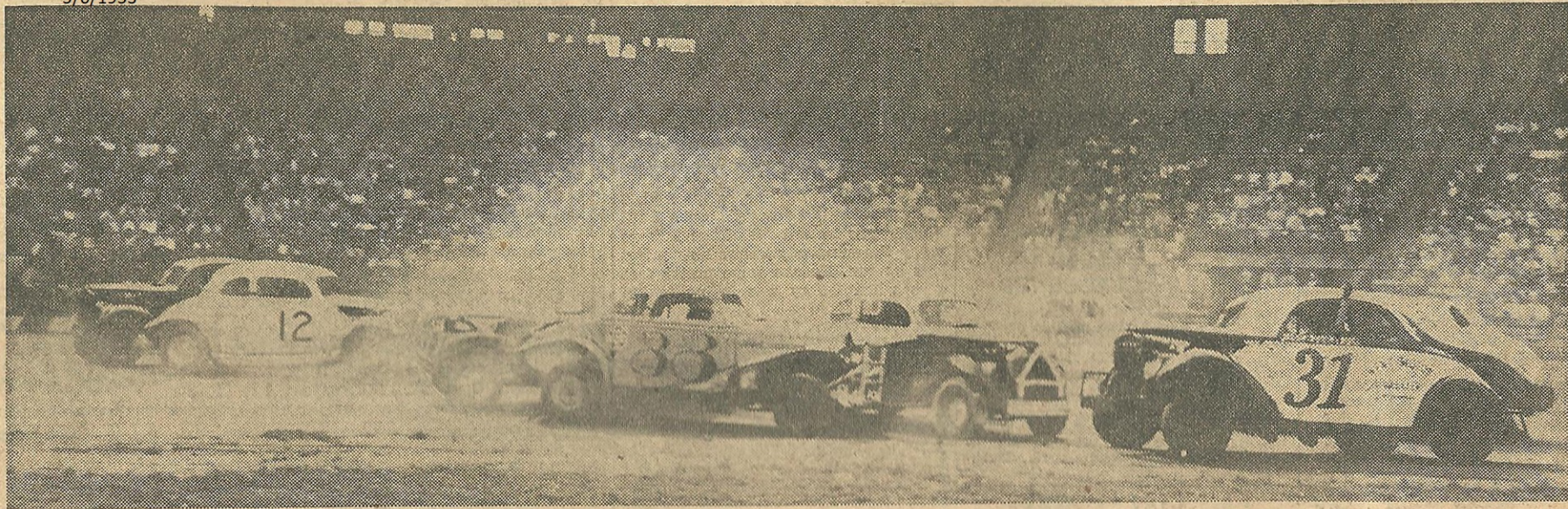
First — 1. Russ Truelove, Waterbury, Conn.; 2. Tom Elliott, Bloomfield; 3. Dick Sanford, Staten Island. No time, accident.

Second — 1. Bill Brown, Paterson; 2. Mike Rubino, Hoboken; 3. Duke Southern, White Plains. No time, accident.

Feature, 25 laps

1. Delaney; 2. Berry; 3. Clarence Jamieson, East Paterson. Time 6:39.45.

5/6/1953



JERSEY CITY STOCK JUMBLE—It's useless to try and describe what happened, but the high point of the tangle is the courteous driving on the part of Jerry Klauss in 31 who is signalling that he's about to make a left turn. Others in the mixup are Joe Valeo (12); Nick

SPano (88); and Bill Hammersly (178). NASCAR stock car racing is now held at Roosevelt Stadium in Jersey City on Saturday nights. (NSSN Staff Photo by Charlie Zulla)

Ray Cook Secures First Jersey City Stock Car Victory

5/6/1953

Jersey City—A new name hit the winner's circle when Ray Cook coped his first feature stock car race at Roosevelt Stadium last night. The program was originally scheduled for Saturday night but was put off because of rain.

A winner of several preliminary races in his two seasons of racing at the local track, Cook took the lead at the start last night and fought off a half dozen challenges by Eddie Riker and Bill Brown. He also survived three restarts.

The feature was first halted in the initial lap when Tony Battle and John Frank crashed at the starter's stand. A complete restart was ordered and Cook jumped into the lead and held it until the fifth lap when a six-car pileup involving John Zeke, Nick Zadian, Nick Starapoli, Tex Ring, Nick Nicolette and Jimmy Delaney halted proceedings.

First Big Threat

Resumption of the race brought the first big threat to Cook when Riker, running second, was pressed by Brown. Riker pulled up even with Cook and after a half lap battle stuck his car out front.

The three battled for the lead until the 16th lap when the action ceased for the third time. This time the car of Frank Coman drove some 20 yards on two wheels. When the car came back on all fours it spun and rammed into the fence in the first turn. Frank was stunned and his car was forced out of the race because of damages.

Cook brushed off a couple of more threats in the last five laps. The first five cars finished in a line, Zeke taking fourth and Bill Hammersley of Staten Island fifth.

Qualifying Heats (10 laps)

First Race—1, Nick Starapoli, Larchmont, N. Y.; 2, Bill Brown, Paterson; 3, Frank Coman Totowa. Time 2:42.55.

Second Race—1, John Frank, Rockaway, N. Y.; 2, John Zeke, Levittown, N. Y.; 3, Chuck Blewitt, Bronx. 2:43.18.

Third Race—1, Bill Berry, Oradell; 2, Tom Bruce, Paterson; 3, Tex Ring, Garden City, N. Y. Time 2:47.05.

Semi-Finals (12 Laps)

First Race—1, Brown; 2, Starapoli; 3, Jerry Morese, Newark. Time 3:19.63.

Second Race—1, Nick Dadian; Bronx; 2, Ed Riker, Rockaway; 3, Ring. 3:16.47.

Consolations (10 Laps)

Class B—1, Nick Nicolette, Belleville; 2, Bob Doyle, New York; 3, Pete Jancigaj, Union City. Time 2:48.11.

Class A — 1, Bill Hammersley, Staten Island; 2, Jim Hart, Kearny; 3, Bob Watson New York, N. Y. Time 2:49.12.

Feature (25 Laps)

1, Ray, Cook, Hawthorne; 2, Brown; 3, Riker. No time.

Ring, Rings the Bell At Roosevelt Stadium

5/19/1953

JERSEY CITY, N. J., May 19.—Tex Ring of Garden City, New York, broke through heavy traffic on the 13th lap and won the 25-lap stock car feature by five lengths before 3,920 here last night. There was no time in the NASCAR ruled race, due to an accident in the eighth lap.

Ring, a cagy driver with a rapid car, took advantage of a momentary lapse on the part of Nick Starapoli and Johnny Zeke. He slipped into the lead on the inside as Zeke and Starapoli scrapped bumpers and were forced to the outside of the track. Both Zeke who was running second until the accident, and Starapoli were forced out of the running as Don Stumpfe, also sped by them as they battled to untangle themselves. Stumpfe, who copped last week's feature, finished second, Matt McMann, third.

Johnny Frank of Rockaway Beach, N. Y., took the early lead, but when five cars piled up forcing a halt of the race in the eighth lap, he was dropped to last spot on a technicality. While the track was being cleared he brought his car into the pits for repairs forcing to penalty.

1st heat — 10 laps — Matty McMann, Vin Grande, Tex Ring. Time — 2:51.04.

2nd heat — 10 lap — John Rambo, Jim Hart, Tom Elliott. No time (due to accident).

3rd heat — 10 laps — Johnny Zeke, Don Stumpfe, Nick Starapoli. Time — 2:49.93.

1st semi — 12 laps — John Frank, Ring, Bob Doyle. Time: None (due to restart).

2nd semi — 12 laps — Zeke, Tom Washburn, Ed Riker. Time: 3:16.95.

2nd consv — 10 laps — Tommy Elliott, Joe Vale. Time: 3:17.65.

Feature — 25 laps — Ring, Stumpfe, Matt McMann. No time (race restarted).

Stumpf Stock-Car Victor

Special to THE NEW YORK TIMES

JERSEY CITY, May 23—Don Stumpf, Ridgefield, N. J., won the 25-lap feature of the stock-car racing program tonight at Roosevelt Stadium before 4,583. Wally Campbell, Trenton, was second, and Billy Berry, Oradell, N. J., third. No time was taken because of three restarts.

5/24/1953

Stumpf Stumps Rivals At Roosevelt Stadium

5/26/1953

JERSEY CITY, N. J., May 26.—Don Stumpf, handsome 24 year old Ridgefield Park auto racer, became the first repeat winner of the season when he defeated Wally Campbell, ex-modified champion from Trenton, in the feature 25-lap NASCAR stock car race at Roosevelt Stadium here last night. Third place in the race that was restarted twice on account of accidents went to Bill Berry of Oradell.

The second restart of the Feature saw Stumpf get to the lead and after a tough two lap battle Zeke fell to third and Campbell moved into the runner-up position. Campbell tried but was unable to match Stumpf. Zeke eventually finished fourth.

The summaries:

1st heat — 10 laps — Ralph Sheeler, Ed Grace, Jimmy Hart. Time—2:43.37.

2nd heat — 10 laps — Pete Blaski, Pete Jancigaj, Hank Stephen. Time—2:47.03.

3rd heat — 10 laps — Tony Battles, Johnny Hagen, Johnny Zeke. Time—None.

1st semi — 12 laps — Sheeler, Don Stumpf, Slim Brown. Time: 3:12.59.

2nd semi — 12 laps — Zeke, Frank Coman, Lenny Gould. No time.

1st consy — 10 laps — Nick Daidien, Walt Tompkins, Harold Waldron. No time.

2nd consy — 10 laps — Russ Myer, Jerry Morese, Ray Cook. Time—None.

Feature — 25 laps — Stumpf, W. Campbell, Bill Berry. No time.

REMEMBER !

**You Saw It FIRST
in ILLUSTRATED !**

Don Stumpf First To Win Two Mains At Jersey City

5/27/1953

Jersey City—Don Stumpf, handsome 24-year-old Ridgefield Park auto racer, became the first repeat winner of the season when he bested Wally Campbell, former modified champion from Trenton, in the feature 25-lap stock car race at Roosevelt Stadium here last night. Third place in the race that was re-started twice on account of accidents went to Bill Berry, of Oradell. It was a NASCAR event.

Don, who started his career at the local track last season, won his first main here two weeks ago and last week copped second, making him the biggest winner here to date.

Stumpf started in tenth place of the 21-car starting field and moved up gradually until he was in fifth place when the first accident involving Hank Stephen, Jim Hart and Nick Colette halted the race.

The Ridgefield racer went into the lead in the eleventh lap when he overtook Slim Brown who had led from the start. Before the second accident at the seventeenth lap Johnny Zeke, of Levittown, L.I., and Campbell, had closed into second and third place respectively. The crash saw Bill Brown, of Paterson, ram into the guard rail in the first turn and he suffered an injury to his nose.

The second re-start saw Stumpf get to the lead and after a tough two-lap battle, Zeke fell to third and Campbell moved into the runner-up position. Campbell tried but was unable to match Stumpf. Zeke eventually finished fourth.

A 50-lap race tops the Memorial Day night program here.

Summaries:

1st heat, 10-laps—Ralph Sheeler, Ed Grace, Jimmy Hart. Time: 2:43:37.

2nd heat 10-laps—Pete Blaski, Pete Jancigaj, Hank Stephen. Time: 2:47.03.

3rd heat 10-laps—Tony Battles, Johnny Hagen, Johnny Zeke. No time.

1st Semi-final — 12-laps—Sheeler, Don Stumpf, Slim Brown. Time: 3:12.59.

2nd Semi-final 12-laps—Zeke, Frank Coman, Lenny Gould. No Time.

50-Lap Auto Race Tonight

Tonight's feature stock-car race at the Roosevelt Stadium in Jersey City will be a fifty-lap test, the longest of the season. Don Stumpf of Plainfield, N. J., the leading point-getter, will be in the field. He has two firsts and a second to show for his last three efforts.

5/30/1953

RAIN HALTS SHOW AT ROOSEVELT STADIUM

6/9/1953

JERSEY CITY, N. J., June 9—A driving rainstorm forced a halt of the consolation and feature stock car race at Roosevelt Stadium last night but all the fireworks were provided in the third qualifying heat.

The feature will be run next Saturday night together with the already scheduled 25-lap stock car and midget car combination features.

Nick Spano of Orange started it all off in the third heat. He was hit from behind, rolled over on his roof and slid 50 feet along the track and came to rest upside down on the guard rail. The enraged Spano tussled with Joe Valeo of Kearny, whom he accused of causing the accident and both were fined \$50 by NASCAR officials and were set down until the fines are paid.

Ralph Sheeler was off to a fine start, as was George Tet, Japanese-American 1952 champion of the All-State racing club. Both won their heat races and semi-finals in spectacular fashion.

QUALIFYING HEATS (10 LAPS)

First — 1. Ralph Sheeler, Paterson; 2. Tom Bruce, Paterson; 3. Don Stumpf, Ridgefield Park. No time, race restarted due to accident.

Second — 1. George Tet, Ozone Park, N. Y.; 2. Hal Waldron, Belleville; 3. Nick Nicolette, Belleville. No time, race restarted.

Third — 1. Hank Stephan, Little Falls; 2. John Gouvea, White Plains; 3. Jerry Morese, Newark. No time, race restarted.

SEMI FINALS (12 LAPS)

First — 1. Sheeler; 2. Stumpf; 3. Johnny Zeke, Levittown, N. Y. No time.

Second — 1. Tet; 2. Bob Thomas, Secaucus; 3. Dick Sanford, White Plains Time: :01.17.

CONSOLATIONS (10 LAPS)

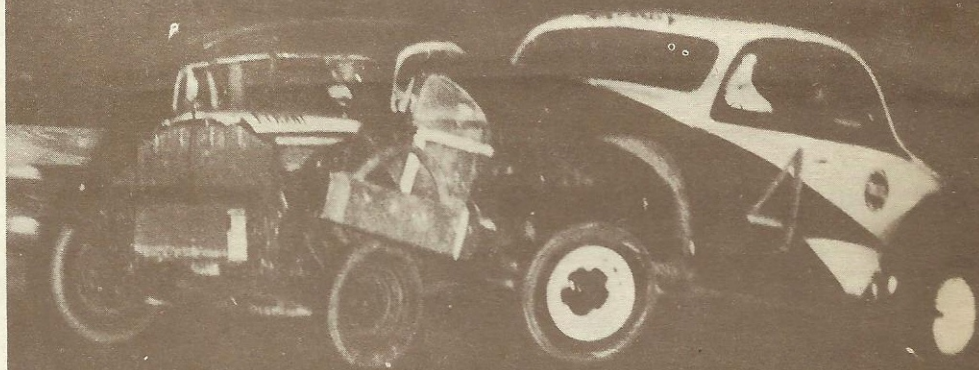
First — 1. Bill Mataka, Maplewood; 2. Vin Grande, North Arlington; 3. John Schaeffer, Newark. Time: 2:29.74.

Tet Takes Two Auto Races

Special to THE NEW YORK TIMES.

JERSEY CITY, June 14—George Tet of Ozone Park, Queens, won both twenty-five-lap regular stock car races at Roosevelt Stadium tonight and Fred Meeker of Fairfield, Conn., was the victor in the midget competition at the same distance. Tet was timed in 6:46.5 for the first event and 7:56.6 for the second. Meeker's clocking was 6:09.8.

6/15/1953



6/23/1953

Walt Muzyehko, # 4, surprises another competitor in a stock car race at the Roosevelt stadium, Jersey City, N. J., when he practically pushes the front end of his machine right in the pilots lap. No damage done.—Jim Gallagher photo.

Rubino Breaks Thru For Roosevelt Stock Victory

6/23/1953

JERSEY CITY, N. J., June 23.—Mike Rubino of Hoboken, pulled a major surprise of the early season by topping 24 first class stock car jockeys to win the 25-lap feature here Saturday night before 4,709 fans.

Rubino, who had never before won a feature victory, took advantage of the pole position and held his lead throughout the race. Tommy Bruce of Paterson, the second place finisher, pulled up next to Rubino on the last turn when the Hobokenite got jammed in heavy traffic but was edged out by a bumper at the checkered flag. Frank Schneider of Lambertville, the National champion came from far back to take third place.

Rubino, always a bridesmaid, won his qualifying heat over Bill

Berry and George Horvath, and was not to be outdone in the feature, although his car is far inferior to many cars he beat across the finish.

1st heat — 10 laps — John Washburn, Jim Hart, Nick Nicolette. No time (accident).

2nd heat — 10 laps — Mike Rubino, Bill Berry, George Horvath.— No time.

3rd heat — 10 laps — Nelson Applegate, Phil DeMola, Lenny Gould.— Time: 2:48.20.

1st semi — 12 laps — Nicolette, Bill Bortz, Johnny Zeke. No time.

2nd heat — 12 laps — Ralph Sheeler, Ray Cooke, Tony Battle. Time — 3:17.20.

1st Consy — 10 laps — Vin Grande, Bill Dees, Ed Judge. Time: 2:48.20.

2nd semi — 12 laps — Frank Schneider, Grande. Time: 3:15.

Feature — 25 laps — Mike Rubino, Bruce, Schneider. Time: 7:23.02.

AUTO VICTORY FOR REED

JERSEY CITY (AP) — Jim Reed of Tarrytown, N. Y., holds the New Car Grand National short-track championship today. Reed won the 200-lap event at Roosevelt Stadium Saturday night. The twenty-seven-year-old driver covered the course in 1 hour, 4 minutes and 15 seconds, to win by three laps. 6/29/1953

Reed Rides to Victory In Roosevelt Feature

6/30/1953

JERSEY CITY, N. J., June 30.—Jim Reed walked away with the second annual 200-lap, 50 mile late model championship before 4,258 here Saturday night, taking the checkered flag three laps ahead of his nearest competitor. Ted Chamberlain of Palm Beach, Fla., the defending champion did not compete.

Reed, 27-year-old Tarrytown, N.Y., hotshot, took the lead on the fifth lap and nosed his way through the 22 car field, lapping second place finisher Ronnie Kohler of Paterson half way through. He took the checkered flag three laps ahead of Kohler with third place finisher Charley Dyer of Paterson far behind.

Ed Riker of Boonton and Jim Delaney of Lyndhurst hooked up in a close duel for fourth, Delaney winning out when Riker blew up his engine on the 190th lap. Riker had built up enough

of a lead though to finish sixth, while Tex Ring of New York closed for fifth.

LATE MODEL

1st heat — 10 laps—Charley Dyer, Neil McDonald, Jim Reed. Time—3:01.91.

2nd heat — Ed DeWolf, Ronnie Kohler, Jim Delaney. Time: 3:09.73.

Feature — 200 laps — Reed, Kohler, Dyer. Time: 1 hour, 4 minutes and 15 seconds.

STOCK CARS

1st heat — 10 laps — Jack Mulrain, Walt Tompkins, George Horvath. No time.

2nd heat — Bill Bortz, Ed Bingle, Bill Berry. No time.

3rd heat — Frank Schneider, Johnny Zeke, Bill Mataka. No time.

Feature — 50 laps — Zeke, Bortz and Horvath. No time.

Morese Snares 75-Lap Feature at Roosevelt

7/7/1953

JERSEY CITY, N. J., July 7.—Jerry Morese of Newark, who has a habit of winning all the big ones, walked away with the 75-lap NASCAR sponsored holiday feature here Saturday night. Largest crowd of the season, 7,228, including 2,220 children, who were admitted free.

Morese and George Haryath of Kearny exchanged the lead several times during the early laps but when Horvath's radiator blew up on the 48th lap, the Newarker was out in front for good. He was challanged by Nick Nicolette and George Tet in the later stages but both were involved in traffic and slowed down.

The popular Newark jockey, who copped the Memorial Day 50-lapper in the same smooth fashion, crossed the finish line half a lap over Ray Cooke of Hawthorne, who edged out Ted for the runner up spot. There was no time, the race being restarted when Horvath spilled water all over the track.

Bill Berry of Oradel spun out

in the center of the track while leading in the second semi-final and nine cars piled into him. When the cars were cleared from the track Berry's was the only one unable to restart.

1st heat — 10 laps — Don Stumpf, Rudy Grenz, Tony Battle. Time—2:46.81.

2nd heat — 10 laps — Jerry Morese, Johnny Lindsay, Pete Jancigaj. No time (accident).

3rd heat — 10 laps — Bill Berry,

John Hagin, Bill Dees. Time: 2:43.40.

1st semi — 12 laps — Nick Nicolette, George Tet, Stumpf. Time: 3:51.21.

2nd semi — 12 laps — Jerry Klaus, Hagin, Dees. No time.

Consy — 12 laps — Frank Schneider, Bill Bortz. Time: 2:40.50—(new record).

2nd Consy — Berry, Schneider.—No time.

Feature — 75 laps — Jerry Morese, Ray Cooke, Tet. No time.

Jerry Morese Cops Roosevelt Stadium 75-Lap Feature

7/8/1953

Jersey City—Jerry Morese of Newark, who has a habit of winning all the big ones, walked away with the 75-lap NASCAR sponsored holiday feature here Saturday night. Largest crowd of the season, 7,228, included 2,220 children who are admitted free.

Morese and George Horvath of Kearny exchanged the lead several times during the early laps but when Horvath's radiator blew up on the 48th lap, the Newarker was out in front for good. He was challenged by Nick Nicolette and George Tet in the later stages but both were involved in traffic and slowed down.

The popular Newark jockey, who copped the Memorial Day 50-lapper in the same smooth fashion, crossed the finish line half a lap over Ray Cooke of Hawthorne, who edged out Tet for the runner up spot. There was no time, the race being restarted when Horvath spilled water all over the track.

Bill Berry of Oradel spun out in the center of the track while leading in the second semi-final and nine cars piled into him. When the cars were cleared from the track Berry's was the only one unable to restart.

Schneider topped the consolation record set by Dick Williams of Cheesequake last August, turning the 10 laps in 2:40.50. Williams mark was 2:41.58.

Al Keller, one of the most consistent front runners this season, was the hard luck driver of the night. He blew a tire and smashed into the fence while running second to Nick Nicolette in the first semi-final. He was closing fast on Nicolette when the accident happened, washing out his car for the night.

Qualifying heats, 10-laps

First—Don Stumpf, Rudy Grenz, Tony Battle. Time 2:46.81.

Second—Jerry Morese, John Lindsay, Pete Jancigap. No Time, race restarted due to accident.

Third—Bill Berry, John Hagin, Bill Dees. Time 2:43.40.

Semi-finals, (12-laps)

First—Nick Nicolette, George Tet, Stumpf. Time 3:51.21.

Second—Jerry Klaus, Hagin, Dees. No time.

Consolation (12-laps)

First—Frank Schneider, Bill Bortz. Time 2:40.50 (new record).

Second—Berry, Schneider. No time.

Feature (75-laps)

Jerry Morese, Ray Cooke, Tet. No time.

Cooke Notches Second Victory at Roosevelt

7/14/1953

JERSEY CITY, N. J. July 14th — Ray Cooke of Hawthorne scored his second feature victory of the season, edging out Newark's Jerry Morese by a bumper in the 25-lapper here last night, in an accident filled Nascar supervised show. Promoter Ed Otto announced that starting this week shows would be presented here Wednesday and Saturday nights.

Cooke took his first feature checkered flag May 3 in a 25-lapper but hasn't been among the first three since, while Morese, who battled him down to the wire had won a 75-lap race last week.

Cooke had held the lead from the start and built up a half lap advantage over the field, but Mike Rubino and Chuck Blewitt bounced into the fence on the ninth lap, forcing a restart. Morese was right behind him after that and pulled up even on the 24th turn, but was just nosed out at the finish.

Eddie Judge of Union City, kissed the fence in the first qualifying heat and rolled over the guard rail twice before coming to rest on it. He was unhurt. Bill Smith of Hillside did a slow roll and ended up on his roof when he was involved in a four car accident in the second heat. Times were recorded in only two of the nine events, the rest being halted by accidents.

QUALIFYING HEATS (10 laps)

1st heat — Bill Berry, Jerry Morese, Walt Tompkins. No time, due to accident.

2nd heat — Jake Goodskie, Tex Ring, Ralph Sheeler. No time.

3rd heat — Whitey Ekberk, Frank DeMeo, Russ Meyer. Time: 2:45.10.

1st semi-final — 12 laps — Ed Brunnhoelzl, Morese, Russ Hook. No time.

2nd semi-final — 12 laps — Glen Ford, Don Stumpf, Meyer. No time.

1st Consolation — 10 laps — John Hagan, Doggy Hewitt, Bob Armstrong. Time: 2:49.60.

2nd consolation — 10 laps — Mike Rubino, John Lindsay, Hagan. No time.

Feature — 25 laps — Cooke, Morese, Hagan. No time.

Ray Cooke Edges Morese to Take Jersey City Main

Jersey City—Ray Cooke of Hawthorne scored his second feature stock car victory of the season, edging out Newark's Jerry Morese by a bumper in the 25-lapper here Saturday night, in an accident filled NAS-CAR supervised program.

Cooke took his first feature checkered flag May 3 in a 25 lapper but hasn't been among the first three, since while Morese, who battled him down to the wire had won a 75-lap race last week.

Cooke had held the lead from the start and built up a half lap advantage over the field but Mike Rubine and Chuck Blewitt bounced into the fence on the ninth lap, forcing a restart. Morese was right behind him after that and pulled up even on the 24th turn but was just nosed out at the finish.

Eddie Judge of Union City, kissed the fence in the first qualifying heat and rolled over the guard rail twice before coming to rest on it. He was unhurt. Bill Smith of Hillside did a slow roll and ended up on his roof when he was involved in a four car accident in the second heat. Times were recorded in only two of the nine events, the rest being halted by accidents. Promoter Ed Otto announced that starting this week shows will be presented here Wednesday and Saturday nights.

First Bill Berry, Jerry Morese, Walt Tomkins. No time, race restarted due to accident.

Second — Jake Goodskie, Tex Ring, Ralph Sheeler. No time.

Third—Whitey Ekberg, Frank DeMeo, Russ Meyer. Time 2:45.10.

Semi-Finals (12-laps)

First — Ed Brunholzen, Morese, Russ Hook. No time.

Second — Glen Ford, Don Stumpf, Meyer. No time

Consolation (10-laps)

First — John Hagan, Doggy Hewitt, Bob Armstrong. Time 2:49.60.

Second — Mike Rubino, John Lindsay, Hagan. No time.

Feature (25-laps)

Cooke, Morese, Hagan. No time.

Morese Cops Second Feature at Roosevelt

7/21/1953

JERSEY CITY, N. J., July 19.—Jerry Morese, Newark auto racer, won his second feature in two weeks and his third of the season here when he copped the 25-lap main at Roosevelt Stadium last night. Morese crossed the finish line ahead of Jake Goodski of Elizabeth and Bill Berry of Oradell in the order named. No time was recorded due to an accident involving a half dozen cars at the ninth lap. No one was injured.

Goodski, though he finished second, could be classified as the hero of the race. The Betsytowner, only had a victory in a qualifying race to his credit until last night. He has rolled over more times than any other driver here and Jake gave his rivals and the crowd a big surprise when he jumped into the lead at the outset. He held until the accident and running well until Morese overtook him at the 18th lap.

Bob Armstrong of Glen Cove, N.Y., the only double-winner in the program-taking the second qualifying heat and the first semi-final. He set a track record in winning the semi. The new time

is 3:14.30. The old mark by Nick Dadian, Bronx, was 3:16:47, established May 23.

Last night's card was the first in the semi-weekly series. The next show is scheduled for Saturday night.

1st heat — 10 laps — Bill Berry, Jerry Morese, Glen Ford. Time—2:45.80.

2nd heat — 10 laps — Bob Armstrong, Mike Rubino, Ralph Sheeler. No time (accident).

3rd heat — 10 laps — Les Carrajat, Nick Dadian, Bill Bortz. Time—2:47.20.

1st semi — 12 laps — Armstrong, Ford, Morese. Time: 3:14.30 (new semi-final track record).

2nd semi — 12 laps — Sheeler, Carrajat, Walt Tompkins. No time.

Consy — 10 laps — John Lindsay, Russ Hook. No time.

Feature — 25 laps — Morese, Jake Goodskie, Berry. No time (race restarted due to accident).

Jersey City Main Event To Stumpf

7/22/1953

Jersey City, July 19—Don Stumpf of Little Ferry 'sped from far back in a 20 car field to score his fourth feature victory of the season in the 25-lapper here last night before 7,640. A daredevil thrill show preceeded the stock car events.

After a nine car pile-up on the 11th lap forced a restart of the race, Stumpf slowly edged his way through the field and by the 18th go round had taken third place away from Walt Tomkins. On the 22nd turn he whipped by Rudy Grenz into the runner spot and two laps later passed Tony Battle of Paterson for the lead.

Battle had held the lead from the outset and had built a half lap advantage over most of the field until the accident. The accident closed up the field but Battle still held the front spot but with Grenz and Stumpf close behind. Battle finally finished second by a car length with Grenz taking third by the same margin. There was no tie because of the accident.

Stumpf finished behind Battle in their qualifying heat while Grenz scored his first vctory of the season, winning his heat race. Ed Grace and Bob Armstrong were the other heat winners. Stumpf and Jerry Morese of Newark were tied at three feature victories each but his victory last night made Stumpf high feature winner so far ths seiason.

Tony Battle Wins Stock Battle at Roosevelt

8/4/1953

By PAUL GRELLA

JERSEY CITY, N. J., Aug. 4th — Tony Battle of Paterson, after trailing Dick Sanford for 24 laps, pulled into the lead on the last turn to win the 25-lap NASCAR stock car here Saturday night before 4,400.

The race was marred by two major accidents and several minor mixups that knocked half of the starting field of 20 off the track.

Sanford got off to a flying start and held on to the lead through two restarts and until the 24th go round it looked like he was a cinch to take the checkered flag. But on the very last turn Battle nudged to the inside and took the flag by a bumper. Bob Armstrong of New York also raced through the opening and edged Sanford for the runner up spot. Sanford, after a valliant try, had to be satisfied with third.

Frank Schneider, in his first appearance here in many weeks had to qualify through the consolation and finished fifth behind Ray Cook.

Johnny Cabral of Paterson was the first accident victim in the feature. His car hit the fence on the ninth lap and burst into

flames. The car slid sideways across the track, leaving behind a wall of flame. The fire was quickly extinguished, however, and Cabral was unhurt. Four laps later Lenny Gould got wedged between Tom Elliott and Jim Delaney and all three cars lost control and crashed into the fence. Gould's car received the most damage. None of the drivers were hurt, but the cars were washed out for the night.

1st heat — 10 laps — Bob Armstrong, Al Tauber, Tony Battle. No time.

2nd heat — 10 laps — Lenny Gould, Russ Banghorn, Tom Elliott. Time: 2:43.30.

3rd heat — 10 laps — Dick Sanford, Jack Mulrain, Ed Judge. No time.

4th heat — 10 laps — Tex Ring, George Tet, Frank Schneider. Time: 2:44.60.

1st semi-final — 12 laps — Tauber, Armstrong, Gould. Time: 3:13.50.

2nd semi-final — 12 laps — Judge, Mulrain, Sanford. Time: 3:12.40.

1st consolation — 10 laps — George Cousins, Pete Blasky, Duke Southern. No time.

2nd consolation — 12 laps — Schneider, Morese. Time: 3:09.30.

Feature — 25 laps — Battle, Armstrong, Sanford. No time.

Jersey City Main To Jerry Morese

By PAUL GRELLA
8/12/1953

Jersey City, Aug. 9—Jerry Morese of Newark swept to his fourth feature victory, and second 50-lapper here last night in the NASCAR sanctioned stock cars races before 6,872 including 2,013 children.

Morese moved into a tie with Don Stumpf of Little Ferry for the feature victory lead with four each. Morese also has a 75-lapper to his credit, making him the top driver in the longer distance races, Johnny Zeke of New York, having won the third 50-lap race here last month.

Morese took the lead away from Zeke on the 29th lap after a restart on the 20th turn when Tony Battle of Paterson and Jerry Klaus of New York bounced off the fence, blocking the track. The race was stopped twice in the first lap. The first time six cars tangled on the second turn and in the next restart two cars crashed into the fence at the starting line.

Morese moved into contention on the 14th lap with Zeke well ahead of the field. But when the race was halted Morese was right behind Zeke and seven laps later he passed the veteran auto jockey.

The race was halted one lap short of the regulation distance when Zeke attempting to gain ground on Morese, went into a slide and crashed into the fence, spraying water all over the track. But Morese was in no danger of being overtaken. Finishing second far behind was George Horvath of Kearny. Third was Ray Cook of Hawthorne. Frank Schneider of Lambertville, the national modified champion, was fourth after starting in scratch position.

Zeke set a 15-lap record in his qualifying heat. His time was 3:53.

50. He bettered Nick Nicolette's time of 4:04.31 set in August of last year.

Qualifying Heat (15 Laps)

First—1, John Hagan, Jersey City; 2, Tony Battle, Paterson; 3, Bob Armstrong, New York. No time; race restarted due to accident.

Second—1, Glen Ford, New York; 2, George Tet, Ozone Park, N. Y. 4:05.70.

Third — 1, Johnny Zeke, Levittown, N. Y.; 2, Jerry Morese, Newark; 3, Ray Cook, Hawthorne. Time 3:53.50 (new 15-lap record, old record, 4:07).

Fourth—1, Ralph Sheeler, Paterson; 2, Tex Ring, Garden City Park, N. Y.; 3, Jack Mulrain, Elizabeth. No time, race restarted due to accident.

Consolation (12 Laps)

1, Frank Schneider, Lambertville; 2, Jerry Klaus, Ozone Park, N. Y. 3:14.10.

Feature (50 Laps)

1, Morese; 2, George Horvath, Kearney;

ARNOLD TAKES ROOSEVELT "100"

9/8/1953

By PAUL GRELLA

JERSEY CITY, N. J., Sept. 8th — After many tries and many close finishes Rudy Grenz of Ridgefield Park finally came through to win the 25-lap NASCAR sanctioned stock car feature here Saturday night before 5,844. In the companion 100-lap midget feature, young Chuck Arnold of Danbury, Conn. staged a thrilling rally to edge veteran campaigner Charley Miller of Allentown, Pa.

Grenz, who has been piloting stock cars for the past five years at Ruppert Stadium and here, has been a consistent front runner and many times has threatened to take the checkered flag, but has always been plagued by poor luck. But he was not to be outdone and he staved off rallies by Walt Thompkins and Johnny Zeke when he took over the lead on the 15th lap. He crossed the wire just ahead of Thompkins with Zeke battling hard for the runner up spot and missing by a bumper. There was no time, the race being stopped on the second lap because of an accident.

Arnold drove a steady race when he took the lead from Fred Meeker the early leader. He almost lost the lead when the cagey veteran Miller attempted to pass him on the last two turns. Nick Fornora of Danbury finished third being passed by Miller on the 93rd turn.

Miller took the lead from the start and held it to the half way point but was passed by Meeker on the 51st lap. Meeker went out with a sick engine on the 71st lap and Arnold, who was close on his heels, took over for good.

The race was run under the caution flag for 11 laps when Johnny Carpenter and Hal Quale tangled and hit the fence. No one was hurt. Howie Narotti bounced off the fence many laps later and damaged his car spilling water over the track which stopped the race. He was uninjured.

1st heat — 10 laps — Don Stumpf, Tex Ring, Johnny Zeke. No time.

2nd heat — 10 — laps — Tom Bruce, Hal Stephan, Jerry Morese. Time: 2:44.20.

3rd heat — 10 laps — Duke Southern, Rus Hook, Bill Botz. Time: 2:41.

1st semi-final — 12 laps — Joe Bossart, Bobby Doyle, George Tet. Time: 3:14.30.

2nd semi-final — 12 laps — Blacky Blackstone, John Lindsay, Slim Brown. Time: 3:14.10.

1st consolation — 10 laps — Bill Berry, Frank Schneider. Time: 2:46.20.

2nd consolation — 10 laps — Stumpf, Ring, Morese. Time: 3:08.20.

Feature — 25 laps — Rudy Grenz, Walt Thompkins, Zeke, Joe Bossart, Frank Schneider. No time.

Midgets — 100 laps — Chuck Arnold, Charley Miller, Nick Fornora, Vic Sloane, Steve McGrath. Time: 29 minutes. (Race run under caution 11 laps, stopped once because of accidents).

SCHNEIDER NABS "100"

9/15/1953

By PAUL GRELLA

JERSEY CITY, N. J., Sept. 15. — Frankie Schneider, National Modified Stock Car Champion, lapped the entire field in winning the NASCAR Sanctioned 100-lap feature here Labor Day night. It was Schneider's first feature victory here since April 20.

Schneider, who failed to qualify in his semi-final, was forced to make the feature through the consolation event where he finished second behind Nick Nicolette of Belleville.

Schneider took the lead on the 40th lap from Ray Cooke of Hawthorne and increased it steadily until he had passed every car at least once on the 82nd lap. Cooke's car was the only one he hadn't passed up to that point but when Cooke spun out to the infield Schneider quickly sped by him.

Cooke retired from the race and Don Stumpf of Ridgefield Park took over second and held it until the finish. George Tet of New

York was third although the runner up spot and third places are unofficial.

The summaries:

1st heat — 10 laps — Vin Grande, Tony Battle, George Tet. Time—2:42.60.

2nd heat — 10 laps — Nick Nicolette, Don Stumpf, Ralph Sheeler.—No time (accident).

3rd heat — 10 laps—Jerry Morse, Hank Stephan, Lou Cerillo. Time—2:42.50.

4th heat — 10 laps — Glen Ford, Hal Waldron, Frank Schneider. No time.

1st semi — 12 laps—Battle, Johnsny Zeke, Grande. Time: 3:10.70.

2nd semi — 12 laps — Tom Elliot, Ed Grace, Cerillo. No time.

1st Consy — 10 laps — Tex Ring, Jake Goodski, No time.

2nd Consy — 10 laps — Nicolette, Schneider. No time.

Feature — 100 laps — Schneider, Stumpf, Tet.

Elliott-Zeke Divide Twin Features Honors

9/15/1953

JERSEY CITY, N. J., Sept. 15. — Tommy Elliott of Bloomfield and Johnny Zeke of Levittown, N. Y., shared top honors in the twin 25-lap NASCAR sanctioned stock cars features at Roosevelt Stadium Saturday night.

Elliott, whose own car was crippled earlier, jumped into a borrowed mount at the last moment and took the lead in the 1st feature from the start. Taking advantage of the pole position, he steadily drew away from the field and took the checkered flag ahead of Vin Grande by several car lengths. George Tet closed fast to insure third spot. Elliott's time in winning his second feature of the season here was 6:40.20.

In the second feature, limited to drivers who had won at least one feature on this track, veteran Johnny Zeke grabbed the lead on the 18th lap and won going away, George Tet, who took third in the first feature, followed Zeke across the tape. Finishing third was Tex Ring. Zeke's

time was 6:39.90.

Tommy Bruce held the early lead in the second feature and was threatened by Don Stumpfe, then Zeke. When Stumpfe went out with motor trouble on the 18th lap, Zeke moved past him and was never headed. Bruce faded in the late laps and both Tet and Ring sped by him.

1st heat — 10 laps—Don Stumpfe, Ed Grace, Jim Hart. Time: 2:42.80.

2nd heat — 10 laps — Vin Grande, Ray Cooke, Walt Thompkins. Time: None (accident).

3rd heat — 10 laps—Tony Battle, Tex Ring, George Kempe. Time—2:43.70.

1st semi — 12 laps — Grande, Jerry Morse, Hart. No time.

2nd semi — 12 laps—Kempe, Mike Rubino, Ring. Time: 3:14.90.

1st Consy — 10 laps — Ed Judge, Rudy Grenz. No time.

2nd Consy — 12 laps — George Tet, Tom Elliott. No time.

Feature — 25 laps — Elliott, Vin Grande, Tet. Time: 6:40.20.

Winners Feature — 25 laps—Zeke, Tet, Ring. Time: 6:39.90.

Title Card Scheduled For Roosevelt Finale

9/15/1953

JERSEY CITY, N. J., Sept. 15. — The New Jersey NASCAR sportsmen-modified championship and the Robert B. Meyner Stakes will co-feature the stock car racing program at Roosevelt Stadium here Saturday night (Sept. 19), Promoter Ed Otto announced it is the last show of the 1953 season and in the event of rain the program will be re-slated for Sunday afternoon (Sept. 20), at 2:30 P.M.

Awarding of the title go, second straight season at the local track and fourth year in New Jersey, was made by Bob Sall, NASCAR field manager. At the same time Sall announced that the championship will be decided differently this year. Only one race over the 100-lap route involving the twenty-four top men in the sportsmen and modified points standings, High point drivers will start in the rear, will be run. In the past the competition included all drivers and qualifiers were determined through four preliminary heats.

Robert B. Meyner, democratic candidate for Governor of New Jersey, will present a gold trophy to the winner.

Since the championship is limited to top point pilots, the Robert B. Meyner Stakes was added to the card. This event is open to all the chauffeurs who have been competing at the track this year. The feature race in this event will be over the 50-lap route contestants coming from three 15-lap heats.

The opening event Saturday will roll at 8:30.

Elliott, Zeke Net Jersey City Wins

9/16/1953

By PAUL GRELLA

JERSEY CITY — Tommy Elliott of Bloomfield and Johnny Zeke of Levittown, N. Y. shared top honors in the twin 25-lap NASCAR sanctioned stock cars features at Roosevelt Stadium yesterday.

Elliott, whose own car was crippled earlier, jumped into a borrowed mount at the last moment and took the lead in the first feature from the start. Taking advantage of the pole position, he steadily drew away from the field and took the checkered flag ahead of Vin Grande by several car lengths. George Tet closed fast to insure third spot. Elliott's time in winning his second feature of the season here was 6:40.20.

In the second feature, limited to drivers who had won at least one feature on this track, veteran Johnny Zeke grabbed the lead on the 18th lap, and won going away. George Tet,

who took third in the first feature, followed Zeke across the tape. Finishing third was Tex Ring. Zeke's time was 6:39.90.

Tommy Bruce held the early lead in the second feature and was threatened by Don Stumpfe, then Zeke. When Stumpfe went out with motor trouble on the 18th lap, Zeke moved past him and was never headed. Bruce faded in the late laps and both Tet and Ring sped by him.

Dual Show to Close Jersey City Sat.

9/16/1953

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The opening event Saturday will roll at 8:30.

Roosevelt Stadium To Open Sunday, April 11

JERSEY CITY, N. J., March 30th. — The biggest stadium in the New Jersey-New York area, Roosevelt Stadium, this city, swings wide open Sunday afternoon, April 11, with the first of a series of Sunday afternoon Nascar sanctioned stock car race meets. 2:30 is set for official post time in this string of dates.

The lid lifter will be conventional in nature, made up of three heats, two semi-finals, a consolation and a twenty-five lap feature. Drivers working out their cars in practice sessions March 28 and April 4 will be all set for the inaugural on Palm Sunday on the fast quarter mile paved course, quickeest of its type and size in the state.

Promoter Ed Otto, after a discussion with son Edgar, general manager of the big plant, has come up with his second offering of the 1954 campaign. It will combine the midget car and stock car divisions of Nascar in a single program on Easter Sunday, April 18. In addition to a full card of the sportsman and modified stocks, the mighty midgets will take the spotlight with two qualifying heats, a special trophy dash and a main event of their own. In this portion of the meet will

be the wheel twisters who flew up and down the sands at Daytona Beach at tremendous speeds just a few weeks ago. Drivers like Steve McGrath, Nick Fornoro, Chuck Arnold, etc. who topped the 130 mph mark in the straightway dashes in Florida.

In view of the special midget car attraction of the season's second program, a rain date has been set which will be the following Sunday afternoon, April 25.

Judging by the number of cars that showed up on the windy, raw Sunday past, it is expected that a heavy entry list will be filed with Chief Steward Ray Mattade for the opener. Champions and near champions spent more than four hours circling the raceway, and all indications point to a rousing schedule of events on opening day.

All youngsters under 12 will be admitted free if accompanied by an adult for the Jersey City races.

4/6/1954

Roosevelt Inaugural Scheduled for Sunday

JERSEY CITY, N. J., April 6th. — Spring has arrived and with it, as usual, comes outdoor auto racing. And as usual, Promoter Ed Otto launches the season Sunday afternoon April 11th in New Jersey with the first program of Nascar sanctioned stock car racing in the state. That's been a habit with the cigar smoking speed impresario since the earliest postwar motor racing jamborees in the Garden State.

Starting with Paterson's Hinchliffe Stadium continuing with Newark's Ruppert Stadium and more recently with Jersey City's immense Roosevelt Stadium. Promoter Otto has had the state's lid-lifter all of these years. And on top of being the first to open with outdoor racing in the area he will present the initial combination card of action on the JC dustless quarter mile speed strip with a midget car-stock car affair that should appeal to all thrill lovers, regardless of a preference for one type of racing or the other.

That mixed show will take

place Sunday afternoon, April 11 and will be rescheduled for the 25th if inclement weather makes impossible its presentation on the original date.

For the first two speed bills then at Roosevelt Stadium on the fastest track of its type in the metropolitan area it's a full, eight event stock car program on Palm Sunday, April 11, and a mixed card on Easter Sunday, April 12. Both programs begin at 2:30 P.M.

Parents are reminded that children under 12 will be admitted free of charge if accompanied by a paid adult.

ROOSEVELT FEATURE TO JUDGE

4/13/1954

JERSEY CITY, N. J., April 13th. — Ed Otto's huge Roosevelt Stadium was officially opened for the fourth season of stock car racing Sunday afternoon and the biggest opening day crowd to turn out for any year's start was on hand to watch an action-packed program in which cars turned over, many rapped the fence, plenty of high speed competition took place and a most unusual finish climaxed the meet.

Eddie Judge was the standout driver of the day in the Schnakle 999, powered with an engine tuned by Bob Osiecki, which enabled the Union City to his heat, place

second to Hal McCarty in a semi and snare the main. That was the event in which Lennie Gould, easy going Newarker, blacked out going into the 18th lap with his

car coming to rest against the fence but only after a good scare was given all onlookers. The race was stopped then and when Lennie had been removed and it was possible to run out the remaining laps, rains that had been falling lightly came down hard enough to end it.

Johnny Zeke was a ball of fire in coming by the field in a semi to win after starting way back. Joe Bossard was one of the hottest on the track but got snarled

in a four way parlay that stacked him in the fence and pushed him back to a final 9th.

There was a lot of fine driving going on all day, so much of it that not all can be detailed. Harry Stucker, Staten Island newcomer, gave the big crowd an uneasy moment when he hit the fence and rolled over on his side ...got out quickly, unhurt..

Next Sunday's program (April 18) will co-feature midget and stock cars that will make for

two 25 lap main events.

1st heat — 10 laps — Ed Judge, Hal McCarty, Charlie Dyer. Time: 2:20.51.

2nd heat — 10 laps — Vinnie Grande, Charlie Cregar, Ralph Sheeler. No time, accident.

3rd heat — 10 laps — Walt Peters, Joe Bossard, Lennie Gould. No time, accident.

1st semi-final — 12 laps — McCarty, Judge, Grande. Time: 3:10.40.

2nd semi-final — 12 laps — Johnny Zeke, Bob Williams, Frank Coman. Time: 3:10.44.

A Consolation — 12 laps — Peters, Tom Bruce, Russ Meyer. Time: 3:16.46.

Feature — 25 laps — Judge, Grande, Dyer. No time, stopped at 16 laps.

It's DiMarco-Tompkins At Roosevelt Stadium

4/20/1954

JERSEY CITY, N. J., April 20th. — Walt Tompkins, Bayonne veteran stock car race driver, and equally experienced Jim Di Marco, Garfield, topped the field in the combination auto race program Sunday afternoon at Roosevelt Stadium. Tompkins snared the hardtop main event while DiMarco paced the field in the midget car main event, each slated for 25 laps but neither going to a finish without a halt.

Tompkins started fourth in his feature, raced into the lead in the 8th lap, stayed out front until a 5-car mixup halted the scramble which had produced six accidents of a minor nature. On the restart a terrific battle developed between Tompkins and Johnny Zeke, Levittown, N. Y., who made repeated bids, but could not dislodge the Jersey ace.

Tompkins won, followed by Zeke, then Walt Peters, Hopelawn, N. J. Marine veteran of Korea, Johnny Frank, Rockaway Beach, N. Y. mailman, and Russ Meyer, Hawthorne, N. J. taxicab driver.

Bill Singer, Trenton, N. J. midget car driver was injured in warmups when he hit the fence to badly damage the car and suffer facial and hand injuries. Treated locally by the track doctor, he was released and returned home.

Next Sunday afternoon's stock car program will be the last daytime card, May 1 marking a change to Saturday night weekly events.

DiMarco had a close call in the midget main event when a lead he built during the early stages of the race dwindled to less than a car length and he barely pulled it out over Fred Meeker, Fairfield, Conn., and Charlie Miller, Allentown, Pa. Fourth and fifth were Chuck Arnold, Stamford, Conn., and Bobby Courtwright of Ramsey, N. J.

Summaries:

MIDGETS

1st heat — 10 laps — Charlie Miller, Vic Sloane, Ben Nye. Time: 2:01.31.

2nd heat — 10 laps — Chuck Arnold, Fred Meeker, Bob Courtwright. Time: 2:02.33.

Feature — 25 laps — Jim Di Marco, Fred Meeker, Charlie Miller. Time: 5:24.59.

STOCK CARS

1st heat — 10 laps — Russ Meyer, Tex Ring, Charley Hoff. Time: 2:15.45.

2nd heat — 10 laps — Nick Nicolette, Don Stumpf, Tom Bruce. Time: 2:13.43.

3rd heat — 10 laps — Johnny Zeke, Charlie Dyer, Frank Coman. No time.
Consolation — 12 laps — Ralph Sheeler, George Horvath, Clarence Jamison. Time: 2:51.21.

Feature — 25 laps — Walt Tompkins, Johnny Zeke, Walt Peters. No time.

Stock Races At J. C. Track

6/10/1954

A pattern similar to that of last year has been evident in the weekly stock car races at Jersey City's Roosevelt Stadium with feature event wins being spread over a number of speedway chauffeurs, no one pilot being able to overpower the big fields taking part in the Saturday night motor melees on the paved course.

It took Don Stumpf, Ridgefield Park leadfoot, seven weeks to break the individual scoring with the ex-iron worker who is now a motorcycle dealer crashing through to a repeat triumph.

Reed Snares Roosevelt '250'

JERSEY CITY, N. J., July 20th. — With 11,973 thrilled spectators packed into Roosevelt Stadium, Jersey City, Saturday night looking on, Jimmy Reed, slim 27-year-old speed merchant, from Tarrytown, N. Y., sped to his second consecutive NASCAR 250-lap race victory in as many nights. 35 cars were present.

The exmidget car pilot who won the 1953 national title on America's short tracks (under ½ mile per lap) was at his best as he defeated 25 rivals in the first International contest hereabouts, the contest pitting foreign sports cars against American late model pleasure cars.

Second fastest in the one lap time trials to Lee Petty, Randelman, N. C., giant whose 1954 Dodge trailed Reed's 1953 Hudson Hornet the night before on a Md. speedway, Reed overpowered his proposition with a consistent pace that almost equalled his time trials. The New Yorker averaged better than 17 seconds per lap for the entire distance.

Three British Jaguars in the long grind failed to finish, they being wheeled by Jim Nile of Livingston, Bill Claren of Montclair, and Frankie Schneider of Lambertville. Schneider pulled the crowd up on its feet with his slick traffic handling that brought him into second place after an uphill fight. A blown tire—common in the race with others—forced him out in the 120th circuit, returning later only to be confronted with burning floorboards that ruled him out at the 159th lap.

Petty, sensational in winning a 15 lap heat from last starting

position, blew a tire and hit the fence to wreck his car in the 49th lap of the big money event.

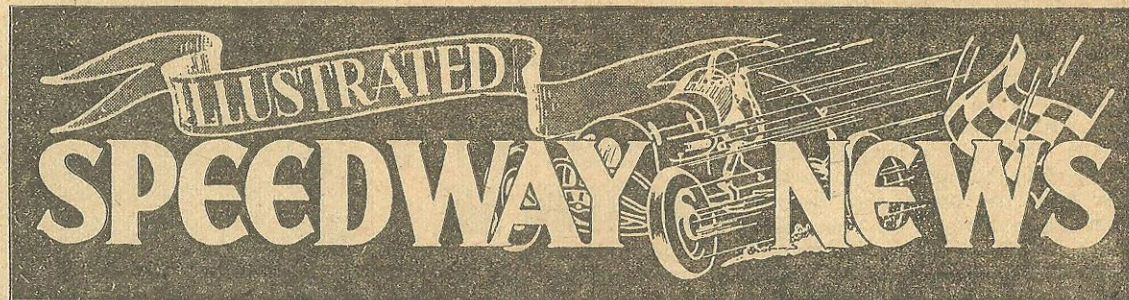
Twenty-six cars took part, made up of eight American makes and British cars. A French Citroen lasted part of the warmups when Pavis Papagorge of Greece rammed the wall with his front wheel drive car to wash out the machine.

Paul Pettit of Danbury, Conn., pushed his Plymouth to second money, followed by Ray Duhigg of Toledo, Ohio, in a similar make car. The first New Jersey finisher was Dick Sanford of Ramsey who took 4th place in a Dodge.

1st heat — 15 laps — Lee Petty, Johnny Zeke, Ray Duhigg. No time.

2nd heat — 15 laps — Joe Gouvia, Joe Bossard, Jim Reed. Time: 4:12.13.

Feature — 250 laps — Reed, Paul Pettit, Duhigg. Time: 1 Hour 10 Min. 42:13.



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Brooklyn 27, N. Y. — Tuesday, July 20, 1954

GALA LABOR DAY

8/31/1954

WEEKEND SCHEDULED FOR ROOSEVELT SITE

JERSEY CITY, N. J., Aug. 31.—Holiday weekends and auto racing have been synonymous for years and maintaining that tradition, the Labor Day weekend will bring two speedfests to Roosevelt Stadium here, a sports car race meet Saturday night and a stock car special on Monday night.

Promoter Ed Otto has arranged with SCODA — Sports Car Owners and Drivers Assn. — of Brooklyn for a complete sports car show Saturday night that will include heats, semi-finals, consolation and 40 lap main event. This marks the first time in New Jersey auto racing history that such cars have made up an entire card, all previous dates having the speedy little creations sharing top billing with other forms of motor competition.

SCODA is made up of hard riding chauffeurs who specialize in wheeling fancy, high priced foreign cars at top speed on Eastern raceways.

This group recently attracted a record, overflow crowd to a Pa. speedway for a similar card. Featured in their lineup will be such makes as Jaguars, Porsches, Simcas, Morgans, Singers, MG Specials, Austin-Healeys and others from England, France, Italy and Germany.

Heading the drivers will be Jay Kilgore who led the Aug. 22nd 12-hour race at the Linden Airport with his powerful Porsche until forced out.

In the event of inclement weather Saturday night the same program will be seen the following night, Sunday.

Monday night will show the roaring stock cars with uninhibited drivers who will put on their usual slam bang show. The hardtops have been getting rougher with the passing of time, last week producing a record 12 car pileup that spread automobiles all over the track.

Thursday, September 9, 1954

Cannon To Shoot Auto At Roosevelt Stadium

One of the most sensational acts in the country will be a 1954 convertible automobile being fired out of a cannon onto a 50 foot distant receiving ramp, is on tap for Saturday night at Roosevelt Stadium here along with the full

card of Nascar stock car auto races.

Captain Charles Lejale, of Montreal, Canada, and a member of the Congress of Hollywood Daredevils, will make the death defying leap in full view of the grandstand spectators, racing through a 32 foot long cannon and being shot through space at 50 miles per hour.

Racing Season In Early Start

3/17/1955

Jersey City — Auto racing returns to the local sports scene with an elaborate program set for March 27 with what will be the first of a series of Sunday afternoon speed shows at Roosevelt Stadium in Jersey City. The daylight cards are to be presented until early May when night racing will make its bow.

General Manager Ed Otto, Jr., announced the date as being the earliest opening in the five year history of motor competition on the fast quarter mile paved raceway; for the curtain raiser he has lined up a speed festival that will feature both midget car and stock car action.

Leadfoots from half a dozen states will be seen in the midget car portion of the meet, among them last year's Nascar national champion, Chuck Arnold of Stamford, Conn. Also entered are former Eastern king Charlie Miller of Emmaus, Pa., ex-thrill show star Shorty McAndrew of Allentown, Pa., Freddy Meeker of Norwalk, Conn., who was clocked at better than 100 miles per hour two weeks ago at Daytona Beach, Fla., Bobby Courtwright of Hasbrouck Heights, Bill Compton of Sellesville, Pa., and others from N. Y., Mass., Md. and Delaware.

Nine races will make up the initial card with heats, consolations and features for both types of equipment.

The opening event is scheduled for two o'clock with the complete program expected to run two and a half hours.

All competition will be under the supervision of officials of The National Association for Stock Car Auto Racing.

Auto Racing At Night

Highway patrolmen have an old saying that makes a lot of sense: "let your speed go down with the sun". Many states have laws which call for reduced speeds after dusk, and again that makes sense.

But it's just the reverse in auto racing where records prove night racing is much faster than "sunlight" action, and for good reason. Lower temperatures at night which are easier on both driver and car—especially on tires prone to blow out—help boost speed in the after dark scrambles so do precisely positioned floodlights which eliminate shadows that invariably trouble the pilots.

And it appears from attendance figures that the patrons like the evening performance a lot better, too.

Roosevelt Stadium in Jersey City gets is NASCAR night slate going this week with the first of the Saturday night stock car races that have been the major attraction in the big stadium for the past five years.

A recent survey made in the motor pits reveals that every last driver prefers arclight competition on the hard surfaced Hudson County raceway; many stressed the fact that the powerful lighting system mounted high on steel towers for baseball use originally is ideal for the speed sport and is the finest way they have come across in their circuit travels, making their task of steering a ton and a half of mechanical dynamite somewhat easier.

Thet pros will hook up in a seven event card topped by the 25 lap feature. Starting time is 3:30 p.m.

4/28/1955

Auto Racing at Jersey City

Variety in auto racing is scheduled for the near future at Jersey City's Roosevelt Stadium, with an exciting eight event program featuring 250 horsepower engined stock cars in action Saturday night, and the only New Jersey-N. Y. metropolitan area presentation of the nationally-famous all 1955 convertible race meet, topped by a 100 championship battle, set for Saturday night.

The convertible race meet will display almost every American make from Cadillac, Chrysler and Lincoln to the "Little Three" of Ford, Chevrolet and Plymouth. To book this costly attraction Promoter Ed Otto had to outbid all others seeking the great show with a \$5,500 purse, that being an all time record for a Garden State speed festival.

The NASCAR modified and sportsman motor skirmishes on

the tricky paved speedway inside the biggest stadium currently in use for the sport in the area are taking on a new look with Jerry Moresco and Kearny's Geo. Horvath threatening leaders in the two track championship classes. Last Saturday Moresco won a 25-lapper and placed second to Horvath in another main event as the first two-night card ever unreeled took place.

Saturday's program starts at 8:30 p.m.

8/4/1955

Brooks' Jersey Plans Branded as 'Fishy'

NEWARK, N. J., Aug. 20 (AP).—The Newark Sunday Star-Ledger said tonight the cost of reconverting **Roosevelt Stadium** into a ball park may kill plans of the Brooklyn Dodgers to play several games next year in Jersey City.

Sports Editor Stanley Woodward called the announcement that Brooklyn would play seven games in Jersey City next season "fishy" and predicted it would not take place.

"**Roosevelt Stadium** is in fearsome shape and it would take \$50,000 to \$100,000 to restore it as a baseball field," he wrote.

"There is an asphalt auto-racing track around and a heavy guard rail around the perimeter of the field. The track is laid over another track of shale and crushed rock and it is banked a foot and a half. If they touch the track, which represents an investment of \$35,000, Ed Otto, Jr., the auto tycoon who has an option for 1956, is bound to sue."

Woodward also said part of the stadium's reputed 5000-car parking area is occupied by a drive-in theater and another drive-in theater plans to lease a second part of the parking area.

8/21/1955

Fireworks On At Racetrack

9/1/1955

Combining the only all-1955 convertible auto race meet in this part of the country with a gigantic fireworks display Saturday night, at Jersey City's Roosevelt Stadium, Promoter Ed Otto looks for a larger crowd to attend this outstanding program than the 11,000 patrons who were thrilled by his 1954 International race and fireworks in the big municipal stadium.

Making their only area appearance in this speed festival will be drivers from Indiana, Kentucky, Wisconsin, Oregon, Louisiana, Massachusetts, Montana, Illinois, Iowa, Michigan, Texas and California who will be racing such cars as Buick, Ford, Oldsmobile, Chevrolet, Mercury, Plymouth Dodge, Pontiac, DeSoto, Lincoln, Chrysler and Cadillac.

Two well known Eastern chauffeurs with outstanding records will compete for the \$5,500 purse, highest ever posted for a New Jersey auto race, against the "invaders", they being Jimmy Reed, Peekskill, N. Y. speedster who has been NASCAR national champion the past two years, and Jerry Morese, Newark, N. J., ace whose record this

year includes victories in the only long races on the Jersey City track.

Reed, winner of three major events in 1954 on the raceway, threatened with extinction by the Brooklyn Dodgers, and Morese will be the only non-convertible pilots in the time trials, trophy dash, two qualifying heats and the 100 lap championship classic. They have been given the green

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