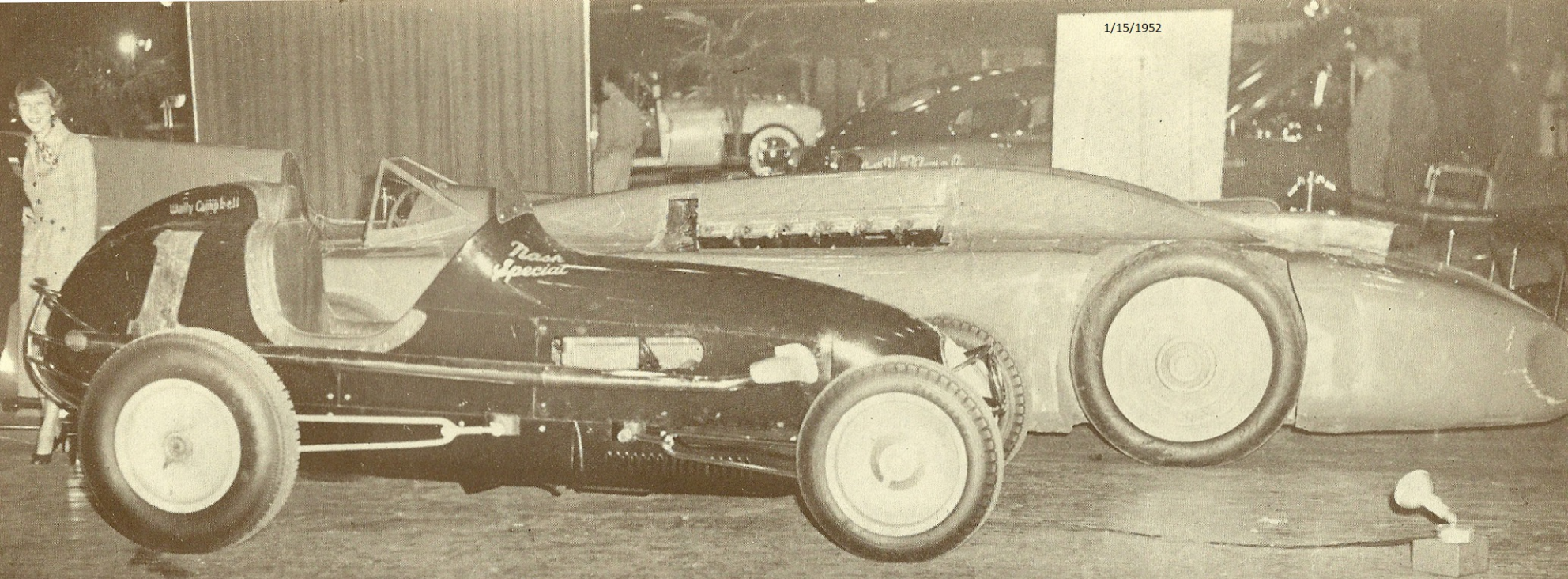


**CAMPBELL CARS**—Both of these cars can be linked with a Campbell and both play an important role in the past and present of Daytona Beach, Fla. In the background is the famous "Bluebird" of the late Sir Malcolm Campbell, which may be exhibited in Daytona Beach during Speed Week, and in the foreground is racing's newest innovation, a car with an Indianapolis-type body and a stock American passenger car motor, built for NASCAR's new Speedway Division by Wally Campbell of Trenton, N. J. The "Bluebird," first car to exceed 300 mph, holds the Daytona Beach record for its two-way average of 276.82 mph on the beach. Wally Campbell's car, the first to be finished for NASCAR's Speedway Division, will be one of the many in the measured mile speed tests in Daytona Beach during Speed Week Feb. 3-10. NASCAR is negotiating with the present owners of "Bluebird" and it is very likely the "Bluebird" will be exhibited in NASCAR's annual Motor and Accessory Exposition to be held in Daytona Beach during Speed Week. The fastest Speedway car will be awarded a prize of \$1,000.00 and these cars will see their first racing competition in the International Raceway, Darlington, S. C., May 10, in a 200-mile race. Wally's car is powered by a Nash Dual Jetfire power plant. (Photo by Frank Smith) 1/9/1952



1/15/1952



Here are the two Campbell cars. In the background is the famous "Bluebird" of the late Sir Malcolm Campbell, first car to exceed 300 mph. In foreground is Wally Campbell's **NASCAR Speedway Division** car with Indianapolis type body and a stock American passenger car motor. Wally will put his new Speedway Division mount thru its paces in the measured mile tests at Daytona Beach along with other Speedway Division cars during Speed Week, February 3-10th at Daytona.--Frank Smith photo.





1/22/1952

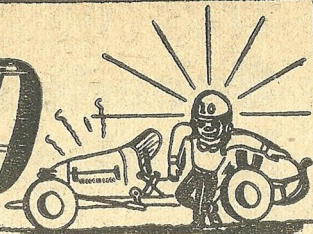
Pepper Cunningham, arrives at Daytona Beach, Fla., for test runs over the measured mile with his new Jaguar. Shown with Cunningham (seated in car) are Tom McCahill, (center) Mechanic Illustrated test driver and writer and Race Director Bill France. McCahill will also drive a Jaguar in the test runs over the measured mile course during the Speed Week program.-Houston Lawing photo.



# SPEAKING OF

# SPEED

by NAT KLEINFELD



1/22/1952

...Don Black, one of the Langhorne casualties last Fall, is wearing a cast on his right leg that extends above the knee, sports crutches, yet is tickled at being able to get around. He now is all keyed up about hitting the road for Nascar's big spread in Daytona, is high in praise of Bill France's treatment of his case and wishes to extend thanks to all who remembered him while in the hospital. . .Not so cheerful is the case of Frank Holzhauer, severely burned the same day there, getting more skin grafts last week, still a Mercer Hosp. (Trenton, N. J.) resident and with no release date in sight...Frank is undergoing the same extremely painful experience of Lee Wallard, their injuries being very much alike. Let's keep Frank on the cheerful side, friends...Lee is reported as



# Leading Stock Car Drivers To Compete In Florida Event

DAYTONA BEACH, Fla. — More than 150 of the Nation's outstanding stock car drivers, including the four champions of the NASCAR divisions for 1951, are expected to compete in the two major races highlighting Florida's greatest racing program over the famous four-mile beach and road course here Saturday and Sunday, February 9 and 10, under the direction of Bill France.

In addition to the two races, speed week activities are scheduled for the entire week from February 4 through the following Sunday. These include speed trials over the measured mile course for late model American and European cars, plus trials for the \$1,000

prize offered for the fastest entry in the new NASCAR speedway division with finals in this class scheduled for February 7.

## Sosebee Defends Title

Gober Sosebee, Atlanta veteran, will defend honors won the last two years in the 100-mile sportsmen's and modified race scheduled for Saturday, February 9. Bob Flock, another Atlanta ace, holds the speed record for modified cars in two-way runs over the measured mile course with an average speed of 114.45 miles per hour. Buck Baker, Charlotte, N. C. star, paced all qualifiers for the sportsmen's race last year with an average speed of 100.14 miles per hour.

The Sunday program calls for a 200-mile NASCAR Grand National Circuit race for 1949 and later model American made automobiles. Tim Flock, Atlanta, paced all qualifiers in last year's race with an average speed of 102.2 miles per hour over the measured mile course with a 1950 Lincoln, while Marshall Tengue, Daytona Beach veteran, averaged 82.80 miles per hour in winning the 200-mile classic with a 1951 Hudson Hornet.

## Campbell Entered

The four NASCAR champions of 1951 slated to compete in the two races are Herbert Thomas, Olivia, N. C., winner of the Grand National Circuit title; Wally Campbell, Trenton, N. J., winner of the modified crown; Mike Klapak, Warren, Ohio, national sportsmen's champion for the second consecutive year, and Roscoe (Pappy) Hough, Paterson, N. J., winner of the short track late model division.

Time trials will be held Friday, February 8, for entries in both races.

1/22/1952



## 30 SECOND PROFILE

A New Englander at first, CHARLES DYER, North Bergen, N. J. a Garden Stater for some time now, Charlie Dyer has become one of the most reliable stock car drivers in the country today. His winning the 1950 Nascar Na-

1/29/1952



tional Modified crown proves the point for many hot chauffeurs were after that honor.

only to be eclipsed by this 34 year old from Cranston, R. I. A star athlete in school, Charlie had visions of attending Dartmouth or Princeton scholarships seemed sure pops from one or the other-but he finally went into business for himself. Getting schooling the hard way by mixing it with his business, Charlie graduated a diesel engineering course, served with distinction in that capacity in the Merchant Marine. His run was from the East Coast to Europe, a rough one during the war, especially the Murmansk run that brought such high casualties. Married, dad of 4 year old Susan, Charlie first began racing midgets, hit his stride in stocks when he grabbed off 8 features at Ruppert Stadium in 1950, took 28 first places in features on a number of raceways. In 1951, running a Sportsman model, he spread his victories over Ruppert, West Lanham, Delmar, Westport and elsewhere. Last winter Charlie raced indoors in the Crosley field, turned in his usual fine job. He's champing at the bit now waiting for the outdoor season to start, will be in there pitching.



# NASCAR Stars Await Daytona, Fla. Classics

By HOUSTON A. LAWING

2/5/1952

DAYTONA BEACH, Fla., Feb. 5th.—New speed records are anticipated for the two NASCAR-sanctioned winter speed classics at Daytona Beach's famous 4.1 mile beach and road course Saturday and Sunday (February 9 and 10.

In the 100-mile combination modified and sportsmen's race scheduled for Saturday afternoon,



WALLY CAMPBELL

the present record is held by Gober Sosebee, Atlanta demon, who averaged 93.19 miles per hour in winning the 100-mile modified race in 1950.

In the Grand National Circuit classic for late model cars, scheduled for Sunday afternoon, the speed record is held by Marshall Teague, Daytona Beach star, who averaged 82.39 miles per hour in winning the 160-mile race last season. The 200-mile record, however, was set by Harold Kite of East Point, Ga., in 1950 with an average of 81.75 miles for that distance.

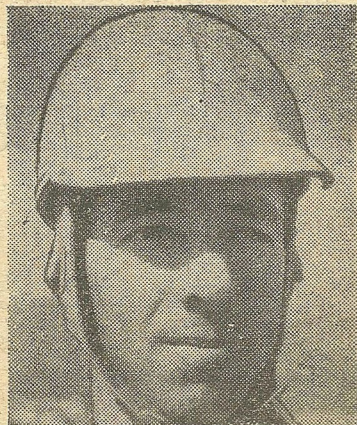
Race Director Bill France anticipates that both these records will tumble in the 100-mile modified and 200-mile late model events this year.

Teague, who rocketed into fame last year with five NASCAR triumphs that included the Daytona victory, will be driving a 1952 Hudson Hornet, this marking the

first appearance of the new dual carburetor Hudson in competition for the year.

Teamed with Teague in another of the Daytona Beach driver's cars will be Herbert Thomas, Olivia, N. C., winner of the 1951 Grand National crown, while Teague's third entry, a 1951 Hudson, will be driven by Mike Klappak, Warren, Ohio, winner of the NASCAR sportsmen's championship for the past two years.

Rated along with these three stars to give the Hudsons another



HERB THOMAS

great chance for a Daytona victory are Tim Flock, Atlanta, Ga., who finished third in the 1951 championship parade and winner of the recent race at West Palm Beach, Fla.; Dick Rathman, Los Angeles, Calif., one of the top Pacific Coast entries, and George T. Fleming, Bristol, Pa. Also driving Hudsons will be Jack Smith, Atlanta; R. G. Shelton, Lynchburg, Va.; Joe Guide, Jr., Daytona Beach, and Mooney Williamson, Norfolk, Va.

(Continued On Page 4)

(Continued from Page 1)

Entries through the week-end exceeded 120 for the two races with indications pointing to a field of possibly 100 or more for each race.

In addition to the Hudson entries, other favorites in the 200-mile late model (1949-1952) car race include Fonty Flock, Atlanta, who finished second in the national race last year; Curtis Turner, Roanoke, Va., a three-time circuit winner last year; Larry Shurter, veteran midget driver from West Shokan, N. Y.; Buck Baker and Buddy Shuman, Charlotte, N. C.; Lee Petty, Randleman, N. C., and many of the other old favorites.

Fonty will be driving a 1951 Olds 88 along with Shurter and Herby Tillman, Miami, Fla.; Baker, while Shuman will chauffeur a 1951 Ford, Turner a Cadillac and Petty a Plymouth.

Included among the other entries in for the late model car race are Bill Chevalier, Sayreville, N. J., 1949 Ford; Tommy Thompson, Louisville, Ky., winner of the Detroit race last August, 1951 Chrysler; Lloyd Moore, Frewsburg, N. Y., 1952 Chrysler; Johnny Thompson, Jacksonville, Fla., 1950 Olds 88; Roy Hall, Atlanta, Ga., 1951 Cadillac; Baldy Wilson, Roanoke, Va., 1949 Ford; Red DuVall, Hammond, Ind., 1950 Packard; Jack Belgard, Hyattsville, Md., 1950 Plymouth; Mike Brown, Royal Oak, Mich., 1951 Oldsmobile; Donald Thomas, Sanford, N. C., 1950 Ford; Donald Oldenberg,

Highland, Ind., 1951 Packard; Leo Richard, Gardner, Mass., 1951 Mercury; Tom Lechlitter, Jr., Silver Spring, Md., 1950 Olds; Pat Kirkwood, Fort Worth, Texas, 1951 Chrysler; Tom Gifford, Providence, R. I., 1951 Studebaker; Jimmy Ayres, Birmingham, Ala., 1951 Studebaker; Ed Lee, Mobile, Ala., 1951 Plymouth; Fireball Roberts, Daytona, probably a Ford, and a number of others.

In the modified ranks, many of the same drivers scheduled to compete in the Sunday race have also entered. Tommy Thompson will drive the same 1951 Chrysler that he plans to use on Sunday.

Among the many other entries are Peper Cunningham, Trenton, N. J.; Al Stephens, Odenton, Md.; Tim Burke, Jersey City, N. J.; Emory Mahan, Warren, Pa.; Preston Niblett, Frankford, Del.; Nero Steptoe, Albany, Ga.; West Morgan, Alexandria, Va.; Ray Braun, White Plains, N. Y.; Bill Corbett, West Palm Beach, Fla.; Joe Wolf, Reading, Pa.; Buddy Braun, Union, N.J.; Earl Moss, Creedmore, N. C.; Speedy and Jimmy Thompson, Monroe, N. C.; Bill Myers, Pee Wee Jones and J. S. Pope, Winston-Salem, N. C.;

Chuck Arnold, Stamford, Conn.; George Matson, Cleveland Heights, Ohio; Tommy Moon, Marietta, Fla.; Stan Parnell, Albany, Ga.; Bob Apperson, Charlottesville, Va.; Richard Blackwell, Startex, S. C.; Neil Roberts, Atlanta, Ga.; Ralph Earnhardt, Kannapolis, N. C.; Steve Danish, Cropseyville, N. Y.; Tillman, Miami, Fla.; Norm McCarthy, Cleveland, Ohio; Perk Brown, Leaksville, N. C.; Charlie Dixon, Clinton, N.C.; Frank Coman, Totowaboro, N. J.; Bill Gross, Philadelphia; Sam Waldrop, Charlotte, N.C.; Frank Schneider, Lambertville, N. J.; Bob Moore, St. Petersburg, Fla.; Robert Welsh, Tokoma Park, Md.; Alan Clarke, Miami; L. C. Riggsby, Orlando, Fla.; Jimmy Lewallen, High Point, N. C.; Bill Snowden, St. Augustine, Fla.; Jack Arnold, Tampa, Fla.; Shuebruk, Boston, Mass.; Lou Johnson, Wilmington, Del.; Dick Meyer, Porterville, Calif. and Earl Coleman, Atlanta, Ga.

Registration of drivers starts next Sunday afternoon at the National Guard armory, where a motor exposition will be held throughout the week. Speed trials start Tuesday with the first runs for the strictly stock American and foreign make automobiles, followed by the speedway division car trials Thursday, then time trials on Friday to determine starting positions for the two big races.

Another feature will be the annual NASCAR Victory Dinner at the Princess Islena hotel, Wednesday evening, February 6.



# -SPORTS-

Page 2

NEWS-TRIBUNE, Fort Pierce, Fla., Wed., Feb. 6, 1952



**CHAMPIONS TO BE CROWN-**  
**ED:** Here are three winners of national championships of the NASCAR Grand National Circuit for 1951 who will be officially crowned at the annual NASCAR Victory Dinner at the

Princess Islena Hotel in Daytona Beach tonight. Left to right they are Wally Campbell, Trenton, N. J., modified champion; Herbert Thomas, Olivia, N. C., Grand National Circuit champion, and Mike Klapak, Warren,

Ohio, sportsmen's champion. All three will participate in the two major races—100-mile modified and 200-mile Grand National—at Daytona Beach Saturday and Sunday, February 9 and 10.

2/6/1952



# Today's SPORTS PARADE

## True Racing Car Addict

2/6/52 By OSCAR FRALEY



Daytona Beach, Fla. (U.P.)—After six invasions in the South Pacific aboard destroyer escorts, driving race cars has no terrors for Wally Campbell and the little man from Trenton, New Jersey, has 57 stitches to prove just that.

Daytona Beach is flooded today with hot chauffeurs and ace mechanics and nobody seems to be able to get an automobile repaired. The principal reason is that every mechanic is working frenziedly on his own car for the week-long speed trials and the two big stock car races on the beach Saturday and Sunday.

Tiny Wally is one of them. The smiling bridegroom hasn't seen his wife of a month, since he arrived three days ago. Something went wrong with the carburetor of a new job with which he hopes to do 150 miles an hour and win a \$1,000 speed run prize. So Wally has been working night and day to get it working smoothly.

"I need the dough," said five foot, six inch Wally, who last year was the biggest prize winner in NASCAR's modified division, which means that they drive automobiles just like yours except that the motors are souped up. "It's tough making a living in this business. Why do we do it? Well, I guess it just gets in your blood and you don't want to do anything else."

Wally runs a garage when he isn't sleeking up a racing car or hammering around a track—which isn't often for he races on the average of five times a week.

It all started when he won a Soap Box Derby in Red Bank, New Jersey, as a youngster. Right then he decided he'd be a race driver, and it wasn't just one of those boyhood dreams. He started in the midgets when he came out of the navy as a petty officer after three years of Pacific duty.

But the 140-pounder who is a giant behind the wheel found that he could make more events as a stock car driver and now he is one of the game's big guns.

Right now he is all wrapped up in NASCAR's new stock car or "speedway" division. This is for cars with Indianapolis bodies and chassis but with modified stock engines.

Wally's wife, like the wives of all the other drivers, meanwhile waits alone.

And, as all the other racing wives, she likes it less during these lonely days and nights as the hopefuls tune their balky engines far into the night and then fall into bed with grease grained into their hands.

"But I keep telling her," Wally grinned, "It's better than the Pacific."



# Tracks Hold No Terrors For Campbell

2/6/1952

By OSCAR FRALEY

(United Press Sports Writer)

DAYTONA BEACH Fla., Feb. 6.

—(UP)—After Six invasions in the South Pacific aboard destroyer escorts, driving race cars has no terrors for Wally Campbell and the little man from Trenton, New Jersey, has 57 stitches to prove just that.

Daytona Beach is flooded today with hot chauffeurs and ace mechanics and nobody seems to be able to get an automobile repaired. The principal reason is that every mechanic is working frenziedly on his own car for the week-long speed trial and the two big stock car races on the beach Saturday and Sunday.

Tiny Wally is one of them. The smiling bridegroom hasn't seen his wife of a month since he arrived three days ago. Something went wrong with the carburetor of a new job with which he hopes to do 150 miles an hour and win a \$1,000 speed run prize. So Wally has been working night and day to get it working smoothly.

"I need the dough," said five-foot, six-inch Wally, who last year was the biggest prize winner in Nascar's modified division, which means that they drive automobiles just like yours except that the motors are souped up. "It's tough making a living in this business. Why do we do it? Well, I guess it just gets in your blood and you don't want to do anything else.

Wally runs a garage when he isn't sleeking up a racing car or hammering around a track—which isn't often for he races on the average of five times a week.

It all started when he won a soap box derby in Red Bank, New Jersey, as a youngster. Right then he decided he'd be a race driver, and wasn't just one of those boyhood dreams. He started in the midgets when he came out of the navy as a petty officer after three years of Pacific duty.

But the 140-pounder who is a giant behind the wheel found that he could make more events as a stock car driver and now he is one of the game's big guns.

Wally's wife, like the wives of all the other drivers, meanwhile waits alone.

"She liked racing at first," Wally explained, "but she didn't like it so much after I cracked up in that big pileup at Longhorne near Philadelphia last fall." She was watching when I crashed. The door flew open otherwise I wouldn't have stepped out. Just as I did the car blew up. No she doesn't like racing so much any more."



# **Victory Banquet Held For Drivers**

2/7/1952

DAYTONA BEACH, Fla.—(AP)—Some of the nation's top drivers split up \$40,000 in 1951 prize money last night at the National Association for Stock Car Racing's annual victory banquet.

Top Nascar money winner was Herb Thomas of Olivia, N. C., who was handed a \$2,264.50 check as winning driver and owner in last year's Grand National strictly stock championship.

Nascar also presented about 100 trophies to drivers, owners and mechanics — including the John Naughton Sportsmanship Trophy voted to Mike Little of Youngstown, O., by Nascar's 4,500 members.

Other 1951 champions were Wally Campbell of Trenton, N. J., modified division; Mike Klatak of Warren, O., sportsman division; and Roscoe Hough of Paterson, N. J., short track division.

# 5-6 Wally Campbell a Giant in Stock Racing

By OSCAR FRALEY

DAYTONA BEACH, Fla. (UP)—

After six invasions in the South Pacific aboard destroyer escorts, driving race cars has no terrors for **Wally Campbell** and the little man from Trenton, N. J., has 57 stitches to prove just that.

Daytona Beach is flooded today with hot chauffeurs and ace mechanics and nobody seems to be able to get an automobile repaired. The principal reason is that every mechanic is working frenziedly on his own car for the week-long trials and the two big stock car races on the beach Saturday and Sunday.

Tiny Wally is one of them. The smiling bridegroom hasn't seen his wife of a month, since he arrived three days ago. Something went wrong with the carburetor of a new job with which he

hopes to do 150 miles an hour and win a \$1,000 speed run prize. So Wally has been working night and day to get it working smoothly.

"I need the dough," said 5-6 Wally, who last year was the biggest prize winner in NASCAR's modified division, which means that they drive automobiles just like yours except that the motors are souped up. "It's tough making a living in this business. Why do we do it? Well, I guess it just gets in your blood and you don't want to do anything else.

Wally runs a garage when he isn't sleeking up a racing car or hammering around a track—which isn't often, for he races on the average of five times a week.

It all started when he won a soap box derby in Red Bank, N. J., as a youngster. Right then he decided he'd be a race driver, and

it wasn't just one of those boyhood dreams. He started in the midgets when he came out of the Navy as a petty officer after three years of Pacific duty.

But the 140-pounder who is a giant behind the wheel found that he could make more events as a stock car driver and now he is one of the game's big guns.

Right now he is all wrapped up in NASCAR's new stock car or "speedway" division. This is for cars with Indianapolis bodies and chassis but with modified stock engines.

"This one I'm working on I hope will go 150 miles an hour," he said. "In the regular stocks we don't do much over 150 miles an hour."

Wally's wife, like the wives of

all the other drivers, meanwhile waits along.

"She liked racing at first," Wally explained, "but she didn't like it so much after I cracked up in that big pileup at Langhorne near Philadelphia last fall. She was watching when I crashed. The door flew open, otherwise I wouldn't have stepped out. Just as I did, the car blew up. No, she doesn't like racing so much any more."

And, as all the other racing wives, she likes it less during these lonely days and nights as the hopefuls tune their balky engines far into the night and then fall into bed with grease grained into their hands.

"But I keep telling her," Wally grinned, "it's better than the Pacific."



# Driving Race Cars Has No Terrors for Wally Campbell

By Oscar Fraley

DAYTONA BEACH, Fla., (U.P.) After six invasions in the South Pacific aboard destroyer escorts, driving race cars has no terrors for Wally Campbell and the little man from Trenton, New Jersey, has 57 stitches to prove just that.

Daytona Beach is flooded today with hot chauffeurs and ace mechanics and nobody seems to be able to get an automobile repaired. The principal reason is that every mechanic is working frenziedly on his own car for the week-long speed trials and the two big stock car races on the beach Saturday and Sunday.

Tiny Wally is one of them. The smiling bridegroom hasn't seen his wife of a month, since he arrived three days ago. Something went wrong with the carburetor of a new job with which he hopes to do 150 miles an hour and win a \$1,000 speed run prize. So Wally has been working night and day to get it working smoothly.

## Needs the Dough

"I need the dough," said the five foot, six inch Wally, who last year was the biggest prize winner in Nascar's modified division, which means that they drive automobiles just like yours except that the motors are souped up. "It's tough making a living in this business. Why do we do it? Well, I guess it just gets in your blood and you don't want to do anything else."

Wally runs a garage when he isn't sleeking up a racing car or

hammering around a track — which isn't often for he races on the average of five times a week.

It all started when he won a soap box derby in Red Bank, New Jersey, as a youngster. Right then he decided he'd be a race driver, and it wasn't just one of those boyhood dreams. He started in the midgets when he came out of the Navy as a petty officer after three years of Pacific duty.

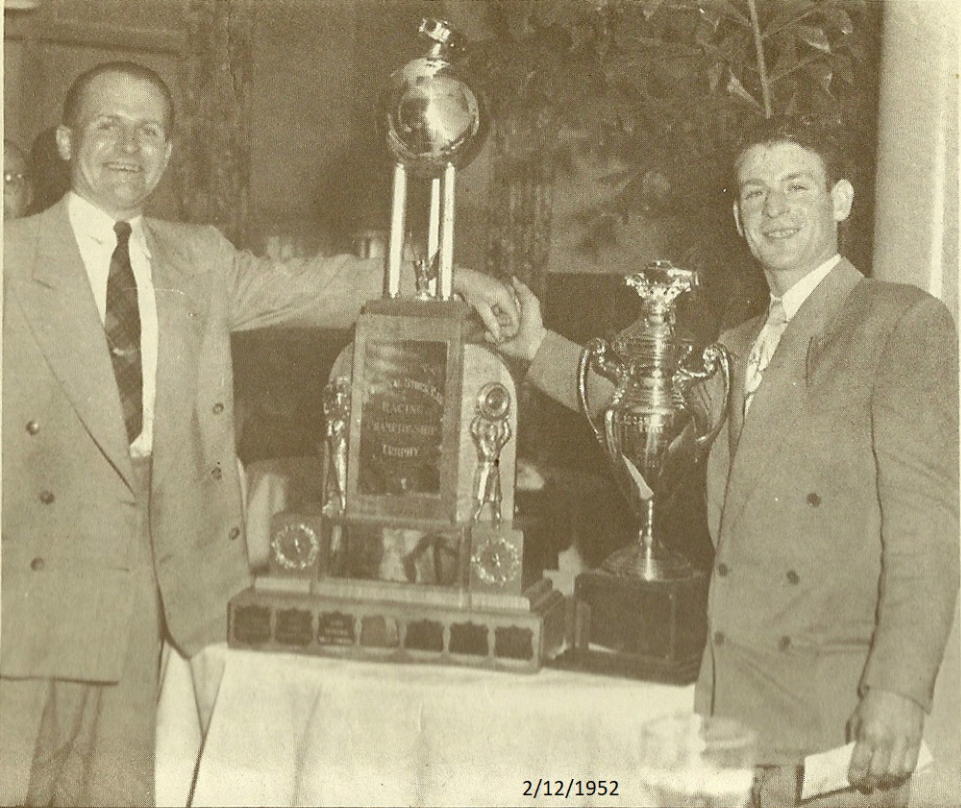
## Giant Behind Wheel

But the 140-pounder who is a giant behind the wheel found that he could make more events as a stock car driver and now he is one of the game's big guns.

Wally's wife, like the wives of all the other drivers, meanwhile waits alone.

"She liked racing at first," Wally explained, "but she didn't like it so much after I cracked up in that big pileup at Langhorne near Philadelphia last fall. She was watching when I crashed. The door flew open, otherwise I wouldn't have stepped out. Just as I did, the car blew up. No she doesn't like racing so much any more."

2/7/1952



Wally Marks, (left) and Wally Campbell are a happy combo as they pose with Campbell's NASCAR award.





2/12/1952

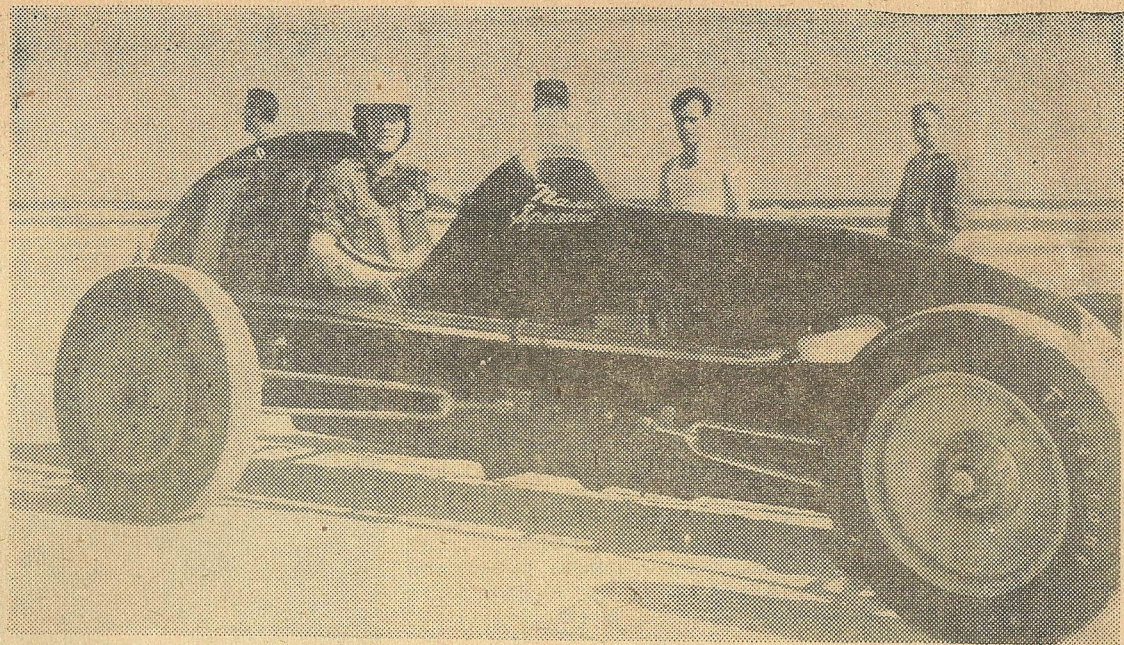
Left to right, Roscoe Hough, Walter Bull, Wally Campbell, Herb Thomas and Mike Klapak ISN award winners that were presented by publisher Walter Bull.





Scene shows the NASCAR members enjoying their Victory banquet at the hotel Princess Issena Daytona Beach, where trophies, point awards were made during the staging of the third annual Speed Week festivities.





2/12/1952

Wally Campbell, Trenton, N. J., ace (above) and Bob Halston, (left), Chicago, Ill., speedster are set for their Speedway Division test runs over the Daytona Beach Fla., course. Campbell turned in the time of 119:68 m.p.h. and Halston a 115:57 m.p.h.

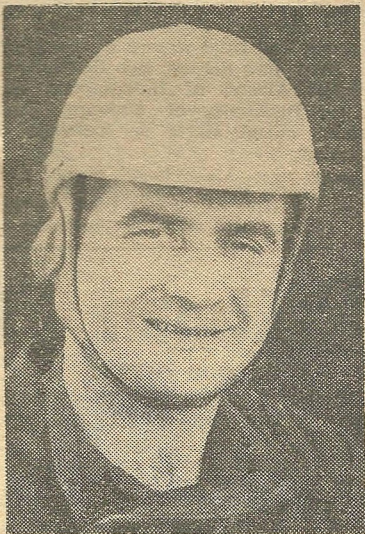


# Buck Baker Zooms Cadillac Speedway Car 142.29 On Daytona Beach Course

2/13/1952

By CHRIS ECGNOMAKI

Daytona Beach, Fla., Feb. 9—Elzie "Buck" Baker, Charlotte, N. C. driver proved to be the fastest by far in the new NASCAR Speedway Division trials held on the famous beach here yesterday. Baker, at the wheel of his "Cad Special" took the \$1,000 dollar prize when he sped over the measured mile on the sand at 140.41 mph. His time in practice on Wednesday was 142.29 mph, but none of that day's times were counted toward winning the \$1,000 put up by Bill France.



BUCK BAKER

... total of eight of the new Speedway Division cars were on hand, and the speeds turned in were rather sensational considering it was their initial appearance, with the usual bugs present.

Second fastest time was turned in by Fireball Roberts of Daytona Beach, who at the wheel of Leland Colvin's Ford powered car sizzled over the sand at 131.58 mph, a shade faster than owner Colvin's 131.43 speed in practice.

Jack Smith, driving a Chrysler car, was clocked in 123.08 mph; Sam

Waldrop in a Hudson motivated machine eked out a 122.28 measured mile, while Wally Campbell's Nash could only hit 119.68 on the thousand dollar day, but in practice a day previous ran 123.33 mph.

Bob Olson of Chicago wrung 114.57 out of his Nash, while Dick Meyers of Porterville, Calif., though plagued with engine trouble, ran his GMC engined car 93.17 mph.

Baker's car is the former Robbins Spl., from Charlotte, N.C., which won the 1941 '500' with Mauri Rose and Floyd Davis driving. Walt Brown met death behind the wheel of this car at Williams Grove, Pa., in 1951. The Colvin car was formerly owned by Thayer Robbins, and was originally the Pars Lemmons sprint car.

Jack Smith's Chrysler was housed in the original Kurtis-Kraft championship chassis, driven in the past by George Connor, and last owned by Buster Warke. Sam Waldrop's Hudson resembled the Szalai Spl., which Mike Salay hung on the wall at Indianapolis last year.

Wally Campbell's Nash is in the former Barclay Offy chassis and is a Hillegass creation. Bob Olsen's Nash is the former Steve Truchan championship car, known a decade ago as the Marks Spl. Dick Meyers' GMC was in the old Karl Orr chassis from the west coast.

Jim Sweeney, who turned 113.10 mph in practice in his Olds, but did not compete for the \$1,000 was driving the ex-Dick Palmer championship car, No. 24.

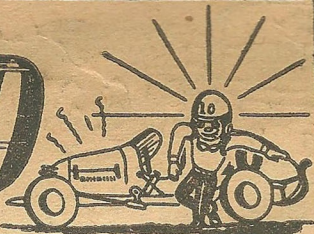
A NASCAR promoters meeting shortly after the running of these cars resulted in their Speedway Division schedule going to 19 dates, carrying purses totaling close to \$100,000.



PEAKING OF

**SPEED**

by NAT KLEINFIELD



3/11/1952

FAIRLAWN, N. J., Mar. 10th.—The latest on Frank Holzhauer is that he could be cheered immeasurably by having personal visits paid him, something that has not happened to any extent. His wife & 3 yr. old boy were visitors from his confinement on, the youngster being left behind in more recent trips from the none-too-close N.J. home but other than that there have been very few callers.

Frank's battle for life is a saga of courage that would make human interest story but my purpose in writing of this 24 yr. old gamester is to ask racing folk and others who can make the trip, to visit at the hospital. . . Would it be possible for Wally Campbell, Pepper Cunningham, Wally Marks, Johnny Karp and so many more who live near Trenton to do this?. . . Almost half a yr. has been spent in the hosp. already. Frank's burns even more severe than those that were experienced by Lee Wallard, and he may be obliged to stay in for

some time to come. . . In a private room. Frank can be visited any day at any reasonable time and would love to see you, whether he knows you or not. . . A guest book is being added to the room so that everyone calling in person can sign his or her name and those names will be listed here the following week, if so desired... Let's help out this time more than ever, friends: your help will be appreciated beyond what words can express.

# Steffans and Campbell N. J. Stock Car Winners

NEWARK, N. J., April 6 (AP). — Stock car racing returned to New Jersey today at Ruppert Stadium here and at Roosevelt Stadium in Jersey City.

More than 4000 chilled fans watched Hank Steffans, Bloomfield, take the feature 25-lap "Top Banana Special" at the Ruppert races sponsored by the Atlantic Racing Drivers Club. Back of Steffans' 5:47.63 were Billy Darregh, Stamford, Conn., and Johnny Cabral, Paterson.

In Jersey City, Wally Campbell, Trenton, won the 25-lap main event in 6:53.49 before some 3500. George Horvath, Kearny, was second and Roscoe (Pappy) Hough, Paterson, third.

4/7/1952



# Jersey City Feature To **Wally Campbell**

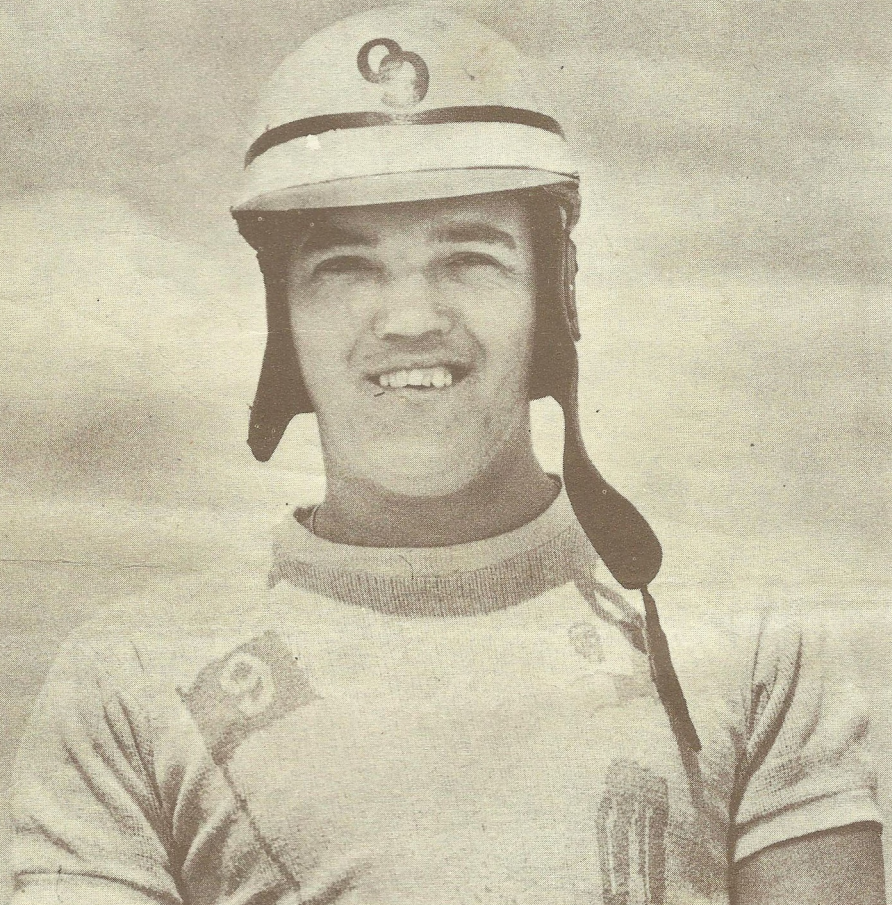
4/7/1952

New Jersey's stock car racing season opened yesterday at Rupert Stadium, Newark, and Roosevelt Stadium in Jersey City.

**Wally Campbell** of Trenton took the 25-lap main event at Roosevelt Stadium in 6:53.49 before 3,500 fans. George Horvath of Kearny and Roscoe (Pappy) Hough of Paterson came in behind Campbell.

More than 4,000 fans turned out in cool Palm Sunday weather to see Hank Steffans win the feature 25-lap "Top Banana" Special at Ruppert Stadium. Billy Darregh of Stamford, Conn., and Johnny Cabral of Paterson followed Steffans to the finish line.





This healthy, happy lad is Frank Holzhauer who figured in a mass stock car crash at Langhorne, Pa., Speedway last year. Frank's morale is at a low ebb these days and ISN columnist Nat Kleinfield feels we all should do something about it. See details on page eight news section.-Bill McGinley photo.



# IT'S CAMPBELL AT ROOSEVELT

4/8/1952

JERSEY CITY, N. J., April 8th.—The 1952 stock car racing season made a windy but record-smashing debut at Jersey City's Roosevelt Stadium saucer Sunday afternoon. With 3,000 chilled fans in the stands four records were established, the big mark being set by Wally Campbell of Trenton in the 25-lap feature race.

Campbell, stock car fan's favorite, toured the reshaped oval in 6:53.49 lowering the previous standard of 8:18 set by Frankie Schneider of Lambertville last September while the track was still of the dirt covered type.

The 10-Lap record was rewritten twice. Bill Brown, member of the Pappy Hough four-man team, bettered his own record of 2:57.06 lowering it to 2:45.34. George Harvath of Kearney and George Goodsky of Newark trailed

Brown to the checkered flag.

Two qualifying heats later Tommy Elliott of Bloomfield lowered Brown's standard to 2:45.04. Brown bounced right back in first semi-final and chalked up a track record of 4:01.48 for the 15-lap distance.

There was little doubt in all the driver's minds that the enlarged first-turn was responsible for the speedy clockings. Campbell took full advantage of the

new setup. After jockeying for the lead in the first nine laps, the Trenton hot-shot moved to the front and remained there. A pair of newcomers from Hudson County. Harvath of Kearny and Mike Rebino of Hoboken finished third and fourth, respectively, in the feature event.

1st heat — (10 laps) — Bill Brown, George Harvath, George Goodsky. Time: 2:45.34. (new track record).

2nd heat — (10 laps) — Ray Cook, Ed Wolfe, Paul Barbiche. Time: 2:45.65.

3rd heat — (10 laps) — Tom Elliott, Ronnie Kohler, Roscoe (Pappy) Hough. Time: 2:45.04. (New track record).

1st semi — (15 laps) — Brown, Bill Chevalier, Wally Campbell. Time: 4:01.48. (New track record).

2nd semi — (15 laps) — Hough, Elliott, Bill Mataka. Time: 4:09.99.

1st consy — (10 laps) — West Pultz, Walt Thompkins, Bud Beal. No time (accident).

2nd consy — (12 laps) — Paul Barbiche, Kohler, Clarence Jamieson. Time: 2:45.65.

Feature — (25 laps) — Campbell, Harvath, Hough. Time: 6:53.49. (New track record).



# The HOLZHAUER Story

• • • ONE OF COURAGE

4/8/1952

by Nat Kleinfeld

Time was when the name of Frank Holzhauer was known but to relatives and friends of this young fellow from a small town in New Jersey. The town was on the famous side as a winter resort, with clear, crisp air doing good things to one's lungs. Yes, Lakewood was famous but the young chap who worked in Russ Tilton's body and fender works shop was not.

It was only natural to expect that when the exciting sport of stock car racing began to bloom in the Garden State that Frank would absorb some of that excitement. True enough, N.J. had been a leading state in the nation for auto racing, its expanse dotted with many raceways, but not until the stocks got going did he take an active part in racing.

Not marked by serious accidents, stock car action seemed a healthy outlet for young fellows' energy, and Frank became a driver. He made a visit to the local hospital when he tried out a newly built creation, one so new that it had never been to a speedway. The throttle stuck while Frank was giving the car a workout around the garage and it took off and cracked into the wall before finally subdued.

Frank took a trip to the hospital and remained there for several rough weeks but returned, undaunted, to the sport. He wasn't going to let an experience like that keep him out of competition.

The likable Lakewood youth made the rounds of the state's courses, appearing at Belmar's Wall Stadium, Newark's Ruppert Stadium and other Nascar sanctioned plants. He did pretty well, was getting to be known as a clean driver who was always trying.

Then came that fateful, memorable day at Langhorne, the immortal speedway that has been raced on by all of the country's greatest stars. The Indianapolis winners had usually shown there right after capturing the richest plum in auto racing. It was and still is the world's fastest strip of its kind.

This October day was Nascar Championship Day and all the big stock car names were present. Frank Holzhauer was entered in the long chase on the mile circle. It was a tremendous field that took Starter Johnny Schloeder's green flag and it was a tremendous scramble that developed in the hectic laps that followed.

The race was more than half over when suddenly a car caught fire, Frank Holzhauer's car. The Lakewood youngster suffered severe burns, was saved from death by heroic action on the part of fellow driver Jack Bellinato who the flames that engulfed him. But, before the fire was out, Frank was so burned that doctors who worked on him in the Trenton

hospital to which he was rushed gave little hope for survival.

Frank Holzhauer did not quit, more so this time than after his few months earlier crash into the garage wall. He fought to live, fought with all the strength in his 24 year old body. His young wife made the difficult trip from Lakewood to Trenton to cheer Frank, his 3 year old son came along to help daddy.

Several times in the agonizing months that came and went, Frank was in very poor condition and doctors had a pessimistic report on his chances. Very few friends came to call and his spirits were down low. Skin grafting was performed over and over again as surgical skill was used in the fight against death.

Recently, despite his still critical condition, Frank was moved to the Paul Kimball Hospital, in his home town of Lakewood, so that his family and friends could more easily see him. Just before that move his morale was tremendously improved by a visit from Lee Wallard, Indianapolis winner and one of the most popular race drivers ever in the sport. Lee, himself a victim of burns from a racing accident at Reading, Pa., did more to perk up Frank than any single thing that had happened to him.

Now, from Mr. & Mrs. Mike Klapak, of Warren, Ohio, comes a wonderfully sincere letter expressing sympathy in this case and asking about a chance to help Frank and his family. They write that "everyone in our family of Nascar could help... If we, from all over the country, would just send him a card with a dollar in it... we would be more than happy to ask each driver and mechanic personally while someone at each track could do the same.

Let's do what we can for the Frank Holzhauers; no matter how little your circumstances allow, do something. His brave smile on that hospital bed is something that would make you feel wonderful if you could see it and if you possibly can, do visit him. If distance prevents a personal visit, the mails can fill in. But, one way or another, keep this fellow on the cheerful side. you can do it and it is something that will remain with you a long time, that helped out in time of need... Remember Frank's address Paul Kimball Hospital, Lakewood, N.J. Drop him a letter today!



# Stock-Car Race Season To Open

4/11/1952

Westport Stadium's stock-car drivers who launch the 1952 campaign under Promoter Ed Otto's N.A.S.C.A.R. banner tomorrow night at 8.30 o'clock will again be competing for three trophies and an extra bundle of prize money.

Last year, three local leadfoots—Johnny Roberts, Pee Wee Pobletts and Bob Whay—finished one, two, three in the point standings and each received a handsome silver trophy emblematic of their efforts as the State's top three stock-car pilots. All three will be among the more than 40 chauffeurs on tomorrow night's eight-event inaugural program.

Racing Director Bill Heiserman has revealed that the point system rating will begin with tomorrow's initial program. Three new trophies have been put into competition for the 1952 campaign and each of the first three finishers, come the end of the racing season, will also receive extra prize money.

Post time for the opening race is 8.30 P.M. The program calls for three qualifying heats of ten laps each; two 15-lap semi-finals; a 15-lap consolation race for nonplacers in the heats and semis, a Class B race and the 25-lap closing feature.



**WALLY CAMPBELL**  
In auto races tomorrow night

# Campbell and Coates To Vie at Langhorne

4/12/1952

Langhorne, April 12—Two champions, one of national reputation and the other a local titleholder, Wally Campbell and Tommy Coates, both of Trenton, were among the latest to enter the 20-lap Inaugural Sweepstake scheduled for the short course at Langhorne next Sunday, April 20.

Campbell, one of the most colorful pilots in the land, was the 1951 NASCAR modified stock car champion. Sunday at Langhorne he'll be driving the Sportsman sedans. These jobs are somewhat different from the modified mounts. In addition the local specialist in the Sportsman, Tommy Coates, also of Trenton, will be among the field of more than 70 seeking to lead the way to the checkered bunting. If the man makes the difference then Campbell rates as the favorite and if it is the car then the Inaugural Sweepstakes will be a wide open event. Coates was the season scoring champion at the Langhorne short track last campaign.

Listed among the other entries from Trenton and vicinity are: Parker, Bohn, of Trenton; Len Brown, of Lambertville, and Frank Schneider. Of this group Schneider seems to be the most proficient as a manipulator, at least the records indicate such.



# Vernon Kirk Wins Westport Feature

4/13/1952

Vernon Kirk, 27-year-old driver from Randallstown, scored a major upset in capturing the 25-lap feature race on last night's inaugural stock-car racing program at Westport.

The capacity crowd of more than 5,000 auto racing fans, braved the chilly night to welcome stock-car racing back here following its successful 1951 debut in this area.

They were rewarded with an exciting 7-event card.

The feature race was forced into a single-file restart on the second lap after Elmo Langley did a complete flip-over around the first turn. The car almost buried Langley, but he was safely extricated and the race was resumed without further mishap.

**First Heat (10 Laps)**—Won by Pappy Hough, Patterson, N.J.; second, Jim Delaney, Gumboro, Del.; third, Bob Roberts, Baltimore.

**Second Heat (10 Laps)**—Won by Tom Adams, Rising Sun, second, Bob Whay, Baltimore; third, Lou Johnson, Wilmington, Del. Time, 3.18.4.

**Third Heat (10 Laps)**—Won by Wally Campbell, Trenton, N.J.; second, Bill Gross, Washington; third, Elmo Langley, Suttland, Md. Time, 3.16.4.

**First Semi-Finals (12 Laps)**—Won by Johnny Roberts, Baltimore; second, Bob Norris, Cockeysville; third, Eddie Adams, Rising Sun. Time, 4.01.7.

**Second Semi-Final (12 Laps)**—Won by Preston Welsh, Tacoma Park, Md.; second, Johnny Cramblitt, Baltimore; third, Frank Comin, Passaic, N.J. Time, 3.51.1. (new track record).

**Consolation (10 Laps)**—Won by Gross; second, Tom Kinnamon, Baltimore; third, Johnny Maggers, Washington.

**Feature Race (25 Laps)**—Won by Vernon Kirk, Randallstown, Md.; second, Hough; third, Johnson; fourth, E. Adams; fifth, Delaney.

# Westport Lid-Lifter Goes to Vernon Kirk

4/15/1952

BALTIMORE, Md. April 15th—Vernon Kirk, 27-year-old driver from Randallstown, scored a major upset in capturing the 25-lap feature race in Saturday night's inaugural stock-car racing program at Westport.

The capacity crowd of more than 5,000 auto racing fans, braved the chilly night to welcome stock-car racing back here following its successful 1951 debut in this area.

They were rewarded with an exciting 7-even card.

The feature race was forced into a single-file restart on the second lap after Elmo Langley did

a complete flip-over around the first turn. The car almost buried Langley, but he was safely extricated and the race was resumed without further mishap.

1st Heat (10 laps) — Pappy Hough, Jim Delaney, Bob Roberts.

2nd Heat (10 laps) — Tom Adams, Bob Whay, Lou Johnson. Time: 3:18.4.

3rd Heat (10 laps) — Wally Campbell, Bill Gross, Elmo Langley. Time: 3:16.4.

1st Semi (12 laps) — Johnny Roberts, Bob Norris, Eddie Adams. Time: 4:01.7.

2nd Semi (12 laps) — Preston Welsh, John Cramblitt, Frank Comin. Time: 3:51.1 (new track record).

Consolation (10 laps) — Gross, Tom Kinnamon.

Feature (25 laps) — Vernon Kirk, Hough, Johnson, E. Adams, Delaney.



# Westport Event Won By Campbell

4/20/1952

Wally Campbell scored a smashing three-length victory over a field of 20 leadfoots in the 20-lap feature race before a record stock-car racing crowd of more than 6,500 last night at Westport.

The Trenton (N.J.) ace, last year's National Modified champ, took the lead on the eighth lap after the pacesetters, Dave Terrell and Ken Marriott, tangled on the backstretch.

Bob Whay and Lou Johnson followed Campbell across the line with the former saving second place by no more than the length of the hood of his Ford coupe.

The second offering of the new season attracted the biggest fleet of cars in the 2-year history of the local track as 64 pilots whirled around the one-fifth mile clay oval for more than 3½ hours.

First Heat (10 laps)—Won by Tom Elliot, Bluefield, N.J.; second, Ed Rooney, Passaic, N.J.; third, Mel Mainhart, Baltimore.

Second Heat (10 laps)—Won by Bob Roberts, Baltimore; second, Pappy Hough, Paterson, N.J.; third, Wally Campbell, Trenton, N.J. Time—3:28.6.

Third Heat (10 laps)—Won by Harvey Henderson, Silver Spring, Md.; second, Dan Wolford, Annapolis; third, John Maskers, Washington.

First Semi-Final (12 laps)—Won by Frankie Schnieder, Lambertville, N.J.; second, Jim Delaney, Gumboro, Del.; third, Campbell. Time—4:04.



# Campbell May Be Driver to Beat In Darlington 200-Mile Event

4/20/1952

DARLINGTON, April 19 (Special) —If determination means anything, Wally Campbell of Trenton, N. J., winner of the 1951 NASCAR modified championship, will be the driver to beat in the 200-mile NASCAR-sanctioned speedway car race over the fast mile and a quarter Darlington Raceway May 10.

Campbell, driving a special built race car equipped with a "souped up" Nash motor, has been making special test runs over the long asphalt course, hopeful of getting his car in perfect condition for the season's first big race over the track.

This will be Campbell's first ride in a speedway type car and the first for some of the other stars entered for the big classic, but Campbell is a veteran of the stock car division. It was Campbell who set the pace for all qualifiers in the test runs for the first 500-mile late model stock car race here in 1950. Campbell, driving an Olds 88, averaged 82.35 miles per hour for the 10 miles of qualifying for the 1950 event. This record was shattered last September by Marshall Teague of Daytona Beach, Fla., driving a Hudson Hornet.

With time approaching for the season's first race here, speedway officials are making preparations for a large attendance. This will be the first race for the new speedway division of the National Association



WALLY CAMPBELL

... Shows Determination

for Stock Car Auto Racing, Inc., featuring Indianapolis type race cars equipped with standard American motors.

Time trials will start Saturday, May 3, and continue through Thursday, May 8, in qualifying entries for the big race.

Following the Southern Memorial Day event for speedway cars, the Darlington program calls for a 200-mile modified car race for July 4, and the third annual "Southern 500"

late model stock car race Labor Day, Sept. 1.

## Charleston Driver and Car Are Approved for Big Race

The entry of Marvin Johnson, Charleston Naval Base, as a driver in the \$10,000.00 200-mile, Darlington, S. C., Speedway inaugural was approved yesterday by the National Association for Stock Car Auto Racing (NASCAR).

Johnson will drive a Ford-powered speedster owned by L. J. Rentz, also of Charleston Naval Base.

At 1,750 pounds, Johnson's mount is the lightest yet approved for the racing classic. The car has a piston displacement of 268 cubic inches.

As yet, no times have been reported for the Rentz-owned car, but a similar car powered by a Ford engine attained a speed of 131.58 miles an hour on the straight-away measured mile at Daytona Beach in February. Only a car with a Cadillac engine came up with a better speed, its top being 142.29 miles an hour.

The lighter weight should prove to be an advantage on the mile and a quarter banked asphalt track at Darlington. That's one point that shouldn't be overlooked.

Cars which have been approved as entries in the May 10th race are already making practice runs on the Darlington course.

# Applegate Races At Hatfield Today

4/20/1952

---

HATFIELD, Pa. — Stock car racing at Hatfield Speedway today promises to blossom into an intent interstate rivalry involving Pennsylvania and New Jersey drivers. Pennsy pilots, led by Harold Brokhoff who won the 25 lap feature event, were edged, 140 points to 130, in the Easter Sunday opener.

According to entries filed the past few days, Jerseyites are prepping for a few surprises to widen the bulge this afternoon. Nelson Applegate of Trenton, kingpin pilot of Morristown Raceway last season, is aiming to make his 1952 bow at Hatfield in today's stock car racing competition.

Meanwhile, the Pennsylvania brigade hasn't been idle. Lucky Loux, who sat on the sidelines when his car was garaged in Rockaway due to the rains, is expected to help considerably in warding off the invaders. Brokhoff also will be back trying to make it two in a row.

---



# Campbell Wins Feature Race Of Stock Car Card

4/22/1952

Wally Campbell, of Trenton, won the 3-lap featured stock car race Saturday night at the Westport Stadium before a capacity crowd of approximately 7,000 persons.

Bob Whay of Baltimore was second in the feature and Lou Johnson, of Wilmington, finished third. Campbell's time in the feature race was 6:18.6.

Car number 141, driven by Nick Rose, ran up the side of the bank around the first turn and upset. Making the first turn at the start of the race, Cannon Poore, driving number 197, hit the wooden barrier along the inside of the track, and remained out of the running.

The races gave the many spectators a thrill in every race and turn of the 1/5 mile course of red clay. In addition to winning top prize money, Campbell won over Frankie Schneider by half a length in a special five lap match race.

In the opening heats of the races, crack-ups were numerous. The most serious crash resulted when Junior Tauber crashed, tearing up a large portion of the stands and leaving both front wheels on the track when the car was towed away.

## Summary

First Heat—Won by Tom Elliott, Bloomfield, N.J.; second, Ed Rooney, Passaic, N. J.; third, Mel Mainhard, Baltimore.

Second Heat—Won by Bob Robert, Baltimore; second, Happy Hough, Patterson, N.J.; third, Wally Campbell, Trenton.

Third Heat—Harvey Henderson, Washington; second Dan Woolford, Annapolis; third Johnny Meggers, Washington.

First Semi-final (10 laps)—Won by Lou Johnson, Trenton; second,

Jim Delaney, Hope, N.J.; third, Wally Campbell, Trenton.

Second semi-final—(10 laps)—Won by Lou Thomas; second, Russ Hastings, Chestertown; third, Eddie Adams, Rising Sun. Time 3:17.4.

Five lap special—Won by Wally Campbell over Frankie Schneider.

Feature (20 laps)—Won by Wally Campbell, Trenton; second, Bob Whay, Baltimore; third, Lou Johnson, Wilmington, time 6:18.5.

Races at the Westport Stadium will be held next Saturday night when a noted English woman driver will handle a stock car in one of the main events.

# Campbell May Be Driver to Beat At Darlington

4/25/1952

DARLINGTON, April 24 (AP) If determination means anything, Wally Campbell of Trenton, N. J., winner of the 1951 NASCAR modified championship, will be the driver to beat in the 200 mile NASCAR-sanctioned speedway car race over the fast mile and a quarter Darlington acreway Saturday, May 10.

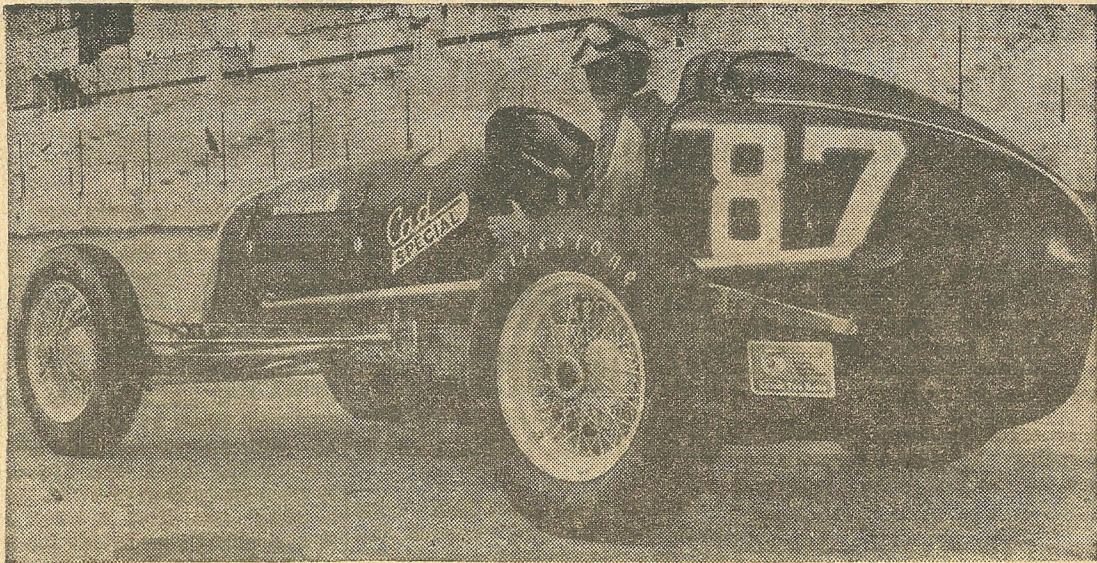
Campbell, driving a special built race car equipped with a souped up' Nash motor has been making special test runs over the long asphalt course, hopeful of getting his car in perfect condition for the season's first big race over the internationally famous track.

This will be Campbell's first ride in a speedway type car and the first for some of the other stars entered to the big class, but Campbell is a veteran of the stock car division. It was Campbell who set the pace for all qualifiers in the test runs for the first 500-mile late model stock car race here in 1950. Campbell, driving an Olds 88, averaged 82.35 miles per hour for the 10 miles of qualifying for the 1950 event. This record was shattered last September by Marshall Teague of Daytona Beach, Fla., driving a Hudson Hornet.

With time approaching for the season's first race here May 10, speedway officials are making preparations for a large attendance. This will be the first race for the new speedway division of the National Association for Stock Car Indianapolis type race cars equipped with standard American motors.

Time trials will start Saturday, May 3, and continue through Thursday, May 8, in qualifying entries for the big race.





**AMONG DARLINGTON FAVORITES:** Buck Baker, Charlotte, N. C., driver is shown with his Cadillac powered speedway car that he will drive in the 200-mile NAS-CAR-sanctioned speedway car race at Darlington International Raceway Saturday, May 10. The car is owned by Penny Mullis and is maintained by Joe Rumph. Baker averaged better than 140 miles per hour with the car over the measured mile course at Daytona Beach, Fla., in February.



# Darlington Trials To Inaugurate Saturday

4/29/1952

DARLINGTON, S. C., April 29th.—The roar of the mighty speedway cars of the new NASCAR division strats here Saturday when the speed demons from all sections of the United States start time trials for the 200-mile speedway car race scheduled for the fast mile and a quarter asphalt Darlington International Raceway for Saturday, May 10.

Time trials will be held Saturday, May 3, continuing daily except Sunday through Thursday, May 8, in qualifying the starting field for Darlington's first big race program of the 1952 season.

Preparations are being made for a crowd of 25,000 for the big speed classic, featuring the new NASCAR type speedway cars equipped with standard American motors.

Twenty-two cars are already listed among the entries for the event and there is a strong possibility that Bill Holland, former king of the speed demons at Indianapolis, will be among those competing. Holland, a one time winner and three time runner up at Indianapolis, may drive the new car being built by Ray Erickson of Chicago.

Included among others entered are Buck Baker, Charlotte, N. C., who traveled better than 140 miles per hour in the NASCAR



**BUDDY SHUMAN**

speedway trial runs at Daytona Beach in February with his Cadillac-powered car; Buddy Shuman, another Charlotte ace, driving a GMC-powered machine;



Entered as second class

*Vol. XII, No. 18*

*Brooklyn*

Wally Campbell, Trenton, N. J. with a Nash-powered car; Bill Miller, Atlanta, Ga., driving an Olds 33 powered machine; Jack Smith, Atlanta, with a Chrysler powered car; Tony Bonadies, Bronx, N. Y., driving Red Crise's Chrysler-powered car; Tom Cherry, Muncie, Ind., with a Mercury powered car; Steve McGrath, a top star of the American Race Drivers Club, and many other leading stars from all sections of the country.

Following the 200-mile speedway race set for Southern Memorial Day on May 10, Darlington's schedule calls for a 200-mile NASCAR modified race July 4 and the third annual 500-mile late model stock car race Labor Day, September 1.





4/29/1952

Opening its doors to stock car auto racing Saturday night May 3rd, the Wall Stadium, Belmar, N.J., will offer the crack field of NASCAR pilots. Among those who are expected to compete is the heavy-footed pilot, Wally Campbell, above.

# Campbell's Entry Filed For Sunday

5/1/1952

LANGHORNE, Pa. — Trenton's Wally Campbell is among the latest to submit his entry for the 150-mile Grand National Circuit Championship scheduled for the Langhorne Speedway Sunday. The Trenton speedster won one of the stock features presented around the famous mile in 1951. However, that triumph was gained in Modified competition while Sunday's race is limited to late model stocks — of the 1951 and 1952 vintage. Wally claims the type of stock car makes no difference whatsoever to him.

Wally, one of the most popular pilots in the auto racing sport, annexed the NASCAR title in the Modified Division in 1951. His flare for speed together with his thorough knowledge of the Langhorne course should mark him as one of the favorites in Sunday's title grind.

Al Keller and Ed Samples also are among the entries received at the Langhorne office during the past few days. Keller, a former Buffalo speedster, now makes his home in West Palm Beach, Fla. Samples is from Atlanta, Ga.



# Positions Set At Darlington For May 10 Race

5/3/1952

DARLINGTON, May 2 — Pole position for the start of the 200-mile speedway car race at Darlington International Raceway on Southern Memorial Day, Saturday, May 10, will be at stake tomorrow afternoon as the speed demons start their time trials over the mile and a quarter asphalt course.

Time trials will be held Saturday, Monday, Tuesday, Wednesday and Thursday, from 1 until 4 o'clock daily, to determine the starting field of 30 cars for the 200-mile grind of the Indianapolis type cars equipped with standard American motors. The race on May 10 starts at 2 o'clock.

With 25 cars already scheduled to compete, Bill France, president of the National Association for Stock Car Auto Racing, Inc., the sanctioning organization, reported today that he expects at least 30 cars for the initial speedway classic for the new NASCAR division.

Entrance of Al Keller of Green Acres, Fla., veteran midget and big car driver, has increased interest among the Cadillac supporters. Keller will drive a new special built raceowned by W. W. Burroughs of Winter Haven, Fla.

The lone other Cadillac powered car entered to date is the machine Buck Baker of Charlotte, N. C. averaged better than 140 miles per hour with in speed trials at Daytona Beach. Both Baker and Keller are expected to be among the early arrivals battling for pole position.

Other makes of motors represented include Chrysler, Nash, DeSoto, Ford, Mercury, Hudson, GMC, Studebaker, Oldsmobile and Kaiser with some outstanding drivers from all sections of the country included among the entries.

Rated among other early favorites are Tom Cherry, Muncie, Ind., with a Mercury powered car; Tony Bonadies, Bronx, N. Y., Chrysler powered machine; Jack Smith, Atlanta, Chrysler powered car; Wally Campbell, Trenton, N. J., Nash powered machine, and Steve McGrath, New Canaan, Conn., driving Johnny Tadlock's De Soto powered car.

# Marriott Takes Westport Feature

5/4/1952

Ken Marriott, veteran Baltimore pilot, captured the crash-marred 25-lap feature race last night at the Westport Stadium.

More than 5,000 fans turned out for the fourth stock car program of the season and saw Marriott capture the main event but only after a spectacular accident erased young Vernon Kirk on the twenty-fourth lap.

Kirk had taken an early lead after the favorite, Wally Campbell, went out of the running in a four-car jam on the first lap and held forth in a two-way duel with Marriott for the next ten laps.

The ultimate winner moved ahead to stay on the twenty-second lap. However, on the next-to-last lap, Kirk tried to pass Marriott on the inside of the grandstand bend. He flipped completely, ricocheted off the grandstand wall and came down on top of Johnny Megger's car.

Lou Johnson moved up into second place with Hank Trice finishing third and Frank Mundy, the well-known big-car driver from Atlanta, grabbing fourth.

Other winners on the crash-punctuated seven-event card were Al Burton, Russ Heath, Mundy, Bob Roberts and Campbell. The last named, who was last year's modified champion, set a new track record for 12 laps in capturing the second semi-final event. He toured the distance in 3.54.2, or 7 seconds faster than the old record set last year by Johnny Roberts.



# Thomas Paces Time Trials For Langhorne's 150-Miler

5/4/1952

Herb Thomas, Olivia, N. C., won the post position for today's 150-mile Grand National late model stock car race at Langhorne Speedway when he set the pace for 33 qualifiers in the time trials yesterday at the Bucks county oval.

Thomas, the National and Langhorne title-holder, was timed in 47.34 seconds over the one-mile track. Thomas, who owns the Langhorne track record of two hours, six minutes and 11 seconds, won the U. S. championship last week at Macon, Ga.

Dick Rathman, Bristol, posted the second best time, 47.60 seconds, and will start in the No. 2 position today in the 150-mile race. Langhorne's first big-car program of the year, sanctioned by the National Association for Stock Car Auto Racing, will start at 2 P. M.

The third fastest qualifier was Mike McGill, Haddonfield, 47.66 seconds; fourth, Pat Kirkwood, Fort Worth, 48.53; fifth, Tim Flock, Atlanta, Ga., 49.02. In addition to the 33 who competed in the trials yesterday, approximately 40 others are expected to qualify today.

Others listed to race in the 150-mile event—the constants will drive the same kind of sedans the average motorist uses on the highways—include Lee Petty, Fonty Flock, Marshall Teague, Wally Campbell, Buck Baker and Tommy Thompson.



TIM FLOCK

FONTY FLOCK

## Entries

The entries and car numbers: 1. Dick Eagan, Bristol, Conn.; 2. Bill Blair, High Point, N. C.; 4. Mike Klapak, Warren, O.; 6. Marshall Teague, Daytona Beach, Fla.; 7. Frank Mundy, Atlanta, Ga.; 9. Ed Samples, Atlanta, Ga.; 11. Fireball Roberts, Daytona Beach; 14. Fonty Flock, Decatur, Ga.; 16. Bill Snowden, St. Augustine, Fla.; 17. Buddy Shuman, Charlotte, N. C.; 18. Jimmy Florian, Cleveland; 21. Wally Campbell, Trenton; 23. Al Keller, West Palm Beach, Fla.; 25. Dick Meyer, Porterville, Calif.; 27. Bob Moore, St. Petersburg, Fla.; 32. Alton Haddock, Greenville, S. C.; 40. Tommy Thompson, Louisville, Ky.; 41. Curtis Turner, Roanoke, Va.; 42. Lee Petty, Randleville, N. C.

44. Pepper Cunningham, Trenton; 47. Jim Reed, Tarrytown, N. Y.; 50. Jim Paschal, High Point, N. C.; 51. Guber Sosebee, Atlanta, Ga.; 54. Paul Pettit, Wilmington, N. C.; 57. Tommy Moon, Marlitta, Fla.; 59. Lloyd Moore, Frewsburg, N. Y.; 65. Russa Helper, Trenton; 72. Don Thomas, Olivia, N. C.; 77. Jack Wade, Charlottesville; 81. Rosco Hough, Paterson, N. J.; 82. Joe Eubanks, Spartansburg, S. C.; 87. Buck Baker, Charlotte, N. C.; 88. Frank Schneider, Lambertville, N. J.; 91. Tim Flock, Atlanta, Ga.; 92. Herb Thomas, Olivia, N. C.; 98. Ronnie Kohler, Paterson.

99. Pat Kirkwood, Fort Worth, Texas; 120. Dick Rathman, Los Angeles; 175. Dick Linder, Pittsburgh, Pa.; 126. Dave Terrell, Newtown, Pa.; 180. George Farrell, New York; Louise Smith, Greenville, S. C.; E. C. Ramsey, Greenville; Bill Schade, Merchantville, N. J.; George Fallup, New Hope; Tommy Coates, Trenton; Johnny Thompson, Jacksonville, Fla.; Bud Groher, Langhorne.

# Johnson Tri

5/6/1952

By JOHN H. FALES

LANHAM, Md., May 5th.—The feature race of the opening program of modified stock car races at West Lanham Speedway Friday night was won by Lou Johnson, Wilmington, Del., in a close finish over Frankie Schneider, Lambertsville, N. J.

Both of these drivers along with Wally Campbell, Trenton, N. J., started at the rear of the field. Campbell was out on the sixth lap. Johnson worked up fast and took the lead from Charlie Dyer, Paterson, N. J., and Bob Welch, Silver Spring, Md., on about the twelfth lap. By this time Schneider had worked up to third behind Dyer. He soon took second spot.

In the last ten laps Schneider made a thrilling attempt in and out of heavy traffic to cut down Johnson's long lead. It was Johnson to win by one-half car length.

John Meggers, Washington, D. C., took a real tumble in the second semi, landing upside-down. More than 6,200 fans attended.

The summaries:

1st heat — (10 laps) — Johnson, Kirk, Smith. Time: 2:46.91.

2nd heat — (10 laps) — Schneider, Roberts, Brown. Time: 2:43.21.

3rd heat — (10 laps) — Cramblitt, Vierkorn, Campbell. No time.

1st semi — (12 laps) — Schneider, Johnson, Kirk. Time: 3:11.75.

2nd semi — (12 laps) — Campbell, Dyer, Vierkorn. Time: 3:10.90.

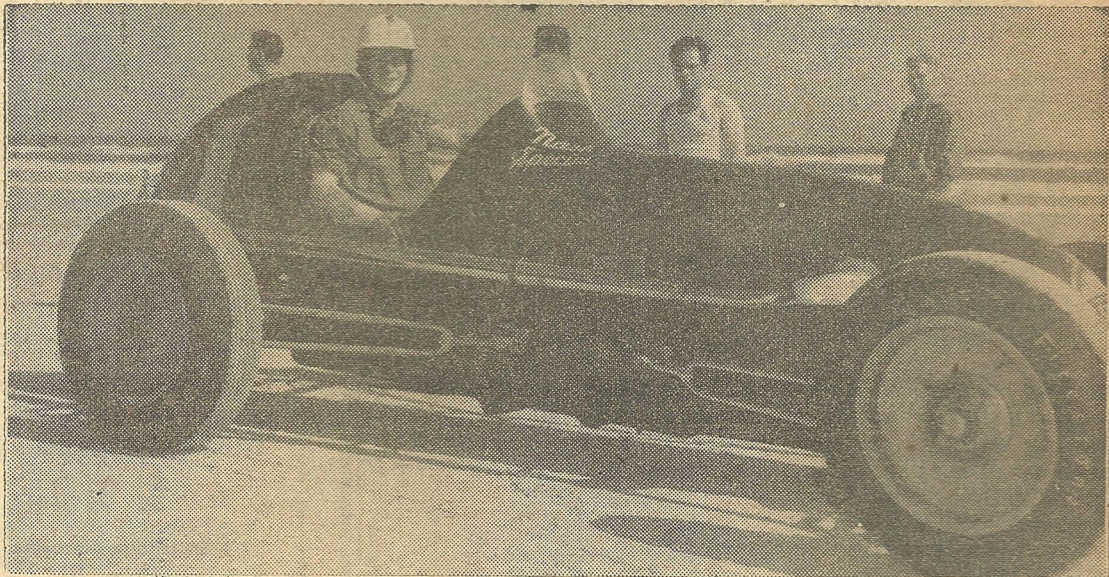
Sportsman Semi-Feature—(10 laps)—Roberts, Norris, Williams. Time: 2:45.20.

Feature — (25 laps) — Johnson, Schneider, Dyer. Time: 6:37.21.



5/7/1952

## Modified Champ In New Role.



Wally Campbell, Trenton, N. J. star who won the NASCAR modified championship for 1951, will be making his first appearance in a speedway car at Darlington, S. C. for the 200-mile NASCAR speedway car race scheduled for Saturday, May 10. Campbell will be driving the Nash-powered car shown above.

# Ken Marriott Mauls Westport Stockers

5/7/1952

By JOHN E. SCHUELER

Baltimore, Md., May 3—Ken Marriott, Baltimore ace, racked up his first feature win of the season at Westport Stadium here tonight in the 25-lap sportsmen's class main. A near-capacity crowd, and a field of more than 45 cars appeared at promoter Ed Otto's presentation.

Marriott bulled his way past Vernon Kirk on the 20th, after Kirk held the lead he wrested from Elbie Brown for 14 laps. It was not Kirk's night to be lucky; while fighting desperately to catch the flying Marriott he contacted Johnny Meggers on the last lap and rolled heavily in the second turn. Johnny piled into the baseball dugout for his second major mishap in as many nights.

Lou Johnson worked up from 11th to 3rd in a steady drive, to fall into the second spot vacated by Kirk as the race was red-flagged. Only 8 of the 21 starters were in business at the end of the tussle.

All but 2 of the original 21 were involved in the season's biggest pile-up on the 1st lap. Numerous other crashes punctuated the chase, and another restart was in order on the 6th when Meggers, Gus Wilson, and Bill Shipley got together and blocked the track.

The race of the evening was the second semi-final, between Wally Campbell and Vernon Kirk. While closely pursued by Kirk, Campbell piloted his mount through and around the heavy traffic in such a fashion as to post a new 12-lap record. The old mark was set by Preston Welch on the opening night, three weeks ago.

Another roll brought the fans to their feet as Ed Nance tipped over No. 711 on the initial lap of the 1st semi-final. Bob Roberts scored over Al Steveis after the restart.

## The summary:

1st heat, 10 laps — Al Burton, Lou Thomas, Ken Marriott, Vernon Kirk, Bob Norris. Time 3:30.8.

2nd heat, 10 laps—Russ Heath, Elbie Brown, Gus Wilson, Don Poore, Johnny Meggers. No time.

3rd heat, 10 laps—Frank Mundy, Hank Trice, Lou Bodice, Wally Campbell. No time.

1st semi-final, 12 laps—Bob Roberts, Al Stevens, Gus Wilson, Russ Heath, Al Burton. 4:06.9.

2nd semi final, 12 laps—Wally Campbell, Vernon Kirk, Danny Wolford, Hank Trice, Frank Mundy. Time 3:54.2. new track record.

Consolation, 10 laps—Lou Bodice, Lou Johnson, Don Poore, Leo Vierkorn. Time 3:05.2.

Feature, 25 laps — Marriott, Campbell, Trice, Russ Hastings, Bill Brown, Mundy. No time.



# Only Eight of Expected 26 Qualify for Darlington Race

DARLINGTON, May 8 — (AP) — Two more drivers qualified for today for Saturday's 200-mile speedway race here.

That makes a total of only eight in an expected starting field of 26. Race officials said, however, that time trials will be continued tomorrow and they still expect 26 cars to start.

Seven drivers signed up for the added 100-mile strictly stock car race to follow the speedway event, making a total of 19 in an expected starting lineup of about 40.

Qualifying for the speedway race for big cars with stock American motors under National Association for Stock Car Auto Racing, Inc., sanction were:

Bob Jefferies, Detroit, Mich., Hudson-powered car, 3 minutes 10.43 seconds for five miles, average 94.003 miles an hour.

Fred Peters, Palmyra, N. J., Ford-powered racer, 3 minutes 27.38 seconds, average 86.19 miles an hour.

Signing up for the late model stock car race today were:

Joe Eubanks, Spartanburg, 1952 Hudson.

Weldon Adams, Augusta, Ga., 1951 Chrysler.

Herb Thomas, Sanford, N. C., 1952 Hudson.

Gaber Sosebee, Atlanta, Ga., 1951

Oldsmobile.

Lee Petty, Randleman, N. C., Plymouth.

Charles Gattilla, Hartford, Conn., 1951 Studebaker.

J. E. Hardy, Taber City, N. C., 1951 Studebaker.

Herb Swann of Cleveland, O., tried to qualify for the speedway race but he had engine trouble with his Oldsmobile 88 after one lap.

Among others making practice runs for the speedway event but not attempting to qualify were Red

Ryder of Woodlawn, N. Y., Studebaker; Tom Cherry, Muncie, Ind., Ford; Wally Campbell, Trenton, N. J., Ford; and Billy Widenhouse, Midland, N. C., Hudson.

5/9/1952

# 23 Cars Ready for Darlington Race Today

5/10/1952

## Here's How They'll Line Up

The lineup for the 200-mile speedway division race:

1. Speedy Thompson, Monroe, N. C., Ford V-8, 100.83 miles an hour.
2. Bill Miller, Nashville, Tenn., Oldsmobile 88, 100.21.
3. Jack Smith, Atlanta, Ga., Chrysler, 97.55.
4. Mickey Senn, Charlotte, Ford V-8, 93.48.
5. Buck Baker, Charlotte, Cadillac, 100.54.
6. Al Keller, Green Acres, Fla., Cadillac, 82.50.
7. Bob Jefferies, Detroit, Hudson, 94.003.
8. Fred Peters, Plainfield, N. J., 86.79.
9. Tom Cherry, Muncie, Ind., Mercury, 102.42.
10. Wally Campbell, Trenton, N. J., Ford, 100.7.
11. Buddy Shuman, Charlotte, GMC, 94.48.

(Entered, but not qualifying in

trials)

12. Steve McGrath, New Canaan, Conn., De Soto.
13. Sam (Red) Ryder, Athol Springs, N. Y., Studebaker.
14. Tony Bonadies, the Bronx, N. Y., Chrysler.
15. Bill Widenhouse, Midland, N. C., Hudson Hornet.
16. Herb Swann, Cleveland, O., Oldsmobile 88.
17. Sam Waldrop, Charlotte, Hudson Hornet.
18. Lyle Scott, Port Washington, N. Y., De Soto.
19. Larry Phayer, Chicago, Ill., Nash.
20. Jim Sweeney, Toledo, Ohio, Oldsmobile 88.
21. Curtis Turner, Roanoke, Va., Oldsmobile 88.
22. Jimmy Thompson, Monroe, N. C., Mercury.
23. Dick Rathman, Los Angeles, Ford 6.

## Event Is First of Its Kind

DARLINGTON, May 9 — A 23-car field was lined up late today for the inaugural 200-mile speedway race here tomorrow. Only three more drivers, making a total of 11, actually qualified their big cars in trials today. The others will have to start behind those who did qualify.

Tom Cherry of Muncie, Ind., qualified his Mercury - powered racer at an average speed of 102.42 miles an hour in four laps around the mile and one-quarter Darlington track. He topped the 100.83 miles an hour that tops the 10.83 miles an hour that won pole position for Speedy Thompson of Monroe, N. C., when trials began last Saturday.

The speedway race will be the first event of its kind for Indianapolis - type cars with standard American motors. It is sanctioned by NASCAR—the National Association for Stock Car Auto Racing, Inc.

An added race, a 10-miler for late model strictly stock cars, also is sanctioned by NASCAR as part of its Grand National Circuit program.

There will be a starting field of about 35 in the strictly stock race. Among the 21 signed up through today were Leonard Tippett of Greenville, S. C., in a 1951 Hudson and Al Haddock of Greenville, N. C., in a 1950 Ford.

The other two qualifiers today for the speedway race were Wally Campbell, Trenton, N. J., driving a Ford-powered car at an average 100.7 miles an hour; and Buddy Shuman of Charlotte, N. C., with a GMC, averaging 94.48.



# Baker Wins 200-Mile

## Miller Cops 2nd Place; Rathman Wins Stock Race

5/11/1952

DARLINGTON, May 10 (AP)—Buck Baker of Charlotte, N.C., set a sizzling nearly 100 miles an hour pace to win the 200-mile big car race event at Darlington International Raceway today.

Baker earned \$2,000 of the total \$10,000 purse as he covered the distance in two hours, six minutes and 11 seconds at an average of 65.00 miles per hour.

The 19 starters, chauffering Indianapolis-type cars with standard American motors, bucked heavy winds that held the crowd to about 6,000.

Baker, a veteran of stock car racing, took over first place on the 114th lap over the mile and one-quarter paved track and held it the rest of the way. He drove a Cadillac Special.

He was about four laps ahead of second place Bill Miller of Atlanta, who drove an Olds 88 Special. Finishing third was Tom Cherry of Muncie, Ind., in a Mercury Special.

The lead changed 15 times but Baker was never further back than 4th place, Speedy Thompson, Monroe, N.C., driving a Ford V-8 special in which he qualified for pole position at 100.83 miles an hour, led from the 12th through the 22nd laps and came back to first from the 102 to 114th laps. He finally dropped out because of motor trouble.

Tony Bonadies, the Bronx, N.Y., looked like a sure winner early in the race, lapping many cars in his Chrysler Special. His racer started smoking badly after about 75 laps and he was forced out on the 82nd after leading 6 times around.

Wally Campbell, Trenton, N. J., took over from Bonadies and led for 29 laps but lost out when his blew a tire. Campbell, who came here with a Nash powered car switched to a Ford with an oversized radiator to prevent motor heating. While he was out front, he set a 100 mile an hour pace despite the high wind.

Cherry was picking up about one second a lap on Baker near the end of the race, but was too far behind to become a serious threat.

The race was the first of a new division sanctioned by the National Association for Stock Car Auto Racing (NASCAR). Baker holds



BUCK BAKER  
The Winner!

the fastest time in the NASCAR speedway division at just over 140 miles an hour, set earlier this year at Daytona Beach, Fla.

Baker qualified his blue No. 8 racer at 100.54 miles an hour when he qualified earlier in the week. Thompson's whose 100.83 qualifying time earned him pole position. Cherry had the top qualifying speed — 102.42 for the four qualifying laps.

Dick Rathman of Los Angeles, driving a 1951 Hudson, won the 100 - mile added feature for late model stock car racers. Rathman battled with Baker and Herb Thomas of Olivia, N. C., before winning in one hour, seven minutes, 3 seconds for an 86.1 miles per hour average.

## Here's How They Finished At Darlington

DARLINGTON, May 10 (AP)—Here's the order of finish in the 200-mile big car race and 100-mile stock car race at the Darlington Speedway.

### Big car race:

The order of finish:

1. Buck Baker, Charlotte, N. C., Cadillac Special.
2. Bill Miller, Atlanta, Olds 88.
3. Tom Cherry, Muncie, Ind., Mercury Special.
4. Al Keller, Green Acres, Fla., Cadillac.
5. Bob Jefferies, Detroit, Mich., Hudson.
6. Jack Smith, Atlanta, Ga., Chrysler.
7. Buddy Shuman, Charlotte, GMC.
8. Mickey Senn, Charlotte, Ford.

9. Sam Waldrop, Charlotte, Hudson Hornet.
10. Jimmy Thompson, Monroe, N. C., Mercury.
11. Sam (Red) Ryder, Buffalo, N. Y., Studebaker.
12. Jim Sweeney, Toledo, O., Olds 88.
13. Fred Peters, Plainfield, N. J.
14. Larry Pharrar, Blue Island, Ill., Nash.
15. Speedy Thompson, Monroe, N. C., Ford V-8.
16. Wally Campbell, Trenton, N. J., Ford.

17. Steve McGrath, New Canaan, Conn., De Solo.
18. Tony Bonadies, The Bronx, N. Y., Chrysler.
19. Herb Swann, Cleveland, O., Oldsmobile 88.
20. Lyle Scott, Fort Washington, N. Y., De Solo.
21. Dick Rathman, Los Angeles, Calif., Ford 6.

The order of finish in the late model stock car race in which top prize money was \$1,000 from a total purse of \$4,000:

1. Dick Rathman, Los Angeles, 1951 Hudson.
2. Tim Flock, Atlanta, Ga., 1951 Hudson.
3. Jimmy Lewallen, High Point, N. C., driving Bill Blair's 1952 Oldsmobile.
4. Fony Flock, Decatur, Ga.,

# May 30 Race At Langhorne Is 100-Miler

5/14/1952

LANGHORNE, Pa. — A 100-mile championship race for modified stock cars has been scheduled for Memorial Day, Friday afternoon, May 30, around the Langhorne Speedway mile course. The title grind was won last season by Trenton's Wally Campbell. The 1951 race was limited to 50 miles. However, due to the increased interest among the drivers, together with the rapid development in the advancement of the popular stock car sport, officials prevailed upon NASCAR to increase the distance this year.

Promoters Irv Fried and Al Gerber plan to make the Memorial Day classic a permanent fixture at Langhorne. Fried and Gerber recently make a week's tour of the South in quest of new faces. While South they witnessed the championship event at Darlington S. C. and are hopeful of having the winner, Buck Baker, at Langhorne for the century grind. They completed their sojourn by attending a conference with Bill France, prexy of NASCAR, and other race officials. France guaranteed a championship field for the May 30 title grind at Langhorne and agreed to reserve the holiday date for Langhorne in years to come.

Campbell led a field of 83 to the checkered flag last year when he won the 50-lap championship. Fried and Gerber expect the century classic to attract a field of that number or more.

Short Track Cars ...



**In Holiday 100-Miler**



**Tommy Coates**

5/26/1952

# **Bunn, Eagan And Coates Among Stock Car Rivals At Langhorne On Friday**

LANGHORNE, Pa. — Racing fans in this area need only to recall the running of the National championship at Langhorne last Fall to remember the exploits of Hully Bunn, spectacular stock car speedster from Bristol, Conn. In that event Bunn and Dick Eagan, the New England champion, who submitted his entry today, featured a nip-and-tuck battle at a speed in excess of 85 miles per hour. Now, with the entry of Bunn received by Langhorne officials for Friday's Memorial Day 100-mile National Championship, it appears as if a renewal of that hectic battle will be witnessed.

## **Coates Files Entry**

Tommy Coates, Trenton ace; Johnny DuBois of Paterson, a well established name in auto racing; and Dan Price, of Richboro, Pa., also are among the lat-

est to submit entries for the holiday century grind. The trio rate with the top performers according to past performance in NASCAR competition. However, before they face the starter in the Memorial Day "100," each, like the entire field of more than 70, must qualify for positions. From the large field of entries only the fastest 50 will go post-ward at 3 p. m. Friday. Time trials will commence at 10 a. m. Memorial Day.

Coates, DuBois, Price and Bunn will be facing one of the greatest fields ever to appear in a National championship grind around the Langhorne course. With drivers like the veteran Ken Marriott; NASCAR champions Roscoe Hough, Charley Barry and Johnny McGinley; and contenders like Dave Terrell, Gordon Oldford, Ronnie Kohler, Bobby Courtwright, Len Brown, Charley Birdsall, Neil Cole, Jim Delaney and Red Tomlinson, it would be pretty tough to name a favorite. Officials figure the race to be a wide open event with a record breaking performance needed to cross the finish line a winner.

# Langhorne 100-Miler On Friday

5/27/1952

LANGHORNE — One of the choice attractions of the National Association of Stock Car Auto Racing (NASCAR) season will be offered Friday, Memorial Day, at Langhorne Speedway. The occasion will be the 100-mile National championship for modified stock cars. Langhorne's mile track will be the scene of action. More than 70 cars are expected to try to qualify, starting at 10 a. m. The fastest 50 will line up for the 100-miler at 3 p. m.

Langhorne Promoters Irv Fried and Al Gerber are trying to give Trenton, Philadelphia and vicinity an event somewhat comparable to the famous 500-mile big car classic at Indianapolis. That they are succeeding is evidenced by the widespread interest in Friday's race. Drivers from New England and the South will be on the Langhorne track along with leading Eastern stock car pilots.

## Coates In Action

Trenton's Tommy Coates is one of the contenders for the modified stock car title. Coates is the defending champion on Langhorne's quarter-mile track. He topped all rivals in points last season—the first year the short course was in existence. This year the quarter-mile strip has been used only once. Four other scheduled programs have been rained out. Coates did not race on the one short course card that did take place. Trenton's Tommy is reported ready, however, to make a stern bid for 100-mile honors on Friday.

The New England contingent in the race will be led by Dick Eagan and Hully Bunn. Both hail from Connecticut. Eagan won the only stock car race held on the New Jersey State Fair Grounds mile track at Trenton last year.

Announcements will be made at 15-minute intervals on Friday to keep the Langhorne audience posted on Indianapolis developments.



# 6 Champs Race At Langhorne

5/28/1952

One national champion and five sectional titleholders will face the starting flag in the Memorial Day 100-mile National Championship modified stock car racing classic listed for the famous mile course at the Langhorne Speedway Friday afternoon.

Roscoe Hough, national king; Gordon Oldford, New Jersey titleholder; Dick Egan, leader in the New England area; **Tommy Coates**, Pennsylvania champion; Peanut Smith, Baltimore, and Charley Barry, New York, will lead the assault on various records.

The five-mile standard is held by **Tommy Coates**, Trenton, his fellow townsman, Wally Campbell, holds the lap record for modified jobs at 40:63 seconds. The record for the 100-mile race is 1 hour, 17 minus., 41 seconds.

# Six Champions Compete In 100-Mile Race at Langhorne

Langhorne, May 28 — One national champion and five sectional titleholders will face the starting flag in the Memorial Day 100-mile National Championship classic listed for the famous mile course at the Langhorne Speedway. Roscoe Hough, national champion; Gordon Oldford, New Jersey titleholder; Dick Eagan, leader in the New England area; Tommy Coates, Pennsylvania champion; Peanut Smith, from the Baltimore area and Charley Barry, leader in the New York section, will lead the assault on the various records at the Bucks County raceway.

The five-mile standard is held by Tommy Coates, popular Trenton speedster and his fellow townsman, Wally Campbell, holds a lap record

for modified jobs at 40.63 seconds. The record for the 100-mile race is one hour, 17 minutes and 41 and 21 hundredths seconds. Officials feel certain that most of these marks will be bettered during the course of the Memorial Day program.

Of the six champions entered, four are familiar with the Langhorne track. Charley Barry and Peanut Smith are the two aces of the speedways who will be making their initial starts. Both are experienced manipulators and the fast course should present no problem.

5/28/1952



# Six Champs In 100-Mile Race Friday

5/28/1952

LANGHORNE, Pa.—Six champions—one national and five sectional—will face the starting flag in the Memorial Day 100-mile National Championship stock car classic at Langhorne Speedway Friday. Roscoe (Pappy) Hough is the national champ. Gordon Oldford, New Jersey titleholder; Dick Eagan, leader in the New England area; Tommy Coates, Langhorne speedway short course champion; Peanut Smith, from the Baltimore area and Charley Barry, pace-setter in the New York section, will lead the assault on the records.

Langhorne's five-mile standard is held by Tommy Coates, popular Trenton speedster. His fellow townsman, Wally Campbell, holds the lap record for modified jobs at 40.63 seconds. The record for the 100-mile race is one hour, 17 minutes and 41.21 seconds. Officials feel certain that most of these marks will be bettered during the course of Friday's Memorial Day program.

Four of the six champions entered are familiar with the Langhorne track. Barry and Smith are the two aces of the speedways who will be making their initial starts at Langhorne. Both are experienced manipulators and the fast mile course should present no problem.

Some 70 entries have been received for the championship grind. Only the fastest 50 will go postward in the classic. Time trials will be staged Friday morning to qualify the starting field. The big race will start at 3 p. m.

*Seeks 100-Mile Win*



**Roscoe Hough**

# 70 Drivers To Compete At Langhorne

5/29/1952

Seventy of the top stock car speedsters in the Nation will begin time trials tomorrow morning at 10 o'clock striving for positions in the 100-mile National Championship scheduled at Langhorne Speedway tomorrow afternoon. NASCAR will permit only the fastest 50 to go to the starting line in the Memorial Day classic.

Roscoe Hough, veteran speedster from Fort Wayne; Tommy Coates, Trenton lad who won the season scoring title in the modified stocks at Langhorne; Hully Bunn and Dick Eagan, spectacular New England drivers who waged such a bitter battle in the event last season; Gordon Oldford, Westfield; Jim Florian, Cleveland; Johnny DuBois, Paterson; Charley Barry, New York's top rider in stock car competition and Baltimore's two leading candidates, Ken Marriott and Peanut Smith, will be in the title grind.

Several drivers who established reputations in these parts as outstanding midget auto pilots, will also be among the competitors. Vernon Land, North Bergen, N. J., and Sammy Malach, Lambertville, are listed in this group.



# Langhorne 100-Miler Tomorrow

5/29/1952

LANGHORNE, Pa. — The 100-mile National Championship, NASCAR'S sanctioned event for modified stock cars, will highlight tomorrow afternoon's racing program around the Langhorne Speedway. The fastest fifty, from a field of more than seventy, will go postward at 2:45 p. m. Beginning at 10 a. m., time trials will be staged to determine the starting field for the Memorial Day classic around the one-mile raceway.

At least half a dozen different make autos will be seen in this title event which usually finds the lighter models taking the big play. Ken Marriott, veteran speedster from Baltimore, will be piloting a Lincoln sedan. "Peanut" Smith will be seen behind the wheel of a Hudson Hornet. The New York State champion, Charley Barry, will place all of his hopes in a Nash. Dependable Tommy Coates of Trenton will be one of the many piloting a Ford sedan. Coates, by the way, holds the five lap record around the Langhorne mile.

## Egan, Bunn Threats

Among the top contenders for honors in the 100-mile National Championship are Dick Egan and Hully Bunn. These two New England speedsters featured a nip-and-tuck battle during the running of the race in 1951. Tomorrow they again figure to be among the front runners once the green flag drops on the classic. Roscoe Hough, Ronnie Kohler and Gordon Oldford, from the North Jersey section, should figure among the favorites. These hard riding stock car negotiators have been pacing the field in championship competition since the entrance of NASCAR into the racing picture.

Progress of the Indianapolis 500 will be announced to the fans at regular intervals. Flag-raising, music and other appropriate holiday features will be presented throughout the course of the day.

Gates will open at 10 a. m.

# Title Race Today at Langhorne

5/30/1952

The 100-mile National Championship for modified stock cars will highlight this afternoon's racing program at Langhorne Speedway. The fastest fifty, from a field of more than seventy, will go postward at 2:45 P. M. Beginning at 10 A. M. time trials will be staged to determine the starting field.

At least half a dozen different make autos will be seen in this title event. Ken Marriott, Baltimore, will be piloting a Lincoln sedan; Peanut Smith will drive a Hudson Hornet; the New York State champion, Charley Barry, will place all of his hopes in a Nash and Tommy Coates, of Trenton, will be one of the many piloting a Ford sedan. Coates holds the fire lap record for the Langhorne mile.

Among the top contenders in the 100-mile National Championship are Dick Eagan and Hully Bunn. These New England speedsters featured a nip-and-tuck battle during the running of the race in 1951. Roscoe Hough, Bonnie Kohler and Gordon Oldford should figure among the favorites.

Progress of the Indianapolis 500 will be announced at regular intervals; a flag raising, music and other appropriate holiday features will be presented throughout the day at Langhorne.

---



5/31/1952



**CONGRATULATIONS, CHAMP**—Wally Campbell, left, receives Rochester Press-Radio Trophy and congratulations from Mrs. Winnie Barnum, 71 Belmont St., after winning the 100-mile NASCAR-sanctioned Speedway Division race at Monroe County Fairgrounds. Campbell averaged better than 60 mph.

# Wally Campbell Wins 100-Mile Race Crown

5/31/1952

Wally Campbell of Trenton, N. J., national stock-car driving champion for the last two years, went into the big-car field yesterday and won the 100-mile Speedway Division championship race at the Monroe County Fairgrounds.

A crowd estimated by track officials at 3,900 saw Campbell make only one pit stop, and that for but 47 seconds, in finishing the 200-lap event in 1 hour, 40 minutes and 17 seconds—an average of about 63 miles per hour. Campbell was awarded the Rochester Press-Radio Club Trophy plus the winner's purse.

Fourteen Indianapolis-type cars started in the NASCAR-sanctioned race, and 11 finished. Only accident in the race forced Buck Baker of Charlotte, N. C., out in the 98th lap. A broken rear axle sent him spinning through the infield fence. He was not injured. Lyle Scott and Fred Peters were forced out earlier in the afternoon.

Campbell drove his Ford V-8 Special to a one-lap victory over Tex Keene of Marietta, Ohio, who in turn finished a lap ahead of Bill Miller of Atlanta, Ga. The winner took the lead in the 151st lap from Tom Cherry of Muncie, Ind.

Winner of the time trials was Cherry, who covered the half-mile distance in 26.9 seconds.

A spokesman for the track said that Jack Smith of Atlanta, Ga., never got to Rochester. On his way from Atlanta Thursday, Smith smashed up both his racer and his passenger car in an accident in South Carolina. Order of finish:

First, Wally Campbell (Trenton, N. J.); 2d, Tex Keene (Marietta, Ohio); 3d, Bill Miller (Atlanta, Ga.); 4th, Bob Johnson (Tampa, Fla.); 5th, Mickey Fenn (Charlotte, N. C.); 6th, Tom Cherry (Muncie, Ind.); 7th, Frank Schneider (Lambertville, N. J.); 8th, Gene Darrah (Tampa, Fla.); 9th, Red Ryder (Athole Springs); 10th, Bob Halston (Chicago); 11th, Herb Swan (Charlotte, N. C.).



# Bunn Winner In 100-Miler

6/1/52

LANGHORNE, Pa. — Hully Bunn of Bristol, Conn., overtook Russ Truelove, Waterbury, Conn., in the 82d mile and went on to win the modified stock car Memorial Day championship 100-mile run in one hour, 23 minutes and 04.51 seconds at Langhorne Speedway before a crowd of 6,500.

Bunn took over when Truelove was forced to the pits. Sixteen cars remained when Bunn crossed the finish line with Ray Baxter of New York City roaring home in second place. Rod Schaefer, Morrisville, was third and Bill Brown, Norristown, Pa., fourth.

Bill McCarthy, Red Bank, N. J., jumped into a quick lead and set a torrid pace for 43 miles but lost the front post at that point to George Tet, Ozone Park, N. Y. McCarthy had set the pace in the one-mile trial runs with a time of 43.63 seconds.

Lou Johnson, Wilmington, Del., who started in 48th position, roared up to second place by the 30-mile mark before he developed engine trouble and dropped from the race. Erwin Blatt, Hamburg, Pa., finished in fifth place and Bobby Courtwright, Butler, N. J., sixth.

# Campbell Triumphs In 100-Mile Auto Race

CHARLOTTE, N. C., June 1 (AP). —Veteran **Wally Campbell**, Trenton, N. J., averaged 70.45 miles an hour to win the 100-mile big car race at Charlotte Speedway today over 17 other drivers.

He finished the 135 laps over the three-quarter-mile banked track well ahead of Al Fleming, Washington, D. C., and Buck Baker, Charlotte.

It was Campbell's second victory in three days for Indianapolis-type cars equipped with standard American motors. He won the 100-mile Memorial Day speed test at Rochester, N. Y.

He couldn't gain the lead until the 120th lap, when Fleming blew a tire. Until then Fleming and Sam Waldrop, Charlotte, had led the pack. Waldrop was forced to quit when his racer collided with Campbell's.



# Campbell Wins 100-Mile Race

6/2/1952

CHARLOTTE, N. C. — AP — Veteran Driver Wally Campbell of Trenton, N. J., won the 100-mile big car race at the Charlotte Speedway yesterday with an average of 70.45 miles an hour. It was Campbell's second victory in three days for Indianapolis-type cars with standard American Motors. He took the 100-mile Memorial Day speedway at Rochester, N. Y., Friday.

Campbell took over the lead on the 120th lap and held it for the remaining 15. Until Campbell went in front Al Fleming of Washington, D. C., was first. Fleming dropped back when his car blew a tire, and he finished second.



# Cherry's Mercury 1st at Heidelberg

By JIMMY JORDAN

Pittsburgh, Pa., June 16—Tom Cherry, Muncie, Ind., speed ace, romped away with the 100-mile NASCAR Speedway Division auto race at Heidelberg Raceway yesterday, but it was Wally Campbell, diminutive Trenton, N. J., daredevil who captured the fancy of the crowd of 7,500 fans in the 200-lap event over the fast, high-banked half-mile oval.

# Cherry Takes Heidelberg

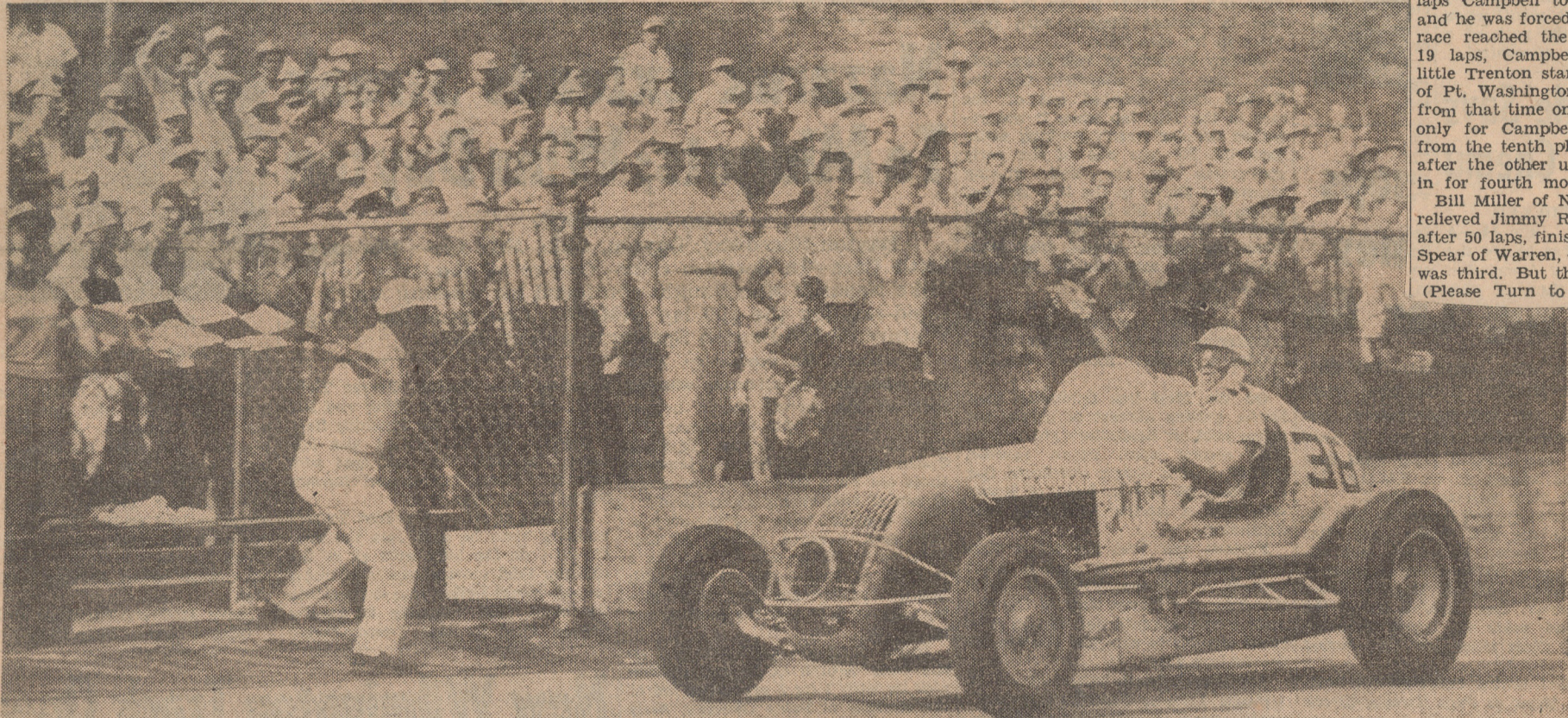
6/6/1952

Cherry, a former hot-rod racing champion, was out in front for the last 180 laps of the race, but it was a bit of hard luck on the part of Campbell which put him in the fore.

He finished in the fast time of one hour, 33 minutes and eight seconds, an average of about 75 miles per hour.

(S) Cherry, starting in second position, pulled out in front, but after three laps Campbell took over. And after and he was forced out. But before the race reached the midway point, the 19 laps, Campbell's motor blew up little Trenton star relieved Lyle Scott of Pt. Washington, Long Island, and from that time on the crowd had eyes only for Campbell as he moved up from the tenth place, passing one car after the other until he finally came in for fourth money.

Bill Miller of Nashville, Tenn., who relieved Jimmy Reed of Tampa, Fla., after 50 laps, finished second, and Bill Spear of Warren, O., a surprise starter, was third. But their efforts were lost (Please Turn to Page Twenty-Two)



THE WINNAH! — Tom Cherry, Muncie, Indiana, speed shop operator gets the checkered flag on the 200th lap at the Heidelberg, Pa. Race-

way Sunday afternoon. Cherry pushed his Mercury Special home first in front of a 19-car field in the Speedway Division race.



# Darlington Sets Race for July 4

6/8/1952

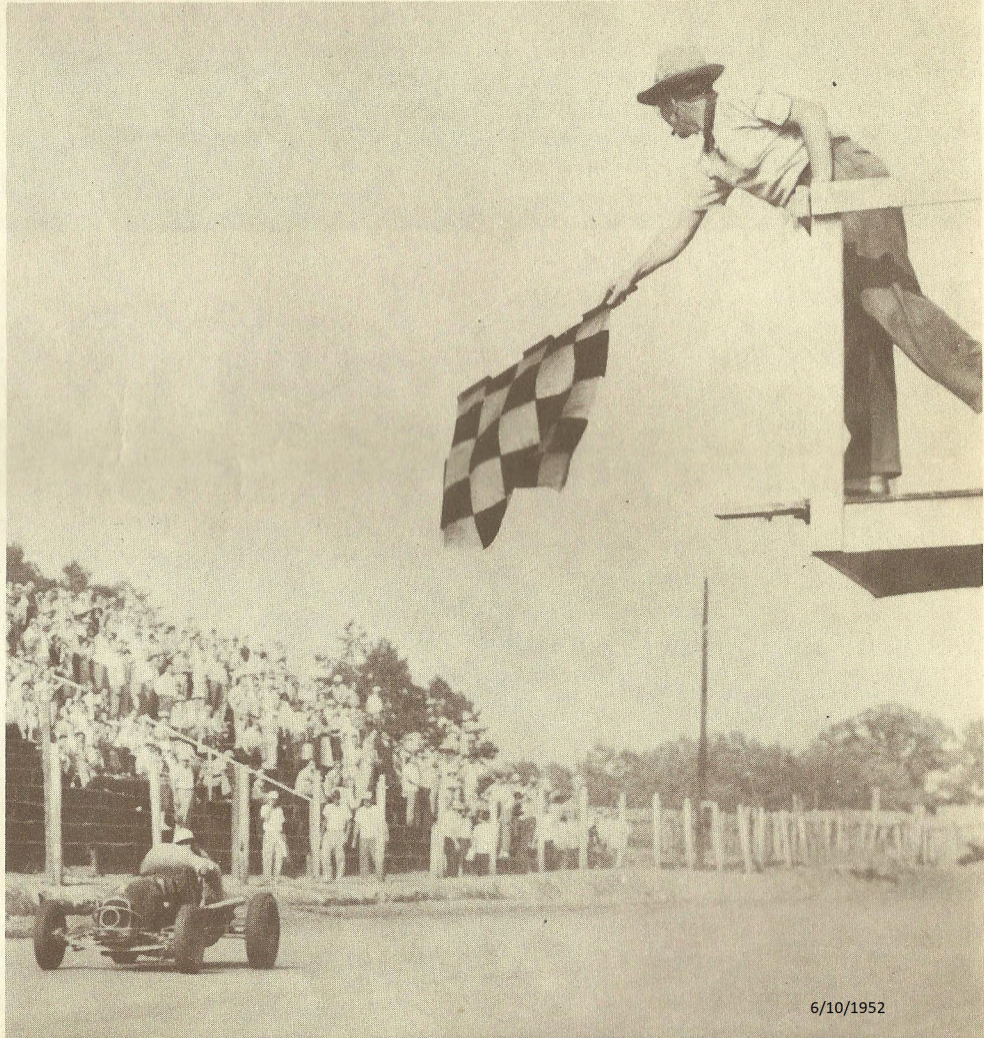
DARLINGTON, June 7 (AP) — The Biggest modified stock car race ever run will be staged here at the International Raceway July 4.

Seventy-five of the extremely fast souped up modified and sportsmen's stock cars will run a 200 mile grind over the mile and one-quarter paved and banked raceway.

A crack field of some of the nation's best drivers will compete for places in the starting field and a chance at \$7,500 in cash.

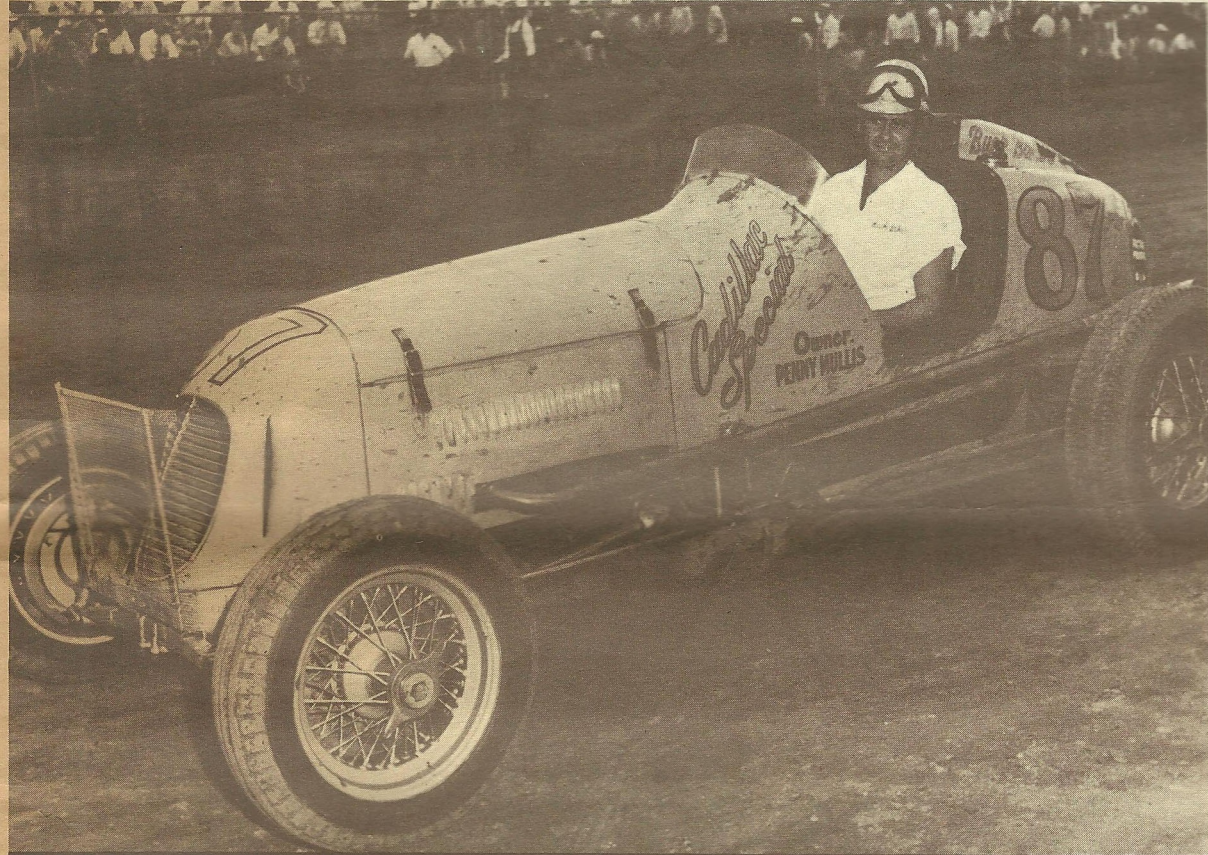
Among drivers entered are Wally Campbell of Trenton, N. J., last year's modified national champion; Frankie Schneider of Lambertville, N.J., winner of the winter modified title; and Buck Baker of Charlotte, N.C., who finished third nationally last year.

Time trials will be run for several days prior to the race to determine starting positions. Race-time July 4 is 2:45 p.m.



Wally Campbell, is shown receiving the checkered flag from Starter Alvin Hawkins at the finish of the 100 mile NASCAR speedway division car race at the Charlotte, N. C., Speedway.-Bob Verlin photo.





Buck Baker, winner of the 200 mile NASCAR speedway division car race at Darlington, S. C. Raceway, seeks new fields to conquer, when he competes in the 100 mile speedway division classic at the Langhorne, Pa., speedway June 22nd. Competition will be stiff for Baker when he meets the pride of the East, Wally Campbell, along with other NASCAR stars.



6/10/1952

A *FRIED* and *GERBER* Promotion

**HERE THEY ARE!!**

**NASCAR'S**

**Challenge!**

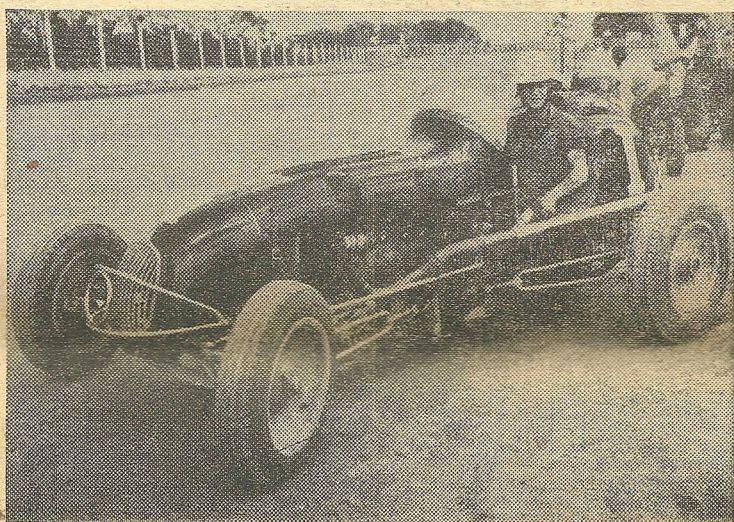
**SPEEDWAY  
DIVISION CARS**

(Indianapolis-Type Mounts)

—AT—

**LANGHORNE  
SPEEDWAY**

LANGHORNE, PA.  
(WORLD'S FASTEST MILE)



WALLY CAMPBELL

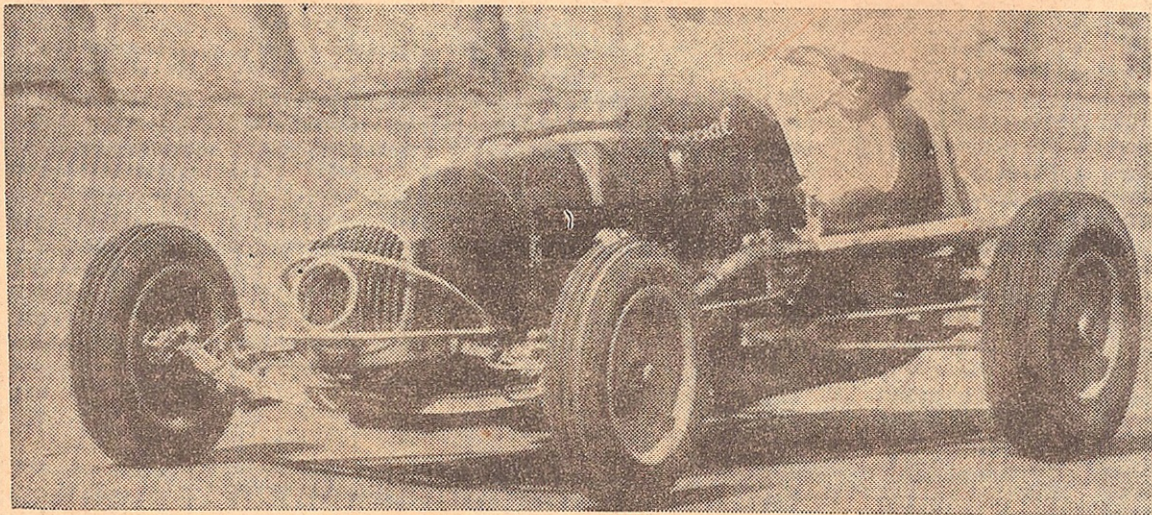
**Sunday, June 22**

(RAIN DATE: JUNE 29)

• Gates Open 12 Noon •

*Time Trials: SAT., JUNE 21st, 2 p.m.*





**WALLY CAMPBELL**, shown here displaying his winning form at the recent Charlotte, N. C. NASCAR Speedway Division race which was his second victory ride in three days, winning the Rochester, N. Y. two days previous. His maroon No. 1 carries a Ford engine. He'll be in the starting line up at Langhorne, Pa., on Sunday afternoon, June 22.

6/11/1952

Photo by Bob Verlin

# Campbell Set For 100-Miler

6/13/1952

---

LANGHORNE, Pa. — One of the most colorful drivers developed in the racing sport in many a year, popular Wally Campbell of Trenton has submitted his entry for the 100-mile classic featuring NSACAR's new speedway cars at Langhorne Speedway Sunday, June 22.

Campbell has won two of three races that have featured the Indianapolis mounts. In his fast-running Ford Special, Wally has walked off with triumphs at Rochester and Charlotte. For a while it appeared as if he would win the Darlington race, too, but mechanical failure forced him into the pits. Campbell's speedway car is one of the fastest in the field.

The driver who shows the way to the checkered bunting a week from Sunday afternoon will have to withstand a rugged pace. Buck Baker, winner at Darlington and Daytona Beach—at Daytona his official average was 140.41 miles per hour—will be among the field. So will Bill Miller, the Nashville pilot. Baker has a Cadillac-powered racing mount while Miller has an Olds 88. Both are capable of shattering Tony Bettenhausen's mark for the Langhorne mile.

---



# Campbell Seeks 3d at Langhorne

6/15/1952

One of the most colorful and without a doubt one of the smallest drivers developed in the racing sport in many a year, popular **Wally Campbell**, of Trenton, N. J., has submitted his entry for the 100-mile classic featuring NASCAR's new speedway cars at the Langhorne Speedway, Sunday, June 22.

Campbell has won two of the three main that have presented the Indianapolis mounts. In his fast-running special car, Wally has walked off with triumphs at Rochester and Charlotte and for a while it appeared as if he also would win the Darlington race. However, mechanical failure forced him into the pits.

Campbell's speedway car is one of the fastest in the field which includes more than 30 and like a great many other drivers this speedster who has thrilled Langhorne fans in the past predicts a new standard for the distance.

The driver who shows the way to the checkered bunting next Sunday afternoon will have to withstand a rugged pace. Buck Baker, winner of the Darlington and Daytona Beach events—at Daytona his official average was 140.41 miles per hour—will be among the starters, as will Bill Miller, Nashville pilot who finished second. Both are capable of shattering Tony Bettenhausen's mark for the Langhorne mile.

Time trials will be staged next Saturday afternoon. The track will be opened for practice spins beginning Wednesday. Only the fastest 20 will go to the post in the feature race.

**Wally Campbell** of Trenton, NASCAR modified, division stock car champion for 1951, will be making his fourth appearance in a speedway car at Langhorne Speedway next Sunday. **Campbell** has won races at Rochester and Charlotte. He led at Darlington, S. C., until motor trouble developed. He has high hopes of taking next Sunday's 100-miler. 6/15/1952



6/16/1952

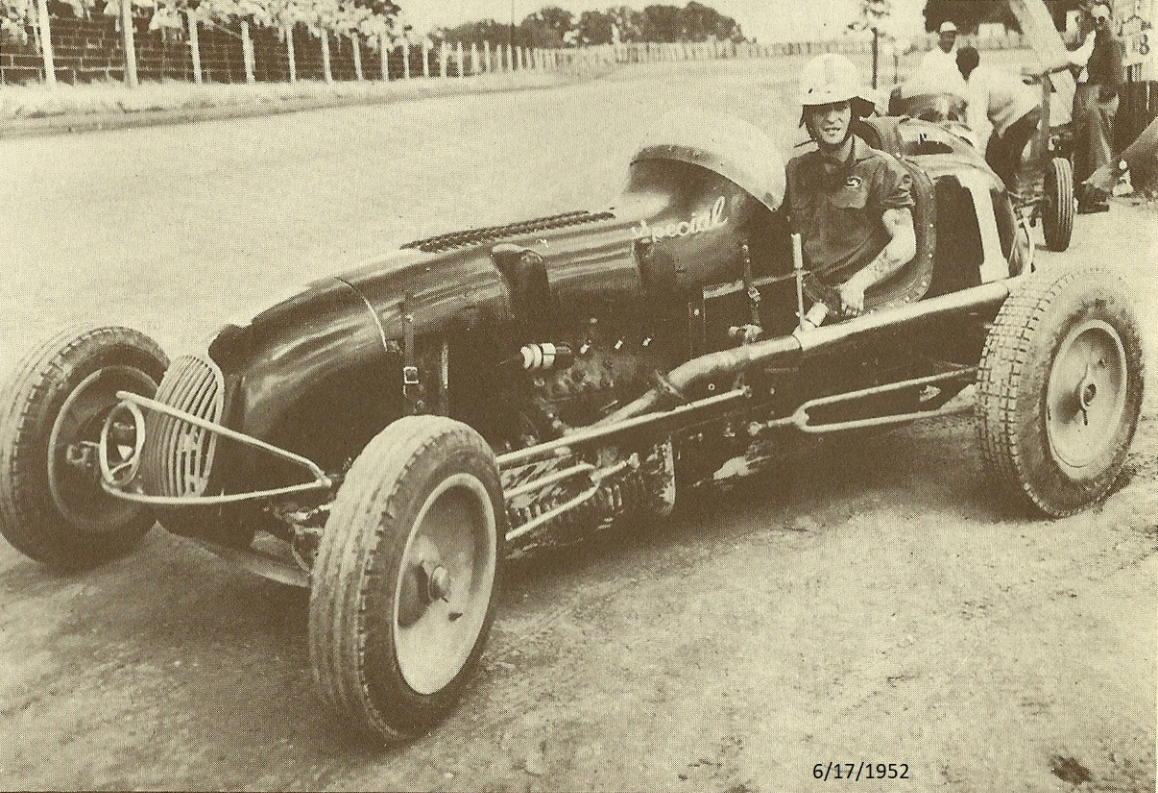
# Cherry Cops 100-Mile Race Without Pit Stop

PITTSBURGH, June 15. (AP)—

Tommy Cherry of Muncie, Ind., drove the 100 miles without a pit stop to win the 200-lap speedway division auto race before a crowd of 7,500 today at Heidelberg Raceway.

Cherry's time over the fast, high-banked half-mile oval was one hour, 33 minutes and eight seconds. He led for the last 180 laps.

Other drivers who shared the \$5,000 prize money were: Second, Bill Miller, Nashville, Tenn.; third, Bill Spear, Warren, O.; fourth, Wally Campbell, Trenton, N. J.; fifth, Buck Baker, Charlotte, N. C.; sixth, Gene Darrah, Tampa, Fla.



6/17/1952

Strong contender for top honors in the NASCAR speedway car division classic to be held at Langhorne, Pa., speedway, Sunday June 22nd, is Wally Campbell, above. Campbell will clash with a host of other NASCAR speedsters in the 100 mile grind.



# 3 Fair Winners In Langhorne Test

6/17/1952

The three speedsters who won top honors in the Philadelphia Inquirer Charities, Inc., first annual auto racing fair, last August, have entered the 100-mile national championship — for speedway division cars—scheduled for famed Langhorne Speedway Sunday.

"Jiggs" Peters, winner of the midget auto title; **Wally Campbell**, the ace who showed the way to the finish in the stock car championship, and Mike Magill, Haddonfield, N. J., regarded as the leading independent big car pilot and who walked off with honors in the championship big car race, are the trio of titlists.

The three leading pilots in their respective classes of speedway racing all reside in New Jersey. Peters, Plainfield, won the national championship in the small auto sport; Campbell, from Trenton, won the modified stock car title in 1951, and Magill won independent big car and short track stock car titles.

Time trials will be staged Saturday. More than 30 drivers have entered, with the fastest 20 qualifying for the title grind. Officials predict new records will be established.

# New Wilmington Track Opens, 5,000 See Lou Johnson Win

6/18/1952

By WALTER T. CHERNOKAL

Wilmington, Del., June 15—A beautiful sunny day, in fact the hottest day of the season, coupled with some equally hot driving on the part of Wilmington's own Lou Johnson made a perfect opening for the new 1/3 mile hi-banked macadam Wilmington Speedway under the promotional guidance of Mel Geller and Sam Taustin of Wilmington, Del.

Competing before more than 5,000 sun tanned spectators Johnson recorded a perfect score as he emerged victorious in the second heat and the first semi-final in addition to taking top honors in the 20 lap main event. Starting in 17th and last position in the main go, Lou took off like a streak through the rest of the field. For ten laps he battled with Frank Myroncuk, Al Pomponio, and Eddie Adams as this quartet raised mayhem with the track surface and set such a terrific pace that only one other car (Charlie Dyer) was able to stay in the same lap with these leaders. At the three quarter mark Johnson suddenly took the lead from this trio and went on to a comfortable victory as he wore down his challengers one by one. Hard riding Myroncuk finished second behind Johnson with Pomponio, Dyer, Frank Coman, and Adams following in that order. Harvey Richards, Reading, Pa. who had been riding in sixth place for most (Please turn to Page Twenty-two)



LOU JOHNSON

## New Wilmington

(Continued from Page Two)

of the last part of the race spun as he came out of the fourth turn and had to settle for 9th place.

Only one accident occurred during the afternoon but that was a good one as Tom Johnson, Bob Neal, Eaton, Bob Burkhardt, Perry Cooper and Cumens got all mixed up in the fourth turn with Eaton's No. 97 and Neal's No. 98 being practically demolished. None of the drivers was injured but the accident took such a toll on cars that the event was ended at that point.

Between the first and second semi-final events a special three car midget race was put on for the spectator's pleasure by Walt Fair (Burns Off), Ray Ziegler (Burns V8) and Art Gottier (own Offy) which had its share of laughs as Fair spun prior to the race into the only mud puddle in the infield and covered the car and himself with the gooey stuff. Fair was not injured but he was really a muddy "sad sack" when he crawled out of his midget speedster.

Because of the extremely hot weather, Promoters Geller and Taustin announced that effective with next Sunday's race the Wilmington Speedway will run every Sunday NIGHT with the first event scheduled for 8:30 p.m.

First heat, 10 — Langshaw, W. Walker, Hall, F. Simpson, Cumens. No time.

Second heat, 10 — Johnson, Dyer, Pomponio, Richards, Clapsaddle, 2:59.08.

Third heat, 10 — Coman, Myroncuk, Malach, Adams, W. Walker, 2:57.25.

First semi, 10 — Johnson, Myroncuk, Dyer, Richards, Simpson, 2:59.36.

Special 5 lap midget race—Walt Fair, Ray Ziegler, Art Gottier.

Second semi, 10 — Pomponio, Adams, Pultz, Malach, Coman, 3:01.17.

Feature, 20—Johnson, Myroncuk, Pomponio, Dyer, Coman, Adams, Bellinato, Walker, Richards and Hall, 5:57.21.



# Cherry's Mercury 1st at Heidelberg

6/18/1952

By JIMMY JORDAN

Pittsburgh, Pa., June 16—Tom Cherry, Muncie, Ind., speed ace, romped away with the 100-mile NASCAR Speedway Division auto race at Heidelberg Raceway yesterday, but it was Wally Campbell, diminutive Trenton, N. J., daredevil who captured the fancy of the crowd of 7,500 fans in the 200-lap event over the fast, high-banked half-mile oval.

Cherry, a former hot-rod racing champion, was out in front for the last 180 laps of the race, but it was a bit of hard luck on the part of Campbell which put him in the fore.

He finished in the fast time of one hour, 33 minutes and eight seconds, an average of about 75 miles per hour.

Cherry, starting in second position, pulled out in front, but after three laps Campbell took over. And after and he was forced out. But before the race reached the midway point, the 19 laps, Campbell's motor blew up little Trenton star relieved Lyle Scott of Pt. Washington, Long Island, and from that time on the crowd had eyes only for Campbell as he moved up from the tenth place, passing one car after the other until he finally came in for fourth money.

Bill Miller of Nashville, Tenn., who relieved Jimmy Reed of Tampa, Fla., after 50 laps, finished second, and Bill Spear of Warren, O., a surprise starter, was third. But their efforts were lost

in the great bid Campbell made to overhaul the leaders in the last 50 miles.

Before the 100-miler, Campbell had defeated Bill Holland, 1949 Indianapolis 500-mile winner and well-known dirt track driver, in a three-lap match race between Holland's Offenhauser and Campbell's Nash. Little Wally was clocked in 1:09.55 for the three turns on the half-miler.

Cherry, after Campbell's car was forced out, had things all to himself and was not pressed too much, finishing two laps ahead of Miller. He held a five-lap lead at one time and was content to maintain a speed fast enough to keep him in first place as he preserved his fuel supply and drove the entire 100 miles without relief or a pit stop.

There were no accidents to mar the 100-miler, co-sponsored by the Post-Gazette Dapper Dan club and Ed Otto Promotions.

Cherry's time was believed to be the fastest ever recorded on a half-mile track in the new type of speed sport, in which cars that meet Indianapolis 500-mile classic-specifications, but powered by passenger-car motors at Heidelberg, have competed.

## HOW THEY LINED-UP

Driver	Car	Time
1 Wally Campbell, Nash		24.14
2 Tom Cherry, Mercury		24.21
3 Jimmy Reed, GMC		24.77
4 Charley Miller, Ford		24.95
5 Steve Yannigan, Mercury		25.09
6 Buck Baker, Cadillac		25.09
7 Fred Peters, Ford O-N 6		25.31
8 Al Fleming, Hudson		25.52
9 Bob Johnson, Kaiser		25.73
10 Dick Belter, Studebaker		25.83
11 Gene Darrah, Ford		25.88
12 Larry Pharer, Nash		26.51
13 Bill Spea, Mercury		27.55
14 Herb Swan, Olds 88		27.42
15 Frank Schneider, Ford		27.51
16 Bill Kessler, Mercury		27.87
17 Sam Waldrop, Hudson		28.07
18 Lyle Scott, DeSoto		No time
19 Tex Keene, Ford		No time

## HOW THEY FINISHED

- 1—Tom Cherry, Muncie, Ind.
- 2—Jimmy Reed, Tampa, Fla., and
- 3—Bill Miller, Nashville, Tenn.
- 4—Bill Spear, Warren, O.
- 5—Wally Campbell, Trenton, 3rm
- 6—Lyle Scott, Pt. Washington, L. I. and
- 7—Wally Campbell, Trenton, N. J.
- 8—Buck Baker, Charlotte, N. C.
- 9—Gene Darrah, Tampa, Fla.
- 10—Tex Keene, Marietta, O.
- 11—Steve Yannigan, Allentown, Pa.
- 12—Larry Pharer, Chicago
- 13—Fred Peters, Plainfield, N. J.
- 14—Sam Waldrop, Charlotte, N. C.
- 15—Al Fleming, Washington, D. C.
- 16—Dick Belter, Ebenezer, N. Y.
- 17—Fran Schneider, Lambertville, N. J.
- 18—Bill Kessler, Glenshaw, Pa.
- 19—Bob Johnson, Tampa, Fla.
- 20—Charlie Miller, Philadelphia.
- 21—Herb Swann, Cleveland
- 22—Wally Campbell, Trenton, N. J.

# Langhorne Gets Campbell's Entry

6/18/1952

Langhorne, Pa., June 15—One of the most colorful and without a doubt one of the smallest drivers developed in the racing sport in many a year, popular Wally Campbell, of Trenton, N. J., has submitted his entry for the 100-mile classic featuring NASCAR's new speedway cars listed for the famed Langhorne Speedway, Sunday, June 22nd.

Campbell has won two mains that have presented the Indianapolis mounts. In his fast-running Ford Special Wally has walked off with triumphs at Rochester and Charlotte and for a while it appeared as if he would win the Darlington race, however, mechanical failure forced him into the pits. Campbell's speedway car is one of the fastest in the field which includes thirty-odd and like a great many other drivers this speedster who has thrilled Langhorne fans in the past predicts a new standard for the distance.

The driver who shows the way to the checkered bunting next Sunday afternoon will have to withstand a rugged pace. Buck Baker, winner of Darlington and Daytona Beach—at Daytona his official average was 140.41 miles per hour—will be among the field, so too will Bill Miller, the Nashville pilot who finished second. Baker has a Cadillac-powered racing mount while Miller has an Olds 88. Both are capable of shattering Tony Bettenhausen's mark for the Langhorne mile.

Time trials will be staged Saturday afternoon, June 21st. The track will be open for practice spins beginning Wednesday. Of the field of thirty only the fastest twenty will go to the post.



# Tex Keene

## In 100-Mile Speed Event

6/18/1952

LANGHORNE, Pa. — Tennessean Tex Keene, spectacular speedster from Chattanooga, who gave Trenton's Wally Campbell a hectic time at Rochester, will be on hand at the Langhorne Speedway Sunday afternoon to see if he can break the Trenton ace's streak. In addition to winning at Rochester, Campbell also rode off with first honors at Charlotte. Sunday's 100-mile National Championship will feature the Indianapolis type mounts with the American made stock motors.

Keene, a veteran speedway campaigner, gave the Trenton flash a hard time at Rochester. It was not easy sailing for Campbell. The Southern knight of the speedway pushed him to a near record breaking performance as he followed him to the checkered flag. With the aid of his fast Mercury Special, Keene is confident he will halt the winning of the diminutive and colorful pilot from Trenton.

Jimmy Thompson, of Monroe, N. C.; Red Ryder of Athol Springs, New York and Herb Swann of Cleveland, Ohio, have also submitted entries for the championship grind around the one-mile raceway. This trio have yet to flash across the finish line with a triumph. However, they have been very much in evidence.

Larry Pharer of Chicago looms as the dark horse in this NASCAR event. The driver from the Windy City has been really riding hard and has shown a great improvement with each race. At Charlotte he finished fourth behind Campbell, Buck Baker and Al Fleming. These boys will answer the starting flag at Langhorne. Baker will probably go to the post as the co-favorite with Campbell.

Time trials will be staged Saturday afternoon to qualify the 20 starters for Sunday's 100-mile championship grind.

# 20 To Start In 100-Mile Race Sunday

6/20/1952

LANGHORNE, Pa. — Qualifying trials will begin at the Langhorne Speedway tomorrow in preparation for the 100-mile National Championship listed on the mile track Sunday afternoon. The fastest 20 from a field of 30 will face the starting flag Sunday. Warmups will start at noon tomorrow and the time trials will commence at 2 p. m.

Buck Baker, current leader in the Speedway Division and Wally Campbell, the Trenton flash, who will be pointing for his third straight triumph, loom as the favorites. Both will be out to better Tony Bettenhausen's standard for the Langhorne oval. The official record is 106.38 miles per hour.

Other standouts facing the flag will be Bill Miller of Nashville, the popular Tom Cherry of Muncie, Indiana, Larry Pharer of Chicago, Jim Sweeney of Toledo and Bob Jeffries of Detroit.

## Bonadies In Action

Tony Bonadies, Bronx speedster, will lead a delegation of former midget greats which includes Steve Mc Grath, Jiggs Peters, Al Keller and Jack Smith.

Among the other entries will be Buddy Shuman and Dick Rathman, winner of the Grand National staged earlier this season; Tex Keene, Mike Magill, Lou Johnson, Al Herman, Jimmy Thompson, Lyle Scott and Herb Swann.



---

# Schneider Wins Morristown Race

---

6/25/1952

MORRISTOWN, N. J. — AP — Frank Schneider, Lambertville, won the 25-lap, 12½-mile feature stock car race at Morristown Raceway last night.

Nelson Applegate, Denville, was second, and Tommy Elliott, Bloomfield, was third.

The winning time was 11:54.03.

---

# New Jersey Daredevil Rebooked at Heidelberg

PITTSBURGH, June 26 — Wally Campbell, diminutive Trenton, N. J., speed star who gave the crowd plenty of thrills with his daredevil driving in the 100-mile race at Heidelberg June 15, has entered Thursday evening's weekly stock car race program.

It will be his first appearance on the quarter-mile oval in a souped-up stock car, and he will get plenty of competition from Roscoe (Pappy) Hough, Paterson, N. J., who will be making his first appearance of the season at Heidelberg.

Campbell won the 1951 Modified Division NASCAR championship, and Hough won the Grand National short track division crown a year ago.

The eight-even program gets under-way at 8:30 o'clock.

6/26/1952



# Anderson Gains Stock Car Win

6/27/1952

By JOHN STAUDT

Axel Anderson of Patchogue, a likeable youngster with plenty of knowledge in handling a machine, came through for top honors in last night's stock car jalopy show at Dexter Park, Woodhaven, before 4,499 fans. The Suffolk performer was clocked in 8:41.3.

Anderson started in 14th position in a field of 26 cars and it wasn't long before he took the lead. Before getting in front, however, he had to tussle with Johnny Zeke of Levittown, one of the most consistent winners in the All-State Racing Stock Car Club.

Zeke, however, gave ground with about six laps to go. Anderson took advantage and forged ahead and led from there on in.

• • •

**ZEKE MANAGED** to stay in second spot and Johnny Bones came through for third money. Fourth went to another favorite, Johnny Rocco. Georgie Tet of Howard Beach and Chuck Blewitt took fifth and sixth, respectively.

First qualifying heat (12 laps). Won by Georgie Tet; second, Ralph Ligouri; third, Ken Brimlow; fourth, Art Winnett; fifth, Whitey Ekberg; sixth, Johnny Rocco. Time—4:04.8.

Second qualifying heat (12 laps). Won by Johnny Gouevia; second, Chuck Blewitt; third, Joe Collins; fourth, Jim Lacey; fifth, Sal Mandella; sixth, Bill Ohlau. Time—4:03.7.

Third qualifying heat (12 laps). Won by Ed Clinton; second, Johnny Bones; third, Bob Lamoreaux; fourth, Ken Lang; fifth, Johnny Zeke; sixth, Eric Janssen. Time—4:16.1.

Fourth qualifying heat (12 laps). Won by Johnny Mann; second, Tony Vetro; third, Jim Hendrickson; fourth, Rocco Ferri; fifth, Les Ley; sixth, Axel Anderson. Time—4:22.3.

First semi (15 laps). Won by Johnny Gouevia; second, Red Royle; third, Nils Ekberg; fourth, Joe Collins; fifth, Jim Lacey; sixth, Mitch Harris. Time—5:03.1.

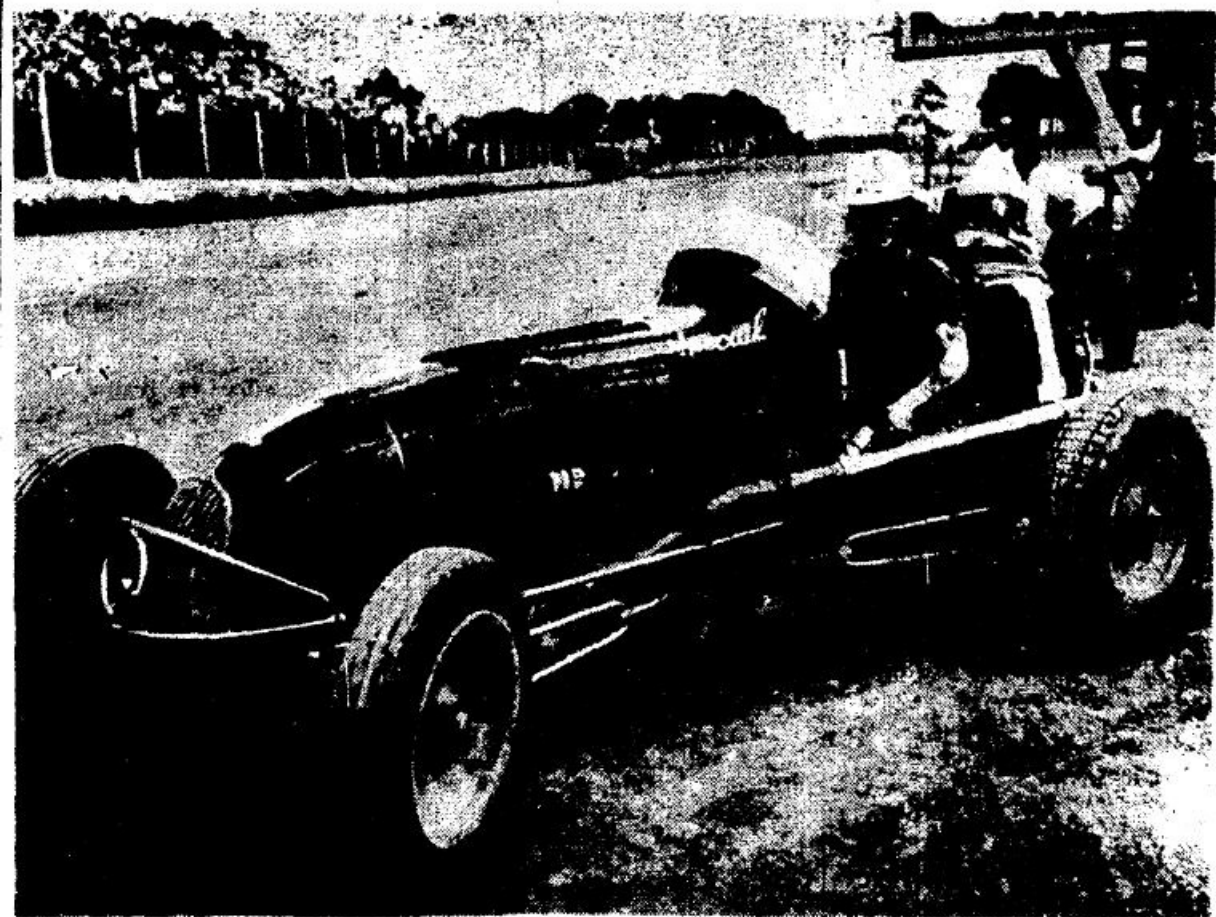
Second semi (15 laps). Won by Johnny Zeke; second, Johnny Bones; third, Rocco Ferri; fourth, Axel Anderson; fifth, Bob Lamoreaux; sixth, Georgie Cousin. No time.

Class B (12 laps). Won by Bob Galasso; second, Dick Doherty; third, Wally Campbell; fourth, Slim Miller; fifth, Al Devito; sixth, Bill Daust. Time—4:32.3.

Consolation (12 laps). Won by Dick Dadian; second, Art Winnett; third, Johnny Mann; fourth, Tony Romit; fifth, Bill Ohlau; sixth, Chuck Blewitt. Time—5:07.6.

Feature (25 laps). Won by Axel Anderson; second, Johnny Zeke; third, Johnny Bones; fourth, Johnny Rocco; fifth, Georgie Tet; sixth, Chuck Blewitt. Time—8:41.3.

## *Stern Threat In 100-Miler Sunday*



Wally Campbell



# Baker, Campbell Rated Co-Favorites On Sunday In Langhorne 100-Miler

6/27/1952

LANGHORNE, Pa. — More than thirty of the top speedsters in the nation will take time trials tomorrow around the Langhorne Speedway with the hope of snaring a starting position in the 100-mile National Championship listed for Sunday afternoon. The fastest twenty will qualify for the century grind on Sunday.

Buck Baker, world's record holder in the speedway division—140.41 miles per hour established at Daytona Beach earlier this year—and current leader in the race for point leadership and Wally Campbell, spectacular Trenton flash, who recently won triumphs at Rochester and Charlotte, will go to the post as the co-favorites. Both are expected to better the present Langhorne mark of 106.38 miles per hour established by A.A.A. champion Tony Bettenhausen.

Bill Miller, second man in the national standing; Tony Bonadies, driving the Crise Chrysler-Special and versatile Tom Cherry, of Muncie, Indiana, form a strong trio of performers. This group has made great use of the Langhorne course during the past week and like a great many others in the field predict new standards for all distances.

Dick Rathman, winner of the 150-mile Grand National earlier

this season, Gene Darrach, famous one-legged driver from Tampa, Florida; Iron Horse "Mac" and independent big car champion from Haddonfield, Ralph Shuman, veteran stock car champion; Al Keller, Florida speedster who shattered AAA marks at Atlanta; Jiggs Peters, ARD's greatest auto racing champion and Tex Keene, of Marietta, Georgia, will be among the others battling for starting positions.

From 12 noon until 2 o'clock tomorrow there will be a warm-up period. Time trials will officially get under way at 2 p. m. The 100-miler on Sunday will start at 2:45.

# Cherry In Pole Position For Today's 100-Miler; Campbell Gains 2d Spot

6/29/1952

(Special to Times-Advertiser)

LANGHORNE, Pa. — Tom Cherry, Muncie, Ind., led a field of 18 qualifiers for today's 100-mile speedway division championship race at Langhorne Speedway when he was clocked for a one-lap (mile) time trial run in 36.66 seconds yesterday at the Bucks County track.

Cherry therefore will hold down the pole position when 20 of the newly constructed cars get under way today. Two more cars will qualify from the field which shows up for today's time trial runs at noon. The race marks the first time that the new type racers will be run in this area. The chassis are those of former Indianapolis racers but are powered by commercial automobile and truck engines.

## Campbell Second

Second position at the start of the race will be held down by the popular Trenton ace, Wally Campbell. The 1951 NASCAR modified stock car champion qualified in 37.70—better than 95 miles per hour. He has already captured two races—Rochester and Charlotte—and finished third at Atlanta.

In third starting position will be Bill Miller, Nashville, Tenn., who sped the mile in 37.72 seconds. He will be followed by Elzy (Buck) Baker, current leader of the division, from Charlotte, N. C., who qualified in 37.98, and Pete Peterson, Chicago, who sped the lap in 38.16 seconds. Rounding out the first ten drivers will be Steve Yanigan, Allentown, (38.39); Al Keller, Green Acres, Fla. (38.47); Bob Holston, Chicago, (38.59);

Charley Miller, Allentown, (39.26), and Iron Mike Magill, Haddonfield, N. J. (39.46).

The race is sponsored by the National Association for Stock Car Auto Racing and carries a purse of \$6,000.

In addition, the winner will receive 300 points toward the point championship race.

The qualifiers and their times were: Tom Cherry, Muncie, Ind.,

36.66 seconds; Wally Campbell, Trenton, N. J., 37.30; Bill Miller, Nashville, Tenn., 37.72; Buck Baker, Charlotte, N. C., 37.98; Pete Peterson, Chicago, Ill., 38.16; Steve Yanigan, Allentown, 38.39; Al Keller, Green Acres, Fla., 38.47; Bob Holston, Chicago, Ill., 38.59; Charley Miller, Allentown, 39.21; Mike Magill, Haddonfield, N. J., 39.46; Bob Johnson, Tampa, Fla., 39.50; Budd Olsen, Paulsboro, N. J., 39.63; Ted Keene, Marietta, Ga., 39.69; Fred Peters, Plainfield, N. J., 39.72; Gene Darrah, Tampa, Fla., 39.99; Steve McGrath, New Canaan, Conn., 42.25; Frankie Schneider, Lambertville, N. J., 43.61; Mickey Fenn, Charlotte, N. C., 44.95.

## 20 to Start In Race

Twenty of the top speedway pilots in the nation will take the starting flag this afternoon in the 100 mile National Championship for speedway division cars.

Tony Bettenhausen's mark for the one mile and Iron Duke Nalon's standard for the century will be in jeopardy once the knights of the raceways take off in the NASCAR-sponsored event.

Baker, current leader in the speedway division and also holder of the world's record in this division—140.41 miles per hour established at Daytona Beach in February—will probably go to the post as the co-favorite with Campbell. Trenton's Wally has won more features at Langhorne than any other driver in the race and recently he won consecutive triumphs, in the speedway division, at Rochester and Charlotte.

## Baker's Lead In Peril

Miller, second man in the national standing, can overtake Baker if he should annex triumph this afternoon. Baker has 1,503 points, while Miller has 1,215 markers; today's century grind will carry 300 points to win.

Cherry, spectacular Indiana negotiator of the racing mounts and popular Tony Bonadies, New York Italian, have gained a great deal of support during the past week. Last Friday both of these knights of the roaring roads were clocked at better than record time during warmups. They will both be shooting for the records as well as triumph.

Among the other top contenders are Dick Rathman, of Los Angeles, winner of the 150-mile Grand National earlier this season; Jiggs Peters, 1951 midget auto racing champion; Buddy Shuman, veteran stock car campaigner; Larry Pharer, of Chicago; Jim Sweeney, versatile Toledo speedster; Herb Swann, Ohio's leading candidate for speedway honors; and Al Keller, Steve McGrath, Jimmy Thompson, Mike Magill and Al Herman, all experienced pilots and well known to racing fans in this area.

The 100 mile feature will start at 2:45 p. m.



# Cherry Captures 100-Mile Auto Test

6/30/1952

Langhorne, Pa. — (AP) — Tom Cherry of Muncie, Ind., coasted home three miles ahead of the field yesterday to capture the 100-mile national speedway division championship auto race in one hour, nine minutes and 59.94 seconds.

Steve Yanigan of Allentown, Pa., finished second and Wally Campbell of Trenton, N. J., crossed the line third, five miles behind Cherry. Campbell waged a bitter battle with Cherry over the 100-lap grind and took the lead several times before the Indiana speedster assumed final command on the 78th lap when Campbell had to visit the pits. Cherry was officially clocked at 85.69 miles an hour over the route. All of the cars in the race were built with racing-type chassis and powered by commercial automobile and truck engines. Tony Bonadies, of Bronx, N. Y., was an early leader, but finished fourth, while Ted Keene, Marietta, Ga., was fifth in the 22-car field. Fourteen cars finished.

# Cherry Wins At Langhorne; Wally Campbell Places 3d

6/30/1952

**LANGHORNE, Pa.** — Tom Cherry of Muncie, Ind., roared home three miles ahead of Steve Yanigan of Allentown, Pa., to capture the 100-mile National Speed-

way Division Championship auto race.

Wally Campbell, Trenton, N. J., who forged into brief leads four different times during the 100-lap grind, yesterday, finished third, two miles behind Yanigan. Tony Bonadies, of Bronx, N. Y., was fourth and Ted Keene, Marietta, Ga., fifth. Fourteen out of 22 starters finished.

Cherry sped over the route in one hour, nine minutes and 59.94 seconds. He was officially clocked at 85.69 miles an hour.



---

## Malach Wins

Morristown, N. J., July 5 (AP)—Sam Malach, Lansdale, Pa., won the 50-lap, 25-mile feature stock car race at Morristown Raceway last night. Wally Campbell, Trenton, was second, and Joe Ledogar, Island Park, N. Y., was third.

---

7/6/1952

---

# Campbell Second

---

MORRISTOWN, N. J. — AP — Sam Malach, Lansdale, Pa.; won the 50-lap, 25-mile feature stock car race at Morristown Raceway Friday night.

Wally Campbell, Trenton, was second, and Joe Ledogar, Island Park, N. Y., was third. 7/6/1952

---



# Auto Racing Fair Set For July 27

7/6/1952

LANGHORNE, Pa. — Co-Promoters Irvin Fried and Al Gerber have announced that the second annual Auto Racing Fair has been scheduled for Langhorne Speedway Sunday, July 27th.

Wally Campbell, spectacular Trenton speedster who won the 50-mile National Championship stock car race last season, has announced his intentions of defending his laurels. Campbell's specialty — stock car racing — is just one of three title events listed for the July 27 date. The National Championship midget auto race, over a 50-lap course, and the sprint car championship also will be decided around the mile strip.





7/8/1952

Wally Campbell, # 1 takes a quick look at Tom Cherry as he passes him in the 100 miler at the Langhorne, Pa., speedway. Cherry took over the leading position in this NASCAR speedway division century run later in the race to emerge the victor.-Dave Knox photo.



# Ralph Moody Wins On Wilmington Track

Defeating a field which included Wally Campbell, the 1951 modified stock car champion, Ralph Moody of Saunton Mass, won the 25 lap feature Sunday evening at the Wilmington Speedway before 5 218. The winner was wheeling a modified Ford.

Second place went to Al Pompanio of Lakewood, N J, with third position being gained by Frank Myronchuk of Trenton, N J.

Moody had to evade a three-car smash-up on the 16th lap to post his first win on the new Wilmington oval.

Lou Johnson of Wilmington, an Eastern Shore favorite was forced out of action with motor trouble. Joining him with the same difficulty was Campbell.

Both were lucky as moments later a three-car pile-up took place in front of the grandstand. The drivers were Buck McCardell, Chick Elser and Frank Coman. All escaped injury, but were forced out of action.

7/8/1952

# Magill Eyes Twin Victory At Langhorne

7/8/1952

LANGHORNE—Iron Mike Magill will endeavor to prove he is worthy of the title by competing in both ends of the double feature scheduled for the first night race at the Langhorne Speedway Saturday evening. The Haddonfield ace will make his initial appearance on the short track in the Doylestown Sweepstakes, regularly scheduled stock car event and also will tool his championship car in the special feature listed for the sprint racing jobs.

For years Magill has been recognized as the greatest independent driver in the racing sport. Last year for the third consecutive campaign he won the URC title. In Saturday's event he will be driving the same mount that carried him to this title. In this same sprint job he won the 50-mile National Championship around the famous Bucks County course in 1951. In stock car racing this year Magill has finished among the leaders in the 150-mile Grand National in May and less than two weeks ago he stayed with the pace makers in the speedway division event. He should rate with the leaders in both ends of the double bill.

Frank Errico, spectacular Philadelphia pilot of the stocks, will be shooting for his first win on the short course. In the last activity on the quarter-mile orb Errico finished a strong second and appears about ready for triumph. Other standouts include: Gordon Harvey, Tommy Coates of Trenton, Bobby Courtwright, Jim Delaney, Red Tomlinson, Bill Tanner and Len Brown.



## Auto Racing Fair

# Bunn, Eagan Langhorne Foes

7/12/1952

By JOHN DELL

Two 100-mile winners were added yesterday to the rapidly expanding list of ace automobile drivers in the second annual Auto Racing Fair, which will be sponsored by The Philadelphia Inquirer Charities on the afternoon of Sunday, July 27 at Langhorne Speedway.

Hully Bunn and Dick Eagan will be in the 50-mile sectional stock car championship race, one of three titular runs in America's most unusual racing meet.

The 128-mile program also will contain a 50-mile National championship race for midget cars and a total of 28 miles of sprint racing for big cars. More than 100 cars and drivers will compete in the only program that offers races by the three most popular types of racing cars—stocks, midgets and big — on the same afternoon. All three of the championship races will be on Langhorne's big course, the world's fastest circular mile. Each of its track records, in every field and class of auto racing, are the world marks for mile tracks.

## RECORD HOLDER

Wally Campbell, National modified stock car champion, who will be one of the rivals of Bunn and Eagan at the Fair, holds three of the records at the track alongside the Lincoln Highway between Philadelphia and Trenton, his home city.

Both Eagan and Bunn live in Bristol, Conn. Both gained wide attention for their performances on New England tracks.

Eagan is New England short track champion. Last October he scored one of his most notable triumphs at Langhorne. He won the 100-mile race, which was marred by one of the biggest, most spectacular crashes in racing history. More than 15 cars were involved in the pileup. Miraculously, none of the drivers were killed.

Eagan's courageous driving in that race prompted Irvin Fried and Al Gerber, co-promoters of the Fair, to extend a prompt invitation. Eagan quickly accepted.

## PROMOTERS ANXIOUS

The promoters were just as anxious to land Bunn, who won the 100-mile event for the "souped up" modified stock cars last Memorial Day at the 'Horne.

Bunn wasn't even among the qualifiers for the first 10 starting positions. But it developed he was saving his best for the payoff. Russ Truelove, another Connecticut entry, set the early pace. Then George Tet, Japanese-American who served with the U. S. Army in the Second World War, took over.

But Tet encountered mechanical trouble as Bunn made his final bid. Hully took command on the 82d mile and breezed home.

Now he's set to stir up an even bigger wind July 27.

# CAMPBELL NIPS INITIAL VICTORY AT LANHAM SITE

7/13/1952 ————— 1952.

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

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

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

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

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

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

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

Consolation—12 laps: Johnson, Kim, Ragan. Time: 3:25.50.

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



# Ed Schaefer

## In Langhorne

### Midget Race

7/13/1952

LANGHORNE — Ed (Dutch) Schaefer, famed midget auto pilot who has as many triumphs to his credit in the sport as any driver in the country, will try for the big one when the second annual Auto Racing Fair is presented around the world famous Langhorne Speedway Sunday afternoon, July 27th. The Auto Racing Fair will feature three championship events in different divisions of the racing sport with trophies being awarded in each division.

The 50-mile National Championship midget auto race has attracted Schaefer to the Bucks County oval. He would relish a chance to ride the 50-mile stock car championship if a fast car is available. For the present the speedster from Floral Park, New York, is concentrating on the midget championship. He feels that his Offenhauser is made to order for the fast mile and with his experience around the 'Horne, according to Dutch, it looks like a great year for Schaefer.

The sprint car title event—28 miles in all—is attracting a great field as the third championship on the unique program of racing. Steve Yanigan, second man in the 100-mile National Championship two weeks ago, was one of the first to enter this event. Yanigan an experienced hand at tooling all types of racing equipment looms as a threat in view of his great performance on July 29th.

Bud Olsen, 1951 N. A. R. A. champion, is another entry that commands a great deal of respect in the sprint car championship. This veteran campaigner from Paulsboro, N. J. is well known to the Langhorne fans and also familiar with the track himself.

Among the other entries are: Wally Campbell defending champion in the stock car event; Red Tomlinson, former thrill show performer and now a recognized top-flight stock car pilot; Hully Bunn and Dick Eagan two of the greatest pilots to come out of the New England district in many a day. On Memorial Day Bunn snared the 100-mile championship at Langhorne and in 1951 Eagan took the same race.

# Three Types Of Auto Racing In Langhorne Speed Event

7/20/1952

LANGHORNE, Pa. — Several champions from the midget auto sport will be on hand to answer the starting flag in the 50-lap title event, one of three championships to be decided around the world-famous Langhorne Speedway, during the running of the second annual Auto Racing Fair, Sunday afternoon, July 27.

Nick Fornora, the 1950 champion Johnny Thompson, New England ace, who ran second to Jiggs Peters in 1951 in the Fair event as well as the national point scoring and Charley Miller, popular Al-

lertown speedster who holds numerous local and sectional records, form the trio. These boys will be seated behind the wheels of fast running Offenhausers in the 50-lap title event. Anyone of the three is capable of showing the field of better than twenty-five to the checkered bunting. In addition to being seasoned veterans at piloting the mighty mites these knights of the raceway are thoroughly familiar with the Bucks County course.

The big car championship event has added three more bright stars to the keen field already entered. Buddy Powers, current leader in U. R. C. point scoring, was among the latest to submit an entry. Powers, a Philadelphian, learned his racing as a mechanic for the late Ted Horn, three-time AAA champion. Without a doubt Powers is one of the best locally developed boys to come along in recent years. Frank Concannon, also of Philadelphia and Bill Holt will no doubt prove a threat to the strong field of big car pilots.

Wally Campbell, 1951 winner and a resident of Trenton; Hully Bunn and Dick Eagan, of the Nutmeg State and Red Tomlinson, of Ed-dington, Pa., are a few of the standouts that have entered the 50-mile stock car championship event. More than fifty will start in this event the third title race carded for the annual Fair.



# Scenes At Yesterday's Soap Box Derby

7/20/1952



Ewing Police Chief Forst Congratulates Winner, left, and Runner-up. Left to right: Flagger Wally Campbell, Ted Harodyski, Kasha, Forst, Ridge, Bill Holcombe.



# Jiggs Peters Will Defend Midget Title With New Car

By JOHN DELL

Fred (Jiggs) Peters, National midget automobile racing champion, is not one to rest on his laurels. He's out to retain his title in a new car, which replaces the one which last year was good enough to consistently beat all of the others.

Peters will use his new mount in the second annual Auto Racing Fair, which The Philadelphia Inquirer Charities will sponsor at 2 o'clock next Sunday afternoon at Langhorne Speedway.

There will be three National championship races in the world's most unusual racing meet, only one to offer championship contests for three types of racers—big cars, midgets and souped up stock cars.

## 128 MILES OF THRILLS

In all, there will be 128 miles of high speed thrills. Modified-sportsman stock cars will race for the National 50-mile Championship, big cars will go a total of 28 miles in quest of the National Sprint Championship and midgets will roar 50 miles in a third National Championship event.

The filing of Peters' entry with Irvin Fried and Al Gerber, co-promoters of the Fair means that all last year's champions will return to defend their titles.

Peters won the Midget Championship in 1951 with a sizzling average speed of 93.99 miles an hour. It took him 32 minutes, seven seconds to make the 50-mile trip.

## CAMPBELL RETURNS

Last year's stock car feature was won by Wally Campbell, dauntless Trentonian, who, like Peters, went on to win a National season's championship. Campbell was National modified stock king and looms as the man to beat next Sunday.

Iron Mike Magill will return to defend his big car title. But that's not all; Magill also will drive in the other two races in a bold attempt to become the first man in racing annals to win three championships in as many types of cars on one afternoon.

Tommy Coates, 1951 Langhorne short course champion, and Harvey Richards, one of the stars of this season, also have entered the stock

event, which like all Fair races, will be on Langhorne's big raceway, world's fastest circular mile.

## FREIGHT TRAIN PILOT

Coates, of Trenton, is a trainman on freight trains when he isn't "highballing" on the speedway. Richards is one of the few who drives a jazzed up two-door sedan. Most stock racing cars are coupes.

Peters, whose home is at Plainfield, N. J., became a racer in 1946, after his discharge from war-time Army service, during which he lost his left foot at Anzio. His reason for getting into racing was to pick up some of what he frankly calls "easy money."

The "easy money" didn't begin to come his way overnight, though. Like most novices he was handicapped by inferior equipment at the beginning. But even then he showed such unusual ability that experts were amazed. Soon he commanded better cars and the "easy money" started coming much easier.

And he'll be out to collect some more next Sunday.



FRED PETERS

7/21/1952



# Johnson Tops at Richmond

7/22/1952

RICHMOND, Va. July 17th. With another all star Nascar field lined up for the Richmond Speedways 13th week of mixed stock car racing, Lou Johnson of Wilmington, Del., won tonight's feature in Browns No. 40 stock car. Twenty cars started in the feature event and at the drop of starter Harold Hundleys green flag it was Cal Johnson of Ashland in the lead. Cal Johnson was driving Buddy Russells, R car, Johnny Roberts of Baltimore, Md. in car 111 took the lead on the second lap to hold thru the eighth lap. On the ninth Jimmy Dunn of Beaverdam took over in the Tom Richardson No 50 as Roberts was carried into the guard rail for a split second by Buck Mason in car No 55 as Mason spun.

Lou Johnson who started in the tenth spot had worked his way up to second on the ninth lap, Dunn held his lead thru the fourteenth lap when Lou Johnson took over, to hold the rest of the way. Buddy

Shuman of Charlotte, N.C. driving car No 22 who had started in fourteenth spot moved into second on the nineteenth lap with Dunn third. As the seventeen cars roared around the fast one-quarter mile dustless clay oval it was Lou Johnson, first for the checker followed by Shuman, Dunn, Ray Platt only three cars dropped out during the twenty-five lap grind. Heavy favorite for tonight's race was Bill Champion a four time winner, Champion placed a poor ninth with a broken king pin. Joe Weatherly blew the engine in his No. 1 coach "Old Ironsides" in the third heat.

1st heat — (10 laps) — C. Johnson, DiRusso, Roberts. Time: 3:27.25.

2nd heat — (10 laps) — D. Powell, Dail, Spivey. Time: 3:12.60.

3rd heat — (10 laps) — Shuman, Dunn, L. Johnson. Time: 2:59.30.

Feature — (25 laps) — Lou Johnson, Buddy Shuman, Jimmy Dunn, Ray Platt, George Swann, Bernard Spivey, Johnny Roberts, Dave Powell, Bill Champion, Cal Johnson, Jack Arnold, Pepper Martin, Buck Mason, Eddie Crouse, Sam DiRusso. Time— 7:44.00.

# Loux Takes NARA Main At Capitol Speedway

7/22/1952

DOVER, Del., July 19.—Capitol Speedway fans were treated to their first program of sprint car racing tonight as the National Auto Racing Association presented another of its reversed starts programs with very close competition in evidence from the first lap of the first heat until the checkered flag fell on the main event.

Lucky Loux, Sellersville, Pa., a comparative newcomer to the N.A.R.A. ranks proved beyond a doubt tonight that he will be a serious threat for the season's championship as he took top honors in the evening's main event after starting in last place and outbattling Walt Schoppe and Bob McCullough in a thrill packed race in which the first five places were not decided until the very last lap.

The last five hundred feet of the main event looked like a wild bargain sale rush as the cars came in three and four abreast with almost the entire field crossing the finish line within several seconds. Loux was declared the winner with Schoppe second and

McCullough third. The next position was so hotly contested in the last few laps that no one knew what the final outcome would be. However, when the exhaust fumes cleared on this otherwise dustless oval it was found that Johnny Rauch and Al Fleming had tied for fourth place with Norman Bay and Roy Gentzel finishing a very close 6th and 7th respectively.

1st heat — (8 laps) — Lucky Loux, Al Fleming, Thomas Wilkey. Time—3:47.06.

2nd heat — (8 laps) — Bob McCullough, Roy Gentzel, Norman Bay. Time: 3:49.84.

3rd heat — (8 laps) — Walt Schoppe, Woody Ernest, Chuck Feltenberger. Time: 3:51.85.

Consy — (8 laps) — Johnny Rauch, Ray Dowell, Sr. Time: 4:04.10.

Feature—(20 laps) — Loux, Schoppe, McCullough. Time: 10:20.95.



JULY 23, 1952

# Lou Johnson Cops Richmond Riches

By MIKE POSTON

Richmond, Va. July 17—With another all star NASCAR field lined up for the Richmond Speedways 13th week of mixed stock car racing, Lou Johnson of Wilmington, Del. won tonight's feature in Browns No. 40 stock car. Twenty cars started in the feature event and at the drop of starter Harold Hundleys green flag it was Cal Johnson of Ashland in the lead. Cal Johnson was driving Buddy Russells, R car, Johnny Roberts of Baltimore, Md. in car 111 took the lead on the second lap to hold thru the eighth lap. On the ninth Jimmy Dunn of Beaverdam took over in the Tom Richardson No. 50 as Roberts was carried into the guard rail for a split second by Buck Mason in car No 55 as Mason spun.

tenth spot had worked his way up to

Lou Johnson who started in the second on the ninth lap, Dunn held his lead thru the fourteenth lap when

Lou Johnson took over, to hold the rest of the way. Buddy Shuman of Charlotte, N. C. driving car No. 22 who had started in fourteenth spot moved into second on the nineteenth lap with Dunn third. As the seventeen cars roared around the fast  $\frac{1}{4}$  mile dustless clay oval it was Lou Johnson, first for the checker followed by Shuman, Dunn, Ray Platt. Only three cars dropped out during the 25 lap grind. Heavy favorite for tonight's race was Bill Champion a four time winner, Champion placed a poor ninth with a broken king pin. Joe Weatherly blew the engine in his No. 9 coach "Old Ironsides" in the third heat.

First heat (10 laps): C. Johnson, DiRusso, Roberts, Winters. Time—3:27.25.

Second heat (10 laps): D. Powell, Dail, Spivey, Mason. Time—3:12.60.

Third heat (10 laps): Shuman, Dunn, L. Johnson, Platt. Time—2:59.30.

Consol heat (10 laps): Champion, Martin, Roberts, Dail. Time—3:07.00.

Feature (25 laps): Lou Johnson, Buddy Shumaun, Jimmy Dunn, Ray Platt, Geo. Swain, Bernard Spivey, Johnny Roberts, Dave Powell, Bill Champion, Cal Johnson, Jack Arnold, Pepper Martin, Buck Mason, Eddie Crouse, Sam DiRusso. Time—7:44.00.

# Cherry, Campbell Vie Again at Langhorne

Langhorne, July 23—One of the greatest events ever witnessed in the 26-year history of the famed Langhorne Speedway was the battle between Tom Cherry and Wally Campbell in the 100-mile national championship, for speedway division cars, last June 29. The two champions featured a nip-and-tuck race with the lead changing at least a half-dozen times during the first 80 miles. In the late stages of the event Campbell was forced into the pits for fuel and it was then that the veteran Muncie, Indiana, pilot took over undisputed possession of the lead and romped home a winner.

Campbell is going to get another shot at Cherry for the mite of a pilot from Trenton has had his winner-take-all challenge accepted and the two will meet in their speedway division mounts as a special feature in conjunction with the second annual Auto Racing Fair scheduled for the Bucks County oval Sunday afternoon. The two will meet in a sprint event driving the same cars in which they rode during the century grind four weeks ago.

7/23/1952



Frank Schneider of Lambertville won the 25-lap 12½ mile feature stock car race at the Morristown Raceway last night . . . Nelson Applegate of Denville was second and Sam Malach of East Orange, third.

7/23/1952

# Stocks, Midgets, Big Cars In Langhorne Fair Sunday

7/25/1952

LANGHORNE — Iron Mike Magill, of Haddonfield and three-time champion in independent big car racing, is the only driver who will make a bid for all three championships being staged during the second annual Auto Racing Fair at Langhorne Sunday afternoon. Magill, winner of the 50-mile big car title at the Bucks County mile oval last season, will find himself in the thick of keen competition in all three title grinds.

Wally Campbell of Trenton, defending titleholder in the 50-mile

stock car event, will ride in the big car event and will also appear in the added feature opposing Tom Cherry in the speedway division race. Several weeks ago these two aces presented the most torrid race ever seen in the history of Langhorne as they waged a nip-and-tuck battle in the 100-mile National Championship. A pit stop in the late stages of the race gave Cherry the undisputed lead and victory. Sunday Campbell hopes to square matters with the Muncie, Ind., pilot as they meet in a special challenge race featuring the same sprint car.

"Jiggs" Peters, Dutch Schaefer and Dick Dowd, all veteran campaigners in the small auto sport, will also compete in the sprint car championship opposing such top performers as Buddy Powers, Bud Olsen and Steve Yanigan. Yanigan may also be a starter in the small auto championship.

Among the other double entry knights of the roaring roads will be Mike San Felice and perhaps Al Herman, of Allentown. Herman is a top-flight midget auto racing performer and in late years he has been making his way to the front in the big racing mounts. In addition to this group there is a possibility that several other drivers will compete in more than one event.

The first of the three championship races will commence at 2 p. m. on Sunday. There will be no qualifying trials in the stock car or midget auto events, however, two heats will be staged to qualify the starting field in the big car championship.



# SPORTSCOPE

## Genuine Rivalry of Campbell and Cherry May Make Match Race Highlight of Today's Auto Fair

7/27/1952

By JOHN WEBSTER

THIS is a day that is reasonably sure to prove a memorable one in the life of an auto racing fan. It brings the Second Annual Auto Racing Fair, sponsored by Philadelphia Inquirer Charities, in association with promoters Irv Fried and Al Gerber, at the Langhorne Speedway. This means that more than 100



TONY BONADIES

celebrated speed boys, from three different branches of the racing sport, will be competing for three National Championships.

From that great band of race pilots will come those to drive the 50 modified-sportsman stock cars in the 50-mile National Stock Car Championship... to pilot the 30 cars in the 28 miles of flashing action for the big cars' National Sprint Championship... and 25 more daredevils to start in the 50-mile National Midget Championship. Included in the ranks of the heavy-footed drivers are five National seasonal champions.

Iron Mike Magill, who is entered in all three events, is the king of the big car drivers, in the eyes of the United Racing Club. Bud Olsen is rated sprint car champion by the National Auto Racing Association. Wally Campbell is modified stock car titleholder, according to NASCAR (the National Association for Stock Car Auto Racing), and Roscoe (Pappy) Hough is NASCAR's No. 1 man in short track stocks. Fred (Jiggs) Peters is hailed by the United Racing Drivers Club as being foremost among midget drivers.

Magill, from Haddonfield, will be defending the big car title he won last summer in the First Annual Auto Fair. However, he isn't satisfied merely to defend against the likes of Steve Yanigan, Buddy Powers, the current URC leader; Olsen, Eddie Gallione, who lately won the New York State title, and other big car pilots; he is determined to improve on his 1951 showing—and win another championship or two.

Though Peters hit a fancy 93.99 miles-per-hour pace last August to defeat the midget opposition, he believes that time will be bettered this afternoon. He hopes to be the one to do it—at the expense of Nick Fornoro, who was champion in 1950; Dutch Schaefer, Tony Bonadies, Steve McGrath, Charley Miller, Mike San Felice, Magill, et al.

Third of the defending champions is Campbell, popular pilot from Trenton who invariably makes himself at home on the Langhorne oval. He will be competing with a great stock car field in defense of his laurels, the opposition listing Dave Eagan, Ronnie Kohler, Bobby Courtwright, Hully Bunn, Red Tomlinson, Frank Errico, Ken Marriott, Tommy Coates and, as the saying goes, others. Yet on this day, Campbell is looking forward to more than merely retaining the stock car crown—and that brings us to the added special feature of the Second Annual Auto Fair.

This fourth event, a natural of the auto tracks, is to settle an argument that has been in progress for a month. It is a match race, pitting Campbell against Tom Cherry, Muncie, Ind., pilot, with each man driving his own Speedway Division car. It is to be staged before Campbell defends his championship laurels, and it gives the Trenton speedster the opportunity to prove his words—that he has a faster mount than Cherry.

THE stage was set for this genuine rivalry on June 29 when Cherry and Campbell met in competition as two men in a field of 22 seeking victory in the 100-mile NASCAR-sanctioned Speedway Division race at the Bucks county track. For the greater part of the race, they were no more than from two to five seconds apart, first one and then the other in the lead. However, a fuel shortage eventually forced Campbell into the pit and Cherry went on to win.

It was no small accomplishment on the part of the speed producers, Fried and Gerber, when they were able to bring Cherry and Campbell together for the match race within a matter of a month. It's strictly a natural attraction—from which any sport benefits to a marked degree. In announcing the match race, Irv Fried digressed to the extent of mentioning some of the fabulous rivalries, and stirring naturals, in sports history.

## **Similar to Yours**

# 'Speedway' Cars Racing's Newest

7/27/1952

The "speedway" cars Wally Campbell and Tom Cherry will drive in a special match-challenge race for a \$1000 purse are the newest type of high-speed racing vehicles.

Briefly, they are big, streamlined racing cars, similar in style and appearance to those used on America's most famous tracks and in the biggest races, including the annual 500-mile race at Indianapolis.

### **USE 'HIGH TEST' GAS**

But what sets them apart is they're powered by regular, American-made automobile engines, the same kind that you have in your family car, and they are required to operate on premium pump fuel, the same kind of "high test" gasoline you put in your tank.

In fact, the similarity to your automobile is what makes the "speedway" cars appealing. In effect, the Campbell-Cherry race will be your car against your neighbors.

However, some slight "modifications" are permitted in the engines, but these are only to make the cars run better at very high speeds for sustained periods. The basic design must not be changed.

### **AVERAGED 85.69 MPH**

Cherry averaged 85.69 miles per hour in winning a 100-mile race at Langhorne June 29. Of course, that means that he frequently went faster than 100 mph on the straightaways. Cherry also slowed down in the late laps, when it was apparent he had the race in the bag, after Campbell, his chief contender, was forced out because of a pit stop.

Campbell's car, which bears No. 1 because it was the very first "speedway" car built also has plenty of go. Wally put it to the test last winter on the famous sand flats at Daytona Beach, Fla. The car flashed through a measured mile at 123 mph!





The Auto Racing Fair's three defending champions — Fred (Jiggs) Peters, midget cars; Iron Mike Magill, big cars, and Wally Campbell, stock cars—talk over prospects of today's Auto Fair at Langhorne Speedway. Campbell is seated in his "speedway" car, with which he will race Tom Cherry in a match for a \$1000 purse.

7/27/1952

# Eligible Field For Auto Fair

7/27/1952

Here is the list of eligible starters in today's Auto Racing Fair at Langhorne Speedway. Numbers are of the cars to which drivers have been assigned. Other drivers' numbers will be announced at the Fair.

## BIG CARS' NATIONAL SPRINT CHAMPIONSHIP

No.	Driver	No.	Driver
1.	Mike Magill	21.	Dick Dowd
2.	Hal Rettberg	31.	Charlie Miller
3.	Steve Yanigan	33.	M. San Felice
3.	Jr., Al Herman	44.	Budd Olsen
4.	Mike Flore	47.	George Halat
5.	Earl Horne	48.	James Carroll
H-5.	John Hill	49.	Vern Harriman
E-5.	Ed Gallione	49.	Bob Whitbeck
6.	Fred Peters	52.	George Matthews
7.	L. Smith	55.	Ed Sollohub
7.	Bud Powers	74.	Cecil Laster
8.	Wimpy Erwin	75.	Slim Trumbly
9.	F. Concannon	77.	John Mahoney
9.	Tony Romit	—.	W. Campbell
10.	Art Brown	—.	Dutch Schaefer
13.	J. Knowlan		

## 50-MILE NATIONAL MIDGET CHAMPIONSHIP

No.	Driver	No.	Driver
1.	Bill Snelson	18.	Nick Fornora
1.	Dick Dowd	21.	Hawley Knight
2.	Walt Fair	25.	Red Marlowe
3.	R. Thomas	27.	Arly Purcell
3.	Joe Szabo	30.	Charley Ross
4.	Charley Musselman	46.	Ed McDonald
5.	Fred Peters	52.	Tony Marino
5.	Carl Miller	53.	Cecil Laster
5.	Francis Pyles	55.	Mike Magill
6.	Dutch Schaefer	68.	Fred Woolsey
6.	Ed Marino	83.	Charlie Miller
7.	Ray Ziegler	91.	Vernon Land
7.	Tommy Goggin	98.	Jim DiMarco
8.	Steve McGrath	99.	Bert Brooks
8.	Brooke Durant	—.	S. Yanigan
16.	Al Herman	—.	M. San Felice
17.	Fred Meeker	—.	T. Bonadine

## 50-MILE NATIONAL STOCK CAR CHAMPIONSHIP

No.	Driver	No.	Driver
1.	Wally Campbell	90.	Bill McCarthy
1.	Johnny Zeka	93.	Tom Genovay
B-1.	Ray Brown	94.	Joe Groner
2.	Joe Alter	94.	Will Douglass
3.	Bill Hammersly	98.	Ronnie Kohler
3.	Johnny Rocce	99.	Sam Malach
4-D.	Al Pomponio	101.	Art Scott
6.	Bob Apperson	105.	Bob Disbrow
8.	Jack Nichols	109.	Bill Pfister
6.	Bill Tanner	121.	Jim Reed
7.	John Hagen	122.	Fred Wright
8.	Dave Terrell	130.	Mickey McGonnell
10.	Mike Magill	149.	Warren Behnsack
11.	Byron Fisher	150.	Len Brown
21.	Tony Correnti	173.	Bill Schwartz
22.	John Cramblitt	175.	Tommy Clark
22-D.	Jim Delaney	186.	Bob Kruger
23.	Sonny Strupp	231.	Cliff Blaine
23.	Vernon Kirk	310.	Parker Bohn
25.	Tommy Coates	340.	Charles Birdsall
26.	Wally Gore	358.	Ray Braun
31.	Red Tomlinson	357.	Bob Fritts
33.	Bob Courtwright	—.	George Apgar
43.	Lou Johnson	—.	Harry Castle
44.	Russ Truelove	—.	Bill Drewes
44.	Bob Cannon	—.	Jerry Golden
46.	Eddie Ader	—.	Bill Gross
54.	Don Rudolph	—.	Roscoe Hough
55.	Leo Vierkorn	—.	Vernon Land
55.	Nelson Applegate	—.	Matty Madden
55.	Hully Bunn	—.	Ed Rooney
60.	Clarence Jamieson	—.	Dave Eagan
61.	Bill Chevalier	—.	Tony Bonadies
61.	Steve Danish	—.	Harvey Richards
63.	Dick Williams	—.	Frank Ericeo
76.	Frank Coman	—.	Fred Nolte
72.	Ken Marriott	—.	Johnny Dubois
75.	Larry Shurter	—.	Al Keller
78.	Dave Ketcham		
84.	Frank Myronczuk		

## SPECIAL MATCH RACE

No.	Driver	No.	Driver
—.	Wally Campbell	38.	Tom Cherry



# Campbell, Cherry Clash In Special Event Today On Langhorne Race Card

7/27/1952

LANGHORNE, Pa. — One hundred drivers, representing three different branches of the racing sport, will be battling for three National Championships and a fourth event will settle an argument that has been brewing for the past month, all of this is scheduled to happen at the famed Langhorne Speedway this afternoon when the second annual Auto Racing Fair, sponsored by the Philadelphia Inquirer Charities, is presented.

Popular Wally Campbell, of Trenton, N. J., hopes to make good his boast—that he has a faster mount than Tom Cherry—before he goes to the post to defend his championship laurels in the 50-mile National Championship stock car event. One month ago Cherry, a veteran speedster from Muncie, Ind., had a hectic time defeating Campbell in the 100-mile speedway event at Langhorne, a pit stop by Campbell gave him the edge. This afternoon the two will square off in a winner-take-all match race for \$1,000. And they

will be driving their speedway division cars.

## Campbell To Defend Title

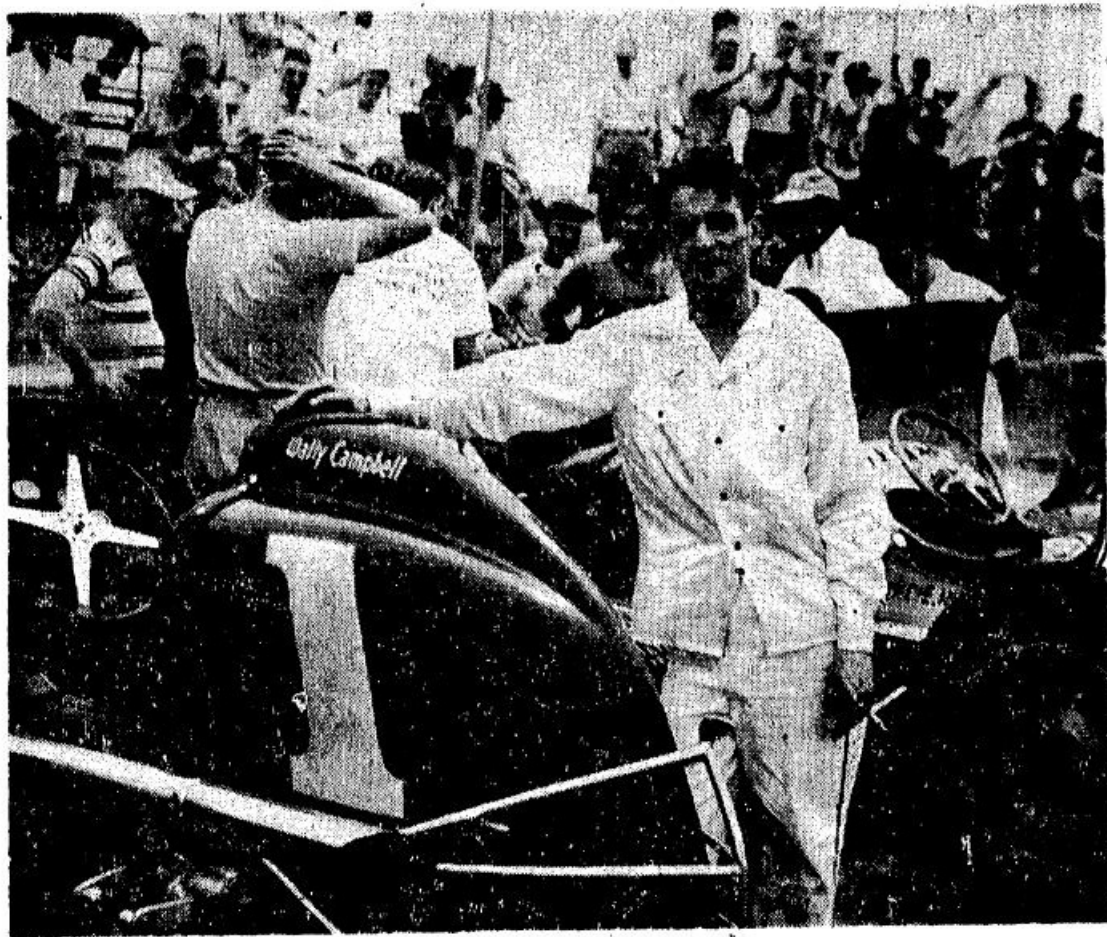
Campbell will then oppose the great stock field in defense of his laurels with Ronnie Kohler, Bobby Courtwright, Hully Bunn, Red Tomlinson, Jim Delaney, Frank Errico, Ken Marriott and Tommy Coates among the field of fifty starters.

Iron Mike Magill winner of the big car title in '51 will defend his laurels in that race and attempt to snare triumphs in the other two. The Haddonfield pilot will face Buddy Powers, current URC leader; Bud Olsen, Eddie Gallione, recent winner of the N.Y. State title; Steve Yanigan, Frank Concannon, Bill Holt, Mike San Felice and Mel Weldner in the big car event. This field will number better than thirty.

"Jiggs" Peters, 1951 National midget auto racing champion and winner of the 50-mile grind last season, hopes to successfully defend his title in the small auto event, as a matter of fact he predicts his record of '93.99 miles per hour last season will be bettered in the race. Nick Fornoro, 1950 champion, Dutch Schaefer, popular Floral Park speedster; Tony Bonadies, of Bronx, New York; Iron Mike Magill, Steve McGrath, Al Herman, Charley Miller, Charley Musselman, Dick Dowd, Mike San Felice and Tony Martino will be numbered among the twenty-five starters in the 50-mile midget auto title event. Several of these aces will try for a double triumph.

The first race will start at 2 p. m.

# Faces Double Test At Langhorne Today



7/27/1952

Wally Campbell noted racing driver from Trenton will face two tests today on the Langhorne Auto Racing Fair card. The popular Trenton speedster will defend his championship laurels in the 50-mile National Stock Car

race, and will also meet Tom Cherry in a dual race that was slated when Campbell challenged the Muncie, Ind. driver. In a recent race, Cherry defeated Campbell, bringing about the feature today.





Winners of the three championships in The Philadelphia Inquirer Charities' second annual Auto Racing Fair at Langhorne Speedway yesterday were all smiles as they posed with their trophies. Pictured (left to right)

are: Buddy Powers, 12-mile Big Car Sprint; Ken Marriott, 50-mile National Stock Car, and Fred (Jiggs) Peters, 50-mile National Midget Car. Peters repeated his triumph of 1951.

# Summaries

## BIG CARS, NATIONAL SPRINT CHAMPIONSHIP

The summaries follow:

**FIRST ELIMINATION RACE** (8 miles) eight qualify—1. Buddy Powers, Paterson, N. J.; 2. Dutch Schaefer, Floral Park, L. I.; 3. Charlie Miller, Emmaus, Pa.; 4. Hal Rettberg, Sidney, N. Y.; 5. Slim Tremblay, Hartford, Conn.; 6. Fred Concannon, Philadelphia; 7. Vern Harriman, Chiektowaga, N. Y.; 8. Tony Romit, Bronx, N. Y. 7:24.68.

**SECOND ELIMINATION** (8 miles) eight qualify—1. Fred (Jiggs) Peter, Plainfield, N. J.; 2. Budd Olsen, Paulsboro, N. J.; 3. Jim Carroll, Syracuse, N. Y.; 4. Wally Campbell, Trenton; 5. Charley Blewitt, Paterson; 6. Dick Larrabee, Trenton; 7. Jim Knowlan, Long Island, N. Y.; 8. Homer Boone, Haddonfield, N. J. 5:29.25.

**FINAL** (12 miles) 1. Powers; 2. Miller; 3. Olson; 4. Mike SanFelice, Norristown, Pa.; 5. Harriman; 6. Concannon; 7. Tremblay; 8. Rettberg; 9. Yanigan; 10. Romit; 11. Paul Ervin, Bloomfield, N. J.; 12. Blewitt. 7:12.32.

## 50-MILE NATIONAL MIDGET CAR CHAMPIONSHIP

Drivers and miles completed—1. Fred (Jiggs) Peters, Plainfield, N. J., 50 miles; 2. Mike Magill, Haddonfield, N. J., 50; 3. Nick Fonora, Danbury, Conn., 50; 4. Jim DeMarco, Garfield, N. J., 50; 5. Steve McGrath, New Canaan, Conn., 49; 6. Charley Muselman, Philadelphia, 49; 7. Walt Fair, Philadelphia, 46; 8. Charley Miller, Emmaus, Pa., 43; 9. Bert Brooks, Vernon, Conn., 47; 10. Al Keller, Green Acres, Fla., 46; 11. Chuck Arnold, Stamford, Conn., 43; 12. Carl Miller, Trenton, 44; 13. Ed Schaefer, Floral Park, L. I., 43; 14. Ed Kenneke, Baltimore, 42; 15. Johnny Koy, Freeport, L. I., 36; 16. Bob McCullough, Mineola, L. I., 35; 17. Wally Campbell, Trenton, 27; 18. Tony Martino, Flushing, L. I., 25; 19. Vir Sloan, Allentown, Pa., 24; 20. Red Marlowe, Bronx, N. Y., 18; 21. Bill Henry, Philadelphia, 15; 22. Joe Sandola, Nutley, N. J., 14; 23. Jim Khilan, Baltimore, 5; 24. Frank Devoe, Brooklyn, 5; 25. Ed Moran, Buffalo, 4; 26. Bill Claren, Montclair, N. J., 4; 27. Charley Ross, Passaic, N. J., 4; 28. Fred Meeker, Fairfield, Conn., 2. 32:16.47.

## 50-MILE NATIONAL STOCK CAR CHAMPIONSHIP

(Drivers and miles completed)—1. Ken Marriott, Baltimore, 50 miles; 2. Bill Tanner, Newtown, Pa., 50; 3. Wally Campbell, Trenton, 49; 4. Holly Bunn, Bristol, Conn., 49; 5. Frankie Schneider, Lambertville, N. J., 49; 6. Frank Errico, Trenton, 48; 7. Al Pomponio, Lakewood, N. J., 48; 8. Rod Schaefer, Butler, N. J., 48; 9. Irv Willis, Flemington, N. J., 47; 10. Walt Swisk, Philadelphia, 46; 11. Al Clements, Lakewood, N. J., 46; 12. Don Allison, Glenside, Pa., 46; 13. Bill Brown, Trenton, 46; 14. Jim Delaney, Lakewood, N. J., 45; 15. Harvey Richards, Reading, Pa., 45; 16. Frank Coman, Paterson, N. J., 45; 17. Jerry Golden, Bridgeport, Conn., 43; 18. Len Brown, Lambertville, N. J., 43; 19. Don Bollins, Trenton, 44; 20. Red Tomlinson, Eddington, Pa., 43; 21. Mike Magill, Haddonfield, N. J., 42; 22. Walt Schoppe, Philadelphia, 42; 23. Cliff Watts, Philadelphia, 40; 24. Art MacNamara, Glenside, Pa., 40; 25. Steve Yanigan, Allentown, Pa., 39. 39:51.50.



# Tire Blowout Deprives Campbell Of Race Win; Marriott, Peters Score

7/28/1952

(Special to Trenton Times)

LANGHORNE, Pa. — Buddy Powers, Paterson, N. J.; Ken Marriott, Baltimore, and Fred Peters, Plainfield, N. J., walked off with top honors at the second annual Philadelphia Inquirer Charities Auto Racing Fair yesterday at Langhorne Speedway before some 21,000 fans.

But it remained for the popular Wally Campbell, Trenton, to win the hearts of sympathizers.

The talented Trenton speedster entered all of the events during the program and with a little luck would have walked off with two titles. Wally was running in front of a field of 51 stock cars when the right rear tire of his car blew out on the far turn. He had taken the lead from Jim Delaney,

Lakewood, N. J., on the 32d lap. Placed back in 14th position at the start, Campbell soon shot into fifth place and steadily challenged the leaders until he took over.

After replacing the wheel, he got back into the race but had to make up three miles. He started climbing again and soon was in third position but time ran out on him. At the finish he was only a mile behind the winner, Marriott, who won in the time of 39:51.50.

Earlier on the program, Campbell engaged in a real dog-fight when he challenged Tom Cherry, Muncie, Ind., to a five-mile match race in the new speedway division cars. Earlier this year Cherry defeated Campbell in a 100-miler that saw the lead change hands a total of 12 times with the two antagonists doing most of the switching. Yesterday it was a different story because Cherry started from the inside of the track and had the advantage most of the way.

## Close Race Throughout

Cherry never led by more than five yards but he stood off every challenge of the Trenton pilot. Campbell pulled into a tie on the first turn of the last lap but the Indianan would not let him get to the inside of the track. They crossed the finish line only a car length apart.

Riding with the best midget drivers in the country, Campbell had little chance to win the midget race. He started eighth in a field of 31 cars and shot into the lead on the first lap. He stayed in the race and among the first 10 cars for the better part of 30 miles but then faded and finished 17th in the race, won by "Jiggs" Peters in 32:16.47.

Campbell, the only representative of Trenton to fare well in the program, finished fourth in the first elimination heat (eight miles) of sprint cars. Later, in the featured 12 miler, he was forced from the race due to engine trouble.

# Hart Aiming For '75' Victory

8/6/1952

JERSEY CITY—Jimmy Hart, who won his first feature when he took the 35-lap go here the other night, will seek to prove his victory was not luck but the real thing when he rides in the 75-lap mid-Summer stock car championship at Roosevelt Stadium Saturday night.

The triumph was recorded as a major upset by onlookers, since the red-topped Irishman won by a car length over highly-favored Frankie Schneider, the Lambertville gas jock who had won seven of 10 features before Hart's victory. And there were other big names, including **Wally Campbell** of Trenton and Bob Read of Hope who suffered the same fate as Schneider.

Hart contends there wasn't the slightest sign of lady luck on his side. "I was hot all night," said Jimmy. "It was apparent when I won my heat and semi that the car was running good." His sweep of the card makes sound reasoning of Hart's contention.

The three-quarter of a century grind marks the longest event of its kind since the sport replaced baseball here a year ago last July. Previously the longest sportsmen-modified grind was at 50 laps. There were longer races but in different classes such as new cars and mid-gets.

The first race will get the green flag at 8:30 P.M. In case of rain the show will be staged Sunday night.



# 100 Leading Drivers To Compete in Races At N.Y. State Fair

Approximately 100 leading drivers of the East will compete in the Eastern States Stock Car Championship on Labor Day at the New York State Fair.

Ira Vail, fair director of racing, announced that the championship race will bring the top five "sportsmen-car" drivers of a score of auto associations along the Atlantic Seaboard to the big event of stock car racing for the season.

"Racing fans," said Vail, "have never before had the opportunity that football and baseball fans have, that is to view the leaders of one league or circuit in competition with those of others. We hope to eventually present them with something approaching a World Series in the sportsmen class of racing."

Among the top speed jockeys to be seen in the race will be Wally Campbell, Dick Eagan, Tony Bonadies, Mike Klapak, Dick Lindner, Frankie Schneider, Hugh Daragh, Pappy Hough and many others.

8/9/1952

# Willow Grove Lists Campbell

**Wally Campbell**, National modified stock car champion, will make his first start in a three-quarter midget car in the program topped by the 50-lap Midseason Championship Wednesday night at Willow Grove Speedway.

Campbell will be one of 20 drivers, including Fred (Jiggs) Peters, National midget champion and two-time winner of the 50-mile race in the Auto Racing Fairs, sponsored by The Philadelphia Inquirer Charities. Peters, victor the last time he ran at Willow Grove, will start from scratch.

Other drivers entered include Eddie McDonald, Wayne Doerstler and Lee Hammer. Six preliminary heats will precede the feature.

---

8/10/1952



# Campbell to Race At Willow Grove

Wally Campbell, Fred (Jiggs) Peters, Steve McGrath and Larry Bloomer are among the score of top midget race drivers who start tonight at Willow Grove in the 50-lap Mid-Season Championship Classic.

Campbell, the national modified stock car champion, will make his first start in a three-quarter midget car at Willow Grove. Peters, Plainfield, N. J., won the last midget feature at the Park and previously took the 50-mile race in the Auto Racing Fair at Langhorne. 8/13/1952

---

# Schneider Wins Race Feature, Campbell 2d

---

8/17/1952

MORRISTOWN —AP— Frankie Schneider of Lambertville won the 25-lap, 12½-mile feature Stock Car race at Morristown Raceway last night.

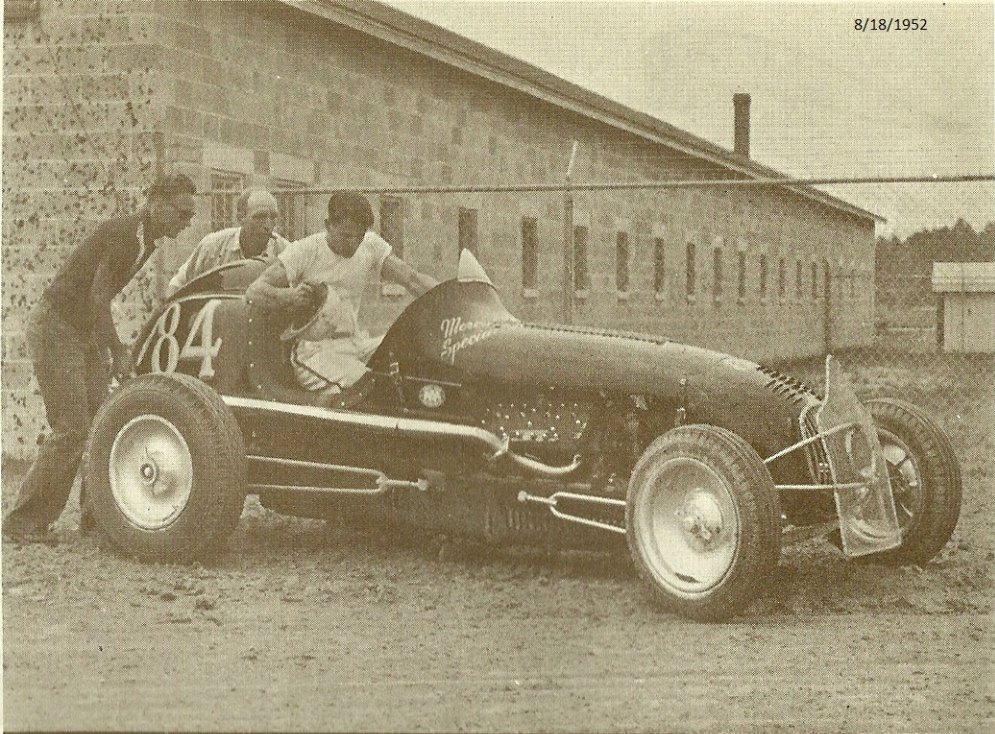
Second was Wally Campbell of Trenton. Third, was Jim Delaney of Hope.

Time of the race was 11:45.72.

---



8/18/1952



Wally Campbell (in car) made rather a rough debut in AAA competition when he spun out in his qualifying heat at the Harrington, Del., fairgrounds.—Walter Chernokal photo.





The stock car pilots in # 3 and 81 are eligible for membership in the Mutual Aid Society. When Len Gould # 13 flipped at the Roosevelt stadium, Jersey City, N. J., his car was held aloft by the drivers in 3 and 81 offsetting what would have been a nasty spill for Gould.-Rosegrif photo.



## **Auto Test to Campbell**

**MORRISTOWN, N. J., Aug. 26 (AP)—Wally Campbell of Trenton took first honors tonight in the twenty-five-lap feature stock car race at the Morristown Raceway. The time was 11:33.25. Frankie Schneider of Lambertville was second and Nelson Applegate of Denville third.**

---

**The New York Times**

Published: August 27, 1952

Copyright © The New York Times

---

# Campbell Defeats Schneider in Card At Morristown

9/2/1952

MORRISTOWN, N. J., Aug. 30.—

Wally Campbell, the Mighty Mite of Trenton, proved that patience pays off Tuesday night at Morristown Raceway as he finally caught up with his old buddy The Lambertville Whiz Kid, Frankie Schneider and defeated a fast field in the feature race of the stock car program at the track. Wally's time for the event was 11 minutes 33.25 seconds, the second fastest time that has ever been turned in here. Ernie Gesell of Hollis, L. I., N. Y., holds the record which is 11 minutes 31.15 seconds. Campbell had to move that fast to stay ahead of Schneider who pushed him across the finish line finishing a scant three car lengths behind in second place.

Campbell started in 21st spot and moved out quickly jumping to sixth spot by the third lap, fourth by the fourth and into second spot in the seventh lap. He passed the leader, Jimmy Wolgemuth of Morristown on the home stretch in the eighth lap and moved out to a lead that he never relinquished.

1st heat — (10) — Sonny Strupp, Wally Campbell, Jim Metzler. Time — 4:45.75.

2nd heat — (10) — Nelson Applegate, Gordon Oldford, Red Tomlinson. Time — 4:45.15.

3rd heat — (10) — Frankie Schneider, Eddie Judge, Johnny Hendricks. No time.

Feature — (25) — Campbell, Schneider, Applegate. Time — 11:33.25.

SEPT. 2, 1952



# Speaking of **CROWDS** by Nat Kleinfield

9/2/1952

FAIR LAWN, N. J.,—While most other sports, including major ones, drop in attendance figures, auto racing booms along. N. J. still has fine crowds at Morristown & Belmar Nascar stock events while Jersey City closed last Sat. with a 400 lap team race; JC finished up early because of football taking over.

Promoter Ed Otto had to close up shop just about the time he could have capitalized on the season long TV shows that helped swell the Crowds to record proportions ... The plant is to open either late in March or early April, 1953... Belmar will stay with its Wed., & Sat. night dates, doing right well while Morristown, enjoying the biggest year ever, extends its schedule through Oct., if weather permits... Promoter Joe Soranno is aiming at 200 meets since opening Morristown in June, 1950, and has 97 todate... Morristown is now listing a Sat., night raindate should it wash out Fri. nights; the 100 lap N. J. dirt track title event there is set for Oct. 17... W. Lanham's closing card last Fri., with a 100 lapper featured that Schneider man, Frankie, with wins in heat and the big one against an all star field... He ran almost the entire 400 laps in the JC team event... Dorney Park, Allentown, Pa. will continue Sun. afternoon stocks, says Red Crise.

Wilmington, Del. will operate Sun., afternoons throughout Oct., the 1st of the new series starting last Sun., highlighted by Ed Ader notching his 1st ever macadan track victory... Ed led for a long while in Ronny Coleman's three spot, was passed by Frank Myroncuk in the final lap, surged back into the lead on the 4th corner to snatch it ... Charlie Dyer, who took 5th in the late model double century at Westboro, the night before made the haul to Wilm made 3rd in the main... Harry Sauchelli, ex-stock driver, has recently seen action as a GI in bloody combat in Korea, in on Old Baldy and other battles.

---

# Campbell Wins Feature, Sets New Track Mark

---

9/2/1952

BELMAR, N. J. —AP— Wally Campbell, Trenton, won the 50-lap, 16 $\frac{2}{3}$ -mile Labor Day feature stock car race at Wall Stadium last night, breaking the track record with a time of 14:46.41.

---



# Campbell Wins Wall 50-Lapper

9/4/1952

WALL TOWNSHIP — A 50-lap feature climaxed the seven-race card at Wall stadium Monday night. Despite cloudy skies, 40 cars towed into the Wall speedway to compete for starting positions in the 22-car main event.

Wally Campbell, Trenton ace, copped the championship race as well as the beautiful Wall township trophy, which was presented by Ralph Matthews, township mayor.

Campbell, who started in 21st starting position in the field, kept moving up until the 26th lap when he took the lead. By the 14th lap, Wally had put a quarter of the track between himself and Dick Davis in the 102. Before this time, Davis, in the sportsman 102, had been leading the field and seemed to have the checker in the bag. But when the checker fell, Campbell headed the pack with Al Pomponio, Lakewood, running second and Parker Bohn, Freehold, running third.

The time for the event was a new track record of 14:46.41 as compared to the old track record of 15:27.81 for 50 laps made by Al Peters Aug. 18, of last year.

First heat, 10 laps—First, Wally Campbell, Trenton; second, Bill Pfister, Eatontown; third, Dick Davis, Manasquan. Time 2:55.00.

Second heat, 10 laps—First, Frank Myrnchuk, New Egypt; second, Jack Powell, Port Monmouth; third, Frankie Schnelder, Lambertville. Time 2:54.03.

Third heat, 10 laps—First, Frankie Schnelder; second, Charlie Dyer, North Bergen; third, Al Pomponio, Lakewood. Time 2:54.22.

First Semi-final, 12 laps—First, Bill McCarthy, Red Bank; second, Bill Pfister; third, Dick Davis. Time 3:26.47.

Second Semi-final, 12 laps—First, Parker Bohn, Freehold; second, Frankie Schnelder; third, Al Pomponio. Time 3:27.91.

Consolation, 10 laps—First, Wally Campbell, Trenton; second, Tom Olark, Red Bank; third, Pete LaVance, Spring Lake. Time 2:56.04.

Feature event, 50 laps—First, Wally Campbell; second, Al Pomponio; third, Parker Bohn; fourth, Bill Pfister; fifth, Dick Davis. Time 14:46.41.

# Auto Races Today At Willow Grove

Sunday midget racing at Willow Grove Park starts today at 1:30. Races also will be held next Sunday afternoon and plans are under consideration to continue Sunday racing at the park throughout September and October.

Dutch Schaeffer, Plainfield, will try for his fourth feature victory at the park. Fred (Jiggs) Peters, Larry Bloomer, Lee Hammer, Steve McGrath and Wally Campbell will be in the field of more than 20 top drivers who will cross the starting line this afternoon. 9/7/1952



# Time Trials Tomorrow For Sunday's 250-Miler On Langhorne Mile Oval

9/12/1952

LANGHORNE, Pa. — Official time trials will be held at the Langhorne Speedway tomorrow, beginning at 2 p. m., to qualify the entire field for Sunday's running of the 250-mile Grand National Circuit Championship. A field of close to 60 will attempt to snare the pole position in the longest race ever run over the Langhorne mile course. Co-Promoters Irv Fried and Al Gerber are offering special cash bonuses to the three fastest times in the trials.

Fonty Flock, holder of the standard for the one mile at Langhorne—44.024 seconds— will be numbered among the speedsters seeking the pole position in the classic. After a trial spin around the raceway yesterday afternoon, the two-time champion announced that he has never seen

the track in better shape than it is for the title run.

## Thomas Seeks Revenge

Defending champion Herb Thomas, the long and lean tobacco farmer from Olivia, N. C., will be out to settle a score with Flock, who showed him to the finish line in the Darlington classic on Labor Day. Thomas, Fonty Flock and brother Tim Flock, together with Dick Rathman and Lee Petty, are eying the season title as well as the gold and glory that awaits the winner of the Langhorne 250.

Eric Errickson, one-armed pilot from Los Angeles and Gene Darrah, one-legged driver from Florida, were among the late entries received at the Langhorne office. These two physically handicapped knights of the roaring roads will also take time trials tomorrow.

Buddy Shuman, Curtis Turner, Pat Kirkwood, Buck Baker, Iron Mike Magill, Bill Tanner, Red Tomlinson, Bill Blair, Neil Cole, Joe Eubanks and Gober Sosebee, all among the top names in late model stock car racing, will have the same objective as the entire field—the fastest time trial, the pole position and victory in Sunday's 250-miler.

George Deal, official NASCAR representative in the East, visited Langhorne Speedway yesterday and after a complete tour of inspection placed his stamp of approval on the track.

## Buchanan Trenton Visitor

Herschel Buchanan, twice winner of mid-Western and Southern late model stock car titles, is a visitor in Trenton this week. Buchanan is checking his 1952 Nash Ambassador in preparation for Sunday's 250-miler at Langhorne.

Sunday's 250-miler will begin at 2:30 p. m.

# Stock Car Title Race Next Week

9/21/1952

LANGHORNE, Pa. — The Delaware Valley Sweepstakes, a 50-lap championship for modified-sportsman stock cars, will be featured around the short course at the Langhorne Speedway next Sunday afternoon. This title event, the longest staged around the fast dirt oval, is expected to attract the largest field of the season. From a field of more than 50 the fastest 26 will qualify for the championship grind.

## Campbell Ready

Wally Campbell, colorful negotiator of the stock cars from Trenton, is expected to face the starter for the first time this season around the short course. Campbell, winner of more features around the famous mile than any other stock car driver, hopes to pilot the Wally Marks mount in the half century grind. Last season Campbell made several appearances in the competition around the short course. However, action in the speedway division and the late models has prevented his appearance previously this year.

## Kohler Point Leader

All of the former feature winners, including Ronnie Kohler, Paterson pilot, who has won two mains, will be facing the starting flag in the championship race. Kohler leads in the season point scoring and can clinch the Frank Holzhauser Trophy with a triumph. Among the other previous winners will be Harvey Richards, Gordon Harvey and Red Tomlinson. Elimination heats will be staged to determine the 26 starters.

Bill Errico, Philadelphia, and Fred Nolte, Oakford, Pa., two of the most improved speedsters in the sport, will be on hand in the hope of annexing their initial feature around the Langhorne track. These two boys have been consistent performers and as a result hold fifth and sixth spots in the standings.



# Campbell Second

10/5/1952

MORRISTOWN — AP — The feature stock car race at the Morristown Raceway was won Friday night by Al Keller, Greenacres, Fla.

Coming in second was Wally Campbell of Trenton, and Sam Malach, East Orange, was third.

The winning time for the 25-lap, 12½ mile race was 11:31.16.

# Mood, Dean Seek 2d in Alcyon Chase

10/8/1952

A battle for second place in the track championship chase between Lou Mood, Monroeville, and Bill Dean, Trenton, is expected to highlight the final program of modified stock car racing at the Alcyon Speedway, Pitman, N. J., on Friday night. The initial event will start at 8:30 o'clock.

Johnnie Karp, another outstanding **Eastern Stock Car Racing** Association driver from Trenton, has already clinched the season's title with 1250 points. His spectacular racing—four feature triumphs in a row for a new track record—has furnished an anticlimax to the season, unless he can take his fifth consecutive victory this week.

Mood is at present in second place with 970 points, while Dean is in close pursuit at 875. The other leaders are: Paul Barbiche, Flemington, 740; Bernie Hart, Philadelphia, 720, and Jimmie Marks, Bridgeton, 580.



# Langhorne 100 Miler October 19

10/8/1952

**LANGHORNE, Pa. —** A 100-Mile National Championship in the Sportsman's Car Division of NASCAR will be held at Langhorne Speedway on Sunday, October 19.

In addition to the National Sportsman's Championship Trophy, there will be \$4,000 guaranteed in prize money, \$1,000 to the winner. At least the first five places in the season's point scoring race will hinge on results of the 100-miler. Distribution of approximately \$20,000 in point scoring prize money accumulated over the season also will be involved.

Qualifying time trials for the 100-miler will be staged at Langhorne on Saturday, October 18, from 2 to 5 p. m. Forty qualifiers for the big race the following day are expected to gain their starting positions at that time. An additional 20 cars and drivers will be qualified on Sunday, October 19, to complete a field of 60 starters for the National Championship, scheduled to get underway at 2 p. m. Entries are expected from as far south as Miami and as far west as Nevada and Nebraska.

Among the name entries expected are Mike Klapak, Warren, O.; Dick Linder, Pittsburgh; Mike Little, Johnstown, Pa.; Charley Dyer, North Bergen, N. J.; Gordon Oldford, Westfield, N. J.; Frank Schnelder, Lambertville; Bill Brown, Paterson, N. J.; Bob Moore, Kent, O.; James Romine, Youngstown, O.; Barney Barnes, Youngstown; Bud Mattson, Cleveland; Glib Orr, Niles, O.; John McGinley, Chicaro, Pa.; Don Eggett, Cleveland; Roscoe Hough, Paterson; Russ Hepler, Clarion, Pa.; Bud Wilhelm, Canfield, O.; Jim Florian, Cleveland; Bob Read, Blairstown, N. J.; Ed Judge, Union City, N. J., and Wally Campbell, Trenton.

# Safety Conference Called Prior To Langhorne Race

10/14/1952

LANGHORNE, Pa. — A safety conference has been called for tomorrow in Philadelphia prior to staging of the 100-mile sportsman stock car race on Sunday at Langhorne Speedway.

E. G. (Cannonball) Baker, NASCAR Commissioner, has called the conference to discuss safety problems on the nation's auto speedways. He has invited the AAA, IMCA, Sports Car Club of America, CSRA, ARDA and the American Motorcycle Association to send representatives. The confab will be held at the Bellevue-Stratford Hotel.

Last year's scheduled 100-mile National Championship sportsman division race at Langhorne had to be curtailed to 83 miles because of a multiple accident. Ten cars piled up while going at 80 miles per hour. Eight drivers and a mechanic were injured.

The car driven by Don Black, Mount Tabor, N. J., slipped and was crashed by the speeding car of Wally Campbell, Trenton. Campbell's car caught fire, the field piled up and soon there was burning gas and disabled racers sprawled all over the long home-stretch straightaway and turn.

Dick Eagan, Springfield, Mass driving in relief for Holly Bunn same town, from the 63d lap to the time of the accident, were a winning combination in the curtailed race. Bunn led most of the distance after taking over on the fifth mile. Campbell was forced into the pits twice before the accident halted further racing on the 83d.

On Sunday some 60 of the nation's leading drivers will compete in this year's 100-miler, starting at 2 p. m. Time trials on Saturday between 2 and 5 p. m. will determine 40 of the starters. The other 20 will get their starting positions in time trials Sunday from noon to 1 p. m.

The race itself will carry a guaranteed minimum purse of \$4,000. An additional \$20,000 accumulated during the season in point standing money will be distributed mainly on the results of Sunday's century grind, last of the season in the sportsman division.



## Qualifiers and their times:

1. Dick Davis, Manasquan, N. J., 42.00 seconds; 2. Ken Marriott, Baltimore, Md., 42.31; 3. Bobby Myers, Winston-Salem, N. C., 42.69; 4. Ray Hendricks, Richmond, Va., 42.92; 5. Steve Danish, Crossesville, N. Y., 43.34; 6. Buck McArdle, Comowingo, Md., 43.25; 7. Sam Malach, E. Orange, N. J., 43.38; 8. Wally Campbell, Trenton, 43.43; 9. Pete Lavance, Spring Lake, N. J., 43.53; 10. Dick Linder, Pittsburgh, Pa., 43.64.

11. John Cramblett, Baltimore, 43.67; 12. Bernie Ingersoll, Rome, N. Y., 43.72; 13. Bob James, Cleveland, 43.75; 14. Don Stumpf, Hackensack, N. J., 43.77; 15. Russ Hepler, Clarion, Pa., 44.00; 16. Bill Tanner, Newtown, Pa., 44.05; 17. Johnny Duris, Bedford, O., 44.08; 18. Mike Klupak, Warren, O., 44.09; 19. Nick Nicolette, Belleville, N. J., 44.12; 20. Jim Delaney, Lindhurst, N. J., 44.22.

21. Don Henderberg, Rome, N. Y., 44.37 seconds; 22. Frankie Schneider, Lambertville, N. J., 44.37; 23. Lewis Thomas, Linthicum, Md., 44.60; 24. Slim Tremblay, Mapleville, R. I., 44.97; 25. Frank Coman, Totowa Borough, N. J., 44.99; 26. John Dobb, Baltimore, 45.07; 27. Ad Ader, Bernardville, N. J., 45.10; 28. Bill Errico, Newtown, Pa., 45.11; 29. Bud Farrell, Shrewsbury, N. J., 45.13; 30. Eddie Adams, Rising Sun, Md., 45.14.

31. Dick Bailey, Grove City, Pa., 45.16; 32. Gordon Oldford, Westfield, N. J., 45.20; 33. Bill Loun, Holland, Pa., 45.21; 34. Tony Russo, Raritan, N. J., 45.24; 35. Red Tomlinson, Bristol, Pa., 45.36; 36. Jack Milton, Mountain View, N. J., 45.38; 37. Russ Truelove, Denton, Md., 45.58; 38. Roy Gemberling, Kent, O., 45.76; 39. Sonny Strupp, So. Plainfield, N. J., 45.84; 40. John Ditch, Erie, Pa., 45.92.

# Davis Spins Top Time Trial For Today's 100-Mile Race

10/19/1952

LANGHORNE, Pa. — Dick Davis, Manasquan, N. J., set a track record when he paced a field of 40 qualifiers for today's 100-mile national sportsman stock car championship race. He spun a mile in 42 seconds yesterday at the Bucks County dirt oval.

Davis bettered the record set previously by Ken Marriott, Baltimore, who was clocked in 42.31 seconds. Marriott, who won a 50-mile stock car championship earlier in the year at Langhorne, bettered last year's record time of 42.47 set by Wally Campbell, Trenton.

A total of 70 cars took time trials for the classic which will get under way today at 2 p. m. with 60 starters. Another 20 cars will be clocked at time trials which will be held prior to today's race.

Last year's race for sportsman cars was halted after 83 miles by the last of three serious accidents which marred the race. Dick Eagan, Bristol, Conn., was declared the winner. Purse money

for the race runs to \$4,000 but more important will be the battle for points which now has a purse which runs into \$60,000. Mike Klapak, Warren, Ohio, leads the nation in points and yesterday qualified in 18th position. Dick Linder, Pittsburgh, Pa., who is second nationally, qualified in 10th position.

Those who qualified yesterday were as follows:

1. Dick Davis, Manasquan, N. J., 42.00 seconds; 2. Ken Marriott, Baltimore, 42.31; 3. Bobby Myers, Winston-Salem, N. C., 42.69; 4. Ray Hendricks, Richmond, Va., 42.92; 5. Steve Danish, Cropseyville, N. Y., 43.34; 6. Buck McArdle, Conowingo, Md., 43.25; 7. Sam Malach, East Orange, N. J., 43.38; 8. Wally Campbell, Trenton, 43.43; 9. Pete Lavance, Spring Lake, N. J., 47.55; 10. Dick Linder, Pittsburgh, 43.64; 11. John Cramblett, Baltimore, 43.67; 12. Bernie Ingersall, Rome, N. Y., 43.72; 13. Bob James, Cleveland,

(Continued On Page 5, Part 4)

# Davis Leader In Time Trials

(Continued From Page 1, Part 4)

43.75; 14. Don Stumpf, Hackensack, N. J., 49.77; 15. Russ Hepler, Clarion, Pa., 44.00; 16. Bill Tanner, Newtown, Pa., 44.05; 17. Johnny Douglas, Bedford, Ohio, 44.08; 18. Mike Klapak, Warren, Ohio, 44.09; 19. Nick Nicolette, Belleville, N. J., 44.12; 20. Jim Delaney, Lyndhurst, N. J., 44.22; 21. Don Henderberg, Rome, N. Y., 44.37; 22. Frankie Schneider, Lambertville, N. J., 44.37; 23. Lewis Thomas, Linthicum, Md., 44.60; 24. Slim Trembley, Mapleville, R. I., 44.97; 25. Frank Coman, Totowa, N. J., 44.99; 26. John Dobb, Baltimore, 45.07; 27. Ed Ader, Bernardsville, N. J., 45.10; 28. Bill Errico, Newtown, Pa., 45.11; 29. Bud Farrell, Shrewsburg, N. J., 45.10; 30. Eddie Adams, Rising Sun Md., 45.14; 31. Bill Smith, Pottstown, Pa., 45.15; 32. Gordon Oldford, Westfield, N. J., 45.21. 33. Bill Loun, Holland, Pa., 45.21. 34. Tony Russo, Raritan, N. J., 45.24; 35. Red Tomlinson, Eddington, Pa., 45.35; 36. Jack Milton, Mountain View, N. J., 45.38; 37. Russ Truelove, Denton, Md., 45.56; 37. Roy Gemberling, Kent, Ohio, 45.76; 39. Sonny Strupp, South Plainfield, N. J., 45.84; 40. John Smith, Erie, Pa., 45.92.



# 100 Mile Race Win To Delaney

10/20/1952

LANGHORNE, Pa. — Jim Delaney, Lynnhurst, N. J., won the 100-mile national sportsman stock car championship race yesterday in a blanket finish over Bernie Ingersoll, Rome, N. Y., before about 10,000 at Langhorne Speedway. The winning time was one hour, 28 minutes, 09.85 seconds. Ingersoll finished less than one second behind Delaney.

Mike Klapak, the national scoring leader from Warren, Ohio, finished third, one lap behind. Also a lap behind but in fourth position was Mike Magill, Hadonfield, N. J. He was followed by Russ Hepler, Clarion, Pa.

The drivers were racing for more than \$4,000 in purse money. The race was promoted by Alf Knight and Ted Chester, of Atlanta, and sanctioned by the National Association for Stock Car Auto Racing. Last year's race, won by Dick Fagan, Bristol, Conn., had to be stopped after 83 miles because of accidents. Although yesterday's event was slowed three times, the race was not stopped at all by accidents. No driver was injured during the race.

## Fast Pace Costly

The early leaders — Ken Marriott, Baltimore, and Bobby Myers, Winston-Salem, N. C. — set a terrific pace as they ground out the miles and it was this factor that played the heaviest determining part at the end. Mar-

riott was forced from the race around the 62d mile when his motor blew up. Myers went out on the 67th mile when his car went dead on the backstretch. Another of the leaders, Dick Linder, Pittsburgh, went out on the 65th mile. A total of 20 of the 60 starters had dropped from the race when the checkered flag was given to Delaney and Ingersoll.

When the early leaders had been forced from the race, the lead settled down to a fight between Delaney and Ingersoll. Delaney had crept into the lead around the 70th lap and then held a mile advantage on Ingersoll. The latter started to close the gap and was turning the mile better than 45 seconds. They passed the finish line only a few feet apart the last seven miles.

## Thrilling Finish

Ingersoll went into a slight lead on the 98th but lost it on the 99th. He went to the inside of the track on the final mile in a desperate attempt to overtake Delaney. However, on the second turn he was slowed down considerably by one of the other racers. Delaney then held a 20-yard advantage going into the final 100 yards. Ingersoll almost caught him again and both passed the starting line in the same second.

Marriott and Myers provided most of the thrills early in the race. They led until the pace caught up to them. They exchanged the lead four times in the first 20 miles and five times in the next 30. At 50 miles, Myers held a two-foot lead over Marriott with the rest of the field well strung out behind. They exchanged the lead three more times until both went out.



# LANGHORNE '100' TO DELANEY

10/21/1952

LANGHORNE, Pa., Oct. 21. — Jim Delaney, Lyndhurst, N. J., Sunday won the 100-mile NASCAR National Sportsman Stock Car championship race in a blanket finish over Bernie Ingersoll, Rome, N. Y., before about 10,000 at Langhorne Speedway. The winning time was one hour, 28 minutes, 09.85 seconds. Ingersoll finished less than one second behind Delaney.

Mike Klapak, the national point scoring leader from Warren, O., finished third, one lap back. Also a lap behind, but in fourth position, was Mike Magill, Haddonfield, N. J. He was followed by Russ Hepler, Clarion, Pa.

## \$4000 IN Purse Money

The drivers were racing for more than \$4000 in purse money. The race was promoted by Alf Knight and Ted Chester, Atlanta, and sanctioned by the National

Association for Stock Car Auto Racing.

Last year's race, won by Dick Eagan, Bristol, Conn., had to be stopped because of a multiple-car accident as 10 of the field piled up at 83 miles. Although yesterday's event was slowed three times by mishaps, the race was not stopped at any point by accidents. No driver was injured during the race.

The early leadess—Ken Marri-

ott, Baltimore, and Bobby Myers, Winston-Salem, N. C.—set a terrific pace as they ground the miles, and it was this factor that played the heaviest determining part at the end. Marriott was forced from the race around the 62d mile when his motor blew up. Myers went out on the 67th mile when his car went dead on the backstretch.

## 20 of 60 Forced Out

Another of the leaders, Dick Linder, Pittsburgh, went out on the 65th mile. A total of 20 of the 60 starters had dropped from the race when the checkered flag was given to Delaney and Ingersoll. Delaney had crept into the lead around the 70th lap and then

held a mile advantage on Ingersoll. The later started to close the gap and was turning the mile in better than 45 seconds. They passed the starting line only a few feet apart on each of the last seven miles.

Ingersoll went into a slight lead on the 98th but lost it on the 99th. He went to the inside of the track on the final mile in a desperate attempt to overtake Delaney. However, on the second turn he was slowed considerably by one of the other racers. Delaney then held a 20-yard advantage going into the final 100 yards. Ingersoll almost caught him again and both passed the finish line in the same second.

Marriott and Myers provided most of the early thrills. They led throughout most of the race until the pace caught up to them. They exchanged the lead four times in the first 20 miles and five times in the next 30. At 50 miles, Myers held a two-foot lead over Marriott with the rest of the field well strung out. They exchanged the lead three more times until both went out.

100-Mile National Sportsman Championship—Jim Delaney, Lyndhurst, N. J.; Bernie Ingersoll, Rome, N. Y.; Mike Klapak, Warren, O.; Mike Magill, Haddonfield, N. J.; Russ Hepler, Clarion, Pa.; Lewis Thomas, Linthicum, Md.; Bill Tanner, Newton, Pa.; Frank Coman, Totowa Borough, N. J.; Russ Truelove, Waterbury, Conn., and Bill Arrico, Newton, Pa. Time—1:28.09.85.





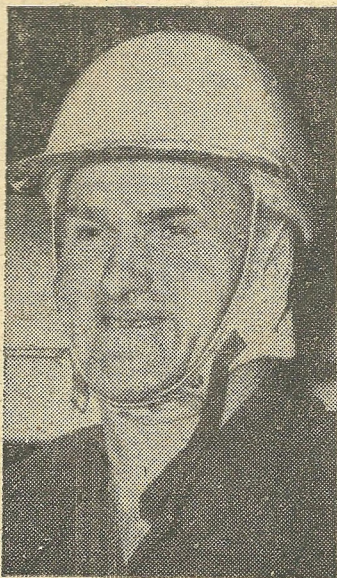
# NEWS

10/21/1952

BY STEVE PAPPAS

**DAYTONA BEACH, Fla., Oct. 20**—It looks like one driver can be sure of a 1952 championship--and we're being as cautious as can be.

We're referring to Neil Cole of Oakland, N. J. From all indications and with no more Short Track races on schedule, he's the 1952 Short Track Division champion. The Track season, just as the Sportsmen and Modified Division season, comes to a close next Sunday. That's the final day as far as points for 1952 are concerned.



## PAPPY HOUGH

Cole has 2,082 points and takes the crown from Roscoe Hough of Paterson, N. J., the defending champion. Pappy is second with 1,873 points.

We'll salute you, Neil. Welcome to the NASCAR Hall of Champions.

As far as the Sportsmen and Modified Divisions are concerned, we're going to have to wait until the exhaust smoke is cleared although Frank Schneider of Lambertville, N. J., has a clear-cut lead in the Modified racing.

It's in the Sportsmen National standings where the bitterest fight can be found. At latest count (and that was for races through Oct. 12) Mike Klapak of Warren, Ohio, who has already won the title

two times straight, was holding the lead with 6,866 points. Fighting him gas-pedal and wheel was Dick Linder, the Pittsburgh Kid, who had 6,661 points.

The Grand National late model car division doesn't end its season until Nov. 30 and Tim Flock was still ahead at the latest count (not including Martinsville).

Next on the Grand National schedule is the North Wilkesboro, N. C., 100-miler and Alf Knight and Ted Chester have Lakewood Park, Atlanta, Ga., set for a 100-miler on Nov. 16. That circuit will have a fight right up to the wire, it seems, with West Palm Beach closing the 1952 season on Nov. 30.

★ ★ ★

Here are the top 10 drivers in the Nation in each division:

### Sportsman National Standings (Including events through October 12th)

1. Mike Klapak,	6866
2. Dick Linder,	6661
3. Mike Little,	5043
4. Don Bailey,	4902
5. Dick Bailey,	4586
6. John McGinley,	3994
7. Bob James,	3733
8. Gib Orr,	3687
9. Russ Hepler,	3430
10. Carl Miller,	3112

### Grand National Circuit

1. Tim Flock,	6218.5
2. Herb Thomas,	6024.5
3. Lee Petty,	5842.5
4. Fonty Flock,	4551.5
5. Dick Rathman,	3608.5
6. Bill Blair,	3249
7. Ray Duhigg,	2986.5
8. Joe Eubanks,	2834.5
9. Buddy Shuman,	2395
10. Don Thomas,	2150

### Modified Division

1. Frank Schneider,	4598
2. Joe Weatherly,	3888
3. Speedy Thompson,	2971
4. Bill Champion,	2764
5. George Swain,	2365
6. Al Pomponio,	2364
7. Buddy Shuman,	2333
8. Al Keller,	2238
9. Dink Widenhouse,	2237
10. Banks Simpson,	2184

### Short Track Division

1. Neil Cole,	
2. Roscoe Hough,	
3. Lee Petty,	
4. Jim Reed,	
5. Jack Reynolds,	
6. Ronnie Kohler,	
7. Ted Chamberlain,	
8. Ray Duhigg,	
9. Charles Dyer,	
10. Ralph Ligouri,	



Speaking of



by Nat Kleinfield

10/21/1952

FAIR LAWN, N. J....The story in the ISN last week, telling of Chic DiNatale showing a youngster fresh in auto racing how to land a race car recalls similar incidents with Bill Baker and Ted Tappett....Tho neither resorted to means to look the part by roughing up helmet, etc., in each case they fibbed about past experience elsewhere in the country, landed a car, got their experience, then their fibs came to light.

A recent look at Paterson's Hinchliffe Stad. reveals some of the track ripped out & to clinch repeated stories that the plant will no longer feature auto racing, the track lights & guard rail are gone, too..Any attempt to reintroduce the sport there will involve enough cash to give pause to the thought, it now being a very expensive matter..Newark's Ruppert Stadium also bows out with the announcement this wk. that the owner, the N.Y. Yankees, are accepting bids for leveling to the ground this huge plant that originally - pre - inflation - era cost \$325,00 plus \$125,000 for the real estate..Paterson, used for motorcycle racing from 1934 thru '38, was converted into a midget car raceway in 1939 when the Nutley Velodrome was temporarily shuttered by the law, came back in pre-war yrs. for midgets from 1945 until halfway thru '49, then went stock cars until the end of 1951..Ruppert, abandoned in '49 as a baseball park, showed mainly stocks, with midget cards, from 1950 on..In each Ed Otto brought the gasoline events to the public.

Remaining in North Jersey are only Jersey City's Roosevelt Stad. & Morristown Raceway, both Nascar tracks, the 1st under Ed Otto, the 2nd under Joe Soranno. I hear that a Lincoln was run at 117 mph over a measured mile at Bonneville while the same car hit 115 in a big circle, maintaining that average for 1 hr..Seems almost incredible in view of Nascar conducted tests at Daytona Beach producing 103 tops..At Indianapolis, Joie James is said to have been clocked at 137 mph in a Kurtis Kraft using a modified Chrysler, this being sensational news in my opinion & perhaps pointing up more than ever a chance to capitalize on the near-racing engines being turned out in Detroit, etc..The car is owned by wealthy Roger Wolcott, owner of the car Johnny McDowell wheeled.



# 100-Lap Marathon Ends Speedway Season Today

Frankie Schneider Favored, Bill Pfister Out  
Because Of Injury; Trials At 1 P. M.

Wilmington Speedway rings down the curtain on the local and national stock car racing season this afternoon with 60 of the nation's best-known speed merchants scheduled to battle for top purse money and vital NASCAR points in a special 100-lap marathon.

Today's grind, longest ever staged at the Speedway for regular stock car models, will get underway at 2:30 p.m., with time trials slated for 1 o'clock.

The Speedway headliner, expected to attract a near-capacity house of speed fans, is the final NASCAR-sanctioned race of the year and, with a tight battle still waging for top honors among sportsmen's division drivers, could well decide the national titlist in this popular division. The national crown is worth approximately \$10,000 in prize money, bonus awards and other income to the lucky driver.

Frankie Schneider, the Lambertville, N. J., star who is regarded by many veteran observers as one of the all-time racing greats, already has clinched the modified model crown. Nevertheless, Frankie will be on hand this afternoon, bidding for the day's fat purse. Schneider also will be out to clinch the season's Speedway diadem as he has posted six victories here in eight starts.

However, another well-known New Jersey ace, Bill Pfister, has been forced to withdraw from the field, according to NASCAR authorities. Pfister has been sidelined indefinitely with a serious illness, the nature of which has not been disclosed.

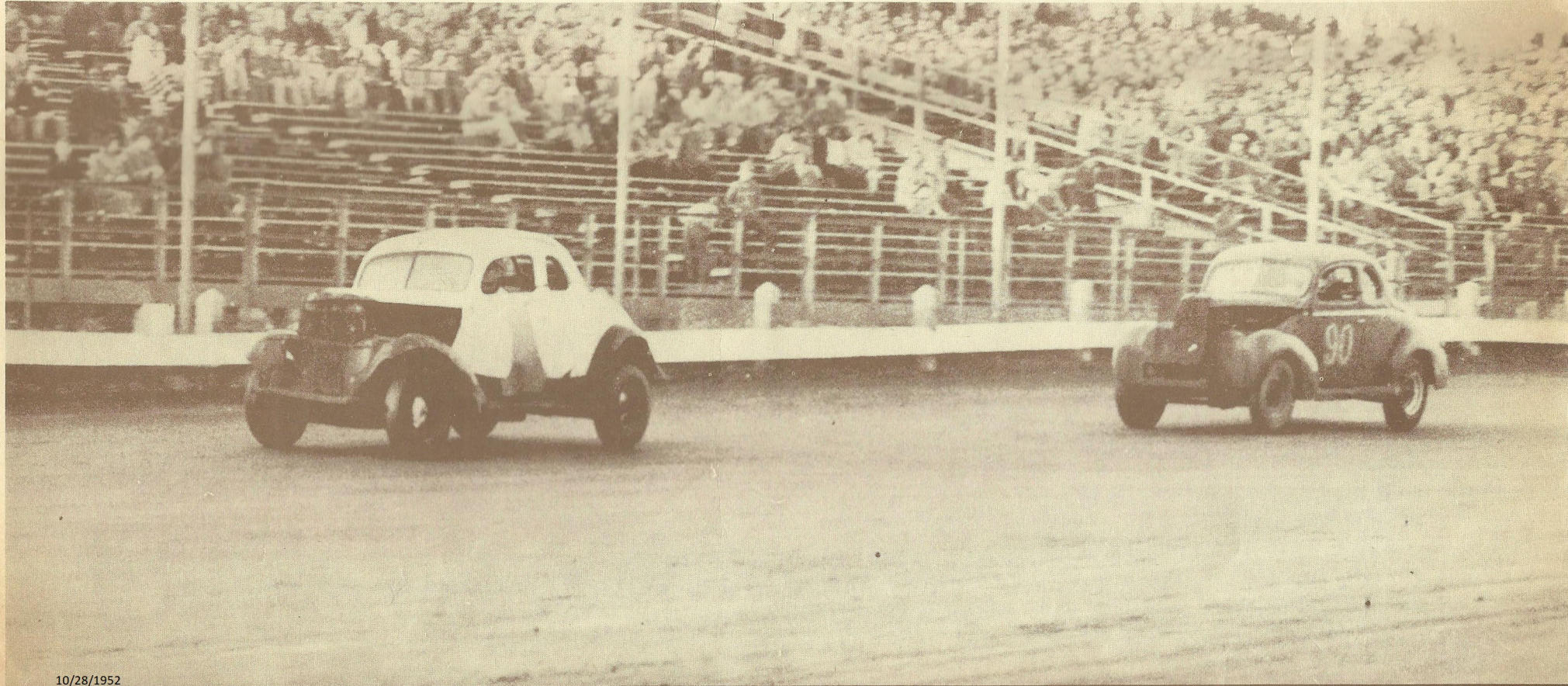
In addition to Schneider, such well-known Eastern Circuit campaigners as Charlie Dyer, Bill Chevallier, Jim Delaney, Al Pomponio, Wally Campbell and Parker Bohn are regarded as likely starters.

The local contingent, which promises to be a definite factor today, will be headed by Erv Streets and Bob Langshaw, two of the East's more promising newcomers, plus the veteran Lou Johnson. Should Johnson triumph this afternoon, the Wilmington star will be able to boast of a unique "double" at the Speedway. He triumphed in the Speedway's first event, the Inaugural Sweepstakes, on June 15 and has yet to win another feature here. But a win in today's finale would enable the local leadfoot to earn the honor of opening and closing the Speedway season with a main event win.

Speedway officials, Mel Geller and Sam Taustin, announced late last night that, despite increased purse prizes, popular prices will remain in effect for today's 100-lap chase.

10/26/1952





10/28/1952

With only two laps to victory in the NASCAR 100 mile Sportsman classic staged at Langhorne, Pa, speedway, Jim DeLaney # 90 starts to pour on the coal as he closes ground on Wally Campbell who is several laps behind in the century grind. Delaney passed Campbell as they hit the turn and went on to capture the 100-miler.-Ace Lane Photo.



# Dyer Downs Rivals At Wilmington Closer

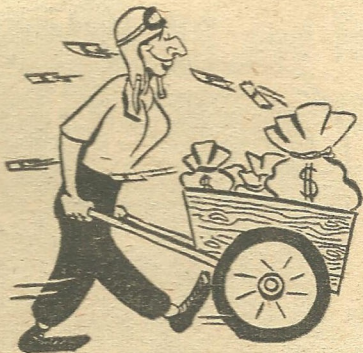
10/28/1952

WILMINGTON, Del., Oct. 28.—A crowd of 4,169 stock car racing fans bade farewell to Wilmington Speedway's highly successful season Sunday, but not before watching Charley Dyer, veteran driver from North Bergen, N. J., annex the featured 100-lap race, beating national champ Frankie Schneider by one lap.

Dyer lived up to his reputation as a "money driver" by gunning his car over the gruelling distance without once visiting the pits. Schneider, meanwhile, was hard pressed to hold on for second money, edging Charlie Marisi of Newark, N. J., as only 10 of the 41 cars that started in the grind managed to finish.

Erv Streets and Bill Smith, a pair of contenders from Wilmington, were forced out of the big race after mishaps in preliminary heats.

Following the finale program, Speedway directors, Mel Geller and Sam Taustin announced that they have signed a new contract with NASCAR for the 1953 sea-



son and that racing will be resumed at the DuPont Parkway plant early next spring.



# Schneider Stars At Delmar; Martin Wins Driver Election

11/7/1952

Blasting into Tom Brown's checkered flag for the 3rd time this season, the Lambertville, N. J., Stock Car King, Frankie Schneider, defeated a 16-car field in the 25-lap Election Day Feature at the ½ mile Delmar Raceway, on Sunday.

By the time he sizzled out of the 2nd turn, Frankie had moved from 6th to 2nd spot and was hot on J. D. Jones' 68. After 2 more laps, he was well out in front and held a comfortable lead until the last few turns when Ken Marriott wheeled Niblett's 4-D through a few fast maneuvers and finished a close 2nd. J. D. Jones kept his mount well under control and wide-open for the 12½ miles to snare 3rd money. 4th was taken by the younger of the Magnolia, Del., wheel-spinning team, Dick Twilley, who really kept 41X "in there" against some rugged competition. Russ Hastings rang down 5th spot with his Hudson Hornet No. 4-F and proved again, that he is a match for the best.

J. R. Jones spun No. 25 in front of 42's Charlie McElwee and was pushed to the 4th turn infield in the 5th lap. Both got quickly straightened away and took off again.

As the 1800 fans came into the stands they were given a ballot to vote, naming their favorite driver. At the end of the day's matches, these were collected and counted with Johnny Martin receiving the most votes and an award of \$100.00. Paul Walker ran a close second in popularity as driver of Francis Warrington's No. 91 Wayne powerhouse. Johnny was surprised and very happy about the whole thing—remarking, this is the first time I ever

won any money without racing for it! He was just on the visiting list following his wreck of October 5. Congratulations!

1st 10-lap heat—Jake Twilley (71), J. D. Jones (68), Johnny Dodd (72). Time—4:51. Dick Twilley's 41-X was a first turn casualty as he was banged and bounced into the the side of Jack Tucker's 39. He spun around, breaking an axle and retired to the infield unable to make the re-start.

2nd 10-lap heat—Wally Campbell (40), Lou Johnson (22-D), Paul Walker (91). Bob Langshaw evidently lost control of No. 4-A in the 3rd curve and rammed Freddie White's 41-X in the rear sending them both careening over the bank on their wheels. In the next lap Russ Townsend hit the rough section in the same spot and bounced across to hit J. R. Jones' 25. Townsend's 17 rolled once, coming to rest right-side-up and straddling the bank while Jones executed a similar move. What one said to the other after that is anybody's guess but a dilly of a fight resulted and Russ got the worst of it. There was plenty of help from the grandstand area, and a lot of arguing and comment. It can be truthfully said that Jones is black-listed by the Delmar racing fans who even went so far as to throw rocks and bottles at him. He continued to run 3 more races after that but was "booed" on every turn. Poor sportsmanship is evident by action of this kind and should be dealt with accordingly! Ever since Jones' unprovoked ruckus with Promoter Bill Streeter and Starter Bill Nelson, he became more and more unpopular and this cinched it! "They don't like him anymore," and by the general consensus of opinion, the fans won't put up with him either! Common brawls on the racetrack

are a detriment and strictly against all the principles set up for better racing! It's a hard, fast and clean sport, participated in by a league of men and women solidly sold on it.

3rd 10-lap heat—Dick Twilley (41-X), Horace Williams (59), Russ Hastings (4-F). Time—4:46.

4th 6-lap event—Lawrence Tucker (29), Johnny Cramblitt (22), J. R. Jones (25).

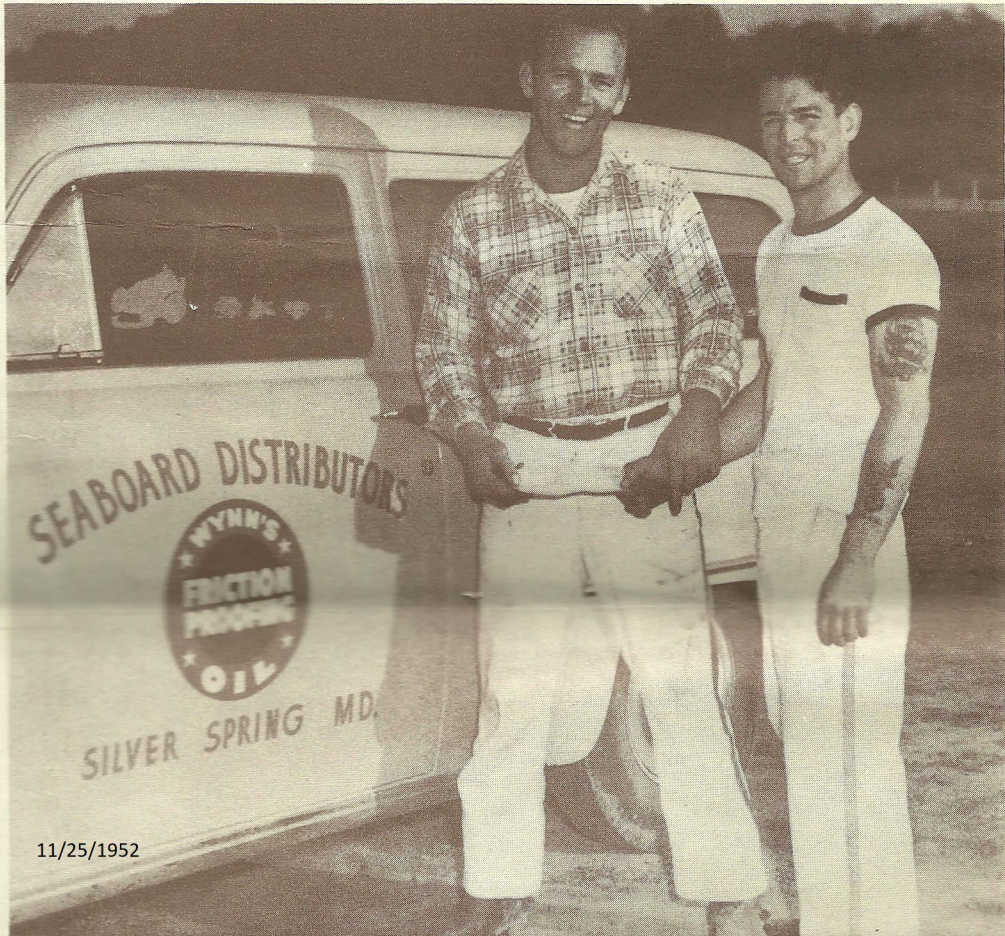


# United Racing Club

## POINT STANDINGS

11/19/1952

Drivers			Car Owner		
1.	B.Powers	652	7	F.Weidner	644
2.	M.Magill	571	1	J.Furslew	571
3.	S.Yanigan	534	3	F.Anfuso	546
4.	T.Romit	370	3	L.Tro'bridge	485
5.	B.Olsen	360	44	R.Schied	410
6.	C.Miller	341	6	T.Deubel	350
7.	J.Peters	324	9	R.Geist	246
8.	M.S'Felice	295	9	E.Bengert	276
9.	L.Smith	294	5	C.Secules	262
10.	F.Conca'on	276	4	J.Fiore	246
11.	E.Gallione	270	52	G.Matthews	236
12.	E.Horn	204	33	H.Grant	224
13.	M.Fiore	188	5	E.Egbert	188
14.	S.McGrath	153	88	J.Bohlander	168
15.	V.Har'man	144	49	T.Ehrenberg	166
16.	J.Carroll	142	47	G.Haist	169
17.	H.Rettberg	140	8	C.Clark	152
18.	W.Ca'pbell	132	7	L.Smith	144
19.	J.Hill	112	2	R.Dowd	132
20.	W.Ervin	110	77	L.Schultz	102
21.	C.Barker	104	49	H.Marsh	102
22.	B.Whitbeck	102	21	G.McIntyre	96
23.	N.Fornora	86	2	M.Reed	90
24.	L.Jonhson	78	18	F.Lewis	82
25.	C.Wager	74	41	J.Smith	80
26.	J.Knowlan	62	3	C.Barker	76
27.	D.Dowd	60	55	E.Sollohub	68
28.	D.Larabee	60	2	J.Moffatt	68
29.	Ed.Sollohub	58	74	F.Colosimo	66
30.	A. Purcell	58	23	G.Biggio	66
31.	H.Eckert	48	7	M.Gonski	61
32.	D.Polito	46	0	J.Carroll	60
33.	J.Brown	44	43	W.Wentz	56
34.	M.Goodwin	42	7	J.Mustra	50
35.	C.Clark	40	8	M.Zilka	48
36.	H.Boone	40	17	M.Fosano	48
37.	G.Matthews	38	37	W.Marsh	42
38.	Ed.Schaefer	36	29	F. Smith	36
39.	D.Colman	34	7	D.Coates	34
40.	J.Newkirk	34	7	J.Newkirk	34
41.	J.Russo	32	1	R.Whitbeck	34
42.	T.Toman	30	96	B.Helms	32
43.	T.Traynor	30	3	E.Makl	32
44.	J.Mahoney	30	4	H.Eckert	30
45.	D.Wilson	30	47	D.Wilson	30
46.	A.Pillion	28	K5	L.Niswinder	30
47.	E.Halaquist	28	75	G.Bourque	30
48.	W.Moffat	26	5	J.Hill	28
49.	J.Russo	26	5	H.Jurgensen	28
50.	A.Fleming	24	4	W.Holtz'aster	26
51.	H.Utter	22	99	F.Hen'ickson	26
52.	A.Herman	22	57	H.Utter	22
53.	G.Paturás	22	87	H.Roberts	22
54.	P.Corey	20	2	A.Menichelli	22
55.	C.Blewitt	20	46	T.Rechichi	20
56.	C.Laster	18	55	G.Markie	18
57.	J.Smith	16	9	M.Rettberg	14
58.	C.Ackley	14	59	C.Ackely	14
59.	S.Tremblay	13	75	M.Lyons	13
60.	L.Turner	10	99	G.Stockinger	10
61.	J.Coy	10	III	F.McBride	10
62.	B.Miller	10	86	J.Kuhn	10
63.	J.Schaeffer	10	5	L.Turner	10
64.	D.Mealey	10	68	W.Clark	10
65.	D.Marlowe	10	35	J.Paulson	10
66.	A.Rousseau	10	17	J.Spina	10
67.	R.Ryder	10	17	R.Burlew	10
68.	R.Truelove	10	0	E.Hunter	10



11/25/1952

Lou Johnson holds check for \$ 500.00 handed him by Wally Campbell that was given by the Seaboard Distributors of Silver Springs, Md. Johnson was the high point pilot at Lanham Speedway, Washington, D.C. Campbell was last years winner.-Paul Baker photo.





Racing notables attend the NASCAR Rhinebeck, N.Y., speedway dinner-dance. Left to right are: Charles Seaman, Art Parrent, Ray Sullivan, Nat Kleinfeld, Larry Shurter, Jerry Golden, Bob Sall, Bud Hill and W. Taylor.-Bob McDowell photo.



## N.A.R.A. Champ Crowned



**LUCKY LOUX** (left) accepts the championship trophy from four time Eastern AAA titleholder **Tommy Hinershtiz** at the 13th annual banquet of the National Auto Racing Association, held Saturday night in Reading, Pa. In the background can be seen **Walter T. Chernokal**, Secretary of the group and **George Koerner**, president. (Staff Photo)



## ROSTER OF N. A. S. C. A. R. DRIVERS

Name	Address	Name	Address
Llyle Applegate.....	Toms River, N. J.	Pete Jancijay.....	Union City, N. J.
Dick Barnette.....	Secaucus, N. J.	Ronnie Kohler.....	Paterson, N. J.
Jack Belonotto.....	Newark, N. J.	Bill McCarthy.....	Red Bank, N. J.
Charlie Birdsall.....	Pt. Pleasant, N. J.	Jimmy Marks.....	Glassboro, N. J.
Parker Bohn.....	Freehold, N. J.	Ken Marriott.....	Baltimore, Md.
Bill Brown.....	Paterson, N. J.	Dick Megill.....	Neptune City, N. J.
Len Brown.....	Hope, N. J.	Charlie Mundy.....	Lawrence Harbor, N. J.
Wally Campbell.....	Trenton, N. J.	Charlie Muscatel.....	Lambertville, N. J.
Bill Chevalier.....	Sayreville, N. J.	Jerry Morese.....	Newark, N. J.
Tommy Clark.....	Red Bank, N. J.	Gordon Oldford.....	Westfield, N. J.
Joe Dandria.....	Clifton, N. J.	Les Pfiffer.....	Irvington, N. J.
Duke DeBrizze.....	Jamesburg, N. J.	Bill Pfister.....	Eatontown, N. J.
Jim Delaney.....	Hope, N. J.	Wes Pultz.....	Springfield, N. J.
Chick DiNatale.....	Trenton, N. J.	Al Pomponio.....	Lakewood, N. J.
Chick Dravis.....	Roselle, N. J.	Joe Radiwick.....	Hanover, N. J.
Charlie Dyer.....	Cranston, R. I.	Bert Roberson.....	Toms River, N. J.
Tom Elliot.....	Bloomfield, N. J.	Bob Reid.....	Hope, N. J.
Bud Farrell.....	Shrewsbury, N. J.	Doug Robertson.....	Toms River, N. J.
Pete Frazee.....	Rahway, N. J.	Mickey Rorer.....	Quakertown, Penna.
Marion Gasewind.....	Irvington, N. J.	Ed Rooney.....	Somerville, N. J.
Ernie Gesell.....	Paterson, N. J.	Frank Schneider.....	Lambertville, N. J.
Jimmy Gosford.....	Lawrence Harbor, N. J.	Don Stump.....	Hackensack, N. J.
Bill Hall.....	Toms River, N. J.	Gus Suckow.....	Hillside, N. J.
Richie Hall.....	Toms River, N. J.	Al Tibbetts.....	Bristol, Penna.
Frank Holzhauer.....	Lakewood, N. J.	Red Tomlinson.....	Bristol, Penna.
Pappy Hough.....	Paterson, N. J.	Walt Tompkins.....	Bayonne, N. J.
Gordon Jacobs.....	Perth Amboy, N. J.	Bob Yonaitis.....	N. Arlington, N. J.