

Schneider Second In Daytona Race

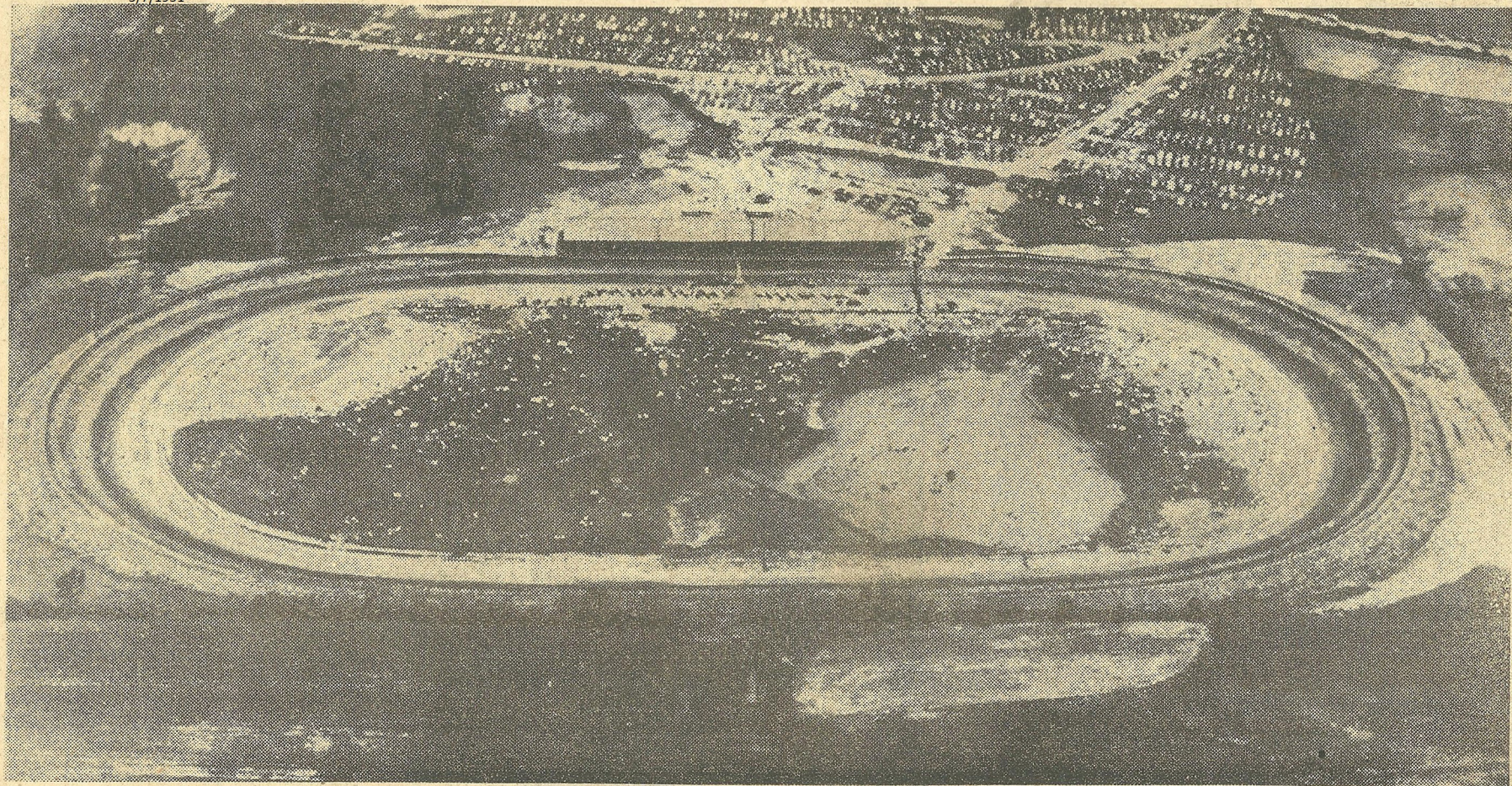
2/12/1951

DAYTONA BEACH, Fla. —AP — Frank Schneider of Lambertville, N. J., placed second in the 160-mile sportsmen class stock car race here Saturday.

Winner of the event was Gopher Sosebee of Atlanta, Ga., who covered the 39 laps in one hour, 56 minutes and 37 seconds — only 51 seconds faster than Schneider.

Wally Campbell of Trenton, N. J., finished 10th in the race, but was injured in a collision between his car and another contestant's just after they crossed the finish line.

3/7/1951



THE SALEM SPEEDWAY, which boasts the fastest time ever turned on a full half mile track since the days of the board tracks. Troy Ruttman negotiated the high banks in 19:731 for the mark last August 20, at the wheel of the Emmett J. Malloy Spl.

Fried, Gerber Sign Langhorne; Purcell Publicity Director

3/21/1951

Langhorne, Pa.—Albert J. Gerber and Irving Freid, for many years operators of Yellow Jacket Speedway, Philadelphia, have obtained a long-term lease to buy Langhorne Speedway here and will operate it this season. Terms include an option to buy.

Deal was made when it became definite that the Yellow Jacket Stadium site would no longer be available for auto races. The manufacturing company which owned the land has decided to convert it to its own use. The decision will end auto racing within Philadelphia's city limits.

The Gerber-Freid combination plans to build a quarter-mile track inside of the Langhorne oval and use it Friday nights thruout the season for sportsmen's stock car racing. The mile oval will be used for regulation stock car and speedway-type big car competition.

Purcell Heads Promotion

Pat Purcell, publicity-promotion director of the Toledo Sports Arena, Toledo, has been signed to head up the promotion and publicity for the mile track. Sherry O'Brien, for many

years press agent at Yellow Jacket Stadium, will handle publicity-promotion for the short track.

Purcell will assume his duties April 15. In doing so he will be returning to a publicity post he held when Langhorne Speedway was successfully operated in the '30s under the ownership and management of the late Ralph A. Hankinson. Before taking over the position, Purcell, while filling out the remainder of the indoor season at Toledo, will also devote some time assisting Promoter Eddie Otto in the introduction of midget hard top car racing in the Cincinnati Garden. A recently enacted ordinance lifts the previously existing ban on auto races in that building.

The promotion-publicity offices for Langhorne Speedway are to be established in Philadelphia. The quarter-mile track competition will be conducted under the sanction of the National Association of Stock Car Auto Racing. The same organization will also sponsor the stock car races on the mile track, with the American Automobile Association as the sponsoring organization for the big car races at that track.

First big car event has been skedded for June 24. Other date already set is the appearance June 10 of the Joie Chitwood Thrill Show.

ASCRA-MSGRA Stars To Clash In Opener At Baltimore Site

3/27/1951

BALTIMORE, Md., Mar. 27th—

Today the Maryland Stock Car Racing Association of Baltimore and the American Stock Car Racing Association of Trenton, N. J., have affiliated for the purpose of putting on the best stock car racing on the east coast. Tommy Coates, Secretary of the New Jersey Association which



has sanctioned the West Latham Speedway for the past four years will bring all the stars such as Wally (Crash) Campbell, Lou Johnson, Sam Malach, Frank Snyder, and one of the hottest boys ever to run in Baltimore, Ken Marriott who has set several track records throughout the south. The Maryland Stock Car Racing Association which will also bring in stars such as hard driving Bucky McCardell and Eddie Adams, who is setting the pace with Midgets and Big Cars through the south, and other name drivers.

This new division for Sportsman type cars will definitely be the coming stock car racing attraction. The new association will sanction the Ritchie Raceway, it was definitely announced today, upon completion of their affiliation. They will run one of a guaranteed purses of \$2,000 on opening day.

Ritchie Raceway to Run Stocks, Midgets

4/4/1951

By JOHN E. SCHUELER

Baltimore, Md., March 30 — Stock car and midget racing return to the Baltimore area this year with a full season scheduled to begin at Ritchie Raceway on Sunday, May 13. The half-mile dirt oval is being put in condition, and a 5,000-seat grandstand with all modern facilities is promised for opening day.

The Maryland Stock Car Racing Association is named as the sanctioning body, along with the American Stock Car Racing Association. A \$2,000 purse will reward winners from among leading drivers in the Eastern Seaboard area. According to announced plans, the schedule will be arranged to include midget and modified stock events on the same program.

Originally completed in 1948, the track, located on the Annapolis Boulevard two miles south of Brooklyn, was the scene of one modified stock meet on August 8 of that year, with a 32-car field qualified. Wally Campbell, Trenton, N. J., ace, captured the 30-lap main event before an enthusiastic crowd.

Shortly afterward, the Anne Arundle County Commissioners refused to issue permits for Sunday driving. With only Saturdays available, the management decided to abandon the remainder of a schedule including midget and motorcycle meets. Harness racing later took over, with moderate success.

Proposed racing dates have been given as follows:

Sunday, May 13; Sunday, May 20; Memorial Day, May 30; Sunday, June 10; Sunday, June 17; Sunday, June 24; Wednesday, July 4; Sunday, July 15; Sunday, July 29; Sunday, August 5, and Sunday, August 12.

Campbell Cracks Del. Speedway Mark in Debut

By M. K. NEWNAM Jr.
4/11/1951

Georgetown, Del. April 9—Wally Campbell, the "Trenton Speed King", thrilled 2,000 racing fans Friday evening as he polited his No. 40 for the entire 20 laps to capture Joe Wolf's first night trophy race and set a new track record, for modified stocks.

Campbell's new mark cut 4 seconds off Johnny Martin's record set last year here. His time was 9 min. and 34 seconds. Following Campbell were Dick Kaufman, Bill Gross and Norris Reed with Bob Whay holding down 5th position. It was a fast race, and probably the most exciting ever seen here.

The Sportsman division had its share of the honors also with Eddie Addams of Rising Sun Maryland taking top honors and also setting a new record, of 7 min. and 21 seconds. Addams held the record at this track last year turning it in 7 min 361.5 seconds. He was following accross the line by Johnny Grubb and Wally
(Please Turn To Page Nineteen)



WALLY CAMPBELL
Cracks 20-Lap Record

Campbell driving his own Sportsman car.

This year, the Delaware Speedway will run both Sportsman and Modified Stock Car Races under the noted Joe Wolf of Reading, Pa. The Speedway is fast becoming one of the outstanding dirt tracks in the east with its "High Banks" and fast running cars. One thing will be lacking this year, and that is the presence of one of the outstanding drivers of the Delaware Stock Car Racing Association, Johnny Stoltzfus, who says he is just another fan now. However he is expected in his old car famous 49 most any night.

First Race (S) 1. Bennington, Townsend Collins.

Second Race (S) 1. Addams, Grubb, McCardell.

Third Race (M) 1. Kaufman, Grubb, Tucker.

Campbell—Adams Star In Delaware Speed Opener

4/13/1951

On the fast and well-lighted Delaware Speedway, Wally Campbell, the "Trenton Speed King," thrilled 2000 ardent racing fans Friday evening as he piloted his Car No. 40 for the entire 20 lap feature to capture Joe Wolf's first-night trophy and set a new track record.

Campbell's new record cut 4 seconds off Johnny Martin's October 20 mark of 9:38 to put him at the top of the speed list in the full-modified class of the Delaware Stock Car Racing Association.

Making up Campbell's winning field were Dick Kaufman's 46 in 2nd, Bill Gross of Car 51 as third, Norris Reed of No. 38 in 4th and Bob Whay hauling down 5th money in Car 98. The record time was 9 minutes and 34 seconds or an average speed of 62.72 m. p. h. for the 10 mile ride.

In the 15 lap semi-feature, veteran Eddie Adams roared No. 3 around the $\frac{1}{2}$ mile dirt to break his own

track record of 7 minutes and 36 $\frac{1}{2}$ seconds, set on Nov. 3, by 15 $\frac{1}{2}$ seconds. Johnny Grubb sailed into a close finish in Car 44X with Wally Campbell, driving No. 86 in for a fast 3rd. Adams' time and new record was 7 minutes and 21 seconds.

1st 8 lap heat—Paul Bennington (30), Russ Townsend (17), Junior Collins (4). Time—4:5.

2nd 8 lap heat—Eddie Adams (3), Johnny Grubb (44X), Buck McCardell (10). Time—4:2.

3rd 8 lap heat—Dick Kaufman (46), Johnny Grubb (44X), Elwood Tucker (14). Time—3:54 $\frac{1}{2}$.

As an added attraction, a special trophy-match of 5 laps was initiated and included Bill Gross in Car 51, Dick Kaufman in No. 46, and Wally Campbell in Car No. 40. After the 2 minute and 24 second run, the finish was in the same order as the start with Campbell making a bad slip in the 2nd turn to lose his bid for top honors.

Campbell Seeks Stock Car Win At Wall Stadium

4/13/1951

BELMAR, N. J. — Wally Campbell, sensational driver from Trenton; Mickey Rorer, Parker Bohen and Jim Delaney, winner of the 50-lap championship here last year, will be among the top notch drivers on hand for the inaugural meet at **Wall Stadium** Sunday.

Among the drivers who run a close second and who plan to be on hand Sunday are Nelson Applegate, Frank Holzauer, Charlie Mundy, Jimmy Gasford, Don Rudolph, Tommy Clark and Joe Oakes.

The opening event will feature combined competition of modified and sportsmen stock cars. The first of the seven scheduled events will get under way at 2:30 p. m.

Mickey Rorer Stock King at Wall Stadium

4/18/1951

Belmar, N. J., April 9—Mickey Rorer, chunky stock jokey whirled his speedy coupe to victory in the NASCAR stock opener on the high banks of Wall Stadium here yesterday afternoon.

Taking advantage of early leader Jim Delaney's tire failure, Rorer went into the lead late in the race, only to be challenged at the finish by Parker Bohn and Bill Chevalier.

A capacity crowd packed the sloping stands of what is known as "the East's most modern race plant" to see a high speed seven event program of modified and sportsman class races run off with great alacrity by NASCAR regional representative Bob Sall.

The competition was fast and furious, with many fence busting performances, and in the third heat Tom Clark catapulted into a sensational flip on the steep banks, emerging unhurt, but the car was out for the balance of the program.

The feature event, starting 22 cars on the $\frac{1}{4}$ mile bowl got underway with Jim Delaney zooming to the fore in the early laps. Delaney had the combination, and a furious duel was being waged between Rorer, Bohn and Checalier for second and third positions. After Delaney's blowout

and spin, Rorer assumed the front position, riding out the balance of the 25 laps to win. Second spot went to Bohn, with Chevalier third.

Fans voiced their approval of the races, and railbirds termed it the fastest show ever run at Wall Stadium.

Owners Earl Wooley and Tom Nicol entertained the local and racing press after the program at a cocktail party in the main offices. A large gathering of the fourth estate was present, which will undoubtedly result in added local publicity.

1st heat, 10 laps—Bill Pfister, Bill Chevalier, Doug Robertson. Time: 3:3.07.
2nd heat, 10 laps—Parker Bohn, Mickey Rorer, Gordan Oldford. Time: 2:59.33.

3rd heat, 12 laps—Jim Delaney, Wally Campbell, Don Stumpy. No time.

1st semi-final, 12 laps—Bill Pfister, Parker Bohn, Bill Brown. Time: 3:41.71.

2nd semi-final 12 laps—Mickey Rorer, Jim Delaney, Gordan Oldford. Time: 3:41.92.

Consol, 12 laps—Bill Chevalier, Frank Holzhauser, Chick Dravis. Time: 3:44.63.

Main event, 25 laps—Mickey Rorer, Parker Bohn, Bill Chevalier, Bill Brown, Don Stump. Time: 7:53.89.

Campbell Captures Double Feature at Delaware Speedway

By M. KEMP NEWNAM
4/18/1951

Georgetown, Del. Delaware Speedway, Friday, April 13—For the second week in a row, Walley Campbell, Trenton, N. J. won the full-modified feature at the Delaware Speedway, Georgetown, Del. Campbell waived the superstitions of "Friday the 13th" which turned out to be a lucky night for him, by beating out Dick Kaufman after the latter had led for most of the race. As the Trenton Speed King crossed the finish line, a new track record was established and now stands at 9 min., 32 seconds, very close to an average speed of 63 miles per hour. Following Campbell were Dick Kaufman, second, Lou Johnson, third and that colorful driver from Atlanta, Ga. Frank Mundy, in fourth spot. Campbell gained the lead after a six lap battle with Kaufman at top speed, with both drivers pulling every trick in the books. There was a battle for third between Johnson and Mundy with Johnson holding Mundy at every turn.

The Sportsman division also saw a battle for top billing between Campbell and Hal Brokhoff with Campbell coming out on top on the 13th lap of a fifteen go. Preston Niblett held the lead for 11 laps as Brokhoff and Campbell were battling it out for second. However all three cars entered the third turn together with Campbell riding high on the banks and hitting the straight-away in first position with Hal right after him and Preston holding third. Eddie Adams, last weeks winner and current record holder at this track for the Sportsman division, crossed in fourth position.

First Heat—Sportsman, 1, Niblett; 2, Townsend; 3, Figgs.

Second Heat—Sportsman: 1, Brokhoff; 2, Adams; 3, Tice.

Third Heat—Modified: 1, Johnson; 2, Campbell; 3, Kaufman.

Campbell Captures Double-Feature At Delaware Speedway

4/20/1951

Driving cars 40 and 86, Wally Campbell waived the superstitions of "Friday the 13th" to jockey both his mounts into the checker for 2 more colossal finishes, after once again, giving the 2100 fans one of his remarkable shows in wheelmanship that earned him the title of "The Trenton Speed-King."

Piloting No. 86 in the 15-lap semi-feature, Campbell threaded his way from outside-6th-tier to the honor-spot, taking Starter Tom Brown's checkered square in 7 minutes and 23 seconds. Harold Brokhoff gave a terrific battle all the way as he brought Car 59 into second while Preston Niblett was gradually forced to ease in as third money man after holding No. 1 berth for 11 laps with No. 22. Eddie Adams pulled Car No. 3 in for 4th position and Horace Williams slid No. 41 into 5th to terminate one more fierce fight for position.

As the 10-mile feature field was given the green, Campbell once again started his trek from inside-4th-tier and after 6 laps of see-sawing at top speed with Dick Kaufman's 46, he rocketed across the finish line to break his previous track record by 2 seconds, placing Car 40 still at the head of the full-modified class. Following Kaufman as third berth holder was Lou Johnson in No. 43;

Johnny Martin sizzled into the checker-stretch with Car 5 to again barely nose out Frank Mundy in "X" to take 4th after a 9-lap match of nerve and speed. Campbell's record-shattering time and new speed mark for the Delaware Stock Car Racing Association now stands at 9 minutes and 32 seconds to advance his average speed to 62.91 m.p.h.

It is still the fervent hope of many fans to see veteran throttle-stomper Johnny Stoltzfus at the wheel of Car No. 49 in the near future as a potential threat to all who turn the 1/2-mile dirt oval at lightning speeds with their interpretations of expert wheel handling.

1st 8-lap heat—Preston Niblett (22), Russ Townsend (17), Robert Figgs (73). Time—4:13½. Paul Bennington rolled No. 30 twice in the 2nd turn after 2 starts; Junior Collins slid No. 4 off 2nd turn bank; while Oliver Hurd sailed off the 1st turn bank in No. 88. All drivers and cars came out in remarkable shape.

2nd 8-lap heat—Harold Brokhoff (59), Eddie Adams (3), Bob Tice (19). Time—4:1.

3rd 8-lap heat—Lou Johnson (43), Wally Campbell (40), Dick Kaufman (46). Time—3:49½.

Trenton Owner Points For Indianapolis

4/25/1951



Charlie Marant of Trenton stands proudly by his Blue Crown Special racing car, which will be sent to Indianapolis on Friday. Marant has hopes of becoming the first Trenton owner ever to win the Indianapolis Speedway 500-mile classic. The race takes place Memorial Day, May 30. Wally Campbell, Tren-

ton stock car driver, smilingly occupies the driver's seat of Marant's car in the above photo. Campbell is associated with Marant in the operation of a Chambers Street garage. George Connor of Los Angeles will be Marant's driver in the 500-miler on May 30 at Indianapolis.

Indianapolis Race Victory Marant Goal

4/25/1951

Charlie Marant, Trenton owner of an Indianapolis 500-mile race entry, will leave Friday for the scene of the annual May 30 speed classic.

Marant will transport to Indianapolis Speedway the sleek Blue Crown Special. The car has been on public display at the Chambers Street garage operated by Marant and his partner, Wally Campbell.

Campbell, one of Trenton's leading stock car drivers, will be one of Marant's many well-wishers when Charlie heads westward.

"I'd like to be going to Indianapolis, too," said the 24-year-old Wally with a grin, "but I'll stick to stock cars for a while yet."

Campbell, who will be 25 on July 16, has built his own stock car racer, a Ford, and is campaigning with success on small Eastern tracks. Wally has won four of six main events in which he has participated to date. He set track records at Delmar, Del., and Georgetown, Del. He is looking forward to a busy season at Langhorne Speedway. He probably will compete in the stock car program scheduled at the Flemington Fair Grounds on May 6.

Marant Confident

Marant, meanwhile, is confident that his Blue Crown Special will be among the top contenders in the 500-mile classic May 30. A victory, of course, would be the realization of Charlie's fondest ambition.

The Marant machine finished eighth last year at Indianapolis. At that time, however, ownership of the car was shared by Lou Moore of Ventura, Calif., and Marant. Following last year's race, Moore decided to dispose of all of his racing cars. Marant bought Moore's interest in the four-cylinder job that Charlie hopes will win the race this year.

Connor To Drive

As Marant heads westward from Trenton Friday, George Connor of Los Angeles, the driver of the car, will head eastward from California. They plan to meet at Indianapolis about May 1. Qualifying for the Hoosier classic begins about the second week in May.

Cars in which Moore had an interest finished second, sixth and eighth in last year's 500-miler, won by Johnny Parsons of Van Nuys, Calif.

Parsons will be back in this year's classic, driving a car owned by Ed Walsh of St. Louis.

After several years of association with Moore as mechanic

Wally Campbell Heads Wall Card

Wally Campbell, Trenton, who is considered one of the nation's most outstanding modified stock car drivers, will be pitted against a stellar field of drivers in Sunday's event at Wall stadium.

Campbell will go into the events, however, with several drivers favored to beat him. Some of these include such standouts as Mickey Rorer, Sellersville, Pa.; Jim Delaney, Hope, and Bill Pfister of Eatontown.

NASCAR, the sanctioning group for the events, will provide 40 or more entries weekly. Some of these received so far include Bill Chevalier, Sayreville; Gordon Oldford, Westfield; Bill Brown, Paterson; Frank Holzhauer, Lakewood; Chick Dravis, Roselle; Don Stump, Hackensack; Pete Frazee, Rahway and "Bud" Farrell, Shrewsbury, all of whom have a good chance of coming through for the checker.

Sunday the drivers will again compete for a \$1,100 purse, \$100 of which will be added to the feature event as sportsman money.

The first heat of the seven-race card will get under way at 2:30 p. m.

4/26/1951

Delaware Track Records To Schneider-Campbell

Cutting the $\frac{1}{2}$ -mile dirt of the Delaware Speedway at 63.60 m. p. h., Frankie Schneider's 88 rode away with the third track record of the season before another estimated 2100 racing fans. Roaring in as the 2nd berth holder was Lou Johnson in Car 43, while limping in on a blow-out came Wally Campbell's No. 40 in 3rd and Dick Kaufman in 4th as he eased his overheated 46 into the checker. Schneider clipped 6 seconds off Campbell's "Friday the 13th" speed mark as he chalked up 9 minutes and 26 seconds as the new goal.

Fifteen cars took Starter Tom Brown's green to roar off into the 1st of the 15-lap semi-feature. Horace Williams took an early lead with Car 41 only to relinquish it in the 6th lap as Campbell and Bill Gross moved Nos. 86 and 44X to the front from outside 6th and 5th tiers to continue their battle at the head of

the field. Campbell finally managed to nose out Gross in the 12th lap and brought his mount into top-honor spot at the checker. Elwood Tucker stomped Car 14 into 3rd position, Horace Williams sailed into 4th with No. 41 and Johnny Martin held No. 55 in 5th money spot. Campbell slashed 1 second off Eddie Adams' April 6th mark of 7 minutes and 21 seconds as he claimed another D.S.C.R.A. victory in climax to a well-executed display of driving skill.

1st 8-lap heat race—Bob Tice—(19), Johnny Martin (55), Horace Williams (41). Time—4:0.

2nd 8-lap heat race—Bill Gross (44X), Wally Campbell (86), Eddie Adams (3). Time—3:56 $\frac{1}{2}$.

3rd 8-lap heat race—Frankie Schneider (88), Jack Yardley (10), Bill Gross (X). Time—3:15. Schneider established 3 minutes and 15 seconds as the new speed time for this heat race thereby cutting a recorded 2 $\frac{1}{2}$ seconds off Bill Scott's Oct. 13 mark.

4/27/1951

Friday, April 27, 1951

Buddy Shuman Cops 50 Lapper at Richmond, Va.

5/2/1951

Richmond, Va., April 29th—Buddy Shuman of Charlotte, N. C. in his modified stock car No. 1 won today's 50 lap Trophy Championship race on the Atlantic Rural Expo. $\frac{1}{2}$ mile speedway with a flat tire. Some 5,000 race fans watched today's race of twenty-three starters in the feature event. Forty-two cars showed up for the races today and some heats had sixteen cars in them. Ray Hendricks in car No. 43 had the lead for the first three laps, Hal Kent and Rocky Smith went through the fence on the first turn on the fourth lap halting the race. They were both OK after the doctor looked them over.

On the restart of the fourth lap Wally Campbell the Trenton, N. J. Speed King took over the lead in his car No. 40 and held it until a tire blew forcing him to the pits on the twenty-fifth. Buddy Shuman replaced Campbell as the leader, two laps later Campbell was back in the race trying to pick up his lost laps. Shuman lost his lead on the twenty-eighth when his tire blew and Ralph Moody of Taunton, Mass., in car No. X had the lead, until he blew a tire in the forty-fifth and Shuman who never went in for a rechange went back into the lead. So there was the first two cars in the race both



BUDDY SHUMAN

riding on flats, Campbell was riding so hard he spun on the thirty-ninth lap but came back on the next lap to still hold his fourth place.

Shuman held his lead through the end of the race and Ray Hendricks

lost third place to Campbell on the last lap when his tire blew. Only eleven cars finished the race and five of them with flats. Promoter Nelson Royall said no more 50 laps for this $\frac{1}{2}$ mile, next races will be from 30 to 40 laps. The top three cars were pulled down to see if they came in the limits of 300 cubic inches and all three were OK, that was Shuman, Moody, Campbell. Shuman's third heat time of 4:50.9 was 3/100 off his record of 4:50.6 set last Sept. 30 for ten laps. No time for the feature account of the accident. In the second heat Stuart Cook and Ray Kable flipped and Bob Apperson wrecked his car when Giff Wood spun in front of him, this heat wasn't stopped as all drivers were OK and the cars were off the track. The other cars ran one lap under the caution flag in this heat because of the accident.

The summaries:

1st heat 10 laps—Vierhorn, Hendricks, Saunders, Smith. Time 5:24.0.

2nd heat, 10 laps—Johnson, Dunn, Pabblers, Zervakis. Time 5:10.4.

3rd heat, 10 laps—Shuman, Moody, Marriott, Campbell. Time 4:50.9.

Consol., 10 laps—Harris, Couse, Mason, Kent. Time 5:11.0.

Feature, 50 laps—Buddy Shuman, Ralph Moody, Wally Campbell, Ray Hendricks, Sam Vierhorn, Giff Wood, Worth McMillon, Eddie Crouse, Preston Welch. No time accident.

Johnson Tops Schneider at Georgetown

5/2/1951

By M. K. NEWNAM, JR.

Georgetown, Del., April 28—With 1,800 fans braving the cool evening air to cheer Lou Johnson of Wilmington, Del. to victory in the Full Modified division at the Delaware Speedway last night, shattering all previous track seconds with a terrific average of 63.78 m.p.h. as he beat out last



LOU JOHNSON

Beats Out Schneider for Win

week's winner, Frankie Schneider. Bringing up third spot in car No. 1 was Marty Geortter with Wally Campbell taking 4th crossing the line with a tie-rod dragging. Johnson's time was 9 min. and 24 2/5 seconds for the 20 laps.

As he threaded his way from inside the 7th tier, Eddie Adams of Rising

Sun, Maryland went out in front of the 15 car field to receive top billing. Second money went to Bob Rice with Ken Marriocott third and Walley Campbell 4th. It was a battle right from the start between Adams and Tice, however Tice had to yield to his contender because his mount was over-heating.

Marriott, Moody, West—first race—Sportsman. Time 3:55 4/5.

Adams, Johnson, Williams—second race—Sportsman. Time 3:58.

Campbell, Schneider, Beortter — third race—Modified. Time 3:46.

Wally Campbell To Race At Speedway On Sunday

Wally Campbell, one of the outstanding drivers in the automobile racing ranks today, will be on hand at the Hagerstown Speedway this Sunday to compete in the opening event of the 1951 season at the Route 40 oval.

Campbell's signed entry blank was received at the Speedway office today and it was welcome news for the track officials who are working hard to secure the leading stock car pilots for Sunday's inaugural program.

A veteran of many years in racing circles, Campbell needs little introduction to the fans of this area. Driving a speedy modified stock car of his own design, he has raced to fame and glory at the majority of the dirt tracks across the nation. Last year he was acclaimed by most experts as the national stock car champion on the basis of his many feature race victories in open competition.

With Campbell's name heading the pre-race entry list, it now appears certain that Sunday's races will attract a starting field of at least 30 cars and drivers. The program is being sponsored by the Atlantic Stock Car Racing Club and this organization will send the majority of its members here to compete for the top purse money.

A crew of workmen has been busy at the Speedway all this



WALLY CAMPBELL
Stock Car Champion

week, getting the track in excellent racing condition. With any kind of a break from the weather man, the half-mile dirt oval should be in tip-top shape and lightning fast for the opening race.

Time trials will get underway at 2 p. m. Sunday, followed by six other events, including a 25-lap feature race.



JOHNNIE ROGERS — Formerly America's greatest stunt driver and now king-pin of eastern stock car competition, will head the field of over 20 modified stock car pilots who will compete Sunday afternoon at the Hagerstown Speedway.

Most of the East's leading stock car drivers and their souped-up modified cars will be on hand for the official opening of the season at the popular half-mile track.

A spokesman for the Speedway announced today that the signed entries of 22 drivers have already been received and it appears certain that 30 or more cars will be in the starting field. The races have been sanctioned by the Atlantic Stock Car Racing Club and most of the ASCRC members will compete for the top purse money.

Heading the list of the early entries are the names of two of the most respected drivers in stock car ranks today, namely Dick Eagen and Bob Courtright. Eagen, a real daredevil in auto racing circles, was the Alabama stock car champion in 1950. A native of Ramsey, N. J., Courtright is a keen

competitor who ranks high in the national stock car point standings.

With such well-known drivers as Harold Brokhoff, Johnny Cabral, and George and Joe Romer, a brother team, also in the field, Sunday's races should be thrilling and action-packed from start to finish.

Action will start promptly at 2 p. m. with the customary time trials, followed by three qualifying heats, a consolation race, a special match race, and climaxed by a 25-lap feature event.

5/4/1951

Stock Features Won By Johnson, Adams

5/4/1951

With 1800 fans braving the cool evening air to cheer him to victory, Lou Johnson, of Wilmington, Del., turned the $\frac{1}{2}$ -mile dirt oval of the Delaware Speedway to shatter all previous track records with a terrific average of 63.78 m.p.h. as he out-maneuvered No. 88's Frankie Schneider and wheeled Binder Bros. No. 43 in for Starter Tom Brown's checker. Bringing up third spot in Car 1 was Marty Geortler; Wally Campbell finished as 4th money man, swinging No. 40 across the line with tie-rod dragging; while Bill Gross piloted Car 98 into 5th berth. Johnson's time was 9 minutes and 24 $\frac{1}{2}$ seconds for the 10 mile ride, clipping 1 $\frac{1}{2}$ seconds off Frankie Schneider's April 20 mark.

As he threaded his way from inside 7th tier through the 15 car field. Eddie Adams, of Rising Sun, Md., jockeyed Car No. 3 into 2nd spot behind Bob Tice's 19 and a battle of skill and speed resulted. Adams managed to ease into the lead as Tice's mount over-heated and once again broke all previous track records with a 7 minute and 18 $\frac{1}{2}$ second mark for the 7 $\frac{1}{2}$ miles. Riding in 3rd position was Ken Marriott in Car 23, fourth went to Wally Campbell in No. 86, with Bill Gross holding down 5th spot with Car No. 59.

1st 8-lap heat—Ken Marriott (23), Ralph Moody (X), Oliver West (60). Time—3:58 $\frac{1}{2}$.

2nd 8-lap heat—Eddie Adams (3), Lou Johnson (4A), Horace Williams (41). Time—3:58.

3rd 8-lap heat—Wally Campbell (40), Frankie Schneider (88), Marty Geortler (1). Time—3:46. Johnny Martin whipped Car 5 into the lead and held it for 5 laps until he was forced to retire to the infield with mechanical difficulties.

Sportsmen Consolation — Wally Campbell (86), Preston Niblett (22), Bob Long (88). Time—3:57 $\frac{1}{2}$.

Races Sunday At Flemington

5/4/1951

FLEMINGTON — The familiar roar of stock car racing motors will reverberate from Flemington Fair's half-mile track Sunday afternoon. Time trials will start at 12:30 o'clock and the first race at 3 p. m. Promoter Tommy Garbac has lined up an imposing field of drivers. Among his entries will be **Wally Campbell** of Trenton, Paul Barbiche of Flemington, Eddie Soden, Pete Frazee, Charlie Thompson, George Pear, Ben Nero and Bill Chevalier.



WALLY CAMPBELL 5/4/1951

Stock car fans will get another treat this Sunday when promoter Larry Garbac presents a show at the Flemington track. Starting time for the trials is 12:30 with the first race scheduled to begin at 3 o'clock.

Vince Cammyzau will lead the list of name drivers along with Paul Barbiche, Ben Nero, Bull Chevatic, Pete Frazer, Wally Campbell, Eddie Soden, Ed Aden, Mickey Rooney and Nelson Applegate.

5/4/51

Stock Car Racing Program Begins Tonight At Westport

5/5/1951

Stock car racing's major circuit moves into Baltimore tonight (8.15 P.M.) when over 40 of the nation's leading drivers begin competition over Westport Stadium's new racing strip under the banner of the National Association for Stock Car Auto Racing, Inc.

Newest point on Promoter Ed Otto's growing chain of stock car tracks through the eastern seaboard, Baltimore will play host to these auto jockeys every Saturday through the summer with Otto exploring the prospect of also holding races possibly twice a week.

Bucket Seats Used

Chauffeurs range from 21 years old and up in this growing sport and anyone with an automobile license and the ability to pass N.A.S.C.A.R. requirements may compete. The stock car is the same as the auto on the street except it has been reinforced with angle irons (it prevents collapsing) and bucket seats.

Roscoe Hough, 50-year-old champion, is considered the dean of the stock-car pilots and he will be on hand, along with such other top-notch luminaries as Charley Dyer, also a national titlist; Ed Rooney, Ed Crouse, Bucky Mason, Ken Marriott, high-ranking Baltimorean, and Ronny Kohler.

Marriott Veteran Driver

Hough, who earned over \$32,000 in prize money one year, aims to add the Maryland title to his New York and New Jersey crown. Dyer



KEN MARRIOTT

Local driver in races

is the National Modified division champion while Marriott has plied his wares over several of the East's major tracks.

The drivers face three qualifying tests of ten laps each, two 15-lap semi-finals, a 15-lap consolation grind, with the final survivors competing for the inaugural evening championship over 25 laps. Racing will be in both modified and sportsmen's divisions.

Stock Car Races Will Be Offered On Opener At Local Racing Plant

Field Of 30 Or More Cars Expected To Compete
For Top Purse Money; Time Trials
Slated To Begin At 2 P. M.

5/5/1951

By DICK KELLY
Sports Editor, Daily Mail

The official opening of the 1951 racing season at the Hagerstown Speedway will highlight the sports action in this section tomorrow afternoon.

A six-event program of stock car races, featuring many of the nation's leading drivers, will be offered on the inaugural card at the Route 40 track and with any kind of a break from the weather man the Speedway should have a very successful opener.

The racing action will begin promptly at 2 p. m. with the staging of the customary time trials, which will follow the flag-raising ceremonies. The initial card will be held for the benefit of the local Disabled American Veterans. Ralph S. Tagg, Jr., Chapter 14, and the Vets will present an American flag to the track officials. T. Wilson Cahall, principal of Washington Street School, will make the presentation on behalf of the DAV.

After the time trials have been concluded and the cars are rated according to the fastest speeds, the races will get underway with three qualifying heats. A consolation event and a special match race will follow and the program will be climaxed with a 25-lap feature race for the fastest cars of the afternoon.

P. P. Zacko, general manager of the Speedway, announced today that the signed entries of 25 drivers have already been received and he anticipates a starting field of at least 30 cars by the time the starter drops his flag tomorrow.

The races will be held under the official sanction of the Atlantic Stock Car Racing Club, one of the leading organizations of its type in the East. The ASCRC has assured the local promoters that all its leading drivers will be on hand for Sunday's card. The races will be held in open competition and the high purse money should also attract many of the top independent stock car pilots.

The pre-race entry list includes such well-known auto race drivers as Johnny Cabral, Johnny Rogers, Wally Campbell, Harold Brokhoff, Al Collins, Russ Dodd and Pepper Cunningham, just to name a few. Cabral was the 1950 champion of the Atlantic Club, and Brokhoff is the millionaire sportsman from Pottsville, Pa., who is highly regarded in the stock car racing ranks.

The ground crew has been working hard at the Speedway this week getting the half-mile dirt track in condition for tomorrow's opener and the fast oval should be in excellent shape.

Driving In Races Here Sunday



JOHNNY KARP



AL TEBBETTS

5/5/1951

Official Opening Of Speedway Scheduled Sunday Afternoon

Keeping their fingers crossed and the east's top stock car drivers hoping for a break from the weatherman, officials of the Hagerstown Speedway will officially open the 1951 auto racing season this Sunday.

A six-event program of modified stock car races will be offered on the inaugural card at the fast half-mile dirt track, located six miles west of Hagerstown on U. S. Route 40.

Officials of the Route 40 oval announced today the inaugural event of stock car races will be staged for the benefit of the local Disabled American Veterans. Ralph S. Tagg, Jr., Chapter 14, who will be in charge of the opening ceremonies.

T. Wilson Cahall, principal of Washington Street School, will present an American flag to the Speedway prexies on behalf of the veterans chapter as part of the pre-race ceremonies.

Starting with the time trials at 2 p. m., the fans in attendance Sunday will be offered a full afternoon of thrilling entertainment. A 25-lap feature race will highlight the action along with three qualifying heats and a consolation race. There is also a chance that a special match race will be staged between the leading drivers.

Champ Is Entered

The races will be sanctioned by the Atlantic Stock Car Racing Club and the organization has assured the speedway officials of a starting field of at least 30 cars. Many of

the east's top stock car drivers have already filed their entries, including Johnny Cabral, the 1950 champion of the Atlantic Stock Car Racing Club.

Besides Cabral, such well-known drivers as Harold Brokhoff, Al Collins, Russ Dodd and Pepper Cunningham, just to name a few, will be in the starting field. Brokhoff, a millionaire sportsman from Pottsville, Pa., is considered one of the outstanding competitors in the stock car racing ranks today.

Despite the recent rains, the dirt oval at the Hagerstown Speedway is in excellent condition and should be lightening fast for the opening races on Sunday.



TRENTON'S JOHNNY KARP

Stock car auto racing will take over the Flemington Fair Grounds for the first time this season tomorrow afternoon. Johnny Karp of Trenton is one of the many speedsters who will be on hand for the big events. Another Trenton jockey is Wally Campbell, will be driving a speed creation owned and built recently by himself. Time trials start at 12:30 o'clock, with the first race at 2:30. Promoter Tommie Garbar stated that this is to be an open competition race, so that top-flight competitors from all sections of the east will be on hand.

Stock Car Race

Won By Starkey

5/6/1951

Howard Starkey, Chestertown (Md.) driver, scored a big upset when he won the featured 4-mile stock car race at Westport Park last night as the whirlwind sport was introduced to Baltimore.

Piloting a Hudson sedan, Starkey finished two car lengths ahead at the finish of the 20-lap event.

Peewee Pobletts, of Woodlawn, led for the first half of the race, when his car threw out a right front spindle. Hank Smith, of Wheaton, Md., turned a complete somersault on the seventh lap, crashing into the rail but escaping unhurt.

Ken Marriott, a local racer, dashed eight laps in 2 minutes and 25 seconds to capture the inaugural race, listed as the first qualifying heat. Marriott later finished third behind Bill Brown, of Paterson, and Howard Starkey, a Chestertown driver, in the first ten-lap semi-final.

Mishaps cropped up even before the second race. John Grubb, from Greensboro, N.C., crashed into the guard rail while warming up for his qualifying heat and was withdrawn from the event. After a single lap, Bud Arthur, local hopeful, rammed the rail.

The radiator blew up, causing Hugh Green to quit amidst the third race. The driver from Washington got a scalded hand for his effort.

First Qualifying Heat (8 Laps)—Won by Ken Marriott, Baltimore; second, John Hagens, Newark, N.J.; third, Peanuts Smith, Queenstown, Md. Time, 2.25.

Second Qualifying Heat—Won by Hank Smith, Wheaton, Md.; second, Bobby Hough, Paterson, N.J.; third, Bill Brown, Paterson. Time, 2.14.

Third Qualifying Heat—Won by Bruce Hall, Wheaton; second, Charles Dyer, North Bergen, N.J.; third, Wally Campbell, Trenton, N.J. Time, 2.12.

First Semi-Finals (10 Laps)—Won by Bill Brown; second, Howard Starkey, Chestertown, Md.; third, Ken Marriott. Time, 2.37.2.



Wally Campbell

One of Trenton's leading stock car drivers, Campbell is slated to compete in this afternoon's program of races at the Flemington Fair half-mile track.

Flemington Stock Cars Race Today

5/6/1951

FLEMINGTON — At least three Trenton drivers, including Wally Campbell, are expected to try for top honors in the stock car races today at the Flemington Fair Grounds. The program, promoted by Tommy Garbac, will start with time trials at 12:30 o'clock. The first competitive event is scheduled for 3 p. m.

Flemington's half-mile track, plus its tricky turns, furnishes an ideal set-up for stock car race thrills.

Campbell, winner of four of the first six races in which he participated this year, will be one of the leading threats, Promoter Garbac believes. Wally is driving his own car, a Ford, this year. He is associated with Charlie Marant, owner of an Indianapolis race car, in the operation of a Trenton garage.

Other Trenton drivers who have been listed by Garbac as likely competitors today are Johnny Karp and Chick Di Nafale.

Also slated to compete are such well known pilots as George Petryk, Al Collins, Jack Yardley, Eddie Ader, Paul Barbiche, Frank Schneider, Ed Soden, Pete Frazee, Charlie Thompson, George Peart, Ben Nero, Bill Chevalier and any others who transport their racing cars to Flemington.

"Crash" Campbell Roars To Win In Speedway Feature

Stockcars Put On Good Show Despite Rain And Small Field; Lindsay Leaps Into Creek As Car Crashes Through Guard Rail

5/7/1951

The Hagerstown Speedway put on a good show yesterday despite rain which limited the starting field of 12 stockcars. About 4300 persons attended and saw Wally "Crash" Campbell drive car No. 40 to victory in the feature race.

Due to an accident on the 22nd lap between Ray Kable in car 68 and car 55, the 30-lap feature was called at the end of 22. Kable finished second, Vern Storm in car 10 was third and Mike Rhinehart, in car 33, placed fourth.

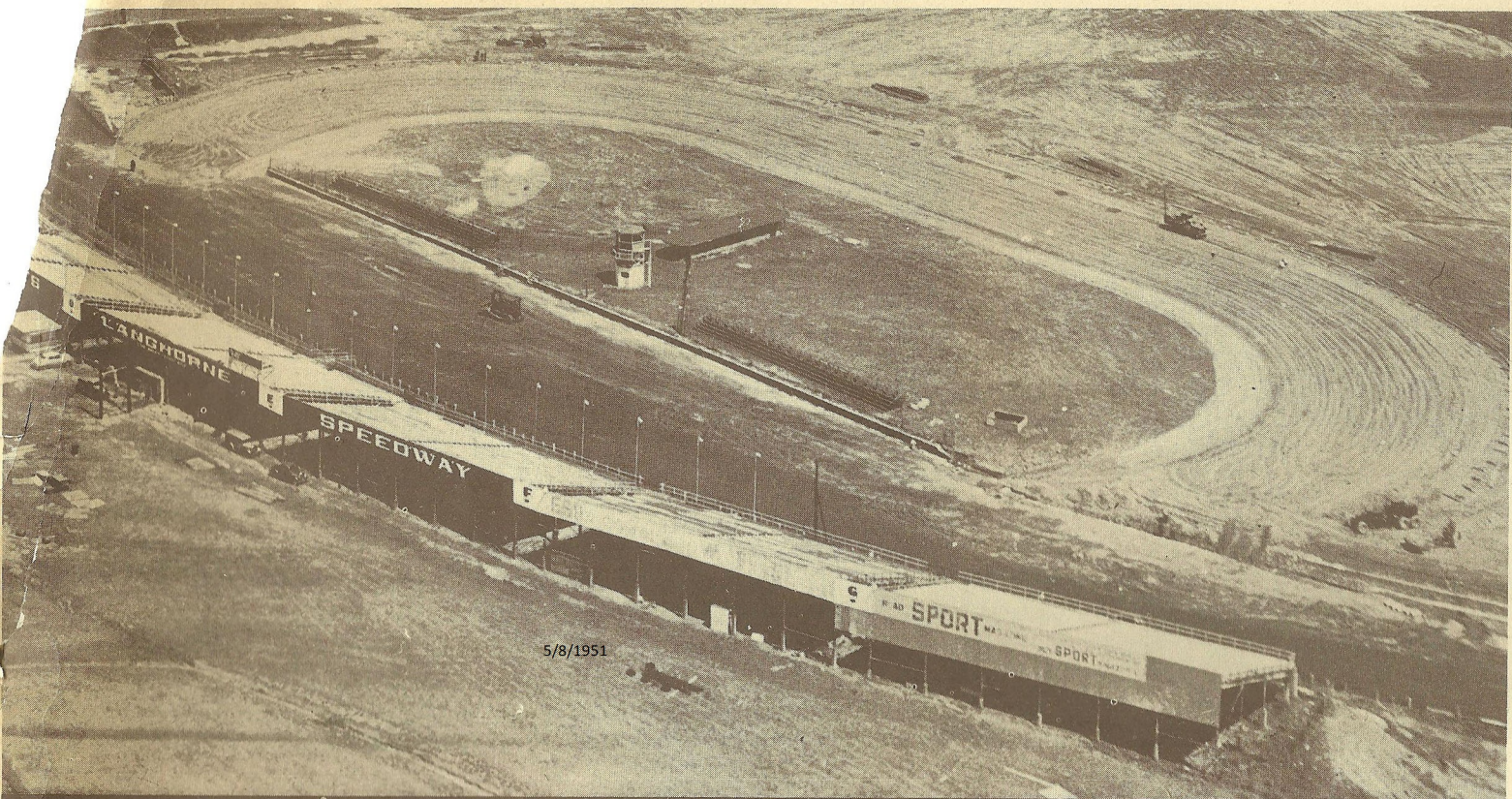
The fastest time trial was driven by Ed Lindsay who roared around the half-mile track in 30.10 seconds. Bad luck rode with Lindsay in the main feature when in the third heat his stock car flew through the top guard rail and landed in the creek. Lindsay escaped with a few bruises.

Ray Kable won the first heat, Trice was second, and Campbell third. Campbell also won the match race.

Rain over the weekend forced many New York and New Jersey drivers to postpone their appearance here. The track management decided to have the race after the audience indicated their approval

of a race with 12 cars instead of the announced 33 racers. The management hopes to work out an arrangement forcing the drivers to post a money guarantee to appear.

The next meet will be on Sunday, May 20 with Eastern roadsters appearing in the feature races.



Sportsmen stocks will open this new quarter-mile Yellow Jackets course at Langhorne, Pa., speedway Friday night May 11th and will run every Friday night under NASCAR sanction. The mile track is set for six major events the first, a 150 mile Grand National Circuit championship, May 20th. Langhorne will be operated by Irv Fried and Al Gerber who successfully conducted racing at the now defunct Yellow Jacket track in Philadelphia.-Charley Higgins photo.

'Crash' Campbell Roars to Victory At Hagerstown, Md.

5/9/1951

Hagerstown, Md., May 7—The Hagerstown Speedway put on a good show yesterday despite rain which limited the starting field of 12 stock cars. About 4300 persons attended and saw Wally "Crash" Campbell drive car No. 40 to victory in the feature race.

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Wally Campbell Mops Up in Georgetown Double Header; Johnson, White Crash

5/9/1951

By M. KEMP NEWMAN

Georgetown, Del., May 5—Wally Campbell scored another double victory in the combined Sportsman-Modified show at the Delaware Speedway last night. The flying Trenton, N. J., star rode to comparatively easy



WALLY CAMPBELL

win in the Modified main, driving the No. 40 car. He was being pressed for the lead by "Leadfoot Louie" Johnson when misfortune took Johnson over the outside fence. Following Campbell at the modified finish were Johnny Martin, and John Twilly.

In the Sportsman's feature, Campbell's win was by no means a ride-out. In the closest finish ever seen here, Bob Tice came within a half-wheel of beating No. 86 with Campbell at the wheel. Highlighting the event was the super-sensational crash of Freddy White, who went end over end down the track, with the car's gas tank flying from the car, sailing thru the air to strike a spectator's automobile. Finishing third was Ken Marriott.

Sportsman heats were taken by Bill Raughley and Oliver West. The Modified qualifying heat went to Campbell.

Coates Pilots Campbell Car To Ruppert Victory

5/10/1951 By GENE PICKER

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

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

Meanwhile, Roscoe "Pappy" Hough of Paterson who had taken

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

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

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

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

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

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

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

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

Coates Enters Langhorne Race

5/10/1951

Tommy Coates, one of the most versatile stock car pilots in the Nation, will compete in the 20-lap Inaugural Handicap sportsman stock car race scheduled for the new one-quarter mile Yellow Jacket course at the Langhorne Speedway tomorrow evening.

Coates, popular Trenton pilot, is known for his ability to negotiate the modified stocks as well as the sportsman jobs. During 1948 and 1949 he raced at the old Frankford course. Last season he piloted the modified jobs during most of the season and now, like a great many of the outstanding pilots, has found that the sportsman jobs on the short tracks is the more lucrative branch of the stock sport.

Two other old favorites, Don Allison and Frank Batman, have also submitted entries. Both have been consistent performers the past two campaigns and finished well up among the leaders in point scoring.

Campbell Top Pilot In Delaware Stock Circuit

5/11/1951

Before an estimated crowd of 1600 fans, Wally Campbell, of Trenton, N. J., drove his cars 40 and 86 to victory in both features at the fast $\frac{1}{2}$ -mile Delaware Speedway, as 28 Sportsmen and Full-Modified entries assembled for the Friday evening event.

Driving Car 40 at record pace for the 10 mile run, Campbell out-manuevered Lou Johnson's 43 for 10 laps at which time Johnson blew a right front tire, slid off the 4th turn bank and limped back to the infield to give Johnny Martin's No. 5 a crack at 2nd berth. Jake Twilley roared Car 29 into a fast 3rd position while 4th was held down by Chuck Houlihan in No. 7 followed by pilot Bill Raughley in Car 90. Campbell's time was an easy 9 minutes and $25\frac{1}{2}$ seconds.

Seventeen cars gave Campbell a rough ride in the 15-lap Sportsmen feature with Bob Tice taking over the spotlight with Car 19 and riding 86 right into Starter Tom Brown's checker and losing out by $\frac{1}{2}$ -a-wheel to terminate the best race of the evening. Ken Marriott swung Car 23

into the flag for a lightning 3rd, followed by Lou Johnson, driving Car 4A, and Oliver West in No. 60, who romped home in 4th and 5th spots. Campbell's time was 7 minutes and $25\frac{1}{2}$ seconds in the $7\frac{1}{2}$ mile grind. Car 71, piloted by Preston Niblett, forced veteran Freddie White's No. 7 over the 1st turn bank during the opening laps of the race giving White 2 hard rolls and damaging his mount extensively.

1st 8-lap heat, Sportsmen—Bill Raughley (20), Johnny Martin (55), Bob Long (2). Time—4:5.

2nd 8-lap heat, Sportsmen—Oliver West (60), Wally Campbell (86), Ken Marriott (23). Time—3:54 $\frac{1}{2}$.

3rd 8-lap heat, Full-Modified—Wally Campbell (40), Lou Johnson (43), Johnny Martin (5). Time—3:48 $\frac{1}{2}$.

Langhorne Adds Entry Of Campbell

5/13/1951

LANGHORNE — The delayed opening of the one-quarter mile Yellow Jacket course at Langhorne will take place Friday evening when more than 100 members of the NASCAR organization compete in the running of the 20-lap Delaware Valley Sweepstakes.

The postponement night before last made it possible for co-promoters Fried and Gerber to accept additional entries for the initial race of the campaign. Among the late entries was that of Wally Campbell of Trenton. Campbell won the first raceway sportsman stock car event staged at the old Yellow Jacket raceway and that was back in the Fall of 1948. Campbell is a mite of a man physically but when you put him behind the wheel of a stock sedan, the Trenton ace has about the heaviest foot in the business. Campbell is very much at home on short dirt raceways and therefore looms as one of the favorites in Friday's race.

Roscoe Hough, veteran midget auto campaigner and here of late one of the greatest builders of stock cars, will have four mounts in the Friday night race. Hough and another former midget negotiator, answering to the name of Johnny Cabral, will be piloting two of the mounts. The other two will be assigned to two outstanding drivers available Friday night.

The inaugural card slated for night before last was washed out early in the day when the rain came down in torrents.

Langhorne Stock Win Mundy Aim

5/14/1951

Frank Mundy of Atlanta, Ga., the fifth ranking driver in the current national championship scramble for late model stock car drivers, was the first of the more than 60 entrants to check in at Langhorne Speedway. He will try for victory in the 150-mile Grand National Circuit event Sunday afternoon on the famous one-mile course.

Mundy finished second in the most recent championship test at Martinsville, Va., speedway and he landed at Langhorne early to check track conditions and get in some practice before the thundering herd arrives.

Former Tennis Star

Mundy is in his fifth successful season as a stock car driver, having forsaken the thrill show field of calculated calamity chauffeurs for the speedways. Before entering the automotive field he was one of the nation's ranking tennis stars. Bobby Riggs gives him credit for developing his play into championship caliber. However, in those days Mundy was known by his right name—Frank Menendez. He was also a stunt driver under his own name, having been featured for two years at the New York World's Fair with the Jimmy Lynch Death Dodgers.

He shortened his surname to Mundy after entering the auto race business.

He shortened his surname to Mundy after entering the auto race business.

Mundy will drive a 1951 Studebaker in next Sunday's \$5,000 150-mile chase. The car is owned by Perry Smith of Columbia, S. C.

Inaugural Friday Night

Langhorne will be a busy speedway this weekend. In addition to the 150-miler on Sunday, Friday night will mark the delayed inaugural program at the new quarter-mile oval. The baptism of speed for the small track was rained out last Friday and rescheduled for this week—two nights before the big race. The 20-lap Delaware Valley Sweepstakes will be the feature of the arc-lit program. Tommy Coates and Wally Campbell, two of Trenton's leading stock car pilots, are expected to be among the close to 100 contestants.

Schneider Triumphs At Richie Raceway Opener

5/15/1951

BALTIMORE, Md., May 15th.—Frank Schneider of Lambertsville, N. J., roared to victory in the 10-mile feature which marked the inaugural card of stock car racing at Ritchie Raceway, Sunday.

Getting the jump at the start of the race, Schneider copped his fifth feature of the 1951 Eastern season by a full quarter-mile from a field of 24 drivers. Along with the first money, Schneider also won the Wynn Oil Company trophy.

Second was Wally (Crasu) Campbell of Trenton, N.J., who passed Ken Marriott of Baltimore on the final turn in the 20-lap event.

The crowd was estimated at close to 10,000 by Anne Arundel county police.

Tommy Coates, also of Trenton, was in the spotlight twice during the program. He won the time trials in 31 2-5 seconds for one lap around the half-mile dirt speedway.

Tommy's next bid was even more sensational. After almost spinning Johnny Grubb out of the first heat of the day when he crashed into the rear of Grubb's car, Tommy lost control, climbed a six-foot bank so close to the grandstand that dirt was showered on many spectators. Coates caromed off a wire fence, his car crashing to a stop on its side. Coates was uninjured but his car was damaged severely and Tommy had to withdraw.

The only other casualty was Ray Cable of Baltimore, who smashed into two tangled cars. Ray sustained a fractured nose and facial cuts but returned from the hospital in time to witness the final event

5/15/1951

AUTO STOCK CAR RACES

DELAWARE SPEEDWAY

ROUTE 113, 3 MILES SOUTH OF GEORGETOWN, DEL.

Every Friday Night (8:30 P. M.)

FAST HALF-MILE BANKED TRACK

Purse: 40% of GROSS gate - Average purse \$850

ADMISSION \$1.00 (tax inc.)

Sanctioned by Delaware Stock Car Racing Assn.

FOR INFORMATION — CAR OWNERS — DRIVERS — CONTACT:

JOE WOLF

1154 Front St., Reading, Pa.—Tel. REading 5-6694

ASCRA-MSGRA Stars To Clash In Opener At Baltimore Site

5/15/1951

BALTIMORE, Md., Mar. 27th—
Today the Maryland Stock Car
Racing Association of Baltimore
and the American Stock Car Rac-
ing Association of Trenton, N.
J., have affiliated for the pur-
pose of putting on the best stock
car racing on the east coast.
Tommy Coates, Secretary of the
New Jersey Association which

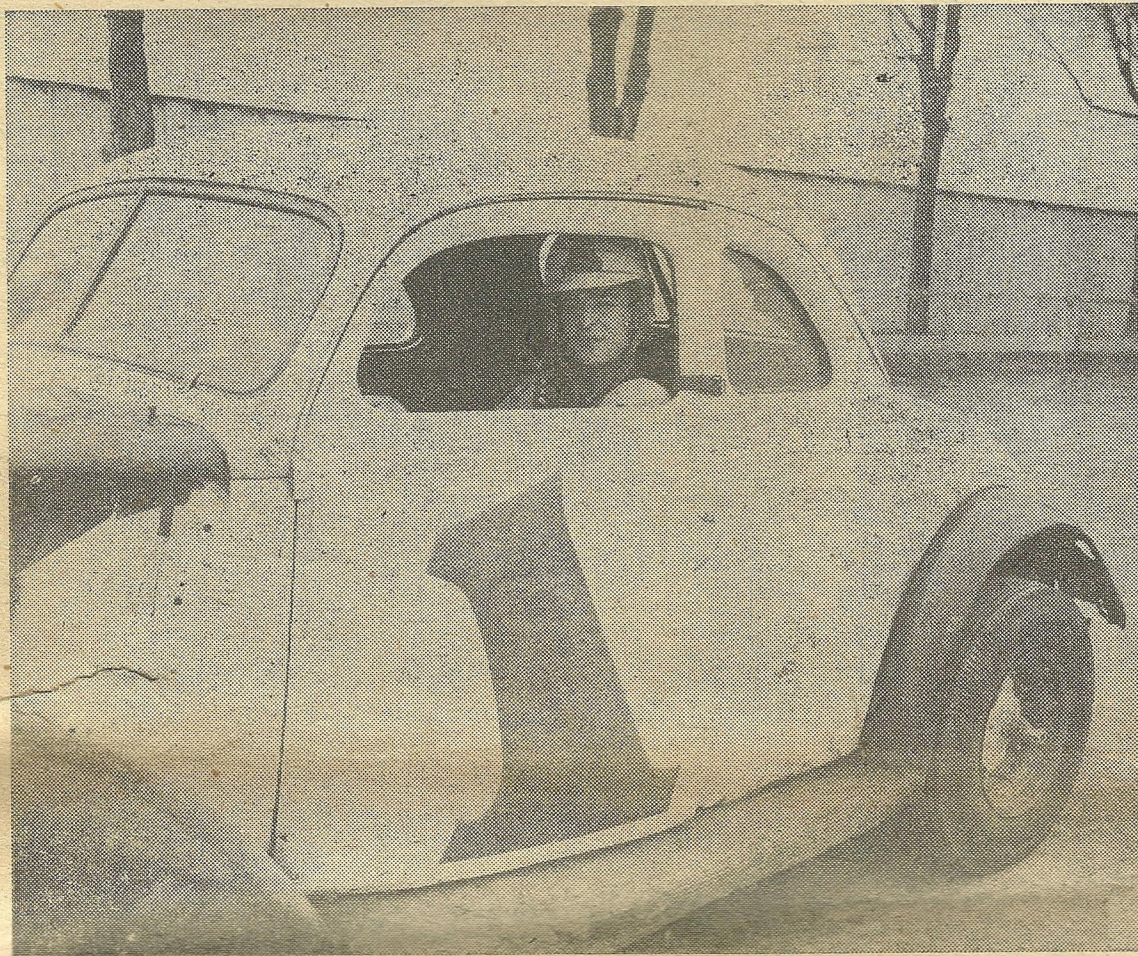


has sanctioned the West Latham
Speedway for the past four years
will bring all the stars such as
Wally (Crash) Campbell, Lou
Johnson, Sam Malach, Frank Sny-
der, and one of the hottest boys
ever to run in Baltimore, Ken
Marriott who has set several
track records throughout the
south. The Maryland Stock Car
Racing Association which will
also bring in stars such as hard
driving Bucky McCardell and
Eddie Adams, who is setting the
pace with Midgets and Big Cars
through the south, and other
name drivers.

This new division for Sports-
man type cars will definitely be
the coming stock car racing at-
traction. The new association
will sanction the Ritchie Race-
way, it was definitely announced
today, upon completion of their
affiliation. They will run one
of a guaranteed purses of \$2,000
on opening day.

ILLUSTRATED SPEEDWAY NEWS

05/15/1951



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.

100-Mile Stock Race For Lanham Speedway

1951

LANHAM, Md., June 10th—Sherman F. "Red" Crise, Director of racing at the Lanham Speedway, one-quarter mile banked track in Washington, D. C., announced today that the sanction for a 100 mile, four hundred lap, late model stock car race was granted by NASCAR for Friday night, June 13th.

The course, a cross between a quarter and one-third mile twelve foot banked asphalt speedway, is one of the finest and fastest of the tracks used by the stock cars circuit today and the Lanham Speedway has gone far in making a name for itself as the most popular speedway on the Eastern circuit. Upon the announcement of this race it was promptly laid out as a major racing event of the year for the Lanham Speedway with a guarantee of \$1000.00 to the winning car plus a \$500.00 guaranteed prize money to the fastest stock car in the time trials. In addition to these two top monies, \$2,500.00 will be divided between the next nine positions to finish and it is hoped from a recent bulletin put out by the Lanham Speedway that an additional lap monies of up to \$10,000 will be offered. Four hundred laps are being offered to advertisers and prominent automotive business houses in the Washington area at \$25.00 a lap for advertising purposes. If this is completely sold it means \$10,000 in lap money.

The Hudson Motor Car Company

were prompt to come forward in this event and not alone offer their team for competition but also to assure fans, by way of public address system at a recent event, that they would post a substantial amount for lap money. The Williams Nash Motor Car Company of Bethesda, Md., have already provided a car set up for Wally Campbell who was the first entry in this event and will also put up substantial lap monies. With the entry of Wally Campbell in his Nash, he was quickly followed by Mickey Rohr of Sell-Perk Ford Company in Sellareville, Pennsylvania, in a late model V-8 and Ken Marriott of Baltimore who will drive a Mercury. Tommy Coates, of Trenton, N. J., has entered a Ford V-8, he is now clicking for one of the late model Henry J's. A late call from Daytona Beach, headquarters of the NASCAR organization, assured promotor Crise that the Flock boys will be on hand, both Tim and Fonty, for this event and it is expected that the announcement of the cars they will drive will be made very shortly.

Announced to the spectators at the Lanham Speedway two weeks ago this event has grown so much in prominence that a complete sell-out is assured and reservations are pouring in for the event. Entries should be sent promptly to the Lanham Speedway in Washington, D. C., attention S. F. "Red" Crise.

Purse at Langhorne is Increased For Stock Car Feature on Friday

Victory in the Delaware Valley Sweepstakes, inaugural 20-lap feature at the new one-fifth-mile course at the Langhorne Speedway Friday night will carry an extra cash bonus. Co-promoters Fried and Gerber have announced an additional cash prize over and above the \$1,500 purse guaranteed in the NASCAR-sanctioned card of events.

Walt Shoppe, Philadelphia's outstanding contribution to the sportsman stock car racing event, will have a new mount at his command when the green flag drops at Langhorne Friday night. Shoppe was quite a sensation in the sportsman event last campaign. The former motorcycle racing champion finished second to Newt Reinert in the season point scoring race. Driving a stock auto on a dirt track will be strange to the Philadelphia entry, for previously all of his stock experience has been on hard-surfaced tracks.

More and more of the popular drivers who established their reputations in the modified stock cars are switching to the sportsman event. Wally Campbell, Tommy Coates, Roscoe Hough, Johnny Cabral and Harvey McDonald were

originally stars in the modified branch, but lately have switched to the sportsman class. Entries will be accepted for the 20-lap inaugural on Friday up until race time. The field for the initial race of the campaign should exceed the 100 mark.

5/16/1951

5116151

Campbell Drives Mrs. Brown's Car

5/16/1951

Wally Campbell, the leading point scorer for the past two years, will drive a machine owned by Mrs. Charles A. Brown at the West Lanham, Md., Speedway Friday night when modified stock car racing season opens.

Campbell will be driving for a sponsor who not only keeps tab on her car, but who actually raced it in competition. Mrs. Brown was runner-up in a six-car women's stock car race of 10 laps last year.

Langhorne Holds Racing Tonight

5/18/1951

Sportsman stock car racing on a short track will be inaugurated tonight, at 8:30 P. M., on the newly constructed one-fifth mile dirt raceway at the Langhorne Speedway. More than one hundred contenders will be seeking starting positions in the 20-lap Delaware Valley Sweepstakes. The fastest twenty-four will go in the feature. Trials start at 8:30 P. M., the feature at 10.

All branches of the racing sport will be represented in the inaugural. The two top men in the modified stock field, Tommy Coates and Wally Campbell, both of Trenton, will be among the starters in the sportsman event. From the midget auto racing the delegation will include Roscoe Hough, of Fort Wayne, Indiana; Johnny Cabral, of Paterson, N. J., and Ronnie Kohler, of Union, New Jersey. Walt Shoppe, Philadelphia's top entry in the sportsman event and second place man in the season scoring last year, will represent the motorcycle sport. Before turning to the stocks, Shoppe was an outstanding cycle performer.

Among the top notch sportsman pilots will be Monk Keller, Pottstown; Smokey Dengler, spectacular one legged star from Reading; Frank Batman and Vince Conrad, also of Pottstown and the Gregory brothers, George and Paul, of Norristown.

FRIDAY, MAY 18, 1951

80 Stock Car Drivers In Sunday's 150-Miler

LANGHORNE—Some 80 drivers from 17 States have entered late model stock automobiles in the 150-mile Grand National Circuit championship event to be raced on the circular mile track at Langhorne Speedway Sunday afternoon. It is likely that all who pass the qualifying tests will be allowed to start according to Bill Tuthill, secretary of the National Association for Stock Car Auto Racing, Inc.

Tuthill arrived in Philadelphia from Daytona Beach, Fla., to handle the preliminary details for the contest board and the Inspection committee. He reported that NASCAR rules allow post entries, and that at least 20 additional drivers will report Sunday morning. Time trials will start at 12:15 p. m., 15 minutes after the gates open, and the 150-mile grind will be started at 3 o'clock.

Of the 80 potential starters listed, only seven are from Pennsylvania, the Keystone State delegation being headed by Bill Holland of Reading, who won at Indianapolis in 1949 and placed second on three other occasions. Dick Linder of Pittsburgh is the best known in stock car circles nationally, while Monk Keller of Pottstown is a favorite of those who follow stock car racing. Others from Pennsylvania include

Bill Schade of Irwin, Russ Zohn of Willow Grove, Leo A. Schneider of Glenshaw and M. A. Gottlieb of McKeesport.

North Carolina will be represented by 16 cars while New York, headed by NASCAR late model champion Bill Rexford, and New Jersey will have nine each. Listed

from other States are Virginia seven, Florida six, including Marshall Teague, who has won three championship features this season; Georgia five, Michigan four, Alabama, California, Illinois and Ohio three each and single entries from South Carolina, Kentucky, Maryland and Arizona.

5/19/1951

Stock Car Racing At West Lanham Draws 7,185 Fans

Stock car racing at the West Lanham Speedway seems assured of another boom year.

The sport, which has been becoming increasingly popular the last few years, attracted 7,185 fans in the Lanham opener last night, despite threats of rain.

Wally Campbell, the popular driver from Trenton, N. J., didn't show up last night as scheduled. Neither did Frankie Schneider. As a result the National Association of Stock Car Auto Racing, Inc., suspended Campbell indefinitely and fined Schneider \$100.

Winner of the 25-lap feature race last night was Ken Marriott of Baltimore. Marriott edged Tommy Herbert by a car length. Mickey Rohr, a newcomer from Wilmington, Del., was third. Marriott's time was 7:02.61.

Motor Trouble, Railroad Tie Spoil Cannizzaro Race Bid; Read Wins Langhorne Event

5/20/1951

(By a Staff Correspondent)

LANGHORNE, Pa. — Transmission trouble and inability to steer clear of a railroad tie in the middle of the track kept Vince Cannizzaro of Trenton from winning the feature race on Langhorne Speedway's new quarter-mile track Friday night.

Cannizzaro, driving his 1937 Ford in the season's inaugural sportsmen stock car event at Langhorne, led for more than half of the 20-lap feature. Vince steered his No. 31 into the lead almost at the outset. He was sailing smoothly until he developed transmission trouble. This caused him to slacken his speed but he still was in front—until another Trenton speedster, Tommy Coates, inadvertently placed the railroad tie on the track.

The new quarter-mile oval has its homestretch as part of the famous Langhorne mile track. The mile track, however, is much wider than the quarter-mile oval. That part of the larger strip not in use Friday night was separated by a row of railroad ties. Coates, trying desperately to overtake the leaders in the feature, lost control of his machine and went bouncing over the railroad ties. He came to a stop on the inside of the track. He waited his opportunity to rejoin the racers. When he did so, his car dragged a railroad tie out onto the portion of the track being used by the 22 cars in the feature event. Cannizzaro had the misfortune to be the first driver to bump into the wooden obstacle. This, plus the motor trouble, slowed Vince up to such an extent that he was able to finish no better than ninth.

Read Cops Feature

Bob Read of Hope, N. J., passed Cannizzaro on the 14th lap and went on to finish first. Charley Dyer, North Bergen, N. J., was second; Ed Adams, Baltimore, third and Frank Holtzbauer, Lakewood, fourth.

Many of the 22 starters in the feature failed to finish. Three cars wound up against the outside rail on the first turn. Another machine stopped precariously at the head of the homestretch. Cars still in the race passed this machine on both sides before the driver was able to get out of the ar and run to the safety of the infield.

Bill Gross, Philadelphia, was one of the 22 starters in the main event. He failed to finish.

Coates drove the No. 1 car owned by Wally Marks of Trenton. Cannizzaro's No. 31 is co-owned by Wally Marks of Trenton. Cannizzaro's No. 31 is co-owned by himself and Don Rossi.

Coates Wins Semi-Final

Coates and Read were the winners of 15-lap semi-finals that preceded the feature race. Holtzbauer, Roscoe (Pappy) Hough of Paterson, N. J., and Claude Biting of Pottstown, Pa., won qualifying heats of 12 laps each.

A good-sized crowd turned out in spite of unseasonably cold weather. The spectators were rewarded with a thrill-packed program of motor madness. There were no serious mishaps but bumps, spins and close calls were frequent. The new Langhorne promoters, Irvin Fried and Al Gerber, plan weekly sportsmen stock car races every Friday night under the lights.

5/22/51

CAMPBELL COPS WALL STADIUM FEATURE

BELMAR, N. J., May 22nd — Fans at Wall Stadium Wednesday night witnessed the largest field of cars ever to participate at any event at the Wall oval, when fifty-five cars went to the starting line to compete for positions in the twenty-three car starting field.

In one of the most action-packed races in the history of the stadium, fans saw crashes, spills, and fence-splitting as they never had before. At one time, near the half-way mark, at least a half dozen cars were tied up near the starter's stand when the No. 19, driven by Ed Judge, blew a tire and was hit by one of last year's favorite drivers, Richie Hall, of Toms River, in the No. 01. Gordon Oldford, driving the Pappy Hough No. 32, piled into the two cars and a general mix-up occurred. The event was red-flagged.

On the restart, Gordon Oldford was in the lead with Wally Campbell, in the 86, second. By the seventeenth lap, Campbell had taken the lead which he was able to hold for the finish of the twenty-five lapper to take the checker.

1st heat—(10 laps)—Oldford, Campbell, Pultz. No time.

2nd heat—(10 laps)—DeBrezzi, W. Tompkins, Dyer. Time: 3:11.19.

3rd heat—(10 laps)—Kohler, Brown, Reid. Time: 3:16.45.

1st semi-final—(12 laps)—Campbell, Dyer, Hall. Time: 3:47.47.

Feature—(25 laps)—Campbell, Dyer, Brown, DeBrezze, Oldford, Kohler.

Langhorne Cards Dual Race Events

5/22/1951

LANGHORNE . . . Promoters Irvin Fried and Al Gerber again are faced with a double promotion this weekend at Langhorne Speedway. Friday night the Bristol Handicap will highlight the seven-event card of competition on the newly constructed short track. Sunday afternoon the 150-mile Grand National Circuit Championship for late model stock autos will be staged around fast one-mile dirt oval.

The Friday event, on the one-fifth mile course, will see the field almost double that which appeared last Friday night for the opener. Bob Reed, popular speedster from Hope, N. J., winner of last week's main, will be facing a much stronger field. If he aims to repeat, he will have to be at his best. Hard luck Bill Gross of Kensington and Tommy Coates and Vince Cannizzaro of Trenton hope to whip the jinx that caught up with them last Friday. They aim to be in the thick of the battle when the checkered flag is dropped this time.

Additional entries have been received for the late model championship and many of these are from speedsters from around this area. Leon Lundy, veteran Negro driver from South Philadelphia, and Russ Marshall of Collingswood, N. J., were among the late entries received at the Langhorne office yesterday. More than 70 of the top stock car drivers in the nation are expected to face the starter in Sunday's championship grind. The 150-miler was rained out last week and carried over to this coming Sunday.

Dual Win Race Goal Of Keller

5/23/1951

LANGHORNE, Pa. — Daring Monk Keller, Pottstown's ace pilot of the stock autos, will be shooting for a double triumph at the Langhorne Speedway this week-end. Friday night Keller will be gunning for victory in the 20-lap Bristol Handicap. Sunday afternoon the Pottstown speedster will be on hand with the hope of annexing a major win in the running of the 150-mile Grand National Circuit championship.

Keller will be opposing many of his old rivals in the Friday event on the newly constructed one-fifth mile course. This group will include Newt Reinert, Smokey Dengler, Blackie Ryder and Walt Shoppe. They have expectations of viewing the checkered bunting from the front end of the field. Mayor I. J. Hetherington of Bristol will be the honorary starter in Friday's event.

Sunday afternoon Keller will be facing one of the strongest fields ever to face a starting flag in the Grand National Circuit championship. Marshall Teague of Daytona Beach, Florida; Frank Mundy of Atlanta, Georgia; Pepper Cunningham of Trenton and Dick Linder of Pittsburgh are typical of the experienced field of late model pilots who will be facing Keller. The late model drivers are veteran campaigners, and their deeds on the tracks are known from coast to coast.

The Bristol Handicap, Friday night will carry prize money totaling \$1,500 while the 150-mile Grand National Circuit championship carries a purse of \$5,000.

Trenton Trio In Action At Langhorne Tomorrow

5/24/1951

At least three Trenton speedsters are expected to swing their sportsmen stock cars into action tomorrow night under the lights at Langhorne Speedway's new fifth-of-a-mile track. Wally Campbell, Tommy Coates and Vince Cannizzaro are the Trenton trio. One of them might well emerge the winner of the Bristol Handicap—the season's second feature event for sportsmen stock cars at Langhorne.

Friday's program will start at 8:30 o'clock and will consist of the usual six events. There will be three qualifying heats of 12 laps each. One of these, the consolation race, will be staged just before the main event and will be open to all cars not qualified for the feature. Two semi-finals of 18 laps each will add zest to the action preceding the 24-lap Bristol Handicap, the feature race of the evening.

Mayor I. J. Hetherington of Bristol has promised Promoters Irv Fried and Al Gerber that he will be on hand for the event that carries the name of his sports conscious Pennsylvania borough.

Campbell's Track Debut

Campbell missed the opening Langhorne arc-lit program last week. He expects to make his debut on the new track tomorrow. Wally will drive his own car, which he constantly is working on at the Chambers Street garage operated by Campbell and Charlie Marant. Wally has had unusual success on Delaware tracks this season, winning four of the first six features in which he drove. Wally would like nothing better than to crash the winner's circle at Langhorne.

Cannizzaro, Coates Ready

Cannizzaro, former John A. Roebling's Sons Company employe, now devotes practically full time to stock car racing. Vince

drives the car that is owned by himself and Don Rossi. He led for 14 laps of the inaugural Langhorne feature. He then ran into a combination of motor trouble and a railroad tie pushed on the track inadvertently by Coates, driver of the No. 1 machine owned by Wally Marks of Trenton. Coates lost control of his mount and leaped over the railroad ties separating the fifth-of-a-mile track's home stretch from the other half of the mile track. In returning to the racing area, Tommy accidentally dragged a railroad tie along with him. Cannizzaro was one of the first drivers to bump into the wooden obstacle. Vince wound up ninth and Coates eighth in the race—won by Bob Read of Hope, N. J.

Read is expected to be back tomorrow night, trying for a second straight victory. Other North Jersey entries include Jimmy Delaney of Lyndhurst, Roscoe (Pappy) Hough of Paterson, Eddie Rooney of Hope and Pete Frazee of Rahway. A large Pennsylvania delegation will be led by Monk Keller of Pottstown, Bill Gross of Philadelphia and Walt Shoppe, a Langhorne home town speedster.

Coates won a semi-final race last week and was gaining on the leaders in the feature when he left the track in the home stretch. He, Campbell and Cannizzaro bid fair to be stern threats tomorrow night.

Two Langhorne Tracks Primed For Stock Car Races Tonight, Sunday

5/25/1951

Langhorne Speedway's two tracks bid fair to provide stock car racing fans with plenty of action tonight and Sunday. The double-barrelled weekend program will commence tonight with the season's second card of sportsmen stock car races on the new fifth-of-a-mile oval directly in front of the Langhorne stands. The new track is completely encircled with lights, making it possible for spectators to see the cars clearly all the way around the racing strip. The first of seven events tonight will start at 8:30 o'clock.

On Sunday afternoon, with time trials starting at 12:15 and the big 150-mile feature at 3 o'clock, the season's first attraction on the Langhorne mile track will be offered. The 150-miler was rained out May 20 and rescheduled for this Sunday. This event will be for late model stock cars. Shiny new Fords, Plymouths, Buicks, Oldsmobiles, Cadillacs and other cars will try to outdo each other during 150 miles of motor madness.

Daring Drivers

The sportsmen cars that will provide the action tonight are models that or 10 or more years old. These machines of the vintage of '38 or '39 are not noted so much for their speed as the drivers are for their daring. Such pilots as Trenton's Tommy Coates, Roscoe (Pappy) Hough of Paterson or Monk Keller of Pottstown, Pa., think nothing of bumping the car in front or cutting to the inside of the track if there appears to be sufficient space to pass another car. The resulting thrills make stock car racing highly popular.

Bob Reed, winner of the main event on the inaugural card last Friday, will endeavor to make it two straight tonight. The Bristol Handicap, a 20-lap event, will highlight the program. The fastest 24 cars will go to the post. Mayor I. J. Hetherington of Bristol will be the honorary starter in the event.

Keller In Season's Bow

Keller, popular sportsman driver from Pottstown, will be making his initial appearance of the sea-

son this evening. Keller has a new mount and will be a threat to the entire field. Gordon Oldford, of Westfield, N. J., second place man in the national standing, also should be one of the standouts. Last week Oldford gave a great account of himself. However, mechanical trouble hampered him throughout the evening.

Trenton's three outstanding entries will be Wally Campbell, Coates and Vince Cannizzaro. Among the other entries are Charley Dyer, of Baltimore, who finished second last week; Ed Adams, Frank Haultzbauer, Ed Rooney, Blackie Ryder and Smokey Dengler. Philadelphia's leading entry is Bill Gross of Kensington.

Track Primed For Sunday

Sunday's 150-miler enjoys the advantage of an extra week of track improvement. Drivers and car owners who remained on the scene after the postponement last Sunday are of the opinion that both the qualifying and 150-mile records for Langhorne Speedway will be lowered in the Grand National Circuit championship event.

Last year Paul Parks, of Columbus, O., turned the mile course in 46.712 seconds in a Cadillac to grab the pole position. Curtis Turner of Roanoke, Va., won the 150-mile event in 2 hours, 9 minutes, 40.98 seconds. Turner drove an Olds 88. The course was rough that day and considerable time was lost in picking routes around the bad spots.

Promoters Irv Fried and Al Gerber have ordered their track crew to eliminate all bad spots possible. Considerable work was completed a week ago. A lot more was accomplished the last few days.

Fonty and Tim Block and Frank Mundy, all of Atlanta, and Marshall Teague and Fireball Roberts from Daytona Beach, Fla., remained in Philadelphia all week and have spent considerable time checking the course. Bill Rexford of Conewango Valley, N. Y., made a quick trip home and returned Wednesday. Rexford won the late model national point championship in 1950 but racing luck has been against him so far this year. He left his Olds 88 here for a complete check-up.

The track will be open for practice today and tomorrow. Qualifying trials for starting positions will start at 12:15 Sunday, 15 minutes after the gates are opened. The 150-mile chase for the \$5,000 purse will start promptly at 3 o'clock.

Campbell Races Tonight at Lanham

Wally Campbell, topflight driver from Trenton, N. J., makes his 1951 debut tonight in West Lanham Speedway's modified stock car racing at 8:30 o'clock.

Campbell, leading point scorer at Lanham for the past two years, was suspended by sanctioning by the National Association for Stock Car Racing, Inc., when he failed to report for Lanham's opening last Friday, but since has made peace with Speedway Owner Ed Mahoney and Racing Director Sherman F. "Red" Crise.

Chick Di Natale Races At Belmar Tonight

5/26/1951

BELMAR, May 25—Entries have been received this week from a stellar field of drivers from all parts of the east for Saturday night's modified stock car show at Wall Stadium.

Among the drivers favored to take the checker for the 25-lapper are such fan favorites as Parker Bohn of Freehold, N. J., who has three feature wins to his credit at the Belmar oval this season; Bill Pfister of Eatontown, winner of the 50-lap Spring Classic here, and Mickey Rorer of Quakertown, winner of the stadium opener.

Other drivers who have filed entries include Gordon Oldford of Westfield, Bill Chevalier of Sayreville, Tommy Clark of Red Bank, Chick DiNatale of Trenton, all of whom have placed in the money in recent weeks; Pete Frazee of Rahway, Walt Tompkins of Bayonne, Frank Holzhauer of Lakewood, Les Pfister of Irvington, Ernie Gessell of Paterson, Charlie Muscatel of Lambertville, Bob Reed of Hope, Charlie Birdsall of Point Pleasant, Gus Suckow of Hillside, and many more.

5/26/51

Big Stock Car Field to Race At Langhorne; Favor Turner

More than 50 of the fastest cars in the country will start in the 150-mile strictly stock car Grand National Circuit championship race today at Langhorne Speedway. A crowd in excess of 15,000 is expected to witness the race in which only

5/21/1951

1947 and later model American made automobiles are permitted.

The race will carry a \$5000 purse and is sanctioned by the National Association for Stock Car Auto Racing.

More than 100 top speedsters have sent in their applications to drive but the field will be pared to more than 50 by race time. Time trial runs will start at 12:30 P. M. with the championship event scheduled for around 2:30 P. M.

Favored in the long grind is Curtis Turner, Roanoke, Va. Turner has a habit of winning Langhorne races. In the past two seasons, he has won two while being forced out of another. He won the only other 150-miler last year in two hours, nine minutes, 40.98 seconds. He also won a 200-miler in September, 1949. In last year's 200, won by Fonty Flock, Spartanburg, S. C., he was forced from the race after 81 miles due to mechanical failures after leading in the early laps.

The race is the ninth in a series of 20 sponsored by NASCAR. The winner will receive 250 points toward his season total. Present point leader is Tim Flock, Winston-Salem, N. C., one of three racing brothers in the event. He holds a seven-point advantage over brother, Fonty, with 1077.5 points.

Local pilots in the race included Wally Campbell, Tommy Coates and Pepper Cunningham, Trenton; Monk Keller, Pottstown. Pennsylvania drivers include Bill Holland, Reading, 1949 Indianapolis 500 winner; Dick Linder, Pittsburgh; Al Bonnell, Erie; Tony Genovay, Morrisville, and Jack Meekins, Lancaster.

Stock Cars Race Today. On Langhorne Mile Oval

5/27/1951

LANGHORNE, Pa. — Close to 100 of the country's best stock car drivers, riding current creations of the American automotive industry, will compete today at Langhorne Speedway in the 150-mile Grand National Circuit championship. The event was postponed last Sunday because of inclement weather.

Officials of NASCAR, under whose direction the race will be staged, have worked out a system so that all cars reporting before noon today will be able to take a time trial before 2:30 p. m. This will allow 30 minutes for last minute motor adjustments and to line up the cars for the start at 3 o'clock. Gates to the speedway will open at noon.

Headed by Bill Rexford of Conewango Valley, N. Y., the slender little chap who won NASCAR's late model national championship last year, the field will include practically every top stock car driver in the country. They have enrolled from 17 States and as many will be represented by fans in the stands.

Flying Flocks Favorites

Tim and Fonty Flock of Atlanta, now running one-two for the 1951 championship, are among the favorites. Fonty in particular likes Langhorne, having won a 200-mile event staged here last Fall. Marshall Teague of Daytona Beach has won three Grand National events this season and was en route to his fourth win at Martinsville, Va., but his racing luck ran out and he flipped his car while in the lead on the 126th

lap.

Other standout drivers include Fireball Roberts, Lee Petty, Curtis Turner, Pepper Cunningham, Tommy Coates, Roscoe (Pappy) Hough, Johnny Cabral, Eddie Anderson, Eric and Ray Erickson, the latter a one-armed pilot from Chicago, and the host of others who hope to crash into the win column and grab the bulk of the \$5,000 prize money.

Eyes of the automotive industry will be focused on the 150-miler.

Hotel reservations were made in Philadelphia several weeks ago by leading automobile manufacturers for the engineers who will study the performance of their respective cars and check them after the race. Every type of late model machine manufactured in the United States will have a whirl at a time trial. No machine more than four years old will be accepted as an entrant.

Rain Cancels 150-Mile Race

5/28/1951

LANGHORNE, Pa. — Rainy weather yesterday forced the cancellation of the 150-mile Grand National Circuit championship auto race for late model stock cars at Langhorne Speedway. It was the second rainout and NASCAR officials were forced to cancel the event because of drivers' commitments to race at other tracks.

Promoters Irv Friend and Al Gerber announced they will attempt to reschedule the event in August or September.

Joie Chitwood's Auto Devils, augmented by a deliberate crash of an airplane in full flight into a huge wooden barrier, will be presented at Langhorne Sunday, June 10. Stars of the May 30th race at Indianapolis will compete in a 100-mile AAA-sanctioned national championship at Langhorne on Sunday, June 24.

Sportsmen stock car races are held at Langhorne every Friday night on an arc-lit fifth-of-a-mile oval that has its home stretch directly in front of the stands.

Trenton 'Cap At Langhorne Friday Night

5/28/1951

LANGHORNE, Pa. — The Trenton Handicap will feature Langhorne Speedway's third program of night stock car racing here Friday.

Eighteen of the top twenty men in the season point scoring will face the starting flag in the NASCAR sanctioned sportsman stock car event, carded for the one-fifth mile course.

Bill Brown, of Paterson, N. J., is the lead man with just a few points separating him and Gordon Oldford, from Westfield, N. J. Bob Read, winner of the first two races at the Langhorne short course, is another stern threat.

Philadelphia' top entry in the sportsman event is Bill Gross of Kensington. Gross is a veteran of the sportsman stock event and at the present time is operating between Baltimore and Paterson. Six nights a week the Kensington speedster sees action on the short tracks.

Monk Keller, popular Pottstown ace of the short tracks, is determined to romp home the winner in the Trenton Handicap. Three Trenton drivers are given a great deal of consideration in the affair. They are Tommy Coates, Wally Campbell and Vince Cannizzaro. Coates and Cannizzaro finished second and third to Read in the Bristol Handicap last Friday night.

Trenton Pilots In Action At Flemington Tomorrow

5/29/1951

FLEMINGTON — Modified stock car motors will roar at the Flemington Fair half-mile track tomorrow. The occasion will be the Memorial Day program of stock car races presented by Promoter Tommy Garbac of Bound Brook. Time trials will start at 12:30 o'clock and the first race at 2:30 p. m.

Entries listed by Garbac include a quartet of daring Trenton drivers. Two of the four are the DiNatale brothers, Rocky and Chick. The other pair from Trenton are Wally Campbell, driving his own car, and Tommy Coates, who now pilots the speedy Wally Marks machine formerly operated by Campbell.

Won Four of Six Events

Campbell has enjoyed unusual success on Delaware tracks and at Wall Stadium, Belmar. Wally won four of the first six feature events in which he participated on Delaware ovals. Last Saturday night he finished second to Bill Pfister of Eatontown, N. J., at Wall Stadium. Pfister is expected to be among the entries in the Flemington races tomorrow.

Coates has provided thrills galore to fans at Langhorne Speedway the past two Friday nights. If he wheels the Marks machine into Flemington tomorrow, fans probably will be in for a treat.

Brother Speedsters

The DiNatale brothers are among New Jersey's leading stock car experts. Chick added to his season's accomplishments last Friday by winning the main event under the lights at Alcyon Speed-

way, Pitman, N. J. Rocky is the promoter as well as a driver. He is helping organize activity for the season at Atco Speedway near Hammonton, N. J. He also is the sponsor of the all-girl auto thrill show in which his wife, Lucy, is the star performer.

Others expected to take a try at Flemington's tricky turns include: Parker Bohn, Freehold, N. J.; Mickey Rorer, Quakertown, Pa.; Bill Chavalier, Sayreville, N. J.; Tommy Clark, Red Bank; Pete Frazee, Rahway, N. J.; Walt Tompkins, Bayonne, N. J.; Frank Holzhauer, Lakewood; Charlie Muscatel, Lambertville; Paul Bar-biche, Flemington, and Johnny Rambo, Riverhead, L. I.

In addition to the time trials, tomorrow's program will consist of three 10-lap qualifying events, a consolation race of 12 laps, a match race among the three fastest drivers in the qualifying events and the 25-lap feature race.

Pfister Takes 25-Lapper at Wall Stadium

5/30/1951

In an action-packed 25-lap feature event at Wall Stadium, Saturday night, the crowd was treated to a real variety of thrills. The event, which was red-flagged and restarted three times due to accidents, was one of the most exciting ever witnessed as cars spun out, crashed fences, blew tires, and caught fire.

In the early stages of the race, Wally Campbell, in the No. 86, one of the stadium fan favorites, took over the lead with Pete Frazee, in the 128 running second and Parker Bohn, in the 52 running third when Bohn blew a tire, hit the fence and was sideswiped by Duke Debrezzo in the No. 2. The event was red-flagged in the tenth lap and DeBrezze was treated by the South Belmar First Aid Squad for neck injuries.

The event was then restarted and in the sixteenth lap Pfister, in the 999, was able to capture the lead. In the nineteenth lap, car No. 106, driven by Bill Chevalier, caught fire and the race was again red-flagged and restarted for the third time.

A complete run-down of results follows.

First heat, 10 laps — 1. Jim Delaney, Hope, N. J. 2. Pete Frazee, Rahway, N.J. 3. Parker Bohn, Freehold, N. J. No time.

Second heat, 10 laps—1. Mickey Rorer, Quakertown, Pa. 2. Wally Campbell, Trenton, N. J. 3. Ronnie Kohler, Paterson, N. J. Time 3:05.01.

First semi final, 12 laps—1. Pete Frazee 2. Parker Bohn, Freehold, N. J. 3. Bill McCarthy, Eatontown, N. J. No time.

Second semi final 12 laps—1. Bill Pfister, Eatontown, N. J. 2. Bill Chevalier, 3. Wally Campbell.

Third heat — 1. Bill Chevalier, Sayerville, N. J. 2. Red Tomlinson, Bristol, Pa. 3. Ronnie Kohler, Paterson, N. J. Time 3:05.01.

Main event, 25 laps—1. Bill Pfister, 2. Wally Campbell, 3. Pete Frazee, 4. Bill McCarthy, 5. Bill Chevalier, 6. Ronnie Kohler. No time.

Four Locals Race at Flemington

5/30/1951

Four Trenton drivers will be shooting for top honors today when the stock car boys go at it again at the Flemington Fair half-mile track. This Memorial Day program, which is sure to be packed with thrills and spills that accompany any stock car race, is being presented by Tommy Garbac who hails from Bound Brook. Time trials will start at 12:30 o'clock and the first race is scheduled to begin at 2:30 o'clock.

Garbac's entry list shows Trentonians Wally Campbell, Tommy Coates, Rocky DiNatale and brother Chick DiNatale ready to compete in today's grind. Campbell will be driving his own car while Coates will drive the Wally Marks machine formerly operated by Campbell.

All four drivers have provided

plenty of thrills for stock car followers in this section of the country. Campbell made a strong showing last Saturday night to finish second to Bill Pfister of Eatontown, N. J., at Wall Stadium in Belmar. Wally will have to improve today as Pfister is expected to be in today's list of entries.

Coates has been performing of late at the Langhorne Speedway, much to the delight of the fans in that section. The DiNatale brothers are far from new names to lovers of the stock car sport. They have been driving or promoting in the stock car field for several years and always add color to any race. Chick added another honor to his list of accomplishments by winning the main event at Alcyon Speedway in Pitman, N. J., last Friday night under the lights.

5130151

Chick DiNatale Is Winner In Feature at Flemington

5/31/1951

Special to The Trentonian

1951

FLEMINGTON, May 30 — Chick DiNatale won the Memorial Day stock car race at the Flemington Fair Grounds half-mile track yesterday before an estimated 4,000 fans. The Trenton driver made a clean sweep by also winning a 12-lap consolation race.

Smashup in 1st Trial

Tommy Garbac could not have given the fans a better show and the very first trial run made this point very clear to the Flemington faithful. The initial time trial was won by J. Oakes after a sensational crack-up in which three cars piled together and all went through the fence. Rocky DiNatale, who was leading at the time, an unidentified driver and Paul Barbiche were involved in the crack-up.

The second trial run was won by Len Brown and Chick DiNatale won the third run.

In the feature event Chick came from 20th position to win. Jene Nesies came in second, Jimmy Marks was third and Barbiche was fourth. The feature race was restarted four times because of crack-ups.

The stock car boys will compete in a big Trenton race to be held at the Fair Grounds on Sunday, June 10. This will be a 25-mile event and will have seven other side events on the program.

Top notch drivers expected to compete in the Trenton race include Rocky and Chick DiNatale, Vince Camazzari, Barbiche, Ed Soden, Brown, Sam Malach, Ed Ader and Dick Egan of Bridgeport, Conn.

Drives Here Sunday



WALLY CAMPBELL

BIG STARS DRIVE TOM THUMB CARS

The biggest names in small car racing will be called to the starting line Sunday night at Candlelight stadium when the Tom Thumb racers make the first showing outdoors. Previously these tiny cars, smaller than the regular midgets, have raced indoors only in the mid-west and Canada. A new clay track, one-tenth of a mile, will be ready for the starting gun at 8:30 o'clock.

6/2/1951

Among the "name" drivers will compete are: Len Duncan, Philadelphia; **Wally Campbell**, Trenton, N. J.; Walt Fair, of Allentown, Pa.; Nick Fornora, Danbury; George Landry, of Wbury; Tony Rommit and Tony Radies, of the Bronx, and others.

A late and unexpected entry received from Pat O'Brien, Gary, Ind. and Chicago, one of the foremost drivers in the mid-west. O'Brien will arrive in New York city late today.

The ingredients that go into a Tom Thumb racer is of more than passing interest. Specifications have been set up by the Tom Thumb Racing Club to keep the motors within limits and assure tight competition. The engines run from 30.50 cubic inches to 45 cubic inches depending on type.

Cars will be powered with either water cooled or air cooled engines, some being domestic products and others foreign importations. Amazing things are being done with these set ups. Some engines develop a compression ratio as high as 11:1. These tiny dynamos have clocked at more than 100 miles per hour on straight runs. The engines are placed in the cars, some in front, others in the rear.

Wheels for these mites are eight inches in diameter. The minimum wheelbase is sixty inches with a maximum tread of five inches. Chain or internal drive is optional and all cars must be equipped with no less than two wheel hydraulic brakes.

TOM THUMB CARS SHOW TOMORROW

6/3/1951

Tom Thumb cars which have been flashing in the midwest and Canada will have their debut on the new one-tenth of a mile track in Candelaria stadium tomorrow night. The program will get under way at 9:30 o'clock.

Among the "name" drivers who will compete are Len Duncan of Philadelphia, Wally Campbell of Trenton, N. J., Walt Fall of Allentown, Pa., Nick Foinora of Danbury, George Landry of Woodbury, Tony Roinrat and Tony Bonadies of the Bronx, and others.

A late and unexpected entry was received from Pat O'Brien, of Gary, Ind. and Chicago, one of the foremost drivers in the mid-west. O'Brien will arrive in New York city late today.

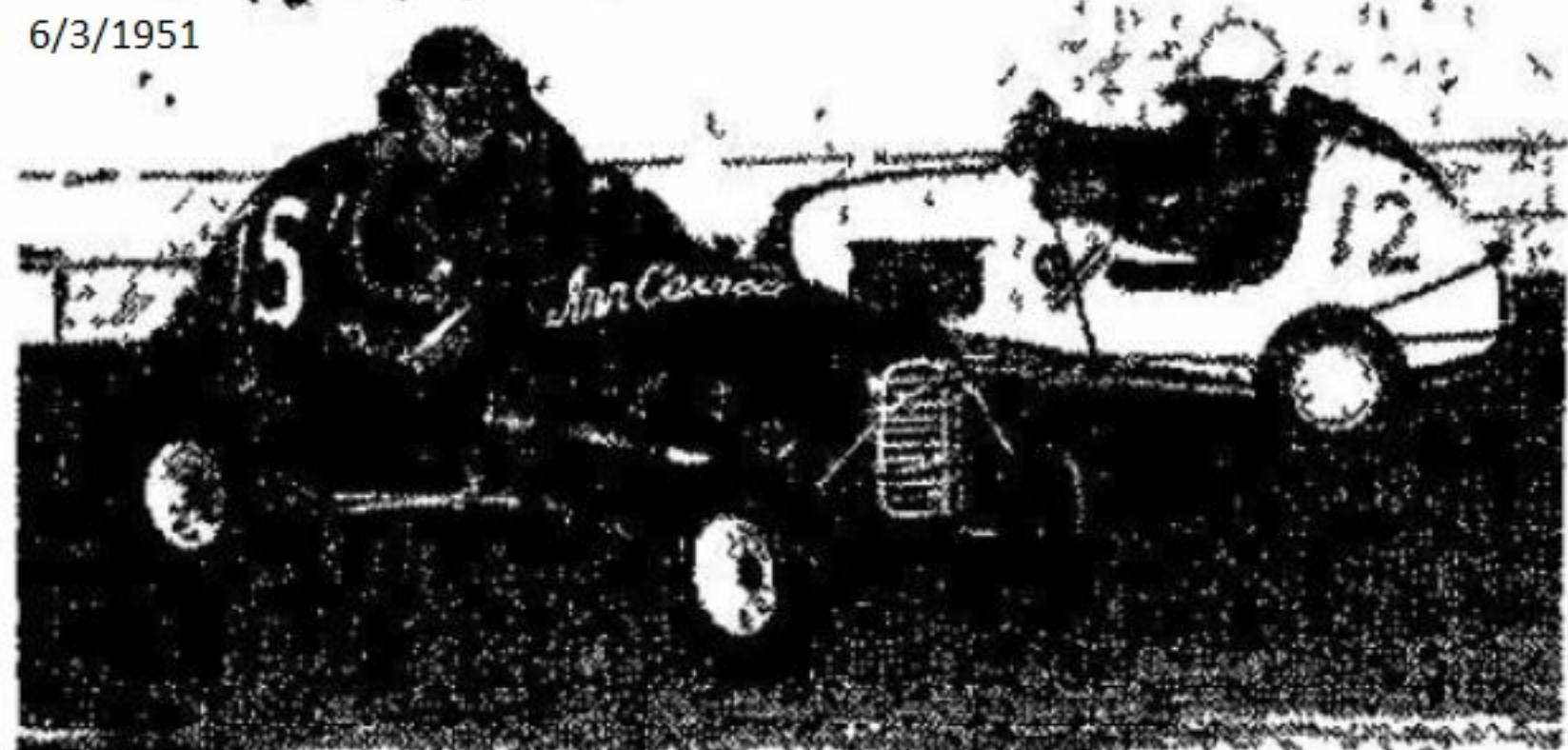
The ingredients that go into a Tom Thumb racer is of more than passing interest. Specifications have been set up by Tom Thumb Racing Club to keep the mounts within limits and assure tight competition. The engines run from 70-50 cubic inches to 45 cubic inches depending on type.

Cars will be powered with either water cooled or air cooled engines, some being domestic products others foreign importations. Amazing things are being done with these set ups. Some engines develop a compression ratio as high as 17 to 1. These tiny dynamos have been clocked at more than 100 miles per hour on straight runs. The engines are placed in the cars, some in front, others in the rear.

Wheels for these mites are only eight inches in diameter. The maximum wheelbase is sixty inches with a maximum tread of forty. Chain or internal drive is optional and all cars must be equipped with no less than two wheel bydraulic brakes.

Little Cars Roll Tonight

6/3/1951



Tom Thumb racing cars will have their inaugural on the Candlelite stadium track tonight. Two of the mite-sized machines, with Larry Bloomer in No. 5 and Charley Kemp in No. 12 are shown above.

Tom Thumb Cars Will Race In Candlelite Park Tonight

Big name drivers in the smallest racing cars ever built will be seen in action tonight at Candlelite stadium at 8:30 o'clock when the Tom Thumb racers make their outdoor debut.

The tiny racing vehicles, similar to midgets but smaller, have never been raced outdoors before. A new clay track one-tenth of a mile has been completed and is ready to be tested by the little speedsters.

Big Stars in Field

Racing enthusiasts will easily recognize the names of drivers in the select field which will pilot the Tom Thumbs. The list of the big stars includes such skippers as Len Duncan of Philadelphia, Nick Fornora of Danbury, **Wally Campbell** of Trenton, N. J., Walt Fair of Allentown, Pa., Bob Diabrow of Poughkeepsie, Tony Bonadies of the Bronx, Tony Rommit of the Bronx, Jerry Golden of this city, and other drivers well-known to big car and midget followers.

The latest entry came in Friday night from Pat O'Brien, of Chicago and Gary, Ind. This big car ace of the Mid-West has never been seen

in action in this area. He notified Rex Records he would be in Bridgeport in plenty of time for the races.

Bonadies will be driving a Bridgeport-owned car, the Fray No. 1 Black Beauty, owned by John Fray of this city. He won the winter Tom Thumb championship by beating the famous Ted Hartley, of Roanoke, Ind. in the finals in Canada. Fornora was the 1950 ARDC midget champion and he showed exceptional skill in handling the tiny racers last winter.

Stock Cars Race Friday

It is still a wide-open race in the point standings among stock car drivers there and Friday night the battle will be resumed at Candlelite stadium. Chuck Arnold, the veteran Stamford driver broke into the win column for the first time in a feature race here last week.

Mike Ward, of Shelton, who took the 50-lapper a week ago Friday had to be satisfied with third place, barely edging out Reggie Adkins of this city. These lads will head the entry list here Friday night.

Marriott Repeats At Lanham Stock Show

By JOHN FALES

6/5/1951

LANHAM, Md., June 1st —Ken Marriott, Baltimore, Md., again won the 25-lap stock car feature race at the West Lanham Speedway Friday night, repeating his performance in the opener of the week before.

Sixty-two hundred cheering fans saw Marriott best Frankie Schneider, Lambertville, N. J., in a thrilling duel. Buck McCardell, Conowingo, Md., had led until the ninth lap when a four-car tie-up brought out the red flag. Soon after the restart Marriott and Schneider started their long-remembered fight to the finish line.

The heat races had plenty of action but the real thrill of the evening occurred in the first semi when Bill Gross, Baltimore, Md., was pinched off high on the fourth turn. As a result Gross' car rolled up and turned over on the high fence and landed way off the track. Gross came out of this spectacular crash with a severe shaking up. In the second semi Edgar Mellina flipped on the main.

(No times given)

1st heat — (10 laps) — McCardell, Kable, Welch, Hough.

2nd heat — (10 laps) — Schneider, Marriott, Gross, Brown, Kirk.

3rd heat — (10 laps) — Williams, Campbell, Dyer, Lindsey, Oldford.

1st semi-final — (12 laps) — Marriott, Schneider, Vierkorn, Brown, McCardell.

2nd semi-final — (12 laps) — Oldford, Dyer, Williams, Robert, Kable.

Consy — (15 laps) — Wilson, Wright, Houlihan.

Feature — (25 laps) — Marriott, Schneider, McCardell, Dyer, Hough, Whay.

Pfister Continues Winning Form In Belmar, N. J. Main

6/5/1951

BELMAR, N.J., June 5 —Bill Pfister, popular Easton-town driver, came through for his third win of the season at Wall Stadium Saturday night from tenth starting spot. The 25-lap event, which was red-flagged and restarted in the seventh lap, boasted a stellar field of drivers throughout.

Jim Delaney, Hope, N. J., one of the stadium fan favorites, was leading in the sixteenth lap when he blew a tire and was out for the remainder of the race. At this point, Wally Campbell, Trenton star, took over the lead with Bill Pfister running second. It looked as if Campbell had the checker in the bag but he developed motor trouble and in the twenty-third lap Pfister was able

to gain the lead.

A complete run down of events follows.

1st heat (10 laps) —McCarthy, Bohn, DiNatale. Time: 3:07.41.

2nd heat (10 laps)—Delaney, Pomponio, Farrell. Time: 3:00.73.

3rd heat (10 laps)—Campbell, Rorer, Pfister. Time: 3:04.50.

1st Semi-final (12 laps)—Delaney, Bohn, DiNatale. Time: 3:42.21.

2nd Semi-final (12 laps)—Campbell, Pomponio, Pfister. Time: 3:36.11.

Consi (12 laps) —Hess, Gosford, Jancijay. Time: 3:42.31.

Main Event (25 laps) —Pfister, Campbell, Pomponio. No time.

Marriott Repeats At Lanham Stock Show

6/5/1951 By JOHN FALES

LANHAM, Md., June 1st —Ken Marriott, Baltimore, Md., again won the 25-lap stock car feature race at the West Lanham Speedway Friday night, repeating his performance in the opener of the week before.

Sixty-two hundred cheering fans saw Marriott best Frankie Schneider, Lambertville, N. J., in a thrilling duel. Buck McCardell, Conowingo, Md., had led until the ninth lap when a four-car tie-up brought out the red flag. Soon after the restart Marriott and Schneider started their long-to-remembered fight to the finish line.

The heat races had plenty of action but the real thrill of the evening occurred in the first

semi when Bill Gross, Baltimore, Md., was pinched off high on the fourth turn. As a result Gross' car rolled up and turned over on the high fence and landed way off the track. Gross came out of this spectacular crash with a severe shaking up. In the second semi Edgar Mellina flipped on the main.

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1st heat — (10 laps) — McCardell, Kable, Welch, Hough.

2nd heat — (10 laps) — Schneider, Marriott, Gross, Brown, Kirk.

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2nd semi-final — (12 laps) — Oldford, Dyer, Williams, Robert, Kable.

Consy — (15 laps) — Wilson, Wright, Houlihan.

Feature — (25 laps) — Marriott, Schneider, McCardell, Dyer, Hough, Whay.

Wally Campbell of Trenton placed second behind Bill Pfister of Eatontown in the 25-lap feature stock car race at Belmar's Wall Stadium last Saturday ^{6/5/1951}.

Pfister Gets Third Main At Wall Stad.

6/6/1951

Bill Pfister, popular Eatontown driver, came through for his third win of the season at Wall Stadium Saturday night from tenth starting spot. The 25-lap event, which was red-flagged and restarted in the seventh lap, boasted a stellar field of drivers throughout. Jim Delaney, Hope, N.J., one of the stadium fan favorites, was leading in the sixteenth lap when he blew a tire and was out for the remainder of the race. At this point, Wally Campbell, Trenton star, took over the lead with Bill Pfister running second. It looked as if Campbell had the checker in the bag but he developed motor trouble and in the twenty-third lap Pfister was able to gain the lead.

A complete run down of events follows:

First Heat, 10 laps—1, Bill McCarthy, Red Bank, N. J.; 2, Parker Bohn, Freehold, N. J.; 3, Chick DiNatale, Trenton, N. J. Time 3:07.41.

Second Heat, 10 laps—1, Jim Delaney, Hope, N. J.; 2, Al Pomponio, Lakewood, N. J.; 3, Bud Farrell, Shrewsbury, N. J. Time 3:09.73.

Third Heat, 10 laps—1, Wally Campbell, Trenton, N. J.; 2, Mickey Rorer, Quakertown, Pa.; 3, Bill Pfister, Eatontown, N. J. Time 3:04.50.
laney; 2 Parker Bohn; 3, Chick DiNatale.

First Semi-final, 12 laps—1, Jim De-
Time 3:42.21.

Second Semi-final, 12 laps—1, Wally Campbell; 2, Al Pomponio; 3, Bill Pfister. Time 3:36.11.

Consol. 12 laps—1, Joe Hess; 2, Jimmy Gosford, Lawrence Harbor, N. J.; 3, Pete Jancijay, Union City, N. J. Time 3:42.31.

Main Event, 25 laps—1, Bill Pfister; 2, Wally Campbell; 3, Al Pomponio; 4, Parker Bohn; 5, Ronnie Kohler, Paterson, N. J.; 6, Bud Farrell, Shrewsbury, N. J. No time.

Schneider Is Boss At Ritchie Raceway

6/6/1951

By JOHN E. SCHUELER

Baltimore, Md., May 27—Frank Schneider, Lambertville, N. J. speedster, showed his complete mastery of the situation at Ritchie Raceway near here today by pushing the Bohlander 88 into the winning slot in both first heat and feature modified stock races. Also, Frank carried off honors in the time trials, with a mark of 31.8 for the half-mile semi-banked dirt track. Showers and high winds threatened to stop activities during most of the afternoon.

Only 4 laps were covered in the main when Ray Kerns, Baltimore, rolled his No. 42 between the 1st and 2nd turns, and a restart followed. Joe Haas, another Baltimore driver, dumped his No. 77 later, but landed clear of the track, and the merry parade went on after two laps under the yellow flag.

As early as the 4th lap the leaders, Schneider, Eddie Adams, Lou Johnson, Tommy Coates, and Bob Tice, were lapping the tail-enders in the 21-car field.

Second spot was held in turn by Eddie Adams and Buck McCardell, until Tice moved in permanently on the 11th lap. Lou Johnson took over

3rd from Coates on the 23rd, after a 12-lap tussle. Adams faded back to 7th with engine trouble in the latter stages, and McCardell dropped out on the 8th. Ken Marriott, after a few fast laps, retired on the 4th, with brake and radiator difficulties.

Pete Kantorski, Baltimore, lost no time in getting the crowd on its feet with a roll in the second lap of the opening event, after mixing with Ed Lindsey. In this same heat Mike Rhinehardt half spun on the 8th lap and was hit solidly by Johnny Karp. Meanwhile, Schneider cruised to a 10-length victory, followed by Marriott.

Na restarts were necessary in the 2nd and 3rd heats, won in turn by Eddie Adams and Buck McCardell.

A series of spins, including a double gilhooley by Johnny Fernandez in the green No. 16, cut the 7-car consolation down to 4, with Ed Lindsey getting home 8 lengths ahead of Mike Rhinehardt.

Time trials—Frank Schneider, 31.8; Eddie Adams, 32.6; Bob Tice, 32.8.

1st heat, 10 laps—Frank Schneider, Ken Marriott, Johnny Karp, Bud Arthur, Chuck Houlihan. No time.

2nd heat, 10 laps—Eddie Adams, Lou Johnson, Gene Holcolm, Ray Kable, Bud Hamilton. Time: 5:37.0.

3rd heat, 10 laps—Buck McCardell, Bob Tice, Tommy Coates, Bob Whay, Vernon Storm. Time: 5:31.2.

Consolation, 10 laps—Ed Lindsey, Mike Rhinehardt, Julius Tauber, Johnny Fernandez. Time: 5:29.0.

Feature, 25 laps—Schneider, Tice, Johnson, Coates, Lou Stearn. No time.

Schneider Lanham Stock Car Winner

6/6/1951

By JOHN E. SCHUELER

Lanham, Md., June 1— After he took over from Mickey Rohr at the half-way point, it was Frank Schneider, Lambertville, N. J., to win by 5 lengths over Wally Campbell in the 25-lap modified stock main at this fast paxed oval tonight. A special purse to be divided among the first 3 sportsman's class finishers induced Schneider to shed the multiple carburation system normally carried on the Bohlander 88 and run with a single pot, to be eligible for the extra payoff.

Only a late nose-out by Campbell in the 5-lap match race kept the New Jersey smoothie from sweeping the card completely, as he nipped off the second heat and second semi.

Mickey Rohr, Sellersville, Pa., now becoming a slicker on the high banks, pulled a fast sneak on the 1st lap to break out on top from 13th spot. By the 3rd, Schneider was working on him from all angles, with no luck until a traffic snarl offered Frankie a small hole, which he promptly bored out to accommodate No. 88. By the 16th, Campbell got past Rohr into second place, and closed in on Schneider briefly. The gesture fell flat as the leader pulled away, apparently at will, and finished with a 5-length advantage.

Semifinals went to Wally Campbell, who shouldered Ken Marriott aside on the 4th lap of the first, and to Schneider, whose patience became exhausted with Chuck Houlihan, also on the 4th lap.

Campbell Looms Threat In Races At Fair Sunday

6/6/1951

Wally Campbell, one of Trenton's foremost stock car drivers, is expected to be among the entries in Promoter Tom Garbac's program Sunday at the New Jersey State Fair Grounds.

Garbac, who promotes regularly at the Flemington Fair half-mile track, decided that a speed program on the mile track at Trenton might prove to be just to the liking of stock car fans. The idea will be given a whirl Sunday and Campbell is one of the many drivers who have been invited by Garbac to compete.

Drives His Own Car

Campbell is associated with Charlie Marant, Trenton race car owner, in the operation of a Chambers Street garage. During his spare time Wally keeps his own stock car, a '38 Ford, in racing trim. He has proved a consistent threat this year in races at several Delaware tracks and at Wall Stadium, Belmar. He looms a stern threat for top honors here Sunday.

Marant owns the Blue Crown Special car that George Connor of Los Angeles drove at Indianapolis on Memorial Day. The car developed motor trouble early in the race and Marant had to be content with 30th place in the field of 33 starters. Only six cars finished the 500-mile grind.

Won Soap Box Derby

Campbell's interest in racing began in 1939, when he was 12 years old and served as an apprentice mechanic after school. He entered a soap box derby and won it. In the years that followed, Campbell's mechanical ability developed along with his love for

speed. In 1943, his racing career was temporarily halted when he entered the Navy. In 1945, when released from service, he returned to competitive racing.

His first speed event was midget racing at Mahoney City, Pa. The following year he gained knowledge of driving on the different type surfaces throughout the East and began capturing feature events at midget and stock car races. In 1948, in addition to driving stock cars, he joined Jole Chitwood's thrill show and became a featured motorcycle stunt man. Wally's most successful year of racing was 1949. He won 26 feature events and didn't finish worse than third all that year. Campbell has competed in more than 630 races, including five 200-mile events.

Time trials will start at 12:30 Sunday at the Fair Grounds. The first race is slated for 2:30 p. m.

Stocks Popular At Wall Stadium

BELMAR — Sportsman stock cars, which are featured Wednesday nights at Wall stadium, are definitely on the upswing with 50 of the stocks attempting to qualify for the 22-car starting field of the main event. These sportsmen, in their few performances, have presented the largest number of cars to date.

Some of the outstanding drivers who appear are Bill Brown, Paterson; Duke DeBrenze, Jamesburg; Frank Holshauer, Lakewood; Ronnie Kohler, Paterson; Bob Reid, Hope; Charlie Birdsall, Point Pleasant; Pete Frazee, Rahway, and Tom Elliot, Bloomfield.

The modified stocks that compete Saturday nights now list drivers from all parts of the East. Top stars on this Saturday night show include Parker Bohn, Freehold; Bill Pfister, Eatontown; Mickey Rorer, Quakertown, Pa.; Bill Chevaller, Bayreville; Tommy Clark, Red Bank; Chick DiNatale, Trenton; Wally Campbell, Trenton, Jim Delaney, Hope; Charlie Mundy, Laurence Harbor; Gordon Jacobs, Perth Amboy; and more than 25 others, who, each Saturday night compete to qualify in the six preliminary events for the 25-lap main event.

6/7/1951

Stock Cars Await Mile Track Here

6/7/1951

The mile track at the New Jersey State Fair Grounds has been the scene of almost every type of racing in recent years. Harness races and big car AAA auto races are presented every year during Fair Week. Motorcycle and midget auto races have been tried in previous years. Thrill shows by such headliners as Joie Chitwood, Jack Koch-

man and Irish Horan have entertained Fair Week audiences.

Modified stock car racing will join the Fair Grounds parade of sports on Sunday. The races will be staged by Tommy Garbac, energetic promoter from Bound Brook. Following a series of successful ventures on Flemington Fair's half-mile track, Garbac has decided to stage a stock car program at the Trenton mile track. Time trials will start at 12:30 Sunday and the first competitive race at 2:30.

Garbac has invited all of the leading stock car drivers in this area to compete. Included among those invited are the many Trenton drivers who have made names for themselves at

the various tracks. The Di Nare are expected to be in the thick of the speed scramble along with Wally Campbell, Tommy Coates, Nelson Applegate and many others.

Zuccarella in Debut

Johnny Zuccarella, former Trenton amateur boxer, has decided to take a fling at stock car racing. He will be among Sunday's entries. He will pilot a '39 Ford owned by the Inter-State Paper Stock Company of Trenton.

Garbac, as usual, will have his races handicapped according to time trials. The fastest cars will start in the rear of the field in each event.

Hough Trying For First Win At Langhorne

6/07/1951

LANGHORNE, Pa. — Three weeks without a win is not to the liking of Roscoe (Pappy) Hough, the veteran stock car campaigner from Fort Wayne, Indiana.

Hough, who makes his Eastern headquarters in Paterson, N. J., has been forced to take a back seat to a pair of New Jersey drivers—Bob Reed of Hope, N. J., and Tommy Coates of Trenton. Reed won the first two features on the new fifth-of-a-mile Langhorne track. Coates thwarted Reed's bid for three straight when Tommy triumphed in the Trenton Handicap last Friday night under the lights.

Races for sportsmen stock cars are presented every Friday evening at Langhorne by Irv Fried and Al Gerber. The former promoters at the Yellow Jacket constructed the new fifth-of-a-mile oval adjacent to the Langhorne mile track. The finish of both tracks is directly in front of the stands.

Hough has won one qualifying heat and one semi-final so far this season, but he has yet to cop a feature event. He hopes to interrupt the Reed-Coates reign tomorrow night.

The first event will start, as usual, at 8:30 p. m.

Trenton Drivers Eye Honors At Fair Grounds On Sunday

6/8/1951

Trenton's legion of stock car pilots have an opportunity to dominate a hometown program Sunday. The occasion will be Promoter Tommy Garbac's program of modified stock car races on the New Jersey State Fair Grounds one-mile track. Time trials will commence at 12:30 o'clock and the first competitive event at 2:30.

Trenton's well known drivers—Chick and Rocky Di Natale, Tommy Coates, Wally Campbell, Vince Cannizzaro and Nelson Applegate — have been invited to join Sunday's competition. Most of them undoubtedly will be in the thick of the scramble.

Piccinetti Files Entry

Garbac also has received the entries of several newcomers. Among them are two former Trenton amateur boxers — Tony Piccinetti and Johnny Zuccarella. Piccinetti will drive a 1937 Ford that he purchased earlier this year from Wally Campbell. Tony piloted his car at Flemington Memorial Day and was involved in a three-car collision. He escaped with minor bruises.

Zuccarella, North Trenton speedster, will drive a '39 Ford owned by the Inter-State Paper Stock Company.

Bob Gamble Ready

An ex-Trenton driver who hopes to add to his laurels here Sunday will be Bob Gamble of Bound Brook. This is Bob's second season of stock car racing. He won the consolation race of the Memorial Day card on Fleming-

ton's half-mile track. He also figured prominently in last Sunday's program at Nazareth, Pa., setting a new time trial record, winning his qualifying event and finishing a close second to Harold Brokaw in a match race. A life-long resident of Trenton until last year, Bob attended St. Mary's School, Holy Angels and Trenton Catholic High. He now helps his father operate a store and machine shop in Bound Brook.

TOM THUMB CARS • TO RACE SUNDAY

6/9/1951 —————

The second of a series of Tom Thumb auto races will be staged in Candlelite stadium tomorrow night with Len Duncan of Philadelphia seeking his second straight triumph.

Duncan, who will be remembered by fans here since he drove midgets several years ago at the old Newfield ball park, raced his little car to a close victory over Len Fanelli, of Brooklyn, in the outdoor debut for Tom Thumbs last week. Fanelli, 1950 stock car champion at Candlelite, will be back to try again and is confident he can pick up the checkered flag.

Pat O'Brien, of Chicago and Gary Ind., who failed to make it a week ago, has informed Rex Records, president of the Tom Thumb Racing club, that he expects to be ready for the competition tomorrow night. He is one of the top drivers in the mid-west.

Racing enthusiasts will recognize the names of drivers in the select field which will pilot the Tom Thumbs. The list of the big stars includes such skippers as Nick Fornora of Danbury, **Wally Campbell** of Trenton, N. J., Walt Fair of Allentown, Pa., Bob Disbrow of Poughkeepsie, Tony Bonadies of the Bronx; Tony Rommit of the Bronx; Jerry Golden of this city, and other drivers well-known to big car and midget followers.

Bonadies again will be driving a Bridgeport-owned car, the Fray No. 1 Black Beauty, owned by John Fray of this city. He won the winter Tom Thumb championship by beating the famous Ted Hartley, of Roanoke, Ind., in the finals in Canada. Fornora was the 1950 ARDC midget champion, and he showed exceptional skill in handling the tiny racers last winter.

100-Mile Stock Race For Lanham Speedway

6/10/1951

1951

LANHAM, Md., June 10th—Sherman F. "Red" Crise, Director of racing at the Lanham Speedway, one-quarter mile banked track in Washington, D. C., announced today that the sanction for a 100 mile, four hundred lap, late model stock car race was granted by NASCAR for Friday night, June 13th.

The course, a cross between a quarter and one-third mile twelve foot banked asphalt speedway, is one of the finest and fastest of the tracks used by the stock cars circuit today and the Lanham Speedway has gone far in making a name for itself as the most popular speedway on the Eastern circuit. Upon the announcement of this race it was promptly laid out as a major racing event of the year for the Lanham Speedway with a guarantee of \$1000.00 to the winning car plus a \$500.00 guaranteed prize money to the fastest stock car in the time trials. In addition to these two top monies, \$2,500.00 will be divided between the next nine positions to finish and it is hoped from a recent bulletin put out by the Lanham Speedway that an additional lap monies of up to \$10,000 will be offered. Four hundred laps are being offered to advertisers and prominent automotive business houses in the Washington area at \$25.00 a lap for advertising purposes. If this is completely sold it means \$10,000 in lap money.

The Hudson Motor Car Company

were prompt to come forward in this event and not alone offer their team for competition but also to assure fans, by way of public address system at a recent event, that they would post a substantial amount for lap money. The Williams Nash Motor Car Company of Bethesda, Md., have already provided a car set up for Wally Campbell who was the first entry in this event and will also put up substantial lap monies. With the entry of Wally Campbell in his Nash, he was quickly followed by Mickey Rohr of Sell-Perk Ford Company in Sellareville, Pennsylvania, in a late model V-8 and Ken Marriott of Baltimore who will drive a Mercury. Tommy Coates, of Trenton, N. J., has entered a Ford V-8, he is now clicking for one of the late model Henry J's. A late call from Daytona Beach, headquarters of the NASCAR organization, assured promotor Crise that the Flock boys will be on hand, both Tim and Fonty, for this event and it is expected that the announcement of the cars they will drive will be made very shortly.

Announced to the spectators at the Lanham Speedway two weeks ago this event has grown so much in prominence that a complete sell-out is assured and reservations are pouring in for the event. Entries should be sent promptly to the Lanham Speedway in Washington, D. C., attention S. F. "Red" Crise.

Races Here Today

Stock Car Races Today At Fair Grounds Track



Bob Gamble

Former Trenton resident, now living in Bound Brook, Gamble will be one of the entries in today's program of modified stock car races on the New Jersey State Fair Grounds one mile track. Time trials start at 12:30 and the first actual race at 2:30 o'clock.

More than 50 of the East's stock car drivers are expected to compete in a modified stock car race program at the New Jersey State Fair Grounds today. Feature of the seven-event card will be a 30-lap main around the one-mile dirt oval.

Time trials are to get under way at 12:30 p. m. (EDT), with the first competitive event listed for 2:30. Races will be under the direction of Tommy Garbac. Competition is open to all registered drivers.

Among the favored entries are Trenton's Wally Campbell, 1950 point scoring champion; Trenton's Di Natale brothers, Rocky and Chick; Lucky Loux, Trenton's Tommy Coates, Pete Harris, Tommy Finley, Kingston, R. I.; Harry McDonald, Pottstown, Pa. and Pepper Cunningham of Trenton.

Other threats include: Al Collins, Camden, N. J.; Paul Barblische, Flemington; Vince Canlizarro, Trenton; two aces from Reading, Pa., Irving Blatz and Harold Brokhoff; Al Peters, Hopelawn, N. J. and Eddie Ader, brother of Walt Ader, noted big-car and midget race driver.

Trenton is recognized as the

fastest one-mile dirt auto race track in New Jersey. The oval has been completely reconditioned for today's stock car program.

Among the lesser known entries, all striving for upset victories, will be Bob Gamble of Bound Brook, who formerly lived in Trenton, and two former Trenton amateur boxers — Tony Piccinetti and Johnny Zuccarella. Gamble and Piccinetti both competed at Flemington on Memorial Day. Gamble won the consolation race on that holiday card. Piccinetti had his car out in front in one of the Flemington races but then had the misfortune to become involved in a three-car crash. He escaped with bruises.

Zuccarella will be making his debut in stock car racing competition this afternoon. He hopes to add his name to Trenton's fast-growing colony of stock car aces.

Bob Read Racks-Up 25-Lap Stock Car Win In Newark Feature

6/12/1951

NEWARK, N. J., June 9th.—Bob Read of Hope, the Ruppert Stadium leader in number of feature victories, added another triumph Wednesday night in the 25th stock car attraction but turned the trick in a borrowed car. A crowd of 4,023 saw Read, unable to use his own car which suffered an accident in a preliminary heat, not only sped to first in the other car but also win in the best time of the season, 6:58.51.

Read gained the triumph in his qualifying event but broke an axle in the semi-final race. He was given number 91, a car which had barely qualified earlier, and showed his dazzling drivemanship to the fans. Read went into third place on the third lap with Lennie Gould of Bloomfield in first and Harry Sauchelli of Madison, runnerup.

Read passed Sauchelli on the sixth lap and went into the lead on the eighth. From then on it was all the Hope hotshot as the rest of the pack was closely bunched. The trio was far ahead of the other cars and an early spin put Tommy Coates, Trenton ace, in the rear.

1st heat—(12 laps)—Pierce Alman, Harry Sauchelli, Jerry Morese. No time (race restarted because of accident).

2nd heat—(12 laps)—Jim Hart, F. Prier, Tom Bruce. Time: 3:27.65.

3rd heat—(12 laps)—Bob Read, Mike Varley, Bill Blasi. No time. (race restarted because of accident).

1st semi-final—(15 laps)—Harry Sauchelli, Jim Hart, Jerry Moese. Time: 4:38.15.

2nd semi-final—(15 laps)—Les Pfeiffer, Tom Bruce, Bill Blasi. Time: 4:15.37.

1st Consy—(10 laps)—Tommy Coates, Rudy Grenzo, Phil De Mola. No time (race restarted because of accident).

2nd Consy—(12 laps)—Lennie Gould, Tommy Coates, Phil De Mola. Time: 3:29.95.

Feature—(25 laps)—Bob Read, Bob Hammersley, Tommy Coates. Time: 6:58.51.

Tuesday, June 12, 1951

ILLU

Frank Schneider Scores Grand Slam at Lanham

By J. FALES

6/12/1951

LANHAM, MD, June 9th—Last Friday night Frankie Schneider, Lambertville, N. J., grand-slammed the third Friday night modified stock program at the West Lanham Speedway as he came home the winner in the 25-lap feature after having won his heat and semi-final.

Mickey Rohr, Wilmington, Del., starting in the seventh row drove amazingly in heavy traffic to assume the lead at the end of the first lap. Schneider took second spot on the fourth lap and by the seventh had closed on Rohr. After several close laps Schneider took Rohr in the inside and picked up a good lead. In the meantime Ken Marriott was holding off Wally Campbell for the third spot. On the 20th lap Campbell took Marriott and then Rohr only to find the speedy Schneider a whole straight-away ahead. Campbell poured it

on and finished 10 car lengths behind Schneider.

The only serious accident occurred in the third heat when Gil Brown, a local area boy on his first try at Lanham, flipped over frontwards on the 4th turn during the first lap.

This program was enjoyed by another capacity crowd. Red Crise announced that a 400-lap strictly stock car race will be run at Lanham on July 13.

SUMMARIES:

1st heat—(10 laps) — Campbell, Vierkorn, Wright. Time: 2:31.40.

2nd heat—(10 laps) — Schneider, Rohr, Marriott. Time: 2:28.39.

3rd heat—(10 laps)—Dyer, Williams and Morgan. No time.

1st semi-final—(12 laps) — Campbell, Marriott, Rohr, Welch, Vierkorn. Time: 2:56.40.

2nd semi-final—(12 laps)—Schneider, Rhinehardt, Dyer, Williams, Houlihan. Time: 2:42.50.

Match race—(5 laps) — Campbell, Schneider, Marriott, Vierkorn. No time.

Feature — (25 laps) — Schneider, Campbell, Marriott, Rohr, Welch and Williams. Time: 6:10.02.

Campbell Finishes 2d In Stock Car Race

6/13/1951

MORRISTOWN, N. J. —AP—
Jim Delaney, Lyndhurst, won the
feature 25-lap, 12½-mile stock
car race at Morristown Raceway
last night.

Wally Campbell, Trenton, was
second, and Nelson Applegate,
Denville, third.

Stock Cars Race Here On Sunday

6/14/1951

The stock car racing program that was rained out last week will take place Sunday at the New Jersey State Fair Grounds mile track. Promoter Tommy Garbac has lined up a card that calls for open competition. He believes that this plan will enable Trenton fans to see a much larger field of cars than the average race program attract.

A seven event program is planned, with a 30-lap feature over the one mile dirt track.

The postponement is expected to improve rather than detract from the meet, since additional entries have already been received. The original field of drivers and cars has been augmented by at least ten additional competitors.

On the list are Wally Campbell, of Trenton, 1950 national point champion; Rocky and Chick Di Natale, Lucky Loux, Tommy

Coates, Pepper Cunningham, Pete Harris, Al Collins, of Camden, N. J.; Paul Barbiche, Flemington, and two aces from Reading, Pa.—Irving Blatz and Harold Brokoff.

Also regarded at top threats are Tommy Finley, Kingston, Rhode Island; Harry McDonald, Pottstown, Pa.; Vince Cannizarro, Trenton, N. J.; Al Peters, Hopelawn, N. J.; Eddie Ader, Bernardsville, N. J. and Roscoe (Pappy) Hough, Paterson, N. J.

Time trials will get under way at 12:30 o'clock with the first competitive event scheduled for 2:30 p. m.

Wide Range of Drivers In Sunday's Races Here

6/15/1951

Sunday's stock car racing program at the New Jersey State Fair Grounds probably will attract drivers from a dozen different States. Promoter Tomy Garbac has rescheduled the races. The program originally was listed for last week but was prevented by rain.

Trenton will be represented by Wally Campbell, 1950 national point champion; Pepper Cunningham, Vince Cannizarro, Nelson Applegate, Lee McBride, Bernard Scanlon, Bill Scanlon, Tony Piccinetti, Johnny Zuccarella and possibly others.

Many Jersey Drivers

Other jerseyites who will compete against the home town contingent include Frankie Schneider, Lambertville; Frank Holzhauer, Lakewood; Ed Rooney, Hackettstown; Pete Frazee, Belmar; Ronnie Kohler, Paterson; Bill Pfister, Eatontown; Paul Barbiche, Flemington; Al Peters, Hopelawn; Ed Soden, Red Bank; Eddie Ader, Bernardsville; Bob Gamble, Bound Brook; Frank and John Mesica, Perth Amboy; Al Collins, Camden, and Bob Read of Hope, N. J.

Pennsylvania, of course will have a strong delegation. Among

the Keystone Starters are Red Tomlinson, Langhorne; Al Tibbetts, Sellersville; Bill Smith, Willow Grove; Harry McDonald, Pottstown, and Irving Blatz and Harold Brokhoff, both of Reading.

From Bristol, Conn., will come Dick Egan and Holly Bunn; from Mapleville, Rhode Island, Tom Finley; from Spartansburg, South Carolina, Hugue Langford, and from Greensboro, North Carolina, Johnny Grubb.

Sunday's seven-event program will feature a 30-lap main over the one-mile dirt track. Time trials are to start at 12:30 p. m., with the first competitive event listed for 2:30.

Canadian Among 34 Stars In Tom Thumb Race Tests

6/17/1951

The last-minute entry of Red McCadden, of Ottawa, Canada, increases the prospective field for the Tom Thumb auto races at Candlelite Stadium tonight to 34 drivers. McCadden informed Rex Records, president of the Original Tom Thumb Auto Racing Club, Inc., that he would be ready to get behind the wheel of one of the tiny racers.

McCadden formerly was the Canadian Junior motorcycle champion, but turned to auto racing the last two years. It will be the young Canadian's first appearance on an American track. He is anxious to bring the Tom Thumb racing championship back to Canada where Tony Bonadies, of the Bronx, won the title last winter.

Bonadies will be in the field tonight hoping to stop Len Duncan, the Brooklyn veteran, who captured the first Tom Thumb 35-lap feature race here two weeks ago. Duncan, having one of his best seasons, last week won the feature midget car race at Allentown, Pa.

The competition will be the keenest ever tonight. With 34 of the best drivers in the East ready to go, Duncan may find it hard to repeat. A dozen drivers will come

down from the Boston area, and several Philadelphia pilots will be on hand, Records announced.

The track rolled and hardened during the week, has been especially treated to prevent dust from flying when the tiny racers speed around the turns on the one-tenth-of-a-mile clay track.

The crack drivers who were here on opening night will return. They include, **Wally Campbell** of Trenton, N. J., Nick Fornera of Danbury, Walt Fair of Allentown, Bob Disbrow of Poughkeepsie and others.

Stock Races Friday

The weekly stock car racing program will take place at Candlelite stadium Friday night, and George Benway, Milford speedster, hopes to make it two in a row and four for the season. He is the only pilot to win more than one feature event.

Three previous winners failed to win their second last week as Benway took the checkered flag for the third time. Reggie Adkins, of Bridgeport, and Chuck Arnold, of Stamford, had mechanical difficulties, and Mike Ward, of Shelton, finished fourth.

Stock Car Drivers To Race at Trenton

Trenton, N. J., June 16 — A championship stock car auto race program, rained out last week-end, is rescheduled for Trenton Fairgrounds today. The seven-event program, under the direction of Tommy Garbac, gets under way with qualifying time trials at 12:30 p. m., with the first-competitive test listed at 2:30. The feature will be a 30-lap main over the one-mile dirt track.

More than 80 of the leading stock car chauffeurs are expected to compete. The program calls for open competition.

Pennsylvania will be represented by Red Tomlinson, Langhorne; Al Tibbets, Sellersville; Bill Smith, Willow Grove; Harry McDonald, Pottstown; Irving Blatz and **Harold Brokhoff**, both of Reading.

6/17/1951

Campbell and Schneider Among Stock Car Entries In Race Card Here Today

6/17/1951

Wally Campbell, Trenton modified stock car ace, and Frankie Schneider, Lambertville's lead-footed throttle pusher, are slated to decide today at the New Jersey State Fair Grounds who's the true undisputed king of the modifieds. Campbell and Schneider last season met frequently in competition on the smaller 1/5-mile and 1/2-mile ovals and wound up their competitive season on nearly a par. During the Winter months Campbell's activity was largely restricted to indoor racing in the New York area. Schneider's name constantly headlined the Florida press as he burned up the Citrus Circuit to establish himself as undisputed king of the Winter resort area.

The two rivals, Schneider in the famous maroon Bohlander Special and Campbell in a totally new mount of his own design, will meet for the first time on a one-mile dirt oval this afternoon. Time trials will start at 12:30 o'clock and the first actual race at 2:30 p. m.

Among racing enthusiasts many consider today's test at Trenton Fair Grounds as one of the most important dates in this season's modified stock car racing circuit. It looms as the show-

down event between the two drivers who have been long outstanding rivals.

Coates Pilots Marks' Car

However, Promoter Tommy Garbach of Bound Brook, N. J., has seen to it that Schneider and Campbell will have plenty of competition. Hop-up expert Wally Marks of Trenton, for whom Campbell drove for a period of years, has selected Tommy Coates to pilot the famous White No. 1 car.

The scheduled seven event card which was rained out last week has been further strengthened by the addition of several of New England's stellar drivers, including Tommy Fenley, Maple Grove, R. I., and Dick Egan and Holly Bunn, both of Bristol, Conn.

Pepper Cunningham of Trenton, who has been campaigning the South and Middle West, has been signed for the event along with such standouts as Ken Marriott, Baltimore, Md., 1950 Champion at Lanham, Md. track, Ernie Gessel, L. I., one-time AAA midget champion and now a standout in modified stock competition; Roscoe (Pappy) Hough, Paterson, N. J.; Mickey Rorer, Sellersville, Pa.;

Bill Chevalier, Sayersville, N. J., and such local stalwarts as Rocky and Chick DiNatale, Johnny Karp and Nelson Applegate of Trenton and Paul Barbiche, the flying lawyer of Flemington, N. J.

More than thirty top ranking modified stars are expected to compete in the seven event card which will wind up with a 30-mile main event.

In order to try to present a dustless show, a new type of calcium chloride has been used to treat the track.

Several boys who are new to the stock car racing scene will try to steal the spotlight from the better known drivers. Among those slated to compete this afternoon will be two former Trenton amateur boxers — Tony Piccinetti and Johnny Zuccarelle — and Bob Gamble, formerly of Trenton, now residing in Bound Brook.



Paul Barbiche

Barbiche, who lives in nearby Flemington, will be among the entries in today's stock car races at the Trenton Fair Grounds. Time trials will start at 12:30 and the first competitive race at 2:30 o'clock.

Eagan Cops Stock Car Main Race

6/18/1951

The luck of the Irish combined with the skill of a Connecticut stock car driver to turn yesterday's 25-mile feature race at the Fair Grounds into strictly an exhibition.

Pete Eagan of Springdale, Conn., grabbed the early lead and never was headed. His Ford car, painted green and white and with a No. 1 enclosed in a shamrock, streaked around the mile dirt oval 25 times in 23 minutes, 18.47 seconds.

Connecticut drivers took first and third spots in Promoter Tommy Garbac's feature. Hully Bunn of Bristol, Conn., finished third. The runnerup to Eagan was Lucky Loux of Quakertown, Pa. Eagan, Loux and Bunn were the only trio actually to complete 25 miles of racing. The rest were given by checkered flag and their positions computed by the number of laps they had completed.

Campbell In Hard Luck

Wally Campbell, leader of the Trenton stock car contingent, was the hard luck hero of the race. Piloting the machine usually driven by Bill Gross of Philadelphia, Wally was in fourth place at the 24-mile mark of the race. On the backstretch of his final lap, however, the motor stalled and he was unable to finish.

Earlier in the program Campbell won the third qualifying heat, a 10-miler, in 9:01.10. This time, achieved in Gross' car, was the fastest 10 miles of the afternoon. Other qualifying event winners were Nelson Applegate, who divides his time between Trenton and Denville, N. J., Eagan and Al Tibbetts of Newportville, Pa.

Several Cars Smashed

Numerous pileups, skids and fence crashes added to the excitement of the occasion for some 3,000 spectators. The chief casualties were the cars. Autos driven by Al Pomponio, Lakewood, and Jim Gosford, Laurence Harbor, N. J., were practically demolished in a six-car pileup that halted the consolation race for more than a half hour. The entire program was delayed so many times, mainly by crashes and subsequent restarts, that it was close to 7 o'clock by the time the feature event took place.

Frankie Schneider, Lambertville, and Jim Delany, Hope, N. J., were among the early contenders for second place in the feature. Schneider was forced out with a flat tire, however, and Delany's car stalled on the backstretch.

Six In One Pileup

Three of the six cars involved in the consolation race pileup were Trenton area machines. They were driven by Pete Harris, Vince Cannizzaro and Tony Genovay. The other trio in the pileup were Pomponio, Gosford and Bill Loun of Holland, Pa.

Tibbetts crashed through the fence in the backstretch during the feature. His smashed car, minus a wheel, was towed back to the infield after the race. George Lidman of Ramsey, N. J., went through the outside fence on the backstretch turn.

Tommy Coates, driving the Trenton car owned by Wally Marks, gave a good account of himself in the early stages of the consolation event. The car develop clutch trouble, however, and Coates had to retire to the infield.

Karp 3d In One Event

Johnny Karp, another of the many Trenton drivers on hand, finished third to Campbell and Bunn in the third qualifying heat.

The start of the feature, with 36 cars in action, was quite a spectacle to behold. Two of the cars—driven by Bill McCarthy, Red Bank, and Bob Gamble, Bound Brook—tangled on the first turn and had to be pried apart by a wrecker. This caused a restart for the entire field.

The official first ten finish, as determined by NASCAR officials under the direction of Bob Sall, was as follows: 1. Eagan, 2. Loux, 3. Bunn, 4. Nick Binder, Cheltenham, Pa.; 5. Ken Marriott, Baltimore; 6. McCarthy, 7. Bob Read, Hope, N. J.; 8. Gene Stonewall, Paterson; 9. Ed Judge, Union City, N. J.; 10. Bud Farrell, Shrewsbury, N. J.

Other starters in the feature included Angelo Lombardi, Trenton; Bill Brown, Paterson; Bill Scanlon, Trenton; Bud Groner, Langhorne; Jim Metzler, Pottersville, N. J.; Doc Johnson, Belleville, N. J.; Newt Pick, Lebanon, N. J.; Bill Pfister, Eatontown, N. J.; Chick Di Natale, Trenton; Pee Wee Pobletts, Baltimore; Pete Frazee, Rahway; Johnny Dubois, Paterson; Bill Chevalier, Sayreville, N. J.; Smoky Stover, Trenton; Slim Tremblay, Norwich, Conn.; Bob Morse, Springfield, N. J., and Carl Kruger, Trenton.

Another Trenton driver, Mike Dudash, attempted to qualify but failed to finish the third heat.

Stock Car Fans Complain

Stock car racing fans are still grumbling about last Sunday's system—or lack of system—in charging admissions to the Fair Grounds here . . . It seems that \$1.20 was the admission to the grounds only and a second \$1.20 was necessary to obtain entrance to the grandstand . . . Several spectators charged that they were led to believe that it would cost them only \$1.20 to see the races from the grandstand . . . Promoter Tommy Garbac would do well, if he operates again at the Fair Grounds, to list his admission prices clearly and let it be known well in advance just what the complete charge is to be for every type of ticket. 6/19/1951

Rain Halts Sportsman's Card; Pfister Takes Modified Main at Lanham, Md.

By JOHN E. SCHUELER

Lanham, Md., June 15—A new note in Lanham winners was sounded here tonight as Bill Pfister, Long Branch, N. J., making his first appearance at this high-banked paved course, led Lucky Loux and others in a classy field across the line in the 25-lap modified stock feature.

Ed Lidsey climbed into top spot from 6th and held on until the 4th lap, when Pfister moved in from far back in the field. Lindsey spun on the 7th, and Tommy Coates pulled in to the runner-up hole, but was forced to drop out on the 21st. Lucky Loux, who had move up steadily from 17th starting spot, took over second.

Frank Schneider, the terror from Lambertville, N. J., and current point leader here, after winning the 1st heat and 2nd semi pulled up short on the 5th lap with a broken crankshaft on the Bohlander 88.

Pfister narrowly escaped having to qualify for the feature the hard way, via the consolation. While battling to keep the lead he snatched from Lou Johnson on the 6th lap of the 1st semi-final, Bill spun on the 9th lap, to hand the top spot back to Lou. The Long Branch speedster recovered in time to salvage a fourth place from the mishap, to make him eligible for 16th spot in the main.

In his other race, the evening's eventual winner started in last place beside Johnson in the 1st heat, and was unable to get by Lou, who pulled a fast end run to get up front and settle the issue on the second lap of the 10-lap tussle.

Some delay occurred at the finish of the 3rd heat, when Mike Rhinehardt, the local No. 1 hard-luck driver, spun on the last lap while holding down the comfortable lead he had enjoyed throughout the entire race. At once, Cotton Kind, running second, crashed solidly into the No. 42. When two tow trucks failed to tear the cars apart, resort was made to torch work to clear the track. Mike came back for a second behind Frank Schneider in the 2nd semi-final, but Kind was out for the night.

For the first time this season, no cars got bottoms-up. Even pile-ups were at a minimum as the field gave up stunt driving, and showed the near-capacity crowd how racing should be performed.

By JOHN E. SCHUELER

Lanham, Md., June 12—A sudden downpour nipped the first sportsman's class stock program off at Lanham tonight before the main could be lined up, with a double-feature bill carded for next Tuesday, according to announcement. More than 40 cars appeared on the track during the abbreviated program.

Frank Schneider, Lambertville, N.J., scored a sweep for the night, with wins in the 1st heat and 1st semi. Mike Rhinehardt, Baltimore, led the second semi from start to finish.

Wildest race of the season was the 3rd heat, in which 13 hopeful pilots took off at the green flag. A series of spins and crashes followed until the track became too clogged, and the affair was halted on the 9th lap. Buck McCardell threaded his way through the wreckage to be awarded 1st place. Actual contestants and victims merely trying to drive off the track were almost indistinguishable at the end.

The 16-car consolation went only 7 laps, when Bud Johnson crossed up his No. 77 and rolled on the 4th turn. The red flag flew, and Bill Gross was awarded 1st spot. As the wreckage was being scraped together for removal, the rains came and rang down the curtain.

Delaney, Eagan Win Morristown Mains

6/20/1951

Morristown, N. J. June 15 — Dick Eagan of Bristol, Conn. regained his winning ways tonight at the Morristown Raceway to win his fifth feature victory of the season in nine programs that have been run to date.

Eagan again ran a field of starters that read like a Who's Who of stock car racing virtually into the ground as he sped around the fast track.

Nelson Applegate of Denville driving a Barney Ferriero Special and Hully Bunn of Bristol, Conn. put on a fight for the second spot that took all the fans' attention from the rest of the race.

Bunn led for a while but slipped behind Eagan. Applegate meanwhile kept moving up through the traffic and soon was in a contending spot for second place. Bunn and Applegate sped as one car and finally on the 24th lap the 1950 Morristown champion slipped by the Connecticut Yankee.

Sonny Strupp who is vastly improved as a driver finished fourth and Eddie Judge was fifth.

Results:

1st heat (10 laps) Ernie Gesell, Ozone Park, N. Y., Wally Campbell, Trenton, Hully Bunn, Bristol, Conn. Time 5:01:31.

2nd heat (10 laps) Dick Eagan, Bristol, Conn., Nelson Applegate, Denville, Tom Fenley, Mapleville, R. I. No time.

3rd heat (10 laps) Jim Delaney, Hope, N. J., Sonny Strupp, Plainfield, Bob Read, Hope. Time 4:59:01.

Consolation Race (10 laps) Wally Campbell, Trenton, Eddie Judge, Union City, Newt Pick, Lebanon. Time 5:06:91.

Feature race (25 laps) Dick Eagan, Nelson Applegate, Hully Bunn, Sonny Strupp, Eddie Judge. No Time.

Morristown, N. J., June 12—Jimmy Delaney of Hope, N. J., stopped Dick Eagan's string of consecutive victories tonight as he outran a star-studded field of starters here tonight.

For Delaney it was his second victory of the season at Morristown Raceway and he holds the distinction with Eagan of winning more than one feature victory to date.

Delaney had a tough time of it as he was pursued by Wally Campbell of Trenton, Nelson Applegate of Denville and Eagan who finished the race in that order.

Delaney drove masterfully as he picked his spots and kept the fast cars struggling to get through the traffic. Delaney's victory was well received by the crowd despite the fact that Eagan is a prime favorite.

Results:

First heat (10 laps) Johnny DuBois, Paterson, N. J., Dick Eagan, Bristol, Conn., Eddie Judge, Newark. No Time.

Second heat (10 laps) Hully Bunn, Bristol, Conn., Nelson Applegate, Denville, Sonny Strupp, Plainfield. Time 4:50:48.

Third heat (10 laps) Ernie Gesell, Ozone Park, N. Y., Jim Delaney, Hope, Tom Elliott, Newark. Time 4:48:61.

Consolation Race (10 laps) Wally Campbell, Trenton, John Luzi, Union, Don Swezey, Fort Jay. Time 5:08:98.

Feature Race (25 laps) Jim Delaney, Wally Campbell, Nelson Applegate, Dick Eagan, Johnny DuBois, Hully Bunn. Time 11:41:81.

Kenny Marriott in Triumphant Return To Home Town Tr'ck

6/20/1951

By JOHN E. SCHUELER

Baltimore, Md., June 16— In an amazing comeback after his recent near-fatal accident at Wall Stadium, Ken Marriott, Baltimore ace, climbed on top in the 12th lap to win the 20-lap sportsman's stock feature at Westport Stadium here tonight. The season's largest crowd watched Vic Nauman, Jr., hold a lead from the start until engine failure sidelined him as Marriott forged ahead. Charlie Dyer finished a strong third ahead of Bill Gross. In all, 33 cars took part in the night's activities.

Ed Lindsey smacked into the fence with a resounding crash on the 10th lap and partially blocked the track, but all contestants managed to miss the obstacle satisfactorily.

A variety of winners marked the program, with no driver able to score more than a single victory. Heats went to Russ Hastings, Bud Arthur, and Bill Gross; the semi-finals found Bill Brown and Ed Lindsey home ahead of the pack; and in the consolation it was Reds Fowler in his jinx-defying No. 13.

The orchid for the night's fancy driving went to Bill Gross in the 2nd semi-final. Bob Whay spun on the 7th lap ending crosswise on the first turn and promptly abandoned No. 98 to its fate. This looked very dark indeed as Hamilton, Poblettes and Gross poured into the turn, with Gross outside and behind. A lightning-fast crisscross maneuver to the inside shot Bill ahead of his bewildered rivals, and took away the fans' breath. Considerable manhandling was necessary to get the Robinson 144X back in control, but Bill managed it successfully to finish behind Ed Lindsey.

Before a complete lap could be finished in the 1st semi, 4 cars were draped on the last turn fence. Vic Nauman Jr., Johnny Fernandez, Steve Vierkorn, and Junior Tauber pulled up beside each other in a tangle that left the course flooded with gasoline and littered with wreckage. Tauber was counted out on the restart as Fernandez' crew completed quick gas-tank repairs to let their boy get home second to Bill Brown.

Applegate Winner In Morristown Race

6/20/1951

MORRISTOWN —AP— Nelson Applegate of Denville did better than a mile a minute last night in winning the 25-lap, 12½-mile feature stock car race at Morristown Raceway. He was clocked in 12:00.79.

Johnny Dubois of Paterson was second and **Wally Campbell**, Trenton, third.

Wally Campbell Third **In Wall Stadium Race**

6/21/1951

BELMAR, N. J. — The 25-lap, 8¼-mile feature stock car race at Wall Stadium last night went to Bill Pfister of Eatontown in a time of 7:31.04.

Frank Schneider, Lambertville, came in second, and Wally Campbell, Trenton, was third.

Newark Race Victor



Wally Campbell

6/25/1951

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

Applegate Morristown Main Victor

6/27/1951

Morristown, N. J., June 19—Nelson Applegate of Denville drove sensationally here tonight to win the feature race at Morristown Raceway. It was the 1950 champion's first victory of the season after a long period of bad breaks.

The last five laps of the feature race were hectic and thrilling for the large crowd of fans as the lead changed on five different occasions and three drivers holding it. Wally Campbell had jumped out in front almost from the beginning and had led the pack for 18 laps when Applegate made his bid and passed the Trenton boy on the 20th lap. Campbell, determined not to be outdone at that stage of the race, made a successful effort to win back the lead on the 22nd lap but could not hold as the equally determined Applegate moved back in to the lead on the next lap.

While this was going on Johnny DuBois of Paterson was moving in on the leaders and finally passed Campbell. Entering the last lap he dove into the lead by going underneath "Apple" on the first turn. Applegate pushed out in front again on the backstretch and DuBois tried to get him on the outside as they went through the fourth turn but just didn't have enough and finished second in the closest finish ever seen at the Raceway.

The heats were won by Ernie Gessell, Applegate and Dick Eagan of Bristol, Conn., and the consolation race by Wally Campbell.

Pfister Takes 4th Wall Stadium Win

6/27/1951

Belmar, N. J., June 21—Bill Pfister, driving the Wainwright No. 109, came through for his fourth feature win of the season at Wall Stadium Wednesday night.

Pfister, who started in eighteenth spot, was able to work his way through the field until the sixth lap when he took over the lead. At this stage of the race, Frankie Schneider, Lambertville, driving the No. 88, was running second and a battle took place throughout the remainder of the race between Pfister and Schneider. Schneider however, never did gain the lead.

The twenty-five lapper was the third this season to be completed without any serious accidents, and set a new record for the 1951 season of 7:31.04, four seconds faster than the previous record.

First heat, 10 laps—McCarthy, Brown, Pultz.

Second heat, 10 laps—Pfister, Brown, Pomponio. Time 3:03.71.

Third heat, 10 laps — Schneider, DeBrezze, Hall. Time 3:01.12.

Main event, 25 laps—Bill Pfister, Frankie Schneider, Wally Campbell, Charlie Birfidsall, Mickey Rorer, Lenny Brown. Time 7:31.04.

JUNE 27, 1951

Wally Campbell Triumphs in Ruppert Return

By GENE PICKER

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



WALLY CAMPBELL

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

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

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

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

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

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

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

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

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

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

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

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

Schneider Smears Lanham Stock Field

By JOHN E. SCUELER

Lanham, Md., June 19—After giving his opposition a few days' respite while a new engine was being installed in the Bohlander 88, Frank Schneider, the Lambertville, N. J., wizard, lowered the boom here tonight in sweeping a sportsman's stock class heat, semi-final, and both features before the season's largest Tuesday crowd.

In the first feature Frank got around his new rival, Baltimore's Johnny Roberts, on the 6th lap, and opened up a sizable lead by the event's conclusion. Bill Gross took home show money in a race which saw Bruce Hall and Joe Wright tangle on the last laps to leave the track partially blocked. Earlier in the sortie, Bob Cleberg blew a tire and crashed the fence without injury, and without the necessity for stopping the race.

The second main found Frankie in the midst of a real tussle, as Wally Gore, Arlington, Va., fought stubbornly to keep his early lead. After Schneider passed him to take first place on the 6th, Wally overextended himself in an effort to regain top spot, and lost his little job against the front-stretch fence. In a shower of sparks he slid half the stretch with No. 26 on its side. Gore climbed out unhurt as the race was halted.

A lap after the restart a series of spins and minor crashes stopped the race again. The second restart enabled matters to be brought to a satisfactory conclusion. Ken Marriott, Joe Wright, and Bill Holland got in behind Schneider.

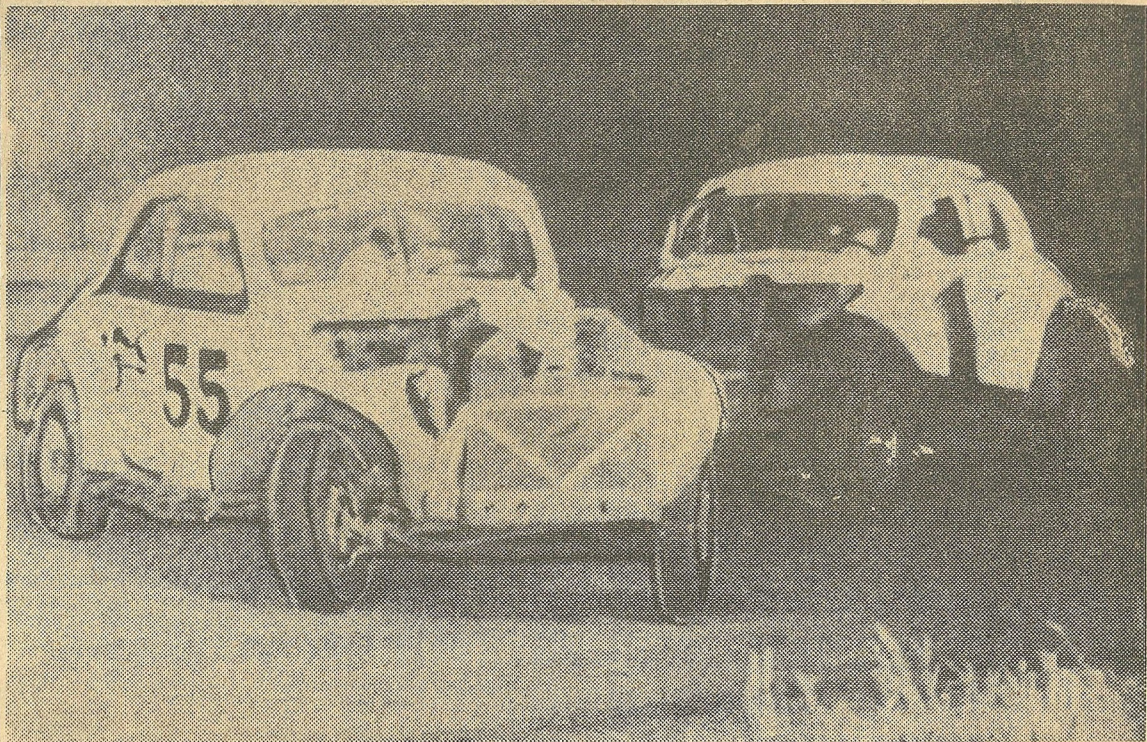
As guest of the evening, Holland was unable to do better than second in a semi-final behind Ken Marriott. His other effort netted a 4th in the 3rd heat, won by Bob Whay, with Cotton Kind and Johnny Grubb following.

The same 3rd heat contained the evening's believe-it-or-not, as Harvey Henderson rolled No. 71 on its side, and bounced up again, still going. However, he retired shortly afterward.

Joe Wright captured the 2nd heat, Ken Marriott took the 1st semi, and the consolation went to Cotton Kind.

6/27/1951

Such a Way to Take the Lead



NELSON APPLEGATE, No. 55, spins into the lead on the 20th lap of the feature at Morristown, N. J., on June 19th. Wally Campbell, No. 1, held the lead for the 1st 19 laps of the scorching race. (Photo by Silverstein)

Flemington Cards Stock Car Races

6/27/1951

Stock car racing will resume Sunday afternoon on the half-mile dirt track at the Flemington Fair Grounds. Time trials will start at 12:30 o'clock and the first competitive event at 2:30. Tommy Coates, Trenton, and Frankie Schneider, Lambertville, will be among the leading threats in action. Others expected to compete include Paul Barbiche, Flemington; Ken Marriott, Baltimore; Dick Eagan, Springdale, Conn.; Holly Bunn, Bristol, Conn.; Bob Gamble, Bound Brook; Eddie Ader, Bernardsville, N. J., and Chick Di Natale, Trenton.

Eagan Threat In Flemington Race Sunday

6/28/1951

FLEMINGTON — Dick Eagan, Frankie Schneider, Tommy Coates and Chick DiNatali are four outstanding entrants in the modified stock car races Sunday afternoon at the Flemington Fair Grounds. The program will start with time trials at 12:30.

Eagan is a native of Connecti-

cut and winner of several races at Bristol, Conn.

While pre-race odds indicate that the winner will be one of this quartet, the strength of the rest of the field prevents any comfortable prediction. The victor might easily be Nelson Applegate of Trenton, and Denville, N. J., speedster who has raced hub to hub with DiNatali every time they have met. Another possibility is Paul Barbiche of Flemington.

Other entries include Frank and John Mesics of Perth Amboy, Eddie Ader of Bernardsville, Jim Delany of Lyndhurst, Bill Chev-

lier of Sayerville and Bob Gamble of Bound Brook. Following time trials, three heats of 10 laps each will take place, starting at 2:30 p. m. These will be followed by a 15 lap consolation race, a special match race among three drivers with the fastest time trials and the 30-lap feature event.

Schneider Seeks Win On Sunday

6/29/1951

FLEMINGTON — Frankie Schneider of Lambertville, winner of the first stock car race ever staged at Flemington, will return Sunday to the half-mile dirt track on which he likes to race.

Schneider is Hunterdon County's chief claim to stock car fame. He has walked off with many honors at Morristown Speedway, Newark's Ruppert Stadium, Ritchie Speedway in Baltimore and Wall Speedway, Belmar, N. J.

It was early in his racing career that Schneider copped the first stock car event ever held at Flemington. As a result, he has a sentimental attachment for the half-mile oval at the Flemington Fair Grounds—scene of Sunday's six-event program. Time trials will begin at 12:30 and the first qualifying race at 2:30.

Included on the entry list, along with Schneider, are such well known drivers as Al Tibbetts of Newportville, Pa.; Bill Chevalier of Sayreville, N. J.; Tommy Coates, Trenton; Chick Di Natale, another Trenton speedster; Nelson Applegate, who divides his time between Trenton and Denville, N. J.; Ken Marriott, Baltimore; Paul Barbiche, Flemington; Dick Eagan, Springdale, Conn.; Holly Bunn, Bristol, Conn., and Tommy Fenley of Rhode Island. Eagan won a recent 25-mile feature event at the Trenton Fair Grounds.

Sunday's main event will be a 30-lap feature, in which all of the qualifiers in the preceding races will try for top honors of the afternoon.

Trenton Drivers Seeking Flemington Honors Today

FLEMINGTON — Trenton will be extremely well represented in today's program of stock car races at the Flemington Fair half-mile track. According to Promoter Tommy Garbac's entry list there will be at least five top flight Trenton speedsters in action. Time trials will begin at 12:30 o'clock and the first competitive race at 2:30.

Pepper Cunningham, 1946 National champion and winner of a 100-miler at Langhorne Speedway that year, is included in the Trenton contingent. Other Capital City drivers slated to compete, according to Garbac, are Wally Campbell, 1950 point champion; Tommy Coates, one of this year's leaders on Langhorne's short course, and the daring Di Natale brothers, Chick and Rocky.

Today's Flemington competition

is open to all registered drivers from any racing club in the East.

Frankie Schneider, Lambertville, will be among the favored entries. Schneider has a sentimental interest in Flemington's track. It was on this historic half-mile dirt oval that Frankie won the first stock car race ever held in Flemington.

Another threat this afternoon is Eddie Ader of Bernardsville, N. J. He is a brother of Walt Ader, noted big car driver.

The New England area will be represented by two Connecticut drivers, Dick Eagan and Holly Bunn, and Tom Fenley from Rhode Island. Eagan led all the way in the feature event at the New Jersey State Fair Grounds one-mile track two weeks ago.

Flemington Threat



Wally Campbell

Trenton stock car ace, Campbell is one of the entries in today's program of speed events at nearby Flemington. Wally had bad luck two weeks ago at the Trenton Fair Grounds when his car developed motor trouble on the 25th and final lap, costing him fourth place in the race. Since then he has won a feature event at Ruppert Stadium, Newark, thereby establishing himself as one of the top favorites on today's Flemington program.

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Races Friday At Langhorne

LANGHORNE, Pa. — Sportsman stock car racing continues to be a great attraction in the racing sport. It evidently appeals to the driver as well as the fan, for each week finds many new faces competing in the popular sport. In this branch of the thrilling sport of racing the novice stands a far better chance of attaining triumph. Maybe that is one of the reasons for the great interest on the part of all concerned.

On Friday night of this week the Pottstown Handicap will highlight the seven card of sportsman stock car competition carded for the short course at the Langhorne Speedway. Newt Reinert, the Pottstown, flash who won honors in 1950, will try for top honors. Charley Mundy, a lad who is not too familiar with the sport but yet continues to be a threat, will try his best for a surprise triumph.

Tommy Coates, popular Trenton ace of the sportsman event

Flemington Threat



Wally Campbell

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7/1/1951

Applegate Scores at Morristown, N. J.

MORRISTOWN, N. J., July 3.—

Battling the slippery track as well as a fast field of cars, Nelson Applegate drove his Barney Ferriero 55 to win the feature race at Morristown Raceway Friday nite. Nelson came from deep in the pack to take over the lead in the 21st lap from Tommy Fenley who had enjoyed the lead from the fifth lap. A large crowd enjoyed the thrilling race.

The race had begun with Fenley and Wally Campbell, dueling for lap after lap, with Fenley having a slight edge. After 9 laps Campbell was forced out when he struck a spinning car after Fenley had gone through a fast closing hole.

Applegate was running fourth at this time but at the halfway mark poured it on to move up on the leaders. He drove sensationally through the heavy traffic and arrived on Fenley's tail as a complete surprise to the fans as well as the leader. He went by the leader Fenley and opened up a wide margin to win going away.

Frank Coman won his first heat of the season at Morristown in the first event of the evening. Pepper Cunningham of Trenton won the second and Applegate

the third. George Petryck of Finderne won the consolation race.

MORRISTOWN TUSSLE TAKEN BY CAMPBELL

7/3/1951

MORRISTOWN, N.J., June 30—Wally Campbell, the Mighty Mite of Trenton was the winner of the 25 lap feature at Morristown Raceway Tuesday night, making a shambles of an all star field who started the grind with him. Campbell had an advantage in starting by in the fifth row because he qualified his car fourth in the second heat.

Driving Johnny Bohlander's 88 which had been set up for Frankie Schneider, Campbell wasted little time in jumping out in front and was never challenged throughout the race.

Nelson Applegate finished second after waging a private battle for the position with Vernon Land of North Bergen, former midget star.

Dick Eagan of Bristol Conn. received a bad break when in rounding the fourth turn he struck the pit gate. His car bounced off the gate and Dick held on through the race to finish fourth but it was only superior driving that allowed him to finish at all.

Eagan won the first heat of the evening. Johnny DuBois of Paterson won the second and Vernon Land took the third. Campbell held on to his title of Consolation king as he took another.

Bill Pfister Front-Runner In Wall Stadium Stock Bill

7/3/1951

BELMAR, N. J., July 3.—Wall Stadium staged its first rain date race of the season Sunday night and what undoubtedly was the most terrific card of races presented at the Belmar oval.

64 cars competed during the course of the evening to attempt to qualify into the 22 car starting field of the feature event and from



15 to 19 cars participating in each of the heats. Because of the vast number of cars an extra Class B race had to be run of making a total of eight races for the evening.

The fans were kept on their feet during most of the evening. Crashes, spills, flips, fence splitting and even some infield fights took place.

By the fifth lap of the main event, Frankie Schneider, had made his way from tenth starting

spot to the leading position and it looked as if he would have another win to add to his numerous victories. At this point Bill Pfister popular Eatontown driver moved into the second spot and after running radiator to radiator for several laps Pfister was able to gain the lead in the fourteenth and held on to take the 25 laps in the record time of 7:23.91

A complete rundown of the events follows:

1st heat—(10 laps)—Frankie Schneider, Bill Pfister, Vernon Lan Time: 3:05.88.

2nd heat—(10 laps)—Bill Chevalle Bill McCarthy, Sammy Mallach. Time: —None.

3rd heat—(10 laps)—Frankie Schneider, Charlie Birdsall, Wally Campbell. Time: 3:03.91.

1st semi—(12 laps)—Bill Chevalle Bill Pfister, Bill McCarthy. Time: 3:36.57.

2nd semi—(12 laps)—Frankie Schneider, Richie Hall, Sammy Mallach. Time: 3:34.70.

Class B—(10 laps)—Duke Schneider, Richie Hall, Sammy Mallach. Time: 3:34.70.

Crass B—(10 laps)—Duke DeBrez Jerry Moese, Ronnie Khler. Time: 3:11.64.

Consy—(12 laps)—Duke DeBrez Len Brown, Frank Holzhauser. Time: 3:39.14.

Feature—(25 laps)—Bill Pfister, Schneider, Sammy Mallach. Time: 7:23.91.

Flemington Race

Card Set Sunday

7/3/1951

Stock car races at the Flemington Fair half mile track, rained out last Sunday, will be offered this coming Sunday. Time trials will start at 12:30 o'clock and the first competitive race at 2:30.

The Flemington card marks the second straight one-week postponement of a program lined up by Promoter Tommy Garbac. His attempt to run at the Trenton Fair Grounds on June 10 resulted in a rainy day and the races took place on June 17 instead. Dick Eagan of Springdale, Conn., won the feature event. He is among the entries at Flemington Sunday. Driving on the Hunterdon County half mile track, however, bids fair to be much different than the larger Trenton Fair oval.

Wally Campbell, who was running fourth at the Fair Grounds until his car developed motor trouble on the last lap, is another Flemington favorite. Campbell, Tommy Coates and Vince Cannizzaro head a classy Trenton contingent in stock car racing circles.

Nelson Applegate, winner of the feature at Morristown on June 19, is another prospective contender for Flemington honors. Also on the entry list are Bill Pfister, Eatontown; Bob Read, Hope, N. J., and Frankie Schneider of Lambertville, winner of the first stock car race ever staged at the Flemington track.

Applegate Wins Race; Three-Wheeler Second

7/8/1951

MORRISTOWN, N. J. — AP —
Nelson Applegate of Denville finished just ahead of a three-wheeled rival to win the 25-lap feature stock car race at Morristown Raceway Friday night.

Right behind Applegate came Johnny Dubois of Paterson, spraying sparks over the track as he drove the last four laps minus a left wheel.

Applegate's time for the race was 12:01.01.

Wally Campbell, Racing Star, Got Start In Soap Box Derby



OLD NUMBER SEVEN—The prototype of all Soap Box Derby racing cars is "Old Number 7" built in 1933, which has inspired thousands of boys, including Wally Campbell, of Trenton, N. J., who was the top stock car driver of the American Stock Car Racing Association.

7/10/1951

The Soap Box Derby has been the stepping stone for at least one of America's outstanding stock car driving champions, according to a write-up about Wally Campbell of Trenton N. J. in the July issue of "Motorsport."

A number of the entrants in Frederick's Tri-County Derby have had their interest aroused over Wally Campbell who in 1939 won the local race at Trenton, N. J. and went to Akron, O., for the national finals of the Derby. It was ten years later, according to the story in "Motorsport," that Campbell was named as the top stock car driver of the American Stock Car Racing Association and was unofficially recognized as the top stock car driver in the nation.

Varied Career

Campbell's career has been varied, and in the ten year rise to fame has seen him on Navy submarine duty, navy boxing champion in the 126 lb. class, and stuntman with the Joe Chitwood automobile show. The Chitwood show was put on several times in the Frederick vicinity, and Campbell was one of the motorcycle stuntmen with the show in 1948.

Also with the Chitwood show, Campbell participated in the Iron Chest stunt, where a three-ton truck loaded with 25 people ran over a board placed across the performer's mid-section. The pressure from the weight of the truck was equalized by the stomach, leg and arm muscles which must be

perfectly tense during the act.

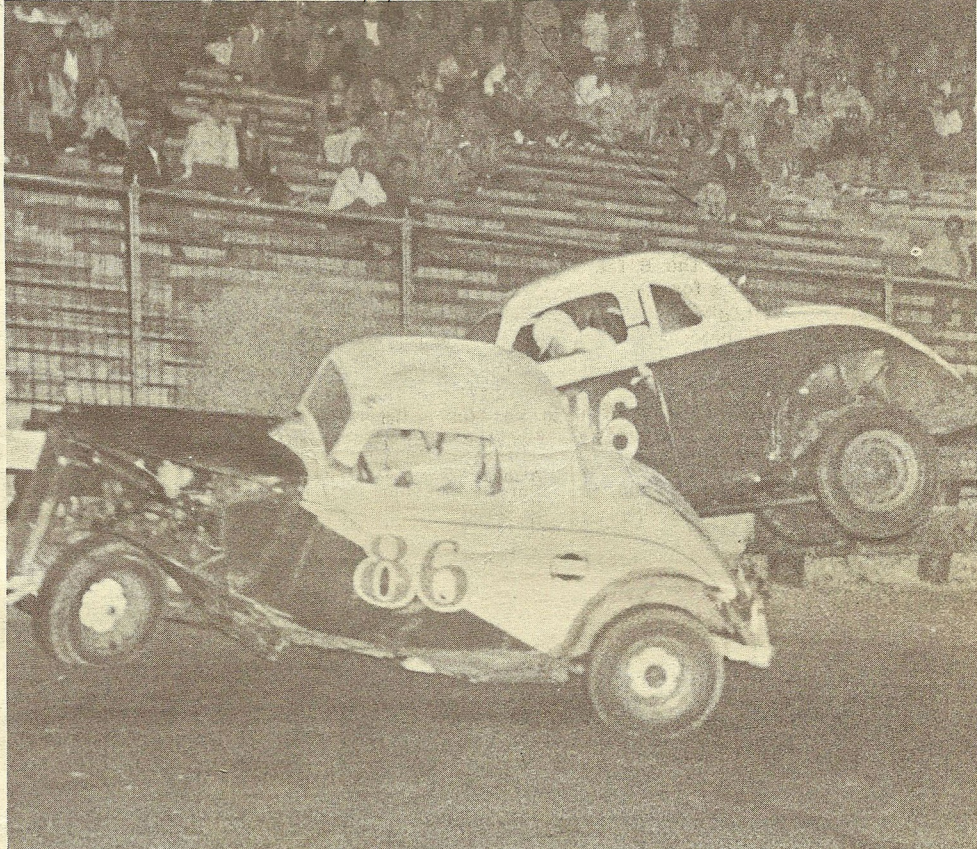
The "Motorsport" story relates that the first speed event participated in by Wally was in Mahanoy City, Pa., where he garnered third position in the feature race along with \$120 as his share of the purse. That was in 1946, immediately following his discharge from the Navy. In the 1947 season, Campbell was injured at the Mahanoy City track when he collided with another racer and suffered a sprained back which kept him out of competition for quite a spell.

"Hot" In 1949

It was in 1949, the article in the automotive magazine states, that Wally made his strongest bid for fame by winning 26 feature events and never finishing less than third in the season. His largest trophy, which stands nearly four feet high, was awarded him as winner of the 200-mile stock car race sponsored by the United Stock Racing Association at Thompson, Conn. Wally in the 1949 season copped no less than \$12,500 in prizes.

Wally, a well-liked member of the racing fraternity, has gained experience on all types of tracks, the "Motorsport" article continues. This includes dirt, asphalt, clay and macadam. Wally has expressed the desire to be not only the top stock car driver of the nation, but to be the undisputed champion of speed by winning the famed Indianapolis 500-mile championship race.

7/10/1951



Wally Campbell #86 and Bruce Martin take a hefty smack at the fence at the Wall Stadium, Belmar, N. J. No injuries. Bill McGinley photo.

FRANKIE SCHNEIDER GRAND SLAMS ON LANHAM MODIFIED STOCK BILL

7/10/1951

By JOHN H. FALES

LANHAM, Md., July 10th.—Frankie Schneider, Lambertville, N. J., continued his winning habit Friday night at the West Lanham Speedway by again sweeping the modified stock-car program. A crack fiell turned out to halt the New Jersey ace, but all in vain.

In the feature race Schneider moved from last to seventh spot in one lap. By the sixth lap he was in second and within a few laps took the lead from Peewee Pobletts, Lanham, Md. By the half-way point Schneider had a 20 car length lead. At this point Lou Johnson, Wilmington, Del., was in second and took out after Schneider. His threat was cut short on the 15th lap when his right front tire blew out. Schneider took the checker with three-fourths of a lap lead over Pobletts and Wolly

Campbell, Trenton, N. J., who was third. Other pre-race threats, Bill Pfister, Eatontown, N. J., and Ken Marriott, Baltimore, Md., conked out in the early laps.

1st heat—(10 laps)—Pfister, Olford and Houlihan. Time: 2:29.17.

2nd heat—(10 laps)—Schneider, B. Williams, Dyer. Time: 2:28.92.

3rd heat—(10 laps)—Johnson, Rohr and Morgan. Time: 2:29.12.

1st semi—(10 laps)—Pfister, Vierkorn, Marriott. Time: 2:31.62.

2nd semi—(10 laps)—Schneider, Johnson, Campbell. Time: 2:31.40.

Consy—(6 laps)—Lindsey, Brinker, Keiselot. No time.

Feature—(25 laps)—Schneider, Pobletts, Campbell. Time: 6:20.15.

Norwood Stock Tussle Taken By Red Foote; Luchesi 2nd

By HANK DYER

NORWOOD, Mass., July 10th.—Red Foote, of Meriden, Conn., took over early in the feature which was a hotly-contested event filled with speed and action here Saturday night in the modified stock car racing program presented under the sanction of the New England Auto Racing Assn.

Red earned his first victory of the season the hard way to say the least. After one completed lap, Shorty Melinus dropped a wheel going into the second turn stopping the event. Shorty was allowed time to get a new wheel only to be forced out of the running with a broken tie rod after a warm-up lap. Next to fall by the wayside after one more completed lap was Doc McKenzie at practically the same spot in the track.

Another and final mixup came at the start of the 17th lap when Red Cummings, who was in third place behind Foote and Tommy Dupont, popped a tire and went into the first turn fence. The following field cleared the careening car but the event was stopped. Red got back in after a tire

change but finished quite far behind his usual winning place.

In the meantime Foote had got the lead and held it and at the half-way mark it was Foote, Dupont, Cummings, DiRusso and Harrington. The remainder of the event was closely contested battle with the first four closely bunched for a blanket finish and a scorer's dilemma.

1st heat (10 laps) Dupont, Hersey, Rosenfield, Martin. No time.

2nd heat (10 laps) DiRusso, Foote, Couper, Veracka. 2:39.20.

3rd heat (10 laps) Harrington, Gurney, Ross, Foote. No time.

1st semi-final (12 laps) Dupont, DiRusso, Couper, Anderson, Cummings. Time 3:11.91.

2nd semi-final (12 laps) Harrington, Gurney, Martin, Ross, Foote. Time 3:13.40.

Consolation (10 laps) Veracka, Luchesi, Moody, McKenzie. No time.

Feature (20 laps) Foote, Luchesi, Harrington, Dupont, DiRusso, Veracka. No time taken.

Wally Campbell Wins

Race At Morristown

7/15/1951

MORRISTOWN, N. J. — AP — Wally Campbell of Trenton won the 25-lap, 12½-mile feature stock car race at Morristown Raceway Friday night in 11:48.07.

Nelson Applegate of Denville was second and Dick Eagan of Bristol, Conn., was third.

Three Drivers Injured In National Stock Car Go

7/15/1951

PITTSBURGH —A— Three drivers were injured —one seriously —when six cars piled up yesterday on the 21st lap of the 100-mile Grand National Championship Stock Race at Heidelberg Raceway.

Wally Campbell of Trenton, N. J., was taken to a hospital. He suffered a possible skull fracture and lacerations of the face and arm.

The race was run off after the pile-up, but no time was taken.

Herb Thomas of Olivia, S. C., won the event, finishing a lap ahead of Jim Fibelhorn of Randolph, N. Y. Buddy Farrell of Frewsburg, N. Y., was third.

3 Hurt in Stock Race

PITTSBURGH, July 15—(AP)—Six cars piled up today on the 21st lap of the 100-mile Grand National Championship stock race at Heidelberg raceway. Three drivers were hurt, one seriously.

Wally Campbell, of Trenton, N. J., was hospitalized with a possible skull fracture and face and arm lacerations.

7/16/1951

Three Drivers Injured In National Stock Car Go

PITTSBURGH —(AP)— Three drivers were injured —one seriously —when six cars piled up yesterday on the 21st lap of the 100-mile Grand National Championship Stock Race at Heidelberg Raceway.

Wally Campbell of Trenton, N. J., was taken to a hospital. He suffered a possible skull fracture and lacerations of the face and arm.

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Herb Thomas of Olivia, S. C., won the event, finishing a lap ahead of Jim Fibelhorn of Randolph, N. Y. Buddy Farrell of Frewsburg, N. Y., was third.

7/16/1951

Campbell Injured On Pittsburgh Track

PITTSBURGH — AP — Wally Campbell of Trenton, N. J., was hospitalized with a possible skull fracture in a six-car pile-up in the 100-mile Grand National Championship stock car race yesterday.

Two other drivers received minor injuries.

7/16/1951

Campbell Hurt As Thomas Wins Heidelberg Feature

PITTSBURG, July 17—Six cars piled up Sunday, on the 21st lap of the 100-mile Grand National

7/17/1951



WALLY CAMPBELL

championship stock race at Heidelberg Raceway.

Wally Campbell, Trenton, N.J., was hospitalized with a possible skull fracture and face and arm lacerations.

Herb Thomas, Olivia, S. C. won as he finished a lap ahead of Jim Fibelhorn, Randolph, N. Y.

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

7/17/1951

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

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

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

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

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

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

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

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

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

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

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

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

SPEAKING OF

SPEED

by NAT KLEINFELDER

7/17/1951

FAIR LAWN, N. J.—Lee

Lanham's 400 lapper was won by Tony Bonadies, who never stopped in a Nash Rambler, Ronnie Kohler getting 2nd in a '51 Plymouth in which he got 5th at Ruppert... Wally Campbell never rested at Ruppert after a 16th lap mixup that put him out; from then on he worked like a demon in half a dozen pits to help out... Johnny Bruner, missing from these parts the past 2 years was up from the South to flag the race, aided by Alvin Hawkins, veteran Nascar starter. ..Campbell made a dramatic entrance at Morristown's Fri., show when he arrived too late for heats, the fans unanimously cheered to delay the consy until the Wally Marks car, minutes from the N. J. plant, arrived late after a new engine had been installed. Campbell won the race from scratch, started 24th in the feature, won that, too... It's the 4th time Wally made the main via the consy.

Henry J. spun late in the race, might have won but for that, collected 2nd dough.

Wally Campbell Wins Morristown Main Go

7/17/1951

1951

MORRISTOWN, N. J., July 17—

Wally Campbell, Trenton's Mighty Mite pulled a johnnie-come-lately trick here Friday night. Not that Campbell is anything resembling a johnnie but he appeared just in time to make the consolation race. In fact he appeared without the Marks No. One and Announcer Nat Kleinfeld had to poll the fans as to whether they wanted to wait until Marks showed up with the race car. The intermission was called when the fans voted for Campbell.

Campbell started in the consolation race as though he was jet propelled and the handicapped started to line up the featured race.

Campbell started in 24th and scratch position behind a very fast field. He worked up to second by the fifth lap and then in the eighth lap he was out in front and was never headed.

Nelson Applegate of Danville made a late bid in the Ferrieo 55 and on the 21st lap was trying to pull abreast of the leader. At this point Campbell poured on the heat and managed to stay in the lead to take the checker. Applegate finished second and Dick Eagan was third. It was Campbell's second victory of the year at the Morristown Raceway.

The heats were won by Applegate, Hully Bunn of Bristol and his fellow townsman Dick Eagan.

W. Campbell Victor

MORRISTOWN, N. J., July 20 (AP).—Wally Campbell, Trenton, won the 25-lap, 12½-mile feature stock car race at Morristown raceway tonight. Vernon Land, North Bergen, was second, and Eddie Ader, Bernardsville, was third. 7/20/1951

Campbell Winds-Up Taking Main on Morristown Menu

MORRISTOWN, N. J., July 24th.—Wally Campbell, the Mighty Mite of Trenton, won the feature 25-lap race at Morristown Raceway Friday night in a big surprise. Campbell was supposed to have been at home resting and recovering from his recent crackup at a track in Pennsylvania. The accident occurred only last Sunday and Campbell, who crashed into a wall while travelling in the neighborhood of 80 miles per hour, was carted off to the hospital with a possible fracture of the skull and numerous cuts and bruises.

Announcer Nat Klienfield had just announced to the crowd at Morristown that Campbell was expected back into action within two weeks when the little fellow pulled up to the pit gate in the Marks Number One. He was barley recognizable with his features swollen and cut. His nose had been broken in the accident.

He lost little of his skill as he demonstrated in the third heat as he outran Lenny Brown of Lambertville and Eddie Judge of Union City in the fast time of four minutes 43:93 seconds. It was the fastest heat of the evening.

Campbell trailed Dick Egan of Bristol, Conn. for 21 laps in the feature race but appeared to be gaining on the Norwidge star before

Egan's car blew up in that lap and Campbell went on by to take the checkered flag. It was Campbell's third feature win of the season at the local track.

Bill McCarthy of Red Bank won the first heat and Nelson Applegate of Denville and Campbell won the other two. Charlie Thompson of Bound Brook won the consolation race.

1st heat—(10 laps)—Bill McCarthy, Eddie Ader, Joe Ryan. Time: 4:49.92.

2nd heat—(10 laps)—Nelson Applegate, Sonny Strupp, Paul Darblache. Time: 4:46.48.

3rd heat—(10 laps)—Wally Campbell, Lenny Brown, Eddie Judge. Time: 4:43.93.

Consy—(10 laps)—Charlie Thompson, Dick Ives, Jim Mettler. Time: 5:03.41.

Feature—(25 laps)—Campbell, Land, Ader, Judge, Brown, Elliott. Time: 11:44.34.

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

By GENE PICKER

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

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

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

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

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

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

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

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

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

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

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

Coates Enters Auto Race Fair

7/26/1951

By JOHN DELL

Tommy Coates, a trainman on a fast freight, yesterday joined the train load of stars who will

"high - ball" in the first annual Auto Racing Fair, sponsored by The Philadelphia Inquirer Charities, Inc., on the afternoon of Sunday, August 5 at Langhorne Speedway

Coates will compete in the modified stock car race on the unique program, which will also contain races by big cars and midgets.

In all, there will be 150 miles of thrilling racing on the world's fastest mile oval. The stocks, big cars and midgets will go in separate 50-mile runs.



JOHNNY THOMPSON

Coates, 37-year-old Trenton veteran, sent his entry to promoters Irvin Fried and Al Gerber along with those of Al Pomponio, nationally ranked stock ace, and Johnny Thompson, one of the country's outstanding midget pilots.

STARTED IN LOWELL

A past champion and record holder, curly haired Thompson is known as racing's "Golden Boy." The 29-year-old speedster was born almost across the street from a race track at Lowell, Mass. He first became associated with the sport about the time he first wore long trousers.

His career was interrupted early by the Second World War, during which he was a B25 crew chief in Italy and Corsica. In 1947 he returned to win the New England championship for Ford drivers. The next year he won the New England title outright and followed that triumph with the 1949 championship of the United Car Owners Association.

Johnny holds many track records and is an exceptionally good performer in long races, such as the 50-miler he will run in August 5. Last year he "tripled" at Belmar, N. J. He won his heat, the semi-final and the feature and broke the track standard in each race.

At Allentown he drove one of the greatest races within the memory of the sport's veterans. Starting last, Thompson passed every car to finish first. Such driving landed him in fifth position in the final National point-standings. He's determined to improve this year and he'd like to use the Fair as a stepping stone.

Three Langhorne Entries

Langhorne, July 26—The first annual auto racing fair scheduled for the famed one-mile Langhorne Speedway, Sunday afternoon, August 5, continues to draw the cream of the auto racing sport. Tommy Coates, of Trenton; Al Pomponio, of Lakewood, and Johnny Thompson, of Springfield, Mass., have forwarded their entries for the 150-mile of championship racing.

Coates is a veteran of more than a dozen years of stock car driving and one of his best performances was registered at the Langhorne track in 1949 when he finished second in the championship grind. Like Coates, Pomponio is also a stock car pilot. The exploits of both on the short as well as long track are well known to fans in this section. Thompson has been pushing midget auto since 1940, and when the green flag drops on the 50-mile national championship August 5, he will endeavor to lead the strong field to the checkered flag.

7/26/1951

Newark Auto Record May Fall Tonight

7/28/1951

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

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

Mundy Seeks Triple Win Next Sunday

7/29/1951

LANGHORNE, Pa. — Frank Mundy, famed race driver and thrill show performer, will attempt to snare a triple championship at the First Annual Auto Racing Fair sponsored by the Philadelphia Inquirer Charities, Inc., at the Langhorne Speedway, next Sunday afternoon. Mundy will pull the "iron man" stunt by riding in the 50-mile national midget auto racing championship; the sprint car title event of the same distance and also the modified stock car race over the 50-mile route.

Mundy, of Atlanta, Georgia, is one of the most versatile drivers in the racing sport. He races everything on wheels and, during the Winter months his deeds in speed boat competition are well known throughout the South. For two years Mundy, who is a veteran of 14 years of campaigning, thrilled millions with his thrill driving at the New York World's Fair.

The veteran of World War II is well known in this section. During the past ten years he has appeared at practically every race track in this vicinity. In 1949 he ran second in the modified stock car race at Langhorne. The famed speedway's mile track is not strange to the popular speedster. He feels he has a great chance of annexing a grand slam in the triple championship card of events next Sunday.

Mundy will be facing some of the leading drivers in the country in the Inquirer Charities show. Dutch Schaefer, Tony Martino, George Rice and Steve McGrath will represent the midget auto sport. Buck Baker, Iron Mike Magill, Joe Eubanks, Tommy Coates, Wally Campbell and Ernie Gessel will be wheeling the stock jobs around the speedway against Frank. In the big cars there will be Iron Mike Magill, riding a double, Bud Olsen, Earl Horn and Buddy Powers. It promises to be a great afternoon of racing.

Holland Car Wins Twice At Newark

8/2/1951

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

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

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

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

In Langhorne 50-Miler



8/2/1951

Wally Campbell

Campbell, ace Trenton stock car driver, is shown above with his own speed creation, a 1939 Ford. This car, of course, is suited only to small track competition. Wally probably will be at the wheel of a Hudson Hornet in the 50-

mile stock car portion of Sunday afternoon's "tripleheader" at Langhorne Speedway. Three 50-mile races will be on the program. One will be for stock cars, another for midget autos and the third for big cars.

Campbell Seeks Honors In Stock Car Portion Of 'Tripleheader' Card

8/2/1951

LANGHORNE, Pa. -- Four of the top performers in short track stock car competition have submitted entries for the Auto Racing Fair at the famed Langhorne

Speedway Sunday afternoon. Trenton's Wally Campbell, a consistent performer on small and large tracks alike, is one of the quartet. Newt Reinert, 1950 point scoring champion; Walt Schoppe, second man on the '50 list, and Monk Keller, voted the most popular driver in the sport, are the other trio. Campbell, Reinert, Schoppe and Keller will be among the 70 or more pilots facing the starting flag in the 50-mile championship for modified stock cars.

The stock car 50-miler will be just one of three championship 50-mile races on Sunday's "tripleheader" program. The other two 50-milers will be for big cars and midget autos.

Sunday's program will start at 1:30 o'clock. Gates to the speedway will open at noon.

White In Langhorne Bow

John White, New England big car racing champion, will answer the green flag with the roar of a mighty mount as he attempts to snare the sprint title from a field of more than 50. Last year, in the New England section, White won six championship events around major tracks like Springfield, Mass. and Keene, N. H. The speedster, who calls Wilmington, Mass., his home town, first took to the raceways back in 1947 and since then has been a sensation. Sunday will mark his first appearance at the Langhorne track.

The third title to be decided will see more than 33 of the top midget auto pilots in the nation battling for the national tiny car racing championship. Several sectional champs, including Dutch Schaefer, Len Duncan and Steve McGrath, will seek the trophies that will be awarded.

Stock Car Rivals**Wally Campbell****Tommy Coates**

Two of Trenton's leading stock car drivers, Campbell and Coates will race against each other today at Langhorne. They are two of the leading stock car entries in the third of three 50-mile events comprising the Auto Race Fair on the mile track at Langhorne.

Three 50-Mile Events For Auto Racing Fans At Langhorne Today

LANGHORNE, Pa. — The first annual Auto Racing Fair, sponsored by the Philadelphia Inquirer Charities Inc., will be staged at the famed Langhorne Speedway this afternoon. Championships in three distinct branches of the racing sport will be decided with more than 160 drivers competing.

Starting at 2 p. m., the 50-mile national midget auto championship will be contested over the fast one mile course. The ARDC sanctioned affair has attracted the cream of the small auto sport. A field of better than 35, including three former champions, will be wheeling the mighty mites around the circular course. The champions are Len Duncan, Dutch Schaefer and Nick Fornoro. In their aim for triumph their path will be a difficult one with speedsters like Charley Miller, George Rice, Steve McGrath, Fred Peters, Johnny Kay, Tony Martino, Johnny Thompson and Frank Simonetti in there with the same objective — a national championship.

The sprint title featuring the big cars will be staged in co-operation with four of the independent associations that numbers most of the sectional champions. In this 50-mile grind leading drivers like Mike Magill, 1950 champion and current leader in independent circles; Earl Horne, Bud Olsen, Buddy Powers, Mike San Felice, Pat McNair, Bob White, Mel Weidner, Sandy Sanford and Wild Bill Holt, will answer the starting flag. Similar to the two other title events, it would be difficult to name a favorite in the big car championship.

Better than sixty are expected to compete in the 50-mile sectional modified stock car championship. Leading the event will be the present leader in point scoring, Buck Baker, of Charlotte, N. C. Baker will be facing the keenest field

ever to appear in a modified stock car event at Langhorne.

Campbell, Coates Rivals

Eighteen of the first twenty in the national standing will be on hand when the green flag drops. This includes Ernie Gessel, former midget great; Wally Campbell and Tommy Coates, two of Trenton's contribution to the racing sport; Roscoe Hough, Monk Keller, Newt Reinert, Bobby Courtwright, Johnny DuBois, Jim Delaney, Dick Eagan, Bob Read, Frank Schneider and Tony Bonadies.

Frank Mundy, former thrill show performer, will try for a triple triumph. The speedster from Atlanta, Ga., plans to ride in all three events. He is considered to be one of the most versatile as well as colorful drivers in the business. At least three drivers will attempt the "double" — Buddy Powers, Mike Magill and Buck Baker. A few more "double" entries are expected by race time.

Joe Walcott to Attend

Jersey Joe Walcott, new heavyweight champion of the world, will act as honorary starter in the midget auto event. Walcott will also ride in the pace car for the start of the big car and modified stock car events.

There will be no time trials or heats. Racing will commence at 2 p. m.. Practice will be permitted from 12 noon until 1:45 p. m.

Coates Points For Auto Fair

8/5/1951

LANGHORNE, Pa.,—The first annual Auto Racing Fair scheduled for Langhorne Speedway, Sunday afternoon, August 5, continues to draw the cream of the auto racing sport. Tommy Coates, of Trenton; Al Pomponio, of Lakewood and Johnny Thompson, of Springfield, Mass., have forwarded their entries for the 150 miles of championship racing. The program will consist of 50-milers for big cars, stock cars and midget autos.

Coates is a veteran of more than a dozen years of stock car driving. One of his best performances was registered at the Langhorne track in 1949 when he finished second in the championship grind. Like Coates, Pomponio is also a stock car pilot. The exploits of both on the short as well as long track are well known to fans in this section. Thompson has been pushing midget auto since 1940 and when the green flag drops on the 50-mile national championship August 5th, he will endeavor to lead the strong field to the checkered flag. Last season he finished fifth in the national auto standing.

The Winners

August 5, 1951 - 1st Annual Auto Racing Fair



WALLY CAMPBELL

Stocks

JIGGS PETERS

Midgets

MIKE MAGILL

Sprints

39,246 See Auto Races At The Langhorne Track

8/6/1951

The most successful automobile races ever held on the famous Langhorne Speedway track was attended, yesterday, by a crowd of 39,246 racing fans from several states. It was the occasion of the first annual Auto Racing Fair, sponsored by the Inquirer Charities, Inc.

Fred (Jiggs) Peters, Wally Campbell and Iron Mike Magill were the winners of the three feature events. The crowd was the largest in the Bucks county track's history, and was the world's first triple program of racing.

Numerous Bucks countians participated in the events. There were a number of accidents which added to the thrills of a busy afternoon. One was a 10-car smash up on the 14th lap of 50 mile modified stock car sectional championship. Three drivers were injured in this accident, none seriously. The injured were Gene Gibson, Bristol; Jack Belthanto, Sligoe, N. J., and Vince Cannizzarro, Trenton. All were treated by the Bucks County Rescue Squad.

Peters won the 50-mile National Midget Championship at the rate of 92.99 miles per hour clip. He crossed the finish line 32 minutes and seven seconds after he had been started by Jersey Joe Walcott, world's heavyweight boxing champion. He was plagued by mechanical difficulties in the midget and stock car races. He finished sixth in the big car race.

Magill won the 50-mile sprint championship for big cars in 26 minutes, 49 seconds, in spite of the loss of a lap when he changed a tire.

Campbell drove furiously and fearlessly to win the 50 mile modified stock car championship in 37 minutes, 40 seconds, in spite of a 10-car smash-up.

Frank Mundy, of Atlanta, Ga. — very popular with the Doylestown and Bucks county fans — failed in his bid for a triple triumph. He was

L. Frank (Mickey) Rorer, of Quakertown, a former Air Corps pilot, was to have raced in the modified stock car division, but engine trouble prevented. Others in the modified stock car race included Bud Crooner, Langhorne, who finished 12th; Frank Schneider, Lambertville, 4th; Lucky Loux, Sellersville, 5th.

In the big car championship, Bill Case, of Doylestown, finished 13th. In the 50-mile national midget championship race, Al Herman, Allentown, finished 3d; Charlie Musselman, Collegeville, 4th.

JERSEY DRIVERS IN SWEEP

Peters, Magill, Campbell Take Honors at Langhorne Fair

1951

LANGHORNE, Pa., Aug. 5 (AP) —New Jersey drivers won all three 50-mile races at Langhorne Speedway in the first annual Auto Racing Fair before a record crowd of 39,246.

Jiggs Peters of Plainfield led almost from the start to top a field of 31 who finished the midget car race over the one-mile dirt oval. His time of 32:07 gave him an average speed of 93.99 miles per hour.

"Iron Mike" Magill, Haddonfield, United Racing Club champion, took the 50-mile big car race in 36:49 despite a 48 second pit stop to change a flat tire.

Victor in the modified stock car race was Wally Campbell, Trenton driver, who led 80 other cars across the finish line in 37:40. Three drivers received minor injuries in a ten-car crack-up in the first turn on the fifteenth lap.

Jersey Joe Walcott, Camden, N. J., world heavyweight boxing champ, acted as honorary starter for the midget car race. The Fair is under sponsorship of The Philadelphia Inquirer Charities, Inc.

39,246 See Auto Fair At Langhorne Track

8/6/1951

Illustrated on Pages 3 and 19

By JOHN DELL

Fred (Jiggs) Peters, Iron Mike Magill and Wally Campbell got home first in the Sunday traffic at Langhorne Speedway yesterday. This trio won the trophies, most cash and the loudest applause at the First Annual Auto Racing Fair, sponsored by the Inquirer Charities, Inc.

A crowd of 39,246, largest official gate in the track's history, thrilled to their driving in the world's first triple title program.

Peters set a hot pace for the more than 150 drivers by winning the opening feature, the 50-mile National Midget championship, at a 93.99 miles an hour clip. He crossed the finish line 32 minutes and seven seconds after Jersey Joe Walcott, world's heavyweight boxing champion, dropped the green starting flag.

Magill excelled in the big car 50-mile sprint championship, which he won despite the loss of more than a lap when he had to stop for a tire change. Magill's time was 36 minutes, 49 seconds.

10-CAR SMASHUP

Campbell drove furiously and fearlessly to capture the windup 50-mile modified stock-car sectional championship. The popular Trentonian outdistanced a field of 80 oth-

er starters in a race that was halted, then restarted, after a 10-car smash-up on the 14th lap. Campbell's time was 37 minutes, 40 seconds.

Frank Mundy, famed racing and stunt driver from Atlanta, Ga., failed in his bid for a triple triumph. He was plagued by mechanical difficulties in the midget and stock car races. He finished sixth in the big car race.

Peters, one of several drivers making bids for doubles, also was stopped by motor trouble after being a contender for most of the big car race.

NEAR-RECORD PACE

But there was nothing wrong with the midget he hurtled around the world's fastest mile course at a near-record pace. Peters jumped into the lead of the 36-car field in less than four laps and kept his blue and yellow car flying all the way.

Johnny Thompson, the golden boy from Springfield, Mass., pushed him all the way and finished less than four seconds back, after trailing by as much as almost a half mile.

Thompson came fast, high and outside, after the 38th lap. Trailing by five seconds at that point, Thompson cut the margin down to 1½ seconds. But Peters, buzzing through the center groove, pulled away slightly in the driving finish.

PETERS 25TH AT START

Peters started in 25th position, while Thompson started 20th. Among those left in the ruck were Dutch Schaeffer, former national champion, whose motor conked out, and Nick Fornoro, present titlist. Fornoro quit because of illness after

35 laps. Len Duncan took over his car, but quit after 15 more laps.

Magill quickly opened a wide lead in the big car race, second feature on the program promoted by Irv Fried and Al Gerber. The United Racing Club champion's advantage stood him in good stead when his right rear tire blew. Mike's pit attendants had him underway again in 45 seconds.

YANNIGAN GAINS LEAD

Magill stopped after 37 laps. While he was parked, Steve Yannigan, Allentown, built up a lap and one-half lead. Yannigan could have taken better advantage of Mike's idleness if his car had been functioning properly. But smoke, from a leaking oil line, was pouring from the cockpit and Steve couldn't go full speed. Magill regained the lead, for keeps, on the 43rd lap.

Campbell leaped ahead of Lucky Loux, Sellersville-Perkasie, after an Indian fashion (single file) restart after the multiple crash, in which no one was seriously injured. Loux and Campbell held the lead virtually on alternate laps until Loux's car quit.

After Loux was eliminated, Campbell only had to worry about the traffic he was constantly lapping and a mild challenge by Holly Bunn, who was second.

THREE DRIVERS INJURED

In the 10-car mishap three drivers were injured, none seriously—Vince Cannizzarro, Trenton; Guy Gibson, Bristol, Pa., and Jack Bellinato, Singac, N. J. They were treated at the track by the Bucks County Rescue squad.

Cannizzarro suffered a shoulder dislocation, sprained finger on the left hand and bruised left wrist; Gibson lacerations of the left arm; Bellinato abrasions of the left arm and shoulder, back and forehead and a bruised hip.

Other drivers involved in the accident were Dick Eagen, Vince Loun, Lou Johnson, Preston Walsh, Dick Kauffman, Len Brown and Jack Kitten.



TWO RACING FAIR WINNERS SHOWN WITH TROPHIES

Suzann Sheridan, 9-year-old Philadelphia miss, rewards Wally Campbell, Trenton, after his victory in stock car race yesterday at Langhorne.

8/6/1951

5c

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SPECIAL EDITION

THE PEOPLE'S PICTORIAL

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RACING KNIGHTS

Country's top drivers to show speed prowess

By LANSE McCURLEY
 (DAILY NEWS Sports Editor)

The first annual Auto Racing Fair, sponsored by the Philadelphia Inquirer Charities, Inc., will be staged at the famed Langhorne Speedway tomorrow afternoon and championships in three distinct branches of racing sport will be decided as more than 160 drivers dice with death.

Starting at 2 P. M. the 50-mile national midget auto championship will be raced over the fast one-mile course. The ARDC-sanctioned affair has attracted the cream of the sport and a field of better than 35, including three former champions, will be wheeling the mighty mites.

The champions are Len Duncan, Dutch Schaefer and Nick Fornoro, and in their aim for triumph their path will be a difficult one with speedsters like Charley Miller, George Rice, Steve McGrath, Fred

associations that numbers most of the sectional champions, the URC, ASRA, ESRA and the NARA. In this 50-mile grind, leading drivers like Mike Magill, 1950 champion and current leader in independent circles; Earl Horne, Bud Olsen, Buddy Powers, Mike San Felice, Pat McNair, Bob White, Mel Weidner, Sandy Sanford and Wild Bill Holt, will answer the starting flag.

SIXTY STOCK ENTRIES

Better than 60 are expected to compete in the 50-mile sectional modified stock car championship. Leading the NASCAR sanctioned event will be the present leader in point scoring, Buck Baker of Charlotte, N. C. Baker will be facing the keenest field ever to appear locally in a modified stock car event.

Eighteen of the first twenty in the national standing will be on hand when the green flag drops, including Ernie Gessel, former midget great; Wally Campbell and Tommy Coates, two of Trenton's contribution to the racing sport; Roscoe Hough, Monk Keller, Newt Reinert, Bobby Courtwright, Johnny DuBois, Jim Delaney, Dick Eagan, Bob Read, Frank Schneider and Tony Bonadies.

MUNDY TRIES "TRIPLE"

Frank Mundy, former thrill show performer, will attempt the triple. The speedster from Atlanta, Ga., will ride in all three events. Three other drivers will attempt the "double." Buddy Powers, Mike Magill and Buck Baker will ride in two of the three title events.



SKIP SHERMAN

Peters, Johnny Kay, Tony Martino, Johnny Thompson and Frank Simonetti, in there with the same objective—a national championship.

SPRINT TITLE

The sprint title featuring the big cars will be staged in co-operation with four of the independent

Starter's flag signals

Green Start
 White Entering last lap
 Yellow Slow hold position
 Red Stop
 Blue diagonal stripe Pull into pits
 Black Move over, rival trying to pass
 Checker Finish

PROBABLE STARTERS

STOCK CARS

No.	Name	Home Town
—	Speedy Thompson, Monroe, N. C.	
—	Al Pomponio, Lakewood, N. J.	
—	Bill Widenhouse, Midland, N. C.	
1	Wally Campbell, Trenton, N. J.	
5	Ernie Gessel, Paterson, N. J.	
—	Clifford Blaine, East Orange, N. J.	
—	Ralph Earnhardt, Kamnapolis, N. C.	
—	Mike Klapak, Warren, O.	
—	Mike Little, Johnstown, Pa.	
—	Dick Linder, Pittsburgh, Pa.	
5	Mike Magill, Haddonfield, N. J.	
—	Bill Brown, Paterson, N. J.	
—	Charley Dyer, North Bergen, N. J.	
—	Tommy Coates, Trenton, N. J.	
2	Walt Shoppe, Philadelphia, Pa.	
7	Red Tomlinson, Eddington, Pa.	
—	Gordon Oldford, Westfield, N. J.	
—	Roscoe Hough, Paterson, N. J.	
—	Bob Read, Blairstown, N. J.	
—	Ronnie Kohler, Paterson, N. J.	
—	Ed Judge, Union, N. J.	
—	Pop Schlagenhaft, Arlington, N. J.	
—	Frank Mundy, Atlanta, Ga.	
—	Mose Moore, Pottstown, Pa.	
—	Charles Grond, Morristown, N. J.	
—	Joe Eubanks, Springdale, Conn.	
—	Newt Reinert, Pottstown, Pa.	
581	Bill Chevalier, Sayreville, N. J.	

No.	Name	Home Town
—	Monk Keller, Pottstown, Pa.	
—	Richard Barnett, Secaucus, N. J.	
—	Don Cecchini, Philadelphia	
—	Fonty Flock, Spartanburg, S. C.	
—	Bobby Courtwright, Hasbrook, Hgts.	
—	Pepper Cunningham, Trenton, N. J.	
—	Dick Leduke, Providence, R. I.	
—	Lou Johnson, Wilmington, Del.	
—	William Schaper, Bellemore, Md.	
—	Dick Eagan, Bristol, Conn.	
—	Nelson Applegate, Denville, N. J.	
—	Johnny DuBois, Paterson, N. J.	
—	Eddie Ader, Plainfield, N. J.	
—	Frank Schneider, Lambertville, N. J.	
—	Harold Strupp, Plainfield, N. J.	
—	Holly Bunn, Bristol, Conn.	
—	Bill Chevalier, Sayreville, N. J.	
—	Bill Pfister, Quakertown, Pa.	
—	Ed Rooney, Bell Meade, N. J.	
—	Bill McCarthy, Cleveland, Ohio	
—	Buck Baker, Charlotte, N. C.	
—	Mickey Rorer, Quakertown, Pa.	
—	Parker Bohn, Freehold, N. J.	
—	Jim Delaney, Lyndhurst, N. J.	
—	Wade Fields, Sanford, N. C.	
10	Irving Willis, Philadelphia, Pa.	
4	Bill McCarthy, Rumson, N. J.	
39	Peewee Pobietts, Baltimore, Md.	

MIDGETS

No.	Name	Home Town
14	Fred Peters, Plainfield, N. J.	
98	Steve McGrath, Stamford, Conn.	
4	Dutch Schaefer, Floral Park N. Y.	
3	Charley Miller, Allentown, Pa.	
—	Frank Simonetti, Watertown, Mass.	
54	Wild Bill Randall, Springfield, Mass.	
—	Johnny Kay, New Britain, Conn.	
—	George Rice, Milford, Conn.	
—	Nick Fornoro, Danbury, Conn.	
—	Johnny Thompson, Springfield, Mass.	
2	Bill Compton, Sellersville, Pa.	
46	Fred Saunders, Philadelphia, Pa.	
—	Jimmy DiMarco, Garfield, N. J.	
11	Tony Martino, New York City	
41	Charley Musselman, Collegeville, Pa.	
30	Chas. Kolaritch	
5	Al Gross	
74	Bradley	
40	Chas. Kehan	
45	Robt. Racher	
—	Chas. Kinney, Woodbridge, N. J.	
54	Bill Randall, Stoneham, Mass.	
—	Dick Dowd, Plainfield, N. J.	
—	Brooke Durant, Hicksville, L. I.	
—	Steve Brooks, Vernon, Conn.	
—	Nick Fornoro, Danbury, Conn.	
—	Cecile Laster, New York City	
—	Wm. Henry, Jr., Maple Shade, N. J.	
—	Joe Sandola, Philadelphia	
—	Steve Yannigan, Allentown, Pa.	
34	Tom Merriken, Reading, Pa.	
8	Vince De Maria, Brooklyn, N. Y.	
27	James Witzler, Norristown, Pa.	
53	Ray Ziegler, Allentown, Pa.	
2	Bill Henry, Maple Shade, N. J.	
30	Charley Ross, Passaic, N. J.	
15	Joe Szabo, Woodbridge, N. J.	
77	Thomas Goggin, Bronx, N. Y.	
10	Jim Knowlan, Bellmore	
46	Vernon Miller, Northport, L. I.	
6	John Ammerman, Philadelphia	
15	Nick Fornoro	

BIG CARS

No.	Name	Home Town
1	Mike Magill, Haddonfield, N. J.	
22	Budd Olson, Paulsboro, N. J.	
4	Earl Horne, Needham, Mass.	
8	Otto Harwi, Reading, Pa.	
3	Buddy Powers, Philadelphia	
31	Chuck Feltenberger, Reading, Pa.	
9	Steve Yannigan, Syracuse, N. Y.	
51	Mike Zilka, Johnstown, N. Y.	
46	Bill Holland, Reading, Pa.	
36	Jim Barclay, Philadelphia	
7	Larry Smith, Newark, N. J.	
41	Tom Stacey, Brooklyn, N. Y.	
14	Herb Shaffer, Reading, Pa.	
12	Skip Sherman, Reading, Pa.	
47	Frank Concanon, Philadelphia	
17	Sandy Sanford, Johnson City, N. Y.	
2	Wild Bill Holt, Scranton, Pa.	
10	Mel Weidner, Reading, Pa.	
44	Dick Fries, Reading, Pa.	
65	Eddie Gallione, Schenectady, N. Y.	
33	Mike San Felice, Norristown, Pa.	
6	Jack Yardly, Haddonfield, N. J.	
34	Dick Dowd, Plainfield, N. J.	
5	Frank Mundy, Tampa, Fla.	
43	Cecil Laster, Queenstown, Md.	
75	Jimmie Little, Hartford, Conn.	
48	Jim Carroll, Binghamton, N. Y.	
21	Chas. Musselman, Norristown, Pa.	
87	Henry Roberts, Fallington, Pa.	
88	Ted Ruth, York, Pa.	
24	Johnny Hill, Binghamton, N. Y.	
16	Jim Boas, Blomingtondale, N. J.	
76	Joe Valletta, Binghamton, N. Y.	
71	Frank Weidner, Reading, Pa.	
56	Curt Ackerly, Oneota, N. Y.	
15	Norman Bay, Paulsboro, N. J.	
82	Jerry Brown, Cortland, N. Y.	
91	Hal Rettberg, Binghamton, N. Y.	
55	George Markie, Alafamont, N. Y.	
39	Mike Fiore, Waterbury, Conn.	
77	Bobby Geist, Califon, N. J.	
23	Eddie Roberts, Buffalo, N. Y.	
34	Pat McNair, Manassas, Va.	
35	Ed Davis, Manassas, Va.	
18	Dick Cosgrove, Sayerville, N. J.	
61	Bill Hjorth, Port Deposit, Md.	
27	Earl Boyer, Quakertown, Pa.	
42	Gus Linder, Pittsburgh, Pa.	
52	Woody Ernst, Bridgeton, N. J.	
96	Bud McCullough, Atlantic City, N. J.	
98	Bud Phillips, Blomberg, Pa.	
99	Jerry Russo, Thompson, Conn.	
97	Johnny White, Watertown, N. Y.	
68	Bob White, Allerton, Mass.	
95	Billy Meyers, Philadelphia, Pa.	

Wally Campbell Scores Stock Car Race Victory Before 39,242 Throng

8/6/1951

(By a Staff Correspondent)

LANGHORNE, Pa. — Trenton's Wally Campbell rocketed and skidded through the greatest traffic jam in auto racing history to win the 50-mile modified stock car sectional championship at Langhorne Speedway yesterday.

Campbell's victory — a popular one with the overflow crowd of 39,242 speed fans — was scored in the final and most exciting event of the first annual auto racing triple header sponsored by the Philadelphia Inquirer Charities.

Before the stock cars took over the track, the crowd had cheered Fred (Jiggs) Peters of Plainfield, who drove his variable-gearer to an easy triumph in the National Midget championship. Then Iron Mike Magill of Haddonfield rode a flat tire to victory in the big car sprint championship. But the thrills of the first two races were destined to be forgotten in the excitement of the stock car tangle.

81 Cars Start

Eighty-one stock car drivers (an all-time record) went to the post in the final event of the program. And when those 81 "souped-up" stock cars roared into the first turn bumper-to-bumper and fender-to-fender you would have had a hard time finding anyone in the crowd who would bet that any of them would ever finish the race.

Somehow or other Holly Butts managed to kick his green-and-white racer out in front of that traffic jam and hold it there for the first 14 miles. During that time one after another of the stocks found the pace too gruelling and they either fell by the wayside or pulled into the pits for repairs.

Going down the straightaway in front of the grandstand at the start of the 15th lap, one of the cars blew a motor. By the time the car reached the first turn it was blanketing the track with clouds of smoke and steam, the drivers following close behind were blinded as they roared into the turn. Two of the cars spun out of control. Two others plowed into the spinning cars and flipped over into the infield. Four more cars piled up on the wreckage of the first two and a ninth, hitting the jam up at full speed, shot up in the air and then rolled over and over down the track.

Cannizaro Injured

The race was suspended for 30 minutes, while wreckers cleared away the nine cars that were demolished and ambulances took three of the drivers to the hospital. It was later reported that the three drivers—Vince Cannizaro of Trenton, Jack Bellinato and Ernie Gessler—were shaken up and bruised but not seriously injured.

The pileup gave Campbell the break he was looking for. Until that time he had been pocketed in 14th place in the huge field. But when the race was resumed with the drivers starting out in Indian file, Campbell shot out in front of the pack on the backstretch.

From that point on the race was a thrilling two-way duel between Campbell and Lucky Loux, with the other drivers gradually

Wally Newark Victor; Scores Racing 'Triple'

8/6/1951

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

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

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



Suzan Sheridan, daughter of Langhorne's Publicity Director, presenting trophy to Wally Campbell, winner of the 50-Mile, Modified Stock Cars at the Auto Race Fair, August 5, 1951.

Tuesday, August 7, 1951

Campbell Wins Newark Stock Feature Halted on 95th Circuit

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

8/7/1951

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

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

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

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

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

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

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

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

Wally Campbell Makes It Four Straight in Morristown Stocks

MORRISTOWN, N. J., August 7th.—It was Campbell night again Friday night at Morristown Raceway as the little fellow with the lead foot won his fifth feature race of the season at the local track and the fourth in a row. Campbell's time for the event was 11 minutes, 36.69 seconds, which was remarkable in view of the fact that 23 out of the 25 cars that started the feature race were running at the checkered flag.

Lenny Brown of Lambertville led the field for 15 laps at a fast pace with the favorites caught in the jam of cars. However Brown's own pace finally caught up with him and he was one of the two cars that had to pull into the infield.

Campbell picked all his spots carefully and moved into the lead just before Brown experienced his trouble. Wally was followed by Dick Eagan in the Bohlander 86. This is a new car for Eagan who formerly drove the Shamrock 88 and the transfer of Eagan to the Bohlander breaks up one of the most famous combinations on the track. Hully Bunn also of Bristol,

Conn. is now the driver of the famous Eagan car.

Nelson Applegate was third in the feature race working his way up from way back in the field in the last few laps. Vernon Land of North Bergen was fourth and Eddie Ader and Sonny Strupp followed.

1st heat—(10 laps)—Hully Bunn, Nelson Applegate, Lenny Brown—Time: 4:50.79.

2nd heat—(10 laps)—Dick Eagan, Ed Ader, Charlie Thompson. Time: 4:47.93.

3rd heat—(10 laps)—Nelson Applegate, Paul Barblische, Al Tibbetts. Time: 4:58.03.

Consy—(10 laps)—Al Latanzio, D. Kampfe, Al Nicolette. No time.

Hot Dog & Soda Pop Race—Winner: Wimpy Ervin.

Feature—(25 laps)—Wally Campbell, Dick Eagan, Nelson Applegate. No time.

Wally Wins Ruppert Main, Loses Match Races to Holland

By GENE PICKER

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

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

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

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

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

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

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

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

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

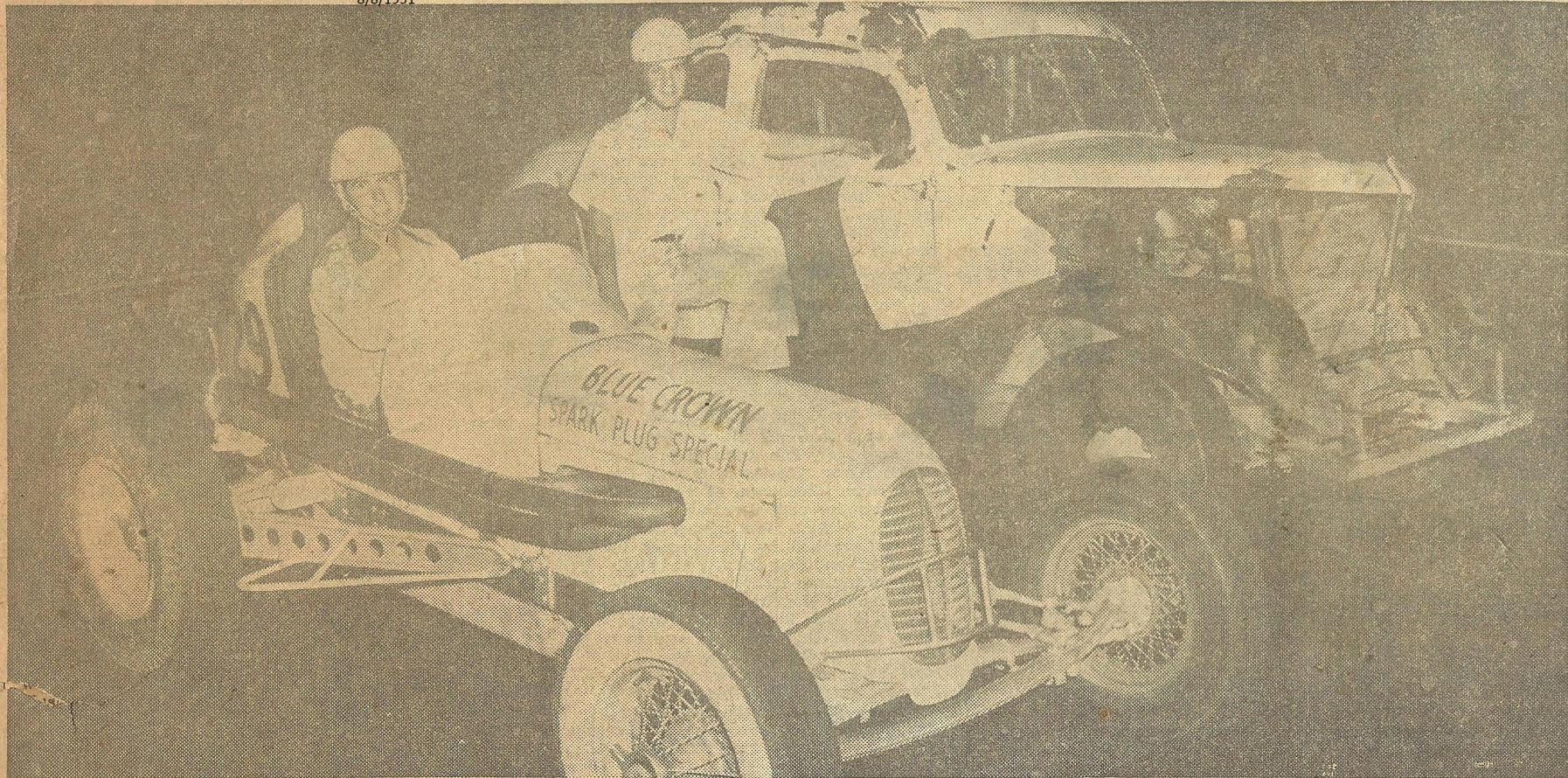
First Semifinal (15 laps)—1, Hammersley; 2, Brown; 3, Read. Time—4:12.90.

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

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

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

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



Indy Winner, Top Stocker

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

Peters, Magill and Campbell Victors At Langhorne Before 39,246 Fans

8/8/1951

Langhorne, Pa., Aug. 6—Fred (Jiggs) Peters, Iron Mike Magill and Wally Campbell got home first in the Sunday traffic at Langhorne Speedway yesterday. This trio won the trophies, most cash and the loudest applause at the First Annual Auto Racing Fair, sponsored by the Inquirer Charities, Inc.,

A crowd of 39,246, largest official gate in the track's history, thrilled to their driving in the world's first triple title program.

Peters set a hot pace for the more than 150 drivers by winning the opening feature, the 50-mile Midget Race, at a 93.99 miles an hour clip. He crossed the finish line 32 minutes and seven seconds after Jersey Joe Walcott, world's heavyweight boxing champion dropped the green starting flag.

Magill excelled in the big car 50-mile sprint, which he won despite the loss of more than a lap when he had to stop for a tire change. Magill's time was 36 minutes, 49 seconds.

10-Car Smashup

Campbell drove furiously and fearlessly to capture the windup 50-mile modified stock-car sectional championship. The popular Trentonian outdistanced a field of 80 other starters in a race that was halted, then restarted, after a 10-car smashup on the 14th lap. Campbell's time was 37 minutes, 45 seconds.

Frank Mundy, famed racing and stunt driver from Atlanta, Ga., failed in his bid for a triple triumph. He was plagued by mechanical difficulties in the midget and stock car races. He finished sixth in the big car race.

Peters, one of several drivers making bids for doubles, also was stopped by motor trouble after being a contender for most of the big car race.

Near-Record Pace

But there was nothing wrong with the midget he hurtled around the world's fastest mile course at a near-record pace. Peters jumped into the lead of the 36-car field in less than four laps and kept his blue and yellow car flying all the way.

Johnny Thompson, the golden boy from Springfield, Mass., pushed him all the way and finished less than four seconds back, after trailing by as much as almost a half mile.

Thompson came fast, high and outside, after the 38th lap. Trailing by five seconds at that point, Thompson cut the margin down to 1½ seconds. But Peters, buzzing through the center groove, pulled away slightly in the driving finish.

Peters 25th at Start

Peters started in 25th position, while Thompson started 20th. Among those left in the ruck were Dutch Schaeffer, former national champion, whose motor conked out, and Nick Fornoro, present titlist. Fornoro quit because of illness after 35 laps. Len Duncan (Please Turn to Page Nineteen)

took over his car, but quit after 15 more laps.

Magill quickly opened a wide lead in the big car race, second feature on the program promoted by Irv Fried and Al Gerber. The United Racing Club champion's advantage stood him in good stead when his right rear tire blew. Mike's pit attendants had him underway again in 45 seconds.

Yannigan Gains Lead

Magill stopped after 37 laps. While he was parked, Steve Yannigan, Allentown, built up a lap and one-half lead. Yannigan could have taken better advantage of Mike's idleness if his car had been functioning properly. But smoke, from a leaking oil line, was pouring from the cockpit and Steve couldn't go full speed. Magill regained the lead, for keeps, on the 43rd lap.

Campbell leaped ahead of Lucky Loux, Sellersville-Perkasie, after an Indian fashion (single file) restart after the multiple crash, in which no one was seriously injured. Loux and Campbell held the lead virtually on alternate laps until Loux's car quit.

After Loux was eliminated, Campbell only had to worry about the traffic he was constantly lapping and a mild challenge by Holly Bunn, who was second.

Three Drivers Injured

In the 10-car mishap three drivers were injured, none seriously—Vince Cannizzarro, Trenton; Guy Gibson, Bristol, Pa., and Jack Bellinato, Singac, N. J. They were treated at the track by the Bucks County Rescue Squad.

Cannizzarro suffered a shoulder dislocation, sprained finger on the left hand and bruised left wrist; Gibson lacerations of the left arm; Bellinato abrasions of the left arm and shoulder, back and forehead and a bruised hip.

Other drivers involved in the acci-

dent were Dick Eagen, Vince Loun, Lou Johnson, Preston Walsh, Dick Kauffman, Len Brown and Jack Kitten.

MIDGET FINISH

1. Jiggs Peters; 2. Johnny Thompson; 3. Al Herman; 4. Chas. Musselman; 5. Wild Bill Randall; 6. Art Gattier; 7. Al Ross; 8. Bert Brooks; 9. Steve McGrath; 10. Charlie Miller; 11. Joe Pyle; 12. Nick Fornoro-Len Duncan; 13. Joe Szabo; 14. Ronnie Evans; 15. Johnny Zack; 16. Joe Sandola; 17. Red Marlow; 18. Russ Klar; 19. Ed Dutch Schaeffer; 20. Jimmy Weitzler.

BIG CAR FINISH

1. Mike Magill; 2. Mel Weidner; 3. Steve Yannigan; 4. Tom Stacey; 5. Wild Bill Holt; 6. Frank Mundy; 7. Bob White; 8. Eddie Gallione; 9. Norman Bay; 10. Jiggs Peters; 11. Buddy Powers; 12. Jerry Russo; 13. Bill Case; 14. Wally Campbell; 15. Sandy Sanford; 16. Dick Dowd; 17. Cecil Easter; 18. Mike SanFelice; 19. Earl Horn; 20. Ted Ruth.

MODIFIED STOCK FINISH

1. Wally Campbell; 2. Holly Bunn; 3. Lou Johnson; 4. Frank Schneider; 5. Lucky Loux; 6. Jim Delaney; 7. Al Tauber; 8. Al Pomponio; 9. Al Tibbets; 10. John Dubois; 11. Johnny Karp; 12. Bud Groner; 13. A. Scott; 14. Al Bradshaw; 15. Jack Powell.

4 Straight For Campbell At M'town

8/8/1951

Moristown, N.J., Aug. 4—It was Campbell night again last night at Morristown Raceway as the little fellow with the lead foot won his fifth feature race of the season at the local track and the fourth in a row. Campbell's time for the event was 11 minutes 36.69 seconds which was remarkable in view of the fact that 23 out of the 25 cars that started the feature race were running at the checkered flag and the traffic was heavy throughout the entirety of the event.

Lenny Brown of Lambertville led the field for 15 laps at a fast pace with the favorites caught in the jam of cars. However Brown's own pace finally caught up with him and he was one of the two cars that had to pull into the infield.

Campbell picked all his spots carefully and moved into the lead just before Brown experienced his trouble. Wally was followed by Dick Eagan in the Bohlander 86. This is a new car for Eagan who formerly drove the Shamrock 88 and the transfer of Eagan to the Bohlander breaks up one of the most famous combinations on the track. Hully Bunn also of Bristol, Conn. is now the driver of the famous Eagan car.

Nelson Applegate was third in the feature race working his way up from way back in the field in the last few laps.

Wimpy Ervin of Bloomfield was declared the winner of the hot dog and soda pop race by virtue of a stolen car. Wimpy was eating his hot dog at the end of two laps when Vernon Land stole the car from the infield and completed the race. All for laughs.

Wally Wins Ruppert Main, Loses Match Races to Holland

By GENE PICKER

8/8/1951

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wally Campbell Awarded Win At Ruppert

8/8/1951

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



WALLY CAMPBELL

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

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

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

Close Affair

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

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

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

First Qualifying Heat (12 laps): 1—

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

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

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

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

Darlington Win Is Goal Of Campbell

8/12/1951

DARLINGTON, S. C. — Wally Campbell, the Trenton, N. J., flash who set the pace for all qualifiers in last year's qualifying tests for the 500-mile strictly stock car race at Darlington Raceway, hopes to be back in competition for the 1951 Darlington classic, slated for Labor Day, Monday, September 3.

Campbell, one of the youngest and most sensational drivers competing in the NASCAR circuit, suffered a broken nose during a Grand National Circuit race at Heidelberg speedway, Pittsburgh, Pa. recently as his car crashed into the wall in front of the grandstand. But the Trenton star returned to action at Morristown, N. J., the following week.

Campbell, driving a 1950 Olds 88, streaked around the 10 miles in qualifying last year at an average speed of 82.35 miles per hour to pace all other qualifiers.

The Trenton flash will likely be driving a 1951 Hudson Hornet in the 1951 tests here. He was driving a Hornet when he crashed at Pittsburgh.

Another top Hudson Hornet driver who is due to compete here is Marshall Teague of Daytona Beach, Fla.

Maryland Stock Championship Race Taken by Lou Johnson at Lanham, Md.

LANHAM, Md., August 14th.—Lou Johnson, Wilmington, Del., Saturday night won the 50 lap modified stock car Maryland State Championship Feature Race at the West Lanham Speedway before 5,500 fans.

Johnson, starting 10th in a 25-car field, took the lead from Steve Vierkorn on the 6th lap and held as much as a 10 car-length lead for the first 29 laps. In the meantime Frankie Schneider, Lambertville, N. J., was trying to take Tony Bonadies, Bronx, N. Y., who was holding second spot and finally succeeded in doing so on the 15th lap. Schneider took out after Johnson and closed on him on the 29th lap.

At the end of the next lap oil occurred on the track causing spin outs and out came the red flag. The single-file restart was good for only two laps as Doug Williams Washington D. C. flipped over frontwards at the finish line and rolled three complete times down into the first turn setting some sort of record for this type of accident at this track. Williams escaped with only scratches.

The restart was fast with Johnson, Schneider and Preston Welch, Silver Spring, Md. and Charles Dyer, North Bergen, N. J., leading. On the 34th lap Welch piled up on the entrance gate. Schneider made a strong bid to get Johnson and in doing so spun out on two occasions. He made amazing recoveries and amidst considerable roughing up finished second one-half lap behind Johnson, the winner. Dyer was third and Pete Frazee, Flemington, N. J., in his first appearance at Lanham was fourth. Bonadies failed to finish.

1st heat—(10 laps)—Johnson, St. Claire, Oldford. Time: 2:29.98.
2nd heat—(10 laps) — Bonadies, Frazee, Kirk. Time: 2:30.21.
3rd heat—(10 laps)—Welch, Marriott, Schneider. Time: 2:29.96.
1st semi—(10 laps)—Dyer, Bonadies, Johnson. Time: 2:30.22.
2nd semi—(10 laps)—Welch, Schneider, Marriott. Time: 2:32.60.
Maryland State Championship — (50 laps)—Johnson, Schneider, Dyer. No time (due to accidents).

Kempf Dents Win Column In Ruppert Stadium Stocks

By GENE PICKER

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

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

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

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

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

AT
LANGHORNE'S
FIRST ANNUAL AUTO RACING FAIR
WITH FRANK O'CONNOR
(SPONSORED BY PHILA. INQUIRER)

FRED "JIGGS" PETERS
WON THE MIDGET 50-
MILER DESPITE
JOHNNY THOMPSON'S
DETERMINED BID
IN THE LATE LAPS

WALLY CAMPBELL HAD TO
CONTEND WITH 80 STOCK-
CAR DRIVERS TO WIN HIS
50-MILE CONTEST.

JERSEY JOE WALCOTT,
WORLD HEAVYWEIGHT
BOXING CHAMPION, AND
"DOODLES" WEAVER, T.V.
ENTERTAINER, PRESENTED
THE TROPHIES.

MIKE MAGILL OUT-DROVE
35 BIG-CAR DRIVERS TO
TAKE HIS CHECKERED
FLAG.



Kempf Collects Top Dollar at Ruppert

8/15/1951

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

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

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

Then It Was Too Late

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

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

Campbell Triumphs

MORRISTOWN, N. J., Aug. 17
(AP) — Wally Campbell, Trenton,
took the 25-mile mid-summer cham-
pionship stock car race tonight at
Morristown Raceway. 8/17/1951

Campbell Wins Race At Morristown Track

8/19/1951

MORRISTOWN, N. J. —AP—

Wally Campbell of Trenton took the 50-lap midsummer championship stock car race Friday night at Morristown Raceway. Dick Eagan of Bristol, Conn., was second and Nelson Applegate of Denville third.

Lou Johnson Edges Schneider to Win Opener at Princess Anne Speedway

8/21/1951

By MIKE POSTON

NORFOLK, Va., August 19th.—Promoter Mike Crise, along with Racing Director Bob Streeter, opened the newly paved asphalt $\frac{1}{4}$ Princess Anne Speedway, Norfolk, Va., Tuesday night. The stock car races will be run every Tuesday night under the sanction of NASCAR.

In the feature event, it was Ted Hairfield of Richmond in the lead, moving up from his fourth start at the drop of starter Bill Nelson's green flag. Hairfield held his lead through the second lap only to lose out on the third circuit to Lou Johnson of Wilmington, Del. driving the fast No. 43 from his eleventh starting position. On the fifth lap, the leaders were, Lou Johnson, Joe Weatherly, Frankie Schneider, Tom Burns and Bill Champion. On the seventh lap, Weatherly blew a tire and was out of the race. Schneider then moved into second place.

At the half-way mark, it was Lou Johnson, Schneider, Burns, Champion, Zervakis. The fans, at this point, were wondering if Schneider who started in tail position or Burns, from his 14th starting spot, were going to catch the fast flying Johnson who just won the Maryland State Championship for modified stock cars last Saturday night at Red Crise's, Lanham, Md., Speedway.

By the 20th lap Schneider was pressing Johnson hard for the lead and Zervakis had passed Champion. As the cars came down for

the checkered flag it was Lou Johnson by two car lengths, and the fourth corner was a heart-breaker for Burns again. Ted Hairfield had spun on the fourth corner and left his car there. Burns came around and slightly hit it enough to slow him down and Zervakis took to the outside to place third with Burns fourth.

RESULTS:—

1st heat—(10 laps)—Williams, Jennings, Black. Time: 3:28.0.

2nd heat—(10 laps)—L. Johnson, Spivey, Hires. Time: 3:06.2.

3rd heat—(10 laps)—Weatherly, Schneider, Zervakis. Time: 3:06.0.

B feature—(15 laps)—Champion, Swain, Hairfield. Time: 4:48.3.

Consy—(10 laps)—Champion, Swain, Vierkorn. Time: 3:11.0.

A feature—(25 laps)—Lou Johnson, Frankie Schneider, Manuel Zervakis, Tom Burns, Bernard Spivey, Bill Champion, George Swain, Cal Johnson, Geo. McChesney. Time: 7:24.4.

WALLY CAMPBELL WINNER OF MID-SUMMER 50-LAP CHAMPIONSHIP AT MORRISTOWN, N. J.

8/21/1951 MORRISTOWN, N. J., August 21st.—Amid the excitement of pile-ups and wild driving Wally Campbell of Trenton captured the Mid-Summer Championship Friday night over the 50-lap course as he drove a steady race to move into the lead after 12 laps had gone by. He was never challenged beyond that lap.

Dick Eagan of Bristol, Conn., finished second and at one time early in the race he was actually ahead of Campbell as he moved through the traffic after a restart in the second lap following a sensational pile-up on the stretch. Nelson Applegate of Denville was third as he pushed the Ferriero 55 through the pack.

Applegate was followed by the popular Eddie Ader of Bernardsville in Sonny Strupp's 24 while Strupp himself followed Ader in the Barney Ferriero X55.

Five-Car Pile-Up

The pile-up on the stretch totally wrecked five cars, two of them just fresh out of the garage and in the first race meet at which they were ever entered. Few eye witnesses can really describe what actually started the accident as the chain of events

which followed was too rapid. Ed Roney started to spin and hit the guard rail, causing him to flip and in doing so he bounced high in the air in front of the stands. Johnny DuBois of Paterson in the W. O. Taylor 89 was followed closely and went underneath the flipping cars. Rooney's car continued to roll as it came down on the 89 and seemed to roll right over the top of it until it finally came to rest on top of the hood of the 89 with the right front wheel in the driver's seat of the 89 through the windshield. DuBois was never scratched as the wheel rested in his lap.

Campbell won the opening heat after a complete start in which Joe Hemenos of Maplewood also did a sensational flip where the accident occurred later in the events. He was unhurt but his car was wrecked.

1st heat—(10 laps)—Wally Campbell, Rex Kempfe, Ed Rooney. Time: 4:46.19.

2nd heat—(10 laps)—Dick Eagan, Ed Ader, Ronnie Kobler. No time.

3rd heat—(10 laps)—John DuBois, Sonny Strupp, Joe Hagan. Time: 4:45.39.

Consy — Ed Judge, Tommy Elliott and Bill Smith. Time: 5:03.87.

Feature (Mid-Summer Championship—50 laps) — Campbell, Eagan, Applegate, Ader, Strupp. Time:—None.

Wally Campbell Wins

8/22/1951

MORRISTOWN, N. J. — AP — **Wally Campbell** of Trenton won the 25-lap feature stock car race at Morristown Raceway last night. John DuBois of Paterson was second and Lenny Brown of Lambertville third.

Campbell Qualifies

DARLINGTON, S. C. —AP—

Wally Campbell of Trenton was one of the qualifiers in yesterday's time trials for the 500-mile strictly stock car race here Labor Day. Campbell drove his 1950 Oldsmobile at an 80.93 m. p. h. clip to qualify.

8/24/1951

Di Natale Wins Alcyon Feature

8/25/1951

Chick Di Natale, Trenton, worked his way up from 16th in a field of 22 to take first slot on the 15th lap of the feature 25-lap Little League Handicap for modified stock cars last night at Alcyon Speedway, Pitman, N. J. He never relinquished the lead and won in 10:28.5.

His brother, Rocky, also got into the act, winning the second race of the evening, an eight lap affair. Haddonfield's Mike Magill, pushing for the season's point championship, finished first in the first race in 4:11.05.

FIRST RACE (8 laps)—1, Mike Magill, Haddonfield; 2, Bud Simpson, Atco, N. J.; 3, Bill Wilson, Philadelphia. 4:11.05.

SECOND RACE (8 laps)—1, Rocky DiNatale, Trenton; 2, Chubby Howard, Trenton; 3, Joe Ryan, Pottstown. No time—accident.

THIRD RACE (8 laps)—1, Chick DiNatale, Trenton; 2, Tommy Coates, Moorestown, N. J.; 3, Paul Barbiche, Flemington, N. J. 4:12.04.

CONSOLATION (8 laps)—1, Marshall Miller, Philadelphia; 2, Frank Gray, Philadelphia; 3, Bill Dougherty, Philadelphia. No time—accident.

LITTLE LEAGUE HANDICAP (25 laps)—1, Chick DiNatale; 2, Ed Soden, Atlanta, Ga.; 3, Joe Ryan; 4, Bill Wilson; 5, Rocky DiNatale. 10:28.05.

Campbell Places Third In Wall Stadium Race

BELMAR, N. J. — AP — Bill Pfister of Eatontown captured the feature 25-lap, 8-mile combined sportsmen's and modified stock car race at Wall Stadium last night.

Sam Malach of Lansdale, Pa., placed second and Wally Campbell of Trenton was in third spot.

8/30/1951

Woman Driver Vies At Pitman

8/31/1951

In addition to the battle between the modified stock car drivers for the Alcyon Speedway point championship which will be continued tonight, a woman driver will try her skill against the regular drivers of the Pitman, N. J., track.

Bee Durgee, a Newark girl with a considerable amount of racing experience on the tracks of northern New Jersey, will compete in the regular Alcyon events.

Among the modified drivers expected out tonight is Chick DiNatale, currently staging a last minute rush to grab off the point trophy from the leader, Mike Magill, who will also be on hand. Others include George Petryk, Bud Simpson, Johnnie Karp, Fred Mears, Marty Goertler, Marshall Milner, Frank Gray, Joe Ryan, Tommy Coates and Rocky DiNatale.

With the first race off at 8:30, the program will be comprised of the usual four eight-lap events topped by a 25-lap feature.

Campbell In 2d Row Tomorrow

9/2/1951

DARLINGTON, S. C.—Wally Campbell, sensational Trenton, N. J., driver, failed to rack up the best time in qualifying for the 500-mile Darlington stock car race scheduled here tomorrow. But he was one of the early qualifiers and will start in sixth place on the middle row of the 75-car field starting three abreast.

Rated as one of the top favorites for the 500-mile grind is Johnny Mantz, Long Beach, Calif., winner of the first annual event last year.

Mantz, who drove a Plymouth to victory last year, will be driving a 1951 Nash Ambassador. He qualified in his first attempt at a speed of 80.60 miles per hour.

Mundy In Pole Position

Frank Mundy, the Atlanta star who starts in pole position, set the pace for all first day qualifiers by blasting last year's qualifying records. Mundy, driving a 1951 Studebaker, averaged 84.65 miles per hour for the 10-mile time trial run.

The three Flock brothers—Tim, Fonty and Bob—also rank among the favorites. Tim presently is leading in the Grand National Circuit championship race. All three of the Flocks will be driving 1951 Olds 88s.

Mundy will share the front row positions with Herbert Thomas of Olivia, N. C., driving a 1951 Hudson Hornet, and Jesse James Taylor, Macon, Ga., driving a 1951 Hudson Hornet also.

Thomas set the pace for all second day qualifiers at a speed of 83.16 miles per hour, while Taylor paced the third day qualifiers at an average of 82.93.

75 Starters

Seventy-five cars, representing practically every American make, will start the 500-mile grind when Starter Alvin Hawkins drops the green flag at 11 a.m. for the start of the chase.

Gates to the speedway open at 6 o'clock tomorrow morning.

Campbell set the record last year in qualifying over the 10-mile run in 7 minutes, 16.89 seconds for an average speed of 82.35 miles per hour. He is driving the same 1950 Olds, owned by Wally Marks of Trenton, in the race tomorrow.

9/4/1951

Campbell Tops Morristown Bill for Sixth Straight Win

MORRISTOWN, N. J., Sept. 4th.—Wally Campbell of Trenton won his eighth feature victory of the season Friday night at Morristown Raceway and added further to his already impressive record at the local track which includes a string of six straight victories.

Campbell, who broke the existing track record for 10 laps in winning the third heat, was out to break the 25 - lap record also. He failed by six seconds to eclipse that mark. Ernie Gessel of Hollis, N. Y., who is temporarily on the shelf, had held both records until Friday night. Campbell's new 10-lap record is four minutes 42:16 seconds as against the old Gessel record of 4 minutes 42:21 seconds.

When the 25 starters in the feature race started down the back stretch of the first lap it was Johnny DuBois of Paterson in the

W. O. Taylor 89 who brought the crowd to its feet as he moved up from 23rd starting position and went down the line as though he were propelled by jets. Wally kept moving ahead through the traffic but DuBois was overtaking the pole cars so rapidly that it appeared that Campbell would have little chance of overtaking the Patersonite.

Johnny literally jumped out in front on the fourth lap and was on his way and if any records were going to be broken DuBois

had his mind set on doing it. Meanwhile, Campbell was breaking through on the field and moving steadily ahead until he broke free to chase Dubois on the seventh lap. Little ground was closed between the pair in the eight and ninth laps and entering the 10th lap DuBois was still leading by a substantial margin. Crossing the starting line on the 11th lap, it was noticed that BuBois' car was beginning to 'ave trouble and Johnny signaled that he was out of business. He pulled over on the third turn and parked as Campbell went whizzing by.

A great battle for third place was taking place and when DuBois dropped out the fight between Bill Tanner of Newport, Pa., and Nelson Applegate of Trenton and Sonny Strupp of Plainfield, both driving Barney Ferriero Specials, it became more intense with Applegate driving the car with which Ferriero has experimented with new type race cam having the power to go around the other two drivers. Nelson stayed there and came in second. Tanner who took a third on Tuesday night when Applegate won the feature race, also was third in one of the fast-

Bill Pfister Scores Over Malach In Wall Stadium 25-Lap Feature

BELMAR, N. J., Sept. 4th.—Bill Pfister, Eatontown, starting in 20th position, racked up another victory Wednesday by taking the 25-lap main event, as well as copping the Lakehurst Naval Air Station trophy.

In the twice-stopped main event in which no time was taken, Don Rudolph, in No. 154, crashed into the fence spilling water on the track and the event was red-flagged for the first time. At this point, Gordon Oldford, in the Hough No. 82, was in the lead. After two laps the red flag was again dropped when Dick Havens, Duke DeBrizze, and Tony Seber tangled on the second turn.

In the single file restart, Sam Malach had gained third spot. Parker Bohn fourth, and Bill Pfister, fifth. By the end of the 13th lap Pfister out-drove Sam Malach into first spot and held the lead until the checker was dropped. Sam Malach took home second money, Wally Campbell, Trenton, third spot and Tom Clark, fourth.

1st heat—(10 laps) — Tom Clark, Parker Bohn, Wally Campbell. No time.

2nd heat—(10 laps) — Jack Powell, Pete Frazee, Frank Coman. No time.

1st semi—(12 laps)—Parker Bohn, Wally Campbell, Gordon Oldford.—Time: 3:32.70.

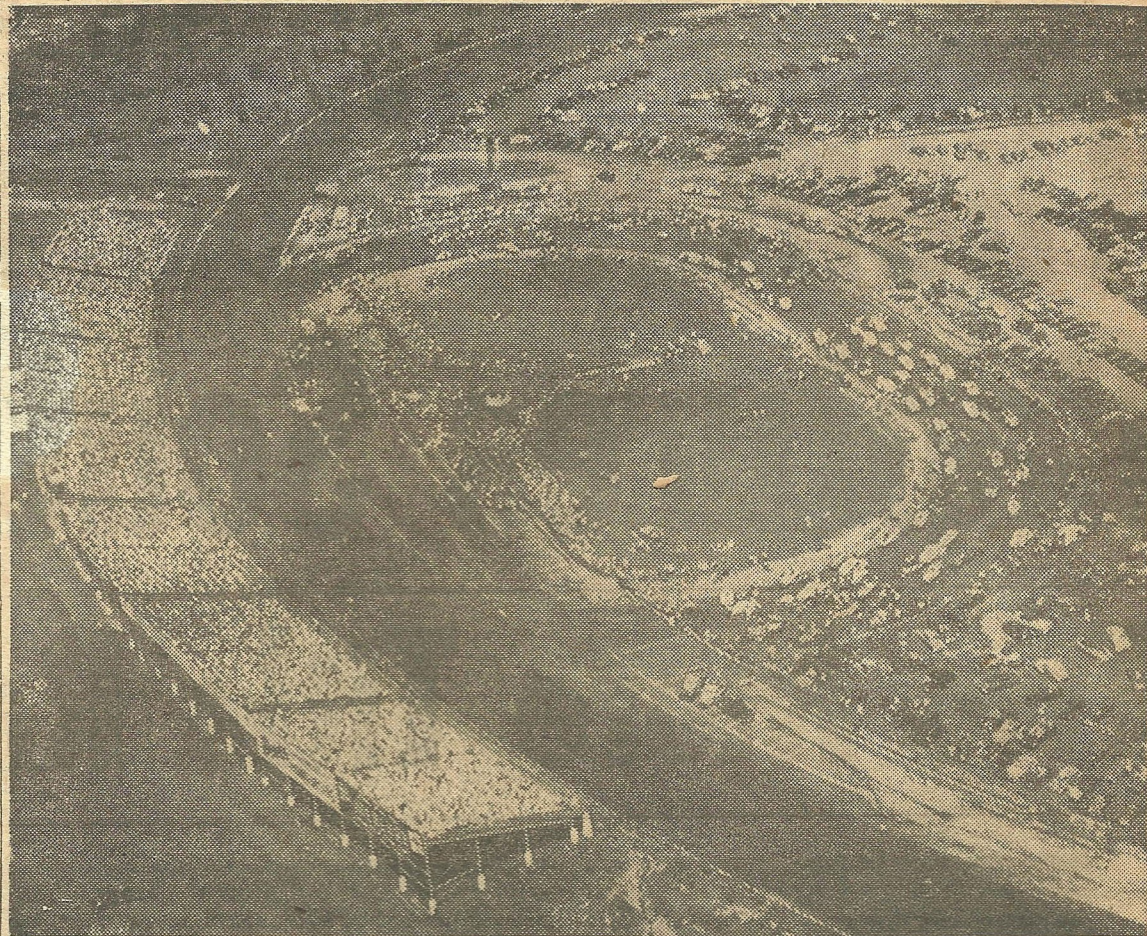
2nd semi—(12 laps)—Bill Pfister, Al Pomponio, Pete Frazee. No time.

Consy—(12 laps)—Tony Seber, W. Herder, Don Clark. Time: 3:08.88.

Feature—(25 laps)—Bill Pfister, S. Malach, Wally Campbell. No time.

9/5/1951

Langhorne's Record 39,246 Crowd



PART OF THE 39,246 fans who jammed the Langhorne Speedway earlier this season for the 1st annual auto racing fair as they looked from the air. Promoters Al Gerber and Irv Fried are hoping for a similar crowd for the running of the 150-mile NASCAR sanctioned Grand National Circuit stock car race there on September 16th. The event will be held on the mile track, fastest in the world.

Bill Pfister Cops No. 11 at Wall

9/5/1951

Belmar, N. J., Aug. 29—Bill Pfister, Eatontown, starting in 20th position, racked up another victory by taking the 25-lap main event, as well as copping the Lakehurst Naval Air Station trophy.

In the twic-stopped main event, in which no time was taken, Don Rudolph, in No. 154, crashed into the fence spilling water on the track and the event was red-flagged for the first time. At this point Gordon Oldford, in the Hough No. 82, was in the lead. After two laps the red flag was again dropped when Dick Havens, Duke DeBrizze, and Tony Seber tangled on the second turn. In the single file restart, Sam Malach had gained third spot, Parker Bohn fourth, and Bill Pfister, fifth. By the end of the 13th lap Pfister out-drove Sam Malach into first spot and held the lead until the checker was dropped. Sam Malach took home second money, Wally Campbell, Trenton, third spot and Tom Clark, fourth.

First heat, 10 laps—Tom Clark, Parker Bohn, Wally Campbell. No time.

Second heat, 10 laps — Jack Powell, Pete Frazee, Fran Coman. No time.

Third heat, 10 laps—Dick Havens, Al Tibbetts, Al Pomponio. Time 3:0.12.

First semi final, 12 laps—Parker Bohn, Wally Campbell, Gordon Oldford. Time 3:32.70.

Second semi final, 12 laps—Bill Pfister, Al Pomponio, Pete Frazee. No time.

Consolation, 12 laps—Tony Seber, Walt Herder, Don Clark. Time 3:08.88.

Feature event, 25 laps—Bill Pfister, Sam Malach, Wally Campbell, Tom Clark, Parker Bohn, Pete Frazee.

It's Wally Campbell Again at Morristo'n

9/5/1951

Morristown, N. J., Friday, Aug. 31—Wally Campbell of Trenton won his eighth feature victory of the season last night at Morristown Raceway and added further to his already impressive record at the local track which includes a string of six straight victories.

Campbell, who broke the existing track record for 10 laps in winning the third heat, was out to break the 25-lap record also. He failed by six seconds to eclipse that mark. Ernie Gessel of Hollis, N. Y., who is temporarily on the shelf, had held both records until last night. Campbell's new 10-lap record is four minutes 42.16 seconds as against the old Gessel record of four minutes 42.21 secs.

When the 25 starters in the feature race started down the back stretch of the first lap it was Johnny DuBois of Paterson in the W. O. Taylor 89 who brought the crowd to its feet as he moved up from 23rd starting position and went down the line as though he were propelled by jets. Wally kept moving ahead through the traffic but DuBois was overtaking the pole car so rapidly that it appeared that Campbell would have little chance of overtaking the Patersonite.

Johnny literally jumped out in front on the fourth lap and was on his way and if any records were going to be broken DuBois had his mind set on doing it. Meanwhile, Campbell was breaking through on the field and moving steadily ahead until he broke free to chase DuBois on the seventh lap. Little ground was closed between the pair in the eighth and ninth laps and entering the 10th lap DuBois was still leading by a substantial margin. Crossing the starting line on the 11th lap, it was noticed that DuBois' car was beginning to have trouble and Johnny signaled that he was out of business. He pulled over on the third turn and parked as Campbell went whizzing by.

A great battle for third place was taking place and when DuBois dropped out, the fight between Bill Tanner of Newport, Pa., and Nelson Applegate of Trenton and Sonny Strupp of Plainfield, both driving Barney Ferriero Specials became more intense with Applegate driving the car with which Ferriero has experimented with new type of race cam having the power to go around the other two drivers. Nelson stayed there and came in second. Tanner, who took a third on Tuesday night when Applegate won the feature race, also was third last night in one of the fastest running sportsman models that has ever been seen on the local track. Strupp took fourth, Eddie Ader of Bernardsville in Strupp's 24 was fifth and Ed Rooney of Somerville was sixth.

The first heat was won by DuBois who also left that field of starters and took off as the Taylor car purred. Ed Ader was second and for a time appeared to have enough to give DuBois a battle. Tommy Coates of Trenton was third.

Applegate took the third heat over Campbell who qualified another car for the feature race and Ed Rooney. Applegate had little trouble winning this which was stopped as two cars came together in the sixth lap and tore down 20 feet of guard rail on the fourth turn.

Campbell in the Marks Number One took the third heat and set the new track record in doing so. Strupp was second while Tanner was third.

Frank Coman of Totowa was the winner in the Consolation Race over Tommy Clark ow Red Bank and Bill Schwartz of Morristown. This race was also halted in the second lap when Mickey McGonnell of Union became entangled with several other cars on the fourth turn and did a flip right in front of the stands that was a real quickie. He was over and up with the roof and frame caved in before many people realized what had happened. Mick was unhurt.

Nelse Applegate 1st In Morristown Stox

9/5/1951 **BOB McGOVERN**

Morristown, N. J., Aug. 28—Nelson Applegate of Trenton won his fourth feature victory of the year at Morristown Raceway last night as he outran 24 other drivers, including some of the best who race stock cars in the East. The Barney Ferriero 55 with the new engine in it worked like a clock and "Apple" poured it on to go into the lead on the 18th lap. The race was halted in the 23rd lap when Phil DeMola of Newark spun on the home stretch and crashed into the wall, bouncing to the middle of the track where the car blocked traffic and caused a halt.

Al Tibbets of Newportville, Pa., took an early lead followed by Bill Tanner of Newtown, Pa., with Frankie Schneider of Lambertville, Dick Eagan, Sonny Strupp, Applegate and Eddie Ader closely bunched following. Applegate broke through on Tanner and for a time it looked as though his running mate, Strupp was going to go right along with him. Tibbets set a fast pace but Applegate, with the car running like a charm, drew in on him and finally set him up to pass on the home stretch. From there until the race was halted it was Applegate all the way.

Eagan, driving the modified Bohlander 88, won the first heat of the evening. He had to move fast as Eddie Ader dogged him all the way and for a time it looked like Ader might have enough in the Sonny Strupp owned car to take Dick. Rex Kempfe of North Arlington finished third.

Applegate gave a preview of what was going to happen as he outran Frankie Schneider in the Bohlander sportsman 88 and Wally Campbell of Trenton in the second heat. Campbell was driving the Pop Schlengenhaft 19. It was the fastest heat of the evening.

Tibbets took the thid heat over Strupp and Ed Rooney of Somerville. During the second lap of this heat Jerry Morese of Newark got crossed up and went over the guard rail on the first turn. It was one of the most sensational flips ever taken at the Raceway. He rolled over six times and bounced higher than the price of a haircut coming down on the four wheels. He was taken to the All Souls Hospital and detained overnight pending a physical checkup today.

Bill Brown, driving the Taylor 89 in place of the absent Johnny DuBois took the consolation race over Joe Ryan of Lambertville and Phil De Mola.

C. D. Natale Ace At Alcyon Track

9/5/1951

Rated as one of the better drivers of modified stock cars in the Eastern circuit, Chick DiNatale, Trenton, has been in the process of staging a fine comeback after getting off to a mild start this season at the Alcyon Speedway, Pitman, N. J.

Chick began his comeback several weeks ago when he grabbed second place in the feature. The next week he bettered himself with a first place in the feature as well as a preliminary heat. It may have been the same again last time out had he not been forced out with tire trouble.

DiNatale is among those expected back again Friday night at Alcyon when he will continue his last-minute bid to take the point championship. Others scheduled for Friday's races are Mike Magill, Jimmy Marks, who took the feature last Friday; Johnnie Karp, George Petryk, Bud Simpson, Fred Mears, Marty Goertler, Marshall Milner, Frank Gray, Joe Ryan, Tommy Coates and many more.

Friday's first race will start at 8:30. The program will include the usual four four-mile races followed by a 25-lap, 12½-mile feature race.

Win Sunday Racing Goal Of Thomas

9/11/1951

LANGHORNE, Pa. — Herb Thomas is taking off this weekend to compete in the 150-mile Grand National Circuit championship scheduled for the Langhorne Speedway, Sunday afternoon. Thomas, winner of the "500" at Darlington on Labor Day, operates a sawmill and also owns a tobacco farm in Sanford, N. C. He is so wrapped up in his hobby, late model stock car racing, that he intends spending the weekend racing around the world's fastest one-mile course.

Thomas is now in his third season of competition in the popular sport. As a result of his recent triumph, he rates top position in the NASCAR national point standing. Sunday he will be prepared for a tough afternoon of riding. The field is so large for the event that it will be necessary to stage qualifying trials on Saturday afternoon.

Red Tomlinson, winner of two features at Langhorne's short course, and Gordon Oldford of Westfield, N. J., will be numbered among the contestants seeking starting positions in the 150-mile grind. Tomlinson, an Eddington, Pa., youngster, will be making his first start in a national championship event at Langhorne. He is, however, an experienced pilot and should figure in the feature.

Oldford will be opposing some of the drivers he has faced in sportsman competition. Others will be newcomers to him and a great many more in the field. Drivers like Marshall Teague, winner of four National Circuit events; Fonty and Tim Flock, the hard-riding Georgia aces; Trenton's Wally Campbell, winner of the 50-mile event at Langhorne in August; Tommy Coates, champion sportsman stock car pilot of the year; Johnny Mantz, Frank Mundy and Lee Petty, will all be numbered among the keen field—probably the greatest ever to appear at Langhorne.

Roberts Set For Sunday Speed Test

9/12/51

LANGHORNE, Pa. — Genn (Fireball) Roberts of Daytona Beach, Fla., one of the youngest pilots in stock car racing, has submitted his entry for the 150-mile Grand National Circuit championship at Langhorne Speedway Sunday afternoon.

Last season Roberts finished second in Grand National point standings. He was among the early finishers in the Darlington "500" this year and last season. He has made a great showing during past performances around the world's fastest mile. On Sunday he will be shooting for his first major triumph at Langhorne.

George Sossobee of Atlanta, Ga., is another top driver who will join the more than 100 drivers bidding for laurels in the grueling grind. The field will include Herb Thomas, winner of the Darlington classic; Tommy Thompson, winner of the Detroit "250;" Fonty and Tim Flock, the Georgia brother speedsters; Johnny Mantz, versatile performer from the West Coast, and Wally Campbell, of Trenton.

Baker vs. Campbell

It will be interesting to witness the battle between Buck Baker and Campbell. Currently these two lads are running one-two in the modified events with only five points separating them. Points in the Grand National Sunday afternoon will not count in the modified standing. However, it will be the first time the two aces have opposed each other on the track. Campbell won the 50-mile event during the first annual Auto Racing Fair in early August.

Time trials will be staged at Langhorne Saturday afternoon in preparation for the 150-mile championship, scheduled to start at 2 o'clock Sunday afternoon.

Campbell Triumphs

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

9/16/1951

Seeks Point Lead.



Fonty Flock

One of two daring brothers from Atlanta, Ga., Fonty will try to take the late model stock car point lead away from Herb Thomas of Olivia, N. C., this afternoon at Langhorne Speedway. Today's 150-mile race at Langhorne will be featured by the presence of Thomas, Fonty Flock and Tim Flock, the top three in the National point standing.

9/16/1951

Late Model Stock Cars In 150-Mile Race Today At Langhorne Speedway

LANGHORNE, Pa.—Late model stock cars will make their initial appearance of the Langhorne season today. Leading drivers from all sections will compete in a 150-mile Grand National Circuit championship. The feature will commence at 2:45 p. m.

Several important titles will be at stake in addition to the Grand National championship. The season point championship also will be decided with three of the aces in the running. The lead probably will hinge upon the result of today's grind. A special cash award is also being offered for the fastest time trial.

The three speedsters who will be battling for the point lead are Herb Thomas, of Olivia, N. C. and the Flock Brothers, Fonty and Tim, both of Georgia. Thomas holds the lead at the present time as a result of his sensational triumph in the Darlington 500-miler. In that grind he pushed his Hudson Hornet to a spectacular win. Fonty and Tim Flock are in second and third places. Both of

them will pilot 1951 Olds cars in today's classic.

Marshall Teague, the heavy set and heavy footed knight of the stock raceways from Daytona Beach, Florida, should rate as one of the outstanding threats. Teague has piloted his Hudson Hornet to five major triumphs so far this year. Another top contender will be Tommy Thompson. The resident of Louisville, Ky., won the Detroit "250" from one of the strongest fields of the season. He will be piloting the same Chrysler that carried him to the Detroit win.

Campbell In Action

Wally Campbell, popular Trenton ace who won the 50-mile modified event at Langhorne in early August, and Buck Baker, current leader in the modified field, are two other top entries. Campbell and Baker are proficient at manipulating the modified stocks. Although the points in the 150-miler today do not figure in the standing, it will be interesting to witness the battle between this pair.

Campbell Victorious

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

9/17/1951

Campbell, Magill, and DeVercelli Win Morristown Mains

9/18/1951

MORRISTOWN, N. J., Sept. 18th.—Over 9,000 fans—The largest crowd that ever witnessed a racing program at Morristown Raceway squeezed its way into the stands of the Hanover track Friday night for the triple combination show which was presented by Joe Soranno and Ed Otto.

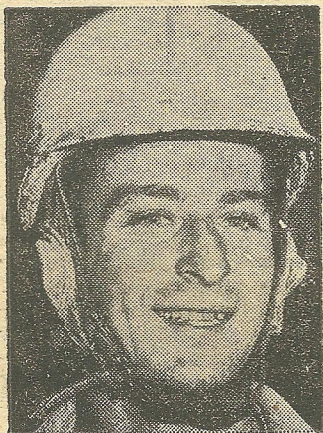
Wally Campbell of Trenton took the feature 50-lap stock car race from a field of 26 starters who had survived two heats in which a like number of cars started. Mike Magill of Philadelphia, the kingpin of URC season, outlasted a fast field in the sprint cars to come in a winner and Pop Devercelli of East Brooklyn, the father of nine children romped home a winner in the 50-lap midget feature.

Campbell was sensational as he picked his spots to move through the traffic and close in on the leader, Johnny DuBois who went out of business on the 38th lap with another set of gears set for the junk pile. Campbell took over the lead and held it with ease throughout the rest of the day.

Devercelli drove a cool and calculated race to finish out in front in the midget 50 lapper. Getting out in front early he held on to the lead as a half dozen pressed him but he set up a pace that took the steam out of some of his rivals by the wayside. Freddy Wade was second and Johnny Coy formed an all New England combination and finished third. Sid Cook of Long Beach, L. I. was fourth and the local "hero" Wimpy Ervin of Bloomfield was 5th.

(Sprint Cars)

1st heat — (8 laps) — Larry Smith, Hal Rettburg, Magill. Time: 4:32.28.



WALLY CAMPBELL

2nd heat — (8 laps) — Jiggs Fetters, Mel Weidner, Frank Concannon
Time: 4:30.22.

(Midgets)

1st heat — (6 laps) — Andy Devercelli, Johnny Coy, Oscar Saunders.
Time: 3:41.48.

(Stock Cars)

1st heat — (10 laps) — Wally Campbell, Nelson Applegate, Ed Ader.
Time: 4:46.78.

2nd heat — (10 laps) — Johnny DuBois, Bill Taner, Sonny Strupp.—
No time.

(Feature Races)

Sprint cars — (50 laps) — Mike Magill, Fel Weidner, Buddy Powers.—
Time: 21:19.42.

Stock cars — (50 laps) — Wally Campbell, Nelson Applegate, Ed Ader.
Time: 21:26.57.

Midgets — (50 laps) — Andy Devercelli, Freddy Wade, Johnny Coy
Time: 21:36.97.

Campbell Shades Hough In Newark Stock Fracas

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

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

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

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

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

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

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

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

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

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

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

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

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

Al Tauber Declared Winner In Halted Newark Stock Go

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

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

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

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

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

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

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

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

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

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

9,500 See Morristown 3 for 1 Show

BY BOB McGOVERN

9/19/1951

Morristown, N. J., Sept. 15—The largest crowd that ever witnessed a racing program at Morristown Raceway squeezed its way into the stands of the Hanover track last night for the triple combination show which was presented by Joe Soranno and Ed Otto. It has been estimated that over 9,500 fans, filled to capacity the stands from the first turn seats to those on the fourth turn. Due to an early starting time many people arrived late and a traffic jam was created which kept the stands bare through the first two heats. They rapidly filled as the police straightened out the situation.

Wally Campbell of Trenton took the feature 50-lap stock car race from a field of 26 starters who had survived two heats in which a like number of cars started. Mike Magill of Philadelphia, the kingpin of UAC this season, outlasted a fast field in the sprint cars to come in a winner and Pop Devercelli of East Brooklyn, the father of nine

children, romped home a winner in the 50-lap midget feature.

Campbell was sensational as he picked his spots to move through the traffic and close in on the leader, Johnny DuBois who went out of business on the 38th lap with another set of gears set for the junk pile. It was the fifth set that DuBois has had go bad on him this season. Campbell took over the lead and held it with ease throughout the rest of the day. Nelson Applegate, a fellow Trentonian, came fast after a big battle with four other drivers to take over the second spot and hold it and Eddie Ader of Bernardsville was third followed by Sonny Strupp of Plainfield and Bill Chevalier of Red Bank.

Campbell had taken the first heat of the stock cars with Applegate and Ader finishing behind him the same as in the feature race. DuBois was the winner of the second heat with Bill Tanner of Newtown, Pa. second and Strupp third.

Devercelli drove a cool and cal-

culated race to finish out in front in the midget 50 lapper. Getting out in front early he held on to the lead as a half dozen pressed him but he set up a pace that took the steam out of some of his rivals by the wayside. Freddy Wade was second and Johnny Coy formed an all New England combination and finished third. Sid Cook of Long Beach, L. I. was fourth and the local "hero" Wimpy Ervin of Bloomfield was fifth.

Devercelli had taken the first heat with Coy second and scar Saunders of Stamford, Conn., third.

Mike Magill lived up to advance information as he took over the lead in the sprint car feature and fought off a fast field to take the checkered flag. Mel Weidner of Allentown was second and moved up fast at the end to challenge the leader but just fell short. Buddy Powers of Reading was third after a duel with Weidner. (Please Turn to Page Nineteen)

Steve Yannigan was fourth and Frank Concanon was fifth.

The first heat was taken by Larry Smith of Newark followed by Hal Hettburg and Magill. Jiggs Peters well known to local midget fans was the winner of the second heat in a thriller as he fought off Weidner throughout the last five laps to emerge a winner by feet.

U. R. C. Sprint Cars

First heat, 8 laps—Larry Smith, Newark; Hal Hettburg, Easton, Pa.; Magill, Philadelphia, Pa. Time 4:32.28.

Second heat, 8 laps—Jiggs Peters, Plainfield; Mel Weidner, Allentown, Pa.; Frank Concanon, Conshohocken, Pa. Time 4:30.22.

A.R.A. Midgets

First heat, 6 laps — Andy Devercelli, East Brooklyn; Johnny Coy, Bridgeport, Conn.; Oscar Saunders, Stamford, Conn. Time 3:41.48.

Second heat, 6 laps — Freddy Wade, New York; Sid Cook, Long Beach, L. I.; Tony Remit, Bronx, N. Y. Time 3:33.00.

NASCAR Stock Cars

First heat, 10 laps — Wally Campbell, Trenton; Nelson Applegate, Trenton; Ed Ader, Bernardsville. Time 4:43.78.

Second heat, 10 laps—Johnny DuBois, Paterson; Bill Tanner, Newtown, Pa.; Sonny Strupp, Plainfield.

Feature Races

Sprint Cars (50 laps — Mike Magill, Philadelphia, Pa.; Mel Weidner, Allentown, Pa.); Buddy Powers, Reading, Pa. Time 21:19.42.

Stock Cars (50 laps)—Wally Campbell, Trenton; Nelson Applegate, Trenton; Ed Ader, Bernardsville; Sonny Strupp, Plainfield; Bill Chevalier, Red Bank; Rex Kempfe, North Arlington. Time 21:26.57.

Midgets, 50 laps—Andy Devercelli, East Brooklyn; Freddy Wade, New York; Johnny Coy, Bridgeport, Conn.; Sid Cook, Long Beach, L. I.; Wimpy Ervin, Bloomfield. Time 21:36.97.

Another Win For Campbell At Newark

9/19/1951

by GENE PICKER

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

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

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

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

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

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

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

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

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

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

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

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

Pfister Chalks Up No. 15 at Wall

9/19/1951

Belmar, N. J., Sept. 12—Bill Pfister, driving the No. 109 racked up his fifteenth feature win at the action-packed Wall Stadium stock car races last night.

Progressively, Pfister gained his number one spot in the sixth lap and managed to hold his lead until the checkered flag was dropped. The non-stopped feature race was run in 7:27.79.

Charlie Dyer in the No. 80 took second place money and Parker Bohn of Freehold third.

About 250 soldiers from Fort Monmouth, guests of the management, witnessed the awarding of the trophy presented in the name of Fort Monmouth to the winner of the 12 lap consolation, Johnnie Bones of Uniondale, L.I. Assisting Mrs. Thomas Nicol in the presentation were Pvt. James McCoy of Charlotte, N. C., and Pvt. Robert Mason of Springfield, Mass., both stationed at Fort Monmouth.

A complete run-down of events follows:

First heat, 10-laps—Parker Bohn, Bill Pfister, Gordon Oldford. Time—2:59.73.

Second heat, 10-laps—John Rocco, Dick Havens, Charlie Dyer. Time—3:01.41.

Third heat, 10-laps—Duke DeBrezze, Sam Malach, Al Pomponio. Time—None.

First semi-final, 12-laps—Bill Pfister, Parker Bohn, Al DiAngelo. Time—3:37.41.

Second semi-final, 12-laps—Don Clark, Al Pomponio, Sam Malach. Time 3:36.50.

Consolation, 12-laps—Wally Campbell, Johnnie Bones, Duke DeBrezze. Time—3:38.04.

Feature event, 25-laps—1, Bill Pfister; 2, Charlie Dyer; 3, Parker Bohn; 4, Wally Campbell; 5, Sam Malach; 6, Johnnie Bones. Time—7:27.79.

Champion Enters Race At Langhorne

9/22/1951

Tommy Coates, Trenton, who won the season point scoring around the short course at the Langhorne Speedway, will be making his first local appearance, since winning the title, tomorrow afternoon in the running of the Princeton Handicap 20-lap feature.

Co-promoters Irv Fried and Al Gerber anticipate the greatest field of the season for tomorrow's seven-event card. Although more than 50 are entered only the fastest 24 will go to the post in the feature.

Red Tomlinson, Charley Dyer and Gordon Oldford, former feature winners will be in the first field. From up-State the contingent will include Monk Keller, Newt Reinert, Claude Bitting and Mose Moore. North Jersey will be well represented with Bill Brown, Roscoe Hough, Ronnie Kohler, Frank Coman and Ed Judge answering the starting flag with the roar of sportsman stock sedans.

Reverse starts will be used throughout the entire program including the 20-lap main. The PTO will operate special buses from the Frankford ave. and Bridge st. terminal, direct to the track.

Sportsman Cars Race at Langhorne Today

More than 50 top sportsmen stock car pilots in the Eastern section of the country will be on hand for the running of the Princeton Handicap, 20-lap feature, scheduled for this afternoon at the Langhorne Speedway.

Six preliminary races will be staged to qualify 24 cars for the main event. The first race will commence at 2 o'clock.

Tommy Coates, winner of the season point-scoring championship, will make his first local appearance since winning the title. The popular Trenton speedster will face the strongest field of the campaign. This makes little difference to Coates for he is generally at his best when the going is tough. He will be the scratch man in the heats as well as the Princeton Handicap.

Red Tomlinson, Charley Dyer, Gordon Oldford, Mose Moore and Claude Bitting rate with the favorites today. Tomlinson and Dyer are for-

mer feature winners. Tomlinson, who lives in Eddington, is the most improved driver in the field.

The 100-mile National Championship sportsman stock car race will be presented at the Langhorne

Speedway on Sunday, October 14. This event will feature all of the sectional champions in the only title race sanctioned by NASCAR. More than 100 cars will be eligible to compete in this race.

9/23/1951

Campbell Winner

MORRISTOWN, N. J. —AP—
Wally **Campbell** of Trenton, won
the 25-lap, 12½-mile feature
stock car race at Morristown
Raceway Friday night. Bill Tan-
ner, Newtown, Pa., was second,
and Bill McCarthy, Red Bank,
third.

9/23/1951

Seeks Win Today

Langhorne Stock Cars Race Today

9/23/1951

LANGHORNE, Pa. — More than 50 of the top sportsman stock car pilots in the Eastern section of the country will be on hand for the running of the Princeton Handicap, 20-lap feature, this afternoon at the Langhorne Speedway. Six preliminary heats will be staged to qualify 24 for the main event. The first race will commence at 2 p. m.

Tommy Coates, winner of the season point scoring championship, will be making his first appearance since winning the title. The popular Trenton speedster will be facing the strongest field of the season. This makes no difference to Coates. He is generally at his best when the going is tough. He will be the scratch man in the heats as well as the Princeton Handicap.

Tomlinson Threat

Red Tomlinson, Charley Dyer, Gordon Oldford, Mose Moore and Claude Bitting should rate with the favorites. Tomlinson and Dyer are former feature winners. Tomlinson, a lad hailing from Eddington, Pa., is the most improved driver in the field. Oldford rates with the best in the nation in sportsman competition. Bitting, who hails from Reading, is another outstanding driver who has failed to get going around the Langhorne quarter mile track.

Monk Keller, Newt Reinert, Dave Terrell, Roscoe Hough, Frank Coman, Bill Scanlon, Bill Judge, Ronnie Kohler, and Al Pomponio, should provide the keen field with a great deal of competition. All are expert manipulators. They pilot fast cars and are thoroughly familiar with the Langhorne course.

On Sunday afternoon, October 14th, the 100-mile National Championship sportsman stock car race will be presented at the Langhorne Speedway. This event will feature all of the sectional champions in the only title race sanctioned by NASCAR. More than 100 drivers will be eligible to compete in this race.

Tommy Coates

Winner of the Langhorne point title under the lights during the Summer season, Coates will try to extend his supremacy to daylight racing this afternoon. He is one of the entries in today's sportsmen stock car races on the quarter-of-a-mile oval at the Langhorne Speedway.

9/23/51

Terrill Triumphs At Langhorne

9/24/1951

Dave Terrill, Flemington, N. J., won the Princeton Handicap, 20-lap feature for sportsman stock car drivers, on the short course at Langhorne Speedway yesterday. Bill Tanner Newtown, Pa., was second, and Al Pomponio, Lakewood, N. J.

Terrill, who was second to Tanner in the second heat race of 10 laps, led all the way in the feature.

Other heat winners were Frank Coman, Paterson, and Wally Campbell, Trenton. Tanner and Joe Holtzbauer, Trenton, scored in 12-lap semi-finals, while Bill Scanlon, Trenton, captured the consolation, raced at 15 laps.

1ST HEAT, 10 laps—1. Frank Coman, Paterson, N. J.; 2. Mose Moore, Pottstown, Pa.; 3. Joe Harvey, Philadelphia.

2D HEAT, 10 laps—1. Bill Tanner, Newtown, Pa.; 2. Dave Terrill, Flemington, N. J.; 3. Joe Holtzbauer, Trenton.

3D HEAT, 10 laps—1. Wally Campbell, Trenton; 2. Harry Castle, Paterson, N. J.; 3. Harry Sauchelli, Paterson.

1ST SEMI-FINAL, 12 laps—1. Tanner; 2. Moore; 3. Ed Rooney, Philadelphia.

2D SEMI-FINAL, 12 laps—1. Holtzbauer; 2. Campbell; 3. Al Pomponio, Lakewood, N. J.

CONSOLATION, 15 laps—1. Bill Scanlon, Trenton; 2. Red Tomlinson, Eddington, Pa.; 3. Tony Genovay, Morrisville, Pa.

PRINCETON HANDICAP, 20 laps—1. Terrill; 2. Tanner; 3. Pomponio.

Dave Terrill Winds-up No. 1 in Langhorne Go

LANGHORNE, Pa., Sept. 25th.—Dave Terrill, Flemington, N. J., won the Princeton Handicap, 20-lap feature for sportsman stock car drivers, on the short course at Langhorne Speedway Sunday.

Bill Tanner, Newtown, Pa., was second, and Al Pomponio, Lakewood, N. J.

Terrill, who was second to Tanner in the second heat race of 10 laps, led all the way in the feature.

Other heat winners were Frank Coman, Paterson, and Wally Campbell, Trenton. Tanner and Joe Holtzbauer, Trenton, scored in 12-

lap semi-finals, while Bill Scanlon, Trenton, captured the consolation, race at 15 laps.

1st heat (10 laps)—Coman, Moore, Harvey.

2nd heat (10 laps)—Tanner, Terrill, Holtzbauer.

1st Semi (12 laps)—Tanner, Moore, Rooney.

2nd Semi (12 laps)—Holtzbauer, Campbell, Pomponio.

Consolation (15 laps)—Scanlon, Tomlinson, Genovay.

Princeton Handicap (20 laps)—Terrill, Tanner, Pomponio.

Brokhoff Tops Kaufman In Dover Stock Feature

9/25/1941

DOVER, N. J., Sept. 25th.—Harold Brokhoff, of Pottsville, Pa., thrilled the crowd once more by winning the feature stock car race at the Dover Speedway. Dick Kaufman from Harrisburg, Pa., had the race in the bag from the fifth lap to the nineteenth.

The red flag stopped the race when Herman Quick, of Delaware, N. J., disappeared in an end over end through the fence at the second turn. The race was restarted Indian file fashion which gave the others another chance to step out in front. That gave Brokhoff his opportunity! With three laps to go, he took over the lead and held it till the finish. Dick Kaufman came in second and Joe Lederger placed third.

Tony Battle came up from one of the tail end positions to win the first heat. Harold Long came in second and Jack Miller third.

In the second heat, Joe Lederger, of St. Albans, L. I., set a new track record for eight laps.

4:07.56 Brokhoff had held it up till this time at 4:07.86. Harold Brokhoff came in second with Lucky Loux a close third.

Dick Kaufman, from Harrisburg, Pa., appearing for the first time at the New Dover Speedway, thrilled the crowd by flying up to third place from the rear in the first lap, and coming in to win the heat. Fred Pehr was right on his tail to come in second. Ray Brown, of White Plains, the 1940 United Stock Car Racing Club Champion, came in third.

1st heat — Battle, Loux, Miller.
Time: 4:15.56

Consy — Carp. Hall, Cabana. Time: 5:11.66.

Feature — Brokhoff, Kaufman, Lederger. No Time.

Campbell Winner

10/1/1951

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

Campbell Winner

10/7/1951

MORRISTOWN, N. J. — AP —

Wally Campbell of Trenton nabbed the 25-lap, 12½-mile feature stock car race at Morristown raceway Friday night. Jim Delaney of Lyndhurst was second and Bill MacCarthy of Red Bank was third. The winner was timed at 11:43.58.

Langhorne 100 Miler On Sunday

10/7/1951

LANGHORNE, Pa. — The 100-mile National Championship sportsman stock car race, around the mile raceway at Langhorne next Sunday afternoon, October 14th, will terminate the Silver Anniversary campaign of auto racing at the famous Langhorne track. Sunday's championship will present all of the sectional and State champions together with all of the top point men who have competed throughout the season. It is the only 100-mile title event sanctioned by NASCAR and will feature the top 100 drivers in the sportsman stock car sport.

Among the top contenders for honors will be Mike Klapak, of Warren, Ohio. Klapak sets the pace in the national championship point standing and in view of the fact that points annexed in Sunday's century grind will figure in the standing, he will be out to garner triumph and thus assure his lead. Although Klapak leads the Ohio district he rates only fifth in the Pennsylvania standing. He definitely will rate with the top contenders for honors once the green flag drops Sunday.

Campbell, Coates Enter

Jim Welsh, of Portland, Oregon; Hal Reed, of Longview, Washington; Billy and Bobby Myers, of Winston Salem, N. C.; Tommy Coates, of Trenton and Wally Campbell, also of Trenton, are

among the top contenders who have accepted invitations to compete. Campbell won the 50-mile modified event at Langhorne in early August. Coates won the season point scoring title at Langhorne.

Buck Baker, of Charlotte, N. C.; Pee Wee Jones, of Winston Salem, N. C.; Gober Sosebee, of Atlanta, Georgia; Johnny Mc Ginley, of Chicora, Pa. and Al Miller of Richmond, Va., are among some of the top southern drivers who will face the starting flag in the grueling grind. Of the group, Johnny Mc Ginley who now makes his home in the Keystone State, has the best record. In the Pennsylvania scoring Mc Ginley finished the season in second position. Nationally he rates fifteenth position.

Time trials will be staged at Langhorne beginning at noon Saturday.

Sam Malach Proves Top Money Winner at Wall

10/9/1951

BELMAR, N. J., Oct. 9th.—Sam Malach, Lansdale, Pa. ace, copped the 25 lap feature event at the Wall Stadium stock car races Saturday night.

In the first lap of the 22 car field Pete Jancijay, in the 212, spun out and over-ended before a breathless crowd and the race had to be completely restarted. Jancijay emerged unscarred.

Nick Nicolette in the No. 67 held his starting lead spot for two laps when Bill Chevalier in the No. 36 took over and managed to hold on to his number one spot until the 18th lap when Sam Malach who had been driving a well planned course, saw his chance and took it, forcing the No. 106 into second spot. Parker Bohn

who started in 20th spot managed to get and hold his third place even though Wally Campbell threatened him by staying close behind Campbell finally had to concede his fourth position to Charlie Dyer in the No. 80.

Bill Pfister, current fan favorite was unable to compete in the 109 as it is in the process of being rebuilt. However, Serge Doudine's

No. 112 had lured Pfister behind the wheel and he was able to take fifth place money. Gordon Oldford also a current favorite had to drop out in the fifth lap because of motor trouble.

Sam Malach in winning this feature has to date scored eight feature wins at the 30 degree high-banked macadam Belmar Speedway.

1st heat — (10 laps) — Wally Campbell, Gordon Oldford, Tom Clark
—Time: None.

2nd heat — (10 laps) — Parker Bohn, Len Brown, Sam Malach.—
Time: 3:08.42.

3rd heat — (10 laps) — Bill Chevalier, Frank Coman, Bill McCarthy.
Time: 3:08.46.

1st semi — (12 laps) — Wally Campbell, Len Brown, Charles Dyer.
Time: 3:35.54.

2nd semi — (12 laps) — Bill Chevalier, Sam Malach, Bill McCarthy.
Time: 3:37.46.

Consy — (12 laps) — Parker Bohn, Serge Doudine, Frank Holtzhauser.—
Time: 3:39.81.

Feature — (25 laps) — Sam Malach, Bill Chevalier, Parker Bohn.—
Time: 7:23.06.

12 Local Drivers In Sunday's Race

10/9/1951

The Philadelphia district will be well represented when the 100-mile National Championship for sportsman stocks gets the green flag at the Langhorne Speedway Sunday. At least a dozen expert drivers will be among the 100 starters.

Heading the list of entries from this district will be Wally Campbell and Tommy Coates, both of Trenton, N. J. Campbell qualifies because of his outstanding performance throughout the East, while Coates is the Langhorne season point champion. They rate as two real threats.

Campbell, Coates Seek Langhorne Win Sunday

10/9/1951

LANGHORNE, Pa. — Trenton and Philadelphia will be well represented when the 100-mile national championship, for sportsman stock cars gets the green flag at the Langhorne Speedway Sunday afternoon. At least a dozen expert manipulators of the stocks from this section will be among the 100 or more starters.

Heading the list of entries from this district will be Wally Campbell and Tommy Coates, both of Trenton. Campbell qualifies because of his outstanding performance throughout the East. Coates

is the Langhorne season point champion. They rate as two real threats.

Red Tomlinson, of Eddington; Mose Moore, Newt Reinert and Monk Keller, from the Pottstown section; Dave Terrell, of Newton, Pa.; Frank Coman, Charley Mundy, Ed Judge and Gordon Oldford, all from the Garden State section, have accepted invitations to compete in the century grind.

Many of these boys rate high in the standing and several are among the leaders in the national picture. Oldford leads the New Jersey scoring at the present time with Judge and Mundy among the top ten.

Classy Field In 100-Miler On Langhorne's Mile Track

10/10/1951

LANGHORNE, Pa. — Champions from 15 sections have accepted invitations to compete in the 100-mile National Championship for sportsman stock cars on the one mile course at Langhorne Speedway Sunday afternoon. The sectional champions will be pitted against the top point men from all over the nation once the starting flag drops on the field of 100 or more.

Dick Eagan, of Springdale, Conn.; George Lucier, of Shrewsbury, Mass., and Billy Tibbert, of

Rhode Island, will represent the New England district and in that section these speedsters are the top performers. From the Pacific Northwest will come Jim Welsh of Portland, Ore., and Hal Reed of Longview, Wash., and Jim Houpt, who recently beat out Cal Fisher for honors in Nebraska. Five knights of the stocks will journey from that section for the century grind.

Bobby Myers, the Virginia titleholder; Charley Pobletts, the Maryland leader; Don White, of Lockport, N. Y.; Slick Smith, from Georgia; Mike Klapak, from the Ohio section; Dick Linder, leader in the Keystone State; Bill Gross, Delaware champion; Billy Snowden of South Carolina and Gordon Oldford, North Jersey's top man, all will be facing the keenest field in the toughest grind ever featured in sportsman stock car racing.

The national point championship and the 100-mile National Championship will both be at stake in Sunday's race. Points earned in the title race at Langhorne will be applied to the point scoring. In this department Mike Klapak is in the lead with Dick Linder and Mike Little close behind. Their finish in the title race probably will decide the point championship.

Trenton will be well represented in the 100-miler by Wally Campbell and Tommy Coates.

Langhorne 100 Miler On Sunday

10/12/1951

LANGHORNE, Pa. — Close to 100 sportsman stock car manipulators from all sections of the country will go to the post Sunday afternoon in the 100-mile National Championship race on the one mile speedway at Langhorne. The green flag will drop on the century grind at 2:45 p. m.

In all probability two titles will be decided. In addition to the 100-mile championship, the season point scoring will also be determined. In season scoring Mike Klapak, of Warren, Ohio, leads the field with Dick Linder, Pittsburgh and Mike Little, of Johnstown, running a close two-three. All three will be facing the greatest field ever assembled on a mile raceway.

Jimmy Houpt, newly crowned champion at North Platte, Nebraska, and Cal Fisher, the point leader from that district, will be east with four other entries from that area. Jim Welsh and Hal Reed, from Portland, Oregon and Longview, Washington, respectively, will endeavor to carry the laurels to the Pacific Northwest.

Representing the southern section will be South Carolina's title holder, Bill Snowden; the Georgia champion, Slick Smith, and Billy Myers and Bobby Myers, North Carolina and Virginia leaders in the popular sport in their respective States. The Myers boys are no relation to each other.

Coates, Campbell Ready

Numbered among the leaders from east are Don White, the New York State champion from Lockport; Dick Linder, leader from the Keystone State; Bill Gross, the Delaware pace setter; Gordon Oldford, from the Garden State and Philadelphia territory; Tommy Coates and Wally Campbell, of Trenton; George Lucier, of Shrewsbury, Mass., titleholder in that section along with Dick Eagan, of Springdale, Conn.

The speedsters will be battling for \$4250 prize money and the beautiful 100-mile National Championship trophy.

Langhorne Holds Time Trials Today

10/13/1951

Time trials, for the 100-mile National Championship for sportsman stock cars, will be staged at Langhorne Speedway today. Special cash prizes will be awarded to the fastest times in addition to the front positions in the grind which will see the Nation's top 100 drivers vie tomorrow for championship honors.

Wally Campbell and Tommy Coates, Trenton, New Jersey, rate as the local favorites. Campbell won the 50-mile championship during mid-season while Coates won the season scoring championship at the Langhorne Speedway.

Mike Klapak, Dick Linder and Mike Little, currently running one-two-three in the battle for National point scoring honors under NASCAR, rate as the three outstanding threats. The outcome of the century grind will determine not only the National Championship but also the season point scoring title.

Fifteen State champions will be on hand to take time trials today.

Wally Campbell Paces Qualifiers

10/13/1951

LANGHORNE, Pa. — Wally Campbell of Trenton set the hottest pace at the Langhorne Speedway time trials yesterday for today's 100-mile national championship stock car race.

Campbell, with a 42.47 log, was just ahead of Bill Tanner, also of Trenton, who had 43.05, Fred Luchari, Pawtuckett, R. I., was third with 43.41.

Warren D. Runner and Jim Houpt, North Platte, Neb., finished within a minute of each other to qualify. Runner was clocked in 50.80 and Houpt 51.96.

Nebraskans Eddie Wagner, Holdridge; Cal Fisher, Lexington, and Bob Courtney, North Platte, did not have to drive in the trials and will compete in the race today.

Campbell Leads '100' Qualifiers

10/14/1951

Wally Campbell, Trenton, led a field of 81 qualifiers for the 100-mile national sportsman stock car racing championship to be held today at Langhorne Speedway when he sped a mile in 42.47 seconds yesterday during time trial runs. The time was equivalent to more than 84 miles per hour.

Campbell, the district's top stock car driver and winner of the 50-mile championship race earlier this year, will get the pole position when the race starts at 2 P. M. The race is sponsored by the National Association for Stock Car Auto Racing and carries a purse of \$4250.

Those who did not qualify will start from the rear of the field. At least 100 cars will start.

In addition to the championship race trophy, the drivers will be seeking the season point championship which carries another heavy purse. Mike Klapak, Warren, O., the present leader will start from the rear. He is closely followed by Dick Linder, Pittsburgh; and Mike Little, Johnstown, Pa.

The qualifiers and their times were: Campbell, 42.47 seconds; Tanner, 43.05; Lindsay, 43.36; Fred Luchasi, Pawtucket, R. I., 43.41; Ken Marriott, Baltimore, Md., 43.42; Dick Egan, Springfield, Mass., 43.45; Frank Schneider, Lambertville, N. J., 43.58; Linder, 43.78; Holly Bunn, Springfield, Mass., 44.03; Bob Myers, Winston-Salem, N. C., 44.72; Al Tibbetts, Trenton, N. J., 44.31; Bob Hallies, Rochester, N. Y., 44.53; Preston Niblets, Gunburg, Del., 44.52; E. H. Weddle, Winston-Salem, N. C., 44.67; Tom Dupont, Millbury, Mass., 45.04; Charley Birdsall, Point Pleasant, N. J., 45.07; Don Bailey, Dubois, Pa., 45.19; Bud Mattson, Cleveland, O., 45.28; Al Valto, Ellsworth, O., 45.37; Ronnie Kohler, Paterson, N. J., 45.57; Bill Smith, Hillsdale, N. J., 45.60.

Steve Danish, Joy, N. Y., 45.62; Frank Sears, Shelton, Conn., 45.65; Leo Veracorn, Atlanta, Md., 45.67; Johnny Roberts, Baltimore, Md., 45.72; Tony Slama, Cleveland, O., 45.75; Jim Delaney, Lynnebrook, N. J., 46.05; Jim Brown, New Orleans, La., 46.10; Rocky DiNatale, Trenton, N. J., 46.17; Bud Beardsley, New York City, 46.21; Bill Wilson, Philadelphia, 46.25; Al Pomponio, Lakewood, N. J., 46.29; Bill Scanlon, Trenton, N. J., 46.47; Leon Sales, 46.51; Newt Reinert, Pottstown, Pa., 46.59; Nick Nicolette, Belleville, N. J., 46.63; Red Tomlinson, Bristol, Pa., 46.69; Chic DiNatale, Trenton, N. J., 46.73; Gil Orr, Niles, O., 46.80; Ray Baxter, Irvington, N. J., 46.82; George Kempke, Kearny, N. J., 46.86.

Don White, Lockport, N. Y., 46.88; Charlie Mundy, Lawrence Harbor, N. J., 47.09; John Stephen, Newark, N. J., 47.09; Vince Cannizzaro, Trenton, N. J., 47.13; Ed Rooney, Somersville, N. J., 47.18; Ed Musclove, Rochester, N. Y., 47.18; Jack Muirain, Elizabeth, Pa., 47.20; Bob Levandowsky, Bristol, Pa., 47.27; Bob Barber, E. Providence, R. I., 47.38; Bob Racker, Jr., Rochester, N. Y., 47.38; Bill Brown, Paterson, N. J., 47.41; Pee Wee Jones, Winston-Salem, N. C., 47.41; Ernie Yorton, Fairport, N. Y., 47.42; Jim Hart, Newark, N. J., 47.63; Tommy Coates, Trenton, N. J., 47.80; Don Black, Mt. Tabor, N. J., 47.89; Frank Holtzbauser, Lakewood, N. J., 47.98; Gus Linder, Pittsburgh, Pa., 48.04; Bill Hammersley, Staten Island, N. Y., 48.07; Jim Metaler, Pottersville, N. J., 48.21.

Frank Coman, Totowa Borough, N. J., 48.54; Dave Terrell, Newton, Pa., 48.54; Dick Barnitt, Secaucus, N. J., 48.57; Joe Marks, Bridgeton, N. J., 48.81; Nick Saano, Orange, N. J., 48.90; Hal Schaeffer, Morrisville, Pa., 49.12; Dutch Hoag, Naples, N. Y., 49.17; Fran Jischke, Rochester, N. Y., 49.54; Joe Braam, Bristol, Pa., 49.76; Jack Bellinato, Paterson, N. J., 49.93; Harry Sauchelli, Florham Park, N. J., 50.53; Al Clement, 50.57; Doc Runner, North Platte, Neb., 50.80; Mike Rubino, Hoboken, N. J., 51.23; Len Brown, Lambertville, N. J., 51.80; Jim Haupt, N. Platte, Neb., 51.96; Conrad Platt, Merchantville, N. J., 52.71; Frank Faith, Cleveland, O., 53.11; Bob Rolland, Reading, Pa., 55.52; Tony Genovay, Philadelphia, 55.81; Richie Wall, Toms River, N. J., 58.82.

Wally Campbell Paces Qualifiers

10/14/1951

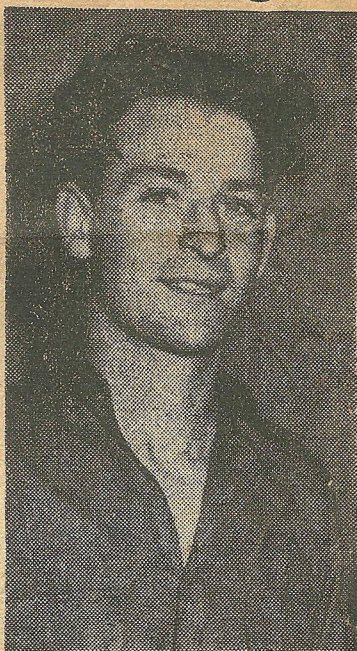
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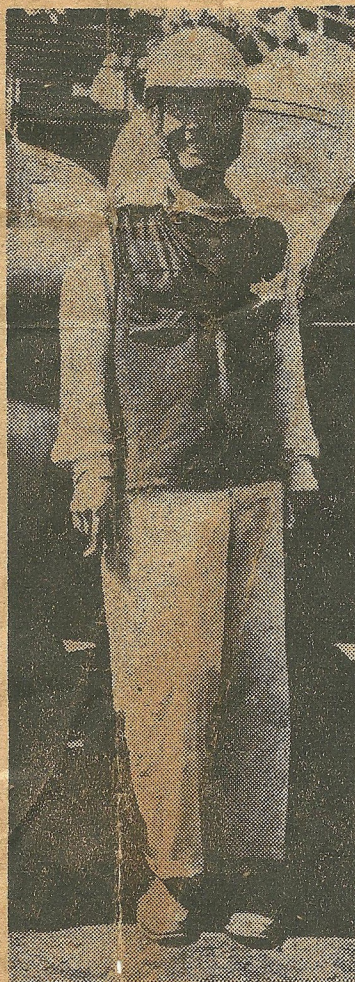
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Nebraskans Eddie Wagner, Holdridge; Cal Fisher, Lexington, and Bob Courtney, North Platte, did not have to drive in the trials and will compete in the race today.

In Langhorne 100 Miler



Wally Campbell



Tommy Coates

Stock Cars In 100 Mile Event Today

10/14/1951

LANGHORNE, Pa. — The climax event of Langhorne's stock car racing season is scheduled this afternoon on the mile track at Langhorne Speedway. The 100-mile National championship for sportsman stock cars is the event. It bids fair to attract the classiest field of the season. The starting time for the century classic is 2:45 o'clock.

Time trials started yesterday and will continue this morning. All of the trials and the big race itself will be supervised by officials of the National Association of Stock Car Auto Racing drivers. The 10-miler is sanctioned by NASCAR.

Two Trenton aces of the stock car circuits—Wally Campbell and Tommy Coates—are entered in today's classic. Coates won season's point scoring laurels on Langhorne's quarter-of-a-mile track. He is equally at home on the big mile oval. Campbell competed in mostly modified stock car races this season. He also had an occasional whirl at mile track events, including the stock car portion of Langhorne's Auto Racing Fair. Wally won this 50-mile event before one of the largest turnouts of the season. Another big outpouring of racing fans is anticipated today.

Klapak Risks Point Lead

Speedsters from all over the nation will converge upon Langhorne for today's race. Mike Klapak of Warren, Ohio, will risk his point scoring lead as he tries to add the National title to his season's honors. Among his opponents will be Dick Linder, Pittsburgh, and Mike Little of Johnstown, Pa. They are a close second and third in the National point standing. A victory for either Linder or Little today probably would mean the point title as well as the National championship trophy.

At stake in today's race will be \$4,250 in prizes money.

Included among the many other entries are: Jimmy Houpt, North Platte, Neb.; Jimmy Welsh, Portland, Ore.; Hal Reed, Longview, Wash.; Bill Snowden, Columbia, S. C.; Slick Smith, Atlanta, Ga.; Billy Myers, Charlotte, N. C.; Bobby Myers, Richmond, Va.; Don White, Lockport, N. Y.; Bill Gross, Wilmington, Del.; Gordon Oldford, Westfield, N. J.; George Lucier, Shrewsbury, Mass.; Dick Eagan, Springdale, Conn.; Johnny McGinley, Chicaro, Pa.; Gib Orr, Niles, O.; Ed Judge, Union City, N. J.; Claude Bitting, Reading, Pa., and Billy Tibbert of Providence, R. I.

Ten Auto Racing Drivers Injured In Three Accidents at Langhorn

Black, Holtzhauer Are Seriously Hurt Mishaps Force Halt in 100-Mile Test— Ten Cars Involved in One Pile-Up

10/15/1951

LANGHORNE, Pa., Oct. 14 (AP) — Two New Jersey drivers were seriously injured and eight other drivers hurt today in three separate accidents—the last a ten-car pileup which halted the 100-mile National Sportsman stock car race after eighty-three laps at Langhorne Speedway.

Dick Eagan of Springfield, Mass., relief driver for Holly Bunn, also of Springfield, was declared winner after the last accident jammed the track with a mass of flaming wreckage.

Taken to Mercer Hospital, Trenton, N. J., were Don Black, Mount Tabor, N. J., with a compound leg fracture and lacerations, and Frank Holtzhauer, Lakewood, N. J., who suffered severe body burns.

Black was involved in the final crash in which his car flipped over

rounding a turn and collided with the car driven by Wally Campbell of Trenton, N. J. Campbell's car skidded in an about-face and went up in flames. Other drivers were unable to avoid Campbell's car as smoke cut their vision.

Holtzhauer was burned in an accident on the forty-eighth lap when his car smashed into a wall and went up in flames.

On the eighteenth lap of the 100-mile track, John Stephen, New Jersey, collided with a car driven by Preston Niblett of Delaware. Both racers were treated for cuts on the trackside.

Other drivers injured in the ten-car accident were Leroy Dese, Palmyra, N. J.; Don Budd, Flemington, N. J.; Marvin Wilson, Fairview, N. J.; Dick Linder, Pittsburgh; Jim Brown, Point Pleasant, N. J.; and Campbell.

1951

Eagan Wins Langhorne Title Race

Marriott Second In Stock Event

10/15/1951

Dick Eagan, Springfield, Mass., driving in relief of Holly Bunn, also of Springfield, won the curtailed 100-mile National sportsman stock car championship before 10,000 yesterday at Langhorne Speedway. The race was called off after 83 miles when the third accident of the day occurred.

Two hours after the race was halted, officials of the National Association for Stock Car Auto Racing, which sanctioned the event, announced that Ken Marriott, Baltimore, finished second. Marriott was followed by Don Bailey, Dubois, Pa.; Pee Wee Jones, Winston-Salem, N. C., and Bob Myers, also of Winston-Salem.

TWO DRIVERS HURT

Two drivers, Frank Holtzhauer, Lakewood, N. J., and Don Black, Mt. Tabor, N. J., were severely injured as accidents marred the program. Both Holtzhauer and Black were taken to Mercer Hospital in Trenton, N. J. Six other drivers and a mechanic were slightly injured.

Bunn held the lead most of the race until he was relieved by Eagan on the 63d mile when the event had to be halted because of an accident. At the time of the mishap Bunn

was more than two miles ahead of second-place Wally Campbell, of Trenton.

TANNER TAKES LEAD

Bill Tanner, Newtown, Pa., jumped into the lead at the start and held it until the third lap when he was succeeded by Campbell. Campbell, who started in the pole position, held it until the fifth when Bunn took over. Bunn held a terrific pace as he and Campbell flashed across the starting line only a few feet apart for the better part of 50 miles.

Campbell was then forced into the pits. When he resumed he was three miles behind Bunn, who was turning the mile oval in better than 80 miles per hour. Campbell was forced into the pits again a short while later and lost an additional lap. Frank Schneider, Lambertville, N. J., then took over second position and held it until the race was halted on the 63d mile.

CAR CATCHES FIRE

At that point Holtzhauer was injured and burned when his car caught fire. When the race was resumed Eagan took over the lead car. As he passed to the 70th mile, he was 2½ miles up on Schneider who was running a mile ahead of Campbell. Schneider dropped out because of a broken axle on his 80th mile. Campbell started to gain on Eagan and was driving better than 84 miles per hour when the race had to be halted because of another accident.

In this mishap Black flipped over and was crashed by Campbell's car. Campbell's car then caught fire as the whole field began to pile up and the rest of the race was called off.

First 10 finishers:

1. Dick Eagan, Springfield, Mass.; 2. Ken Marriott, Baltimore; 3. Don Bailey, Dubois, Pa.; 4. Pee Wee Jones, Winston-Salem, N. C.; 5. Bob Myers, Winston-Salem; 6. Ronnie Kohler, Paterson, N. J.; 7. Preston Niblett, Gunsburg, Del.; 8. Harry Sauchelli, Florham Park, N. J.; 9. Bob Rolland, Reading; 10. Al Pomponio, Lakewood, N. J. (No time due to accident and stopping of race).

TWO RACERS SERIOUS AFTER TWO CRACKUPS. AT LANGHORNE TRACK

Langhorne, Pa. (AP)—Two New Jersey drivers were injured seriously and eight other drivers hurt yesterday in three separate accidents—the last a 10-car pileup which halted the 100-mile National Sportsman Stock Car race after 63 laps at Langhorne Speedway.

Dick Eagan of Springfield, Mass., a relief driver for Holly Bunn, also of Springfield, was declared winner after the last accident jammed the track with a mass of flaming wreckage.

Taken to Mercer Hospital, Trenton, N. J., were Don Black, Mt. Tabor, N. J., with a compound leg fracture and lacerations, and Frank Holtzhauer, Lakewood, N. J., who suffered second and third degree burns of the body.

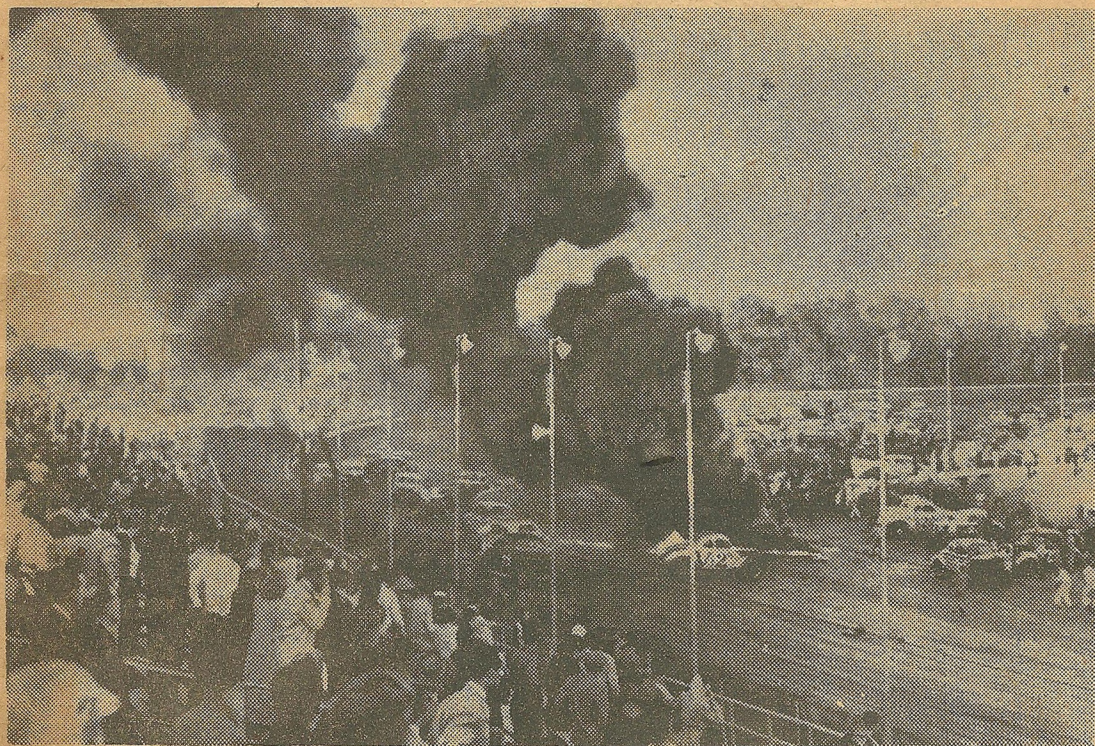
Black was involved in the final crash in which his car flipped over rounding a turn and collided with the car driven by Wally Campbell, Trenton, N. J. Campbell's car skidded in an about-face and went up in flames. Other drivers were unable to avoid Campbell and Black as smoke cut their vision.

Holtzhauer was burned in an accident on the 48th lap when his car smashed into a pit wall and went up in flames.

On the 18th lap of the one-mile track, John Stephen, Newark, N. J., collided with a car driven by Preston Niblett of Delaware. Both racers were treated for cuts.

Other drivers injured in the 10-car accident were LeRoy Deseya, Palmyra, N. J.; Don Budd, Flagtown, N. J.; Marvin Wilson, Farmingdale, N. J.; Dick Linder, Pittsburgh; Jim Brown, Point Pleasant, N. J., and Campbell. 10/15/1951

Langhorne Race Crowd's View of 10-Car Pileup



A horror-stricken crowd watches smoke billow from blazing gasoline after a collision during yesterday's 100-mile championship stock car race at Lang-

horne Speedway. One of the drivers in this accident, Don Black, was seriously injured and is in critical condition in the hospital. His mother was

watching the races from the stands, and witnessed the collision, which came while the cars were doing more than 80 miles an hour.

10 Hurt, 2 Seriously In Race Track Crash

10/15/1951

Two drivers are still in serious condition today in Mercer Hospital as the result of injuries and burns suffered yesterday during the scheduled 100-mile stock car championships at Langhorne.

The championship event came to a sudden and spectacular finish during the 83d mile when 10 cars careening around the oval at speeds above 80 miles an hour piled up in a litter of flaming wreckage. About 10,000 persons witnessed the final accident that accounted for injuries to nine drivers. Dick Egan of Springfield, Mass., who was out in front on the 83d lap, was declared the winner.

Most seriously injured of all the accident victims is Don Black of

Mount Tabor, N. J. He has fractures of the right leg and ankle, severe cuts of the face and body and head injuries. His condition is still very serious, attaches at Mercer Hospital reported today.

Also in serious condition is Frank Holtzhauer of Lakewood, who suffered second and third degree burns of his body when his car hit a repair pit wall and burst into flames on the 48th lap. Holtzhauer crawled from the flaming car, his clothing blazing. Emergency crews rolled him on the ground to smother the flames. Then he was hurried to Mercer Hospital.

Black's car tangled with that of Wally Campbell, Trenton driver, on a turn to set the stage for the sensational 10-car pileup.

When Campbell's car crashed into that driven by Black, the Trenton entry went up in flames. Heavy black smoke rising from the burning wreckage blocked the vision of other drivers and almost in an instant the track was covered with battered and burning automobiles.

Campbell escaped serious injury. He was treated for cuts of the arms and side at the scene.

Mrs. Ruth Black, mother of the most critically injured victim, witnessed the 10-car pileup. She collapsed and had to be treated for shock.

Others who were injured included Leroy DeSeyn, Palmyra, possible fractured right knee; David Budd, Flagtown, N. J., first degree burns of face; Mervyn Wilson, Farmingdale, cuts of the head; Richard Linder, Pittsburgh, knee injuries; James Lanning, Asbury Park, first degree burns of the right arm; John Stephen, Newark, cuts of the face, and James Brown, West Point Pleasant, possible fracture of left shoulder.

Budd Noer, a Langhorne fireman, was burned on the chest while attempting to put out the flames after Holtzhauer's car caught fire.

Relief Driver Captures Langhorne Stock Car Race; 10-Car Pileup Halts Event

10/15/1951

LANGHORNE, Pa. — Relief driver Dick Eagan, Springfield, Mass., was ruled the winner today of the 100-mile National sportsman stock car race which was halted in the 83d lap when a fiery 10-car pile-up blocked the track and injured half a dozen drivers.

The mass pile-up at Langhorne Speedway yesterday was the third accident of the race, witnessed by about 10,000 spectators.

The mother of one of the drivers, who saw her son's car pounded into a mass of twisted metal, fainted and was treated at trackside for severe shock.

Campbell Uninjured

Her son, Don Black, Mount Tabor, N. J., was the only driver injured seriously in the big crack-up. Black touched off the accident when his car careened into a fence and bounced back to the track. A car driven by Wally Campbell of Trenton then smashed into Black's vehicle. Flames leaped from Campbell's car, but the driver crawled out unhurt.

Eight to 10 other cars, their driver's vision obscured by a bright sun, piled into the wreckage of the two autos.

Black was taken to Mercer Hospital at Trenton, where it was reported he suffered compound fractures of the right leg and ankle, and possible fractures of the facial bones and skull injuries.

Race officials conferred for hours after the race was halted before ruling Eagan, driving relief for Holly Bunn, Springfield, the winner. Ken Marriott, Baltimore, Md., was second and Don Bailey, Dubois, Pa., third. Bunn was in the lead when he turned his car over to Eagan.

The other driver injured earlier was Frank Holtzhauer, Lakewood, N. J., who was burned seriously when his car caught fire as he

turned into the pits at the 48th mile. Holtzhauer was taken to Mercer Hospital with extensive burns.

A minor accident occurred when two cars flipped into each other after the 28th lap, causing slight injuries to John Stephen, Newark N. J., and Preston Niblett, Gunburg, Del.

10/16/1951

10-CAR PILE-UP HALTS RACE ON 83rd MILE

EAGAN VICTOR AT LANGHORNE

LANGHORNE, Pa., Oct. 16th. —Dick Eagan, Springfield, Mass., driving in relief of Holly Bunn, also of Springfield, won the curtailed 100-mile National sportsman stock car championship before 10,000 Sunday at Langhorne Speedway. The race was called off after 83 miles when the third accident of the day occurred.

Two hours after the race was halted, officials of the National Association for Stock Car Auto Racing, which sanctioned the event, announced that Ken Marriott, Baltimore, finished second. Marriott was followed by Don Bailey, DuBois, Pa.; Pee Wee Jones, Winston-Salem, N. C., and Bob Myers, also of Winston-Salem.

Two drivers, Frank Holtzhauer, Lakewood, N. J., and Don Black, Mt. Tabor, N. J., were injured as accidents marred the program. Both Holtzhauer and Black were taken to Mercer Hospital in Trenton, N. J. Six other drivers and a mechanic were slightly injured.

Bunn held the lead most of the race until he was relieved by Eagan on the 63rd mile when the

event had to be halted because of an accident. At the time of the mishap Bunn was more than two miles ahead of second-place Wally Campbell, of Trenton.

TANNER TAKES LEAD

Bill Tanner, Newtown, Pa., jumped into the lead at the start and held it until third lap when he was succeeded by Campbell. Campbell, who started in the pole position, held it until the fifth when Bunn took over. Bunn held a terrific pace as he and Campbell flashed across the starting line only a few feet apart for the better part of 50 miles.

Campbell was then forced into the pits. When he resumed he was three miles behind Bunn, who was turning the mile oval in better



DICK EAGAN

than 80 miles per hour. Campbell was forced into the pits again a short while later and lost an additional lap. Frank Schneider, Lambertville, N. J., then took over second position and held it until the race was halted on the 63rd mile.

At that point Holtzhauer was injured and burned when his car caught fire.

Holtzhauer was rounding the fourth turn of the 63d mile, shortly before 4 P. M., when his car caught fire. As he swerved off the track, his car crashed into the concrete wall of the mechanics pit.

His shirt afire, Holtzhauer crawled from the wreck. Pit crews rolled him on the ground to smother the flames and hurried him to the track ambulance.

The flames from his car spread along the alleyway to the car of Jack Bellinato, of Paterson, N. J., which also caught fire, burning

Mervin Wilson, of Farmingdale, N. J., a mechanic, on the face and right hand.

Firemen, who had been standing by, joined pit crews in quelling the blaze. The race resumed with cars in single file.

Dick Eagan took over the lead car. As he passed to the 70th mile, he was 2½ miles up on Schneider who was running a mile ahead of Campbell. Schneider dropped out because of a broken axle on his 80th mile. Campbell started to gain on Eagan and was driving better than 84 miles per hour when the race had to be halted because of another accident.

CAR FLIPS INTO SKID

On the fourth turn of the 83d mile, Black was forced to the outside of the track and "flipped" into a skid, crashing with the car of Wally Campbell, who had taken the lead at the beginning of the race, only to lose it when he twice

(Continued on Back Page)

Langhorne Classic to Eagan

(Continued From Front Page)

was forced in the pits by overheating.

Black's car was demolished in the collision, which occurred almost at the exact point from which his mother was viewing the race. Campbell's machine spun around and burst into flames but he was able to leap from the wreck.

Clouds of black smoke from Campbell's burning fuel tank obscured the track as other cars piled into the smashed cars. Within

seconds eight other cars had piled up, scattering wheels, tires and fenders over the speedway as fire crews swarmed to the track to blanket the flames with chemicals.

Black reached the hospital about 6:45 P. M., as physicians were still dressing Holtzhauer's burns.

Campbell, abrasions of the back right arm and side; Leroy DeSey, of Palmyra, N. Y., knee injury; Don Budd, of Flagtown, N. J., first degree burns of the face; Dick Linder, of Pittsburgh, injured

knee; Jim Brown, of Point Pleasant, N. J., injured left shoulder and collarbone.

After the third accident, officials of the National Association for Stock Car Auto Racing halted the race, which had concluded the 25th anniversary of racing at the Bucks county track. The drivers had been competing for \$4250 in cash prizes.

First 10 finishers:
Dick Eagan, Ken Marriott, Don Bailey, Pee Wee Jones, Bob Meyers, Ronnie Kohler, Preston Niblett, Harry Sauchelli, Bob Rolland, Al Pomponio. (No time due to accident and stopping of race)

Schneider Nips Malach In West Lanham Finale

10/16/1951

LANHAM, Md., Oct. 16th.—Frankie Schneider, Lambertville, N. J., won the 50-lap Dixie Handicap Feature Race on the final 1951 stock car program at the West Lanham Speedway Friday night. The Jersey speedster thus securely established himself as high point scorer for 1951 at this track. In all he won eight of the 25 feature races.

This last race was a duel between Schneider and Sammy Malach, Long Branch, N. J. Both started at the rear of the 18 car field. Schneider worked up to fifth by the third lap and took the lead from Leo Vierkorn of Lanham on the sixth lap. At this point Malach zoomed into second spot. This was the beginning of a real dog-fight as Malach tried to get Schneider on first the inside and then the outside.

This continued in and out of traffic until the 26th lap when the race was stopped after Ed Lindsey, Cockeysville, Md., blew a tire and hit the fence in the main straight away, turned over on the left side, and spun all over the track. He was unhurt.

After the restart Malach's fight to get the lead continued. On the

35th lap he hung on the outside of Schneider and took over on the backstretch. Schneider wasn't content with this and took over again on the 40th lap. He held it to the checker and beat Malach by two car-lengths. Vierkorn ended up third Cotton Kind, also of Lanham and having his best year driving here, was fourth. Eleven cars finished this race.

1st heat — (10 laps) — Lindsey, Malach, Pobletts. Time: 2:30.12.

2nd heat — (10 laps) — D. Williams, Whay, Olford. Time: 2:30.46.

3rd heat — (10 laps) — Schneider, Vierkorn, C. Johnson. Time: 2:30.10.

Dixie Handicap Feature — (50 laps)

— Schneider, Malach, Vierkorn. Time:

None.

Subscribe To
ILLUSTRATED

Stock Cars and Bowling



Tony Genovay At Wheel of Racing Car



Bowler Genovay In Action At Curtis Academy

Tony Genovay of Morrisville, pictured above, is kept busy by participating in two sports. Three or four nights a week he can be found on various bowling lanes in Trenton. The

rest of the week he's behind the wheel of one of his stock cars. In the upper photo Tony is shown behind the wheel of his 1950 Hudson super. Other photo shows him getting off a strike delivery at Curtis Academy.

Stock Car Driver Proves Adept With Tenpins, Too

10/16/1951

It's not unusual to see Tony Genovay bowling in the No. 3 spot on Sunday nights with Bond Motors in the Mercer County Major Bowling League. But the 29-year-old Morrisville keger certainly was lucky to be with the Bonds last Sunday night as they swept three games from Ed Thorne's Princetonians.

About three-and-a-half hours before the Major League's 8 p. m. starting time, Tony was around Langhorne Speedway. Sitting behind the wheel of his No. 94 Ford, Tony was one of nearly a hundred drivers entered in the 100-mile National sportsman stock car race.

When he was forced out of the race at the halfway mark due to engine trouble, Tony was a sad person. But today he is thankful that he was forced to the sidelines. For on the 83d lap a fiery ten-car pileup blocked the track and injured nine drivers, two seriously. One of them, Don Black of Mount Tabor, N. J., was taken to Mercer Hospital with fractures of the right leg and ankle, severe cuts of the face and body and head injuries.

Black's car tangled with that of Wally Campbell of Trenton on a turn to set the stage for the sensational ten-car pileup that brought a halt to the race after 83 miles. Relief driver Dick Eagan of Springfield, Mass., was ruled the winner of the race. He drove relief for Holly Bunn, also of Springfield.

Helps Team Take Top

Genovay, upset after viewing the Langhorne accident, started off Sunday night with a 140. But he quickly found the pocket and followed up with games of 192 and 202 to aid his team in taking over the Mercer County Major League lead.

At Colonial Tonight

Tonight, Tony will be bowling with the Rech's Grill team of Morrisville in the Colonial Classic League. He also rolls with Bond Motors in the Chambers-Bond League on Thursday nights at White Horse Academy.

That's how Tony keeps himself busy during the week. He bowls three or four nights and drives stock cars the rest of the week. He's been bowling for the past three years and has been in the racing game off and on for the past four years.

Sports 188 Average

This is Tony's first year in the Mercer County Major League and he's one of the key cogs in the early-season success of the Bond Motors team. Through 18 games he's averaging 188 for Captain Danny Regan's first-place array. In the Colonial Classic League, in which Rech's are tied for ninth place, Tony is sporting an average above the 180 mark. He's

hit the 200 mark five times in the Majors and boasts a season high of 231.

Last year the name Tony Genovay appeared frequently atop the prize lists in several sweepstakes staged in Trenton and Central Jersey. Uncorking a scratch score of 874 for 4 games (an average of 218-5), Tony annexed first place prize money in a lucrative sweeps at Asbury Park.

At the Princeton Recreation Center last Winter he teamed up with Vince Lucci to capture the doubles title in the annual sweepstakes staged by Benny DeVido. He averaged 183 for six games and took down top scratch prize with a 711 series for three games.

Tony's experience at Langhorne Sunday was not his first taste of National championship competition. He raced in the 150-mile Grand Circuit championship held at Langhorne on September 16. This grind was for late model stock cars. And Tony was behind the wheel of his 1950 Hudson Super. However, his favorite No. 78 failed to hold up.

Mechanical Trouble

He was in fifth position after 60 laps but was forced into the pits when he lost his right front wheel. After losing nearly 12 minutes because of repairs, Tony went back on the track. This time he was forced out on the 118th lap when his dryshaft broke. He was in eighth place at the time.

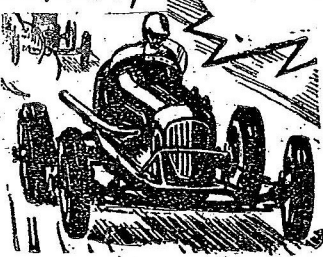
He recently placed 13th in a 175-lap race at Newark's Ruppert Stadium. On another occasion in a 200-lap, 100-mile event at Morristown, Tony failed to finish due a rear axle snapping.

Of course his No. 1 fan on either the speedway or the bowling lanes is his wife, the former Alice Monteverde of Trenton. The Genovays, who have a ten-month-old daughter, Patricia Alice, reside at 1 East Philadelphia Avenue in Morrisville.

Free Wheeling

by Russ Catlin

10/23/1951



There was a re-enactment of Syracuse, last Sunday, at Langhorne when the Sportsman Division of the National Association for Stock Car Auto Racing (NASCAR) held its first annual "100 mile championship."

And, that's criticism number one. Something should be done to shorten all those names. Once a writer gets it all down, not much space remains to say all the nice things that can be

ly, will not draw.

This was the first "Sportsman" type race I've had the opportunity to see this year. I came away with mixed emotions. In spite of, and could be because of the crowded condition of the track, I saw some race driving that could be classed as the equal of any provided by any type of racing.

Driving Skill On Display

For my money Wally Campbell, Holly Bunn (the dark horse surprise co-winner), Dick Eagan (the other co-winner), Frankie



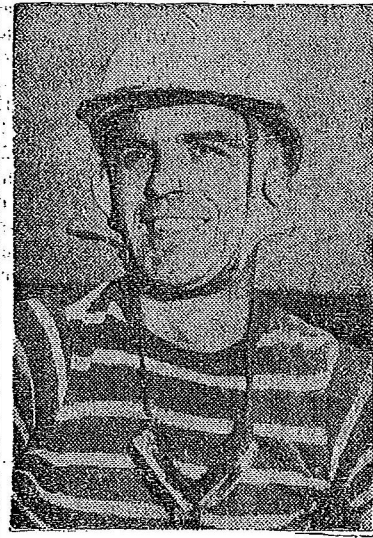
WALLY CAMPBELL

chronicled about NASCAR.

That race should have drawn an overflow house. That it didn't, can be charged only to some factor other than interest. There were at least four AP wire requests, and open wires clear to the Pacific Northwest. Actually, that was just four times the amount of requested service for the big car 100 miler at the Horne, this spring.

But, with the \$4,000 event drawing entries from 14 states, and 106 cars actually starting, the cars and stars that packed stands nightly across the nation provided what is possibly racing's greatest audience.

There should have been more on hand to have seen the happenings. I do believe this race proved, again, what racing men have maintained for long. That is after taken



DICK EAGAN

Schneider and Delaware's dark horse, unknown Preston Niblett, showed me: driving skill I would say marks them as capable chauffeurs in any company.

There might have been more, But from the assortment of entries that kicked up the dirt on the Bucks County mile, those caught my eye. With them the slam-bang type of racing was

weaving through traffic as does a big car driver. I could get pretty rabid over their ability.

Of course the big smash on the 83rd lap ruined everything. It was bound to come, with the track choked with cars and all reaching that state of fatigue that always spells trouble. It was a horrible thing to watch—cars on fire and more smashing into the wreckage. The AP credited 10 as being involved but I'll wait for the movies(and TV) before I'd venture a guess. So many hid their eyes I doubt if anyone got a true count.

That ended what had otherwise been an interesting event. As always happens in this type of racing, injuries were at a minimum. I still can't believe it.

Sound Plan

The plan behind this race is a sound one. Sectional champions are brought together for one big race—and Langhorne is the ideal place to do it. I don't believe too much credit can be given promoters Gerber and Fried for the job they have done at Langhorne this year.

But, this idea is the brainchild of NASCAR's Secretary, Bill Tut-hill. It was sort of an "old man's" convention that was held in the press box during the race as this event was the very thing Tut-hill and yours truly tried to sell midgets in the lush years preceeding the war. We failed, as midgets wouldn't listen, and now the stocks are following in the same footsteps—and they listen.

Organization-wise there were plenty of mistakes. NASCAR is a relatively young organization — when you recount history — but none has had such a phenomenal rise. They do admit their growth has been so rapid they now face serious organizational problems, with the prime need for experienced and good officials. The present staff is spread too thin.

In this race 106 starting cars were to many. On a short track this might be an advantage and add to the entertainment, but on the mile it didn't work.

In the first pace the cars proved they would go too fast. If the entire field had been the calibre of the aforementioned few, the danger would have been minimized, but unfortunately the bulk of the field was experiencing real speed, for the first time, and they got into trouble!

Actually, when the starting flag was dropped the front cars had already lapped the field.

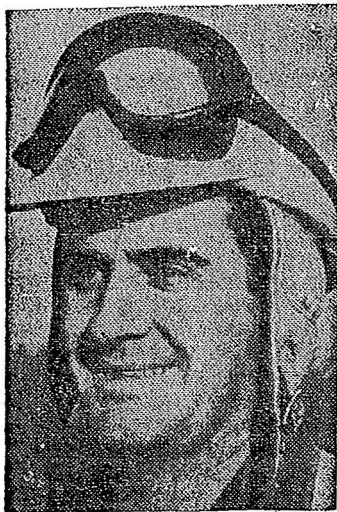
Wally Campbell's NASCAR Point Title Threatened By Buck Baker in Charlotte

CHARLOTTE, N. C., Oct 23—

The national championship of the modified division of the National Association for Stock Car Auto

cuits, battling for a final place among the top 20 in the final point standings, are also due. These include Dick Egan, Springdale, Conn.; Lou Johnson, Wilmington, Del. and Frank Schneider, Lambertville, N. J.

The program calls for three 10-lap heats, a 10-lap consolation and 50-lap feature. Time trials start at 1 o'clock with the first race scheduled for 2:30 p. m.



BUCK BAKER

Racing will be decided at Charlotte speedway next Sunday afternoon as Bill France presents his last racing program of the 1951 season over the fast three quarters of a mile track.

Wally Campbell, sensational Trenton, N. J. star who holds more speed records in the modified division than any other two drivers, presently holds the point parade, but is seriously threatened by Charlotte's own Buck Baker, now running second with a chance to overtake Campbell in the final race.

The modified championship campaign for the 1951 season ends Sunday and the Charlotte race will provide Campbell and Baker with their last chance for a duel that should highlight the program. Rated among other top Southern stars who are slated to compete in this final speed classic are Jimmy and Speedy Thompson, Monroe; Wade Fields, Sanford; Buddy Shuman, Charlotte; Bill Blair, High Point; Bill and Bob Myers, Winston-Salem; Joe Eubanks and Cotton Owens, Spartanburg, S. C.; Jack Smith, Atlanta, and Fireball Roberts, Daytona Beach, Fla.

Top stars of the Eastern cir-

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Top stars of the Eastern cir-



North Carolina's NASCAR—Sanctioned Modified Race.

The race that will decide the National Modified Championship between Buck Baker and Wally Campbell... also featuring such stars as Fireball Roberts, Cotton Owens, Buddy Shuman, Bill Widenhouse, Bob Flock, Dick Kagan and others. 10/26/1951

3 10-Lap Heats
10-Lap Consolation
50-Lap Feature

SUNDAY

OCTOBER 28

Time Trials ... 1:15 P.M.
Races Start ... 2:45 P.M.

ADMISSION

Infield	\$2.00
Grandstand	\$3.00

All Taxes Included
Children under 12 FREE
with Paid Escorts.

CHARLOTTE SPEEDWAY

101 Charlotte
Mason Blvd.

Wally Campbell's NASCAR Point Title Threatened By Buck Baker in Charlotte

CHARLOTTE, N. C., Oct. 23

The national championship of the modified division of the National Association for Stock Car Auto



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Wall Stadium 100-Lap Wind-Up Stock Car Classic Captured By Bill Chevalier

10/30/1951

BELMAR, N. J., Oct. 30th.—Bill Chevalier, the Flying Frenchman of Sayreville, copped the final 100-lap national championship for combined modified and sportsman stock car racers for the 1951 season at Wall Stadium on Saturday night.

Chevalier driving the entire 100 laps without a pit stop and in a fashion that had made him one of the season's outstanding drivers, roared home first after tire trouble had plagued favorites Malach and Pfister.

Driving the black "question-mark" Chevalier began nosing into the lead positions in the sixth lap as fourth contender and from then on he worked his way into second spot and stayed behind Tommy DuPont's No. 16 for seven more laps while Sam Malach stealthily

kept moving up with Bill Pfister in the No. 109 following close behind.

Going into the 28th lap DuPont, anxiously trying to hold his first spot, pushed the No. 16 a little too hard, spun out, and upset on the second turn, making way for Malach in first, Pfister in second and Chevalier third.

These positions were held until the 41st lap when misfortune again plagued Pfister's tires and as in the past the No. 109 had to drop

out of competition and make room for Chevalier in second spot and the ever popular Frank Schneider moved into third. This was the setting for the final half of the big race until the 95th lap when Malach began slowing before the startled fans as he realized his front left tire was beginning to peel its rubber. Chevalier, realizing this gunned the "question-mark" into first spot on the 98th lap and thrilled the capacity crowd as he drove past the checkered flag first with Malach second, and Schneider still holding third spot. The non-stopped 100 laper with a 25 car starting field was completed in 31:59.71.

Wally Campbell who has been winning most of the features at the Newark track blew a tire in the 51st lap and returned in the 90th lap too late to take home any honors.

Bill Chevalier was presented a large beautiful trophy by Walter Reade, Jr. as well as receiving top money for the season's final race.

Highlighting the night's events was the coronation of King and Crown Prince of Wall Stadium for 1951 by Martha Robertson of television fame.

Bill Pfister, Eatontown was crowned King because of 18 feature wins in the modified division, a record yet to be surpassed on

any track and Gordon Oldford, Westfield, was crowned Prince because of his record in the sportsman division of 15 feature wins.

This concluded the stock car racing schedule at Wall Stadium for the 1951 season.

A complete rundown of events follows:—

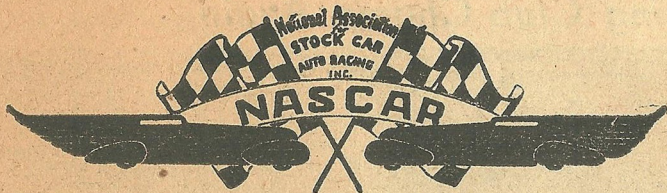
1st heat — (12 laps) — Bill Pfister, Bill Chevalier, Paul Birbiche.— Time: none.

2nd heat — (12 laps) — Sam Malach, Wally Campbell, Gordon Oldford. Time: 3:38.21.

3rd heat — (12 laps) — Tom DuPont, Frank Schneider, Bill McCarthy. Time: 3:32.01.

Consy — (15 laps) — Richie Hall, Charlie Birdsall, Jerry Bennett. Time — 4:38.15.

Feature — (100 laps) — Bill Chevalier, Sam Malach, Frank Schneider. Time: 31:59.71.



11/7/1951

By STEVE PAPPAS

Daytona Beach, Fla., Nov. 5—With the Modified Division season officially over, NASCAR is getting set to crown a 1951 champion of the Modifieds. He is Wally Campbell of Trenton, N. J., who captured the crown by accumulating the most points in his division.

Campbell finished fifth in the 1950 point race of the Modified Division. That puts Campbell alongside other NASCAR division champions — Mike Klapak, Warren, Ohio, the Sportsmens' Division champion, and Roscoe Hough, Paterson, N. J., the Short Track champion. Still to be crowned is the king of the Grand National Circuit and that race doesn't end until next month.

How the other drivers finished in the Modified Division will be announced later.

Schneider Wins Final Feature At Westport

11/11/1951

Frank Schneider, of Lambertsville, N.J., won the 100-lap feature as stock car racing came to a close last night at Westport Stadium. Wally Campbell, of Trenton, N.J., was second.

The cars following the first two finishers in the feature were so bunched that late last night it still had not been determined who had placed third, fourth or fifth.

Prior to the final race of the season, four ten-lap heats were run with the first five finishers in each eligible for the feature.

First Heat—10 Laps—Won by Frank Schneider, Lambertsville, N.J.; second, Pappy Hough, Paterson, N.J.; third, Bob Whay, Baltimore; fourth, C. C. Mills, Odenton, Md.; fifth, Ernie Mellens, Baltimore. (No time.)

Second Heat—10 Laps—Won by Frank Comen, Totowa, N.J.; second, Vernon Kirk, Cockeysville, Md.; third, Bill Colgan, Baltimore; fourth, Wally Campbell, Trenton, N.J.; fifth, Bob Norris, Cockeysville, Md. Time: 3.20.

Third Heat—10 Laps—Won by Russ Hastings, Chestertown, Md.; second, Gus Wilson, Baltimore; third, Russ Heath, Washington; fourth, Walt Martin, Baltimore; fifth, Bill Kolb, Philadelphia. Time: 3.18.7.

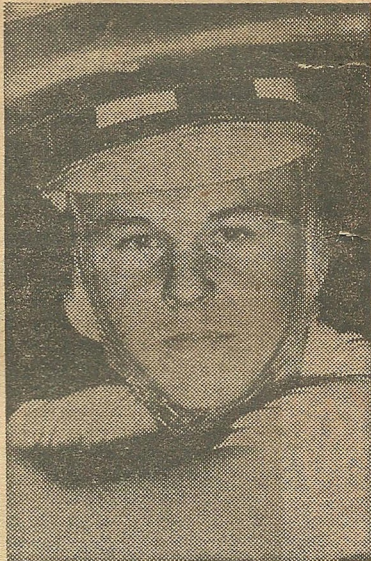
Fourth Heat—10 Laps—Won by Red Fowler, Washington; second, Frank Trice, Baltimore; third, John Cramblett, Baltimore; fourth, Leo Vierkorn, Lanham, Md.; fifth, Duke Martindale, Baltimore. (No time.)

Westport Final Stock Car Go To Schneider

11/14/1951

BY JOHN E. SCHUELER

Baltimore, Md., Nov. 10 — Frank Schneider, Lambertville, N. J. stock car wizard, swept to victory by more than half a lap after starting in 20th place in the 100-lap sportsmen's class championship here tonight, as the



FRANK SCHNEIDER

Westport Stadium 1951 season came to a close. A crowd of nearly 4,000 turned out despite near-freezing temperature.

From the 2nd lap, when he took
(Please Turn to Page Seven)

over from Walt Martin, Schneider was in command of the situation. By the 30th he had opened a 10-length gap over Martin, who gave way in turn to Leo Vierkorn. Wally Campbell, after wresting 2nd-spot from Leo on the 60th lap, found he had a wildcat by the tail as Leo snatched back his runner-up place on the 63rd. On the 67th it was Campbell again, permanently.

Several times in the last quarter of the scuffle Wally closed in slightly on Schneider, but the little man was able to stretch his advantage again almost at will.

Early leaders were Duke Martindale and Bob Norris, in addition to Martin, as the 24-car field jockeyed for positions. So expert was the driving, however, that no restarts were necessary during the entire running. The only mishap occurred when Vernon Kirk tossed a front wheel on the 69th, but reached the infield safely.

Ray Franklin, Baltimore, Md., started the evening's fireworks when he flipped P-80 in front of the judges' stand during the 4th heat. Franklin was willing but his battered mount refused all parts of the restart. Tom Horsey, also of Baltimore, required hospitalization for head injuries sustained when he crashed the fence on the last lap of the 2nd consolation. His condition was reported as not serious.

Ed Otto championship trophies for leadership in the 1951 point standing were awarded to Johnny Roberts, of Baltimore, and Pee Wee Pobletts, Randallstown, Md. Tonight, the winners had to be content with victories in the two consolation events. Winner of the 3rd place trophy will be announced after results of tonight's events are tabulated. A similar award went to Frank Schneider, as the winner of the final 100-lapper.

Phomoter Otto announced that, weather permitting, he will stage a "gas bowl" program at Westport on New Year's Day, after the fans indi-

cated a desire for such an innovation in this area.

1st heat, 10 laps—Frank Schneider, Pappy Hough, Bob Whay, Clayton Mills, Ernie Mellema. No time.

2nd heat, 10 laps—Frank Coman, Vernon Kirk, Bill Colgan, Wally Campbell, Bob Norris. Time 3:20.0.

3rd heat, 10 laps—Russ Hastings, Gus Wilson, Rusty Heath, Walt Martin, Bill Kolb. Time 3:18.7.

4th heat, 10 laps—Red Fowler, Hank Trice, Johnny Gramblitt, Leo Vierkorn, Duke Martindale. No time.

1st consolation, 10 laps—Johnny Roberts, Horace Palmer, Stew Stinchcomb, Bob Roberts, Lou Thomas. Time 3:26.8.

2nd consolation, 10 laps—Pee Wee Pobletts, Duane Smouse, Charlie Dorsey, Howard Craig, Brice Jackson. No time.

Feature, 100 laps—Schneider, Campbell, Vierkorn, Martin, Hastings, J. Roberts. Time 33:18.7.



OFFICIAL BULLETIN

11/19/1951

By STEVE PAPPAS

DAYTONA BEACH, Fla., Nov. 19th.—The best 20 drivers in the Modified Division were announced today by the National Association for Stock Car Auto Racing.

Heading the list is Wally Campbell of Trenton, N. J., and second and third, respectively, are Bill Pfister of Eatontown, N. J., and Buck Baker of Charlotte, N. C.

How they finished in Modified Division races this year determined the top drivers in NASCAR's modified division, which includes cars having souped up motors and special equipment. In which a driver participates, he is given a certain number of points according to his order of finish.

These points are credited to each driver and the number of points he has scored during the year determines the driver's standing within the Modified Division. Campbell, for example, to take first place, accumulated 2,356 points. Pfister totalled 1,920 points and Baker 1,788.

In addition, the top drivers will share in the modified division point money fund. From each race a certain amount of money is set aside for the point fund. When NASCAR holds its victory banquet here Feb. 6, this point money will be distributed among the drivers according to the number of points they've made. Over \$6,000.00 went into the Modified point fund.

1	Wally Campbell	2356
2	Bill Pfister	1920
3	Buck Baker	1788
4	Sam Malach	1606

5	Bill Chevalier	1312
6	Parker Bohn	1205
7	Jimmy Thompson	1148
8	Buddy Shuman	1146
9	Joe Eubanks	1113
10	Fireball Roberts	1097
11	Speedy Thompson	1076
12	Bill McCarthy	969
13	Cotton Owens	939
14	Bill Widenhouse	920
15	Al Pomponio	918
16	Wade Fields	789
17	Don Rudolph	787
18	Charles Rush	698
19	Tom Clark	694.8
20	Dick Eagan	694.5

NASCAR NOTES: The Rules Committee is going over changes in the 1952 rules and will be ready to announce the main changes early in December. NASCAR's 4,500 members had a chance to vote on the rule changes through a questionnaire sent them. Rules Committee met in Daytona Beach last week with Bill Tuthill, NASCAR secretary, as chairman. Other committee members, Regional Representatives John Marcum of Toledo, Ohio, Johnny Bruner of Weston-Salem, N. C., and Bob Sall of Paterson, N. J., Promoter Ed Otto of South Orange, N. J., and NASCAR President Bill France participated.

Palm Beach Speedway in West Palm Beach, Fla., and drivers voted last week to join NASCAR and staged their first NASCAR sanctioned race there yesterday (Sunday, Nov. 18)...Palm Beach Speedway and Sunbrock Speed-

(Continued on Page 13)



(continued from page 12)

way in Orlando, Fla., are the first two members of the winter Citrus Circuit...Carl Queen is the Palm Beach Speedway president and Larry Sunbrock, president of the Orlando track...Jesse Taylor, Macon, Ga., injured in the race in Atlanta, Nov. 11, will be in Crawford Long Memorial Hospital, Atlanta, for several weeks...

Wally Campbell isn't wasting any time. He has bought a speedway chassis and is now busy installing a Nash motor, getting ready for NASCAR's new circuit, the Speedway Division...Bob Greer of Hubbard, Ohio, has been fined \$50 for driving in an unsanctioned race at Sharon, Pa...Blair Ratliff, the Dayton, Ohio, promoter, who has revamped his track, is asking for 1952 dates. He wants to stage Sportsmen and Modified races every Friday night.

Fonty Flock, Atlanta, Ga., only finished eighth at Carrell Speedway, Calif., but he made a big hit with the fans on the West Coast. Promoter Irving Eckhoff said Fonty stole the show when he appeared on one TV show with Gussie Moran and Bob Kelley. He won on a number of radio and other TV shows...Herb Thomas still leads the Grand National circuit with 4,207.2 points. He picked up a point for his 19th place in Atlanta, the second placer, now has 3,913.5 points, having made 60 for his eight place in California...The race next Sunday at the New Mobile Speedway at Mobile Ala., shapes up a pretty crucial one in the point fight.

NASCAR has a colorful booth in the First International Motor Speed Show, opening Saturday at the National Guard Armory in Washington, D. C...NASCAR's membership contest is going full blast with a trip to Florida as a prize. Deadline is Jan. 5, 1952 and membership is open for the first time to fans who can join as Associate Fan Members.

NASCAR Modified Division Lists Twenty Top Drivers

11/21/1951

By STEVE PAPPAS

Daytona Beach, Fla., Nov. 19—The 20 best drivers in the Modified Division were announced today by the National Association for Stock Car Auto Racing.

Heading the list is Wally Campbell of Trenton, N. J., and second and third, respectively, are Bill Pfister of Eatontown, N. J., and Buck Baker of Charlotte, N. C.

How they finished in Modified Division races this year determined the top drivers in NASCAR's modified division, which includes cars having souped-up motors and special equipment. In each race in which a driver participates, he is given a certain number of points according to his order of finish.

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1. Wally Campbell	2,536
2. Bill Pfister	1,920
3. Buck Baker	1,788
4. Sam Malach	1,606
5. Bill Chevalier	1,312
6. Parker Bohn	1,205
7. Jimmy Thompson	1,148
8. Buddy Shuman	1,146
9. Joe Eubanks	1,113
10. Fireball Roberts	1,097
11. Speedy Thompson	1,076
12. Bill McCarthy	969
13. Cotton Owens	939
14. Bill Widenhouse	920
15. Al Pomponio	918
16. Wade Fields	789
17. Don Rudolph	787
18. Charles Rush	698
19. Tom Clark	694.8
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Wally Campbell

Applegate Boys Excel In Racing

11/25/1951_____

Stock car racing is probably the chief topic of discussion in the Applegate household at 509 Perry Street. For Nelson and Leon Applegate, sons of Mr. and Mrs. Leon Applegate, have certainly had their share of glory in the thrilling sport.

Nelson, who has been driving stocks for the past three years, recently was crowned the 1951 seasonal champion at the Morristown Raceway. He accumulated over 900 points to outdistance the other drivers who were competing at the North Jersey oval. It marked the second straight year Nelson captured the Morristown title.

Leon, better known in motorcycle circles, also has come in for his share of stock car honors. At present, he is residing in Burlington.

While Nelson Applegate's hometown has often been listed as Denville, N. J., in racing results, he makes his permanent residence at 509 Perry Street here.

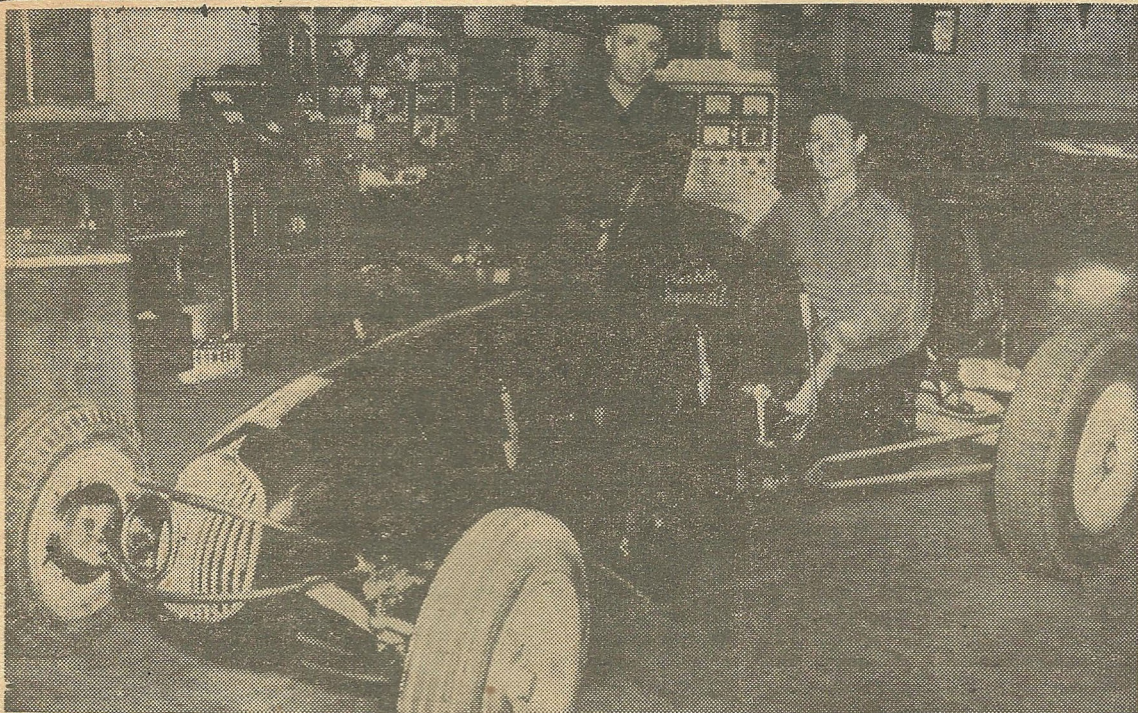
No Jinx to Nelson

Nelson defied the old jinx of having been the recipient of a trophy before the feature race at Morristown on October 13, and went out to win the big one. He was given the NASCAR trophy for winning the seasonal title at the track before the final race of the year. Then he proceeded to capture the feature 25-lap event, beating out Bill McCarthy of Red Bank and Lenny Brown of Lambertville.

Nelson had trouble getting through the thick and fast traffic in the finale, but once he made his bid, which was in the eighth lap, he was never headed. He overtook car after car in making his way out to the front. On the eleventh lap he took the lead and held on to the spot to win his fifth feature event of the season.

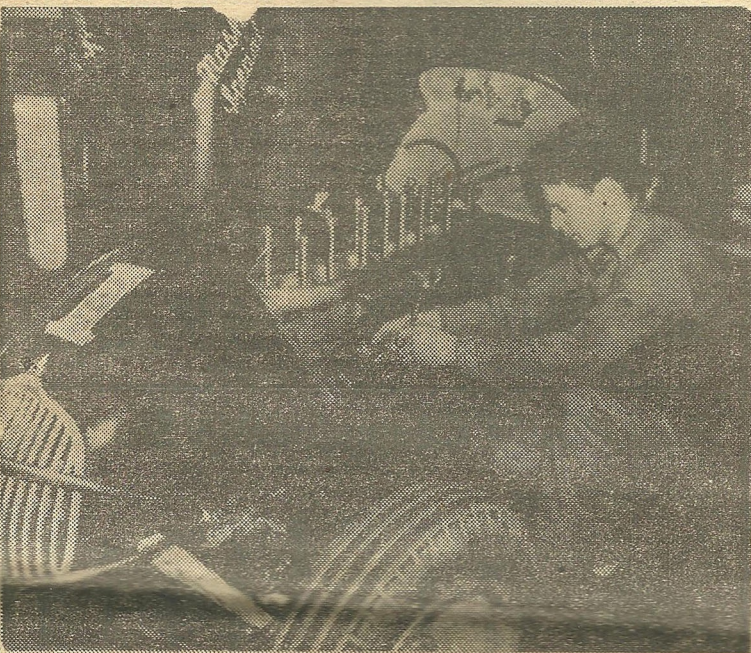
He also won the second heat of the evening, winning over Ed Rooney of Somerville and Dick Linder of Pittsburgh.

Barney Ferriero is the owner of Nelson Applegate's car.



Early Bird

Here are pictures of the first NASCAR Speedway Division car to be completed and it will be driven by Wally Campbell of Trenton, N. J. Other NASCAR drivers are working on their Speedway cars and the division will see first competition in 1952. Number 1 has been assigned to Campbell's car for being the first one to report his car ready. In the upper picture Campbell (in car) and Charles Moron look proud of their work. In the lower photo Campbell, the 1951 Modified Division champion, is at work on the Nash motor. First public appearance of the Speedway Division cars will be during NASCAR's annual Speed Week to be held in Daytona Beach, Fla., Feb. 3-10. The cars will compete against time in speed tests over the measured mile on the beach with the fastest Speedway Division car being awarded a \$1,000 prize. In general, the new Speedway Division will be made up of cars with Indianapolis type bodies with stock American passenger car motors with modifications. (Photos snapped in Trenton, N. J. by Norman Oakies.)



Darlington Speedway To Present New Type Speed Cars May 10

12/25/1951

DAYTONA BEACH, FLA., Dec. 25—The first competitive appearance of the new-type Speedway cars will be May 10th at the International Raceway, Darlington, S. C., it was announced here today.

National Association for Stock Car Auto Racing (NASCAR), sanctioning body for auto races, said the race will be a 200-mile event with the International Raceway offering \$10,000.00 in prizes.

The cars, which will make their first official appearance here during SPEED WEEK, Feb 3-10, will have the Indianapolis Speedway type bodies with stock American passenger car motors. Certain modifications will be allowed for the motors. Limiting the competition to American-made motors is something unique in this type of racing.

Appearance of these cars in Daytona Beach, Fla., will be strictly for speed tests over the measured-mile course on the beach. No actual races among these cars will be held on the beach this winter. The Speedway Division car with the fastest time in the measured-mile test will be awarded \$1,000.00.

Harold Brasington, General Manager of the Raceway, announced time trials will begin May 3rd and will continue through May 9th, excepting Sunday, May 4th. The raceway is a mile and a quarter banked asphalt track.

NASCAR Motor Show To Open in February At Daytona Beach

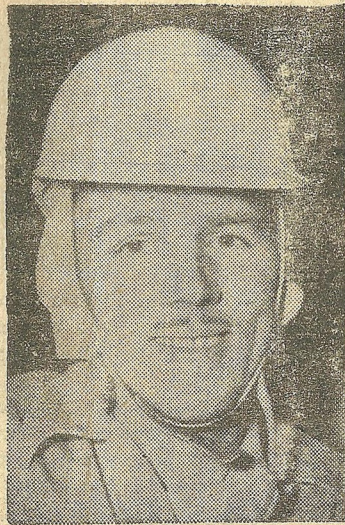
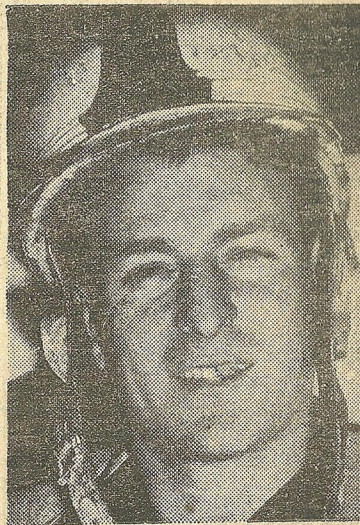
DAYTONA BEACH, Fla., Dec. 25—National Association for Stock Car Auto Racing (NASCAR) will hold its second annual Motor and Accessory Exposition here during Speed Week in February.

The Exposition will begin Tuesday afternoon, Feb. 5., at the National Guard Armory here and will end Sunday night, Feb. 10th. Speed Week, which will include measured-mile speed tests and races on the 4.1 mile beach-road course, will begin Feb. 3rd and end the same day as the exposition.

Racing cars, stock cars motorcycles, latest accessories and new products will be featured at the exposition. Included in the show will be a historical exhibit, the famed LeSesne photo collection, a pictorial history of racing in Daytona Beach from 1902 until 1936. NASCAR bought this valuable collection only recently.

Various racing personalities will be present at the exposition including NASCAR's four 1951 champions—Herb Thomas of Olivia, N.C., the Grand National Circuit king Wally Campbell, Trenton, N. J., king of the Modified Division drivers; Mike Klapak, Warren Ohio the Sportsmen Division monarch; and Roscoe Hough, Paterson, N. J., the Short Track Division champion. A highlight of Speed Week will be the measured mile speed tests on the beach for all types of cars. type to make its first run appearance will be the cars in NASCAR's new Speedway Division. These are the ones with the racing car bodies and American passenger car motors. The fastest car in this division will be awarded a \$1,000.00 prize.

Besides the speed tests, two championship races will be held on the beach for all types of cars. One Sportsmen Modified event Saturday afternoon, Feb. 9th and the 200-mile Grand National Circuit event for strictly stock cars Sunday afternoon, Feb. 10th.



NASCAR CHAMPIONSHIP PARADE: Here are the three NASCAR champions for 1951 who will, compete in the annual winter classics at Daytona Beach, Fla., February 9 and 10. Left to right: Herbert Thomas, Olivia, N. C., Grand National winner; Wally Campbell, Trenton, N. J., modified champ, and Mike Klapak, Warren, Ohio, sportsmen's champion.

12/25/1951

Coates Pilots Campbell Car To Ruppert Victory

xx-xx-1951

By GENE PICKER

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

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

Meanwhile, Roscoe "Pappy" Hough of Paterson who had taken

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

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

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

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

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

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

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

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