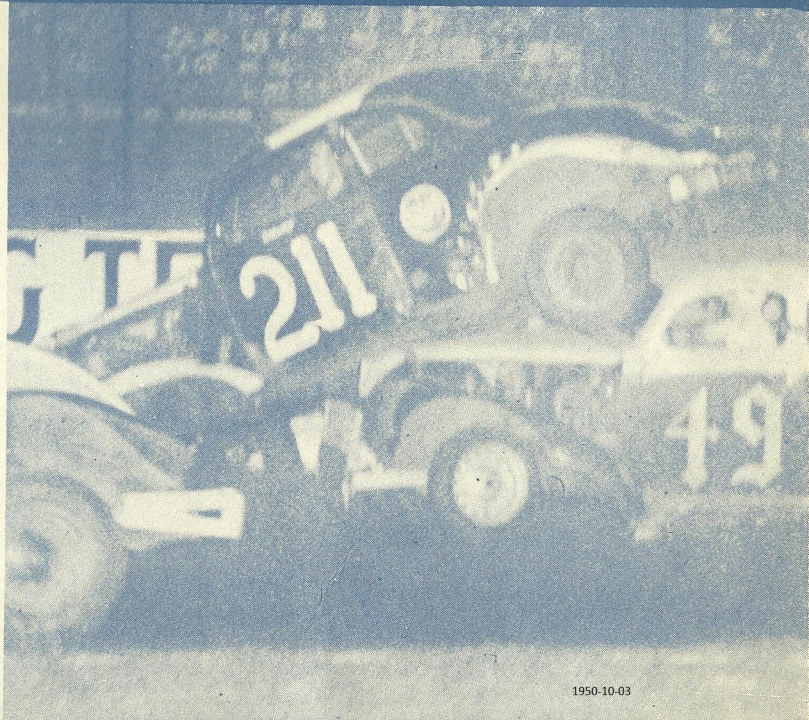


of the 1950 meeting . . . **Wally Campbell** of Trenton scored a clean sweep Saturday night, taking both 20-lap stock car races at Newark's Ruppert Stadium . . . At Long Branch Saturday night, Frank Schneider of Lambertville won the 25-lap, six-and-a-quarter mile stock car feature in 7:00.61.

1950-10-02



1950-10-03

Stock car action at the Ruppert Stadium, Newark, N. J., sees AL BAYER (No. 211), land atop EDDIE MILLS' machine (No. 49), during a speedway tangle. Everything turned out okay with no damage done.  
—John Walisk photo.



*Records Topple*

# Campbell Mops Up At Ruppert Stadium Card

By VINCE SLAVIN

NEWARK, Oct. 1. — The "Trenton Terror", Wally Campbell, broke two track records in chalking up a pair of stock car feature wins at Ruppert Stadium last night. A crowd of 5,876 watched Campbell start in scratch position and cop the first 20-lap feature, then repeat in the second, which was a reverse start of the first feature places.

Campbell set records in both events. His time for the first race was 5.29.89. This chopped 8:01 sec off the previous record set by Bob Read on June 13. In taking the other half of the twin bill, he clipped :32/100ths off his time set in the earlier race. Time on that event was 5.29.57.

The initial feature saw Campbell take over the lead in the 15th lap when he roared past Tony Correnti of Newark, N. J. Charley Dyer of Cranston, S. I. cafe speeding after him, challenging him for the lead during the last 3 laps. Unable to best the little leadfoot, Dyer had to be content with second honors. Correnti placed third.

As the second feature got under way both Dyer and Campbell moved rapidly through the traffic taking second and third positions respectively in the seventh lap. Once more the two pilots

waged a battle for second place. Going into the 14th circuit of the track Campbell in rounding a turn very closely, past both Dyer and previous leader Earl Mills of Milburn, N. J. Dyer repeated his duel with Campbell this time for the lead spot. Campbell repulsed Dyer's efforts and the Rhode Island chauffeur again had to settle for second position.

1st heat (12 laps): Dyer, Williams, D. Bayer. 3:22.933.

2nd heat (12 laps): Read, Silva, Quanz. 3:27.01.

3rd heat (12 laps): Wagner, Davis, Campbell. 3:26.47.

4th heat (12 laps): Correnti, DeMola, Madsen. 3:47.94.

1st semi-final (15 laps): Berry, D. Bayer, Dyer. 4:11.45.

2nd semi-final (15 laps): Campbell, Blasi, Mills. 4:09.43.

1st consolation (10 laps): Norton, Reidel, Bruce. 2:54.96.

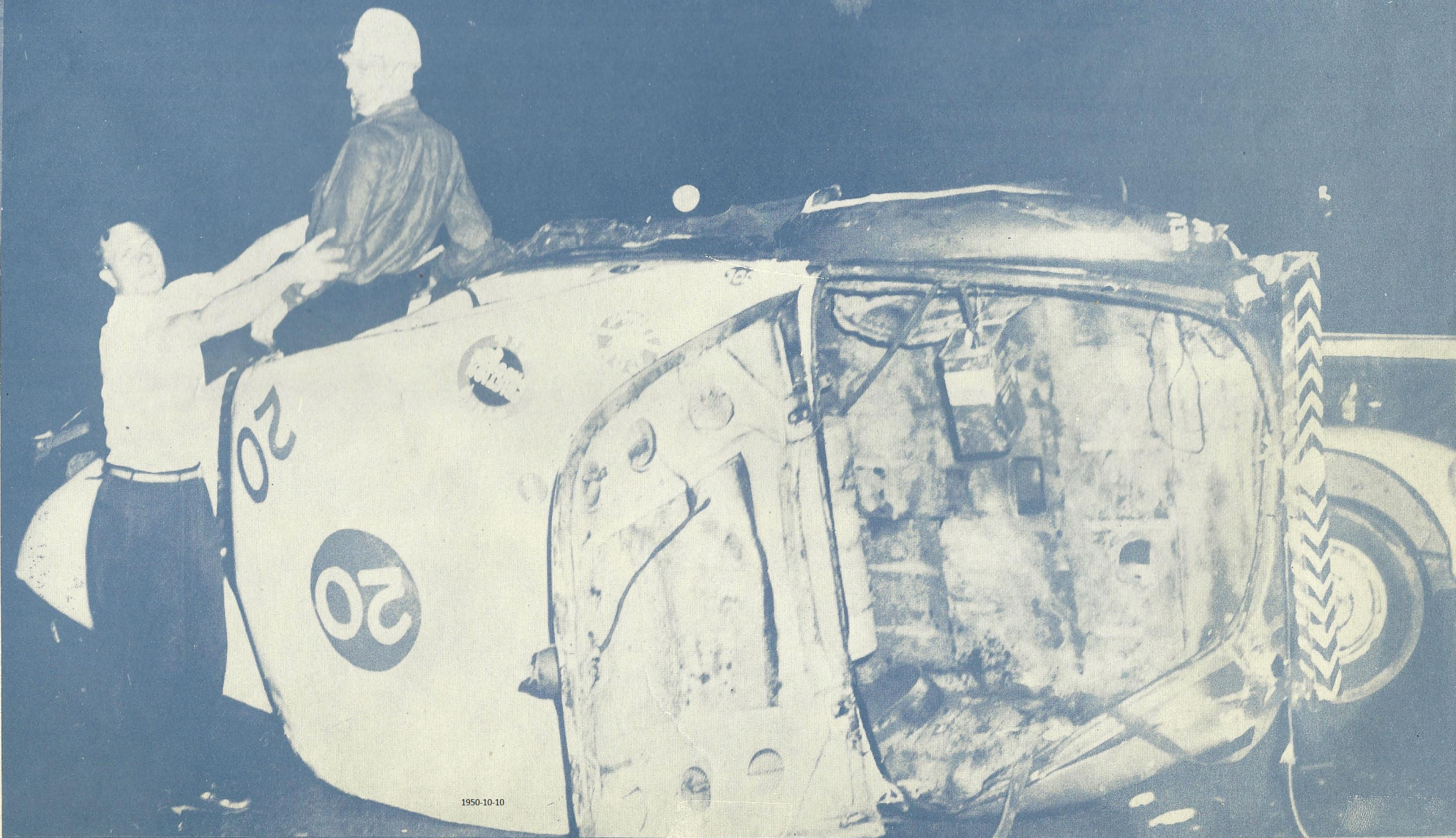
2nd consolation (10 laps): Morese, Grande, Spiess. 2:58.74.

3rd consolation (12 laps): Williams, DeMola, Gillespie. 3:17.49.

1st Feature (20 laps): Campbell, Dyer, Correnti, Davis. 5:29.89 (new track record).

2nd Feature (20 laps, reverse start): Campbell, Dyer, Mills. 5:29.57 (new track record).

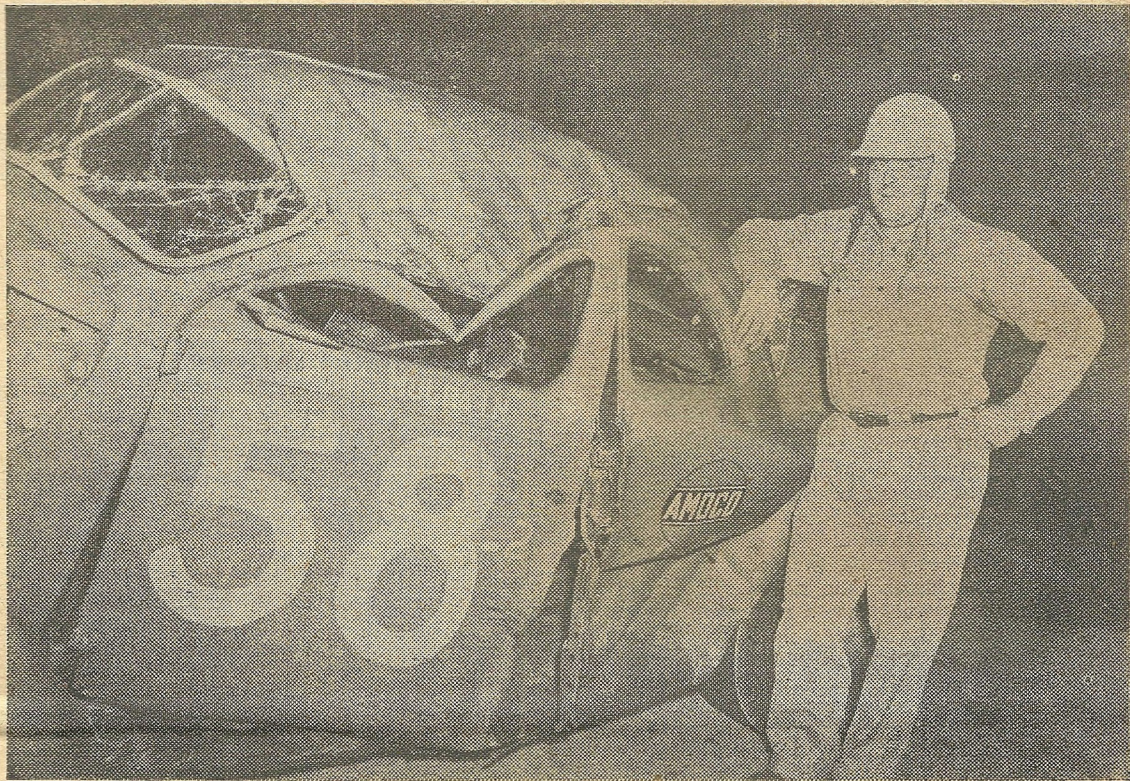




1950-10-10

BILL SMITH gets an assist from one of the track attendants at the Ruppert, Newark, N. J., Stadium after his stock car turned over rounding the third turn.  
—John Walick photo.





**JACK MULROUIN** was warming up his flipped his mount. Jack stands beside his stock job prior to the night's card at the charger with a "Woe is me!" expression on Ruppert, Newark, N. J., Stadium when he his face.

—JOHN WALICK photo.



# Campbell In 4th Straight Newark Win

By Vince Slavin

Newark, N. J., Oct. 8—Proving he is the new kingpin in the local stock car ranks, Wally Campbell of Trenton drove off with his fourth consecutive feature win in taking the 25 lap stock car race at Ruppert Stadium last night. Some 4,842 howling fans gazed in awe as the 22 year old chauffeur registered his fifth win on this speedway. Following him to the checkered flag in a race for which no time was recorded were Charley Dyer of Cranston, R. I. and Newark's Jerry Morese.

Campbell made it a perfect night in scoring a triple win. Besides the feature he easily won his qualifying heat and semi-final races.

The "Trenton Flash" waded through two restarts in taking the stellar race. As he took over the lead at the midway mark, Tony Correnti of Newark spun out. His car blocked the speedway-making it necessary for the race to be brought to a halt. At the restart Campbell roared out front only to stop two laps later when Joe Sommers of North Arlington, N. J. flipped.

Sommers miraculously escaped any injury when his mount rode atop the guard rail for 15 feet. The roof of the car was completely stove in, giving all present the impression that he had been crushed. As the crowd held its breath Sommers crawled out a side window.

When the pack again got under way Campbell sped to the lead, this time with Dyer hot in pursuit. Dyer tried every trick he knew in attempting to wrest Campbell's lead but the younger driver's skill was too much for him.

Another track record was established in the second consolation race. Serge Doudine of Staten Island, N. Y. broke Earl Mills' previous mark of 2:51.73. He was clocked at 2:50.03 for the 10 lap route, chopping .0173 seconds off Mills' record.

## Summaries:

First qualifying heat, 12 laps (No time due to a restart)—1. Dyer; 2. Frasso; 3. Judge; 4. Correnti; 5. Berry; 6. DeWolffe.

Second qualifying heat, 12 laps (3:25.14)—1. Campbell; 2. Hough; 3. Coman; 4. Hammersly; 5. Chaddon; 6. Steffan.

Third qualifying heat, 12 laps (3:36.71)

—1. Bayer; 2. Davis; 3. Read; 4. Kempfe; 5. Bruce; 6. Brown.

Fourth qualifying heat, 12 laps (No time due to a restart) 1. Morese; 2. Travis; 3. Mulrain; 4. H. Morgan; 5. Lanzaro; 6. A. Morgan.

First semi-final, 15 laps (No time due to a restart) 1. Campbell; 2. Dyer; 3. Hough; 4. Coman; 5. Steffan; 6. Berry.

Second semi-final, 15 laps (4:14.51) 1. Bayer; 2. Morese; 3. Davis; 4. Brown; 5. Read; 6. Kempfe.

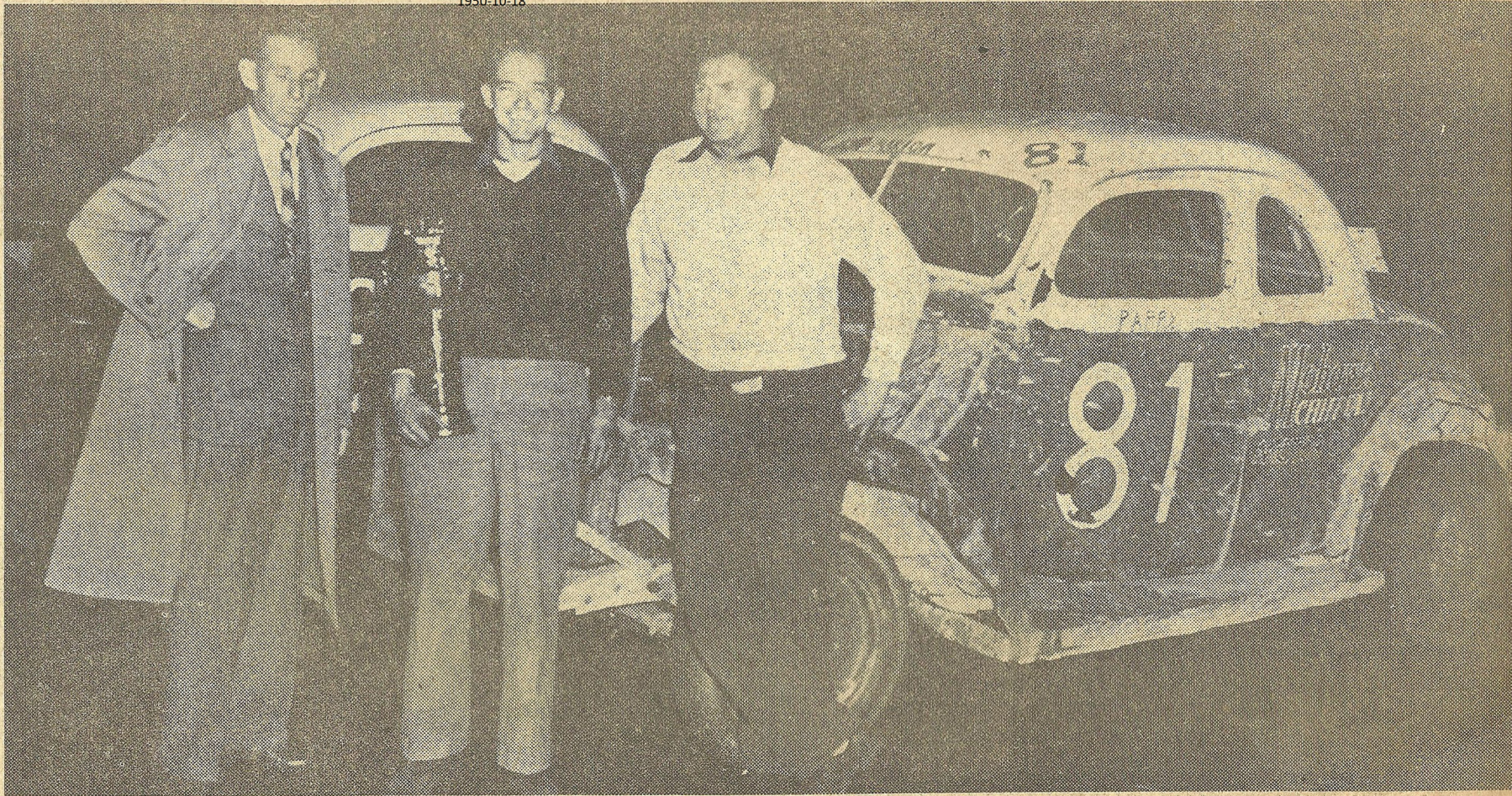
First Consolation, 10 laps (No time, race halted at 8 laps)—1. Birdsall; 2. Sauchelli; 3. Quanz; 4. Mulrain.

Second Consolation, 10 laps (2:50.03 New track record) 1. Doudine; 2. Guesno. (Only qualifiers).

Third Consolation, 12 laps (3:25.97) 1. Mulrain; 2. Luzi; 3. Sauchelli; 4. Correnti.

Feature, 25 laps (No time due to a restart) 1. Campbell; 2. Dyer; 3. Morese; 4. Davis; 5. Bayer; 6. Berry.





WES CRAWFORD of the Mohawk Oil Co., was pleased no end to hand the Community Chest trophy which his company put up to Chas. Dyer for winning the 75 lap Ruppert Race Sunday. Car owner Hough looks on at the right. This oil concern is sponsoring Hough and Dyer, and they are leading in the NASCAR Sportsmen's and Modified classes respectively, which speaks well for the product. N. S. S. N. Staff Photo by Jack Snyder.



OCTOBER 18, 1950

# Ruppert 75 Lapper to Chas. Dyer

By VINCE SLAVIN

Newark, N. J., Oct. 16th—Daylight stock car racing was inaugurated at Ruppert Stadium yesterday and resulted in the wildest and longest program of the season. Some 4,112 avid fans braved the cold weather to witness the 11-event card which lasted four hours and five minutes. The stadium lights had to be turned on late in the day due to darkness.

Charley Dyer of Cranston, R. I., annexed his seventh feature victory here in winning the 75-lap marathon event. The veteran lapped every rival but Roscoe (Pappy) Hough, who finished second. Dyer also copped his qualifying heat and semi-final events to score a triple win.

Walt Quanz of Jamaica, L. I., took an early lead in the 11th lap of the feature only to see the race halted four laps later when three cars collided and crashed into the fence. The trio were Bill Blasi of Hillside, Earl Mills of Millburn and Joe Radzick of Hanover. Blasi suffered shock and was shaken up while the other two drivers were not injured.

## Dyer Moves to Front

Quanz regained his lead at the restart, but Dyer, who steadily progressed through the field, grabbed third position during the 16th lap and overtook Quanz two laps later. Dyer then proceeded to build up a tremendous advantage which no other racer could threaten.

Dyer, Hough and fourth place finisher Brown were all driving Mohawk Oil Specials, giving the factory men present a great afternoon.

Jean Foster of Harrison displayed some fine driving as she won the 10-lap event for women in 3:18.35. She was followed by Elizabeth Vergie of Newark and Lucky Harney of East Orange. Marion Gaswind of Irvington spun out in the latter part of the event.

## SUMMARIES

First Qualifying heat, 10 laps (2, 57.11). 1. DeMola; 2. Norton; 3. Sol-tys; 4. Trampler; 5. Elliott; 6. Quanz.

Second Qualifying Heat, 10 laps (No time, restart), 1. Hough, 2. Brown; 3. Schaefer; 4. Hearst; 5. Mills; 6. Cardinale.

Third Qualifying Heat, 10 laps (No time, restart) 1. Morgan; 2. Mencore; 3. Davis; 4. Pomponio; 5. Williams; 6. Dravis.

Fourth Qualifying Heat, 10 laps No time, restart) 1. Dyer; 2. Correnti; 3. Gillespie; 4. Sommers; 5. Kohler; 6. Radzick.

First Semi-final (15 laps (4:13.81). 1. Luzi; 2. Quanz; 3. Hough; 4. Blasi; 5. DeMola; 6. Brown.

Second Semi-final: 15 laps (4:23.-64) 1. Dyer; 2. Steffan; 3. Davis; 4. Radzick; 5. Correnti; 6. Morese.

First Consolation: 10 laps (No time, race halted after 8 laps; 1. Meyh; 2. Manallio; 3. Mulrain; 4. Kempfe.

Second Consolation, 10 laps (no time, restart). 1. Read; 2. Grenz; 3. Berry; 4. Guesmo.

Third Consolation: 12 laps (3:21.06) 1. Somers; 2. Elliott; 3. Norton; 4. Berry.

Ladies' Race, 10 laps (3:18.35) 1. Foster; 2. Vergie; 3. Harney; 4. Pet-rullo.

Feature, 75 laps (No time, restart) 1. Dyer; 2. Hough; 3. Read; 4. Brown.

# Wally Campbell Wins 25-Lap Stock Car Race

1950-10-23

NEWARK — AP — Wally Campbell of Trenton won the 25-lap, five-mile feature stock car race at Ruppert Stadium in a time of 6:53.34 yesterday.

Charlie Dyer of Cranston, R. I. was second and Billy Berry of Oradell was third. Campbell won the race in a borrowed car, his own being forced out of an earlier race with motor trouble.



# Campbell Outclasses Ruppert Field in Main

1950-10-24

NEWARK, N. J., Oct. 24th—Wally Campbell of Trenton, proved to some 4,092 fans at Ruppert Stadium Sunday that he can win a stock car race with or without his regular automobile. The red hot Trentonite won the 25-lap feature event in a borrowed car, to chalk up his fifth victory here. As usual, he completely outclassed the field in turning in the time of 6:53.34. Taking the checkered flag behind him were Charley Dyer of Cranston, R. I., and Arnold Guesno of Baldwin, L. I.

Campbell's own car developed motor trouble during the warm-up period. After pulling out of the initial qualifying heat, he returned to compete in the consolation, still driving his speedy car. He won that race and set a record in doing so. Clocked at 2:49.08, he chopped 1:95 seconds off the 22:50.03 which was established by Serge Doudine last week.

As the feature race neared its start, Campbell fearing that his own car would not last, borrowed Don Rudolph's. Starting at the end of the pack, he advanced rapidly through the traffic, taking the third spot in the 15th lap. He gained second position three laps later and overtook Bill Hammersly of Staten Island for the lead during the 22nd circuit.

Dyer was hot in pursuit of the speeding Campbell over the entire route. He threatened several times, but could not pass the 24-year-old sensation.

The John B. Keenan trophy race, open only to drivers residing in Essex County saw Joe Sommers of Newark roar to an overwhelming victory. The local racer held one half lap lead as he crossed the line. His time for the 25-lap grind was 7:02.12. Two other local drivers, John Steffan and Jerry Morese finished next.

1st heat (12) Guesno, Cuzie, and Quanz, No time.

2nd heat (12) Nyman, Flewitt, Schaefer, No time.

3rd heat (12) Dyer, Berry Chad don, 3:25.27.

1st Semi (15) Read, Hammersly Judge, 4:06.12.

2nd Semi (15) Morgan, Brown Kohler, 4:11.47.

Womens Race (10) Harney, Pet rullo, Samber, 3:19.97.

F-sser County Feature (25) Som mers, Steffan, Sansabone, 7:00.12.

Feature (25) Campbell, Dyer, Guesno, 6:53.34.



# KLAPAK-HOUGH MEET IN DECIDING RACE AT RUPPERT SUNDAY

1950-10-24

DAYTONA BEACH, Fla., Oct. 24th—Due to the tremendous amount of interest in the dual battles for Sportsmen's National



ROSCOE "PAPPY" HOUGH

and Grand Circuit championships, promoter Edward Otto today informed NASCAR headquarters in Daytona Beach that he was shifting his Oct. 29th race meet at Ruppert Stadium, Newark, N. J. to Sunday, Nov. 5th.

For Oct. 29th Otto received a sanction to run a Sportsmen's meet at which the national title in that division will undoubtedly be decided. With no other races being run that day it will bring Mike Klapak of Warren, Ohio and Pappy Hough of Paterson N. J. together on the latter's home track for the first time. These veterans have waged a seven month battle over four states for top honors that is without precedence in auto racing but have never met at Newark.

On Sept. 28th Hough led by 22 points but within a week Klapak had moved into a 9-point lead which he increased to 15 points by Oct. 7th. Hough, however, scored enough tallies in a series of weekend meets to emerge on top again by 15.75 points. Point standings to date find Hough with 3718.50 and Klapak with 3716.25 points.

NASCAR's official season ends on Sunday Oct. 29th and races run after that date are considered post-season events. More than \$20,000 point money is at stake with over \$7,000 in the Sportsmen's National division.

# Campbell Cracks Ruppert Mark in Borrowed Stock

By VINCE SLAVIN

Newark, N. J., October 23rd—Wally Campbell of Trenton proved to some 4,092 fans at Ruppert Stadium yesterday that he can win a stock car race with or without his regular automobile. The red hot Trentonian won the 25-lap feature event in a borrowed car, to chalk up his fifth victory here. As usual, he completely out-classed the field in turning in the time of 6:53.34. Taking the checkered flag behind him were Charley Dyer of Cranston, R. I., and Arnold Guesno of Baldwin, L. I.

Campbell's own car developed motor trouble during the warm-up period. After pulling out of the initial qualifying heat, he returned to compete in the consolation, still driving his speedy car. He won that race and set a record in doing so. Clocked at 2:49.08, he chopped 1.95 seconds off the 2:50.09 which was established by Serge Doudine last week.

## Reason for Switch

As the feature race neared its start, Campbell fearing that his own car would not last, borrowed Don Rudolph's. Starting at the end of the pack, he advanced rapidly through the traffic, taking the third slot in the 15th lap. He gained second position three laps later and overtook Bill Hammersly of Staten Island for the lead during the 22nd circuit.

Dyer was hot in pursuit of the speeding Campbell over the entire route. He threatened several times, but could not pass the 24-year-old sensation.

## Takes Essex Race

The John B. Keenan trophy race, open only to drivers residing in Essex County, saw Joe Sommers of Newark roar to an overwhelming victory. The local racer held one-half lap lead as he crossed the line. His time for the 25-lap grind was 7:00.12. Two other local drivers, John Steffan and Jerry Morese finished next.

The stadium fire crew got into action in the second heat. A car driven by George Griesheimer of Linden rolled over while rounding the south turn. Griesheimer was unhurt, but when mechanics attempted to right the car it burst into flames. The fire crew put out the blaze in very short time. No one was injured.

## SUMMARIES

First Qualifying Heat, 12 laps (No time, restart)—1, Guesno; 2, Cuzie; 3, Quanz; 4, Como; 5, Ormond; 6, Rudolph.

Second Qualifying Heat, 12 laps (No time, restart)—1, Nyman; 2, Blewitt; 3, Schaefer; 4, Morese; 5, Jarvis; 6, Hammersly.

Third Qualifying Heat, 12 laps (3:25.27)—1, Dyer; 2, Berry; 3, Chaddon; 4, Swazy; 5, Coman; 6, Riker.

Fourth Qualifying Heat, 12 laps (3:33.06)—1, Gillespie; 2, Ervin; 3, Langon; 4, Farley; 5, Brown; 6, Norton.

First Semifinal, 15 laps (4:06.12)—1, Read; 2, Hammersly; 3, Judge; 4, Quanz; 5, Jarvis; 6, Morese.

Second Semifinal, 15 laps (4:11.47)—1, Morgan; 2, Brown; 3, Kohler; 4, Berry; 5, Riker; 6, Dyer.

First Consolation, 10 laps (2:49.08, new track record)—1, Campbell; 2, Correnti; 3, Hall; 4, Steffan.

Second Consolation, 10 laps (2:50.48)—1, DiNattie; 2, Bruce; 3, Kempfe; 4, Manallo.

Women's Race, 10 laps (3:19.97)—1, Harney; 2, Petrullo; 3, Samber; 4, Sansabone.

Essex County Feature, 25 laps (7:00.12)—1, Sommers; 2, Steffan; 3, Morese.

Feature, 25 laps (6:53.34)—1, Campbell; 2, Dyer; 3, Guesno.





**CHARLES DYER** receives trophy for annexing the 75-lap feature stock car race at Ruppert Stadium. Dyer was presented with trophy by Community Chest representative. A good portion of the night's receipts at this show staged by promoter Ed Otto, went to the local Community Chest drive.

— JOHN WALICK photo

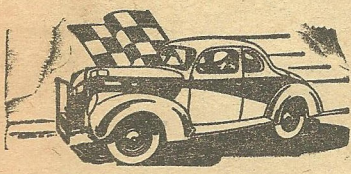


# Campbell Wins 6th Main At Ruppert Stadium Card

1950-10-31

NEWARK, N. J., Oct. 31.—The National Association of Stock Car Auto Race point championship was decided Sunday afternoon at Ruppert Stadium when Roscoe "Pappy" Hough of Paterson and Mike Klapak of Warren, O., met in a 100-lap feature stock car race before 5,212 fans.

Hough finished fourth in the event while Klapak ended in the eighth slot. After a tape was run off to determine the positions and points in the race, Klapak was unofficially declared the 1950 NASCAR champion. Up until this race the two were but 19 points apart, Klapak holding the edge. Wally Campbell of Trenton again roared to victory in the feature event, topping both Hough



and Klapak. It was Campbell's sixth win here. That race was halted three times because of mishaps. Bob Read of Hope was second and Earl Mills of Millburn third.

### Hough's Car Smashed

Neither Hough nor Klapak drove their regular car in the race. Klapak tore the rear end out of his auto while competing in the initial qualifying heat. During the eighth lap of the third heat Newark' Jerry Morese blew a tire, sending him into the fence, along with Hough who was riding next to the Newarker at the time of the mishap. As Hough's car stalled broadside on the track, Bob Jarvis of Union hit it. Jarvis stove in the right side of the Hough car, putting it out of commission.

Campbell started the grind in 30th position, and, moving rapidly through the closely bunched pack

took over sixth place in the 16th lap. He moved into fifth position one lap later and gained the second slot during the 18th circuit. The race was halted the first time in the 20th lap when a six-car crash blocked the speedway. At the restart, he chased Mills, who before the restart, had one-half lap lead on the pack.

Campbell overtook Mills in the 24th lap and then proceeded to produce a surplus amount of speed. Read passed Mills in the 30th lap and went after Campbell. Two other restarts didn't faze the flashy Campbell as he lapped every rival but Read. During the closing stages of the race Read began to pick up ground on Campbell who had slowed up his pace. The final lap saw Read slip to the inside almost nosing ahead of him.

### Dyer Wins Crown

Another NASCAR champion was crowned Sunday when Charley Dyer of Cranstan, R. I. won the modified point standings championship over the season. Morese was second in the standings championship over the season. Morese was second in the standings. Dyer who was forced out of the 100 lap marathon due to an accident, has won seven feature races on this speedway.

- 1st heat (15) Mills, Campbell, Bayer, 4:14.17.
- 2nd heat (15) Dyer, Ackerman, Read, 4:21.13.
- 3rd heat (15) Correnti, DiNatale, Frazee, No time.
- 4th heat (15) Sherman, Nyman, Hammersly, 4:24.55.
- 1st Consolation (12) Langon, Holzhauser, Berry, No time.
- Feature (100) Campbell, Read, Mills, Hough, No time.



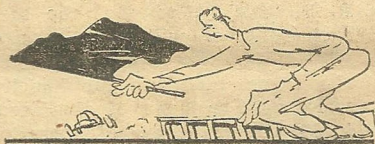
# Petty Pockets '100' in Ruppert Stadium Final

NEWARK, N. J., Nov. 7.—The finale stock car racing program of this season was presented at Ruppert Stadium Sunday afternoon feature by a 100-lap race in which only late model cars were eligible and a 50-lap modified race. Some 4,408 chilled fans saw Lee Petty of Greensboro, N. C. drive to an overwhelming victory in the new car race while John Luzi of Newark walked off with honors in the modified event.

In winning the 100-lap, Petty established a new track record for the distance. Clocked at 29:48:83, clipped 1:30:24 off Bob Read's previous mark set September 12.

In the 100-lap race, Johnny Du Bois of Paterson jumped to the lead. He held that spot for 28 laps before he was forced to the pits for a tire change. Tony Correnti of Newark stepped into the first spot, closely followed by Bob Read, flashy Hope speedster. The latter passed Correnti in the 48th circuit.

The next lap saw Correnti pull in to the pits with overheating trouble. Newark's Jerry Morese then went in pursuit of Read, while Bob Courtwright of Ramsey and Petty moved through the field to take over third and



fourth positions. Morese threatened Read twice before slipping past him in the 71st lap. His lead was shortlived though, as Read regained the lead in the next circuit, only to blow a tire nine laps later.

Petty overtook Morese during the 85th lap, while Courtwright passed him two laps later. Petty was never threatened, going on to win in record time. Courtwright followed him to the finish line.

Luzi, who had never before won a feature race, drove like

a veteran. Bill Hammersly of Staten Island got off to an early lead with Luzi in the second spot. Luzi then dropped down to sixth place, until an accident in the 17th lap forced a restart. Later the race again was halted when Correnti hit the guard rail and went sailing thru the air.

At the restart Read again held the first slot while Luzi moved up to third place. Read built up a comfortable margin until he blew his second tire of the day while leading in the 38th circuit. Charley Dyer then stepped into the lead but he, too, blew a tire one lap later. Luzi went ahead and fought off several attempts by Bob Brown of Montclair to pass him. Brown and Hammersly took the flag behind Luzi.

1st heat (10) Morese, Courtwright, Petit, 2:58.56.

2nd heat (10) Dyer, Read, DuBois, 2:45.35.

3rd heat (10) Hough, Walackas, Rooney, 3:04.89.

Womens Race (10) Gaswind, Beck, Foster, 3:19.61.

Match race (5) Mills, Hough, 1:32.17.

Feature (50) Luzi, Brown, Hammersly, No time.

New Car race (100) Petty, Courtwright, Petit, 29:48.83.



1950-11-08



THE START of the 100 lap Ruppert Stadium New Car Final Sunday. Tony Correnti in No. 89, and Bob Read in 36 furnished the thrills but it was Lee Petty who came home first in record breaking time to take home the lions share of the guaranteed \$4,000 purse. N. S. S. N. Staff Photo by John Walick.



# Petty Pares Ruppert Mark Winning New Car Century

1950-11-08

By VINCE SLAVIN

Newark, N. J., Nov. 6—The final stock car racing program of this season was presented at Ruppert Stadium yesterday afternoon featured by a 100 lap race in which only late model cars were eligible and a 50-lap modified race. Some 4,408 chilled fans saw Lee Petty of Greensboro, N. C., drive to an overwhelming victory in the new car race while John Luzi of Newark walked off with first honors in the modified event.

In winning the 100 lap race, Petty established a new track record for the distance driving a 1949 Plymouth. Clocked at 29:48.83, he clipped 1:90.24 off Bob Read's previous mark of 31:38.83 which was set on September 12.

As the green flag dropped in the 100 lap race, Johnny DuBois of Paterson jumped to the lead wheeling a new Ford. He held that spot for 28 laps before he was forced to the pits for a tire change. Tony Correnti of Newark now stepping into the first spot, closely followed by Read, flashy Hope speedster. The latter made several attempts to wrest Correnti's position of 20 laps before passing him during the 48th circuit.

The next lap saw Correnti pull into the pits with overheating trouble Newark's Jerry Morese, now in second place went hot in pursuit of Read, while Bob Courtwright of Ramsey and

Petty moved through the field to take over third and fourth position. Morese threatened Read twice before slipping past him in the 71st lap. His lead was shortlived though, as Read regained his lead in the next circuit, only to blow a tire nine laps later.

With Morese now in the lead, Petty advanced rapidly with Courtwright breathing down his neck. Petty overtook Morese during the 8th lap, while Courtwright passed him two laps later. Petty was never threatened, going on to win in record time. Courtwright followed him to the finish line.

Luzi, who had never before won a feature race, drove like a veteran to take first honors in the 50 lap event. Bill Hammersly of Staten Island got off to an early lead with Luzi in the second spot. Luzi forced a restart to the race. Hammersly again took the lead, but was being threatened by Read. The latter bested the New York driver at the halfway mark, only to see the race halted during the next lap when Correnti hit the guard rail and went sailing through the air.

At the restart Read again held the first slot, while Luzi moved up to third place. Read built up a comfortable margin until he blew his second tire of the day while leading in the 38th circuit. Charley Dyer then stepped into the lead but he, too, blew a tire one lap later. Luzi then stepped into the lead, and, though several attempts were made by Bob Brown of Montclair to pass him, won the event. Brown and Hammersly took the checker behind Luzi.

Time Trial—Correnti (16:93).

First Qualifying Heat, 10 laps—(2:58:56)  
1. Morese, 2. Courtwright, 3. Petit, 4. Correnti, 5. Reynolds, 6. Herra.

Second Qualifying Heat, 10 laps—(2:45:35)  
1. Dyer, 2. Reid, 3. DuBois, 4. Sigler, 5. Petty, 6. Chamberlain.

Third Qualifying Heat, 10 laps—(3:04:89)  
1. Hough, 2. Walackas, 3. Rooney, 4. Riker, 5. Smith, 6. Bunselmeyer.

Women's Race, 10 laps—(3:19:61)  
1. Gaswind, 2. Beck, 3. Foster, 4. Samber.

Match Race, 5 laps—(1:32:17)  
1. Mills, 2. Hough.

Stock Car Feature, 40 laps—(No time, restart)  
1. Luzi, 2. Brown, 3. Hammersly.

New Car Race, 10 laps—(29:48:83)  
1. Petty, 2. Courtwright, 3. Read, 4. Hammersly.

# Ruppert Track Will Re-open Tomorrow Nite

1950-xx-xx

NEWARK — Racing on a new-style track awaits the field that will compete in tomorrow night's doubleheader stock car program at Ruppert Stadium. Remodeling of the track was completed yesterday.

The 1/5 of a mile saucer has been widened seven feet in the third turn and eight feet in the fourth turn, both additions on the inside of the track. Until the change the track had an equal 35 feet width around. Engineers and Promoter Ed Otto claim that the re-shaped oval should make for much more interesting racing since more cars can now go into the centerfield turns without letting up on the accelerator.



# Ed Otto Opens Ruppert Track Sun. Apr. 1st

1951-03-14

Newark, N. J.—April Fools day has been chosen for the opening shot of the 1951 stock car auto racing season at Ruppert Stadium, 257 Wilson Avenue. This announcement was made by Promoter Ed Otto last week after a renewal of last year's lease was completed in the offices of the New York Yankees which still own the former home of the Newark International League Baseball Club.

Otto, however, doesn't want the paying public to think he is playing a joke by announcing the fun-playing day as the start of the second year of the competition here. He insists that an elaborate program will be arranged for the fans who supported the sport well here last season. In fact, the sport was credited with one of the most successful ever to hit the City of Newark when more than 208,000 fans, including four auto thrill shows, paid their way for 43 meets.

Promoter Otto is busy these days lining up the performers and expects all of last year's stars to be on the starting line when the opening flag is waved at 2 p.m. Otto announced that the competition will run Sunday afternoons until weather permits to Tuesday and Saturday nights bi-weekly action.

Otto, after a conference with National Association for Stock Car Racing Officials, NASCAR, governing body of the sport at Ruppert, revealed that the confusion which existed in permitting the same number on more than one car will be erased this season. Through a system handled by Bill Tuthill, NASCAR secretary, pilots will be given numbers as they file applications.

The promoter also announced that he has planned a practice race for the Sunday before the opening and that there will be arrangements for the fans to get a preview without charge.



*Practice Session March 25th*

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# *Ruppert Stadium To Stage Opener April 1st*

1951-03-15

NEWARK, March 13.—April Fools Day has been chosen for the opening shot of the 1951 stock car auto racing season at Ruppert Stadium, 257 Wilson avenue. This announcement was made by Promoter Ed Otto last week after a renewal of last year's lease was completed in the offices of the New York Yankees which still own the former home of the Newark International League Baseball Club.

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Otto after a conference with National Association for Stock Car Auto Racing Officials (Nascar), governing body of the sport at Ruppert, revealed that the confusion which existed in permitting the same number or more than one car will be raised this season. Through a system handled by Bill Tuthill, Nascar secretary, pilots will be given numbers as they file applications.

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the Sunday before the opening and that there will be arrangements for the fans to get a preview without charge.

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# Hough Innovation Gets Test April First at Ruppert

1951-03-21

Roscoe (Pappy) Hough, the 50 year old Paterson auto racer and New Jersey NASCAR champ, is well-known for his tendency to come up with safety discoveries around the raceways. His latest, the use of a 5-gallon army gas surplus can for a gas tank, will be in use when the 1951 stock car auto racing season starts at Ruppert Stadium Sunday afternoon, April 1.

In the past chauffeurs have employed a 5-gallon tin can inside the car with an asbestos firewall between the can and driver. The asbestos lessened the danger somewhat but it won't measure up to Hough's new gadget which will do away with the fire wall as the army gas tank is bolted underneath the vehicle.

The new gas purveyors are a hundred times sturdier than the tins and placing them under the car eliminates the firewall, the floor board giving it that prevention, and at the same time the automobile has less weight to tote around the Ruppert speedway. Another advantage is that the gasoline will be kept further away from the hot motor and the driver.

Hough, who lost the National Nascar title by less than 15 tallies while annexing the New Jersey crown, was praised by Nascar officials for the innovation and all voted to send a letter of commendation to Pappy. Roscoe will never stop looking for precautionary methods.



# Johnny Luzi Takes Ruppert Stadium Season Opener Before 7,271 Fans

1951-04-04

By ED FRIEL

Newark, N. J., April 2—Stock car racing opened its second season yesterday at Ruppert Stadium with indications that this year's campaign of gas-buggy mania will outdo last year's successful inaugural when 208,403 attended 43 meets.

Compared to the 5,201 at hand for the 1950 opener, a surprising total of 7,271 crowded into the Wilson Avenue plant yesterday to watch Johnny Luzi, former Newarker now oper-

ating out of Bloomfield, take advantage of a few breaks to win the 25-lap feature. It was a case of beginning where he left off for Luzi, who copped the top event in last year's closing meet.

The big crowd was by no means the lone bright note. The weatherman cooperated with a fine day and no less than 81 cars registered with the National Association of Stock Cars were on hand with their drivers. The big field prompted Promoter Ed Otto to add an extra 10-lap Consolation race to the eight race program so that every driver could compete as some were unable to get into the three 12-lap heats that opened the racing.

The feature race, which was stopped because of a pile-up on the seventh lap, developed into a red hot contest when it was restarted. Bob Reidel of Hillside was in front and Buddy Sherman of Irvington and Jim Delaney of Hope held down the next two positions. Sherman's acquaintance with the front runners failed to last long as he dropped back on the eighth lap with Delaney taking second and Bob Read of Hope moving into third.

## Luzi Moves Up

Delaney shot by Reidel on the 13th lap, and as that exchange was going on, Luzi sneaked into third, a good third of a lap behind the battling leaders. In the 18th circuit, Luzi took over the runner-up spot and Jerry Morese went along with him to grab third as some dangerous skidding checked Reidel's speed.

Still in front with only three laps to go, Delaney looked like the winner until he rammed the rear-end of a car driven by Dutch Dietrich of Newark. That was all Luzi needed and he tore by to hold the lead until Starter Sam La Barbara waved him down with the checkered flag.

Morese and Reidel also were ready when the break came on the 22nd lap and kept close to Luzi to take second and third, respectively. Delaney saved the day from being a complete bust by finishing fourth. Phil Di Mola of Newark was fifth over the line and Bill Berry of Oradell took sixth.

## Trouble For Pappy

Roscoe (Pappy) Hough of Paterson was on hand to start off this year by winning the opening feature as he did last Spring, but things did not work out that way. Shut out in his semifinal, Pappy placed second in the Class B race to get a chance to drive in the main event. This necessitated a return to the pits and by the time he tried to get back into the stadium the feature had started. He was permitted to join in when the race was restarted, but he never had a chance

to get into contention.

Mayor Ralph Villani was on deck early and he waved a large Cancer Fund flag to get the heats started. . . . Plant Superintendent Frank Smith had the stadium and infield in tip top shape . . . The honor of having the season's first crackup went to Dick Bayer of Lyndhurst and Ed Mosher of Hoboken . . . The elimination of the souped-up modified racers was unnoticeable as the cars tore around the five-lap track fast enough to satisfy the most rabid speed lover . . . The meets will continue every Sunday until warm weather permits twice-weekly night programs.

First heat 12 laps—Hammersley (no time); 2, Dietrich; 3, Morese.

Second heat (12 laps)—Kerip (3:32.84); 2, Di Mola; 3, Hough.

Third heat (12 laps)—McKenzie (3:38.86); 2, Riedel; 3, Read.

First Semifinal (15 laps)—Sherman (4:25.7); 2, Campbell; 3, Morese.

Second Semifinal (15 laps)—Grenz (4:21.75); 2, Duex; 3, Stephens.

Consolation A (10 laps)—Vecchito (no time); 2, Pultz; 3, Judge.

Consolation B (10 laps)—Rooney (3:03.24); 2, Hart; 3, Delaney.

Class B Race (10 laps)—Di Mola (3:38.09); 2, Hough; 3, Hammersley.

Feature Race (25 laps)—Luzi (no time); 2, Morese; 3, Riedel; 4, Delaney; 5, Di Mola; 6, Barry.



## Hough Auto Race Victor

NEWARK, April 8 (AP)—Roscoe Hough of Paterson won the 25-lap feature stock car race at Ruppert Stadium today in 6:57.84, before 5,485 fans. Bob Read of Hope was second and Jim Delaney, also from Hope, third.

1951-04-09



# Roscoe Runs Rapid at Ruppert

1951-04-11

BY ED FRIEL

Newark (N. J.) News Sportswriter.

Newark, N. J. April 9—If any one thought his 47 years was catching up with him when he went unplaced in opening stock car races at Ruppert Stadium a week ago, Roscoe (Pappy) Hough of Paterson corrected that impression yesterday before a crowd of 5,485.

Having taken all the kinks out of his trusty jolopy No. 81, Pappy made light of qualifying by taking second in his heat and third in his semifinal. Then the Paterson veteran, who is old enough to be the father of the majority of his rivals, made a joke of the 25-lap feature attraction. Taking the lead on the eighth circuit, Pappy breezed the rest of the way to win by close to a half lap in 6:57.84.

Crowned New Jersey champion by the National Association of Stock Cars last year for 10-feature event triumphs in the inaugural season at the Wilson avenue plant, Hough never had it easier. Once he took the lead from Earl Mills of Milburn, Pappy went on to lap a few of the stragglers and the remainder of the race became a battle for second. The only thing Hough had to do was to stay out



ROSCOE (PAPPY) HOUGH

of an accident and he did that perfectly.

## Battle for Second

Mills hung on to the second spot with some good driving until Ed Rooney of Somerville and Bob Read of Hope, 1950 New Jersey runner-up to Hough, flew by on the 19th

lap. That pair of reckless speed demons staged a hectic battle until Rooney ploughed into the outfield safety fence on the 23rd lap.

That crackup came close to stopping the race, but the officials let it go on and Read coasted home second with Jim Delaney of Hope creeping up into third. Newark's Jerry Morese, second last week, trailed home in fourth and Mills pushed across fifth.

## Luzzi Cracks Up

While Hough returned to prominence, Bloomfield's Johnny Luzzi did the exact opposite. An impressive winner of this season's opening feature event, Luzzi was running fifth in the second heat when he was involved in a pile-up that put him out of it. He came back determined to get one of two qualifying spots in the consolation race only to end up cracking into the guard rail.

The crash-loving fans had plenty to cheer about before the feature turned out to be a runaway for Hough. The honor of having the first turnover of the year went to Kearny's Emil Abatagle in the third heat. Not to be outdone, Red Brunner of Newark had a similar

(Please Turn to Page Six)



# Ed Judge Scores at Ruppert

1951-04-18

Newark, N. J., April 16—a new name hit the winners' circle yesterday when Smiling Ed Judge of Union City copped the 25-lap feature stock car race at Ruppert Stadium before 3,654 paying customers and nearly 1,000 members of the Elizabeth Police Athletic League who were guests of Promoter Ed Otto.

Judge enjoyed a comfortable margin at the finish of the race and was trailed across the tape by Bob Read, the 24-year-old Hope hot-shot and Papa Bill Kohler of Paterson. It was no time event because the race had to be restarted when a five-car smashup halted proceedings after the fourth lap.

Until yesterday Judge had never won a main go, although he had copped qualifying heats last year. The best Eddie had done in feature competition was a third at the close of last season.

## Hough in Crash

Involved in the collision which stopped the feature were Roscoe (Pappy) Hough, Jerry Morese, Joe D'Andrea, Charley Dyer and Dick Cozza, Hough, Morese and Dyer, three of the best racers started at the end of the field at the restart and never were in contention.

While Judge was annexing the main, Read and Papa Kohler, whose

son Bill also was in yesterday's competition, waged a terrific fight for the second spot. They battled nip and tuck before Read overtook his rival on the 18th lap. Judge had built up a good advantage by then and Read's spurt was only good enough for second place.

## Short Turns

Judge showed rare form when he won the third of the qualifying heats over Morese. Wimpy Erwin, rotund Bloomfielder, had the worst luck of the day. After repairing his car which was forced out when the fan generator went haywire, Wimpy was in second position when his rear tire went flat and Erwin had to be satisfied with 12th place in the first consolation.

The PAL group marched into the stadium led by the Elizabeth Lions Drum and Bugle Corps, which ended (Please Turn to Page Eight)



# Lambertsville Drivers Among Ruppert Pilots

1951-04-20

**NEWARK**—Three Lambertville auto racers will be among the large field when the stock car auto racing sport is introduced at Ruppert Stadium, Wilson avenue, Sunday afternoon, starting at 2:30 o'clock.

One of the trio, Frank Schneider, a chauffeur with plenty of nerve and thinking power, won the Atlantic Stock Car championship last year and is ready to make a successful defense of his laurels. His run Sunday afternoon should give the racing addicts a line on how good Schneider is going to be this season.

The other Lambertville lads are Charles Muscatell and Lenny Brown. While these boys couldn't come home with a title last year they pressed the leaders all through and could be counted on to be fighting for the top spot when the 1950 season rolls to a close.

Sunday's racing at Ruppert Stadium, where once the Newark Bears operated as the top minor league ball club owned by the New York Yankees, will be under the sanction of National Association for Stock Car Auto Racing and the Atlantic Stock Car Club. These organizations will work together in presentation of the meets scheduled for the Ruppert Stadium one-fifth of a mile track this season.



1951-04-24

DOUBLE FEATURE LISTED

## RAIN HALTS CARD AT RUPPERT STADIUM

NEWARK, N. J. April 24th—More than a half dozen crashes featured an abbreviated program of stock car races at Ruppert Stadium Sunday afternoon. The rains came shortly before the start causing the management to delay the feature, only event left on the program, until next Sunday when it will be part of a double-header.

### Finishes On 3 Wheels

In the first qualifying heat Ronnie Kohler of Paterson, lost a right front wheel in the 11th lap and accomplished the amazing job of finishing the race in third place on three wheels. He was given a fine ovation.

Soldiers from Camp Kilmer and Fort Jay, members of the Columbus Cadets of St Anthony's Church East Newark, and Holy Cross Church, Harrison, Boy Scout Troop 80 of Plainfield, and a couple of hundred Winfield Township PAL lads were guests of Promoter Ed Otto.

Those who qualified for Sunday's rained out feature are: Charley Birdsall, Wate. Quanz, Rudy Grenz, Bill Smith, Joe D'Andrea, Tom Elliott, Bill and Ronnie Kohler, Tony Corenti, Johnny Schaefer, Phil D'Mola, Johnny Luzi, Ed Judge, Jerry Morese, Pappy Hough, Bob Read, Bill Hammersley, John Hagen, Jimmy Hart and Dick Bottone.

1st heat (12 laps)—Birdsall, Read, Kohler. Time: 3:31.62.

2nd heat (12 laps)—Hough, Sommers, Thompkins.

3rd heat (12 laps)—Judge, Smith, O'Brien.

4th heat (12 laps)—Hammersley, Correnti, Hagen.

1st semi-final (15 laps)—D'Mola, Hough, Grenz.

2nd semi-final (15 laps)—Elliott, Schaefer, Morese. Time: 4:13.21.

1st consolation (10 laps)—Hart, Nymak, Bottone. Time: 2:53.62.

2nd consolation (10 laps)—Hammersley, Hagen, Hart.



# Crashes Play Thunder For Ruppert Stad. Rain

1951-04-25

Newark, N. J., April 23—More than a half dozen crashes featured an abbreviated program of stock car races at Ruppert Stadium yesterday afternoon. The rains came shortly before the start causing the management to delay the feature, only event left on the program, until next Sunday when it will be part of a double-header.

Three sensational spills plus a half dozen minor ones kept a crowd of 3,029 on edge in what was the fourth and most exciting show of the season. Nearly every race saw an accident with the worst occurring when car No. 211 driven by Al (Shrimp) Bayer of Lyndhurst, son of Police Chief Bayer, rolled over and burst into flames in the second event. Track attendants quickly extinguished the fire.

Bayer's car was put out of commission for the balance of the afternoon. Bayer was battling with Walt Thompkins of Bayonne for first place when his car hit the fence and toppled. Roscoe (Pappy) Hough of Paterson finally won this race with Thompkins getting third.

Thrilling moments also came in the next contest when Dick Barnett of Secaucus, lost control of his car in the second lap and did a complete somersault, crashing into the fence.

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wheels. He was given a fine ovation:

Soldiers from Camp Kilmer and Fort Jay, members of the Columbus Cadets of St. Anthony's Church, East Newark, and Holy Cross Church, Harrison, Boy Scout Troop 80 of Plainfield, and a couple of hundred Winfield Township PAL lads were guests of Promoter Ed Otto.

Those who qualified for yesterday's rained out feature are: Charley Birdsell, Walter Quanz, Rudy Grenz, Bill Smith, Joe D'Andrea, Tom Elliott, Bill and Ronnie Kohler, Tony Corenti, Johnny Schaeffer, Phil D'Mola, Johnny Luzi, Ed Judge, Jerry Morese, Pappy Hough, Bob Read, Bill Hammersley, John Hagen, Jimmy Hart and Dick Bottone.

First Heat, 12 laps (8:31.61)—1, Birdsell; 2, Read; 3, Kohler.

Second Heat, 12 laps (no time) — 1, Hough; 2, Sommers; 3, Thompkins.

Third Heat, 12 laps (no time)—1, Judge; 2, Smith; 3, O'Brien.

Fourth Heat, 12 laps (no time)—1, Hammersley; 2, Correnti; 3, Hagen.

First Semi-final, 15 laps (no time)—1, D'Mola; 2, Hough; 3, Grenz.

Second Semi-final, 15 laps (4:13.21)—1, Elliott; 2, Schaeffer; 3, Morese.

First Consolation, 10 laps (2:53.62)—1, Hart; 2, Nymak; 3, Bottone.

Second Consolation, 10 laps (no time)—1, Hammersley; 2, Hagen; 3, Hart.

## Quanz, Read Win Auto Races

NEWARK, April 29 (AP)—Walter Quanz of Jamaica and Bob Read of Hope, N. J., scored victories today in the two twenty-five-lap feature stock car races at Ruppert Stadium.

1951-04-30



# Stock Car Racing Goes Nocturnal at Otto's Ruppert Stad.

1951-05-02

Newark—Stock car racing in the moonlight will start Saturday night May 5 at Ruppert Stadium, 258 Wilson Avenue, Newark, and continue on a once-a-week basis until Promotor Ed Otto presents the cards twice-a-week Tuesday and Saturday nights late this month or the first week in June.

The first of the floodlight shows will be the sixth program of the second year of the sport at the ex-Bear ballyard and the attendance has been better than last year's average over a similar period and a continuance of that turnstile clicking would better last season's mark of 208, 403.

Promotor Otto will again present a 25-lap feature race preceded by the customary qualifying, semi-finals and consolation races. The first event on the night's card will get starter Sam La Barbara's green flag at 8:30 p.m. sharp.

While the action has been keen during the running of the Sunday afternoon programs the speed merchants do like the arclight action better, this due to a cooler racing surface. The days hot sun has a tendency to make the asphalt hot on the tires causing quicker blowouts.

The young season has produced two new stars in Johnny (Leadfoot) Luzzi of Bloomfield and Ed Judge, the smiling racer from Union City, winners of the first and third programs, respectively. Roscoe (Pappy) Hough, the greatest of them all copped the middle program with the feature being rained out in the fourth show.

Bob Read, the youthful Hope hot-shot, who finished second for the New Jersey NASCAR crown behind Champ Hough last season, has shown good form and though he hasn't won a race, his two seconds in the first three shows has enabled him to take the lead in the chase for the title.

Promoter Otto is now working on a plan to stage team races and hopes to complete the arrangements soon. Bob Sall, NASCAR representative, is taking team applications daily.

## Read Triumphs in Auto Race

NEWARK, May 5 (AP)—Bob Read of Hope, N. J., captured the twenty-five-lap feature stock car race tonight at Ruppert Stadium.

1951-05-06



# NASCAR Cuts Field At Ruppert Stad.;

1951-05-09

Newark, N.J., May 7—Rapid Robert Read, Hope speed demon, became the first driver to win two feature races this year when he copped the 25-lap feature in the inaugural arclight stock car racing program at Ruppert Stadium last night before a crowd of 4,218.

The race was stopped twice due to accidents. The first halt came when Phillip De Mola, a Newarker, hit the guard rail coming out of the last turn of the first lap.

After a complete restart the race had to be stopped in the 11th lap when Ed Judge of Union City and Mickey Norton of Fort Jay collided. Joe Sommers, Newark boy, was leading the race same time.

Immediately after the restart Bill Stephans, another Newarker, overtook Sommers. Read challenged the leader in the 16th lap and passed Bill Hammersley two circuits later, staying in front until the finish. Hammersley stayed in the runnerup position. Tony Correnti of Newark was third.

The victory brought to nine the total of main events won by the Hope speed merchant since the stock car races took over at Ruppert Stadium last Summer.

## Semifinal Lively

The biggest accident since the inception of the stock car sports last year involved no less than 11 in a 15-car field when the first semifinal race was forced to a halt in the outfield turn in the second lap.

The restart saw Johnny Schaeffer, a Newarker, win in a thrilling finish over Read of Hope. It was so close that many fans thought a dead heat would have been a better decision.

First Qualifying heat (12 laps) — 1. Sommers; 2. Schuster; 3. Ridell. Time 3:32.57.

Second Qualifying heat (12 laps)—1. Morese; 2. Schmidt; 3. Bayer. (No time Restart because of accident.)

Third Qualifying heat (12 laps) — 1. Quanz; 2. Mills; 3. Robertson. Time 3:28.87.

First Semifinal (15 laps)—1. Schaefer; 2. Read; 3. DeMola. Time 4:10.85.

Second Semifinal (15 laps)—1. Schaeffer; 2. Hammersley; 3. Elliot. Time 4:08.39.

First Consolation (10 laps)—1. Birdsall; 2. Lynn (only qualifiers). Time 3:07.

Main Consolation (12 laps)—1. Kohler; 2. Quanz; 3. DeMola. No time, race restarted because of accident.

# Coates Pilots Campbell Car To Ruppert Victory

1951-05-10

By GENE PICKER

NEWARK, N. J., — Tommy Coates of Trenton, riding in fellow Trentonian Wally Campbell's famous number 1 car for the second time, sped to victory in the 25-lap feature Saturday night in the stock car races at Ruppert Stadium.

A five-car pileup on the 19th lap forced Bob Read of Hope and Rudy Grenz of Arlington who were running two and three to Coates at that time to spin and miss a lap. Coates meanwhile pulled successfully out of the jam and was never headed. The Trenton driver had taken the lead in the third lap and never lost it. Grenz was second behind Coates from the second lap till the 13th when hotshot Read spurted into the runnerup slot. Meanwhile, Roscoe "Pappy" Hough of Paterson who had taken

the checkered flag in both his qualifying semi-final events was fourth behind Grenz and just couldn't pass the Arlington driver who weaved from the inside to the outside to prevent Hough's passing. Read was coming on fast to threaten Coates when the mix-up occurred that eliminated both him and Grenz from further consideration.

1st heat—(12 laps)—Les Pfeiffer, Ed Judge, Tommy Coates. Time: 2:50.93.

2nd heat—(12 laps)—Frank Price, Jerry Morese, Bob Reidel. Time: 2:56.46.

3rd heat—(12 laps)—Roscoe Hough, Rudy Grenz, Nick Niccolite. Time: 2:47.88 (new record).

1st semi-final—(15 laps)—Tommy Coates, Joe D'Andrea, Ed Judge. Time: 3:22.25.

2nd semi-final—(15 laps)—Roscoe Hough, Jerry Morese, Bob Read. Time: 3:18.46.

Consy—(12 laps)—Jack Crozier, Al Tauber, Tom Elliot. Time: 3:18.73.

Feature—(25 laps)—Tommy Coates, Roscoe Hough, Jerry Morese. Time: 7:02.31.



# Read Racks Up Victory At Ruppert Stock Card

By GENE PICKER

NEWARK, N. J. May 15th—Bob Read of Hope continued his mastery on the stock car track at Ruppert Stadium Saturday night when he again put on a late spirited rally to win the 25-lap feature before 3,404. It was the third consecutive triumph for the youthful ex-bomber pilot in feature races here.

Tom Bruce of Paterson took the lead at the onset and built up a commanding margin with his only serious opposition coming from Dick Bayer, wild Lyndhurst driver. Read seemed in trouble as his exhaust pipe dragged the ground, sending up a stream of sparks.

But Read started to pull out of the pack on the 9th lap when he took over 5th, just as Bayer swerved out of action into the infield, Bill Bently of Lawrence Harbor taking over the runnerup slot.

It was Bruce, Bently and Read in that order from the 12th to the 18th lap. But the Hope champ started his famous outside drive and caught both front-running drivers on the 18th lap, spurting to the fore. Bently gained second place for a brief moment, but was sideswiped out of action. The rest of the race was dominated by a bristling battle for the runnerup

positions with Read's partner, Ed Rooney of Somerville, finishing second and Tom Elliot of Bloomfield nipping Bruce in the final yards for third money.

There were the usual spectacular accidents in the preliminary heats headed by a straddle miscue which saw Cliff Bilitz of Newark hurdling Fred Brunner when the latter overturned, Bilitz' vehicle also rolling over.

Bill Hammersley, veteran re-headed Staten Island driver, won two preliminary races in different cars. After taking his qualifying heat in his number 3. Hammersley was involved in an accident which saw him make a complete flip in the semi-final race, putting his car out of commission. But he returned in a borrowed car in the main consolation to win.

1st heat (12 laps)—Dick Bayer, Jack Crozier, Al Tauber. Time: 3:26.77.

2nd heat (12 laps)—Bill Hammersley, Larry Thorne, Al Morgan. Time: 3:37.09.

3rd heat (12 laps)—Ralph Burke, Ed Judge, John Trampler. No time.

1st semi-final (15 laps)—Bob Read, Ed Rooney, Bill Kohler. Time: 4:10.69.

2nd semi-final (15 laps)—Walt Quanz, Fred Schuster, Tom Elliot. No time.

Minor consolation (10 laps)—Bill Hammersley, Harry Sauchelli, Ronnie Kohler. Time: 2:47.71.

Main consolation (12 laps)—Ed Judge, Earl Mills, Harry Sauchelli. Time: 3:31.42.

Feature event (25 laps)—Bob Read, Ed Rooney, Tom Elliot.

# Third Straight For Bob Read At Ruppert

By GENE PICKER

Newark, N. J. May 13—Bob Read of Hope continued his mastery on the stock car track at Ruppert Stadium last night when he again put on a late spirited rally to win the 25-lap feature before 3,404. It was the third consecutive triumph for the youthful ex-bomber pilot in feature races here.

Tom Bruce of Paterson took the lead at the onset and built up a commanding margin with his only serious opposition coming from Dick Bayer, wild Lyndhurst driver. Read seemed in trouble as his exhaust pipe dragged the ground, sending up a stream of sparks.

But Read started to pull out of the pack on the ninth lap when he took over fifth slot, just as Bayer swerved out of action onto the infield, Bill Bently of Lawrence Harbor taking over the runnerup slot.

It was Bruce Bently and Read in that order from the 12th to the 18th lap. But the Hope champ started his famous outside drive and caught both front-running drivers on the 18th lap, spurting to the fore. Bently gained second place for a moment, but was sideswiped out of action. The rest of the race was dominated by a bristling battle for the runnerup positions with Read's partner, Ed Rooney of Somerville, finishing second and Tom Elliot of Bloomfield nipping Bruce in the final yards for third.

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## Results May 12

First qualifying Heat, 12 laps—1, Dick Bayer, Lyndhurst; 2, Jack Crozier, Paterson; 3, Al Tauber, Parsippany. 3:26.77.

Second Qualifying Heat, 12 laps—1, Bill Hammersley, Staten Island; 2, Larry Thorne, Keansburg; 3, Al Morgan, Glen Ridge. Time 3:37.09.

Third Qualifying Heat, 12 laps—1, Ralph Burke, Newark; 2, Ed Judge, Union City; 3, John Trampler, Newark. No time; race restarted because of accidents.

First Semi-final, 15 laps—1, Bob Read, Hope; 2, Ed Rooney, Somerville; 3, Bill Kotler, Paterson. Time 4:10.69.

Second Semi-final, 15 laps—1, Walt Quanz, Jamaica; 2, Fred Schuster, Union City; 3, Tom Elliott, Newark. No time; race restarted because of accidents.

Minor Consolation, 10 laps—1, Bill Hammersley, Staten Island; 2, Harry Sauchelli, Newark; 3, Ronnie Kohler, Paterson. Time 2:47.71.

Main Consolation, 12 laps—1, Ed Judge, Union City; 2, Earl Mills, Millburn; 3, Harry Sauchelli, Newark. Time 3:31.42.

Feature Event, 25 laps—1, Bob Read, Hope; 2, Ed Rooney, Somerville; 3, Tom Elliott, Bloomfield.



# Fonty Flock Romps To Ruppert \$

1951-05-30

By GENE PICKER

(Newark, N. J. Star-Ledger Reporter)

Fonty Flock of Atlanta, Ga., convinced the supporters of "the driver is the key factor" adage—rather than the car or familiarity with the track—at Ruppert Stadium Saturday night when he surprised to local fans by sweeping to victory in the 25-lap feature. It was Flock's first appearance on the local track and the 5,280 fans saw the crack Southern driver upset the local favorites.

Flock, starting in seventh spot—which in all justice to the Jersey standouts like Bod Read, Jerry Morese, and Charley Dyer who competed last night was the best slot, moved into competition for the lead on the second lap when he was third.

John Hagen of Newark held his early spot and Flock advanced into second place behind the GI Hagen on the fourth lap but couldn't gain the lead till the 11th lap when Hagen went into a slight spin.

Then it was all Fondy as both Read and Morese were pinned back in the pack, unable to challenge the new

ace. By the end Fondy Flock had lapped the majority of the field including the favored duo of Read and Morese. Hagen kept within threatening distance the entire race to take second while Al Tauber of Boonton rallied in the final three laps to gain third.

Another new driver to make his local appearance was Lou Figaro, three times West Coast champ. The Californian spent most of the program getting adjusted with the track but did show occasional bursts of speed, though not comparable with Flock. The Georgian took seventh in his qualifying race, gaining a semi-final slot with a late burst. Then Flock sped into second in his semi-final trial and went on to the victory in the feature.

As in the past 100 cars registered for action and a time trial was held to lower the candidates to 60. No driver was able to garner more than one victory with Hagen scoring in a qualifying event.

An Australian pursuit race with six cars competing, an auto being eliminated when lapped. In the 10-lap limit race, held for the first time, three cars were ousted by being lapped and Doug Robertson of North Arlington was judged the winner.

First qualifying heat, 12 laps—1. Al Bayer, Lyndhurst; 2. Bob Read, Hope; 3. Doug Robertson, North Arlington. No time, race restarted because of accidents.

Second qualifying heat, 12 laps—1. Bill Berry, Oradell; 2. Joe Radwick, Hillside; 3. Bill Blazzi, Hillside. Time 3:28.90.

Third qualifying heat, 12 laps—1. John Hagen, Newark; 2. Lennie Gould, Bloomfield; 3. Al Tauber, Parsippany. No time, race restarted because of accidents.

First semi final event, 15 laps—1. Phil De Mola, Newark; 2. Bob Read, Hope; 3. Jack Crozier. No time, race restarted because of accidents.

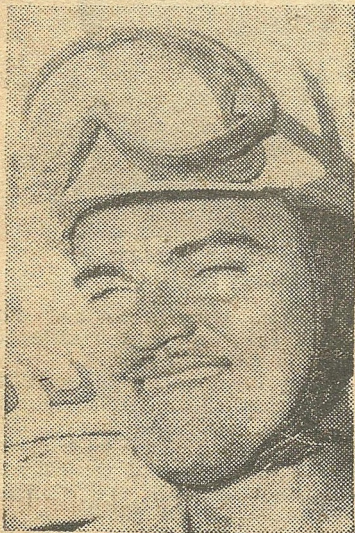
Second semi final event, 15 laps—1. Bill Hammersley, Staten Island; 2. Fonty Flock, Atlanta, Ga.; 3. Walter Quanz, Jamaica, L. I. Time 4:09.47.

Australian Pursuit race, 10 laps limit—1. Doug Robertson, North Arlington; 2. Tommy Elliot, Bloomfield; 3. Bob Read, Hope. Time: 2:53.47.

Minor Consolation, 10 laps—1. Johnny Schaeffer, Newark; 2. John Luzi, Newark; 3. Tom Bruce, Paterson. Time 2:49.98.

Main Consolation, 12 laps—Joe Radwick, Hanover; 2. Wimpy Erwin, Bloomfield; 3. Jackie Price, Belleville. No time, race halted after ninth lap, accidents.

Feature race, 25 laps—1. Fonty Flock, Atlanta, Ga.; 2. John Hagen, Newark; 3. Al Tauber, Boonton.



FONTY FLOCK

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## Morese First in Auto Race

NEWARK, May 30 (AP)—Jerry Morese, Newark, won the feature fifty-lap stock-car race at Ruppert Stadium tonight in 14:13.74. Ed Judge, Union City, was second, and Charley Dyer, North Bergen, third.

1951-05-31

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## Hammersley Auto Victor

NEWARK, June 2 (AP) — Bill Hammersley of Staten Island tonight captured the twenty-five-lap feature stock car race at Ruppert Stadium. Newark's Jerry Morese was second and Joe Sommers of Newark third.

1951-06-03

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# Hammersley Hammers Way to Ruppert Honors

1951-06-05

NEWARK, N. J., June 5th—

In a weird race which necessitated two additional starts because of accidents, veteran Bill Hammersley of Staten Island smashed his way to victory in the 25-lap feature, Sat. night at Ruppert Stadium. It was the redhead's first triumph in a main event this season.

Bill Smith of Hollside was the early leader, holding the front-running slot till the 10th lap when he suffered motor trouble and was forced out. Then Joe Sommers of Newark spurted in front with Hammersley second. On the 13th lap there was a four-car pileup with Tommy Coates, Trenton shaken up. On the restart at this point Sommers held his advantage to the 17th lap when Phil DeMola was spun, the Newarker's car stalling in the middle of the track

and the race was halted again.

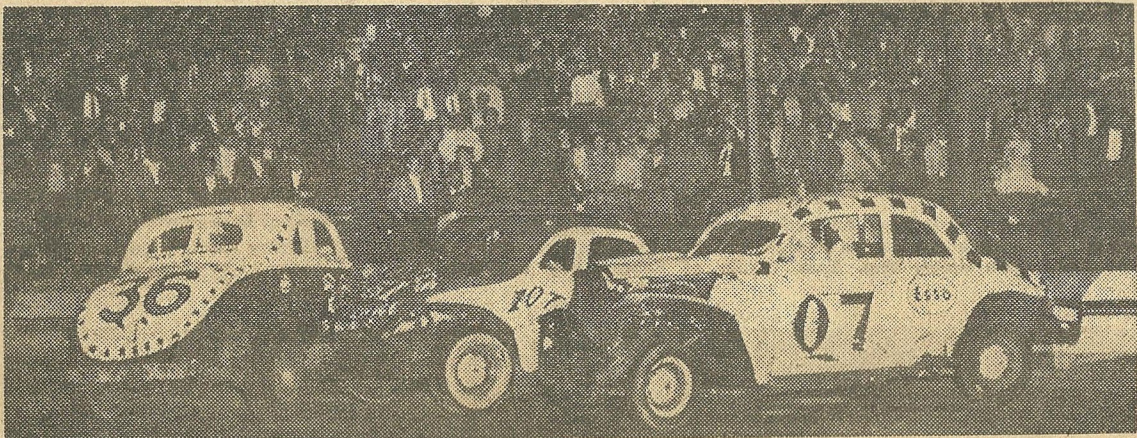
Sommers held the lead till the 20th lap, during which time Jerry Morese of Newark—winner of the last feature—took over third. On the 20th lap Hammersley forged his way in front and Morese took second on the 23rd. The trio held that slot to the finish.

After the race a protest was lodged that Hammersley car was using an overlarge motor against the NASCAR sportsman regulations and his stock was impounded for the night, pending investigation—the usual procedure in such a case. The reason was because of the new motor that the Staten Islander put in his car recently.

1st Semi-final (15 laps) —Hagen, Read, Morse. Time: 4:15.93.  
2nd Semi-final (15 laps)—Coates, DeMola, Sommers. Time: 4:12.6.  
Feature Rice (25 aps)—Hammersley, Morese, Sommers. No time.



# Rapid Robert Raps Ruppert Rail



**BOB READ**, after taking the checker to win the feature event at Ruppert Stadium, Newark, N. J., Saturday night, got tangled up with No. 51 John Stephan and No. 07 John Schaefer, with all three smashing into the fence just 50 feet past the finish line. (NSSN Staff Photo by Charles R. Zulla)

## Read Laps Rup't Field; Wins; Crashes

By GENE PICKER

Newark, N.J., June 17—Bob Read of Hope almost performed an impossible on the Ruppert Stadium stock car truck last night when he missed out by a wheel length of lapping the entire 20-car field in gaining the 25-lap feature. Read performed a triple as he also gained the checkered flag in his qualifying and semi-final races.

It was a thrilling finish although Read clinched the race as early as the 13th lap—barring any accidents. Entering the final lap Rapid Robert had lapped all but 2nd place John Stephens. Read pulled virtually even entering the home stretch but Stephens

put on a bristling finish to just ahead of Read and prevent the clean sweep. Both cars crashed into the wall as they crossed the finish and Stephens' car was badly damaged.

Read was aided to his victory by a favorable starting position, opening in eighth slot while Bill Holland, Indianapolis victor in 1949, started near the end of the pack. Holland, riding a borrowed car on his first appearance here, found the going extremely rough and did little in the feature. Holland also had a skirmish with Joe Radwick of Hanover in his qualifying race, after being sideswiped and jarred twice by the Hanover driver, Holland

forced Radwick off the track.

1st qualifying heat, 12 laps—Bill Kohler, Paterson; John Stephens, Summit; Tom Elliott, Bloomfield. Time: 3:31.02.

2nd qualifying heat, 12 laps—John Schaefer, Newark; Phil DeMola, Newark; Tony Correnti, Newark. Time: 3:28.23.

3rd qualifying heat, 12 laps—Bob Read, Hope; Ed Judge, Paterson; Jim Gugie, Belleville. Time: 3:28.08.

1st semi-final event, 15 laps—Bill Hammersley, Staten Island; Frank Coman, Towata; John Stephan, Summit. No time, race restarted because of accident.

2nd semi-final, 15 laps—Bob Read, Hope; Jim Gugie, Belleville; John Schaefer, Newark. No time, race restarted because of accident.

Consolation, 10 laps—Bill Kohler, Paterson; Ed Rayhon, Clark Township; Joe Radwick Hanover. No time, race restarted because of accident.

Feature, 25 laps—Bob Read, John Stephens, John Schaeffer. Time: 7:00.00.

## Newark Race Victor



**Wally Campbell**

1951-06-25

Campbell, Trenton stock car ace, won the feature race at Ruppert Stadium, Newark, last night. He turned in the fastest time — 6:54.28 — for a 25-lap event this season at the former Newark Bears' baseball park.



JUNE 27, 1951

# Wally Campbell Triumphs in Ruppert Return

By GENE PICKER

Newark, N.J., June 24—They don't call Wally Campbell of Trenton the "Terror of the Tracks" without a good reason and making his first appearance at the Ruppert Stadium speedway since opening day he raced to a convincing victory in the 25-lap feature. He sped to triumph in the fastest time of the season, 6:54:28 in besting all the local heroes.



WALLY CAMPBELL

The only incident marring his Wally's complete supremacy before the 4,519 fans was the elimination of Bob Read of Hope, the local hotshot, who was involved in a collision at the start with Campbell and Ed Judge of Union City. Read's car suffering irreplaceable damages.

Rudy Grenz of Ridgefield was the early leader, holding that spot till the 11th lap in a dogfight with Bill Brown of Hillside. Meanwhile Campbell, starting in the 16th spot of the 20-car field, was weaving his way in.

Brown and Grenz traded the lead until Campbell, free of traffic breezed by late in the race to take the event.

First Qualifying Heat, 12 laps—1, Bob Read, Hope; 2, Jerry Morese, Newark; 3, Fred Schusterm, Union. Time 3:30.31.

Second Qualifying Heat, 12 laps—1, Joe Radwick, Hanover; 2, Harry Sauchelli, Madison; 3, Bill Berry, Oradell. 3:32.29.

Third Qualifying Heat, 12 laps—1, Rudy Grenz, Ridgefield; 2, Bill Brown, Hillside; 3, Ed Judge, Union. No time; race restarted because of accident.

Fourth Qualifying Heat, 12 laps—1, Gene Stonewall, Paterson; 2, Earl Mills, Millburn; 3, Roscoe Hough, Paterson. Time 3:30.41.

First Semi-Final, 15 laps—1, Charley Dyer, North Bergen; 2, Phil De Mola, Newark; 3, Tony Correnti, Newark. Time 4:19.08.

Second Semi-Final Event, 15 laps—1, Rudy Grenz, Ridgefield; 2, Joe D'Andrea, Belleville; 3, Earl Mills, Millburn. 4:21.79.

First Consolation, 10 laps — 1, John Trampler, Newark; 2, Joe Sommers, Newark; 3, Bill Schwartz, Newark. 2:57.07.

Main Consolation, 12 laps — 1, Roscoe Hough, Paterson; 2, Vernon Land, Paterson; 3, Ed Judge, Union City. No time, race restarted because of accident.

Main Event, 25 laps—1, Wally Campbell, Trenton; 2, Bill Brown, Hillside; 3, Vernon Land, North Bergen. Time 6:54.28.



# Read's Sportsman In 6th Ruppert Win As Modifieds Follow

1951-06-27 By GENE PICKER

Newark, N. J., June 21—Bob Read local stock car champion, met the invasion of several top-flight new competitors last night as modified racing returned to Ruppert Stadium in competition with the regular sportsman by again sweeping the 25-lap feature race. It was his sixth triumph in a feature here.

Read, driving a regulation sportsman model, forged out of the pack into second place behind newcomer Gene Stonewall in the seventh lap. He and Stonewall waged a fierce battle for the top spot while highly-rated Johnny Zeke, New York state modified champ, and New York runnerup, Johnny Rocco, were having difficulty in the rear. Charley Dyer of North Bergen, returning to local competition, made his bid on the 11th when he gained third behind front-running Stonewall and Read.

Read breezed past Stonewall on



**BOB READ**

the 12th lap and once in front the Hope hotshot couldn't be caught. Stonewall maintained his runnerup slot as Dyer couldn't shake off Jim Gagic of Belleville whom he was attempting to lap.

Zeke, Rocco and Jerry Morese —

who changed his car into a souped up modified, made a late bid for contention and Zeke battled his way into fourth followed by Rocco and Morese. Read's winning time was fast 6:56:94.

The first appearance of the talented newcomers, particularly Zeke and Rocco, was eagerly awaited for by the crowd. And, although hampered by unfamiliarity with the track, the duo performed admirably. Rocco had a second in his qualifying heat while youthful Zeke defeated Read in winning his semi-final event.

Dyer, last year's national modified champ who had been having difficulty this year in his changed over sportsman's model, showed traces of his former brilliance as he won both a qualifying and semi-final event.

First qualifying heat, 10 laps—Stonewall, Rocco, Read. No time, race restarted because of accidents.

Second qualifying heat, 10 laps—Stonewall, Mills, Ackerman. Time 2:32.28.

Third qualifying heat, 10 laps—Dyer, Gould, Radwick. Time 2:54.05.

First semi-final event, 18 laps—Zeke, Read, Ackerman. Time 3:22.98.

Second semi-final, 12 laps—Dyer, DeAngelo, Hough. Time 3:25.93.

First Consolation, 10 laps—Pfeiffer, DeMola, Morese. Time 2:48.53.

Second Consolation, 12 laps—DeMola, Morese. Time 3:21.54.

Feature race, 25 laps—Read, Stonewall, Dyer. Time 6:56.28.



# Newark Stock Slate Paced By Oldford, Hammersley

1951-07-10

By GENE PICKER

NEWARK, N. J., July 10th.—Gordon Oldford of Westbury, Long Island and Bill Hammersley of Staten Island sped to thrilling victories in feature races Saturday night that headed an accident-packed stock car meet before 6,100 at Ruppert Stadium.

Both features were unable to be completed because of miscues on the track, Hammersley winning the opening 75-lap event that had been postponed from Wednesday while Oldford took the regular 25-lap—Bob Read of Hope, being runnerup in both events.

The second main race was one of the most thrilling ever seen, being the first pitched battle between forces of Roscoe and Read. Although Hough, the veteran Paterson driver wasn't on hand, he had three cars in operation, Oldford's Charlie Dyer of North Bergen, and Bill Brown of Paterson, while Read had Al Tauber of Parsippany in one of his autos.

Hammersley scored the most spectacular victory of his career in the 75-lap race which was halt-

ed because of accidents in the 66th lap. At that time he had a commanding half-lap lead over Read. The Hope hotshot lost a chance to catch read on the 45th lap when, while in second place and rapidly overhauling the Staten Island redhead, Bob locked cars with Charlie Kamenus of Newark, both hitting the wall.

75-lap Feature (75 laps) — Bill Hammersley, Bob Read, Ed Rooney. No time, halted in 66th lap, accidents.

1st heat (12 laps)—Lennie Gould, Wimpy Irwin, Ed Judge. Time: 3:34.46.

2nd heat (12 laps)—Joe Sommers, Gordon Oldford, Charlie Dyer. Time: 3:31.09.

Qual. Consi (10 laps)—Walt Thompsons, Jim Hart, Al Tauber. Time: 2:54.30.

Main Consi (12 laps)—Don Rudolph, Phil DeMola, Bill Kohler. Time: 3:27.41.

Feature Race (25 laps) —Gordon Oldford, Bob Read, Charlie Dyer. No time.

# Hammersley, Oldford Share Ruppert Limelight

1951-07-11

By GENE PICKER

Newark, N. J., July 8—Gordon Oldford of Westfield, N. J. and Bill Hammersley of Staten Island sped to thrilling victories in feature races last night that headed an accident-packed stock car meet before 6,102 at Ruppert Stadium.

Both features were unable to be completed because of miscues on the track, Hammersley winning the opening 75-lap event that had been postponed from Wednesday, while Oldford took the regular 25-lap—Bob Reid being runnerup in both events.

The second main race was one of the most thrilling ever seen, being the first pitched battle between the forces of Roscoe Hough and Read. Although Hough, the veteran Paterson driver wasn't on hand, he had three cars in operation. Oldford's, Charlie Dyer and Bill Brown, while Read had Al Tauber in one of his autos.

This race saw three melees marring the event. From the fifth lap onward, following the second accident, it was a fracas between the Read and Hough forces. Oldford took the lead with Read in second and Brown in third—not more than a car length separating the trio. Oldford and Brown kept Read bottled up in second spot while Dyer and Tauber streamed up quickly to make it a terrific five-car battle.

But on the 21st lap, with the five cars being separated by not more than three car lengths, Brown skidded and plowed into Tauber, the Read driver making a complete flip that halted the race. Oldford was ahead at the time and declared the victor with Read second.

Feature, 75 laps—Bill Hammersley, Bob Read, Ed Rooney. No time, halted in 66th lap, accidents.

1st qualifying heat, 12 laps—Lennie Gould, Wimpy Irwin, Ed Judge. Time: 3:34.46.

2nd qualifying heat, 12 laps—Joe Sommers, Gordon Oldford, Charlie Dyer. Time: 3:51.09.

3rd qualifying heat, 12 laps—Walt Manalio, Bill Smith, Rudy Grenz. Time: 3:28.74.

1st semi-final, 15 laps—Jerry Morese, Ralph Hurt, Bob Read. Time: 4:15.25.

2nd semi-final, 15 laps—Rudy Grenz, Charlie Dyer, Ed Judge. No time, race restarted because of accident.

Feature, 25 laps—Gordon Oldford, Bob Read, Charlie Dyer. No time, race restarted because of accidents.



# Dyer Paces Field in Stock Car Main at Newark, N. J.

1951-07-17

NEWARK, N. J., July 17th. — Charlie Dyer, North Bergen's defending national modified champion, gained the feature 25-lap victory in Saturday night's stock car program, but the real star of the program was Jim Gugie, relative unknown from Belleville.

Gugie surprised the fans in the preliminary races when he gained the checker flag in both his qualifying and semi-final heats. Then, starting in the pole position he fought his way into a large half-lap lead against such an all-star field as Wally Campbell, heralded Trenton driver, Dyer, Newark's ace Jerry Morese; Roscoe Hough of Paterson, and Bob Read of Hope.

But, a half lap ahead of the entire field, there was a big five-car pileup on the 10 lap that forced a restart at that point with Gugie maintaining his lead position but losing his advantage. In the accident was Morese, Campbell, Read, Tony Correnti and Johnny Schaeffer, Newarkers, with Schaeffer being shaken up.

On the restart Gugie again shot in front, but Pappy Hough took over second and Dyer third. Dyer whipped past his partner, Hough,

on the 15th lap, and kept right behind the Belleville driver who refused to lose his front-running slot. Meanwhile Campbell made a desperate bid to get into the running, only to be bottled up by three cars till the 20th lap.

Dyer moved past Gugie on the 22nd lap as Jim swerved for a split second and Campbell forged into fourth, but well behind the front-runners. Gugie made a desperate attempt to retake the lead but held on to win, Hough taking third and Campbell fourth.

1st heat—(12 laps)—Jim Gugie, H. Sauchelli, Gene Stonewall. Time: 3:30.11.

1st semi—(15 laps)—Jim Gugie, Ed Judge, Charlie Dyer. Time: 4:38.46.

2nd semi—(15 laps)—Wally Campbell, Lennie Gould, Bob Read. Time: 4:14.46.

1st consy—(10 laps)—Bill Brown, J. Trampler, Mike Devino. No time, (race restarted due to accident).

Main consy—(12 laps)—Jim Hart, William Metaka, Rudy Grenz. Time: 3:31.23.

Feature—(25 laps)—Charlie Dyer, Jim Gugie, Roscoe Hough. Time: None.

# Wally Campbell's Return Celebrated With Victory in Newark Stock Clash

By GENE PICKER

NEWARK, N. J., July 24th.—Wally Campbell, Trenton's daring driver, showed that a crucial accident last week had no effect on his efficiency, by scoring a clean sweep in winning his qualifying heat, semi-final and feature races before 4,512 at Ruppert Stadium Saturday night.

Campbell had been seriously injured in a new car race in Pennsylvania and made an appearance at Morristown Friday evening, promptly winning. The bandaged up and with 16 stitches in his face, he swept to the victories Saturday night in a decisive fashion.

In all three events Campbell had to come on from the end of the field to triumph. He made his bid in the feature early by slicing through the bogged down field to sixth slot in the fifth lap. On the ninth lap he squeezed through Ben Rosenberg of Fairfield and John Lazi of Bloomfield to take second behind Tommy Elliot, another Bloomfield driver.

Campbell made short work of Elliot and took the lead on the 11th lap, with Newark's Jerry Morese and Roscoe Hough of

Paterson not on hand, it remained for Bob Read, of Hope to threaten Campbell. Read was held back by the field till the 14th lap when he broke into fifth place. Campbell could never build up a comfortable margin as Elliot, Luzi and Read kept close behind. Read finally took over second on the 23rd lap but couldn't do any more than excite the fans when he pulled close on the 24th, taking runnerup ahead of Luzi.

1st heat—(12 laps)—John Luzi, J. Schaeffer, Gene Stonewall. Time: 3:26.89.

1st semi—(15 laps)—John Luzi, Jim Hart, Bob Read. Time: 4:16.32.

2nd semi—(15 laps)—Wally Campbell, Wimpy Erwin, Frank Coman.—Time: 4:12.23.

Consy—(10 laps)—Al Morgan, Glen Ridgel, Mike Robino. Time: 2:47.46.

Main Consy—(12 laps)—Bill Hammersley, Walt Thompkins, Lenny Gould. Time: 3:00.00.

Feature—(25 laps)—Wally Campbell, Bob Read, John Luzi. Time: 7:00.36.



# Newark Auto Record May Fall Tonight

The track record for 25-laps in stock car competition at Ruppert Stadium, Newark, is nearly a year old. Bob Read, the Hope star, currently the point leader at the saucer, established it July 30, 1950. He was clocked in 6:03.71. Closest run to the time this season was by Wally Campbell, the Trenton ace, who won the 25-lap main a month ago in 6:54.28.

Aiming at a new mark will be more than 60 chauffeurs when the semi-weekly bill is featured by a quarter century run at the ex-Bears' ballyard tonight. And with Charley Dyer of North Bergen, the NASCAR modified champ, rounding into form and the arrival of several new stars, the mark could be shattered tonight. 1951-07-28

# Holland Car Wins Twice At Newark

1951-08-02

NEWARK —AP— Bill Holland of Reading, Pa., well-known Indianapolis driver, won two out of three heats last night driving his big car in a special match race against a stock car.

Holland beat Wally Campbell of Trenton in two heats and tied him in the third at Ruppert Stadium.

He will match his big car against a midget racer tonight at Roosevelt Stadium in Jersey City.

Campbell won the 25-lap stock car feature last night. Dick Egan of Bristol, Conn., was second and Al Morgan of Glen Ridge third.



## ***Wally Newark Victor; Scores Racing 'Triple'***

NEWARK, N. J. —AP— Wally Campbell of Trenton won a scheduled 100-lap stock car race at Ruppert Stadium Saturday night even though he was involved in a track collision.

Charley Dyer finished second behind Campbell when the race was stopped in the 95th lap because of the accident. Frank Schneider of Lambertville was third.

Campbell registered a sensational racing "triple" over the weekend, winning at Morristown Friday, Newark Saturday and Langhorne yesterday afternoon.

1951-08-06

Tuesday, August 7, 1951

# Campbell Wins Newark Stock Feature Halted on 95th Circuit

1951-08-07

NEWARK, N. J., August 7th.—If Wally Campbell, Trenton driver, is not the best stock car pilot around then Ruppert Stadium fans will have to be shown. Campbell, an odds-on-favorite to straddle the field in any distance stock car race, captured the longest race of the season, a scheduled 100-lap, 20-mile feature, before approximately 5,000 fans Saturday night.

But victory was almost denied the diminutive ace when an accident knocked him out of the race on the 95th lap. Officials ruled the race halted at that time—the track was blocked—and the standing of the cars reverted to the previous lap.

Charlie Dyer of North Bergen announced first as the victim, was then accorded the second spot—a place he held in pursuit of Campbell for more than 50 laps.

Only Dyer, last season's national modified champion, remained in haling distance as Campbell began to lap the field. Dyer made a bid on the 67th lap when he pulled within 10 yards as Campbell was slowed when Bill Kohler of Paterson blew a tire. But Wally righted himself and built up a comfortable quarter to half-lap lead.

By the 90th lap both Campbell and Dyer had lapped the entire field and Campbell's lead was then almost a half lap. On the 95th lap, as Campbell attempted to pass Rudy Grenze of Ridgefield Grenze swerved and both he and Wally careened into the wall and the race was halted.

1st heat—(12 laps)—Harry Sauchelli, Charlie Dyer, Don Swezy. Time—None (race restarted because of accident).

2nd heat—(12 laps)—Frank Schneider, Roger Cross, Tony Correnti.—Time: 3:34.92.

3rd heat—(12 laps)—Jim Gugle, Wally Campbell, Bob Read. Time: None (race restarted because of accident).

Consy—(12 laps)—Don Rudolph, D. Chaddon, Roscoe Hough. No time (race restarted because of accident).



# Wally Wins Ruppert Main, Loses Match Races to Holland

By GENE PICKER

Newark, N. J., Aug. 5th—If Wally Campbell, Trenton driver, is not the best stock car pilot around then Ruppert Stadium fans will have to be shown. Campbell, an odds-on-favorite to straddle the field in any distance stock car race, captured the longest race of the season, a scheduled 10-lap, 20-mile feature, before approximately 5,000 fans last night.

But victory was almost denied the diminutive ace when an accident knocked him out of the race on the 95th lap. Officials ruled the race halted at that time—the track was blocked—and the standing of the cars reverted to the previous lap.

Charlie Dyer of North Bergen, announced first as the winner, was then accorded the second spot—a place he held in pursuit of Campbell for more than 50 laps. Frank Schneider of Lambertville, lapped by both Campbell and Dyer, took third.

Campbell started his rush earlier than usual, climbing into second on the 37th lap behind early leader Harry Sauchelli of Madison. But Sauchelli blew a tire on the 13th lap and Campbell took over.

Only Dyer, last season's national modified champion, remained in hailing distance as Campbell began to lap the field. Dyer made a bid on the 67th when he pulled within 10 yards as Campbell was slowed when Bill Kohler of Paterson blew a tire. But Wally righted himself and built up a comfortable quarter to half-lap lead.

By the 90th lap both Campbell and Dyer had lapped the entire field and Campbell's lead was then almost a half lap. On the 95th lap, as Campbell attempted to pass Rudy Grenz of Ridgefield, Grenze swerved and both he and Wally careened into the wall and the race was halted.

First Heat (12 laps)—1, Bellinato; 2, Swazey; 3, Morgan. Time—3:22.32.

Second Heat (12 laps)—1, Campbell; 2, Read; 3, Nicolette. Time—3:26.25.

Third Heat (12 laps)—1, Kempf; 2, Robino; 3, Egan. Time—3:32.04.

First Semifinal (15 laps)—1, Hammersley; 2, Brown; 3, Read. Time—4:12.90.

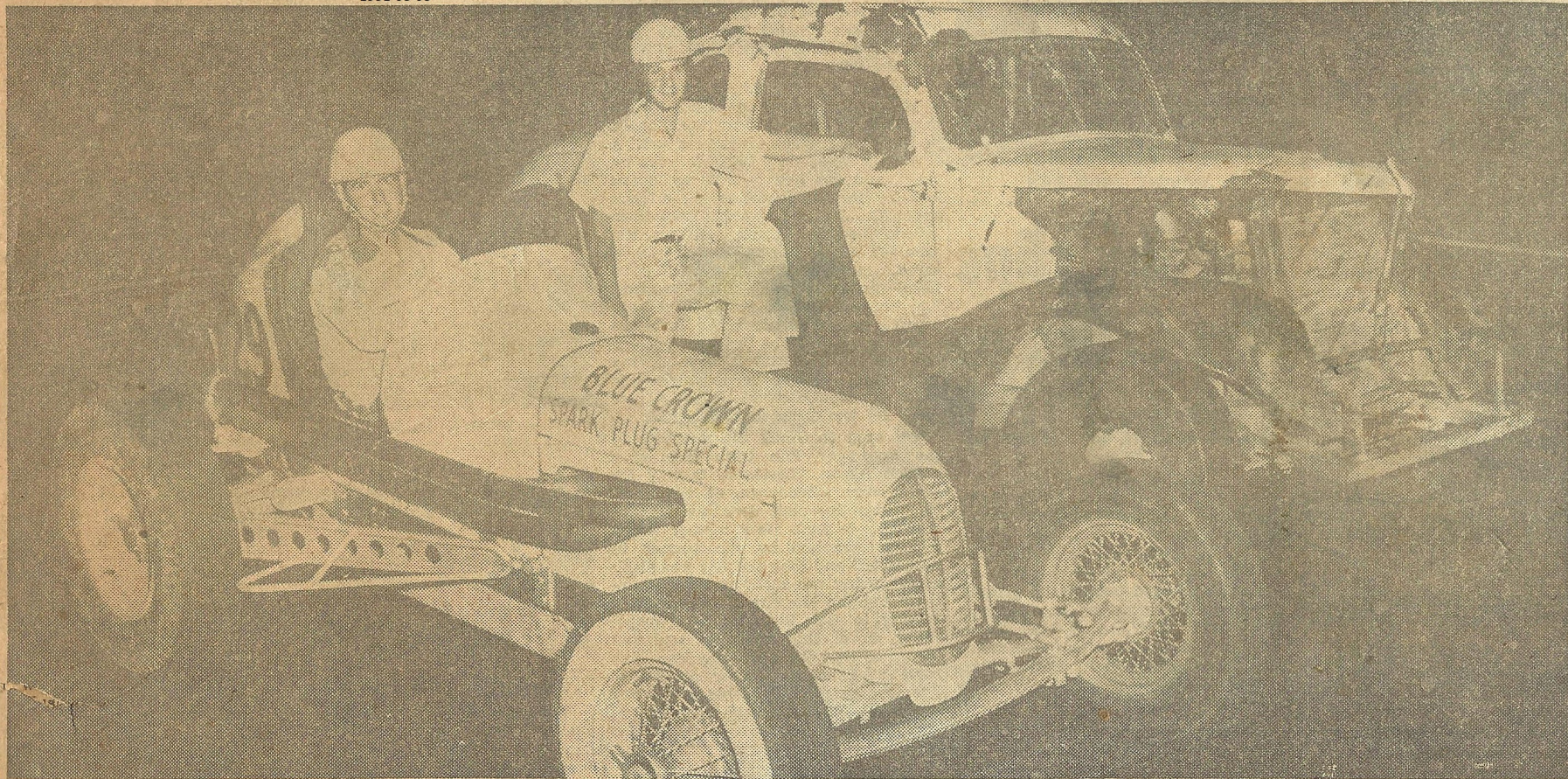
Second Semifinal (15 laps)—1, Kempf; 2, Campbell; 3, Nicolette. Time—4:11.67.

Consolation (10 laps)—1, Clalone; 2, Sauchelli; 3, Judge. No time, race restarted because of accident.

Consolation (12 laps)—1, Grenz; 2, Pfeiffer; 3, Hart. Time—3:19.21.

Feature Race (25 laps)—1, Campbell; 2, Egan; 3, Morgan. No time.





## ***Indy Winner, Top Stocker***

Bill Holland at the wheel of his Blue Crown Spl. sprint car and Wally Campbell alongside the famous Marks No. 1 stock car at Ruppert Stadium in Newark, N. J. Holland took two out of three 5-lap races against Wally last Wednesday. Holland is scheduled to meet Frankie Luptow in the Big Car Program at Sedalia, Mo., on August 19th in his initial IMCA start in this car. (NSSN Staff Photo by Charles Zulla)



# Wally Wins Ruppert Main, Loses Match Races to Holland

1951-08-08

By GENE PICKER

Newark, N. J., Aug. 5th—If Wally Campbell, Trenton driver, is not the best stock car pilot around then Ruppert Stadium fans will have to be shown. Campbell, an odds-on-favorite to straddle the field in any distance stock car race, captured the longest race of the season, a scheduled 10-lap, 20-mile feature, before approximately 5,000 fans last night.

But victory was almost denied the diminutive ace when an accident knocked him out of the race on the 95th lap. Officials ruled the race halted at that time—the track was blocked—and the standing of the cars reverted to the previous lap.

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First Heat (12 laps)—1, Bellinato; 2, Swazey; 3, Morgan. Time—3:22:92.

Second Heat (12 laps)—1, Campbell; 2, Read; 3, Nicolette. Time—3:26:25.

Third Heat (12 laps)—1, Kempf; 2, Robino; 3, Egan. Time—3:32:04.

First Semifinal (15 laps)—1, Hammersley; 2, Brown; 3, Read. Time—4:12:90.

Second Semifinal (15 laps)—1, Kempf; 2, Campbell; 3, Nicolette. Time—4:11:67.

Consolation (10 laps)—1, Cialone; 2, Sauchelli; 3, Judge. No time, race restarted because of accident.

Consolation (12 laps)—1, Grenz; 2, Pfeifer; 3, Hart. Time—3:19:21.

Feature Race (25 laps)—1, Campbell; 2, Egan; 3, Morgan. No time.

# Wally Campbell Awarded Win At Ruppert

1951-08-08

Newark, N. J., Aug. 2—Bill Holland of Reading, famous for finishing second three times and winning the 500-



**WALLY CAMPBELL**

mile Indianapolis Memorial Day Classic once in as many attempts, met Wally Campbell of Trenton, outstanding. (Please Turn to Page Eleven)

ing stock car pilot, in a mixed match last night and was returned the victor after three five-lap heats at Ruppert Stadium.

Holland steered a regulation big car while Campbell drove his famous No. 1 maroon and white jjob. Actually the Reading racer didn't lose a heat since the second five-lap fray was termed a dead heat. Bill, however, starting from the pole position took the initial brush by a half car length and the third by a full car length.

## Close Affair

It was never a one-sided affair since Campbell pulled up several times alongside Holland only to lose out in the final stretch drives.

After his defeat by the big car star Campbell proceeded to whip a crack field in the conventional 25-lap feature. He was trailed across the tape by Dick Eagan, Al Morgan and Bob Read.

Campbell furnished the crowd of nearly 4,000 with some thrills when he annexed his qualifying heat, coming from last place in a 19-car field. He didn't go to the front until the last two laps of the 12-lap heat. He lost his semifinal heat by a yard when unable to overcome an early half lap lead that Rex Kempf of North Bergen had assumed.

First Qualifying Heat (12 laps): 1—

Harry Sauchelli, Madison; 2—Charlie Dyer, North Bergen; 3—Don Swezy, Newark. No time, race restarted because of accident.

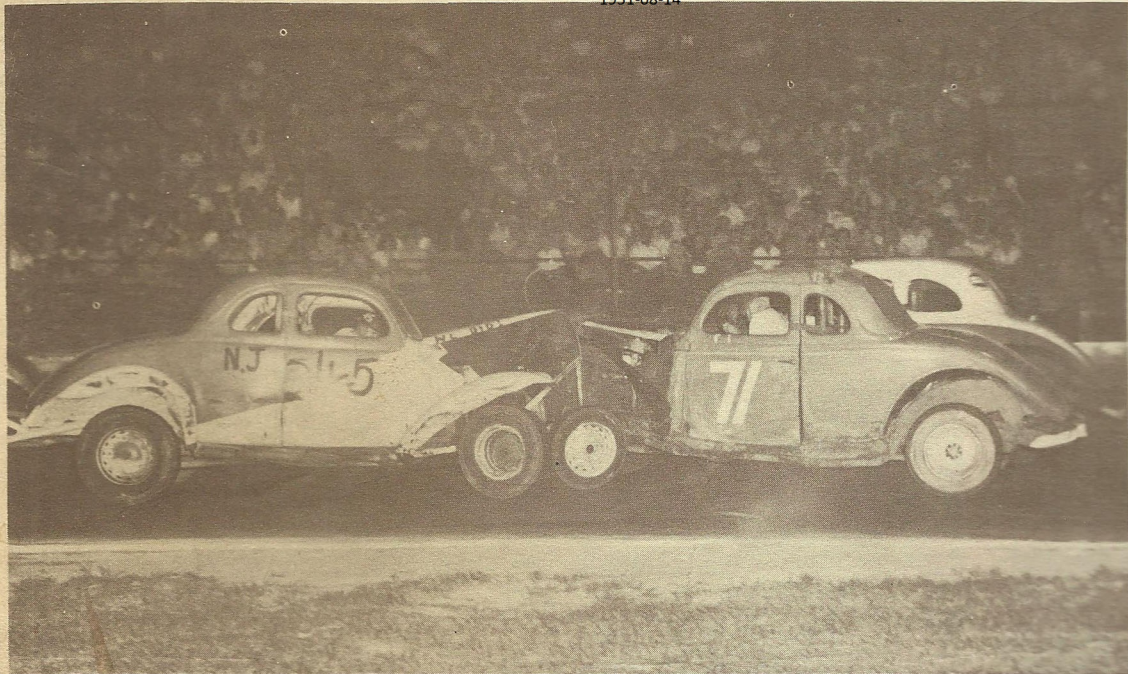
Second Qualifying Heat (12 laps): 1—Frank Schneider, Lambertville; 2—Roger Cross, Newark; 3—Tony Correnti, Newark Time: 3:34.92.

Third Qualifying Heat (12 laps): 1—Jim Gogie, Bloomfield; 2—Wally Campbell, Trenton; 3—Bob Read, Hope. No time, race restarted because of accident.

Consolation Race (12 laps): 1—Don Rudolph, Bloomfield; 2—Dave Chaddon, Hillside; 3—Roscoe Hough, Paterson. No time, race restarted because of accidents.



1951-08-14



Charlie Pearson, spins out at the Ruppert Stadium, Newark, N. J., and is hit by Phil DeMola as the rest of the field scoot by.-R. Zulla photo.

# Kempf Dents Win Column In Ruppert Stadium Stocks

By GENE PICKER

NEWARK, N. J., August 14th.—The invincible bubble of Wally Campbell's supremacy on the local Ruppert Stadium stock car track was blasted Wednesday night when he was soundly trounced as Rex Kempf of North Bergen surprised the field by taking his first feature.

Kempf turned the 25-lap event into a one-man race commencing with the eight lap when he forged in front ahead of Harry Sauchelli of Madison. From then on it was Kempf steadily building up a commanding margin with Bill Smith of Hillside holding second and the long list of favorites, Trenton's Campbell, Frankie Schneider of Lambertville, Bob Read of Hope, and Newark's Jerry Morese being far back in the field and unable to force a challenge.

The trend of Campbell's solid setback was indicated in the preliminary heats when Read, who

had been well trounced in the past month by Campbell, lashed back to whip the ace in both the qualifying and semi-final heats. Schneider performed impressively Wednesday night with a triumph in his qualifying heat and a second in his semi.

A special miss-and-out event was held in place of the consolation with the last car at the close of every lap being flagged out. The event was also marked by a multitude of accidents and when it was all over Jimmy Hart of Newark had captured the checkered flag.



# Kempf Collects Top Dollar at Ruppert

1951-08-15

Newark, N.J., Aug. 9—Rex Kempf put the brakes on Wally Campbell, the Trenton speed demon, by winning the 25-lap feature stock car race at Ruppert Stadium last night. Kempf came home first in front of Frankie Schneider. Bill Smith and Bob Read breaking up Campbell's record of having won three of the last four Stadium features.

It was Kempf's first feature conquest in two years of competition at the speedway. He did it against one of the season's best fields, with the show's fans including several hundred Irvington PAL members as guests of the management.

Kempf soundly spanked the field from the moment he took the van from Harry Sauchelli, the Madison cab operator, at the eighth lap. He not only stayed in front all the way but increased his lead steadily to the finish.

## Then It Was Too Late

Campbell, Schneider, Jerry Morese and Read were in a four-cornered battle for the fifth berth around the mid-way mark with Morese holding an edge. While the quartet was having a private feud, Kempf maintained a good half-lap margin. When Schneider was finally able to break through it was too late for him to earn better than the second spot.

The miss-and-out special event was captured by Jim Hart of Newark over Bob Recker Jr. of Plainfield. There were three accidents in the contest, being staged for the first time at Ruppert, cutting the field down considerably before the race finished. Crashes were frequent throughout the night's program.

# Frankie Schneider Hits Paydirt In Ruppert Stadium Stock Meet

By GENE PICKER 1951-08-21

NEWARK, N. J., August 21st.—Frankie Schneider, youthful Lambertville driver, gained his first victory at the Ruppert Stadium track Saturday night when he put on a terrific rally in the final two laps to gain the checkered flag before 4,748 spectators.

Bill Brown of Hillside, apparently had his first triumph in sight when he took the lead at the 8th lap and slowly expanded it over Frank Coman of Paterson till he had a quarter lap advantage by the 15th lap when an 8-car pileup necessitated a restart.

Brown then shot off to a commanding lead, followed by Coman, Schneider and Wally Campbell, Trenton's favored pilot. Schneider pulled past Coman on the 19th lap and set after Brown with Campbell moving into third spot. Schneider pulled even at the close of the 23rd lap and shot in front on the 24th to win. Brown held on to withstand a late rush by Campbell and take second.

Schneider, who has been racing at the local track for barely more than a month, and coming close to final success, started out auspiciously with a victory in the second qualifying event and then finished fourth in his semi-final.

Campbell, who has been running into trouble recently, ran into a swerved car in his qualifying

race and failed to finish. But the Trenton hot shot promptly won his first consolation race and gained the feature with a second in the second consolatin.

Charley Dyer of Nor Bergen, who was badly shaken up when his car was destroyed last week in winning, returned to win his qualifying race but cracked up in the semi-final heat.

1st heat—(12 laps)—Jerry Morese, Bill Hammersley, Al Morgan. Time: None (race restarted because of accident).

2nd heat—(12 laps)—Frankie Schneider, Jim Hart, Nick Nicoletti.—Time: 3:25.67.

3rd heat—(12 laps)—Charlie Dyer, John Trampler, Frank Coman. Time: None (race restarted because of accident).

1st semi—(15 laps)—Bill Brown, V. Land, Jim Hart. Time: 4:07.71.

2nd semi—(15 laps)—Frank Coman, Harry Sauchelli, Bob Rocker. Time: None (race restarted because of accident).

1st consy—(10 laps)—Wally Campbell, Vernon Land, Lennie Gould.—Time: 2:45.92.

2nd consy—(12 laps)—Nick Nicoletti, Wally Campbell, Bill Berry.—Time: 3:22.68.

Feature—(25 laps)—Frankie Schneider, Bill Brown, Wally Campbell. No time.



# Ruppert Oval Re-opens Soon

1951-08-23

NEWARK -- Work continues at a rapid pace and the remodeled 1.5 of a mile asphalt track is expected to be in use when Promoter Ed Otto stages a doubleheader program of stock car racing at Ruppert Stadium, Newark, Saturday night.

The centerfield turns on the third and fourth bends of the saucer are being widened to permit more room for passing by the speed pilots. The third turn will be seven feet wider and the width will grow until it reaches eight feet at the next circle. When the track was built last year it was 75 feet wide all the way around.