What! No More Trophies?

1/17/1950



Reports have it that JOE WOLF, (above), owner of the rapid-moving Ford so brilliantly driven last year by Fonty Flock, will retire from active competition this year to devote all his time to building and maintaining race cars.

ASCRC Plans to Run Asphalt and Dirt Circuits in 1950

1/17/1950

MORRIS PLAINS, N. J., Jan. 17th—It was announced by the Atlantic Stock Car Racing Club this week that for the coming outdoor season of racing that plans are being set up for ASCRC to run both a dirt and asphalt track circuit in the Eastern area.

One of the policies of the "Atlantic" is to give Promoters not only the tops in Racing and Thrills but, also the best in name drivers, featuring such names as Frankie Schneider, Johnny Cabral, "Pappy" Hough, Ralph Sheeter, Eddie Ader, Al Peters, Lenny Brown, Charlie Muscatell, Bobby Courtwright, Jimmy Delaney and Freddy Post, all of who.1 helped make "Atlantic" most talked about racing circuit in the East last year.

Among the drivers who have signed to run with the Atlantic Stock Car Racing Club is Johnny Rogers, nationally famous stunt driver formerly with the Great Lucky Teter, Jimmy Lynch, Jack Kochman and Joie Chitwood thrill shows.

Johnny is equally famous in the stock car ranks, having started in the Southern circuits in '49 and later moving North where he has made a fine showing that fans voted him the "Most Popular Driver in the East for 1949" in a nation wide pool held by the "Illustrated Speedway News."

Wally Campbell of this city is rated the East's leading stock car driver for 1949. He posted 10 victories at Philadelphia, three triumphs at Long Branch and Washington, D. C.

1/17/1950

Campbell, Wagner File Race Entries

2/2/1950

DAYTONA BEACH, Fla. — Eastern competition for the beach speed classics this weekend has been strengthened with the entrance of Wally Campbell, sensational young Trenton, N. J. stock car driver, who will drive Wally Marks' special-built Ford in the 100-mile modified race slated for Saturday afternoon.

Campbell rated as one of the top drivers in the East last season, winning 10 features in the weekly thrillers at Yellow Jacket Speedway in Philadelphia along with three wins at Washington, D. C., three at Long Branch, N. J., two at Paterson, N. J., and others at Richmond and Norfolk in Virginia.

Wally's greatest triumph of the 1949 season was his victory in the 100-lap championship race at Thompson Speedway, but he will be seeking his first triumph over the four-mile beach and road course here.

Rated among the other top Eastern drivers for Saturday's 100-miler are Len Fanelli, New Rochelle, N. Y.; Al Keller, White Plains, N. Y.; Red Cummings, Beverly, Mass., the New England States champion; Ken Wagner, Trenton, N. J.; Ken Marriott, Baltimore, Md.; Larry Shurter, West Shokan, N. Y., former midget star; Ray Bunn, Bristol, Conn.; Dick Eagan, Stamford, Conn., and a number of other top ranking stars from Eastern circuits.

200-Miler Sunday

Sunday's 200-mile classic for new model automobiles is also attracting a record field with Red Byron of Atlanta, winner of three previous beach races, ranked among the top favorites.

Curtis Turner, the Roanoke, Va. star who won the 200-mile strictly stock speed event at Langhorne Speedway last September, was among the early arrivals. Turner will drive his No. 41 Ford in Saturday's race, but was looking for a car to drive in the Sunday race.

Another early arrival was Tommy Thompson of Louisville, Ky., winner of the Indiana stock car championship for 1949 and rated as one of the top Mid-Western stars.

Both races start at 2:30 o'clock.

SPEED TRIALS (Measured Mile)
DAYTONA BEACH, Fla., FLATS

2/7/1950

— STRICTLY STOCK DIVISION —

Name	Type Car	Model	Avg.
Joe Littlejohn	Olds 88	1950	98.84
Bill Blair	Cadillac	1949	98.57
J. C. Van Landingham	Buick	1950	98.19
Harold Kite	Lincoln	1949	97.93
Tim Flock	Cadillac	1950	97.17
Rex Boyd	Olds 88	1950	97.08
Tommy Thompson	Chrysler	1948	96.90
Frank Mundy	Cadillac	1949	96.41
Ernie McCoy	Cadillac	1950	96.46
Alton Haddock	Lincoln	1949	96.47
June Cleveland	Buick	1948	96.35
Al Gross	Olds 88	1950	96.15
Fonty Flock	Buick	1947	96.10
Curtis Turner	Lincoln	1949	95.59
Louise Smith	Olds 88	1949	95.18
Frank Luptow	Lincoln	1949	95.13
Jack Smith	Olds 88	1949	95.03
Ray Erickson	Cadillac	1949	94.29
Hershel Buchanan	Nash	1947	93.99
Lloyd Moore	Lincoln	1949	93.84
Chester Alford	Hudson	1949	93.36
Billy Carden	Pontiac	1949	93.31
Buck Baker	Olds 88	1949	93.36
Don Mullins			92.97
Pete Dawson			92.64
Russ Lee	Hudson	1949	92.49
Jim Rathman	Mercury	1949	92.35
Gober Sosebee	Olds 88	1949	92.07
Bill Rexford	Olds 88	1949	91.84
W. A. Radloft			91.65
Bob Flock	Olds 88	1949	91.69
Roscoe Thompson	Lincoln	1949	91.34
Jack White	Lincoln	1949	90.81
Roscoe Thompson	Lincoln	1949	90.36
Lee Schmidt	Buick	1947	89.74
June Cleveland	Plymouth	1949	89.13
Herbert Thomas	Ford	1949	88.09
Harold Hill	Buick	1949	87.01
Curtis Turner	Mercury	1949	86.53
Louise Smith	Ford	1947	85.61
Buck Baker	Olds 88	1949	84.77
Raymond Lewis	Plymouth	1949	84.01
R. D. Dawson	Olds 88	1950	83.9
Larry Shurter	Ford	1949	83.7
Lee Petty	Plymouth	1949	83.1
Joe Jernigan	Ford	1949	82.8
Al Keller	Ford	1949	81.5
W. E. Getts	Buick		81.0

— MODIFIED DIVISION —

Gober Sosebee	Ford	1939	114.4
Fireball Roberts	Ford	1939	111.35
Bob Flock	Ford	1939	110.09
Joe Jernigan	Ford	1939	108.23
Fonty Flock	Ford	1939	107.97
Curtis Turner	Ford	1939	106.83
Richard Blackwell	Ford	1939	105.88
Carson Smith	Ford	1939	105.50
Ken Marriott	Ford	1939	104.77
Bill Trent	Ford		103.80
Cotton Owens	Ford	1939	103.70
Curtis Turner	Ford	1939	103.50
Wally Campbell	Ford	1939	101.69
J. H. Petty	Plymouth		101.06
Tommy Herbert	Ford	1939	100.95
Tommy Moon	Ford		100.05
Jim Paschal	Ford	1939	100.50
Joe Eubanks	Ford	1939	100.33
Frank Mundy	Ford	1939	100.05
Hank Stanley	Ford	1939	100.05
Al Keller	Ford	1939	99.94
Len Fanelli	Chevrolet	1939	99.55
Red Cummings	Ford	1939	99.50
Lee Johnson	Ford		99.23
Alan Carter	Ford	1939	98.63
Hugh McLean	Ford	1939	98.36
Bill Blair	Ford	1939	97.98
Carson Smith	Ford	1939	97.71
Woody Coleman	Ford		96.20
Jen Wagner	Ford	1939	95.13
Walt Hartmann	Ford	1939	94.98
Buck Baker	Dodge	1938	93.99
Al Keller			92.87
J. H. Petty	Plymouth		92.40
Louise Smith	Ford	1939	91.55
Weldon Adams	Plymouth		91.41
Bill Huskins	Ford	1939	88.75
Buddy Shuman	Ford	1939	82.87
Cotton Hodges	Ford	1939	70.45



2/28/50

—Photo by Staff Fotog Frank Smith

BOB MOORE (No. 16), grips the wheel of his racer and hopes for the best as RAY BROWN heads his way. WALLY CAMPBELL (No. 89), steers clear of the impending jamup. It all took place at the Auto Derby, Kingsbridge Armory, Bronx, N. Y.

Byron Stock Race Victor; Driver Burned Severely

CHARLOTTE, N. C., March 5 (AP).—Red Byron, Atlanta, won the 100-lap modified stock car race today. Trailing in order were Al Keller, White Plains, N. Y., Tommy Coates, Trenton, N. J., Pape White, High Point, and Bob Flock, Atlanta.

Hank Stanley, Richmond, Va., sustained severe burns when his car caught fire midway in the race. His condition was termed critical at a Charlotte hospital.

Wally Campbell, Trenton, set a course record during time trials. He was clocked at 36.3 seconds for a ¼ mile lap.

3/6/1950

Byron Race Winner; Campbell Sets Record

CHARLOTTE, N. C.—AP—Red Byron of Atlanta won the 100-lap feature of a modified stock car program here yesterday.

Trailing in order were Al Keller of White Plains, N. Y., Tommy Coates of Trenton, N. J., Pape White of High Point and Bob Flock of Atlanta.

Hank Stanley of Richmond, Va., sustained severe burns when his car caught fire midway in the race. His condition was termed critical at a Charlotte hospital.

Byron's time was one hour, 12 minutes and 3 seconds on the three-quarter-mile dirt track.

Wally Campbell of Trenton, N. J., set a course record during time trials. He was clocked at 36.3 seconds for one lap.

3/6/1950

CHARLOTTE STOCK CAR CLASSIC TO RED BYRON

Hank Stanley Stays With Burning Mount To Protect Crowd

3/7/1950

By HOUSTON A. LAWING

CHARLOTTE, N. C., March 5th —For the third consecutive year, Red Byron, the old master of stock car racing, roared to victory in the opening modified speed classic at the New Charlotte Speedway as some 8,500 spectators watched the sensational 100-lap classic.

Byron was clocked at one hour, three minutes and 12.30 seconds for the 100-lap classic over the three quarters of a mile track, but the time was slowed down as the 32 entries in the feature maneuvered over the banked course for almost seven laps under a caution flag as firemen battled a blazing car left on the turn by Hank Stanley, young Richmond, Va. driver, who crawled through the window of his smashed car as it overturned on the curve after catching fire. Stanley suffered face, body and leg burns, but was definitely voted the "Driver of the Week" for his thoughtful performance in chauffeuring his car beyond the crowd even after fire started in his machine.

Trailing Byron over the finish line for the 100-lap feature were Al Keller, White Plains, N. Y., second; Tommy Coates, Trenton, N. J., third; John "Pap" White, High Point, fourth; Bob Flock, Atlanta, fifth; Bill Rexford, Silver Creek, N. Y., sixth; Bob Apperson, Charlottesville, Va., seventh; Billy Cardem, Atlanta, eighth; Fireball Roberts, Daytona Beach, Fla., ninth; Frank Mundy, Atlanta, 10th; Wally Campbell, Trenton, N. J., 11th, and Dick Beaty, Charlotte, N. C., 12th.

Sosebee Out

The lead in the sensational 100-lap classic changed only three times as Gober Sosebee, the Atlanta speedster who won the Daytona Beach 100-miler several weeks ago, zoomed into a lead on the first lap and maintained the pace in his No. 50 Ford for nine laps before dropping out with crankshaft problems.

Charlotte 100- Taken By Red Byron

With Sosebee out of the race, Curtis Turner, the Virginia star from Roanoke, streaked into the lead and for the next 70 laps it was Turner all the way. The Virginia star zoomed ahead of the field, overlapping practically every car on the course except Byron, but after pacing the race through the 79th lap, Turner's wheels spread and the Virginia star pulled into the pits with a broken king pin that eliminated him from further competition.

From the 79th lap on it was Byron all the way. Byron, driving the No. 14 Ford built by Buckshop Morris of Atlanta and owned by Frank Christian, streaked home a full lap ahead of the field as Keller moved up to take second place.

Keller was driving No. 89 Ford, owned by William O. Taylor, Paterson, N. J. garage owner, who had two cars in the first of the North Carolina NASCAR sanctioned races directed by Bill France.

Frank Mundy, the thrill show star from Atlanta who was driving Taylor's second entry, No. 91, finished 10th despite an eye injury suffered during the early stages of the race.

Some 30 cars were on hand for the season's opening classic at the local speedway, 32 of which competed in the final 100-lap event. In the 10th lap consolation open to all cars other than the first 10 in time trials, John "Pap" White of High Point was the fair haired boy, streaking to victory in one of the fastest consolation races ever staged in this section.

Campbell Sets Mark

Wally Campbell, young Trenton, N. J. star who racked up 10 victories at the Yellow Jacket Speedway in Philadelphia last year, set a new record for the three quarters of a mile course in pacing all contestants in time trials with a mark of 36.60 seconds, driving Wally Marks' No. 1 Ford.

The fastest field of drivers to ever compete over the Charlotte course blazed a speed trail that appeared certain to establish a new record until the Stanley accident which slowed up activities for seven laps as Starter Alvin Hawkins waved the caution flag while firemen were battling the blazes from Stanley's No. 90 and as an ambulance rushed to the rescue of Stanley, who crawled from his car under his own power, even with his clothes blazing. and rolled over and over into the ditch as spectators rushed to his resuce.

Fonty Flock, one of the prerace favorites, was streaking along in second place for a good portion of the race until forced out with a torn out rear end, while Jack Smith, Atlanta star, was "jinxed" when a fan blade ripped into his radiator, and Billy Carden, another favorite from Mableton, Ga., had piston trouble near the final stages of the race to drop him back from the top ranks.

Byron was a happy individual at the finish of the race, crediting Morris with a masterful piece of work in building the No. 14 car. Incidentally, this was the same car that Bob Flock established a new record with at Daytona Beach several weeks ago, averaging 114.45 miles per hour over the measured mile.

HILLEGASS SHOP BUSY TURNING OUT BODIES - CHASSIS

3/7/1950

ALLENTOWN, Pa., Mar. 7th--Hillegass shop is featuring 1950 streamlined bodies and chassis for championship big and midget race cars. Hillegass has machine shop facilities for manufacturing quick change rear ends tubular front ends. Complete body kits can be provided for tails, cowls, hoods sheels underpans and frames. 1950 models already delivered to Mark Light and Dutch Kulp. In production at present is a complete car for Eastern AAA champion Tommy Hinnerschitz, Warren Barkley of Falls Church, Va., Frank Anfusa and Sam Campbell of Bethelhem, Pa., Bill Moore of Lansdale, Pa. In process of rebuilding is Joseph Scopa 270 cubic inch Offy Championship car to be driven in this years "500" by Bill DeVore. Ralfh Malamud of Brooklyn, N. Y. also has a new "500" job at the Allentown shop.

Keller and Eagen Hook-Up

Schuebruk Gathers Cash And Glory at Phillips Field

By GUS HAGER

3/7/1950

TAMPA, Fla., March 7th—Jake Kedenburg presented the 22nd meet of stock cars which turned out to be a slam bang Sunday night of crashes and spills.

In the Woman's race, Pauline Heston spun and was hit, pinning her stomach against the steering wheel. It was thought at the time she might be hurt, but she only had the wind knocked out of her.

In the 12th lap of the feature, Keller and Eagen tangled at the starting line and crashed into the retaining wall and were unable to restart. Between all these skirmishes and crashes, Schuebruk came through to cop the evenings main event.

Ray Erickson crashed in the second final and received a hard injury which almost necesitated the loss of one finger but after a check up at the hospital he was released as O. K.

1st heat: Russo, Eagen, Schreck.
2nd heat: Duffy, Keller, Janoski.
3rd heat: Schneider, Linder, Schuebruk.
1st s emi-finals: Eagen, Keller, Johnson.
2nd semi-final: Keenan, Linder, Janoski.
Women's heat: Higgens, Dugan, Gladis.
Feature race: Schuebruk, Linder, Johnson, Larimer, Folse, Janoski.

racing, under the sanction of the AJA, was introduced, but it too went over in a big way. George Holmes walked off with the New England jalopy crown in the title race held at Lonsdale.

Total purses at Lonsdale were in excess of $111,000, a figure most tracks would have trouble equalling. And the admission prices hurt no one's pocketbook.

That's the record promoter Ed McNulty and the Lonsdale Sports Arena hope to improve on in 1950.

Winded!



PAULINE HESTON

A.S.C.R.A. Reports Stock Car Activities

3/8/1950

Three ASCRA drivers competed in Florida on February 4th and 5th in te semi-stock and strictly-stock NASCAR events at Daytona Beach.

ASCRA's 1949 No. 1 driver. Wally (Crash). Campbell, lived up to his name but failed to run in the money in the 10-mile modified-stock event.

Campbell and car-owner Wally Marks (1950 ASCRA President) made the tow-in down from Trenton, N. J. in twenty-six hours...not bad time but no moola was posted for the tow-in.

Approximately forty-four qualifiers lined up five abreast for the start of the 100-miler. Campbell had qualified for thirteenth starting position (a spot he's not going to shoot for in the future). With the green, car No. 11 crossed-up in the first corner and when the dust had cleared seventeen starters had stacked up before they'd rounded the first turn. Crash Campbell had managed to slip through on the outside and so far nobody had laid a fender on him.

Then things began to happen. On the first restart, Campbell, again in thirteenth, came off the first corner in eighth but got the piggy back treatment on the backstretch, spun into the infield and another start was in order.

On the second restart Wally moved from thirteenth to fourth through the first corner, held onto the backstretch and then two of the leading cars tangled and spun in front of him. Campbell hooked hard to avoid a crash, hit the outer bank, did a complete spin in the air, landed on four wheels... but on the wrong side of the bank. That was it for the Marks-Campbell entry...just a bit of banged up metal, but enough so Wally-Wally, between them, couldn't get No. 1 ready for the third heat, which took.

Lou Johnson, Maryland-Jersey resident, in Hank Stanley's No. 8, finished in the first fifteen.. Lou, by the way, is the driver who copped the $500 first place money at the late November Mason-Dixon Speedway show and was ASCRA's 1949 third high-point driver. Lou finished that Mason-Dixon race the hard way—sliding across the finish on his side when he tangled with the already lapped second-plae ar to give the checker an added dab of paying excitement.

Gober Sosbee won the modified-stock event at Daytona...Al Keller, part-Indian driver of W. Taylor's '49 stock Ford, was the only ASCRA competitor in the strictly-stock 200-miler. Al finished in the first twenty but he didn't "watch the Fords go by" cause a Lincoln topped the field and an Olds "88" rode in for second money.

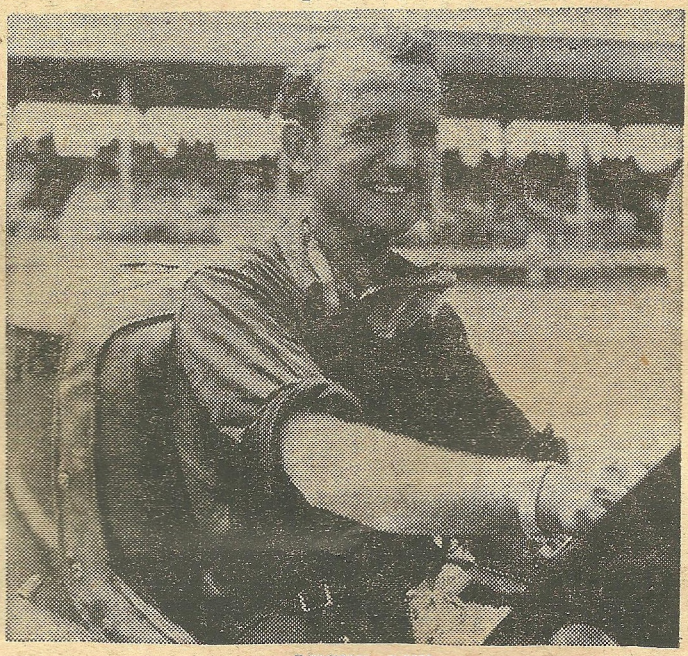
Tommy Garbac, popular New Brunswick, N. J. ex-stock car owner-driver and promoter of modified-stock events has signed with the Flemington Fair Board to promote the half-mile red-dirt oval during the 1950 season...Garbach tentatively plans to run a minimum of four modified-stock events and will promote the American Stock Car Racing Association sanction.

Lucky Lux One of Racings Colorful "Good Little Men"

3/8/1950

By Frank (Jim) Lunt

The subject of this week's semi-biography is not a big "name" in the auto racing world, but he is an asset to any



LUCKY LUX

program and looks like one of the coming stars of the sport. Yes, Lucky Lux of Avon, Pa., near Lebanon, is a "good little man" and is one of the most ardent race followers we have ever met. Year by year his driving improves and last season he finished in the third slot in the United Racing Club standings.

When Lucky (and he's not ALWAYS "lucky") is not actually out on the track trying to win b bit of folding money, he can usually be found in the midst of a heated racing discussion. If you ever visit Lucky's home town and see a group of men waving their hands and making like racing mechanics and drivers, you can be sure that our Mr. Lux will be right in the middle and probably holding the floor...When the various so-called sports writers of the big dailies take a slap at our sport, Lucky is always the first to protest and yours truly can vouch for that! He sends clippings to back up his "beef." Lucky isn't very big but he can yell with the best of them.

Lux started as a grease monkey while still in high school and stooged for such outstanding racing personalities as Mark Light, Elliot Hopf and Bud Sherk. He had his first ride—although not actually IN a race—at the ripe old age of 15. With such fine instructors and his natural love for things mechinical, Lucky was all set to enter the game actively as a driver and in 1940 he got the opportunity.

The scene was Savannah, Ga., and the car was a Ford 60, owned by Buster Warke. Lucky didn't set the world on fire that year but his earnest efforts to give a good performance earned him the respect of both driver and fans. His odd name, "Lucky" Lux, captured immediate attention and he took a lot of kidding because of it, all of which he took good-naturedly. At Williams Grove, Pat Brooke invariably calls him "The Mayor of Avon" and it always gets a chuckle because Avon is a very small village.

Gets Better Mounts

After the war Lux began getting better cars to drive and his driving improved considerably. He drove Tony Bentley's Dreyer, Johnny Matera's Hal and Jules Furslew's Riley, the later to the high point standings for the past two seasons...Lucky also drives midgets but goes better in the big jobs. His outstanding midget performance to date was in the Cottage Diner Ford 60 (No. 71) at Hatfield, when he started in 14th spot and finished in third. Last summer Lux stacked up in a midget and suffered hand injuries which halted his career for a while.

Two Stellar Victories

Lucky has won six features in his racing endeavors. His favorite driver is Tommy Hinnershitz and he prefers Williams Grove to all other speedways. He would be an ingrate if Williams Grove were NOT his choice, because it was there that he has scored most of his success and won two notable victories. On Oct. 6, 1946 he won the George Robson Memorial race there, defeating a fast field of drivers who never thought him capable of such an upset. The fact that drivers like Mark Light, Hank Rogers nd Tommy Mattson (Offys) were forced out with trouble did not detract from his victory, because Lux in Bentley's Dreyer drove a heady, well-paced race and showed his heels to Johnny Matera, Bob Cooney, Johnny Favinger, and other surprised drivers. His triumph was the signal for one of the loudest ovations we have ever heard. On Aug. 6, 1948, he won the main, driving the Furslew Riley and thereby became the first driver to win a feature at that track in a Riley rockerarm.

Involved in Mishaps

Lucky has been involved in several accidents and in one suffered a broken arm. Despite the injured member, he attended races and was all over the pits like a jackrabbit. The diminutive driver has lost much of the wildness which characterized much of his early driving and has settled down to steady heady driving, with the resultant high point standing.

Predict Good Future

No, Lucky Lux is NOT a big star; but we predict that with the proper opportunity he will someday BE just that. This season he will drive Hal Rotthar's Dreyer, and if the car can be made to "perk" properly, we believe our friend Lucky will give trouble to the big "names"...Best of luck to you, "Mayor." Keep 'er 'tween those fences!!!!!!

Flock Bros. to Battle Fast Field In Opener At Hillsboro March 19th

3/14/1950

HILLSBORO, N. C., March 14th —Eastern North Carolina's first major stock car race of the 1950 season is slated for Sunday afternoon, March 19, under the direction of Bill France, rated as one of the nation's outstanding stock car race promoters.

It's a battle of the Flock brothers against the field, and if previous activities at Occoneechee mean anything, the Flocks will have the edge.

In three races staged over the famous one mile course in 1948, Fonty Flock, now of Spartanburg, S. C., made a clean sweep of all three races. Last year, Fonty repeated again in the modified stock car classic and it was his older brother, Bob, who zoomed to victory in the 200-mile strictly stock car classic that attracted a record crowd of 17,500 to the Hillsboro speedway.

Both Fonty and Bob will be back for next Sunday's racing program and so will the youngest of the three Flock brothers, Timothy of Winston-Salem, who finished second to Fonty in the national championship race last year.

Sunday's program calls for time trials to start at 1 o'clock followed, by three heat events, a consolation race and then the 50-lap feature offering a $3,000 purse for the drivers.

The speed classic is expected to attract the nation's top drivers, including Gober Sosebee, winner of the recent 100-mile race at Daytona Beach, Fla., and Red Byron, winner of the 100-lap classic at Charlotte two Sundays ago.

Included among other drivers expected for the Occoneechee classic are Bill Blair, Jim Paschal, Pap White and Jimmy Lewallen, High Point; Alton Haddock, Greenville; Peewee Jones, Bob Lancaster and W. H. Weddle, Winston-Salem; Curtis Turner, Roanoke, Va.; Joe Jernigan, Norfolk, Va.; Ken Wagner, Tommy Coates and Wally Campbell, Trenton, N. J.; Ken Marriott, Baltimore, Ma.; Jack Smith, Roswell, Ga.; Billy Carden, Mableton, Ga.; Dick Beaty, Charlotte; Dave Euart, Salisbury; Bob Apperson, Charlottesville, Va.; Frank Mundy, Atlanta; Fireball Roberts, Daytona Beach, Fla.; Bill Snowden, St. Augustine, Fal. and numbers of others.

An unlimited field will start in the 50-lap feature.

ATLANTIC STOCK CAR RACING CLUB
Point Standings
1949 SEASON

3/14/1950

DRIVERS

1.	Frank Schneider	798
2.	Bobby Courtweight	634
3.	Lou Volk	569
4.	Johnny Cabral	532
5.	Roscoe Hough	521
6.	Jim Delaney	465
7.	Ralph Sheeler	427
8.	Charlie Muscatell	400
9.	Al Peters	396
10.	Len Brown	369
11.	Sammy Malach	273
12.	Eddie Ader	263
13.	Eddie Kiser	247
14.	Gordon Oldford	243
15.	Bob Read	229
16.	Charlie Dyer	216
17.	Ronnie Kohler	194
18.	Don Treible	175
19.	Wimpy Ervin	160
20.	Fred 'Postie' Post	147
21.	Pete Harris	129
22.	Jack Reynolds	126
23.	Tex Enright	125
24.	Duke Heller	123
25.	Bill Gross	107
26.	Joe Ledagar	196
27.	Wally Campbell	98
28.	Tiny Besso	88.3
29.	Bill Barker	87.8
30.	Baer Herman	82
31.	Dutch Swayze	79
32.	William Smith	79
33.	Cass Flurri	77
34.	Tex Brooke	74

Stock Car Races Open At ARE Grounds Today

Hank Stanley Memorial Featured; Nineteen Local Drivers Entered

3/18/1950

By Max Ailor

A 30-lap Hank Stanley Memorial race will feature the opening stock races of the season today at the Atlantic Rural Exposition Grounds. The time trials will get underway at 1 P. M., with the first of three qualification heats scheduled to start at 2:30 P. M.

According to members of the Richmond Stock Car Racing Association, sponsors of the races, today's races are expected to be exceptionally close.

There will be a large representation from Richmond with the local entries expected to number more than 19 at race time. It is early in the season and most of the drivers will have cars right out of the garages where they have undergone overhauling and rebuilding in preparation for the 1950 season.

Expected to rank high among the Richmond entries are Berke Starke, Bob Apperson, Dave Powell and Cary Williams. Starke and Williams are known to be the most reckless drivers of the area.

Strong Outsiders

The Richmond drivers will receive strong competition. Ken Wagner, Lou Johnson and Tommy Coates, top drivers of the East, left Trenton, N. J., early yesterday in order to enter the races here. It also was expected that Al Keller, another lead foot driver in the stock car racing game, would be on hand. There will be at least six or eight drivers from the Tidewater Stock Car Racing Association, of Norfolk, here today.

Wagner, Johnson and Coates have been favorite entries in the annual 100-mile stock car races held at the Langhorne Speedway. Coates is a former 200-mile champion and a leader among the drivers.

The net proceeds of the races are to go to Stanley's widow. Stanley, last week voted the driver of the week by the National Stock Car Racing Association, died of injuries received in an automobile racing accident at Charlotte, N. C., March 5.

The advance sale of tickets have indicated that the promotion of the Richmond Association may draw a capacity crowd. The ARE has prepared for one of the largest crowds ever at the Strawberry Hill track with the recent installation of over 1,000 additional bleacher seats.

The program will include, besides time trials, three 10-lap qualification heats, either a consolation race or match race and the 30-lap feature event.



DRIVER OF THE WEEK—John "Pap" White of High Point was named as the "Driver of the Week" in the National Association for Stock Car Auto Racing after his remarkable performance last Sunday. White's car, indicated by arrow, is shown taking a spill over the last turn at Occoneechee Speedway as Photographer Jack Cansler caught the car through the dust. White heads the North Carolina list for the race at North Wilkesboro speedway Sunday afternoon.

White Heads Field Of Drivers For North Wilksboro Event

NORTH WILKESBORO, March 24—John "Pap" White, the High Point speedster who has been racing stock automobiles for the past three years, was named as the "Driver of the Week" in the NASCAR circuit for this week, and will be back seeking additional honors in the 50-lap modified feature heading the program for the fast North Wilkesboro Speedway Sunday afternoon.

White's remarkable recovery while taking a spill over the high embankment of the second turn at the Occoneechee Speedway last Sunday provided one of the major thrills of the feature race, but the Pointer star landed safely without suffering the slightest injury.

White's spill came during the final stages of the thrilling Occoneechee race, and at that time White was running well up among the leaders. In the second heat of the day, White scooted home just inches back of Fonty Flock in a sensational finish.

The 27-year-old High Pointer now ranks ninth in the NASCAR point standings for the 1950 season, and will be seeking to improve this position in the race here Sunday. White, now starting his fourth season in stock car racing, will chauffeur Herb Payne's No. 3 Ford in the events here.

Bill France, popular director of the racing activities at North Wilkesboro, anticipates a fast field of ranking drivers, including Fonty and Tim Flock, the latter being the Occoneechee winner last Sunday; Red Byron, Atlanta, winner of the Charlotte feature several weeks ago; Joe Eubanks and Cotton Turner, Roanoke, Va.; Buck Baker, Owens, Spartanburg, S. C.; Curtis Charlotte; Bill Blair, Jim Lewallen and Jim Paschal, High Point; Bill Huskins, Burnsville; Joe Jernigan, Norfolk, Va.; Frank Mundy, Atlanta; Wally Campbell and Tommy Coates, Trenton, N. J.; Al Keller, White Plains, N. Y.; Jack Holloway and Shorty York, Winston-Salem; Doug Cox, Greenville, S. C.; Louise Smith, also of Greenville; Richard Blackwell, Tucapau, S. C.; Terbert Thomas, Sanford, and a number of others.

Time trials start at 1 o'clock with the first race slated for 2:30 p. m.

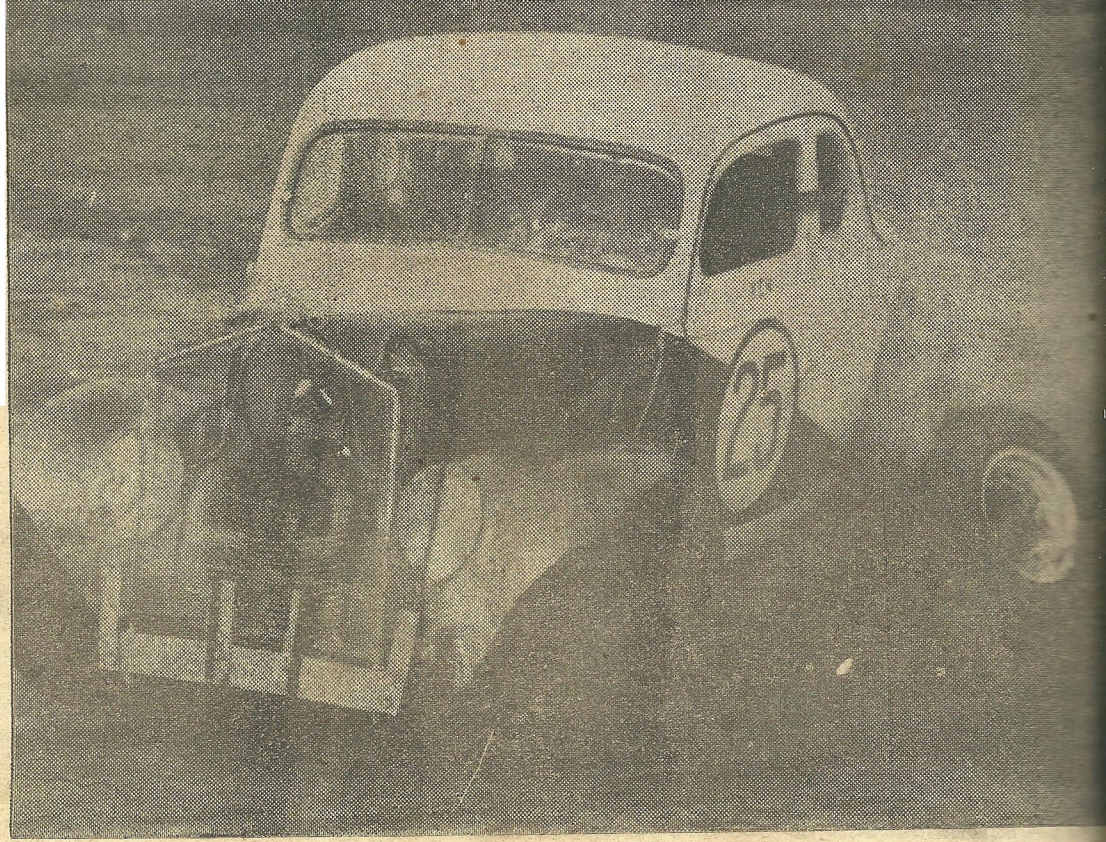
3/24/1950

3/28/1950

Costly to Coates

Here's an excellent action picture showing TOMMY COATES, of Trenton, N. J., losing a wheel on the final laps of the 50-circuit feature race at the Occoneechee track. Coates plans to drive in the NASCAR 150 miler at Langhorne, Pa., Speedway, April 16.

—Photo by Staff Fotog Jack Cansler



Stanley Memorial Race Won By Harold Brokoff

3/28/1950

By MIKE POSTON

RICHMOND, Va., March 26.—Stock car racing opened here today, with the running of the Hank Stanley Memorial race. Harold Brokoff, of Pottsville, Pa., in his No. 38 Ford, thrilled the packed stands of more than 5,000 race fans who braved this chilly Sunday afternoon to witness this event.

In the feature event there were 16 cars lined up according to the fastest times they made in the time trails. On the pole it was Harry Eskertt of Norfolk Va. who had the fastest time of the day with a 28:16 for the one half mile, this time of Eckertts I was infomed equaled the track record set last year by Fonty Flock. On the outside it was Harold Brokoff who later emerged the winner. Starting in third spot was Tommy Coates of Trenton, N. J. who shared part of the lead with Brokoff.

At the drop of starter Hundley's flag Brokoff moved to the outside to pass Eckertt to take the lead on the second turn, with Coates right behind him. At this point the fans could see a duel was in the asking for the next 30 laps between Brokoff and Coates. Brokoff held his lead for 17 laps with Coates taking over the lear on the 18 and holding through the 27. Streaking out of the fourth turn it was Brokoff who took ver the lead on the 28 lap to come in for the checker on the 30the lap two car lengths over Coates. Following Coates was Bill Tanner of Newtown, Pa. with a close lead over Bob Apperson a local driver for third and fourth spots. Bob Apperson drove today under a great handicap. Two weeks ago he lost a wheel on his pick up truck, the truck flipped, breaking his collar bone which gave him a lot of pain today. Bob won the second heat, Henry Yelinek, a local driver, held the lead for two laps,



with Lou Johnson taking the lead for the third llap. Lou Johnson drove the same car Hank Stanley formally drove. Lou hails from Wlmn-ton, Del. Bob Apperson moves from sixth spot to take the lead on the fourth lap to win the second heat.

Time trials: Eckertt. 28.06.

1st heat (10 laps): Coates, Brokoff, Eckertt. 5:12.

2nd heat (10 laps): Apperson, Lou Johnson, Yelinek. 5:20.

3rd heat (10 laps): Norris, Cook, Saunders. 5:27.

Consolation heat (10 laps): Tanner, Harris. 6:04.

Feature race (30 laps): Brokoff, Coates, Tanner, Apperson, Eckertt, L. Johnson, Norris, Hutchins, Hall, Saunders, Crouse, C. ohnson, Yelinek, Harris. 15:16.

Driver of the Week



John "Pap" White of High Point was named as the "Driver of the Week" in the National Association for Stock Car Auto Racing after his remarkable performance Sunday, March 19. White's car, indicated by arrow, is shown taking a spill over the last turn at Occoneechee Speedway as Photographer Jack Cansler caught the car through the dust. White heads the North Carolina list for the race at North Wilkesboro Speedway Sunday afternoon.

New Drivers to Race At Candlelite Today

Ray Brown of White Plains, topflight driver, is determined to outshine the field of more than 40 entrants in this afternoon's card of auto derby stock car racing which will get under way at Candlelite Stadium at 2:30.

Many of the drivers who will appear here today will be new to local fans, and they will attempt to get into the good graces of the fans by showing their daring and skill on the Candlelite asphalt speedway.

Today's program calls for time trials to start at 2 P. M. followed by trial heats, consolation races, girls' special race, 25-lap feature race and the inter-city team race.

The Bridgeport team, led by Captain Len Fanelli, will be intact with Sparky Belmont, Ray Brown, Art McBurney and Reggie Adkins. They will meet the Rhinebeck team led by Captain Jocco Maggiacomo of Poughkeepsie, who has been an outstanding popular driver at Kingsbridge this Winter.

Among the many drivers entered are Wally Campbell of Trenton, the Pennsylvania-Jersey champ, who won the Grand National at Thompson last season; George Landry, Woodbury; Bob Tator, Rhinebeck; Neil Cole, Paterson, and many others.

The girls' race will find ten starters with Audrey Adkins, Bridgeport's leading woman driver starting from scratch with nine cars ahead of her, including Norma Dowin, who almost nipped last week's winner on the last turn. This event proved popular with the fans last Sunday.

The team race between Bridgeport and Rhinebeck will prove interesting to the fans, and will be run after the feature race, because many of the cars are smashed up in team races, which puts the driver and car out of the feature race if it was run after the team races. These three heats are run similar to roller derby with plenty of blocking out and driving opponents into the rails.

4/2/1950

New Model Autos to Race At Langhorne On April 16

4/2/1950

LANGHORNE — A 150-mile Grand National Circuit race for new model automobiles will feature the grand opening of Langhorne Speedway for the 1950 season.

The Spring classic is slated for Sunday, April 16, with time trials slated for the afternoon prior to the race date.

Bill France, recently rated as the nation's No. 1 stock car race promoter, has signed with Mr. and Mrs. John D. Babcock to direct the racing activities at Langhorne speedway for the 1950 season. He staged a successful 200-mile strictly stock car race here last September in which 47 late model cars participated as a capacity crowd watched the thrilling program.

Expects Large Field

France anticipates an even larger field for the April 16 race than the 47 entries for the September event with the field including practically all the top ranking Eastern and Southern drivers along with additional entries from the Midwest and Southwest.

In last September's classic here, Curtis Turner of Roanoke, Va., roared to victory in an Olds 88 as Bob Flock and Red Byron, two Atlanta speed demons, came home second and third in similar type cars to give the rocket-motored machines a clean sweep of top honors. Trailing these three Olds 88's were two 1949 Cadillacs driven by Frank Mundy, the thrill show star from Atlanta, and Bill Blair of High Point, N. C.

Finishing sixth in last year's race was Sara Christian of Atlanta, rated as the nation's top woman driver of the yer, and there is a strong possibility that the Atlanta housewife will return for the April race. If she does, it will be her first since the Atlanta race last November in which she was injured.

Entry blanks are available at the Philadelphia office located at 250 South 12th Street.

SPEEDWAY NEWS

Signs for Stock Cars



4/4/1950

Hatfield, Pa., Speedway promoter, DUKE WILCOX (center), signs with TOMMY COATES, Secretary of the American Stock Car Racing Association, and MICKEY RORER, financial head of the ASCRA, for the ASCRA to present events at the Hatfield Speedway during the 1950 season. The night dates for the stocks at Hatfield are penciled in for Saturday nights. It is expected that some Sunday afternoon stock events will be staged in May. Hatfield opens with ARDC midget auto races Sunday afternoon, April 16th.

Photo by Staff Fotog H. W. Bowman

Tim Flock In Pole Spot For 150-Mile Stock Car Race At Langhorne Today

4/16/1950

Young Tim Flock of Winston-Salem, N. C., will head the parade for the start of Bill France's 150-mile Grand National Circuit race at Langhorne speedway this afternoon as the result of his performance during time trials yesterday afternoon. A local speedster—Len Brown of Lambertville—will be in second place.

Young Flock, now 25 and starting his third season in championship stock car racing, streaked around the speedway in 47.373 seconds, slightly slower than the time established by his brother, Fonty, in setting a new strictly stock car record for the fast mile track last September.

Tim, driving a 1949 Lincoln, will be seeking his second victory of the season within the Grand National Circuit, having paced the field in the 200-lap classic at Charlotte, N. C., three Sundays ago.

Bill France, popular director of the racing activities at the Langhorne track, anticipates a field of some 40 cars for the start of the 150-mile grind. Fifteen cars qualified yesterday afternoon. Time trials will start again at 1 o'clock this afternoon with the long distance grind slated to get under way at 3 o'clock

With Tim taking the pole position as the result of his record yesterday, Brown gets the No. 2 spot with Walter Skillman's 1949 Olds 88, qualifying at 47.549 seconds.

Cunningham In Action

Another Trenton driver, Pepper Cunningham, was 13th among the qualifiers yesterday, driving W. O. Taylor's No. 89 Ford, a 1949 model. Cunningham was an unfortunate competitor in the September classic, rolling a 1949 Lincoln on the back stretch of the oil-treated course.

Also qualifying during time trials yesterday were Bill Blair, High Point N. C., driving a 1949 Cadillac, at 47.864 seconds; Ken Wagner, another Trenton star, driving Dailey Moyer's 1949 Lincoln, at 47.931 seconds for fourth place, and Curtis Turner, Roanoke, Va., driving a 1950 Olds 88, at 47.998 seconds.

Qualifying at slightly slower times and in this order were Frank Mundy, Atlanta, 1949 Lincoln; Jimmy Florian, Cleveland, O., 1950 Ford; Lloyd Moore, Frewsburg, N. Y., 1949 Lincoln; Glenn "Fireball" Roberts, Daytona Beach Fla., 1950 Ford; Jack White, Lockport, N. Y., 1949 Mercury; Herbert Thomas, Sanford N C., 1947 Ford; C. L. Wilson, Roanoke, Va., 1950 Ford; Pepper Cunningham, 1949 Ford; Lee Petty, Greensboro, N. C., 1949 Plymouth, and Fred Johnson, North Wilkesboro, N. C., 1948 Ford.

Two additional New Jersey drivers entered for today's qualifying tests are Bob Dickson of Salem, a newcomer in the racing circuits, and Roscoe (Pappy) Hough of Paterson, the veteran stock car driver who is perhaps the oldest pilot in race circuits. Dickson has entered a 1949 Lincoln while Hough will drive his new 1950 Ford.

Included among the other drivers expected today are Red Byron the veteran Atlanta driver who won the strictly stock car championship last year, and Bob Flock, another Atlanta veteran who finished second to Turner in the Langhorne classic last September. Both are slated to drive Olds 88's.

Midwestern entries also include Robert McIlrath, Denver, Colo., driving a 1950 Nash Ambassador; Paul Parks, Columbus, Ohio, driving a 1949 Cadillac, Bill Harrison, Topeka, Kansas, in a 1949 Lincoln, and Don White of Koekuk, Iowa, with a 1949 Lincoln.

Three women stars were on hand for time trials yesterday, but failed to qualify. Louise Smith, veteran Greenville, S. C. star who finished 16th last year at Langhorne, will definitely drive her Ford in today's speed classic Also on hand are Ethel Mobley of Atlanta and Doris Fox of Philadelphia.

Included among others due to compete are Don Ceecheni, Philadelphia, 1950 Nash; Ray Erickson, Chicago, 1949 Mercury; Gordon Rusk, Galax, Va., 1949 Olds 88; Bob Apperson, Charlottesville, Va., 1949 Ford; Clyde Minter, Martinsville, Va., 1950 Mercury; Raymond Lewis, War, W. Va., 1949 Plymouth; R. W. Lambert, Norfolk, Va., 1949 Ford; Sterling Long, Charlotte, N. C., 1950 Kaiser; Bill Rexford, Conewonga Valley, N. Y., 1950 Olds 88; Buck Baker, Charlotte, N. C., 1950 Ford; Speed McFee, Rochester, N. Y., 1949 Cadillac; Lyle Smith Port Washington, N. Y., 1949 Lincoln, and a number of others.

On hand today for the presentation of the "Tall Timber Tessie' trophy to the winner of the race will be Miss Kate Murtah, presently featured in the Broadway stage production, "Texas, Li'l Darlin'," who will present the trophy being donated by Zack Mosley, creator of the "Smilin' Jack" comic strip.

Today's race will be the first event of the season for the Langhorne track and with warmer weather forecast, an overflow attendance is anticipated.

Langhorne Winner



Curtis Turner

11,000 Watch Turner Capture Stock Car Race; Moore 2d In 150-Miler

(Special to Trenton Times)

LANGHORNE — Curtis Turner, a 26-year-old speed demon, who for some unexplained reason finished a lame sixth in the rankings of a strictly stock car competition last year, roared to his second consecutive Langhorne Speedway Grand National Circuit victory yesterday over a 150-mile course, to establish a new track mark.

It was this same Turner who had wheeled a 1949 Oldsmobile "88" in a 200-mile grind under the same specifications last September 11 to walk off with the winner's purse. The scene was the same, the stock model was a year newer but Turner was his old heavy-footed self. Non-modified stock models from 1946 and up were eligible for the event, the first of the racing season at the Bucks County track. Turner's win delivered $1,500 into his coffers for top prize money, plus an attractive $5 per lap for leading the pack for 60-odd laps.

Sets Track Record

Eleven thousand, wind-blown enthusiasts, far under the expected 20,000, were on hand to watch the handsome Roanoke, Va., pilot steer his sleek, maroon 1950 Olds "88" around the oil-treated one-mile oval in a record-shattering two hours, nine minutes and 40 and 98/100 seconds. The victory was Turner's third this year, the veteran nuts-and-bolts jockey having won two previous modified stock races. The speed classic, directed by Promoter Bill France, was sanctioned by the National Association for Stock Car Racing (NASCAR), but was open to all drivers. The 28-car field got off to a booming start at 3:30 when the starter's flag waved the roaring steel steeds off on their 150-lap test.

The Sunday crowd was treated to only one incident, other than the management's fine job of oiling the course to keep the dust in check, when Lyle Scott's '49 Lincoln flipped over coming into the North turn. Scott was only shaken up but his car was towed from the track.

The five top qualifiers in early time trial heats were: Tim Flock, Atlanta, Ga., 47.373; 2. Len Brown, Lamberville, 47.549; 3. Paul Parks, Columbus, Ohio, 46.7:12; 4. Ken Wagner, Trenton, 47.931; 5. Bill Rexford, Conewonga, N. Y., 46.880.

Tim Flock, youngest member of the gamed racing family of Flocks of Atlanta, Georgia, was a favored driver, and throughout the afternoon displayed the logic in this reasoning. Flock, at the pole position through virtue of his 47.373 trial heat, jumped into an early lead but his powerful '49 Lincoln was soon overtaken by another southern gentleman from High Point, N. C., by the name of Bill Blair driving a '49 Cadillac. Blair's "Caddy" led the pack for the next five laps and Flock grabbed the lead again at the seventh lap, when Blair made a forced pit stop. Flock was the pacesetter until the 43d mile when he turned the lead over to Rexford and his new 1950 "88", Rexford made a spirited bid that lasted for 15 laps.

Turbulent Turner, driving a calm, heady race, slipped into the limelight at the 58th lap drawing abreast of Rexford. The two-time victor maintained his blistering pace until the 82d mile when heat exploded his rear tire. Turner's nearest competitor, Rexford, also halted for a sojourn in the pits, keeping the leaders on an equal footing.

With the first and second men momentarily out of the running, Ray Erickson of Chicago, wheeling a '49 Mercury, assumed the lead, and held it valiantly until a pair of pit stops knocked him out of contention. Turner took over Erickson's position at the 114-mile mark, pursued tightly by the resurrected Tim Flock. Much to the dismay of the crowd, who had hoped for a down-the-stretch photo-finish Flock's hypoed bid petered out at the 139-lap mark, when, with only 11 miles to travel, he lost his right front wheel. The damage proved too serious to repair in time for Flock's re-entry and Turner continued on his merry way to victory unmolested in his No. 41 speedster.

Sports Whirl

4/18/1950

Stock Car Pilots Busy

Trenton's many stock car drivers have launched what bids fair to be a busy season . . . . . On Sunday at Richmond, Va., Johnny Rogers of Charlotte, N. C., roared to victory in a car owned by Wally Marks of Trenton . . . . Second, third and fourth in the feature event were three drivers from Trenton — Wally Campbell, Tommy Coates and Johnny Karp . . . . . There were 44 starters in the 25-mile event . . . . . Coates established a new record half-mile time of 28.4 in the trials.

The flying DiNatale brothers, Chick and Rocky, will head a group of Trenton speedsters in South Jersey stock car races this week . . . . . The scenes of action will be Alcyon Speedway at Pitman, N. J. on Saturday and the new Atco half-mile dirt track on Sunday afternoon . . . . Atco is located on the route between Bordentown and Hammonton.

Stock Car Event For Flemington

4/21/1950

A stellar card, topped by such standouts as Wally Campbell, Pepper Cunningham, Tommy Coates and Johnny Karp, will be featured in the opening modified stock car racing event of the season at the Flemington Fair Grounds on Sunday.

Promoter Tommy Garbach is certain that in racing under the sanction of American Stock Car Racing Association, known throughout the country as ASCRA, he can assure fans of the finest field of cars and drivers ever to compete at the Flemington half-mile banked dirt oval.

Both Campbell and Coates, who have been consistent performers on the Southern circuits during the Winter months, have established new track records, Campbell set a new pace for the Charlotte, N. C., Speedway, Coates broke the record for the half mile at Richmond.

Among other entrants will be Johnny Karp, whose new No. 18 has placed in the money in its first two races.

Stock Cars at Stadium Today

4/23/1950

Double-Feature on Opening Program

The new occupants of Ruppert Stadium will take over this afternoon when Promoter Ed Otto introduces stock-car racing. A double-feature has been slated for the opening, with the first of eight events getting the green flag at 2:30 P. M.

It will be a history-making event as for the first time in 24 years "opening day" at the Stadium will be celebrated by the roar of motors, with daredevil pilots, instead of Triple A baseball.

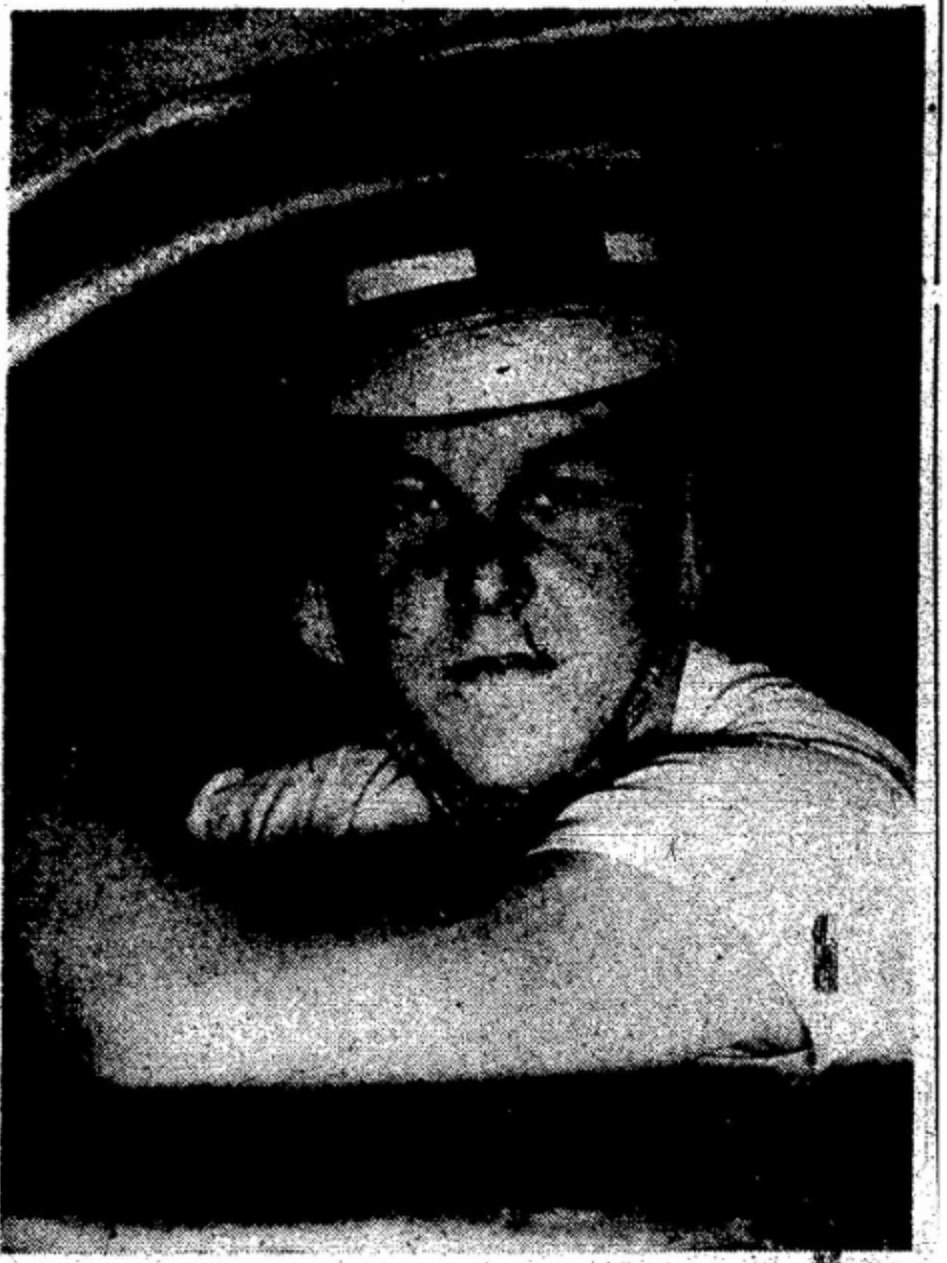
Mayor Ralph A. Villani will be on hand to drive the first car across the tape during the opening ceremonies. He also will present winners in each feature race with silver loving cups. The Edward D. Balentine Drum and Bugle Corps, 48 strong and directed by Lt. Edward J. Durning of Irvington Police Department, will entertain.

The first feature will be the Sportsmen's class event, and the second headliner will involve pilots in the Modified division. Qualifying rounds, two 10-lap frays, one 15-lap consolation run are scheduled in each class. The Sportsmen's feature is at 20 laps and the Modified at 25 laps.

The difference in the competition lies in the cars. Any registered member of the National Association for Stock Car Auto Racing may participate in both events. The Sportsmen's cars are virtually the same as the auto on the street, with compulsory safety devices. The Modified speedsters are permitted to make some motor changes.

Frank Schneider of Lambertville and Wally Campbell of Trenton, Atlantic Stock Car champion and American Stock Car boss, respectively, will be among the field of more than 60 drivers expected to be on hand. Others are: Bob Cortwright of Hasbrouck Heights, Roscoe (Pappy) Hough of Paterson, Charles Muscatell of Lambertville, Lenny Brown of Lambertville, Jimmy Delaney of Hope and Ed Ader of Bernardsville. These daredevils will vie in the longer event.

In the shorter run will be Emil Dietrich, Ed Jardin, Johnny Shaeffer, all Newarkers; George Schaiber, Verona; Jim Craigh, Irvington; Frank Too, Union, and Johnny Mulrain, Elizabeth.



FRANK SCHNEIDER

Frank Mundy Captures Alcyon Stock Car Race

PITMAN, N. J. —AP— Frank Mundy, Atlanta, Ga., ran around the half-mile Alcyon Park oval in 13:35 minutes yesterday to win the 25-lap feature stock car race.

About 4,000 saw three accidents, none serious. George Petryk, Brooklyn; Vince Canzinaro, and Pepper Cunningham, Trenton, went through the fence.

4/23/1950

Rain Delays Auto Races

4/24/1950

Ruppert Stadium Stock Car Meet Rescheduled for Next Sunday

BY WILLIE RATNER

Newark's first stock car race track, at Ruppert Stadium, former home of the Bears, which was to have been opened yesterday afternoon, will not ring up the curtain until next Sunday, when the same inaugural program will be offered by Promoter Ed Otto. Rain forced a cancelation of yesterday's card, to mar what the promoter believed would have been a gala event.

The switchboard operator at Ruppert Stadium, Mrs. Josephine Brydon, reported that not in her memory has she handled as many calls as she did yesterday from fans from various sections, including Connecticut and Maryland, asking about weather conditions here and if the show was going to be held. Even Mayor Villani, who was scheduled to "throw out" the first driver, called up to find out if the meet would be held.

New Sport for Newark

While there have been race tracks all around Newark, and this city has produced some good drivers, there never has been a track within the city limits. Many years ago there was big-car racing on the half-mile track in Olympic Park, later in Union on the dirt, and more recently midget-car racing on the fifth-of-a-mile flat track at Tri-City Stadium in Union and on the board banked former bicycle track of the Nutley Velodrome.

The nearest thing Newark ever had to auto racing was high-speeded motorcycle racing at the South Orange avenue Motordrome, opposite the old Velodrome, in 1912. When, during the first season, several spectators and competitors, including the star, Eddie Hasha, were killed, motorcycle racing was outlawed by a city ordinance. This law also forbade motor-paced bicycle races at the Velodrome, until some years later when the order was wiped off the books.

Promoter Otto said he had an extremely large list of cars entered, with at least 60 drivers, the majority of them from New Jersey, lined up for the opening. The meet is to be held under the auspices of Outdoor Sports, Inc., and sanction of the National Association for Stock Car Racing. The Edward D. Balentine Drum and Bugle Corps of Irvington, 48 strong, which was to have entertained, will be on hand next Sunday.

★ NEVER LESS THAN $1,000 or 40% ★

AMERICAN STOCK CAR RACING ASSOCIATION, Inc. (a NASCO member)

"The Fastest, Most Thrilling Racing Circuit In America"

4/25/1950 1984 GREENWOOD AVENUE, TRENTON, N. J.

ASCRA announces its sanction of...

FLEMINGTON FAIRGROUNDS, N. J. — APR. 30th

(a GARBACH Promotion) (May 28 and additional dates to be announced)

$1,000 against 40% • • • This track has never paid less than $1,900

LANHAM, MARYLAND — Every Friday Night (Opening May)

(a CRISE Promotion) $1,000 AGAINST 40%

DORNEY PARK, Allentown, Pa.—Every Wed. Nite (Opening May)

(a CRISE Promotion) $1,000 AGAINST 40%

HATFIELD FAIRGROUNDS, Pa.—Every Saturday Nite

(a WILCOX Promotion) Opening to be announced — Straight 50%

READING FAIRGROUNDS, Pa. (Strictly Stock)—May 21

(a NUNIS Promotion) $2,800 GUARANTEE

MASON-DIXON SPEEDWAY, Sylmar, Pa. (Dates to be Announced)

(a ROBERTSON Promotion) $1,000 AGAINST 40%

Atlantic Exposition Fairgrounds, Richmond, Va. — April 16

(a SMITH Promotion (Other dates to be announced)—$1,000 Aganist 40%

15 Top ASCRA Drivers and Owners to ShareMiddle-Atlantic States Largest High-Point Fund — Join ASCRA To-day!

For Information, Telephone

HANK BOWMAN, Public Relations Dir. Cornwells, (Pa.) 0364-J

TOMMY COATES, Secretary TRenton 4-9443 • 3-3561

Jupe Pluvis Postpones Ruppert Stadium Card

By JERRY GAST

NEWARK, N. J., April 25—The debut of stock car auto racing at Ruppert Stadium, 258 Wilson Ave., here, was delayed when an all-day heavy rain forced Promoter Ed Otto to re-schedule the card for Sunday afternoon, April 30. Ott then accompanied Ole Jupe Pluvis in the dropping of the tears, from all indications Newark was to get off to a grand start in the introduction of a new sport. The switchboard, handled by Mrs. Josephine Brydon, received a tremendous amount of calls.

Many cars and chauffeurs were on hand despite the heavy raindrops and all were wishing that somewhere in the house could be found a faucet to put a stop to the cry from above. Every driver who took a gander at the track, shaped like a top, had the urge to get started. And all were inclined to agree with the designing engineers who said that the unique shaped speedway would make for thrilling racing.

Among the stars who had appeared and will be back for the inaugural are: Lenny Brown, Frank Schneider, Charley Muscatell, Lambervile, N. J., lads Al Peters, Metuchen; Jim Delaney, Hope, Baer Herman. Middletown, N. Y.; Roscoe (Pappy) Hough and Johnny Cabral, Pattersonites; Wally Campbell, Trenton, Bob Courtwright, Hasbrouck Heights and Eddie Ader, Bernardsville, N. J. These star piloteers will compete in the Modified feature, distanced at 25-laps.

The other feature between Sportsmen's autoists will have Charley Limdar, Emil Dietrich, Johnny Shaeffer and Ed Jorden, Newarkers; Jim Craig, Irvington; Johnny Mulrain, Elizabeth and Frank Todd, Union. The final ride in this race will be at 20-laps.

A guaranteed $2,000 will be offered. The promoter announced that 10,000 seats at $1.25 will be put on sale one o'clock the day of the show. Admission for children will be sixty cents. All tax included.

April, 1950 Announcement

Dorney Park Speedway

Allentown, Penna.

4/25/1950

—and—

Lanham Speedway

Washington, D. C.

Will Open Their 1950 Season in mid-May

Dorney Park with ARDC Midget Racing
SATURDAY EVENING, MAY 13th

Followed by the sensational Stock Cars WED., MAY 17
Under ASCRA sanction

Lanham will again present the stars of ASCRA in their highly souped Stock Cars FRIDAY NITE, MAY 19.

Midgets are scheduled under ARDC sanction for MON. NITES in late MAY

Your attendance in 1949 is appreciated . . . and I feel that 1950 holds a great many pleasant evenings in store for you!
CAPT. SHERMAN (Red) CRISE - Racing Director

● *Mail your racing entry early for consideration*

DON'T MISS THE SENSATIONAL

AUTO Stock Car RACES

4/25/1950

SATURDAY NITE

Added Attraction - 10 lap Match Race:

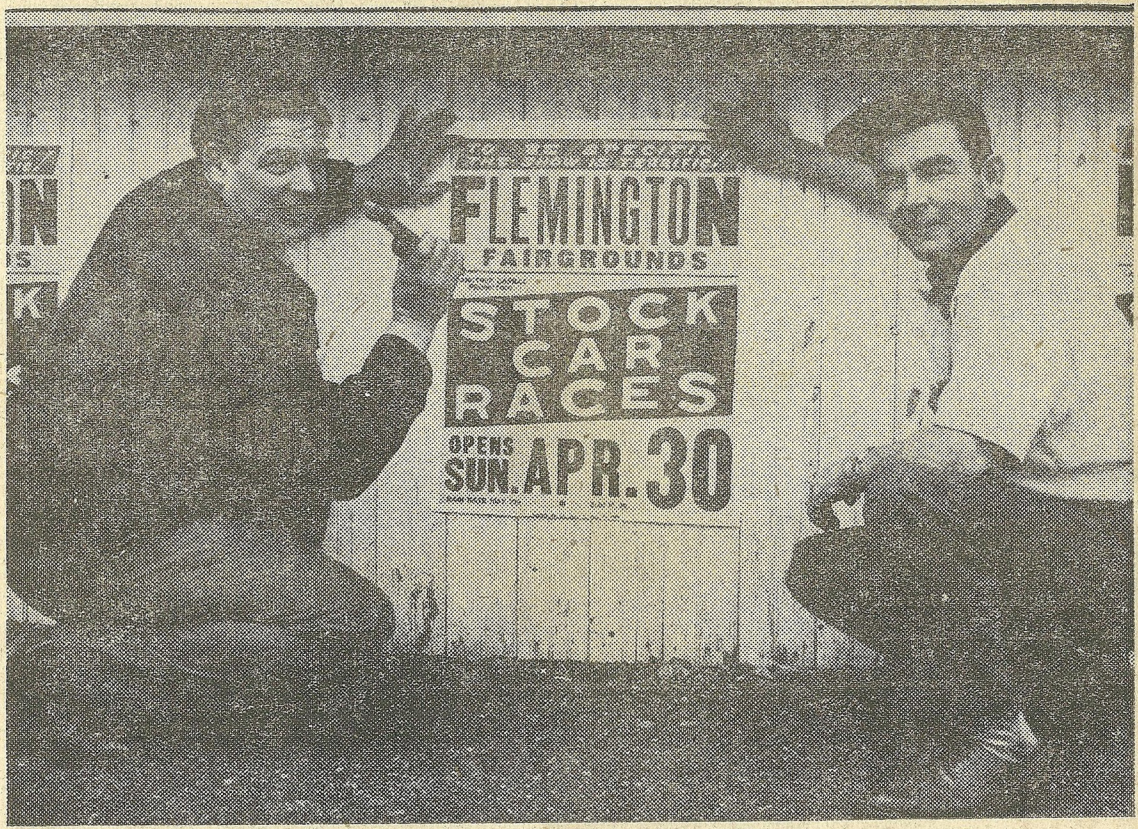
FRANK SCHNEIDER • JOHNNY CABREL
WALLY CAMPBELL • LENNY BROWN

LONG BRANCH STADIUM

On the Boardwalk, Long Branch, N. J.

2,500 General Admission Seats at $1.00 (including tax)

First Race 8:00 P. M. Every Saturday



TOMMY COATES, Secretary of American Stock Car Racing Association, is pictured here as he gives Flemington Fairgrounds Speedway promoter, TOMMY GARBACH (at left) help in posting the first paper for the April 30 modified stock event at the New Jersey Fairgrounds. ASCRA will sanction all of Garbach's promotions during the 1950 season.

SETS NEW RECORD

4/25/1950

Cabral Steals Show At Long Branch Stadium

LONG BRANCH, N. J., April 25th—Paterson's Johnny Cabral was the whole show at the Long Branch stadium's stock car races Saturday night.

Driving his '35 Ford coupe, Cabral made a clean sweep of every event he entered—four in all-including the feature event, a match race with the highly regarded Frank Schneider and Wally Campbell, his qualifying and semi-final heats.

Aside from Schneider and Campbell, there wasn't a car on the track that could come close to the Paterson gasoline jockey. In the feature 25-lap race, Cabral showed an amazing burst of speed to come from 13th starting place to win the event by three quarters of a lap over the rest of the field. The time was a new track record for the distance at 6:55.33. He broke last year's record of 6:57.67, previously held by Schneider.

In the added attraction, the challenge race between Cabral, Schneider and Campbell, Schneider developed radiator trouble in the last lap and was forced to drop out. But Cabral was a half lap ahead at the time. Campbell was awarded second in this event.

The approximated 4,000 persons on hand got more than they bargained for as with an unexpected large number of cars on hand, the promoters were forced to put on an extra qualifying heat—giving the fans 10 races instead of nine.

1st heat (10) Cabral, Reynolds, Reicher No time.

2nd heat (10) Enright, Scheeler, Delaney 2:49.99.

3rd heat (10) Campbell, Hough, Oldford 2:48.73.

1st Semi Cabral, Reed, Scheeler, 3:22.15.

2nd Semi Peters, Campbell, Dyer, 3:21.97.

Consolation Brown, Stumpf 3:29.93.

Feature (25) Cabral, Delaney, Dyer, Scheeler, Campbell, Peters, 6:57.67.

Challenge Race (8) Cabral, Campbell, Schneider No time.

4/25/1950



JOHNNY ROGERS, former stunt king and one of the top-line stock car daredevils of the East, will be out gunning for championship stakes Sunday afternoon, April 30th, when he clashes with a host of other United Stock Car Racing Club throttle pushers in the 100-lap classic scheduled for the Dover Speedway, Dover, N. J.

Name Drivers to Compete At Hybla Valley Speedway

Wally Campbell, Pete Harris, Ken Marriott and Ken Wagner are some of the name drivers in line for Sunday's opening stock car races at Hybla Valley Speedway. The track lies 3 miles south of Alexandria on Route 1.

The races are sanctioned by the Tri - State Racing Association, member of the National Associated Stock Car Organization. The track has been oil treated this year to make it dust free, and seats have been erected for 5,000 spectators.

Bob Street, a veteran of 14 years in the racing business, is in charge of the program. Time trials start at 1 p.m. and racing at 2:30. Starts will be reverse starts, with the fastest cars starting in the rear.

4/27/1950

Stock Car Event For Flemington

4/27/1950

A stellar card, topped by such standouts as Wally Campbell, Pepper Cunningham, Tommy Coates and Johnny Karp, will be featured in the opening modified stock car racing event of the season at the Flemington Fair Grounds on Sunday.

Promoter Tommy Garbach is certain that in racing under the sanction of American Stock Car Racing Association, known throughout the country as ASCRA, he can assure fans of the finest field of cars and drivers ever to compete at the Flemington half-mile banked dirt oval.

Both Campbell and Coates, who have been consistent performers on the Southern circuits during the Winter months, have established new track records, Campbell set a new pace for the Charlotte, N. C., Speedway, Coates broke the record for the half mile at Richmond.

Among other entrants will be Johnny Karp, whose new No. 18 has placed in the money in its first two races.

Stock Cars Race Today

Double-Feature Program, Washed Out Last Week, Rescheduled for Ruppert Stadium

4-28-1950

With a break from the weatherman, Promoter Ed Otto will introduce stock car racing at Ruppert Stadium with a double-feature program today. The opening was postponed by rain last week.

Mayor Villani will open the inaugural ceremonies by driving the first car around the fifth-of-a-mile asphalt speedway which surrounds the fringes of the diamond where some of the top major league baseball players got their minor league starts.

Included on the program are the flag raising in centerfield, a parade of the contestants and entertainment by the Edward D. Balentine Drum and Bugle Corps.

Otto said Del Webb and Dan Topping ,co-owners of the New York Yankees and still owners of the stadium, and George Weiss, Yankees' general manager, would be on hand.

The first half of the competitive program will be a race among drivers in the Sportsmen's division. The final in this event will be a 20-lap race with the drivers qualifying through two 10-lap runs and a 15-lap consolation.

The second part of the program is a 25-circuit event. The pilots will procede as the Sportsmen's drivers to qualify for this event.

Two thousand dollars in prize money is being offered by Promoter Otto, and Mayor Villani will donate gold trophies to the victors in each race. The first heat of the day, a Sportsmen's go, will get off at 2:30.

Among the star drivers entered for the opener are Frank Schneider of Lambertville, Atlantic stock car champion; Wally Campbell of Trenton, American stock car kingpin; Roscoe (Pappy) Hough and Johnny Cabral both of Paterson; Jimmy Delaney of Hope; Eddie Ader of Bernardsville, Chuck Mahoney of Camden, N. Y.; Al Peters of Metuchen, Baer Herman of Middletown, N. Y., and Lenny Brown and Charley Muscatell, both of Lambertville.

Newark will be represented by Emil Dietrich, Johnny Shaeffer, Paul Croley, Charley Lindmar, Ward Pierce and Jerry Morese.

Flemington Stock Cars Race Today

4/30/1950

More than 35 cars have filed entries for the opening modified stock car races at the Flemington Fair half-mile oval today, starting at 2 p. m. Qualifying time trials will begin at 12:30 p. m.

Several last-minutes entries have been received by promoter Tommy Garbach. One of the outstanding of these will be car No. 6, a newly-setup modified stock built by Walt Siwak of Newton, Pa., which in initial trial tests on the half mile has been clocked at better than 65 miles per hour average. Geared for the short half-mile oval, the Siwak mount has been capable of hitting close to 90 on the stretch. This same car geared for a one-mile straightaway was unofficially clocked at 128 miles an hour. Siwak's No 6 should be one of the leading cars in contention this afternoon.

The entry list for today's race includes Trenton drivers Wally Campbell (defending champion of the American Stock Car Racing Association), Pepper Cunningham, Tommy Coates, Vince Cannizzaro, Johnny Karp and Bill Scanlon.

A promising newcomer, who with only two years' experience in the game has already shown the way home to many of the veterans on the Eastern dirt track ovals is Al Collins with car No. 34.

Other entrants include Harold Brohkoff, Lucky Loux, Lou Johnson, Ed Tyson, Bill Tanner, Jim Marks, Vernon Storm Sam Malack, Irv Blatt, Al Tibbetts, Joe Alter, Bud Morris, Reds Tomlinson, Nick Binder Jim Marriott, Joe Bresner, Paul Barbiche, Harv McDonald, Dave Terrill, Don Edwards, Cotton Kind, Bud Stark, Pappy Hough, Frankie Schneider, Bill Smith, Eddie Ader, Oakie Harris, Vince Harris, Jimmy Dunn and Jack Koons.

Hough Race Victor

LONG BRANCH, N. J. — AP — Roscoe (Pappy) Hough of Paterson won the 25-lap feature stock car race at Long Branch Stadium Saturday night in 7:08.26. Second was Charley Dyer of Cranston, R. I. Frank Schneider of Lambertville placed third and Johnny Cabral, Paterson, fourth. 5/1/1950



ROSCOE HOUGH

Hough, Vet Racing Pilot, Recognized as Leading Teacher of Drivers

5/2/1950

The granddad of drivers on the stock car racing circuit is Roscoe Hough of Paterson, who showed the younger chauffeurs how to do it in taking the biggest share of the prize money on last Saturday night's opening program at the Ruppert Stadium speedway.

Hough, who pronounces his name "h-u-f-f" and originally came from Fort Wayne, Ind., is 49 years old and around the automobile circuit is known as "Pappy." Hough is recognized as an outstanding teacher in his field as well as one of the top drivers, for he owns more than a half a dozen cars which are piloted by other drivers.

Ralph Sheeler, who flashed across the line ahead of Roscoe in the co-starring feature of the inaugural card at Ruppert Stadium last Saturday night, and Johnny Cabral, Patersonites, are two of the chauffeurs who have learned their ways in and out of the stock car pack through Hough's teachings.

"Pappy" started his career in the mechanical sport as a midget racer, and five years ago retired to earn his title as "maker of champs." The plaudits of the crowd were missing in his work in the background, and when stock car competition bobbed up, Roscoe was back in action.

Hough did well at the opening meet. He swept the sportsmen feature, winning the heat, a semifinal and the 20-lap feature, trailing his protege, Sheeler, across the tape in the 25-lap modified race.

"Pappy's" arrangement when competition with his proteges is to give the driver 60 per cent of the winnings. Damages on the car are paid by owners.

The Paterson petroleum pumper has a son in the Air Corps in Texas who in his off time drives stocks in the Lone Star State.

Roscoe, a likable guy off the track, will have more than 50 chauffeurs vying with him when Promotor Ed Otto stages a second program of stock car races at Ruppert Stadium Saturday night. In the event of rain Saturday, the meet will be held Sunday afternoon. The same double feature program that introduced the sport will be on tap for this week.

Hatfield Plans Stock Car Events

5/2/1950

HATFIELD, Pa. —The curtain will go up on the stock car racing season at the Hatfield Speedway on Saturday night at 8:30 o'clock. This will be the first event of the year under the lights at Hatfield.

Duke Wilcox, promoter of the track, has signed up with the American Stock Car Racing Association as sanctioning body for the season's stock shows. American has a working agreement with all modified stock car associations in the East, which means that all the t o p n o t c h stock car drivers are eligible to compete.

One of the top riders is Tom Coates, who, in three races already run in the South this Spring, has finished no farther back than third against the cream of Dixie's wildmen of the thunderbolts with fenders.

On Sunday afternoon, the midget races will continue on the daylight schedule.

Races Sunday At Flemington

5/5/1950

The modified stock car events slated for the Flemington Fair Grounds half-mile oval last Sunday and cancelled due to rain are scheduled to take place this coming Sunday, May 7, under the sanction of the American Stock Car Racing Association. Rain, which for the past few weeks has plagued various outdoor sporting events, has proved a definite benefit for the stock car racing fans. The postponement has made possible a larger field of cars than originally scheduled.

Al Collins, Moorestown, N. J., driver of car 35, was unable to get his mount performing properly for last week's go, but the promising newcomer is a definite threat Sunday.

Wally Campbell, rated as the country's outstanding stock car driver, has been named to drive the Wally Marks No. 1, the same car in which Campbell earlier this season established a new world's record for the five-eighths banked dirt at Charlotte, North Carolina.

Leading Stock Car Drivers At Flemington

1949

Tommy Grbac, local promoter of the Flemington Fairgrounds half-mile dirt speedway, stated today that although the American Stock Car Racing Association will sanction tomorrow's card, A.S.C.R.A. has given its approval to open competition so that top-flight competitors from all section of the East can be expected to appear.

Leading the list of entrants is A.S.C.R.A. secretary Tommy Coates of San Antonio, Texas, who last week established a new track record for the Atlantic Exposition Speedway, Richmond, Va., and who, during the winter months has competed in events from North Carolina south and has as yet to fail to finish in one of the top money spots.

Near the top of the list is the name of Wally Campbell of Trenton, the defending champion of the A.S.C.R.A., and currently second in point ratings for American drivers.

Other entrants include Johnny Karp, Lee McBride and Pepper Cunningham of Trenton; Charlie Miller, Philadelphia; Johnny Rogers, Charlotte, N. C.; and Ed Tyson and Bill Tanner of Bucks County, Pa.

The race program will include three qualifying heats, a consolation event and a 30-lap feature. Time trails will start at 12:30.

Eyes Stock Car Laurels



Johnny Karp

5/7/1950

Classy Field At Flemington In Today's Stock Car Races

A field of 30 or more stock cars will race at the Flemington Fair Grounds oval today. Time trials are slated to get under way at 12:30 with the first of three qualifying events scheduled to begin at 2:30 p. m. In addition to the qualifying events, a consolation race will give four additional cars an opportunity to take the green flag in the feature. The main event starting field is restricted to 22 entrants.

Topping the card from this area are: Wally Campbell, Pepper Cunningham, Tommy Coates, Vince Cannizara, Jack Koons, Joe Bresner and Bud Willets, all from Trenton, where the sanctioning body, the American Stock Car Racing Association, has its headquarters.

Trenton car-owner Lee McBride has listed former stuntman Reds Tomlinson for his car.

Other entrants include: Bud Groner, Langhorne, Pa.; Jim Marriott, Baltimore, Md.; Vernon Storm, Randallstown, Md.; Lou Johnson, Wilmington, Dela.; Jim Marks, Dover, Dela.; Oakie Whitcraft, Moorestown, N. J.; Al Collins, Moorestown, N. J.; Charlie Morris, Davisville, Pa.; Bill Tanner, Newtown, Pa.; Ed. Tyson, Langhorne, Pa.; Harold Brohkoff, Pottsville, Pa.; George Hicks, Philadelphia; Al Gross, Philadelphia; Lucky Loux, Sellersville, Pa.; Eddie Ader, Bernardsville, N. J.; Walt Siwak, Newtown, Pa.; Al Tibbetts, Newportville, Pa.; Johnny Rogers, Charlotte, N. C.; Cotton Kind, Washington, D. C.; Joe Alter, Philadelphia; Sam Mallach, Irv Blatt, Hamburg, Pa.; Nick Binder, Flemington; Dave Terrill, Newtown, Pa.; and Jimmy Dunn, Richmond, Va.

Race Injuries Fatal



5/18/1950 **Mike Joseph**

Thirty-nine-year-old racing driver from Philadelphia was killed yesterday when his car smashed into an embankment at the Lakewood Speedway in Atlanta, Ga. Joseph, making a trial run for the last AAA-sanctioned event before the Memorial Day "500" at Indianapolis, was thrown 40 feet when his car overturned twice. He died of head injuries at St. Joseph's Infirmary in Atlanta after being transferred from the emergency clinic at Grady Hospital. A vetern of 14 years in racing, Mike was driving his first season of big cars. He formerly drove midgets and at one time was president of the American Racing Drivers' Club, a midget organization. He was well known in this area, having appeared at the Flemington Fair, Yellow Jacket Speedway in Philadelphia, and the old Lincoln Speedway here.

Wally Campbell of Trenton won the 25-lap feature race at Flemington yesterday in the American Stock Car Racing Association's opening-day program. Campbell and Frank Schneider of Lambertville staged a thrill packed race . . . Trenton's Rocky DiNatale captured the 25-lap feature at the Atco Speedway yesterday. DiNatale covered the distance in 12:39. Chick DiNatale, Rocky's brother, finished third and Vince Cannizzar was fourth . . . Buddy Chase of West Haven, Conn. scored in the North Penn Sweepstakes at the Hatfield Speedway yesterday before more than 5,000 fans.

5/8/1950

Schneider Shines In Hectic Nite at Bayonne

BAYONNE, N. J., May 9th—Promoter Ray Flannagan was in the market today for hired help as he was faced with the task of rebuilding almost the entire fence, which was destroyed at the Veteran's Park Stadium Friday night by a large field of stock car drivers in the opening show of the season.

5/9/50

In a wild night of racing, the drivers almost ran themselves into Newark Bay as they provided a night of spills, chills and thrills that will be long remembered by some 2,000 customers.

The crashes and overturned cars overshadowed the spectacular performances turned in by Frank Schneider, who roared his way to victory in the feature 25-lap event, turning back one of the strongest fields ever assembled at one track on the same evening.

No less than 10 of the 65 contesting cars crashed through the guard rails and two turned over as the drivers went all out to help themselves to part of the prize fund. Fortunately, not one of the daredevils suffered serious injuries.

Schneider, one of the topflight drivers in the country, had a rough battle to gain the nod. Trailing during the first seven laps of the main event, he pushed Wally Campbell, who was setting the pace, through the guard rail and into the fence to take the lead. And, once Frank was in front, there was no stopping him although Johnny Cabral fought him right down to t he finish line.

Fred Post set the pace during the first six laps but lost it on the seventh to Campbell who remained in front only for one lap as Schneider came in on the inside, hooked onto Wally's car, and shoved him right out of contention. Campbell managed to get his car back on the track but he had lost a lap and was never in the running again.

Charles Dyer copped third with Post, Len Brown, Joe Romer and Gordon Oldford finishing in that order. The time was seven minutes, 20.76 seconds.

Cabral missed scoring a sweep by failing to take the main event. He led the field home in the first heat and also in the initial semi-final. In both events, Johnny rode heady races.

In the first semi, Al Peters took second place with Romer, Charley Muscatell, Post and Schneider earning the other berths for the finals. Dyer led the field in the second with Oldford, Gebe Stonewell, Dodd, Campbell and Brown gaining the right to compete in the finals.

Al Pompanio and Tom Berry paced the field home in the Consolation and in the Class B events, Dick Stanford and Pete Frazee captured top honors.

Pompanio won the second qualifying heat, Brown took the third and Dyer the fourth.

Crack-ups—Due to the record number of cars, Flannagan was forced to add two more cars to each heat, making 16 instead of 14....Johnny Hagan rolled over twice in the second heat on the fourth lap and "Poppy" Hough turned over once in the second semi....

Williams Grove Park and Speedway

1950

Sunday, May 14

Fast • Thrilling
Sensational • Daring

STOCK CAR RACES

Entries from 9 states featuring such nationally known drivers as Tommy Coates (1949 champion), Pepper Cunningham, Wally Campbell, Lew Johnson, Al Collins, Tommy Bradshaw, George Ford, Al Gross, Bud Gromer, Lee McBride, John Martin, Lou Roop, and about every other good stock car driver in the East.

TIME TRIALS START
1 P. M. E. D. T.

Same low general admission of only 83c plus tax. Any seat in the Grand Stand $1.67 plus tax (No reserved seats)

FREE PARKING
PROGRAMS

Stock Car Races At Williams Grove

Williams Grove, Pa., May 11—A quartet of top-flight drivers, including a famous brother team, turned in entries today for Sunday's ASCRA sanctioned stock car races, the first of the 1950 season, to be presented on the famous Williams Grove Speedway

They are Harold Brokhoff, the Flying Milkman from Pottsville; Chick and Rocky DiNatle, of Trenton, and Ken Wagner, another Trenton leadfoot

The quartet will find formidable competition when they run up against such stars of the sport as Tommy Coates, ASCRA president and 1949 champion; Pepper Cunningham, 1946 100-mile champ, and Wally "Crash" Campbell, holder of the title in 1947.

5/11/1950

Men Take Lead In Filing Entries For May 21 Race

5/14/1950

READING, Pa. — Regardless of the eventual outcome of Reading's first modified and strictly stock car races for both men and women drivers, the men have taken an early lead insofar as the filing of entries is concerned.

The races will be staged at the Reading Fair Grounds Sunday, May 21, and the entries of three men drivers have been reported by director Sam Nunis.

All chauffeurs of modified stocks, the initial candidates are Harold Brokhoff, Pottsville, Pa.; Ken Marriott, Baltimore, Md., and Johnny Karp, Trenton. Marriott will see action in a 1938 Ford V8 coup. Brokhoff and Karp will pilot a pair of 1940 V8 Ford coupes.

The races will be sanctioned by the contest board of the American Stock Car Racing Association. Brokhoff, Marriott and Karp were among the recent money winners in races sanctioned by the association at Hatfield, Pa.; Flemington, N. J., and Richmond, Va.

The Reading program lists events for strictly stock cars also, and entries are expected from such faraway States as Georgia, Florida and the two Carolinas. Entries for the races are now being received in the Speedway Headquarters in Reading's Abraham Lincoln Hotel.

The unique speed program is devoid of time trials but offers eight competitive racing events. The events include two 10-lap heat races for modified stocks, two 10-lap heat races for strictly stocks, a 15-lap race for women drivers only, a special match race between two men and two women drivers, a 25-lap feature for modified stocks, and a 25-lap feature for strictly stocks.

Cabral Aims For Victory In Feature

5/15/1950

Johnny Cabral, Paterson driver, will be shooting for his second straight stock car feature tonight at the Yellow Jacket Speedway, at Erie ave. and G st., in the running of the Trenton Handicap.

Cabral swept the honors last week in spite of the fast field which raced the inaugural handicap. Johnny Rogers, famed stunt pilot, and Wally Campbell, 1949 point-scoring champion, are two standouts in tonight's feature. Rogers has appeared on the local track infrequently. However, he has certainly provided thrills for the fans. Campbell has annexed more features at the uptown track than any other driver.

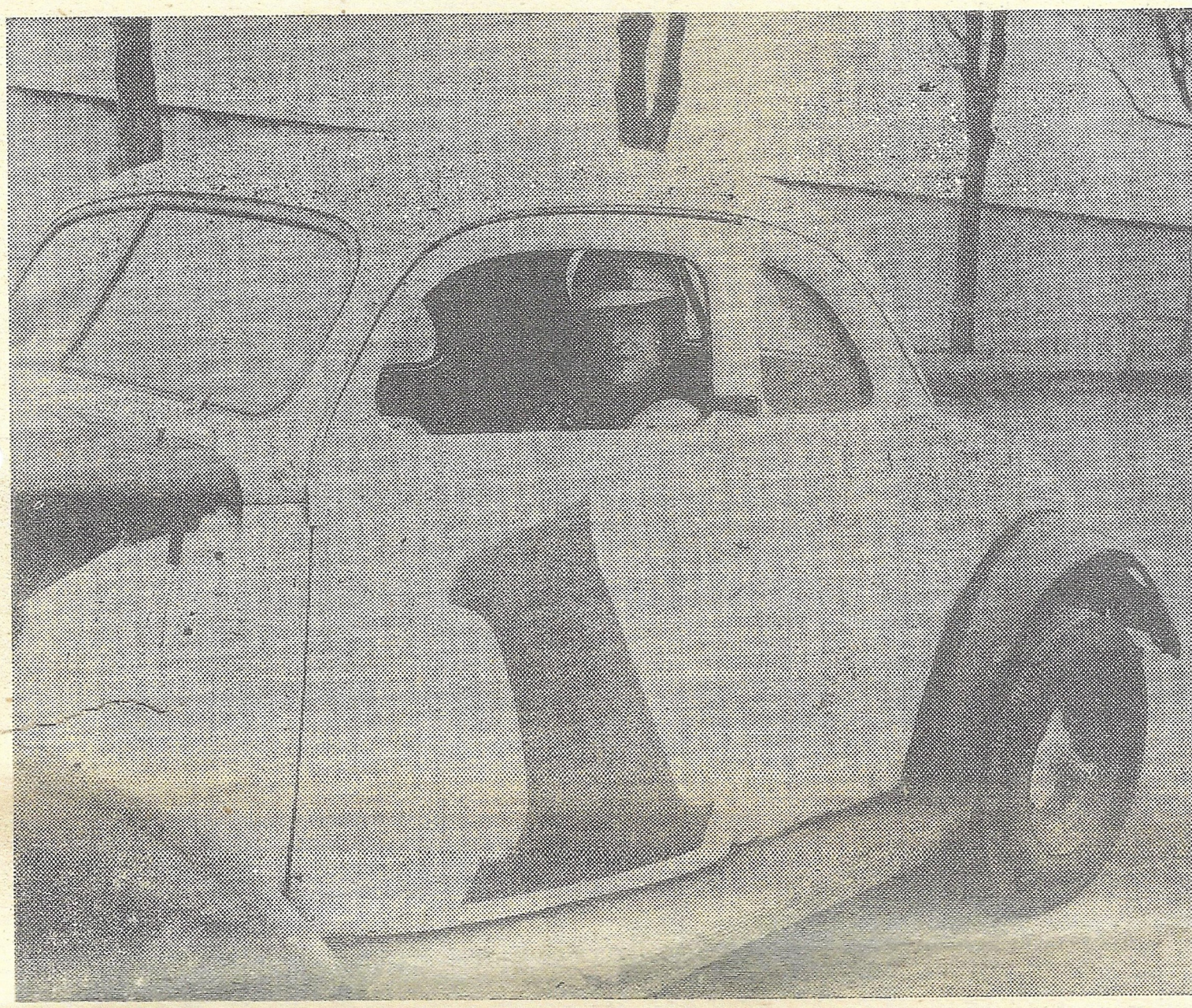
Frank Mundy and Bobby Courtwright are two other threats to the strong field. Among others are: Jim Marks, Walt Peters, Al Peters, Charley Muscatel, Roscoe Hough and Johnny Dubois. Eight races are scheduled and the fastest 16 will go to the post in the 25-lap Trenton Handicap.

Schneider Winner

LONG BRANCH, N. J. —AP— Frank Schneider of Lambertville won the featured 25-lap, 6¼-mile stock car race at Long Branch Stadium Saturday night. The time was 6:56.11. Second place went to Ronnie Kohler of Paterson. Lenny Brown of Lambertville finished third.

5/15/1950

ILLUSTRATED SPEEDWAY NEWS
5/16/1950



WALLY CAMPBELL will be the big threat in the Dorney Park inaugural stock car show tomorrow night and also at the Lanham, Md., Speedway lid-lifter Friday night. Campbell has been going great guns over the Eastern tracks.

5/16/50

Cabral Captures Stock Opener at Yellow Jacket

5/16/1950

PHILEDELPHIA, Pa., May 12th —In a thrilling finish at Yellowjacket Speedway, Johnny Cabral, Paterson, N. J., triumphed in the Inaugural Sweepstakes, 25 lap stock car feature, in 4 min. 31.24 sec. before 6100 Monday night. The program opened the third season of stock car racing at the uptown oval.

Cabral, who started in 10th position in a field of 12, took the lead from Frank Mundy, Atlanta on the eighth lap but lost it to John Dubois, also Paterson, on the 16th.

Cabral again assumed the lead on the far turn on the 22d lap and gradually pulled way and won by 10 feet. Following Mundy, who finished third, came Roscoe (Pappy Hough, Paterson, Bob Cook, Red Bank, N. J. and Bob Courtwright, Hasbrouk Heights. N. J., finished in a tie for fifth.

Wally Campbell, Trenton, who won the point championship last year, was forced from the feature on the second lap. In the second qualifying heat, Bob Schaeffer, Lansdale, Pa., crashed into the guard rail and turned over on the seventh lap. He escaped injury.

1st heat (12) DuBois, Cabral, J. Marks No Time.

2nd heat (12) Campbell, Oldford, Cook, No time.

3rd heat (12) Dyer, Mundy, Yannone 3:00.54.

1st Semi (15) Campbell, Cabral, DuBois 3:53.23.

2nd Semi (15) Oldford, Courtwright, Cook 3:53.61.

Phila Special (10) Kovach, Cullen, Stolz 2:89.52.

Consolation (15) Enright, Hough, Muscatell 3:13.35.

Mundy Scores In Debut At Williams Grove

5/16/1950

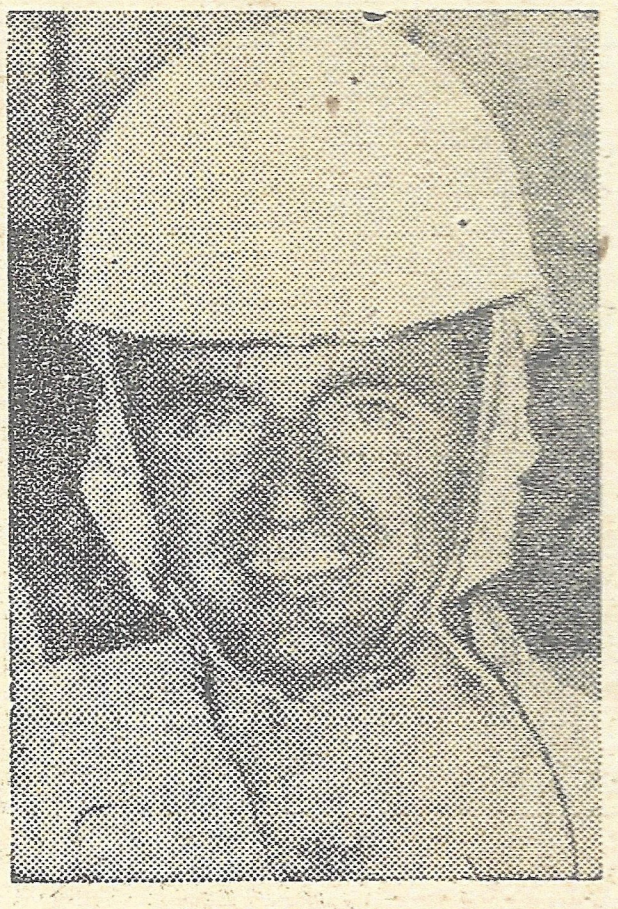
WILLIAMS GROVE, Pa., May 15.—Invading from the South, Frank Mundy, of Charlotte, N. C., copped the 25-lap feature race sanctioned by the American Stock Car Racing Association yesterday afternoon in his first ride on the half-mile Williams Grove Speedway owned by Roy Richwine before 12,457 fans who turned out for the first stock car race of the 1950 season. His time for the distance, the last two laps of which were run under the caution flag, was 13 minutes, 16.01 seconds.

Mundy clinched first place on the 23rd lap after a nip-and-tuck battle with Ken Mariott, of Baltmore, Md., when Johnny Karp, of Trenton, N. J., who was holding down a safe third and looking for an opening to break into the lead himself, spun in the second turn and presented a hazard which made it necessary for drivers to hold their positions.

Back of Marriott in third place was Wally Campbell, of Trenton. Frank Schneider, of Lambertsville, N. J., was fourth; Lou Johnson, Wilmington, Del., fifth; Tommy Coates, Trenton, sixth, and Ed Tyson, Langhorne, seventh.

Marriott, who started on the pole by virtue of setting the fastest time trial in the field of 21 starters, broke into the lead, but Mundy took over in the second lap On the fifth lap, Marriott regained his lead and held on to it until the 17th lap when Mundy again moved out in front to stay.

Time trials: Marriott. 30.88.
1st heat (10 laps): Marriott, Mundy, Coates. 5:21.30.
2nd heat (10 laps): Campbell, Schneirer, Cunningham. 5:19.08.
3rd heat (10 laps): Karp, Cartwright, Johnson. 5:24.91.
Consolation heat (12 laps): Roberts McBride, DuBois. 6:31.47.
Feature race (25 laps): Mundy, Mariott, Campbell, Schneider, Johnson, Coates, Tyson, Cartwright, Ader, Malach, Cunningham. 13:16.01.



FRANK MUNDY

Cunningham Enters Race Meet Here

Former National Stock Car Champion Joins Coates, Campbell In Reading Field

Pepper Cunningham, winner of a 100-mile national championship race for stock cars at Langhorne in 1947, will compete in the program of modified and strictly stock speed events for men and women drivers at the Reading Fairground, Sunday.

Long recognized as one of the leading stock car drivers in the East, Cunningham finished second in the national championship point standings in 1947, and occupied a promient spot in the championship lineup in 1948 and 1949.

Although he pilots both type cars, Cunningham has experienced his greatest success with the modified or "souped up" stock car. However, he was one of the leading money winners in a 100-mile race for strictly stocks at Langhorne last April.

Will Race at Fairground



TOMMY COATES

Enters V-8 Ford

In the events at Reading, th burly Trenton speedster is ex pected to see action in the modifie classes only. He has entered a 194 V-8 Ford in the ten-lap heat event and the 25-lap sweepstakes featur for modified stocks.

Although the identity of the pa ticipants will not be determine until race today, it is believed tha Cunningham will be one of th public choices to participate in th special match race between tw men and two women drivers.

Another is expected to be Mrs. Sara Christian, well known Atlanta, Ga., woman driver, who is a candidate for the strictly stock events here Sunday. In the last two years, Mrs. Christian has won six out of 17 starts in competition with men drivers.

Two other drivers from Trenton are among the entrants in the men's division. They are Tommy Coates, holder of the half mile qualifying record of 25 seconds at the Richmond, Va., fairgrounds, and Wally Campbell, one of the leading money winners of the year on stock car tracks in the East.

5/16/1950

Stock Car Races Scheduled At Flemington, Atco Tracks

5/16/1950

Stock car races of extreme interest to Trenton fans are scheduled tomorrow night at Flemington and Sunday afternoon at the Atco Speedway in South Jersey.

Several Trenton drivers are slated to compete in both events. The Flemington program will be the first of the season under lights. Promoter Tommy Garbac of Bound Brook has had portable arcs installed at the Flemington Fair Grounds for night racing on the half-mile track. Two sets of brothers, both from Trenton, are among the 30 or more drivers expected to take part. The Di Natale brothers, Rocky and Chick, have filed entries. So have Frank and Vince Cannizzaro, the "flying bakers."

Rocky Di Natale is regarded as the "man to beat" at Atco Sunday afternoon. The program of 60 or more laps of racing at the South Jersey half-mile oval will get under way at 2:30 o'clock. Rocky has won three Atco feature races. Blocking his path to No. 4 will be Paul Barbiche of Flemington, runnerup last week, and close to 30 others.

Time trials at Flemington tomorrow will start at 6 o'clock. The racing program will begin at 8.

Midget Driver Enrolls In Reading Stock Car Races

Al Tibbetts Stands Five Feet, One Inch; Modified Car Entry

5/17/1950

If you don't think there is anything to the old adage that "good things come in small packages," then consider the case of Al Tibbetts, the mighty mite of the stock car tracks.

Though only 5 feet, 1 inch tall, and weighing in at 105 pounds, Tibbetts, in his first year as a driver has performed with the skill of a veteran. His won and lost record includes several feature wins at the Philadelphia Yellow Jacket Speedway, where the going is among the toughest in the country.

A resident of Newportville, Tibbetts is among the entrants in Reading's first stock car races for men and women drivers at the Reading Fairgrounds this Sunday. Although the program is designed for both modified and strictly stock cars, the diminutive race track phenom will compete in the modified classes only.

Woman Entry

The program, first of its kind in this country, is expected to attract some of the foremost men and women drivers in the business. Already entered is Mrs. Sara Christian, Atlanta, Ga., housewife, who has won six of 17 starts in competition with men drivers.

Among the leading male candidates are Wally Campbell, Trenton, N. J., winner of three straight this year at Hatfield, Richmond, Va., and Flemington, N. J.; Lucky Loux, Sellersville; Ken Marriott, Baltimore, Md., second place finisher in the modified stock events at Williams Grove last Sunday; Tommy Coates, Trenton, N. J., holder of the 25-second qualifying record for the Richmond half-mile track, and Pepper Cunningham, also of Trenton, winner of a 100-mile National at Langhorne three years ago.



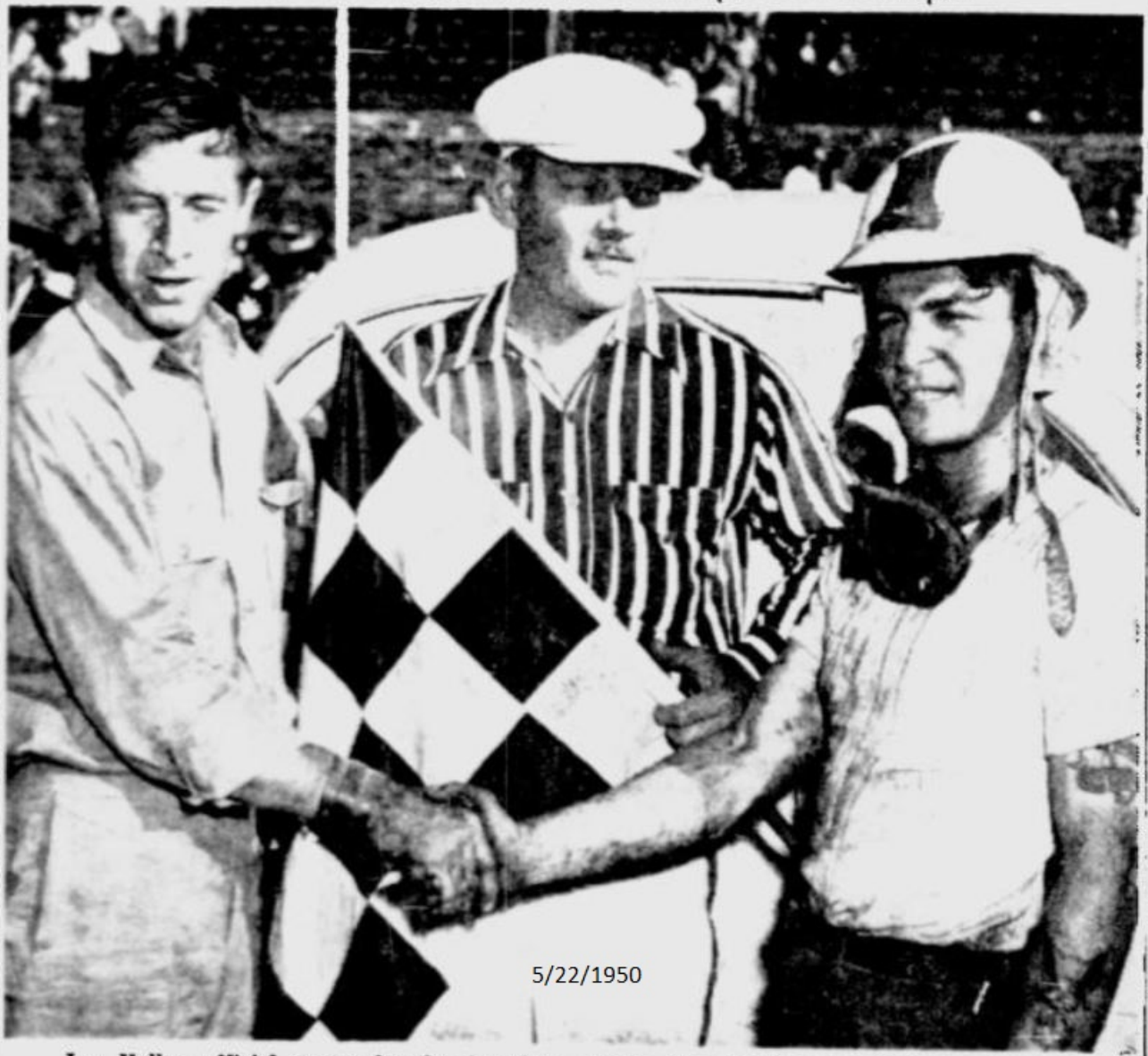
AL TIBBETTS
. . . Races Here Sunday

The sports hero of Paul Mitchell, tackle with the New York football Yanks, is Joe DiMaggio, whose locker at Yankee Stadium Paul uses in the fall.

Campbell, Courtwright Score

READING, Pa., May 21 (AP) — Wally Campbell, veteran driver from Trenton, N. J., and Bobby Courtwright of Hasbrouck Heights, N. J., won the two 25-lap feature races in today's stock car speed program.

5/22/1950



Lou Heller, official starter for the American Stock Car Racing Association, congratulates Bobby Courtwright (left) and Wally Campbell (right) after they won the stock car and modified stock car feature races of yesterday's race meet at the Reading Fairground. Courtwright hails from Hasbrouck Heights, N. J., and Campbell lives at Trenton, N. J. (Eagle Staff Photo.)

Lenny Brown Victor

5/22/1950

LONG BRANCH, N. J. — Lenny Brown of Lambertville won the featured 25-lap,6¼-mile stock car race here Saturday night in a time of 7:02.42. Second was Wally Campbell of Trenton. Bobby Courtwright, Hasbrouck Heights, finished third.

Campbell - Courtwright Split Reading Honors

5/23/1950

READING, May 21. — Wally Campbell, Trenton, and Bobby Courtwright, Hasbrouck Heights, N. J., won the 25-lap stock car feature races today at Reading Fairgrounds before 10,191.

Clocked in 12:43, Campbell finished in front of Frank Schneider, Frask Mundy, Len Marriott, Glenn Roberts and Courtwright in the modified stock race. Courtwright nosed out Len Brown, Lambertville, N. J., in the strictly stock feature, with Mrs. Sara Christian, Pappy Hough, Eddie Laitch and Don Black finishing in that order Courtwright's time was 14:53 2-5.

Mrs. Christian won two events a 15-lap race for women only, in which there were five starters, and a six-lap match race, with Courtwright second and Louise Smith, Greenville, N. C., third. Bill Scanlon lost a wheel on the second lap.

Campbell Wins Race At Yellow Jacket

5/23/1950

PHILADELPHIA —AP— Trenton's Wally Campbell copped the five-mile, 25-lap feature stock car race at the Yellow Jacket oval last night in 6:52.49.

Two Paterson drivers, Johnny Cabral and Roscoe (Pappy) Hough, finished second and third in that order.

Bradshaw to Seek Laurels In Flemington Races Sunday

5/26/1950

Tommy Bradshaw, 1948 high point driver in the American Stock Car Racing Association and one time No. 1 ranking Eastern modified stock star, has announced his intention of competing in Sunday's events at the Flemington Fair Grounds. Bradshaw will helm the very fast No. 6 Siwak Special which has consistently placed among the top five American cars so far this season under the guidance of newcomer Fred Jones of Philadelphia. Jones, who was slightly injured in an accident at Williams Grove two weeks ago, stated, "I have followed Bradshaw's driving style for years and have taken most of my pointers from him when he was at his peak. I am sure that he will be able to get No. 6 into the front ranks."

A newcomer to the Flemington track will be Georgian Frank Mundy in his car No. 44 that has been worked over by Joe Wolf, who is considered one of the top mechanics in the modified stock centers.

Other drivers who have signed entries for Promoter Tom Garbak's Sunday program are Tommy Coates, Trenton; Johnny Karp, whose Indian Head Special placed third in the last Flemington event; Lucky Loux, Sellersville, Pa; Ed Tyson, Langhorne, Pa.; Bill Tanner, Newtown, Pa.; Eddie Ader, Bernardsville, N. J.; Pepper Cunningham, Trenton; Reds Tomlinson, Bristol, Pa.; Harold Brohkoff, Pittsville, Pa.; Irv Blatt, Hamburg, Pa.; Lou Johnson, Wilmington, Del.; Dick Alter, Camden, N. J.; Bud Groner, Langhorne, Pa.; Charlie Morrison, Davisville, Pa.; Al Collins and Okie Wincroft, Moorestown, N. J.; George Moore, Pennsauken, N. J.; Johnny Dubois, Paterson, N. J., and Bobby Courtwright, Hasbrouck Heights, N. J.

Stock Car Event For Flemington

5/27/1950

A stellar card, topped by such standouts as Wally Campbell, Pepper Cunningham, Tommy Coates and Johnny Karp, will be featured in the opening modified stock car racing event of the season at the Flemington Fair Grounds on Sunday.

Promoter Tommy Garbach is certain that in racing under the sanction of American Stock Car Racing Association, known throughout the country as ASCRA, he can assure fans of the finest field of cars and drivers ever to compete at the Flemington half-mile banked dirt oval.

Both Campbell and Coates, who have been consistent performers on the Southern circuits during the Winter months, have established new track records, Campbell set a new pace for the Charlotte, N. C., Speedway, Coates broke the record for the half mile at Richmond.

Among other entrants will be Johnny Karp, whose new No. 18 has placed in the money in its first two races.

Classy Stock Car Speedsters Race Today At Flemington

5/28/1950

Flemington Fair Grounds, which will stage its second stock car auto racing event of the season today, will have on hand the fastest group of cars seen at the Fair Grounds track in recent seasons. Heading the list will be a newcomer to this area, Glen (Fireball Roberts, Daytona Beach, Fla. He recently joined American Stock Car Racing Association, the sanctioning body for the event. Roberts is an old hand on the half-mile dirt tracks. During the Winter months he scored in the top money ranks at such locations as Charlotte, N. C.; Atlanta, Ga.; Richmond, Va., and the hard-packed sand of Daytona Beach, Fla.

Another Southerner, Frank Mundy, will offer stern competition. So will Pepper Cunningham, veteran Trenton stock car driver. Cunningham has failed to take the checkered flag this season but consistently has been running up in the first five money spots. Cunningham will drive the Tompson No.4, the car which carried him to fifth place honors at the last race on the Flemington oval.

Campbell Seeks Honors

Wally Campbell, Trenton, current No. 1 race fan hero, will be out to make it two in a row on the Flemington track and again will be at the wheel of the Wally Marks' No. 1. Campbell ran his first race event at the Flemington Fair Grounds in 1939, finished upside down in the infield and seemingly was through for the day. However, he returned to ac-

Seeks Flemington Win



Atco Cards Six Events For Today

5/28/1950

A six-event stock car racing card will be staged today at the new Atco Speedway, located on the White Horse Pike between Hammonton and Berlin, N. J.

One event is a special match race between Rocky Di Natale of Trenton, a two-time winner at the new Speedway and point leader for the 1950 Eastern Championship now held by his younger brother Chick, and Paul Barbiche of Flemington, who claims victory even though he didn't receive the checker flag from Starter Harry Reeves. Paul's argument is that he has been running into heating trouble and the only reason he hasn't had a win is because his No. 18 car, owned by the E & S Auto Parts of Flemington, will not last the distance. Bill Smith, also a winner at the new Speedway and known as the Golden Boy of the stocks, will be another starter in the special match race.

The track has been groomed carefully and should be in the best of condition for today's events. A new track record may be in store for the fans.

Other drivers expected to take the green flag for this afternoon's feature grind are Bill Larison, Joe Chester, Johnny Almack and the ever popular flying bakers, Vince and Frank Cannizarro, all of Trenton; Al Gross, Philadelphia; George Petryck, Newark; Jimmy Marks, Glassboro; Bill Snowden, Long Branch; Joe Carlson, Dover; John Edwards, Chester, N. Y.; Walt Leitz, Atco; Bill Mollineaux, Camden, and Jim Fletcher, Philadelphia. The first event will get under way at 2:30 p. m.

A 50-lap race will be run by the Eastern Stock Car Racing Club at the Alcyon Speedway, Pitman, N. J., on Tuesday, Memorial Day.

Mysterious Phone Call Reduces Field 5/30/1950

Schneider Wins Opener At Wall Stadium Stocks

5/30/50

BELMAR, N. J., May 27th — Frankie Schneider proved himself to be more than a one-track man last night in copping a thrilling feature event at last night's opening card of stock car races at Wall Stadium before an over-flow crowd of over 5,000 persons.

Schneider fought out a 25-lap road battle with last year's American Stock Car Racing association champ Wally Campbell to win the event in 7:38.8.

Altho Campbell was never in the lead, he was always a threat to Schneider. Several times he attempted to pass the Lambertville ace and each time he was either caught between two other cars or shoved onto the fence.

Campbell made a final attempt for the lead in the 23rd lap. He came off the fourth turn on the outside and just as he was about to pull abreast of Schneider was hit on two sides by lapped cars. Campbell landed on the fence—losing a wheel—and Schneider took the race going away.

Frankie started the event in tenth starting position. After only two laps he led the field—a lead he never relinquished, altho often tested.

It seems that thru some misunderstanding between the track and the drivers, the latter thought that last night's races were postponed—causing many of the drivers to compete on other tracks.

Wall stadium officials announced that drivers reported that they had received phone calls from a "person who said he was the secretary of Wall Stadium," informing the drivers that the races had been called off.

But even with the shortage of drivers, the stadium managed to put on a good show.

The midgets proved that the track is probably one of the fastest quarter-mile midget tracks in the East, showing fine time and excellent speed on the high-banked turns. The race was the six-lap, three car affair—won by Pop DeVercelley.

5/30/1950

Campbell Out for Stock Honors at Mason-Dixon

5/30/50

Wally (Crash) Campbell, Trenton, N. J., modified stock car racing star will top the field of American Stock Car Racing Association drivers who will vie for honors Sunday June 4th, on the half-mile banked dirt Mason-Dixon Speedway at Sylmar, Pa., where Pennsylvania and Maryland join on U. S. Highway No. 1.

Campbell will drive the famous Wally Marks No. 1, the same car in which he won high-point honors for the 1949 season on the ASCRA circuit and the car in which he captured first-place money of $3,000.00 at the New England States Championships last fall on the high-banked macadam Thompson, Conn. Speedway. The car is considered one of the fastest mounts in the East and with Wally behind the wheel it holds the track record at such speedways as the Charlotte, N. C. 5/8 mile track; Hatfield, Pa. Speedway, Flemington, Fairgrounds, Lonsdale, Rhode Island and many other of the East's top speed bowls.



WALLY CAMPBELL

Campbell will face a stellar field listing such standouts as Pepper Cunningham, another Trenton driver who won the Langhorne Speedway 100-mile stock classic in 1946 and is always a threat in any competition; Texan Tommy Coates, who placed no poorer than third at any of the Southern Circuit Stock events during the winter months; ex-midget and big car star Lucky Loux and the startling newcomer, Fred Jones of Philadelphia who will pilot the Siwak No. 5, considered by many the equal of the Marks hopped-up V-8.

Bob Read of Hope, N. Y., and Charley Dyer of Cranston, R. I. shared the racing spotlight last night at Ruppert Stadium. Read won his second 25-lap sportsman's event and Dyer captured the 35-lap feature modified stock car race. Roscoe Hough, 47-year-old Paterson pilot placed second in both events . . . Neil Cole of Hawthorne copped the feature 50-lap modified stock car race at Hinchliffe Stadium. Bill Smith of Hillsdie was second and Art McBurney of Waterbury, Conn., was third . . . The Sam Frama sweepstakes 10-mile big car feature race at Hatfield Pa., went to Mike Magill of Haddonfield, N. J.

5/31/1950

Johnny Du Bois to Race At Hinchliffe Stadium

5-xx-1950

PATERSON—Johnny Du Bois will try to add to his early-campaign speed laurels at Hinchliffe Stadium tomorrow night in the stock-car auto races.

Besides capturing the feature last week, Du Bois was in good form while serving as captain of the Paterson team in the races with the New York squad through the first four meets.

Besides Du Bois, the field tomorrow night will include Johnny Ringeer, the Bronx star; Tony Bonadies, another favorite from the Bronx; Johnny Rogers of Charlotte, N. C., and Stan Disbrow of Poughkeepsie, N. Y.

Stock Cars Try Again

5-xx-1950

Scheduled for Start at Stadium Tonight

A third attempt to introduce stock car racing at Ruppert Stadium is on tap for tonight at 8:30 when Promoter Ed Otto offers the twice-deferred double-feature program. The inaugural of the competition on the Ruppert raceways has been rained out the past two Sundays and Otto, in the event of more interference by the weather tonight, has scheduled tomorrow afternoon at 2:30 P. M. as a rain date.

There will be 115 laps of racing on the program, split up into two 10-lap qualifying heats and a 15-lap consolation race with a 20-lap feature run for sportsmen speedsters and a 25-lap main go for modified motormen. $2,000 in prize money is being offered for the Ruppert raceway meet.

More than 50 chauffeurs hailing from near and far have signed for the event. Listed in the field are: Roscoe (Pappy) Hough of Paterson, Eddie Ader of Bernardsville, Homer Van Epps of Rome, N. Y.; Chuck Mahoney of Camden, N. Y.; Jimmy Delaney of Hope and Al Peters of Metuchen.

City Well Represented

Newark will be well represented with Emil Dietrich, Paul Croley, Jerry Morese, Ed Jardin and Charley Lindmar. Elizabeth and Union will have Johnny Mulrain and Frank Todd, respectively. Others will be Johnny Cyrus of East Orange, Johnny Schaeffer of Montclair, George Shaiber of Verona, Ward Pierce of Irvington and Don Stahl of Rahway.

In prerace ceremonies, Mayor Ralph A. Villani will drive the first car, there will be a march to center field for the raising of the Stars and Stripes, all to the musical accompaniment of the Edward D. Balentine Drum and Bugle Corps, 48 strong, under the supervision of Lt. Edward J. Durning of the Irvington Police Department.

Pilots must all be registered members of the National Association for Stock Car Auto Racing. They must pass prerace inspection at the pit gates.

Races Tonight

5-xx-1950



NELSON APPLEGATE

of Indian Lake, one of the favorites to win the stock car feature at Sorrano Park, Morris Township, tonight. Over 40 drivers are scheduled to ride in the program which starts at 8:30.

Drives Stocks For Education

Flemington Youth Aims at Law Career

5-xx-1950

All stock car drivers aren't ex-auto mechanics, one-time midget racing pilots or gas-happy fellows with a flare for excitement. In at least one instance a young man who is riding Jersey tracks aspires to be a corporation lawyer and racing in stock cars is how he is earning money to pay for his education.

PAUL BARBICHE

He is Paul Barbiche, a student at Rutgers University, one of a field of 40 drivers who will be competing at Dover Speedway Saturday night when it runs its second weekly show.

At Rutgers Barbiche has combined finance and business management studies with law. He has another 1½ years to go before he gets his law degree and is eligible to take the bar exam.

The husky Flemington native, now in his mid-20s, has been racing for five years. Racing is a hobby as well as a livelihood with Barbiche, but he also dabbles in astronomy. He makes his own telescopes and has just completed one he thinks is pretty good for an amateur's handiwork. But between racing and working in Flemington at his Summer job as an auto and auto parts salesman, Barbiche says he has little or no time for star gazing.

Barbiche seems fated to spend his life around autos one way or another. After he gets some legal experience he wants to work for the Ford Motor Co.

Meanwhile, he intends to keep on driving the Ford product for a living at Dover Speedway and elsewhere.

Read Seeking Stock Victory

After Second in Row and Fifth Win at Ruppert Stadium Tomorrow

5-xx-1950

Bob Read, who was lifted on the shoulders of his followers after his victory Tuesday night, will go after his second straight and fifth feature triumph tomorrow night at the semi-weekly stock car races at Ruppert Stadium.

The Hope driver has been one of the unlucky racers at the Wilson avenue oval this season as motor trouble frequently cut short his efforts for victory in the feature after coming through in the qualifying heats.

Up until Tuesday night, when he broke a 12-lap record in the qualifying heats, Read ranked eighth among the top-flight drivers in the National Sportsmen championship point standing and a victory tomorrow, following Tuesday's success, should place the Hope flyer within closer reach of Pappy Hough, the leader.

Morese's Car Ready

Jerry Morese's famous No. 27 car, which was missing from Tuesday's race, will be back in the field tomorrow. Morese's coupe ran into motor trouble during the pre-game warmup and had to be withdrawn. Jerry, however, raced in a borrowed vehicle but failed to finish in the money after taking last Saturday's feature event.

Morese's car was reported in shape today and his presence in the field should make tomorrow's program one of the best of the season.

More than 60 cars are expected to race on the eight-event program. In the event of rain, the program will be run Sunday.

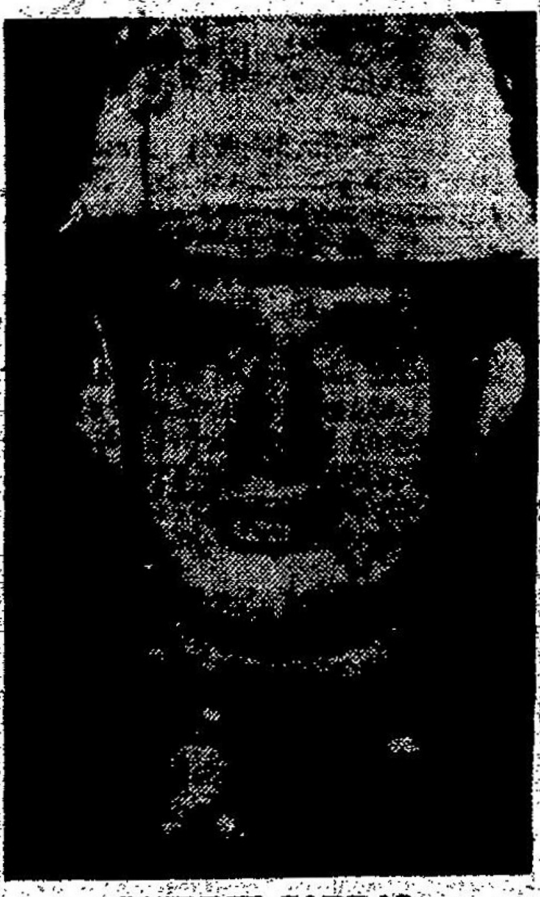
Cabral Seeks Another Sweep

Paterson Stock Car Racer Attraction Tonight in Ruppert Stadium

5-xx-1950

Little Johnny Cabral, Paterson auto racing star who won every night but Saturday last week, will be the cynosure of all eyes when Promoter Ed Otto holds the semi-weekly twin-bill of stock car auto races at Ruppert Stadium tonight.

It was quite possible that Cabral, known around the asphalt speedways as Caveman, might have made it six straight if the rainman hadn't interfered with Saturday night's card. Incidentally, though the raincheck was voided, the three



JOHNNY CABRAL

remaining heats from Saturday's program will be added to this Saturday night's regular card.

Cabral copped features at Philly's Yellow Jacket Stadium, Ruppert Stadium, Long Branch, Bayonne and Washington, D. C., in the order named, last week.

Has Four Children

Married and the father of four children, Cabral is a heady driver with plenty of grit. His nerve gets him through the smallest hole in the pack and he is a good front racer.

Cabral's eldest son, Nelson, is a member of the New York Chiefs' roller derby team.

All the favorite speedsters will be among the 60-odd car field tonight. Among them are Roscoe (Pappy) Hough, Tex Enright and Ralph Sheeler, Paterson; Arnold Guessno, Baldwin, L. I.; Walter Quanz, Jamaica, L. I., and Jerry Morese and Johnny Schaeffer, Newarkers.

Eight events for a total of 115 laps, divided into four 10-lap qualifying heats, a couple of 15-lap consolation cruises and the 20-lap Sportsmen and 25-lap Modified features, with an 8:30 P. M. start, will comprise tonight's activities.

Pauline Heston Spills

6/6/1950



Roberts Rides To Win At Nazareth Feature

6/6/1950

NAZARETH, Pa., June 6.—Fireball Roberts, of Daytona Beach, Fla., ended New Jersey's monopoly on feature victories at the Nazareth Fairgrounds track, Friday night, June 2, when he throttled home ahead of Eddie Ader, Bernardsville, N. J., and Harry Herman, Somerville, N. J., to capture the 25-lap, twelve and one-half mile main event before 3,500 spectators. Previously Nelson Applegate and Vince "Cannonball" Cannazzaro, both of Trenton, N. J., had been fetaure victors.

Roberts, after finishing first in the consolation feature, fought past Applegate on the sixth lap of the main go and held off a determined bid by young Ader—kid brother of Walt Ader, veteran big car jockey—to win. There was no time on the event because of an accident on the 11th lap when Ernie Blatt, Hamburg, Pa., and Kenny Wagner, Trenton, N. J., tangled on a fence at the No 3 turn. Both were shaken up but unhurt.

This show, one of a series of weekly presentation directed by Bob Streeter for Tri-States Racing Associates, Inc., was enlivened by the presence of Pauline Heston, Tampa, Fla., who campaigned against the male drivers after a highly successful season down south. She failed to place and figured in the night's worst crash when spinning into the fence during the consolation. While broadside on the turn, she was whacked amidships by Freddy Fehr, Easton, Pa., and sustained a broken tooth.

1st heat (10 laps): Ader, Wismer, Cannazzaro. 5:41.
2nd heat (10 laps): Applegate, Wagner, Harwi. 5:31.
3rd heat (10 laps): Wagner, Blatt, Brown. 5:43.
Consolation heat (10 laps): Roberts, Cannazzaro, Harwi. 5:41.
Feature race (25 laps): Roberts, Ader, Herman. No time.

BILL TANNER SCORES UPSET TO WIN WALL STADIUM FEATURE

6/6/1950

BELMAR, N. J., June 6th—Bill Tanner probably pulled the upset of the year in the Wall stadium feature race Friday night before approximately 4,000 stock car racing fans.

Tanner won the 25-lap main event, beating out such stars as Wally Campbell, Frankie Schneider, Tommy Coates and Lew Volk.

Tanner, driving his sleek little No. 4 Ford V8 coupe, took over the lead in the 23rd lap. Wally Campbell had been leading the pack, but the high point leader almost spun out of the race—giving Tanner a chance to pull out in front. Tanner took a two-length lead at that time and was never threatened.

Frank Schneider, winner of last week's 30-lap opening night event, dropped out of the race in the 16th lap. Frankie had been running in third place at the time.

The time for the feature was a slow 7:45.1.

The stadium, as an added attracion, presented a 10-lap midget feature, which saw Buster Williams take top money in a final turn spurt.

Williams had been running behind Pop DeVercely on the last lap, but a sudden final drive gave him the nod by a half length. DeVercely was second, while Lyle Scott finished third. Bob McCullough fourth and Vernon Miller fifth. The time was 2:49.5—which was 31 seconds better than any stock car 10-lapper.

1st heat (10 laps): Campbell, Tanner, Volk. 3:09.8.
2nd heat (10 laps): Tibbetts, Schneider, DeNatili. 3:10.2.
3rd heat (10 laps): DeNatili, Roy Muhs, Gamble. 3:11.2.
1st semi-final (12 laps): Campbell, Tanner, Tibbetts. 3:42.6.
2nd semi-final (12 laps): Schneider, Coates, Tyson. 3:40.4.
Strictly Amateur Stock: Vigue, DeVercely. 4:21.6.
Midget Feature (10 laps): Williams, DeVercelly, Scott, McCoullough, Miller. 2:49.5.
Stock Feature (25 laps): Tanner, Campbell, Tomilson, Volk, Davis, Hermont, Gamble, Coats, Barbicks, Chevalier. 7:45.1.

Wall Stadium

6/6/1950

BELMAR, N. J.

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Courtwright Cops Stock Inaugural At Lanham

6/6/1950

LANHAM, Md., June 6.—Bobby Courtwright of the Paterston, New Jersey Taylor Racing Team, came home the winner in the feature race of the opening ASCRA modified stock car program before a capacity crowd at West Lanham Speedway on Friday night, June 2nd.

Starting midway of the field Courtwright commanded the lead on the third lap and held it to the finish. In hot pursuit was the Hough Racing Team of Ralph Sheeler, Charles Dyer and Roscoe Hough. Johnny Cabral, also of the Hough team held second place until the end of the race when his car quit after teammate Sheeler hit him hard from the rear on the main straight way. In all it was a rough race. On the 13th lap as a pack of cars came out of the second turn, Vernon Storm riding high on the outside was struck broadside. He bounded off the crash wall and came back on two wheels, was hit again and his car jumped into the air straddling the heavy wire fence which along with the heavy timbers was smashed flat. Storm was unhurt. The finish in 4:44.05 was Courtwright, Sheeler, Dyer. Hough, DuBois and McCardell.

1st heat (10 laps): Cabral, Dyer, Courtwright. 2:59.02.

2nd heat (10 laps): Sheeler, DuBois, Hough. 2:40.04.

3rd heat (10 laps): Welch, McCardell, Morgan. 2:50.02.

1st semi-final (12 laps): Sheeler, DuBois, Cabral. 3:06.02.

Feature race (20 laps): Courtwright Sheeler, Dyer, Hough, DuBois, McCardell. 4:44.50.

Cabral Wins 2d Feature At 'Jackets

6/6/1950

Johnny Cabral, Paterson, N. J. speedster, won his second feature race of the season, defeating Wally Campbell, Trenton, by 20 yards in 6:30.59 in the Mid-Atlantic Handicap, 25-lap feature of the weekly modified stock car racing show before the season's largest crowd—7500—last night at Yellow Jacket Speedway, G st. and Erie ave.

Gazral also triumphed in the first card of the season while Campbell, defending track champion, won the second. Two weeks ago, Cabral barely nosed out Campbell. Last night's feature was made hazardous when one of the cars spouted water. Three others spun out.

Lucy DiNatale, Trenton, won the special eight-lap women's race in 2 minutes, 31.58 seconds. She led all the way.

One accident marred the program. In the first heat, Bill Gross' hose line broke as he was finishing fourth. His right leg was scalded slightly.

The summaries follow:

FIRST HEAT (10 laps)—1, Wally Campbell, Trenton; 2, Jim Delaney, Trenton; 3, Roscoe Hough, Paterson, N. J.; 4, Bill Gross, Baltimore; 5, Vince Cannizzaro, Trenton; 6, Tony Battle, Emerson, N. J. 3:13.14.

SECOND HEAT (10 laps)—1, Johnny Cabral, Paterson; 2, Charlie Dryer, Paterson; 3, Neil Cole, Hawthorne, N. J.; 4, Jim Strathman, Churchville, Pa.; 5, Bud Groner, Parkland, Pa.; 6, Bill Morrison, Hatboro, 3:10.92.

THIRD HEAT (10 laps)—1, Ralph Sheeler, Pottstown; 2, Len Brown, Trenton; 3, Al Peters, Hopelong, N. J.; 4, Al Poponio, Philadelphia; 5, Dick Egan, Hartford; 6, Ed Riker, Newark, N. J. 3:13.94.

FIRST SEMI-FINAL (15 laps)—1, Cabral; 2, Campbell; 3, Cole; 4, Hough; 5, Canizzaro; 6, Brown, 4:05.92.

SECOND SEMI-FINAL (15 laps)—1, Sheeler; 2 Egan; 3, Peters; 4, Dryer; 5, Groner; 6, Riker, 4:02.78.

SPECIAL WOMEN'S RACE (8 laps)—1, Lucy DiNatale, Trenton; 2, Loraine Schneider, Lansdale; 3, Clara Babcock, Orange, 2:31.58.

CONSOLATION (12 laps)—1, Herman Quick, Belvidere, N. J.; 2, Jim Delaney, Trenton; 3, George Weller, Cassville, N. J.; 4, Johnnie Stroll, Hatboro; 5, Jack Zelek, Coatesville; 6, Walt Garrison, Phila., 3:22.58.

MID-ATLANTIC HANDICAP (25 laps)—1, Cabral; 2, Campbell; 3, Hough; 4, Shuler; 5, Cannizzaro; 6, Peters, 6:30.59.

Cabral Race Winner Over Wally Campbell

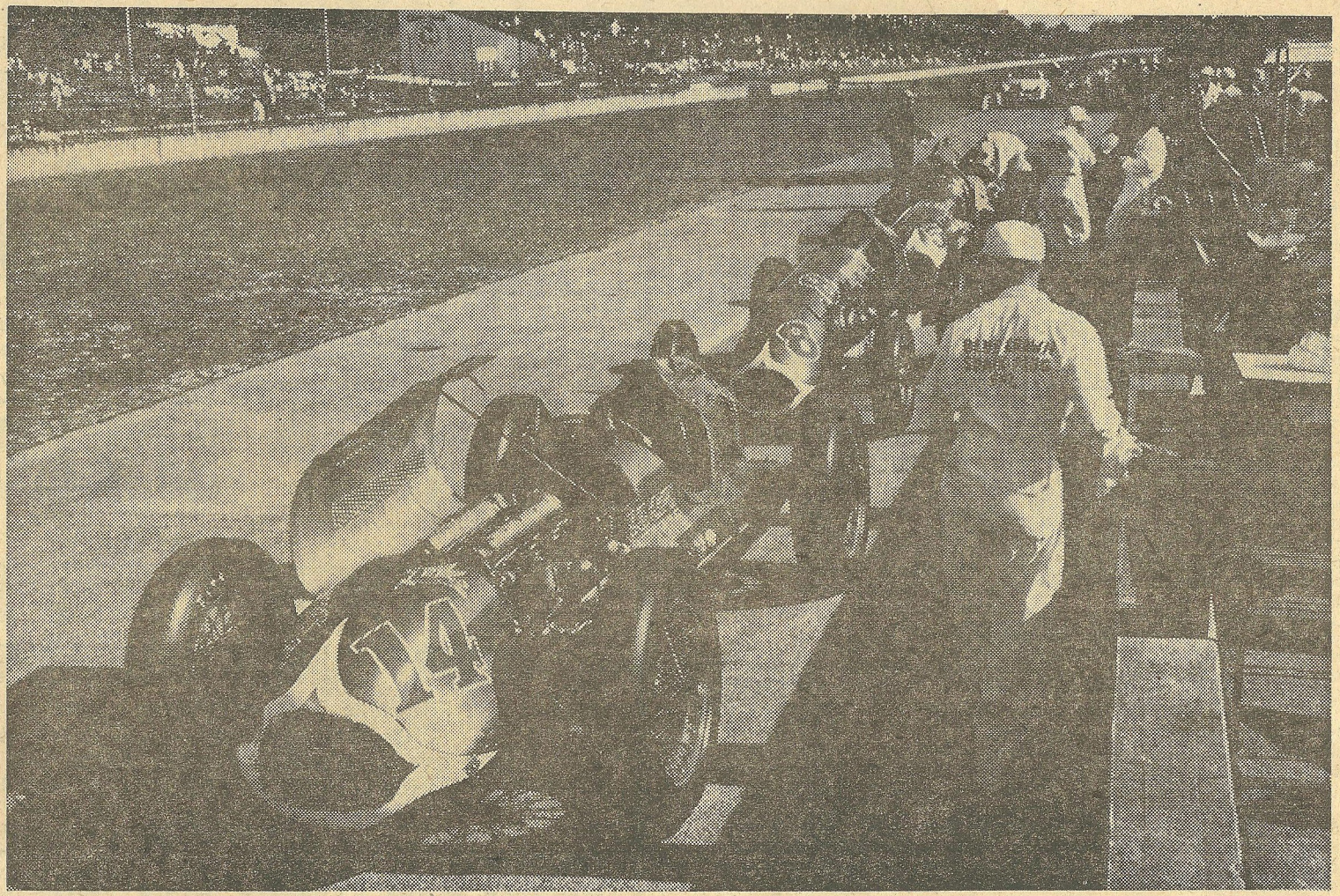
PHILADELPHIA ---AP--- Johnny Cabral, Paterson, N. J., did it again in winning the 25-lap stock car Mid-Atlantic Handicap at the one-fifth mile Yellow Jacket Speedway.

He edged Wally Campbell of Trenton by 20 yards to win the featured race last night in 6:30.59. Two weeks ago the Paterson speedster nosed out the defending track champion in the season's first race.

Lucy DiNatale, Trenton, won a special eight-lap women's race in 2:31.58.

6/6/1950

The Royal Blue Crowns



The Lou Moore pit before the start. The cars from front to rear . . .driven by Bettenhausen, Wallard, Conner, and Holland. Of the three cars running at the finish, all were in the first ten. Pix by N.S.S.N. Staff Photographer Armin "Army" Krueger.

Long Branch Races Attract Top Drivers

LONG BRANCH — Drivers from the surrounding areas are expected to dominate the stock car racing program at Long Branch Stadium tonight. The mid-week card of nine races usually draws a big entry from the local speed enthusiasts. Pre-race rosters for tonight indicate the trend will be more pronounced this week than ever before.

There will be many ranking chauffeurs on hand for the 25-lap feature as well as the local talent. Heading this array will be Johnny Cabral, the leading driver of the Atlantic circuit. Lenny Brown, Johnny DuBois, Bobby Courtwright, Charley Byer and Gordon Oldford will also be ready for the big money event at the shore track.

6/7/1950

Parker Bohn of Lambertville was third in last night's feature race at Long Branch Stadium last night. Johnny Cabral of Paterson won the 25-lap, six-and-one-quarter mile feature. Charlie Dyer of Fleetwood, N. Y. was second.

6/8/1950

Williams Grove Cards Two Racing Programs

6/9/1950

WILLIAMS GROVE, Pa. -- Top name divers in two types of auto racing are being attracted to the Williams Grove Speedway for a gala double-barreled program of racing to be presented on the half-mile oval over the weekend by Owner Roy Richwine.

Tomorrow night, the stock car drivers will inaugurate a weekly program to be presented under the 300,000-watt lighting system under the sanction of the American Stock Car Racing Association, and Sunday afternoon a program of big car auto racing under sanction of the American Automobile Association will be presented.

Veteran Indianapolis star Tommy Hinnershitz, the Flying Farmer from Reading, Pa., will be among the headliners to compete in the big car auto races on Sunday afternoon.

Fresh from his victory last Sunday at Trenton, N. J., and anxious to repeat his victory of May 21 at Williams Grove, Hinnershitz will again pilot the car formerly driven by the late Ted Horn.

Latest entries for tomorrow night's stock car races are Tommy Bradshaw and Pepper Cunningham, both of Trenton; Harold Brokhoff, the Flying Milkman from Pottsville; and Irving Blatt of Hamburg.

With entries already received from Wally Campbell, of Trenton, current leader in point standings; Tommy Coales, also of Trenton, ASCRA Champion in 1949; Bill Tanner, of Newtown, Pa.; and Bobby Ball, of Willow Grove, Pa., a formidable array of stock car racing talent is expected on hand tomorrow night to inaugurate weekly Saturday night stock car auto races at Williams Grove.

Big car races on Sunday will also offer some of the best drivers in the country, including in addition to Hinnershitz, such veterans as Mark Light, Lebanon; Hank Rodgers, Trenton; Ed Torry, Plainfield, N. J.; Ottis Stine, York, and many others.

Auto Racer Dies Of Burns

6/12/1950

ATLANTA — (AP) — Skimp Hershey, auto race driver, died early today, 12 hours after he was thrown from his flaming car into a pool of blazing gasoline.

The 37-year-old St. Augustine, Fla., driver had sat in the flames yesterday, stunned and helpless, for about five minutes. All his clothing except underwear burned off before firemen could get to him.

Hershey's modified stock car burst into flames on a curve on the 81st lap of a scheduled 100-mile race at Lakewood Park's dirt track. Out of control, the machine slammed into a fence, bounced back on the track and dumped Hershey into a flaming pool of gasoline.

Before a fire truck and ambulance could reach the stricken driver, course officials had to flag down the other cars. By that time Hershey had managed to roll over and was at the edge of the burning fuel when firemen got to him.

The racer, which stopped upright, burned 10 or 15 minutes before the flames were extinguished.

The race was called off at the end of 81 miles. Jack Smith of Roswell, Ga., was declared winner.

Cabral 'King of Stocks' At Lanham Speedway

6/13/1950

By JOHN FALES

LANHAM, Md., June 9.—Johnny Cabral, of Paterson, N. J., tonight swept the 25-lap feature race against hot competition at the West Lanham asphalt track before another capacity crowd.

This was the fifth consecutive feature win for Cabral during the past week. The program of races put on by drivers of the Atlantic, the American, and the Penn-Mar Stock Car Association was hotly contested.

Cabral worked his way up from midway of the field to the length of one car of the leader, Ken Marriott, of Baltimore, who set a fast pace from the green flag. Cabral took Marriott on the 4th turn of the 13th lap. In close pursuit was hard driving Wally Campbell, who took second spot from Marriott and pushed Cabral home the winner in the fast time of 6:51.00. Mariott was third followed by Roscoe, Tough, Buck McCardell, Charles Dyer, Ralph Sheeler and Al Peters.

The fences of the Lanham track took their worst beating to date On the second lap of the first heat, George Reagan tore down 30 feet of fence as he nosed over and landed upside down in the middle of the track. Reagan was unhurt. The race was restarted and Cabral came home the winner, nosing Ed Tryson on the last turn. In the second heat, Ken Marriott finished well ahead of Ralph Sheeler. Roscoe Hough was declared the winner of the third heat on the eighth lap when Andy Anderson blew a tire and crashed into the fence on the 4th turn and rolled over on the straight away. Starter Doc Conway did an amazing job in getting the field stopped immediately. Anderson was unhurt. 50 feet of fence was wrecked at the point of this crash.

1st semi-final (12 laps): Dyer, Tyson, Cabral. 3:15.06.
2nd semi-final (12 laps): Johnson, Oldford, Campbell. 3:17.10.
Consolation heat (10 laps): Sheeler, McCardell, Smith. 2:34.00.
Feature race (25 laps): Cabral, Campbell, Marriott, Hough, McCardell, Dyer. 6:51.00.

Williams Grove Cards Saturday Night Race

6/15/1950

WILLIAMS GROVE, Pa.,—First in a series of weekly stock car auto races scheduled for last Saturday night, but postponed because of rain, will be presented on Saturday night, June 17, on the Williams Grove Speedway.

Roy Richwine, owner of the half-mile oval, made every attempt to present the program scheduled for last Saturday night despite the fact that only a small crowd had gathered due to rain earlier in the day.

About 30 cars and drivers had assembled for the event, and those were driving around the track in the process of "ironing out" the speedway when another rain came definitely making it impossible to present the scheduled program.

Richwine announced today that the drivers and car owners who were on hand last Saturday night have promised they would be back again this Saturday night.

Meanwhile, Tommy Coates, of Trenton, N. J., secretary of the American Stock Car Racing Association, sanctioning body for the group, said he will also endeavor to contact several of the best drivers in the South in an attempt to interest them in competing on Saturday night among the large field of top-flight drivers from the North.

6/20/1950

Yellow Jacket Honors Split By Hough-Egan

PHILADELPHIA, PA., June 16. Roscoe (Pappy) Hough, veteran Paterson (N. J.) speedster, and Dick Egan, New England Champion from West Haven, Conn., shared the spotlight with victories in the two 25-lap stock car features before 4,100 Monday night at Yellowjacket Speedway, G. st. and Erie ave.

The races were the closest of the season with Hough winning the first in 6 minutes, 20.47 seconds, the fastest time of the ceacon. No time was taken on the second feature because the race stopped on the 23rd lap when four cars blew tires and one driver was shaken up.

The first feature was close all the way after nine laps when Hough, Charlie Dyer, also Paterson, and Courtwright locked in a tight duel for th lead. Hough took the lead on the last turn in the 25th lap and just barely nosed out Dyer.

1st heat (12 laps): Collins, Eagan, Slocum. 3:11.39.
2nd heat (12 laps): Loux, Hough, Cabral. 3:09.24.
3rd heat (12 laps): Dyer, Bunn, Pfister. 3:07.92.
1st semi-final (15 laps): Courtwright, Hough, Cabral. 4:45.92.
2nd semi-final (15 laps): Dyer, Sheeler, Muscatel. 4:47.15.
Class B heat (12 laps): Gross, Tibbetts, Schneider. 3:12.16.
1st Feature (25 laps): Hough, Dyer, Courtwright, Muscale. 6:20.47.
2nd heat (25 laps): Egan, Dyer, Cabral, Collins, Bunn. No time.

Williams Grove Stock Race To Wally Campbell

6/20/1950

WILLIAMS GROVE, Pa., June 18. — First 30-lap feature race in the weekly series of Saturday night stock car races sanctioned by the American Stock Car Racing Association on Roy Richwine's half-mile Williams Grove Speedway was won last night by leadfooted Wally Campbell, of Trenton, N. J., leading driver in ASCRA point standings.

Campbell, who scored his ninth feature out of his last ten starts in winning the event, brone into the lead from the pole position and was never seriouly threatened. He reached Starter Austen Shay's checkered flag of victory in 15 minutes, 17.01 seconds.

"Little Joe" Jernigan, of Norfolk, Va., Campbell's closest contender and an invader from the South, finished in second place less than a quarter lap behind the Trenton driver.

Ken Marriott, of Baltimore, was third; Tommy Coates, Trenton, fourth; Frankie Schneider, Lambertsville, N. J., fifth; Johnny Karp, Trenton, sixth; Bill Tanner, Newtown, Pa., cebenth; and Bill Strantham, Philadelphia, eighth.

Coates, who finished second to Campbell in the first 10-lap heat race, doubled to qualify the car driven by Bill Scanlon, of Trenton, for the feature race, by copping the 12-lap consolation. Scanlon was unable to get better than fifth in his heat race, and finished back of the first 8 in the feature.

Although no serious accidents marred the evening's program under the 300,000-watt lighting system, several spin-outs during the races brought fans who had turned out on a night bitterly cold for June to their feet.

Schneider won the second 10-lap heat race, led for a time by Buck McCardell, of Rising Sun, Md., and Strantham, while Jernigan showed his form by capturing the third 10-lap race going away.

Richwine announecd that stock cars will return again next Saturday night, with the "Hot Rod" Roadsters to return on Sunday, June, 25. Big cars under AAA sanction will be back again on Sunday, July 2.

Saturday night's results:

1st heat (10 laps): Campbell, Coates, Tibbets. 5:12.03.

2nd heat (10 laps): Schneider, Karp, Strantham. 5:14.0[illegible]

3rd heat (10 laps): Jernigan, Marriott, Tanner. 5:[illegible]

Consolation heat (12 laps): Coates, Johnson, McBride. 6:55.03.

Feature race (30 laps): Campbell, Jernigan, Marriott, Coates, Schneider, Karp, Tanner. 15:17.01.

Campbell Adds to Point Leadership Taking Williams Grove Stock Test

6/21/1950

By GEORGE E. SHELLEY

Williams Grove, Pa., June 18—First 30-lap feature race in the weekly series of Saturday night stock car races sanctioned by the American Stock Car Racing Association on Roy Richwine's half-mile Williams Grove Speedway was won last night by leadfooted Wally Campbell, of Trenton, N. J., leading driver in the ASCRA point standings.

Campbell, who scored his ninth feature out of his last ten starts in winning the event broke into the lead from the pole position and was never seriously threatened. He reached Starter Austen Shay's checkered flag of victory in 15 minutes, 17.01 seconds.

"Little Joe" Jernigan, of Norfolk,, Va., Campbell's closest contender and an invader from the South, finished



WALLY CAMPBELL

in second place less than a quarter lap behind the Trenton driver.

Ken Marriott, of Baltimore, was third; Tommy Coates, Trenton, fourth; Frankie Schneider, Lambertsville, N. J., fifth; Johnny Karp Trenton, sixth; Bill Tanner, Newton, Pa., and Bill Strantham, Philadelphia, eighth.

Coates, who finished second to Campbell in the first 10-lap heat race, doubled in brass to qualify the car driven by Bill Scanlon, of Trenton, for the feature race, by copping the 12-lap consolation. Scanlon was unable to get better than fifth in his heat race and finished back of the first in 8 in the feature.

Although no serious accidents marred the evening's program under the 300,000-watt lighting system, several spin-outs during the races brought fans who had turned out on a night bitterly cold for June to their feet.

Irving Blatt, of Hamburg, spun and crashed into the infield fence on the fourth turn in the consolation race, and in the same race Bill Watkins, of Phila., spun and climbed the fourth turn embankment. Al Collins, of Moorestown, N. J., spun into the second turn fence in the second heat race, but continued until damages caused by the impact forced him to the sidelines.

Schneider won the second 10-lap heat race, led for a time by Buck McCardell, of Rising Sun Md., and Strantham, while Jernigan showed his form by capturing the third 10-lap heat race going away.

Richwine announced that stock cars will return again next Saturday night, with the "Hot Rod" Roadsters to return on Sunday, June 25. Big cars under AAA sanction will be back again on Sunday, July 2.

Saturday night's results:

First race, 10 laps: Campbell, Coates, Trenton, N. J.; Tibbets, Bristol, Pa.; Courtwright, Hasbrouck Heights, N. J.; Tanner, Newton, Pa.; Carlston, Dover, N. J. Time: 5:12.03.

Second race, 10 laps: Schneider, Karp, Trenton, N. J.; Strantham, Phila.; McCardell, Rising Sun, Md.; Malach, Lansdale, Pa. Time: 5:14.03.

Third race, 10 laps: Jernigan; Marriot, Baltimore, Md.; Tanner, Carlson, Scanlon, Trenton. Time: 5:14.05.

Consolation, 12 laps: Coates, Johnson, Wilminton, Del.; McBride, Trenton; Brokhoff, Pottsville. Time 6:55.03.

Feature, 30 laps: Campbell, Jernigan, Marriott, Coates, Schneider, Karp, Tanner. Time: 15:17.01.

Joe Jernigan Posts His First N.A.S.C.A.R. Win of Season on Occoneechee Track

6/21/1950

By HOUSTON A. LAWING

Hillsboro, N. C., June 10—Little Joe Jernigan, the Virginia trail blazer in home competition this season, registered the first NASCAR sanctioned victory of his racing career at Occoneechee Speedway, Sunday afternoon in winning the 30-lap feature of Bill France's championship modified race program.

Jernigan, driving car No. 4 streaked ahead on the first lap and maintained his pace throughout the entire race as Wally Campbell, Trenton, N. J. star, came in second with Wally Marks' No. 1 Ford, while Tim Flock, Winston-Salem, N. C., wound up third with Taft Sloan's No. 91 Ford.

Several other favorites encountered trouble during the afternoon. Fonty Flock, who had dominated in past performances at Occoneechee, dropped out during the heat events when the motor of Frank Christian's No. 14 Ford blew up, while Curtis Turner, the Roanoke, Va. star, was forced out of the feature with motor trouble. Frank Mundy's car failed to click and Mundy wound up in ninth place.

F. J. Bland's two Dodge cars, driven by Cotton Owens of Spartanburg, S. C. and Charles Rush of Ninety-Six, C. C., lost wheels during the early stages of the first 10-lap heat, but were back in the feature, placing sixth and seventh.

Three women drivers participated in the sportsmen's race that supplemented the championship modified program with Sara Christian finishing first and Ethel Mobley, also of Atlanta, second. Bob Gillmore, Hillsboro driver, provided one of the major thrills of the day during this event when he rolled his car in the middle of the first turn.

SUMMARIES

First heat—Tim Flock, Winston-Salem, Curtis Turner, Roanoke, Va., Wally Campbell, Trenton, N. J. Bill Snowden, St. Augustine, Fla.

Second heat—Joe Jernigan, Norfolk, Va., Jimmy Lewallen, High Point, Fireball Roberts, Daytona Beach, Fla., Frank Mundy, Atlanta.

Consolation—Bill Snowden, Charles Rush, Ninety-Six, S. C., Cotton Owens, Spartanburg, S. C., Frank Mundy, Atlanta.

Feature—Joe Jernigan, Norfolk, Va., Wally Campbell, Trenton, N. J., Tim Flock, Winston-Salem, Fireball Roberts, Daytona Beach, Jimmy Lewallen, High Point, Cotton Owens, Spartanburg, S. C., Charles Rush, Ninety-Six, S. C., Bill Enowden, St. Augustine, Frank Mundy, Atlanta, Curtis Turner, Roanoke, Louise Smith, Greenville, S. C., Runt Harris, Richmond, Va.

Amateur Sportsmen's race—Sara Christian Atlanta, Ethel Mobley, Atlanta, H. H. Thomas, Durham, and "Smitty" Smith, Hillsboro.

In a special three-lap race, Tim Flock eased out a close victory over Curtis Turner. Tim was driving Charlie Mobley's 1949 Lincoln with Turner chauffeuring Bill France's 1950 Nash.

Loux Captures Stock Car Race

6/27/1950

Lucky Loux, former big car and midget racing driver from Sellersville, Pa., won the 25-lap feature stock car race in 6 minutes and 41:01 seconds before 4200 last night at Yellowjacket Speedway, G st. and Erie ave. The time was the fastest for a feature this season.

In winning his first Yellowjacket main event, Loux outdistanced the strongest field in the short history of modified racing at the uptown oval. More than 50 cars appeared for the show, with 16 starting in each heat and 18 in the final.

The race was the first of three for the Eastern States sprint championship and the Bauerle Trophy. Loux had to stave off the determined bids of Johnny Cabral, Paterson, and Frank Schneider, Reading.

FIRST HEAT: (12 laps)—1. Johnny Cabral, Paterson, N. J.; 2. Pete Frazee, Rahway, N. J.; 3. Jim Delaney, Trenton, N. J.; 4. Pulley Bunn, Bristol, Conn.; 5. Stoney Stonewall, Pottstown, Pa.; 6. Bill Langdon, Camden, N. J.; 7. Rickey Cullen, Beth Ayres, Pa.; 8. Jim Marks, Bridgeton, N. J. 3:16.67.

SECOND HEAT: (12 laps)—1. Frankie Schneider, Reading, Pa.; 2. Lucky Loux, Sellersville, Pa.; 3. Roscoe Hough, Paterson, N. J.; 4. Wally Campbell, Trenton, N. J.; Charlie Muscatel, Reading, Pa.; 6. Gus Pompano, Philadelphia; 7. Paul Barbiche, Rahway, N. J.; 8. Bob Wilson, 3:13. 29.

THIRD HEAT: (12 laps)—1. Ralph Sheeler, Trenton; 2. Vince Canoizzaro, Trenton; 3. Duke Heller, Reading; 4. Bob Courtwright, Hasbrouck Heights, N. J.; 5. Dee Toran, Paterson, N. J.; 6. Nelson Applegate, Trenton; 7. Jim Ryan, Paterson, N. J.; 8. Bob Cooke, Pottstown. (No time due to accident).

FIRST SEMI-FINAL (15 laps)—1. Schneider; 2 Frazee; 3 Muscatel; 4. Delaney; 5. Stonewall; 6. Hough; 7. Cabral. 4:00.44.

SECOND SEMI-FINAL: (15 laps)—1 Canoizzaro; 2. Sheeler; 3. Campbell; 4. Loux; 5. Courtwright; 6. Bunn; 7. Cook. 4:03.37.

FIRST CLASS B RACE: (10 laps)—1. Charlie Anderson, Rahway, N. J.; 2. Bill Dyer, Trenton; 3. Bill Howard, Philadelphia; 4. Joe Oakes, Reading, Pa. 2:50.82.

SECOND CLASS B. RACE (10 laps)—1. Charlie Swayze, Pottstown; 2. Bill Gross, Asbury Park, N. J.; 3. Len Brown, Trenton; 4. Al Tibbetts, Philadelphia. 2:45.03.

Consolation (12 laps)—1. Bill Dyer, Trenton, N. J.; 2. Bill Gross, Asbury Park, N. J.; 3. Tibbetts; 4. Marks. 3:16.12.

Feature (25 laps)—1. Loux; 2. Cabral; 3. Schneider; 4. Hough; 5. Dyer; 6. Campbell. 6:00.41.

Lucky Loux Wins At Yellow Jacket

6/27/1950

PHILADELPHIA — AP — Lucky Loux, Sellersville, Pa., nosed out Johnny Cabral, Paterson, N. J., last night in winning the five-mile feature stock car race at the Yellow Jacket Speedway in 6:00.41.

By winning, Loux grabbed the first of three legs on the Baurele Trophy. Two more preliminaries must be run off before the final to determine the trophy winner.

Frank Schneider, Lambertville, finished third last night.

Women Drivers Included On Card At Hatfield Oval

7/3/1950

HATFIELD, Pa. — Women drivers will be included in the Pennsylvania State Championship Stock Car Races scheduled for 2:30 tomorrow afternoon at Hatfield Speedway.

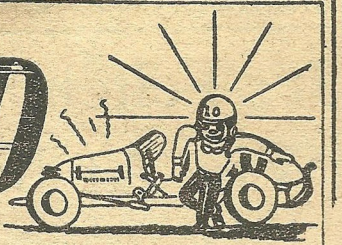
Duke Wilcox, race director, expects more than 50 entries in the State Championship event, which will be the big race of the day. Much of the interest in the program will center around the performance of the girls, who will be piloting stock cars for the first time in a Hatfield Speedway spectacle.

Among those entered in the women's special heat will be Bertie Reeder, Newtown, Pa., Florence Fox, Philadelphia and Jean Komeyes, Hightsville, Md.

The State Championship event will be 50 laps for the title and a gold cup. All the modified stock-car drivers in the East have been invited to compete. Among the entrants will be Trenton's Wally Campbell, who won the only previous stock car race at Hatfield this season.

SPEAKING OF SPEED

by NAT KLEINFIELD



7/4/1950

Newark's Ruppert Stad., scene of the best attended stock car races in the East, also scene of the Roller Derby nightly since June 22. The cars, drivers, etc., had to look for other raceways for a 3-week spell.

The Atlantic Stock Car group moved to nearby Paterson, where the United Stocks had been serving up the action. At the same time, the Friday night date was switched to Sat., which is a Newark night and to top off matters, WATV, operating out of Newark for weeks past, started to pick up Paterson races. In other words, Paterson, currently is using the same nights, same sanctioning body, same tely channel as Newark did 'til Roller Derby time. What will happen when Newark swings back into racing business, come Wed. nite, July 12, remains to be seen?... Mark that change, too, from Tues. to Wed., at Newark while Sat. will be the 2nd night, as in the past.

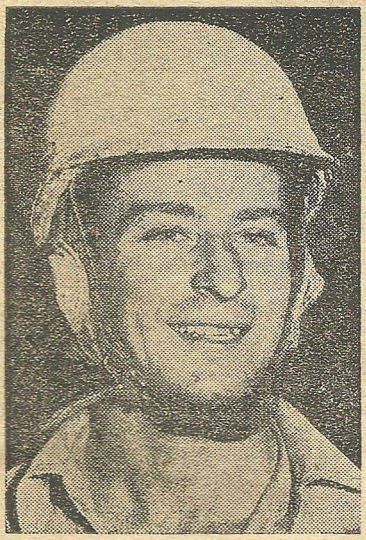
Ed Otto, Newark promoter, is now head man of a Canadian speedway, not far from Niagara Falls, I am told .. Harry Ahrens, Paterson racing figure for many years, notifies me that he will again head the stock car programs to be presented at Lodi, (N. J.) Stadium, where he put on some fine shows last year...Tho not definite on what organization will show there I believe Lew Volk will bring a group in for the Route 6 site meets.

Did Dutch Strupp become a daddy for the 3rd time as of last week?...Dutch, former pres. of Atlantic, is now a NASCAR representative...Some inquiries received as to reopening of Dover Speedway, on Route 6, and I have no word on that.

Wall Stadium, N. J. shore resort raceway, increasing its ambitious layout with Tues., Wed. and Fri. racing, in order jalopies, ARA midgets and American stocks while being worked on is a deal to operate AMA motorcycles on a special figure eight course...Wall is looking into motorbikes because of the tremendous interest shown everywhere in the state in the buzz boxes...Charley Watson, Paterson M.C. leader and AMA rep., tells me of the record breaking crowds at ALL motorcycle races this year, everyone on a Sunday afternoon, some with high humidity and intense heat, yet excellent crowds...One meet, at So. Plainfield, N. J., almost washed out, yet being run after mild flood conditions prevailed 'til near noon; a fine crowd, with TV men filming the action on 16 mm. stock to be used in not one, but two, later TV showings.

No question about Freeport being a solid success this year,

Jernigan Tough Rival



WALLY CAMPBELL

more so than ever, both Tues and Sat. dates drawing crowds Sat. with overflows and all this DESPITE TV coverage which so many argue cuts attendance.... Stan Lomax, veteran WOR radio and TV sports reporter, made a personal appearance at a recent dinner here, stated that TV sports programs will be severely curtailed in the future due to dwindling box office receipts.... He cited boxing, baseball and a few more...But, properly handled, auto racing DOES NOT SUFFER FROM TV, though one Eastern case proved otherwise.

Dick Eagan, whose eye case almost erased him from competitive sports, tells me he may be able to dispense with spectacles soon, so improved is the orb... Yellowjacket, off to a slow start this year, now boosting rapidly in attendance both for Mon. stocks

(Continued on Page 20)

Campbell's Car 'Blows Up', Johnson Takes Over to Win

By JOHN FALES

LANHAM, Md., June 30.—Lou Johnson, Wilmington, Del., tonight emerged the winner of the first of the season extra length (50 laps) stock car feature race at West Lanham Speedway. It was a fortunate win for Johnson who capitalized on Wally Campbell's misfortune. Campbell, of Trenton, N. J., had his engine blow up after leading for 42 laps.

Buck McCardell, then Lucky Loux led the 21 car field in the opening laps. Campbell closely followed by Johnson had cut down Loux's lead and Campbell on the inside took the lead on the backstretch on about the 8th lap. By the 10th lap, the closely bunched leaders, Campbell, Loux and Johnson were beginning to lap the last place cars; following were McCardell, Coates, Schneider, Sheeler, Tanner and Courtwright. By the 20th lap Campbell was well out in front. At this point Loux went too high on the 1st turn and smashed the fence. He was hit by Leo Chumpton, Tampa, Florida, who rolled over on the track. Both drivers emerged O. K. as the race was stopped. The wrecked cars were out for good.

The restart was single file. Campbell, inside of 10 laps, again had a long lead over 2nd place Johnson, which he held until his luck ran out on the 42nd lap. Johnson, when he took the lead, was 20 car lengths ahead of Ralph Sheeler. On the 49th lap Buck McCardell, running in 5th spot blew a tire on the 4th turn and stopped broadside of the track near the fence. All the cars managed to get by except Frank Kiappsadle who hit him causing the race to be stopped. Both drivers were unhurt. Johnson was the winner, followed by Sheeler, Courtwright and Schneider. The real race was for 3rd position with Courtwright being the victor.

1st heat (10 laps): Tyson, Schneider, Tanner. 2:42.30.
2nd heat (10 laps): Campbell, Marriott, Gross 2:41.50.
3rd heat (10 laps): Johnson, Reynolds, Loux. 2:42.50.
1st semi-final (12 laps): Sheeler, Tanner, Schneider. 3:25.60.
2nd semi-final (12 laps): Courtwright. Campbell, Johnson. 3:25.78.
Feature race (50 laps): Johnson, Scheeler, Courtwright, Schneider, Tanner, Gross, Coates, Marriott. No time.

Joe Jernigan in Close Victory at Williams Grove

7/5/1950

By GEORGE E. SHELLEY

Williams Grove, Pa., July 2—Turning the tables, "Little Joe" Jernigan of Norfolk, Va., defeated Wally Campbell of Trenton, who had a close victory over Jernigan two weeks ago on the same track, by winning last night's 25-lap feature race sanctioned by the American Stock Car Association on Roy Richwine's half-mile Williams Grove Speedway.

Jernigan led Campbell over the finish line by a half-lap after sweeping into the lead from the pole position and steadily the gap between himself and the field. His time for the 25 laps was 12 minutes, 47 and 2|10th seconds.

Campbell was at somewhat of a disadvantage, driving the car usually driven by Eddie Ader, when Campbell was unable to make the necessary repairs to get his own rolling after blowing the motor the previous night while leading a feature race near Washington, D. C.

Despite the fact that the Trenton leadfoot started in 14th place in a strange car, he worked his way through the traffic to take over second place after the 18th lap.

Lou Johnson, of Wilmington, Del., who moved from fifth to second place by the 18th lap, finished third; Johnny Karp, Trenton, fourth; Tom Fenly, Mapleville, Pa., fifth, and Ken Marriott, Baltimore, sixth.

Campbell qualified for the feature by winning the 10-lap consolation race moving from last position to first place by the end of the first lap.

Most action of the evening came in the third 10-lap heat race in which the lead changed five times.

Ed Rooney, of Somerville, N. J., led from the pole, but Pres Welch, of Silver Spring, Md., took over the lead in the first lap. Harold Brokhoff, of Pottstown, came up from the tail to move out in front in the second lap. Karp then spurted to the front at the start of the fourth lap, but Brokhoff again regained the lead going through the first and second turn. On the fifth lap Karp made good on his bid to capture the lead and stayed in front the rest of the way.

Jernigan copped the second 10-lap heat race, moving around Pepper Cunningham, of Trenton, going up the backstretch in the sixth lap after starting in last position.

Fenly won the closely contested first 10-lap heat race in which Johnson finished second, and Campbell conked out coming out of the fourth turn on the last lap.

Last night's results:

First race, 10 laps—Tom Fenly, Mapleville, Pa.; Lou Johnson, Wilmington, Del.; Ken Marriott, Baltimore, Md.; Bill Tanner, Newtown, Pa.; Nelson Applegate, Trenton.—5 16:2|10th.

Second race, 10 laps—Joe Jernigan, Norfolk, Va., Pepper Cunningham, Trenton; Tommy Coates, Trenton; Vern Storm, Randallstown, Md.; Ed Tyson, Langhorne, Pa.—5.11:5|10ths.

Third race, 10 laps—Johnny Karp, Trenton; Sam Malach, Lansdale, Pa., Harold Brokhoff, Pottstown; Pres Welch, Silver Spring, Md.—5.22.

Consolation race, 10 laps—Wally Campbell, Trenton; Hully Bunn, Bristol, Conn.; Al Tibbetts, Bristol, Pa.; Dave Terrell, Newtown Pa.; Jim Marks, Trenton.—5.20:1|10ths.

Feature race, 25 laps—Jernigan, Campbell, Johnson, Karp, Fenly, Marriott.—12.47:2|10ths.

Williams Grove Cards Auto, Motorcycle Races

Williams Grove, July 6—Another speedfest is in store for fans this week end at Williams Grove Speedway when Roy Richwine will present another in the series of stock car auto races on Saturday night and the first motorcycle race of the season on Sunday afternoon.

Wally Campbell, of Trenton, leading contender for the 1950 championship title in the American Stock Car Racing Association, will again headline the stellar field of stock car drivers in Saturday night's action-packed races.

Leading daredevils of the two-wheelers will swing into action in Sunday afternoon's program sanctioned by the American Motorcycle Association.

7/6/1950

CAMPBELL TO RETURN.

WILLIAMS GROVE, Pa. — Determined to turn the tables on "Little Joe" Jernigan, of Norfolk, Va., who handed him his first major defeat last Saturday, Wally Campbell, of Trenton, N. J., will return for the hard top races tomorrow night sanctioned by the American Stock Car Racing association on the Williams Grove speedway. Campbell is currently leading in point standings for the ASCRA point standings, and hopes to win the 1950 championship title at the end of the season. The Trenton leadfoot finished second to Jernigan last Saturday night in one of the weekly series of hard top races slated on the half-mile oval.

7/7/1950

Penn-State Stock Title Race Won By Campbell

1950

HATFIELD, Pa., July 9th—Despite losing two laps when his car spun around, Wally Campbell, Trenton, today won the 50-lap Pennsylvania Sweepstakes stock car championship at Hatfield Speedway.

7/9/1950

Campbell was on the 19th lap when his car went out of control momentarily and made a complete turn around. This caused him to lose two laps, but he finally overtook the leader, Lucky Loux, on the 44th lap and went on to win in 21 minutes, 30.53 seconds.

Campbell's near crash caused the judges to deliberate for half an hour before naming him the winner over Frank Schneider, Lambertville.

Lewis Johnson, Wilmington, was forced out of the third 10-lap heat when his car ran into a guard rail, but he escaped injury.

Larry Bloomer, Norristown, won the feature 50-lap midget racing event tonight after pacesetter Mike Nazarak, who had led here for the first 46 laps, developed motor trouble with four turns to go and dropped out. It was Bloomer's first victory of the season at Hatfield.

STOCK CAR EVENTS

1st heat (10) Tanner, Schneider, Coates, 5:10.08.

2nd heat (10) Campbell, Fenley, Malach, 5:09. 08..

3rd heat (10) Loux, K. Wagner, Wismer, 5:20.38.

Women's Feature (6) Burk, Reed, Smith, 4:17.06.

Feature (50) Campbell, Schneider, Malach, Morriott, Marks, 21:30.53.

MIDGET EVENTS

1st heat Nazaruk, Compton, Ryan, 2:30.46.

2nd heat Fonder, Miller, McCoy, 2:40.89.

3rd heat Peters, Bloomer, Handshew, 2:30.84.

Feature (15) Fair, Saunders, F. Abrey, Martino, 6:50.73.

Feature (50) Bloomer, Fonder, Miller, Compton, Fair, 21:50.59.

Two Title Races At Hatfield Track

7/9/1950

Two motor racing championships, both to be decided with fifty-lap events, will be staged at the Hatfield, Pa., Speedway today.

The Pennsylvania state modified stock car title will be the stake in the climax to an afternoon card, and, in the evening, under the lights, prize will be the mid-season midget racing championship.

Between 40 and 50 stock cars will be in the afternoon feature, starting at 2:30 o'clock, with drivers including Wally Campbell, Trenton, N. J., winner of the 1950 season opener, and Harold Brokhoff, Pottsville, who won the last 50-lap race at Hatfield, in 1949.

Other well known stock drivers in the line-up will be Lou Schneider, Wild Bill Smith, Tommy Coates, Eddie Ader, Chick DiNatile, and Johnny Cabral. An added attraction will be a semi-final event for women drivers.

The championship midget title program, starting at 8:30 o'clock, is expected to bring out the biggest aggregation of drivers of the season, as well as the biggest audience of the year. The fan interest will center around the duel between George Fonder, Lansdale, Pa., and Mike Nazarak, East Meadows, L. I. Nazarak had won three features in a row before Fonder nosed him out last week. Other favorites in the line-up will include Ernie McCoy, Larry Bloomer, Jiggs Peters and Charley Miller.

Two Race Cards At Hatfield Oval

7/9/1950

Two motor racing championships, both to be decided with 50-lap battles of speed and daring, will be staged at the Hatfield Speedway today and tonight.

The Pennsylvania State modified stock car title will be fought for in the climax to the afternoon's card; and in the evening, under the lights, there will be another 50 laps for the mid-season midget racing championship.

Between 40 and 50 stock cars will be in the afternoon feature, starting at 2:30 o'clock, with drivers including Wally Campbell of Trenton, winner of the 1950 season opener, and Harold Brokhoff of Pottsville, who won the last 50-lapper at Hatfield, in 1949.

Other well-known stock drivers in the line-up will be Lou Schneider, Wild Bill Smith, Tommy Coates, Eddie Ader, Chick DiNatile, and Johnny Cabral.

An added attraction will be a bevy of women drivers, who will compete in a semi-final event.

Sixteen Offenhausers are expected to take Starter Bill Nelson's green flag when the mid-season midget title race—another 50-lap event—is run on the evening card, which will start at 8.30 o'clock.

Campbell Wins Hatfield Feature

7/10/1950

HATFIELD, Pa., July 9.—Despite losing two laps when his car spun around, Wally Campbell, Trenton, today won the 50-lap Pennsylvania Sweepstakes stock car championship at Hatfield Speedway.

Campbell was on the 19th lap when his car went out of control momentarily and made a complete turn around. This caused him to lose two laps, but he finally overtook the leader, Lucky Loux, on the 44th lap and went on to win in 21 minutes, 30.53 seconds.

Campbell's near crash caused the judges to deliberate for half an hour before naming him the winner over Frank Schneider, Lambertville.

Lewis Johnson, Wilmington, was forced out of the third 10-lap heat when his car ran into a guard rail, but he escaped injury.

Larry Bloomer, Norristown, won the feature 50-lap midget racing event tonight after pace-setter Mike Nazarak, who had led for the first 46 laps, developed motor trouble with four turns to go and dropped out. It was Bloomer's first victory of the season at Hatfield.

The summaries follow:

STOCK CAR EVENTS

FIRST HEAT (10 laps)—1, Bill Tanner, Newtown; 2, Frank Schneider, Lambertville, N. J.; 3, Tom Coates, Trenton; 4, Ernie Gessel, Norwich, Conn. 5:10.08.

SECOND HEAT (10 laps)—1, Wally Campbell, Trenton; 2, Tony Fenler, Maplsview, R. I.; 3, Sam Malach, Lansdale; 4, Pepper Cunningham, Trenton. 5:09.08.

THIRD HEAT (10 laps)—1, Lucky Loux, Sellersville; 2, Ken Wagner, Trenton; 3, Ken Wismer, Easton; 4, Johnny Karp, Trenton. 5:20.38.

WOMEN'S FEATURE (6 laps)—1, Rose Burk, Norwich, Conn.; 2, Bert Reed, Trenton; 3, Hazel Smith, Hatboro; 4, Lena Rossi, Trenton. 4:17.06.

PA. SWEEPSTAKES CHAMPIONSHIP (50 laps)—1, Campbell; 2, Schneider; 3, Malach; 4, Ken Morriott, Baltimore; 5, Jim Marks, Bridgeton. 21:30.53.

MIDGET EVENTS

FIRST HEAT — 1, Mike Nazarak, East Meadows, L. I.; 2, Bill Compton, Sellersville; 3, Pat Ryan, Bryn Mawr. 2:30.46.

SECOND HEAT—1, George Fonder, Lansdale; 2, Charles Miller, Allentown; 3, Ernie McCoy, Reading. 2:40.89.

THIRD HEAT—1, Jiggs Peters, Plainfield, N. J.; 2, Larry Bloomer, Norristown; 3, Paul Handshew, Carlisle. 2:30.84.

15-LAP FEATURE — 1, Walt Fair, Norristown; 2, Red Saunders, Philadelphia; 3, Frank Abrey, Philadelphia; 4, Tony Martino, Bronx. 6:50.73.

50-LAP FEATURE—1, Bloomer; 2, Fonder; 3, Charlie Miller; 4, Compton; 5, Fair. 21:30.59.

Wally Campbell Hatfield Winner

HATFIELD, Pa.—Wally Campbell of Trenton yesterday won the 50-lap Pennsylvania Sweepstakes stock car championship race at the Hatfield Speedway here. Although he lost two laps when his car spun around on the 19th lap, he finally overtook the leader, Lucky Loux, on the 44th lap and went on to win in 21 minutes, 30.53 seconds.

Tommy Coates of Trenton was third in the first heat while Ken Wagner took a second in the third heat. In a special six-lap women's race, Bert Reed and Lena Rossi of Trenton finished second and fourth, respectively. The winner was Rose Burk of Norwich, Conn.

7/10/1950

"Leadfoot Louie" Johnson Leads in Williams Grove Stocks

BY GEORGE E. SHELLEY
7/12/1950

Williams Grove, Pa., July 9—Lou Johnson, of Wilmington, Del., rode to his first 25-lap feature race victory on Roy Richwine's half-mile Williams Grove Speedway in last night's stock car races sanctioned by the American Stock Car Racing Association. His time for the distance was 13 minutes, 58.5 seconds.

Ernie Gesell, of Oyster Bay, L. I., the famed midget driver who turned to the hard tops for last night's race, tailed Johnson across the finish line nearly a half-lap behind.

Johnny Karp, Trenton, was third; Eddie Ader, Bernardsville, N. J. fourth Lucky Loux, Sellersville, Pa., fifth; Tommy Coates Trenton, sixth and Lee McBride, Trenton seventh.

Alertness on the part of starter Austen Shay prevented what may have resulted in a serious crash as the 18-car field came up for a start. Noticing the right front wheel coming off the car driven by Fred Crockett, Harrisville, R. I., starting in 16th place as the field approached him, Shay dropped the yellow caution flag rather than the green starting flag.

Living up to his reputation, "Leadfoot Louie," Johnson took the lead going up the backstretch in the first lap and stayed out in front.

Wally Campbell, of Trenton, and "Little Joe" Jernigan, Norfolk, Va., both favorites to win were among the evening's hard luck drivers.

Campbell had worked himself back up to second after dropping far back from the pole position when a flat tire



LOUIE JOHNSON

on the 12th lap caused him to again slow down. On the 15th lap he tangled with Tom Fenley, Mapleville, R. I., in the fourth turn, and both cars were out of the race.

Jernigan mover into second when Campbell ran into trouble, but was forced out with motor trouble on the 20th lap when he had closed to within 300 feet of Johnson. Coates dropped from fourth to sixth spot coming up for the checkered flag as Ader and Loux shot around him.

Johnson also won the first 10-lap heat race in which the lead changed seven times. Ken Wagner, led until the third lap when Fenley went out in front. From there on first Johnson, then Fenley nosed into the lead, with the former reaching the checkered flag first.

Coates was leading the second 10-lap race when he spun in the second turn on the fifth lap, and Ader, in second, spun with him to avoid a crash. Loux went on to win the race.

Campbell copped the third 10-lap heat race, while the 10-lap consolation race went to Coates.

Richwine announced the stock cars will return for another action-packed program next Saturday night.

The results:

First race, 10 laps: Johnson, Tom Fenley, Ken Wagner, Johnny Karp, Bill Tanner, Time 5.21:5/10ths.

Second race, 10 laps: Loux, Lee McBride, Ollie Oldfield, Eddie Ader, Stan Zelek, Tommy Coates. Time5:24.5.

Third race, 10 laps: Campbell, Al Tibbetts, Ernie Gessel, Joe Jernigan, Ken Marriott, Time 5:14:4.

Consolation race, 10 laps: Coates, Fred Crockett, Vern Storm, Runt Harris, Les Crumpton. Time 5:19.6.

Feature race, 25 laps: Johnson, Gessell, Karp, Ader, Loux, Coates, McBride. Time 13.58.5.

Pennsylvania 50 Lap Title Stock Car Race at Hatfield Annexed by Campbell

7/12/1950

By WM. B. SAUER

Hatfield, Pa., July 9, 1950—Wally Campbell of Trenton, N. J. won the 50 lap Pennsylvania Stock Car Championship at this fast ½ mile track this afternoon in the time of .30.53. Campbell took the lead in the first lap and held the lead until the 20th lap when he spun out on the back stretch. Lucky Loux, who had been riding in second spot then took over the lead with Frank Schneider a very close third. These two cars rode in first and second position until the 36th lap when Lucky threw a rod putting Frank Schneider into the lead. Wally Campbell after spinning out, got started again after losing 2½ laps, but due to the fact that he and the leaders had better than a full lap lead on the field, Campbell riding like a madman regained the lead on the 44th lap and was never headed, doing one of the nicest pieces of driving in a stock car, I believe, I have ever seen on a ½ mile track.

When it came time to announce the winner they announced that Frank Schneider was the winner. Quite a few people believed that Wally Campbell had won. Campbell, in true sportsman like manner just shrugged his shoulders and walked away. In the meantime Duke Wilcox and his staff ran a complete re-cap of the race which showed beyond a doubt that Wally Campbell had taken over the lead on the 44th lap.

The most spectacular flip of the afternoon happened in the third qualifying heat when Lou Johnson rounding the second turn going into the back stretch snapped a right rear spring hanger, causing the tire to blow making him flip end for end twice. Johnson climbed from the wreckage unhurt but I am afraid it will take quite a bit of work to rebuild that automobile.

1st heat 10 laps—Won by Bill Tanner. Frank Schneider, Tom Coates, Ernie Gessell, Jim Marks, Teddy Evans, Bill Kolg. Time 5:10.08

2nd heat 10 laps—Won by Wally Campbell, Tom Fenley, Sam Malach, Pepper Cunningham, O. Oldford, Lou Mood, Runt Harris. Time 5:09.08

3rd heat 10 laps—Won by Lucky Loux, Ken Wagner, Ken Wissmer, John Karp, Bobby Cortwright, Bud Groner. Time 5:-20.38

Match Race Ladies 6 laps—Rose Burke, Bertie Reeder, Hazel Smith, Lena Rossi. Time 4:17.16

Feature 50 laps—Wally Campbell, Frank Schneider, Sam Malach, Ken Marriott, Bob Oldford, Jim Marks, Bud Groner. Time 21:30.53

Campbell Snags Re-Started Lanham Stock Car Feature

7/12/1950

BY JOHN E. SCHUELER

Lanham, Md., July 7—Wally Campbell, driving No. 1, moved into the lead, and was never headed, shortly after a 7-car tangle made a restart necessary during the feature modified stock car race here tonight. Ken Marriott, in No. 23 followed in second place, nearly half a lap behind. Early evening radiator trouble threatened Campbell, but a hurried replacement made it possible for him to win the second semi-final, ahead of Jim Delaney.

On the 10th lap, Cotton Kind and Wes Morgan locked wheels, and were hit by Eddie Adams. As the three partially blocked the track Lucky Loux, Tommy Coates, Johnny Cabral, and Jimmy Delaney joined in the mass tangle, when the race was halted. Kind retired a lap after the single file restart.

Fireworks began for the 5000 fans present with a spectacular spill in the first heat race when the 8 starters were running four abreast. Bill Tanner, driving the Ken Wagner No. 4 was caught between the 3rd turn fence and Johnny Meggers in No. 20. Tanner did an end-over-end loop, taking out about 30 feet of fence, and Meggers' car was badly damaged, front and rear. Both were out on the restart after a 25-minute delay, with no injuries to the drivers resulting. Tanner returned later to drive for Coates in the main.

During the 13th lap of the feature race Preston Welch broke a spindle on the front stretch and showered sparks several hundred feet, but brought his No. 41 to a safe stop out of the stream of traffic. Other spins and fence-bending marked a brisk evening.

Visitors from the Pen-Mar Auto Racing Association, who will inaugurate stock racing here next Tuesday night, added to the large field. Walt Ragan in No. 48, and Eddie Adams showed exceptional ability in competing against the modified jobs.

First heat: 10 laps, Neil Cole, Preston Welch, Frank Schneider, Jim Delaney, Jack Reynolds. No time.

Second heat: Cotton Kind, Johnny Cabral, Walt Ragan Wen Marriott, Tommy Coates. No time.

Third heat: Lucky Loux, Les Crumpton, Wally Campbell, Ralph Sheeler, Jimmy Patterson No time.

First semi-final: 12 laps, Neil Cole, Frank Schneider, Johnny Cabral, Eddie Adams, Preston Welch. Time 3:25.13.

Second semi-final: Wally Campbell, Jim Delaney, Tommy Coates, Lucky Loux, Ralph Sheeler. Time 3:26.02.

Consolation, 12 laps: Lou Johnson, Walt Regan, Frank Klapsaddle, Jimmy Patterson. Time 3:25.50.

Feature. 25 laps: Wally Campbell, Ken Marriott, Fank Schneider, Neil Cole, Lucky Loux. No time.

Cole Wins Stock Go But Campbell Pleases Patrons

7/18/1950

WASHINGTON, D. C., July 18.—The supply of racing cars at West Lanham Speedway held out long enough Friday night for Wally Campbell to give the crowd a thrill and earn third money in the 25-lap feature.

Neil Cole, of Hawthorne, Conn., won the race for modified stock cars.

The popular Campbell won the second heat but wrecked the No. 11 car when the steering apparatus jammed on the sixth lap of the semi final. He borrowed another machine to place second to Lucky Loux in the consolation race and then came back in Preston Welsh's machine in the final event to get third money. Bill Tanner was runnerup.

EVENTFUL NITE FOR CAMPBELL

Cole Wins Before Packed House At Lanham Track

7/18/1950

WASHINGTON, D. C., July 14.—Neil Cole, Hawthorne, N. J., on his second visit to the West Lanham Speedway tonight, swept the 25-lap stock car feature race from an exceptional field before another packed house. Cole, on the second lap, grabbed the lead from Wes Morgan who one lap later while running in sixth spot did a complete roll over coming out of the main stretch. The race was stopped as attendants went to the aid of Morgan who was unnurt although his car was wrecked.

After the single-file resart Cole had a good lead over Bill Tanner, Richmond, Va., who was in second place. By the twentieth lap he had extended the lead to 10 car lengths. At this point Wally Campbell in third spot, driving the car qualified by Preston Welch of Silver Spring, Md., was threatening Tanner and caused Tanner to pour it on and cut Cole's lead down to 4 car lengths by the finish. Lou Johnson, Charles Dyer, Lucky Loux, and Bill Gross followed in that order.

Wally Campbell had an eventful evening. Since his regular car wasn't available he drove, in the second heat, a car formerly driven by Ed Tyson. He barely beat out Bill Gross at the finish in this race. Then in the second semi while running a close second on the fifth lap Campbell's car took off and smashed out part of the fence at the fourth turn and turned over in the middle of the track. Campbell came out of this accident O. K., but his car didn't fare so well. This put Campbell in the Consy in another borrowed car which he brought home in second spot only to have his motor blow after crossing the finish line. He entered the Feature in still another car as mentioned above which was completely strange to him and finished up front a close third.

1st heat (10 laps): Tanner, Delaney, Cole. 2:40.31.
2nd heat (10 laps): Campbell, Gross, Welch. 2:39.56.
3rd heat (10 laps): Johnson, Loux, Sheeler. 2:41.04.
1st semi-final (12 laps): Welch, Sheeler, Tanner. 3:26.02.
2nd semi-final (12 laps): Gross, Johnson, Dyer. No time.
Consolation heta (10 laps): Loux, Campbell, Marriott.
Feature race (25 laps): Cole, Tanner, Campbell, Johnson, Dyer, Loux. No time.

CAMPBELL NIPS INITIAL VICTORY AT LANHAM SITE

7/18/1950

LANHAM, Md., July 13th—Wally Campbell, Trenton, N. J., took his first stock car feature race of the season at the West Lanham Speedway Friday. Campbell who at this track last week lost out in the 50-lap feature after leading up to the 42nd lap when his engine blew up, took the lead on the 12th lap and held it to the finish..

Preston Welch, Silver Spring, Md., grabbed the lead at the start and was well out in front by the 6th lap when Cotton Kind, Wes Morgan and Ed Adams became locked together on the 4th turn. Jack Reynolds, Tom Coates, and others slammed into these cars causing the race to be stopped. The single file restart robbed Welch of his lead. Campbell was in sixth spot at this point but by the 12th lap was pushing Ken Marriott of Baltimore, Md., in second. On the last turn of this lap Campbell kept low on the inside and took the lead which he extended over Mariott by the finish. Frankie Schneider, Lambertville, N. J., had a good hold on third spot while Lucky Loux, Johnny Cabral, and Neil Cole, Hawthorne, N. J., a newcomer to Lanham put on a real show for 4th spot with Cole the victor.

1st heat—10 laps: Cole, Welch, Schneider. No time.

2nd heat—10 laps: Kind, Cabral, Ragan. No time.

3rd heat—10 laps: Loux, Crumpton, Campbell. No time.

1st semi-final—12 laps: Cole, Schneider, Cabral. Time: 3:25.13.

2nd semi-final—12 laps: Campbell, Dulaney, Coates.. Time: 3:26.02.

Consey—12 laps: Johnson, Kind, Ragan. Time: 3:25.50.

Feature—25 laps: Campbell, Marriott, Schneider. No time.

Wally Campbell Declared Winner At Williams Grove

7/18/1950

WILLIAMS GROVE, Pa., July 16th—Wally Campbell, of Trenton, was declared winner of the scheduled 25-lap feature stock car race last night on Roy Richwine's half-mile Williams Grove Speedway, called after only three laps were run when rain began to make the track treacherous. No time was taken on the abbreviated race.

Fireball Roberts, of Daytona Beach, Fla., was second; "Leadfoot Louie" Johnson, Wilmington, Del., winner the previous week, third; Bill Tanner Newtown, Pa. fourth; Tom Fenley, Mapleville, R. I. fifth; Frankie Schneider Lambertville, N. J., sixth, and Vern Storm Randallstown, Md. seventh.

Campbell, who celebrates his 24th birthday today, took the lead from Roberts coming out of the fourth turn on the first lap, but was being closely pressed by Roberts and Johnson when the rain started.

1st heat (10) Schneider, Tanner, V. Storm, 5:19.05.

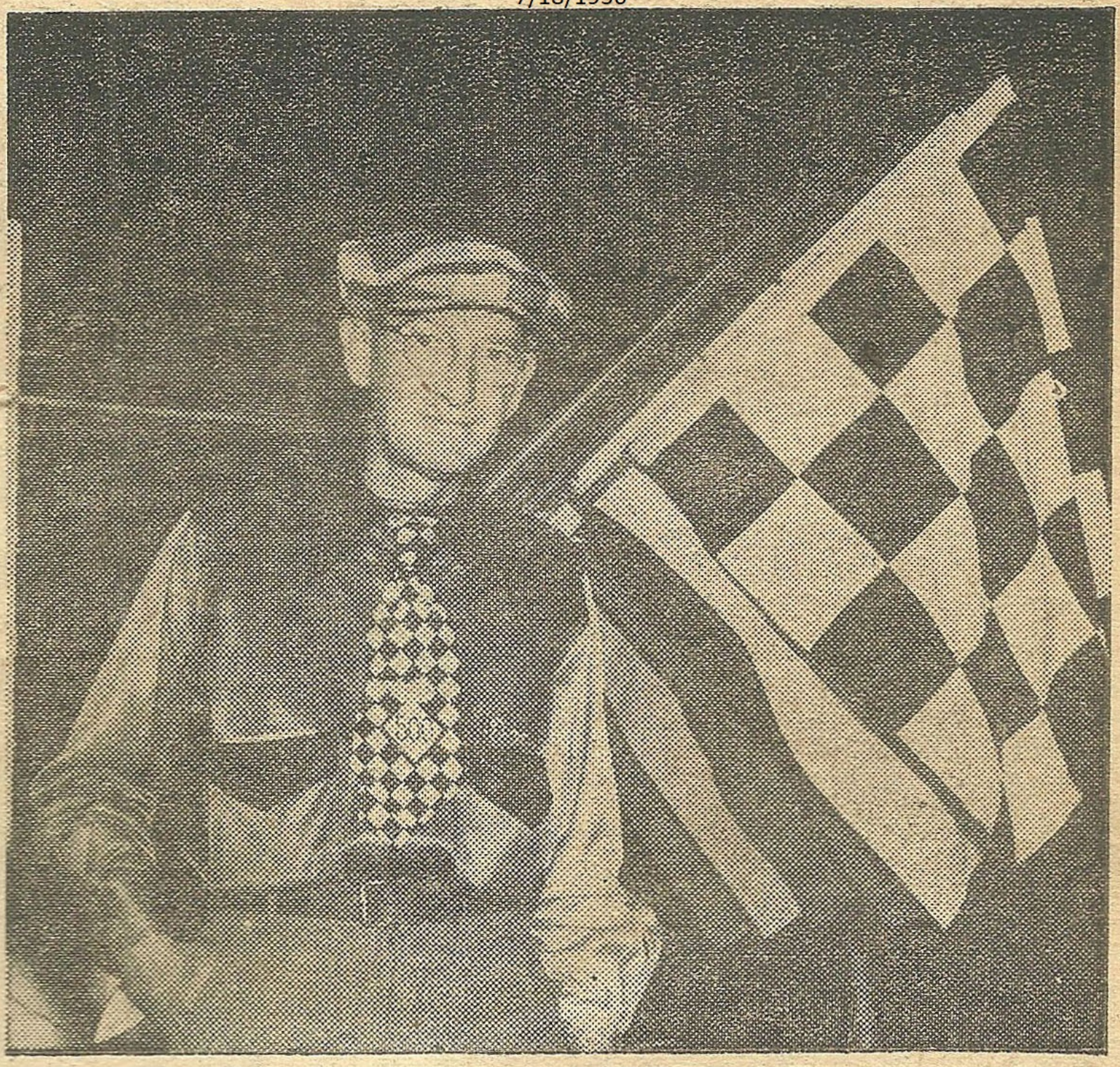
2nd heat (10) Roberts, Campbell, T. Fenley, 5:10.

3rd heat (10) Johnson, Cannizaro, Reed 5:15.05.

Match Race (6) Robers, Johnson, Schneider, No time.

Feature (25) Campbell, Roberts, Johnson, Tanner, Fenley, Schneider, Storm. (called: 3 laps—rain).

7/18/1950



The auto race fraternity suffered a great loss recently when a highway accident took the life of Doc Conway. Doc was noted for his many interesting articles that appeared in Speed Age Magazine, particularly his efforts on board speedway competition. This season Doc officiated as Starter and is pictured above with his flags at the Lanham Speedway.

CampbellGetsFirstMoney After Driving Three Laps

7/19/1950

By GEORGE E. SHELLEY

Williams Grove, Pa., July 16—Wally Campbell, of Trenton, was declared winner of the scheduled 25-lap feature stock car race last night on Roy Richwine's half-mile Williams Grove Speedway, called after only three laps were run when rain began to make the track treacherous. No time was taken on the abbreviated race.

Fireball Roberts, of Daytona Beach, Fla., was second; "Leadfoot Louie" Johnson, Wilmington, Del., winner the previous week, third; Bill Tanner, Newton, Pa., fourth; Tom Fenley, Mapleville, R. I., fifth; Frankie Schneider, Lambertville, N. J., sixth, and Vern Storm, Randallstown, Md., seventh.

Campbell, who celebrates his 24th birthday today, took the lead from Roberts coming out of the fourth turn on the first lap, but was being closely pressed by Roberts and Johnson when the rain started.

After a see-saw battle in the first 10-lap heat race which first saw Storm in the lead, then went to Vince Cannizaro, Trenton, and Tanner, Schneider tok over and finished a car-length in front of Tanner.

Roberts won the second 10-lap heat race, pushed hard by Campbell for the first eight laps.

Johnson copped the third 10-lap heat race which saw some changes in the leading position.

First Cannizaro led, but little Joe Jerningan, of Norfolk, Va., came up from the tail end of the field to take over the lead in the third lap. However, motor trouble forced Jernigan to the pits in the sixth lap, moving Cannizaro back to the lead he held. On the seventh lap, Johnson shot into the lead.

A three-car lap race which saw one, then another driver, in the lead, was taken by Roberts, with Johnson second and Schneider third.

Richwine announced that last night's American Stock Car Racing Association program was the last of the six cards originally scheduled and there will be no more hard top races until further notice.

The next race will be an AAA big car auto race on Sunday, July 30, when Johnny Parsons, winner of the Indianapolis Classic, and other veterans of the "500", are expected. The Annual two-day Motorcycle Gypsy Tour will be staged on Saturday and Sunday, August 6 and 7, with an AMA sanctioned program of cycle racing to be staged on Saturday night.

Last nights results:

RESULTS

First race, 10 laps—Frankie Schneider, Lambertville, N. J.; Bill Tanner, Newtown, Pa.; Vern Storm, Randallstown, Md.; Vince Cannizaro, Trenton; Johnny Karp, Trenton. Time 5:19.1/5th.

Second race, 10 laps—Fireball Roberts, Daytona Fla.; Wally Campbell, Trenton; Tom Fenley, Mapleville, R. I.; Fred Crocvkett, Harrisville, Conn.; Ollie Oldford, Somerxille N J. Time 5:10.

Third race, 10 laps—Lou Johnson, Wilmington, Del.; Cannizaro, Jim Reed, Mapleville, N. Y.; Lucky Loux, Sellersville, Pa.; Don Rossi, Trenton. 5:15.1/5th.

Three-car match race, 6 laps—Roberts, Johnson, Schneider. (No time announced).

Feature race 25 laps—Campbell, Roberts, Johnson, Tanner, Fenley, Schneider, Storm. (Called at the end of three laps

Neil Cole Victor On Maryland Track

7/19/1950

By JOHN E. SCHUELER

Lanham, Md., July 14—Neil Cole, promising second-year driver, took the feature modified stock event here tonight before a near-capacity crowd of about 6,000 fans. Cole threaded his way through one of the season's most hotly contested races, with Bill Tanner, Waly Campbell, and Lou Johnson never far behind.

Bill Tanner, driving the No. 4, unbent after last week's mishap, threatened the leader almost continuously, but never quite made it good. Campbell and Johnson battled each other a few lengths back.

The three qualifying heats and the first semi-final, though spine-chilling and punctuated by bumps and spins, all went to normal conclusions without the necessity for restarts.

Wally Campbell used three cars during the night's activity. After winning the second heat comfortably in No. 11, his current mount, he encountered steering difficulties on the 6th lap of the second semi-final. Contact with the 4th turn fence resulted in a roll, and a restart without Wally. Coming back in the consolation with No. 88 he finished second, with the car overheating badly. The main found him turning in a creditable performance in Preston Welch's No. 41.

Jim Delaney had a narrow escape in the third heat when he spun on the backstretch in the 6th lap; the field roared past by a narrow margin. Also, on the 8th lap of the second semi-final, Pete Moxley tossed a wheel at least 30 feet into the air, which fortunately landed on the raceway, with no damage.

RESULTS

First Heat, 10 laps—Bill Tanner, Jim Delaney, Neil Cole, Charlie Dyer, Jimmy Marks. Time 2:40.31.

Second Heat, 10 laps—Wally Campbell, Bill Gross, Preston Welch, Tony Battle, Pete Moxley. Time 2:39.56.

Third Heat, 10 laps—Lou Johnson, Lucky Loux, Ralph Sheeler, Tony Adams, Buck McCardell. Time 2:41.04.

First Semi-Final, 12 laps—Welch, Sheeler, Tanner, Cole, Wes Morgan. Time 3:26.02.

Second Semi-Final, 12 laps — Gross, Johnson, Dyer, Adams, McCardell. No time.

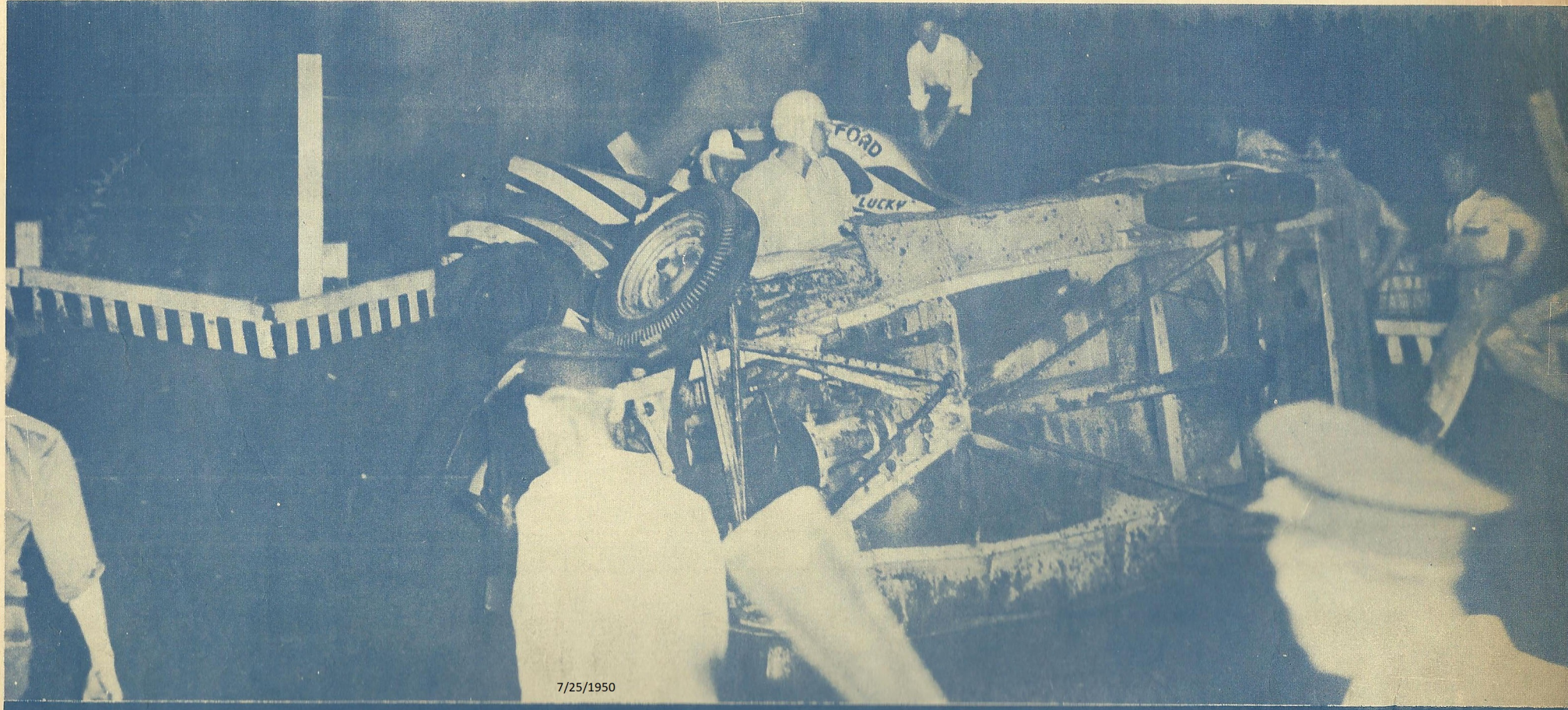
Consolation, 10 laps — Loux, Campbell, Ken Marriott, Charlie Ross, Johnny Meggers. No time announced.

FFeature, 25 laps — Cole (from 8th), Tanner (from 6th), Campbell (from 12th), Johnson (from 9th), Dyer (from 7th). No time.

Lennie Brown Second In Long Branch Race

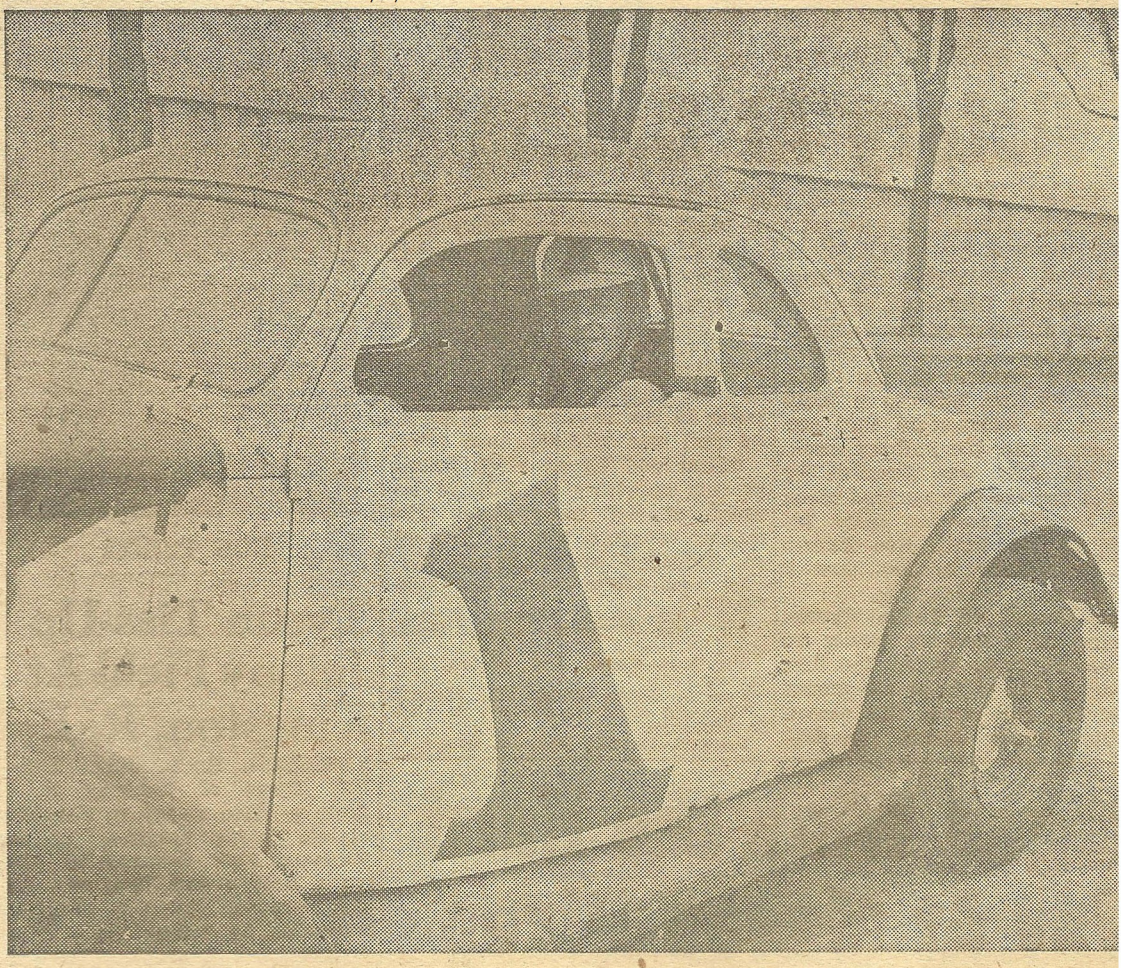
LONG BRANCH — AP — Charlier Dyer, Cranston, R. I., driver, last night came in first as the last 22 laps of last week's rained-out 30-lap feature stock car race were completed at Long Branch Stadium.

Lennie Brown of Lambertville was second and Bill Pfuster, Branch, finished third. 7/23/1950



7/25/1950

Track attendants at the Lanham Speedway, Washington, D C., rush to the aid of LUCKY LOUX (background) and LES CRUMPTON when their cars collided during a speed joust. Lucky lived up to his monicker with Crumpton also escaping unhurt. —Bill Webster photo.



WALLY CAMPBELL

Campbell Declared Lanham Stock Victor

WASHINGTON, D. C., July 25.—Wally Campbell, of Trenton, N. J., was declared the winner of the stock car feature race at the West Lanham Speedway Friday night after 18 of the 25 laps had been completed. A serious accident occurred on the 12th lap between the first and second turns down the embankment of which is the pit area.

It was Frank Clapsaddle, Wayne, Pa., and Pete Moxley, Delta, Pa., who had crashed the outside rail simultaneously. Moxley straddled the rail and halted but Clapsaddle carried completely through the heavy timber and wire and cut the safety cable as well. As his car ground to a stop it struck a group of mechanics five of whom were hospitalized. Later Clapsaddle's car rolled over down the embankment. since the track was clear the race was not stopped until the seriousness of the accident was determined. Neither driver was injured.

Another accident had occurred earlier on the third lap when Bill Tanner, Richmond, Va., smashed the fence on the second turn and was struck by Walt Regan and Wes Morgan. The race was temporarily stopped while Tanner's and Morgan's mounts were towed off the track.

Vernon Storm, who had been leading managed to stay in front of hard driving Bill Gross. But on the lap before the race was halted Wally Campbell, who had worked up eight positions, took the lead from Storm on the inside on the back stretch and was declared the winner one-half lap later.

1st heat—9 laps: Gross, Cole and Schneider. Time: 2:24.40.
2nd heat—9 laps: Campbell, Teiss, Coates. Time: 2:20.02.
3rd heat—9 laps: Tanner, Marriott, Welch. Time: 2:25.12.
1st semi-final—12 laps: Cole, Campbell, Coates. Time: 3:10.81.
2nd semi-final—12 laps: Dyer, Johnson, Schneider. Time: 3:29.02.
Consey—12 laps: Goldberg, Meaggers, Clapsaddle. No time.
Feature—25 laps: (flagged on 18th lap): Campbell, Storm, Schneider. No time.

7/26/1950

Stock Cars To Race At Speedway Sunday

Wally Campbell Heads Field In Auto Races At Route 40 Track

An afternoon of first class competition is promised the fans attending the ASCRA stock car auto races to be held next Sunday afternoon at the lightning fast half mile dirt track at the Hagerstown Speedway.

Over twenty-five of the fastest stock car pilots in the country are slated to compete in a program that will be climaxed by a twenty-five lap feature event, bringing together the fastest 14 or more cars in the field.

The present leader in the stock car fraternity is Wally Campbell, America's leading money winner, who will head the field with his famous souped up modified stock car, in which he has already driven in ten feature events this season.

Competing against Campbell on the same program Sunday afternoon will be many of the nation's leading stock car competitors including Tommy Coates, Frankie Schneider, Lucky Loux, Lou Johnson, Joe Jernigan, Irv Blatt, Frank Mundy, Les Crumpton, Okie Whitecraft, Lee McBride, Pepper Cunningham, Al Collins, Ed Tyson, Ken Marriott, Bill Scanlan and many other top pilots.

The track has been worked on during the past week and will be in the best of condition and the fans can look for many thrills on the Sunday card.

The entire program will be sanctioned by the American Stock Car Racing Association, America's leading organization, and the net proceeds will be turned over to the Disabled American Veterans, Ralph S. Tagg, Jr., Chapter No. 14.

Time trials begin promptly at 1:30 p. m. (EDT).

Speedway News

7/28/1950

By ALEX MOREAU

The 50-lap mid-season championship race will feature the stock car auto meet at Hinchliffe Stadium, Paterson, on Saturday night when Race Director Harvey Tattersall, Jr., presents the tutular event as the climax of the semi-weekly speed competition on his fifth of a mile track.

The Tattersall Trophy, posted by the director for the winner of this race, will be one of the prizes to go to the driver who takes the 50-lap event, along with the cash purse which will be annexed by the victor in addition to the glory of being crowned the champion.

• • •

Another stellar program of stock car racing will be presented when more than 50 auto jockeys vie in an eight-event schedule on the semi-weekly bill at Ruppert Stadium, Newark, on Saturday night.

• • •

Records Set, Broken

Jerry Morese, before winning the 25-lap feature race, his fourth of the season, at Ruppert Stadium last Saturday night, established a new 12-lap record, 3 17.66, in the main consolation race. However, that record was broken on Tuesday night when "Reckless" Robert Read covered the distance in 3:17.45 in the second semi event. Driving a '39 Ford, Read later won the 25-lap feature race, despite the fact a water hose was broken just as he was crossing the finish line. "Pappy" Hough was second and Charley Dyer was third.

As an added attraction for the 7,014 spectators, Johnny Parsons, 1949 AAA champion and the 1950 Indianapolis 500-mile classic winner, engaged in two special match races with Bill Schindler, one-legged midget car ace, and Hough.

Schindler won the first and third events. Parsons defeated Hough without too much trouble in their three-lap race. They were driving four-cylinder Offys.

• • •

Racing fans at Dover Speedway saw a new 25-lap stock car record posted when Vern Stevens traveled over that route in 11.52.

• • •

A record breaking crowd of 7,134 spectators walked through the turnstiles at the Morristown Raceway last Friday night to witness Eddie Ader win the feature race, finishing in front of Hully Bunn and Johnny DuBois in that order.

Nalach won the feature 25-lap stock car race at Wall Stadium, Belmar, last Friday night. Finishing in the runner-up slot was Roy Dinatale who was followed by Len Brown.

• • •

Two feature races were included in Saturday's program at the Long Branch Stadium and winning the first was Charley Dyer, while Frankie Schneider finished on top in the second. Len Brown and Billy Pfuster were second and third, respectively, to Dyer. Johnny Cabral was second to Schneider and Dyer was third in that race.

• • •

A dinner in tribute to the popular Walt Ader will be held at the Far Hills Inn, Somerville, on Saturday night. Radio's Phil Cook will be the toastmaster.

• • •

NASCAR Circuit Points

Roscoe "Pappy" Hough again heads the modified division point standings in the National Association for Stock Car Auto Racing. The high point drivers are:

1—Roscoe Hough	1,075
2—Mike Klapak	1,052.75
3—Johnny Sager	895
4—Jack White	741.75
5—Jimmy Lewallen	604

• • •

CALENDAR

Tomorrow Night

Stock Car Racing at Morristown Raceway at 8:30.

Stock Car Racing at Wall Stadium, Belmar, at 8:30.

Saturday Night

Stock Car Racing, Hinchliffe, Paterson. Starting time is 8:30.

Stock Car Racing at Rupper Stadium, Newark, at 8:30.

Stock Car Racing at Dover Speedway at 8:30.

Stock Car Racing at Long Branch Stadium at 8:30.

Sunday Afternoon

Stock Car Racing at Lodi Stadium at 2:30.

Tuesday Night

Jalopy Stocks at Wall Stadium, Belmar, at 8:30.

Stock Car Racing at Hinchliffe Stadium, Paterson, at 8:30.

Stock Car Racing at Ruppert Stadium, Newark, at 8:30.

Wednesday Night

Midget Auto Racing at Wall Stadium, Belmare, at 8:30.

Stock Car Racing at Long Branch Stadium at 8:30.

STOCK CAR Races



ASCRA
SANCTION

BENEFIT

DISABLED AMERICAN
VETERANS
RALPH S. TAGG, JR.
CHAPTER NO. 14

7/28/1950

HAGERSTOWN SPEEDWAY

6 MILES
WEST OF HAGERSTOWN, MD.
ON U.S. No. 40

SUN. AFT. JULY 30

Time Trials 1:30 P. M.

7 BIG EVENTS

OVER 25 FAST CARS

S
WALLY CAMPBELL

LUCKY LOUX

E
LOU JOHNSON

AL TEBBETTS

E
JOHNNY KARP

TOMMY COATS

And Many Others

ADMISSION:

BLEACHERS $1.00
GRANDSTAND $1.50
Tax Included

Children Under 12
Accompanied by Parents
Admitted FREE!

FREE: PARKING & PROGRAMS

STOCK CAR Races



ASCRA
SANCTION 7-28-1950

BENEFIT

DISABLED AMERICAN
VETERANS
RALPH S. TAGG, JR.
CHAPTER NO. 14

HAGERSTOWN SPEEDWAY

6 MILES
WEST OF HAGERSTOWN, MD
ON U.S. No. 40

Campbell, Cole Race at Lanham

7/28/1950

Wally Campbell and Neil Cole, 24-year old pilots from Trenton and Hawthorne, N. J., will lead an all-star line-up of talent into the eighth week of modified stock car racing at the West Lanham, Md., Speedway at 8:30 o'clock tonight.

Cole won his 10th feature of the season when he captured the 25-lap main event at Lanham two weeks ago while Campbell has sandwiched in a third place finish between two feature victories in his last three starts there.

Frederick-Owned Car In Races On Sunday

A Frederick-owned stock-car will be in the races at Hagerstown Speedway, Sunday afternoon.

W T. McGee, snack-bar operator, near Frederick, has entered his souped-up Ford V-8 The driver will be Bill Gross McGee's stock-car racer was a finalist in three feature events recently on Tampa, Fla tracks

The Frederick auto will have to be driven to the limits at Hagerstown, Sunday, to stay in the running with such performers as Wally Campbell, 1949 stock-car champion and others of the 27 drivers who are entered in the seven events being put on for the benefit of Hagerstown Chapter DAV.

Time trials will begin promptly at 1.30 p. m. (DST). The event will conclude with a 25-lap feature between 14 of the fastest cars.

7/29/1950

Top ASCRA Drivers Compete At Local Speedway Sunday

Wally Campbell, American Stock Car Racing Association Point Leader, Heads Field—Schneider, Coates, Others Entered

7/29/1950

The American Stock Car Racing Association sends its top point men to the Hagerstown Speedway tomorrow afternoon to compete in an attractive seven-event program.

Wally Campbell, the association's current point leader and a favorite of local fans, heads a field of 25. The local chapter of the Disabled American Veterans will sponsor the races, and receive the net proceeds.

Although Campbell is the No. 1 man is the ASCRA point standings, he doesn't figure to have a snap of it in the 25-mile feature race, or in any of the preliminaries, for that matter.

Fast Field

Competing against Wally, who has no less than ten features already this year, will be such formidable foes as Frankie Schneider, Tommy Coates, Lucky Loux, Les Crumpton, Okie Whitecraft, Johnny Joe Jernigan, Lee McBride, Lou Johnson, Al Tebbetts, Pepper Cunningham, Ken Marriott, Bill Scanlan and perhaps a dozen others.

At least 14 cars will start in the 25-lap feature, according to P. P. Zacko, general manager of the Route 40 oval. There will also be a consolation race of 15 laps, a 15-lap semi-final, three 12-lap qualifying runs and the time trials.

Trials at 1:30

Trials start at 1:30 and if the Weather Man co-operates the stands should be well filled by that time. The speedway has been plagued by bad weather the last several weeks but hopes for a better break tomorrow.

Special buses will leave Public Square at 12:30 and 1 p. m., returning after the last race.

At Hagerstown Speedway 7/31/1950

Johnson Captures Stock Car Feature

Lou Johnson captured the 25-lap feature stock car race as nearly 3,500 fans watched at the Hagerstown Speedway yesterday afternoon.

Johnson, driving Jim Marriott's car, won by scarcely more than two car lengths over the favored Wally Campbell, currently the No. 1 man in the American Stock Car Racing Association's point standings.

It was a thrilling race throughout, with Johnson picking up his advantage on the last five laps. His time was 12:39.4.

Ken Marriott finished third behind Campbell and Frankie Schneider came in fourth.

Incidentally, Johnson also won the first ten-lap qualifying heat, with Campbell winning the second and Schneider the third.

Campbell grabbed the five-lap match race, winning from Johnson and Schneider, who finished n a dead heat for second place.

A total of 29 cars were on hand for the Route 40 track's second stock show of the season. General Manager P. P. Zacko commented after the race that it was "one of the finest stock shows I've ever seen."

The track was very dusty, despite the fact five tons of calcium were used on it. However, Speedway officials promised that the dust would be controlled in the future.

Next Sunday the roaring midgets make their first appearance at the local oval, and from all indications a fine show is being arranged. The midgets were rained out on July 16.

Schneider Paces Field In Lanham Stock Battle

8/1/1950

By JOHN FALES

LANHAM, Md., Aug. 1.—Frankie Schneider, Lambertville, N. Y., Friday night won his second modified stock car feature race at the West Lanham Speedway before a capacity crowd. This was the eighth night of racing this year at this plant under the direction of Red Crise.

Schneider, who started midway of the field, was in second position by the second lap and was threatening Vernon Storm, Randallstown, Md., who had led from the start. Schneider finally got by Storm on the last turn of the sixth lap and by the eighth lap had a comfortable 15 car-length lead, which he held to the finish. Storm put up a real battle for second spot throughout the race. Wally Campbell, driving the car qualified by Buck McCardell since his own transmission went out during the Semi, pushed Storm until the ninth lap when suddenly hard driving Lou Johnson took Campbell and then Storm.

On about the fifteenth lap Campbell and Charles Ross both blew tires causing dangerous but lucky spin outs for both drivers. A restart of this race was necessary after the first lap when both John Meggers and Wen Marriott spun in the second turn causing about half of the field to tangle.

1st heat (10 laps): Tanner, Campbell, Schneider. 2:41.18.

2nd heat (10 laps): Storm, Battle, Johnson. No time.

1st semi-final (12 laps): Battle, McCardell, Tanner. 3:29.12.

2nd semi-final (12 laps): Dyer, Johnson, Schneider. 3:18.28.

Feature race (25 laps): Schneider, Johnson, Storm, Storm, Dyer, Tanner, Marriott. No time.

Campbell Seeks 3d Hatfield Win Tomorrow Night

8/1/1950

HATFIELD, Pa. — Stock car racing will return to Hatfield Speedway tomorrow at 8:30 o'clock as one of the feature attractions of the Hatfield Fair now in progress.

More than 50 top-ranking Eastern pilots of modified stocks will converge on the half-mile clay oval to vie for prize money in a six-event program. The climax will be a 25-lap feature race.

Heading the banner field, will oe two-time Hatfield winner, Wally Campbell of Trenton, N. J. The Jersey speed demon annexed the 50-lap Pennsylvania State Modified Championship on July 9, and a 25-lap circuit event on May 7, in the only two appearances of the thunderbolts with fenders at Hatfield this season.

Tough competition is shaping up, however, from such veteran riders at Lucky Loux, Sellersville, Pa.; Tom Coates, Trenton, Bobby Courtright, Hasbrouck Heights, N. J.; Johnny Karp, Trenton; Ed Ader, Bernardsville, N. J.; Ken Marriot, Baltimore, Md.; Harry Brokoff, Pottsville, Pa., and Wally Marks, Bridgeton, N. J.

Promoter Duke Wilcox has arranged five other sprint events to be included with the quarter-century grind. Four preliminary heats, to determine the 30 or more starters in the feature event, and a consolation race are also on the bill.

The more cars the merrier is the situation at Hatfield. Due to the spaciousness of the track's turns and stretches, it is possible to enter a sizeable field. At least 30 of the souped-up stock cars are expected to take the green flag for the 25 laps of sheer madness in the main event tomorrow night.

8/1/1950

Campbell Heads Field At Hatfield Tomorrow

Stock car racing will return to Hatfield Speedway tomorrow at 8:30 o'clock, as one of the feature attractions of the Hatfield Fair, which is now in progress.

More than 50 top-ranking eastern pilots of modified stocks will converge on the half-mile oval to vie for prize money in a six-event program, which includes a 25-lap feature race.

Heading the banner field will be two-time Hatfield winner Wally Campbell of Trenton. The Jersey speed demon annexed the 50-lap Pennsylvania state modified championship on July 9 and a 25-lap circuit event on May 7 in his only appearances this season.

Tough competition is shaping up, however, from such veteran thunderbolt riders as Lucky Loux, Sellersville, Pa.; Tom Coates, Trenton; Bobby Courtwright, Hasbrouck Heights, and Johnny Karp, Trenton.

Four preliminary heats, to determine the 30 or more starters in the feature event, and a consolation race are on the bill. 8/1/50

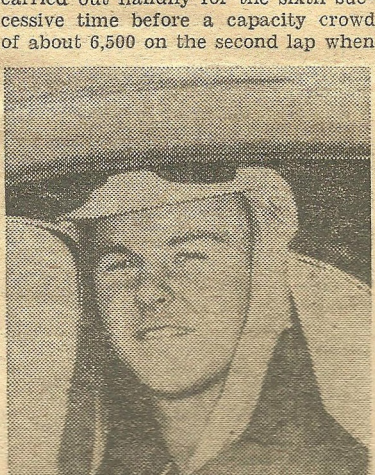
Lanham Stock Fans See Schneider Win

By JOHN E. SCHUELER

8/2/1950

Lanham, Md., July 28 — Frank Schneider, hard-driving Lambertville, N. J. pilot, crowded into the lead over Vernon Storm, Randallstown, Md., on the 8th lap of the modified stock feature at this fifth-mile paved oval tonight and was never headed, as he scored his second Lanham victory of the season.

The Lanham tradition of "no modified feature without a restart" was carried out handily for the sixth successive time before a capacity crowd of about 6,500 on the second lap when



FRANK SCHNEIDER

Eddie Arams, Elmo Ross, Johnny Meggers and Ken Marriott went into a fast huddle on the 2nd turn. The conventional single-file restart was delayed when the offenders refused to be set back. Finally the rules went overboard and the race was resumed in the original starting order, two abreast. The management promised no repetition in the future; cars involved in accidents will restart in the rear.

Heavy rain throughout the section all afternoon held down the starting field, but not the customers. The Baltimore-Washington area showed itself to be practically panting for stock-car racing.

Hard luck champion Wally Campbell, driving No. 46, popped a tire in the 2nd turn of the 13th, and retired. Almost simultaneously Elmo Ross in No. 19 did likewise on the 3rd turn, and bounced off the fence in two complete gilhoolies. For the remaining 12 laps the field maneuvered safely past the stalled car. Vernon Storm, showing greaty improved form this season, battled Lou Johnson unsuccessfully for 13 laps in an effort to regain 2nd spot.

Campbell's jinx got into high gear in the 1st semi-final when he pulled up on the 3rd lap with a shot transmission. His previous best effort in the Marks' No. 1 was second to Bill Tanner in the 1st heat.

In the second heat Tony Battle, Emerson, N. J., took Johnson the hard way on the 7th lap. A wallop on the back sent Lou crosswise on the track, after which Tony obligingly straightened him out in passing, with the loss of only one position.

The high spots of the evening were concentrated in the 3rd heat. Steve Pappas, making his first appearance here, started working on the fence in the second lap. From the 3rd turn to the main stretch he held his own nicely, but near the first turn lost the situation, and also No. 98, in a quick roll. He was uninjured, but the car required towing off. On the last lap of this same race Ken Marriott, in the Goldberg No. 88, trying a little too hard on the 3rd turn, half spun and let Charlie Dyer sneak by to win by a nose.

The summary:

1st heat, 10 laps: Tanner, Campbell, Schneider, Dyer, Meggers. Time 2:41.18.

2nd heat, 10 laps: Storm, Battle, Johnson, McCardell, Adams. Time 2:24.06.

3rd heat, 10 laps: Dyer, Marriott, Rhinehart, Adams, Ross. No time.

1st semi-final, 12 laps: Battle, McCardell, Tanner, Ross, Meggers. Time 3:29.12.

2nd semi-final 12 laps.: Dyer, Johnson, Schneider, Marriott. Time 3:18.28.

Featue, 25 laps: Schneider, Johnson, Storm, Dyer, Tanner. No time.

Campbell Cops Pitman Feature

By WALTER T. CHERNOKAL

Pitman, N. J., July 27—The mighty mite of stock cars, Wally Campbell, added another feature win to his long list of victories when he outdistanced a field of 21 starters in the scheduled 35 lap feature race tonight at the Alcyon Speedway.

Campbell who won the second heat rather handily, set sail in the feature



WALLY CAMPBELL

race and moved into fourth place on the 9th lap after starting in 15th position. At the half way mark Campbell was in front and stayed there until the race was halted after 29 laps due to an accident in the first turn.

Four accidents occurred during the evening with both Sonny Berger and Chappy Wagner crashing through the outside guard rail in almost the identical spot.

Berger crashed through the fence and plunged down the embankment coming out of the second turn on the first lap of the first heat and really buried his stock car in among the bushes. Neither car nor driver suffered to any extent.

Wagner's accident occurred in the 11th lap of the feature race when he went wide coming out of the second turn, hit the outside guard rail, flipped once and then took off through the air plunging down the ten foot embankment and coming to rest among the trees. Wagner like Berger escaped injury.

The feature race was halted on the 29th lap when Vince Cannizzaro smacked the fence a solid blow on the first turn and proceeded to block the track so effectively that the officials decided to call it a completed race.

A special 3 lap mini midget race was run off with Jim Hitchner winning after a thrilling duel with Jack Press and Tom Humphreys who finished a very close second and third.

Complete Results:

First heat 8 laps — Vince Cannizzaro, Harry Herman, Rocky DiNatale, Frank Bruce, ew Mood, Gordon Oldford. Time 4.-15.

Second heat 8 laps—Wally Campbell, John Karp, Pokey Campbell, Chappy Waner, Jock. No time.

Third heat 8 laps—Ray Muhs, Whitecraft, Lombardi, Barbiche, C. &DiNatale, Ed Rooney. Time 4.16.

Mini midget race 3 laps—Jim Hitchner, Jack Press, Tom Humphreys, Henry Joslin, Leo Loatman, Buck Loatman. Time .62.3
2.36.

Consolation 8 laps — Larry Penardi, Smith, Southard, Ed Rooney. Watkins, Joe Chester. Time 4.16.

Feature 35 laps—Wally Campbell, C. DiNatale, Barbiche, Lombardi, Mood, Rooney, Oldford, P. Campbell. No time.

Marriott Mops Ups At Lanham Md.

8/2/1950

BY JOHN E. SCHUELER

Lanham, Md., July 25—Unmodified stock car racing made its appearance here tonight as Ken Marriott of Baltimore, recived starter Bill Nelson's checkered flag first in the main event before a crowd of about 4000. The meet was sanctioned by the Penn-Mar Auto Racing Association for cars containing no added racing parts.

Driving a steady race in No. 63, Marriott took over front spot about midway in the proceedings and maintained a 5-to-10-length lead over second-place finisher Frank Klapsaddle, of Wayne, Pa. No restarts were necessary for the first time in 5 successive features, although several minor clashes left five slightly-wounded vehicles stranded about the track. In the one of these encounters Wally Campbell found himself sandwiched between Lou Johnson, in Regan's no. 48, and Eddie Adams on the second turn of the 10th lap. Johnson broke free, but withdrew on the next lap.

The evening's thriller occurred durthe first semi-final, as Ray Ross, Darlington, Md., nipped Campbell at the finish line, and snatched his first victory at this track.

It was announced officially that all persons injured last Friday night when Pete Moxley and Frank Klapsaddle broke through the second-turn fence were out of danger and recovering rapidly.

The summary:

1st heat 10 laps—Tommy Adams, Eddie Adams, Ray Ross, Frank Klapsaddle, Bud Richardson. Time 3:10.22.

2nd heat 10 laps—Johnny Meggers, Andy Anderson, Junie Goff,, Wally Campbell, Dick Wheeler. Time 3:12.08.

3rd heat 10 laps—Buck McCardell, Ken Marriott, Bud Hamilton, Jim Ryan, Walt Regan. Time 3:08.30.

1st semi-final 12 laps—Ross, Campbell, Klapsaddle, T. Adams, Anderson. Time 3:32.15.

2nd semi-final 12 laps—E. Adams Ryan, Marriott, McCardell, Hamilton. Time 3:-31.90.

Feature 25 laps—Marriott, Klapsaddle, McCardell, Anderson, Ross. Time 7:25.30.

Campbell Seeks 3d Stock Victory

8/2/1950

HATFIELD, Pa., Aug. 1.—Stock car racing will return to Hatfield Speedway tomorrow night at 8:30 o'clock, as one of the feature attractions of the Hatfield fair, which is now in progress.

More than fifty top-ranking Eastern pilots will converge on the half-mile clay oval to vie for prize money in a six-event program, which includes a twenty-five lap feature race.

Heading the banner field, will be two-time Hatfield winner, Wally Campbell, Trenton, N. J. The Jersey speed demon annexed the 50-lap Pennsylvania State Modified Championship on July 9, and a 25-lap circuit event on May 7, in the only appearances of stock cars here this season.

Stock Car Program At Hatfield Tonight

8/2/1950

HATFIELD, Pa. — The third stock car racing program of the season will be offered tonight at the Hatfield Speedway. Striving for a third straight Hatfield win will be Wally Campbell, the speedster from Trenton.

Campbell, however, will find several daring drivers blocking his path. Among his rivals will be Lucky Loux, Tommy Coates, Bob Courtright, Johnny Karp, Ed Ader, Ken Marriott, Wally Marks, Harry Brokoff and a flock of others.

The program will take place under the Hatfield lights, starting at 8:30 p. m.

Campbell Winner Again At Hatfield

HATFIELD, Pa. — Wally Campbell, Trenton, sped to his third victory, in as many starts, to triumph in the feature 25-lap stock car race at Hatfield Speedway last night.

Twenty-two cars were in the field. Hal Brokoff, Pottsville, Pa., took an early lead, but his car developed engine trouble on the fourth lap. Campbell then took over and was never seriously threatened.

First Heat — 1, Wally Campbell, Trenton; 2, Jim Camp, Kutztown; 3, Bud Groner, Philadelphia. 5:40.04.

Second Heat — 1, Frank Schneider, Lambertville; 2, George Moore, Pennsauken; 3, Vern Storm, Randalls Town, Md. 5:40.63.

Third Heat—1, Hal Brokoff, Pottsville; 2, Lou Johnson, Wilmington; 3, Lucky Loux, Hellerville. 5:30.59.

25-Lap Feature — 1, Wally Campbell; 2, Frank Schneider; 3, Lou Johnson. 13:30.04. 8/3/1950

8/3/1950

Campbell to Race At Alcyon Track

1950

Pitman, Aug. 3.—Wally Campbell, known as the king of the dirt track stock car drivers, is expected back at Alcyon Speedway Thursday night when that popular South Jersey oval holds its regular twi-night weekly races, but with him will come a host of equally daring heavy-footed chauffeurs all bent on revenge.

Whether the revenge is aimed more at Campbell, who took the second heat and the abbreviated 35-lap feature, or the tricky course which claimed no less than 10 mounts to leave its half-mile oval, is hard to say, but for sure they will all be back, angry at both.

The last Thursday night show marked the first time the clever Campbell has ever spun the tricky five-cornered Alcyon course, but from the appeal he had for the crowd it should not be the last time. He is not only a real driver, but a cool, collected and cold-blooded chauffeur as well.

Nothing is too dangerous for him, as time and again he challenged the best Alcyon, and its drivers had, to come from away behind to roar out in front of the pack. Along with such racers as Vince Cannizaro, Harry Herman, Rocky DiNatale, Chick Di Natale, Frank Bruce, Johnnie Karp, Pokey Campbell, Chappy Wagner, Ray Muhs, and a host of others, Campbell will be back in another thrilling five for five events, climaxed with a 25-lap feature.

Just as if the stock car drivers cannot furnish enough thrills, Lucy DiNatale, of the famous Italian racing family, will attempt her famed end over end, side over side, auto thrill crash on the wide Alcyon straightway. First race goes off at 8 o'clock.

Super-Extra Stocks Race Here Tonight

Handsome Tommy Returns

Handsome Tommy Coates, San Antonio, Tex., veteran who now makes Trenton, N. J., his home, returns to the West Lanham, Md., Speedway tonight for the fifth week of modified stock racing at 8:30 p. m.

Coates was runner-up only to Wally Campbell as Lanham's 1949 point-scorer and deadlocked Wally and Ken Marriott in most feature races won there, with three.

Tommy has failed utterly to get going this season, but appears determined to do something about it.

TROUBLES

"I've had mechanical difficulties all season, and also have been spun



TOMMY COATES

out of the competition several times," he says.

"I've been around too long to let a thing like this upset me. A few good breaks could set things right for me, and I'll be fighting for these breaks starting tonight."

Bobby Roland, 22, and Smoky Dengler, 26, newcomers from the Reading, Pa., Racing Association, will bow in at Lanham tonight for their first crack at modified stocks. They have appeared in strictly stock competitition previously.

Campbell, Marriott, Lou Johnson, Neil Cole, Lucky Loux, Charlie Dyer, Bill Tanner, Preston Welsh, Bill Cross, Vern Storm, Buck McCardell, Johnny Meggers and Ed Tyson are a few more who have registered for tonight.

Campbell Comes From Behind To Win Lanham Test

8/8/1950 By JOHN H. FALES

LANHAM, Md., August 8th--Wally Campbell, Trenton, N. J., took his third stock car feature win of the season before a sell-out crowd, at the West Lanham Speedway Friday night in an uphill duel with Tony Battle of Hackensack, N. J.

Battle had wrestled the lead from Preston Welch, Silver Spring, Md., on about the ninth lap. Campbell, who started twelfth in a field of twenty cars, took second spot from Welch at the halfway mark and began closing in on Battle. Battle managed to stay out in front until the twenty-third lap when Campbell took to the outside of Battle in the feature and both of their cars were wheel to wheel for a thrilling one lap duel with Campbell getting the well earned checker two laps later. Neil Cole, Hawthorne, N.J., starting near the end of the field, drove well to finish third.

This was a well run race marred only by minor tangles and spin outs. Campbell at the finish had lapped the field of starters.

1st heat (10 laps): Coates, Cole, Battle. 2:57.33.
2nd heat (10 laps): Johnson, Schneider, Tyson. 2:58.49.
3rd heat (10 laps): Marriott, Campbell, Sheeler. 2:55.42.
1st semi-final (12 laps): Cole, Coates, Johnson. 3:40.20.
2nd semi-final (12 laps): Schneider, Campbell, Marriott. 3:42.13.
Consolation heat (12 laps): Tyson, Adams, Wright. 3:57.21.
Feature race (25 laps): Campbell, Battle, Cole, Marriott, Welch, Storm. 7:40.23.

Campbell Annexes Auto Race

LONG BRANCH, N. J., Aug. 12 (AP)—Wally Campbell of Trenton roared over the finish line in record time tonight in a 35-lap, 8¾-mile stock car race at Long Branch Stadium. Campbell posted a time of 9:36:68, twenty-four seconds under the previous mark for the distance.

8/13/1950

Campbell Sets Mark

8/14/1950

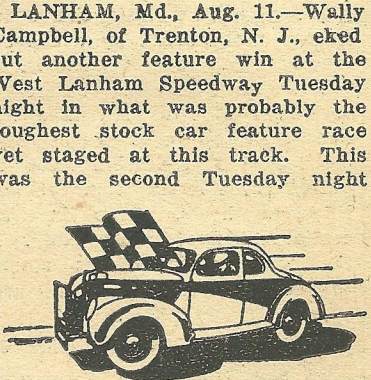
LONG BRANCH —AP— Wally Campbell, Trenton pilot, clipped 24 seconds off the track record Saturday night to win the 35-lap, 8¾-mile stock car trophy race at Long Branch Stadium.

He was clocked in 9:36.68. Lambertville's Frank Schneider was second and Don Stumph of Little Ferry, third.

Lanham Stock Car Tussle Taken By Wally Campbell

8/15/1950

LANHAM, Md., Aug. 11.—Wally Campbell, of Trenton, N. J., eked out another feature win at the West Lanham Speedway Tuesday night in what was probably the roughest stock car feature race yet staged at this track. This was the second Tuesday night



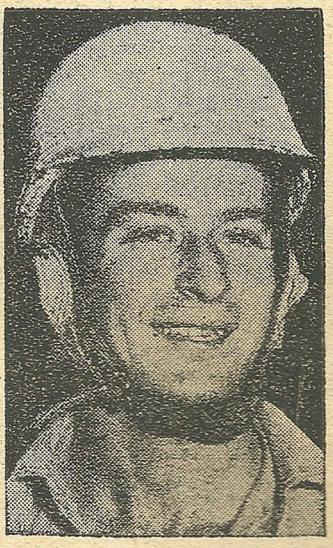
program using un-modified stock cars at this track.

Campbell drove to victory for the fourth time this year at Lanham in the same No. 63 in which Ken Marriott won the un-modified stock opener on July 25. John Meggers and Pete Moxley led briefly before Campbell took over on the fifth lap. It was a narrow win for Campbell as he was closely pursued throughout the race by Moxley and in the latter laps by Ed Adams and Buck McCardell, Conowingo, Md., both of whom threatened to take the lead up to the checker.

1st heat (10 laps): Everline, Creamer, E. Adams, 3:11.45.
2nd heat (10 laps): Meggers, T. Adams, Snyder. No time.
3rd heat (10 laps): Wright, Goff, Anderson. 3:12.06.
1st semi-final (12 laps): Creamer, McCardell, Ross. No time.
2nd semi-final (12 laps): Marriott, E. Adams, Everline. No time.
Consolation heat (12 laps): Kenneys, Anderson, Carter. No time.
Feature race (25 laps): Campbell, E. Adams, McCardell, Marriott, Anderson, Welch. No time.



WALLY CAMPBELL .. hit the victory column again in a recent race winning the curtailed 25-lap feature at Williams Grove ...though Wally hails from Trenton, N. J., his friends affectionately call him



"the terror of Yellow Jacket Speedway".....celebrated his 24th birthday last month (July 16)....Wally drives Wally Mark's fast "souped-up" Fords in modified competition ... usually can be found behind the wheel in car No. 1.... A veteran of the Navy, Wally is still single... biggest thrill occurred last year when he copped top honors in the 100-lap championship race at Thompson Speedway.

Mason-Dixon Speedway Honors Go To Campbell

8/15/1950

OXFORD, Pa., Aug. 15.—Before a capacity crowd of 4,285 stock car fans, Wally Crash Campbell of Trenton, N J., won the open competition 50-lap stock car race at the Mason-Dixon Speedway here Sunday. Wally received for his beautiful job of driving, a trophy and $500.00.

The race which attracted drivers from four associations proved to be a hard grinding affair as 20 cars lined up for the feature.

However, the field was soon cut down as spin outs and pile ups occurred in rapid sucession.

On the second lap, Porky Eberline, Walt Regan, and Blackie Reider had the misfortune of coming together on the second turn, with all three cars having to be towed from the track.

John Delp took the lead, with Campbell close at his heels. Third place saw Reinert and Richards exchange positions several times. Buckie McCardel, who up to this point, was riding in 5th spot, had the misfortune to blow a tire. He continued on three wheels until he was flagged out and then his pits mechanics made a quick change which enabled Buckie to re-enter the race.

On the 22nd lap Ken Marriott became another driver whose mofor rebelled against the gruelling drive. By this time the field had been narrowed to ten cars. On the 25th lap Campbell had built up a lead with Bennine Benjamin in second and Buzzie Richards third and Jimme Patterson fourth. On the 35th lap Benjamin's motor began to sour. On the 41st lap only six cars remained in the race, and the track infield was littered with disabled cars.

The checkered flag went to Wally Campbell with Reinert second, Richards, third and Patterson fourth.

8/15/1950

Long Branch Track Mark Set By Wally Campbell

LONG BRANCH, N. J., Aug. 15. — Wally Campbell, the travelling Trentonian, stopped off here long enough Saturday to peg a victory in the Daily Record 35-Lap Trophy Race. Campbell mayhemmed the former record for the distance by over 26 seconds with a blistering 9:36.68 pace for the 35 circuit event.. The Trenton speed merchant will return to Long Branch Stadium, Saturday night, for the running of the Mid-season 50-lap Trophy Classic.

Frank Schneider added to his lead over the rest of the contenders in the championship series by trailing Campbell to the wire. Don Stumph turned in a good ride for third ahead of Shrewsbury's up-and-coming Ed Soden and Westfield's white-haired boy, Gordon Oldford.

The steady series of clashes and fence-busting incidents lengthened the program to almost four exciting hours during which all but a few of the 4,174 fans remained for the feature.

1st heat: Campbell, Bohn, Oldford. 2:47.29.

2nd heat: Yank, McCarthy, Brown. 2:49.79.

3rd heat: Schneider, Delaney, Howell. 2:48.52.

1st semi: Yank, Campbell, Bohn. 4:09.98.

2nd semi: Schneider, Brown, Delaney. 4:11.88.

Women's heat (5 laps): Lang, Huhn, Engelmen. 1:51.15.

Consolation heat: Frazee, Hennessey, Muscatel. No time.

Dailey Record Trophy Classic (35 laps): Campbell, Schneider, Stumph, Soden, Oldford, McCarthy, Yank, Bohn. 9:36.68 (new track record).

N.A.S.C.A.R. OFFICIAL POINT STANDINGS

Up to and including Aug. 5th)

SPORTSMEN'S NATIONAL

Roscoe "Pappy" Hough	1817.75
Mike Klapak	1677.25
John "Buckie" Sager	1112
Mike Little	1048.75
Jack White	1041.75
Bob Read	810.5
Dick Linder	795
Jimmy Lewallen	789
Don Eggett	757.25
Norm Notman	733.5
Hap Jones	730.5
Bud Matson	726.5
Bill Burton	721
Barney Barnes	699
Roscoe Thompson	674.5

CHAMPIONSHIP MODIFIED

Curtis Turner	628
Jerry Morese	395
Charles Dyer	374
Red Byron	316.5
Jim Delaney	289.75
Joe Eubanks	280.5
Frank Mundy	267
Fonty Flock	256
Al Keller	247.5
Jimmy Lewallen	246.5
Joe Jernigan	230.5
Bob Flock	195-
Charles Rush	170
Bob Williams	164.25
Bill Snowden	143.5

CHAMPIONSHIP POINT FUND MONEY—Up to, and including July 31 there was a total of $12,000.00

Campbell Enters Langhorne Race

8/15/1950

Entries are piling in for the National 100-mile modified stock car automobile racing championship to be held at Langhorne Speedway on Sunday starting at 2:30 P. M.

Co-promoters Dick Price and Jimmy Norton announced yesterday that time trials will be held Saturday beginning at noon. Outstanding drivers of the National Association of Stock Car Racing and the American Stock Car Racing Association are in the field listed to compete in the title race.

Such well-known pilots as Wally Campbell, Pepper Cunningham and Tommy Coates, all from Trenton, and Vern Storm, Baltimore ace, sent in early entries to Bob Sall, who is handling the driving array. Sall is a former stellar manipulator of big and small cars.

Trenton Trio In Langhorne Race Sunday

8/17/1950

Three Trenton stock car drivers—Pepper Cunningham, Wally Campbell, and Tommy Coates—are among the entries for the 100-mile modified stock car race Sunday at Langhorne Speedway.

Campbell has been burning up the stock car circuit this season. Three victories in as many tries at Hatfield are included in his numerous accomplishments. Cunningham will be right at home on the Langhorne mile oval, having won a big race there a few years ago. Coates also rates as a distinct threat in Sunday's 100-miler.

One of the leading challenges to the Trenton trio will be offered by Vern Storm, Baltimore speedster, who submitted his entry yesterday to Co-Promoters Dick Price and Jim Norton.

Time trials will start Saturday at noon to determine starting positions for Sunday's big race.

Langhorne 100-Miler On Sunday

8/18/1950

LANGHORNE, Pa. — A 100-mile race for modified stock cars will be staged Sunday afternoon, at the historic Langhorne Speedway. The race is being run over the world's fastest one-mile circular speedway and is open to any and all drivers.

The national championship — which actually means the world's crown, as the entry list is wide open—will be sanctioned by the National Association of Stock Car Auto Racing. Drivers from all parts of the United States will converge on the track. The entry list should read like the Who's Who of American stock car racing.

More than 75 entries have already been received by Racing Director Jim Norton, which means that the mile track will be full of the "thunderbolts with fenders."

The NASCAR title event will open with time trials tomorrow afternoon at 1 o'clock, and the big show will be run off at 2:30 on Sunday afternoon.

Included among the entries are Frank Mundy, Buddy Shuman, Fireball Roberts, Wally Campbell, Chick DiNatali, Tommy Coates, Harold Brokhoff, Frankie Schneider, Lou Johnson, Neil Cole, Johnny Rodgers and many others in the upper brackets of the stock car speed world.

Stock Cars Compete at Langhorne

Langhorne, Aug. 19—The 100-lap national championship for modified stock cars will be decided Sunday afternoon, at the historic Langhorne Speedway. The race is being run over the world's fastest one-mile circular speedway, and is open to the world.

The national championship—which actually means the world's crown, as the entry list is wide open—will be sanctioned by the National Association of Stock Car Auto Racing. Drivers from all parts of the United States will converge on the track, and the entry list will read like the who's who of American stock car racing.

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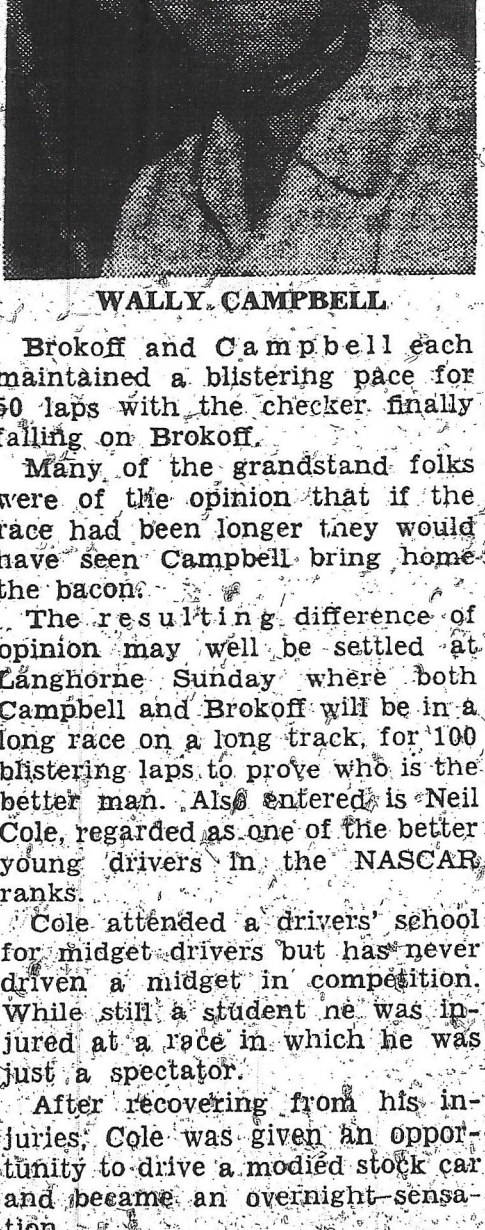
8/19/1950

Campbell Set For Tomorrow At Langhorne

8/19/1950

LANGHORNE, Pa., Aug. 18—Wally Campbell of Trenton and Harold Brokoff of Pottsville, Pa. are both entered in the 100-mile National Championship Modified Stock Car Race at Langhorne Speedway this Sunday afternoon, Aug. 20.

If both drivers make the grade in Saturday's time trials the result may be the continuation of a race which started at Hatfield, Pa.'s fast half-mile oval, last fall.



WALLY CAMPBELL

Brokoff and Campbell each maintained a blistering pace for 50 laps with the checker finally falling on Brokoff.

Many of the grandstand folks were of the opinion that if the race had been longer they would have seen Campbell bring home the bacon.

The resulting difference of opinion may well be settled at Langhorne Sunday where both Campbell and Brokoff will be in a long race on a long track, for 100 blistering laps to prove who is the better man. Also entered is Neil Cole, regarded as one of the better young drivers in the NASCAR ranks.

Cole attended a drivers' school for midget drivers but has never driven a midget in competition. While still a student he was injured at a race in which he was just a spectator.

After recovering from his injuries, Cole was given an opportunity to drive a modied stock car and became an overnight sensation.

Although this is Neil's first trip around the circular mile at Langhorne, his past performance has justified the assumption that he is hard to beat on any track.

Stock Cars Race In 100-Mile Test

8/20/1950

The 100-mile National championship modified stock car race will be held today at 2:30 P. M. at Langhorne Speedway. The competition is sponsored by the American Stock Car Racing Association.



WALLY CAMPBELL

Wally Campbell, Tommy Coates and Pepper Cunningham head a field of top-notch speedsters who'll compete in the speed car extravaganza. Others in the classic will be Al Tibbets, Buddy Sherman, Vernon Storm, Jim Robinson and Roscoe (Pappy) Hough.

Special buses will go direct to the Speedway from Frankford and Bridge sts.

Hough, NASCAR point-scoring leader, has been in auto racing for 25 years.

Rains yesterday forced postponement of the time trials but 42 drivers drew for positions. Co-promoters Dick Price and Jimmy Norton announced that trials will be held for the added entries, approximately a dozen are expected, starting at noon today.

Prior to the feature race, Ed Tyson, Langhorne; Bill Tanner, Newtown; Ken Marriott, Baltimore; Ken Wagner, Trenton; Campbell and Storm will race against the clock for one lap in an attempt to set a world's record.

Schneider Scores, Sets Track Record

8/20/1950

LONG BRANCH, N. J. —AP— Frank Schneider of Lambertville won the 50-lap midsummer championship trophy stock car race at Long Branch stadium last night and broke a track record.

He toured the 12½-mile distance in 14:18.57.

Sam Mallach of Lansdale, Pa., was second and Bill Pfister of Long Branch placed third.

Stock Car Program Reset For Sept. 24

8/21/1950

LANGHORNE, Pa. — Postponed by threatening weather, the 100-mile national modified stock car championship race at the one-mile Langhorne Speedway has been rescheduled for September 24.

When the race was postponed yesterday, drivers on hand engaged in a race against the clock for a one-mile world's record.

Wally Campbell of Trenton, American Stock Car Racing Club champion, was clocked in 40.84 seconds and then in 40.63 seconds to twice break the old record of 43.25 seconds set by Red Byron, Atlanta, Ga., in August, 1948.

Marriott Also Main Event Winner

Lanham Stock Feature Snatched By Campbell

8/22/1950

By JOHN FALES 1950

LANHAM, Md., Aug. 22.—The opening event on the stock car racing program at the West Lanham Speedway, Friday night was a 25-lap feature race carried over from last week's washed out program. Before the largest crowd of the season, Wally Campbell, Trenton, N. J., came home the winner making it three wins out of the last four feature races for him at this track.

The expected struggle between Campbell and Tony Battle, N. J., both of whom started in last positions failed to materialize as Campbell rapidly worked his way forward at the drop of the green flag. Cotton Kind, a local driver, drove his best race to date. He led until the eighth lap when Lou Johnson, Wilmington, Del., got by him. Johnson's lead was brief as he was forced out with a blown tire. This put Campbell in the lead as he had just taken second spot from Kind. Campbell extended his lead to 25 car-lengths by the twentieth lap but Frankie Schneider, Lambertville, N. J., now in second spot cut the lead down to 6 car lengths at the finish. The finish was Campbell, Schneider, Dyer, Kind, Coates, and Welch. The winning time was 7:25.40.

The complete program that followed was a grand-slam affair for Ken Marriott, Baltimore, Md., who walked off with his heat, semi, and the feature.

1st heat (10 laps): Marriott, Storm, Cabral. 2:49.27.

2nd heat (10 laps): Schneider, Campbell, Tice. 2:48.39.

3rd heat (10 laps): Welch, Dyer, Johnson. No time.

1st semi-final (12 laps): Marriott, Tice, Cabral. 3:38.40.

2nd semi-final (12 laps): Coates, Gross. 3:39.15.

Consolation heat (12 laps): Campbell, Ross, Hoolahan. No time.

Feature race (25 laps): Marriott, Johnson, Schneider, Morgan, Dyer, Cabral. No time.

Wally Campbell Upset At Newark

8/24/1950

NEWARK —AP— The 25-lap feature stock car race at Ruppert Stadium last night provided a prime upset as Charley Dyer of Cranston, R. I., won over heavily favored Wally Campbell of Trenton.

Campbell, with six straight wins at other tracks, led in his debut here until the 18th lap, when he was bumped off the track. He got back in time to defeat Bob Berry of Oradell, who was third.

Dyer's time was 7:02.63.

Campbell Clicks

8/28/1950

NEWARK, N. J. —AP— Wally Campbell of Trenton broke the Ruppert Stadium ice Saturday night with his first feature race victory at the track. In inking the 25-lap feature in 7:02.73, he edged out Charley Dyer of Cranston, R. I.

Newark Card Highlighted By Campbell; Dyer Wins

8/29/1950 1950

By JERRY GAST

Newark, Aug. 29.—Wally Campbell of Trenton, "cleaned house" at Ruppert Stadium Saturday night and Charley Dyer of Cranston, R. I., emerged with a 25-lap feature stock car victory on Wednesday night, which was a rain date for Tuesday, on Newark's fifth of a mile speedway promoted by Ed Otto and sanctioned by NASCAR.

Campbell was particularly impressive as he sped to victory in the second qualifying head, came home in front of the field in the first semi final event and topping off his evening's activities by capturing the 25-lap feature event to make for a "clean sweep" of the races in which he competed.

The Trentonian started 14th in the field made his move in the 15th lap when he passed Charley Dyer to take second place and on the following lap he passed Bill Hammersley to take and keep the lead in the main event.

Charley Dyer did some maneubering late in the race ahead of Bill Hammersly, who was second at the time, and charging after Campbell.

Earl Mills of Millburn set a 10-lap record of 2:51.73 in a consolation race. Hammerrley who is showing better every time on took his qualifying heat and semi final in addition to a third in the feature.

Dyer's victory on Wednesday night was his second in succession as he had won the feature race at the Newark speedway on Sunday night. The Rhode Islander seems to like rain dates to win prize money at Ruppert Stadium. Two of his five victories here have been rain dates.

Dyer was clocked in 7:02.6 for the 25-laps and was trailed across the finish line by Wally Campbell of Trenton and Bill Berry of Oradell. Campbell was far in front of the field by the 18th lap when a four car crack up occured forcing Campbell into the infield to avoid damage to his car and in that way lost the lead to Dyer. After returning to the track Campbell passed Berry but was unable to catch up with Dyer.

WEDNESDAY NIGHT

1st heat (12 laps): Berry, Radwick, Hammersly. 3:39.47.

2nd heat (12 laps): Dyer, Grenz, Bayer. 3:37.68.

3rd heat (12 laps): Tauber, Campbell, Quanz. No time.

1st semi-final (15 laps): Stephan, Dyer, Correnti. 4:14.53.

2nd heat (15 laps): Campbell, Quanz, Zittel. 4:23.85.

1st consolation (12 laps): Kempfe, Cardinale, Borre. 3:29.51.

2nd consolation heat (12 laps): Grenz, Gross, Minard. 3:32.89.

Match race (5 laps): Dyer, Morese, 1:20.47 (new track record).

Match race (8 laps): Dyer, Hammersly. 2:25.33.

Feature race (25 laps): Dyer, Campbell, Berry, Stephan. 7:02.68.

SATURDAY NIGHT

1st heat (12 laps): Read, Dyer, Ackerman. 3:22.86.

2nd heat (12 laps): Campbell, Martin, Berry. No time.

3rd heat (12 laps): Riker, Brown, Sommers. No time.

4th heat (12 laps): Hammersly, Gross, Cochran. 3:27.53.

1st semi-final (15 laps): Campbell, Quanz, Dyer. 4:20.37.

2nd semi-final (15 laps): Hammersly, Morese, McClaren. 4:18.90.

1st consolation (10 laps): Mills, Davis, Grenz. 2:51.73 (new track record).

2nd consolation (12 laps): Minard, Ryan, DeMola. 2:54.07.

Consolation feature (12 laps): Delaney, Riker, Gross. 3:19.73.

Feature race (25 laps): Campbell, Wyer, Hammersly. 7:03.72.

Stock Races Here Tomorrow At 2:30

Wally Campbell of Trenton, New Jersey, driving the car which recently broke the world's one-mile record and world's half-mile record, has been entered in Saturday's Indiana County Fair stock car races.

This car, driven by Campbell, recently broke the world's record at Langhorne, Pa., turning in the qualifying time of .40.63 seconds or an average of 89 miles per hour. The car, a Mercury-powered Ford, also holds the wolr's half-mile record at Hills Boro, North Carolina, turning that track in 25.473 seconds.

Wally Campbell, leading middle eastern nigh:-point man for three consecutive years, is expected to break any existing records at the Indiana Fair Grounds opening. Also on hand and an ever-present threat to Wally Campbell is Ken Marriott of Baltimore, Maryland, who also holds records on several tracks throughout the country.

Ken recently won the Virginia State Championship Race at Richmond, Virginia, placing ahead of such veterans as Buddy Shuman and the famous Flock brothers.

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9/1/1950

Mason Dixon Speedway Lists Races Tomorrow

9/3/1950

Drivers and cars from five states will be on hand tomorrow to vie for top honors in stock-car races slated for the Mason Dixon Speedway, located on United States Highway No. 1 on the Maryland-Pennsylvania line.

A purse of $1,250, plus extra prize money for the fastest time during time trials, is guaranteed. The time trials will start at 12.30 P.M., with the first heat starting at 2.30.

Wally Campbell, No. 1 in the American Modified Stock Car Association, will race along with Buckie McCardel, of Rising Sun; Monk Keller, of Reading, Pa.; Louis Johnson, of Richmond, Va.; Ken Marriott, of Baltimore, and Chuck Feltenberg, of Columbus, Ohio, among others.

Campbell Paces Final Qualifiers For Holiday '500'

9/3/1950

DARLINGTON, S. C. —AP— Wally Campbell of Trenton, N. J., paced the final qualifying field yesterday for the Labor Day 500-mile strictly stock car race to be staged here tomorrow at the Darlington Raceway.

Campbell sped his 1950 Oldsmobile over the 10-mile qualifying grind in 7:16.89, averaging 82.5 miles an hour.

Johnny Karp of Trenton finished third in a 25-lap stock car race at Pitman, N. Y. yesterday . . . Hal Brokhoff of Pottsville, Pa. won the event at the half-mile Alcyon Speedway, covering the 12½ miles in 22:20. 9/5/1950

32 to Compete In Alcyon Races

9/7/1950

A field of 32 drivers is expected to attempt to qualify for the 25-lap feature race, climax of the regular weekly program of stock car events at Alcyon Speedway, Pitman, N. J., tonight. The first of the four 8-lap qualifying heats will start at 8 P. M.

George Petryk, holder of the record for a heat on the five-cornered half-mile oval at 4.17, is one of the outstanding entries in the field.

Ernie Gessell, who won two straight features but was forced out of the 50-lap event on Labor Day due to motor trouble, has his car in shape and will attempt to inaugurate another streak.

Other outstanding entries include: Wild Bill Smith, Paul Barbiche, Vince Cannizaro, Ed Simpson, Ed Chester, Jim Marks, George Moore, Mike Dudack, Fireball Roberts, Frank Mundy, Bill Cross, Wally Campbell, Jack Yardley, Chick and Rocky Di Natale, brothers; and Johnnie Karp.

Bohn Race Winner

LONG BRANCH —AP— Parker Bohn of Freehold won his first Long Branch Stadium feature last night—the 25-lap, 6¼ mile event in 7:00.82.

Another Freehold driver, Lenny Blomeren was second and Lennie Brown of Lambertville was third.

9/7/1950

Morrisville Race At Yellow Jacket; Keller Seeks Win

9/8/1950

PHILADELPHIA—Monk Keller, popular sportsman stock car speedster from Pottstown and the first driver to win two mains at the Yellow Jacket Speedway, Erie Avenue and G. Street, will endeavor to make it three this evening when the Morrisville Sweepstakes is featured at the local lane of speed.

Although Keller leads in feature wins he still trails Newt Reinert in the battle for season scoring honors. Although Reinert trails in winning features he still enjoys a sizeable lead in point scoring. Walt Shoppe and Harvey Richards, also among the first four in scoring, will be in the thick of the competition.

Loux After First Win

Lucky Loux, veteran speedster from Sellersville, Pa., is still looking for his initial win in sportsman stock car competition. It was just a little more than one month ago that Loux switched from the modified to the sportsman type racing. Although he has been making rapid progress he has not, however, reached the position, as yet, that he has enjoyed in the modified class. Loux is still gunning for his first win and feels the Morrisville event may supply that opportunity.

Among the other top contenders for honors are: George Moore, Smokey Dengler, Dan Allisbn, Frank Knappensberger, Cliff Watts and Ed Hoffman. All of these lads are experienced negotiators and all pilot fast-running mounts.

Seven preliminary events will be staged to qualify the 24 cars for the feature event. The first race will commence at 8:30 p. m.

Campbell Turns In Fastest Trial

9/9/1950

Wally Campbell, Trenton driver, turned in the best time in yesterday's trials for the 200-Mile Grand National Circuit Stock Car race tomorrow at Langhorne Speedway.

Campbell gunned his Oldsmobile 88 twice around the one-mile oval



BILL REXFORD

9/9/50

in an average time of 46.69 seconds. He will have the pole position in the race.

Buck McCerdell, of Conowingo, Md., was second with a 47.15 clocking in his Lincoln. Hershell McGriff, of Porland, Ore., recent winner of the grueling 2,000 mile Mexican road race, posted a 47.26 timing with his Oldsmobile 88.

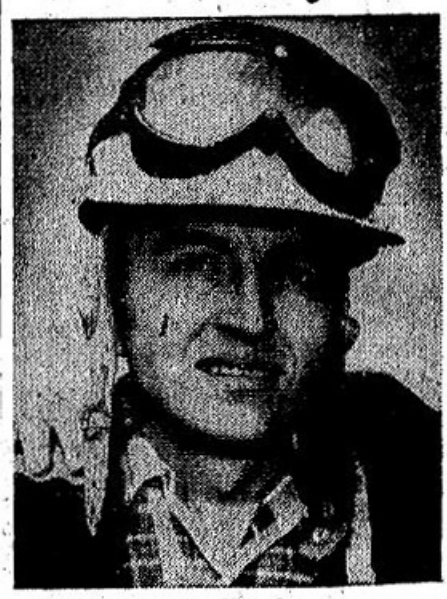
Other times posted were: 50.99 by Don Cecchini, of Philadelphia, with a Nash; 51.72 by Dick Burns, of Braddock, Pa., with a Ford; 62.83 by Eddy Adams, of Sunrise, Md., with a Ford and 64.53 by Bob Burghart, of Wilmington, with a Kaiser.

Trials for 40 more contestants will be run today, starting at 3 o'clock.

Bill Rexford, young star from Conewonga Valley, N. Y., who skyrocketed to the leadership in national championship point standings of the Hrand National Circuit of the National Association for Stock Car Auto Racing in recent weeks, will be seeking to defend his lead in the point standings tomorrow as some 50 speedsters vie for honors in the 200-mile Grand National Circuit race over the Langhorne mile speedway.

Rexford now paces the circuit with 1,508 points for the season, although the New York star has actually won only one of the 13 Grand National Circuit races held to date. His fourth place finish at Darlington, S. C., last Sunday, combined with Curtis Turner's bad luck after 350 laps among the leaders, advanced Rexford to the No. 1 position in point standings.

Ready For Stock Car Classic Today



Tim Flock



Glenn (Fireball) Roberts



Mrs. Sara Christian

Flock turned in the best time and Roberts the second fastest yesterday at time trials for today's 200-mile stock car race at Langhorne Speedway. Mrs. Sara Christian, famous woman race driver, also qualified for today's classic and will be in the 12th position when the starting signal is flashed at 3 p. m.

Campbell, Flock Head Field For Stock Car 200-Miler At Langhorne Track Today

9/10/1950

LANGHORNE, Pa. — Trenton's own Wally Campbell and Tim Flock, youngest of the three Flock brothers of stock car race fame, will head the parade of some 45 or more cars for the 200-mile Grand National Circuit race for late model automobiles over the Langhorne mile speedway this afternoon, starting at 3 o'clock.

Young Flock, the first to qualify yesterday afternoon, set the pace for 28 more entries who qualified during the day. He traversed the mile course in 45.96 seconds for an average of slightly under 80 miles per hour to better the Friday feat of Campbell, who traveled the same distance in 46.69 seconds to assure himself of the inside pole position.

Both Campbell and Flock will be driving 1950 model Oldsmobile 88's, the same type cars that dominated in Bill France's last two strictly stock events over the Langhorne course.

Roberts' Time 2d Best

Trailing Tim Flock in the qualifying yesterday was Glenn (Fireball) Roberts, Daytona Beach, Fla., second-place winner of the Darlington 500-mile race last Monday, with a 46.64 mark. Curtis Turner of Roanoke, Va., winner of the past two Langhorne speed classics, came in third at 46.83 seconds, Bill Blair High Point, N. C., who finished fifth in a Cadillac last September rolled home fourth with a record of 46.87 in another Olds 88.

With 35 cars already qualified the starting field for today's 200-lap grind should include at least 45 cars since several late comers yesterday failed to qualify their cars. Drivers not already qualified will line up back of the 3 already entered.

Grant's Car Overturns

Yesterday's time trials provided only one accident as "Howdy" Grant, a substitute driver for Jimmy Florian of Cleveland, O., rolled a 1950 Ford on the back stretch of the course during practice, but Grant reported last night that he was hopeful of having the car ready for action today. Florian, incidentally, finished third in the April race at Langhorne.

Mrs. Christian Qualifies

Sara Christian, the famous Atlanta woman star, qualified with a 1950 Olds 88, gaining 12th outside pole position for the start of the long test. Mrs. Christian, rated as the top woman star in the country, finished sixth in the 47-car field at Langhorne last September.

Adding color to the big field of starters today will be Johnny Mantz, the Pacific Coast big car champion of 1949 and winner last Monday of the 500-mile Darlington, S. C., race with a 1950 Plymouth. Mantz qualified at 49.98 to start in the 11th outside spot, just one position ahead of Mrs.

Wagner, Cunningham Set

Two Trenton drivers in addition to Campbell qualified yesterday. Ken Wagner qualified with a 1949 Lincoln for fourth place in yesterday's trials at 47.08 seconds, while Pepper Cunningham roared around the speedway in 48 seconds flat with a 1949 Cadillac.

Hershall McGriff of Portland, Ore., winner of the 2,200-mile Mexican road race held several months ago, qualified with a 1950 Olds 88 Friday and will start in the third inside pole position for the big race today.

With the conclusion of the 200-mile test today, the famous "Hot Rod Happy" trophy donated annually by Zack Mosley will be presented by Miss Maureen O'Brien of Red Bank, N. J., winner of the 100 and 200-meter backstroke championships in the women's national AAU swim meet. The announcing will be handled by Don Stremmel of Miami.

Julian Buesink's three cars failed to qualify yesterday, but the Findley Lake, N. Y. sportsman is expected to have all three on hand today with Bill Rexford of Conewango Valley, N. Y., Lloyd Moore of Frewsburg, N. Y. and George Hartley of Erie, Pa. as his chauffeurs. Rexford at present heads the entire Grand National Circuit in point standings with 1608 points as compared with 1505 for Roberts in second place. Moore finished second in the April race at Langhorne; and Hartley also ranks as a major threat.

Schneider Wins 25 lap Lehighton Stock Tilt

ALLENTOWN, Pa., Sept. 12.—Frank Schneider, popular Lamertville, N. J., modified stock car driver, bested a field of 16 operators to capture the 25-lap feature race at the Lehighton fair Saturday afternoon.

The veteran driver copped top honors in the second qualifying heat to gain a position in the feature event. In addition, Schneider outdistanced two challenging entries in a five-lap match race held prior to the main event.

In the initial qualifying heat, Hal Brokoff of Pottsville traveled the 10-lap five mile distance in 4.14 minutes to edge Vince Canzinaro, of Flemington, N. J., and Clarence Muffley of Lehighton.

Bill Muffley, brother to Clarence, started the second qaulifying heat in fine order but encountered steering difficulty in the fourth lap as his car crashed into a wooden fence in the back stretch. Schneider continued on to win the race closely pursued by George Moore, Trenton, N. J., and Harold Held of Bethlehem.

1st heat: Brokoff, Canzinaro, Muffley. 4:14.
2nd heat: Schneider, Moore, Held. No time.
3rd heat: Kocher, Kaupman, Barbiche. 3:56.
Special heat: Held, Wilson, Muffley. 2:27.
Match heat: Schneider, Brokoff, Barbiche. 2:36.
Feature race: Schneider, Brokoff, Kaupman, Kocher, Barbiche. 12:38.

Nazaruk Makes Strong Bid

Campbell-Ethier Still Lead in Popularity Poll

BROOKLYN, N. Y.—The race is on in earnest as to who will be this year's King Doodle-Bug and most popular stock or hot rod pilot.

With the mid-West and West Coast fans sending in their votes for their favorites, the raceway jockeys from the mid-West and West Coast area are giving the Eastern lads a run for their money.

It must be remembered that the tally of the mid-West and West Coast votes are one week late in scoring as it takes a few days for our weekly issues to arrive at the mid-West and be on sale at the various tracks in that area. This weeks ballot is the final one and we have limited the mailing date of our Ballot appearing in our issue of this week to midnight September 22nd. This permits our paper time to be on sale at the various tracks throughout the nation as well as being received through the mail to our yearly subscribers.

Wally Campbell still retains the lead in the stock car division with a total of 13,460 points. Ray Brown has pulled up from fourth place to second with 12,370 credits. Curtis Turner is holding down third slot this week with 10,280 points. Fourth place sees Russ Dodd jump from sixth place to fourth with 8,350 points. Bud Koehler takes over the limelight for the mid-West with 7,640 markers. Slim Ingalls is sixth with 7,320 points. Hershel White also gets into the picture with 5,130 points, for seventh place. Roscoe Hough a vet of many speed jousts is eighth with 4,620 points moving up from tenth spot. Ninth in the ratings Len Fanelli 4,270. Tenth place is held down by Ebe Yoder with 4,060 eleventh place goes to Joe Weatherly 3,980. Eddie Anderson is twelfth with 3,730 points. Thirteenth place with 3,640 points finds Sam Hawks the first West coast pilot entering the scene. Fourteenth place goes to Neil Cole with 3,510 points. Less than 3,500 points not listed.

Although his lead is slim, Charles Ethier still retains top spot in the King-Doodle-Bug standings with 6,490 points. The lad who made the big gain this week and looks like a dark horse in the popularity poll to determine who will be this years most popular midget auto race driver is Mike Nazaruk of East Meadows, L. I., Mike forged ahead to second place with 5,370 points moving up from fourth position. Another lad who has been a vet of many Eastern campaign and always received his share of the votes is Len Duncan. Len moves into third spot with 4,720 credits. Ed "Dutch Schaefer former King Doodle-Bug still retains his popularity by holidng fourth place with, 4,470 markers. Fifth spot goes to Lou Fray with 4,14 points. Eddie Russo top flight mid-Western ace, holds sixth spot with 3,860. Seventh place in the standings with 3,530 is Mike O'Halloran another mid-Western ace, Eighth is Billy Cantrell, west coast ace with 3,460. Ninth goes to Johnny Thompson with 3,23 credits. Tenth place is Bill Schindler with 3,140 points. Less than 3,000 points not listed.

The final drive is on! Fan clubs will be going all out this week on the final ballot to put their favorite driver atop the heap. Many of the Clubs feeling their particular favorite stands no chance in the national poll will be swinging their votes to their next best liked driver from their area. Don't let your local ace down. Send in that ballot today

Popularity POLL STANDINGS

Stock-Hot Rod Pilots

Wally Campbell	13,460
Ray Brown	12,370
Curtis Turner	10,280
Russ Dodd	8,350
Bud Koehler	7,640
Slim Ingalls	7,320
Hershel White	5,130
Roscoe Hough	4,620
Len Fanelli	4,270
Ebe Yoder	4,060
Joe Weatherly	3,980
Eddie Anderson	3,730
Sam Hawks	3,640
Neil Cole	3,510

(less than 3,500 points not listed)

— Sectional Leaders —

Mid-West—Bud Koehler
West Coast—Sam Hawks
East—Ray Brown

King Doodle-Bug

KING DOODLE BUG

Charles Ethier	6,490
Mike Nazaruk	5,370
Len Duncan	4,720
Ed Schaefer	4,470
Lou Fray	4,140
Ed Russo	3,860
Mike O'Halloran	3,530
Bill Cantrell	3,460
Johnny Thompson	3,230
Bill Schindler	3,140

(Less than 3,00 points not listed)

— Sectional Leaders —

Mid-West—Ed Russo
West Coast—Bill Cantrell
East—Mike Nazaruk

Keller Triumphs In Philadelphia Stock Car Scrap

9/12/1950

PHILADELPHIA, Pa., Sept. 8th —Monk Keller, Pottstown driver, climaxed one of the season's most hectic stock car programs by leading a field of 24 cars to the finish in the 20-lap feature before 6800 Monday night at Yellowjacket Speedway.

Keller thus won the Labor Day Gold Cup, presented annually by promoter Al Gerber.

Only three races went their scheduled distance without being stopped because of accidents.

Keller first man to win two features this year, started in 13th position and took the lead from Lucky Loux, Sellersville, Pa., on the 15th lap. Loux had held the lead from seventh until the 15th lap. Second was Noot Reinert, Pottstown, who was followed by Loux, Blackie Reider, also Potstown, and Mac Namara.

1st heat (12) Allison, MacNamara, Heller, No time.

2nd heat (8)McLean, Reider, Jett, No time.

3rd heat (12) Pitnam, Watkins, Thomas. 3:25.38.

4th heat (9) Grey, Knappensberger, Evans, No time.

1st Semi (15) Loux, Heller, McNamara, No time.

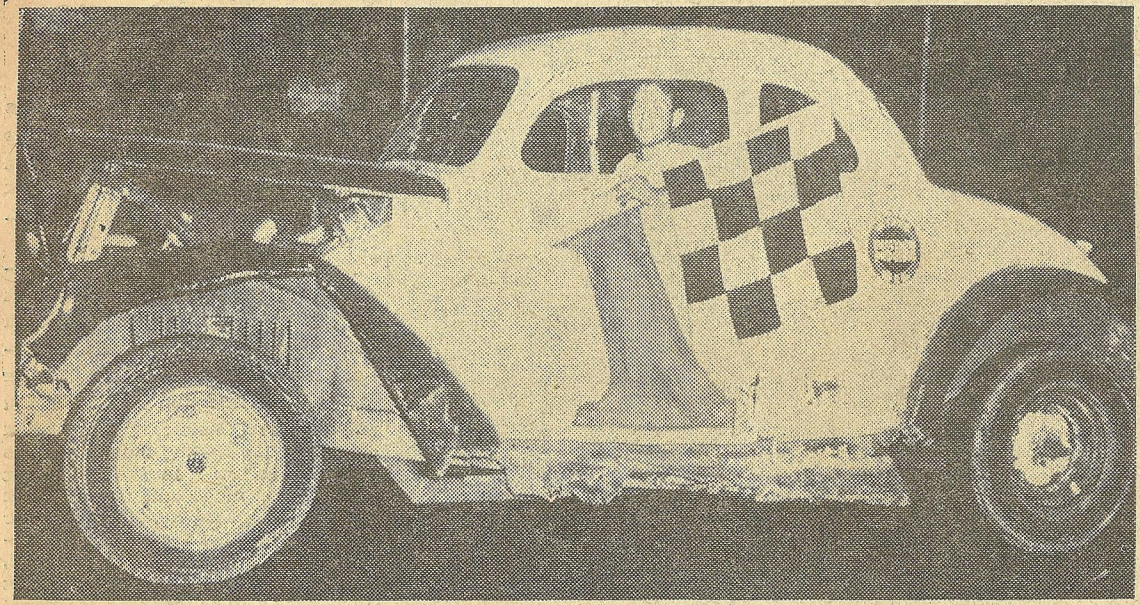
2 Semi (15) Hawkins, Evans, Gilbert, No time.

Consoaltion (15) Schippe, Richards, Dougherty, 3:24.07.

Feature (25) Keller, Reinert, Loux, Reider, MacNamara, 6:43.95.

9/13/1950

Winnin' Wally



WALLY CAMPBELL of Trenton, N. J., who of late has been sizzling on eastern stock car tracks at the wheel of the Wally Marks No. 1 Ford. Campbell is shown here displaying the checkered flag of victory after winning a feature, one of his many. N.S.S.N. Staff Photo by Jack Snyder.

Schneider First In Lanham Stock Main

By JOHN E. SCHUELER

9/13/1950

Lanham, Md., Sept. 8—Frank Schneider, Lambertville, N. J., returned to the winners' circle in the 25-lap modified stock feature on the fifth-mile paved oval here tonight before an estimated 6000 fans. The victor took over from Ken Marriott on the 7th lap, and staved off later efforts of Sam Malack, appearing here for the first time this season, to hold a 5-length lead.

The race was a masterpiece of driving from beginning to end. One small tangle involving Reds Fowler in No. 13, and Tommy Adams in No. 26, and a spin by newcomer Johnny Sparks in No. ½ were the only resemblances to the usual slam-bang style seen here, as the 20-car field roared through lap after lap.

The evening's spine-chiller came on the first lap of the 3rd heat. Larry Chase, Washington, D. C. driver, flipped end-over-end after hitting the front stretch fence, and was struck solidly by several following drivers, in one of the season's worst-looking wrecks. Larry was reported uninjured, but Bob Welch's No. 40 was nearly demolished.

Bill Gross found his every effort frustrated, as his streak of tough luck at Lanham continued. In the first heat he had moved from 8th to 2nd when Tommy Stewart spun directly in his path. By consolation time No. 98 was wired together again, and Bill charged from 12th to the lead in three laps. A puddle of water got under his wheels on the 5th lap, and Bill stopped against the fence at the scene of his earlier disaster on the 1st turn.

Wally Campbell came in for his share of grief, also. After a second behind Lou Johnson in the 3rd heat, and another in back of Frank Schneider in the second semi, he pulled up with a broken transmission, out for the evening.

For the first time this season, all racese were completeld normally, with times recorded for each. A total of 19 spins failed to block the track or halt any race after the first lap had been negotiated.

The Summaries

First Teat, 10 laps—Frank Schneider, Cotton Kind, Charlie Dyer, Wes Morgan, Johnny Sparks. Time 2:30.35.

Second heat, 10 laps—Sam Malach, Bill Prunier, Ed Lindsey, Mike Rhinehart, George Wells. Time 2:38.14.

Third Heat, 10 laps—Lou Johnson, Wally Campbell, Preston Welch, Jack Belgard, Joe Wright. Time 2:29.45.

First Semi-final, 12 laps—Johnson, Malach, Dyer, Morgan, Kind, Johnny Meggers. Time 3:18.12.

Second Semi-final, 12 laps—Schneider, Campbell, Lindsey, Ken Marriott, Wright, Rhinehart. Time 3:18.45.

Consolation, 12 laps— Welch, Tommy Adams, Ed Skinner, Tommy Dube, Sparks. Time 3:22.18.

Feature, 25 laps — Schneider, Malach, Johnson, Marriott, Lindsey, Welch. Time 7:22.54.

Tom Coates In 200-Mile Speed Event

9/13/1950

LANGHORNE, Pa. — Tommy Coates, another Trenton speedster, yesterday filed his entry for the 200-mile Grand National Circuit race for new model automobiles. This gives New Jersey's capital city four representatives in the big race for late model automobiles at the Langhorne Speedway Sunday afternoon.

Coates will either drive a 1949 Olds 88 or a 1949 Ford in his bid for honors in a race that appears almost certain to attract a capacity field of 55 cars.

Entered from Trenton, in addition to Coates, are Wally Campbell, the sensational king of the modified stocks in this area; Pepper Cunningham, a veteran in racing circles, and Ken Wagner, who was fourth among the qualifiers last Saturday.

Pole Position for Wally

Campbell, already assured of the pole position for the start of the classic, will be driving a 1950 Oldsmobile 88, Cunningham will chauffeur a 1949 Cadillac and Wagner will be wheeling a 1949 Lincoln.

With these four stars entered, Trenton will make a stronger bid than possibly any other one city represented in the 200-lap grind.

Race Director Bill France announced today that all entries this week will start back of the 35 cars qualified last week. At least 10 additional cars loom likely with the possibility of still more. The starting field will be limited to 55 cars, which would represent an increase of eight over the starting field for the September race at Langhorne last year.

Langhorne 200-Mile Race Will Be Staged

9/14/1950

The 200-mile Grand National Circuit race for late model American automobiles, originally scheduled for last Sunday, will be staged over the famous one mile Langhorne speedway next Sunday afternoon, Race Director Bill France announced after rain forced postponment of the big speed classic. More than 40 automobiles and an array of the Nation's leading drivers were on hand for the speed classic when rain forced speedway officials to postpone the meet until next Sunday.

Included in the array of drivers who will participate in the sensational event Sunday are Curtis Turner, Roaoke, Va., winner of the last two Langhorne events; Johnny Mantz, Long Beach, Calif., winner of the 500-mile Darlington Labor Day classic; Hershell McGriff, Portland, Oregon, winner of the 2200-mile Mecican road race earlier this season, and other top ranking stars from throughout the country.

Starting in the two pole positions for the 200-mile grind will be Tim Flock, Winston-Salem, N. C., who traversed the course in 45.96 seconds with an Oldsmobile 88, and Wally Campbell of Trenton, N. J., who set the pace for the Friday qualifiers with a record of 46.64 seconds, also driving an Olds 88.

Two women drivers will battle it out against a field of some 45 men stars in the 200-mile grind, these including Sara Christian of Atlanta, rated as the Nation's No. 1 woman star for last year after finishing sixth in the 200-miler at Langhorne in September, and Anne Bunselmeyer of Elmsford, N. Y. Mrs. Christian will drive an Olds 88 with Miss Bunselmeyer wheeling a 1940 Packard.

New York Drivers Seek Honors In 200-Miler at Langhorne



TOMMY COATES
. . . in 200-mile grind.

9/16/1950

Len Fanelli's entrance into the 200-mile Grand National Circuit stock car race for late model automobiles at Langhorne speedway tomorrow afternoon adds to the strength of the New Yorkers in their bid for major honors in this delayed NASCAR-sanctioned event being presented by Bill France.

35 Already Qualified

Fanelli, the Brooklyn speedster, ranks as one of the top drivers in the east for the season and looms as one of the top New Yorkers to beat in the 200-lap grind over the fast mile course.

Another late New York entry is Anne Bunselmeyer of Elmsford, who will drive a 1949 Packard in her battle with the male stars. Although very successful in her performances on the short eastern tracks, this will be Miss Bunselmeyers first try at a long distance event or in strictly stock competition.

Rated among other top New Yorkers in the battle are Bill Rexford, Conewango Valley, N. Y., present leader in the national championship point standings; Lloyd Moore, Frewsburg, N. Y.; Ted Chamberlain, Jamestown, and Buster Williams of Port Washington.

Thirty-five drivers have already qualified for the big speed classic which was postponed from last Sunday due to rain, and additional entries indicate a capacity field of 55 cars for the 200-mile test of new model cars which gets under way at 3 o'clock tomorrow.

Rated among other top entries for the big test are Johnny Mantz, Long Beach, Calif., winner of the 500-mile Darlington Labor Day classic and big car champion of the Pacific coast last year; Curtis Turner, Roanoke, Va., who won the last two Langhorne Grand National Circuit events; Fireball Roberts, Daytona Beach, who placed second in the Darlington race; Tom Flock, Winston-Salem, N. C., who set the pace for all qualifiers last week in time trials, and Wally Campbell and Ken Wagner, two crack Trenton, N. J., stars. Tommy Coates, another Trenton driver, has also entered the big classic.

50 Top Drivers At Langhorne

9/17/1950

A 1950 record crowd is anticipated today for the 200-mile Grand National Circuit late model stock car race at Langhorne Speedway as some 50 top ranking speed demons from various sections of the country give their new cars a severe test over the fast mile track.

The 200-lap grind, the second annual September classic presented by Bill France, will start at 3 o'clock with at least 50 and possibly a capacity 55 cars taking the green flag from Starter Alvin Hawkins in what should be the most sensational speed classic of the year at this track.

POINT BATTLE

Sanctioned by the National Association for Stock Car Auto Racing, the 200-mile speed test for 1946 and later model American-made automobiles will feature a battle for the point leadership in the circuit between six ranking stars, and possibly seven of the leaders.

Heading the field is Curtis Turner, the blond blizzard from Roanoke, Va., who twice streaked to victory in similar events at Langhorne and winner of four circuit races so far this season.

Already qualified and ranked among the top favorites are Johnny Mantz, Long Beach, Calif., winner of the Pacific Coast big car championship last season and victor in the recent 500-mile Labor Day classic at Darlington, S. C.; Hershell McGriff, Portland, Ore., winner of the 2200-mile Mexican road race; Fireball Roberts, Daytona Beach, Calif., who placed second at Darlington; Bill Rexford, Conewango Valley, N. Y., present leader in the circuit point standings, Bill Blair and Jimmy Lewallen, High Point, N. C.; Jimmy and Alfred Thompson, Monroe, N. C.; Lee Petty and Johnny Grubb, Greensboro, N. C.; Ken Wagner, Tommy Coates and Pepper Cunningham, Trenton, N. J., and Dick Linder, Pittsburgh, winner of two recent circuit 200-lap races at Tamburg, N. Y., and Dayton, O.

Langhorne Contenders Today



Lee Petty

Both drivers rank high in the point ratings of the Grand National Circuit. Blair, winner of a feature race at Vernon, N. Y. earlier this season, hails from High Point, N. C. He drives a



Bill Blair

1950 Mercury in the stock car speed events. Petty, popular Greensboro, N. C. driver, is a strong supporter of the small racing cars. However, he ranks high with the stock models, driving his 1950 Plymouth.

Five-Way Battle For Lead In Stock Car Point Race On Tap At Langhorne Today

LANGHORNE, Pa. — A five-way battle for the lead in the championship point standings of the Grand National Circuit will highlight the 200-mile speed classic for late model cars over the Langhorne speedway Sunday afternoon.

With the postponement of the 200-lap race one week due to rain, Race Director Bill France anticipates a full field of 55 cars for the start of the big race. Thirty-five cars qualified last week with the two pole positions going to Wally Campbell of Trenton and Tim Flock of Winston-Salem, N. C.

Fighting for the leadership in point standings will be Bill Rexford, Conewango, N. Y., with 1,608 points to date; Fireball Roberts, Daytona Beach, Fla., with 1,505 points, and Curtis Turner of Roanoke, Va., winner of the last two Langhorne strictly stock classics.

Rated on par with these three leaders, who, incidentally, will be driving the same type automobiles—Olds 88's—are Johnny Mantz, Long Beach, Calif., the 1949 Pacific Coast big car champion and winner of the 500-mile Grand National Circuit race Labor Day, and Lloyd Moore, Frewsburg, N. Y., along with Chuck Mahoney of Rome, N. Y.

Three women drivers are included among the entries, headed by Sara Christian, sensational Atlanta speedster who finished sixth in a field of 47 starters here last September. Also entered are Anne Bunselmeyer of Elmsford, N. Y. and Ethel Mobley of Atlanta. Mrs. Mobley, sister of the three famous Flock brothers of stock car racing, will be driving a 1949 Lincoln, Miss Bunselmeyer will wheel a 1949 Packard, and Mrs. Christian will drive a 1959 Olds 88.

Included among other stars who will bear watching Sunday are Mershell McGriff, Portland, Ore., winner of the 2,200-mile Mexican road race; Dick Linder, Pittsburgh, winner of the Grand National Circuit races at Hamburg, N. Y. and Dayton, Ohio; Ken Wagner, Trenton N. J.; Lee Petty, Greensboro, N. C.; Bill Blair, High Point, N. C.; Fireball Roberts, Daytona Beach, Fla., who placed second at Darlington; Pepper Cunningham, Trenton, N. J.; Ted Chamberlain, Jamestown, N. Y.; Len Fanelli, Brooklyn; Dick Burns, Braddock, and many others.

Nearly 5,000 See Johnson Take Delmar Track Feature

17 Sept '50

An overflow crowd of 4,221 yesterday watched Lou Johnson of Wilmington win the modified 20-lap feature in the $1,000 purse stock car racing program at the Delmar Raceway.

Driving a 1939 Ford V-8, he spun the 10 miles in the fast time of nine minutes and 48 seconds. Although finishing with a half lap lead, he was pressed hard by Ken Marriott of Baltimore, who conked out on the 17th lap when his Ford motor blew up in a cloud of smoke.

Bill Scott of Frankford, Del., a local favorite, piloting No. 1, a 1939 Ford, moved into second spot and chased Johnson hard to the finish line. His lack of experience against a more experienced field didn't seem to handicap him during the tense moments of the final laps.

Finishing third was Cliff (Pop) Taylor of Delmar, who waged a spirited race with his 1934 Ford which is equipped with only one carburetor. The 49-year-old gamester received a tremendous ovation from the spectators for his dogged style of racing.

Ranking fourth was Bill Cable of Washington, D.C., followed by Preston Welsh of Takoma Park.

Johnson, the winner, is a long distance truck driver. He has been racing stock cars since the war as a hobby.

There were no crackups. A mild pile-up took place with a lot of bang at the finish when Cable blew a tire and ran into another car in the pit. No damage was reported.



Lou Johnson

Harry Brokhoff, the "flying milkman" from Pottstown, Pa., won the featured five-lap match race in the fast time of 2:29. He was wheeling a 1939 Ford V-8, and came in front of Johnson in a hub to hub duel. Marriott was third and Scott fourth.

Marriott, one of the high point drivers of the American Racing Association, boasted last week that he was sure of beating Scott, the Eastern Shore favorite. He didn't succeed due to motor difficulties.

A Saturday night rain caused the track to be slick, and speed was reduced considerably. The speediest qualifying time was recorded by Brokhoff in 29 seconds. The Pennsylvania speedster said after the race that "traction was slippery," and he felt confident he could lower this mark below 28 seconds in the next stock car race Oct. 1.

Elwood Tucker, of Bridgeville won the semi-stock event with an 8:36 performance. He was behind the wheel of a 1939 Ford. Pop Taylor came in second of the 15-lap race.

The three 10 lap winners were: First heat, semi-stock; Tucker, 5:4; Smith, Williams, Mitchell, Ralph, Maddox, Adams; second heat, semi-stock; Tucker, 4:47; Taylor, Campbell, Cable, Kenny, Hayman, Jones, and Lynch; third heat modified, Brokhoff, 5:15; Marriott, Johnson, Welsh, Scott, Twilley, P. Welsh and Phillipin.

9/17/1950

Fonty Flock Is 200-Mile Race Victor

9/18/1950

LANGHORNE, Pa. — Fonty Flock, Spartansburg, S. C., won the Grand National Circuit 200-mile strictly stock car championship race in a record 2 hours, 44 minutes, 47.95 seconds before 18,000 fans at Langhorne Speedway yesterday.

Flock knocked more than eight minutes off the track standard set last year by Curtis Turner, Roanoke, Va., who covered 200 laps around the Bucks County oval in 2:52.54.12. Flock started 25th in a field of 48.

Fonty, one of three brothers racing in the event, won first prize money of $2,000, various lap sums and the "Hot Rod Happy" Trophy, along with 300 points toward the season's point championship. Maureen O'Brien, National AAU 100 and 200-meter pion, presented the trophy on behalf of Zack Mosely, creator of the "Smilin' Jack" comic strip.

Second to Fonty Flock was Bill Blair, High Point, N. C., followed by Glenn (Fireball) Roberts, Daytona Beach, Fla.; Lee Petty, Greensboro, N. C., and Neil Cole. Flock won by more than a half-mile. The field was flagged after he and Blair completed the 200.

Tim Flock, Winston-Salem, N. C., who shared the pole position with Wally Campbell, American Stock Car Racing champion from Trenton, led early, Campbell taking over on the third mile. Wally lost control of his car on the third turn of the fifth lap and crashed through the guard rail. He crawled from the wreck uninjured.

Tim Flock and Turner alternated until Fonty Flock took over on the 37th lap. He and Blair waged a tight duel until 162 miles.

Two Drivers Injured

Four accidents injured two drivers. John Scheleskey bounced over a five-foot restraining wall into a tunnel leading from outside the track to the infield when he lost control on the 59th lap. He was taken to a hospital with a possible jaw fracture and head injuries.

Tommy Coates, Trenton, flipped on the fourth turn and was treated on the scene for slight injuries. Jim Lewallen, High Point, N. C., went through the guard rail on the third turn but escaped injury.

Trenton Drivers Pepper Cunningham finished sixth, Ken Wagner ninth and Coates 14th.

The summaries:

Championship race — 200 miles: 1, Fonty Flock, Spartanburg, S. C.; 2, Bill Blair, High Point, N. C.; 3, Glenn Roberts, Daytona Beach, Fla.; 4, Lee Petty, Greensboro, N. C.; 5, Neil Cole, Hawthorne, N. J.; 6, Pepper Cunningham, Trenton; 7, Bill White, Lockport, N. Y.; 8, Johnny Grubb, Greensboro, N. C.; 9, Ken Wagner, Trenton; 10, George Hartley, Erie, Pa. Time: 2:44.47-05.

Fonty Flock Cracks Record In Winning Stock Car Race

9/18/50

Special to The Trentonian

LANGHORNE, Sept. 17 — Fonty Flock set a new track record as he drove his Oldsmobile 88 to victory in the 200-mile Grand National Circuit stock car championship race before 18,000 here today.

Campbell Cracks Up

The Spartanburg, S. C., speedster covered the 200 laps in two hours, 44 minutes and 47.95 seconds. His pace was more than eight minutes faster than the record set last year by Curtis Turner of Roanoke, Va.

Flock had clear sailing soon after Wally Campbell of Trenton, who broke into the lead from his pole position, went through the fence on the first turn of the fourth lap. Campbell was not injured.

"Honest John" Scheleskey of Pittsburgh was treated at Mercer Hospital for a fractured jaw. On the 59th lap his car careened over a five-foot retaining wall at the entrance to the underpass.

Bill Blair Second

Flock started in 25th position in the field of 48. He finished a half-mile in front of Bill Blair of High Point, N. C. The victory carried a prize of $2,000.

Third place was taken by Glenn (Fireball) Roberts of Daytona Beach, Fla. Neil Cole, Hawthorne, N. J., was fourth, and Trenton's Peper Cunningham was fifth.

Tommy Coates, president of the American Stock Car Racing Association, skidded and turned over but was not detained at Mercer Hospital.

DAY MORNING, SEPTEMBER 18, 1950

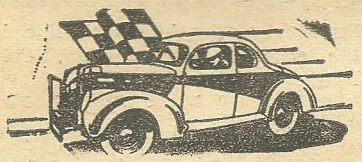
Tommy Coates Wins Stock Fray At Lanham Speedway

By JOHN H. FALES

LANHAM, Md., Sept. 19. — Tommy Coates, Trenton, N. J., won his first stock car feature race of the year at the West Lanham Speedway on Friday night. Coates took an early lead and looked like a sure winner until Wally Campbell, also of Trenton, took the lead on the 15th lap.

Coates pushed Campbell hard and good fortune came his way as Campbell's car blew a rear tire on the 22nd lap giving Coates the checker. This was a deserving win for Coates who has had hard luck at Lanham this year.

This was another rough run race for Lanham fans. A restart was necessary on the 4th lap due to a six-car tangle resulting from a spin by John Cabral on the first turn. The re-



mainder of the race was marked by considerable wild driving.

In the warm ups Fred Wright did a roll in the 1st turn and a repeat preformance on the backstretch in the Consy.

Harry Morgas also took a tumble in the Consy.

1st heat (10 laps): Campbell, Cabral, Gross. 2:48.39.
2nd heat (10 laps): Schneider, Battle, Tice. 2:49.07.
3rd heat (10 laps): Johnson, Coates, Marriott. 2:51.20.
1st semi-final (12 laps): Schneider, Cabral, Battle. 3:42.00.
2nd semi-final (12 laps): Campbell, Welch, ohnson. 3:41.15.
Consolation heat (12 laps): Tice, Fowler, Roberts, Morgan. No time.
Feature race (25 laps): Coates, Schneider, Battle, Welch, Ryker, Hamilton. No time.

Nazaruk-Campbell On Top in Popularity Poll

9/19/1950

BROOKLYN, N. Y., Sept. 19.—With the final drive on down to the wire to determine who will be this year's popular midget auto race driver, the lead changed hands this week with the fan clubs of Mike Nazaruk coming thru in brilliant fashion. Mike takes over the lead in the King Doodle-Bug poll with a total of 8,380 points.

Charlie Ethier who enjoyed the lead drops down to second place with 7,820 credits a very close second. Third place is still held by Len Duncan with Lou Fray to fourth place 5,750 points. Ed Russo still holds top billing from among the mid-West midgeteers with 5,370 points. Ed Schaefer is sixth with 5.070. Mike O'Halloran is next in line with 4,420. Johnny Thompson moved up and pasted Bill Cantrell with 4,140 points. Cantrell rates 3,970 and Bill Schindler amassed 3,620 points.

In the stock car and hot rod popularity poll, Wally Campbell is going along like a house afire and still holds the lead jumping his point standing up to 17,140. Ray Brown of the United Stock Car Racing Club is second with 14,520 Curtis Turner noted NASCAR ace is giving Ray Brown a fight by climbing to within srtiking distance of taking over second spot with 14,390 points. Bud Koehler went up one notch to fourth spot with 10,420. Russ Dodd is fifth with 9,880 credits. Hershel White is sixth with 8,370 points. Slim Ingalls is seventh with 8,250 points. Roscoe Hough is eighth coming thru with 7,610. Eddie Anderson top flight mid-West pilot is ninth with 5,780 points, Ebe Yoder 5,520 points. Fanelli totals runs to 5,050 Sam Hawks is twelfth with 4,930 points. Joe Weatherly has 4,340 with Neil Cole increasing his total to 4,020.

The final results will be announced in next weeks issue, for in many parts of the USA there is mailing time to be considered. Remember all ballots must be postmarked no later than September 22nd.

Popularity POLL

STANDINGS

KING DOODLE-BUG

MIKE NAZARUK	8380
CHARLES ETHIER ..	7820
LEN DUNCAN	6190
LOU FRAY	5750
ED RUSSO	5370
ED SCHAEFER	5070
MIKE O'HALLORAN ..	4420
JOHNNY THOMPSON	4140
BILL CANTRELL	3970
BILL SCHINDLER	3620

★ ★ ★

STOCK - HOT ROD PILOTS

WALLY CAMPBELL..	17140
RAY BROWN	14520
CURTIS TURNER ..	14390
BUD KOEHLER	10420
RUSS DODD	9880
HERSCHEL WHITE..	8370
SLIM INGALLS	8250
ROSCOE HOUGH	7610
EDDIE ANDERSON ..	5780
EBE YODER	5520
LEN FANELLI	5050
SAM HAWKS	4930
JOE WEATHERLY ..	4340
NEIL COLE	4020

9/19/1950

Langhorne Speedway 100-Lap Stock Duel On Tap This Sunday

LANGHORNE, Pa., Sept. 18th —A 100-mile National Championship Automobile race for modified stock cars will be staged at Langhorne Speedway, next Sunday. Like two other title events at the Bucks county oval, the 100-miler for modified stocks was postponed from its original date.

The century classic was originally listed for Aug. 20, but was set back by inclement weather. It will be run under NASCAR sanction as a Brill promotion, with Jim Norton as race director.

Time trials will not be necessary for the 100-miler since the modified stock drivers had already made their quaifying runs prior to the postponement. A total of 48 cars were then on the track. Additional entries will draw for positions behind the original field

Wally Campbell, Trenton, American Stock Car Racing Club champion, had twice bettered the world's record for a one-mile dirt track set in August, 1948, by Red Byron, Atlanta, Ga.

Campbell first turned the Bucks county track in 40.84 seconds and then improved on a second trial to 40.63 seconds. Ken Marriott, Baltimore, Md., also bettered the former standard with a run of 42.04 seconds. Byron had set the mark at 43.25 seconds.

The gates at Langhorne will open at 12 noon on Sunday, with practice runs starting at 12:30. Race time is 2:30 P. M. PTC will run special buses to the speedway from Frankford ave. and Bridge st.

Ticket reservations can be made through Central City Ticket Office. 247 S. Broad st., Philadelphia. Admission to the infield will be $1, with reserved seats in the stands scaled at $2, $3 and $4, all prices including taxes.

To Race at Lonsdale

9/19/1950



JOHNNY ROGERS

9/19/1950

READ THRUOUT THE WORLD

ILLUSTRATED SPEEDWAY NEWS

HIGHLIGHTING THE MOST THRILLING SPORT OF MODERN TIMES

Entered as second class matter April 8th, 1946 at the post office at Brooklyn, N. Y. under the act of March 3rd, 1

VOL. X, No. 278 BROOKLYN, N. Y., TUESDAY, SEPTEMBER 19, 1950 $4.00 PER YEAR

FONTY FLOCK SNARES LANGHORNE CLASSIC

Scores Record Run In 200-Mile Grind

LANGHORNE, Pa., Sept. 19.—Fonty Flock, Spartansburg, S. C., won the Grand National Circuit 200-mile strictly stock car championship race in a record 2 hours, 44 minutes, 47.95 seconds before 18,000 fans at Langhorne Speedway Sunday.

Flock knocked more than eight minutes off the track standard set last year by Curtis Turner, Roanoke, Va., who covered 200 laps around the Bucks County oval in 2:52.54.12. Flock started 25th in a field of 48.

Fonty, one of three brothers racing in the event, won first prize money of $2,000, various lap sums and the "Hot Rod Happy" Trophy, along with 300 points toward the season's point championship. Maureen O'Brien, National AAU 100 and 200-meter champion, presented the trophy on behalf of Jack Mosely, creator of the "Smilin' Jack" comic strip.

Second to Fonty Flock was Bill Blair, High Point, N. C., followed by Glenn (Fireball) Roberts, Daytona Beach, Fla.; Lee Petty, Greensboro, N. C., and Neil Cole. Flock won by more than a half-mile. The field was flagged after he and Blair completed the 200.

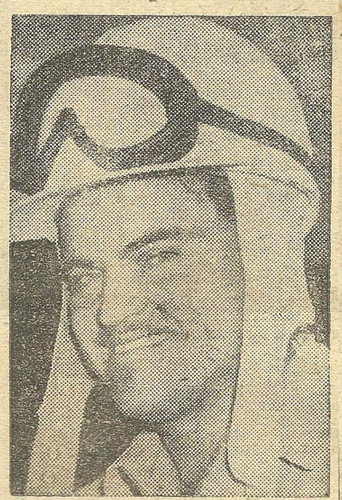
Tim Flock, Winston Salem, N. C., who shared the pole position with Wally Campbell, American Stock Car Racing champion from Trenton, led early, Campbell taking over on the third mile, Wally lost control of his car on the third turn of the fifth lap and crashed through the guard rail. He crawled from the wreck uninjured.

Tim Flock and Turner alternated until Fonty Flock took over on the 37th lap. He and Blair waged a tight duel until 162 miles.

Four accidents injured two dri-

(Continued On Back Page)

vers. John Scheleskey bounced over a five-foot retaining wall into a tunnel leading from outside the track to the infield when



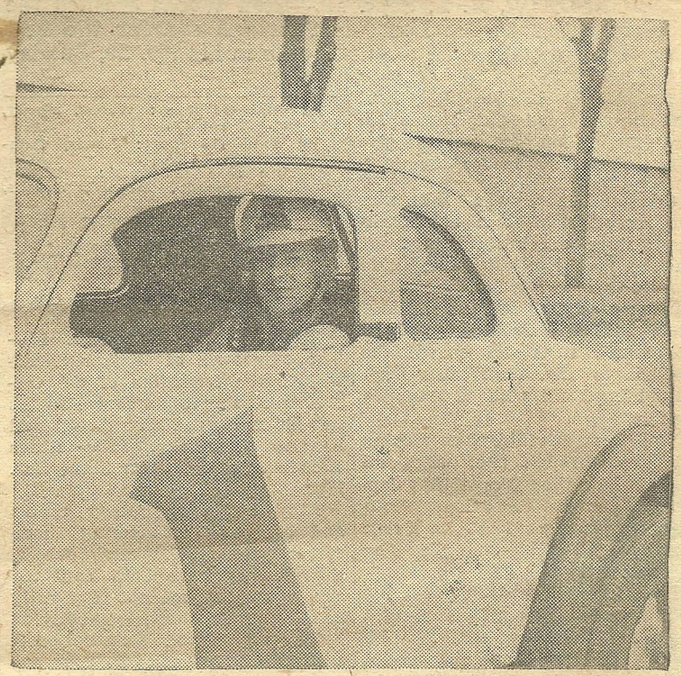
FONTY FLOCK

he lost control on the 59th lap. He was taken to a hospital with a possible jaw fracture and head injuries.

Tommy Coates, Trenton, flipped on the fourth turn and was treated on the scene for slight injuries. Jim Lewallen, High Point, N. C., went through the guard rail on the third turn but escaped injury.

Championship race (200 miles): F. Flock, Blair, Roberts, Petty, Cole, Cunningham, White, Grubb, Wagner, Geo. Hartley, 2:44.95

He Crashes



WALLY CAMPBELL

Wally Campbell Pre-Race Favorite In 100-Mile Test

9/19/1950

LANGHORNE, Pa. — Wally Campbell, of Trenton, American Stock Car Racing Club champion, probably will be pre-race favorite to win the 100-mile national championship for modified stock cars to be staged at Langhorne Speedway Sunday.

The event, originally scheduled for August 20, was postponed because of inclement weather. The century classic will be run under NASCAR sanction as a Brill promotion, with Jimmy Norton as race director.

Prior to the postponement on August 20, Campbell twice bettered the world record for a one-mile dirt track set in August, 1948, by Red Bryon, of Atlanta, Ga. Campbell negotiated the Langhorne Speedway in 40.84 seconds and, on a subsequent trial, lowered this time to 40.63. Byron had set the previous mark at 43.25 seconds.

In addition to his record-shattering feats, Campbell rates further consideration because of his performances in the 200-Mile National Grand Circuit race for strictly stock cars at the Bucks County oval last Sunday.

Campbell, who shared the pole position with Tim Block, Winston-Salem, N. C., because of their fastest qualifying time trials for the 200-miler, took the lead at the three-mile mark, but lost control of his car on the third turn of the fifth lap. He crashed through the guard rail and wrecked his machine, but escaped injury.

He will have his modified stock car ready for the 100-miler on Sunday. No time trials will be staged, since 48 cars qualified before the race was set back from its original date. The field is expected to be increased by additional entries, who will draw for positions. Race time is 2:30 p. m.

Early Favorite At Langhorne

9/19/1950 9/19/

Wally Campbell of Trenton, American Stock Car Racing Club champion, probably will be pre-race favorite to win the 100-mile national championship for modified stock cars to be staged at Langhorne Speedway next Sunday.

The event, orginially scheduled for Aug. 20, was postponed because of inclement weather. The century classic will be run under NASCAR sanction as a Brill promotion, with Jimmy Norton as race director.

Prior to the postponement on Aug. 20, Campbell twice bettered the world record for a one-mile dirt track set in August, 1948, by Red Byron of Atlanta. Campbell negotiated the speedway in 40.84 seconds and, on a subsequent trial, lowered this time to 40.63. Byron had set the previous mark at 43.25 seconds.

In addition to his record shattering feats, Campbell rates further consideration because of performances in the 200-mile national grand circuit race for strictly stock cars at the Bucks County oval last Sunday.

Campbell, who shared the pole position with Tim Flock because of their fastest qualifying time trials for the 200-miler, took the lead at the three-mile mark, but lost control of his car on the third turn of the fifth lap. He crashed through the guard rail and wrecked his machine, but escaped injury.

He will have his modified stock car ready for the 100-miler on Sunday. No time trials will be staged, since 48 cars qualified before the race was set back from its original date. The field is expected to be increased by additional entries, who will draw for positions. Race time is 2:30 o'clock.

Atlantic Stock Car Racing Club Inc.

TIDBITS & MEMOS

9/20/1950 By GARY GORDON

A double shift of Morristown in the afternoon and Bayonne under the arcs was truly Labor Day for the speed boys. It was a hurry up and get it over at Morristown in order to safari to Bayonne for the Mid-Season 50 Lap Championship event. 'Twas fair-sized crowds at both speedways for excellent programs by 68 Atlantic drivers.

Craig Mellinger, crack flagger of the club, supermanned a double official starter stint of Morristown and Pittston on same day. However, he handed over the flags to Tex Enright for the main at Morristown and then scampered for the exists to span the distance in record time. Actual time is omitted because Mellinger doesn't relish jail sentences for speeding.

Pancho Scardo who has lived through several honest-to-goodness rodeos never had a bucking bronc throw him as hard and as spectacular as his car did in a heat at Paterson. Pancho landed on his noggin with the car's four wheels reaching for the stars.

You can rave about the west where men are men etc., but we'll take 'em right out here in the east for downright toughness. Latest example of same was Bob Vogtman who flipped and wound up with an upside down slide of about 20 feet only to return to the race upon righting the car. Brother, that's being rugged.

For pure racing thrills the three-pronged affair betwixt John Cabral, Neli Cole and Paul Barbiche was tops. The finishing order as listed came about when Barbiche gave way in a melee midway on the last lap and finished with the air rapidly escaping from a left front tire.

Herb Farley, according to reports, is still picking out stray splinters acquired while heading right through wooden fence at Morristown. Same source informs Dutch Guttling who accompanied Farley on his uncharted course also is busy removing shattered hunks of wood from skin.

Parker Bohn, Freehold; Bill Pfister, Long Branch and Ed Soden, Red Bank are waging a battle all their own for local fan support at Long Branch Stadium. Bohn and Pfister have just recognized via new motors while Soden has been gaining lots of driving experience by travelling the entire Atlantic circuit.

Strange quirk at Long Branch is fact attendance increases at tail-end of season in contrast to a slight drop during the summer when the average guy would expect the opposite for a shore resort situated track. Campaign ends October 28 with a 100 Lap Championship Series Finale. There's over $3,000 in the special kitty for the series with more to be added each week until the October 28 curtain-closer.

Dick Eagen flaunts the color green superstition in a green and cream number 1. His debut at Morristown had him grab the checkered flag in the feature. However, Eagen did have quite a brush with Nelson Appelgate in a thrilling heat. Appelgate, by the way, drives Barney Ferrerio's 52.

Extremes in car skippering had Frank Schneider skillfully out-maneuver Paul Barbiche in a hectic duel for second place in a Bayonne heat while Russ Dodd nonchalantly stroked home for a win.

Wheels are moving toward having a motion picture short made of stock car racing. Should give the sport as big a lift as did television. Atlantic drivers and sanctioned tracks of Paterson, Morristown, Long Branch are expected to be settings for picture. There will be plenty of warning as to date to both the drivers and fans.

To hear Doggie Hewitt tell it he wears the red-painted derby to remain inconspicuous. The Doggie appellation is another form of incognito practiced by Hewitt.

Backbone of the Atlantic Club is a small group of race-hardened drivers who traverse the entire circuit to race daily They would put on an eight-event event program twice a day if presented with an opportunity to do so. They simply live for racing —and race for a living And. according to Race Commissioner Bob Laurie this elite group is comprised of Nelson Applegate, Len Brown, Paul Barbiche, Bob Courtwright, John Cabral, Russ Dodd, Ronnie Kohler, Sam Malach, Gordon Oldford, Frank Schneider, Tex Enright and John DuBois among a few others. That's the gang which started the stock car craze three years ago and look what has happened to it 'Tis the biggest thing in auto racing as of 1950 and with promise of becoming the biggest thing in all sports in 1951.

Hully Bunn, Tony Battle, Neil Cole, Stan Dodd, Ralph Sheeler, Archie Rutz and Ed Soden are also steady race goers but have been in the speed game of stock car gyrating for a couple of years instead of three. Come to think of it, this handful of seven could be a good number to roll in any event. It could and probably would take the lion's share of any purse.

Latest wrinkle in novelty finishes—a reverse slide across the line for the checkered flag—involved Chris Lehr for a third place wind-up in a semi at Paterson. It's tricky, spectacular—and unintentional.

Ted Webb who handles announcing chores at several of Atlantic's race meets insists the stock car owners and mechanics are magicians with the crowbar. And with the rest of the tools of course. They perform repair miracles in minute fractions and the impossible in a little more than a couple of minutes.

Fan cooperation is necessary for continuance of the flag-throwing at several tracks. Fist fights or other similar disturbances over bagging of the souvenir would force curtailment of this extra curricula of the sport. Let's keep it going.

For tough luck driver of the week there's a choice between Dick Eagen and Neil Cole. Eagen had victory in the 25 lap Feature at Morristown wrapped up in his hip pocket until a mishap less than 2 laps from the wire. The accident enabled Bob Courtwright to rack up his fifth major triumph at the half mile dirt racing strip. Cole suffered a similar fate at Paterson on Saturday with the lone exception being his faithful number 52 was almost demolished.

For undiluted racing thrills they're still talking about the thobbing duel between Frank Schneider and Sam Malach at Long Beach. These two became involved in a stirring two driver race melee for 20 of the 25 laps with victory going to Malach who trumped every trick Schneider threw at him. It was a competition classic.

An episode in unexpectancy concerned Chuck Arnold who on plowing through a fence at Morristown wondered how far he would fall. Said Chuck, "You know, the only part of the trees visible from the track are the tops and I coudn't help wondering how tall they were. I sure was happy when I found out they were in a valley and there was plenty of terra firma near the fence for me and my car to land on in safety". Must'a been a harrowing experience.

Long Branch swings to the once-a-week schedule of Saturdays only while Bayonne continues on a Monday slate, Morristown on Fridays, Middletown on Saturdays and Paterson maintaining its twice weekly sked of Tuesdays and Saturdays. Current plans include all of September and most if not all of October.

Nearness to campaign's curtain call intensifies point standing competition as position is lone basis for a special kitty distribution. As there is gold in them thar hills the drivers are busy as all get out trying to pan some extra pay dirt in the form of more points at every remaining race meet on the Atlantic circuit.

Coates Winner In Rough Lanham Main

9/20/1950

By JOHN E. SCHUELER

Lanham, Sept. 15—Tommy Coates, Trenton, N. J., finally climbed on top of the heap here tonight by defeating an all-star field in the 25-lap modified stock feature before a crowd of 5800. Driving a flawless race in No. 6, Coates took over from Preston Welch on the 3rd lap, and held on until the 15th, when Wally Campbell slashed his way to the front. On the 22nd, Wally's right rear tire blew and Tommy, never more than 3 lengths behind, moved ahead for keeps.

Campbell refused to quit, and continued on the flat to finish in 7th spot in an amazing drive. The last lap he drove on a bare rim, after the shredded rubber finally shook off. Until this point Wally had been headed for a grand slam, with victories in the 1st heat and 2nd semi.

The race had gone only 4 laps when Johnny Cabral spun between the 1st and 2nd turns. The pack was on him in an instant, and had to be peeled off in layers. As the salvage operation progressed Wes Morgan, Preston Welch, Wally Campbell, Tommy Stewart, and Tony Battle were pulled away from Cabral. All but Morgan were able to restart after the bent iron was beaten back into place.

Rough driving marked the entire race. After Lou Johnson spun out in the 6th he returned with a wild exhibition in trying to regain the lost ground. When Al Lubrick was hit from behind and spun off the track the affair got a little grim. About the 15th, Cotton Kind got to Johnson, and moved him firmly, but not gently, into the infield. Coming back a third time, Lou spun himself out finally, on the 21st. The discussion was resumed with marked vigor after the race, but no fists flew.

Fred Wright set a new rollover record by dumping No. 122 on the first turn during the warmup, and again on the backstretch in the 3rd lap of the 19car consolation. In this same race Harry Morgan rolled his brother Wes's No. 2 on the 2nd turn of the 2nd lap.

It was announced that Sunday afternoon racing would start on October 1, with the last race of the season a strictly stock car affair, open to all drivers.

The Summaries

First heat, 10 laps—Wally Campbell, Johnny Cabral, Bill Gross, Sherwood Kemys, Wes Morgan. Time 2:48.39.

Second heat, 10 laps—Frank Schneider, Tony Battle, Carl Tice, Bud Hamilton, Cotton Kind. Time 2:49.07.

Third heat, 10 laps—Lou Johnson, Tommy Coates, Ken Marriott, Eddie Ryker, Preston Welch. Time 2:51.20.

First semi-final, 12 laps — Schneider, Cabral, Battle, Kind, Johnny Meggers, Hamilton. Time 3:42.00.

Second semi-final, 12 laps — Campbell, Welch, Johnson, Coates, Tommy Adams, Tommy Stewart. Time 3:41.15.

Consolation, 12 laps — Carl Tice, Reds Fowler Al Roberts, Wes Morgan, Elmo Ross. No time.

Feature, 25 laps — Coates, Schneider, Battle, Welch, Ryker, Hamilton. No time.

Langhorne 100-Miler On Sunday

9/20/1950

LANGHORNE — The 100-Mile National Championship automobile race for modified stock cars will be staged at Langhorne Speedway Sunday. Like two other recent title events at the Bucks County oval, the 100-miler for modified stocks was postponed from its original date.

The century classic originally was listed for August 20, but was set back by inclement weather. It will be run under NASCAR sanction as a Brill promotion, with Jim Norton as race director.

Time trials will not be necessary for the 100-Miler, since the modified stock drivers had already made their qualifying runs prior to the postponement. A total of 48 cars were then on the track. Additional entries Sunday will draw for positions back of the original field.

Campbell In Spotlight

Wally Campbell of Trenton, American Stock Car Racing Club champion, had twice bettered the world's record for a one-mile dirt track set in August, 1948, by Red Byron of Atlanta, Ga.

Campbell first turned the Bucks County track in 40.84 seconds and then improved on a second trial to 40.63 seconds. Ken Marriott of Baltimore, Md., had also bettered the former standard with a run of 42.04 seconds. Byron had set the mark at 43.25.

The gates at Langhorne will open at 12 noon on Sunday, with practice runs starting at 12:30. Race time is 2:30 p. m.

Langhorne Race Threat Sunday

9/20/1950

Twenty-five years is a long time to compete in any sport, especially automobile racing, with its requirements of strong arms and legs, hair-trigger decisions and hazards, but Roscoe (Pappy) Hough apparently just rolls along like Tennyson's brook.

Hough promises to be a threat for top honors in the 100-mile national championship for modified stock cars at Langhorne Speedway, world's fastest one-mile dirt track, Sunday. The event, postponed from its original date of Aug. 20, is to be staged under NASCAR sanction as a Brill promotion, with Jimmy Norton as race director.

Hough is celebrating his 25th year in the racing game. One of the NASCAR point leaders, he has enjoyed phenomenal success in the speed sport. As far back as 1941, he scored 47 feature triumphs and he has won more than his share since then.

Hough hails from Paterson, N. J. Among a field of starters that is expected to total more than 50 cars, Pappy may expect keen competition from at least two of his hometowners, Charlie Dyer and Neil Cole. New Jersey drivers dominate the entry list, but Pennsylvania, Maryland, Connecticut and the south are well represented.

Since time trials will be unnecessary, race time on Sunday is listed for 2:30 P. M. Gates at Langhorne will open at 12 noon, with practice runs getting under way at 12:30.

9/20/50

To Win Langhorne 100-Miler

9/21/1950

LANGHORNE, PA. — Wally Campbell, of Trenton, American Stock Car Racing Club champion, undoubtedly will be pre-race favorite to win the 100-mile National Championship automobile race for modified stock cars at Langhorne Speedway Sunday.

The event, originally scheduled for August 20, was postponed because of inclement weather. The century classic will be run under NASCAR sanction as a Brill promotion, with Jimmy Norton as director.

Prior to the postponement on August 20, Campbell twice bettered the world record for a one-mile dirt track set in August, 1948, by Red Byron, of Atlanta, Ga. Campbell negotiated the Langhorne Speedway, recognized as the world's fastest one-mile dirt track, in 40.84 seconds and, on a subsequent trial, lowered this time to 40.63. Byron had set the previous mark at 43.25 seconds.

In addition to his record-breaking feats, Campbell rates further consideration because of his performances in the 200-mile National Grand Circuit race for strictly stock cars at the Bucks county oval last Sunday.

Campbell, who shared the pole positions with Tim Flock, of Winston-Salem, N. C., because of their fastest qualifying time trials for the 200-miler, took the lead at the three-mile mark, but lost control of his car on the third turn of the fifth lap. He crashed through the guard rail in one of four accidents during the race and wrecked his machine, but fortunately escaped injury.

He will have his modified stock car ready for the 100-miler on Sunday. No time trials will be staged, since 48 cars were on the track for the race on its original date. The field is expected to be increased by additional entries, who will draw for positions. Race time is 2:30 p. m.

Three DiNatales—Lucy, Rocky And Chick—To Race Sunday In 100-Miler At Langhorne

9/22/1950

LANGHORNE, Pa. — Two women automobile race drivers will compete against top-flight male chauffeurs for top honors and prize money in the Modified Stock Car 100-Mile National Championship at Langhorne Speedway, world's fastest one-mile dirt track, on Sunday.

They are Mrs. Ann Bunselmeyer of Elmsford, N. Y., and Lucy DiNatale of Trenton. A consistent driver and winner in women's auto race competition in New York State, Mrs. Bunselmeyer joined other women who have invaded the men's realm this year. She finished second in her first test against male pilots on May 30.

Lucy DiNatale has also achieved racing fame throughout the East. She is the sister of the two famed racing brothers, Rocky and Chick DiNatale, who rate among the best stock car manipulators in the nation.

Family Speed Duel

The race at Langhorne on Sunday will offer a brother-vs.-brother - vs. - sister combination since Rocky and Chick are also among the entries. The brothers have been well up on the list of winners for several years and this season are enjoying more success than ever.

A world's record-holder also will be in the field. He is Wally Campbell, who set the mark at 40.84, then lowered it to 40.63 records at Langhorne on August 20. Red Byron, of Atlanta, Ga., had held the standard at 43.25 seconds, established in August, 1948.

Gates at the Bucks County racing plant will open at 12 noon, with practice runs starting at 12:30. Qualifying time trials will begin at 1:00, with race time listed at 2:30.

There will be 44, and possibly 52 starters, in the 100-miler. The latter figure would be the largest ever to start a race at Langhorne.

Top-Flight Drivers to Clash For Stock Car Honors Sunday

9/22/1950

Topflight drivers representing all four automobile racing organizations over a wide-spread area will compete for title honors in the 100-mile modified stock car national championship at Langhorne Speedway on Sunday.

The century classic, originally listed for last Aug. 20 but postponed by inclement weather until this week-end, will be staged under NASCAR sanction, with Jimmy Norton as race director.

In addition to leading NASCAR drivers, point-scoring pace-setters of the American Stock Car Racing Club, the Eastern Association for Stock Car Racing and the Keystone Auto Racing Association are among the entries.

Originally, the field included 48 entries, with 42 having passed their qualifying time trials. Additions to the list will necessitate more trial runs Sunday, with 44, and possibly 52, to start. The latter figure would be the largest ever to take the green starting flag for a race at Langhorne Speedway.

Included in the field are two women drivers, a brother-brother-sister combination, and a world's record-holder. The women are Mrs. Ann Bunselmeyer of Elmsford, N. Y., and Lucy DiNatale of Trenton.

The latter will compete against her two brothers, Rocky and Chick, for top honors and money The brothers are among the most outstanding stock car chauffeurs in the nation.

The world's record-holder is Wally Campbell, who set the figure at Langhorne on Aug. 20. He sped around the world's fastest one-mile dirt track in 40.84 seconds, and later lowered this mark to 40.63 seconds. Red Byron of Atlanta, Ga., had held the old standard at 43.25 seconds, established in August, 1948.

Langhorne gates will open Sunday at 12 noon. Trial runs will be permitted at 12:30. Necessary qualifying time trials are listed from 1 to 2, with race time set at 2:30.

52 Starters Expected in 100-Mile Stock Car Race at Langhorne

9/23/1950

9/23/50

At least 44 starters, and possibly 52, will vie in the 100-mile National Championship automobile race for modified stock cars at famed Langhorne Speedway, world's fastest one-mile dirt track tomorrow.

Race director Jimmy Norton has informed owners and drivers of the three racing organizations which will compete that a field of 42 starters is already assured because that many of 48 cars on the track when the race was postponed from its original date of Aug. 20 had already qualified.

Admitting the possibility of a few withdrawals, additional entries for the new race date tomorrow are expected to swell the number of entries to record proportions. In the event more than 55 entries are filed, the field of starters will be increased to 52. That would be the largest number of cars ever to race on the famed Langhorne strip.

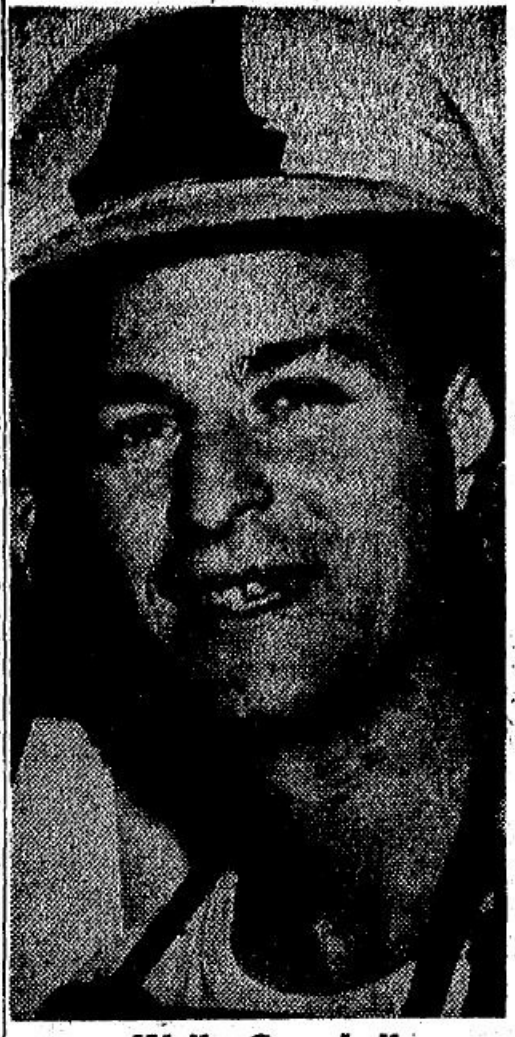
It had been planned not to run qualifying trials again. However, if added entries warrant them, time runs will be staged between 1 and 2 P. M. tomorrow. The gates will open at 12 noon, with practice runs starting at 12:30. Race time is listed at 2:30 P. M.

Among previous entries were Harley Colwell, Rahway, N. J.; Vernon Storm, Randallstown, Md.; Allan Morgan, Glen Ridge, N. J.; Frank Holzhawler, Lakewood, N. J.; Bill Smith, Hillside, N. J.; Bill Gross, Philadelphia; Al Wardell, Lakewood, N. J.; Tom Minard, Nutley, N. J.; Jack Bellinato Singac, N. J.; Buddy Sherman, Irvington, N. J.

Onni Wuorinan, Smithtown, Pa.; Mrs. Anna Bunselmeyer, Elmsford, N. Y.; Roland Stoltz, Feasterville, Pa.; Roscoe (Pappy) Hough, Paterson, N. J.; Jim Robinson, Washington, D. C.; Tony Pavlik, Rahway, N. J.; Gene Kovacs, New Brunswick, N. J.; Lucky Loux, Sellersville, Pa.; Mickey Rorer, Quakertown, Pa.; Pepper Cunningham, Vince Cannizzaro and Wally Campbell, all of Trenton; Hank Boltz and Bill Cornal, Nanticoke.

Others included Al Tibbets, Tommy Coates, Chick and Rocky Di Natale, as well as Lucy Di Natale; Neil Cole, Bob Courtwright and Al Pompanio, the latter from Camden, N. J.

Seeks Honors Today



Wally Campbell

Trenton speedster, Campbell will try for top honors in the 100-mile stock car race this aft-

Record Field Likely Today For Langhorne 100-Miler

9/24/1950

LANGHORNE, Pa. — The 100-Mile Modified Stock Car National Championship will be decided over famed Langhorne Speedway, world's fastest one-mile dirt racing strip, today starting at 2:30 p. m.

Preliminary to the century classic, first modified stock car racing feature staged at the Bucks County oval in two years, practice runs will get underway at 12:30, to be followed by additional qualifying time trials, which will start at 1 o'clock. The race originally was listed for August 20 but was postponed because of inclement weather.

The original field of 48 cars and drivers, 42 of which had already qualified, is expected to be swelled to record proportions. In that event, instead of 44 starters, 52 will take the green flag, which would be the largest field ever to start a race at Langhorne.

Representatives of the four major auto racing organizations over a wide-spread area will compete for top honors and cash awards. They represent NASCAR, under which the 100-miler is sanctioned, topflight drivers from the American Stock Car Racing Club, the Eastern Association for Stock Car Racing, and the Keystone Racing Association. It is a Brill promotion, with Jimmy Norton directing.

Women in Race

Women will vie with men, sister will oppose brothers, and a world's record-holder will attempt further assaults on track standards. At least two women —Mrs. Ann Bunselmeyer, of Elmsford, N. Y., and Lucy DiNatale, of Trenton, N. J.—will pit their driving skill against that of the male stars.

Lucy DiNatale is a sister to Rocky and Chick DiNatale, who rate among the leading stock drivers in the nation. Wally Campbell, who already holds the world's record of 40.63, or 40 and 63-100ths seconds for the mile driving a modified stock, hopes to better even that amazing mark.

Other outstanding entries include Harley Colwell, Rahway, N. J.; Vinc Ceannezzaro of Trenton; Vernon Storm, Randallstown, Md.; Allan Morgan, Glen Ridge, N. J.; Wimpy Ervin, Bloomfield, N. J.; Bill Gross, Philadelphia; Russ Truelove, Waterbury, Conn; Roscoe (Pappy) Hough, Paterson, N. J.; Lucky Loux, Sellersville, Pa.; Mickey Rorer, Qukaertown, Pa.; Pepper Cunningham, Tommy Coates. Neil Cole and Bob Courtwright.

Mealy Drives Dean Car

Among the cars entered in today's century grind are a trio of Fords from Trenton. One of the cars, owned by Bill Dean, will be driven by Dick Mealy. The other two, owned by Jack Kuhn, proprietor of Jack's Garage, will be driven by the Chester brothers —Ed and Joe.

TITLE RACE TO CAMPBELL

He Sets New Mark in 100-Mile Modified Stock Car Event

LANGHORNE, Pa., Sept. 24 (AP) —Wally Campbell, American stock car champion from Trenton, N. J., won the 100-mile national modified stock car racing championship today in the record time of 1 hour 17 minutes 41.21 seconds at the one-mile Langhorne Speedway.

A crowd of approximately 7,000 saw Campbell better the old mark of 1 hour 20 minutes 10.40 seconds, seld jointly by Pepper Cunningham of Trenton and Red Byron of Atlanta.

Second was Jack Yardley of Hatfield, Pa.—more than a mile behind Campbell. Campbell and Yardley were the only drivers of tthe sixty-eight starters to complete the 100 miles.

Two accidents marred the race.

Near the thirty-mile mark, Bill Dean, Baltimore, flipped over on the far turn but crawled from his car uninjured. Later Pete Frazee, Rahway, N. J., veteran driver, crashed through the fence. He also was unhurt.

The New York Times
Published: September 25, 1950
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Campbell Wins Stock Car Title, Sets Track Mark

9/25/1950

Wally Campbell, American stock car champion from Trenton, set a track record when he won the 100 mile National Modified stock car racing championship in one hour, 17 minutes, 41.21 seconds yesterday before approximately 7000 at Langhorne Speedway. Second was Jack Yardley, Hatfield, Pa., who finished more than one mile back.

Campbell and Yardley were the only contenders to finish the 100-mile event, which started with 68 entries and had 24 when the field was flagged down. Other places were decided on the basis of positions drivers held at the flagdown point.

ACCIDENTS MAR RACE

Two accidents marred the race. Near the 30 mile mark, Bill Dean, Baltimore, flipped on the fourth turn but crawled from the car, uninjured. Later in the race veteran driver Pete Frazee, Rahway, N. J., went through the fence on the fourth turn but also was uninjured.

The race—sponsored by the National Association for Stock Car Racing — was originally scheduled for August 20 but had to be postponed because of inclement weather. The 100-mile record was previously held by Pepper Cunningham, Trenton, and Red Byron, Atlanta, at 1:20.10-40.

CAMPBELL ROARS AHEAD

Alex Anderson, Baltimore, jumped out to a quick lead at the start, from his pole position but lost the lead on the second lap to Cunningham. Campbell took over on the third lap and led until the 80th lap when he made a pit stop. The drivers were driving under the caution flag at that point because a gas tank from one of the cars had to be removed from the fourth turn.

While in the pits Campbell was passed by Yardley who trailed by no more than a mile throughout. Campbell regained the lead on the 82nd lap and went on to win. Both finished more than three miles ahead of the third placeman.

The field was one of the biggest ever started on the one mile Bucks County dirt track but of the 68 starters, over half were out of the race after 50 miles.

CHAMPIONSHIP RACE (100 miles): 1, Wally Campbell, Trenton, N. J., 2, Jack Yardley, Hatfield, Pa., 3, Dick Egan, Greenville, Conn., 4, Buss Reaves, Trenton, N. J., 5, Preston Welsh, Kensington, Md.; 6, Lou Johnson, Wilmington, Del., 7, Russ Truelove, Waterbury, Conn.; 8, Ed Chester, Trenton; 9, Vince Cannizarro, Trenton; 10, Gordon Oldford, Westfield, N. J. Time—1:17.41-21.

Record Time For Campbell At Langhorne

9/25/1950

Trenton's stock car ace, Wally Campbell, established a new mark of 1 hour, 17 minutes, 41.21 seconds in winning the 100-mile National modified stock car racing championship at the one-mile Langhorne Speedway yesterday.

A crowd of approximately 7,000 witnessed the record-breaking performance by the American Stock Car champion from Trenton.

Pepper Cunningham of Trenton and Red Byron of Atlanta were co-holders of the old record of 1 hour, 20 minutes, 10.40 seconds.

Jack Yardley of Hatfield, Pa., finishing more than a mile behind Campbell, was second. Campbell and Yardley were the only drivers of the 68 starters to complete the 100-mile grind.

Dick Egan, Greenville, Conn., took third money, followed by Buss Reaves, Trenton, and Preston Walsh, Kensington, Md.

Two crack-ups occurred during the race but neither driver was hurt.

Campbell Clips Time In Langhorne Grind

LANGHORNE, Pa., Sept. 26th—1960—Wally Campbell, American stock car champion from Trenton, set a track record when he won the 100 mile National Modified stock car racing championship in one hour, 17 minutes, 41.21 seconds Sunday before approximately 7,000 at Langhorne Speedway. Second was Jack Yardley, Hatfield, Pa., who finished more than one mile back.



WALLY CAMPBELL

Campbell and Yardley were the only contenders to finish the 100-mile event, which started with 68 entries and had 24 when the field was flagged down. Other places were decided on the basis of positions—drivers held at the flagdown point.

Two accidents marred the race. Near the 30 mile mark, Bill Dean, Baltimore, flipped on the fourth turn but crawled from the car, uninjured. Later in the race veteran driver Pete Frazee, Rahway, N. J., went through the fence on the fourth turn but also was uninjured.

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(Continued on Back Page)

Campbell Clips Time In Langhorne Classic

(Continued From Front Page)

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The field was one of the biggest ever started on the one mile Bucks County dirt track but of the 68 starters, over half were out of the race after 50 miles.

Championship Race (100 miles): W. Campbell, Yardley, Hagan, Reaves, Welsh, L. Johnson, Truelove, Chester, Cannizarro, Oldford, 1:17:42.21.

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ular (nonsports cars).

Leaders in Grand Prix race: 1—Goldschmidt, 2—Cunningham, 3—Wacker, 4—James H. Kimberley, 5—George, Huntoon, 6—William C. Spear, 7—Perry B. Fiss.

Long Branch Races At 8:15 Saturdays

LONG BRANCH — Starting time for remaining three Saturday cards of stock car racing at Long Branch Stadium will be 8:15 p. m. instead of 8:45. The earlier get away will be initiated with this week's nine-event program which includes the 23d feature of the championship series and the popular Fan-Driver Sweepstakes race.

9/26/1950

Wally Campbell Wins 35-Lap Newark Race

9/27/1950

NEWARK —AP— Al Bayer of Lyndhurst won the 25-lap feature stock car race at Ruppert Stadium last night.

He was timed in 6:50.21.

Bill Berry of Oradell took second and Harry Sauchelli of Paterson was third.

Wally Campbell of Trenton was first in a 35-lap feature postponed from last week. Second was Charley Dyer, Cranston, R. I. and third was Ed Riker of Boonton.

CHAMPIONSHIP

STOCK CAR RACES

Featuring

Wally Campbell, 100 mile Langhorne winner
Lou Johnson, Inaugural winner at Delmar

—$1000 Guaranteed Purse—

Delmar Raceway

9/29/1950

Sunday, October 1, 1950

Time trials—1 P. M. First Race—2:30 P. M.

General Admission—$1.00 (including tax).
Children under 12 free with parents.

Grandstands —:— Free Parking

Bill Streeter, Promoter

Fair Auto Races Today Attract 20 Top Drivers

10/1/1950

The annual thrill of "Auto Race Day" returns to the New Jersey State Fair Grounds this afternoon with seven events scheduled to highlight "moving day" at the Fair.

Twenty speed chauffeurs of State and national acclaim are set for the action which offers a big 25-mile New Jersey State Fair sweepstakes as top attraction. Other events include qualifying time trials, three eight-mile heat races, a special match race, and a 10-mile consolation grind. The time trials hum at 1 o'clock and the races open at 2:30.

Tommy Hinnershitz, East Coast AAA champion, will defend his title against such aces as Lee Wallard, Indianapolis star; Mike Nazaruk, new AAA sensation, and Otis Stine, "hot" contender, on the fair bill. Both Nazaruk and Stine won over the titleholder in recent races.

Hinnershitz will depend on the $18,000 Offenhauser formerly owned by the late Ted Horn to bring victory this afternoon. He's out to turn the tables on Stine and Nazaruk and lay claim to a second eastern championship.

Wallard will drive the famed "29" Offenhauser owned by Ralph Malamud, of Brooklyn, while Nazaruk and Stine also will pilot noted "Offeys." Cars in the fair field are estimated to range from $250,000 to $300,000 in cost.

While Hinnershitz will seek to erase his own local mark of five minutes 40.35 seconds for eight miles, this afternoon's entire cast will wing after the 25-mile record of 18 minutes 41.72 seconds posted last year by the late Jimmy Gibbons.

Other "name" drivers entered include Hank Rogers, Mark Light, Ray Sherman, Mark Sooey, Bob Cooney, Speed McFee and Buster Keller.

Lineup of drivers and cars:

Car No.	Driver	Make Car
1	Tommy Hinnershitz	Offenhauser
5	Mark Light	Offenhauser
7	Buster Warke	Offenhauser
8	Hank Rogers	Offenhauser
21	Bill Gouse	Hal Special
25	Warren Bates	Hal Special
26	Otis Stine	Offenhauser
28	Carl Becker	Hal Special
29	Lee Wallard	Offenhauser
36	Mike Nazaruk	Offenhauser
38	Wally Campbell	Riley
45	Ray Sherman	Offenhauser
46	Tut Moore	McDowell
53	Mark Sooey	Hal Special
76	Buster Keller	McDowell
82	Bob Arndt	Hal Special
—	Carl Anderson	Hal Special
—	Jack Robbins	Hal Special
—	Speed McFee	Hal Special
—	Bob Cooney	Hal Special

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

10/2/1950

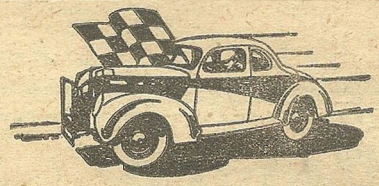
10/3/1950

Atlantic Sweepstakes Pocketed By Schneider

LANHAM, Md., Oct. 1. — Frankie Schneider, Lambertville, N. J., last Friday night won the 100-lap South Atlantic Sweepstakes modified stock-car feature race before nearly 9,000 fans at the final night program of the year at the West Lanham (Md.) Speedway. There was plenty of action in this race which was one of the best races ever staged at Lanham.

Schneider drove without a stop and led from start to finish. It was a novel race in that a driver could leave his disabled car and continue in the race in another car which had lost out during the qualifying heats and which was parked in the infield. It was a narrow win for Schneider whose tires were about ready to blow at the finish.

Johnny Cabral, Paterson, N. J. held second spot until the 50th lap when Ken Marriott, Baltimore, Md. got by him. By this point the leaders had lapped all except 4 of the 24 car field. Marriott kept pouring it on and by the 58th lap had caught up to Schneider. The two leaders drove in and out of heavy traffic and



disabled cars time and again until the 98th lap when one of Marriott's tires let go. This assured Schneider of victory and Marriott well ahead of Sam Malach, Paterson, N. J., and Wally Campbell, Trenton N. J. finished second on a flat. Lou Johnson, Wilmington, Del., and Preston and Bob Welch both of Silver Spring, Md., finished well up front.

1st heat (10 laps): Battle, Campbell, Kaufman. 2:49.03.

2nd heat (10 laps): Schneider, Belgard, R. Welch. 2:43.56.

3rd heat (10 laps): Gross, Marriott, Johnson. 2:44.24.

4th heat (10 laps): Cabral, Malach, Hamilton. No time.

Consolation heat (10 laps): P. Welch, Fowler, E. Skinner. No time.

South Atlantic Sweepstakes 100 laps): Schneider, Marriott, Malach, Campbell. No time.

Records Topple

Campbell Mops Up At Ruppert Stadium Card

By VINCE SLAVIN

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

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

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

As the second feature got under way both Dyer and Campbell moved rapidly through the traffic taking second and third positions respectively in the seventh lap. Once more the two pilots waged a battle for second place. Going into the 14th circuit of the track Campbell in rounding a turn very closely, past both Dyer and previous leader Earl Mills of Milburn, N. J. Dyer repeated his duel with Campbell this time for the lead spot. Campbell repulsed Dyer's efforts and the Rhode Island chauffeur again had to settle for second position.

1st heat (12 laps): Dyer, Williams, D. Bayer. 3:22.933.
2nd heat (12 laps): Read, Silva, Quanz. 3:27.01.
3rd heat (12 laps): Wagner, Davis, Campbell. (3:26.47.
4th heat (12 laps): Correnti, DeMola, Madsen. 3:47.94.
1st semi-final (15 laps): Berry, D. Bayer, Dyer. 4:11.45.
2nd semi-final (15 laps): Campbell, Blasi, Mills. 4:09.43.
1st consolation (10 laps): Norton, Reidel, Bruce, 2:54.96.
2nd consolation (10 laps): Morese, Grande, Spiess. 2:58.74.
3rd consolation (12 laps): Williams, DeMola, Gillespie. 3:17.49.
1st Feature (20 laps): Campbell, Dyer, Correnti, Davis. 5:29.89 (new track record).
2nd Feature (20 laps, reverse start): Campbell, Dyer, Mills. 5:29.57 (new track record).

100 LAPS 100

★ BEECH RIDGE SPEEDWAY ★

WEST SCARBORO, MAINE

10/11/1950

100-LAP STRICTLY STOCK CAR RACE

PLUS 3 HEATS AND SPECIALS

1940 - 1951 STRICTLY STOCK CARS ELIGIBLE — GUARANTEED PAYOFF

Armistice Day, November 11th - 2 p.m.

(RAIN DATE: NOV. 18, 1950 - 2 P.M.)

Maine's First and Finest Automobile Race Track — A Beautifully Banked, Dust Free, One-Third-Mile Oval

For Information or Entry Blanks, Write or Wire: J. B. McCONNELL, W. Scarboro, Maine, or ART ROUSSEAU, 23 Beech St., Keene, N. H.

—— All Entries Should Be Filed at the Earliest Possible Date for the Purposes of Publicity ——

ANOTHER JIM McCONNELL CLASSIC

Schneider Captures Delmar Stock Main

10/11/1950

By M. K. NEWNAM Jr.

Delmar, Dela., Oct. 1 — Frank Schneider, came in to win the 25 lap main at Delmar in 13 min. 9 and 4/100 seconds with Johnny Karp right behind him. Third spot went to Bill Scott, the local boy at Delmar, while Twilly in 29 brought up 4th position. Walley Campbell, Trenton, New Jersey was forced out of the feature with motor trouble on the 10th lap. Bob Welch took a long slide in the second turn and was forced to retire. Schneider, and Campbell put on the show for the first ten laps riding hub to hub and neither driver giving an inch. Ken Marriott was unable to compete due to motor trouble.

A special match race between Campbell, Schneider, and Karp was held, with Schneider coming out on top, followed by Campbell and Karp bringing up the rear. Campbell was pushing Schneider most of the way, yet did not have the necessary power to get by on either side.

Firs race heat 10 laps—Tucker, Figgs, Smith.

Second heat race—Twilley, Smith, Young.

Third heat—Schneider, Campbell, Karp, Wagner.

Fourth heat race—Tucker, Young, Figgs.

Campbell In 4th Straight Newark Win

By Vince Slavin

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

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

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

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

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

Another track record was established in the second consolation race. Serge Doudine of Staten Island, N. Y. broke Earl Mills' previous mark of 2:51.73. He was clocked at 2:50.03 for the 10 lap route, chopping .01.73 seconds off Mills' record.

Summaries:

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

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

Third qualifying heat, 12 laps (3:36.71)—1. Bayer; 2. Davis; 3. Read; 4. Kempfe; 5. Bruce; 6. Brown.

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

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

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

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

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

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

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

Bill Chevalier Hits Winners Circle at Noted Wall Stadium

10/11/1950

Belmar, N. J. Oct. 6—Bill Chevalier, Sayreville, in the Walt Wagner No. 61, won his first feature event at Wall Stadium tonight in 7:32.1. Chevalier moved up first in the early stages of the race from tenth spot into second and was trailing the leader, Sam Mallach in a rebuilt Mainwright No. 99 by fifteen yards entering the eighteenth lap when Mallach blew a right front tire and struck the first corner fence and at the same time hit the already stalled car that had been driven by Ed Rynkowski, Middletown. Mallach was eliminated from the event and Chevalier held on to win with nearly a twenty-five yard margin over second place winner Paul Barbiche, Flemington, with Charlie DeBrezzi, Jamesburg, running a close third.

The night's seven event race card was filled with action starting out in the first lap of the first heat when Rocky DiNatale was sandwiched in between two cars, rolled in relatively serious accidents were Mally Campbell, in the No. 6, who tangled with Al Pomponio and Stanley Parker. Campbell went through the fence between the third and fourth corners and completely washed out the Siwak No. 6.

Brokhoff Gets Spotlight At Delmar Raceway Card

10/15/1950

By BOB BENNETT

DELMAR RAGEWAY, Delmar, Delaware, Oct. 15. — Before some 5,000 avid stock car fans here today, Harold Brokhoff, the flying milkman, from Pottsville, Pa., beat out a fast field of modified stock cars to win the twenty-five lap feature event here at this new plant, one of the fastest banked half mile oil-dirt ovals in the East.

The feature event of the afternoon with eleven starters were given the green flag by starter Bud Gordon of Philadelphia, Pa. Lou Mood, who started in pole position, took the lead and held it for one lap. Brokhoff moved out of number six spot to take over the lead from Mood on the backstretch in the second lap. Wild Bill Smith, who had been riding in third spot, after moving out from number 8 starting position, slipped by Mood in the third lap. The field held their positions until the seventh lap. On the start of the eighth lap Jinnie Marks of Pittman, New Jersey, who was in fifth position, skidded in between the first and second turns, hit the safety fence and flipped side over side, end over end. The race had to be stopped while the wreckage was cleared from the track and also while Jimmie was loaded into the Delmar Raceway ambulance and rushed to the Peninsula General Hospital in Salisbury, Md. The extent of Marks injuries could not be learned, but, it is hoped that they are not serious. Brokhoff took over the lead again as the race was restarted with Wild Bill Smith going back to his number two-spot and Lou Mood back in number three place, however, he dropped out of the race in the seventeenth lap with motor trouble .Brokhoff, who was never in danger as the closest car was about one fourth of a lap behind him, went on to take the checkered flag for first place money.

1st heat (10 laps): Smith, Fitzgerald, Lynch. 5:31.2.
2nd heat (10 laps): Twilley, Tucker, Taylor. 5:23.2.
3rd heat (10 laps): Brokhoff, Mood, Marks. 5:5.2.
Feature-modified (25 laps): Brokhoff, B Smith, Twilley, Martin, Mc Nair. No time.

Patterson Takes Another Feature At Mason-Dixon, Pa.

OXFORD, Pa., Oct. 7th—Little Jimmie Patterson copped his second feature in a row here Sunday afternoon at the Mason-Dixon Speedway before an enthusiastic crowd. Jimmie, who started in 15th position, moved through traffic very rapidly and took the lead on the 6th lap away from Cumens. Second and third spot, however, found a close battle between Jerry Benjamin and Junnie Gough, followed by Adams and Stan Zelick. On the 12th lap Benjamin's motor failed and dropped back. At this point Eddie Adams and Junnie Gouth both moved up on Patterson. However, Jimmie still maintained a good ten yard lead. On the 18th lap Zelick and Hamilton moved in on the first three, causing a very close finish for the first three spots with Jimmie Patterson first, Junnie Gouth second and Eddie Adams third.

1st heat: Zelick, Heater, McCardel.
2nd heat: E. Adams, Benjamin, Ernshaw.
Feature race: Patterson, Gouth, Adams, Hamilton, Zelick

Malach Lanham Victor; Campbell Given Trophy

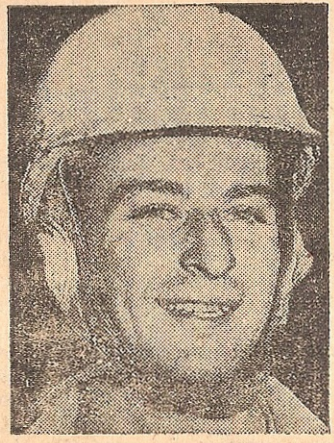
10/17/1950

By J. H. FALES

LANHAM, Md., Oct. 17. — Sammy Malach, Long Branch, N. J., Sunday afternoon came home the winner, in front of a classy field, in the 25-lap modified stock car feature race in the closing program of the season at the West Lanham (Md.) Speedway.

Lou Johnson led in the early laps but soon was passed by Bill Gross, who looked good out front in and out of traffic, until the 12th lap when Malach and Wally Campbell got on the inside and passed. In the next lap Mike Rhinhart spun after the 4th turn and the race was flagged as the track was blocked when Campbell, John Roberts, Ray Goodman, and Wes Morgan piled up behind Rhinhart. The restart put Gross back in the lead for a short one lap as Malach and Frankie Schneider took over. Malach soon had a 15-car length lead over Schneider. Schneider got free of traffic and was only one car length from Malach at the finish.

(Continued on Back Page)



WALLY CAMPBELL

MALACH-CAMPBELL SPLIT LANHAM CASH

(Continued From Front Page)

Gross held 3rd spot to the finish.

Wally Campbell, who had been presented a trophy before the feature race for being the most popular stock-car driver of 1950, as per the Illustrated Speedway News' popularity contest, was fifth at the finish. He had been dropped back to 10th spot at the restart due to having to change a tire.

1st heat (10 laps): Campbell, Roberts, Goodman.

2nd heat (10 laps): Kaufman, R. Welch, Tibbetts.

3rd heat (10 laps): Malach, P. Welch, Gross.

1st semi-final (12 laps): Campbell, R. Welch, Belgard.

2nd semi-final (12 laps): Schneider, Marriott, Malach.

Consolation heat (12 laps): Lindsey, Williams, Lubrich.

Women's heat (10 laps): Yeager, Guthrie, Brown.

Feature race (25 laps): Malach, Schneider, Gross, Kaufman, Campbell, P. Welch.

$4,000 Purse a Publicity 'Gag'

LONG BRANCH TITLE CARD CANCELLED; FANS GET REFUND

10/17/1950

LONG BRANCH, N. J., Oct. 17. —Stock car racing hit a new low at the Long Branch Stadium Saturday night when some 50 drivers, mechanics, and car[illegible]ers refused to ru[illegible]transfer feature race. A crowd, estimated at more than 2,500 fans, backed the striking drivers, and at the end, promoters of the sport refunded money to all the fans.

Only adequate police protection averted what might have been a riot and at times, the scene took on near-riot proprotions. Capt Carl Huhn, acting police chief, and a detail of uniformed policemen and special officers were on hand to quell the uprising.

The refusal to run came after drivers found out that the championship purse, said to be around $4,000 by the Stadium's publicist, Garry Gordon, containing nothing. In fact, the drivers were told that the "purse was advertised as a publicity stunt to obtain more fans.

Parker Bohn, Freehold driver, led the strike. He soon gained backing, and by the time the feature attraction was due to be raced, more than eight cars blocked the track so that no racing could be started.

The publicity director of the sport at the ocean front oval, released news stories that a championship series was started earlier in the season and at the end of each Saturday night meet, a certain amount of money was being placed into a purse.

At the end of the season, the top 20 point leaders would race for the money. First place in the 100 lap jaunt was worth $1,000 to the victor and the balance of the purse was to be distribued among other winners.

Saturday night's shindig contained more huddles than a college football game and after each discussion, the situation was as black as the beginning.

Bohn, spokeman for the drivers, was permitted to use the public address system and after informing the fans of the "publicity stunt", the crowd let out with thundering rounds of boos, shouting "Don't race until they put up the dough".

They didn't and the boys didn't race.

Only four events were run during the evening.



10/17/1950

FRANK BLUM, Hartford, Conn., daredevil, stands his stock car on end when it went out of control during the stock classic at the Thompson, Conn., Speedway. Blum's car was a complete washout, but Frank escaped injury. —Shany Lorenzet photo.



10/17/1950

A HELPING HAND! WES MORGAN gets a helping hand from track attendants at the Lanham, Md., Speedway when his car turns over. Wes was a bit dazed, but otherwise okay.



DITCHED! FRANK GREEN goes over the fence at the Thompson, Conn., Speedway and lands up in the bushes, a thirty foot drop from the speedway. Green stands atop his turned-over car signaling track attendants he's okay. Car was wrecked. —Shany Lorenzet photo.

Sam Malach Takes Lanham 1950 Finale

10/18/1950

By JOHN E. SCHUELER

Lanham, Md., Oct. 15—Sam Malach, Long Branch, N. J., pulled the curtain down on the 1950 modified stock season at Lanham today with a well-arned victory in the feature 25-lapper before a crowd of 3500, celebrating Wally Campbell Day.

Snatching the lead from Bill Gross shortly after a restart on the 14th lap, Malach successfully beat off all threats by Gross, and later, Frank Schneider, to finish some 5 lengths ahead. The trouble in this chase occurred on the 14th, when Mike Rhinehart spun on the 4th turn, and was promptly assaulted by those in the rear. On the restart, Wally Campbell, who replaced a tire damaged in the tangle, and Bob Welch, who blew one in testing his No. 40 afterward, were set back to positions in the rear. Wally was only able to regain 5th spot, while Bob dropped out on the 15th.

It was a brisk afternoon for the pit rescue squads, as 4 hapless contestants got on their heads. Bob Jeffery in No. 66 started the roll derby in the pre-race warmups with an end-over-end on the backstretch. He was reported to have suffered several broken ribs. In the second heat, Al Metter did it to No. 14 on the 1st turn of the initial lap, and the fire squad was called to quench a small blaze up front. He escaped without injury. After the restart, Dave Kaufman went on to his first victory at this track.

In the first powder-puff derby in Lanham's history, Betty Brown, Newton, Pa. driving Al Tibbetts' No. 4 in a blasting run around the outside, got through the 4th turn of the first lap and lost it against the fence. In a long slide on the side of the car halfway down the front stretch she was slightly injured, and was removed to a nearby hospital for observation. On the restart the girls saw the light, and took it easy. Ruth Yeager, Trenton, N. J., stroked to a win, with no positions changing after the first lap.

Ray Cabel completed the noggin-scraping during the warmup for the consolation, when he took No. 68 for a complete once-over on the front stretch, and landed on all four wheels. The job was unable to start, however.

Sudden illness of the official timer made it impossible to secure a replacement, so the season's finale was run without benefit of times.

The summaries:

First heat, 10 laps — Wally Campbell, Johnny Roberts, Ray Goodman, Tony Battle, Tommy Herbert.

Second heat, 10 laps — Dick Kaufman, Bob Welch, Al Tibbetts, Ken Marriott, Mike Rhinehart.

Third heat, 10 laps—Sam Malach, Preston Welch, Bill Gross, Lou Johnson, Wes Morgan.

First sem-final, 12 laps—Campbell, B. Welch, Jack Belgard, Kaufman, Tibbetts.

Second sem-final, 12 laps—Frank Schneider, Marriott, Malach, P. Welch, Roberts,

Consolation, 12 laps—Ed Lindsey, Bernie Williams, Al Lubrick, Johnny Meggers, Johnny Sparks.

Women's race, 10 laps—Ruth Yeager, Nina Guthrie, Mildred Brown, Bert Reeder.

Feature, 25 laps — Malach, Schneider, Gross, Kaufman, Campbell, P. Welch.

Sports Whirl

10/19/1950

Chandler Praises Mack

Wally Campbell of Trenton will be among the field pitted in the closing 100-lap modified stock car race at Belmar's Wall Stadium tomorrow night . . . The event is a championship race.

Wally Campbell Wins Stock Car Title Race

10/22/1950

BELMAR —AP— Wally Campbell, Trenton, won the 100-lap modified stock car championship at Wall Stadium Friday night.

Sam Malach, Lansdale, Pa., was second, and Bill Chevalier of Sayerville came in third.

No times were announced due to restarts.

Wally Campbell Wins 25-Lap Stock Car Race

10/23/1950

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

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

Stars in Borrowed Car

Campbell Outclasses Ruppert Field in Main

10/24/1950

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

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

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

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

The John B. Keenan troph race, open only to drivers resid ing in Essex County saw Joe Som mers of Newark roar to an over whelming victory. The local ra cer held one half lap lead as h crossed the line. His time fo the 25-lap grind was 7:02.12. Tw other local drivers. John Steffa and Jerry Morese finished nex

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

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

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

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

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

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

Essex County Feature (25) Som [illegible], Steffan, Sansabone, 7.00 12.

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

Campbell Takes Title Race at Wall Stadium

10/24/1950

BELMAR, N. J., Oct. 20.—Wally Campbell, Trenton, in the Wally Marks white No. 1, won the 1950 Wall Stadium 100-lap championship and the three-foot high Bill Gundaker and Evelyn trophy tonight in what was unquestionably the most thrilling and bitterly contested race of the entire season.

Finishing second and still in a challenging position to Campbell when the Dale Wainwright No. 99's front right tire blew, was Sam Malach, who finished in second place on a flat tire and won almost as much acclaim in so doing as did Campbell with his feature win. No time was taken for the event which was three times red flagged and restarted in the first twenty-nine laps. At the start, thirty cars were lined up to take Herb Davis' green flag and for the first three laps the cars gave evidence that they might be able to continue without accidents when Bob Cooke, Red Bank in the No. 96 crossed up between the first and second corner, tangled with Pete Frazee in the 127 badly blocking the track and the race was halted. On the restart, Rocky DiNatale, who had started in twelfth position, was out on the pole with Bill Dongren in the No. 50, original third place starter running second. For the next eleven laps, the boys began to pick up and the fans witnessed nineteenth place starter, Ed Rynkowski in the No. 78 pick his way through the field into third spot by the sixteenth lap and then on the nineteenth Ed's car began to falter and he moved off the fourth corner presumably to make a pit stop, over shot the exit gate and rolled over effectively blocking the track at the third corner.

On the forty-sixth lap, Malach took over the lead but held it only one lap when Campbell retook the front running spot and held it through to the fifty-fourth when again Malach took over and continued in first position thru the fifty-eighth. Then as the two cars moved almost side by side. Malach with only a slight margin, Campbell found a hole and went through into the lad. From this point on Campbell never maintained a greater margin than twenty-five yards and frequently the two cars ran bumper to bumper. On the ninety-eighth lap, Malach's front thire blew and he completed the race on a flat. Campbell came through to take the checker with Malach second. Third place finisher was Bill chevalier in the 61. This event completed the Wall Stadium modified stock car season although it is probable that additional modified events may be run on Sunday afternoons.

A complete run down of results follows:

1st heat (10 laps): Rynkowski, Porowski, Cooke. 3:09.

2nd heat (10 laps): DiNatale, Hower, McCarthy. 3:07.5.

3rd heat (10 laps): Chevalier, Malach, Campbell. 2:57.6.

Feature race (100 laps): Campbell, Malach, Chevalier, Bohn, Weber, Havens, Doughty, Farrell, Hower, Porowski. No time.

Campbell Cracks Ruppert Mark in Borrowed Stock

By VINCE SLAVIN

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

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

Reason for Switch

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

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

Takes Essex Race

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

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

SUMMARIES

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

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

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

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

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

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

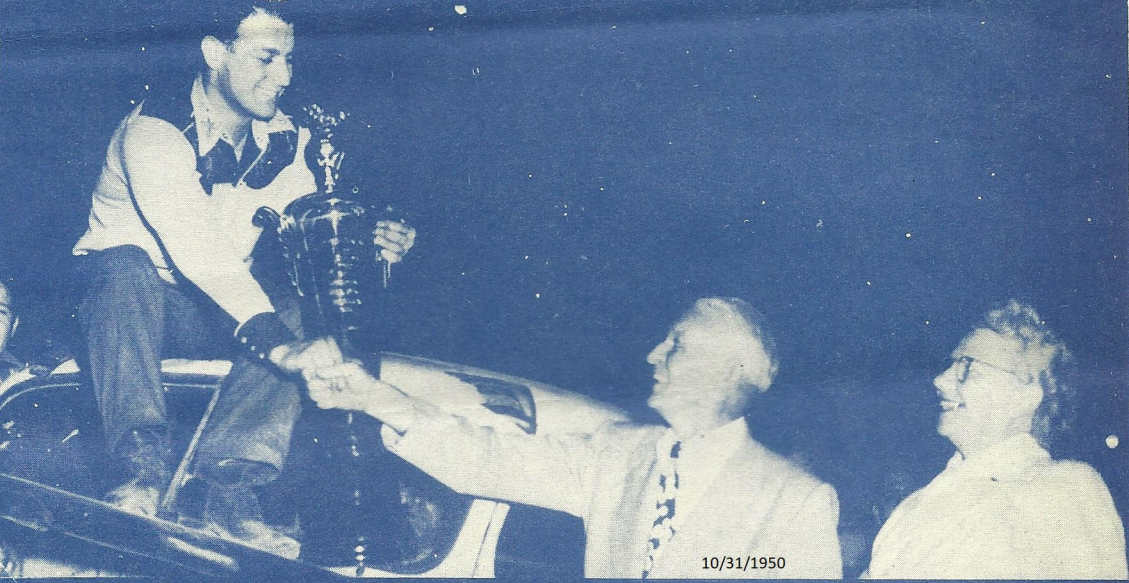
First Consolation, 10 laps (2:49.08, new track record)—1, Campbell, 2, Correnti; 3, Hall; 4, Steffan.

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

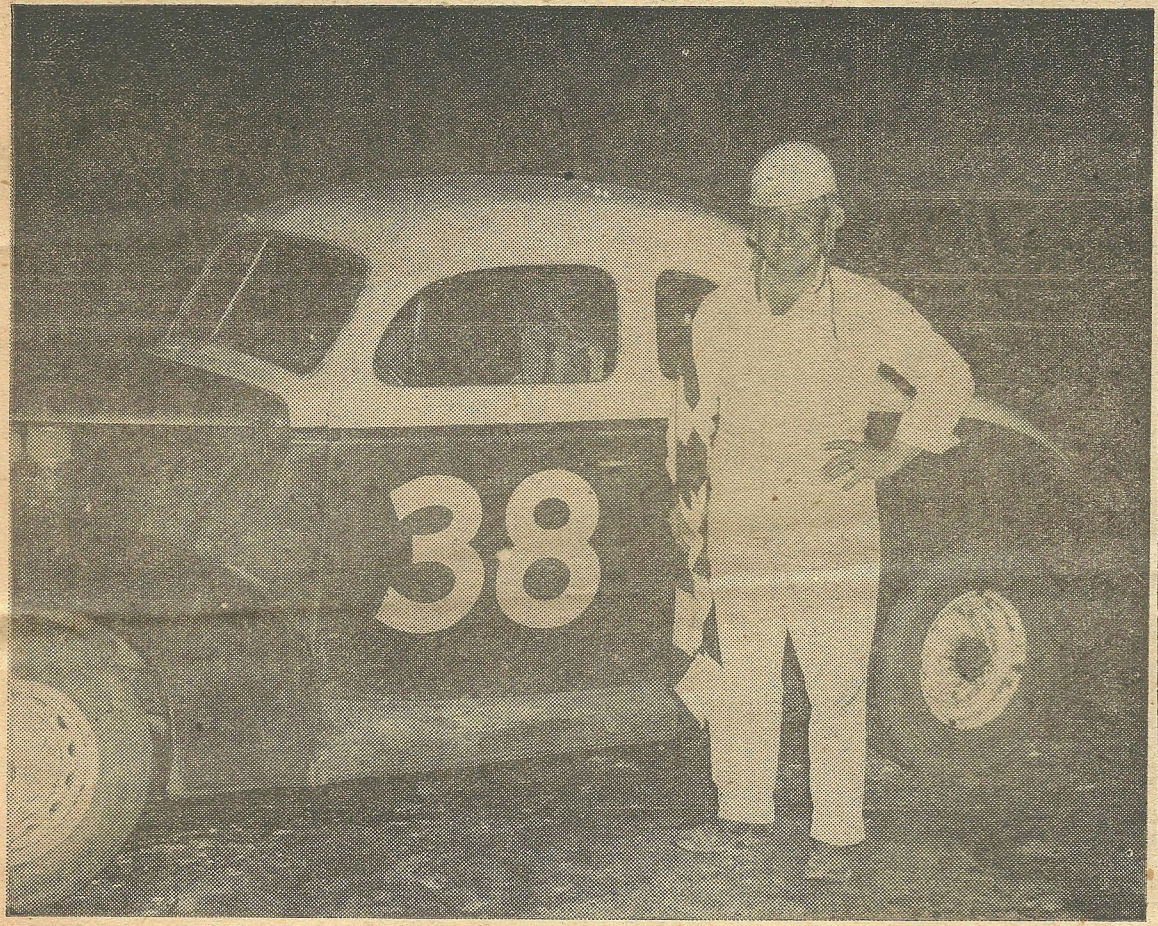
Women's Race, 10 laps (3:19.97)—1, Harney; 2, Petrullo; 3, Samber; 4, Sansabone.

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

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



Wally Campbell sits atop his car holding the 100 lap Wall stadium, Belmar, N. J., championship trophy as he receives a hearty handshake and congratulations from William "Pappy" Gundaker and Evelyn Longstreet of the Belmar plant. —Bill McGinley photo.



HAROLD (The Flying Milkman) BROKHOFF from Pottsville, Pa., is shown holding the victory bunting following his recent feature event win at the Delmar Raceway, Del Mar, Del.

—ROBERT BENNETT photo.

Klapak NASCAR Champion

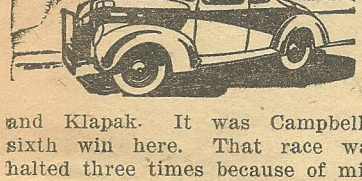
Campbell Wins 6th Main At Ruppert Stadium Card

10/31/1950

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

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

Wally Campbell of Trenton again roared to victory in the feature event, topping both Hough



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

Hough's Car Smashed

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

Campbell started the grind in 30th position, and, moving rapidly through the closely bunched pack took over sixth place in the 16th lap. He moved into fifth position one lap later and gained the second slot during the 18th circuit. The race was halted the first time in the 20th lap when a six-car crash blocked the speedway. At the restart, he chased Mills, who before the restart, had one-half lap lead on the pack.

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

Dyer Wins Crown

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

1st heat (15) Mills, Campbell, Bayer, 4:14.17.

2nd heat (15) Dyer, Ackerman, Read, 4:21.13.

3rd heat (15) Correnti, DiNatale, Frazee, No time.

4th heat (15) Sherman, Nyman, Hammersly, 4:24.55.

1st Consolation (12) Langon, Holzhauer, Berry, No time.

Feature (100) Campbell, Read, Mills, Hough, No time.

Brokhoff Places Third

It's Lou Johnson Over Schneider At Delmar

By BOB BENNETT

DELMAR RACEWAY, Delmar, Del., Oct. 29.—Two action-packed feature events here this afternoon provided plenty of thrills and excitement for the race fans with lots of skids, flips, and pile-ups. Lou Johnson, hard-riding stock car pilot from Wilmington, Del., won the twenty lap feature event of the afternoon in 9:17.2, setting a new track record and shaving 25:8 off his previous record of 9:43. Lou won a brand new fifty dollar bill from track officials for setting a new record. Frankie Schneider, New Jersey stock car ace, and Harold Brokoff, Pennsylvania star, gave Johnson a good run for his money for the entire 20 laps.

In the feature Harold (the flying milkman) Brokhoff took over the lead, after starting on outside poll, as starter Bill Nelson gave the go signal. Johnson came up out of the rear of the pack into second spot on the start of the second lap with Frankie Schneider roaring into third position. The lead changed several times between these three veteran drivers until the halfway mark when it was Johnson, Brokhoff, and Schneider. On the 11th lap a nip and tuck battle started between Brokhoff and Schneider for second spot with the "milkman" holding the favored pisition most of the time. On the fifteenth circuit Schneider sneaked by Brokhoff on the inside. At the finish it was Johnson, Schneider and Brokhoff.

1st heat (10) Tucker, Baynum, Fitzgerald, 5:38.3.

2nd heat (10) Twilley, D. Twilley, E. Tucker, 5:17.4.

3rd heat (10) Schneider, Johnson, Kaufman, No time.

Semi-Stock feature (15) D. Twilley, Goslin, Lindsey, Adams, E. Tucker, J. Twilley, No time.

Feature-Mod. (20) Johnson, Schneider, Brokhoff, Kaufmann, P. Welch, Marriott, 9:17.2.

Chick Dinatale Snares Delmar Raceway Title

By BOB BENNETT

DELMAR RACEWAY, Delmar, Del., No. 5.—Thirty-one-year-old Dick Dinatale of Trenton, New Jersey, driving the 1939 modified Ford coupe owned by Richard Schlagen-

11/07/1950



WALLY CAMPBELL

hoft, won the fifty lap DELMARVA modified championship stock car race here at this new one half mile banked oil dirt oval, this afternoon before a capacity crowd. The race was called in the thirty-second lap on account of darkness and also because of an accident on the fourth turn involving Olie Odford, who rammed the safety fence along the edge of the track. He crawled from his wrecked car uninjured.

In a field of twenty-two starters Dinatale started on inside pole with Dick Kaufmann taking off right beside him. At the green signal it was Kaufmann to the lead with "Chick" right on his heels. On the start of the fifth lap Wild Bill Smith flipped his stock on the first turn making Starter Bill Nelson wave the red flag. On the restart it was Dinatale to the lead with Ernie Gessell taking over number two spot and Kaufmann going to third. Wally Campbell (the Trenton Flash) who on the restart had been in tenth position gained steadily until on the eight circuit he moved into fourth. On the seventh lap American Stock Car Ace Campbell dropped from the race with motor trouble.

At the half way it was Dinatale, Kaufmann, Gessell and Tom DuPont who previously had set the fastest qualifing time of 29-1. On the start of the twenty eight go Kaufmann blew a rear tire and pulled out of the race.

When the race was called in the thirty second lap it was: Chick Dinatale, Trenton, N. J.; Tom DuPont, Harrisville, R. I.; Ernie Gessell, Norwood, Conn.; John Karp, Trenton, N. J.; Tom Finley, Mapleville, R. I.; Bob Welsh, Silver Springs, Md.

Pen Mars, Eddie Adams of Rising Sun Md. won the twenty-five lap semi-modified feature after three restarts due to accidents.

Stock Car Ace Will Try Sawed-Off Midgets

11/14/1950

Wally Campbell, leading point scorer in stock car racing at West Lanham Speedway for the last two years, will try another sport next Monday and Tuesday nights when Tom Thumb auto racing is introduced at Uline Arena.

Rex Records and Steve Iko, co-promoters of the new venture, announced today that Campbell will be matched with Dutch Schaefer in a special 10-lap match race on Monday's opening program.

Tom Thumb racing will involve little cars about three-fourths the size of midget autos, with racing on a special 1/11th-mile track.

Tom Thumb Car Racing Starts With Big Field at Uline Tonight

A new indoor sport makes its debut tonight when Tom Thumb auto racing is tried at Uline Arena. Cars about three-fourths the size of regular midget autos will do their racing on a 1/11th-mile track. The program calls for four qualifying races of 10 laps each, a 12-lap consolation, a 10-lap match race and a 25-lap feature.

The show is promoted by Rex Records, well-known driver of midget and big cars, and Steve Iko. Records is coming out of retirement to join the field of 24 drivers lined up for tonight's show at Uline.

Also in the field are Ann Cornell of Elmsford, N. Y., who has been piloting stock cars; the father-son big-car combination of Gene Hartly, 51, and Ted Hartly, 22, of Roanoke, Ind., and Wally Campbell, nationally popular stock-car racing ace from Trenton, N. J.

Forrest Parker, Charlie Kemp, Ed "Dutch" Schaefer, George Landry, Tony Bonadies, Dave Humphrey, Bob Moore, Bill Haines, Len Duncan, George Coon, Victor Ringle, Mike Nazaruk, Larry Bloomer, Joe Sastillio, and Rusty Rushton also will compete.

11/20/1950

— Atlantic Stock Car Racing Club —

Final Point Standings for 1950 Season

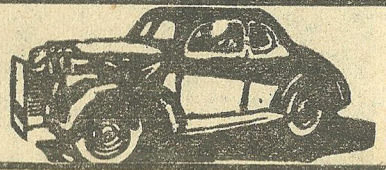
11/21/1950

DRIVERS	POINTS
Johnny Cabral	5730
Frankie Schneider	4750
Bobby Courtwright	3750
Gordon Oldford	3645
Russ Dodd	3130
Charlie Dyer	3037
Johnny DuBois	2950
Ralph Sheeler	2795
Tony Battle	2741
Paul Barbiche	2634
Len Brown	2619
Hully Bunn	2552
Neil Cole	2447
Sammy Mallach	2050
Nelson Applegate	2040
Baer Herman	1775
Parker Bohn	1753
Jim Delaney	1662
Ronnie Kohler	1573
Len Blomgren	1550
Bill Pfister	1529
Charley Muscatel	1514
Johnny Yannone	1456
Joe Romer	1443
Tex Enright	1422
Ed Soden	1410
Al Peters	1273
Roscoe Hough (Pappy)	1238
Jackie Reynolds	1193
Dick Eagan	1078
Archie Rutz	1041
Pete Frazee	985
Eddie Ader	984
Henry DeBoer	963
Bud Marl	960
Al Pomponio	941
Stan Dodd	917
Ed Hennessey	886
Johnny Strall	871
Don Stumpf	861
Bud Farrell	853
Harry Herman	841
Ernie Gesell	833
Bob Cook	725
Bill Gross	716
Wally Campbell	705
Charles Hower	705
George Petryk	699
Jack Crozier	674
Fred (Postie) Post	652
Tom Clark	633
John Fornoro	628
Ed Rooney	628
John Kronyak	626
George Romer	615
Eddie Riker	606
Freddie Thompson	600
Lyle Eastman	590
Chris Lehr	561
Bob Kruger	557
Harry North	517
Elmer Struble	516
Don Avery	509
Mert Eastman	496
Vince Cannizzaro	492
Gus Yannono	488
Joe Yank	483
Gus Irving	483
Otus Smith	477
Gene Kovacs	473
Ray Redner	470
Ken Wismer	461
Ottens	441
Ray Collins	420
Jim Reed	418

DRIVERS	POINTS
Lucky Loux	411
Bill Barto	398
Ed Rynkoski	395
Bill McCarthy	392
Bill Chevalier	392
Pete Harris	375
Joe Carlson	364
Peter Polli	350
Dick Sanford	340
Don Allen	338
Doug Hamilton	336
Bob Fritts	335
Vince Barton	333
Joe O'Brien	329
Walt Peters	316
Cliff Caswell	316
Bobby Lambrix	310
Henry Stephen	308
Ken Slocum	304
George Mills	301
Ed Smith	297
George Moore	297
Wallace VanOrden	287
Pep Sparone	282
Jess Brand	281
Jack Brassell	281
Fred Dagevar Jr.	274
Thomas Jensen	266
Bill Brown	263
Fred Lange	257
Joe Oakes	254
John Fleischer	251
Burr Fuller	246
Elwood (Doggie) Hewitt	246
Tom Tomlinson	241
Tom Colfax	241
Bob Weiner	235
George Roach	234
Larry Smith	234
Bob Demerest	232
George Weller	222
Ray Anderson	217
Eric Wallenburg	212
Walt Sahaydak	212
Otto Harway	209
Bill Hamersly	208
Ed Farley	206
Larry Shurter	203
Ted Seabiscuit	201
Bob King	195
Ray Hyatt	194
Flicker	193
Gene Stonewall	192
Dutch Swayzee	190
Arnold Jacobus	189
Al Tibbetts	180
George Rocker	172
Eddie Duffy	169
Bill Smith	169
Bill Becker	167
Dick Davis	167
Duke Heller	167
Frank Mitchell	166
Al Morgan	162
James Riddle	157
Bob Vogtman	157
George Eckhart	156
Bill Hoffman	154
Bob Williams	153
Russ Truelove	151
Dee Toran	151
George Hoffman	147
Mario Palmieri	146
John Ruiz	145
Cumaer	145

Atlantic Stock Car Racing Club News

11/21/1950



Racing Director Harvey Tattersall Jr. and Public Relations Director Tom Galan, deserve a lot of credit for their tremendous contributions in advancing stock car racing this season. Their combined efforts at Hinchliffe Stadium in Paterson helped swell the total fan attendance of the Atlantic Club to a record figure.

With the November 19 running of the 150 lap championship grind Messrs. Tattersall and Galan proved it possible to be both first and last in an endeavor. They opened the Hinchcliff 1950 racing campaign the first week in April and then closed it two days ago. In other words they actually were the first to open and the last to close. And they were responsible for eight months of top notch racing.

Most thrilling race in the Morristown Raceway finale was between Paul Barbiche and Frank Schneider in the initial qualifying heat. It took Schneider six laps of hub-to-hub gyrating to finally pass Barbiche and go on to win.

Barney Ferriero, who confines his automotive genius to ownership instead of driving, stepped into a chauffeur role at Middletown in the 100 lap Late Model Classic. The switch was double-pronged as he drove Nelson Applegate's 1950 Ford while Applegate drove Ferriero's 1950 Hudson. Which of the two did the most worrying we'll let up to you.

Bob Streeter and Bob Laurie were posed with the problem of deciding which car to take on their sojourn to California for purposes of perpetuating the National Motor Racing Exposition slated for a February 8, 9, 10, 11, and 12 showing at Linden Airport, Linden, N J. They had a choice between a Jaguar and a Hudson, both of 1950 vintage. Final selection garaged the Jaguar in favor of the Hudson. The pair will remain on the coast 18 days following a couple of en-route stopovers in the Mid-West.

Though the Club's headquarters are still at 668 Speedwell Ave., Morris Plains, the environment has been changed a bit due to moving to a larger office, same being a three room affair with all conveniences. There's a standing invitation for Atlantic members to stop in and visit.

Ex-Farmer Hits 'Jack-Pot'

Auto Racing Profitable Sport for Roscoe Hough

To those who are always citing auto racing as a risky sport will find living refutation in a guy named Roscoe Hough, who, at 49, is old enough to be called Pappy by his fellow drivers. Over a period of 29 years, Hough has jockeyed everything from a jalopy to a sleek, 1950 job, and he's surprised to learn this business is considered dangerous.



Picture above shows ROSCOE HOUGH way back when he was driving midget auto race scat wagons.

"The only statistics I can recall are almost 10 years old," says the gray-haired gent, who was the leading competitor during Ruppert Stadium's inaugural stock car season. "In 1941, there were 2,500 registered race drivers in the United States, driving all types of cars in all sorts of competition, and that year, seven of them were killed. In 1942, the war stopped auto racing and 11 of the 2,500 were killed, either on highways or on the jobs they took in war plants."

As for Mr. Hough, he expects to remain behind the wheel indefinitely. Bue he might not have gone this far if he hadn't exchanged his midget racers for the stock cars. Pappy rode the midgets from 1937 until 1942 and he had his only close call druing that period. He flipped over three times in New Haven one night, snapped a vetebra in his neck and was unconscious for six days.

"That's what saved me," he says. "I naturally remained perfectly still and the vertebra slipped back into place. I've never had any trouble since then."

Noise of splintered fenders has been echoing since last Spring, but enthusiastic youngsters usually are involved in the accidents. Hough seldom is there when the crash comes, or if he is, his contribution is negligible. The trick he says, is in sliding sideways when a collision is inevitable

You wonder what induces a young man to enter auto racing when there are so many other occupations like flagpole sitting. It must have been that the peace and quiet of an Indiana farm were disturbing to Roscoe Hough or perhaps he could hear the roar of the motors from Indianapolis at his home in Winchester, 75 miles away.

At any rate, it wasn't to Indianapolis that Hough rode from Winchester 29 years ago, but to Portland, the county seat, where one of the feature attractions at the county fair each year was an automobile race on a dusty half mile track. He and a friend fixed up an old jalopy one Summer and Pappy was off to the races.

Oddly enough, Hough never entered the Indianapolis classic, nor did he have much desire to drive in that 500-mile grind. He has been busy most of his life, moving from one fair to another, and the Indianapolis race meant six weeks of preparation and a profitable return to only one man —the winner. His longest race was a 150-mile event for midget cars in Detroit and he declares the longer races are a matter of luck. If the driver avoids motor and tire trouble he's all right, but he's a rare bird. The short race requires skill and, as his second place standing in the point table of the National Association of Stock Car Racers indicates, Hough has the skill.

Hough has raced through a stretch of improved motors and ever increasing speed. When he started, the boys, took roadsters or touring cars, stripped them down or removed the bodies entirely, and installed bucket seats. Pappy drove a half mile one in 37 seconds and he thought he was flying. Recently, he circled a five-eigths mile track in a stock car in 25:54 seconds, approximately 91 miles an hour. When you consider the turns on the tracks used by stock car drivers, the speed is enough to add a little more gray to Mr Hough's thatch.

But the Hough family thrives on swiftly moving automobiles Gasoline must flow through their veins, for Roscoe's wife, Marion, recently entered a race in Reading. She finished last and that nite might have cured her, or at least Pappy hopes so. Their 21-year-old son Lee, with the Air Force in Texas spends his furloughs driving in nearby stock car races and has won two feature races at Arlington Downs, a former horse rack track between Dallas and Fort Worth.

Racing has been a profitable pastime for the farmer from the banks of the Wabash. In 1947, he owned five midget cars and grossed $135,000, although he spent $32,000 on tires. In auto racing, where the driver doesn't "operate" his own vehicle, the owner and driver split the purses on a 60-40 basis, with the owner getting the larger share. A busy stock car driver, Hough has competed as often as eight times a week, earns between $15,000 and $30,000 in a season.

1950 NASCAR STANDINGS

CHAMPIONSHIP MODIFIED

12/5/1950

Driver	Money	Point Points
Charles Cyer	$750.00	1008.75
Jerry Morese	360.00	796.25
Curtis Turner	240.00	698
Bob Wiliams	210.00	568
Wally Campbell	180.00	564.25
Ed Riker	150.00	522.25
Fonty Fock	120.00	501
Joe Eubanks	90.00	487
Charles Rush	90.00	370
Jim DeLaney	90.00	332.25
Phil Demola	90.00	297.5
Joe Jernigan	90.00	268
Frank Mundy	90.00	267
Tim Flock	90.00	258.5
Al Keller	60.00	247.5
Jimmy Lewallen	60.00	246.5
Bill Widenhouse	60.00	233
Bill Smith	60.00	225
Al Morgan	60.00	216.75
Bob Flock	60.00	215
Cotton Owens		209
Jack Mulrain		186.25
Glen Roberts		155
Dorsey Cox		146.5
Bill Snowden		143.5
Tommy Coates		141
Don Gillespie		127.5
Gober Sosebee		125
Jack Yardley		122.5
Jim Pahchal		117.5
Don Rudolph		116.25
Red Cummings		100
Ralph Earnhart		100
B. Roper		98
Charles Freeman		97.5
Leonard Tippett		96.5
James Brawley		93
Bill Claren		92.5
Bill Huskins		92
M. Weatherley		92
Charles Morgan		91.25
Bob Apperson		90
Al Tauber		90
Richard Blackwell		89
Bill Gross		88.75
Bill Blair		87.5
Bill Rexford		87.5
E. H. Weddle		87.5
Roscoe Hough		86.75
Leonard Martin		85
Jack Reynolds		80

Championship Stock Car Races

6 BIG EVENTS

Featuring Top Ranking Eastern Shore Semi-modified Drivers

Also Many Outstanding National Modified Stock Cars & Drivers

SPECIAL MATCH RACE

Harold Brokhoff, Wally Campbell and Lou Johnson

DELMAR RACEWAY

DELMAR, DEL.

Sunday, December 10

First Race 2 p. m.

Stock Car Racing Will Continue Every Sunday Throughout The Winter Racing Season

Admission $1.00 Inc. Tax

Children under 12 Free accompanied by parents

1200 Comfortable Grandstand Seats

12-8-1950

Another Bill Streeter Promotion

Honors For Campbell At Banquet Tomorrow

12/8/1950

Wally Campbell, Trenton speedster, will be honored at the American Stock Car Racing Association's third annual banquet tomorrow night. The affair will be held at the Hotel Hildebrecht, starting at 8 o'clock.

Campbell will be honored for the second straight year. He will receive one of three trophies for high point driver of the East in stock car racing. Over $2,000 from the ASCRA point fund will be distributed among the top ten drivers in the season's final standing.

Fulton Arnold will serve as toastmaster for the banquet.

Crack Field Slated For Delmar Races

12/10/1950

Delmar, Dec. 10 (Special) — Semi and modified stock car races are scheduled near here this afternoon at the half-mile Delmar Raceway. According to Bill Streeter, track promoter, several of the nation's top stock car pilots will be on hand for the five events listed on the program.

These nationally known drivers include Pepper Cunningham, Langhorne (Pa.) champion in 1946; stock car ace Wally Campbell of Trenton, N. J., who to date has not finished a race in first place at this plant; Tommy duPont of Mapleton, R. I., last Sunday's feature event winner; Lou Johnson, high point leader from Wilmington, Del. and Harold Brokhoff of Pottsville, Pa. called the "Flying Milkman" by his racing buddies.

Elwood Tucker, Bridgeville, set a new track record last Sunday by winning the semi-feature race in 9:28, shaving almost a minute off the old record of 10:22:07 set by Eddie Adams of Rising Sun, Md. on Nov. 19. Tucker picked up 100 points to raise his total to 340, and moved into the second spot in the point standing bulletin. Adams still heads the semi-modified group with 480 while Jake Twilley of Magnolia, moved down to third place.

All of these boys will be on hand this afternoon in addition to Dick Kauffman. Tom Finley (the Masked Marvel), Bob Welsh of Silver Springs, Md. and Chick Dinatale of Trenton, N. J., winner of the fifty lap Delmarva championship race held here recently and all of them will be driving the same stock cars that are so familiar to Eastern Shore race fans.

Last Sunday Wally Campbell burned the motors out of two stock cars, one, owned by George Bowers, in the semi-feature event happened in the last laps allowing him to limp into fourth place position. In the twenty-five lap feature the motor of his No. 39 blew up in a cloud of smoke making him pull out of the race, out of the money. Campbell has the reputation of keeping his foot on the carburetor until the motor won't run.

Stock Car Thrills Dominate Delmar Card

A stock car racing feud between Lou Johnson and Wally Campbell may reach its boiling point at the Delmar Raceway Sunday afternoon.

They exchanged hot words across the banquet table last Saturday night during the annual dinner of the American Racing Association at the Hildebrech Hotel in Trenton, N. J.

According to Bill Streeter track promoter, both drivers made their vows "what would happen the next day at the Delmar Raceway. Sunday's racing program at Delmar was rained out. They are booked for what is hoped to be a wheel to wheel race this Sunday in the 25 lap modified feature.

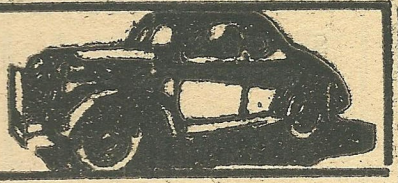
Campbell of Trenton, won the high point honors for the season in the American Racing Association. The 23-year old speedster, considered the 1950 stock car racing champion of the nation, has won feature races from Florida to the New England States—but never at Delmar after seven previous attempts. Johnson, a Wilmington lad, is the current high point driver of the modified class at Delmar with a total of 435.

It is also reported that Campbell is not seeing eye to eye with Wally Marks, owner of the celebrated Car No. 1. He will be behind the wheel of another No. 1, owned by Johnny Klapsaddle of Woodbury, N. J. Campbell will also compete in the semi-modified race with No. 2, owned by George Bower of Frankland, Md.

Only two more Sundays remain on the schedule of the current season. Championship trophies to the driver and owner of the car with high point total will be made Sunday, December 24.

Eddie Adams of Rising Sun, Md., is heading the semi-modified class with 180 points. Still not be counted out is Elwood Tucker of Bridgeville, Del., 340, and Jake Twilley of Magnolia, Del., 310. Both could move to the front with two successive victories which would net them an additional 200 points.

Atlantic Stock Car Racing Club News



DOVER, N. J., Dec. 19.—What it takes to make a champion can easily be answered in a thumbnail description of the Atlantic Stock Car Racing Club 1950 driver King, the one and only Johnny Cabral. This speed merchant was as busy as all get out the entire season. He ran whenever and wherever a race was scheduled. He ran whether the crowd was 12,000, 1,200 or 200. He never looked at the stands to see how much was in it for him but instead studied the track to see how to gear his car for the race on hand. He willingly was available for autographs and all the other incidentals which ingratiated him into the hearts of the racing fans. He never argued with the race officials but transposed whatever belligerency may have been boiling within him to the more important confronting task of winning a race. And it didn't make a bit of difference whether the race was a major event, or a minor event, he gave his best at all times.

Cabral won his crown against the stiffest competition in the east. He won it in a brilliant manner befitting a titleholder. Long live the king!

An incident which truly portrays better than anything else the driving intensity of Johnny Cabral is the one surrounding the final race at Hinchliffe Stadium. There were three drivers in contention for the local crown which was at stake in the curtain-closer. Neil Cole and Paul Barbiche had a slight edge going into the event. Cabral was rammed into the fence early in the race and was thus shuffled from first place to sixth. About midway in event he collided with a car straddling the saucer and upon the restart he was relegated to last place. Cabral momentarily objected to his designated position claiming the race was stopped for the track straddling car and not his. However, upon being given the official verdict he promptly returned to the action and in a scintillating ride finished second, far enough in front of Cole and Barbiche to cop the season championship at Paterson.

Congratulations are in order for Pete Frazee who finally got the little girl to promise to say "I DO" sometime in March. He insists the nuptials won't interfere with his driving career but there are some who not only disagree but disagree violently.

On Friday night, November 3, 1950, the Atlantic Stock Car Racing Club held a scheduled late model pleasure car race at Morristown Raceway. All prize monies and percentages were stipulated and agreed upon previous to the race meet by Atlantic S.C.R.C. officials and all recognized members scheduled to participate. Everybody connected with the meet was in complete accord with the arrangements.

However, directly prior to the main event a special meeting of drivers and car owners was called at which they were informed by the official there woud be an officia. check of the first three cars if any properly registered protest warranted same. This procedure is a normal one at and in all forms of auto racing.

It was directly following this stipulation of protest procedure that the participants now under fine or suspension and who were recognized members of the Atlantic S.C.R.C. took it upon themselves to cause a disturbance unbecoming car-owners and drivers of the racing fraternity. They were not satisfied with pulling out of the race themselves but tried their utmost to get the rest of the participants to pull out with them. If they had succeeded, such action would have put the A.S.C.R.C. in an unfavorable light with the public and the promoters.

Whereas the A.S.C.R.C. Contest Board could possibly understand and condone the action of pulling out by this small group it could not understand or condone the subsequent action of trying to get the other participants to pull out with them. The first action, in the opinion of the officials at the race, might have been prompted by the fact the cars to be run were not strictly adhering to the regulations of that particular event. The second action, in the opinion of the Contest Board, could have only been prompted by an intent to harm the entire racing fraternity. And it was for this later action the fines and suspension were subsequently levied.

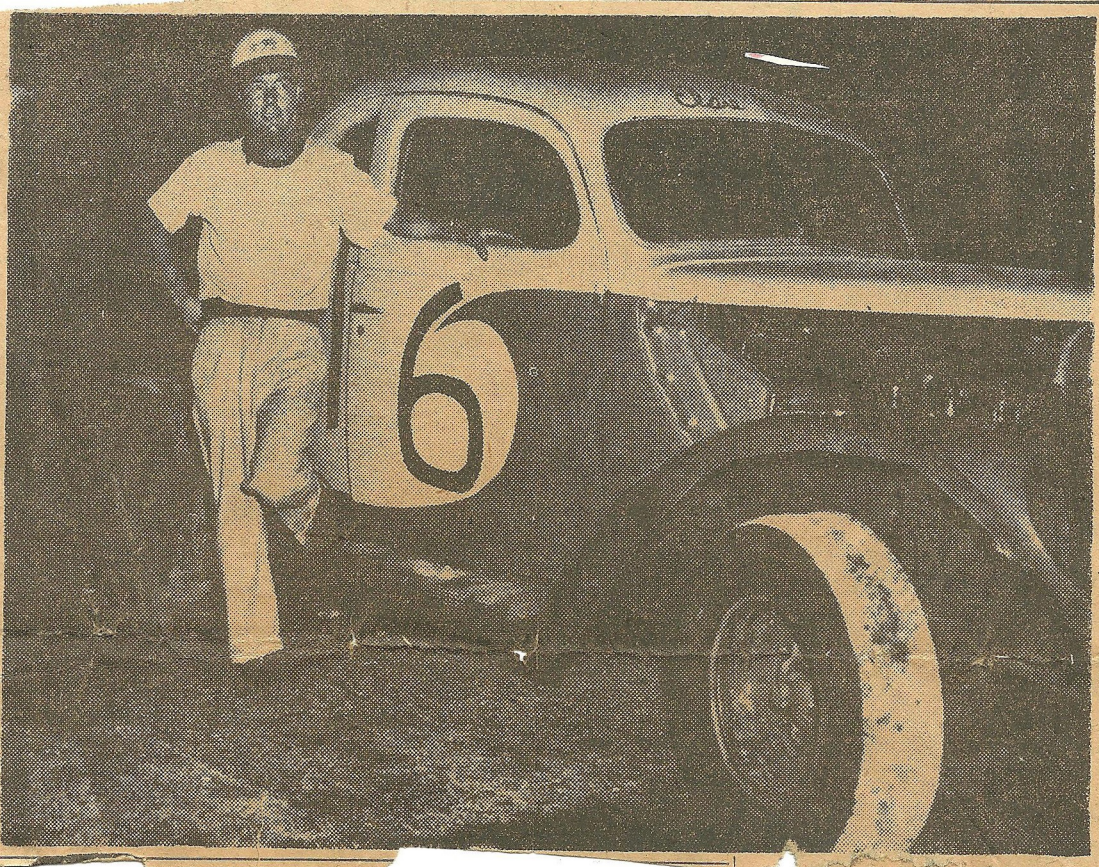
The primary duty of the A.S.C.R.C. Contest Board is to protect ALL its members and not just a self selected few and it was in line with this duty that all car owners and drivers involved in the harmful procedure as cited previously were handed their respective penalties. It is our sincere opinion the levying of subsequent fines and suspensions was the only proper action open for the Contest Board. Failure to have followed this line of procedure would have been detrimental to the many members of the Atlantic S.C.R.C. and the rest of the auto racing fraternity.

—CONTEST BOARD

Complete Point Standings
1950 Season
Championship Modified

12/20/1950

Pos.	Driver	Point Money	Points
1.	Charles Dyer	$750.00	1008.75
2.	Jerry Morese	360.00	796.25
3.	Curtis Turner	240.00	698
4.	Bob Williams	210.00	568
5.	Wally Campbell	180.00	564.25
6.	Ed Riker	150.00	522.25
7.	Fonty Flock	120.00	501
8.	Joe Eubanks	90.00	487
9.	Charles Rush	90.00	370
10.	Jim DeLaney	90.00	332.25
11.	Phil Demola	90.00	297.5
12.	Joe Jernigan	90.00	268
13.	Frank Mundy	90.00	267
14.	Tim Flock	90.00	258.5
15.	Al Keller	60.00	247.5
16.	Jimmy Lewallen	60.00	246.5
17.	Bill Widenhouse	60.00	233
18.	Bill Smith	60.00	225
19.	Al Morgan	60.00	216.75
20.	Bob Flock	60.00	215
21.	Cotton Owens		209
22.	Jack Mulrain		186.25
23.	Glenn Roberts		155
24.	Dorsey Cox		146.5
25.	Bill Snowden		143.5
26.	Tommy Coates		141
27.	Don Gillespie		127.5
28.	Gober Sosebee		125
29.	Jack Yardley		122.5
30.	Jim Paschal		117.5
31.	Don Rudolph		116.25
32.	Red Cummings		100
33.	Ralph Earnhart		100
34.	B. Roper		98
35.	Charles Freeman		97.5
36.	Leonard Tippett		96.5
37.	James Brawley		93
38.	Bill Claren		92.5
39.	Bill Huskins		92
40.	M. Weatherley		92
41.	Charles Morgan		91.25
42.	Bob Apperson		90
43.	Al Tauber		90
44.	Richard Blackwell		89
45.	Bill Gross		88.75
46.	Bill Blair		87.5
47.	Bill Rexford		87.5
48.	E. H. Weddle		87.5
49.	Roscoe Hough		86.75
50.	Leonard Martin		85
51.	Jack Reynolds		80
52.	Frank Schneider		78.75
53.	Al Pomponio		75
54.	Buck Baker		70.75
55.	Earl Mills		65.5
56.	Speedy Thompson		60
57.	John Bellinata		59
58.	George Jackson		57.5
59.	Tony Battle		56.25
60.	Frank Coman		56.25
61.	Vince Cannazziro		52.5
62.	Billy Carden		52.5
63.	Tex Enright		52.5
64.	Tommy Herbert		52.5
65.	Dick Stonipe		52.5



Stock Racing Is On Tap For Fair Saturday At 2 PM

Stock car racing, one of the rapidly-rising sports in the nation, will be featured at the local County Fair this Saturday afternoon.

A field of thirty to forty cars are expected to enter this Saturday's events at the Fair Grounds with such well-known celebrities of the stocks as Wally Campbell, east coast dirt track champ, Frankie Schneider, asphalt champ of New Jersey, and Ken Marriott, leading driver from the Maryland, Virginia area expected to be on hand.

Anyone having a stock automobile, year 1937 or over, can compete in Saturday's events. Entries are reportedly swamping the racing director.

The stock car races will feature the Saturday afternoon program on the track while Joie Chitwood's "Hell-drivers" will culminate the 1950 Fair performances. Chi... show is slated for 8:30 ... evening.

xx-xx-1950

Coates Hopes to Break Lanham Jinx Tomorrow

xx-xx-1950

Handsome Tommy Coates, 35, the Old Pro from San Antonio, Texas, who now makes Trenton, N. J., his home, hopes to snap out of his mysterious 1950 slump at the West Lanham (Md.) Speedway tomorrow night when he reports for the modified stock car racing at 8:30 o'clock.

Twenty-five lap feature races will both open and close tomorrow night's competition, and Tommy is one of 22 holdovers from last Friday who automatically qualifies for the main event that was postponed when rain halted the program after the first semifinal.

Three qualifying heats, two semifinals and possibly a consolation race then will be followed by the 25-lap finale.

Coates, who began his career in stock car racing back in 1937, was runner-up to Wally Campbell in the American Stock Car Racing association's point standings a year ago. He also was tied with Campbell and Ken Marriott in most main events won at Lanham, with three.

Tommy was elected secretary-treasurer of the circuit this past winter, and since has been combining these duties with his role of competitor. He has failed to so much as win a feature race at West Lanham, although he has taken a 50-lap championship race at Charlotte and a 100-lap title event at Hillsboro, N. C.

Tommy served in the U. S. Army between 1941-45 and saw overseas action in the European theater operations with the famed Indian division now under fire in Korea. He is an iron-nerved driver with a reputation for consistency, and is at his best in long distance tests.



TONY BATTLE

Campbell, Neil Cole, Preston Welsh, Frank Schneider, Marriott, Ralph Sheeler, Tony Battle, Vern Storm, Cotton Kind, Buck McCardell, Lou Johnson, Bill Gross, Charlie Dyer, Bill Tanner and Ed Tyson are a few more top stars who will race.

Tickets may be reserved through UNion 0459.

Campbell Blows Tire in Lead

Coates Wins at Lanham

xx-xx-1950

Only because Wally Campbell, his home town rival from Trenton, N. J., blew a tire on the 22d lap of last night's 25-lap modified stock car racing feature at the West Lanham, Md., Speedway, popular Tommy Coates today had taken his first main event of the 1950 season there.

Wally, leading point scorer at Lanham, had won his qualifying heat and semi-final and appeared headed for a grand slam when his tire collapsed before 5832 spectators. Campbell finished on the rim, while Frank Schneider finished runner-up to Coates and Tony Battle was third.

Campbell had started the race in 16th spot, and was involved in a four-way jam on the fourth lap of the feature that necessitated a restart.