

Campbell Triumphs

NEWARK, N. J., Sept. 15 (AP).—**Wally Campbell**, Trenton, captured the 25-lap feature stock car race at Ruppert Stadium tonight. Roscoe Hough, Paterson, was second and Jack Mulrain, Elizabeth, third.

1951-09-16

Campbell Victorious

NEWARK, N. J. --AP-- Wally Campbell of Trenton won the 25-lap feature stock car race at Ruppert Stadium Saturday night. Roscoe Hough of Paterson was second.

1951-09-17

Campbell Shades Hough In Newark Stock Fracas

NEWARK, N. J., Sept. 18th.—Wally Campbell, the nation's leading modified driver, dispelled any gloom his supporters may have because of his failure at Ruppert Stadium the past month by whipping an all-star field in capturing the 25-lap feature race.

Campbell, again riding his famed No. 1, made his bid early, and when a pile-up necessitated a re-start on the fourth lap, Campbell was in sixth. Roscoe Hough, aged Paterson star who also had been having trouble here recently, forged in front on the sixth lap ahead of Jack Mulrain, up and coming Elizabeth chauffer, with Campbell moving third.

Old Pappy tried desperately to hold off Campbell, weaving back and forth, but Trenton Wally shot in front on the 16th lap when Hough was temporarily halted by Tom Elliot of Bloomfield. From then on it was all Campbell, Hough easily taking second. Mulrain held on to mab third.

The two heralded southern drivers, Fonty Flock and Frank Mun-

day of Atlantic, Ga., were never in contention, trailing far back in the pack.

Campbell also was the hero of the team matches, leading Morristown to victory over Newark in two straight heats by taking the checker flag both times.

1st heat — (12 laps) — Bill Berry, Tom Elliot, Ed Judge. No time—(e-started because of accident).

2nd heat — (12 laps) — B. Smith, George Kempfe, Roscoe Hough. No time—(restarted due to accident).

3rd heat &— (12 laps) — John Hagen, Rudy Grenz, Nick Nicolletti. No time—(restarted due to accident).

1st semi — (15 laps) — Jack Mulrain, Roscoe Hough, John Stephens. Time: 4:57.63.

2nd semi — (15 laps) — Jimmy Delaney, John Hagen, Red Hammer-sley. No time—(restarted due to accident)

Consy — (10 laps) — Tom Ellioe, John Luzi, Bill Smith. Time: 3:17.84.

Feature — (25 laps) — Wally Campbell, Roscoe Hough, Jack Mulrain. No time.

Al Tauber Declared Winner In Halted Newark Stock Go

NEWARK, N. J., Sept. 15th.—Jack Mulrain, little-known driver from Elizabeth, earned the title of "hard-luck" when a blown hose connection to his radiator cost him the most startling upset of the season in local stock car racing at Ruppert Stadium.

Mulrain had built up a comfortable lead since taking the front spot on the third lap till he suffered his miscue on the 23rd lap with just two to go. The accident caused a five-car melee that forced the race to a halt and it was called at that point, NASCAR rules stating that when a race is halted because of an accident after a three-quarter point it is declared finished. Mulrain was then placed last in the field and Al Tauber of Parsippany, who was second at the time, took the checkered flag.

Mulrain, starting in third place, shot in front on the third lap, closely followed by Dave Chad-don of Hillside. Chaddon skidded into a wall on the 15th lap and Mulrain had a safe lead as the

avored chauffeurs were unable to break through the closely-knit pack. Tauber held second from the 16th lap with Jim Hart of Newark in third.

Although Tauber and Hart ran down Mulrain's large advantage it still seemed that Mulrain was set for the season's upset till his hose went, flooding his cab with steam and forcing him into the wall. In avoid him, five other cars collided and cluttered the track.

1st heat — (10 laps) — Dave Chad-don, Nick Nicolette, John Stephans.— No time.

2nd heat — (10 laps) — Al Tauber, Roger Cross, Frank Coman. No time.

3rd heat — (10 laps) — Jimmy Hart, Chuck Sabin, Bill Brown.— Time: 2:48.06.

Consy — (10 laps) — Johnny Luzzi, Lenny Gould, Bill Smith. No time.

Feature — (25 laps) — Al Tauber, Jim Hart, Wally Campbell. No time.

Another Win For Campbell At Newark

1951-09-19

by GENE PICKER

Newark, N. J. Sept. 16—Wally Campbell, the nations leading modified driver, dispelled any gloom his supporters may have because of his failure at Ruppert Stadium the past month by whipping an all-star field in capturing the 25-lap feature race.

Campbell, again riding his famed Wally Marks number 1, made his bid early and when a pileup necessitated a restart on the fourth lap. Campbell was in sixth. Roscoe Hough, Paterson driver who also had been having trouble here recently, forged in front on the sixth lap ahead of Jack Mulrain, up and coming Elizabeth chauffeur, with Campbell moving into third.

Old Pappy tried desperately to hold off Campbell, weaving back and forth, but Wally shot in front on the 16th lap when Hough was temporarily blocked by Tom Elliot of Bloomfield. From then on it was all Campbell, Hough easily taking second. Mulrain held on to nab third.

The two heralded southern drivers, Fonty Flock and Frank Mundy of Atlanta, Ga., were never in contention, trailing far back in the pack.

Campbell also was the hero of the team matches, leading Morristown to victory over Newark in two straight heats by taking the checker flag both times.

First Qualified heat, 12 laps—Bill Berry, Tom Elliot, Ed Judge. No time, race restarted because of accident.

Second qualified heat, 12 laps — Bill Smith, George Kempfe, Roscoe Hough. No time, race restarted because of accident.

Third qualifying heat, 12 laps—John Hagen, Rudy Grenz, Nick Nicolletti. No time, race restarted because of accident.

First semi-final, 15 laps—Jack Mulrain, Roscoe Hough, John Stephans. Time 4:-57.63.

Second semi-final event, 15 laps—Jimmy Delaney, John Hagen, Red Hammer-sley. No time, race restarted because of accident.

Consolation, 10 laps—Tom Elliot, John Luzi. Bill Smith. Time 3:17.84.

Feature race, 25 laps—Wally Campbell, Roscoe Hough, Jack Mulrain. No time.

Campbell Winner

NEWARK —AP— Wally Campbell of Trenton won the New Jersey Nascar stock car championship Saturday at Ruppert Stadium in a 100-lap, 20-mile race Saturday night.

1951-10-01

MILLER BEATS KLAR TO WIN NEWARK 25-LAP MIDGET DUEL.

1951-10-09



TONY MARTINO

NEWARK, N. J., Oct. 9th.—Midget car racing made its first appearance in a full-time program in Newark Saturday night at Ruppert Stadium, with Charlie Miller of Allentown, Pa., easily took the feature 25-lap midget go. There were no accidents, though the little jets flew along practically hub to hub.

The race was fast as for as competitive interest with most pole starters sweeping to victory. In the finale, Miller started in front and gradually built up a commanding lead while the rest of the field was delayed by the one or two slower cars in the pack. By the halfway mark, Miller had a quarter-lap lead over second-running Russ Klar of Lynbrook, L. I., who in turn had a comfortable lead.

The sole battle was for third with five cars battling for the slot. Dick Dowd of Plainfield assumed third on the sixth lap and held on till veteran Fred "Jiggs" Peters cut through on the inside on the 19th lap and finished in third front of Dowd.

Miller, again commencing from the front lane, grabbed his qualifying race but was back in the field in fifth in his semi-final race. There were no double winners among the closely-matched competitors with Len Duncan of Philadelphia and Vic Sloan of Allentown grabbing qualifying triumphs. Tony Martino of Jamaica and Dowd took firsts in semi-final races.

In a non-Ford race, that provided several spills, Jesse James of

Newark wobbled home in a battered Plymouth. Midget racing will hold its second show at the Stadium next Saturday night.

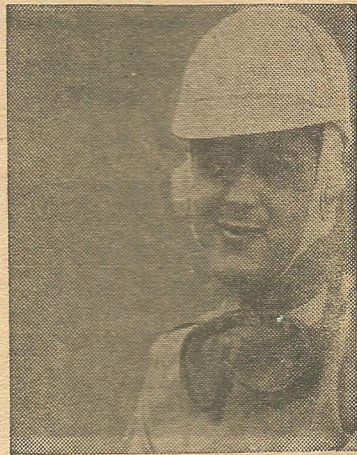
1st heat — (10 laps) — Charlie Miller, Ed Rogers, Tony Martino.— Time: 2:30.20.

2nd heat — (10 laps) — Victor Sloane, Charley Ross, Fred Peters.— Time: 2:30.94.

3rd heat — (10 laps) — Len Duncan, George Rice, Joe Szabo. Time: 2:29.94.

Semi — (15 laps) — Dick Dowd, George Rice, Len Duncan. Time: 3:01.22.

Feature — (25 laps) — Charley Miller, Russ Klar, Fred Peters. No time.



GEORGE RICE

OCTOBER 17, 1951

It's Herman In Ruppert Midget Win

By GENE PICKER

Newark, N. J., Oct. 14—Al Herman of Emmaus, Pa., turned last night's feature 25-lap A.R.D.C. midget car race into a runaway at Ruppert Stadium as night racing drew to a close for 1951.

Herman, starting from the pole slot, shot in front and had a half-lap advantage by the fifth lap. Andy Van Heusen of Newark, riding second, held up the rest of the field while protecting the inside lane and his second position. It was strictly a battle for the runnerup position as Herman maintained his edge.

Then Nick Forona of Whippany who started 11th in the 14-car field, started a rally on the outside and shot into second on the seventh. He set after Herman but succeeded only in building up a comfortable margin over the rest of the field.

Van Heusen stayed in third till George Rice of Milford, Conn., who was the last man in the field, battled his way into third on the final lap.

Fay Tylour, lady driver from Offaly, Ireland, drove Herman's winning car in a match race with Fred Peters of Plainfield and was soundly beaten in two straight five-lap heats.

First Qualifying heat, 10 laps — 1, Charlie Miller, Allentown, Pa.; 2, Andy Van Heusen, Newark; 3, George Rice, Milford, Conn. Time 2:28.67.

Second Qualifying heat, 10 laps—1, Bill Randall, Boston; 2, Dick Dowd, Plainfield; 3, Tony Martino, New York. Time 2:30.47.

Third Qualifying heat, 10 laps—1, Walt Fair, Norristown, Pa.; 2, Freddy Meeker, Allentown, Pa.; 3, Al Herman, New Britain, Conn. Time 2:27.47.

First Semi-Final, 12 laps—1, George Flemke, New Britain, Conn.; 2, Tony Martino, New York; 3, Charlie Miller, Allentown, Pa. Time 2:55.94.

Second Semi-Final, 12 laps—1, Vic Sloan New York; 2, Dick Dowd, Plainfield; 3, Fred Peters, Plainfield. Time 2:57.48.

First Consolation Event, 10 laps — 1, John Kay, New Britain, Conn.; 2, Ed Schaefer, Floral Park, L. I.; 3, Bert Brooks, Newark. Time 2:26.29.

Second Consolation event, 12 laps—1, Steve McGrath, Stamford, Conn.; 2, George Rice, Milford, Conn.; 3, Billy Riggott, Bridgeport, Conn. Time 2:55.92.

Feature race, 25 laps—1, Al Herman, Emmaus, Pa.; 2, Nick Fornora, Whippany; 3, George Rice, Milford, Conn. Time 6:06.72.

RUPPERT OPENER TO STEFFANS

4/8/1952

NEWARK, N. J., April 8th.—Hank Steffans of Bloomfield sped to a victory in the 25-lap feature Sunday as stock car racing opened before a crowd of 4,000 fans who braved the low temperatures at Ruppert Stadium.

Judy Lynn fo Newark, one of the stars of the Broadway hit "Top Banana," started the 25-lap race named after the show.

Steffans had to make a whirlwind finish to capture the feature. Ed Riker of Rockaway moved to the front on the first lap and set the pace until the 22d

lap. After taking over the second position on the 11th turn Steffans burst past Riker and held the top spot to win over the five-mile distance in 5:57.63.

Cabral Comes Fast

Billy Darregh of Stamford, Conn., stayed close all the way to finish second. Johnny Cabral

of Paterson made up tremendous ground on the last four laps to cop the third spot after starting the race in the 14th position. Fourth place went to Riker, who altered with victory in sight.

In a special match race, Al Peters of Hope Lawn nipped Don Stumpf of Rahway at the finish line.

A smashup on the seventh lap between the two leading cars enabled Jack Purell of Butler

to sneak through to win the 12-lap consolation. Ed Paskivich of Hackensack and Frank Snook of Flemington were battling for first place when their cars tangled and were forced out of contention.

Other winners were Riker in the second semifinal and Joe O'Brien of North Arlington and Stumpf, each in the qualifying round.

1st heat — (10 laps) — Joe O'Brien, Fred Fehr, Ed Riker. Time:—

2:51.36.

2nd heat — (10 laps) — Al Peters, Frank Snook, Tony Battles. Time: none (restart).

3rd heat — (10 laps) — Donald Stumpf, Tommy Bruce, Ed Paskivich. Time: 2:50.9.

Semi — (12 laps) — Peters, Hank Steffans, Fred Schuster, John Cabral. Time: 3:10.7.

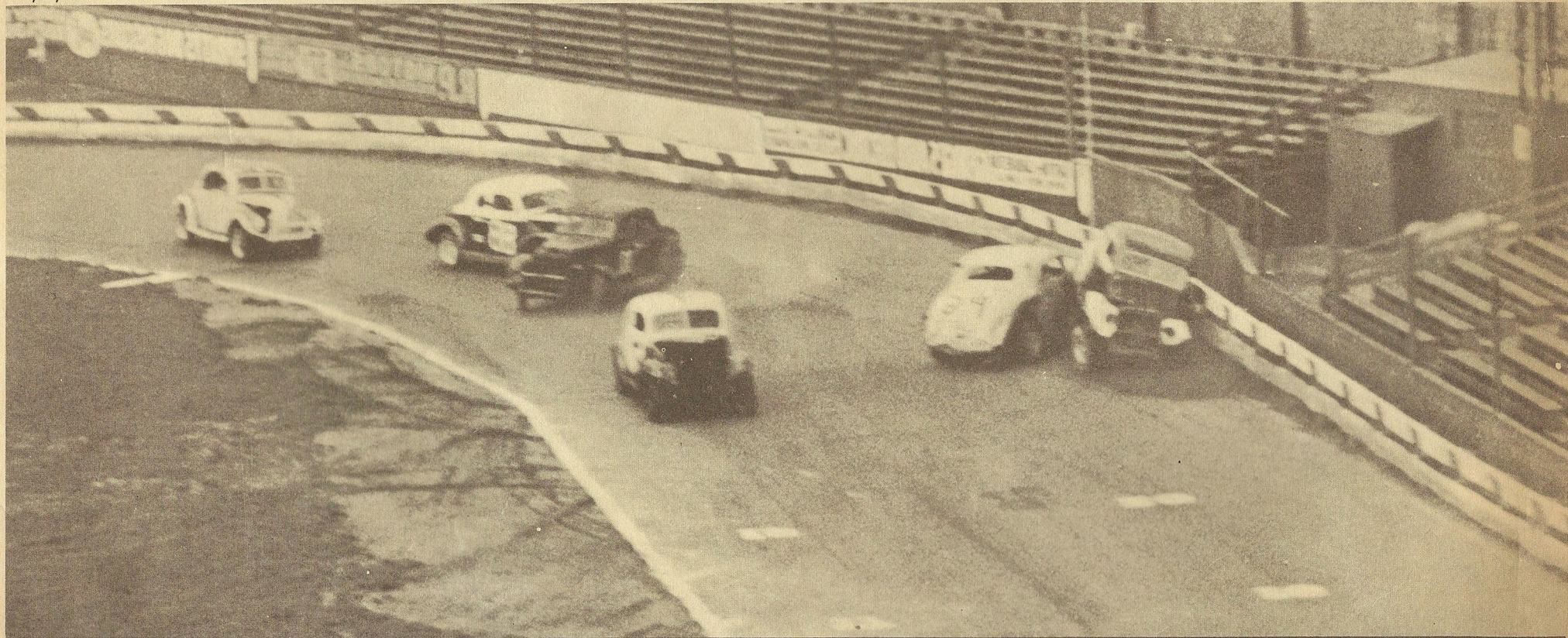
2nd semi — Riker, Stumpf and Battles. Time: 3:17.63.

Consy — (12 laps) — Jack Purell, Otis Smith, Ed Eigeln. Time: 3:07.53.

Main — (25 laps) — Steffans, Darregh, Cabral. Time: 5:57.63.

Special match race — (5 laps) — Peters, Stumpf.

4/15/1952



There is plenty of fender bending when the inaugural card of stock car auto races were staged at the Ruppert Stadium, Newark, N. J., April 6th. One pilots car is crushed against the fence while another competitor seems headed for the infield.-Nielsen photo.

RACE HUNGRY STOCK CAR PILOTS AWAIT 'GO' FLAG AT RUPPERT

4/15/1952

Newark, N. J.—April 15th — With this past Sunday afternoon's card of stock car auto racing cancelled due to the inclement weather at Ruppert Stadium here, stock car pilots of the Atlantic Stock Car Racing Club, will be in razor edge form, all seeking to take off this coming Sunday afternoon's major cash and racing honors.

Hank Stephans of Bloomfield is going to try and make it two victories in a row at the Ruppert Stadium stock car races this Sunday afternoon. The first race of the nine-event card will start at 2:30 P. M.

Stephans turned in a sensational finish to win the opening feature race in a little over five minutes for the five mile distance. However, he was not satisfied with his car performance and for the past few days he has been adding several improvements to his brown and white gas buggy.

Two other champions, Johnny Cabral and Ralph Sheeler of Paterson, are also scheduled to see action again. Cabral, the 1950 Atlantic Racing Drivers Club titlist, placed third in the feature event finish. Sheeler, the 1951 Atlantic winner, did not qualify for the feature due to engine trouble and this week he will be driving the same red and white car with a new engine.

Jerry Morese and Phil DeMola, both of Newark, also can be expected to add some action-packed color to the competition, especially with Morese driving a new car for the first time, which is rated as one of the best in the field.

Other outstanding drivers who will be racing on the fast one-fifth of a mile Ruppert oval are: Fred Schuster of Union; Al Peters of Hope Lawn; Joe O'Brien of North Airlington; Ed Riker of Rockaway; Don Stumpf of Rahway; Tony Battle of Hillsdale and Ed Paskivich of Hackensack.

Frazes Captures Auto Race

NEWARK, April 20 (AP)—Pete Frazes of Rahway took the 25-lap stock car race at Ruppert Stadium today before a crowd of 4,422. His time was 6:58.31. 1952-04-21

MORESE FAVORS NITE STOCK CAR BRAWLS AT RUPPERT STADIUM

NEWARK, N. J. April 29th — Jerry Morese of Newark is glad that night time stock car racing is starting at the Ruppert Stadium last one-fifth of a mile track this Saturday. The first race of the nine-event card begins at 8:30 P. M.

Morese has been looking to Saturday's date since the start of the stock car season at Newark. Although he is one of the top drivers in the Atlantic Racing Drivers Club he has not been able to do too well in daylight competition. It seems that he usually turns in his best performances when he is driving under the lights.

Last year Morese took top honors in one of the biggest races held at Ruppert Stadium... the 250 lap stock for new model cars. He also captured several of the feature events, but so far this year, he has done very poorly. One reason is that in the first two daylight shows he had to drive pick-up cars. However, he has his new checker-square black and white car in the shop now and he expects to have it ready for the arc-light opener.

1952-04-29

Johnny Cabral, of Paterson, 1950 Atlantic winner, also may become a leading threat in the arc-light action. Cabral is driving very well at the Newark track, and has chalked up the most points in the qualifying races. He was able to win two events in the second race meet and was on his way in taking a third when an accident put him out of the competition.

Heading the large Garden State contingent in Saturday's competition will be Ralph Sheeler of Paterson, the 1951 Atlantic winner, Phil DeMola of Newark, Al Peters of Hope Lawn, Joe O'Brien of North Arlington and Don Stumpf of Rahway. Fred Fehr of Easton is the leading Pennsylvania driver, while Duke Southern of White Plains is the outstanding New York State driver.

The feature event on the nine event card on Saturday night will be the 25-lap race. There will also be qualifying, semifinal and non - qualifying races.

Ruppert Stadium Stock Feature Won By Sommer

5/6/1952

NEWARK, N. J., May 6—Joe Sommer of Newark sped to a narrow victory over Ed Riker of Rockaway in the 50-lap feature of the stock car racing program Saturday night at Ruppert Stadium. A crowd of 5,362 witnessed the first night program of the season.

After holding a lead of almost one-half lap from the 30th lap on, Sommer's racer apparently developed motor trouble on the final lap and the Newark driver just nipped the strong finish by Riker. Johnny Cabral of Paterson took third position.

Ed Gelnaw of Oradell captured first place in his qualifying and semifinal races. The other semifinal victor was Charlie Hoff of Bloomfield.

1st heat (10 laps) —Joe Sommer, Charley Hoff, Duke Southern. Time: 2:41.87.

2nd heat (10 laps)—Doug Hamilton,

Bill Brown, Ralph Sheeler. No time, race restarted because of accident.

3rd heat (10 laps) — Ed Oradell, Ralph Ligouri, Tony Battles. Time: 2:44.08.

1st Semi-final (12 laps) —Charley Hoff, Jerry Morese, Duke Southern. Time: 3:10.11.

2nd Semi-final (12 laps) —Ed Gelnaw, Ralph Sheeler, Tony Battles. Time: 3:18.53.

Consol A Event (12 laps)—Ralph Napolitano, Russ Meyer, Doggie Hewitt. Time: 3:34.67.

Consol B Event (12 laps) — Fred Fehr, Jake Jacobus, Lennie Gould. Time: 3:22.05.

Feature Event (50 laps)—Joe Sommer, Ed Riker, Johnny Cabral, Bill Darro. No time, race restarted accident.

Ruppert Stadium Inaugurates Week Day Stock Card Tonight

6/10/1952

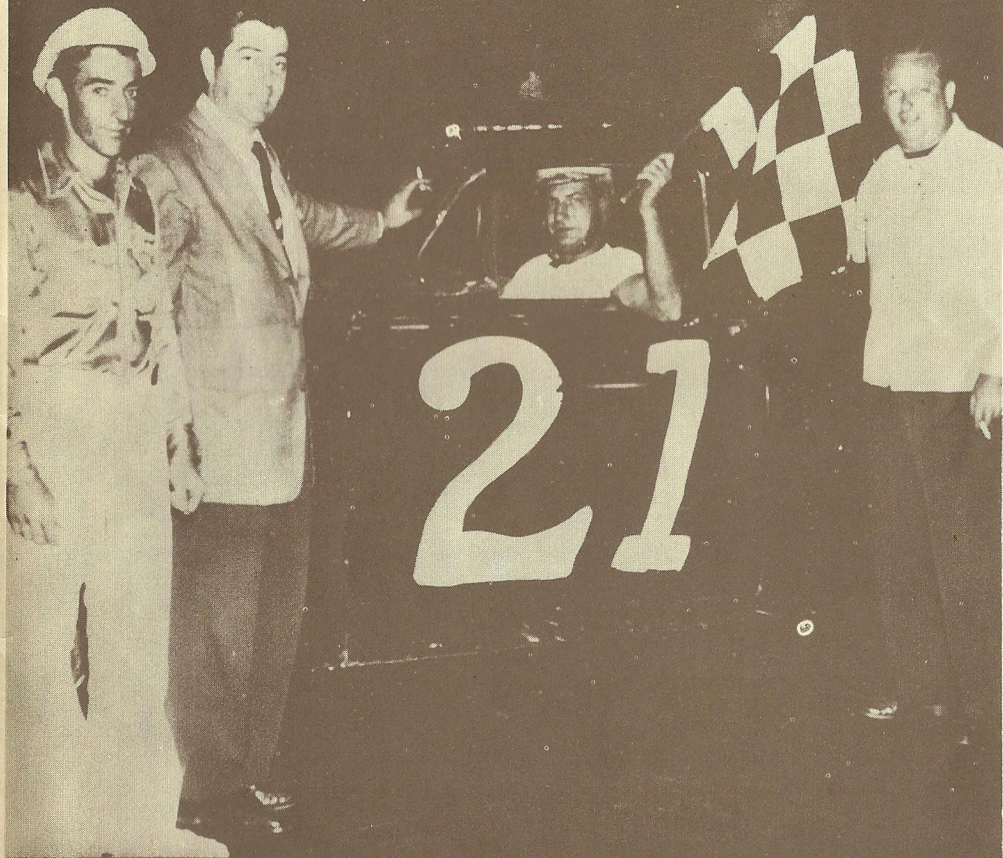
NEWARK, N. J., June 10—Jerry Morese of Newark and a host of Atlantic Racing Club drivers will be on hand tonight to inaugurate the first week-day stock car show at the Ruppert Stadium track, it was announced by racing director Harvey Tattersall, Jr. The first race begins at 8:30 P.M.

"From now until the end of the season, we will run stock car race meets on Tuesday and Saturday nights," Tattersall said. "Many of the fans who were part of the record turnout at last Saturday night's 100-lap championship race requested that we begin our twice weekly schedule. Weather permitting, we will start our week-day race meet tonight." row night".

Morese is becoming the top money man in the Saturday action and hopes to do the same in the Tuesday race meets. Last Saturday night the Newarker captured first place in a 20-lap qualifying heat and then in the 100-lap championship feature.

His driving performance in the long distance feature was the best of the season. He took over the lead in the 22-car field at the 21st lap. He continued to hold on to the No. 1 spot until the 58th lap when Johnny Cabral of Paterson took over for a short while. But Morese came back at the 78th lap and held the lead from that point on.

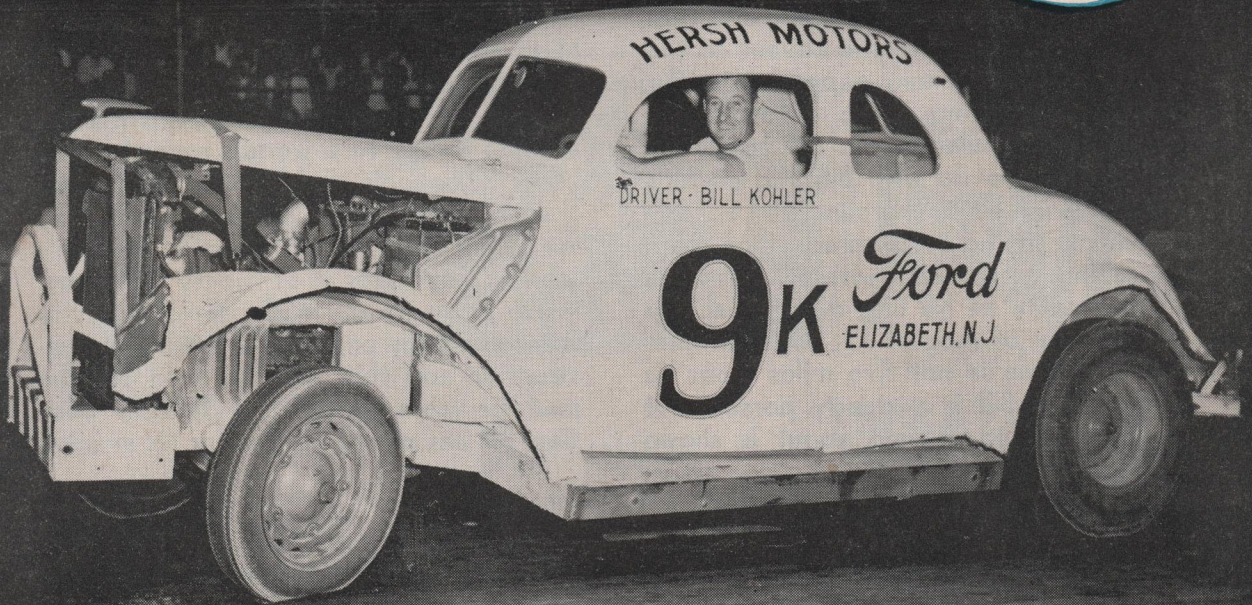
All of the other ARC stars are also slated for action include: Ralph Sheeler of Paterson; Phil DeMola of Newark; Pete Frazee of Rahway, and Tony Battle of Hillsdale.



Left to right are: Starter, Tex Enright, Tom Galan, publicity director, Ralph Sheeler and Bob Laurie, "Atlantic" prexy. Ralph holds victory flag following his win in the 200 lap stock car classic held at the Ruppert Stadium, Newark, N.J.-Ace Lane photo.

*Nascar modified & gentleman
last Aug 11-51 Races*

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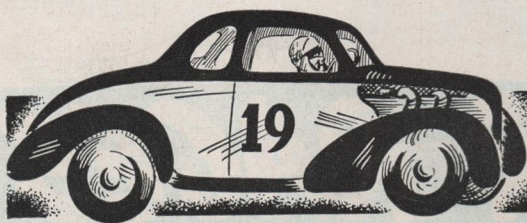
Of Paterson, N. J.

By NAT KLEINFELD

Auto racing is one of those sports where it's not uncommon to find father and son combinations competing with one another and of a number of such pairs the Kohlers are as well known as any. . . For a long period of time, Bill, senior of the two, carried the family name into racing entry lists but with the advent of the stock cars, son Ronnie popped into the picture, now doing a job of displacing his dad in popular fancy. . . However, this tale has to do with Bill and so let's get reviewing his background and accomplishments in the hardtop sport of stock car racing. . . To begin with, Bill has been a Patersonian all his life, dating back to his birthday of August 17, 1903; at present his home is but five miles from his origin. That Bill is a steady person, not giving much to moving about is shown

in his living in the same home where he was married, almost 25 years ago. Dates run in bunches with him, too, as proven by his being married on his birthday and his 18 year old daughter, Barbara, celebrating her birthday one day shy of August 17. Bill went to Paterson's Central High School, ran on the track team with much success; he held the local Armory record for the one mile run, pushed another runner to a world's record in the Newark Schools Stadium. Bringing up that business about sticking to a thing for a long time, Bill held down a foreman's job in a silk mill for all of twenty five years, broke loose to act in the same capacity for a company engaged in industrial construction and that job he's held for the past six years. It being a daytime position, Bill has plenty of time for his evening

(Continued on Page Ten)



Officials

ED. OTTOPromoter
NAT KLEINFELDAnnouncer
CHRIS ECONAMAKIAnnouncer
SAM LA BARBERAStarter
HAROLD GRUBINM. D.

RAY MATTADEHandicapper
BOB SALLNascar Representative
MIKE GRASSOTrack Supt.
CARMINE BILOTTIPublicity

In case of duplication of Lucky Numbers, the management reserves the right to hold a drawing between those holding duplicate numbers.

RACING SCHEDULE CHART

EVENTS 1-2-3

EVENTS 4-5

Qualifiers for
Main Event

MAIN EVENT

Qualifiers for
Events 4-5

20 Starters 10
20 Starters 10
20 Starters 10

15
15
15

8
8
8



EVENT 6

Losers of Events 1-2-3

10
10
10

EVENT 7

Losers of Events 4-5

7
4
7

4
4
4

Event No. 1



FIRST QUALIFYING HEAT — 12 LAPS

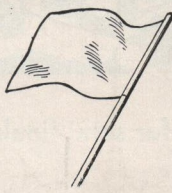
High point men start in rear - First 8 finishers qualify for semi-finals

Finish	Car	Driver	Finish	Car	Driver
1st	125-Jaymes	71-DeMola	5th	157-Stephen	170-Moresse
2nd	115-Johnson	119-Becker	6th	81-Corranone	36-Read
3rd	234-McCabe	142-Cainzack	7th	67-Gugue	41-Walmsley
4th	162-Bingle	711-Berry	8th	133-Judge	21-Corvento
	97-James	170-Swaze		104-Smith	TIME no time accident 21

Starter's FLAG SIGNALS



CHECKER



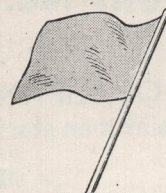
WHITE



BLUE



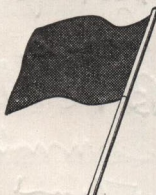
RED



YELLOW



GREEN



BLACK

GREEN FLAG—Start; course is clear.

YELLOW FLAG—Caution slow; hold position. Get car under control.

RED FLAG—Stop; race is halted.

BLACK FLAG—Stop next lap for consultation to driver designated.

BLUE FLAG—Diagonal stripe. Move over—competitor trying to pass you.

WHITE FLAG—You are entering last lap.

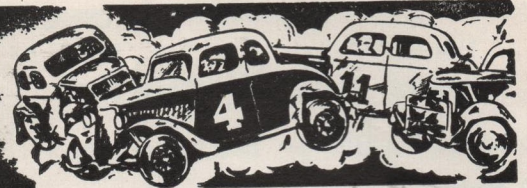
CHECKER FLAG—You are finished.

CROSSED FLAGS—Signify "Half way" Mark.



One 4 1475

stopped on 7 Lap
Event No. 2



SECOND QUALIFYING HEAT — 12 LAPS
High point men start in rear - First 8 finishers qualify for semi-finals

1
49
93
92
68
80
917
24
54
95

Finish	Car	Driver	Finish	Car	Driver
1st	66-Poliz	00-Bellonte	5th	8-Elliott	13-Klemple
2nd	421-Murphy	475 Chadwick	6th	54 Cross	93-R Kohler
3rd	97-Dunn	49-Bould	7th	68-McClure	80-Dyer
4th	199-Johnson	95-Munari	8th	92-Hart	217-Sanuello
	50-Evans	4-Schuster		24 Campbell	1-Campbell
					TIME no time



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out 158-410, 211, 196

rested stopped
by accident
2 Laps
Event No. 3



THIRD QUALIFYING HEAT — 12 LAPS
High point men start in rear - First 8 finishers qualify for semi-finals

119
3
68
78
83
154
22
211
8
190

Finish	Car	Driver	Finish	Car	Driver
1st	5-Petland	14-Swartz	5th	8-Elliott	119-Kemp
2nd	196 Loesch	190 Rosenberg	6th	3-Hammish	410-Lves
3rd	027-Broulin	158-Labito	7th	78-Hogan	211-B Kohler
4th	212 Byrnes	22-Mills	8th	99-Rydall	08-Sommer
	27-Spanio	141-Snoorki		83-Brown	TIME no time
					154-Rudolph

ROSTER OF DRIVERS

No.	NAME	Hometown	No.	NAME	Hometown
0	Beardsley, Bud	Somerville	63	Bruce, Tom	Paterson
07	Schaefer, John	Newark	✓ 64	Coman, Frank	Totowa
09	Mueller, Walt	Newark	✓ 66	Roble, Stan	Newark
✓ 3	Hamersly, Bill	Staten Island	✓ 67	Gugie, Jim	Belleville
✓ 4	Gould, Lennie	Bloomfield	✓ 68	Nicolette, Nick	Belleville
6	Robertson, Dou	No. Arlington	69	D'Andrea, Joe	Clifton
7	Mosher, Ed	Hoboken	✓ 71	DiMola, Phil	Newark
✓ 8	Elliott, Tom	Bloomfield	72	Mundy, Chas.	Lawrence Harbor
9	Lindman, Geo.	Ramsey	73	Norton, Mickey	Ft. Jay, N.Y.
✓ 9K	Kohler, Bill	Paterson	74	Pultz, Wes	Springfield
10	Casazza, John	Lawrence Harbor	76	Ormond, Pierce	Millburn
10	Gosford, Jim	Lawrence Harbor	✓ 76	Riedel, Bob	Hillside
11	Bayer, Dick	Lyndhurst	77	O'Brien, Joe	No. Arlington
12	Bottone, Dick	Staten Island	✓ 78	Hagen, John	Newark
12	Valeo, Joe	Kearny	79	Chaddon, Dave	Hillside
✓ 13	Trampler, John	Newark	✓ 80	Dyer, Chas.	No. Bergen
14	Lynn, Buddy	No. Plainfield	81	Hough, Pappy	Paterson
15	Abagnale, Emil	Kearny	✓ 86	Campbell, Wally	Trenton
16	Manalio, Walt	Caldwell	90	Cozze, Dick	Newark
17	Kohler, Bill	Paterson	91	Delaney, Jim	Hope
✓ 19	Judge, Ed	Union City	92	Dietrich, Emil	Newark
✓ 20	Ervin, Wimpy	Bloomfield	93	Thorne, Larry	Keansburg
20	Durgie, Bee	Newark	94	Verrico, Tony	Nutley
✓ 21	Correnti, Tony	Newark	✓ 95	Minard, Tom	Nutley
✓ 22	Kempe, Geo.	Kearny	96	Buffardi, Al	Newark
✓ 24	Tompkins, Walt	Bayonne	96	Giese, Paul	Newark
✓ 27	Morese, Jerry	Newark	97	Ford, Doug	E. Orange
28	Jancigaj, Pete	Union City	97	Brownlee, Bob	E. Orange
30	Grenz, Rudy	Ridgefield	97	Chiusa, Vic	Newark
31	Brunner, Fred	Newark	98	Dahl, Dede	Newark
32	Timmons, Ray	Palisades Park	✓ 99	Stephan, John	Newark
32	Fletcher, Terry	Little Ferry	100	Bentley, Bill	Lawrence Harbor
✓ 35	Mulrain, Jack	Elizabeth	105	Soltys, Stan	Newark
35	Nozze, Dan	Elizabeth	105	Cork, Geo.	Newark
✓ 36	Read, Bob	Hope	108	Quanz, Walter	Jamaica, N.Y.
37	Rooney, Ed	Somerville	113	Gorto, Joe	Newark
✓ 41	Wilmot, Ted	Secaucus	116	Nyman, Carl	Nutley
✓ 42	Carriat, Les	Jersey City	✓ 119	Berry, Bill	Oradell
44	Holzhauser, Frank	Lakewood	132	Luzi, John	Bloomfield
46	Varley, Myke	Linden	141	Rayhon, Ed	Clark Township
48	Ziffel, Geo.	E. Orange	✓ 160	Bellinato, Jack	Paterson
✓ 49	Mills, Earl	Millburn	161	Barnitt, Dick	Secaucus
51	Cialone, Mel	Summit	161	Bortz, Bill	Clark Township
53	Dravis, Chick	Roselle	✓ 162	Bingle, Ed	Cranford
✓ 57	Schuster, Fred	Union	189	Sheldon, Howie	Union
59	Birdsall, Chas.	Pt. Pleasant	✓ 199	Jubanowsky, Bill	Newark
60	Casewind, Marion	Irvington	206	Yonaitis, Bob	No. Arlington
62	Crozier, Jack	Paterson	211	Bayer, Al	Lyndhurst

Double Number indicates that one or more drivers may
operate same machine.

added list of names & can not

125 Sayers
115 Johnson
234 Mc Cabe
97 James
119 - Recker
170 Swaze
104 - Smith
421 - Mizark
97 - Drum
475 - Chadwick
-
54 - Cross
92 - Hart
93 - R. Kohler
217 - Saurcelli
5 - Petland
196 - Lobsch
212 - Hompina
27 - Sparino
14 - Swaze
190 - Rosenberg
158 - Labino
141 - Snook
99 - Rydell
83 - B. Brown
410 - Lues
154 - Rudolph

Event No. 5



SECOND SEMI-FINAL RACE — 15 LAPS
First 8 finishers qualify to Main Event.

out - 2788 - 08, 211

Finish	Car	Driver	Finish	Car	Driver
1st	95 Minard	3 Hammersly	5th	211-B Kohler	
2nd	190 Rosenberg	24 Thompson	6th	08 Sommer	
3rd	32 Mills	83 Brown	7th	154 Rudolph	
4th	8 Elliott	119 Kemp	8th		
	68 McVelt	36 Reed			
	79 Hagen	217-Samuels			

TIME 4:17.76

Journal Square 3-6161

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Event No. 6



"B" CONSOLATION RACE — 10 LAPS
Non qualifyers from heat races.

X driver
short

Finish	Car	Driver	Finish	Car	Driver
1st	13 Klemper	99-Rydel	5th	00-Bellonte	
2nd	27-Santos	475 Chauvich	6th	158-Kempner	X
3rd	97-James	115-Johnson	7th	102-Bingle	X
4th	5-Clement	212-Hopkins	8th	027-Mulhiney	X
	96-Drum	234-MaCabe			
	142-Kochuk	125-Sayles			
	191-Jacobson	410-Lewis			

TIME 2:57.65

Event No. 7



'A' CONSOLATION RACE — 12 LAPS
Non qualifyers from semi-finals.

Finish	Car	Driver	Finish	Car	Driver
1st	83- Brown	51- Stephen	5th	199 Dedonk	
2nd	21 Corrent	119 Richer	6th	96 Durr	
3rd	190 Brenner	13 Klemple	7th	234 Mc Cabe	
4th	104 B Smith	27 Gents	8th	5 Hanson	
	361 Read	475 Schach			
	71 Limon	197 Janer			

TIME 3:20.28



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80
36
3
83

out 1, 7 93 95

Main Event

Red flag on
in 25 Lap



FEATURE RACE — 25 LAPS

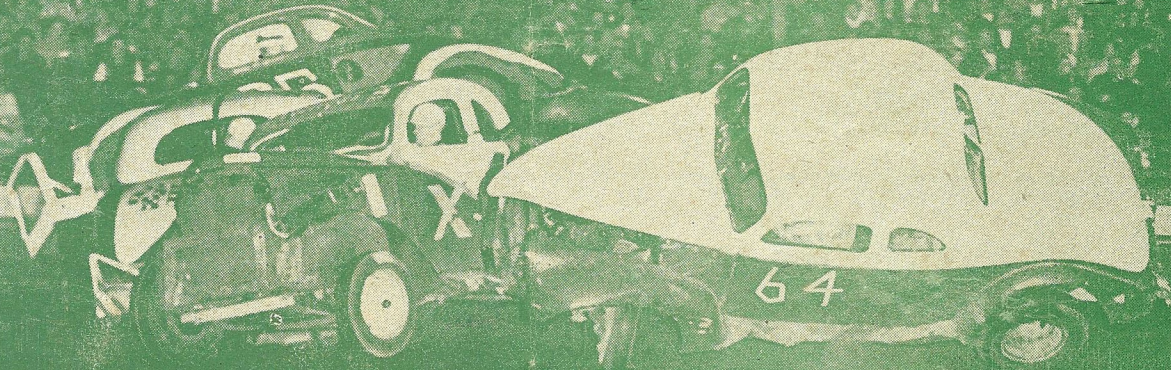
Car	Driver	Car	Driver
95- Minard	92 Hart	217- Saucell	83- Brown
711- Perry	24 Compkins	154 Ruppel	190 Brenner
68 Nicoletti	93 Richler	1 Campbell	
3 Hammishky	70 Moser	21 Corrent	
78 Hahn	119 Kemple	36 Read	
67 Squire	86 Dyck	104 B Smith	

1 2 3 4

Winner's Time No time

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THE RACING DRIVER'S GIFT

TO ALL OF US WHO DRIVE

by Ray W. Sherman

This summer, as in many summers past, racing cars will roar over the bricks and the boards and through the dust of dirt tracks while crowds thrill and cheer. To them it will be a spectacle of sport staged for their amusement. To most of the drivers it will be a competition for cash rewards. But to the car owners of the world it will be more than that.

Had it not been for the racers of days gone by the world would not be so far along the path of progress. Our civilization would be a different thing. Our people would have less enjoyment of life than they have today.

America seems to have leaped from the mud of thirty years ago to the concrete of today and all that goes with it. It did leap—and much of the impetus that made the leap so long came from the roaring motors of the tracks and from sweaty, grimy hands that held to wheels and from thick-shod feet that pressed hot pedals to the boards.

Time was when a tire was a treacherous, uncertain thing. It was a creature of hope or despair, according to whether it had or had not yet played tricks upon its owner. Better tires? Maybe . . . some day. Then the racer went out upon the tracks and burned them up and tore them apart until the fame of the Goodyears and all the rest began to dim. And then came better tires that brought back lustre to the old trade names.

Under hard pounding on the bricks and rough usage on dangerous turns steering knuckles, the soul of driving safety . . . cracked. Each crack brought its penalty to some man. And then engineers went back to laboratories and shops and came forth again . . . with steering knuckles that would not break.

Every part of a car went through a grind without which cars of today would not be what they are. In the great scheme of things this grinding had to be . . . it was a part of progress . . . a contribution to the welfare of the world . . . and back of each test, behind each motor, had to be the hands of a man . . . a racing driver.

This summer twenty million of America's families will roll over the roads in automobiles. Fathers . . . mothers . . . children . . . will sail at fast speeds on tires that make for safety. Cars with human freight will be pushed up frightful grades . . . and gears and axles will not break. Steep descents . . . sudden stops . . . and all in safety.

A rambling tour through sylvan scenes is far removed from the roar and risk of the tracks, but the one would not have been without the other.

The no man's land of science has always lured the few and the many have always reaped the real rewards. Perhaps some day a public place may hold a monument to the racing driver—the man who bought safety for all who drive.

Reprinted from May 1929 issue of MOTOR—The Automobile Business Paper

.. Officials ..

ED OTTO Promoter
BILL HEISERMAN Race Director
NAT KLEINFELD Announcer
SAM LA BARBERA Starter

MARION STEVENS Scorer
RAY MATTADE Handicapper
MIKE GRASSO Track Superintendent
BOB SALL NASCAR Representative

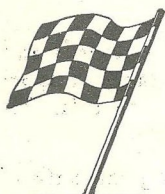
PLAVIER AMBULANCE SERVICE

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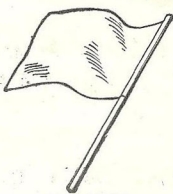
HAROLD GRUBIN, M. D.

NOTE:—If same lucky number appears on more than one publication due to printer's error, the management reserves the right to hold a special drawing among those having duplicate numbers for the purpose of determining the winner. No member of the personnel of the Refreshment Department or the Building may be a participant in the contest.

Starter's FLAG SIGNALS



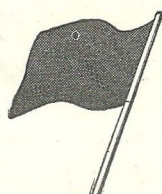
CHECKER



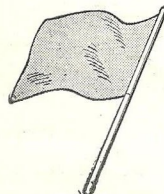
WHITE



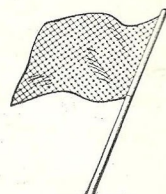
BLUE



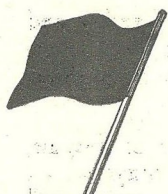
RED



YELLOW



GREEN



BLACK

GREEN FLAG—Start; course is clear.

YELLOW FLAG—Caution slow; hold position. Get car under control.

RED FLAG—Stop; race is halted.

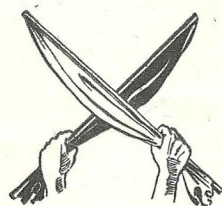
BLACK FLAG—Stop next lap for consultation to driver designated.

BLUE FLAG—Diagonal stripe. Move over—competitor trying to pass you.

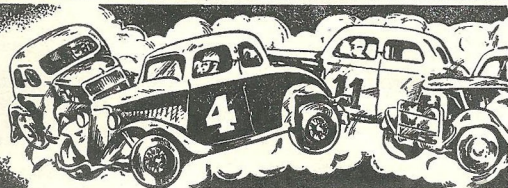
WHITE FLAG—You are entering last lap.

CHECKER FLAG—You are finished.

CROSSED FLAG—Signify "Half way" Mark.



EVENT No. 1



FIRST QUALIFYING HEAT—12 LAPS REVERSE START—TIME 5:25:56/100

Car	Driver	Finish	Car	Driver	Finish
34	Bob Bell	1			
80	C. Dyer	2			
13	Lehman	3			
58		4			

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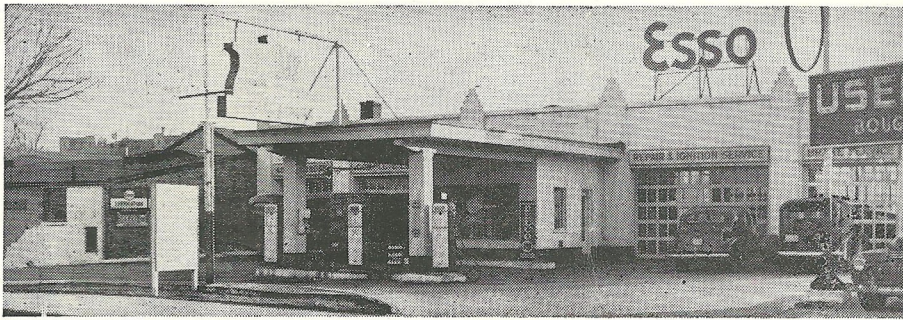
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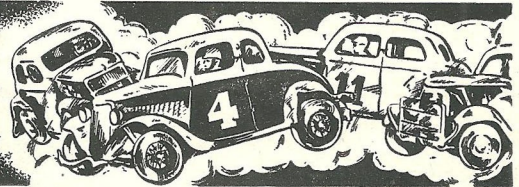
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EVENT No. 2



SECOND QUALIFYING HEAT—12 LAPS REVERSE START—TIME *no time*

Car	Driver	Finish	Car	Driver	Finish
<i>84</i>	<i>Marten</i>	<i>3</i>	<i>18</i>	<i>W. Perry</i>	
<i>86</i>	<i>Char</i>		<i>54</i>	<i>Coleman - Frank</i>	<i>5</i>
<i>34</i>	<i>Agg - Paul</i>		<i>8</i>	<i>Swag - Madsen</i>	
<i>777</i>	<i>Ed Merja</i>	<i>9</i>	<i>14</i>	<i>Spuchille</i>	<i>8</i>
<i>75</i>	<i>Stien</i>		<i>109</i>	<i>Loew</i>	<i>9</i>
<i>30</i>	<i>R. J. Jones</i>		<i>105</i>	<i>Solbert - Stan</i>	
<i>35</i>	<i>Bill Singler</i>		<i>54</i>	<i>Rudolph - Son</i>	
<i>13</i>	<i>Trumble</i>	<i>6</i>	<i>81</i>	<i>Jim S. Camp</i>	<i>7</i>



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List of EVENTS

EVENT NO. 1

Qualifying Heat—12 Laps Reverse Start

EVENT NO. 2

Qualifying Heat—12 Laps Reverse Start

EVENT NO. 3

Qualifying Heat—12 Laps Reverse Start

EVENT NO. 4

Qualifying Heat—12 Laps Reverse Start

EVENT NO. 5

Consolation Race—15 Laps

EVENT NO. 6

Consolation Race—15 Laps

EVENT NO. 7

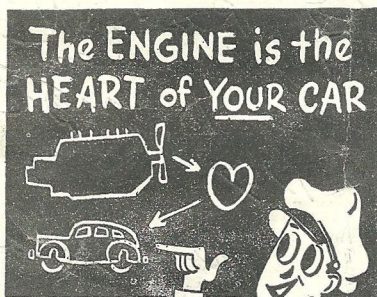
Feature Race—20 Laps

EVENT NO. 8

Feature Race—25 Laps

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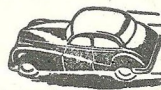
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Mitchell 2-1077

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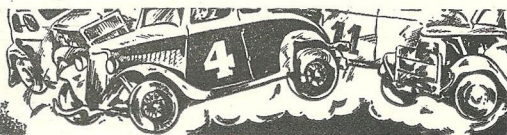
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EVENT No. 3



THIRD QUALIFYING HEAT—12 LAPS REVERSE START—TIME *No. time*

Car	Driver	Finish	Car	Driver	Finish
20	<i>G. Kart</i>		28	<i>Summers</i>	3
6	<i>Stephen John</i>		45	<i>W. Stauber</i>	6
0	<i>Jim Brown</i>	2	62	<i>John Schaffer</i>	
48	<i>Bela Zitzel</i>		36	<i>B. Jovics</i>	
79	<i>Arbata</i>		24	<i>Vin Grasse</i>	
76	<i>Boile</i>		39	<i>Arnold Sueso</i>	
45	<i>Ben Goy</i>	7	9	<i>Stenolaf</i>	
3	<i>Emil</i>				

NASCAR SPORTSMEN CAR SPECIFICATIONS

GENERAL

The following specifications shall cover all types of racing, speed trials or special tests where an element of danger is involved.

1. A quick-release type of safety belt shall be compulsory.
2. Helmets shall be compulsory. Helmets must be of an approved type.
3. All cars are subject to safety inspection at any time before taking part in a sanctioned race meet, speed trial or special test.

SPECIAL MODIFIED (SPORTSMEN'S CLASS)

1. Any make or model American closed car may compete. Models older than 1939 may compete by special permission if passed as mechanically fit. No roadsters or convertibles may race.
2. All cars must have fenders and running boards if so equipped when new. Nothing may be cut or abbreviated excepting for clearance or reinforcement.
3. Headlights, bumpers and mufflers must be removed.
4. A safety glass windshield is compulsory. Other glass may be removed.
5. All doors must be bolted, welded or strapped shut.
6. Any type crash bars will be allowed but they must not be wider than chassis.
7. Seats and upholstery may be removed and approved bucket seat installed.
8. Rear View mirrors are recommended but not compulsory.

9. Inside steel bracing and reinforcing is recommended.

10. Numbers at least twelve inches high should be neatly painted on both sides of car, rear deck, and hood.

11. Piston displacement of 300 cubic inches as listed in manufacturer's catalog shall be considered as follows:

(a) Motors under 300 cubic inches displacement may be interchanged in the same manufacturer's line. To clarify this specification, all Ford products shall be classified as in same line as well as General Motors, Chrysler, Nash, Hudson and Packard.

(b) Motors of 300 cubic inches displacement and over must be run in the body and chassis for which they were designed and cataloged.

12. Cylinder heads must be stock but may be machined down or used with thin gaskets.

13. Any type radiator or cooling system may be used providing top of hood fits.

14. Fan and fan belt may be removed.

15. Any type carburetor allowed. Special superchargers prohibited.

16. Special manifolds prohibited.

17. Only gasoline may be used as fuel.

18. Gas tank may be moved or changed but must be securely fastened in a safe manner.

19. Front or rear suspension may be reinforced.

20. Any type shock absorbers allowed.

21. Any interchangeable wheel or tire allowed.

22. Any four-wheel brakes allowed but must be in good working condition.

23. Exhaust pipes must extend past front cowl.

FOR INFORMATION CALL OR WRITE — BOB SALL, RUPPERT STADIUM, MITCHELL 2-7044

EVENT No. 4

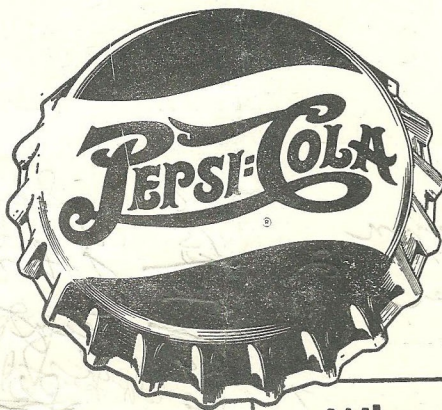


FOURTH QUALIFYING HEAT—12 LAPS REVERSE START—TIME *3:27*

Car	Driver	Finish	Car	Driver	Finish
	<i>Sherman</i>		186	<i>Complen</i>	3
174	<i>Harris</i>		24	<i>Bill Kofler</i>	
77	<i>Homer</i>		69	<i>Homer</i>	
3	<i>Stan Todd</i>		38	<i>Waller</i>	
60	<i>Songer</i>		71	<i>A. Mansor</i>	
			48	<i>Waller</i>	

RAIN CHECK VOID AFTER THIS EVENT. REMAINDER OF ANY RAINED OUT EVENTS WILL BE HELD AT NEXT MEET

Wouldn't a

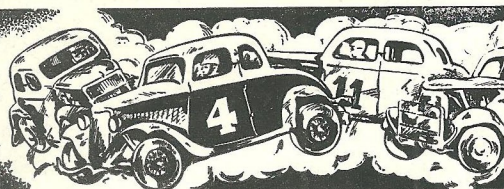


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Why Take Less . . .
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EVENT No. 5



FIRST CONSOLATION RACE — 15 LAPS — TIME 4:10:37

Car	Driver	Finish	Car	Driver	Finish
1	Walt Lunge	2	13	Ar Deferman	
777	Myers		0	Jim Brown	
10	Rodrick		81	Bob Marten	
19	Frank Sandhill		22	Conerly	
40	P. Lunge	4	20	Bill S.	5
64	Colman		1	Walt	1
26			20	Dyer	3
409	Berg				



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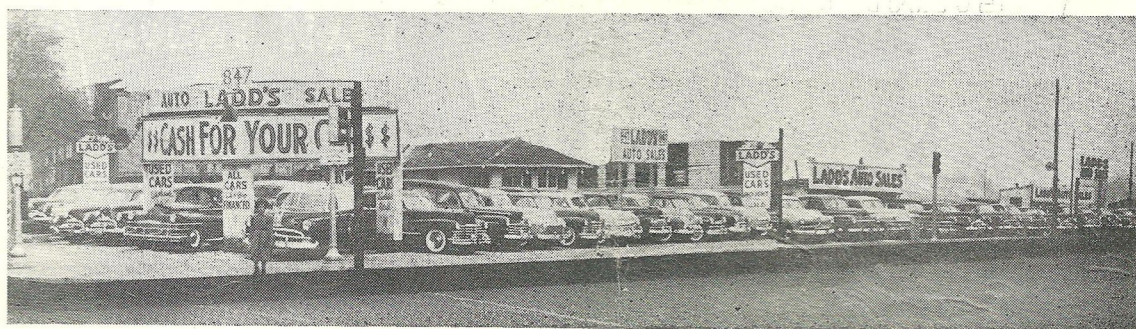
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EVENT No. 6



SECOND CONSOLATION RACE—15 LAPS—TIME 4:13:44

Car	Driver	Finish	Car	Driver	Finish
65	200	8	11	Clayton	3
63	Bruse	6	21	Delany Jim	
99	Stephen		18	Walt	7
59	Byrdwall		19	R. W. R. R.	
08	Sayre new	5	90	Walt	
186	Conklin		31	Morse	3
3	Hammersly	1	1	Staubert	
36	Reed				
29	Busen				

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Newark 5, N. J.

EVENT No. 7



SPORTSMEN'S FEATURE RACE—20 LAPS—TIME 8:51:73

Car	Driver	Finish	Car	Driver	Finish
90	Szavics	2			
101	Wimpy				
2					
	Rodolph				
3	Mills				
6	Matsen				
99					

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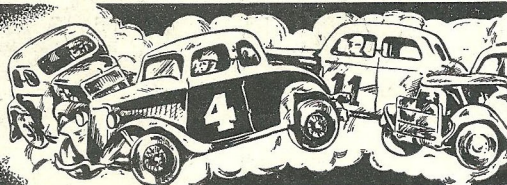
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EVENT No. 8



MODIFIED FEATURE RACE—25 LAPS — TIME 8:54:07

Car	Driver	Finish	Car	Driver	Finish
137			15	Bone	
39	Bird		174	Haris	
46	Ruit			Ron	
66	Detred		28	Sompson	
43	Sherman		28	garber	
85	Waldron		77	Dinda	
76	Frose		71	Rohler	
82	Sugg		69		
80	Kout				
79	72 Single		496	Zitzel	
			80	Schoffer	
			77	Russel	

Sara Christen Louise Smel

EVENT No. 7



SPORTSMEN'S FEATURE RACE 20 LAPS—TIME *3:14:73*

Car	Driver	Finish	Car	Driver	Finish
<i>21</i>	<i>Jim Selong</i>	<i>1</i>			

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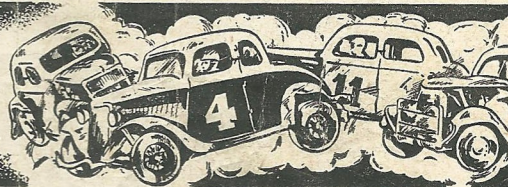
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NEWARK

NEW JERSEY

EVENT No. 8



MODIFIED FEATURE RACE—25 LAPS — TIME *7:4:71*

Car	Driver	Finish	Car	Driver	Finish
<i>50</i>	<i>Marley</i>				
<i>65</i>	<i>Sammy Jay</i>		<i>9</i>	<i>Al Lumber</i>	
<i>0</i>	<i>John Johnson</i>		<i>18</i>	<i>William</i>	
<i>80</i>	<i>Pete Farns</i>		<i>1</i>	<i>Wally</i>	<i>1</i>
<i>63</i>	<i>Kase</i>		<i>80</i>	<i>Sgt</i>	<i>2</i>
<i>08</i>	<i>Summers</i>		<i>37</i>	<i>Marce</i>	<i>3</i>
<i>64</i>	<i>Colomer</i>		<i>21</i>	<i>Dylan</i>	<i>4</i>
<i>1</i>	<i>Walt Sprague</i>		<i>19</i>	<i>Ed</i>	
<i>21</i>	<i>Harmerdy</i>		<i>23</i>	<i>Co</i>	
<i>20</i>	<i>K. S.</i>				

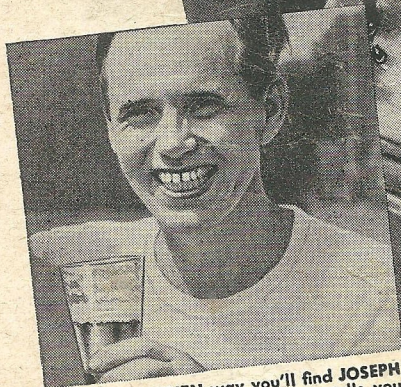
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to tell
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is a Ruppert
fan. This entry
in Ruppert's
"Photo Search"
is by AUGUSTA
SIEVERMAN.



Out WOODHAVEN way you'll find JOSEPH
DUERR, whose Smile of Pleasure tells you
what he thinks of Ruppert. Photo submitted
by ROBERT LEMP.

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IN BOTTLES
AND ON DRAUGHT—
— and for the
(One Best Ale, too!)

say
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Ruppert!



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NORMA LESTER, whose Smile of Pleasure
was snapped by ELLSWORTH CAULDWELL.

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