

Toms River at Pleasant Plains
Toms River Speed Kings
1950



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GETTING SET FOR TOMS RIVER RACE—Members of **Speed Kings**, inc., club at Toms River look over their car prior to a race on a gravel-pit track. Bill Russell, Toms River, club treasurer, is on the left and President Chris Belamarich, Seaside Heights, is on the right. The crash helmet Belamarich wears is part of the required equipment. 2/9/1950 (Press Photos)

Speed Kings Now Have More Than 70 Members On Roll

By SAM A. CHRISTOPHER

TOMS RIVER. — Aided by advice and support of police authorities and filled with a fancy for the mechanism of cars, about a dozen youths from this area started the **Speed Kings**, inc., an organization which has grown to nearly 70 members.

Against terming their racers "hot rods," they started the club to take their cars from the highways and business streets of the section and into a quarter mile track several hundred yards west of Route 9-4 at **Pleasant Plains**.

The idea, according to Dover township Police Chief Donald B. Grover, has brought splendid results.

"We wanted to get the speed idea out of their systems on Sundays in a place by themselves," explained the chief, who with Police Sgt. Richard C. Clement attended several meetings of the youths at the start of the organization.

"We told them if they speed on the highway they are an enemy of ours and they would have to be locked up or pay the penalty," the chief said.

"This gravel-pit racing has worked, too, for it keeps the boys' attention nights during the week," the chief continued. "Nearly every night is taken to get their cars in condition in the shop—so they are off the highways nights, too."

Chief Grover declared that prior to formation of **Speed Kings** three months ago the police had to "chase the boys, slow them down and bawl them out."

"They have cooperated 100 percent since the club was formed," Chief Grover commented.

The club, whose membership is growing, is headed by President Chris Belamarich, 20, Seaside Heights, who says the tinkering with the cars has made members more mechanically inclined.

It has also given them a more serious view about highway speeding, Chris says.

Chris Belamarich relates Chief Grover and Sergeant Clement were

contacted to get their ideas about the club several months ago.

"We figured we would be kept off the highways in cutting up," Chris says.

Races Every Sunday

The police authorities aided the youths in acquiring use of the property owned by Marianno Russo, Hooper avenue.

Races are held Sunday afternoons starting at 2 o'clock and usually attract 2,000 persons. The youths race until dusk strictly for amusement — no admission is charged—with from four to seven cars in the average seven races a day.

The track, now gravel, will be coated with oil soon and club authorities figure the record mark of 28 seconds for the quarter mile track being held by Doug Kell, Point Pleasant, driving a 1930 Model A car, will be shattered. Most races are for eight laps, tho the finals are for 20.

There's plenty of excitement as the windowless and fender-less vehicles, painted brightly for the most part, kick up sand in making the turns.

As the president puts it, "The fans look for us to overturn. They like nothing better than to see one of the cars tumble over and the driver bounce out smiling."

So far there have been many crashes and spills, but no one has been injured.

When the drivers, who average 20 years tho their ages range from 18 to 25, get more experience, the club will face a group from Glendola next spring in a series of races.

The models include those from 1930 until 1938 and the membership, with two persons on one car mainly has a total of 25 cars. One of the members is Ken Woolley, Neptune, son of Monmouth county Freeholder Earl L. Wooley, who is building a stadium in Wall township.

Meetings are held Monday nights at Lucky's luncheonette, Trenerys Corner, just north of here.

Membership and types of car requirements are rigid. Should a member be arrested on a motor vehicle charge, he automatically is out of the club.

Gas Tanks Inside

For safety, the cars have metal braces in the front and rear and in the center of the inside. Windows, save for the windshield, which must be safety glass, are out of the cars and all fenders must be re-

2/9/1950

moved. Gasoline tanks must be removed from their conventional place to the space taken ordinarily by the back seat. This also is for safety, members pointing out that in one race the gas tank was struck and ruined, causing the driver to lose the race and creating a fire hazard.

Drivers, who must wear crash helmets, are strapped in the seat. The cars have no front brakes, but have them in the rear. Reinforced tie rods are required. All the work in converting the cars for gravel-pit racing is done by the members.

The brace in the car's center, welded to the chassis, is for the driver's safety, in the event of the car overturning or being struck in the side.

The cars move in second gear thruout, with a stationary lock for the gear furnished. Speed ranges as high as 45 miles an hour on the dirt track.

Car doors must be locked securely and the rear tires usually are cut to grip the track better. Prior to entering a race, the cars must be approved by two inspectors. The tops must be metal for safety.

Written consent of parents, with the papers notarized, is required

for those under 21 and you can't get into the club unless you are recommended by a member. Those over 21 need a notarized statement.

Someday, all the members may have kelly green and white jackets now owned by the "charter" members. Officers in addition to Belamarich are Lyle Applegate, Toms River, vice president; Don Weaver, Lakewood, secretary, and Bill Russell, Toms River, treasurer.

Safeguards Cited At Ocean Track

(Press Teletype)

TOMS RIVER. — The accident in which a youthful spectator was killed by a thrown wheel Sunday at Glendola couldn't occur at the gravel-pit racing at **Pleasant Plains**, members of **Speed Kings**, inc., asserted yesterday.

A club spokesman said the track near here has an eight-foot embankment that is practically vertical and added it would be difficult for a car or wheel to get up

and over into the line of spectators.

The club proposes to carry out scheduled races Sunday and Dover Township Police Chief Donald B. Grover said yesterday the members are "taking all precautions for safety of the spectators and the drivers."

Chief Grover, one of the persons responsible for formation of the club and an advocate of the new-type amusement, said the organization discussed at length a number of safety measures in South Toms River Monday night.

One precaution, the chief said, is a plan to borrow a quantity of snow fence from the county to be erected around the banks of the track which in recent weeks have been lined by as many as 2,000 fans.

3/16/1950

Hall Ties Auto Speed Record

(Press Teletype)

TOMS RIVER.—Richard Hall, Toms River, tied the local gravel pit auto racing track record yesterday when he sped around the quarter-mile oval in 19 seconds to win the feature, 15-lap event before approximately 3,000 persons.

Hall tied the mark established a week ago by Richard Davis of the Shore Race club. Nine cars entered the windup race and four finished.

Archie Anderson's car overturned in a collision with Hall's vehicle just after the start. The race had to be re-started with both vehicles included in the lineup. Hall was operating the "600" car. Ted Stewart finished second.

A county-owned snow fence has been placed around three-quarters of the track by members of the sponsoring club, Speed Kings, inc. The fence was placed where the spectators are exposed to the banks.

It was announced that no races would be held Easter Sunday. It was also disclosed that officials of the newly-formed Tuckerton club conferred over the weekend with Speed Kings officials and obtained by-laws of the local club to use in forming their unit. Racing in Tuckerton is to start within a few weeks.

4/3/1950

Elsewhere along the Shore, the Shore Race club expects to resume its racing Sunday. A new Lakewood club will start racing on its track on the New Egypt road in Jackson township, just north of Lambert's corner, shortly after Easter.

In the fourth race here yesterday George Smith overturned his car, "Three Deuces." He was uninjured. The car landed upright after overturning. The race was won by Bill Lundgren with 21.8 seconds his best lap.

Car Loses Wheel

In the sixth race, Douglas Kell's auto was leading Charles Dautrich by about 300 feet near the finish line. Kell's car lost a rear wheel, but coasted in just ahead of Dautrich. Two other cars dropped out of the running, including Hall's vehicle which blew a tire when it hit a railroad tie used for a guard on an embankment.

Lundgren also copped the first race with Stewart finishing second.

Other results: Second race, Hall, 19.8 seconds best lap, first; Anderson, second; third race, Kell, 22.5 seconds; James Glover, Princeton, second; fifth race, Jack Guker, first; Tony Downs, second; seventh race, Downs, first; Armand Seaman, second; eighth race, Hall, first; Anderson, second; ninth race, Art Leslie, first; Dautrich, second.

Crowd of 1,800 At Stock Car Races

5/15/1950

(Press Teletype)

TOMS RIVER.—Speed Kings.

inc., lured approximately 1,800 spectators yesterday to their stock car races. The track was closed last week for repairs and alterations.

It was disclosed after the eight-race card that the club is negotiating for evening races one day a week.

Spectators crowding the snow fence that sets a safety line around the racing oval found the center of the track graded to permit good visibility about the track. Other alterations included the moving of the car pit from the center of the track to the east side of the gravel pit adjacent to the number three turn and the widening of the number two turn.

The day's racing was featured by the second race when Richie Hall overturned his car just before completing the first lap. Hall's car was righted. His car finished only one length behind his brother, Bill Hall, whose best lap time was 18.9, beating the track record held by Richie by 10 seconds.

Other winners were first race, Art Smith, 21.8, best time for one lap; third race, Ted Stewart, best time for one lap, 21 seconds; fourth race, Art Leslie 20.3, best time for one lap; fifth race, Jack Guker, 19.9, best time for one lap; sixth race, Richie Hall, 19.1, best time for one lap; seventh race, H. Beyer, 21.2, best time for one lap, and eighth race, 15 laps, Bill Hall, 21 seconds, fastest lap. In the windup race, six cars entered. Others finishing were those of Guker, second, and Stewart, third.

TOMS RIVER—Lapping the entire field Joe Vigue of Trenton copped the 15-lap stock-car feature attraction before 1,500 persons on **Toms River's** quartermile dirt track yesterday. 5/29/1950

Vigue had his own way about the race, leaving the entire field in the dust. After lapping the field, Vigue continued to pull away and managed to lap the last driver a second time.

Vigue—aside from winning the feature—showed well in two other events, both eight-lappers. He took second in both the fifth and third races. He was beaten by **Richie Hall** in both of these events. Hall broke an axle in the feature and couldn't finish.

Other winners were Art Leslie in the first race, Charlie Dautrick in the second race, Carlson in the third event and Charlie Kennett in the 10-day lap consolation affair.

Art Leslie had his troubles in the fifth race. Right in the middle of the race, Leslie broke his steering apparatus. The car swerved across the infield, continued off the opposite side of the track, across the street and didn't stop until it hit the cemetery fence. No damage was done to either the fence or the car.

First Race (8).—won by Leslie; second, Horton; third, Carlson.

Second Race (8).—won by Dautrick; second, Wood; third, Seaman.

Third Race (8).—won by **Richie Hall**; second, Vigue; third, Bill Hall.

Fourth Race (8).—won by Carlson; second, Leslie. (Only finishers).

Fifth Race (8).—won by **Richie Hall**; second, Vigue; third, Bill Hall.

Sixth Race, Consolation (10).—won by Kennett; second, Robertson; third, Wood.

Seventh Race (15).—won by Vigue; second, Horton; third, Wood.

Hall Brothers Cop Spotlight At Toms River

TOMS RIVER — They couldn't hold a candle to the Hall Brothers at the **Toms River** gravel-pits yesterday afternoon.

The brother duo, Richie and Bill, walked off with six firsts, three seconds and a third place in the eight modified stock car races presented here by the Toms River race club, before 2,000 persons.

Richie led the parade with five victories, while brother Bill collected one win, three seconds and a third. One of Richie's wins came in a match race with brother Bill.

Richie copped the feature event, beating out the field in a walk. Of the starting lineup of 10 cars, exactly two finished—the second was so far behind one wouldn't know he was running the same race as the older **Hall** brother.

Richie came out on top of Ted Stewart in this event. Stewart was the only driver—aside from Hall—to stay on the track in the event.

6/5/1950

In the brother match race, Bill spun off the track and it was awarded to Richie. All Richie's wins were in eight-lap events except the feature which was 15 circles. Bill's win was an eight-lapper also.

The only other drivers to crash the win circle were Bill Seaman, who won the second race of eight laps, and Howard Beyer, who came home on top in the fourth race. Neither Hall participated in these two races.

1st race (8).—won by **Richie Hall**; second, Bernie Lochnour; third, Bill Hall.

2nd race (8).—won by Bill Seaman; second, Jim Grover; third, Ted Stewart.

3rd race (8).—won by **Richie Hall**; second, Bill Hall; third, Howard Beyer.

4th (8).—won by Howard Beyer; second, Jim Grover; third, Bill Seaman.

5th race (8).—won by **Richie Hall**; second, Bill Hall.

6th race (8).—won by Bill Hall; second, Bill Seaman; third, Charlie Kennett.

7th race (5).—won by **Richie Hall** (only finisher).

8th race (15).—won by **Richie Hall**; second, Ted Stewart (Only finishers).

Amateurs Accept Aid

6/7/1950

Two of Shore's Three Stock Car Clubs Agree To Welcome Help of Long Branch Group

Two of three amateur stock car racing clubs at the Shore have accepted the helping hand of Sporting Events inc., promoters of professional races at the Long Branch stadium, it was announced Monday night.

The sports promotion office has offered trophies and a chance to gain experience on the Long Branch stadium asphalt track as well to compete on their own race card to be run along with the usual Wednesday night professional races.

Both the Shore Race club and Speed Kings, inc., of Toms River, accepted the offer, while the Lakewood Race club declined because of a "lack of funds by the individual drivers."

At Monday night's club meeting in Lakewood the offer had been approved accept for the fact that the individual drivers felt they could not afford to race their cars twice weekly. The Lakewood club—as well as the other two organizations—race on the dirt track gravel pits in their respective towns.

The Toms River stock car enthusiasts agreed—by vote—wholeheartedly as a unanimous decision was reached for the club to receive a weekly trophy from Sporting Events, inc., to be presented to the winner of the club's feature race; and to send a car to Long Branch tonight for a match race with representatives of the other amateur clubs; and also to send six cars—if possible—weekly to the stadium, starting a week from tonight, to run a card of races along with the other amateur organizations. The club also will be allowed to use the Long Branch oval for practice on Tuesday afternoons.

The Shore Race club was offered the same proposition and according to an announcement from Dick Davis, professional gasoline jockey from Manasquan and president of the club, it, too, has accepted the offer of Sporting Events, inc.

Altho the Lakewood organization failed to find any fault with the Long Branch track's offer, it was brought up at the meeting that all the car-owners might not be able to afford to send their cars to the stadium for Wednesday night races and at the same time continue to run the automobiles on Sunday afternoons on their own track.

The club called a vote and it was decided by the group—by a very narrow margin—that the club would continue its own races and not venture to the fast Long Branch saucer.

The two clubs accepting will initiate competition tonight when a match race between a representative of each club will be held along with the usual card of Atlantic Stock Car Racing association events.

Then on the following week six cars, or more, will represent each association—Shore and Toms River—in a special card of races to be run as an added attraction to the usually professional races. This card will continue thruout the remainder of the season.

Sporting Events, inc., not being allowed to pay the amateurs cash, will set up a system of merchandise prizes for the winners. Tonight the winner will receive a set of racing tires (valued at approximately \$60) while the runnerup will receive a pair of tires. If the winner agrees, the merchandise may be exchanged for cash which would be added to his respective club's treasury.

Roberson Wins

6/12/1950

At Toms River

TOMS RIVER.—Bert Roberson pulled an upset yesterday afternoon in defeating the popular **Richie Hall** in the feature event at the Speed Kings, inc., weekly gravel pit stock car races.

Roberson had a good day, winning two other races—both eight laps. Roberson had little trouble in any of his races—winning all by good margins. He defeated Hall by a quarter of a lap. Bill **Hall**, **Richie's** brother was third.

The Hall brothers still managed to dominate the races tho as Richie took one heat and three runnerup spots, while his brother copped a heat and a match race over Richie. Bill defeated his favored brother, when the latter's car had mechanical trouble in the fourth lap of the scheduled five circle go.

The club only had eight cars on the track and had to limit the card to six races. One of the poorest crowds of the season greeted the drivers, less than 800.

Roberson won the weekly Sporting Events, inc., trophy due to his feature win and is qualified—along with five other **Toms River** drivers—to compete on the macadam track at the Long Branch stadium on Wednesday in a strictly stock car race with the Shore Race club.

1st race (8)—Won by **Richie Hall**; second, Jack Grove; third, Bill Wood.

2nd race (8)—Won by Bert Roberson; second, Bill Wood (only finishers).

3rd race (8)—Won by Bill Hall; second **Richie Hall** (only finishers).

4th race (8)—Won by Bert Roberson (only finisher).

5th race (5)—Won by Bill **Hall** (Opponent, **Richie Hall**, dropped out in fourth lap).

6th race (15)—Won by Bert Roberson; second, **Richie Hall**; third, Bill Hall.

Ocean Racing Goes to Hall

6/26/1950

TOMS RIVER — **Richie Hall**

copped another feature race at the gravel pits, here to outclass a field of seven cars in the races sanctioned by Speed Kings, inc.

Hall was the only finisher in what started to be a 20-lap seven car event. Approximately 300 persons were on hand for the five-race card.

The club announced last night after a meeting of the board of directors that it would start racing Sunday evenings instead of the usual afternoon events.

The crowds have been decreasing with each performance, the club reported, and attributed the situation to the heat of the Sunday afternoons. The races will get under way at 6 p.m. and run to nine, it was announced. This will go into effect Sunday, July 9.

A club of women drivers probably to be named Speed Queens, is also being proposed. This will race along with Speed Kings, the announcement stated.

Beyer Takes Toms River Stock Race

Hall Unable to Extend Winning Skein When Car Trouble Puts Him on Shelf

TOMS RIVER. — Howie Beyer found himself all alone as the checker dropped last night on the 15-lap feature stock car race of the **Toms River** Race club.

Beyer, starting in a field of six, was the only driver that managed to make the entire route without trouble. The favorite **Richie Hall** who had a win streak of close to 10 races dropped out when his transmission went bad. One by one the rest of the field wound up on the sidelines and Beyer had a victory hardly trying.

The race meet was **Toms River's** first in a series of evening races which will continue thruout the summer on Sunday evenings. The

7/3/1950

other two amateur tracks, Shore and Lakewood, are racing on Thursday evenings.

There wasn't a double winner all evening as the other eight races were split up among Doug Madsen, Charlie Kennett, Bill Freeman, Bill Hulse, Bart Leslie, Jack Guker and the two ladies races Joan Hall and Vivian Madgyssy.

First race (8).—won by Doug Madsen; second, Jack Guker; (only finishers). Time, 3:17.

Second race (8).—won by Charles Kennett; (only finisher).

Third race (8).—won by Bill Freeman; second, Howie Beyer; third, Bert Roberson. Time, 3:08.

Fourth race (8).—won by Vivian Madgyssy; second, Marie Leber; (only finishers).

Fifth race (8).—won by Bill Hulse; second, Paul Cardinale; (only finishers). Time, 3:16.

Sixth race (8).—won by Bart Leslie; second, Al May; (only finishers). Time, 3:08.

Seventh race (8).—won by Joan Hall; (only finisher). Time, 3:10.

Eighth race (6).—won by Jack Guker; second, **Richie Hall**; (only finishers). Time, 2:40.

Ninth race (15).—won by Howie Beyer (only finisher). Time, 5:54.

Jalopy Feature Event to Bush

7/11/1950

TOMS RIVER—Bill Bush won his first feature event of the season on the **Toms River** gravel pit track Sunday evening defeating a field of 12 **Toms River** Race club jalopies in the 15-lap main.

Bush pulled his upset win before 1,900 persons, surprising such drivers as Bill Hall, Jim Grover and Bert Roberson—the favorites. Top favorite, **Richie Hall**, is still serving a two-week suspension for “careless driving” in the pits.

Bush beat out Roberson and Jack Guker, who finished second and third respectively. The time for the event was 7:30.

A semi-feature girls' race of eight laps saw Vivian Madgesy cop top honors driving well out in front of her closest opponent (and only other finisher) Deloras Romano.

The consolation event saw Roberson first, closely followed by Herb Jackson. No times were recorded for either the girls' or consolation events due to accidents.

The fastest eight lap event of the day was recorded by Bill Hall—brother of and runnerup to the club's point leader, Richie. Bill traversed eight times in 3:15. Another good time was registered by Jim Grover in the third race, 3:28.

FIRST RACE (8)—Won by Bill Steele; second, Walt Perrine. Time—3:35.

SECOND RACE (8)—Won by Bill Hall; second, Chester Shinn. Time—3:15.

THIRD RACE (8)—Won by Jim Grover; second, Jack Guker. Time—3:28.

FOURTH RACE, girls (8)—Won by Vivian Madgesy; second, Deloras Romano. Time—None.

FIFTH RACE (8)—Won by Ed Beyer; second, Ted Stewart; third, Bert Roberson. Time—3:30.

SIXTH RACE (8)—Won by Elmer Madgesy; second, Charlie Kennett; third, Bob Sherman. Time—None.

SEVENTH RACE, consolation (8)—Won by Bert Roberson; second, Herb Jackson. Time—None.

EIGHTH RACE, feature (15)—Won by Bill Bush; second, Bert Roberson; third, Jack Guker. Time—7:30.

29 cars in pits. Twelve starters in feature. 1,900 persons.

Engineer Earl E. Sousley said he is investigating gravel pits operating without licenses. He said the **Speed Kings**, inc., stock car racing club, proposes to move from its gravel pit in **Pleasant Plains** to another location, believed to be Chestnut street.

7/26/1950



CENTENNIAL STOCK CAR RACE—Dr. F. L. Weber of the Ocean County Centennial commission presents plaque to Bill Seaman, one of the owners and the driver of the stock car winning the race Monday in Toms River in honor of the county's one hundredth birthday this year. J. R. Hecht (left) and Robert Hayden (right) are other owners of the car. (Press Photo)

9/6/1950



15

Seamen Takes Ocean Trophy

TOMS RIVER. — With what was probably the largest crowd of the season on hand, Bill Seamen drove to a feature win in the special Labor Day racing card at Toms River Monday.

Seamen, in winning the event, carried home the huge Ocean County Centennial association trophy. The Toms River driver outclassed a field of 16 cars that started the event. Only two finished, however.

The 20-lap main event topped off the biggest card of races ever displayed on a Shore oval. The **Toms River Speed Kings**, sponsors of the event, staged a five-hour show-which featured 14 races—including a special eight-lap affair for the female racing enthusiasts.

Seamen nosed out the stellar Richie Hall in the main go. The race, after starting with 16 cars, was quickly whittled down to 10

when, after several cars spun out, Giesenback's V8 caught fire on the track. Flames were extinguished by the Toms River fire company. The races started again and after another red flag only four cars were on the track. In the remaining few laps two more cars dropped out leaving the two finishers.

The ladies event was won by Deloras Romano, while Joan Hall finished second and Stella Kennett third.

It looks as tho Bill Steele will never drive a car to a place. In Monday's events, after failing to place all year, Bill thought he had it. A quick motor job, as well as new paint and a change in number and he was ready.

Driving in third place by a large margin Steele approached the finish line and just as he was about to cross it, spun out and had his front end stuck in the sand.

Race clubs competing for honors Monday were, aside from the sponsoring group, Shore Race club, Lakewood Race club, Manahawkin and Tuckerton.

First race (8).—won by Jack Guker; second, Richie Hall; (only finishers).

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Second race (8).—won by Bill Arre; second, Al Tart; third, Charlie Bowcock.

Third race (8).—won by Bill Seamen; second, Al Holloway; third, Jim Shelton.

Fourth race (8).—won by Jim Glover; second, Bill Hall; third, Lyle Applegate.

Fifth race (8).—won by Deloras Romano; second, Joan Hall; third, Stella Kennett.

Sixth race (8).—won by Don MacGilvery; second, Madgessy; third, Byer.

Seventh race (8).—won by Jim Shelton; second, Bill Arre; third, Floyd Clark.

Eighth race (8).—won by Charles Mills; second, Herb Truex; (only finishers).

Ninth race (8).—won by Stan Jones; second, George Smith; third, Lyle Applegate.

10th race (8).—won by Charles Kennett; second, Don MacGilvery; third, Bill Arre.

11th race (8).—won by Richie Hall; second, Al Tart; third, Doug Kell.

12th race (8).—won by Richie Hall; second, Lyle Applegate; third, Bert Robertson.

13th race (10).—won by Giesenback; second, Paul Larson; third, Forman.

14th race (20).—won by Bill Seamen; second, Richie Hall; (only finishers).

Hall Brothers

Cop Spotlight

9/18/1950

TOMS RIVER.—The Hall brothers had it all their own way in the jalopy stock car races here yesterday.

Richie, one of the **Toms River Speed Kings** outstanding drivers, stood out again yesterday as he brought his No. 01, to an easy win in the 15-lap feature event. Bill, probably a little less-known but an excellent competitor, followed right in his tire tracks and took second place.

Both took their finishing positions early in the race and neither was troubled for the remainder of the 15 laps. Richie, by the way, didn't have too much trouble with his brother either, as Bill was also well out of the running for first place.

The best part of the race was probably for third place as Pete Bogart fought off several other cars for that position. Archie Anderson, another popular Ocean County driver, was well in the fight for this spot until spinning out late in the event.

Hall (Richie) made a clean sweep of the day by winning both his qualifying races. He took the second race easily and then drove off to another victory in the fourth race. Bill took third behind his brother and Bill Chipman in the second eight-lapper.

The fastest eight-lap time of the afternoon was registered by Bert Roberson who copped the fifth race in 3:12. Bert also copped a pair of third places during the day, but wasn't a factor in titular event.

First Race (\$).—won by Clarence Hahl; second, Pete Bogart; third, Paul Carpenter. Time, none.

Second Race (\$).—won by Richie Hall; second, Bill Chipman; third, Bill Hall. Time, none.

Third Race (\$).—won by Jim Glover; second, Archie Anderson; third, Bert Roberson. Time, 3:13.

Fourth Race (\$).—won by Richie Hall; second, Ed Beyer; third, Paul Grommer. Time, 3:20.

Fifth Race (\$).—won by Bert Roberson; second, Pete Bogart; third, Bill Chipman. Time, 3:12.

Sixth Race (\$).—won by Don MacGillivray; second, Archie Anderson; third, Bert Roberson. Time, 3:15.

Seventh Race (15).—won by Richie Hall; second, Bill Hall; third, Pete Bogart. Time, none.

Hall Annexes

9/25/1950

Jalopy Event

TOMS RIVER. — Richie Hall continued showing the rest of the **Toms River Speed Kings** how to drive yesterday as he rode off to another feature victory in the club's weekly jalopy racing events.

Hall, who has been one of the club's leading point-getters since starting his racing two years ago, copped the main go with little trouble again yesterday in leaving the rest of the field well behind.

Probably his biggest competition was Archie Anderson, another local driver, who gave Hall quite a battle for the lead from the fifth lap to the seventh, but he was counted out of the running when he took a turn too high and lost control of his car. He went over the embankment surrounding the track and dropped out.

Bill Hall, Richie's brother, looked better than he has in the past few weeks. Bill started in first position and held the lead for two laps before flipping his jalopy. Bill had a good lead and barring the trouble which eventually came he may have made the grade.

After Anderson was counted out of the running it was all Richie Hall. He stretched his lead for the remaining eight laps and won by half a lap.

Hall copped two other qualifying events for a triple win. He won both the third and sixth races.

Mrs. Richard Hall, his wife, also showed a little of the old Hall talent in copping the special ladies' race easily over three other racing wives. She also copped a special match race over Deloras Romano.

Other qualifying event winners were Jim Glover, Anderson, Jack MacGilveray and Bill Hall's win was in the consolation race.

FIRST RACE (8).—won by Jim Glover; second, Charlie Kennett; third, Ed Byer.

SECOND RACE (8).—won by John MacGilveray; second, George Jasko (only finishers).

THIRD RACE (8).—won by Richie Hall; second, Jim Glover; third, Bill Hall.

FOURTH RACE (8).—won by Mrs. Hall; second, Mrs. Bush; third, Mrs. Glover.

FIFTH RACE (8).—won by Archie Anderson; second, Charlie Kennett; third, George Jasko.

SIXTH RACE (8).—won by Richie Hall; second, Skip Carmen; third, Jim Glover.

SEVENTH RACE, match (8).—won by Mrs. Hall; second, Deloras Romano.

EIGHTH RACE (8).—won by Bill Hall; second, Clarence Habil; third, Bert Roberson.

NINTH RACE (15).—won by Richie Hall; second, Bert Roberson; third, Clarence Habil.

Jalopy Race To Anderson

10/2/1950

TOMS RIVER.—Archie Anderson, starting in first position, remained there for the entire 15 laps of the feature jalopy stock car race here yesterday and walked off with top honors with little trouble from the rest of the field.

Anderson moved to the front over Bert Roberson, who started alongside him, in the first turn and until three laps later held a quarter lap lead. Roberson challenged the leader here and after a half lap he too was disposed of.

The No. 061 went the 15-lap route in 6:13.4—an exceptionally fast time. Roberson was second and Walt Perrime third.

Anderson qualified for the feature thru the consolation which he won going away. Bill Arre was second, while the diminutive Louey DeAngelis of the Shore Race club was third.

Richie Hall, the Toms River Race club's point-leader, won two qualifying races during the afternoon but ran into mechanical difficulties and could not enter the main.

Joan Hall, Richie's wife, drove to a victory in the girls' race easily over Delores Romano and Jean Ehlers.

Perrime enjoyed a fine day's racing, winning one event and finishing second and third in two others. Walt copped the third heat over the Paul Larson driven Larson-Howard Special, while he was second in the sixth race and third in the feature.

Charlie Kennett set a new track record for the eight-lap distance in the sixth, winning it in 3:07.

One of the poorest attendances of the season was on hand to view the races.

First Race (8)—Won by Howie Beyer; second, Skip Carmen; third, Don McGilveray.

Second Race (8)—Won by **Richie Hall**; second, Whitey Francis (only finishers).

Third Race (8)—Won by Walt Perrime; second, Paul Larson. (Only finishers).

Fourth Race (8)—Won by Joan Hall; second, Deloras Romano; third, Jean Ehlers.

Fifth Race (8)—Won by Richie Hall; second, Don McGilveray; third, Bill Norcross.

Sixth Race (8)—Won by Charles Kennett; second, Walt Perrime; third, Bert Roberson.

Seventh Race (8)—Won by Archie Anderson; second, Bill Arre; third, Louey DeAngelis.

Eighth Race (15)—Won by Archie Anderson; second, Bert Roberson; third, Walt Perrime.



Old gravel pits transformed into stock car racing venues in early 1950s

Tracks in Dover, Jackson drew big crowds on Sunday afternoons

By **WILLIAM H. HULSE JR.**
GUEST WRITER

Not too long after World War II, a new form of competition took root in the South: stock car

racing. The sport spread to Ocean County around 1950, when several local gravel pits were converted to racetracks.

At that time, gravel mining

pits dotted the county. Two, with some modifications, became outdoor "theaters" of fun and excitement for both racers and new race fans.

One was located off Whitty Road in the **Pleasant Plains** section of Dover Township. A local race club named **Speed Kings** Inc. managed racing there.

The other track, overseen by the Lakewood Racing Club, was

located off Hope Chapel Road in Jackson near the Lakewood boundary.

Both tracks were informal enterprises, with no grandstands or rest rooms, but with a food

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vendor or two. Admission was free, although sometimes a volunteer driver would pass through the crowd with an up-turned helmet seeking donations of loose change. It was a pittance given the entertainment being provided.

Several hundred fans attended these weekly events. The tracks were formed by grading the areas, when possible, into an oval shape of about a quarter-mile long. The infield of the Jackson track was level, whereas the Dover Township track had some deep holes filled with tree stumps and other debris, a potential hazard for any racer who ventured into the infield.

Races were held on Sunday afternoons. Spectators would park their cars along the streets and then find a place to stand on the perimeter banks, which remained after gravel mining had ceased.

Races were announced via a public address system mounted on a telephone pole, and a flagman orchestrated the show while keeping careful watch for often-wayward racecars. The races — with cars sliding sideways in turns, gravel flying up behind tires, and frequent over-turns and other mishaps — were quite an experience.

This was local novice dirt-track racing at its best, although definitely not its safest.

Often included in the weekly cards were "powder-puff" races for female drivers. Most of the stock cars were from the 1930s and '40s with the Ford V-8 being one of the more, if not most, popular.

The cars were modified for racing by installing bumper and grill guards, cutting the fenders, and installing roll bars and oversized radiators, to name a few. Doors were often kept closed with pants belts supplementing the usual door latches, and drivers used seat belts and race helmets (or an occasional football helmet).

Engines and drive-train components were to be unmodified. Safety requirements were certainly in their relative infancy,

and fire protection was a second thought. This type of racing quickly caught on, and it was common to see racecars parked alongside gas stations and in residential backyards.

These two gravel tracks began in 1950 and only lasted a year or so. The popularity of stock car racing drew fans and some of the abler drivers to better tracks, such as the new asphalt speedway at Wall Stadium, now the Wall Township Speedway. Invitations were made to local racing clubs to visit and compete there. Some of the gravel pit stock cars were moved on to that new venue as "jalopy stock cars."

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