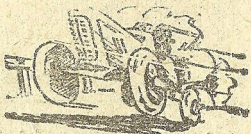


2/6/1948

# STOCK CARS TO ROLL AT DAYTONA BEACH

DAYTONA BEACH, Fla., Feb. 6.—The first National Stock Car Race to be sanctioned by the newly formed National Association for Stock Car Auto Racing Inc., will be run here February 15th on the famous beach track.

Fifteen entries have been received to date. They are: Lamar Wotall, Marshall Teague, Bob



Richey, Walt Crawford, Bomar Caldwell, Walley Campbell, Taylor Carter, Red Croft, Bob Flock, Tim Flock, J. Ware Jackson, Glenn Law, L. B. Michael, Jr., Frank Mundy, Gober Sosebee.

The lap preliminary to the start of the race will be paced by "Cannonball" Baker, pioneer auto racer and National Commissioner of NASCAR. The race, with a total purse of \$3,500.00, will be 150 miles. This will be 68 laps on the new 2.2 mile Stock Car Championship Road-Beach Course, also at stake is the Edward Knowles Rayson Memorial Trophy.

Bill France, promoter of the race, anticipates one hundred drivers in the competition. This is the eighth annual modified Stock Car Race to be run in Daytona Beach by France.

France announced that the field will be limited to the first fifty entries received.

# sy Season In Stock Car Races Looms

3/28/1948

The American Stock Car Racing Association, Inc., (ASCRA) was organized in the City of Trenton, with the business office located at 709 Hamilton Avenue.

The majority of the cars and drivers of ASCRA are boys residing in Trenton and vicinity. They have been racing Modified Stock Cars for a number of years at many eastern and southern race tracks, including the famous Babcock's Langhorne Speedway, without the benefit of organization.

The ASCRA was founded on the following principles: Safety of the drivers; by formulating safety rules and specifications for the cars running in competition; A much better and faster moving show for the public and better relationship among car owners, drivers, and promoter.

The officers of the organization are as follows: Leon McBride, President; Paul Barbiche, First Vice President; Charles Di Natale, Second Vice President; Rocco Di Natale, Treasurer; William S. Streeter, Secretary. All members of the Board of Governors are either drivers, or car owners. Other well known drivers in the association are Pepper Cunningham, 1946 Champion of Langhorne Speedway, 100 Mile National Championship Race; Wally (Crash) Campbell, Trenton the Point-standing winner for 1947; Tommy Coates, 2nd in point standing; Chick Di Natale, Trenton, 4th in point standing; Lee McBride, 6th in point standing; Tommy Bradshaw, Pete Harris, Vince Cannizzaro, Mickey Rorer, Johnny Rice, Lucky Gabby, Domonick Persiketti, Bill Boris, Randy Wilson, Ken Wagner, Nelson Applegate, Rocky Di Natale.

The ASCRA minimum guaranteed purse is \$2,000. Last season the organization competed on the following speedways and race tracks: Babcock's Langhorne Speedway, Trenton, Flemington, Reading, Pa., Allentown, Pa., Richmond Va., Providence, R. I.

The scope of operation of the ASCRA will be much larger this year.

## Opening Date May 2

The association's opening date will be Sunday May 2, at the new semi-banked dirt track, known as the Arundel Harness Raceway, Baltimore, Md. Promotion will be under the direction of Babcock Speedways. The program will consist of 75 Laps of Modified Stock Car Racing.

The next race date will be May 9 at the well-known Williams Grove Speedway, Mechanicsburg, Pa. Promotion will be under the direction of Roy Richwine. The program of events shall comprise 75 thrilling laps of Stock Car racing.

There will be several night races under lights, as well as many Sunday dates throughout the season.

Sam Nunis Speedways will run many Modified Stock Car events sanctioned by ASCRA.

Many top-notch drivers in the big car and midget field are fast becoming interested in driving stock cars with the ASCRA.



# **Southern Entries For Uniontown Automobile Derby**

4/21/1948

UNIONTOWN, Apr. 21.—The Civil War will be fought all over again Sunday afternoon, April 25, with the Uniontown Speedway as the battleground and modified stock cars as the weapons.

Promoter Sam Nunis announced today that he had signed two of the Southland's best known drivers in Frank Mundy, trigger-tempered daredevil from Atlanta, Ga., and Johnny Rogers, reckless veteran of many a racing campaign, from Charlotte, N. C.

Their entries followed less than 24 hours after those of hard-riding Pepper Cunningham, winner of last year's 100-mile grand at Langhorne, and Tommy Bradshaw, who roared to victory in the 1947 Fourth of July feature at Allentown. Both Cunningham and Bradshaw hail from Trenton, N. J.

All four drivers must be rated as early favorites in the April 25 meeting here. Their presence assures Nunis of a brilliant field to usher in stock car racing along the East Coast this season.

Mundy, whose entry was received this morning, is a veteran stock car campaigner who operates his own auto thrill show. Rogers, when not racing the souped-up jobs, doubles for the movie stars as a Hollywood stuntman.

The speed slate, sanctioned by the American Stock Car Racing Association, will get under way with time trials at one o'clock, with the first race scheduled for 2:45. Following three 10-lap qualifying bouts and a five-lap consolation event will be the 30-lap feature sweepstakes.

4/22/1948

## Famed Brothers Enter Uniontown Gas Derby Sunday

UNIONTOWN, Apr. 22.—The famed DiNatale brothers, Chick and Rocky, have entered East Coast's inaugural stock car races over the Uniontown Speedway track this Sunday afternoon.

Their signed entries were received today by Promoter Sam Nunis, swelling the star-studded field which will revive modified stock car racing over the local oval after an eight-year absence.

Although the Trenton, N. J., brothers lend each other a helping hand with their souped-up cars between race engagements, they are formidable rivals on the roaring road. Chick finished fourth in the national championship point standings last year, with Rocky just a rung lower. Both are consistent money-winners and highly respected.

The DiNatale brothers join such other top-flight competitors as Pepper Cunningham, Frank Mundy, Tommy Bradshaw, Chet Gibbons, Johnny Rogers and a galaxy of others, with many more expected within the next three days.

Sanctioned by the American

Stock Car Racing Association, Sunday's speed slate will open with time trials at one o'clock. The 20 fastest cars in the qualifying heats and consolation event will get together for the main event, a 30-lap feature.



# Area Fans to Be Introduced To Stock Car Races May 2

Central New York auto racing fans will be introduced to Stock Car races on Sunday May 2nd, at the Vernon Fairgrounds Speedway.

Stock car auto races originated in California several years ago, and soon spread to the South, in the past year or two they have become the most popular form of Auto Races in the East.

The inaugural race at Vernon with its \$2,000.00 prize money has attracted the cream of the Stock car race drivers who have signed up for this event. Some 30 of the nations foremost speed demons will compete for new records.

Among some of the most prominent drivers who have entered are: Wally (Crash) Campbell of Trenton, N. J., winner of the East Coast championship in 1947. Dick Gutlick of Richmond, Va., who has made a most spectacular showing the past year. Tommy Coates of Trenton, N. J., Pepper Cunn-

ham another Jersey lad who beat all the Southern hot shots by running off with first prize money in the 1946 championship at Land-horn, Pa., (world's fastest one mile track) Lee McBride of Jersey, Ken Marriot of Baltimore, Md., and Johnnie Rogers of Charlotte, N. C. Johnnie has driven big cars, midgets and stock cars but says he finds stock car racing the most exciting. Johnny's motor represents an outlay of over \$3,500.

These races are sanctioned by the American Stock Car Racing Association. Time trials will begin at 1 p. m. and the first race will start promptly at 2:30 p. m.

4/22/1948

# STOCK CAR AUTO RACES PLANNED IN VERNON MAY 2

4/23/1948

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Lovers of speed and thrills will be delighted with the announcement that the Vernon fair grounds will inaugurate a season of stock car auto races Sunday May 2.

Some 30 of the nation's foremost speed demons will vie for new records on that date. Stock car racing is one of the most thrilling of all forms of auto racing. When it is realized that many of these "suped-up" cars attain a speed of 120 miles per hour on the dirt track one can imagine the spine tingling thrills in store for spectators.

These stock car auto races are sanctioned by the American Stock Car Racing Assn. and every car eligible must pass rigid inspection by contest board officials. Every driver must wear a crash helmet and be strapped into his car for his own protection. While many of the cars may resemble cars owned by your friends or neighbors a peek under the hood would reveal a motor that has cost the driver in many instances over \$3500.

Time trials for this big race begin at 1 P. M. and the first race starts promptly at 2:30 P. M.

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# UNIONTOWN SPEEDWAY CHAMPIONSHIP

• • • —MODIFIED— • • •

# STOCK CAR 4/24/1948 RACES

SUN. **25**  
APR.

TIME TRIALS  
1:00 P. M.  
FIRST RACE  
2:30 P. M.

Open to the world providing driver is 21 years of age and cars comply with rules and safety regulations. For information contact Sam Nunis, care Bryson Motors, Uniontown.

## —ADMISSION PRICES—

All Grandstand Seats, Reserved ..... \$3.00  
All Box Seats, Reserved ..... \$3.60  
Above prices include general admission and federal tax

GENERAL ADMISSION TO INFIELD  
\$1.50 INCLUDING FEDERAL TAX

*Direction* **SAM NUNIS**  
**SPEEDWAY** *World's Largest Organization*

# Trenton Man Double Winner at Uniontown

4/26/1948

UNIONTOWN— (AP) —A Trenton, N. J., driver was a double winner in the first stock car race of the season at the Uniontown speedway's half mile track.

"Pepper" Cunningham led the pack in the 15-mile feature event with a time of 14:7.49 and then roared back to take a 2½-mile match race in 1:58 yesterday.

Trailing Cunningham in the 15-mile race was another Trentonian, Donald Norman. Harold Brokhoff of Pottsville, Pa., was third.

Tom Coates of Clinton, N. J., was second in the match race and Thomas Bradshaw of Morrisville, Pa., third.



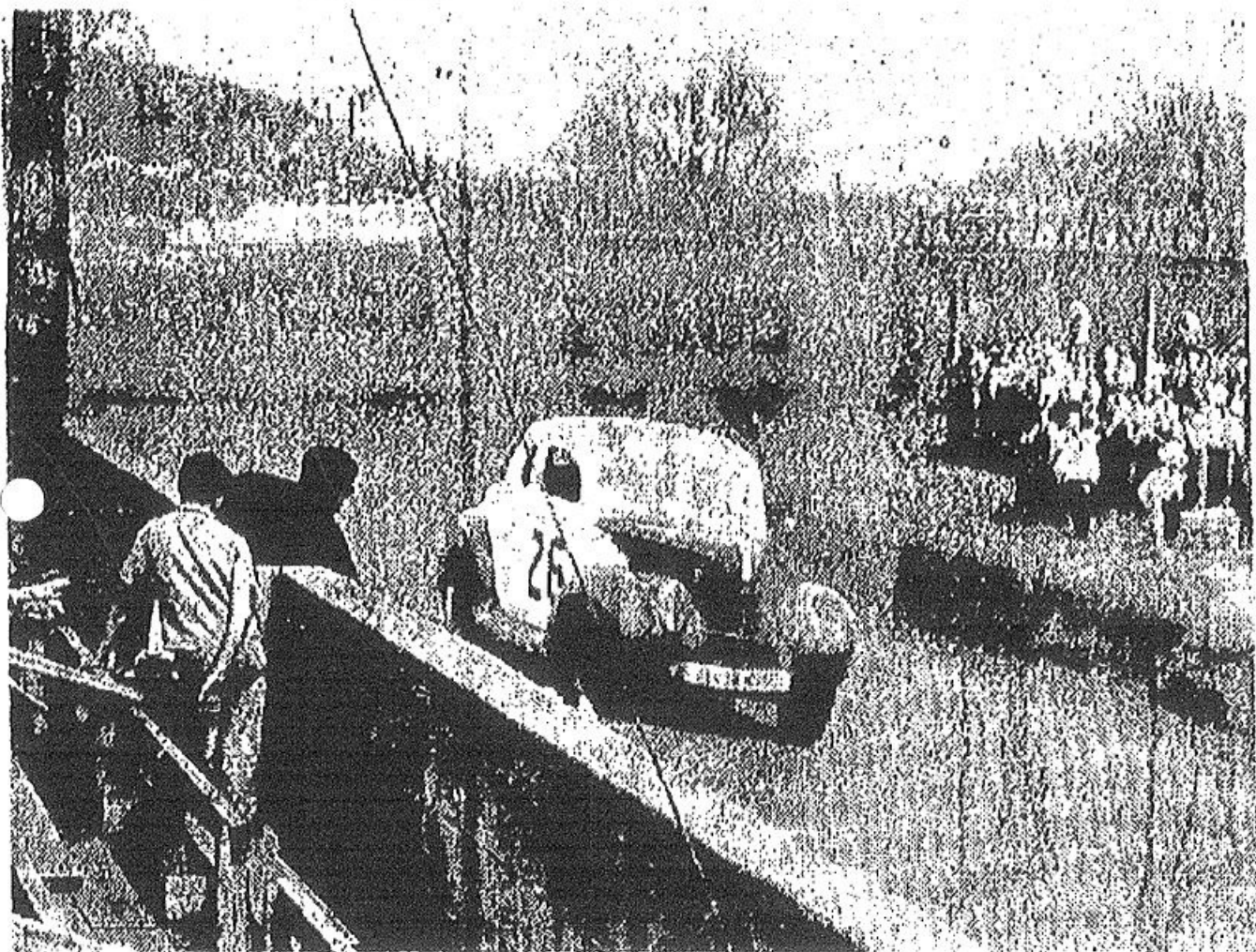
# Cunningham Triumphs In 2 Stock Car Races

UNIONTOWN, Pa., April 25 (AP). —**Pepper Cunningham**, Trenton, N. J., carried off the honors at the season's first stock car race on Uniontown Speedway's half-mile track today, winning the feature 15-mile event and a special two and one-half-mile match race.

Cunningham won the 15-mile in 14:07.49. Donald Norman, Trenton, was second and Harold Brokhoff, Pottsville, Pa., third. Tom Coates, Clinton, N. J., was second in the two-and-one-half-mile race and Thomas Bradshaw, Morrisville, Pa., was third.

4/26/1948

4/28/1948



—(Herald Photo by Topper)

One of the winning cars in Sunday's modified stock car races at Unlontown Speedway as it passes in front of the timer whose hand, clutching the checkered flag, is below the top of the stone, retaining wall. The car in this picture, coming out of the northwest turn into the straightaway before the grandstand, is traveling in excess of 70 miles per hour.



# 30 Stock Car Drivers Set For Vernon Races Sunday

4/28/1948

Auto racing will make its 1948 debut for Central New York fans Sunday at the Vernon Fair Grounds speedway, when 30 of the fastest stock car drivers of the nation will compete for guaranteed prize money totaling \$2,000.

Numbered among some of the famous drivers are: Wally "Crash" Campbell, of Thomson, N. J., 1947 champion winner of the East Coast; Dick Gullick of Richmond, Va., another speed demon who has placed in the money in every race he has entered; Paul Burkhardt, of Fayetteville, N. J.; "Pepper" Cunningham, of Trenton, another Jersey lad who was winner of the 100-lap championship at Langhorne, Pa., in 1946; Johnnie Rogers, of Charlotte, N. C., one of the speediest on dirt tracks;

Ken Marriotti, of Baltimore, Md., another fast driver.

Added to these are such well-known drivers as Lee McBride of New Jersey; Tommy Coates, Rocky Pinatale and Tommy Coates, two more Jersey drivers who have made enviable records, as well as Ken Wagner and Tommy Bradshaw.

Races are assured of many real thrills in the big seven-event race scheduled Sunday. These races are sanctioned by the American Stock Car Racing Association, known as the fastest, most thrilling racing circuit in America. A full season of speed events will be programmed at Vernon for the Summer.

Time trials for the first race of the season will begin at 1 p. m. and the first race will start at 2:30.

# Cunningham Cops Top Money at Uniontown

4/30/1948

UNIONTOWN, Pa., April 25.—Pepper Cunningham, driving a Ford, won the 30-lap stock car auto race around the half-mile track of the Uniontown Speedway here Sunday before a crowd of 3,500 fans.

The winner, whose home is in Trenton, N. J., had a time of 14 minutes 7.49 seconds for the 15-mile grind.

Vic Norman, of Lebanon, Pa., driving a Ford, was second, and Harold Brockhoff, Pottstown, Pa., also driving a Ford, was third.

Vince Cannizzaro, Oxford, Pa., won the five-mile consolation race in 6:7.42. Tom Codes, Trenton, N. J., won a two and a half mile consolation race with his Ford in 1:58.

# Stock Cars Race On Vernon Track

Central New Yorkers will have their first treat of auto racing today when the stock car speed demons make the spins at the Vernon Fair Grounds Speedway. Time trials begin at 1 p. m., with the first heat set for 2.30.

Among the talented drivers set to compete today are Wally (Crash) Campbell, the 1947 champion from Trenton, N. J., and Pepper Cunningham, also of Jersey, who won the 1946 100-mile championship on the fast Langhorn, Pa. track.

The races are sanctioned by the American Stock Car Racing association which demands rigid inspection of all cars before granting permits for racing.

5/2/1948



# Pile-up Marks Vernon Races

5/3/1948

VERNON — Tommy Bradshaw, Trenton, N. J. nosed out the favorite, Pepper Cunningham, also of Trenton, to win the feature 30-lap race in 32.22 seconds before a crowd of 10,000 fans in the stock races at the Vernon Fairgrounds yesterday afternoon.

Cunningham won last week's stock car race at Uniontown, Pa. and was favored in yesterday's feature, which was marked by a pile-up of five cars on the first lap and several spills later in the race.

The order of finish behind Bradshaw and Cunningham was: Tommy Rogers, Charlotte, N. C. 3rd; Bill Coates, Flemington, N. J. 4th and T. Brockhoff, Philadelphia, 5th.

# Bradshaw Wins Vernon Auto Race

**VERNON**—A crowd of 10,000 fans jammed the Vernon Fairgrounds yesterday to witness the stock car races in which Tommy Bradshaw of Trenton, N. J., was a surprise winner over favorite Pepper Cunningham.

Cunningham finished in second spot with Tommy Rogers, Charlotte, N. C., third. Bill Coates, Flemington, N. J., was fourth and T. Brockhoff of Philadelphia fifth.

A pileup occurred on the first lap when five cars were involved in an accident and several other spills were experienced in the race. No serious injuries were reported.

5/3/1948

# **Pepper Cunningham**

## **Enters Grove Race**

**Wally "Crash" Campbell also signs for Stock Car Races on Sunday, May 9, at Williams Grove**

5/6/1948

Williams Grove, Pa. — "Pepper" Cunningham and Wally "Crash" Campbell, two of the most formidable names in stock car auto racing, have turned in entries for the first post-war auto race to be staged on Roy Richwine's famous half-mile Williams Grove Speedway this coming Sunday, May 9.

Plenty of thrills, speed and action is assured fans with these two daredevils of stock car racing among the headliners entered in the program sanctioned by the American Stock Car Racing Association.

Cunningham hails from Paterson, N. J., and Campbell from Trenton, with the rivalry keen between the two New Jersey stars.

Cunningham, 100-mile stockcar champion in 1946, won the inaugural stock car race of the season last week at Uniontown, and has his heart set on winning in his first time out at Williams Grove. Campbell was No. 1 in point standings of the American Stock Car Racing Association in 1947.

The New Jersey speedsters are only two of at least 60 top-flight drivers in stock car, big car and midget auto racing expected for the thrilling, speed-packed program of action, promised in Sunday's stock car races on the Williams Grove Speedway.

adv.

# FAMOUS BROTHER TEAM IN STOCK CAR RACES

*Chick and Rocky DiNatto Compete  
Both as Team and Rivals in Stock  
Cars Sunday at Williams Grove*

5/7/1948

Williams Grove, Pa., — Famed far and wide for their traditional feuds on the Nation's speedways, Chick and Rocky DiNatto, famous brother team from Trenton, N. J., will battle it out again in Sunday's stock car races on Roy Riehwein's famous half-mile Williams Grove Speedway.

As a team, the DiNatto's will be out to beat such stalwarts of stock car racing as "Pepper" Cunningham, of Paterson, N. J., 100-mile stock car champion in 1946; Wally "Crash" Campbell, another Trenton lad who was the 1947 American Stock Car Racing Association champion; Johnny Rogers, of Charlotte, N. C., movie stunt driver, and the large field of cars and drivers who will be on hand for the races.

As brothers, however, the pair will vie in their friendly feud to beat the other member of the team—a feud that has thrilled fans wherever they have raced in the country.

Chick, nicknamed the Trenton Hotshot, is always a threat for first place. A skillful and competent driver, he has been driving stock cars for three years. Rocky, better known as "The Duck," is Chick's older brother and has had many years experience. Stock car racer for 10 years, he is also a stunt and crash show performer.—ADV.



# Grove Will Be Scene Of Stock Car Battle

5/8/1948

WILLIAMS GROVE, Pa.—Sanctioned by the American Stock Car Racing association, a fast and furious pace will be set tomorrow when the first post-war stock car race is staged on Roy Richwine's famous half-mile Williams Grove speedway, located 10 miles southwest of Harrisburg off U. S. route 15.

The program will get under way at 12 noon DST with time trials. A special feature of the program will be a match race between the three fastest cars assembled in a field expected to top the 60-mark. Cars will qualify for the feature race in four 10-lap heat races. The fastest 20 will go into action in the 30-lap feature race.

Stars of stock car, midget, big car racing and stunt drivers will be featured in the large field.

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## AUTO RACE WINNER

Harrisburg — (UP) — Tommy

Coates of Trenton vanquished a field of 20 starters to win the first postwar stock car race on the nearby Williams Grove Speedway before a Sunday crowd of 28,620. Coates' winning time for the 30-lap feature race on the half-mile oval was 16 minutes, 24 seconds.

5/10/1948

# Drivers Compete For \$2,500 Purse In Vernon Races

5/12/1948

The prize money for the second big auto race at the Vernon Speedway next Sunday has been increased to \$2,500 and many big name drivers have entered the event. Tommy Bradshaw of Trenton, N. J. winner of the 30-lap feature race May 2, will have plenty of tough competition in this race from several new drivers who will be out for the big money offered.

Paul Barbiche of Flemington, N. J. the lad who gave fans so many thrills on May 2 by his wild antics and fence crashes was the first to send in his entry for the Sunday race and may again give spectators the thrills they expect in stock car racing.

A large attendance is again expected. Time trials will begin at 1 p. m. and the first race will start promptly at 2.30 p. m.

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**Tommy Bradshaw**

5/13/1948

## Bradshaw Vies In Vernon Race

VERNON — **Tommy Bradshaw**, who won the 30 loop feature race at Vernon a week ago last Sunday, will again compete in the stock car races to be held on Sunday, May 16. He will try to defend his title against a crack field of stock car drivers.

The increase of prize money to \$2,500 has attracted the cream of the racing fraternity and some of the country's outstanding dare-devils will be on hand to compete.

Lee Crosby has announced a special event for novices in conjunction with Sunday's regular race.

Time trials begin at 1 o'clock Sunday and the first race will start at 2:30.



# 30 Drivers Enter Races at Vernon

5/14/1948

VERNON — Auto racing fans will really see a hot race Sunday at Vernon Speedway as keen rivalry exists between three of the drivers, each having one first place in the last three meets held by the American Stock Car racing association.

"Pepper" Cunningham won first place at Uniontown, Pa., on April 25, Tommy Bradshaw captured the number one spot at Vernon, May 2 and last Sunday at Williams Grove, Pa. Tommy Coates was the winner of the feature event. These three will be at Vernon to fight it out Sunday, in addition to twenty-seven other top ranking speed demons.

The \$2,500 prize money offered has attracted a number of new drivers who did not drive in the May 2 event.

Time trials will begin at 1 o'clock and the first race will start at 2:30. Seven events will be run as before.

# Fonda Stock Races Draw Top Drivers

5/15/1948

FONDA, May 15—Top gasoline jockeys of the nation will be in action next Friday night when Jack Kochman launches the stock car racing season at the Fonda Fairgrounds.

Heading an array of talented drivers is Frank Mundy, so-called "Daredevil of the South," who used to drive for Kochman's Hell Drivers unit. Mundy hails from Atlanta, Ga.

Other top drivers in the races, which are sanctioned by the National Association for Stock Car Auto Racing, are Pepper Cunningham, winner of last year's 100-mile championship classic at Langhorne, Pa.; Tony Bradshaw, Crash Campbell, Chick and Rocky DiNatalo, Lee McBride, Tommy Coates and Ken Wagner, all of Trenton, N. J.; Johnny Rogers from Charlotte, N. C.; Chet Gibbons of Paterson; Fred Gagavar and Al Garz of Brooklyn, Larry Smith of Bloomfield and Newark's Lou Volk.

The weekly speed shows will feature a seven-event racing slate to include three heats, two semi-finals, a consolation and the feature event.

The track is being improved for the opening: the oval has been resurfaced and fences and guard rails have been erected to insure fans' safety.

# FONDA TRACK IS SET FOR RACES

5/17/1948

FONDA—It will be metal and man plus skill and wits at 8:45 Friday night when Jack Lochman, race director of the newly-formed speed Corporation of America, stages a seven-event program of modified stock car racing for area race enthusiasts at the Fonda fairgrounds speedway.

Scoa's official starter, Bob Sall, has reported the Fonda strip in excellent condition for the opening races. A new surface has been applied, special fences and rails erected, and other improvements made.

The increasingly popular stock car racing will be making its sectional debut at the Fonda race track in Friday's events, which will also signal the opening of a 16-week season. Races will be held at Fonda every Friday night until the end of August.

Outstanding gasoline jockeys of the nation have signed up with Korkman and will compete for top honors and cash prizes.

Among them are Atlanta's Frank Mundy, who ricocheted to daredevil fame under Kochman's tutelage as a member of the hell drivers unit; Pepper Cunningham, winner of the 100-mile Longhorne championship speed classic last year; Chick and Rocky DiNatele, speed merchants from Trenton, N. J.; Buddy Shuman of Charlotte, N. C., who uses alcohol as a fuel agent; Johnny Rogers, Fred Davager and Al Gartz of Brooklyn; Chet Gibbons of Paterson, N. J.; Newark's Lou Volk, Ken Merrott of Baltimore, and several rookies who are gunning their "souped up" machines in preparation for the opening card.

Sanctioned by the National Association of Stock Car Racing, the local track will provide patrons with a bumper-to-bumper spectacle.

# Weekly Races Set to Begin 5/18/1948 On Fair Oval

FONDA, May 18—Promising one of the best fields of stock car drivers ever assembled in the East, Jack Kochman will inaugurate weekly racing at Fonda Fairgrounds Speedway Friday night under the banner of the Speed Corporation of America.

Kochman announced today that the kingpins of stock car racing will be on hand for the seven-event program. A heat race at 8:45 will open the card. Two more heat races, a semi-final and the feature event follow in that order.

## Improvements Made

Racing fans will find several improvements to the Fonda course and Track Superintendent Bob Sall, who also acts as starter, has reported the strip in excellent condition for the inaugural events.

Additional seating facilities, floodlights, protective fences and other improvements have been made.

Kochman, who pioneered midget auto racing in the Bronx Kingsbridge Armory during the past two Winters, is blazing the trail in the East with the night stock car races at Fonda and five other tracks on Speed Corporation of America circuit.

All of their races are sanctioned by the National Association of Stock Car Racing.

Among the entries for Friday night's opening are Chick DiNatale, winner of last week's feature at Dover, Del.; Frank Mundy, top Southern driver from Atlanta, Ga.; Ken Merriott, Baltimore; Chet Gibbons, Paterson, N. J.; Pep Sprone, Boonton, N. J.; Johnny Gabral, Trenton; Buddy Shuman and Wild Bill Snowden, two more Dixie speedsters, and several others.

## Top '47 Winner

Snowden won more races in 1947 than any other driver, while Shuman, who uses alcohol as a fuel agent, is sprinting to the top as one of this year's leading drivers.

Kochman is looking for an attendance of about 4,000 for the opening night card. The SCOA plans to stage 16 weekly programs at the Fonda track, the last one occurring at the end of August.

Fans are expected from such widely separated points as Rome and Utica, Glens Falls and Hudson as well as from surrounding communities.



## *Ready for Fonda Fairgrounds*



This will be similar to the scene Friday night at Fonda Fairgrounds when the first night of a 16-week stock car racing schedule takes place. Jack Kochman, veteran race man, has lined up a seven-event program for the inaugural with the first race beginning at 8:45. The cars in the photo are shown as they appeared in a recent Harrington, Del., race.

5/18/1948

# Banner Field To Compete in Fonda Races

5/18/1948

FONDA — It will be metal and man plus skill and wits Friday night when Jack Kochman, race director of the newly formed Speed Corporation of America, unveils the first in a seven-event program of modified stock car racing for area race enthusiasts at the Fonda Fairgrounds Speedway.

The increasingly popular stock car races will be making their debut at the Fonda track in Friday's events, which will signal the opening of a 16-week season. Races will be held at Fonda every Friday thereafter until the end of August.

Outstanding gasoline jockeys who have signed up with the SCOA will compete for top honors and cash prizes in the Fonda races. Among them are Atlanta's Frank Mundy, who ricocheted to fame under Kochman's tutelage as a member of the Hell Drivers unit; Pepper Cunningham, winner of the 100-mile Langborne championship speed classic last year; Chick and Rocky DiNatale, speed merchants from Trenton, NJ; Buddy Shuman of Charlotte, NC, who uses alcohol as a fuel agent; Johnny Rogers, Fred Davagar and Al Gartz of Brooklyn; Chet Gibbons of Paterson, NJ; Newark's Lou Volk, Ken Merrott of Baltimore, and several rookies who are gunning their "souped up" machines in preparation for the opening event.

Sanctioned by the National Association of Stock Car Racers, the local track will provide fans with a bumper-to-bumper spectacle.

SCOA's official starter, Bob Sall, has reported the Fonda strip in excellent condition for the first races. A new surface has been applied, special fences and rails erected and improvements made.

Jimmy Roberts, rapid-fire announcer from Daytona Beach, Fla., has been imported by Kochman to give the fans a running description of the races.

Post time for Friday night's initial offering of three heat races is 8:45. Two semi-finals, a consolation and the feature race follow.

# Fonda Auto Races Set

5/20/1948

FONDA, May 19—With one of the best fields of stock car racing drivers assembled on one track, Fonda Fairgrounds Speedway will initiate a 16-week race program Friday night.

Promoter Jack Kochman is offering the Friday night Fonda shows under the newly-installed lights of the fairgrounds track. The inaugural event will get under way at 8:45 o'clock.

STARTER BOB SALL'S signal will touch off the opening of a full summer of weekly shows, scheduled for each Friday night through August.

Kochman announced today the field of drivers gathered together for the Fonda races by the Speed Corporation of America, of which he is racing director, includes the kingpins of stock car racing.

Wild Bill Snowden, who won more races than any other stock car pilot in 1947; Atlanta's Frank Mundy and Buddy Shuman, three Dixie racing greats will match wits, skill and driving speed with Chick DiNatale, winner of last week's Dover, Del., feature; Ken Merriott, Baltimore; Shet Gibbons, Paterson, N. J.; Bill Mund, Len Brown, Wally Campbell and others.

There's every likelihood that a speed feud will develop when these boys race their hopped up cars against each other. And some of these souped up automobiles have been renovated to such an extent to provide greater speed and stamina that they are valued at more than \$3,000.

# Expect 4,000 at First Races On Fonda Oval Friday Night

FONDA, May 20—Between three and four thousand racing fans are expected to be on hand Friday night when the opening program of stock car racing is unveiled at Fonda Fairgrounds Speedway under the direction of Jack Kochman and the Speed Corporation of America.

5/20/1948

With seven events on the inaugural card, the first race is scheduled for 8:45. All of the racing will be done under lights.

The Speed Corporation of America, which has lined up a six-track Eastern circuit to bring stock car racing into prominence in this section of the country, has enlisted top drivers for the Fonda track.

Piloting "hopped up" cars in what Kochman promises will be a thrill-a-minute spectacle will be Wild Bill Snowden, winner of more races than any other driver in 1947; Atlanta's Frank Mundy and Buddy Shuman, and Chick DiNatale, winner of last week's opening feature at Dover, Del.

They will match their wits and driving speed with several other prominent speedsters.

Workmen were engaged today in putting the finishing touches on the Fonda track. A heavy wire fence, new seats and other improvements to the refurbished Fonda track and grandstand will be noticed by race fans.

The S. C. O. A. is expecting a capacity turnout for the first program and starter Bob Sall has announced that the track is in excellent shape and well dried out after prolonged rains that ended recently.

# **SPEED KINGS ARE ALL SET**

5/20/1948

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One of the greatest fields of stock car drivers ever assembled in the eastern part of the United States on any track will match skill and wits at the Palmyra Fairground's Raceway this Saturday night in the area's inaugural race classic under the racing banner of the Speed Corporation of America.

On hand for the action-packed program will be the kingpins of racing with the entry list boasting such stellar performers as Chick DiNatale, winner of last week's Dover Feature; Frank Mundy, invader from Atlanta, Ga.; Ken Merriott, Baltimore, Md.; Chet Gibbons, Paterson, N. J.; Pep Sprone, Boonton, N. J.; Johnny Gabral, Trenton, N. J.; Charlie Muscatel, Pete Harris, Al Peters, Frank Snyder, Don Wilkens, Bob Washburn, Larry Smith, Johnny Rogers, Bill Mund, Len Brown, Wally Campbell and others.

Post time for the first seven events is set for 8:30 p. m. with the opener, a heat race, followed by two more qualifying races, two semi-finals, consolation and the feature 15-lap race. All races under SCOA's direction are sanctioned by the powerful NASCAR governing body.



# Stock Car Races Open Saturday

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~~Invaders from the South~~ who promise to give the classic inter-sectional flavor, and fight for every inch of the feature's grind, will be the well-known Dixie racing stars, Buddy Shuman and "Wild Bill" Snowden. Shuman knows the winning mixture of using alcohol as a motor fuel agent to ricochet to the top five of

NASCAR's national point standing. "Wild Bill" won more races than any other stock car driver in 1947. Another Dixie threat will be Fonty Flock, presently sharing top honors with Red Byron who is preparing for the Indianapolis classic on Memorial Day.

# For Stock Car Races Friday

5/20/1948

FONDA—With one of the best fields of stock car racing drivers assembled on one track, Fonda Fairgrounds Speedway will initiate a 16-week race program Friday night.

Promoter Jack Kochman is offering the Friday night Fonda shows under the newly-installed lights of the fairgrounds track. The inaugural event will get under way at 8:45 o'clock.

Starter Bob Sall's signal will mark the opening of a full summer of weekly shows, scheduled for each Friday night through August.

Kochman announced yesterday the field of drivers gathered together for the Fonda races by the Speed Corporation of America, of which he is racing director, includes the kingpins of stock car racing.

Wild Bill Snowden, who won more races than any other stock car pilot in 1947; Atlanta's Frank Mundy and Buddy Shuman, three Dixie racing greats, will match wits, skill and driving speed with Chick DiNatale, winner of last week's Dover, Del., feature; Ken Herriott, Baltimore; Chet Gibbons, Paterson, N.J. Bill Mund, Len Brown, Wally Campbell and others.

Sall, who also acts as track superintendent, pronounced the Fonda course in excellent condition for the initial program and promised a thrill-a-minute show for fans who will be seeing a pioneer event in local racing history.

Promoter Kochman also announced last night that there will be 2,000 seats available at \$1.20 each.

# Fonda Ready For Stock Car Races Friday

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Virginia . . . Red Byron won the 15-lap stock car feature in the first night automobile races ever held . . . on the Allentown Fair Grounds half-mile track Tuesday night . . . St. Louis Cardinals yes-

# 25 to Drive In Stock Race

5/21/1948

FONDA, May 20—A field of at least 25 drivers is scheduled to be on hand for the opening of the weekly stock car auto races at the Fair Grounds here Friday night.

Promoter Jack Kochman, director of the Hell Drivers and veteran promoter, put the finishing touches to the track today and along with Bob Sall, big car auto racer of several years ago, pronounced the strip ready for the seven race program, scheduled to start at 8:45 o'clock.

Sall, who has been here for several days, will act as starter and presiding official for the events.

Kingpins of stock car racing who will compete include Wild Bill Snowden; Atlanta's Frank Mundy and Buddy Shuman; Chick Di Natale, winner of last week's Dover, Del., feature event; Ken Merriott, Baltimore; Chet Gibbons, Paterson, N. J.; Bill Mund, Len Brown, and Wally Campbell.





**Tommy Coates**

## Coates Entered In Sunday Race

5/21/1948

**Tommy Coates**, of Trenton, N. J. is one of the ace drivers who will appear at the Vernon Speedway Stock Car Races Sunday May 23. Tommy is one of the three top contenders for first spot in Sunday's race when he will compete with "Tommy Bradshaw, who won at Vernon on May 2 and "Pepper" Cunningham winner of the Uniontown, Pa. race on April 25. These three lads will be fighting it out to see who can win first place in Sunday's race and it will also determine the point standing of the three. Each is now equally rated having won a race apiece.

A large field of top speed demons will be driving in Sunday's race trying to keep all three of the above lads from getting that coveted number one spot, and seeking their share of the \$2500 prize money. To date 28 entries have been received and two or three more are expected.

The speed demons come to Vernon from many sections of the country. Charlotte, N. C., Lowell, Mass., Richmond, Va., Philadelphia, Trenton, N. J., and a number of other Eastern cities are well represented.

Time trials for Sunday's race will begin at 1 o'clock and the first race will start at 2:30.

# Allentown Stock Car Race to Red Byron

ALLENTOWN, Pa., May 19.—Red Byron, a driving daredevil from Atlanta, Ga., gave a dazzling exhibition of driving last night on the half-mile track of the Allentown Fair Grounds to win the 15-lap feature race in the first night stock car races ever staged on the local track.

The turnout for the opening races in a series of Tuesday night speed events here during the summer months was surprisingly good considering the threatening skies and the cool weather, and the crowd enjoyed the program of thrills immensely.

Thrills were a dime a dozen as the stock car jockeys headed into the first turn bunched like sardines in each of the seven events on the program, but outside of a few spins there were no serious accidents of any kind.

Fourteen cars started in the 15-lap feature, and for the first three laps it was a dogfight between Byron, Fontella Flock and Freddie Shuman, with Byron sending his coupe out front on the fourth lap and staying there to the finish. Flock finished second and Shuman was third, with the other eleven cars stretched out. Byron was about seven car lengths ahead of Flock at the finish. His time for the fifteen laps was 7:02.47.

In the first semi-final race Shuman was the winner.

The second semi-final was won by Byron, Tommy Coates second, Hugh Langford third.

In the first six-lap qualifying heat Frank Munday came home only half a car length in front of Wild Bill Sutton, with Tommy Coates third.

In the first lap of the second qualifying heat, Byron brought

gasps from the crowd when he slid into the first turn in front of five other cars, pulled out in front and went on from there to win.

Hugh Langford, of Spartanburg, S. C., won the third qualifying heat.

5/21/1948

# Stock Car Auto Races At Williams Grove Speedway

5/26/1948

Williams Grove, Pa., May 26—Two of the stars who thrilled fans in the first postwar stock car auto race on the Williams Grove Speedway are among those to turn in entries to Ray Richwine, owner, for the stock car auto races which will be presented on both Sunday afternoon, May 30, and Monday night, May 31.

They are Tommy Coates, of Trenton, N. J., and Tommy Bradshaw, another Trenton ace, who battled a field of 20 starters to come in first and second in the 30-lap feature race.

Coates and Bradshaw fought a thrilling two-way duel. Coates led until the 17th lap, then Bradshaw went out in front. But two laps later Coates regained his lead and held it to win the race.

Coates also won a special five-lap match race and the first 10-lap heat race, and Bradshaw copped the 10-lap consolation race.

The first race on Sunday afternoon will go on immediately after time trials at about 2:15 p. m., with at least 20 cars again expected to start in the 30-lap feature race.

The stock car race on Monday night will be the first night race of the 1948 season on the speedway under the 300,000-watt lighting system installed last season by Ray Richwine, Jr. The installation is considered the finest for night racing in the country and was installed at a cost of \$20,000.

Time trials will be eliminated on Monday night, with the first of a series of races packed with spills, thrills and chills to start at 8 p. m. sharp. Starting positions will be determined by time trials established for Sunday's races.

5/26/1948

# Stock Car Races

AT

FLEMINGTON, N. J. FAIRGROUNDS

DECORATION DAY

**SUNDAY, MAY 30<sup>th</sup>**

RAIN DATE MAY 31

**\$2000 GUARANTEED PURSE**

*See Top Notch Drivers and Cars on N. J. Fastest 1/2 Mile Dirt Track*

**OPEN COMPETITION 1937 TO 1948 MODELS ONLY**

For Entries Write

**T. GRBAC . P O BOX 213 BOUND BROOK, N. J.**



# Stock Cars Popular At Williams Grove

5/26/1948

Williams Grove, Pa.—Popularity of the first postwar stock car auto race ten days ago has resulted in the decision of Roy Richwine, owner of the Williams Grove Speedway, to schedule two stock car races under the sanction of the American Stock Car Racing Association over the Memorial Day holiday.

Scheduling of events on the speedway over a holiday has not been practiced by Richwine since prior to the war, but popular demand for more stock car races has led to a change in Williams Grove Park and Speedway policy.

The first stock car race is scheduled for Sunday afternoon, May 30, with time trials beginning about 12.30 p.m. DST, and the first of a series of exciting races to get underway about 2.30 p.m. Another series of races will be presented on Monday night, May 31, for which time trials have been eliminated with times established the previous day determining starting positions.

The night stock car race inaugurates speedway events for the season under the 300,000-watt lighting system installed last year by Roy Richwine, Jr., at a cost of about \$20,000. The installation is considered one of the finest in the country for night racing.

Drivers who completed in the first stock car race here will be back for both Memorial Day holiday events to put on a program as thrilling and exciting as the one witnessed ten days ago. Many other drivers are also expected to supplement the field seen in action previously on the Williams Grove Speedway.



# DRIVES SUNDAY

5/26/1948



CHICK DI NATALE

5/26/48

## Flemington Races Draw Trenton Trio

~~The Trenton trio~~ will be among the entrants in stock car racing events when Tommy Grbac promotes another show at Flemington Fair Grounds track Sunday.

Chick DiNatale of Trenton, leading point man on the eastern circuit, has entered, along with Nelson Applegate and Pete Harris. DiNatale will operate the same Ford V8 in which he won at Dover on May 9 in one of the most hotly contested events in years. His car was built by John Sabatini.

Applegate will drive Frank Pagan's No. 40 and Harris will be at the wheel of Sabatini's No. 3 car.

Grbac, who is fast becoming the leading promoter of stock car races in the north, expects to present a card of racing which will recall to fans' minds other thrilling cards.

# Stock Car Races at Fonda

## Look for Inaugural Crowd

FONDA, May 27—Given a break in the weather, the inauguration of stock car racing at Fonda Fairgrounds Friday night will lure a good-sized crowd, officials of the Speed Corporation of America have predicted.

The races were due to get off on a 16-week meeting last Friday when a heavy rain spoiled plans for the night and washed out the originally scheduled opening.

5/27/1948

### Two Dozen Drivers

Some two dozen "hot rods," with the emphasis on the hot, are to compete tomorrow night in the seven events scheduled.

They are expected to find the Fonda track in excellent condition, the forecast being for a fast strip after sunshine and breeze went to work on the racing course this week.

Patrons also will find accommodations improved according to the meet officials. The delay in opening the races gave workmen added time to work on both track and stands.

Starter Bob Sall will open the race program at 8:45, launching the first of two trial heats at that hour. A third heat, the semi-finals, consolation and feature follow in that order.

Jimmy Roberts, rapid-fire announcer from Daytona Beach, Fla., has been imported by Jack Kochman, race director of the Speed Corporation of America, to give a running description of the events.

With the entries are Frank Mundy, Atlanta; Pepper Cunningham, who took the 100-mile Langhorne, Pa., championship in 1947; Chick DiNatale, Rocky DiNatale, Trenton, N. J., speed merchants; Buddy Shuman, Charlotte shooter who uses alcohol as a fuel mixture, and Wild Bill Snowden, who won more stock car races last year than any other driver.

(Advertisement)

# **HOLIDAY ACTIVITIES AT WILLIAMS GROVE**

**Gala Program of Diversified  
Entertainment and Amuse-  
ment Planned Over Memorial  
Day.**

5/27/1948

**FIREWORKS — STOCK CAR  
RACES — MUSICAL REVUE —  
BAND CONCERT.** These are a  
few of the many attractions and  
sports to be found over the Memo-  
rial Day week-end holiday at Roy  
Richwine's Williams Grove Park  
and Speedway.

Holiday activities will get under-  
way on Saturday night with a mam-  
moth display of fireworks, with a  
great midway featuring rides and  
amusements, offering fun for the  
entire family.

Stock car auto racing will make a  
return to the half-mile Speedway  
on Sunday afternoon, featuring the  
same drivers who thrilled the large  
crowd attending the first postwar  
stock car race several weeks ago un-  
der sanction of the American Stock  
Car Racing Association. Another  
program of stock car races will  
bring in night events on the speed-  
way for the season on Monday night.

The New York Winter Garden  
Revue, featuring a chorus of love-  
ly girls, will be presented in the  
Mt. Vernon Theatre on both Sun-  
day and Monday afternoons and  
evenings at 3 and 8 p. m. Phil  
Young's Orchestra will furnish mu-  
sic for the first weekly Monday  
night dance from 9 to 12 p. m. Band  
concerts will be given by the Wil-  
liams Grove Park & Speedway  
Band on both Sunday and Monday  
afternoons. Another array of fire-  
works will close the holiday on  
Monday night.



# Stock Car Auto Races At Williams Grove Speedway

5/27/1948

Williams Grove, Pa., May 26—Two of the stars who thrilled fans in the first postwar stock car auto race on the Williams Grove Speedway are among those to turn in entries to Ray Richwine, owner, for the stock car auto races which will be presented on both Sunday afternoon, May 30, and Monday night, May 31.

They are Tommy Coates, of Trenton, N. J., and Tommy Bradshaw, another Trenton ace, who battled a field of 20 starters to come in first and second in the 30-lap feature race.

Coates and Bradshaw fought a thrilling two-way duel. Coates led until the 17th lap, then Bradshaw went out in front. But two laps later Coates regained his lead and held it to win the race.

Coates also won a special five-lap match race and the first 10-lap heat race, and Bradshaw copped the 10-lap consolation race.

The first race on Sunday afternoon will go on immediately after time trials at about 2:15 p. m., with at least 20 cars again expected to start in the 30-lap feature race.

The stock car race on Monday night will be the first night race of the 1948 season on the speedway under the 300,000-watt lighting system installed last season by Roy Richwine, Jr. The installation is considered the finest for night racing in the country and was installed at a cost of \$20,000.

Time trials will be eliminated on Monday night, with the first of a series of races packed with spills, thrills and chills to start at 8 p. m. sharp. Starting positions will be determined by time trials established for Sunday's races.

# Over 30 To Take Part In Stock Car Races Monday

5/28/1948



Hank Stanley

Upwards of 30-wing-tipped chauffeurs are set to whirl Monday afternoon in the first program of titular stock car races ever held on the local Fairgrounds.

William "Bill" Streeter, secretary of the American Stock Car Racing Association, the official sanctioning body for the race, said that virtually all of the East Coast's star drivers would compete on the seven-event program. The races are being supervised by the Sam Nunis Speedways.

A late Friday announcement from the Nunis headquarters in the Hotel Francis Scott Key, showed that 30 drivers have already submitted their entries and at least two more are expected to enter before the deadline, midnight tonight.

Pepper Cunningham and Tommy Coates, both of Trenton, N. J., who at the present are battling it out neck and neck with last year's ASCRA national champion, Tommy Bradshaw, will head the post parade for the Memorial Day program.

Their toughest competition will probably come from Baltimore's brother act, Ken and Jim Marriott, Lee McBride, of Trenton, N. J., Sam Malach, of Landsdale, Pa., Hank Stanley, of Richmond, Va., and Vernon Storm, of Randallstown.

Louis Roop, of New Windsor, Friday telephoned the local speed officials he may not be able to compete in Monday's races because of motor trouble in his car. He said he would appear if the motor is repaired in time.

His place in the four-man Maryland delegation was taken by Jim Marriott, of Baltimore. Other Terrapins include Preston Welsh, of Takoma Park, Vernon Storm, of Randallstown, and Marriott's brother, Ken.

New Jersey will be represented by 11 Trentonites while Pennsylvania will bid for glory with the same number of entrants. Ohio, along with Virginia, has entered only one driver, Buck Barr, of Zanesville.

Last minute reports from the local track stated that the half-mile oval will be record-ready for the thrill-packed program Monday. Guy K. Motter, secretary of the Fair, said that the track would be nearly dust-proof after ten tons of calcium chloride are spread on it late Sunday afternoon.

The time trials will begin promptly at 1 p. m. and the first race at 2:30 p. m.



# Stock Car Stars

## 5/28/1948 Return To Grove

Two Races Scheduled Over Memorial Day Week-End As Part Of Holiday Events

Stock car auto racing under the sanction of the American Stock Car Racing Association will make a return to the famous half-mile Williams Grove Speedway on both Sunday afternoon, May 30, and Monday night, May 31, as part of a mammoth holiday program being planned by Roy Richwine, owner of Williams Grove Park and Speedway.

Other holiday activities will be the New York Winter Garden Revue, featuring a chorus of lovely girls, at 3 and 8 p. m., on both Sunday and Monday in the Mt. Vernon Theatre. Free mammoth displays of fireworks will be attractions on both Saturday and Monday nights. Free concerts will be given by the popular Williams Grove Park and Speedway Band on both Sunday and Monday afternoon. The first weekly Monday night dance, with music furnished by Phil Young's Orchestra, will take place on Monday night from 9 to 12 p. m.

Tommy Coates, of Trenton, winner of the stock car race several weeks ago, and Tommy Bradshaw, his fellow townsman all the way in another Trenton ace, who pushed one of the most thrilling races witnessed at Williams Grove, will be featured in the large array of stock car stars who will return for races on both days.

Plan now to bring your family to Williams Grove Park and Speedway over the Memorial Day week-end; there will be something to please every member of the family. adv.

# Shuman Stock Car Star At Allentown Grounds

5/28/1948.

ALLENTOWN, Pa., May 28th.—Some 5000 Allentown race fans thrilled and spell bound, got their first real glimpse of Championship Stock Car Auto racing here Tuesday night as Buddy Shuman, breaking from second pole position, nosed her out front during the first lap and barely lasted to win the fifteen lap feature event of the seven card program.

Shuman, who races out of Charlotte, N. C., and ranks fourth in National Point standing, had his hands full in defeating Johnnie Rogers who finished second, some three feet back of the winner. Wild Bill Snowden, St. Augustine, Fla., finished third, one car length back. Sixteen cars started in the main event.

1st heat (6 laps): Snowden, Di Natale, Mundy. 3:20.8.

2nd heat (6 laps): Rodgers, Shuman, Campbell. 3:22.40.

3rd heat (6 laps): Applegate, Smith, Campbell. 3:26.10.

1st semi-final (8 laps): Snowden, Campbell, Di Natale. 4:05.75.

2nd semi-final (8 laps): Shuman, Rodgers, Rixler. 4:05.20.

Consolation heat (8 laps): Cunningham, Ledigar, Bartishe. 4:06.20



# Stock Car Races on At Flemington Sunday

5/29/1948

5/29/48

Stock car racing returns to Flemington tomorrow with six events comprising 100 laps of racing filling the card. Time trials will get under way at 12:30 P. M., with the feature event slated for 2:30 P. M.

Rain date for the race is Monday, May 31.

## DiNatale Entered

Two of Trenton's leading stock car drivers will see action tomorrow, both driving John Sabatini-built cars. They are Chick DiNatale and Pete Harris, who are leading in points and cash won to date. Both boys have been running full blast in the night circuit and are giving good accounts of themselves.

"Wild Bill" Snowden of St. Augustine, Fla., who last year was the leading money winner, will appear along with Buddy Shuman of Charlotte, N. C., and Frank Mundy of Atlanta, Ga. Shuman drives an Edelbrock-built Ford while Mundy operates a Bob Osborne four-carburetor model.

## Over 30 Entrants

Promoter Tommy Grbac has received entries from over 30 drivers including Frank Pagnani's No. 40 of Trenton; Angelo Lombardi's No. 33, also of Trenton; Rocky DiNatale's No. 61 and 62, and Frenchie Massey's Plymouth. Massey's Plymouth has been worked on all winter and is making its first start at

Flemington tomorrow. Massey will drive his car and he believes it to be faster than most Fords operating today.

## ERICKSON ONCE IN NY

PHILADELPHIA (UP) — Ex-Chicago Cub pitcher Paul Erickson, who joined the Philadelphia Phillies last week, is 6 feet 7 inches tall and weighs 205 pounds. When he was a high school sophomore trying to play sandlot baseball in Zion, Ill., he was just five feet tall and weighed 93 pounds.

# Chick DiNatale

5/30/1948

DiNatale, recent feature event winner at the **Dover Speedway**, will be among several Trenton drivers who will seek top honors in stock car racing at Flemington this afternoon. One hundred laps of racing will comprise today's program, starting at 12:30 with time trials. Feature race is 2:30. In addition to DiNatale, who will drive a 1937 Ford owned by Johnny (McGee) Sabatini, other Trenton entrants include Pete Harris, Eastern circuit point leader; Nelson Applegate, Angelo Lombardi and "Frenchy" Massey. Rain date for the races will be tomorrow.



**TOMMY COATES**

# Coates Booked At Vernon

5/31/1948

Vernon — Tommy Coates of Trenton, N. J., is one of the ace drivers who will appear at the Vernon Speedway this afternoon in Stock Car Auto Races.

Tommy won first place in the feature race at Williams Grove, Pa., on May 9 and was scheduled to race in the Vernon event last Sunday. Tommy faces a field of 23 other speed demons and a hot race is expected as 'Pepper' Cunningham, winner of the feature race at Longtown, Pa., and Tommy Bradshaw, who finished first at Vernon on May 9 also will be on hand.

Time trials will begin at 1 o'clock and the first race will start at 2:30.



# Pepper Cunningham Williams Grove Victor

**WILLIAMS GROVE — (AP) —**  
Pepper Cunningham, Trenton, N. J., speedster, won the Memorial Day stock race at the half-mile Williams Grove speedway yesterday, covering the distance in 16 minutes and 20.22 seconds.

Cunningham nosed out Lou Volk, Newark, N. J., by one length. Tommy Bradshaw of Trenton, N. J., was third, followed by Buddy Shuman, Charlotte, N. C., and Johnny Rogers, also Charlotte.

# Trenton Driver Takes Feature

6/2/1948

HARRISBURG, Pa., June 1 (UP) — Pepper Cunningham, Trenton, N. J., driver, won the 15-lap stock car feature race last night on the Williams Grove half-mile dirt track.

Cunningham's time for the 15 laps was 18 minutes, 20.22 seconds—seven seconds faster than the winning clocking in the feature stock car race Sunday on the same track.

Lou Volk, Newark, N. J., a car length behind Cunningham at the tape, won a photo finish from Tommy Bradshaw, Trenton, N. J., for the runner-up honor. Buddy Guman, and Johnny Rogers of Charlotte, N. C., and Larry Smith, Bloomington, N. J., came in next, in that order.

6/2/48

# Buddy Shuman Captures Fonda Opening Feature

6/5/1948

FONDA, June 5—Buddy Shuman, Charlotte, N. C., copped the 15-lap feature last night as the Speed Corporation of America's first stock car racing program was staged over the Fonda Fairgrounds Speedway.

Shuman nearly had the show stolen away from him, however, by Wally Campbell, Trenton, N. J., speedster, who gave an exhibition of speed driving in one of the semi-finals that sent approximately 4,000 fans into talking about his performance.

It came in the second semi-final, an eight-lap affair. On the first lap, Campbell crashed into the fence and was given five minutes in which to straighten his car out and get rolling once again.

Starting from scratch, Campbell went on to win.

He was runner-up to Shuman in the main event, which Buddy captured in a time of 7:58.31.

Although there were three accidents, no driver was hurt. Jimmy Fox, Rochester pilot, hit the inner guard rail during the main event but managed to come out of it with no injuries.

Shuman copped the first semi-

final, the race going only seven laps when another accident halted the event.

In the first heat, Frank Mundy, Atlanta, Ga., placed first ahead of Shuman, Ken Littlefield, Kennebunk, Me., and George Green, Haverhill, Mass.

The hot rod feature race was taken by Al Noakes, Canajoharie, after Bob Whitbeck took the first heat. Whitbeck, from Providence, R. I., toured the course in 3:59.6.

Joe Lediger, Baldwin, L. I., placed first in the second heat for stock jobs.

Rundown on the feature showed Shuman, Campbell, Johnny Rodgers, Paterson, N. J., Sammy Packard, Rumford, R. I., and Littlefield.

Rain early in the evening threatened to postpone the races, but Promoter Jack Kochman decided to go ahead anyway rather than risk a third disappointment.

Craig Mellinger, Paterson, N. J., served as starter while Bob Sall acted as track superintendent.

The racers will be back at Fonda next Friday, Kochman announced. Some 20 cars were present for last night's events.

# 4,000 See Buddy Schuman Win Race Feature

6/5/1948

Buddy Schuman of Atlanta won the 15-lap feature at the Fonda fairgrounds last night in 7:58.31 as 4,000 fans watched their first stock car attraction there. The inaugural had been twice postponed, once by the weather and a second time by a combination of circumstances beyond control of the Speed Corporation of America, sponsors of the events. Some 20 cars were on the infield.

Wally Campbell of Trenton, N. J., finished second in the main event. He had cracked into a fence in an earlier trial and was given five minutes to get his car into condition. Jimmy Fox of Rochester escaped injury but his car was out for the rest of the evening, when he cracked a fence.

Another card of seven events is scheduled for next Friday.

# SCHUMAN WINS FEATURE RACE ON FONDA OVAL

6/5/1948

Buddy Schuman of Atlanta won the 15-lap feature at the Fonda fairgrounds last night in 7:58.31 as 4,000 fans watched their first stock car attraction there. The inaugural had been twice postponed, once by the weather and a second time by a combination of circumstances beyond control of the Speed Corporation of America, sponsors of the events. Some 20 cars were on the infield.

Wally Campbell of Trenton, N. J., finished second in the main event. He had cracked into a fence in an earlier trial and was given five minutes to get his car into condition. Jimmy Fox of Rochester escaped injury but his car was out for the rest of the inning, when he cracked a fence.

Another card of seven events is scheduled for next Friday.



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# Shuman Seeking Second Victory On Fonda Track

6/8/1948

FONDA, June 9—Buddy Shuman, the Charlotte, N. C., speedster who uses alcohol to power his fast-traveling stock car, will be seeking his second straight victory Friday night when the Speed Corporation of America conducts its second weekly race meeting at the Fonda Fairgrounds Speedway.

Shuman captured last week's 15-lap feature under the lights at Fonda, turning back a threatening Wally Campbell to do it. Campbell, from Trenton, N. J., had provided fans with a speed treat earlier by coming out of a crack up and going on to win one of the semi-finals.

He and Shuman then ran one-two in the 15-lap affair.

Friday's races will start at 8:45 and S. C. O. A. officials are looking for another good turnout, one possibly exceeding the 4,000 who watched last week's cards.

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# Buddy Shuman Will Race Again at Fonda on Friday

6/8/1948

FONDA — Buddy Shuman, the Charlotte, N. C., speedster who uses alcohol to power his fast traveling stock car, will be seeking his second straight victory Friday night when the Speed Corporation of America conducts its second weekly race meeting at the Fonda Fairgrounds Speedway.

Shuman captured last week's 15-lap feature under the lights at Fonda, turning back a threatening Wally Campbell to do it. Campbell, from Trenton, N. J., had provided fans with a speed treat earlier by coming out of a crackup and going on to win one of the semi-finals of the main event. He and Shuman then ran one-two in the 15-lap affair.

Friday's races will start at 8:45 and S.C.O.A. officials are looking for another good turnout, one possibly exceeding the 4,000 that watched last week's card.

Over 20 cars and drivers are expected again Friday, Track Super Bob Sall said.

Jack Kochman, who ran midget races in New York the past two Winters, is race director for the S.C.O.A.

# Fonda Car Races Set

6/9/1948

FONDA, N. Y., June 8—Buddy Shuman, the Charlotte, N. C., speedster who uses alcohol to power his fast traveling stock car, will be seeking his second straight victory Friday night when the Speed Corporation of America conducts its second weekly race meeting at the Fonda Fairgrounds speedway.

Schuman captured last week's 15-lap feature under the lights at Fonda, turning back a threatening Wally Campbell to do it. Campbell, from Trenton, N. J., had provided fans with a speed treat earlier by coming out of a crack-up and going on to win one of the semi-finals of the main event.

He and Shuman then ran one-two in the 15-lap affair.

Friday's races will start at 8:45 and S.C.O.A. officials are looking for another good turnout, one possibly exceeding the 4,000 who watched last week's card.

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# SHUMAN WILL SEEK REPEAT THIS FRIDAY

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# STOCK CARS WILL 6/9/1948

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# Fonda Stock Races Tonight

6/11/1948

FONDA, N. Y.—Stock cars roar around the Fonda track again tonight with officials of the Speed Corporation of America hoping their luck holds good after finally getting off to a gaudy start last Friday before 4,000 fans.

First race tonight is at 8:45 and it will be the renewal of a feud between Buddy Shuman and Wally Campbell holding down much of the interest. Shuman beat Campbell last week in the 15-lap feature, but both are crowding into the top of National Association of Stock Car Racing point standings and so will be running fender-to-fender tonight.

Tonight's races are the second in the summer series of weekly meetings at the Fonda plant.

# Stock Cars Go At Fonda Race Track Tonight

6/11/1948

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Shuman beat Campbell last week in the 15-lap feature, but both are crowding into the top of National Association of Stock Car racing point standings and so will be running fender-to-fender tonight.

And the S. C. O. A. is hoping there will be no serious accidents to mar the program. That's where they had more luck last week.

Tonight's races are the second in the Summer series of weekly meetings at the Fonda plant.

# Stock Car Races Go On Again at Fonda Tonight 6/11/1948

FONDA—Stock cars roar around the Fonda track again tonight with officials of the Speed Corporation of America hoping their luck holds good after finally getting off to a gaudy start last Friday before 4,000 fans.

First race tonight is at 8:45 and it will be the renewal of a feud between Buddy Shuman and Wally Campbell holding down much of the interest. Shuman beat Campbell last week in the 15-lap feature, but both are crowding into the top of National Association of Stock Car racing point standings and so will be running fender-to-fender tonight.

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## STOCK CAR RACES AT FONDA TONIGHT

FONDA Stock cars roar around the Fonda track again tonight with officials of the Speed Corporation of America hoping their luck holds good after finally getting off to a gaudy start last Friday before 4,000 fans.

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WORLD'S FASTEST SPEED SPORT

# STOCK CAR RACES

EVERY FRIDAY NITE!  
AT THE FONDA FAIRGROUNDS

**7-BIG EVENTS-7**

FIRST  
RACE 8:45 P.M.

6/11/1948



# Fonda Races Slated Tonight

6/11/1948

FONDA—Stock cars roar around the Fonda track again tonight with officials of the Speed Corporation of America hoping their luck holds good after finally getting off to a gaudy start last Friday before 4,000 fans.

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And the SCOA is hoping there will be no serious accidents to mar the program. That's where they had more luck last week.

Tonight's races are the second in the summer series of weekly meetings at the local plant.

ARMY NETS CAPTAIN

# ***Trenton Boys In Flemington Races Sunday***

6/11/1948

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Trenton's C h i c k DiNatale, Tommy Coates, Tommy Bradshaw and Pete Harris are among the entries in the Flemington stock car races Sunday.

Time trials for the event will begin at 12:30 p. m., and the first heat at 2:30 o'clock. More than 100 laps of racing will feature the afternoon's program.

The four Trentonians are leaders in their respective circuits and a battle is to be expected when they will all be seen on the same track.

Also on tap for the races will be Buddy Shuman, Frank Mundy and Bill Snowden from the South.

Flemington's own Paul Barbishe, with three cars entered, is sure to be a threat. Barbishe's cars No. 8 and 38 will bear watching during the afternoon's proceedings.

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# **STOCK CAR RACES**

6/11/1948

at the

## **FLEMINGTON FAIRGROUNDS**

on

## **SUNDAY, JUNE 13**

**Gate Admission \$1.20 — Children 60c**

**Grand Stand \$1.20 — Bleachers 60c**

# Coates to Race At Flemington

Trenton's Tommy Coates, piloting a car from Reading, Pa., has filed his entry for the stock car races at Flemington this Sunday. Coates has been racing in other circuits and has won one race, copped a second and two third places in his last four starts.

## Car Revamped

Coates' old car, No. 69, has been completely revamped by owner Johnny Sabatini and will be driven by Chick DiNatale. Chick is now the eastern circuit point leader.

get it in shape for the Sunday events. If not, he will be at the wheel of No. 33 owned by popular Angelo Lombardi.

Time trials for Sunday's races start at 12:30 P. M. The first heat of the main event starts at 2:30 P. M. There will be 100 laps of racing.

Rocky DiNatale, one of Trenton's top drivers, has entered his fast No. 1 and also a Plymouth which he and co-owner and driver Frenchie Massey claim to be as fast as any Ford in use.

Tommy Bradshaw of Trenton is another performer who will drive at Flemington. Bradshaw had some tough luck at Winchester, Va., last week when his car, built by Ken Wagner of Morrisville, Pa., went through the fence and landed on its top. Tommy will drive the same car if it is possible to



# Trenton Drivers to Race At Flemington Tomorrow

6/11/1948

1948

FLEMINGTON, June 11—The "hot rocks" of the racing world, stock-car drivers, will return to the Flemington Fair Grounds fast oval Sunday afternoon as Tommy Grbac presents another highly-charged program of events. Time trials will start at 12:30 o'clock. The first heat of the main event starts at 2:30. There will be 100 laps of racing.

## Trentonians Top Talent

A group of crack drivers from Trenton head the talent which will show at Flemington.

Heading the list is Chick DiNatale, the eastern circuit point leader. He will drive one of those flashy Fords owned by Johnny Sabatini.

Tommy Coates, in back of the controls of a special car from Reading, Pa., has been doing very well of late, recording one victory, a second and two thirds in his last four outings. Naturally, he is figured to be a top contender here Sunday.

Rocky DiNatale is connected with two cars in the races. He will drive his fast No. 1, a Ford, and is part-owner of a Plymouth, which will be piloted by Frenchy Massey.

Tommy Bradshaw, another Trenton boy, will be in action, but his mount is dubious. Last week his car, built by Ken Wagner of Morrisville, went through a fence at Winchester, Va., and it may not be back in time for this race. But if it is, Tommy will drive No. 33, owned by Angelo Lombardi.

In addition to the Trenton drivers, there are many other eastern stars on hand for the grind here. The track has been pronounced in tip-top condition and some record-breaking driving is expected.



# Shuman Winner At Fonda Oval; Races Called Off

FONDA, June 12—Buddy Shuman won his second straight feature event in the Fonda stock car races last night, doing the distance in 7.26.92 and defeating Wally Campbell, his principal contender last week.

Bob Sall, track super, announced there will be no more races at the Fonda Speedway until further notice. The Speed Corporation of America, which promoted the events, ran into a series of tough breaks earlier this season after having planned a series of 16 Friday night meets.

A crowd given as 2,500 was on hand last night.

Ernie Palmer won the first heat last night, Joe Leddegar, the second. The third went to Rogers.

One crash occurred when Chuck DiNatoli, leading the field in the third, crashed into the fence.

6/12/1948

# *In Stock Car Races*

6/13/1948



**Tommy Coates**

Trenton driver, Coates will try for top honors in the stock car races this afternoon at the Flemington Fair half-mile track. Time trials will start at 12:30 o'clock and the first competitive event at 2:30.

# Race June 20

## At Vernon

6/13/1948

Vernon—Auto race fans will be able to see their favorite stock car drivers in action again next Sunday at the local speedway when another thrilling program of events will be presented.

Among the nations leading lead footed pilots who already have sent in their entries are favorite Tommy Bradshaw, winner of Vernon's first feature, Pepper Cunningham, a three feature event winner and leader in ASCRA championship point standing at present; Tommy Coates, always a threat for the top money, and Wally (Crash) Campbell, the "Fence Buster" from Trenton, N. J.

—Another lad with plenty of lead in his shoes is Johnny Rogers, the Charlotte, N. C., flash with his No. 1 V-8 Special.

Time trials will be at 1 p. m. with the first race getting under way at 2:30 p. m.

# Crowd Expected At Sunday Races

6/18/1948

VERNON — Racing fans will have a chance to see their favorite stock car drivers in action on Sunday when another thrilling program of events, similar to the program that drew over 10,000 fans at the opening date in May, will be presented.

Time trials will start at 1 p. m. Six action packed events will include three qualifying heat races, a consolation race for all non-winners, and a match race between the three fastest cars, plus a thrill when the twenty fastest cars will battle for the high purse offered by promoter "Lucky Lee Crosby."

Among the nations leading stock jockeys who have already sent in their entries are Tommy Bradshaw, winner of the first program, Pepper Cunningham, leader in the A. S. C. R. A. championship point standing at present, Tommy Coates, Paul Barbiche, the "tough luck kid," Vic Nauman, Johnny Rogers and Lee McBride, all of whom are familiar names at the local Speedway after the excellent performances the last time.

# Bradshaw Enters Stock Auto Races At Vernon Track

VERNON. — Tommy Bradshaw, winner of the first of the stock auto races held in May at the Vernon speedway, will be among the top-notch drivers making a return appearance Sunday.

Sunday's program begins at 1 p. m. with time trials, followed by three qualifying heat races, a consolation race for all non-winners, match race between the three fastest cars, and the final event matches, the 20 fastest cars over 30 laps.

Among the drivers scheduled to compete are Pepper Cunningham, Johnny Rogers, Lou Volk, Wally Campbell, Tommy Coates, Vic Nau-man, Paul Barbiche and Lee McBride as well as Bradshaw, familiar names at the local speedway after their excellent performances.



# Stock Car Pilots At Vernon Sunday

6/18/1948

Vernon—Racing fans will have a chance to see their favorite stock car drivers in action Sunday, when another thrilling program of events will be presented at the Speedway.

The first of the stock races, held here in May, drew over 10,000 fans, who saw Tommy Bradshaw emerge as the winner.

Time trials start at 1 p. m. and the first race gets under way at 5:30. Six action-packed events will include three qualifying heat races, a consolation race for all losers, a battle between the three fastest cars, plus a thrill when the 20 fastest cars will battle for the high stakes and honors in the 30-lap feature on the program.

Among the drivers who will present to keep the fans on their feet will be Pepper Cunningham, Johnny Rogers, Lou Volk, Wally Campbell, Tommy Coates, Vic Nauman, Paul Barbiche and Lou ~~and many others~~. All of them will be remembered for their performances at the local Speedway on May 2.

# 30 Entered in Vernon Races

6/19/1948

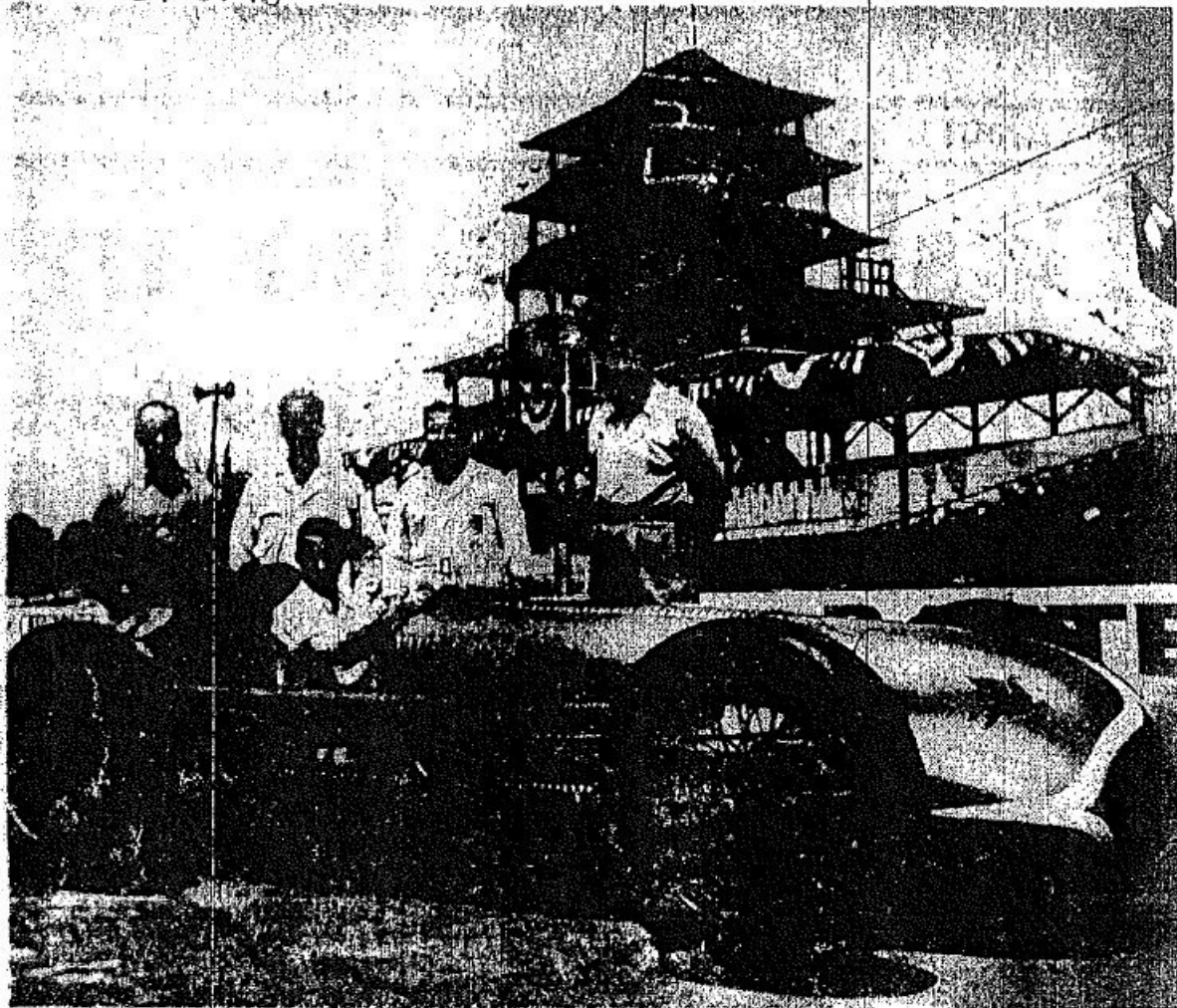
VERNON — Another in a series of stock car races will be held at the Vernon Speedway on Sunday, with over 30 of the nation's leading drivers on hand to provide an afternoon of action for racing fans.

Time trials will be held at 1 p.m. and the first race will start at 2:30 p.m., with six events scheduled on the program.

Some of the drivers who will compete for the high purses are Wally Campbell, Lou Volk, Paul Barbiche, Pepper Cunningham, Johnny Rogers, Tommy Bradshaw, Tommy Coates, all of whom are familiar names at the local speedway after their appearance here on May 2nd.

# Trenton Area Mechanics Big Help to Rose

6/20/48



Mauri Rose, winner for the second straight year in the 500-mile Indianapolis Speedway Memorial Day classic, once again had help from two Trenton area mechanics — Joe Scopa of Trenton and Princeton and Charley Marant of nearby Allentown, N. J. Scopa, who lives in Trenton and has his place of business in Princeton, and Marant both are employed by Lou Moore of Ventura, Calif. Moore is the owner of the Blue Crown Specials driven by Rose and Bill Holland. Rose and Holland finished one-two for the second straight year. Above photo shows the winning car at Indianapolis with Rose in the driver's seat. Left to right in the group in back of him are Fred Forayth of Los Angeles, Marant, Scopa and Owner Moore. Scopa serves as pit steward at Langhorne Speedway, where a 100-mile race is scheduled today. Holland will drive one of Moore's cars at Langhorne today and his mechanic will be Marant. 6/20/1948

# Stock Car Events Carded Tomorrow

6/24/1948

Stock car races under lights will be held at Pitman, N. J., tomorrow night starting at 8:30 P. M. Six events are scheduled with time trials slated for 7:30 P. M. Rain date for the show is July 2.

## Grbac Promoter

Entries have been received from leaders of four different race circuits by Ted Grbac, promoter for the eastern stock car circuit.

Chick DiNatale and Pete Harris of Trenton, who ran one-two at Dover last Sunday, will compete along with Ken Marriott and Vernon Kirk, a pair of Baltimore drivers, who finished in one-two order at Selinsgrove, Pa., last Sunday.

Pepper Cunningham, the point leader in the ASCRA circuit, is

also entered, as is Tommy Bradshaw, second in the point standing, and Trenton's Tommy Coates.

Southern entries include Buddy Shuman, national point leader; Frank Mundy and Bill Snowden.

At least 40 cars are expected to be on hand for New Jersey's inaugural stock car racing under the lights. The track is located near the Camden bridge circle.

The same lineup of top entries will also compete in the July 4 races at Flemington, N. J.



# July 11 Date Of Stock Car Racing Event

LANGHORNE, Pa. — A 100-mile national championship stock car race on Sunday, July 11, will provide the next speed program at Babcock's Langhorne Speedway, world-famous one-mile auto race track on Lincoln Highway. The century grind for the stock cars will be a renewal of an annual feature.

Record-breaking performances in previous races at Langhorne this season prove that the oval is still the "world's fastest one-mile dirt track." The track record was broken no less than four times in a series of AAA sprints that served as the 1948 curtain-raiser and only last Sunday Rex Mays established a new world record for a mile on dirt in the time trials for the 100-mile national championship race for Indianapolis cars and drivers.

The long race for stock cars on July 11 will provide another chance for the real race fans to argue their old cry again—which is the better of the stock cars. For the mounts that run in the competitive events are just that—stock cars with regulated modifications. The event is to be run under ASCAR sanction.

6/27/1948

Although entry blanks have just been sent out, a representative field is guaranteed, with drivers from virtually every State in the Nation. ASCAR is an organization that is established on a national circuit and is to stock

car racing what AAA is to the Out-and-out racing mounts.

## Flock '47 Winner

Bob Flock, of Atlantic, Ga., won the 200-mile national stock car championship race staged at Langhorne last year. He also sat on the pole as a result of turning in the fastest qualifying time. Red Byron, another Georgian, was runnerup, followed by Norman Wrigley, Bill Snowden and Frank Mundy.

Wrigley had turned in the second fastest qualifying time, followed by Snowden and Mundy. Fonty Flock, brother to Bob, was a strong contender in the 200-miler here in 1947, but was forced out by mechanical difficulty. He later went on to take the national stock car point championship.

Entry of these headliners is virtually assured, along with equally topflight pilots in what may develop into a record field.

# 100-Mile Stock Car Race

## Next on Langhorne Card

6/28/1948

A 100-mile national championship stock car race on Sunday, July 11, will provide the next speed program at Babcock's Langhorne Speedway, world-famous one-mile auto race track on Lincoln Highway. The century grind for the "hot rods" will be a renewal of an annual feature and spectacle over the Langhorne Speedway.

6/28/48

### Fastest Track

Record-breaking performances in previous races at Langhorne this season prove that the oval is still the "world's fastest one-mile dirt track." The track record was broken no less than four times in a series of AAA sprints that served as the 1948 curtain-raiser and only last Sunday Rex Mays established a new world record for a mile on dirt in the time trials for the 100-mile national championship race for Indianapolis cars and drivers.

The long race for stock cars on July 11 will provide another chance for the real race fans to argue their old cry again—which stock car is better. For the mounts that run in the competitive events are just that — stock cars with regulated modifications. The event is to be run under ASCAR sanction.

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### Flock Won 200-Miler

Bob Flock, of Atlanta, Ga., won the 200-mile national stock car championship race staged at Langhorne last year. He also sat on the pole as a result of turning in the fastest qualifying time. Red Byron, another Georgian, was runnerup, followed by Norman Wrigley, Bill Snowden and Frank Mundy.

Wrigley had turned in the second fastest qualifying time, followed by Snowden and Mundy. Fonty Flock, brother to Bob, was a strong contender in the 200-miler here in 1947, but was forced out

by mechanical difficulty. He later went on to take the national stock car point championship.

Entry of these headliners is virtually assured, along with equally topflight pilots of the "hotrods" in what may develop into a record field.

# Cunningham Seeks Honors At Langhorne

6/29/1948

**LANGHORNE, Pa.** — Trenton's No. 1 stock car speedster, Pepper Cunningham, has filed his entry for the 100-mile race at Babcock's Langhorne Speedway on Sunday, July 11.

A nationally known chauffeur of the "hot rods"—as the modified stock cars are known—Cunningham heads a field that is expected to be bigger and stronger than any that has previously performed in a similar speed test at the Lincoln Highway racing strip.

Cunningham is known as a "home town boy" at Langhorne. Hailing from Trenton as he does, Langhorne Speedway is virtually in his back yard, since it is located on U. S. Route 1, only a few miles from the New Jersey capitol.

Pepper was both a surprise and popular winner of the 100-mile national championship stock car race staged at Langhorne in 1946. He is driving a rebuilt Ford, of which he is a co-owner.

The Trenton speedster has always managed to gain his share of honors in "hot rod" competition throughout the country, although he wasn't too successful last year. In two important races he flipped, fortunately escaping injury both times. He was unable to repeat his Langhorne victory of 1946 when a 200-mile stock car race was staged last season.

Tickets are now on sale for the 100-miler on July 11.

*Ready For 100-Miler*



**Pepper Cunningham**



# Races July 4

6/29/48

## At Flemington

6/29/1948

Stymied by the weather on three previous dates at Flemington, Promoter Tommy Grbac figures all his luck can't be bad and has carded stock car races at the Flemington Fair track for Sunday, July 4.

Six events comprising 100 laps of racing will be presented. Time trials begin at 12:30 P. M. with the first heat of the main event starting at 2:30 P. M.

A record field of entries has been received and the competition is sure to be keen. Such talented drivers as Trenton's trio from the ASCRA circuit—Pepper Cunningham, Tommy Bradshaw and Tommy Coates—will be on hand. These three boys will drive cars built by Lee McBride, Trenton; Ken Wagner, Morrisville, and Joe Wolfe, Reading, Pa., respectively.

Southern entries include Buddy Shuman, fourth in the national point standings, and Frank Mundy of Atlanta, Ga. Ken Marriott and Vernon Kirk of Baltimore, who ran one-two at Selingsgrove two weeks ago, will be on hand along with Chick and Rocky DiNatale and Trentonian Pete Harris.

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# Campbell Enters Flemington Race

7/1/1948

7/1/48

Wally Campbell, driving the Ford built by Trenton's Wally Marx, has entered the July 4 stock car races at the Flemington Fair oval. Campbell qualified fourth last Sunday in Georgia, competing against some of the nation's top drivers.

Campbell was running fourth, ahead of such drivers as Red Byron and Bob Lee. Last year's winner in the Langhorne stock car races, when his fan blade snapped off and went through the radiator, eliminating him from further action.

Marx has put the car back in shape and claims it is ready for a winning performance. Local race fans will remember this car as the one which took a bad spill in front of the grandstand at Flemington last year.

Battling Campbell for top honors will be Pepper Cunningham, Tommy Coates, Tommy Bradshaw and Johnny Sabatini's team of Chick DiNatale and Pete Harris. The last-named pair are the east's leading money winners.



# July 11 Date Of Stock Car Racing Event

7/11/48

LANGHORNE, Pa. — A 100-mile national championship stock car race on Sunday, July 11, will provide the next speed program at Babcock's Langhorne Speedway, world-famous one-mile auto race track on Lincoln Highway. The century grind for the stock cars will be a renewal of an annual feature.

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The long race for stock cars on July 11 will provide another chance for the real race fans to argue their old cry again—which is the better of the stock cars. For the mounts that run in the competitive events are just that—stock cars with regulated modifications. The event is to be run under ASCAR sanction.

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7/1/1948

car racing what AAA is to the Out-and-out racing mounts.

## Flock '47 Winner

Bob Flock, of Atlantic, Ga., won the 200-mile national stock car championship race staged at Langhorne last year. He also sat on the pole as a result of turning in the fastest qualifying time. Red Byron, another Georgian, was runnerup, followed by Norman Wrigley, Bill Snowden and Frank Mundy.

Wrigley had turned in the second fastest qualifying time, followed by Snowden and Mundy. Fonty Flock, brother to Bob, was a strong contender in the 200-miler here in 1947, but was forced out by mechanical difficulty. He later went on to take the national stock car point championship.

Entry of these headliners is virtually assured, along with equally topflight pilots in what may develop into a record field.

# Stock Car Races Attract Top Drivers At Flemington

7/2/1948

FLEMINGTON—A trio of Trenton drivers—Tommy Bradshaw, Tommy Coates and Pepper Cunningham—will renew their keen rivalry Sunday in the Fourth of July stock car races at the Flemington Fair Grounds.

Six events, comprising 100 laps of racing, will be on tap.

The three local drivers have been battling it out for No. 1 spot on the ASCRA circuit. Cunningham, driving Lee McBride's fast No. 11, currently has the edge in points.

Providing top competition for these boys will be Chick DiNatale and Pete Harris, both of Trenton. Ken Marriott and Vernon Kirk of Baltimore, who

place 1-2 at Selingsgrove, Pa., two weeks ago, and a trio of the South's top drivers—Buddy Shuman, Frank Mundy and Wild Bill Snowden—are also included in the star-studded field.

Promoter Tommy Grbac has already received 35 entries and is looking forward to one of the greatest days of racing at the Fair Grounds Sunday.



# Top Drivers At Langhorne

7/3/1948

PHILADELPHIA, Pa., July 3

—Tommy Bradshaw, who has cut quite a figure in speed competition will try to add lustre to his imposing achievements in the 100-mile national championship stock car race to be staged next Sunday at Babcock's Langhorne Speedway.

Bradshaw chauffeurs a Ford coupe that is owned by Ken Wagner, of Morrisville, Pa. To say that he is a successful speedster is putting it mildly. He scored a smashing victory in stock car competition early this season at Vernon, N. Y., and was a close second in a later race at Williams Grove, Pa.

Tommy was among the leading qualifiers in last year's stock car feature at Langhorne. He was running well up with the leaders when misfortune overtook him. A broken piston put him out of the 200-miler when he only had six more miles to go. Such is the chance that race drivers face.

In the race at Vernon, N. Y. Bradshaw got the checkered flag ahead of Pepper Cunningham and Johnny Rogers. Cunningham was the winner of the 100-mile national championship stock car race at Langhorn two years ago. Rogers is half the teammate combination driving for owner Bill Taylor, Wally Campbell being the other half.

Cunningham, Rogers, Campbell, as well as Red Byron, Tommy Coates—to mention a few—will take issue with Bradshaw in the battle for top honors in next Sunday's race, which will be run under A. S. C. A. R. sanction and carry with it a guaranteed purse of \$5750.

Time trials will be staged on Saturday, starting at 12 o'clock noon (E. D. T.), to decide qualifying and starting positions. The fastest 30 will become eligible to compete for top money.

# Flock Family Seeks Honors At Langhorne

7/4/1948

LANGHORNE — A flock of Flocks are figured to continue a family feud and at the same time give the field a handful of flight in the 100-mile National championship stock car race listed on Sunday, July 11, at Babcock's Langhorne Speedway.

First of all, there's Fonty Flock, 1947 national champion in point standings. Then there's Bob Flock, the brother who was winner of the national championship race at Langhorne a year ago. Finally, and not to be ignored, is the younger of the brothers, Tim, who made his debut at the Lincoln Highway oval last season.

The three brothers hail from Atlanta, Ga., hotbed of "hot red" competition, as stock car racing is known to speed devotees. It has long been a top sport in the South but has only recently attained major status in the North. However, stock car racing has been an annual feature at Langhorne since 1939, interrupted only during the war-time ban on automobile racing.

Bob Flock turned in the fastest qualifying time in last year's time trials for the race at the Lincoln Highway oval and, as a result, gained the pole position. Norman Wrigley, Bill Snowden and Frank Mundy followed him in qualifying time. In the race itself, the order of finish was Bob Flock, Red Byron, also of Atlanta; Wrigley, Snowden and Mundy.

Time trials will be staged Saturday, July 10, to decide the fastest 30 qualifiers for the 100-miler on July 11. The drivers will be shooting for a guaranteed purse of \$5,750.



# McBride Reveals Make-Up Of Modified Stock Cars

7/6/1948

1948

PHILADELPHIA, Pa., July 6—Lee McBride, who is entered in the 100-mile national championship stock car race to be staged next Sunday (July 11) at Babcock's Langhorne Speedway, gives an answer to one of the most persistent questions asked by speed devotees — what constitutes a stock car for racing purposes?

McBride, an owner-driver and successful as both, is a veteran of the raceways. Furthermore, he is president of the ASCAR under whose sanction the 100-mile at Langhorne will be run. The gist of his conversation relative to stock car racing goes something like this:

The average model automobile that you purchase, brand new, from a dealer is capable of speeds up to about 80 miles an hour. Take one of these models, strip it down so far as accessories is concerned; add a high compression head, extra carburetors, special valves, new crankshaft, high lift long overlap camshaft; change rear end gear ratio depending on length of track to be run on.

The result is a modified stock car, capable of speeds up to 125 miles an hour—that's the type car that will run at Langhorne next Sunday.



# Bradshaw Bids For Honors In Stock Car 100-Mile Race

7/7/1948

LANGHORNE, Pa. — Tommy Bradshaw, who has cut quite a figure in speed competition will try to add lustre to his imposing achievements in the 100-mile national championship stock car race to be staged Sunday at Babcock's Langhorne Speedway.

Bradshaw chauffeurs a Ford coupe that is owned by Ken Wagner, of Morrisville, Pa. To say that he is a successful speedster is putting it mildly. He scored a smashing victory in stock car competition early this season at Vernon, N. Y. and was a close second in a later race at Williams Grove, Pa.

Tommy was among the leading qualifiers in last year's stock car feature at Langhorne. He was running well up with the leaders when misfortune overtook him. A broken piston put him out of the 200-miler when he only had six more miles to go. Such is the chance race drivers face.

In the race at Vernon, N. Y., Bradshaw got the checkered flag ahead of Pepper Cunningham and Johnny Rogers. Cunningham was the winner of the 100-mile national championship stock car race at Langhorne two years ago. Rogers is half the teammate combination driving for owner Bill Taylor, Wally Campbell being the other half.

Cunningham, Rogers, Campbell, as well as Red Byron and Tommy Coates—to mention a few—will take issue with Bradshaw in the battle for top honors in Sunday's race, which will be run under ASCAR sanction and carry with it a guaranteed purse of \$5,750.

Time trials will be staged on Saturday, starting at 12 o'clock noon (EDT), to decide qualifying and starting positions. The fastest 30 will become eligible to compete for top money.



# BRADSHAW OUT FOR WIN AT LANGHORNE

7/9/1948

Tommy Bradshaw, who has cut quite a figure in speed competition, will try to add lustre to his imposing achievements in the 100-mile national championship stock car race to be staged Sunday at Babcock's Langhorne Speedway.

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Time trials will be staged on Saturday, starting at 12 o'clock noon (EDT), to decide qualifying and starting positions. The fastest 30 will become eligible to compete for top money.

PTC buses will again run from Frankford Ave. and Pratt St. direct to the speedway on race day, returning immediately after the 100-miler has been completed.



# Coates Breezes To Easy Stock Car Win At Flemington

7/9/1948

FLEMINGTON, N. J., July 8th—One of the fastest and most thrilling stock car events ever held in the East was staged Sunday, July 4th at the Flemington Fairgrounds. Forty-two of the snappiest cars to be seen in racing invaded the fairgrounds at an early hour in response to the entry blanks mailed out by the general promoter, Tommy Grboe of Bound Brook, N. J. In the first heat of the day Tommy Bradshaw, Tommy Coates and Pepper Cunningham finished 1st, 2nd and 3rd. In the second seat Chic DiNatale, Paul Messner and Lou Volk, finished in that order. Charles Muscatell, Rickky Di Natale and Ed Tyson finished 1, 2 and 3rd Heat.

In a special Match Race between the 3 winners of the heats, Tommy Bradshaw romped home the winner, inches in front of Chich DiNatale. The main event of the day was a walk-away for running No. 47 Out of 18 starters Tommy Coates in Joe Wolf's fast in the main only 9 finished. The extreme heat of the day took fast toll of these hot running motors. Tommy Bradshaw rolled his car in the 8th lap furnishing one of the major thrills of the day, thrills for which Flemington is justly famous. A capacity crowd howled their approval of the events of the day and left the grounds avowing their intentions of returning on July 25th, next race date at this track.

—Lillian Maxson

# Mundy Wins Over Packard in Stock Cars at Kingston

7/9/1948

By TOM DOHERTY

KINGSTON, N. Y., July 9.—Although hard pressed by Sammy Packard of Rumford, Frank Mundy of Atlanta, Ga., won his second consecutive victory in the weekly stock car races at the Kingston Fair Grounds Tuesday night. Mundy won the feature a week ago.

Packard, who was called upon to drive a car that arrived late, won the fancy of the 3400 fans with his spectacular driving. Forced to start in last position in the first semi-final, Packard rode over the field as he finished second to Hank Tatro of Hazardville, Conn., in one of the most exciting races of the season. Less than a car length separated the two at the finish.

1st heat: Tatro, Boyd, Crowen-shield. 4:29.3.

2nd heat: Mundy, Clark, Footo. 4:18.2.

3rd heat: Sleeper, Lees, Fenley. 4:7.5.

1st semi-final: Tatro, Packard, Hill. 5:10.1.

2nd semi-final: Mundy, Fenley, Sleeper. 5:4.2.

Consolation heat: Boyd, Littlefield, Mirabella. 4:8.

Feature race: Mundy, Packkard, Sleeper, Tatro, Hall. 7:37.4.



# Langhorne

## Race Draws

### 30 Starters

7/9/1948

**LANGHORNE** — Frank Mundy, driver of every kind of racing car and a thrill show performer as well, is listed among the entries for the 100-mile national championship stock car race to be staged at Babcock's Langhorne Speedway on Sunday.

Although he hails from Atlanta, Ga., Mundy probably is just as well-known here as he is in the South. He turned in the fourth fastest qualifying time for last year's stock car race at Langhorne and finished fifth in the race itself, taking the checkered flag after Bob Flock, Red Byron, Norman Wrigley and Bill Snowden received it from starter Austen Shay.

Mundy will not be alone in seeking to add to his season's point standing in the race at Langhorne on Sunday. Gober Sosebe, of Atlanta, is also well up on the list. So is Byron and Fonty Flock. Fonty, one of three racing brothers, was the season's national point champion last year.

#### Cannizzaro Entered

Entries of Dick Isett, of Reading; Larry Smith, of Bloomingdale, N. J.; Bud Bixler, of Jacksonwald, Pa.; Vincent Cannizzaro, the "Flying Dutchman" from Trenton; Sosebe, Guy Rouse and E. S. Racing, all three from Atlanta, have helped swell the field to what looks like record proportions.

There will be 30 starters in Sunday's century grind, to be decided by time trials on Saturday, starting at 12 o'clock noon. Qualifiers will be shooting for a guaranteed purse of \$5,750.

# Keller in Sunday Race

7/9/48

More than 40 drivers are likely to vie for starting positions in the 100-mile national championship stock car race to be staged Sunday at Babcock's Langhorne Speedway. The entry list continues to swell. Newest to join the field is the third member of a team combination, Al Keller of Trenton.

## To Pilot Ford

He will drive a 1941 Ford coupe owned by William O. Taylor, of Paterson, N. J. Keller will have as teammates—and at the same time, rivals—Johnnie Rogers and Frank Mundy.

Keller is a versatile driver inasmuch as he chauffeurs midget race cars as well as the stocks. He helps make one of racing's strongest combinations when he teams with Rogers and Mundy. The latter is one of the top money winners in stock-car competition locally and nationally.

The ninth and 10th place men in the season's point standing also will run in the 100-miler at Langhorne. Felix Wilkes, of Anandale, N. J., is ninth on the list, followed by Ed Tyson, a home-towner from Langhorne. Tyson drives a car owned by Lee McBride.

Ivy E. Cook, one of the few Negroes in the auto race game, also is listed to run in Sunday's marathon. Cook, who hails from Beverly, N. J., was a starter last year.

There will be 30 places open, to be decided by qualifying time trials tomorrow. The tests will start at 12 o'clock noon. Holders

of reserved seats will be admitted free to the trials. If necessary, qualifying heats also will be staged on Sunday, again starting at noon. The big race is listed for 3 o'clock.



# Langhorne Trial Led by Coates

7/11/1948

**Tommy Coates**, Trenton, turned in the fastest qualifying time yesterday for this afternoon's 100-mile national championship stock car race at Babcock's Langhorne Speedway.

Coates sped around the mile dirt track in 44:28 seconds. Pepper Cunningham, also of Trenton, winner of the 100-mile national championship at Langhorne in 1946, was runner-up with an even 45 seconds.

Earl Brokhoff gained third position with a 0:45.64 clocking; Tommy Fields, Atlanta, Ga., was fourth in 0:45.78, while Jack Muckel, also of Atlanta, was fifth best in 0:45.99.

## WOMAN RACES ON DARE

A novelty was presented at the time trials when Sarah Christian, Atlanta, was given an opportunity to circle the track on a dare. She took three laps, posting times of 49.35, 48.91 and 49.67 seconds, respectively.

Miss Christian has competed in stock car races; she has won four times, was second once and in her other appearance finished fifth.

Today's 100-mile race, under ASCAR sanction and carrying a guaranteed purse of \$5750, will start at 3 o'clock.

## MORE TEST RUNS TODAY

Additional test runs will be necessary today to complete the lineup. They will start at noon for drivers who were unable to qualify before.

Today's grind promises a stirring battle between drivers from widely divergent sections. Stock car racing originated in the South but has since become an established sport for the speedsters in this section.

Last year Bob Flock, Atlanta, turned in the fastest qualifying time, then went on to score a well-earned victory in the main event.

PTC will run buses from Frankford ave. and Pratt st. direct to the speedway, starting at 11 A. M., and will return to the depot upon completion of the feature.

# Trenton's Cunningham Seeks Stock Car Honors In 100-Mile Race Today

7/11/1948

LANGHORNE, Pa.—The boys who specialize in getting every ounce of speed out of regular passenger automobiles take over at Babcock's Langhorne Speedway today when a 100-mile national championship stock car race is staged under ASCAR sanction.

Promptly at 3 o'clock, the fastest 30 qualifiers will get the starter's green flag for the dizzy whirl around the Lincoln Highway oval and a crack at the top money places from a guaranteed purse of \$5750.

Qualifying time trials were staged yesterday to decide pole positions. However, additional test runs will be necessary today to complete the lineup. They will get under way at noon for drivers who were unable to qualify before.

Today's century grind promises a stirring battle among speed chauffeurs from widely divergent sections. Stock car racing originated in the South but has since become an established sport for the speedsters in this section.

An annual feature at Langhorne since 1939, stock car racing has provided its share of thrills and spills. Honors have been divided just about evenly between northern and southern drivers.

## Cunningham '48 Victor

Pepper Cunningham, of Trenton, became the "home town boy who made good," when he won the 100-mile stock car championship race in 1946, first staged here after the wartime ban was lifted.

The South scored a victory in last year's 200-miler when Bob Flock, of Atlanta, Ga., turned in

the fastest qualifying time, then went on to score a well-earned victory.

Cunningham hopes to get the checkered flag again, but he will face plenty of competition. Red Byron, Norman Wrigley, Bill Snowden and Frank Mundy followed Flock over the finish line last year. They'll all be back to try for top honors this afternoon.

Byron is a chauffeur of the midjets and big race cars, as well as the stocks. Snowden is a previous winner at Langhorne. Mundy is a thrill show performer in addition to his racing activities.

## Smith Among Entries

This group won't have the race to themselves by any means. Among the other entries are Larry Smith, Bloomingdale, N. J., Guber Sosebe, Guy Rouse and E. S. Racing, of Atlanta; Dick Isett, of Reading; Vincent Cannizzaro, of Trenton, Felix Wilkes, of Annandale, N. J.; Ed Tyson, of Langhorne; Al Keller of Trenton, and Johnnie Rogers, to mention just a few.

Prior to the 100-miler, members of the Sport Car Club of America will stage a 5-mile match race between two famous old-time speedsters and also will participate in a 10-mile race.

Races At Langhorne



Pepper Cunningham



100-MILE NATIONAL STOCK CAR CHAMPIONSHIP—1. Bob Flock, Atlanta; 2. Pepper Cunningham, Trenton; 3. Ed Samples, Atlanta; 4. Al Keller, Buffalo; 5. Frank Mundy, Atlanta; 6. Hugh Lanford, Spartanburg, S. C.; 7. Pete Harris, Trenton. Time—81:12:19.

DID NOT FINISH—Tommy Coates, San Antonio; Harold Brookhoff, Pottsville; Bill Fields, Atlanta; George Muckel, Atlanta; Johnny Rogers, Trenton; Buck Morris, Atlanta; Dick Lasti, Reading; Tom Bradshaw, Trenton; Ken Mearns, Atlanta; Lou Johnson, Trenton; Irv Elliott, Hamburg, Pa.; Bud Bixler, Jacksonwald, Pa.; Larry Smith, Burlington; Buddy Schuman, Charlotte; Earl Long, Annaville, Pa.; Ed Tyson, Trenton; Dave Turrell, Newtown, Pa.; Hal Strutt, Somerville, N. J.; Charles Muscatel, Lambertville, N. J.; Rocky DiNatale, Trenton; Pickles Picklehoff, Baldwin, N. Y.; Paul Barbrahaw, Farmington, N. J., and Oester Seisbee, Atlanta.

7/12/1948

# Rogers Injured In Race Mishap

7/12/1948

Johnny Rogers of Trenton was slightly injured yesterday when his car rolled over three times during the 100-mile stock car event at the Langhorne Speedway. Rogers was rushed to Mercer Hospital for treatment.

Bob Flock, one of three racing brothers from Atlanta, Ga., went on to win the 100-miler. Pepper Cunningham, Trenton's stock car star, finished second and might well have won if he hadn't developed tire trouble on the 42d lap. Cunningham was the pace-setter when his tire trouble started.

Flock's winning time for the "century" grind was one hour, 21 minutes, 12.19 seconds. Cunningham, 1946 winner of the event, was second. Ed Samples of Atlanta placed third, followed by Buffalo's Al Keller, Atlanta's Frank Mundy, Spartansburg, S. C.'s Hugh Lanford and Trenton's Pete Harris.

Tommy Coates, who turned in the best time of Saturday's qualifying trials, went through the rail on the first turn of the 22d lap. Tommy was uninjured but his car was damaged and he could not finish the race.



# Langhorne Race To Bobby Flock

7/12/1948

By JOE ALBRIGHT

LANGHORNE, July 11—Bobby Flock, of Atlanta, Ga., took the lead from Pepper Cunningham when the latter lost a wheel on the 42nd lap and went on to win the 100-mile National Championship stock car race here today. Only nine of 30 starters finished the race in which Flock won his second straight Babcock Langhorne Speedway event.

## Won 200 Last Year

Flock, who has to wear a steel plate in his back, captured the 200-mile national championship stock car test last year before injuring his back at Daytona Beach, Fla.

Cunningham, who replaced Tommy Coates as leader when the latter crashed the infield rail on the southwest turn without injury, finished second after repelling Flock's bid for the lead on the 41st turn. Just as they came out of the turn for the back stretch, with Flock the narrow leader, Cunningham pulled away with striking swiftness to take a two-length lead coming down the home stretch. But here Flock, riding inside, cut the lead to a half length as both began the first turn. Cunningham lost his right front wheel, the lead, and \$1,250 first place money as Flock easily took the lead. Cunningham lost about four laps in the pit but reclaimed two before the well-spread-out finishers were flagged to a stop with Flock the winner.

## Cunningham Does 98

Cunningham started in fifth upon returning and lapped Dick Isett and Hugh Lunford to finish second with a 98-mile total. Ed Sample, who losingly challenged Cunningham for second when Coates enjoyed a comfortable lead from the start, had second place from the time Cunningham hit the pits until the 95th lap. Mechanical trouble sent the Atlanta driver there for keeps.

Al Keller, the Negro driver from Buffalo who made his initial Langhorne start, took fourth with 93 miles. Frank Mundy, Atlanta, was fifth with 91 miles. Lunford, Spartansburg, S. C., was sixth with 90 miles. Pete Harris of Trenton was seventh with 87. Ed Tyson of Trenton was eighth with 81 and Paul Barbesheaw, Flemington, was ninth with 73.

## Rogers Crashes

Johnnie Rogers of Trenton somersaulted when he crashed on the turn just before the underpass leading to the home stretch on the 16th lap. He was taken to Mercer Hospital, where he sent word to the track that he was "O. K." Rogers was among the first eight before the crash.

Cunningham, the 1946 100-mile champion, earned \$750 minus lap money. Sample won \$600, Keller \$500, Mundy \$400, Lunford \$300.

Cunningham's valiant bid to reduce the laps lost in the pit was the center of attraction for more than 10,000, who were kept waiting 45 minutes before the race's start. On the 70th spin, Cunningham collared Lunford, who was third, on the first turn off the back stretch. But Cunningham's chance to regain the advantage was not forthcoming, as Flock made the 100 miles in 81 minutes, 12 and 19-20th seconds without a pit visit. Had Flock been forced to refuel, Cunningham, from Trenton, who started beside Coates, the pole starter, would have picked up at least one of the deficient laps and possibly both.

Although a little belated, Cunningham received the Station KYW Trophy for winning the 1946 event before the test began.

Tyson and Hal Brokoff tangled on the 90th lap coming into the home stretch. Both skidded and

reversed their position with only mangled fenders. Both signalled they were all right.

## 200 Slated August 15

On Sunday, August 15, one of the largest starting fields for stock car races will include 45 drivers for the 200-mile national championship stock car meet.

Flock again joined Mark Light, 1939 200-mile winner; Henry Banks, 1940 champion; Roy Hall, 1941 victor, and Cunningham as winners.

Frank Griswold won the 10-mile sport car preliminary event with his Alfa Romeo, which in 1940 won the New York World's Fair race.

# Races Scheduled At Pitman Track

7/14/1948

Headed by Pepper Cunningham, Trenton, one of the strongest fields ever assembled at Alcyon Speedway will take part in the stock car races tonight at the Pitman half-mile dirt track.

Cunningham, 1946 National 100-mile champion, finished second in the recent U. S. title '100' last Sunday at Langhorne Speedway. Until he encountered tire trouble in the 43d mile, Cunningham held first place. Pepper lost valuable ground while confined to the pits.

When he returned, Pepper was in fourth position. However, he caught all but the winner in a spectacular finish.

Other nationally prominent drivers in the field include Frank Munday, Atlanta, Ga., who was fifth in the Langhorne 100-miler; Pete Harris, Trenton, N. J., who was seventh in the same race, and Tommy Coates, Trenton, who turned the Langhorne mile track in 0:44.28 fastest qualifying time last Sunday.



# ATLANTA SPEEDSTER WINS STOCK CAR TITLE GRIND

By ED BROOMHEAD

LANGHORNE, Pa., July 16.—Bob Flock, 30-year-old Atlanta speedster, displayed a beautiful bit of driving as he captured the 100-mile national championship stock car race before close to 10,000 spectators at Babcock's Langhorne Speedway Sunday.

Driving with a silver plate in his back, due to an accident last year, Flock forged into the lead during the 42nd mile when Pepper Cunningham, of Trenton, was forced into the pits with a flat tire.

Flock went in and out among the large field which saw 30 cars take the green flag, and when he received the checkered flag at the finish of the long grind, he was two full laps ahead of Cunningham who got back in the race after losing several miles.

## 9 of 30 Cars Finish

Of the 30 cars that went to the post, only nine managed to remain to the finish with three of the cars being badly wrecked during the race. Johnny Rogers, of Trenton, was the only driver to receive injuries which required hospital treatment.

Rogers' car went out of control on the northwest turn near the grandstand and after rolling over several times, bounced into a field adjoining the track. He was rushed to the Mercer Hospital, Trenton, suffering lacerations of the face and badly bruised legs.

Tommy Coates, who started on the pole position by turning in the best qualifying time, bounced off the track on the 24th lap, just two miles after Rogers went through the fence. Coates was leading at

the time and was setting a terrific pace. His car remained upright and the Trenton driver got out without injury.

Ed Tyson, both of Trenton, and Paul Barbesheaw, Flemington, N. J.

Ivy Cooke, of Beverly, N. J., one of the few Negro drivers in the sport, took a spin during the qualifying trials and badly wrecked his car. His accident occurred at the same spot when Paul Russo, Detroit, was seriously injured during the running of the 100-mile big car race last month.

The special feature race between members of the Sport Car Club of America was won by Frank Griswald, driving a Alfa Romeo Italian special, the same type car used for road racing in Europe.

National Stock Car Championship (100 miles): B. Flock, Cunningham, Sample, Keller, Mundy, Lanford, Harris. 81:12.19.

# Campbell Spills, Returns to Win Stock Car Feature

7/23/1948

KINGSTON, July 22. — Wally "Crash" Campbell of Trenton, N. J., proved his durability when he recovered from a first heat crack-up to go on and win top honors in the weekly stock car automobile races before a crowd of 4,210 fans at the Kingston Fair Grounds last night.

Campbell went into a bad spill after hitting a bump on the first corner and crashed into a guard rail. The car was only slightly damaged and Campbell, although breaking from last position when the race was restarted, did a masterful bid of maneuvering to nip Pete Harris by a half length for second honors in a race won by Red Cummings of Peabody, Mass.

Starting from the pole position in the feature, Campbell broke on top and was never headed. Two of his chief competitors, Frank Mun-

dy of Atlanta, Ga., and Cummings encountered motor trouble and were forced to drop back. Mundy did manage to get fourth behind Norman Applegate of Trenton, and Chick DiNatale but Cummings was forced to drop out of the race.

1st heat (8 laps)—Mundy, DiNatale, Anderson. Time 3:45.60.

2nd heat (8 laps)—Cummings, Campbell, Harris. No time, accident.

3rd heat (8 laps)—Applegate, Carol Sleeper, Fenley. Time 3:56.05.

1st semi-final—Campbell, DiNatale, Mundy. Time 5:12.90.

2nd semi-final—Applegate, Keizer, Cummings. Time 5:13.40.

Feature (15 laps)—Campbell, Applegate, DiNatale. Time 7:04.31.



# Red Cummings Cops Stock Car Feature At Kingston, R. I.

7/23/1948

KINGSTON, R. I., July 18.—With his nearest competitor going out of action as he crashed into a stalled car, Red Cummings of Peabody, Mass., won the Green Inn trophy when he captured the feature event of the weekly stock car automobile races at the Kingston Fair Grounds last night.

Cummings and Tommy Fenley of Mapleville were having a torrid battle for first place honors when the accident occurred. Sammy Packard of Rumford lost control of his car on the first turn of the 13th lap and plowed into the fence.

Cummings managed to go to the inside to avoid the stalled car but Fenley was unable to get around and crashed into it broadside. Both drivers were badly shaken up in the crash but refused medical treatment.

The evening was packed with excitement, once the drivers warmed up to their task. Garvin Cooper of Pawtucket made a spectacular flip on the third corner of the second semi-final but the worst scare of the night came in the first semi-final.

Hal Lees was running in the number one spot when he went into a spin and practically the entire field of 12 cars piled up at the head of the stretch. Al Lucasey of East Providence was taken to the office of Dr. Henry B. Potter of Wakefield after being overcome by fumes during the running of the first semi-final.

1st heat (8 laps)—Anderson, Hill, Boyd. Time 4:08.06.

2nd heat (8 laps)—Cummings, Clark, Fenley. Time 4:15.01.

3rd heat (8 laps)—Packard, Cannizzaro, Lucasey. Time 4:31.01.

1st semi-final—Cummings, Fenley, Boyd. Time 5:31.06.

2nd semi-final—Cannizzaro, Anderson, Packard. No time (accident).

Feature (15 laps)—Cummings, Fenley, Cannizzaro. No time (accident on 13th lap).

# Stock Car Racing On Flemington Bill

7/23/1948

FLEMINGTON — Flemington's Fair Grounds will be the scene of miles of stock car racing Sunday afternoon. Top-flight drivers from various sections of the East will be on hand to vie for top honors in the show, under the direction of Tommy Grbac.

If the Fourth of July program can serve as a criterion, enthusiasts of the dirt track sport will be in for plenty of action Sunday.

Among the entrants expected to be on hand will be Tommy Coates, Chick DiNatale and Tommy Bradshaw, all of Trenton. Coates turned in the fastest qualifying time in the recent 100-mile championship at Langhorne.



# Flemington Races Pull Top 'Hot Rod' Drivers

7/24/1948

7/24/48

Some of country's top "hot rod" specialists will converge on the Flemington Fair half-mile oval tomorrow for 100 laps of racing designed to keep the fans in a constant state of excitement.

~~Campbell in Marx's~~  
~~Manager Tommy Marx~~ has lined up a speedy field for tomorrow's events with Trenton's well known fence-buster, Wally Campbell, ready to show dust to the other entrants in Wally Marx's No. 1 job.

Campbell will have plenty of competition from Tommy Bradshaw, Pepper Cunningham, Tommy Coates, Lee McBride and Chick DiNatale. DiNatale's car was smashed up quite a bit in recent races around the eastern circuit, but Chick feels the car is again in tip-top shape.

Flemington's own Paul Barbishe has entered three cars in tomorrow's events and is expected to provide plenty of thrills for the hometown folks.

Time trials start at 12:30 P. M. tomorrow, with the first heat slated for 2:30 P. M.

# DiNatale Victor At Flemington

7/25/1948

Special to The Trentonian

1948

FLEMINGTON, N. J., July 25—Chick DiNatale of Trenton, N. J., sped to a thrilling victory in the 25-lap feature stock car race here today.

Wally Campbell finished second, followed by Frank Mundy, Tommy Bradshaw, Pete Harris and Johnny Rogers.

Pepper Cunningham, Bradshaw and Wimpy Irwin of Rockaway, N. J., were in spills during the main event. Irwin was the only driver injured. He suffered a badly bruised arm.

A four-car spill took place midway during the race but none of the "hot rod" pilots were injured.

# *DiNatale Wins At Flemington*

7/26/1948

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FLEMINGTON—Driving Johnny (McGee) Sabitini's 1937 Ford, "The Outlaw", Chick DiNatale of Trenton sped to victory in the 25-lap feature stock car race at the Flemington Fair Grounds yesterday.

A large throng of more than 5,000 fans saw DiNatale's No. 69 cross the finish line ahead of Wally Campbell of Trenton and Frank Mundy, Atlanta, Ga. Tommy Bradshaw of Trenton, holder of the day's fastest qualifying time, placed fourth in the feature event.

DiNatale posted the second fastest qualifying time. He won the first qualifying heat, which included the ten fastest drivers.

The feature race was marred by two mishaps, one of which involved six cars. Tommy Coates and Pepper Cunningham, both of Trenton, were put out of action by accidents. Neither was injured.



# Harris Defeats Mundy in Stock Car Race at Kingston

7/30/1948

KINGSTON, R. I., July 28th—Overtaking Frank Mundy of Atlanta, the early leader at halfway mark, Pete Harris of Trenton, N.J., won the 15-lap feature in the weekly stock car automobile races at the Kingston Fair Grounds tonight. A crowd of 3824 fans braved threatening weather to turn out for one of the most exciting race programs of the season.

Mundy, riding on the pole position, broke away to an early lead and for several laps fought off repeated bids by Harris. At the halfway mark, however, Mundy swung wide coming out of the second corner and Harris slid through on the inside to take over the lead. From then on, the Trentonite was never headed.

Tommy Fenley of Mapleville, R. I., who has been improving steadily since the season began, finished in third position with Andy Anderson of Lowell taking fourth.

First heat (6 laps): Won by Mundy; second, Sleeper; third, Styles.

Second heat (6 laps): Won by Harris; second, Pierce; third, Boyd.

Third heat (6 laps): Won by Harrington; second, Hill; third, Fenley.

First semi-final: Won by Mundy; second, Harris; third, Pierce.

Second semi-final: Won by Fenley; second, Sleeper; third, Hill.

Consolation: Won by Clark; second, Cooper; third, Rushton.

Feature (15 laps): Won by Harris; second, Mundy; third, Fenley.



# Di Natale Takes Day's Major Honors At Flemington

7/30/1948

1948

FLEMINGTON, N. J., July 30.—Chic Di Natale of Trenton, N. J., rode to another of his high-riding victories at the Flemington Fair grounds Sunday afternoon, July 25 in his usual high, wide and handsome style of driving.

The heat races proceeded in quite orderly fashion, with Chic Di Natale, Wally Campbell and Bud Bixler winning in each of three events.

The consolation race went along smoothly until the 6th lap when Larry Smith, riding in 5th spot, driving Red Parisi's No. 2 (which had just been advertised for sale) rolled over between the first and second turns, and the car was promptly offered for half price. Lew Volk in Barney Ferriero's No. 52 won this event, followed by Eddie Ader, the famous Walt Aders brother, who was driving today for the first time. Walt Ader, on crutches, his arm in a sling, was looking on and lending moral support to his younger brother, who did an exceptionally fine job in his first race.

The 25-lap feature event rolled right along until the eleventh lap, when Joe Wolf's beautiful fast No. 47 running in second spot, with Tommy Coates driving, spun coming out of the first turn. Almost simultaneously Pepper Cunningham went through the fence on the third turn. Other cars following Coates, unable to get around him, piled up, with the result that Wimpy Ervin, popular midget driver and Paul Messner were sidelined with injuries and their cars, plus those driven by Earl Long, Bud Bixler and Harvey McDonald, seven in all, were unable to restart. The remainder of the field, finished the main event, speedily and without further accidents. Chic Di Natale won handily, but the thrills were furnished by that always spectacular young chauffeur Wally "Crash" Campbell, whose car began to act skittishly in the last few laps and Wally bounced off the fence on the 4th turn every time around. Just as he crossed the finish line, inches ahead of Frank Mundy, his car quit completely.

All in all, the spectators at this track, noted for its slam bang type of racing, really got many times their money's worth today.

Tommy Grbac, the ever genial and popular promoter promises to return again at an early date with more of this type of racing.



# Pepper Plans Record Try

07/xx/1948

Pepper Cunningham, president and ace rider of the American Stock Car Racing Association, pronounced the Langhorne track the fastest one-mile dirt oval in the world yesterday after a personal examination of the banked bowl, along with Secretary Bill Streeter of the same organization.

## Well Groomed, Says Pepper

"It's faster than its been since before the war," said Cunningham. "In fact, I raced there before the war and it was never as well groomed as it is for the race this Sunday."

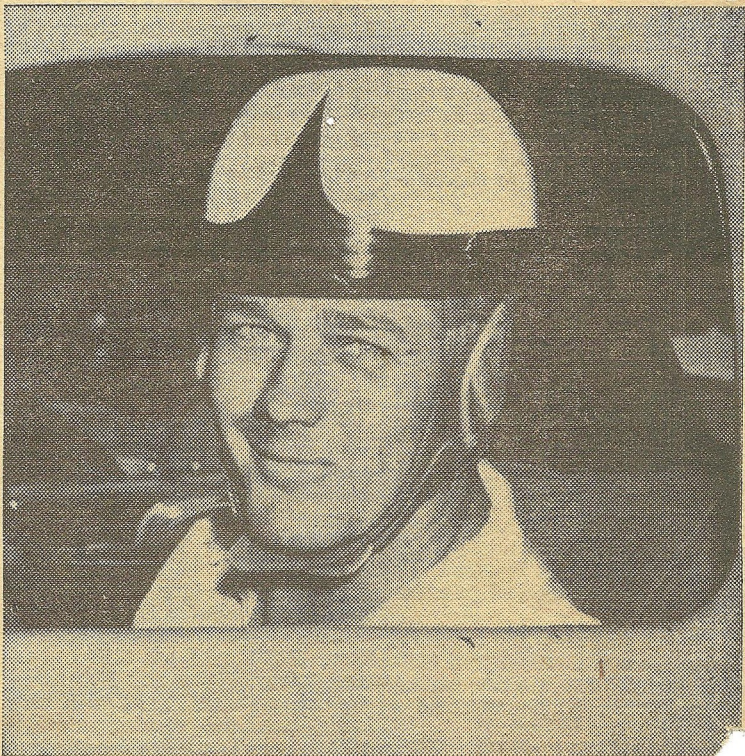
Operators of the track accompanied the officials on their tour of inspection. They were grateful for the judgment since there have been thousands of gallons of oil put on the bowl, the turns regraded, and fresh loam added to the speed lanes.

"I like it so much," said Cunningham, who holds the stock car record at the track for 100 miles, which he set in winning the championship in 1946, "that I would like to try for a strictly stock car record in my own personal car."

The races, under the association rules, are for modified stock cars or "hot rods," as they are called. Cunningham will try his strictly stock job in a special tour for the record before the big 50-mile feature on Sunday's seven-event program.

Officials, of course, were quick to give their OK to the special event, and now a bargain bill is ready for the fans at the inaugural.

"My personal car," said Cunningham, "is strictly a stock job, right from the factory, and with no modifications. I'm anxious to try for the record."



PEPPER CUNNINGHAM

... to try for Langhorne mark Sunday.

## TURNER IS WINNER

Curtis Turner of Christiansburg, Va., who has been carrying on a publicity and driving feud with the Flock brothers recently, came in first at the third Lakeview Speedway races near here yesterday afternoon. In so doing he beat both Fonty Flock and Red Byron, leading contenders for national championship honors. Flock led for ten laps and was passed by Wally Campbell, Trenton, N. J. Then he had a blowout and was forced from the race. Three laps later Campbell smashed into the fence on the back side and Turner went ahead to stay. A large crowd saw the races and got away just as rain that drenched the area began to fall. Threat of rain earlier in the afternoon probably kept a good many away.

The Dispatch  
August 2, 1948



# Trenton's Coates Tops Langhorne Race Field

Riders in the stock car races that are challenging the special speeders of the big time for the public favor are generally divided into two groups: the Northerners and the Southerners, the Yanks and the Rebs. One of the better Yanks comes from Trenton, and he'll be fending off the stars from down under in the 200-miler at Langhorne on August 15.

## Blowout Stopped Him

He is Tommy Coates and he was leading in the recent 100-mile duel at Langhorne when he blew a tire and went right through the fence on the little stretch between the first and second turns.

The small trees and soft earth saved him from serious injury, while the metal body sheltered him from any fence rails when he split the palings. But he was in the lead at the time, on the 24th lap, and he has been sore as a holl ever since. This time he will be riding with his foot on the floor all the way.

Coates won a 100-miler staged by Sam Nims last year, but he never has broken into the pocket-book of Willard or Stover Bahcock at Langhorne, where these two enterprising brothers promote.

He'll really be fast if he can turn the trick in the 200-miler, for such stars as Pepper Cunningham and Johnny Rogers and the Flock brothers will be on hand to furnish the competition. No faster man ever grabbed a wheel and started off for glory or destruction.

"I was the most surprised man in the world," said Coates, "when I smashed through that fence. One second—everything was all right, the motor purring, the traction good, and the next second I was under the car and dust was all over so thick I couldn't see where I was. Maybe I had the wrong air pressure. Could be, you know. We us anywhere from 12 to 45 pounds, according to conditions, and I must have guessed wrong."



8/5/48

# Brother Duo Foes on 15th At Langhorne

8/5/1948

Italians always have had a flair for speed and there are a couple of brothers in the stock car circuit who are rated among the best in the game—the Di Natale brothers, Chick and Rocket.

Rocket has a gas station and garage and Chick drives a cab—and they do say no one ever takes a two-way ride with him, he goes so fast.

Well, on the track these two are bitter enemies, as you will see when they start in the next 200-mile race at Langhorne on the 15th of August, but in the garage, where they tune up their own cars, they are pals, confidants and collaborators.

It is hard to understand this undying love and friendship off the track and then see the two nudging each other into fences out there in the race.

However, it is the old story of the spirit of competition that flames in your true stars' breast. Both will be entered at Langhorne on the 15th and there will be more than one hundred trying to get a place in the qualifying runs.

Last race, the 100-miler won by Bob Flock, there were thirty actual starters. This time there may be fifty if the rules officials permit that many to take the green flag. This, of course, has yet to be decided.

There have been many fatal tie ups in the racing game. Fred Frame, an Indianapolis winner,

~~and a big winner at the 1935~~  
~~was killed at Langhorne~~

years back and his brother, Paul, raced there this year and went through a fence, but escaped with his life. Russ Snowberger, a real great of the 500-mile classic, lived to see his son in a midget auto and now we have the DiNatales.

# Owner Turns Pilot To Compete in 200 Miler at Langhorne

8/6/48

Men change status and position in the pits that line the lanes of the racing tracks as well as out on the turns and straightaways where the actual dueling goes on.

At Langhorne on the 15th of August there will be the second race of the stock car season, a 200-miler and one guy will drive who used to own the cars and just watch, while another who used to drive will now just look on.

Ed Tyson, of Langhorne, the village where the track is located, will be the driver. He used to own cars and made money for two years but he got the fidgets watching others tool his jobs around the one mile dirt oval.

So he sold his cars and hired out to ride for Lee McBride. Lee McBride, of Trenton, was quite a racer himself in his day. But always he envied the owners, and finally he gave up the helmet and goggles and bought himself a couple of the fastest stock cars in the business, and now lets others take the turns on two wheels and crack the fences into kindling wood ever and again.

"It's safer, and you make more anyway," he said. Said Tyson, who can watch and not want to get into it. The guy who can must have ice in his blood. That's how it goes, the old order ever changeth.

The car Tyson will wheel around in the long 200-mile grind is the sister ship to the one the madman, Pepper Cunningham, will handle. They are alike as two peas in a pot-fast and sensitive to touch, and geared for the highest courage a driver can summon.

It is Tyson's first year as a driver instead of an owner but racing as a team mate to Pepper Cunningham he is learning fast. "Just don't fear too fast," warned Pepper the other day. "Maybe the boys tell you that we're all going the one direction, and it's safe, but I'm telling you sometimes they get going both direction, even on a race track."

# Track Key To Records, Drivers Say

8/8/1948

Records in the hazardous sport of automobile racing are never wholly in the hands of the performer although it is the general opinion among the fans that it is courage that sets new standards on the lanes of death rather than anything else. Machine and track they discount and yet these are as important as the driver any day and any track and any distance. Take a poll of the drivers who will race at Langhorne next Sunday and ask them whether they think a record will fall in the 200 mile stock car race on that day—and you'll be surprised.

"It depends on the track," said Bob Flock, who races with a plate in his back from previous crashes and who won the 100 miler there in July. "I never saw a track that didn't change with the weather and racing. There can be ten seconds to ten minutes difference in a long race like this 200 miler. It all depends on what we find when we get there."

Agreeing with him was Red Byron, the war hero who was wounded so badly in the legs he has to belt his feet to the clutch pedal to make it operate.

Pepper Cunningham had his ideas. Pepper is the spearhead of the northern drivers fight for supremacy in the stock car sport.

Hailing from Trenton he drives like a madman, the Rex Mays type, and will either win or blow up any gasoline buggy he gets his hands on.

"I think it depends on the driver to some extent and his car to some extent. Its fifty-fifty. I don't care much what the track is like because I have learned to gear my car for the conditions that prevail.



# COATES WINS AUTO EVENT

8/9/1948

## Drives To Victory In Feature At Ritchie Raceway

By CAMERON C. SNYDER

Tommy Coates, of Trenton, N.J., in winning the 30-lap, 15-mile feature race for modified stock cars at Ritchie Raceway yesterday, gave an overflow crowd of Sunday pleasure drivers an object lesson in how not to drive an automobile on the public highway.

Before he scooted in 40 yards ahead of his nearest opponent, Wally Campbell, also of Trenton, skids, spills, chills and crashes had left the dusty and gasoline fumed spectators limp with excitement.

Coates, by virtue of a 30.45 seconds one lap time trial run, was awarded the pole position in the main attraction, and after Starter Harry Reeves had gotten the large field of eighteen cars away the second time, Coates immediately assumed leadership.

### Loses Lead

For the first six laps he held on to his advantage, although closely pressed by Campbell. On the second turn of the seventh lap Campbell, in a daring bit of daredevil driving, cut into the inner rail of the track and captured the first spot.

These two, running just yards apart, soon made the first position a two-auto race, and by the midway point had overtaken a few of the slower cars.

It wasn't until the twenty-third lap that Coates was again able to nose his machine in front, but once there he gained on each lap although Campbell was still a threat as they side-slipped around the turns.

### Pile Up At Start

Two starts were necessary, when on the first turn of the initial lap of the feature, one of the favorites,

Pepper Cunningham, of Trenton, skidded sideways, causing three cars behind his vehicle to plunge with him through the infield fence, indirectly affecting Bill Gross, who, plunged over the embankment and turned over.

The four cars and drivers that went through the rail were able to right their four-wheel steeds and participate in the second running, but Gross, who Saturday picked up a back-seat driver when he got married, had to be treated for minor lacerations and was scratched from the feature.

Two more cars spilled in the later stages of the race, which reduced the total finishing to 16.

### Marriott Takes Third

Following Coates, who drew down the lion's share of the \$1,200 purse, and Campbell were Hal Brokoff, Trenton, and Ken Marriott, of Baltimore.

Marriott drove a clever race but his "souped-up" coupe just didn't have enough push to menace the leaders. The time for the 15 miles was 16 minutes 5.18 seconds.

To gain the feature race, qualifying heats of 10 laps each were held with the first six in each of the three heats getting into the main event. Those that failed to gain places in the heats, raced in a consolation event with the first two backing into the feature.

### Starter Is Hit

The second heat, won by Jack Camiere, Trenton, nearly proved disastrous for Starter Reeves. The cars got away from a rolling start in pairs and it was the last pair of cars that nearly got Reeves. In fact he was knocked down by one driven by Bob Harris, of Greensboro, N.C.

Other heat winners were Tommy Bradshaw and Gross, the newly wed Jim Paschal, of High Point, N.C., won the consolation after Irving Blatta and Grady Boles had crashed near the judges' stand.

Other good times in the trials were registered by Pepper Cunningham and Wally Campbell with 31.15 and 32.06, respectively.



# 200-Mile Stock Car Race At Langhorne Oval Sunday

LANGHORNE, Pa. — You can learn a lot from stock car races and this is probably one of the reasons for the lively advance sale for the 200-miler at Langhorne on Sunday.

Take tires, for instance. How fast can you go and handle a front wheel blowout? Pepper Cunningham was doing eighty an hour when his right front tire blew in the 100-mile race here in July. Yet he held the car on the track.

It cost him the race but he didn't turn or split the fence. He held the iron and fought the metal steed under control. Yet Red Byron, rated just as good a driver, blew a tire at eighty or better in Columbus, Ga., the other week and lost control. He went through the fence. He wasn't hurt, however, and will be here for the 200-miler. The answer is probably that Langhorne's turns are banked and the whole track graded. Most one-mile tracks are flat.

There was Wild Bill Cummings. No one ever drove with less regard for safety than did Wild Bill. He pushed rivals out of the way, he caromed off fences, he did everything a man can do to get killed on a race track. But he didn't die racing.

Fate reserved a special death for him—and an ironic one. Wild Bill hit a soft shoulder while driving to a race and his car went over a bank and he drowned in two feet of water.

Bob Robinson was another furi-

ous competitor. But he never got into trouble of his own on a track. He was killed when a rival blew a tire next to him at Woodbridge and he was riding the run. He went right on up and through the rail and crashed down with the car on top of him.

But you can learn a lot from a stock car race, just by observing from a safe spot in the stands.

## Thrill Event Slated At 'Cycle Races

Spectators at the AMA motorcycle races to be held at the New Jersey State Fair grounds Saturday afternoon will be given an extra thrill. Arrangements have been made for two members of the Garden State Motorcycle Club to present a two-boardwall crash through flames. The two riders, George Hirtelin and George Capik, will start from opposite sides of the track and hit the board wall at the same time. The least swerving will mean injury and the stunt calls for nerves of steel. Another feature will be a band concert by the Hamilton Township Boys' Band under the direction of James Keefer.

Riders from all over the East and South are expected to be on hand for the racing, which will be sponsored by the Hamilton Township Band.

# Racing Vet, Lou Volk, Enters Langhorne's 200-Mile Grind

8/11/1948

You never can quite tell for sure how much zip a stock car racer has until you barrel into a turn right alongside of him. Take the case of Lou Volk, for instance.

Lou will be in the 200-mile stock car race at Langhorne on Sunday and he is way back in the point standing, so there are some who will not figure him "in".

But Volk has won a lot of stock races here and there. He has just been too busy to enter all the stock car races and this has kept his point standing down.

## Teaches Racers

Volk is the guy who teaches racers and has a midget school in Allentown among other places. When he is not encouraging the young idea—at so many bucks a lesson, don't forget that—Volk is piloting one of the little whiz bangs around the tracks himself.

He hails from Paterson, the place they call Gasoline Alley, and there is nothing about the

game he does not know.

"Stock car racing has taught me a lot" said Volk to Stover and Willard Babcock when he made his entry for this coming title race. "In the midgets," he continued "we don't make pit stops and I am learning now how much a good crew can mean to a driver."

At Langhorne, Volk will be pitted against the best, including such stars as Kelly Petillo, who has a victory at Indianapolis to his credit, and Red Byron, the hottest rod in the whole South.

A field of more than 100 drivers and cars will seek to qualify for the 200 miler and a record is expected to be set for the number of entries ever to try for an event of this kind at Langhorne.

# Keller Switches To Stock Cars

8/11/48

More and more midget racers are going into the stock car game. Not only is the pay good but the thrills are plentiful. The latest to switch is Al Keller, out of Paterson, N. J., a veteran habitue of Gasoline Alley, and a guy who races because "I like to go fast."

Fifteen times the tough Keller has scored in midget races in the east this year.

The last stock car race at Langhorne in July he made his debut in that brand of competition.

He finished fourth. "Next time," he swore, "I'll finish first -- blow that car higher than the farthest cloud."

It is an ambitious target, this first place, for the next race is the 200-mile championship on Sunday, and Keller will find such stars as Kelly Petillo, Red Byron, Pepper Cunningham and the ubiquitous Flock brothers taking the green starter's flag along with him.

No faster field could be gathered than this next one at Langhorne, for prestige as well as fat money cut will await the winner at the checkered flag.

Keller drives for W. O. Taylor of Paterson. Taylor also owns the car Lou Volk will wheel around the Langhorne oval in the big race.



# Petillo Enthused About Langhorne Races Sunday

8/13/1948

8/13/48

Kelly Petillo, who holds in his brilliant racing record the crowning achievement of all driving men, a victory in the 500-mile speed classic at Indianapolis, is expected here for the 200-mile stock car race at Langhorne Sunday.

## Is Enthusiastic

Despite the fact that few men live to win the Indianapolis race, and that it is the blue ribbon event, the most of the dare-devils, Kelly Petillo rides Langhorne in the stock race with more enthusiasm than he ever gave to the brick oval in the midwest.

"After all," he wrote to Stover and Willard Babcock, the promoters of the local one-mile dirt track nearby, "I can race at Indianapolis only once a year. Then it is a long ride of 500 miles with the cars stretched out. But the stock cars race every week or more some place and the cars stay up, keep in the race, and you can get a real 'kick' out of the game."

Your real speed demon wants his thrills like a gourmet wants his food—often and of real calibre.

Hence, the strange sight of an Indianapolis winner who has gone stock car crazy.

The man rides because he likes it in these stock races; at Indianapolis he rode chiefly because ~~he needed a rest~~ at a time he needed a rest, and because it was the thing to do for the race driver on the way up.

At Langhorne, in the 200-mile championship, this great pilot will match speed and skill with such stars as Bob Flock, and his two mad brothers, real daredevils; Red Byron, the wounded war vet who fastens his left foot to the clutch, and all the other leaders in the stock car game. And to them, he will be just another driver. It is one game in which past performance or reputation scares no one.

# **200 to Seek New Mark at Langhorne**

8/14/1948

Almost 200 drivers will start shooting at the world's record when the field starts to qualifying for the 200-mile stock car race at Langhorne Speedway today.

The race is listed for 3 P. M. tomorrow but qualifying will start at noon today and will be continued tomorrow until the green flag sends the field away in the main event.

The record is held by Henry Banks, Indianapolis. Henry turned the 200 in two hours, 53 minutes, and 15.1 seconds in 1940.

The three Flocks, Bob, Fonte, and Tim, will be on hand, as well Red Byron, Atlanta and Pepper Cunningham.

It was Bob Flock who won the last race for stock cars at Langhorne, the 100-miler in July.

Johnny Rodgers, who went through the fence in the last race and was canted off to the hospital, will be back in the lineup, as will Tommy Coates, who held the lead so long in the 100-miler before he went through the wall.

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# Pole for Coates In Langhorne Test

8/15/1948

For the second time in as many months, **Tommy Coates**, Trenton, will be on the pole today in a stock car race at Langhorne Speedway.

Coates, who led for several miles in last month's 100-mile test before crashing into the rail, earned the inside position for the 200-mile championship yesterday by circling the Bucks county oval in 43.59 seconds, an average speed of 81.08 miles per hour.

Bob Flock, one of three racing brothers from Atlanta and winner of the century spin a month ago, also qualified, as did Pepper Cunningham, fourth - place finisher four weeks ago; Al Keller, midget auto pilot from Buffalo; Hal Bixler, Flemington, N. J., and Red Byron, Atlanta.

Byron, who suffered a badly shattered leg during the war, must wear a specially constructed shoe which is attached to the clutch of his car.

Forty-five drivers from all over the Nation are expected to compete in the race sanctioned by the American Stock Car Racing Association.



# Keller Wins at Langhorne

8/15/1948

LANGHORNE, Aug. 15—Al Keller, a top-notch midget race driver, today stepped out of his element and outraced a field of 47 drivers to capture the 200-mile National Stock Car Championship in three hours, 17 minutes and 6.25 seconds, at Babcock's Speedway at Langhorne, Pa.

Starting in fifth place, Keller followed the pack for 100 miles, then, taking advantage of the leading driver's engine trouble, jumped into the lead and held on for the remaining 90 miles. Buck Barr finished second and Tim Flock roared across the finish in third place.

Trenton's Tommy Coates jumped off to an early lead and held the front spot until he fell behind Bob Flock on the seventh lap. On the 14th lap Pepper Cunningham,

another Trenton driver, took over the lead and lapped the entire field before being forced into the pit and out of the running on the 35th lap.

With Cunningham out, Coates again took over first, then lost it again to Bob Flock. The race was all Flock for 80 miles, then the Georgia speedster broke an axle and gave up the number one spot to his brother, Fonty.

On the 100th lap, another Trenton lad, Wally Campbell, wrested the lead from Fonty Flock. The miles were beginning to show on the cars by this time, and Campbell's car began falling to pieces soon after the century mark. The

Trenton driver stopped to have a hanging front fender removed, and this was the big chance for Al Keller.

Riding as a team with Tony Bonadies, Keller was never thought of as a probable winner in the first 100 laps. He and Tony were in and out of the pits continually in the early part of the race, but when the chance came Keller was there and he shot into the lead and moved away from all competition until he finished with a 10-lap lead on the field.

Of the 47 cars that started the race, the grueling pace proved too much for 27 of the drivers, and only 20 finished.

# Keller Wins By Ten Laps At Langhorne

8/16/1948

LANGHORNE, Pa. — AP — Al Keller of Paterson, N. J., today held the 200-mile National championship stock cars.

He won the title yesterday with an easy victory over a field of more than 45 cars at Langhorne Speedway. Trailing at the half-way point, Keller opened up and moved from sixth to third at the 100-mile mark, jumping into first place on the 125th lap before 15,000 fans.

Keller moved into the lead when Wally Campbell of Trenton was forced to the pits with a loose fender. He ended up with a 10-lap margin over Buck Barr of Zanesville, O.

Pepper Cunningham of Trenton, an early pacemaker, failed to finish the race because of mechanical difficulties.

Vince Canazaro, also of Trenton, finished ninth.

Keller's time was three hours, 17 minutes, 6.25 seconds.

# Al Keller Triumphs In Langhorne '200' Classic

LANGHORNE, Pa., Aug. 20.—Al Keller embraced an old love in the strong arms of victory Sunday when he won the 200-mile marathon stock car race at Langhorne before 15,000 fans who didn't get away until the long shadows of early evening began to fall on the one-mile dirt track. A jalopy king in the Buffalo area before he turned to win fame in the midget game, Keller yesterday forgot about the beautiful and expensive little Offenhauser he pilots on the small speedways to stamp down on the throttle of a rebuilt Ford and win by 10 full laps.

It wasn't until the 125th lap that Keller went into the lead, and by this time five different men, Tommy Coates, Bob Flock, Wally Campbell, Pepper Cunningham, and Fonte Flock, had set the pace and blown up their cars in turn.

## Barr Second

Second in the race was Buck Barr of Zanesville, O., while third was Tim Flock of Atlanta, Ga. Curt Turner of Christianburg, Va., was fourth.

Barr was two laps ahead of Tim Flock.

Mechanical trouble put both the prerace favorites out of the going, but not until each had led the parade at least once.

Bob Flock, winner of the 100-mile race here in July, went out while Cunningham's car broke an axle.

## 15 Cars Finish

Fifteen cars finished out of the 47 which took the green flag at the start.

The winner's time for the 200 miles was three hours, 17 minutes 6 25/100 seconds.

This was not a record for the distance and the track but considered fast for the condition of the oval at the time. Keller, in winning, was given yeoman aid by his pit crew, stopping for fuel and repairs three times. In the 100-mile stock car race here in July Keller placed fourth.

## The summaries:

200-mile stock car race—Al Keller, Buck Barr, Tim Flock, Len Brown, Curtis Turner, Red Byron, Al Gars, Irv Blatt, Vince Canazaro, Bill Tanner, Harvey McDonald, and Tony Bonadies.

Did not finish—Tommy Coates, Pepper Cunningham, Bob Flock, Bud Bixler, George Muckle, Jim Frogdan, Dick Iselt, Ed Tyson, John Carr, Tommy Bradshaw, Yank Eeley, Nick Bender, Earl Long, Sam Malack, Jim Ryan, Jim Marx, Rocky DiNatelli, Marty Baker, Dave Terrell, Tony Genove, Ken Marriat, Bill Munn, Bill Hodson, Stu McDonnell, Chas Wilkins, Joe Allen, Fonty Flock, Speed Thompson, Charles Scott, Ward Smith.



# Stock Car Races Listed for Alcyon

8/22/1948

Stock car races will replace the midget auto races originally scheduled for Friday night at Alcyon Speedway, Pitman, N. J. Unavoidable circumstances forced cancellation of the midget events.

The second appearance of the stock cars, the program will begin with time trials at 6:30 P. M., the first race being set for 8:30. Stock cars are required to race with standard car equipment.

Promoter Bill Vail has promised the same array of drivers who appeared in an earlier stock car program this season. In the group will be Frank Mundy, Atlanta, Ga., who "broad-sided" his way to victory in the semi-final that night as well as the three drivers who smashed into fences while attempting to overtake leaders.

Expected entries include Chick DiNatale, winner of the Dover, N. J., feature; Ken Marriott, victor in the Selinsgrove, Pa., feature; Vernon Kirk, Baltimore, Md.; Buddy Shuman, Charlotte, N. C.; Bill Snowden, St. Augustine, Fla.; Sammy Packard, Providence, R. I.; Stew McDonald, Washington, D. C.; Wimpy Erwin, Irvington; Pep Sparrows, Dover, N. J.; Wally Campbell, Tommy Coates, Tommy Bradshaw, Pete Harris, Pepper Cunningham, Frenchy Massey, Ken Wagner, Wally Marks, Rocky DiNatale, Vince Cannizzaro and Frank Pagnini, all Trenton, N. J.

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# Stock Cars To Race Saturday At Fair

8/26/1948

WASHINGTON, Pa., Aug. 26—The American Stock Car Racing Association, one of the most powerful organizations of its kind in America, has granted a full sanction to Saturday's stock car races at the Washington County Fairgrounds. Promoter Sam Nunis announced today.

The ASCRA sanction assures the local races of a top-flight competitive field composed of the greatest dirt track aces in the country.

Saturday's complete championship schedule calls for time trials, three 10-lap heats, a 10-lap consolation and 30-lap feature. Action will begin at 1 p. m. with the qualifying time trials.

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# Stock Car Races Carded For Conococheague Speedway Sunday

## Leading Drivers Will Come Here For Official Opening Of New Track

**Sunday's Card Will Be Sanctioned By American  
Stock Car Racing Association; \$3,000 In  
Purse Money Will Be Offered.**

By DICK KELLY  
Sports Editor, Daily Mail

The official opening of the new Conococheague Speedway, postponed for the last two weeks because of rain, will be held this Sunday, weather permitting, with the running of stock car races.

The American Stock Car Racing Association, one of the most powerful organizations of its kind in America, has granted full sanction for the races and Stanley Schetrompf and Mike Shank, co-owners of the Speedway, expect the leading drivers in the country to appear here for the opener.

Seven races, including time trials, will start promptly at noon Sunday and a total purse of \$3,000 will be offered.

The ASCRA sanction assures the local races of a top-flight competitive field composed of the greatest dirt track aces in the country. All results in the championship program will figure in the determining of the 1948 ASCRA national titleholder.

8/26/1948

Yesterday the entry blank of Al Keller, present holder of the 200 mile dirt track championship, was returned signed and the veteran driver plans to come here ready to defend his crown. Keller won his title just two weeks ago at Langhorn Speedway. He hails from Newark, N. J., and drives a 1939 V-8 Ford.

So far twenty-four drivers have entered and it is expected that the field will grow to at least 34 cars by the time that the trials begin on Sunday.

In the meantime, track officials have already begun conditioning the lightning fast oval for Sunday's fence battering. The track has been plowed up thoroughly and will be scraped and then rolled to provide the crack field with the best of possible racing conditions.

As an effective dust preventive, over 10 tons of calcium chloride and thousands of gallons of water will be spread on the track bed between now and the time of the races. Rules of the ASCRA specifically state that no race may be held under its sanction in which there is dust.

Arrangements have been made for special busses to accommodate local fans to and from the track, which is located six miles west of Hagerstown on U. S. Route 40.



# Champ Keller Enters Races

## Stock Car Races At The Conococheague Speed- way This Sunday Draw- ing Stars

8/26/1948

This Sunday afternoon promoters Stanley Schetrompf and Mike Shank hope to inaugurate racing on the new Conococheague Speedway, located six miles west of this city on Route 40. Rain has forced the postponement of two previously scheduled races.

Sunday's event will be of seven events including time trials with a purse of \$3,000 being offered. The best of the stock car drivers and racers will be on hand for this opening event.

Yesterday the entry blank of Al Keller, present holder of the 200 mile dirt track championship, was returned signed and Al plans to come here ready to defend his crown. Keller won his title just two weeks ago at Langhorn. He hails from Newark, N. J., and will be driving No. 91, a 1939 V-8 Ford.

### Twenty-Four Enter

Among others who have entered are Pepper Cunningham, 1948 winner of the 200 mile championship at Langhorn and the Trenton driver is first in point standing of the American Stock Car Racing Association. He is quite a favorite with the race fans and won the Memorial Day week-end races at Williams Grove Speedway.

So far twenty-four drivers have entered and it is expected when the time trials get under way at least 34 cars will have been entered. Track engineers have the local speedway in excellent shape for the inaugural and arrangements have been made for special busses to accommodate the fans to and from the track.

# Curtis Turner Easy

## Wally Campbell 2nd, 'Buck' Baker 3rd In 15-Mile Event

**Turner Covers Course In 16 Minutes, Six And Eight-Tenths Seconds—Crowd Of 4,000 Fans Witnesses Track's Inaugural Program**

8/30/1948

By JOE SNYDER

Taking the lead at the outset and setting the pace throughout, Curtis Turner of Christianburg, Va., roared to victory in the grueling fifteen-mile feature stock car event at the new, lightning-fast Conococheague Speedway yesterday afternoon.

Turner, a consistent performer all afternoon in his brown-and-tan Ford, was an easy half-track victor over Wally Campbell of Trenton, N. J. He did the 30-lap grind in 16 minutes, six and eight-tenths seconds.

Turner hugged the inside rail as the big 20-car field broke and he never relinquished it, picking up ground steadily until he boasted a comfortable lead after ten times around the half-mile oval. The second and third place battles furnished the fans with the excitement.

### Baker Takes Third

Campbell finally took place honors with "Buck" Baker finishing third, Buddy Shuman fourth and Tommy Bradshaw fifth.

The only local entrant in the event, Johnny Barkdoll, making his first stab at competing with the experienced drivers, finished far back in his blue Ford but received a big ovation from the sweltering crowd for his spunkiness.

### 400 On Hand

Over 4000 spectators witnessed the new track's inaugural program. The bleacherites were sent scurrying shortly before the start of the first qualifying heat by a sudden shower but the skies cleared shortly thereafter and the track was none the worse for the remainder of the afternoon's card.

A total of \$3,000 was distributed in purses during the program.

### Turner Takes Match Race

Turner, in addition to hauling down top money in the feature, also took the special match race between the three cars turning in the fastest times of the day. He whipped Campbell by four lengths in the added five-lap event, with Shuman trailing in the rear.

Co-owners Stanley Schetrompf and Mike Shank announced that a big car racing card would be offered for the track's second show next Sunday.

# Keller To Be In 9/1/1948 Races On Sunday

Williams Grove, Pa., Aug. 31 — Al Keller, famed midget driver from Newark, N. J., winner of the recent 200-mile stock car race at Langhorne, has turned in his entry for Sunday's American Stock Car Racing Association 100-lap stock car race on the half-mile Williams Grove Speedway, it was announced today by Owner Roy Richwine.

Keller, who rose to the top ranks of midget racing after first earning himself the title, "King of the Jalopies," came through at Langhorne in his first major victory in stock car racing. He took over the lead in the 103rd lap and drove a steady and consistent race to win by a safe margin over leading stock car drivers from throughout the country.

He will face such stock car threats as Tommy Coates, of Trenton, N. J., who led the Langhorne race on two different occasions until mechanical trouble forced him to drop out, and "Popper" Cunningham, also of Trenton, winner of the last two stock car races at Williams Grove. Cunningham also led the Langhorne race until a flat tire forced him to make a pit stop.

A number of top stock car drivers from the Central Pennsylvania area will also be on hand to compete in a large field of drivers from throughout the country. They are Harold Brokhoff, Pottsville; Earl Long, Annville; Dick Isett, Reading; Harvey MacDonald, Wernersville; Irvin Blatt, Hamburg; Bill Tanner, Newton; Ed Tyson, Langhorne, and Donald Lau, Harrisburg.



# **Midget Auto Races At Williams Grove Sunday**

9/1/1948

Williams Grove, Pa., Aug. 31.—Al Keller, famed midget driver from Newark, N. J., winner of the recent 200-mile stock car race at Langhorne, has turned in his entry for Sunday's American Stock Car Racing Association 100-lap stock car race on the half-mile Williams Grove Speedway. It was announced today by Owner Roy Richwine.

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A number of top stock car drivers from the Central Pennsylvania area will also be on hand to compete in a large field of drivers from throughout the country. They are Harold Brokhoff, Pottsville; Earl Long, Annville; Dick Isett, Reading; Harvey MacDonald, Wernersville; Irvin Blatt, Hamburg; Bill Tanner, Newton; Ed Tyson, Langhorne, and Donald Lau, Harrisburg.

# Movie Stuntman Files Entry For Wms. Grove Race

9/2/1948

WILLIAMS GROVE, Pa. — A famous Hollywood stunt driver and another top-flight stock car driver are among the latest to turn in entries for the growing list of drivers scheduled to compete in the 100-lap stock car auto races sanctioned by the American Stock Car Racing Association on Sunday on the Williams Grove Speedway.

They are Johnny Rogers, of Charlotte, N. C., who has crashed cars in motion pictures, and Tommy Bradshaw, of Trenton, N. J., one of the kings of stock car racing in the East.

Rogers and Bradshaw will battle it out for honors in the 100-lap grind along with such stellar performers as Al Keller, of Newark, N. J., winner of the recent 200-mile stock car race at Langhorne; "Pepper" Cunningham, of Trenton, winner of the last two stock car races at Williams Grove, and Tommy Coates, another Trenton lad, who topped the first stock car race of the season on Richwine's speedway.

Another driver famed in other than stock car racing circles, Tony Bourdies, of Buffalo, N. Y., has also turned in an entry for Sunday's test of speed, stamina and skill. Bourdies is one of the top midget drivers in the New England States.

With 45 or more cars and drivers expected to assemble, competition should be keen in Sunday's program.

The long race will prove a severe test for both cars and drivers. Due to the fact that cars will be put to the test for 100 laps, pit stops will be necessary for gas and oil, with some of the cars also needing a change of tires, providing fans all the thrills and excitement of the Indianapolis Classic itself.

# Campbell in Altamont Races

9/2/1948

ALTAMONT—Wally Campbell is expected to make it tough for favorite Red Cummings and other highly-regarded entrants Saturday in the first stock car races ever held at the Altamont Fairgrounds.

The young Trenton, NJ, daredevil is one of the most improved drivers in the New England Stock Car Racing Association and currently is in seventh place in the association standings with 165 points, most of which have been racked up in recent meets.

Cummings is entitled to the favorite's role. He is the leading scorer in the New England association with 349 points, gained on six feature wins over tracks at Kingston, RI, Lonsdale, RI, and Dover, NH.

Hank Tatro of Hazardville, Conn., and stunt-man Johnny Rogers of Charlotte, NC, loom as Cummings' chief threats.

The seven-race program will start at 1 p.m., and will be directed by Harvey Tattersall of New York. It will be the sports feature of the week-long Altamont fair.



3 SEPT 1948

## WILL RACE AT FAIR GROUNDS MONDAY



Tommy Bradshaw

the nation's most sensational stock car driver, who has entered the sprint stock car Labor Day race at Harrington.

## Stock Cars To Race At Fair Grounds Sept. 6

Full House Is Expected  
For Thrilling Program  
On Half-Mile Oval On  
Labor Day.

Stock Cars will again roar on the track at the Kent-Sussex Fairgrounds, Harrington, Delaware, on Monday, (Labor Day) September 6. From all indication, of both field and cars, and the advanced sale of tickets, a full house will be had of spectators, cars and drivers. These races will be of sprint variety, consisting of three-ten lap heats, 15 lap consolation, 3 lap match race between the 3 fastest cars, and the 30 lap feature. Ten cars will be started in each of the heats, the remainder of the cars not qualified for the feature up to 25 will start in consolation and a field of 20 or more will face the starter's flag in the feature event.

Already, entires have been received from such stars as Pepper Cunningham, of Trenton, winner of the 1946 100-miler at the Langhorne Speedway, and the second fastest qualifier from both the 100-miler held in July, and the 200-miler held August 15 at Langhorne.

Pepper finished second after running first for some 20 miles in the July 11th 100-miler and after blowing a front tire, made a pit stop and changed a tire, and by the time he lost in the pits went from first to sixth position. By terrific driving from the 43rd lap to the close of the race, Pepper moved from sixth to second and finished seven seconds after the leader. In the 200-miler, Pepper was leading the race, when tire trouble got him again and after making repairs, went out in fourth place, and had moved to second when a broken axle put him out of the race. According to his previous record so far this year, Pepper is leading in the American Stock Car Racing Association by more than 1,000 points.

Along with Pepper Cunningham's entry was another consistent driver and car, that of Harvey McDonald. A third entry received the same day was that of Wally Campbell, also of Trenton. Wally was running well up in the 200-mile race and at one time was leading but frequent pit stops plus, of all things, a dead battery, removed him from the race but not too soon to keep him from finishing well up in the money.

9/3/1948

9/3/1948

## Altamont Threat



**WALLY CAMPBELL**

Wally Campbell of Trenton, N.J., is among highly-regarded entrants for first stock car races in Altamont history tomorrow at Altamont Fairgrounds. Thirty cars are expected for the seven-race program starting at 1 p.m. Card will be sports feature of week-long Altamont fair.

9/4/1948

# Favor Cummings



**WALLY CAMPBELL**

ALTAMONT, Sept. 3—Red Cummings was the man to beat as 30 drivers awaited the first stock car races in Altamont history today over the half-mile dirt track at the Fairgrounds.

Cummings, 22-year-old daredevil of Peabody, Mass., was given the favorite's hole on the strength of three feature wins at Kingston, R. I.; two at Lonsdale, R. I., and one at Dover, N. H.

Others capable of squeezing in are Hank Tatro and Carroll Sleeper, Hazardville, Conn.; Al Keller, Bloomfield, N. J., winner of six feature midget races at Empire Raceway in Menands this year; Tom Fenley and Red Foote, Meriden, Conn.; Garvin Cooper and Fred Luchesi, Pawtucket, R. I.; Wally Campbell, Trenton, N. J., and Andy Anderson, Concord, Mass.

Seven races will be held.



## BIG RACE MONDAY

Port Royal, Pa., Sept. 4.—The roar of racing motors will reverberate over the great Juniata County Fair on Monday afternoon (Labor Day), when a brilliant field of drivers converges on the fast half-mile dirt track for a program of modified stock car races.

Sanctioned by the Contest Board of the American Stock Car Racing Association and under the promotional banner of Sam Nunis Speedways, Monday's program will send the six-day exposition off to a flying start.

Nunis has assembled the leading ASCRA drivers from throughout the East and Midwest for the exciting six-event program. 9/4/1948

Hagerstown, Maryland Genococheague  $\frac{1}{2}$  mile track September 5, 1948

Promoter, S. Schetrompf

AAA Representative, M. C. Pritzbur

	event	1	2	3	4	5	6
		time	5mi.	5mi.	5mi.	5mi.	10mi.
		trial	heat	heat	heat	consol.	Feature
J. Crone	39-Offy, Eagle	25.42	-1-				-9-
J. Gibbons	9-Offy, Bonleavy	26.40	-2-				-1-
D. Goss	8-McDowell, Goss	26.51	-3-				-2-
M. Magill	13-McDowell, Liss	26.69	-5-				
J. Ferrick	81-Hal, Ferrick	26.76	-4-		-6-		
B. Cooney	48-McDowell, Brown	26.91	-6-	-3-			-4-
B. Gouse	36-Hal, Gouse	27.08		-1-			-7-
M. Weidner	15-Ford 6, L. Weidner	27.47		-6-			
M. Magill	21-Riley, Deubel	27.48					
F. Bailes	4-Black Jewell Offy	27.78		-2-			-3-
J. Matera	16-Hal, Matera	28.08		-4-	-5-	-1-	-8-
J. Langan	72-McDowell, Haist	28.23		-5-	-2-		-6-
L. Mood	25-Dreyer, J. Vail	28.27					
G. Van Hook	27-Cragar, Daniels	28.32			-1-		-5-
F. Cook	49-Ford, Cook	28.59			-4-	-2-	
P. Handshew	14-Riley, Furslew	28.61			-3-		-10-
J. Concannon	78-Cragar, Fogley	28.68				-7-	
B. Smorto	43-Green, Bartecchi	28.78					
W. Bates	24-Alexander, Bates	28.79				-9-	
B. Smorto	1-Riley, Smorto	29.06				-8-	
D. Moody	77-Riley, Wise	29.12				-3-	
B. Arndt	59-Cragar, Arndt	29.41				-5-	
R. Dowell	37-J.Y. Spl.	30.64				-4-	
D. Moore	95-Ford, Moore	30.69					
W. Campbell	38-Winfield, Sipe	31.63					
M. Sooy	48-Riley, Colosimo	32.14					
B. Cooney	5-Riley, Smith	32.08					
R. Dewell	36-J.Y. Spl.	32.15					
T. Ruth	29-Riley,	33.15					
M. Sooy	39-Mark's Spl.	31.85					
P. Levits	57-Riley, Levits	-n.t.-				-6-	

Time: 1st. heat - 4:25.98

2nd. " - 4:45.52

3rd. " - 4:53.38

consolation - 5:10.63

feature - 9:16.39

# Coates' Car Wins Harrington Race

A holiday crowd of 9,000 on Monday saw Tommy Coates, San Antonio, Tex., win the 30-lap, 15-mile feature of a stock car racing program at the Harrington Fairgrounds. Wally Campbell, Trenton, N. J., was second and Johnny Rogers, Charlotte, N. C., third. A special sports car race at 10 laps was won by Joe Styles of Philadelphia, driving an English M. G.

Stover Babcock, who promoted the races in conjunction with the Harrington Fire Company, announced that he would hold midget auto races here Saturday, Oct. 9.

LABOR DAY RACE  
WINNER, SEPT '48  
9/6/1948



9/7/1948

In stock car racing, **Tommy Coates** of Trenton was second to Harold Brockoff in the 100-lap feature at Williams Grove, Pa.

# Stock Car Races At Jackets Track On Monday Night

9/29/1948

Stock car racing around the short track at the Yellow Jacket Speedway will make its debut Monday evening. A seven-event card has been sanctioned by the American Stock Car Racing Association.

Among the first entries received by Promoter Irv Fried was that of the 200-mile National Champion Al Keller, who won the title at Langhorne last August. He will be driving the same job Monday. Pepper Cunningham, Trenton, winner of several championship events this season, also has entered.

The stock car races will be similar to the midget auto show, consisting of three heats, two semi-finals, a consolation and 25-lap feature event.

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# Rogers to Race At Yellow Jackets

When stock car racing makes its debut at the Yellow Jacket Speedway next Monday evening numbered among the more than 30 entries will be Johnny Rogers, of Georgia. Driving stock cars around the short tracks is not new to Rogers, who has appeared at the Jacket oval in thrill shows.

Three boys who should be really outstanding are Buddy Shuman, of Charlotte, N. C.; Tommy Coates and Lee McBride, of Trenton. These three are perhaps the most experienced stock car drivers in the country.

9/30/1948

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# Cunningham to Vie In Stock Car Race

Pepper Cunningham, Trenton, will seek to protect his season point-scoring lead in the feature of the American Stock Car Racing Association's first racing program at Yellow Jacket Speedway, Erie ave. and G st., Monday night.

Cunningham leads the 1948 campaign with 3173 points. Two other Trenton speedsters are close behind, Tom Bradshaw with 2738 and Tommy Coates with 2610. They all are listed to compete in the seven-event card.

Scheduled to compete against the stock car stars will be some leading midget pilots, including Al Keller, national 200-lap champion; Tony Bonadies, indoor midget champion from the Bronx; Hawley Kight and Jimmy Forte, both from Philadelphia, and Ernie McCoy and Vic Sloane.

10/1/1948



# Stock Cars Race In Jackets' Debut

10/4/1948

Stock-car racing will make its debut at the Yellow Jacket Speedway, Erie ave. and G st., tonight when a seven-event card is presented by the American Stock Car Racing Association.

Close to 40 entries will compete in the preliminary races. From this field the fastest dozen will face the starter in the 25-lap feature.

Pepper Cunningham, current leader in the race for national honors in stock-car racing, and Tom Bradshaw and Tommy Coates, second and third, respectively, in the standings, will be among the entries. All three hail from Trenton.

Al Keller, 200-mile national champion as a result of his August triumph at Langhorne, also will be listed among the starters.

Three Southerners are receiving consideration. They are Buddy Shuman and Johnny Rogers, both of Charlotte, N. C., and Glen Dunaway, Atlanta. In addition to driving stock cars, Rogers is an outstanding big-car and thrill show performer.

Other entries include Wally Campbell, Lee McBride, Johnny Karp, Hal Brokhoff, Earl Long, Irv Blatt, Jack Spies, Tony Bonadies, Jimmy Forte, Ernie McCoy, Hawley Kight and Vic Sloane.

# Keller Captures Stock Car Race

10/5/1948

Al Keller, Buffalo, made a clean sweep of the first stock car racing program ever held at Yellow Jacket Speedway, G st. and Erie ave., winning his heat and semifinal and then capturing the 25-lap feature event last night before 5500.

On the pole at the start, Keller was never headed in the final, winning in 6:22.17. Tom Bradshaw, Trenton, N. J., was second and Harold Brokhoff, Pottsville, Pa., third. Keller lapped the other starters.

Several accidents marred the program. Ken Wagner, Daytona Beach, Fla., ran into the fence in the feature; Ed Tyson, Langhorne, turned over in the second semifinal and Pepper Cunningham, Trenton, was sidelined when his motor blew up in the first heat. None was injured.

**FIRST HEAT (10 laps)**—1. Al Keller, Buffalo; 2. Tom Bradshaw, Trenton; 3. Irv Blatt, Hamburg, Pa.; 4. Ken Marriott, Baltimore; 5. Jack Spies, Reading. Time—3:01.50.

**SECOND HEAT (10 laps)**—1. Wally Campbell, Trenton; 2. Harold Brokhoff, Pottsville, Pa.; 3. Vince Cannizzaro, Trenton; 4. Nick Binder, Philadelphia; 5. Ken Wagner, Daytona Beach, Fla.; 6. Vic Neuman, Elizabethtown, Pa. Time—2:45.18.

**THIRD HEAT (10 laps)**—1. Johnny Rodgers, Charlotte, N. C.; 2. Lou Johnson, Trenton; 3. Ed Tyson, Langhorne, Pa.; 4. Stew McDonald, Washington, D. C.; 5. John Karp, Trenton; 6. Ed Myers, Flemington, N. J. Time—3:05.41.

**FIRST SEMIFINAL (15 laps)**—1. Keller; 2. Campbell; 3. Bradshaw; 4. Marriott; 5. Binder; 6. Blatt. Time—4:03.11.

**SECOND SEMIFINAL (15 laps)**—1. Rodgers; 2. Wagner; 3. McDonald; 4. Brokhoff; 5. Karp; 6. Johnson. Time—4:04.87.

**CONSOLATION (12 laps)**—1. Tom Herbert, Washington, D. C.; 2. Sam Malach, Washington, D. C.; 3. Tom Coates, Trenton; 4. Harold Sleeper, Richmond. Time—3:23.97.

**FEATURE (25 laps)**—1. Keller; 2. Bradshaw; 3. Brokhoff; 4. Campbell; 5. McDonald; 6. Marriott. Time—6:22.17.

# MANCHESTER MOTORDROME

POPULAR RACING STRIP at Londonderry, N. H. This

## SATURDAY NIGHT 8 P.M. Thrills-Chills-Spills

# STOCK CAR RACING

Auspices of  
**N. E. Stock Car Racing Associates**  
Featuring

10/8/1948

**FLIP COOPER** of Pawtucket, R. I.

Whose record of nine flips in one race is unequalled.

**ALSO**

**Wally "Crash" Campbell** of Trenton, N. J.

**Johnny Rogers** Hollywood, Cal. Stunt Man

**Geo. Lewis** of Newton, Mass., and **Don Hall** of Pawtucket, R. I.

See these two competing speed demons try to win the big purse in the final feature event.

**AMONG OTHER DARE - DEVILS WILL BE —**

**Fred Lacesi** Pawtucket, R. I. **Frank Pierce** Anthony, R. I.

**Sam Packard** Pawtucket, R. I.

**Show Starts at 8 P. M. — Admittance \$1.00**

CHILDREN UNDER 12 ADMITTED FREE WITH ADULT

TAX 20c

# Manchester Track to Run Stock Car Races

Manchester Motordrome, where the midget auto racing season came to a close Sept 26, will re-open tonight with stock car racing, the latest motor-driven sports craze, taking over the spotlight.

10/9/1948

Headlining the opening Stock Car racing card will be Johnny Rodgers, Hollywood stunt-man, Wally "Crash" Campbell and many other speed demons of the racing world.

Rodgers and Campbell rank with the top rung of stock car drivers. They've proven their skill with a daring seldom equalled on any racing strip.

The show will start promptly at 8 o'clock.



# **Pick Keller To Capture Auto Feature**

10/10/1948

When the American Stock Car Racing Association sanctioned the first stock car race at the Yellow-jacket Speedway, many of the officials and fans predicted that Al Keller, a seasoned stock car performer as well as an experienced midget driver, would stand a great chance of leading the field. Having competed at the uptown track as a midget auto driver throughout the past season seemed to give Keller the advantage over the other boys who had little or no experience on the short oval. Keller put his knowledge of the banked oval to good use and went on to win the feature.

Tomorrow night during the running of the Trenton Sweepstakes, the story should be different now that the members of the stock car group understand the "feel" of the banked track. Pepper Cunningham hopes to increase his lead in the race for National honors. Last week, Cunningham was forced out during one of the preliminary races.

Tom Bradshaw and Harold Brok-hoff, who ran two and three to Keller in the inaugural last week, will be back hoping to improve their positions.

# Trenton Sweeps Tops Stock Car Program Tonight

10/14/1948

PHILADELPHIA — The Trenton Sweepstakes—a 25-lap feature—will highlight tonight's seven-event card of stock car competition scheduled for the Yellow Jacket Speedway, Erie Avenue and G Street. Close to 30 knights of the stock autos will see action in the preliminary races with the fastest 14 qualifying for the main event.

Al Keller, spectacular Buffalo speedster who won the initial event at the uptown oval, appears to be the man to beat this evening. Keller has a flare for speed be it in a stock car or a midget auto. He knows the layout at the Jacket oval and so for that reason has the backing of most of the fans.

## Cunningham Threat

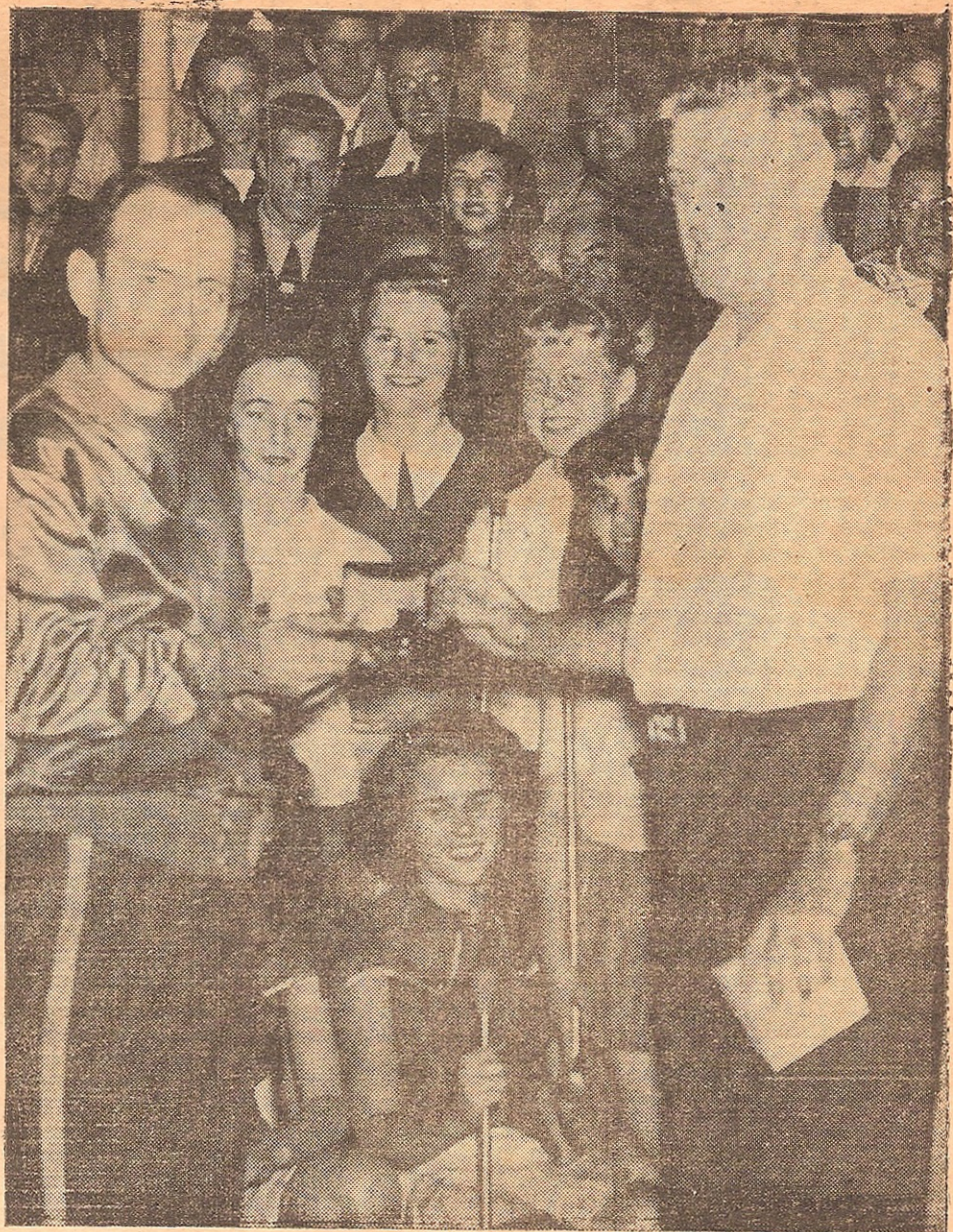
If Pepper Cunningham, present pace-setter in the race for national stock car laurels, receives a fair break in tonight's events

he should furnish Keller with some keen competition. In the inaugural stock car race at the Erie Avenue lane of speed the Trenton ace was forced out of competition due to mechanical difficulty. Cunningham is in hopes that this condition has been corrected and that this evening he will be able to increase his lead over the field in the battle for honors.

Other outstanding members of the American Stock Car Racing Association entered in the preliminary races are: Johnny Rogers and Vic Nauman, veterans of AAA big car competition as well as stock car racing; Ed Tyson, Tommy Bradshaw and Tommy Coates, seasoned veterans who represent Trenton; Ken Wagner, Johnny Karp, Jack Spies for a strong trio and Tom Herbert, Nick Binder, Ken Marriot, Earl Long and Dave Terrell.

The first race commences at 8:30 p. m.





**TED TAPPETT** is pictured above accepting the ISN Eastern Sectional Award of a beautiful wristwatch from Jake Kedenberg, promoter of the Islip and Freeport, L. I. Stadium. Ted garnered the highest total of points in the East. Drum majorettes pose in the background.

—Photo by Staff Fotog LOUTREL



# Campbell Foils Bids of Rogers to Star at Kingston

10/15/1948

KINGSTON, R. I., Oct. 10th—Staving off repeated bids by Johnny Rogers of Hollywood, Cal., Wally "Crash" Campbell of Trenton, N. J., won the the 50-lap feature race at the Kingston Fair Grounds today. A crowd of 5395 fans witnessed the racing which marked the close of the stock car automobile racing for the season.

Despite two restarts that occurred because of accidents, Campbell took an early lead and held it to the finish. Ray Whitford rolled over on the fifth lap, and Red Boldue crashed through the guard rail on the eighth lap. Jim Boyd hit a tree about midway through the feature event for his second accident of the day. On the first corner of the opening event, Boyd hit the inside guard rail and rolled into the middle of the track.

With Campbell and Rogers staging a hot battle for first place honors, the competition for third place was equally exciting. Several of the drivers held the spot at different times with Tommy Fenley of Mapleville, R. I., in command for about half the distance. He encountered motor trouble and had to pull into the pits, and while he managed to get back into competition, Fred Luchesi of Pawtucket, breezed home in third position.

Red Cummings of Wenham, Mass., finished fourth, Garvin Cooper of Pawtucket, placed\* fifth; Frank Travers of Providence was sixth and Fenley finished seventh. Twelve of the 20 cars in the main event managed to finish the grueling grind.

1st heat (6 laps): Luchesi, Campbell, Boyd. 3:35.44.

2nd heat (6 laps): Rogers, Dayton, Bolduc. 3:35.76.

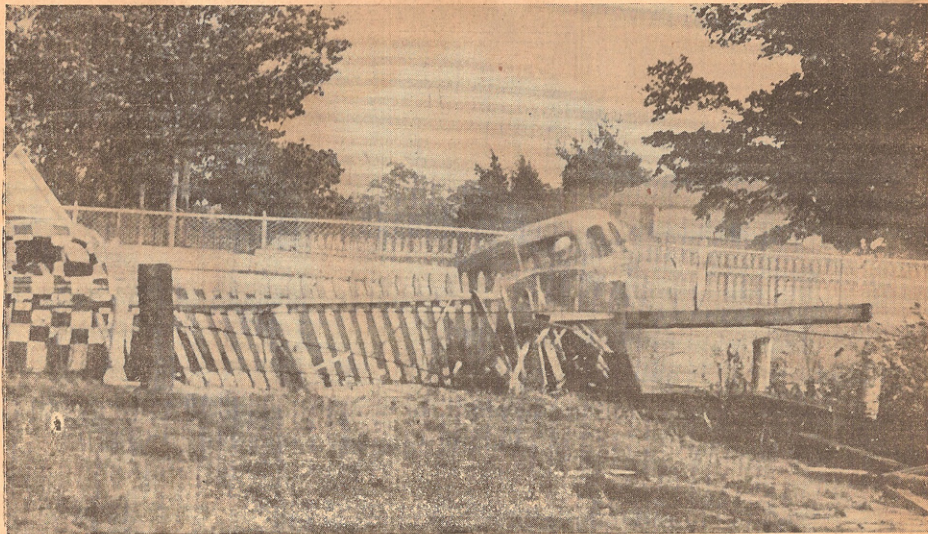
3rd heat (6 laps): Cummings, Whitford, Lees. 3:36.43.

Consolation heat (6 laps): Stevens, Marcotte, Savedge.

Feature race (25 laps): Campbell, Rogers, Luchesi, Cummings, Cooper, Travers, Fenley. No time.



## He Mows 'em Down!



**JIMMY BOYD** rips through the fence during a race at the Kingston, R. I., Fairgrounds stock car show. Boyd is pictured before his car rolled over. Jimmy walked away from this hair-raiser unhurt although his car took a bit of a beating.

—Photo by Staff Photographer Bob Brooks

# USA Circuit

## POINT STANDINGS

C. Conklin	1899
T. Tappett	1864
S. McGrath	1728
B. Schindler	1696
J. Rice	1619
H. Renard	1574
N. Fornoro	1372
M. Nazaruk	1353
G. Rice	1347
B. Disbrow	1331
S. Disbrow	1282
T. Bonadies	1195
J. Zeke	1178
B. Chase	1138
A. Cross	998

10/15/1948      ★      ★      ★

### FINAL CHERRY PARK POINTS

G. Rice	355
J. Rice	245
B. Schindler	228
S. McGrath	225
D. Disbrow	220
L. Christopher	207
C. Conklin	183
R. Recoras	162
N. Fornoro	146
G. Flemke	146
B. Brooks	136
S. Disbrow	128
L. Duncan	123
T. Bonadies	123
T. Tappett	116
W. Fusco	109
B. Baker	100
M. Nazaruk	99
L. Shurter	97
J. Kay	88

★      ★      ★

### FINAL STAFFORD SPRINGS POINTS

J. Rice	264
C. Conklin	248
G. Flemke	188
N. Fornoro	175
J. Kay	174
W. Fusco	117
B. Brooks	113
S. Disbrow	100
B. Minor	96
C. Ethier	87
J. Carpenter	86
G. Cady	80
H. Renard	76
B. Schindler	74
J. Jerome	73
C. Sanders	63
G. Rice	63
J. Ford	61
C. Riggott	60
R. Lund	58

★      ★      ★

### FINAL SPRINGFIELD POINTS

B. Schindler	390
J. Rice	343
C. Conklin	341
T. Tappett	320
L. Christopher	297
G. Rice	262
C. Ethier	234
N. Fornoro	231
M. Nazaruk	215
A. Keller	177
W. Fusco	171
G. Flemke	147
B. Brooks	140
L. Duncan	114
J. Kay	113
C. Gibbons	93
B. Tatro	86
B. Minor	84
A. Cross	64
S. McGrath	58

★      ★      ★

### ISLIP STADIUM POINTS

J. Zeke	365
P. Bickelhaupt	301
R. Marlow	300
S. McGrath	201
B. Chase	183
J. Coy	181
T. Tappett	177
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# Cummings Back in Stride At Lonsdale Stock Show

10/15/1948

By HANK DYER

LONSDALE SPORTS ARENA, LONSDALE, R. I., Oct. 10th—Another record-breaking crowd saw Red Cummings get back into the win column tonight by way of the clean sweep route. Red took over the second heat, first semi-final and then on to the feature for the checker.

Action started in the first lap of the first heat when Paul McAuliffe roleid over coming out of the fourth turn, the race being restarted with a photo finish between Bud Tatro and Ed Hill. The next heat also produced another thriller when Jack White hit the fence in the second turn and did a backward rollover with a whirling dervish effect upside down. The roof of the car was badly dented but White managed to emerge OK through a side window. The third heat found Bob Harper the winner in another close race all the

way between himself, Joe Ross and George Lewis. The fourth heat was taken by the Taunton flash, Ralph Moody, who battled it out with Art Clark and Andy Anderson. This event also had its thrill when Ed Hill did a double flip in the eventful second turn.

The consolation (another colossal with 35 cars entered) ended with a four-car pileup in the fourth real event with a battle going on all the way between Red Keizer, Red Cummings and Andy Anderson with Red getting the checker first.

1st heat (8 laps): Styles, Tatro, Hill. 2:45.00.

2nd heat (8 laps): Cummings, Hall, Pizzanelli. 2:43.01.

3rd heat (8 laps): Harper, Ross, Lewis. 2:44.00.

4th heat (8 laps): Moody, Clark, Anderson. 2:42.01.

1st semi-final (12 laps): Cummings, Hall, Styles. No time.

2nd semi-final (12 laps): Lewis, Anderson, Moody. 4:01.03.

Consolation heat (8 laps): Ross, Menard, Stein. No time.

Feature race (20 laps): Cummings, Keizer, Anderson, Ross. 6:51.00.



# Bradshaw Cleans Stock Car Card at Cherry Park

10/22/48

By AL COTTER

AVON, Oct. 17.—Tommy Bradshaw, of Trenton, N. J., cleaned house here this afternoon in the first rip-roaring stock car racing program ever presented on Cherry Park Speedway.

Providing a thrill a minute for the packed grandstands, Bradshaw whipped his 1939 Ford to four wins by taking the checkered in the first qualifying heat, first semi-final, helmet dash and the 20-lap feature.

With 12 cars starting in the big race on the small fifth of a mile slightly less than Kerfuffle. In fact, when the field broadsided around the fourth turn on one of the laps crashing into the guard rail, Starter Johnny Brunner jumped off his platform and actually ran for his life.

Bradshaw and Wally Campbell were up front in the big payoff race. With five laps to go Campbell, the leader, spun on the fourth turn and crashed into Bradshaw. The impact threw Bradshaw into the lead but Campbell's car stalled just off the fourth turn. He remained in the car while the rest of the field whizzed by and finished the race. It was later discover-

ed that the crash had sealed him in the car and he was not able to free himself until after the race was over.

Promoter Ed Otto announced that because of the apparent popular interest in the stock car racing he would continue the programs for the next few Sundays. He explained that he will have an even larger field next Sunday. Several of the entrants in today's meet were halted in lower Connecticut because they failed to provide the proper markers for their cars.

1st heat (10 laps): Bradshaw, Rogers, Campbell. 2:37.40.

2nd heat (10 laps): Carp, Gars, White. 2:46.60.

3rd heat (10 laps): Brokhoff, Kay, Chert. 2:38.59.

1st semi-final (12 laps): Bradshaw, Rogers, Carp. 2:53.20.

2nd semi-final (12 laps): Campbell, Brokhoff, Farz. 2:71.80.

Helmet race (six laps): Bradshaw, Campbell, Brokhoff. 1:51.02.

Feature race (20 laps): Bradshaw, Brokhoff, Rogers, Gars, Kay, Carp. 4:42.44.



## Auto Racing

# *Red Wins Again; Fonty Comes In Second*

10/25/1948

CHARLOTTE—(AP)—Robert (Red) Byron, Atlanta, continued to pace the field in the National Stock Car Racing circuits yesterday, beating out Fonty Flock, Atlanta, in a 100-lap duel at the new Charlotte speedway.

It was Byron's second win of the season over the three-quarter of a mile track, having captured the first 100-lap thriller here earlier. Flock paced the field for the first 50 laps and then overtook Byron for another 15-lap stretch later in the race before finishing second. Bill Blair, of High Point, was third, with **Buddy Shuman**, Charlotte, fourth and Wally Campbell, Trenton, fifth.

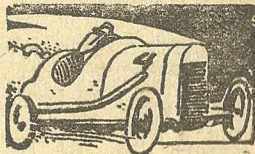
C. L. Grant, young Fayetteville driver suffered the only major injury of the day. Grant injured his back when his car overturned during time trials. He was admitted to a local hospital for treatment.

# It's Bradshaw Again In Cherry Pk. Stock Car Show

11/5/1948

AVON, Conn., (Special), Oct. 30. —Tommy Bradshaw of Trenton, N. J., fashioned his second straight win of the stock car season at Cherry Park Speedway in a slam-bang program that had the near capacity crowd on their feet most of the afternoon.

Bradshaw easily tamed the record field of 27 cars but two other



drivers provided the real fireworks.

The most spectacular of the two was Frank Travers of New Providence, R. I., whose car did an end-over-end flip on the third turn during the 20-lap feature race. Travers' car lost a right front wheel on the eighth lap. His journey through the air came to an abrupt halt when the car took down one of the light poles. The car landed on its side astride the guard rail and Travers calmly crawled out through a window and watched the rest of the race which was halted on the 14th lap because of the dangerous condition of the track. All the water from the Travers car leaked out onto the speedway.

John Carp of Trenton, N. J., gave the fans in the reserved seats a thrill when his car jumped the car rail during one of the heats and ended up against the second guard rail just off the fourth turn. The people seated in the first four rows beat a hasty retreat.

In addition to the main event Bradshaw won his qualifying heat and was second in his semi-final event. He held the pole in the feature and took over an early lead

that was never seriously challenged.

Stock car racing will continue for the next three weeks at Cherry Park it was announced today by Promoter Ed Otto.

1st heat (10 laps): Bixler, Blatt, Marriott. 3:07.3.

2nd heat (10 laps): Bradshaw, Rogers, Coates. 3:14.82.

3rd heat (10 laps): Brokhoff, Cunningham, Tabor. 3:09.90.

1st semi-final (12 laps): Marriott, Blatt, Rogers. 4:44.20.

2nd semi-final (12 laps): Brokhoff, Bradshaw, Cunningham. 4:44.60.

Consolation heat (12 laps): Bixler, Carp, Garz. 4:46.30.

Feature race (20 laps): Bradshaw, Blatt, Rogers. No time.

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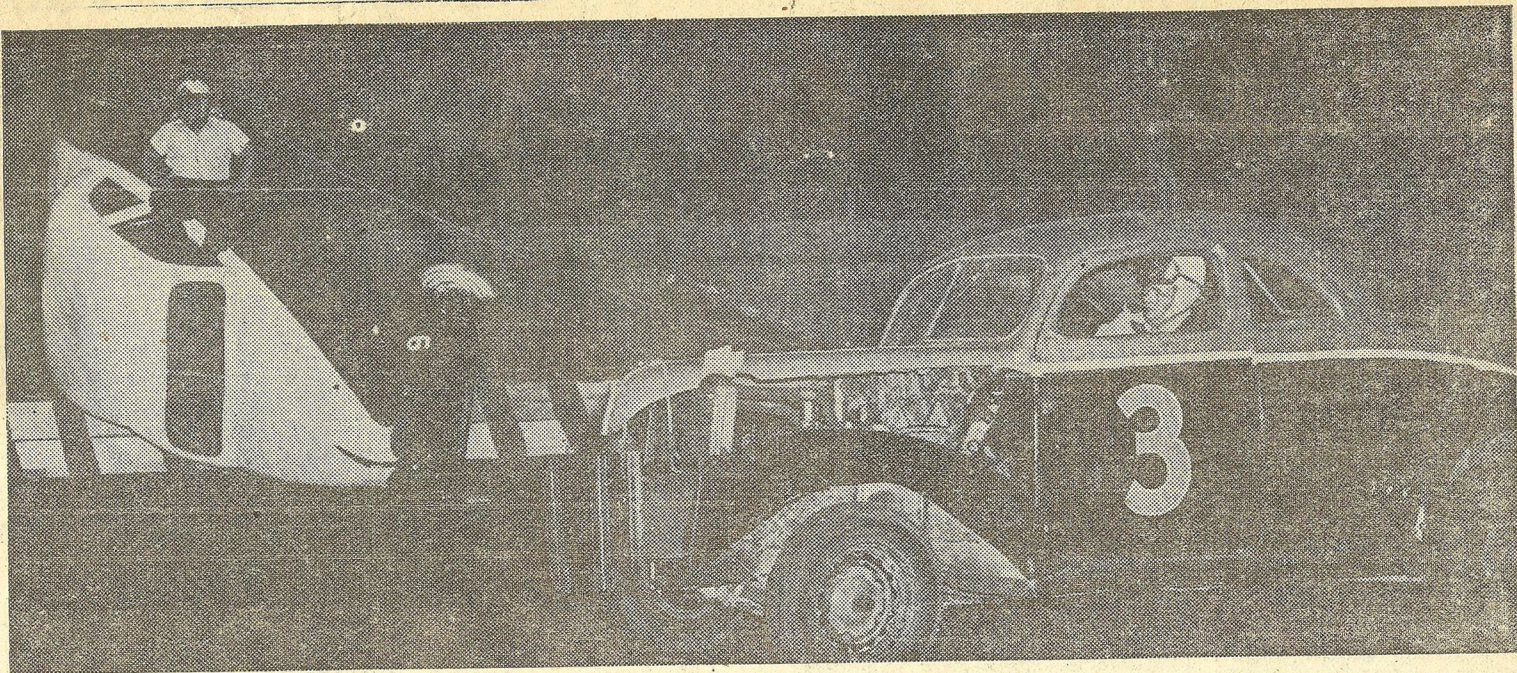
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11/5/1948

**SPECTATOR**

Perched atop his overturned machine, FRANK TRAMMER can be seen watching the rest of the field go by in one of the early heats at the Cherry Park Speedway, Avon, Conn., last Sunday. TRAMMER'S mount, out of control, hit and demolished one of the light poles that can be seen in back of PEPPER CUNNINGHAM'S mount (No. 3), who finally won the thrilling event.

—Photo by Staff Fotog Bob McDowell



# 3 STRAIGHT FOR TOMMY BRADSHAW AT CHERRY PARK

By AL COTTER

AVON, Nov. 7.—Tommy Bradshaw, of Trenton, N. Y., scored his third feature win of the stock car season at Cherry Park Speedway this afternoon.

Operating in the true style of a champion the little Trenton chauffeur did it the hard way. He lined up in third position on the inside in the 20-lap feature behind such hot shot as Wally Campbell, of Trenton, N. J., and Irving Blatt of Hamburg, Pa.

Bradshaw was able by sheer driving skill to move through traffic to the front and stay there for the balance of the race.

Johnny Rogers of Charlotte, N. C., the famed stunt driver, held up his end by taking second place and Irving Blatt of Hamburg, Pa.,

was third.

Promoter Ed Otto announced that stock car racing would continue on the Avon oval until Nov. 21. On the final day of the season he plans to present a combined stock car and midget racing event.

1st heat (10 laps): Bradshaw, Rogers, Coates. 2:36.71.

2nd heat (10 laps): Brockoff, McGride, Blatt. 2:42.52.

3rd heat (10 laps): Kay, Tanner, Sanders 3:16.65.

Helmet Dash (6 laps): Campbell, Rogers, Bradshaw. 1:52.21.

Consolation heat (12 laps): Carp, Cook, White. 3:32.30.

Feature race (20 laps): Bradshaw, Rogers, Blatt. 6:11.41.



## Post-Race Dinner Party At Winston-Salem, N. C.



WE DON'T HAVE THE NAMES OF ALL THE LADIES so we'll start at the right side of the table and give you the lineup of NASCAR celebrities in the picture: Bill Fair, advance man; Wally Marks, car owner; Joe Wolf, owner of the car driven to victory by Ponty Flock; car owner E. Jester; Enoch Staley, part owner of North Wilkesboro Speedway; "Walkie-Talkie" Smith, mechanic on Flock's car; NASCAR president Bill France; starter Alvin Hawkins; drivers Tim Flock and Wally Campbell; publicity director Huston Lawing; driver Al Keller; NASCAR secretary Bill Tuthill; national stock car champion Ponty Flock and scorer Joe Epton.



# COATES HALTS BRADSHAW AT CHERRY PARK

By AL COTTER

AVON, Nov. 14.—Tommy Bradshaw's three feature race winning streak came to an untimely end here today when Tommy Coates of Trenton, N. J., flashed under the first first in the main stock car race on Cherry Park Speedway.

Bradshaw, who also hails from Trenton and has been the class of the first three stock car events on this speedway was a poor second to the flying Coates.

The feature race was lined up with Frank Travers of East Providence, Rhode Island, sitting on the pole, Coates in number two spot and Bradshaw in third position.

Coates slipped into the lead on the first turn. The hard driving Bradshaw finally eliminated Travers with John Carp of Trenton, N. J., taking over third.

The feature was halted in the eight lap when Don Hall of Trenton, N. J. spun out on the second turn. The field was restarted single file but Coates clung to his lead.

Two crashes during the competition took their toll of the track's light poles. Bill Cincira of Waterbury cut one in half during the third qualifying heat and Ed Ashton of Springfield, Mass., damaged

the other beyond repair in the consolation.

1st heat (10 laps) Rogers Mundy, Travers 3:06.02

2nd heat (10 laps) Hall Coates, Sanders 3:07.01

3rd heat (10 laps) Bradshaw, Carp, Harrington 3:04.34

Helmet dash (5 laps) Coates Bradshaw, Travers 1:55.71

Consolation race (10 laps) Ruggerio, Armington, Turner 2:21.07

Feature race (10 laps) Coates Bradshaw, Carp No time



# BRADSHAW ELECTED PRESIDENT OF ASCRA FOR COMING YEAR

At a recent meeting the American Stock Car Racing Association, Inc., with headquarters in Trenton, New Jersey, the general membership of the organization elected their officers and Contest Board for the coming racing season of 1949.

The very popular driver and 1946 Langhorne 100-mile National champion was elected president, Tommy Bradshaw, of Trenton, New Jersey; vice-president, L. Frank Rorer of Sellersville, Pa., prominent Ford dealer formerly of Trenton, New Jersey, financial secretary, Bill Streeter, also of Trenton, New Jersey, was elected secretary of the organization.

The members of the Contest Board were elected as follows: Bill Streeter was elected chairman of the Contest Board for the term of two years, this being the second time he has been honored with the position of secretary of the organization.

Bill has worked hard for the association on its feet this past year and a great measure of the association's success has been due to his fortitude and self-sacrifice as well as his background of 20 years racing experience.

Harold Bradburn, well known driver, man of Pottstown, Pa., also one of the most prominent drivers in A.S.C.R.A. Inc., and who has a background of experience for the past 12 years, was elected to the Contest Board.

Wally Marks, one of the old time big car owners as well as the owner of the popular car No. 1, was also elected a member of the Contest Board.

Randy Wilson, who served last year on the Technical Committee, also Ken Wagner, who has a great many years of experience in the racing business, and owner of car No. 3 and adviser to many victories by Tommy Bradshaw, was also elected to the Board.

A very successful season in '49 is looked forward to by all members of A.S.C.R.A. Inc., as they have implicit confidence in the members who have been elected as officers and Contest Board of the association.

Plans for the Annual Banquet and Jamboree to be held at the Hildebrecht Hotel, Trenton, New Jersey, on February 12, 1949, were passed at the last meeting of the association. At this time the Gold Trophies, six in all, shall be presented to the high point money winners, the three leading drivers and for the first time in the history of auto racing the three leading race car owners. The prize money for points in the organization will be over \$1,200. Many of the racing fraternity greets along with many of the prominent promoters and magazine editors, as well as several radio announcers will be present. The American Stock Car Racing Association members have run for over \$62,836, total prize money for the 1948 season, average purse being \$200 per race, this is a new high ever before achieved by any other racing association in the country.



# "Keep Out'a the First Five Rows, Please!"

12-xx-1948

By H. Wicand Bowman

**M**ONDAY night, October 4, in Philly was cold, brother.

It was the kind of night to stay home in front of a fireplace or in bed with a hot drink or something. But along with about 5,000 other speed addicts, I went to the Philadelphia, Pa., Yellow Jacket Speedway to watch the inaugural of stock-car racing on the fifth-mile fully-banked macadam oval.

Way back in B.S. (before Bob Streeter), I'd been the announcer at the Y.J. and its promoter Irv. Fried had said, "Come on down any night, Hank, and watch the show."

Although a skeptic like the other 5,000 who stayed away and left about half the 10,000-house empty, I went because it was cheaper than fire wood or coal. Frankly, I didn't expect much of a show.

I've seen stock cars on half-mile and mile tracks and think they're terrific—in fact the 100-miler earlier this season at Langhorne (Pa.) Speedway goes down in my book as one of the best races of any sort I've ever seen. However, I didn't think modified stocks could race on a fifth-mile and I didn't figure on anything but a slow-moving parade.

Believe me, I was wrong. As I walked into the gate I heard the announcer saying, "Keep out'a the first five rows, please!"

"Phony build-up," I mumbled and Sherry O'Brien, publicity man for the track, said, "Umh-uh, it's straight stuff; insurance company watched try-outs and said keep 'em back from the fence or no coverage."

"Okay, Sherry," I answered him, still thinking, "phony," to myself.

I started up toward the main grandstand and two cars came out onto the track making a hell of a racket with open exhausts echoing back from the stands.

Before I reached the ticket taker there

was a screeching of wheels, crash of metal and whom! Two cars were out of the evening's line-up before I'd even taken a peek at the track. As I got up close enough to take a squint, a crowd of pit stooges were pulling the two cars apart. A black coupe had spun in the turn and been clipped head-on by another coupe.

Well, that was the beginning of a real evening of racing during which the only people who weren't frightened, thrilled or excited were the concessionaires behind the stands, the men's room attendant and the switchboard girl who was penned up in the main office all night and didn't see any of the races.

The first heat was a 10-lap qualifier with an 8-car field. This was the one that proved to the fans that the stocks could offer real competition on the short tracks. Bill Nelson, the Jackets starter, stood out on the track in his usual position, and from where I sat, Bill looked just a wee bit bored with the idea. Al Keller, Eastern midget car ace and recent winner of a 200-mile stock car event at Langhorne, sat in seventh spot in his grey-and-red No. 47, a car I'd seen Tommy Coates push around on the dirt earlier in the season.

The cars came down slowly for the start, about 15 miles an hour, and then, after one false start, they walked on it into the first turn. And that's when Al Keller proved to the spectators that the full-sized stock car could pass on a small track. Al held the nose of the grey-and-red job pointed at the infield on the turns and started to move through the pack. Six laps later Al moved by the lead car on the inside coming off the fourth turn and from there on in Al continued to open up a lead. After that first heat the fans looked around at one another and the general comment was, "This ain't too bad."

Bill Nelson still looked a shade unexcited by it all when the boys rolled out their mounts for the second qualifying

heat. Seven starters were listed for this one. On the outside of the first tier was Nick Binder in a yellow-and-brown No. 42.

Nelson gave the boys the green and they screamed into the first turn. Harold Brokoff of Pottsville, Pa., in No. 38 moved up fast on the outside. Coming off the second turn Vince Cannizzaro in No. 4 was running hub-to-hub with Binder, but Vince hid wide. Binder had no spot to go so he mounted the fence, ran two wheels among the wire four feet off the ground and then dropped back to the track.

"Please, keep those first five rows vacant," Bob Streeter called over the mike, but he might as well have saved his voice. The Northlanders, who'd ignored the warnings before, scattered like migrating starlings and seconds later there wasn't a thing on the lower section of the stands but shredded programs, empty cocoas and a couple of blankets. During the line-up for the restart several sheepish fans slunk back, snatched up their seat-warmers and fled up into the top of the stadium.

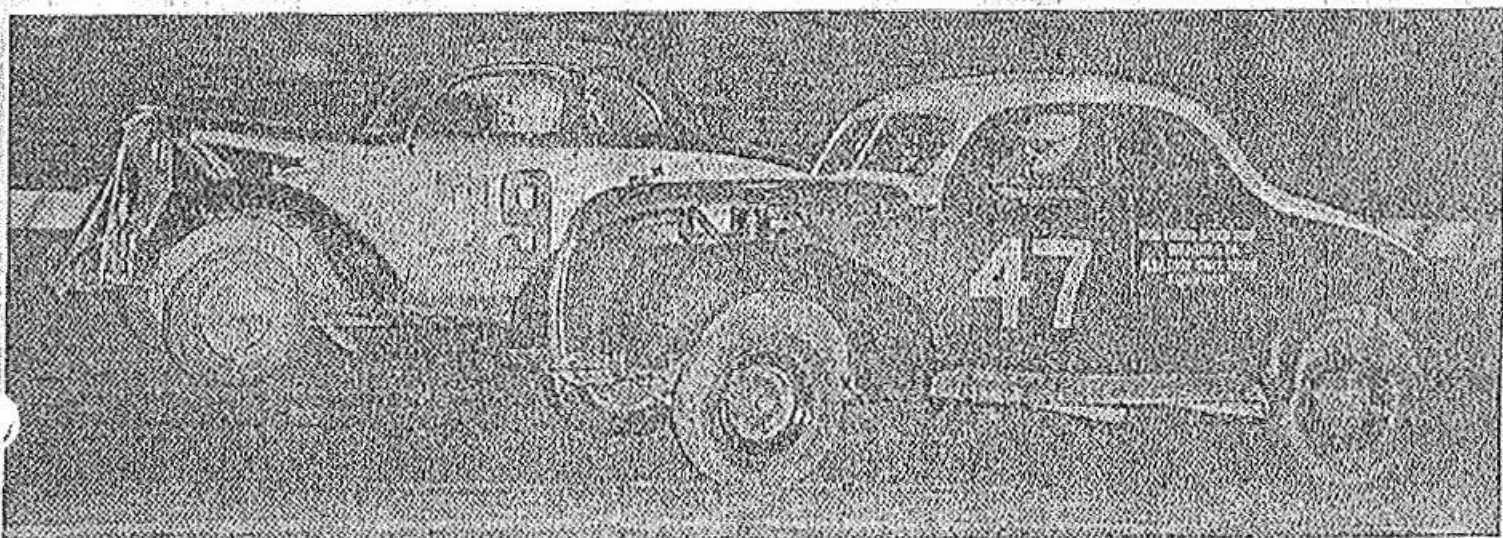
Bill Nelson wasn't bothered; he was still calm and resigned to a dull night. Then came the restart and Wally Campbell of Trenton, N. J., in his black No. 1, coupe made a bid for mad-man-of-the-evening title. Cannizzaro bumped his way into the clear by the end of one lap. Brokoff rode second with the ears hanging leaders, scraping the fence and sliding off into the infield. The general picture was an amusement park "Dodger" concession with Joie Chitwood and his boys taking a busman's holiday.

Campbell was all over the track, broadsiding through the turns, clanging his hubless wheels against the crash rail, but he was moving up fast and he slipped into second spot.

Pepper Cunningham from Bound Brook, N. J., had moved up from sixth into third spot and looked good for a possible win

Tomnie Grobac in No. 39 and Al Keller in No. 47 battle it out during Irv. Fried's inaugural stock car show at his Yellow Jacket Speedway in Philadelphia, Pa.

Don O'Reilly Photo





at that point, it was anybody's race and still was right up to the checkered flag. On the seventh lap, Cunningham was pushing his No. 11 between the first and second turn when it broke traction and spun out on the track.

"Here's where I go to work," Bill Nelson thought, and grabbed into his flag stand and came out with the red flag. The field was moving down into the main stretch as Bill got ready to give them the red to protect Pepper stalled on the track in the turn. The seven cars, with fenders tucked into one another, came sliding out of the fourth turn so clustered they looked as though they were a fast-moving used car lot. Ted Wagner in an orange-and-black coupe was on the inside. Someone forgot to leave Wagner room for the straightaway and he was forced into the infield.

About that time, Bill Nelson realized you don't work the inside of the track when the stock cars are running. He still had the red flag in his left hand when Wagner took to the turf. The flag rack disappeared in a cloud of dust, so did Nelson and the orange-and-black car. A split-second later Wagner appeared heading back for the track near the first turn and stuck in the front of his radiator was the red flag.

The cars were then on their eighth lap when Bill Nelson started to recover (having just established a world's record for the backward broad-jump) and dove into the dust, hunting for his white flag. He finally located it as Campbell came into his tenth lap and he gave Campbell and the rest of the jockeys the checker on the eleventh just about the time Campbell was learning how to bank off the fence on both straightaways and carom into the turns with a casualness that set the insurance agent's hair on end. Campbell must have done his training for the race on the billiard table and believe me the Trenton driver could show the great Greenleaf a trick or two about the four-cushion game.

At the end of that second heat Bill Nelson moved his flags and himself in behind the 12-foot high steel-meshed crash fence and seemed to take a new interest in the sport.

For the third heat, some of the fans let their curiosity overcome their timidity and slid down a few rows closer to the fence. Bill Tanner, in a black No. 7, put an end to that, but fast. Bill came off the fourth turn in the third lap and looked as though he were headed back for the pits, but some thoughtless individual had closed the gate.

Measured in feet, Tanner gave the spectators about 80 in thrills as he slipped and rolled down the stretch just far enough to hang into the section where Bill Nelson had hidden his flags. For the second time the flags crashed into a jack-draw jumble, but Bill came up with the red in time to keep the rest of the field under control.

Johnny Rogers, in No. 89, started from scratch and in the restart was given third position, the place he'd worked up to in

three laps. Johnny, who besides being a stock car racer was a former stunt car driver, seemed at home on the short track, and took over the lead on the seventh lap from Lou Johnson and finished out in front with Johnson second, Ed Tyson third and Stew McDonald fourth.

By the end of that third qualifying heat, the stocks had proved they could produce real competition on the short track, plus all the thrills of a stunt show.



Don O'Reilly Photo.

Starter Bill Nelson (standing, left) unhappily surveys the wreckage of his flag stand after a stock car cut into the infield right where the flags were standing.

In fact the show surprised even the drivers—at least I imagine it must have because these not engaging in the heats were in the stands watching the competition. Even the consolation event was a ditty, with the five entrants changing spots more than a dozen times during the 15 laps.

By the end of the second semi-final, in which Ed Tyson rammed the fence and rolled a couple of times down the straightaway, short-track stock car racing was being enthusiastically welcomed by every fan in the stadium.

Promoter Irv Fried was put on the spot emotionally, though, and backed a strong attack of split personality. One inner voice told Irv to laugh and the other said he'd better cry. Irv had gambled on the stocks and had won, at least he'd prayed, they were pure action-packed dynamite on the short track, so the gambler in Irv was full of smiles. But as Irv watched the seven scheduled events bashing quickly to a close, another voice must have been asking, "What're you grinning about, Fried, the guys are ripping your stadium apart?"

Well, actually it wasn't quite that bad, but during the night the cars had rammed

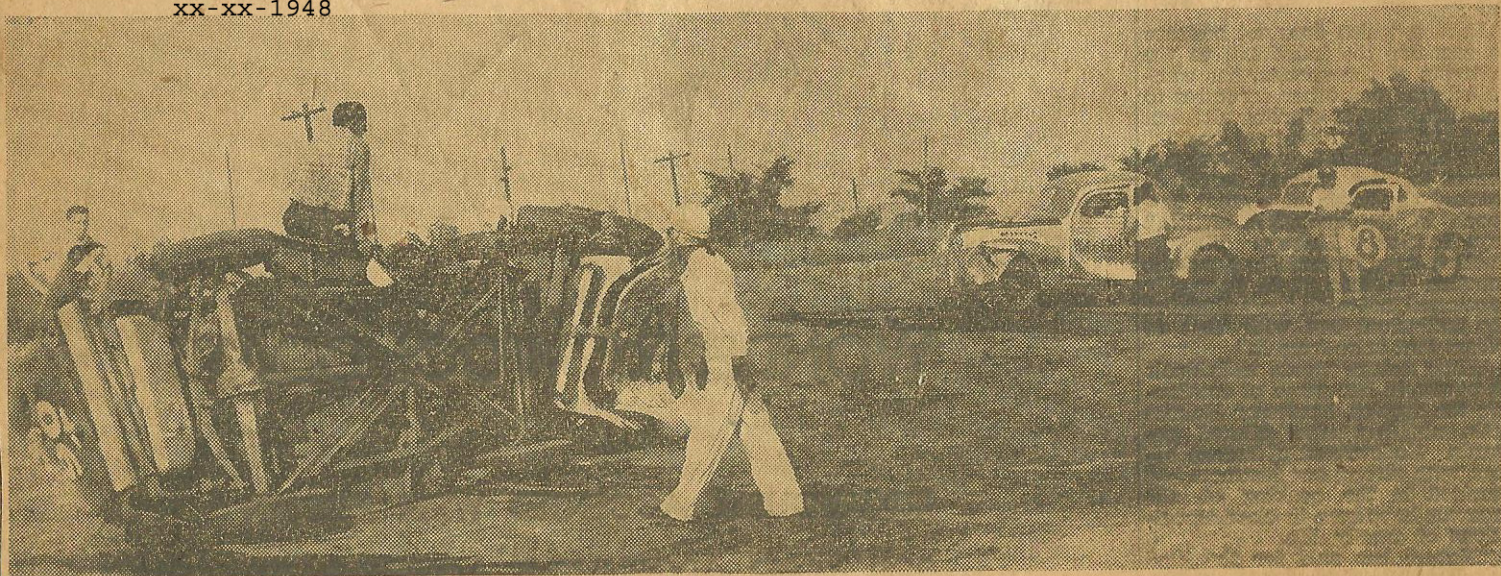
the fence so many times and shaken loose so many of the high-powered light bulbs, that the last few events threatened to be a race against darkness. Ed Tyson, alone, racked up two bulbs to his credit. And the nice green-sodded football field, in the center of the track, was cut to ribbons as driver after driver forgot the rules and drove for long gains down the sidelines in tries for touchdowns.

Wonder man of the night was Bloomfield, N. J.'s Al Koller and not wholly by reason of handily copping the feature, but rather by virtue of driving off the track at the close of the evening and being able to brag to his car's owner, "No one even laid a fender on me."

6-15 6-15

12-xx-1948





—Staff Photo

**BIG PILEUP**—Several of the stock cars in the final race of yesterday's dirt track program at the Fair Grounds

piled up when one of the drivers lost control on a turn and turned over with the cars just behind piling into the debris.