

Record-Breaking Season For NASCAR During '52

1/5/1953

DAYTONA BEACH, Fla.—With 1,029 race meets run under NASCAR sanction on 93 tracks, the National Association for Stock Car Auto Racing achieved another record-breaking year in 1952. More than two and one-half million spectators witnessed NASCAR races in five divisions and drivers received the spectacular total of \$1,208,609.20 in prize money. In addition, a post season point fund totaling \$55,789.25 was awarded to top men in each division. The point fund, originated by NASCAR several years ago and widely copied by other racing groups, is calculated to increase interest for both fans and drivers with a bonded jackpot at the end of each campaign.

NASCAR reached its fifth birthday in 1952 and its multiple activities throughout the nation, in Canada and in the Hawaiian Islands are a far cry from that day in December, 1947, when Bill France and Bill Tuthill first put their ideas on paper. The growth has been phenomenal and the story is best told by comparative figures. In 1949 NASCAR sanctioned 87 races on 25 tracks for a purse total of \$181,289.00 and point fund of \$6,775.00. In 1950, these figures soared to 396 races on 50 tracks for \$471,744.00 and a point fund of \$23,024.00. The 1950 figures were nearly doubled in 1951 and redoubled in 1952. Membership in NASCAR has grown from 875 in 1949 to a strong 6,112 in 1952.

Many aspects of the increased totals for '52 are due to expansion in the number of small tracks and circuits now active. This type of racing permits entrance into the sport of hundreds of new drivers and car owners.

Five Divisions

Five divisions of racing were staged in 1952 for all types of cars. Heading the list was the famed Grand National Circuit for late models. This season saw 34 Grand Nationals as compared with nine in 1949. Tim Flock, professional race driver from Atlanta, Ga., emerged as champion. Flock completed a brilliant year with eight victories, his greatest coming in the second annual Motor City "250" in Detroit when he captured first prize of \$5,000 plus a 1952 Nash Ambassador sedan. Runner-up to Tim was defending champion Herb Thomas, Olivia, N. C., who established a new national record winning nine Grand Nationals in a single season. Veteran competitor Lee Petty, Randleman, N. C., drove a Plymouth throughout most of the season finishing third, and colorful Fonty Flock of Decatur, Ga., was fourth.

Fonty drove an Oldsmobile 88 to a smashing triumph in the Southern 500 at Darlington, S. C., stock car racing's great classic. In Piloting the Olds, he fooled many experts sold on the previous domination of the Hudson Hornet and carried home \$9,000.00 for his day's pay—the richest purse for any driver in 1952.

Tim Flock Busiest

Tim Flock was the only driver to compete in every regularly scheduled event and his earnings for the year were in the neighborhood of \$40,000.00. Grand National races were run at distances from 100 to 500 miles on tracks of 1/4 mile or larger for purses of \$4,000.00 or more. Events were staged on 25 tracks in 12 states and Canada over a 10-month period and purses in this division alone totaled \$182,550.00.

The Short Track Division, established in 1951 and commonly known as the "Baby Grand" National, operated on tracks smaller than 1/2 mile. Nell Cole, husky young Oakland, N. J., star, finished on top, edging out Lee Petty—the only driver to finish in the first five in more than one division. Races in this class were run for a minimum purse of \$3,000.00, with a top of \$4,200.00 for the July 31st show in Toronto, Canada. Fifteen races on 15 tracks in eight states and Canada were held in the division.

Campbell Runnerup

The newly organized Speedway Division was designed to provide a class for NASCAR members interested in special racing cars. These models featured stock passenger car engines with limited modifications in Indianapolis-type chassis. Conducted on an experimental basis, only seven speedway races were held, with Buck Baker, Charlotte, N. C., ace, emerging as champion. In second place was Wally Campbell, capable Trenton speedster. Speedway

Division purses totaled \$40,350.00 with the big payoff — \$10,000.00 — coming on May 10 at Darlington, S. C. After a furious battle which saw the lead change hands 19 times, Baker streaked in for the win.

Thriller at Langhorne

A \$6,000.00 speedway show was staged at Langhorne Speedway, where Tom Cherry's Mercury Special edged Campbell in a Ford version in another thriller. A new speed record was set by the division when Al Keller captured the test at Lakewood Speedway in Atlanta in a Cadillac special. Straightaway speed trials at Daytona Beach in February marked the debut of the division with Baker's Cadillac-equipped mount clocking more than 142 mph.

The modified Division for souped-up stockers found a spirited feud waged between eventual winner Frankie Schneider, Lambertville, N. J., and runner-up Joe Weatherly, Norfolk, Va. Schneider participated in the greatest number of races (104) winning 48, while Weatherly captured 49 firsts in 83 outings for a sensational .590 "batting" average. The Modifieds roamed over a dozen states during the campaign with total purses amounting to \$272,740.00.

Sportsman class racing for older cars with a few modifications found Warren, Ohio, master driver Mike Klapak on top for the third successive year. While Klapak won only 20 races in 143 starts, his consistent performances pushed him ahead of Dick Linder, Pittsburgh, runner-up for the second straight season. Linder set a new national record for stock car driving with an unprecedented total of 51 feature wins and added another mark by going to the post 152 times. Approximately 650 Sportsman races were run in the United States and Hawaii, where spirited duels rattled the swaying palms all season long. Total purses amounted to \$589,665.20.

Sportsman Highlight

Highlight of the year in sportsman racing was reached at Langhorne Speedway's 100-mile National Championship race exclusively for sportsman drivers on October 19. Sixty-two pilots from 13 states competed for a purse of \$4,000.00 with Jim Delaney, Lyndhurst, N. J., the eventual winner as fans from scores of tracks followed their favorites.

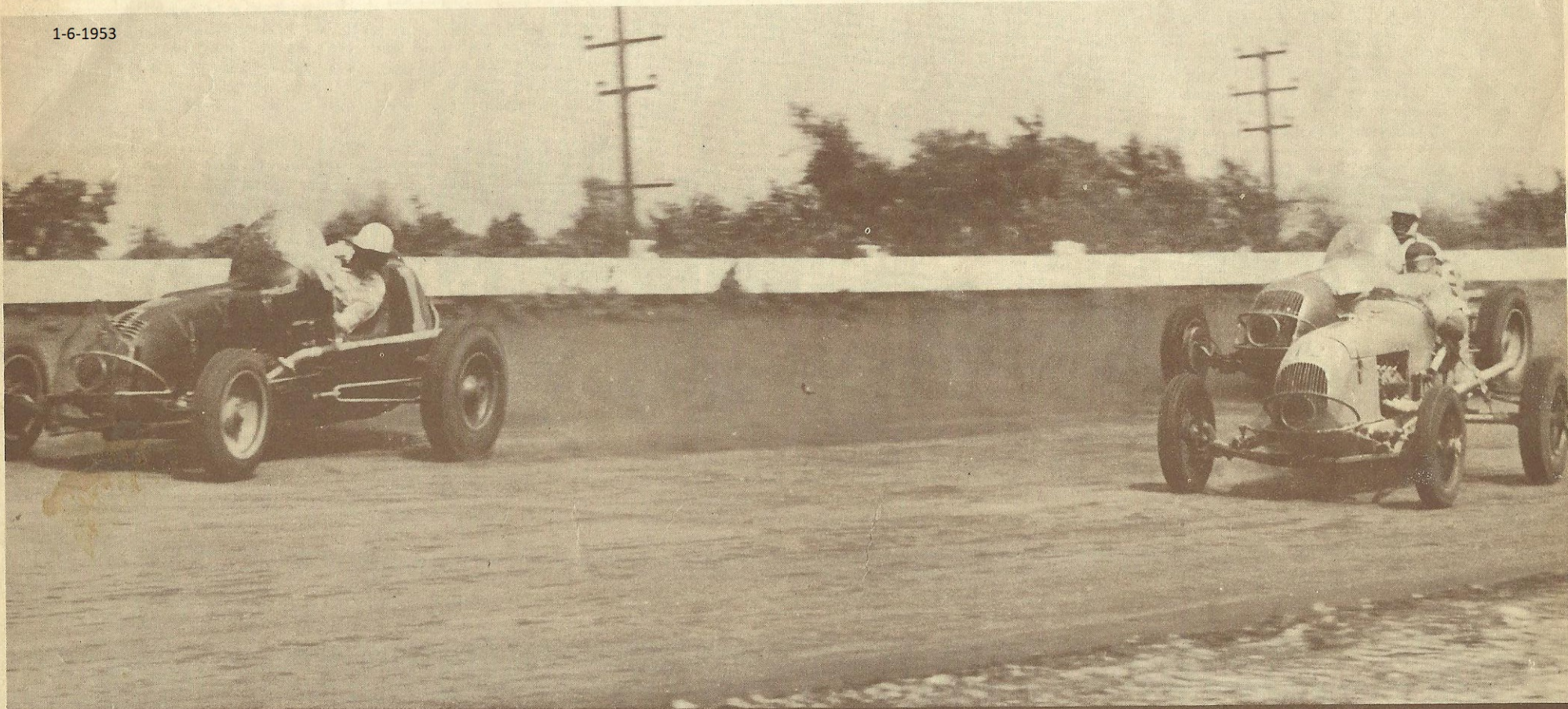
Largest stock car purse was the record-breaking \$25,750.00 paid at the Southern 500 at Darlington, with the Detroit 250 posting \$13,750.00 and the Nash car. A field of 66 cars took the starter's flag at Darlington with 47 matching speed and durability in Detroit.

The Grand National Circuit — the only true testing ground for new automobiles — again brought out faults in some models and good points in others. Hudson Hornets dominated the field with Plymouth and Oldsmobile running a tight race for second honors. The automotive industry, as in seasons past, took advantage of the findings of NASCAR drivers and many of the changes for 1953 stemmed directly from Grand National events. Stronger wheels and steering parts and increased power and economy through comparatively new dual carburetion systems are all calculated to carry speedway safety to the nation's highway.

NASCAR's insistence on strict safety rules made it possible to secure group insurance on all licensed drivers, mechanics and attendants. The outstanding safety record of the organization has resulted in regular increases each year in coverage and in 1952 the amount was again increased to more than \$5,000.00 per member in each race meet.

NASCAR's program for 1953 again calls for expansion with the inclusion of a new category of racing — the Futurity or Amateur Division — calculated to put the cost of racing within the reach of everyone. Sportsman Division racing has developed to a degree where the beginning driver can no longer hope to compete with his more skilled opponents. A survey of members indicated their desire for a new division and the Futurity was born. Rule changes, again based on the opinions of members and recognized leaders in the sport, have already been set up for 1953. In order to handle the tremendous campaign that lies ahead, additional personnel has been signed for the home office and in the field.

1-6-1953



Wally Campbell leads Tom Cherry and Tex Keene down the backstretch during the running of the NASCAR Speedway Division classic at the Langhorne, Pa., speedway. A few circuits later Cherry took over the lead to win the event.-Dave Knox photo.

NASCAR Posts \$1,000 for Trial Runs in Speedway Division; Lists 1953 Specs; Predicts Big Season

Daytona Beach, Fla., Jan. 21—Greatly increased action in NASCAR's Speedway Division is forecast for 1953, with the first competition scheduled during Speed Week at Daytona Beach.

The division, open to models featuring Indianapolis-type bodies and passenger car engines with modifications, will kick off with straightaway record attempts over the famed measured mile course on the beach, Thursday, Feb. 12. Prize money totaling \$1,000.00 has been established for the runs.

Buck Baker, Charlotte, N. C., veteran, holds the present Speedway Division straightaway record with a mark of more than 142 mph established last February in a Cadillac-powered car.

A 1953 schedule for the circuit will be worked out at the annual track operators' meeting in Daytona Beach. Conducted on an experimental basis last year, the division engaged in seven races for purses totaling \$40,350.00, with Baker emerging as champion, closely followed by Wally Campbell, youthful Trenton, N. J., star.

Specifications for 1953 in the Speedway Division follow.

MOTORS:

1. BLOCK — American-made pleasure car and NASCAR approved truck blocks allowed.
2. DISPLACEMENT — No limit.
3. BORE—Within limits of block used.
4. CAMSHAFT—Any type used.
5. LIFTERS—Any type used.
6. CRANKSHAFT—Any type used. Note: The reasons for this being that several of the fellows with Riley's, Cragar's, etc., use five main bearing cranks and are not stock otherwise.
7. OIL PUMP—Any type oil pump (dry-pump optional).
8. INTAKE MANIFOLD—Any type intake manifold allowed.
9. CARBURETORS—Any type allowed. Air cleaners optional.
10. CYLINDER HEAD—Any type cylinder head may be used.
11. IGNITION—Any type ignition may be used.
12. PISTONS—Any type piston and piston rings may be used.
13. EXHAUST MANIFOLD—Any type exhaust manifold or header may be used but the exhaust pipe should extend beyond the rear axle.
14. WATER PUMP — Any type water pump may be used.
15. SPARK PLUGS—Any type spark plugs allowed.
16. GENERATOR—Optional.
17. STARTER—Optional.
18. RADIATOR—Any type or size radiator may be used if it does not alter body shape of car.

DRIVE:

1. CLUTCH—Optional as to type but declutching device must be used.
2. TRANSMISSION—Optional.
3. DRIVE SHAFT—Open type drive shaft not allowed.
4. DIFFERENTIAL—Any type may be used but all cars must be equipped with safety hubs on rear axle.

CHASSIS AND RUNNING GEAR:

1. FRAME—Only racing type frames shall be used.
2. BODY—Only one or two man speedway or sprint racing type body allowed.
3. WHEELS — Racing type only (Rudge, Dayton or pin type of wire or magnesium).
4. STEERING—Stock or special but subject to approval.
5. BRAKES—Must be hydraulic at least on rear wheels and must lock rear wheels. Four-wheel brakes recommended.
6. CATCH-TANK — All cars to be equipped with catch-tank connected to radiator over-flow when racing on hard-surface tracks.

DIMENSIONS:

1. WHEEL BASE — Minimum of 94 inches.
2. TREAD—Minimum of 53 inches.
3. WEIGHT—No weight limits.

FUEL:

1. Any type fuel may be used.
2. A fuel shut-off valve in easy reach of driver must be used.

IGNITION SWITCH:

1. A switching device to shut off motor must be located within easy reach of the driver.

TIRES:

1. No Knobby's permitted.

New Jersey Drivers Enter Florida Races

1/26/1953

DAYTONA BEACH, Fla. — New Jersey will be well represented in the annual Winter NASCAR stock car races at Daytona Beach Saturday and Sunday, February 14 and 15, with at least four top ranking stars performing.

Heading the championship parade from Jersey will be Frankie Schneider of Lambertville, winner of the national modified championship for the 1952 season, and Nell Cole of Oakland, winner of the short track late model division crown.

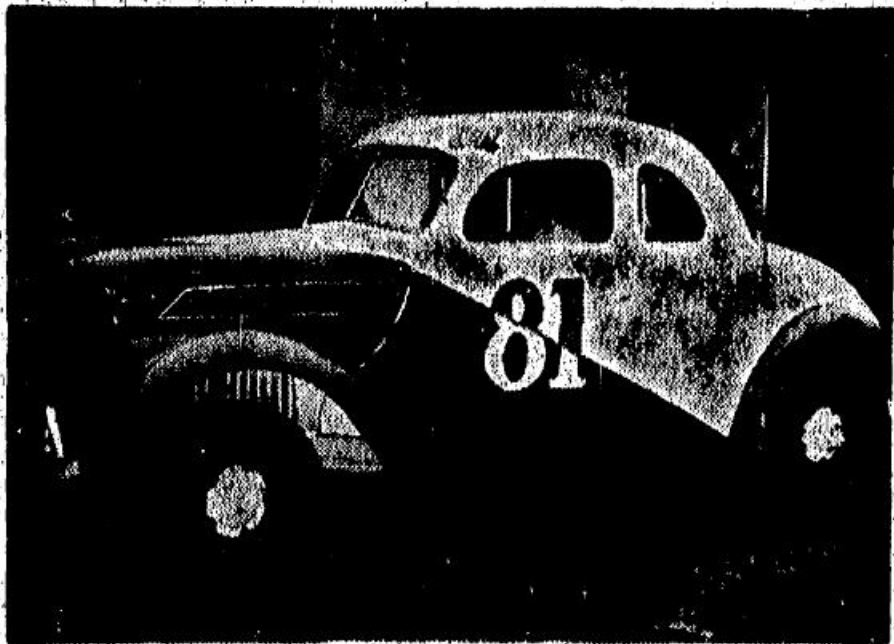
Two other New Jersey drivers who rank among the favorites planning to compete here are Wally Campbell of Trenton, one of the top stars of the NASCAR speedway division last year, and Jim Delaney of Lyndhurst, winner of the sportsmen's national championship race at Langhorne speedway last year.

All four of these top performers are scheduled to take part in the 100-mile modified and sportsmen's race Saturday, February 14, and most of them will also be in the starting lineup for the 160-mile Grand National circuit late model event on Sunday, February 15.

Schneider and Cole will be presented championship trophies along with their point money at the NASCAR victory dinner to be held Wednesday evening, February 11. Schneider is the third highest money winner in the bonus ranks, topped only by Tim Flock of Atlanta, Ga., winner of the Grand National division, and Mike Klapak of Warren, Ohio, winner of the sportsmen's crown for the third consecutive season.

Time trials for both the Saturday and Sunday races will be held Friday 13, from 11 a. m. until 3 p. m.

In Florida Race Saturday



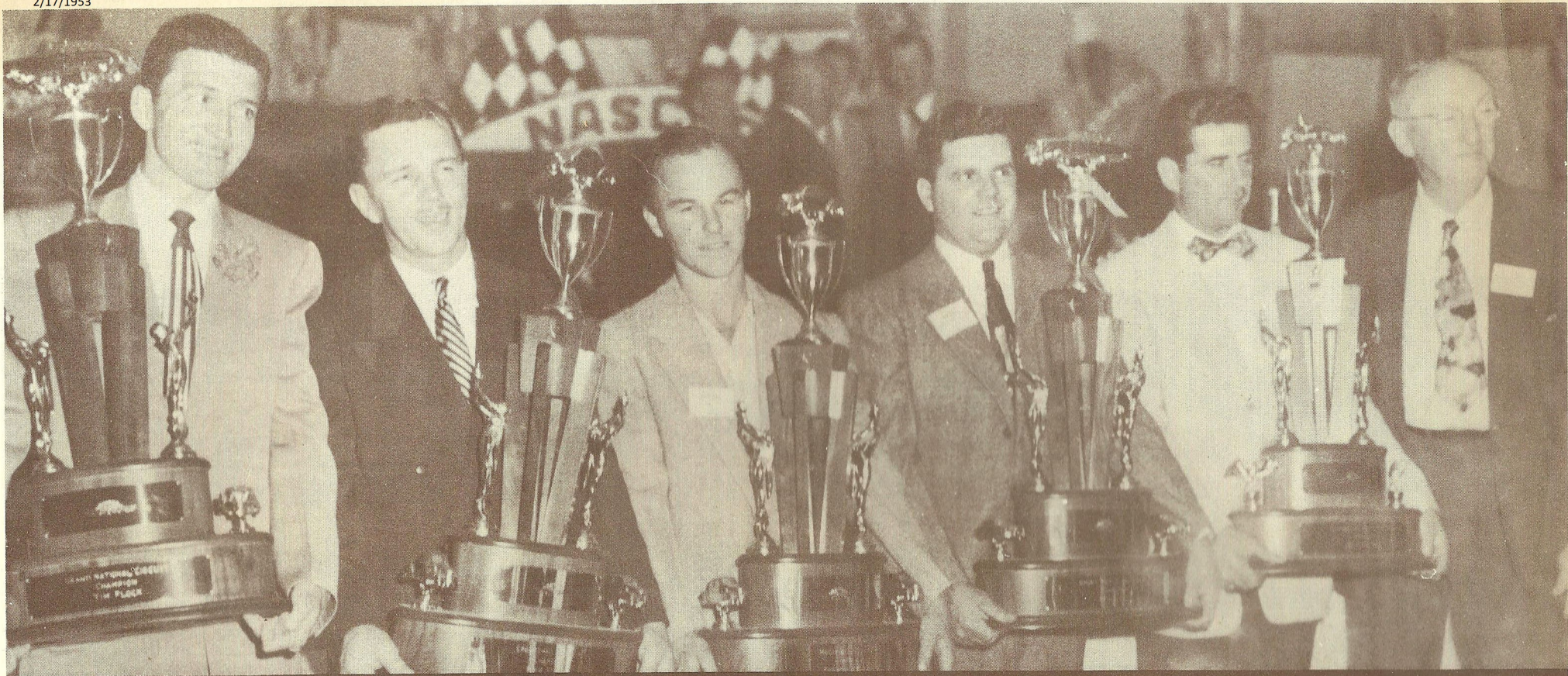
Wally Campbell

2/8/1953

Campbell, well-known Trenton stock car driver, is among the entries in the "Speed Week" racing events to be held at Daytona Beach, Fla., this week. The week of racing activity starts today and concludes next Sunday. Campbell, pictured above in his modified stock car, will compete in the 100-mile modified and sportsmen's race next Saturday afternoon. Wally built

his Ford from ground up and hopes to come through with flying colors Saturday. A 160-mile Grand National Circuit grind for late model cars will be run over the same course next Sunday. The races are being staged as features of the "Speed Week" program and as major events in celebrating the 50th anniversary of speed activities over the Daytona Beach course.

2/17/1953



Pictured above, left to right are: Tim Flock, Mike Klapak, Frankie Schneider, Neil Cole and Buck Baker, NASCAR divisional champions holding huge trophies awarded them at the Victory banquet at Daytona Beach. Extreme right is NASCAR Commissioner Ed Cannonball Baker. See story page five for details.-Taylor Warren photo.

Trials for NASCAR Speedway Div'n Cars

Daytona Beach, Fla.

2/17/1953 Thursday, Feb. 12

Note: This division open to Indianapolis-type cars featuring modified passenger car engines.

Conditions: Two-way runs over the measured mile from a flying start.

1. Buck Baker, Charlotte, N. C.—Cadillac Special, south 26.34 secs. (136.67 mph), north 26.21 (137.35), two way average, 137.01.

2. Tom Cherry, Muncie, Ind.—Mercury Special, south 26.87 secs. (133.97), north 25.89 (139.04), two way average, 136.51.

3. Glen (Fireball) Roberts, Daytona Beach, Fla.—Ford Special, south 26.53 secs. (135.69 mph), north 26.89 (133.89), two way average, 134.78.

4. Tex Keene, Nashville, Tenn.—Nash Special, south 46.70 secs. (77.08 mph), north 45.98 (78.29), two way average, 77.69.

Note: Keene experienced engine trouble but made the attempts anyway in a unsuccessful effort to correct it.

The following cars made only one-way runs:

5. Jimmy Thompson, Monroe, N. C.—GMC Special, south 29.45 secs. (122.24 mph)

6. Steve McGrath, New Canaan, Conn.—Lincoln Special, south 31.85 secs. (113.02 mph).

Note: Engine failure prevented the start of a Chrysler Special driven by Lou Johnson of Wilmington, Del., and a Ford Special driven by Wally Campbell of Trenton, N. J.

Grand National 160 Miles, Feb. 15

2-18-1953

Sportsmen's - Modified 100 Miles, Feb. 14

Fin.

Pos.	Driver — Home	Yr. - Make Car
1.	Bill Blair, High Point, N. C.	53 Olds 88
2.	Fonty Flock, Decatur, Ga.	53 Olds 88
3.	Tommy Thompson, Louisville, Ky.	53 Lincoln
4.	Herb Thomas, Olivia, N. C.	53 Hudson Hornet
5.	Tim Flock, Atlanta, Ga.	52 Hudson Hornet
6.	Dick Passwater, Ind'polis, Ind.	52 Olds 88
7.	Curtis Turner, Roanoke, Va.	53 Lincoln
8.	Don Thomas, Sanford, N. C.	52 Hudson Hornet
9.	Tom Cherry, Muncie, Ind.	53 Lincoln
10.	Slick Smith, Atlanta, Ga.	52 Olds 88
11.	Gober Sosebee, Atlanta, Ga.	52 Chrysler
12.	Dick Rathmann, Los Angeles, Cal.	53 Hudson Hornet
13.	Buck Baker, Charlotte, N. C.	53 Lincoln
14.	Red DuVall, Hammond, Ind.	53 Lincoln
15.	Don Oldenburg, Highland, Ind.	53 Lincoln
16.	Bill Adams, Ambridge, Pa.	53 Olds 88
17.	Joe Guide Jr., Daytona B'ch, Fla.	51 Hudson Hornet
18.	Obie Chupp, Columbus, Ga.	51 Hudson Hornet
19.	George Gallup, Oneonta, N. Y.	50 Olds 88
20.	Cotton Priddy, Louisville, Ky.	51 Olds 88
21.	Bub King, Corbin, Ky.	52 Hudson Hornet
22.	Charles Causey, Rome, Ga.	50 Olds 88
23.	Gene Comstock, Chesapeake, O.	51 Hudson Hornet
24.	Red Douglas, New Albany, O.	53 Dodge
25.	Slow Poke Travis, Lexington, Ky.	52 Ford
26.	Harry Bennett, Toledo, O.	52 Olds 88
27.	Sam DiRusso, Miami, Fla.	52 Plymouth
28.	Pop McGinnis, Huntington, W. Va.	52 Hudson Hornet
29.	Mason Bright, Detroit, Mich.	49 Plymouth
30.	Keith Hamner, Elkins, W. Va.	52 Hudson Hornet
TIME OF RACE: 1 hour 46 minutes 51 seconds (new record)		
AVERAGE SPEED OF WINNER 89.50 mph Bill Blair		
OLD RECORD: Marshall Teague 52 Hudson Hor. 84.65 mph		
FASTEST QUALIFIERS: Bob Pronger 115.77 (new record)		
Fonty Flock 112.74		
OLD RECORD: Pat Kirkwood 51 Chrysler 110.97		

Pos - Driver Town

Pos	Driver Town	Car
1.	Cotton Owens, Spartanburg, S. C.	38 Plymouth Mod.
2.	Ralph Moody, Miami, Fla.	39 Ford Mod.
3.	Earl Moss, Creedmore, N. C.	39 Ford Mod.
4.	Speedy Thompson, Monroe, N. C.	39 Ford Mod.
5.	Jack Smith, Atlanta, Ga.	37 Ford Mod.
6.	Al Keller, Green Acres City, Fla.	39 Ford Mod.
7.	Glenn Wood, Stuart, Va.,	39 Ford Mod.
8.	Jack Ferris, Indianapolis, Ind.	38 Ford Mod.
9.	Dink Widenhouse, Concord, N. C.	39 Ford Mod.
10.	Buddy Shuman, Charlotte, N. C.	39 Ford Mod.
11.	Curtis Turner, Roanoke, Va.	39 Ford Spts.
12.	R. B. Crews, Rushville, Ala.	39 Ford Mod.
13.	Jim Delaney, Lyndhurst, N. J.	39 Ford Mod.
14.	Buck McCardell, Conowingo,	37 Ford Mod.
15.	Shorty York, Mocksville, N. C.	37 Ford Spts.
16.	Sonny Black, Atlanta, Ga.	39 Ford Mod.
17.	Gordon Bishop, Anniston, Ala.	41 Stude Mod.
18.	Gwyn Staley, N. Wilkesboro, N. C.	39 Ford Spts.
19.	Lou Johnson, Trenton, N. J.	39 Ford Mod.
20.	Bobby Myers, Winston Salem, N.C.	59 Ford Spts.
21.	Tommy Thompson, Louisville, Ky.	37 Ford Mod.
22.	Ted Swaim, Winston Salem, N. C.	39 Ford Spts.
23.	Herb Thomas, Olivia, N. C.	40 Ford Mod.
24.	Paul Sanborn, Orlando, Fla.	39 Ford Mod.
25.	Frank Schneider, Lambertville, N.J.	39 Ford Mod.
26.	Bernie Ingersoll, Rome, N. Y.	37 Ford Spts.
27.	Runt Harris, Richmond, Va.	40 Ford Mod.
28.	Ken Marriott, Baltimore, Md.	40 Ford Spts.
29.	Bob Welsh, Takoma Park, Md.	39 Ford Spts.
30.	George Reichle, Norfolk, Va.	59 Ford Mod.

Time of Race 1:05.33 91.545 mph

(New Record)

TRIALS FOR NASCAR SPEEDWAY DIVISION CARS

Daytona Beach, Fla. — Thursday, Feb. 12

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	two way average
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south 26.34 (136.67) north 26.21 (137.35)	137.01
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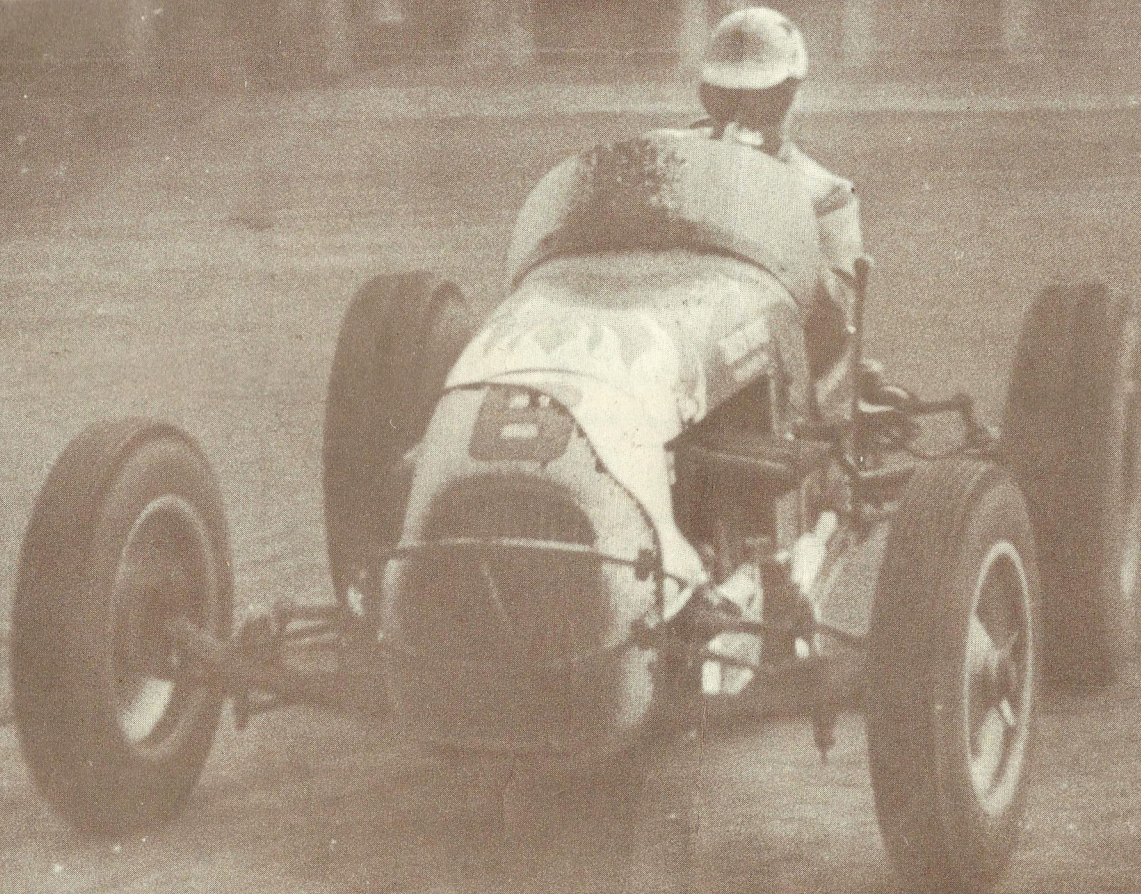
TOP DRIVERS AGAIN TO FORM FIELD FOR RACES AT ROYALL

3/11/1953

The opening of the 1953 racing season at Royall Speedway lived up to fullest expectations despite threatening snow that for a while made Promoters Bill Rose and Joe Weatherly a bit doubtful as to the advisability of running. The cold weather failed to chill the spirits of more than 3800 fans as Speedy Thompson of Monroe, N. C., managed to keep ahead of the favorite, Joe Weatherly, and take the first feature of the season.

Opening day read more like a who's who of the racing world despite the fact that five inches of snow prevented Wally Campbell of Trenton, N. J., Ken Mariott of Baltimore, and Frankie Schneider of Lambertsville, N. J., from making the opener. All, nevertheless, have declared their intentions to be present next Sunday. A host of newcomers made things rough for the local boys, but, the local drivers promise to increase their competition when Tommy Burns, last year's number one driver, returns with a new car. Ray Hendricks, runner up last year to Burns, who finished fourth last Sunday, will be back in addition to Bud Wamsley, of Petersburg, Runt Harris in the Donlavey Special, the Smiley racing team of Henricks, Joe Jackson and Buck Mason; Emanuel Zervakis, Sam DiRusso, Sonny Hutchins, Bud Palmer, and Giff Wood.

3/17/1953



Johnnie Parsons whips the Nyquist Offy into the first turn at the Reading, Pa., fairgrounds having just passed Tommy Hinnershitz during one of last season's AAA sprint shows at this Keystone state course. Sunday afternoon March 29th promoter Sam Nunis will open the 1953 AAA Eastern sprint season at the Reading site with an afternoon series of races. A host of AAA throttle pushers will be on hand.—Dave Knox photo.

Campbell In Easter Speed Race

4/2/53 4/2/1953

(Special to Trenton Times)

CHARLOTTE, N. C. — The parade of stars for the Easter Sunday Grand National circuit late model stock car race at Charlotte speedway should be as colorful as Easter eggs for the occasion.

More than 30 top ranking drivers from various sections of the country are scheduled to compete in the 150-lap speed classic being presented by Bill France over the three-quarters of a mile banked speedway. Time trials start at 1 o'clock with the race set for 2:45 p. m.

Heading the parade will be Herb Thomas of Olivia, winner of last Sunday's race at North Wilkesboro and present leader in the national championship parade; Fonty Flock, Decatur, Ga.; Tim Flock, Atlanta; Lee Petty, Handleman; Dick Rathman, Los Angeles, Calif.; Dick Passwater, Indianapolis, Ind.; Hershell Buchanan, Shreveport, La.; Wally Campbell, Trenton, N. J.; Steve McGrath, New Canaan, Conn. and numbers of others who took part in the battle at North Wilkesboro.

Forced Out At Wilkesboro

Campbell last Sunday encountered misfortune in the 200-lap Grand National Circuit race at Wilkesboro Speedway, North Wilkesboro, N. C. Having qualified with a time of 30.60 seconds, Wally was forced out when a right front hub on his 1953 Dodge broke. Thomas won the grind in one hour, 44 minutes and 18 seconds, averaging 71.85 miles per hour. He set a new qualifying record of 28.69 seconds, snapping his old mark of 29.60 set last year.

In four circuit races for the season to date, Thomas holds two triumphs against one each for Bill Blair of High Point and Lee Petty. Thomas rang the bell twice with his Hudson Hornet, while Blair was driving a 1953 Olds 88 and Petty a 1953 Dodge.

At least four new Dodges are due to compete here with Petty heading the list of drivers that also include Jimmie Lewallen of High Point; Dub Livingston of Gadsden, Ala. and Campbell.

In the lone Grand National event staged at the Charlotte speedway last year, Thomas racked up a victory with his Hudson Hornet and the Olivia star ranks as the driver to beat in Sunday's grueling 150-lap test.

The local race was originally scheduled for Sunday, March 22, but postponed because of rain.

4/6/1953

Campbell Third

JERSEY CITY --AP-- Tommy Elliott of Bloomfield copped the 25-lap feature of the 1953 stock car racing opener at Roosevelt Stadium yesterday before a crowd of 3,492. Jerry Moresa of Newark was second and Wally Campbell of Trenton third.

Terrell, Scanlon Await Langhorne Opener April 19

4/7/1953

LANGHORNE, Pa. — Dave Terrell and Bill Scanlon will be among the 50 or more stock car drivers facing the starting flag in the Inaugural Handicap scheduled for Langhorne Sunday afternoon, April 19. Similar to the entire field, the two veterans must survive the preliminary heats to qualify for the feature grind.

Scanlon, a consistent performer in the modified-sportsman division of NASCAR competition, is certain that the "souped up" commercially powered mount will carry him to new heights. Scanlon's ambition is to garner a triumph in a Langhorne main, but so far the victory flag has evaded him.

Terrell is the wild and wooly type performer, an extreme to the consistent performing Scanlon. Many times the Newtown flash has had a win within his group only to become involved in an accident and see triumph float away.

A front runner in all branches of stock car racing, Terrell is definitely approaching the championship stage. He can ride with the best of them. However, he appears to have one weakness. He fails to take it easy once he has victory within reach. Time and time again as the pace setter, the former taxi driver has been out in front of the field and still pushing his mount. He'll ride wide overaking an opponent or misjudge a turn and spin out of competition. He is confident, however, that 1953 will be his year.



4/14/1953

Pictured above is Wally Campbell. Wally's heavy foot always produces action in any card of speed he competes in. Wally will be seeking stock car honors Sunday afternoon when he clashes with such other top flight drivers as Tommy Elliott, Jerry Morese, Russ Truelove and others at Roosevelt stadium, Jersey City, N. J.

Frank Mundy Captures Alcyon Stock Car Race

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

About 4,000 saw three accidents, none serious. George Petryk, Brooklyn; Vince Canzinaro, and **Pepper Cunningham**, Trenton, went through the fence. 4/23/1953

Racing Start At Langhorne This Sunday

4/24/1953

LANGHORNE, Pa. — Close to 50 of the leading modified-sportsman stock car pilots in the East will be on hand at the Langhorne Speedway Sunday afternoon to assist in opening the short track campaign at the Bucks County racing plant. Six preliminary races will be staged to qualify the fastest 26 for the 20-lap Inaugural Sweepstakes. The racing will begin at 2 p. m.

Ronnie Kohler, popular Peterson pilot, is in hopes of attaining greater heights around the fast quarter mile course. Kohler, the defending champion around the short course, was the only driver to repeat his triumph last season. Unlike most other pilots, Kohler has not announced a new and faster mount for the opener. The North Jersey speedster believes his completely overhauled stock car from last year will carry him to triumph.

Another North Jersey pilot who should furnish the field with a great deal of opposition is Bobby Courtwright of Hasbrouck Heights.

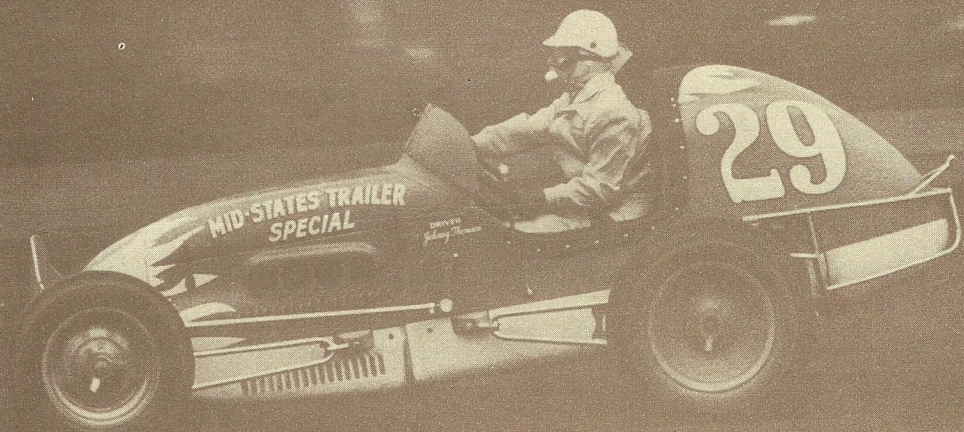
Among the other top contenders will be Fred Nolte, Red Tomlinson, Neil Cole, Lou Johnson, Bill Errico, Len and Bill Brown, Frank Coman, Dave Terrell and Bill Scanlon.

Campbell Runnerup In Wilmington Race

4/27/1953

WILMINGTON, Del. —AP— Al Pomponio of Lakewood won his second straight 25-lap stock car race at Wilmington Speedway yesterday. **Wally Campbell** of Trenton was second and Parker Bohn of Freehold, third.

4/28/1953



Here's a lad who will furnish keen competition in AAA sprints during the 1953 season. It's Johnny Thomson in the Ted Nyquist car, the Mid-States Trailer Special.—Dave Knox photo.

APRIL 29, 1953

3 Former Champs In Lineup Friday As Morristown Bows

Morristown, N. J.—Three former modified national champions of NASCAR will be in the starting field at Morristown Raceway on Friday night when Promoter Joe Soranno opens the track for the 100th occasion since he began operations here on June 30, 1950.

The three former champions are Charlie Dyer of North Bergen, N. J. who won the title in 1950, Wally Campbell of Trenton, N. J. who was the title winner two years ago and Frankie Schneider of Lambertville who was the winner last season.

Schneider has been running with success all winter in the South and two weeks ago won the feature race at Roosevelt Stadium. He is expected to be in top form and ready to defend the title, something no other driver has ever been able to do. His greatest competition is expected to come from Campbell who ran into trouble last year after his championship car was destroyed in a fire at another track in the Fall of 1951. Campbell is expected to be in the new car of Joe LoSapio of Madison, N. J. who was judged the Mechanic of the Year at Morristown Raceway last season.

The last two champions have used the local half mile dirt track as a springboard of operations in their quest for the crown. Campbell won 11 feature races here in 1951 and Schneider came along last year and bettered the Campbell mark by annexing 17 features.

The surface of the track is in excellent condition for racing, Soranno reported. He expects more than 50 cars for the first racemeet. The first heat of the evening will commence at 8:30 p.m.

Wall Stadium Starts 4th Season Saturday

4/30/1953

BELMAR—Some of the East's top stock car pilots are training their sights on Wall Stadium for the season opener Saturday night.

The racing oval begins its fourth season with a combined modified-sportsman program highlighted by a 25-lap feature event. Three qualifying heats, two semi finals, and a consolation also will be run.

Among the competitors expected are Wally Campbell, Trenton; Frankie Schneider, Lambertville; Al Pomponio, Lakewood; Parker Bohn, Freehold, and Frank Myronchuk, New Egypt.

Racing at Wall is scheduled for each Wednesday and Saturday through October. Rain dates are Thursdays and Sundays.

Stock Cars To Race At Hatfield Tomorrow

5/1/1953

HATFIELD, Pa. — The boys who ride herd on the stock car tracks will be back for more action at Jole Chitwood's Hatfield Speedway tomorrow night. Upwards of 25 are slated to participate in the card of three eight-lap heat races, 12-lap consolation and 25-lap feature race.

Among the participants will be Lew Mood, Bernie Hart, Chich DiNatale, Harold **Brokhoff**, Steve Elias, Al Tasnady, Joe Chester and Joe Sensi.

Frank Schneider Scores Wilmington Stock Win

5-6-1953

Wilmington, Del., May 4—A change of scenery worked wonders for Frankie Schneider of Lambertville, N. J.

The 1952 National Stock Car Racing champ got back in the winning groove in the 25-lap feature race at Wilmington Speedway yesterday after a horrendous showing the week before in Jersey City, N. J., where he finished 13th in a field of 20.

Wally Campbell of Trenton, N. J., was second and Parker Bohn of Freehold, N. J., third in a field of 38 cars.

Manny Zervakis Leads Manassas Auto List

Manny Zervakis of Richmond is the leading point scorer among the drivers at Old Dominion Speedway at Manassas, Va., with 98 points.

Zervakis won the feature race on the opening night, then finished second last Saturday night to Wally Campbell, who presently is ranked fourth with 50 points.

Ken Marriott of Baltimore is in second place with 84 points and Preston Welsh, Silver Spring, is third with 70. 5/6/1953

Marriott Makes It "4" At Delmar 5/15/1953

Ken Marriott, the veteran NAS-CAR throttle-stomper, from Baltimore, once again drove Niblett Bros. 4-D to the 25-lap feature win at the popular Delmar $\frac{1}{4}$ mile oval, making it his 4th of the season.

Marriott demonstrated his renowned prowess at the wheel as he kicked his mount from 19th position to chalk up the win. Heavy traffic and numerous spinouts were expertly avoided as he took over one spot after another, finally sizzling by hard-driving Wally Campbell, of Trenton, in Car 81, to catch the final checker.

Johnny Martin, of Lewes, voted last year's favorite jockey, barrelled Car 91 in to take over 3rd money and provide the lead for 4th spot contender, Johnny Roberts in No. 89. Finishing a close and lightning 5th was Tom Elliott in Car 32.

Norwood Ellingsworth broadsided No. 86 in the 4th angle in front of fast wheeling Dick Twilley's 41-X and they banged, both ending up in the infield where they sat out the balance of the match.

Johnny Cramblitt hit the tricky 4th turn and made a complete spin, just pulling to the outside in time to avoid the onrushing pack. As he attempted to edge back into the melee, he was struck in the rear by Johnny Martin's 91, who made every

effort to avoid him and finally broadsided into the rear of his car. A quick turn of Martin's wheel, and with the extra boost given Cramblitt, they both regained their footing and continued the mad dash for top honors.

Marriott stopped the clock at a wind-whipped 10 minutes and 3 seconds amid the cheers of an estimated 1800 ardent fans.

1st 10-lap heat—Paul Walker (71), Ken Marriott (4-D), Wally Campbell (81). Time—4:25 $\frac{1}{2}$. Paul jumped to an early lead and took the checker with an easy $\frac{1}{2}$ track to spare.

2nd 10-lap heat—Johnny Martin (91), Freddie White (33), Tom Elliott (32). Time—4:6 $\frac{1}{2}$.

3rd 10-lap heat—Buck McCardell (411), Lou Thomas (75), Doug Carter (19). Car 80s Dave Dunham spun to the infield in the 1st start, in the 4th turn while 2 laps later, Al Burton in 069 broadsided his car in front of Jake Twilley's No. 8 and was piled into with a crash, resulting in the red flag to stop the match. Dick Twilley spun No. 41-X in the next lap, in the same spot, in the 4th turn, and Vernon Kirk's 61 liked it so well he repeated in the next lap. Doug Carter sideswiped Kirk as he skidded and lost his right front fender, but never eased off a bit in his bid for 1st.

Campbell Cops 50-Lap Main At Georgetown

5/15/1953

By BOB BENNETT

Georgetown, Del., May 15 —Wally Campbell, Trenton, N. J., speedster, took the win flag in the 50-lap main event of the inaugural stock car program at the Georgetown Speedway, 2 miles south of here tonight, before a capacity crowd of 3420 fans. Campbell went home richer by \$500 for his main event win plus \$25 for the fastest time trial of the evening plus double NASCAR points for the feature win. Wally turned the fast half-mile banked clap oval in 27.4 seconds with Frankie Schneider of Lambertville, N. J., making the second fastest time of 27.7.

A starting field of 22 cars took the green flag in the 50-lap NASCAR sanctioned feature here tonight with Speedy Thompson, Monroe, N. C., taking the lead on the first lap. On the second go a hub to hub battle started between Thompson and Frankie Schneider for first spot, which lasted until the 30th lap when Thompson was forced to drop from the race with a flat right rear tire moving Schneider to the lead.

Schneider Crashes

On the 37th go hard riding Schneider dropped over the high bank between the 1st and 2nd turns with a broken spindle, slightly damaging his car, but with no injury to himself. Buck McCardell of Conowingo, Md. then woved into the lead, following closely by Campbell, but he soon dropped from the race with a broken axle leaving Campbell in first place well in front of the remaining field. Campbell completed the last few turns of the track to take the checkered for one of the largest purses ever offered on the Eastern Shore. Johnny Karp, Trenton, N. J., finished second; Jim Hayes, Milford, Del. in third; Norwood Ellingsworth, Dagsboro, Del., fourth; and Paul Walker of Lewes, Del., in fifth place.

NASCAR sanctioned modified stock car races will be resumed at the Georgetown Speedway on Friday evening, May 29, at 8:30 p. m. (DST). The same guaranteed purse of \$2,025 will again be paid according to Robert S. Osiecki, president of the Speedway.

Campbell Leads Field In Manassas Racing

MANASSAS, Va., May 15—Wally Campbell, winner of the last two 25-lap features, Manny Zervakis, winner of the opening night feature, and Ken Marriott, second in point standings, lead the field in Saturday night's stock car racing at Old Dominion Speedway here, starting at 8:30. The program has been expanded to include Modifieds as well as Sportsmen cars.

5/16/1953

5/19/1953

Campbell Cops Top Mason-Dixon Cash

OXFORD, Pa. May 19th—Wally Campbell set a fast pace in winning the opening National Association of Stock Car Auto Racers (NASCAR) feature at the Mason-Dixon Speedway Sunday afternoon.

Campbell, who won the NASCAR crown in 1951, won over the 1952 NASCAR champ, Frankie Schneider, Lambertville, N. J.; John Roberts and Lou Thomas, both of Baltimore, and Buck McCardell, Conowingo, one of the favorites at Mason-Dixon last year. Campbell is from Trenton, N. J.

McCardell showed spurts as he closed the gap on the first four finishers in the feature, but the clever McCardell was foiled at the finish. Another Mason-Dixon favorite, Eddie Adams, grabbed the lead on the third lap and held it until the tenth when Campbell took over. Adams lost his left front wheel while running second on the 23rd lap.

The summaries:

1st heat — Ken Marriott, Lou Thomas, Reds Fowler.

2nd heat — Vernon Kirk, Wally Campbell, John Roberts.

3rd heat — Frank Schneider, Eddie Adams, Al Burton.

1st Consy — Reds Jones and Dave Dunham.

Feature — 25 laps — Campbell, Schneider, Roberts

Campbell Wins at Georgetown

5/19/1953

GEORGETOWN, Del., May 15.—Wally Campbell, the Trenton, N. J., speedster, took the win flag in the 50-lap main event of the inaugural stock car program at the Georgetown Speedway, 2 miles south of here tonight, before a capacity crowd of 3,420 fans.

Campbell went home richer by \$500.00 for his main event win plus \$25.00 for the fastest time trial of the evening plus double NASCAR points for the feature win. Wally turned the fast half-mile banked clay oval in 27.4 seconds with Frankie Schneider, Lambertville, N. J., making the second fastest time of 27.7.

A starting field of 22 cars took the green flag in the 50-lap NASCAR sanctioned feature here tonight with Speedy Thompson, Monroe, N. C., taking the lead on the first lap. On the second go a hub to hub battle started between Thompson and Frankie Schneider for first spot, which lasted until the 30th lap when Thompson was forced to drop from the race with a flat right rear tire, moving Schneider to the lead. On the 37th go, hard riding Schneider drop-

ped over the high bank between the 1st and 2nd turns with a broken spindle, slightly damaging his car, but with no injury to himself. Buck McCardell of Conowingo, Md., then moved into the lead, followed closely by Campbell, but he soon dropped from the race with a broken axle, leaving Campbell in first place well in front of the remaining field. Campbell completed the last few turns of the track to take the checkered for one of the largest purses ever offered on the Eastern Shore. Johnny Karp, Trenton, N. J., finished second; Jim Hayes, Milford, Del., in third; Norwood Ellingsworth, Dagsboro, Del., 4th, and Paul Walker of Lewes, Del., in fifth.

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Friday evening, May 29, at 8:30 P.M. (DST). The same guaranteed purse of \$2,025.00 will again be paid according to Robert S. Osiecki, President of the Speedway.

Speaking of



by Nat Kleinfield

5/19/1953

FAIR LAWN, N. J., May 17th — Though the water from the skies fell often the past week, race meets were pretty well put on at many local plants.

Morristown had a double feature Fri., one carried over from last week, but came close to not getting any races over because of a steady, almost all day rain. However, hard work on the track allowed the card to get rolling more than an hour late, Jimmy Metzler winning his 1st feature ever—in a sportsman, no less—and Al Keller, wheeling Johnny Bohlander's new 88, took the next one.

Rain was promised all day Sat., yet the Jersey City bill was presented, the rains coming just as the feature ended, Tex Ring driving a smooth race to win his 1st at JC..Wall Stad. made it Wed., got as far as the feature before rain fell to make a double feature next week.

Coincidence Dept.; Parker Bohn told me in the pits at Staten Island's opening show Thurs.—they go every Thurs. from now on—that he had never rolled a car in racing since 1950..half an hour later, 1st lap, 1st heat, he hit some loose stuff, slid into the fence and rolled the car..To Parker's credit goes getting the car running well enough after this upset to lead the main thru the 23rd lap, only to be carried into the fence and eventual 3rd ..He has more of those show places than any two drivers going hereabouts.

Though Frankie Schneider has his work cut out for him to win the Nascar national modified title again, he is in there pitching all the time; he has won 2 straight at Wilmington, Del., one out of 2 at Jersey City, got the Staten Island lid-lifter, another at Wall out of 3 starts there, showing his

versatility..At Wall his other two showings resulted in 2nds, each time to flying Bill Chevalier who snapped a record in beating Frank Wed., Frank busting a semi mark himself..At Baltimore he has a 2nd in 1 start.

Bob Osiecki opened Georgetown, Del. last Fri. to a standing room only house that saw an excellent meet in which 4 drivers led the 50 main. Speedy Thompson popped a tire while front running, then Frankie Schneider went over an embankment when a spindle let go, Buck McCordle had his rear put him out. Wally Campbell taking over to win the \$500 1st money..Wally had no intention of running his own 81, saving it for Manassas, Va. where he has won 2 straight but when his 40 developed clutch trouble, he ran 81 and won.

The Mason-Dixon track, Oxford, Pa. is now Nascar sanctioned, operates Sun. aft. with drivers the sportsman duels on the half-mile dirt track easily able to tow to Wilmington for the Sun. night dates there..Walt Ragan won Oxford a week ago, upset at Wilm. at night to wreck the car so badly it was lifted by a wrecker from the track and dropped into a dump truck where it fell apart.

Frank Myroncuk might be laid up for weeks after his Wall crackup, suffering shoulder hurts. Though Johnny Kay has been given an okay for an Indianapolis driver test finally, no such action resulted for Gig Steven—lack of experience, they say—and he may watch this one.

Campbell Wins

GEORGETOWN, Del., May 15.—Wally Campbell, the Trenton, N. J., speedster, took the win flag in the 50-lap main event of the inaugural stock car program at the Georgetown Speedway, 2 miles south of here tonight, before a capacity crowd of 3,420 fans.

Campbell went home richer by \$500.00 for his main event win plus \$25.00 for the fastest time trial of the evening plus double NASCAR points for the feature win. Wally turned the fast half-mile banked clay oval in 27.4 seconds with Frankie Schneider, Lambertville, N. J., making the second fastest time of 27.7.

A starting field of 22 cars took the green flag in the 50-lap, NASCAR sanctioned feature here tonight with Speedy Thompson, Monroe, N. C., taking the lead on the first lap. On the second go a hub to hub battle started between Thompson and Frankie Schneider for first spot, which lasted until the 30th lap when Thompson was forced to drop from the race with a flat right rear tire, moving Schneider to the lead. On the 37th go, hard riding Schneider dropped over the high bank between the 1st and 2nd turns with a broken spindle, slightly damaging his car, but with no injury to himself. Buck McCardell of Conowingo, Md., then moved into the lead, followed closely by Campbell, but he soon dropped from the race with a broken axle, leaving Campbell in first place well in front of the remaining field. Campbell completed the last few turns of the track to take the checkered for one of the largest purses ever offered on the Eastern Shore. Johnny Karp, Trenton, N. J., finished second; Jim Hayes, Milford, Del., in third; Norwood Ellingsworth, Dagsboro, Del., fourth and Paul Walker of Lewes, Del., in fifth.

NASCAR sanctioned modified

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Campbell Cops Top Mason-Dixon Cash

OXFORD, Pa. May 19th—Wally Campbell set a fast pace in winning the opening National Association of Stock Car Auto Racers (NASCAR) feature at the Mason-Dixon Speedway Sunday afternoon.

Campbell, who won the NASCAR crown in 1951, won over the 1952 NASCAR champ, Frankie Schneider, Lambertville, N. J.; John Roberts and Lou Thomas, both of Baltimore, and Buck McCardell, Conowingo, one of the favorites at Mason-Dixon last year. Campbell is from Trenton, N. J.

McCardell showed spurts as he closed the gap on the first four finishers in the feature, but the clever McCardell was foiled at the finish. Another Mason-Dixon favorite, Eddie Adams, grabbed the lead on the third lap and held it until the tenth when Campbell took over. Adams lost his left front wheel while running second on the 23rd lap.

The summaries:

1st heat — Ken Marriott, Lou Thomas, Red Fowler.
2nd heat — Vernon Kirk, Wally Campbell, John Roberts.
3rd heat — Frank Schneider, Eddie Adams, Al Burton.

Georgetown 50-Lap Speed Opener To Campbell

5/22/1953



Staff Photo

Jim Delaney presents Wally Campbell with his winner's trophy for Friday night's NASCAR 50-lap run. Bob Osiecki, co-promoter, second from left, and Joe Wolf, right, Reading, Pa., Speed Shop owner, look on.

Modified stock car racing on Friday evening at the Georgetown Speedway, proved to be some of the fastest, most competitive and all-around finest racing ever witnessed on the peninsula.

The new managers, Bob Osiecki, speed shop owner of Lyndhurst, N. J., and Jim Delaney, top NASCAR driver, also of Lyndhurst, have formed a team known as Osiecki-Delaney Promotions to direct top talent and racing at this fine $\frac{1}{2}$ mile banked oval, under NASCAR sanction—and if the opener is anyway an indication of coming events, no one can afford to miss a single turn of a wheel.

Wally Campbell, the Trenton, N. J., Terror, took Starter Tom Brown's green flag in 19th spot of a 22-car starting field and as the fastest cars ever to ride on Georgetown's dirt leveled off into battling position, he eased through traffic until he ran Car 81 up on Buck McCardell's 411. For the next 30-odd laps he rode either beside or behind McCardell in a vain effort to pass. The excitement of the record crowd ran high and there was a dejected sigh when Buck lost his left rear wheel in the 4th turn and was forced to retire, while Wally stomped his mount through the thinning field to take the winning checker.

To top it all, Campbell was driving a Sportsman model car and was not rated nearly as fast as the lead cars with from 2-4 carburetors. He qualified 2 cars for the races, No. 40 and 81, and held the fastest qualifying time of 27.4 seconds for one turn around the oval in Car 40, although the car was not mechanically able to run in the final match.

The fastest "qualifiers" were started in front of the 50-lapper and in the lead were Frankie Schneider, Lambertville, N. J., in Car 2 and Speedy Thompson, Monroe, N. C., in No. 12. These two set a terrible pace for a full 30 laps and molded the side-by-side, bumper-to-bumper pattern that McCardell and Campbell followed so well. They gave a 4-car display of the split-second timing, sportsmanship and speed so prevalent in motor racing.

Hard luck hit Thompson first with a right-rear blowout that caused him to take to the 4th turn infield and Schnieder followed suit in the next few laps as he jumped head-on off the 2nd turn with a broken front spindle. Both cars and drivers fared well and Thompson promised to be back soon to try his luck again.

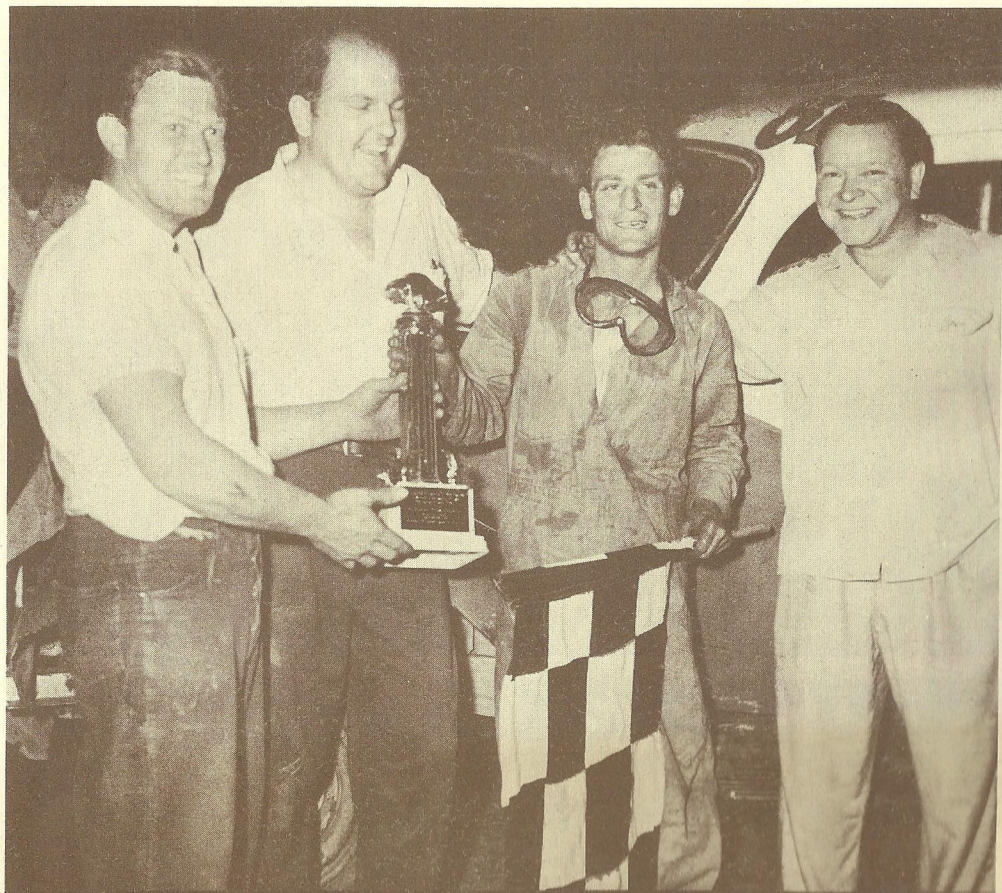
Out of the six finishing cars behind Campbell, Johnny Karp took over 2nd money in Car 1, third went to Jim Hayes in Car 3, Norwood Ellingsworth barrelled No. 86 into 4th with Paul Walker kicking No. 71 through for 5th.

There were comparatively no accidents during the event—another indication of the high-caliber of the driving—the main causes being loss of wheels, blowouts, spinouts and motor trouble. Johnny Martin lost a wheel off Car 91 in the 1st lap and pulled to the backstretch infield. Jim Delaney spun 4-D into the 4th turn infield early in the race, while Bob Jennings threw a right front wheel on No. 33 in the 4th turn, that bounced over 2 fences and landed safely next to the grandstand-pit wall. He kept his car under control and stopped next to the wall in the grandstand stretch—an untimely end to a 1st spot challenger.

1st 10-lap heat—Jim Delaney (4-D), Buck McCardell (411), J. D. Jones (68). Delaney and McCardell ran a 4-lap dead-heat with the former barely eking out his win at the checker.

2nd 10-lap heat—Frankie Schneider (2), Johnny Martin (91), Jim Hayes (3). Martin blazed his 'Wayne' past Lou Johnson's 1 in the fourth lap and gave Schneider a sizzling ride for top honors. Lou ran a 3-lap dead heat with Frankie before his motor gave out and he was forced to drop back. Bill Walker dropped his right front wheel off Car 30 and

(Continued on page 11)



EVERYBODY'S HAPPY! Pictured left to right are, Jim Delaney, Bob Osiecki, Wally Campbell and Joe Wolfe. Jim and Bob are all smiles for their opening show at Georgetown, Del., was tops. Wally and Joe sport big grins for Campbell captured the feature and a trophy and was driving Joe's car.-Duval photo.

Schneider Bests 68 Stockers to Cop Morristown Main

5-27-1953

Morristown, N. J., May 23 — The largest crowd of the season bucked the elements last night at Morristown Raceway and won as the entire stock car program plus an extra consolation race was run off before the heavens opened up in a torrent. The extra consy was necessitated by the large number of competing cars, 68. that were brought here by owners from four states to compete in the "cream of all stock car shows."

Frankie Schneider of Lambertville took up where he left off a year ago and ran home first but not without a struggle from Wally Campbell of Trenton, driving a sportsman that gave all the modified drivers something to worry about all night. Al Keller of Green Acres City, Fla., was third and the rest of the finishers in the feature read like a Who's Who.

First Heat 10-laps—Tom Elliott, Al Keller, George Brown, No Time.

Second heat 10-laps—Ronnie Kohler, Sonny Strupp, Mike Magill, Time: 4:56.44.

Third heat 10-laps—Wally Campbell, Frank Schneider, Nelson Applegate, No time.

First Consolation 10-laps—Jim Metzler, Joe Rosko, Loup Fornora. Time: 5:58.55.

Second Consolation 10-laps—Bill Tanner, Tony Battle, Ray Cook. Time 4.59.08.

Feature Race, 25-laps—Frank Schneider; Wally Campbell; A. Keller; Gordon Oldford, Nelson Applegate; Sonny Strupp; Don Stumpf, Neil Cole, Mike Magill; John Zeke.

Don Stumpf First To Win Two Mains At Jersey City

5-27-1953

Jersey City—Don Stumpf, handsome 24-year-old Ridgefield Park auto racer, became the first repeat winner of the season when he bested Wally Campbell, former modified champion from Trenton, in the feature 25-lap stock car race at Roosevelt Stadium here last night. Third place in the race that was re-started twice on account of accidents went to Bill Berry, of Oradell. It was a NASCAR event.

Don, who started his career at the local track last season, won his first main here two weeks ago and last week copped second, making him the biggest winner here to date.

Stumpf started in tenth place of the 21-car starting field and moved up gradually until he was in fifth place when the first accident involving Hank Stephen, Jim Hart and Nick Colette halted the race.

The Ridgefield racer went into the lead in the eleventh lap when he overtook Slim Brown who had led from the start. Before the second accident at the seventeenth lap Johnny Zeke, of Levittown, L.I., and Campbell, had closed into second and third place respectively. The crash saw Bill Brown, of Paterson, ram into the guard rail in the first turn and he suffered an injury to his nose.

The second re-start saw Stumpf get to the lead and after a tough two-lap battle, Zeke fell to third and Campbell moved into the runner-up position. Campbell tried but was unable to match Stumpf. Zeke eventually finished fourth.

A 50-lap race tops the Memorial Day night program here.

Summaries:

1st heat, 10-laps—Ralph Sheeler, Ed Grace, Jimmy Hart. Time: 2:43:37.

2nd heat 10-laps—Pete Blaski, Pete Jancigaj, Hank Stephen. Time: 2:47.03.

3rd heat 10-laps—Tony Battles, Johnny Hagen, Johnny Zeke. No time.

1st Semi-final — 12-laps—Sheeler, Don Stumpf, Slim Brown. Time: 3:12.59.

2nd Semi-final 12-laps—Zeke, Frank Coman, Lenny Gould. No Time.

Schneider Sizzles On Belmar's Banks

5-27-1953

Belmar, N.J.. — Frankie Schneider pulled into a tie with Bill Chevalier for honors at Wall Stadium when he copped Wednesday night's 25-lap stock car feature.

The Lambertville driver took over the lead from Al Keller, Green Acres, Florida in the 16th lap. And Schneider fought off efforts by Keller and Lenny Brown, Lambertville, to wheel into first position.

The feature win was Schneider's second of the season. Chevalier also has scored twice in 25-lap races.

Holiday '50 Carded

The tempo of stock car racing at Wall Stadium gets an early season boost with the Memorial Day 50-lap feature, May 30th.

Top flight drivers and owners plan to jump into battle for honors at the speedway, including a trophy.

The 50-lap main will be the longest event run at the speedway since its opening date, May 3. In addition to the feature, the Memorial Day race card will include three 10-lap qualifying heats, two 12-lap semi finals, and a 10-lap consolation.

Schneider missed a clean sweep when Bill McCarthy, Rumson, zoomed to the finish line in the first semi-final and held the margin. Schneider ran second. He had picked up the checkered flag in the first heat.

Brown had a chance to score a triple win. He was first in the third heat and whizzed to victory in the second semi-final.

Ollie Oldford, Westfield, won the second heat and honors in the consolation went to Wally Campbell.

First heat 10-laps—Frank Schneider, Parker Bohn, Jim Delaney. 2:57.02.

Second heat 10-laps—Gordon Oldford, Lou Johnson, Charlie Birdsall. 2:56.00.

Third heat 10-laps—Len Brown, Wally Campbell, Al Pomponio. No time.

First Semi-final 12-laps—Bill McCarthy, Frank Schneider, Parker Bohn. No time.

Second Semi-final 12-laps—Len Brown, Al Keller, Al Pomponio. No time.

Consolation 10-laps—Wally Campbell, Jim Delaney, Bill Struthers. 3:06.63.

Feature Event 25-laps—Frank Schneider, Len Brown, Al Keller, Al Pomponio, Wally Campbell. 7:15.41.

Big Wilmington House Sees Dyer Top Stockers

By WALTER T. CHERNOKAL

5-27-1953

Wilmington, Del. May 24—Before a jammed packed grandstand of cheering and screaming spectators, Charlie Dyer walked away with tonight's 25-lap main event at the highly banked $\frac{1}{3}$ -mile Wilmington Speedway. At race time there were almost as many people outside waiting to get in as were seated in the stands and at 8:20 p. m. the ticket windows were closed as no space was available for the fans still outside the speedway. It was without a doubt the largest crowd to see a stock car program at this fairly new speedway constructed in the middle of last year's racing season.

Dyer took the lead on the fourth lap and held it to the end with Wally Campbell returning from a rollover at the Mason-Dixon Speedway this afternoon to take second ahead of Parker Bohn and Johnny Martin in his growling Chevy.

Eastern Title At Stake**In Little Valley Race**

5/28/1953

On Memorial Day

Western New York's Big Car drivers may be few in numbers but at least three of them are given a strong chance of repelling the invasion of the East's outstanding drivers at Little Valley on Decoration Day. Although he is making his first start in a Big Car, Billy Rafter of Clarence, has had such an outstanding record of victories in both stock cars and midgets that he is rated as a strong contender.

Rated off his record over the past two seasons Milt Goodwin of Wellsville is actually the area favorite with two feature wins at Little Valley out of the four events scheduled. However, some concern has been expressed as to whether Milt still has the same combination of reflexes and skill since his spectacular flip at Little Valley last July fourth.

Even though Buddy Powers of Philadelphia, 1952 Eastern champion, will be on hand to defend his laurels, Vern Harriman of Buffalo has openly declared his intention of wresting Powers crown, away from him. He considers the season's opener Decoration Day as the ideal time to start. Hariman will be remembered by area racing fans for his nerveless display of driving last July fourth when he took over the lead on the first turn of the main event and for twenty laps fought off the repeated challenges of Buffalo's Joe Russo, Earl Horn of Palm Beach and Mike Magill, the exchamp from Haddenfield, N. J. to win by a car-length.

Other area drivers entered are Fritz Meyers of Machias, making his first start in a Big Car and Tommy Eternhand, returning to Big Cars after two years of driving stocks. Outstanding drivers from other sections of the country include: Powers, Steve Pannigan of Allentown, Pa., Horn, Tony Romit, Bronx, N. Y., Nick Fonora of Hartford, Conn., Magill, Al Fleming of Richmond, Va., Jimmy Carroll of Syracuse, Gus Nelson of Bradford, Wally Campbell of Trenton, N. J.

Gates will open at 11:00 A.M. with time trials at 1:00 P.M. and the first heat at 2:00 P.M. Fastest 14 cars will qualify for the 20 lap main event.

Powers Heads Owego Racing Field Today

5/31/1953

Buddy Powers of Philadelphia, the 1952 champion of the United Racing Club, will be one of the favorites in the big car races at the Shangri-La Speedway at 3 p. m. today.

Other nationally known drivers among the 35 or more entered at Owego are Mike Magill of Haddonfield, N. J., Steve Yanigan of Allentown, Pa., Tony Romit of Brooklyn, Bud Olsen of Paulsboro, N. J., Vern Harriman of Buffalo, Earl Horn of Needham, Mass., Wally Campbell of Trenton, N. J., and Mike San Felice of Norristown, Pa.

Magill held the URC championship in 1950 and 1951, placing second to Powers last season. The erstwhile coal-miner, Yanigan, was third last year with Romit finishing in fourth spot. Yanigan won more features races than any other driver in the circuit last year.

Yanigan will drive the Bardhal Mercury Special, owned by Frank (Scats) Anfuso. Romit will be behind the wheel of the rebuilt Hunter Riley, formerly owned by Tony Duebel.

Large Field Enters Morristown Races

5-xx-1953

More than 60 cars and drivers are expected to be on hand at Morristown Raceway on Friday night for the fourth racemeet of the current outdoor racing season. The stock car races will be sanctioned by NASCAR, the largest stock car racing organization in the world.

Heading the list of drivers will be Frankie Schneider of Lambertville who was the winner of the feature race here last Friday night. His arch-rival, **Wally Campbell**, Trenton's Mighty Mite will also be back seeking to prove that he can outrun the best of the modified cars in his sportsman car. Also on hand to challenge the supremacy of both will be the Green Acres City, Fla., driver, Al Keller, who won two weeks ago and who is regarded as the driver to beat this year at the local half mile dirt track.

Walt Ragan Outdrives Campbell in Feature At Georgetown Oval

6/2/1953

GERGETOWN, Del., May 29—2110 fans, held down by cloudy skys and strong winds, turned out tonight for the second NASCAR sanctioned stock car program of the season near here at the Georgetown Speedway. Every single fan was standing and cheering their favorite on at the finish of the 25-lap feature when Wild Walt Ragan, Conowingo, Md., nosed out Wally Campbell, Trenton, N. J., for the win flag and \$350.00 first place money. Ragan crossed the finish line a half a car length ahead of the 1951 National Champ, Campbell.

GEORGETOWN RACES TOPPED BY RAGAN



NASCAR Starter Tom Brown congratulates veteran chauffeur Walt Ragan on his 25-lap feature win. Walt was only a hood-length ahead of **Wally Campbell** at the flag. 6/5/1953 Staff Photo

Walt Ragan, Conowingo, Md., set the $\frac{1}{2}$ mile banks of the Georgetown Speedway on fire Friday evening as he footed Car 491 over a $12\frac{1}{2}$ mile feature course to garner the match with a 10-foot lead on **Wally Campbell**'s 81.

Ragan took Starter Tom Brown's green silk in 3rd spot of a 22-car field and dropped into a torrid worry position behind Junie Hudgins' No. 6 for 22 laps. Hudgins made a slip that gave Ragan and **Campbell** the chance to pass and swing into the final few turns stomping the floorboards. The checker came down amid the wild cheering of the 2110 fans who had witnessed another blazing NASCAR sanctioned event starring the East's finest cars and drivers.

Roaring into a tight 3rd and 4th were Junie Hudgins and Parker Bohn's No. 52, while "cigar-smoking" Buck McCardell picked up 5th money in Car 411 after making them do some all-out driving to hold on to their spots. Hudgins had the fastest qualifying time for the evening—28.2 seconds for one lap.

1st 10-lap heat—Johnny Karp (1), George Swain (00), Junie Hudgins (6). Time—5:5. Hudgins tapped Ralph Moody's 49 in the 4th turn,

after trying to pass for several laps and being cut off every time. Moody broadsided and eased over on his right side at the inside of the turn with Hudgins and Car 40 doing some fast wheeling to avoid him and still continue the race. Hudgins was trying to take 1st from Moody.

2nd 10-lap heat—Lou Johnson (43), Bill Walker (30), Russ Townsend (17). Time—5:11.

3rd 10-lap heat—Walt Ragan (491), Ralph Moody (49), Johnny Martin (191). Time—4:56. Martin hit the green flag in 14th spot and fireballed through the heavy field to battle with Moody after 5 laps. Moody tapped the rear of "6's" sister—car No. 7, driven by Mel Oldham, in the 4th angle, causing him to broadside and drop from 2nd to 4th position at the approaching checker.

4th event—10-lap consy—Lawrence Tucker (2), Dick Twilley (41).

The track condition promises to be greatly improved this week following the slight dust that prevailed last Friday. Weather conditions hampered the proper use of the $5\frac{1}{2}$ tons of calcium applied. Promoters Charles and Russell Herbert promise tip-top racing every Friday night, under the NASCAR banner.

Campbell Notches Another Victory At Wilmington

6-23-1953

WILMINGTON, Del., June 23.—Wally Campbell, former national champion from Trenton, N. J., drove to his third straight main event victory Sunday night at Wilmington Speedway, gunning his modified stock car across the finish line to head a select field in a 25-lap feature that produced a spectacular crash involving NASCAR Champion Frankie Schneider.

Schneider caromed into an auto driven by Al Pomponio of Lakewood, N. J., midway through the finale, crashed into the guard rail and, although his car was demolished, the veteran from Lambertville, N. J., escaped unhurt. Pomponio continued in the race, finishing sixth.

Campbell, who also triumphed in a preliminary heat, edged Wilmington's Lou Johnson for the night's top award with Eddie Adams third in the star-studded field.

Johnson preceded his runner-up performance in the main event with a second-place finish in the night's second heat and a victory in his semi-final sprint.

The results:

1st heat — Campbell, Roberts, Bohn. Time: 3:02.18.

2nd heat — Adams, Johnson, Pomponio. Time: 3:01.16.

3rd heat — Schneider, Carter, Chester. Time: 3:01.88.

1st semi-final — Johnson, Campbell, Roberts. Time: 3:19.73.

2nd semi-final — Pomponio, Adams, Carter. No official time.

Final — Campbell, Johnson, Adams. No official time.

Somehow!

6/24/1953

Speed Driver Campbell Manages

FAYETTEVILLE, N. C.—Whether it is by smashing his Indianapolis-type car against a concrete rail even though no race is going on, or speeding ahead of other soaring racecars to win the event **Wally Campbell** manages to keep his name in the limelight!

On June 7th, after the big Racecar Race in the Speedway Division sanctioned by NASCAR had been called at the Champion Raceway because of rain, many of the drivers ran their expensive cars around the third of a mile asphalt oval. **Campbell**, among them, not only ran his car, but ran it into the concrete retaining wall on the south turn after skidding. To crack up while not in a race is, to say

the least, discouraging to any driver.

Campbell again got into the limelight last week, but in another fashion. Entering in the Speedway Division with his repaired racecar, and the Sportsmen's Division with his other car at the June 12th events at Greensboro, **Campbell** walked off with honors for the feature race in the Speedway Division and first place in one of the Sportsmen's races.

All three, **Campbell** and his two cars, are expected at the Champion Raceway on June 28th, the raindate of the June 7th rain-out, along with approximately 17 other Speedway cars and 20 Sportsmen's cars.

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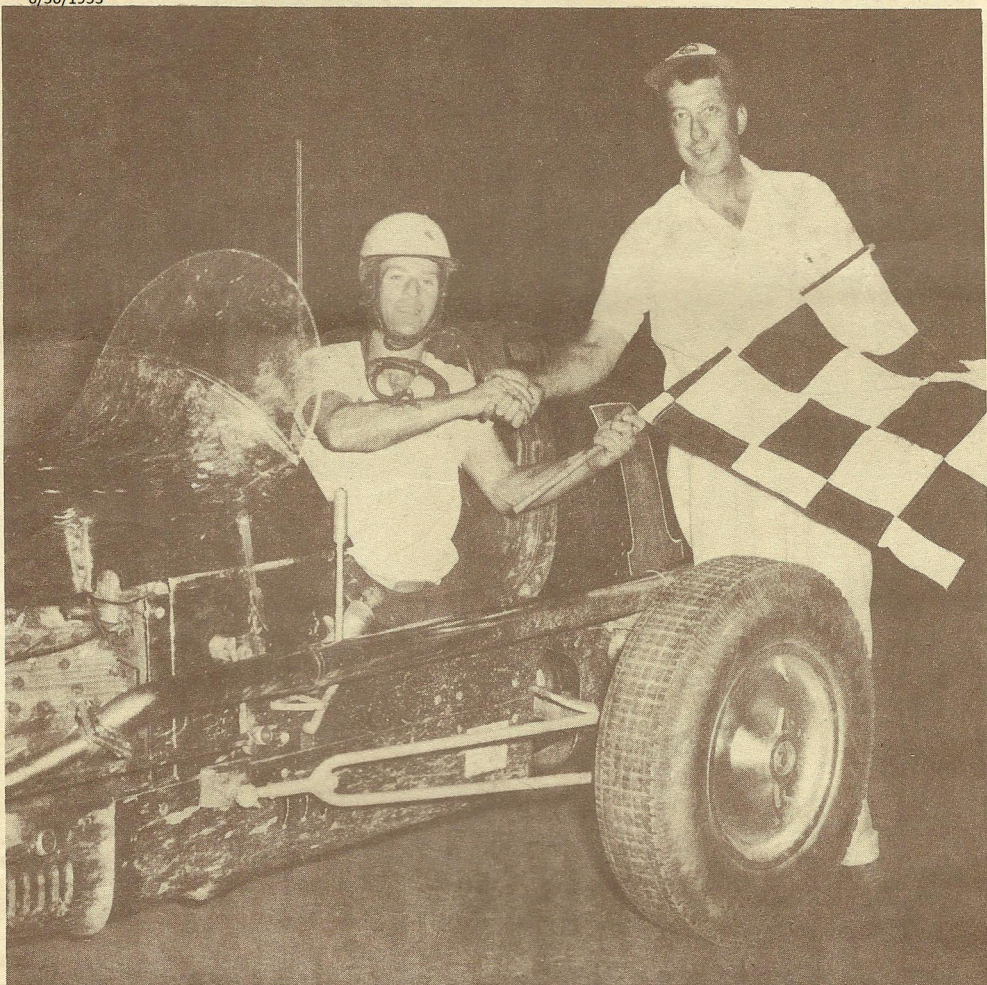
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6/30/1953



Wally Campbell, of Trenton, N. J., gets a handshake from Alvin Hawkins after winning the NASCAR Speedway Division race at the Greensboro, N. C., fairgrounds.—Paul Dalton photo.

Schneider Sets Pace To Snare Wilmington Race

6/30/1953

WILMINGTON, Del., June 30th — NASCAR Stock Car Champion Frankie Schneider of Lambertville, N. J., Sunday night came zooming from off the pace Sunday night to score his fifth main event victory of the Wilmington Speedway season before a crowd of 3,240 which turned out despite threatening weather.

Schneider took control of the 25-lap feature from the 23rd lap on and won going away from an all-star field of 20 finalists.

Lou Johnson, veteran Wilmington racer, earned second money behind Schneider with 1951 NASCAR champion Wally Campbell, third.

The preliminary event purses were divided among Buck McCardell of Conowingo, Md.; Bill Tanner of Newtown, Pa.; Johnny Roberts of Baltimore, Schneider, Campbell and Johnson. Roberts

won the consolation sprint, Tanner, Johnson and McCardell posted heat victories while Schneider and Campbell scored in the 12-lap semi-finals.

The results:

1st heat — McCardell, Elliott, Langshaw. Time: 3:01.62.

2nd heat — Tanner, Schelder, Pobletts. Time: 3:01.93.

3rd heat — Johnson, Bohn, Campbell. Time: 3:22.

1st semi-final — Schneider, McCardell, Dodd. Time: 3:34.36.

2nd semi-final — Campbell, Johnson, Birdsall. Time: 3:34.72.

Consolation — Roberts, Bohn, Malach. No official time.

Final — Schneider, Johnson, Campbell. No official time.

Shangri-La Sets Holiday Card

7/2/1953

A one-lap match race between Farmer Brown and either Wally Campbell or Steve Yannigan will be among the features of Saturday's big-car racing at Shangri-La Speedway, Owgeo.

It will be the first area showings for Brown or Campbell, who ranked fourth in NASCAR point standings last year.

Also on hand, trying for the 25-lap feature, will be Steve McGrath, thirteenth in the recent 200-mile Lanhorne race, as well as Buddy Powers, No. 1 driver in the URC. The program starts at 2:30.

Driving on Highways Tougher Than Racing, Auto Pilot Says

Hatfield, Pa., July 2 (AP)—Take it from Chic Dinatale, of Trenton, N. J., the highway is no place to drive a car—the stock car jockey says he prefers the comparative safety of a race track anytime.

Dinatale, scheduled to compete in the modified stock car races at Hatfield Speedway Sunday night, July 5, contends that one-way traffic makes race track driving a cinch compared with the broken-field tactics used on the highways.

"Why, I wouldn't think of becoming involved in one of those highway traffic jams on a summer Sunday afternoon," he says. "I much prefer the race track where you don't have to put up with

misdirected signals and people trying to hop the right of way."

In more than a decade of race track competition, Dinatale has never been involved in a serious accident.

"Call it luck or what you will," he says, "but I've found out if you give your fellow race drivers a break, they'll reciprocate in kind."

Dinatale heads the Eastern Stock Car Racing Association which stages stock car programs at Hatfield, Pa., Pitman, N. J., and other eastern tracks.

7/2/1953

McCardell Snares Georgetown "50"



Bennett Photo

Before a record attendance of racing fans, Battling Buck McCardell, the Conowingo (Md.) Comet, blazed a fiery trail over the $\frac{1}{2}$ mile dirt banks of the Georgetown Speedway, Thursday evening, to tie-on the NASCAR-sanctioned 50-lap feature event with a good $\frac{1}{2}$ -track lead on veteran-contender Ralph Moody.

Buck whipped Car 411 past Starter Tom Brown's green flag on the outside of Moody's 49 in pole spot, quickly fell in behind him and spent 12 laps dodging back and forth in an effort to take the lead. Wally Campbell kept 81's bumper close to McCardell's door for the first "dozen" but when Buck finally succeeded in nosing out Moody in the second angle, he dropped back for the long ride. For the remainder of the match McCardell was never again challenged as he developed a brilliant lead over the entire 15-car field, never once easing up on his pedal and once again turning in a great display of wheelmanship as he fireballed through the heavy traffic patterns.

7/3/1953

Moody took over 2nd money, also having scored the fastest time of 27.75 in qualifying; while 3rd, 4th and 5th went to Campbell. Eddie Adams in Car 28, and Paul Walker in 71.

J. R. Jones blew a front tire on Car 86 and sailed off the 3rd turn on his wheels in the 14th lap, leaving the 2nd car-casualty to Ken Marriott who let loose a blaze of sparks from the engine of No. 25 as he roared out of the 4th turn, stopped against the pit wall and clambored out as the "plant" caught fire. A little sand quelled the blaze as the torrid pace continued and 25 sat-out the other 28 turns.

1st 10-lap heat—Ralph Moody (49), Eddie Adams (28), Paul Walker (71).

2nd 10-lap heat—Lou Johnson (43), Buck McCardell (411), Wally Campbell (81). Time—1:43. McCardell followed Johnson to the front of the pack in the 1st few laps and battled to pass until the last lap when he barrelled out of the 4th turn and up as far as Johnson's door, on the inside. At this point, as the checker was coming down, it appeared that the cars sideswiped with Buck braking his mount and twisting his wheel to get away.

3rd event—match race—Ralph Moody (49), Lou Johnson (43), Eddie Adams (28), Buck McCardell (411). Time—2:21 $\frac{1}{2}$. Buck lost a fast second spot as he went too high in the 3rd turn and narrowly missed sliding off the bank.

STEVE YANNIGAN AUTO RACE WINNER SATURDAY NIGHT

7/6/1953

Steve Yannigan of Allentown, Pa., the "mad coal miner," won Saturday night's Independence Day Handicap feature race of the big car race program held at the Cortland County Fair Grounds by nosing out Wally Campbell of Trenton N. J., who kept right on Steve's tail all through the race.

Yannigan grabbed the lead at the start and held on to it to the end with Campbell always threatening to take over if the coal miner faltered. In third spot was Tony Romit of The Bronx, while Frank Cancannon of Philadelphia finished fourth. Mike San Felice of Syracuse fifth, Vern Harriman of Buffalo sixth, Carl Becker of Palmyra, Pa., seventh and Bud Fanale of Syracuse eighth.

No accidents barred the race program held by Bill Lydle of East Aurora, but cars were held up an hour until the insurance angle could be approved, the delay coming when Lydle took over the program from the ailing Al Richardson. Then one set of lights near the west turn had to be repaired before the first race could start. It was after 9:30 when the program started.

Some 30 cars were on hand for the show, most of them coming from Shanri-La Speedway near Owego where Charlie Miller of Allentown, Pa., won the feature event.

The heat winners here Saturday night included the following: First heat—Mike Magill, 1st; Miller, 2nd; Becker, 3rd, and Hilton Hunter, 4th. Second heat—Romit, 1st; Buddy Olsen, 2nd; San Felice, 3rd, and Yannigan, 4th. Third heat—Campbell, 1st; Fanale, 2nd; Cancannon, 3rd; and Jim Carroll of Syracuse, 4th. Consolation—Harriman, 1st; Larry Smith, 2nd; Cliff Barker, 3rd, and Jim Newkirk, 4th.

Two of the feature race favorites failed to make any showing. In fact one, Miller, failed to even start because of motor trouble, while Magill spun out going around the first turn in about the fourth lap. Fourteen cars started in the final event.

Bill Tanner Wins

Bill Tanner of Trenton, N. J. returned to the Washington area after an absence of several seasons and won the 25-lap feature race before 3575 fans at the West Lanham Speedway last night.

John Cramblett of Baltimore who was second in the 50-lap race, won the 25-lap event for sportsman cars. Eddie Adams of Rising Sun, Md., was second.

7/10/1953

Second Georgetown Main To McCardell

7/10/1953

Eking out his second feature win over the toughest of competition, Buck McCardell, the Conowingo (Md.) Comet, streaked ahead of an 18-car starting field and claimed the checker for the 25-lap NASCAR sanctioned feature event on the wind-whipped banks of the Georgetown Speedway, Thursday evening.

Joe Weatherly, Norfolk, Va., driving his Rhodes Special No. 9 and one of the NASCAR circuit's hottest wheelspinners, jumped into a close 7 lap lead over McCardell after the drop of the green but was no match for the harrelling, deftly-maneuvered Car 411, who swept past him in the 3rd turn and was never again seriously challenged.

If the starting field had only contained Weatherly as a major threat, the going would not have been too rough, but there was Ralph Moody, driving Car 49, 2nd place winner in the Daytona Beach 100 mile modified classic, in No. 3 spot; Wally Campbell, the Trenton Terror, in No. 81 and in 5th, while Bill Champion, of Norfolk, in Car 14; Leadfoot Lou Johnson, of Wilmington, in No. 4-D; and Ken Marriott, Baltimore, in 89, were all waging individual battles over the 12½ mile course.

The fireballing finishers behind McCardell and Weatherly as Starter Tom Brown rang down the checker, were Moody in 3rd, Champion in 4th and Eddie Adams wheeling Car 39 into 5th money.

Buck's times were 28.41 seconds as top qualifier and 11 minutes and 46 45/100 seconds for the main grind.

Campbell and Marriott dropped out with motor troubles in the 3rd and 4th laps, cutting two out of the torrid competitive pace.

1st 10-lap heat—Buck McCardell (411), Wally Campbell (81), J. R. Jones (86). Time—4:49 21/100. The entire match was run at a blistering pace with McCardell roaring into 1st by token of a bashing and scraping of fenders as 5 of the 7 starters tried to negotiate the 4th at the same time in the 8th lap.

2nd 10-lap heat—Joe Weatherly (9), Johnny Roberts (7), Wally Campbell (1). Time—4:52 3/100.

3rd 10-lap heat—Ralph Moody (49), Bill Champion (14), Eddie Adams (39). Time—4:51 30/100. Bill Scott spun Car 2 between the 3rd and 4th turns and laid over on his left side at the edge of the infield. The car suffered minor damage.

4th event—10-lap Consy—Lou Johnson (4-D), Norwood Ellingsworth (8), Paul Walker (71). Time—4:59 31/100.

A variety of clowning-thrill-show continued through every lull in the evening's program and highlighted all sorts of tomfoolery with a '37 Chevrolet donated by Steele's Auto Salvage, hanging out the windows and a clown-cop chase. The boys even made a mistake and turned over the wrong car—they tried in vain to roll the Chevrolet, even set it afire as a last resort, and then jumped in a Model A Ford for a spin around the track and executed a beautiful roll-over as they sailed out of the 4th turn. 'Twas a clean looking car before the brakes locked and it flipped.

7/10/1953

Tanner Wins at Lanham After Long Absence

Bill Tanner of Trenton, N. J., practically a stranger to the auto racing at West Lanham Speedway, won last night's feature race.

Tanner came down for his first appearance in several years at Lanham, and driving the car owned by Wally Marks and formerly driven by Wally Campbell, ran off with the modified stocks feature race in 7:14.56. John Cramblitt and Pee Wee Pobblets were second and third, respectively.

Cramblitt won the 15-lap sportsman car race over Eddie Adams and Pobblets.

Manassas Has Races Tonight

MANASSAS, Va., July 10.—
Richmond's Manny Zervakis,
winner of last year's 50-lap
Mason Dixon stock car race,
will again be one of the south's
top entrants in the second run-
ning of the classic at Old Do-
minion Speedway tomorrow
night.

7/11/1953

Bill Tanner Wins

Bill Tanner of Trenton, N. J.
returned to the Washington
area after an absence of several
seasons and won the 25-lap fea-
ture race before 3575 fans at
the West Lanham Speedway
last night.

John Cramblett of Baltimore
who was second in the 50-lap
race, won the 25-lap event for
sportsman cars. Eddie Adams
of Rising Sun, Md., was second.

Double Bill At Hatfield

7/12/1953

HATFIELD, Pa.—Drivers of the United Racing Club and the Eastern Stock Car Association will present the East's first mixed program of regulation race car and modified stock car racing at Hatfield Speedway tonight.

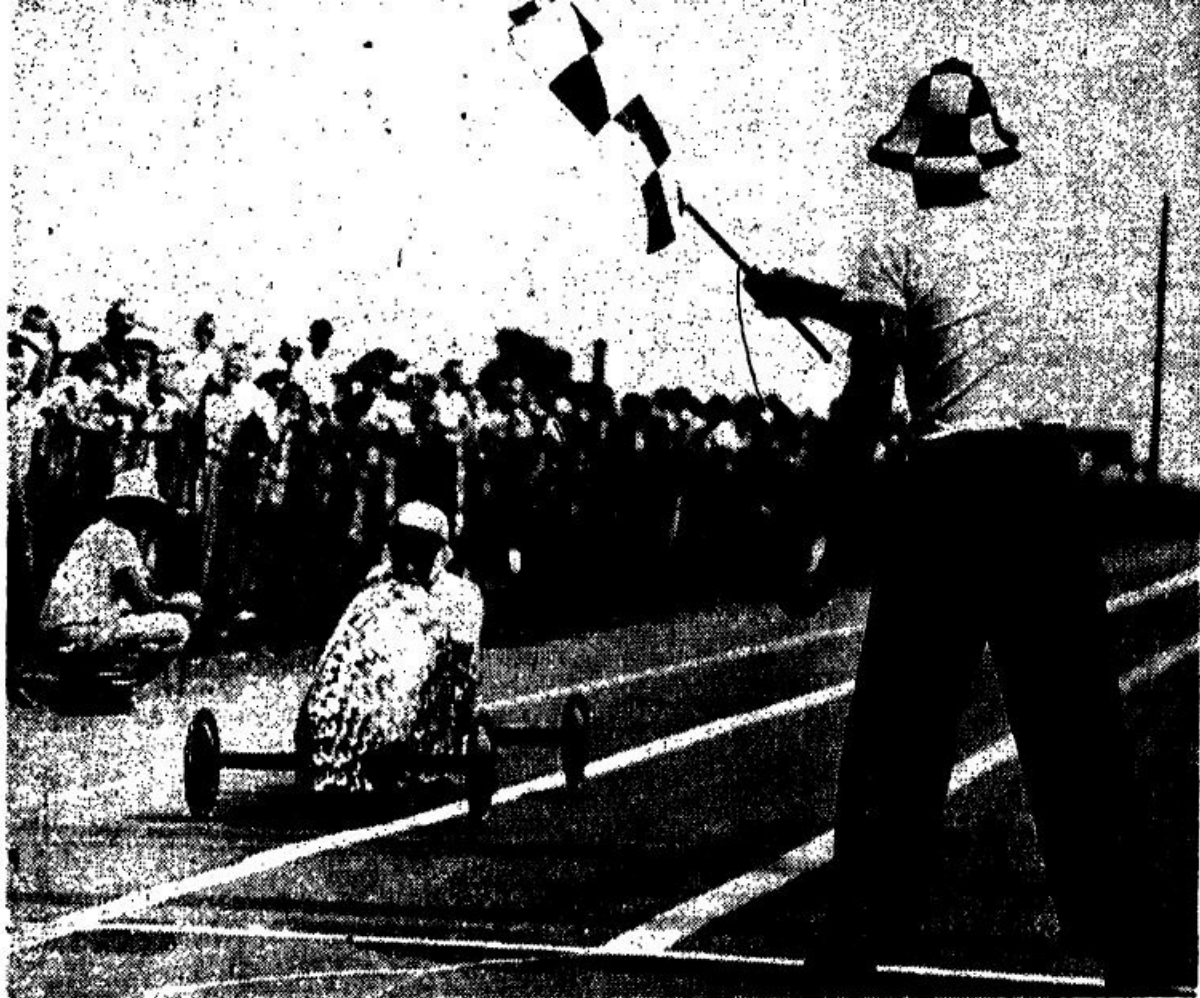
The unique speed presentation, the brainchild of Speedway manager Jole Chitwood, will consist of two heat races and a 25-lap feature for race cars and two heat races and a 25-lap feature for stock cars. Racing will get under way at 8:30 p. m.

In order to provide diversification, Chitwood has ordered racing officials to alternate one type of competition with the other. The program will open with a race car heat race and will be followed by a stock car heat race.

Among the race car pilots who'll participate are Buddy Powers, URC champion last year; Mike Magill, URC pacemaker in 1951; Steve Yanigan, Tony Romit, Mike SanFelice, Bud Olsen, Charlie Miller, Larry Smith, Frank Concammon, Earl Horne, Mike Fiore, Steve McGrath, Vern Harriman, Jim Carroll, Hal Rettberg, Johnny Hill, Paul Erwin, Wally Campbell, and Cliff Barker.

The stocks will be chauffeured by Steve Elias, Al Tasnady, Bill Smith, Chick DiNatale, Reds Leshner, Harold Brokhoff, Bill Dean, Pewee Bobletts, Sonny Strupp, Rocky DiNatale, and others.

More than 20 drivers are expected to compete in each classification.



7/13/1953

Here's Kenneth Ridge being given the checkered flag as he won the championship final of Saturday's Soap Box Derby on the Spruce Street Hill. In this race Ridge, winner of Class A for boys 13 to 15, defeated Albert Tomaseck, winner of Class B for boys 11 and 12. The man with the flag is Wally Campbell.

Langhorne Triple Win Miller Goal

7/19/1953

LANGHORNE, Pa. — Co-Promoters Irv Fried and Al Gerber have received three entries from Charley Miller for three of the four championship events at Langhorne Speedway's third annual auto Racing Fair on August 2.

Miller's main interest in racing is with midget autos and in this division he has won as many laurels as any driver in the area. So, quite naturally, he will be a definite threat in this championship event. In big car racing Charley has been a consistent winner and therefore should rate with the leaders in this field. The stocks are not new to Miller, either and, as he put it: "It all depends on the car and how it handles around the Langhorne track. The wide circular mile allows a car to travel at full speed throughout the event and if I grab one that handles, then I'm home."

The stock car race, a 50-mile Regional Championship, is sanctioned by NASCAR. The winner will automatically qualify for the National Championship scheduled for November. Ronnie Kehler, Dave Terrell, Bobby Courtwright, Bill Errico, Bill Tanner and Fred Nolte are a few of the drivers who will be opposing Miller in the stock event.

Mike San Felice has submitted an entry for the midget and big car championship so once again he and Allentown's Miller will be clashing on the dirt raceways. So far in this year's competition Miller has the edge on San Felice. The Fair will mark the first and only appearance of the midgets and big cars around the mile at Langhorne this year. Winners of these races, listed for the mile, will be recognized as the National Champions.

The fourth event on the program will feature the American made and the European stocks in a Trophy event.

Racing Fair Lures Many Speed Aces

7/24/1953

LANGHORNE, Pa. — Frank Concannon and Gordon Harvey, a pair of clever manipulators of stock cars, are among the latest to enter the third annual Auto Racing Fair at Langhorne Speedway Sunday afternoon, August 2.

Harvey is a veteran campaigner in the "souped-up" stock jobs. His ability to negotiate the mounts is well known to the fans who frequent the raceways in this territory. In the NASCAR sanctioned 50-mile Regional Championship, Harvey will be opposing expert pilots including Bobby Courtwright, Jim Delaney, Ronnie Kohler, Bill Tanner and Dave Terrell.

Concannon is an established name in big car racing and has been since the early '30's. Frank's brother, Johnny, was among the top contenders in big car racing during the time of drivers like Wild Bill Cummings, Joe Russo, Doc Mackenzie, Billy Winn, Johnny Hannon and Billy Arnold. Frank Concannon would like to attain the standings these men once enjoyed in the popular sport of auto racing. It is his intention of piloting his fast traveling sprint car to victory in the URC championship event August 2.

The 50-mile midget championship has attracted a field which includes so far Nick Fonora, former national champion; Charley Miller, Mike San Felice and Art Gottler.

The European sport cars will feature the fourth championship event on the program. This event will feature open competition.

Courtwright Ready

Courtwright, the pride and joy of Hasbrouck Heights, N. J. and a great favorite with stock car racing fans in these parts, will be making a bid for the 50-mile Regional Championship.

Courtwright has long been a favorite of the racing votary. He has always been a spectacular performer as well as a front runner. However, he has never registered a triumph at Langhorne and this he would like to do on August 2.

Jerry Russo, popular big car pilot and one of the mainstays of the United Racing Club, will be on hand for the championship event which will feature the sprint cars. Russo, a resident of Webster, Mass., began tooling the big jobs around the half mile tracks back in 1946 and since that time has garnered his share of triumphs.

Co-promoters Irvin Fried and Al Gerber anticipate a field of more than 150 drivers to be on hand for the four event card of competition—racing's most unique presentation.

'Iron Mike' Magill to Race In All 4 Langhorne Events

7/26/1953

"Iron Mike" Magill, one of the most versatile auto pilots in the nation, will attempt what no other driver has ever considered when the 3d Annual Auto Racing Fair is held at Langhorne Speedway next Sunday afternoon.

The Haddonfield, N. J., ace will ride in all four feature events, the first time a driver has competed in four different events over the same course and within the limited period of a single afternoon.

This type of competition is no novelty to Magill for that is how he came by his nickname "Iron Mike." Originally, a champion in the sprint car division, Mike branched out into midget auto rac-



MIKE MAGILL

ing. He finished second in last season's 50-miler during the Fair program and it was only his second run in a midget.

He is among the front runners in the stocks and he has had experience in the foreign-vs-American stocks competition. Magill has the stamina, experience and mounts to rate as a threat in all four trophy events.

The 50-mile regional championship stock car event, sanctioned by NASCAR, has attracted a strong field. In addition to Magill, the entries include Bobby Courtwright, Lou Johnson, **Dave Terrell**, "Rotund Ronnie" Kohler, Bill Errico and Charley Miller.

FORMER CHAMPION

The sprint cars also will be competing in a URC championship event and in this division, Magill is a former champion and a contender for 1953 laurels. Charley Miller, Mike San Felice, Jerry Russo and Bud Olsen are among the threats in this race.

The 50-mile midget auto championship is attracting a great field. Bill Henry, Art Gottier, Joe Belsito, Miller, Magill and other veteran manipulators are listed to compete.

The American-vs-foreign stocks will be a trophy race and the entry list is filling with experienced drivers.

150 Enter Langhorne Racing Fair

In Speed Event Today



Red Tomlinson

LANGHORNE — This historic and world famous raceway will be the scene of auto racing's most unique event, the third annual Auto Racing Fair, this afternoon, beginning at 2 p. m. Close to 150 of the nation's knights of the roaring roads will compete in the program which will decide titles in four different divisions of the popular sport as well as a Fair champion.

The foreign sport cars will be the first to compete and their driving will be in a clock-wise direction, the exact opposite to the conventional way of traversing a speedway. The Long Island Sport Car Association will be well represented in this 15-mile event which will feature at least seven types of foreign jobs; (MG, Singer, Jaguar and Persche head the list). Among the sport car pilots who will answer the green flag are Fred Cole, Freeport, L. I.; Ray Irvin, of Rockaway, L. I., Bill Vaughn, New York; Alex Tarpinian, Brooklyn, and Sam Becker of Bay-side, L. I.

Midgets In 50-Miler

The midget autos will feature a 50-mile national championship and in this field will be 33 of the leading aces of the country. Former National Champion, Nick Fonnora, of Danbury, Conn.; Charley Miller, veteran small auto pilot from Allentown; "Iron Mike" Magill of Haddonfield, Steve McGrath, New Canaan, Conn., Tony Romit, Bronx, Al Keller, of Green Acres, Fla.; Jess Chandler, of Cincinnati, Lou Johnson of Trenton, Red Tomlinson, Eddington, Pa.; and Don Collins, Wakefield, Mass., are a few of the small auto pilots who will be seeking laurels as well as the title.

Magill, former big car champion and current leader in URC competition this season, finished second in the midget event last year. Magill looms as a threat in both the midget and the sprint car event. Steve Yanigan of Buffalo, second man in the URC standings, also ranks with the favorites in the sprint event. Among the top entries in the race are; Tony Romit, of the Bronx; Bud Olsen of Paulsboro, Tony Russo, Mike San Felice, of Norristown; Earl Horn, of Reading; Charley Miller of Allentown and Frank Concannon, of Philadelphia. The sprints will race in two ten-mile heats and then in the 15-lap feature. The winner of the 15-mile feature event will be recognized as a national champion by the United Racing Club.

Stock Car Finale

This afternoon's four event Fair card will be terminated with the running of the 50-mile regional stock car championship, sanctioned by NASCAR. Numerous champions will go to the post in this race, including; Ken Marriot, a Baltimore ace who won the event in '52; Jim Delaney, of Lyndhurst, winner of the 100-miler last October; Frankie Schneider of Lambertville, a NASCAR divisional champion last season; Ronnie Kohler, rotund Paterson pilot who annexed the 'Horne season title in '52 and Huly Bunn, of Bridgeport, Conn., winner of the 1951 100-miler around the 'Horne. Other entries include; Wild Bill Allen, of Phoenix, Ariz., Magill, Rudy Staples, of Colonial Heights, Va., Pee Wee Poblets, of Randalman, Md., Johnny Karp of Trenton and Bill Tanner of Newtown, Pa.

Co-promoters Irv Fried and Al Gerber are awarding five trophies. Each feature winner will receive a trophy and the driver annexing the greatest number of points during the course of the afternoon will be awarded the Fair Championship trophy.

Applegate Sets Mark

8/3/1953

MORRISTOWN — AP — Stock car drivers at Morristown Raceway today had a new time record to beat.

Nelson Applegate of Denville Friday night covered the 25-lap, 12½-mile course in 11 minutes and 22.15 seconds, breaking the old record of 11:27 set a week ago by Al Keller of Green Acres City, Fla.

In Friday's race, Tom Elliott of Bloomfield was second and Bill McCarthy of Red Bank third.

Hinnershitz at Harrington

8/4/1953

By WALTER T. CHERNOKAL

HARRINGTON, Del., August 1st — The Kent and Sussex County Fairgrounds in Harrington, Del., once again resounded to the roar of the mighty Offenhauser this afternoon as four time AAA Eastern Champion Tommy Hinnershitz, Reading, Pa., scored a brilliant victory in the 20-lap feature event after very narrowly escaping complete elimination from the main competitive event of the day.

Tommy started the afternoon off in fine style by touring one lap of the ½ mile dirt oval in 25.09 seconds. This performance was good enough to give the "flying farmer" the fastest time of the day by 7/100ths of a second over second fastest qualifier Jimmy Bryan who got around in 21.16 seconds.

The final qualifying heats resulted in Russ Klar coming through to outdistance Joe Sostillo and Johnny Parsons in a close event.

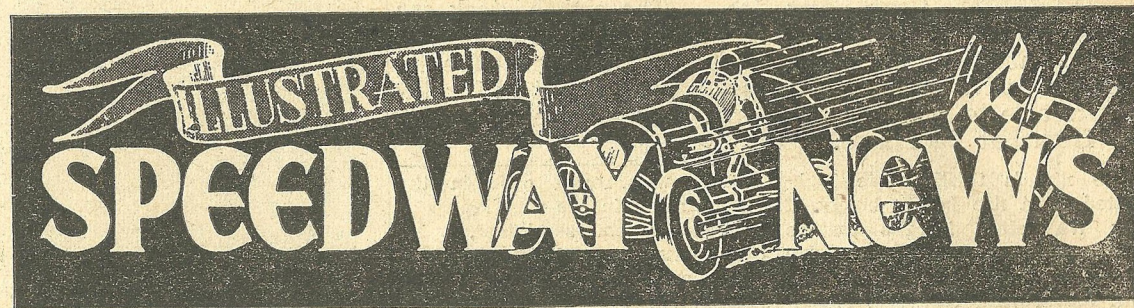
Promoter Sam Nunis then called upon top qualifiers of the day, Hinnershitz, Bryan, Parsons, Thompson, Warke, Stine and Sostillo to step forward out onto the track in front of the main grandstand. Then on the basis of audience applause, Hinnershitz, Parsons and Bryan were chosen for a three way popularity match race. On a coin toss Hinnershitz

won pole position, Parsons the inside spot and Bryan outside in a three abreast start. Parsons drove into the lead on the first lap and held it for the entire distance with Hinnershitz finishing second and Bryan third.

At the conclusion of this special event the consolation got underway and so did the spills and thrills. Up to this event, the race had been run off smoothly with only Wally Campbell, in his AAA debut, experiencing spinning difficulties in his time trials and in the first heat.

Only one car qualified for the day. However, when Weidner did not come out for the feature, Tommy was automatically eligible.

Ten powerful Offys went into the first turn simultaneously on the first lap of the 20 lap sweeps-takes event and that was all the further the race progressed as



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first Buster Warke went sideways and then Johnny Kay went sideways and flipped over into the cyclone fence surrounding the track. The mishap actually much worse than what it was for Johnny quickly crawled out of the overturned car and assisted in righting the car although it was eliminated from any further competition.

On the restart Hinnershitz took command of the situation followed by Bryan and Thompson. On

the second lap Sostillo moved into third behind Hinnershitz and Bryan as Thompson's started to falter. By the fourth lap Thompson was in the pits as Hinnershitz continued his steady pace. On the 9th lap Parsons took over third from Sostillo and on the 18th lap when Bryan went into the hedges between the third and fourth turns in an attempt to pass Hinnershitz on the outside, Parsons went into second place. Parsons closed the gap somewhat

between Tommy and himself but was unable to catch the eastern AAA champ and had to settle for second finishing position.

Results:
1st heat — 8 laps — Thompson, Weidner, Kay. Time: 3:14.03. New track record.

2nd heat — 8 laps — Bryan, Peters, Warke. Time: 3:48.38.

3rd heat — 8 laps — Klar, Sostillo, Parsons. Time: 3:47.48.

Match race — 3 laps — Parsons, Hinnershitz, Bryan. Time: 1:26.61.

Consolation — 8 laps — Herman, Hinnershitz, Case. Time: 3:49.15.

Feature — 20 laps — Hinnershitz, Parsons, Peters, Klar, Herman. Time: 9:30.06.

32-Lap Big Car Race At Hamburg Aug. 22

Many of the top drivers in the East, including Mike Magill, of Haddonfield, N. J., and Steve Yannigan, of Allentown, Pa., will go postward in the 32-lap big car championship test Saturday, Aug. 22, at the Erie County Fair Grounds in Hamburg.

Other drivers who also have filed entries are Tony Romit, New York City; Bud Olson, Paulsboro, N. J.; Vern Harriman, Buffalo; Lloyd Shaw, Toronto, and Wally Campbell, Trenton, N. J. Time trials will start at 1 p.m. The first heat is scheduled for 2 p.m.

8/7/1953

Hennershitz Gets Top Bill At Harrington

8/7/1953

Tommy Hennershitz, of Reading, Pa., out-manuevered and out-shone a 10-car field of some of the East's top A.A.A. sprint car pilots at the 1½ mile Harrington Raceway, Saturday afternoon, and copped top money in the 20-lap feature grind by 6 car lengths.

It took Hennershitz 9 minutes and 30 6/100 seconds to run the 10 miles after the drop of A.A.A. Starter Austin Shay's green silk. He occasionally eased up on his flattened pedal when he barrelling No. 1 hit a little loose footing on the turns but he gave veteran open-cockpit chauffeur Johnny Parsons every reason to rocket his No. 29 at breathtaking speeds over the course in an effort to catch up. Third money was snared by hard-driving Jiggs Peters in Car No. 4.

A two-time roll-over in the 1st turn marred the first start of the feature event when Buster Warke's No. 12 hit the inside hub-rail and spun sideways into Johnny Kay's 18 causing him to crash the outside fence and roll the two times. Although the car ended up on its top, Kay was removed OK with slight bruises and scratches.

Jimmie Bryan, who was running a comfortable 2nd and hot on Hennershitz's trail, pulled out into the loose footing in the 3rd turn, ran up beside the leader and went into a bad spin, piling head-on into the fence and hedge. He climbed out OK as Hennershitz completed the other 3 turns to win.

1st 8-lap heat—Johnny Thomson (3), Mel Weidner (7), Johnny Kay (18). Time—3:14 3/100. Wally Campbell, former NASCAR champion, spun his 84 in the 2nd turn and sat out the match against the fence.

According to Announcer Chris Economaki of National Speedsport News, Thomson now holds the Harrington track record for this heat.

2nd 8-lap heat—Jimmy Bryan (45), Jiggs Peters (4), Buster Warke (12). Time—3:48 38/100. Bryan drew a rousing cheer from the record crowd as he blasted out of the 4th turn into the grandstand stretch and nosed out Peters at the checker to take the event by a wheel-length.

3rd 8-lap heat—Russ Klar (8), Joe Sostilio (2), Johnny Parsons (29). Time—3:47 48/100.

4th event—8-lap Consy.—Al Herman (19), Tommy Hennershitz (1), Bill Case (9), Wally Campbell (84). Time—3:49 15/100. As a starter for the feature pile-up, Wally Campbell spun 84 out of the 2nd turn, Ottis Stine whipped Car X (from Queens-town, Md.) to the left to miss him and was struck in the side and rolled up-side-down by Bill Gouse's 14. The other drivers quickly crawled under the car and helped Stine get

free—and he, too, was exceptionally lucky to suffer only minor bruises and scratches.

3-lap Match Race—Johnny Parsons (29), Tommy Hennershitz (1), Jimmie Bryan (45). Time—1:26 60/100. The three entries were selected by applause out of a line-up of 6 top drivers.

32-Lap Big Car Race At Hamburg Aug. 22

Many of the top drivers in the East, including Mike Magill, of Had-donfield, N. J., and Steve Yannigan, of Allentown, Pa., will go postward in the 32-lap big car championship test Saturday, Aug. 22, at the Erie County Fair Grounds in Hamburg.

Other drivers who also have filed entries are Tony Romit, New York City; Bud Olson, Paulsboro, N. J.; Vern Harriman, Buffalo; Lloyd Shaw, Toronto, and Wally Campbell, Trenton, N. J. Time trials will start at 1 p.m. The first heat is scheduled for 2 p.m.

Vet Speedway Driver To Race In State

8/8/1953

WILLIAMS GROVE—Another star of the Indianapolis Classic and a top-flight stock car pilot filed their entries with Roy Richwine today for tomorrow's second annual Checkered Flag Fan Club Trophy Race, third AAA big car auto race of the 1953 season to be staged on the Williams Grove Speedway. They are:

Mike Nazaruk, of East Meadows, L. I., who will make one of his rare starts in the East in the Lee Elkins Offenhauser, and Wally Campbell, of Trenton, N. J., who will chauffeur his own Mercury-powered car.

Racing Fair At Langhorne

Today Draws Field Of 150

8/19/53

LANGHORNE—More than 150 drivers featuring 150 miles of top notch raceway competition will highlight today's third annual Auto Racing Fair listed for the Langhorne Speedway. Trophies will be awarded in four different branches of the racing sport and a fifth trophy will be presented to the driver who wins the all round Fair Championship.

At least two drivers will vie for honors in all four races, namely, "Iron Mike" Magill and Charley Miller. Magill a former big car champion, placed in two of the three events last year. His best performance was a strong second to Jiggs Peters in the mid-get race. Miller, a veteran behind the wheel of any type of racing vehicle, expects his only trouble in the sport car event.

The European sport cars with right hand drives will be the first to take to the Bucks County oval. At least 16 open cars will take off in the unconventional clockwise direction, this has caused a great deal of comment with the racing votary in this area and it will be the first time they have ever raced on a mile oval. In this group will be Alex Tarpinian, of Brooklyn; Sam Becker, of Bay-side, L. I.; Bill Vaughn, of New York and Fred Cole, of Freeport, L. I.

Magill will endeavor to retain his lead in the sprint car event, sanctioned by the URC. Currently he has a few points lead over Steve Yanigan, of Buffalo. Others in the sprint event are: Miller, Tony Romit, Mike San Felice, Earl Horn, Tony Russo, Frank Concannon and Bud Olsen.

50-Miler For Midgets

The midgets will ride the 'Horne in a 50-mile national championship. In this race the fans will see many of their old favorites in action. In addition to Miller and Magill, the latter finished second last season, the field includes: Nick Fonora, former National Champion; Steve McGrath, top New England pilot and former proxy of ARDC; Al Keller

and Art Gottler, old timers at the 'Jackets a few years back and Jess Chandler and Lou Johnson.

NASCAR has sanctioned the 50-mile stock car race as a regional championship, the winner to qualify for the National in November. Ken Marriot, veteran Baltimore ace who romped to a victory in '52 will attempt to repeat in this division. Marriot will be facing a keen field which includes many of the country's top stock car pilots. Numerous champions will face the green flag and among them will be Frankie Schneider, NASCAR short track champion; Jim Delaney, Garden Stater who won last October's 100-mile National at Langhorne; Hully Bunn the '51 champion; Ronnie Kohler, Langhorne's point champion in '52 and Wild Bill Allen of Phoenix, Arizona.

The first of the four divisional title events will face the starting flag at 2 p. m.

Bedford, Pa.

8/15/1953

— FAIR —

Located Midway Turnpike

A.A.A. BIG CAR

AUTO RACES TODAY

**SEE INDIANAPOLIS
500-Mile Speedway
And Dirt Track Drivers**

Jim Bryan, Johnny Parsons,
Bill Holland, Wally Campbell,
Johnnie Thomson, Al Herman,
Joe Barzda, Johnny Kay, Frank
Cal, Tommy Hinnerhitz and
many other great stars compet-
ing in the only A.A.A. Race on
the East Coast, August 15.

**Time Trials 1 P. M.
First Race Starts 2:30 P. M.**

8/18/1953

Fehr to Return To Alcyon Track

Absent the past two weeks because of motor trouble, Fred Fehr, Easton, intends to return to Alcyon Speedway when the modified stock car races are resumed at the Pitman (N. J.) track Friday night.

Fehr will have stiff competition on the tricky, five-turned half-mile track. All the aces of the Eastern Stock Car Racing Association have entered the five-event program, which will be topped by a 25-lap feature. The first race will start at 8:30 o'clock.

Among the outstanding drivers will be former feature winners Bud Olson, Paulsboro, and Steve Elias, National Park.

Others entered include Chick DiNatale and Bill Dean, Trenton; Marty Goetler, Mullica Hill,

Big Cars to Race Sunday On Ontario Fairground Oval

CANANDAIGUA—Big cars will invade the Ontario County fairgrounds Sunday afternoon, when 25 dirt track drivers will tangle in a full program of Indianapolis type racing.

Mike Magill, Haddonfield, N. J., former driver in the Joie Chitwood thrill show, will be on hand with his Furslew Riley and appears to be the man to beat in the 30-lap main event. Mike, a former

pilot in the Air Corps during World War II, has been one of the most consistent winners in the eastern circuit this season and is well on his way to racing in the Indianapolis "500".

Wally Campbell, Patterson, N. J., driving his Kurtis Craft will also be in the thick of contention if he drives as well as he did in the presently featured film "The Roar of the Crowd." Wally is known throughout the country as one of the drivers in the flaming 24 stock car pileup at Langhorne Speedway in 1952.

Buddy Powers, a protege of the late Ted Horn, will also be on hand with his famous Frank Weldner Ford six conversion.

A local favorite, Vern Harriman of Buffalo, will be at the track and is expected to be in the thick of it all the way in an effort to duplicate his winning efforts of July 19 when he copped the checkered flag in both the feature mid-get and big car races at the Ontario County half mile oval. Vern was well on his way to victory in the main event of the 20-lap mid-get race on Aug. 16 when a five car pileup on the third turn put him out of the race.

Probably the most colorful of the drivers who are slated to appear on the seven event program is Steve Yanigan, coal miner from Allentown, Pa., who is the only driver in the United Racing Club to win four main events during the 1952 season.

According to Samuel "Red" Ryder, track manager, the track will be in the best of condition for the program, with oil being placed on the oval each day. Time trials are slated to begin at 2 p. m. with the green flag for the first heat scheduled for 2:30 p. m.

8/19/1953

Holland Defeats Parsons, Hinnershitz In Record Breaking Victory at Bedford

8-19-1953

Bedford, Pa., August 17—Bill Holland returned to fairgrounds dirt track racing in a great big way at the annual program of Sam Nunis directed AAA big car auto races held here Saturday afternoon.

It looked like a re-run of the 1949 Indianapolis race as Holland led Johnnie Parsons to the checker in record breaking time before the biggest race day crowd in recent years.



BILL HOLLAND

It was a day of surprises with elation and heartbreak thrown in as Wally Campbell, new to AAA ranks, "got his break" when given the driving assignment on the very powerful Frank Curtis Offy. Campbell proved capable and then some as he out time-trialed all present with the exception of lap record holder, Joe Sostilio, who again set fast time. Sostilio, well liked by the crowd and bucking for the eastern title, was forced out in his qualifying heat due to rear end trouble.

Campbell, who intended to drive his own Mercury powered car, took over the helm of the Curtis machine and after eight or ten warmup laps, amazed the crowd with scorching speeds. Heavy traffic prevented him from qualifying in his heat which earned him tail end starting spot in the seven car consolation. As the green flag dropped, the diminutive Trentonian executed a daring and spectacular deed, that of coming

down low and speeding by the entire field to take the lead before the first turn came up. He rode it out to win in the second best 8-lap time of the afternoon.

Bill Holland stole the show once the green dropped in the main event. The handsome and nattily uniformed veteran roared around Campbell in the first turn and coolly withstood challenge offered by hard-riding Johnnie Parsons. Midway in the event he lengthened his advantage to a half straightaway and finished with that margin, erasing Tommy Hinnershitz' 10-mile mark from the record books in the process.

A second battle in the feature also had the fans agog, that of four-time champ Tommy Hinnershitz and his campaign waged on Campbell. Inside, outside, straightaway and turns the king tried, but the newcomer was not to be denied. On the 15th Hinnershitz, with a tremendous burst of speed, moved into third directly in front of the stands to climax a great day of races.

Time Trials, 1 lap—Tommy Hinnershitz (Miracle Power Spl.) 25.70; Joe Sostilio (Vargo Spl.) 26.07; Johnny Thomson (Caluso Spl.) 26.61; Bill Holland, (Culp Offy) 25.50; Mel Weidner, (Weidner Ford) 27.38; Bill Gouse, (Fowler Dreyer) 27.60; Johnny Kay, (Sacks HAL) 27.19; Al Herman, (Traylor Offy) 27.58; Johnnie Parsons, (Goss Offy) 25.90; Joe Barzda, (Blown V-8) 27.11; Fred Peters, (Cal Offy) 25.95; Wally Campbell, (Curtis Offy) 25.37; Dick O'Neal, (Ford Spl.) 29.61; Joe Mattera, (Mercury Spl.) 28.42; Jack Costello, (McDowell Spl.) 29.50; Mel Weidner, (Steffens Offy) 27.05; Johnny Kay, (Leitenberger Offy) 27.20.

First heat, 8 laps — Thomson, Hinnershitz, Kay, Campbell. Time 3:37.71.

Second heat, 8 laps—Parsons, Holland, Herman Weidner. Time 3:40.74.

Third heat, 8 laps — Peters, Weidner, Barzda, Kay. Time 3:40.52.

Consolation, 8 laps—Campbell, Sostilio, Hank Rogers, Gouse. Time 3:39.23.

Feature, 20 laps—Holland, Parsons, Hinnershitz, Campbell, Barzda, Peters, Herman. Time 9:04.08. New track record.

County Fair continues through Saturday with crowded program

8/20/1953

The 112th annual Erie County Fair enters its closing three days today on the Hamburg Fairgrounds, with two auto thrill shows, a gigantic firemen's parade, and big-car championship races topping the attractions.

Tonight Irish Horan's Lucky Hell-Drivers will hurtle a standard convertible stock car into the breach of a huge cannon—to be blasted seconds later from the mouth of the juggernaut at over 60 miles per hour. The act will be repeated Saturday night as the top feature of the grandstand show.

SATURDAY AFTERNOON a six-event big-car sanctioned race of the United Racing Club will be held on the half-mile dirt track. Feature event will be the 32-lap, 16-mile classic for the Eastern championship, with Buddy Powers of Philadelphia, 1952 champion, defending his title. Battling Powers will be such stars as Mike Magill of Haddonfield, N. J.; Steve Yanigan, Allentown, Pa.; Tom Romit, the Bronx, Charlie Miller, Emmaus, Pa.; Budd Olson, Paulsboro, N. J.; Frank Concannon, Philadelphia; Mike SanFelice, Morristown, Pa.; Vern Harriman, Buffalo; and Wally Campbell of Trenton, N. J.

The big-car races will be for the national championship of the United Racing Club, it was announced this week by Bill Lydle, of the Lydle Speed Shows of East Aurora, the race director. This turn in events came about because of two successive rainouts at Langhoorn, Pa., where the national-title event was originally scheduled.

Auto Races Closing Fair

Firemen Will March In Gigantic Review Tomorrow Evening

8/20/1953

The 112th annual Erie County Fair enters its closing three days today, at the Fairgrounds here with two auto thrill shows, a gigantic firemen's parade, and big car championship races topping attractions today through Saturday.

Tonight Irish Horan's Lucky Hell Drivers will hurtle a standard convertible stock car into the breech of a huge cannon to be blasted second's later from the mouth of the juggernaut at over 60 miles per hour.

The act will be repeated Saturday night as the top feature of the grandstand show.

Saturday afternoon a six event big car sanctioned race of the United Racing Club will be held on the half mile dirt track. Feature event will be the 32-lap, 16 mile classic for the eastern championship with Buddy Powers of Philadelphia, 1952 champion defending his title. Battling Powers for the title will be such stars as:

Mike Magill of Haddonfield, N. J., Steve Yanigan, Allentown, Pa., Tom Romit, the Bronx, Charlie Miller, Emaeus, Pa., Budd Olson, Paulsboro, N. J., Frank Concannon, Philadelphia, Mike San Felice, Morristown, Pa., Vern Harriman, Buffalo, and Wally Campbell of Trenton, N. J.

The meet is under the direction of a Western New York man, Bill Lydle and Lydle Speedways of East Aurora.

Time trials begin at 2 p.m. with feature races starting at 3.

Annual Erie County Fair

The 112th annual Erie County Fair enters its closing three days (Thursday, Aug. 20) at the grounds, Hamburg, with two thrill shows, a gigantic fire-parade, and big car championship races topping attractions through Saturday. Night Irish Horan's Lucky Hellers will hurtle a standard convertible stock car into the breach

of a huge cannon to be blasted seconds later from the mouth of the juggernaut at over 60 miles per hour.

The act will be repeated Saturday night as the top feature of the grandstand show.

Saturday afternoon a six-event big car sanctioned race of the United Racing Club will be held on the half-mile dirt track. Feature

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Mike Magill of Haddonfield, N.J.; Steve Yanigan, Allentown, Pa.; Tom Romit, the Bronx; Charlie Miller, Emaeus, Pa.; Bud Olson, Paulsboro, N. J.; Frank Concanon, Philadelphia; Mike SanFolice, Morristown, Pa.; Vern Harriman, Buffalo, and **Wally Campbell** of Trenton, N. J.

The meet is under the direction of a Western New York man, Bill Lydle and Lydle Speedways of East Aurora.

Time trials begin at 2 p. m. with feature races starting at 3.

8/20/1953

Sweickert Wins 25-Lap Auto Test at Minnesota State Fair

8/29/1953

1953

ST. PAUL, Minn., Aug. 29 (AP)—
Newcomers took most of the money today in the opening of the American Automobile Association's sanctioned races at the Minnesota State Fair.

Bob Sweickert, 27-year-old driver from Hayward, Calif., won the 25-lap feature race in 10:47.19. He drove a McNamara Offenhauser Special. Wally Campbell, Trenton, N. J., was second with Jim Bryan, Phoenix, Ariz., third; Don Freeland, Redondo Beach, Calif., fourth, and Johnny Thomson, Springfield, Mass., fifth.

All but Bryan, who raced here last year, were making their first appearances on the track.

Newcomers in Racing Spotlight

ST. PAUL, Minn. — (AP) Newcomers took most of the money in the opening day of AAA sanctioned automobile races at the Minnesota State Fair Saturday.

Bob Sweickert, 27-year-old driver from Hayward, Calif., won the 25-lap feature race in 10:47.19 after topping qualifiers in :24.07 on the half mile flat track. He drove a McNamara Offenhauser Special.

Second place in the feature race went to Wally Campbell, Trenton, N. J., with Jim Bryan, Phoenix, Ariz. third; Don Freeland, Redondo Beach, Calif., fourth; and Johnny Thomson, Springfield, Mass., fifth.

All but Bryan, who raced here last year, were making their first appearances on the Minnesota Fair Grounds track.

8/30/1953

COAST DRIVER SCORES

Sweickert Wins 25-Lap Auto Test at Minnesota State Fair

ST. PAUL, Minn., Aug. 29 (AP)—Newcomers took most of the money today in the opening of the American Automobile Association's sanctioned races at the Minnesota State Fair.

Bob Sweickert, 27-year-old driver from Hayward, Calif., won the 25-lap feature race in 10:47.19. He drove a McNamara Offenhauser Special. Wally Campbell, Trenton, N. J., was second with Jim Bryan, Phoenix, Ariz., third; Don Freeland, Redondo Beach, Calif., fourth, and Johnny Thomson, Springfield, Mass., fifth.

All but Bryan, who raced here last year, were making their first appearances on the track.

8/30/1953

Wally Campbell Wins In Feature

ST. PAUL, Minn. (U)—Big car newcomer Wally Campbell of Trenton, N.J., won the feature 25-lap event of AAA sanction auto races Sunday before a capacity Minnesota State Fair crowd of 28,500. His time was 11:00.22.

Gene Force of Richmond, Ind., was fifth.

8/31/1953

Campbell Takes Auto Race

ST. PAUL, Minn., Aug. 30 (AP)—

Wally Campbell of Trenton, N. J., won the feature twenty-five-lap event of A. A. A.-sanctioned auto races today before a crowd of 28,500. His time was 11:00.22. Second place went to Pat O'Connor of Dayton.

8/31/1953

Campbell Big Car Victor

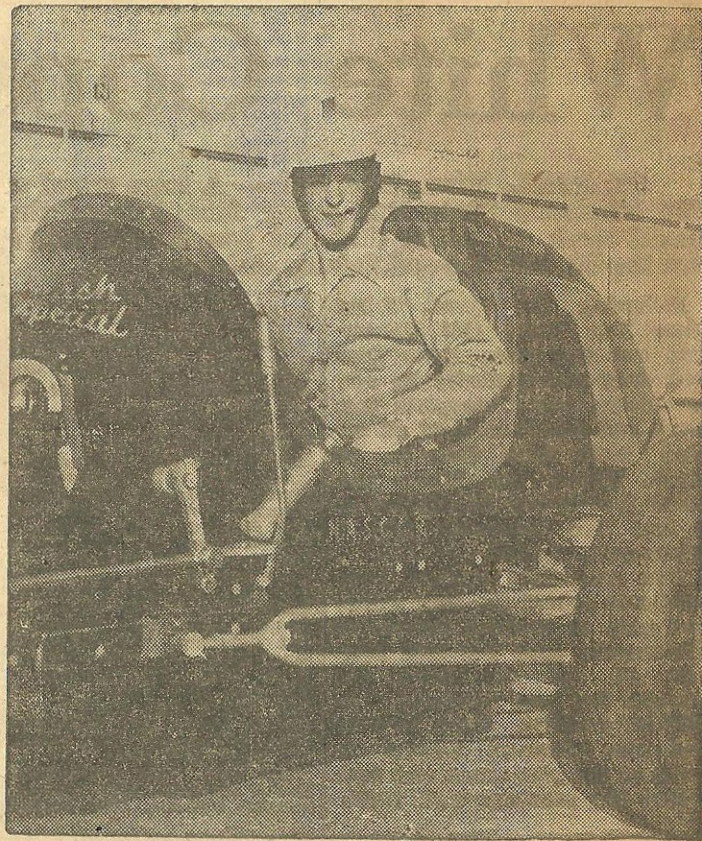
Wally Campbell of Trenton, noted for his ability in stock car racing, proved his versatility yesterday . . . Driving in the AAA big auto races at the Minnesota State Fair at St. Paul, **Campbell** won the 25-lap feature event . . . The newcomer to big car racing was timed in 11:00.22 . . . A crowd of 28,500 watched the Trenton speedster finish ahead of Pat O'Connor of Dayton, O., the Mid-West AAA point leader . . . Campbell's success indicates that he probably will try for speed laurels at the Flemington Fair and New Jersey State Fair auto races this year.

Thrill Providers

9-8-1953



Bill Holland



WALLY CAMPBELL

Promoter Sam Nunis ushered in his two cards of speed at the Flemington, N. J., fairgrounds Sunday and Monday and saw a jam-packed crowd turn out for his AAA sprint events. Sunday's feature race of 20 laps saw the veteran driver Tommy Hinner-shitz walk off with the honors. The sensational newcomer to AAA big car events, Wally Campbell placed second. In the Labor Day fracas, Bill Holand played the major role nabbing the afternoons feature event, Wally Campbell again displayed his skill to place second with Joe Barzda finishing third and Eddie Sachs fourth.

HINNERSHITZ VICTOR AT MINNESOTA FAIR

ST. PAUL, Minn., Sept. 5th — Ex-Marine veteran Mike Nazaruk spilled Monday at the State Fair auto races when his Offenhauser crashed into the east turn's outside retaining wall and rolled over him as it came down the steep slope.

Nazaruk's shoulder harness kept him pinned in the cockpit until it righted itself. He was thrown out on the track while his left leg remained inside the car. The machine dragged him 20 feet.

His condition was reported as "good" at Bethesda hospital. Preliminary examinations revealed no broken bones or internal injuries. He regained consciousness shortly after the spectacular accident had brought a crowd of 11,234 to its feet.

The mishap occurred on the ninth lap of the feature while Nazaruk was running third. The East Meadow, N. Y., 28-year-old was riding high on the east turn as he duelled with Bob Sweikert and Wally Campbell. His front wheels apparently locked on his braking system and he crashed his right-front wheel and the right side of his grill into the wall.

Battle-hardened Tommy Hinnershitz, 42-year-old Flying Dutchman from Reading, Pa., who was rolling away to an easy victory before the accident, maintained a brutal pace to win comparatively easy. He was 200 yards ahead of Sweikert at the finish.

Nazaruk, who fought on Guadalcanal, has a wife and two baby daughters. He had another fortunate break a month ago on Dayton's highly banked track when his sprint car nosed end over end and he escaped injuries. Sunday he also crashed his big car into the wall in Milwaukee's 200-mile race.

Shortly before Nazaruk's spill, another near-fatality had the crowd in an uproar on the third

KEEP

this in mind—

Nov. 3rd to 8th

lap. Bob Scott went into a spin low on the track as he came out of the northeast corner. His car drifted upward as it spun. Four cars, through beautiful driving, managed to avert Scott. However, Pat O'Connor couldn't get out of the way and rammed Scott's tail assembly. Fortunately, he just bounced off.

Although badly dented, Scott continued as did O'Connor for several more laps.

The ever-popular Hinnershitz gave the young upstarts a lesson in dirt track sprinting Monday. He finally had the right combination on his yellow Offy and he took it where he likes to ride best—high up on the rim where the dirt is heavy and the traction good.

1st heat — 8 laps — Sweikert, Hinnershitz, Scott. Time: 3:13.61.

2nd heat — 8 laps — Nazaruk, Freeland, Bryant. Time: 3:17.20.

3rd heat — 8 laps — Campbell, P. Russo, Sostilio. Time: 3:23.15.

Popularity dash — 3 laps — Hinnershitz, Campbell. Time: 1:13.34.

Consolation — 8 laps — O'Connor, Hoyt, Eliasian. Time: 3:24.52.

Championship feature — 15 laps — Hinnershitz, Sweikert, Freeland, Hoyt, Sostilio. Time: 11:07.95.

Bill Holland Winner At Flemington Track; Wally Campbell Second

9/8/1953

FLEMINGTON — Bill Holland of Indianapolis won the 10-mile, 20-lap feature big car race at the Flemington Fair track yesterday.

On the same course Sunday Tommy Hinnershitz of Reading, Pa., took first in the big car event in 9 minutes 8.27 seconds.

Holland, winner of the Indianapolis 500-mile race in 1949, was timed at 9:27.94 finishing just ahead of Wally Campbell of Trenton. Third was Joe Barzda of New Brunswick.

In Sunday's race Campbell was second and Buster Warke of Allentown, Pa., was third.

Holland Wins Big Car Race

9/9/1953

FLEMINGTON, N. J. (AP)—Bill Holland of Indianapolis won the 10-mile, 20-lap feature big car race at the Flemington Fair Grounds yesterday.

Holland, winner of the Indianapolis 500-mile race in 1947, was timed at 9:27.94, finishing just ahead of Wally Campbell of Trenton. Joe Barzda of New Brunswick was third.

Tanner And Terrell Eye Win In 250

9/11/1953

LANGHORNE, Pa.—Dave Terrell and Bill Tanner, both of Newtown, Red Tomlinson of Bristol and Bill Errico of Philadelphia will face the starting flag in the 250-mile Grand National Circuit Championship at Langhorne Speedway Sunday, September 20.

Tanner and Terrell have established quite a reputation for themselves in the events featuring the late model stock sedans. Terrell, a versatile manipulator of all types of racing equipment, has managed to finish among the leaders in several of the past Grand Nationals staged at Bucks County course. Terrell, a former taxi driver, is also a fine performer in sportsman and modified stock competition.

Red Tomlinson, a former thrill show performer, resided in Edlington, Pa., when the late Doc Mackenzie represented that section in big car racing. It was from Mackenzie that Tomlinson originally became interested in racing. His years of service with the thrill show business seemed to help in his development and he hopes to make a bid for his first feature around the famous mile course.

Top Speedsters To Run in Grove Midget Races

9/12/1953

WILLIAMS GROVE. Sept. 11—Record-holders, stars of midget, big car and stock car racing, including several additional veterans of the Indianapolis classic, filed their entries yesterday for the AAA National Championship Midget Auto race scheduled tomorrow afternoon on Roy Richwine's half-mile Williams Grove speedway.

Swelling a field of the nation's greatest drivers already entered in the only midget racing classic scheduled this season at Williams Grove were:

Jack McGrath, veteran of the Indianapolis classic; Gene Force, Richmond, Ind., another star of the "500"; Wally Campbell, Trenton, N. J., modified stock car racing champion; Vic Carter, Lima, O., holder of the qualifying record at the Grove; Johnny Thomson, Springfield, Mass., New England midget champ; Joe Sostilio, Natick, Mass., midget and big car veteran, and Eddie Russo, Chicago.

McGrath, fifth-place finisher at Indianapolis this year, will gun the high-powered Offenhauser engine of the Cheesman special for his second victory in as many appearances this season at Williams Grove, having established a new track record on June 14 in winning the 100-lap late model stock car race here.

A newcomer to AAA ranks, Campbell was king-pin in modified stock car racing until accepted into AAA competition about a month ago in order that he can be eligible for the "500" next year. Campbell's entry into AAA big car racing has been nothing short of sensational, the Trenton leadfoot scoring his first major victory on August 30 at St. Paul, Minn., where he finished second the previous day. He will drive the fast Frank Curtis No. 8 midget.

CARTER, HOLDER of the midget track record for qualifying at the Grove, will drive the Painter No. 3 Offy in which he finished second on Sept. 4 at Kokomo, Ind. Carter set the fastest time trial last year here at 25.41 seconds, won his heat race and led the feature for 12 laps until he threw a rod, opening the way for George Fonder, of Lansdale, another entry for tomorrow, to win the midget classic for the second consecutive year.

Twenty-four cars will start in the gruelling 50-lap feature grind following a series of qualifying races. Time trials will start at 12:30 o'clock.

Holland Hot, Wins Third Big Car Race

Rutland, Vt., Sept. 13—Bill Holland ran his batting average to .750 here yesterday as he won his third AAA sprint car main out in his last four starts, defeating a power packed field on the slick State Fair half mile track.

His Dutch Culp Offy was performing to perfection as he pushed it from third starting place in the 20-lap feature past front row starters Tommy Hinnershitz and Wally Campbell for top honors.

Returning easterner Eddie Sachs raised eyebrows with some sensational driving in the Dale Estes Offy from California when he won his first heat from fourth starting slot in the conventionl start lineup and blazed from seventh starting position in the main to finish a close second to Holland. At one time he offered a serious challenge to the '49 '500 winner's lead.

In all fairness is must be stated that the racing surface posed a serious problem for car owners in tire selection, the slippyness of the

9-16-1953

track being very pronounced due to heavy pre-race rains.

Promoter Sam Nunis announced that his final AAA big car race in New England this year would take place Friday Sept. 25 at the Eastern States Exposition in West Springfield, Mass.

Time trials Wally Campbell 26.05; Tommy Hinnershitz, 26.18; Jim Bryan, 26.53; Bill Holland, 26.62; Eddie Sachs, 26.82; John Thomson, 26.94; Fred Peters, 27.24; Johnnie Parsons, 27.62; Ed Gallione, 27.75; Hank Gritzbach 27.87.

1st heat, 8-laps — Hinnershitz, Campbell, Holland. 3:39.94.

2nd heat, 8-laps — Holland, Peters, Parsons, 3:40.18.

3rd heat, 8-laps — Sachs, Thomson, Parsons. 3:42.15.

Consolation, 8-laps — Parsons, Thomson, Gritzbach. 3:44.16.

Feature 20-laps—Holland, Sachs, Peters, Thomson, Hinnershitz, Parsons, Bryan. 9:22.71.

Saturday Nite Race At Morristown Oval Lures Top 3A Stars

9-16-1953

Morristown, N. J.—The leading big car drivers of AAA will return to Morristown Raceway on Saturday night for the third racemeet of that type to be presented by the management of the local half mile dirt track. This brings the Indianapolis stars to the New York Metropolitan section once again. The Raceway is the closest half mile track to Times Square and is located on Route 202 in Morris Township.

Among the drivers who have indicated that they will participate in the racemeet is Bill Holland, winner of the 1949 Memorial Day Classic at Indianapolis and the sensational youngster, Wally Campbell of Trenton, N. J. whose career in big cars has been meteoric. Wally has proven to be sensational everywhere he has raced the Curtis Offy and is becoming one of the leading drawing cards in eastern AAA circles.

Others who will participate are Johnny Thomson of Springfield Mass., Joe Sotilio of East Natick, Mass., winner of the big car race on August 8 at the local track, Tommy Hinnershitz of Reading, Pa. only four time winner of the eastern AAA championship, Ernie McCoy of Reading, Jiggs Peters of Plainfield, N. J. and two dozen other drivers.

Time trials for the event will commence at 6:30 p.m. with the first heat commencing at 8:30 o'clock.

Campbell in Upset Win

9/21/1953

READING, Pa.—(AP). Newcomer Wally Campbell, 27-year-old ex-sailor from Trenton, N. J., with only six weeks of big car experience, raced to an upset victory in the ten-mile Reading Fair sweepstakes before 36,142 persons Sunday.

Bill Holland, Indianapolis, Ind., was second and Paul Russo, Hammond, Ind., third. Others in order of finish were: Joe Sostilio, East Needick, Mass., Tommy Hirner-shitz, Reading; Johnny Parsons, Van Nuys, Calif., Len Duncan, Philadelphia, and Joe Bardza, New Brunswick, N. J. Campbell's time was 8:53.39.

The five-mile consolation heat went to Johnny Kay, New Britain, Conn., in 3:52.28 minutes. Hank Rodgers, Mattewan, N. J., was second, and Johnny Matera, Elizabeth, N. J., third.

Campbell Victor In Reading Race

READING, Sept. 20 (AP).—Newcomer Wally Campbell, 27-year-old ex-sailor from Trenton, N. J., with only six weeks of big car experience, blazed to an upset victory in 8:53.39 minutes to win the ten-mile Reading Fair Sweepstakes before 36,142 packed into the fair grounds today.

It was Campbell's second major victory in two days and his third since shedding stock cars for big machines in early August. He captured the feature race at Morristown, N. J., Saturday night.

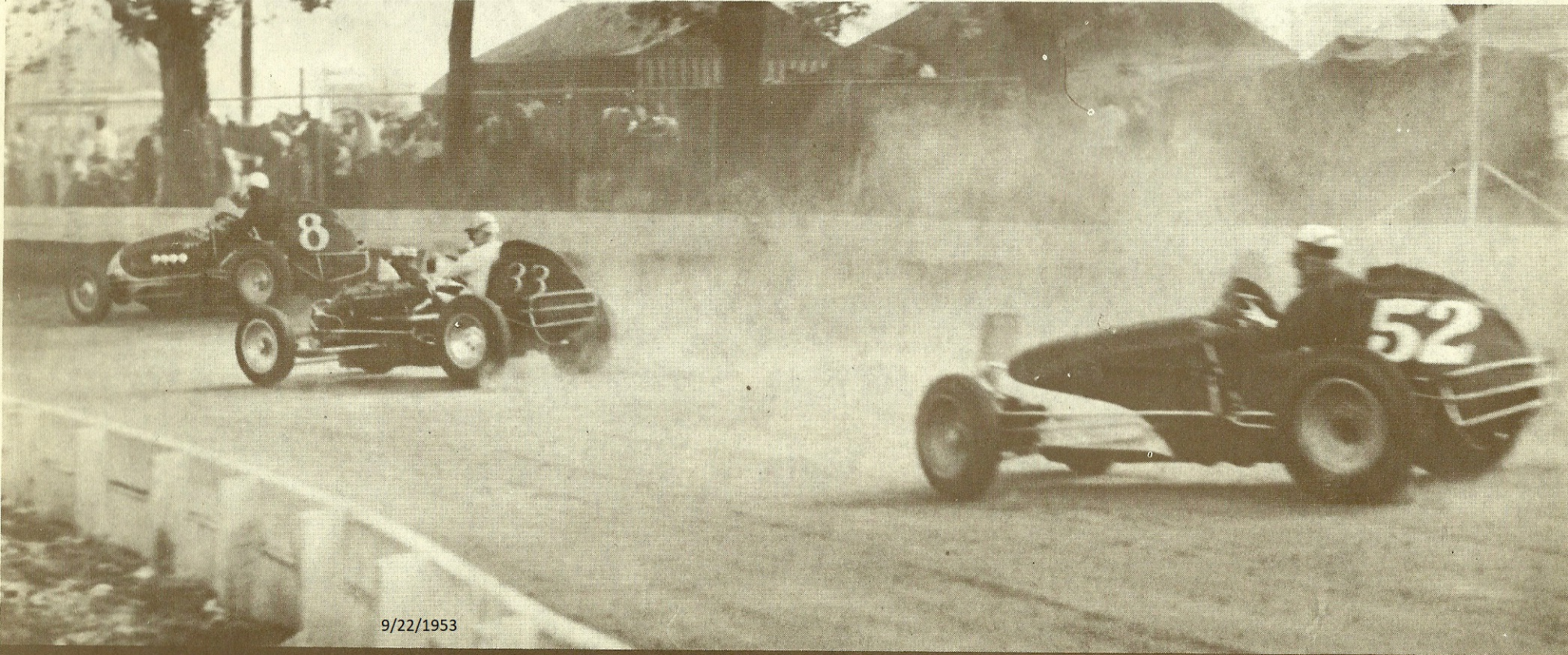
A veteran stock car driver, Trenton's **Campbell**, with only six weeks of experience in the big car field, scored two week-end triumphs. Yesterday **Wally** registered an upset triumph in the Reading (Pa.) Fair sweepstakes before 38,142 spectators. He defeated Bill Holland, Johnny Parsons, Tommy Hinnershitz and other AAA top notchers in winning the 10-mile event in 8:53.39. On Saturday night **Campbell** won the 12½-mile feature AAA big car event at Morristown Raceway in 8:23.57. **Wally** plans to race at the New Jersey State Fair here October 4.

9/21/1953

Wally Campbell

9/21/53

A veteran stock car driver, Trenton's Campbell, with only six weeks of experience in the big car field, scored two week-end triumphs. Yesterday Wally registered an upset triumph in the Reading (Pa.) Fair sweepstakes before 36,142 spectators. He defeated Bill Holland, Johnny Parsons, Tommy Hinner-shitz and other AAA top notchers in winning the 10-mile event in 8:53.39. On Saturday night Campbell won the 12½-mile feature AAA big car event at Morristown Raceway in 8:23.57. Wally plans to race at the New Jersey State Fair here October 4.



Wally Campbell, # 8, whose sensational driving in AAA big car competition has been the talk of speedway circles leads Joe Barzda, # 33 and Jiggs Peters to the finish line to place second in the feature race at the Flemington, N. J. speed path.-Ace Lane photo.

Campbell Cops Two AAA Big Car Mains

Cracks 2 Marks In Morristown Arclight Card

Morristown, N. J. — Wally Campbell, Trenton's Mighty Mite came "home" again on Saturday night to Morristown Raceway and proceeded to thrill a near capacity crowd with one of the most daring exhibitions of driving that has ever been seen on a track in the east.

Wally set two track records for qualifying, in winning the first heat and then went out and led an all star field of drivers across the finish line in the 25-lap feature race.

In the qualifying trials, Campbell, 17th to qualify among 21 starters turned in a first lap of 24.27 which lowered the former one lap mark of 24.44 set by Johnny Thomson of Springfield, Mass. on August 8. Campbell then turned it on and lowered his own mark down to 23.98, making the local half mile surface the fastest in the east. The crowd was stunned by the performance and roared approval when the time was announced.

In the first heat Campbell starting scratch among the six starters lost little time in getting out front and built up a commanding lead over Len Duncan and Hank Rogers to set another track mark of 4:11.12.

In the feature race, it was a question of experienced drivers trying to get the jump on Campbell. Sitting on the pole with Ernie McCoy on the outside the field made several laps with drivers calling for extra turns before Starter Austin Shay dropped the green flag. McCoy was calling for another lap as the field charged for the green.

Campbell jumped out front with McCoy breathing down his neck and the pair went wild on the stretches eating up ground. Peters went out on the fifth lap and a terrific fight developed between four cars for third place. Len Duncan soon took over this spot leaving Hinnershitz, Sostilio and Rogers to fight for fourth. This affair went on for nine laps before the pride of East Natick, Mass., Sostilio took over the spot permanently.

McCoy turned on the heat midway through the grind but Campbell was able to stave off all with plenty to spare as the pace dropped off in the closing laps.

First Heat, (10 laps)—Wally Campbell, Trenton; Len Duncan, Flourtown, Pa.; Hank Rogers, Fords, Time: 4:11.12, new track record. Old record, 4:12.11 set by John Parsons on August 8.

Second Heat (10-laps)—Jiggs Peters, Plainfield; Joe Sostilio, East Natick, Mass.; Ernie McCoy, Reading Pa. Time: 4:14.54.

Third heat (10 laps)—Bill Holland, Indianapolis; Tommy Hinnershitz, Oley Pa.; Bill Compton, Lansdale, Pa. Time: 4:19.65.

Match Race (4 laps)—John Matera, Elizabeth, over Joe Mattera, Deer Lake, Pa., Time: 3:09.85 (Wheel change).

Consolation Race (10 laps)—Mel Weidner, Lauredale, Pa.; Bill Case, Lansdale, Pa.; Bill Gouse, Boiling Springs, Md. Time: 4:21.66.

Feature Race (25 laps)—Campbell, Mc-

Sensation



WALLY CAMPBELL (above) hottest driver to hit the AAA sprint car ranks since Troy Ruttman and Howdy Cox, has filed entry for the big car speed cards on tap this weekend at Springfield, Mass. on Friday and at Allentown, Pa. on Saturday. He'll drive in Morristown, N. J. in Saturday nites midget meet too.

Trims Classy Sprint Field At Reading

By H. W. LUTHER

Wally Campbell of Trenton, N. J., the 1953 sensation of the eastern 3A big car circuit, flew the No. 8 Frank Curtis Offy to a terrific win in the feature event at the Reading, Pa. Fairgrounds half miler Sunday before an announced Fair crowd of over 30,000 patrons.

Campbell, fresh from his previous night's win at the Morristown Raceway, drove in real championship style as he tied Bill Holland for the second fastest time trial of the day and finished a beautiful third in the fast and furious first heat that was jam packed with some of the greatest names in the sprint car business.

Reading's Ernie McCoy put the No. 2 Vargo out against the outer rail in the first eight lap heat and buttoned her wide open to hold off Holland, Campbell, Paul Russo, Duncan and Joe Sostilio for the entire distance. Holland proved "he's still got it" in that event as he challenged repeatedly and for the last four laps was actually nipping at the tailpipe of the sleek little Vargo.

Len Duncan led the boys into the first turn, heat No. 2, but wily Paul Russo moved the Beal stretched job to the front as they left the second corner and then set sail to open a gap which he held to the tape. Tiny Johnny Thomsen came to grief on lap No. 6 when the black Caruso struck a hole in the first turn that catapulted him into a back spin through the steel guard rail between the first and second turn. The No. 3 ended up in an inverted position and Thomsen ended up in the hospital with cuts of the forehead, left leg and shoulder.

Duncan in the 220 Hickey Offy beat Johnny Parsons into the first bend in the third race and led for the entire distance to win in 3:36.81.

The ten car consolation saw Johnny Kay in the Barzda Merc hold off constant bids from Hank Rogers in the former Mark Light Offy, in a duel that had the crowd "up and shouting" during the entire race.

Veteran starter Austin Shay dropped the green on the feature field from the rear seat of Joie Chitwood's pace car and McCoy dove into the lead as the pack rammed through the initial turn. As they straightened out for the back chute, Holland's Dutch Culp Offy shot to the front on the outside, leaving McCoy with his hands full of Campbell who immediately began to pressure in no uncertain terms. Lap No. 3 saw Campbell make good for second as he controlled a beautiful fast outside slide to nip off the Readingite.

With a quarter of the distance run, it was, Holland, Campbell, McCoy, Russo, Hinnershitz, Sostilio, Duncan and Parsons. Sostilio finally went past the ailing Hinnershitz mount and dropped into the fifth slot as Russo maneuvered past McCoy for third. Campbell was really flying the Curtis now and he gradually inched his way up on Holland in each bend and went around on lap eight as they shot through the dusty and tricky third corner. McCoy went out with fuel line trouble a few laps later and at crossed flags the left rear shoe on the screaming Curtis began to peel. Campbell was at once informed of his danger by alert pit crews but he still kept the red No. 8 wound up tight to secure his half straightaway lead on Holland and the trailing field. On the closing circuits, Campbell lapped Barzda, Parsons and Duncan and roared home to the checker amid thunderous applause.

Time Trials Bill Case (Merc), 27.38; Ernie McCoy (Vargo Offy), 24.69; Johnny Kay (Barzda Merc), 27.29; Eddie Gallene (Sollahub Hal), 27.26; Joe Sostilio (Tomsha Offy), 25.17; Tommy Hinnershitz

(Miracle Power Spec.), 25.52; Len Duncan (Ken Hickey Offy), 25.15; Bill Holland (Culp Offy), 24.95; Johnny Thomson (Caruso Offy), 26.23; Howard Bechtal, 28.57; Johnny Parsons (Wms. Grove Offy Spec.), 26.15; Paul Russo (Earl Beal Offy), 25.08; Hank Rogers (Light Offy), 27.91; Joe Mattera (Mattera Merc), 27.07; Mark Sosey, 29.66; Joe Barzda (Barzda V8) stretched and blown (Ford 60), 26.69; Billie Gouse (McDowell), 27.24; Wally Campbell (Curtis Offy), 24.95; Jiggs Peters (Campbell Merc), 27.88; Johnnie Matera (Matera Hal), 27.80; Herb France (Merc Spec.), 29.53.

First Heat — McCoy, Holland, Campbell, Russo, Duncan, Sostilio, 3:26.86.

Second Heat—Russo, Sostilio, Hinnershitz, Parsons, Duncan, Time 3:01.41.

Third Heat—Duncan, Parsons, Barzda, Kay, Mattera, Gouse, Time 3:36.81.

Consolation—Kay, Rogers, John Matera, Peters, Gallene, Time 3:52.22.

Feature — Campbell, Holland, Russo, Sostilio, Hinnershitz, Parsons, Duncan, Barzda.

Wally Campbell Wins Reading Feature Race

READING, Sept. 20 (AP) — New-comer Wally Campbell, 27-year-old ex-sailor from Trenton, N. J., with only six weeks of big car experience, blazed to an upset victory in 8:53.39 minutes to win the ten-mile Reading Fair sweepstakes before, 36,142 persons packed into the fairgrounds today.

It was Campbell's second major victory in two days and his third since shedding stock cars for big machines in early August. He captured the feature race at Norristown, N. J., Saturday night.

9/23/1953

Wally Campbell Files Entry For Wms. Grove Race

9/24/1953

WILLIAMS GROVE, Pa. — Sensational newcomer to big car auto racing, Wally Campbell, of Trenton, N.J., fresh from two feature race victories over the past week-end, will be gunning for this third straight consecutive win when he faces the country's top-flight veterans on Sunday, Sept. 27, at the Williams Grove Speedway.

While a new face in AAA big car auto racing, Campbell will be no stranger to fans at Williams Grove, although his start this week in the Checkered Flag Fan Club Trophy Race will mark his first appearance on the oval in three years.

A star of modified stock car racing before joining AAA ranks less than three months ago, Campbell was the winner of the last event of that type staged at Williams Grove on July 15, 1950.

Rising like a meteor in big car auto racing, the 27-year-old Trenton leadfoot is proving a match for the best drivers running in AAA competition.

He won the feature last Sunday at Reading, following his victory the previous evening at Morris-town, N.J. Second in a big car race on August 29 at St. Paul, Minn., he won his first big car feature the following day on the same track although it was only his fifth time out in AAA competition.

Campbell enrolled in AAA ranks this year in order that he can drive in the 500-mile Indianapolis Classic next Memorial Day, and has already stamped himself as a contender in Three-A competition.

Campbell Fourth At Williams Grove

9/28/1953

(Special to Trenton Times)

WILLIAMS GROVE, Pa. — Trenton's Wally Campbell won the consolation and finished fourth in the 30-lap feature event of the AAA big car racing card at the Williams Grove half-mile dirt track here yesterday.

Campbell rallied from tenth position to win the consolation, a 10-lap event, in 4:43.42. Joe Barzda of New Brunswick was second and Joe Mattera, Deer Lake, Pa., third.

Tommy Hinnershitz of Oley, Pa., won the feature in 13:36.51. He led from start to finish in his Miracle Power Special, which he also plans to drive at the New Jersey State Fair this coming Sunday. Bill Holland of Miami finished second in yesterday's feature, followed by Ernie McCoy of Reading, Pa.; Campbell. Jim Bryan of Phoenix, Ariz.; Joe Sostillo, East Natick, Mass., and Hank Rogers, Fords, N. J. Campbell drove a Traylor Offenhauser.

Hinnershitz Cops at Allentown

9-29-1953

By JOE McCARRON
(Morning Call Sports Editor)

ALLENTOWN (Pa., Sept. 29.—Tommy Hinnershitz, leading's Flying Dutchman who four times won the Eastern AAA dirt driving championship, Saturday afternoon gave an overflow crowd at the Allentown Fair a demonstration how he did it, driving a dazzling race to capture the 20-mile Bill Schindler Memorial Sweepstakes, the feature auto race event on the Fair program. The Sweepstakes was named in honor of the late, great one-legged driver, Bill Schindler, who lost his life on the same track in the fair feature race last year.

Not only did Hinnershitz win the event, he broke his own 20-lap track record in doing it in 8:56.21. His old record was 9:04.23 for the 0 mile distance.

Tommy driving a Miracle Power Offenhauser, took over the lead in the first quarter-mile from Wally Campbell of Trenton, N.J., and was never headed.

Before the race was completed he had lapped the whole field except Bill Holland, who finished

second; Joe Sostillio, who placed third; and Ernie McCoy of Reading passing some of the other drivers twice on his record-breaking spin.

Drivers Protest

Some of the drivers protested the third start with the cars of Campbell and Hinnershitz entered, claiming that Campbell's rear right wheel was dangerous and that Hinnershitz' front axle had been bent in his collision with the wall.

Bill Holland, of Indianapolis, winner of the 1949-1950 500-mile race there, was among the drivers who protested, claiming that AAA rules specify that in such cases X-Rays are to be taken of the damaged parts for cracks, etc.

After a 15-minute debate, M.C. Pritbur, of Philadelphia, AAA chief steward in charge of the races, permitted the cars to start in the feature, and Hinnershitz promptly proved there was nothing wrong with his car by winning the event and Campbell stayed right with him until the engine in his car blew up.

The summaries:

1st heat — 8 laps — Wally Campbell, Tommy Hinnershitz, Bill Holland.

2nd heat — 8 laps — Joe Sostillio, Len Duncan, Ernie McCoy. Time—3:37.81.

3rd heat — 8 laps—Jiggs Peters, Dick Linder, Al Herman. Time—3:46.66.

Feature — 20 laps — Tommy Hinnershitz, Bill Holland, D. Sostillio. Time: 8:56.2 (new track record).



9-29-1953

Pictured left to right are, Frank Curtis, car owner, Bob McGovern, manager, Wally Campbell, current sensation in AAA big car ranks and Joe Soranno, promoter at the Morristown, N. J., raceway. Soranno is presenting Wally with trophy for annexing the recent AAA feature at the Morristown site.-Ace Lane photo.

Campbell Races Here On Sunday

9/29/1953

A hometown product, Wally Campbell, hopes to reap additional glory in the championship AAA auto races at the New Jersey State Fair Sunday afternoon.

Hottest driver in the eastern AAA ranks this season, Campbell will drive a \$15,000 Offenhauser before his home town followers Sunday. A 25-mile New Jersey State Fair sweepstakes caps the seven-event speedfare.

A former Eastern stock car ace, Campbell has been going like wild fire since invading the regulation car field this year. He scored wins over the country's top drivers at Flemington; Morristown; St. Paul, Minn., and Reading, Pa., recently to astonish all racedom.

The all-star field down to rival Campbell Sunday includes Bill Holland, winner of the Indianapolis 500-mile race in 1949. Slated to make his first start here since his reinstatement by the AAA last year, Holland also will drive a \$15,000 Offenhauser Sunday.

The field also will have Joe Barzda, New Brunswick; Johnny Kay, New Britain, Conn.; Len Duncan, Philadelphia, and Tommy Hinner-shitz, four-times AAA Eastern champion of Reading, Pa., among the starters.

Five other competitive events precede the main 25-mile race Sunday afternoon. Qualifying time trials open at 1 o'clock and the races start at 2:30.

Eastern AAA King Eyes New Marks Here Sunday

9/30/1953

Tommy Hinnershitz, Eastern AA spee king for the past four years, will try to break his own records at the New Jersey State Fair Grounds Sunday afternoon.

The holder of four current marks here, Tailspin Tommy hopes to blast the lot in seven events of AAA championship auto racing which highlights closing day at the New Jersey State Fair. He will make the bid in his \$18,000 Miracle Power Special Offenhauser.

Sunday's speedfare features a 25-mile sweepstakes finale and will see most of the nation's star drivers oppose the eastern champion for honors. Qualifying time trials start at 1 p. m. and the races at 2:30.

Naturally Tommy is more anxious to win Sunday's feature race in better time than his present record of 18 minutes 30.59 seconds.

He set the mark last year while blazing home first in the 25-mile main event.

His other local records which the titleholder will aim at Sunday include a mile in 39.85 seconds, six miles in 4 minutes 15.52 seconds and eight miles in 5:40.35.

Among the champion's rivals here Sunday will be Bill Holland, 1949 Indianapolis winner; Ernie McCoy, eighth at Indianapolis this year, and Wally Campbell, Trenton's current AAA sensation.

Sostilio Set For Record Try Sunday

10/1/1953

Joe Sostilio, former world's half-mile record holder from East Natick, Mass., will be record-hunting at the New Jersey State Fair Sunday afternoon.

Entered for seven events of AAA auto racing which features closing day at the New Jersey State Fair, Sostilio will drive a Milwaukee - owned Offenhauser Sunday. A 25-mile New Jersey State Fair sweepstakes caps the program.

Sostilio, who set the former world record of 22.86 seconds for a half-mile at Cedar Rapids, Ia., two years ago, has been racing in record-threatening form recently. His most recent win was scored over the new \$50,000 paved track at Springfield, Mass.

The New Englander, however, will not be alone in the chase after new track marks Sunday afternoon. His rivals will include the cream of AAA gas-pedalers, including Bill Holland of Miami, Fla. Holland is back after dirt track glory following his victory at Indianapolis in 1949.

Other whiz artists entered Sunday include Trenton's Wally Campbell, current AAA big car sensation; Johnny Thomson, ex-Eastern midget car king; Len Duncan, Ernie McCoy, Joe Barzda, Johnny Kay, Billy Gouse, Joe Mattera and Hank Rogers.

The State Fair races swing open with qualifying time trials at 1 p. m. Sunday and the opening race at 2:30.

Manassas Auto Race Will Test Campbell

10/1/1953

Wally Campbell of Trenton, N. J., a sensation since switching to American Automobile Association competition two months ago, will run into probably his stiffest competition in the new club tomorrow night with some of the top drivers in the country entered against him in the 50-lap midget championship feature at Old Dominion Speedway in Manassas, Va.

Campbell was a member of the National Association of Stock Car Drivers until he signed with the AAA last August 2 and was NASCAR's modified stock car champion in 1951 and runner-up in the speed division the year before while operating mostly at West Lanham Speedway and Old Dominion.

Since joining the AAA, the 27-year-old pilot has hung up victories in four feature races against major competition. Campbell is expected to try to qualify for the Indianapolis 500 next Memorial Day.

Tomorrow night Campbell will oppose Johnny Parsons, Indianapolis winner in 1950; Ernie McCoy, who finished ninth in this year's Indianapolis; Len Duncan, Dick Brown, Fred (Jiggs) Peters, Russ Klar, Johnny Thomson, Joe Sostillio, Bill Homeier, Joe Barzda and Tony Bonadies.

About 30 midget cars, all Offenhausers, are expected to compete in the five-event program, which includes three 10-lap heats, a consolation race and the feature. First race starts at 8:30 p.m.

In Home Bow Today



Wally Campbell

10/4/1953

Leading AAA Speedsters In Races Today At Fair; Campbell Seeks Laurels

All of the top names in Eastern AAA speed circles will converge upon the New Jersey State Fair this afternoon for a seven-event program of auto races over the one-mile track.

Tommy Hinnershitz, Eastern AAA champion 1949 to 1952, and Bill Holland, 1949 Indianapolis 500-mile winner, will share the spotlight as the drivers stake after the day's big prize, a 25-mile New Jersey State Fair sweepstakes final.

Slated to make his first showing here since he was reinstated by the AAA last season, Holland will pilot a \$15,000 Offenhauser.

Tailspin Tommy, who currently is making a strong bid for his fifth straight Eastern title, is entering his own \$18,000 Offenhauser, a Miracle Power Special.

Also among the entries are Trenton's Wally Campbell, Johnny Thomson, Jim Ryan, Len Duncan, Ernie McCoy, Hank Rogers, Johnny Kay, Bill Gouse, Joe Barzda and Joe Sostillo. Thomson is the Eastern midjet car champion.

Recent wins at Rutland, Vt., Bedford, Pa., and Flemington greatly boost Holland's chances but most racegoers believe the defending Eastern AAA champ is the man to beat. Tailspin Tommy won in a blaze of glory at the State Fair last year, setting up three new track records in the bargain.

The marks, which the field will aim at this afternoon, include one mile in 39.85 seconds, six miles in 4 minutes 15.52 seconds and 25 miles in 18 minutes 30.59 seconds. Qualifying time trials start at 1 o'clock today and the races at 2:30.

Bryan Wins As Campbell Motor Fails

10/5/1953

Trenton's Wally Campbell, who hopes to race at Indianapolis next May 30, gave more than 10,000 a thrill for the first seven laps of yesterday's 25-mile auto race feature at the New Jersey State Fair.

Campbell, making his home town AAA big car bow, led the feature from the outset until the motor of his Frank Curtis Offenhauser failed on the backstretch the eighth time around the mile oval. Wally then was forced into the pits for the afternoon. Jim Bryan of Phoenix, Ariz., roared into the lead and was never headed the rest of the way. Bryan's winning time for the 25-miler was 8:43.068.

Tommy Hinnershitz of Oley, Pa., Eastern AAA dirt track king for the past four years, had to rally to take second place in yesterday's feature. Joe Sostilio, East Natick, Mass., wound up third, Ernie McCoy, Reading, Pa., fourth, and Bill Holland, Miami Fla., fifth. Others who finished in the feature were Jiggs Peters, Plainfield, N. J.; Buster Warke, Allentown, Pa.; Joe Mattara, Deer Lake, Pa.; Bill Case, Doylestown, Pa., and Howard Bechtel, Parkersford, Pa.

Motor Trouble for Trio

Campbell and two others—Bill Gouse, Boiling Springs, Pa., and Hank Gritzbach, Schenectady, N. Y.—were forced into the pits with motor trouble.

Campbell is pointing for the 1954 Indianapolis 500-miler. He hopes to drive the Blue Crown Special owned by Charley Marant of Trenton.

Match Race Thriller

Wally provided the overflow crowd with plenty of excitement in the preliminary portion of the card. Campbell had to drive with one hand in winning his six-mile qualifying race. His other hand was holding the fuel line, which was threatening to overflow. This fault was corrected in time for Wally to nose out Sostilio in a three-mile match race between the two cars with the fastest time trials of the day. The match event was a thriller all the way, with the two rivals passing each other several times. Campbell won by a close margin in the time of 2:14.050.

Winners of qualifying races, in addition to Campbell, were Sostilio, Bryan and Hinnershitz, who rallied to nip Warke at the tape in a thrilling consolation race.

Joe Barzda, New Brunswick, wound up in St. Francis Hospital when his car overturned on the first turn of the attempted first qualifying event. Barzda's car, after flipping, was struck accidentally by another Barzda-owned car, driven by Johnny Kay of New Britain, Conn. Joe was rushed to the hospital in an ambulance. The two Barzda-owned cars were towed off the track. The race was restarted and won by Sostilio, whose time for the six miles was 4:23.088. Campbell's time for the six-miler that he won was 4:39.381.

Barzda suffered an injury to his right shoulder. His condition was reported as "good" at the hospital but he was held for observation.

Sostillio Wins Race at Reading

READING, Oct. 11.—Joe Sostillio, East Natick, Mass., won the first annual 50-mile Schindler Memorial auto race today at Reading Fair Grounds.

The race, sanctioned by the AAA Contest Board, was in honor of the memory of Bill Schindler, veteran driver who was killed in a 1952 race at Allentown.

Trailing Sostillio for second was Ernie McCoy, Reading. Getya Biro, Peninsula, O., was third.

Three accidents marred the race. No one was hurt seriously. Wally Campbell, Trenton, hurtled into a brick retaining wall on a turn. He suffered only brush burns of the body. Johnny Thomson and Bill Randall, both Springfield, Mass., both hit a guard rail. 10/12/1953

Sostilio Wins 50-Mile Schindler Memorial

READING, Pa., Oct. 11. (AP)—Joe Sostilio, East Natick, Mass., won the first annual Bill Schindler 50-mile Memorial AAA auto race today a half mile in front of Ernie McCoy, of Reading, before 10,200 fans at Reading Fairgrounds.

Sostilio, who has driven 16 years, held the lead from the 62d lap after Wally Campbell, Trenton, N. J., who was in first place from the start, was forced to enter the pit for a tire change. Campbell finished eighth. 10/12/1953

Joe Sostilio Wins Reading Auto Race

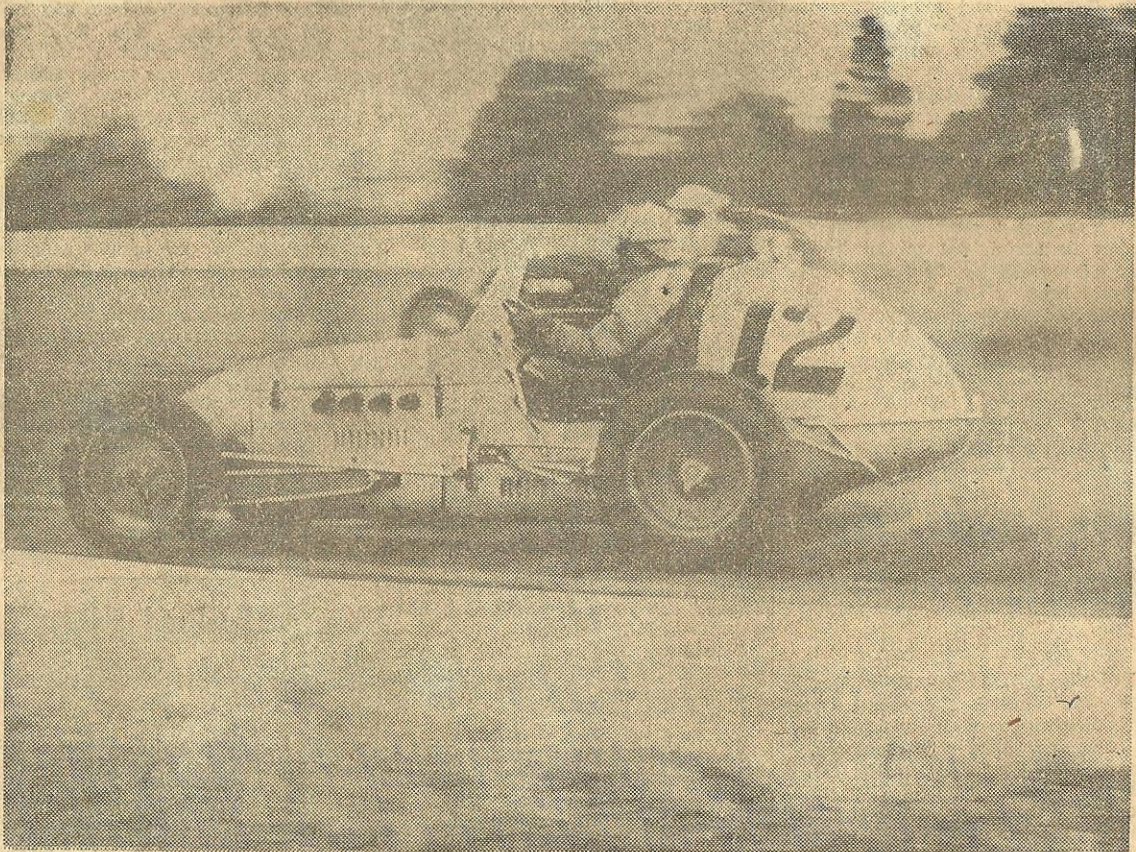
10/12/1953

READING, Pa. —AP— Veteran Joe Sostilio, East Natick, Mass., took over the lead on the 62d lap yesterday to win the first annual Bill Schindler 50-mile Memorial AAA auto race at Reading Fairgrounds.

Sostilio held the lead from the time **Wally Campbell**, Trenton, who was in first place from the start, was forced into the pit for a tire change. Campbell finished eighth while Sostilio led runner-up 'Ernie McCoy, Reading, by a half mile at the end. Third place went to Gays Biro, Peninsula, Ohio.

10-14-1953

Principals in Reading 100-Lapper



JOE SOSTILIO wheels his John Fray Offy No. 12 close to the inside rail early in the race as Wally Campbell takes the high road in Sunday's 100-lap Bill Schindler Memorial big car feature race at Reading, Pa. Campbell led for 61 laps then stopped for fresh rubber. Sostilio then took the lead to win. Campbell later ran head on into a concrete retaining wall when his steering shaft snapped. Sostilio will be at Williams Grove this Sunday in an effort to capture the Ted Horn Memorial Trophy Race and the needed points toward the Eastern Championship. (NSSN Staff Photo by Will Stewart)

Charlotte Lap Mark, Feature To Campbell

10-14-1953

Charlotte, N. C., Oct. 11—Enjoying one of his best days since taking to the big cars, little Wally Campbell of Trenton, N. J. dominated the AAA big car racing program which marked the closing of the Southern States Fair here yesterday afternoon.

The Torrid Trentonian snapped a four year old one-lap mark in the time trials when he circled the beautifully conditioned oval in 25.05, eclipsing Tommy Hinnershitz 25.15 record which has stood since October 9, 1949. The short pilot was satisfied with a second place in his heat, which gave him the more advantageous outside starting position in the feature which he led wire to wire.

Tough competition came from Jim Bryan in the events, with the Phoenix youngster capturing the first heat over Campbell and running second to him in the feature until his Leitenberger Spl. blew up midway in the race.

Finishing behind Campbell in the 20-lap main event were Joe Sostilio, Tommy Hinnershitz, Ernie McCoy, Buster Warke and Billy Gouse. Campbell's time for the 10 miles was 8:47.38.

It was Bryan over Campbell and McCoy in the initial prelim in the time of 3:25.90 for four miles. The second heat finished Hinnershitz, Sostilio and Warke in that order with Tommy being timed in 3:29.77. The final heat went to Jiggs Peters ahead of Joe Barzda and Gouse in 3:42.03.

Tony Bonadies took Consolation honors in the Barclay Offy over Joe Mattera, Bob Baker and Mickey Fenn.

Schindler Memorial Go To Sostilio at Reading

10-14-1953



JOE SOSTILIO flashes his winning smile in victory lane at the Reading, Pa. fairgrounds Sunday after winning the first annual Bill Schindler 100-lap Memorial big car race. From left to right are pit members on winning car (holding helmet); Ted Nyquist, with trophy he awarded winner; car owner John Fray (upper left); Sostilio; Robert William Schindler, son of the late driver in whose honor the race was named, with the car owner trophy; driver Johnny Kay peeking over Schindler's shoulder; and at extreme right promoter Sam Nunis who ran the event. (NSSN Staff Photo by Paul Baker)

By FRANK (JIM) LUNT

Reading, Pa., Oct. 11—Joe Sostilio of East Natick, Mass., won the 100-lap "Bill Schindler Memorial Bust" Trophy race here this afternoon on the famous Reading Fairgrounds half-mile dirt speedway. The affair was promoted by Sam Nunis Speedways and was the first of its type ever presented in the East; first big car race at that distance and first time that 14 cars have ever been permitted to run on this type of track

by the AAA Contest Board. Sostilio covered himself with glory, cash and even a bit of topsoil. He led the race from the 62nd lap to the finish, pocketing mucho cash at \$10 per many of his leading laps.

Campbell Sets Lap Mark

Wally Campbell lived up to his advance reputation as the newest sen-

the third heat and Johnny Matera in his "for sale" DO Hal rammed his sweet-running mount to the front and took an easy triumph. Two Offies finished to his rear. The real competition in this event was between Ottis Stine and Tony Bonadies

With completion of the heats, Sam Nunis introduced Robert William Schindler, son of the fabulous chauffeur. Eighteen-year-old Bob unveiled the handsome bronze life-size bust replica of his famous father. George Hallen and his Reading Fair Band sounded "Taps" and then rendered our National Anthem amidst the bursting of aerial bombs. At the finish thousands of colored balloons were released in the infield. Every one was deeply impressed by the ceremonies . . . The annual event must be won three times for permanent possession.

Nunis then presented more of his well known showmanship when the band marched down the main straightaway with the drivers for the main following. Each driver was given a rousing ovation as his name was pronounced. At this point the feature was only minutes away.

The cars lined up two abreast like this: Campbell, McCoy, Buster Warke, Sostilio, Hinnershitz, Randall, Biro, Mel Weidner, Johnny Kay, Bill Case, Joe Mattera, Bill Gouse, John Matera, Ottis Stine. Randall hit the fence between the third and fourth bend on the first lap and a restart was necessary. On the restart Campbell roared to the lead and outdistanced the pack with evident ease. McCoy stayed with him for 10 laps but Wally gradually pulled away. Meanwhile Hinnershitz passed Sostilio on the 13th lap and was making a bid to better his position until a busted rear put him out of business on the 18th lap.

Campbell Thrills Crowd

By the 15th time around Campbell had a straightaway lead over the second place man, McCoy. Hinnershitz's hard luck put Sostilio into third spot. The flying Campbell passed third placer Sostilio in the 22nd lap leaving McCoy the only driver on the same lap. Warke peeled a tire and pitted on the 25th lap. At one point seven cars were bunched off the first corner—four abreast for a moment. Campbell? He passed the whole passel out of the 2nd corner!

Warke was back in on the 28th, while Stine and Case were pit residents. On the 30 lap Campbell's car appeared to sputter but it was only because he had slowed down on a pit signal from his crew. By the 33rd lap or thereabouts it was evident that Wally was coasting and pacing himself nicely. Stine was out on the 33rd with a broken shock. Kay, in fifth place, pulled in on the 41st lap. At 50 laps it was Campbell McCoy, Sostilio, Biro and Weidner.

Kay was back in at 51. Warke was in again with tire trouble, on the 54th. McCoy pulled in for a tire change on the 55th and was back in action on the 57th—two laps back. Kay was out of the race. Campbell made a pit stop on the 61st with Sostilio gaining the lead to the checker, going the distance non-stop.

Campbell was back in the battle again on the 63rd lap and immediately began a mad scramble to regain lost ground. How that boy did wheel it! He passed McCoy on the 79th lap to take second. Wally's headlong rush was halted on the 85th when a steering arm broke and hurled him head-on into the outer concrete wall of the fourth turn. He was uninjured except for a somewhat broken heart.

Sostilio took the checker first, followed by McCoy, Biro, Weidner and Joe Mattera—three Offies, a Ford 6 and a Mercury. It was one of the most thrilling events ever seen in the East. Ted Nyquist of Reading presented Sostilio with his trophy Young Schindler did the honors for winning car owner John Fry. A portion of the day's proceeds was donated to the educational fund for young Schindler. Sostilio and Campbell were the recipients of much cash to the tune of \$10 per most of the laps.

Summaries:
Time trials: Campbell 24.12, Curtis Offy, NMR; McCoy, 24.95, Vargo Offy; Warke 25.65, Julp Offy; Sostilio 25.11, Fray Offy, Thomson 25.29, Traylor, former Hickey Offy; Hinnershitz 26.11, own Offy; Randall 27.23, Caruso Offy; Biro 27.31, Myles Offy; Weidner 27.43, Weidner Ford 6; Kay 27.46, Barzda Merc.; Bill Case, 27.72, Merc.; Joe Mattera 27.88, own Merc.; Gouse 27.97, Jack Robbins Offy; John Matera 27.97, own DO Hal; Stine 28.27, Ellis McDowell; Mark Sooy, 28.91, own Hal; Pony Bonadies 28.83, Barclay Offy; Charles Musselman 29.72, Ford 6; Jim Whitman 29.74, Merc; Howard Bachtel 29.96, Merc.
1st heat — Campbell, McCoy, Wake, Sostilio, Hinnershitz.
2nd heat — Biro, Randall, Kay, Weidner, Case, Mattera.
3rd heat — Matera, Gouse, Bonadies, Stine, Musselman, Sooy, Bechtol.
Feature — Sostilio McCoy, Biro, Weidner, Mattera, Warke, Gouse, Campbell, Matera, Kay, Stine, Case, Hinnershitz.
Times: 2:20.53; 2:45.71; 2:48.70. Feature 47:42.36.
Positions at 10-laps intervals: 10 — Campbell, McCoy, Sostilio, Warke, Biro; 20 — Campbell, McCoy, Sostilio, Warke, Biro, 30 — Campbell, McCoy, Sostilio, Biro, Kay; 40 — Campbell, McCoy, Sostilio, Biro, Kay; 50 — Campbell, McCoy Sostilio, Biro, Weidner.
60 — Campbell, Sostilio, Biro, McCoy, Weidner; 70 — Sostilio, Campbell, Biro, McCoy, Weidner; 80 — Sostilio, Campbell, McCoy, Biro, Weidner; 90 — Sostilio, McCoy, Biro, Weidner, Mattera; 100 — Sostilio, McCoy, Biro, Weidner, Mattera.

POINT STANDINGS Eastern

Official as of Oct. 14

1	Tommy Hinnershitz	494.5
2	Joe Sostilio	474.
3	Ernie McCoy	395.
4	Wally Campbell	261.
5	Jim Bryan	256.
6	Bill Holland	240.
7	Jiggs Peters	207.5
8	Johnny Thomson	204.
9	Joe Barzda	186.5
10	Mel Weidner	173.

NOTE: The AAA contest board has announced that only the Williams Grove meet on October 18, the Raleigh, N.C. meet on Oct. 24 and the Hatfield, Pa. meet on Oct. 25 will count toward the eastern championship. Should any other sprint class races be scheduled, they will be considered post-season races and no points will be awarded.

sation in big car racing by setting a new track standard of 24.12, romping home ahead of the pack in the first heat and leading the feature workmanlike fashion for the first 61 laps. The huge crowd took him to their hearts.

Three six-lap heats were run. Campbell had stiff competition from Ernie McCoy of Reading in that first heat. McCoy had a short-lived lead until Campbell shoved 'er right through the floor and sped to the fore. The heat was halted at the fifth lap when Johnny Thomson hit the inside guard rail off the fourth turn, lost a wheel and spun out. He was uninjured.

In the second six-lapper Bill Randall in one of his rare big car rides was off to a quick lead. Gays Biro dogged him for several laps and finally passed Bill to bring home the shekels. Came

EASTERN AAA BIG CAR CHAMPIONSHIP HINGES ON RALEIGH, HATFIELD RACES

10-21-1953

Washington, D. C.—The closest point battle in eastern A.A.A. big car racing will come to a climax this Sunday afternoon at the Hatfield, Pa. Speedway.

Four time eastern champion Tommy Hinnershitz, who has led the standings since the opening race at Reading, Pa. on March 29 fell to second Sunday when Joe Sostilio finished ahead of him at Williams Grove to assume the point lead.

With races at Raleigh, N. C. and Hatfield this weekend winding up the point season, Tommy Hinnershitz must sweep both meets to regain the point lead and title. Should Sostilio finish second, both in preliminary and feature events on both days, he will be the 1953 champion. The main races at Raleigh Saturday is over the 20-lap route, while Hatfield has a 25-lap event slated. The official points as of October 21 are; 1. Joe Sostilio 524; 2. Tommy Hinnershitz 494.5; 3. Ernie McCoy 457; 4. Jim Bryan 292; 5. Wally Campbell 269; 6. Bill Holland 244; 7. Jiggs Peters 217.5; 8. John Thomson 204; 9. Joe Barzda 186.5; 10. Mel Weidner 173. When the checker falls at Hatfield Sunday, the champion will be known.

McCoy's Last Lap Kick Wins Horn Memorial



ROY RICHWINE (right), majordomo at Williams Grove Speedway, happily handles the presentation of the Ted Horn Memorial trophy to Ernie McCoy (left) who displays some fine dental work at the occasion. Track physician, Dr. H. S. Berberian, assists in holding the large trophy. Speed Age magazine owner Don O'Reilly can be seen between Berberian and Richwine. (NSSN Staff Photo by Paul Baker)

By GEORGE E. SHELLEY

Williams Grove, Pa., Oct. 19—Masterful driving won for Ernie McCoy, of Reading, Pa., the big one, the annual Ted Horn-Bill Schindler Memorial Trophy race for a distance of 50 laps yesterday afternoon in the final AAA big car auto race of the season on Roy Richwine's half-mile Williams Grove Speedway.

Driving the Jake Vargo Offy, McCoy sped across the finish line before 29,000 fans in the fast time of 22 minutes, 38.03 seconds, earning the right to become the first driver to have his name inscribed on the handsome new trophy offered by Richwine to the driver winning the event twice.

Joe Sostilio, of East Natick, Mass., in the Johnny Fray Offy, who led the race at two different stages, finished second by only two car lengths, relinquishing the lead to McCoy only when going up the backstretch on the final lap, when his brakes failed.

However, the 40 points he earned for second spot, put Sostilio out in front with 524 points for the AAA Eastern Championship title, while Tommy Hinnershitz, of Reading, four-time Eastern champ, who had led throughout the season encountered tough luck, dropped back to second with his 494.5 points. Sostilio is almost assured of winning the championship with only Hatfield, Pa., and Richmond, Va., remaining on the schedule.

Jimmy Bryan of Phoenix, Ariz., in the Leitenberger Offy, was third; Bob Sweikert, Indianapolis, in the Lee Elkins 73, fourth; Duane Carter, Culver City, Cal., winner of the trophy race last year, in Agajanian's No. 98 Jr., fifth; Mike Nazaruk, East Meadows, L. I., in the Lee Elkins 83, sixth; LeRoy Warriner, Indianapolis, in Carter's Miracle Power Spcl., seventh, and Jerry Hoyt, Indianapolis, Mary Hulman's H.O.W., eighth.

The trophy race, as always proved a heartbreaker for Hinnershitz, for

(Please Turn to Page Ten)

McCoy

(Continued from Page Three)

more reasons than one. He's been in everyone since they started in 1930, but has never won the event although he has scores of victories to his credit in other races here.

In the first place, the champion's time trial was too slow (he spun out on one of two laps he was entitled to) to qualify for a heat, and he had to try to make it via the consolation. He was threading his way up through the pack when a broken drive shaft forced him to drop out.

In order that Hinnershitz would have a chance to defend his point advantage, Buster Warke, of Allentown, relinquished the wheel of the Dutch Culp Offy which he had qualified for the main. But the feature saw Hinnershitz "pitting" for a broken spark plug, then resuming the race.

The tough luck also lost for Hinnershitz a chance to win the season's William's Grove title for the third consecutive year.

Bryan took down the title after going in the race five points behind Hinnershitz, winning the crown with 995 points against Tommy's 800.

Sostilio got out in front from the pole position going into the first turn in the feature, but up the backstretch the sensational Wally Campbell, of Trenton, in the Frank Curtis Offy, pulled abreast. Sostilio moved back into the lead going into the third turn, but on the fifth lap going through the first and second turns Sweikert moved around both Campbell and Sostilio to go out in front. On the same lap, Campbell took second from Sostilio.

As they crossed the half-way mark, Sostilio and Campbell were side by side, and it wasn't until coming out of the fourth turn on the 27th lap that Sostilio got back in second. He moved back into the lead as he passed Sweikert as they crossed the starting line at the 31st lap.

But meanwhile, McCoy was driving like a man possessed. Starting fifth, he went through the third and fourth turns low to move around both Carter and Bryan to go into the third. He took third from Campbell on the 31st lap, moved around Sweikert for second on the 37th lap, and set out to cut down a 75 yard advantage Sostilio held to take over the

lead on the last lap. Campbell went out after his oil pressure dropped and his clutch went out.

Campbell set the fastest time of the day at 25.39 seconds, with heats going to Sostilio, Carter, Fred Peters, of Plainfield, N. J., and the consy to Paul Russo, of Hammond, Ind.

Richwine announced AAA big car auto racing will return to the Williams Grove Speedway for the 1954 season opener on Sunday, April 4.

Yesterday's Results

Fastest time trial — Wally Campbell Trenton, N.J., (Frank Curtis Offy), 25.39; Joe Sostilio, East Natick, Mass., (Johnny Fray Offy), 25.49; Duane Carter, Culver City, Calif., (Agajanian Offy), 25.73; Ernie McCoy, Reading, Pa. (Vargo Offy), 25.82; Jimmy Bryan, Phoenix, Ariz., (Leitenberger Offy), 25.87; Fred Peters, Plainfield, N. J., (Frank Cal Offy), 26.01; Bob Sweikert, Indianapolis, Ind., (Lee Elkins 73), 26.05; Jerry Hoyt, Indianapolis, Ind., (Mary Hulman H.O.W.), 26.08; Buster Warke, Allentown, Pa., (Dutch Culp Offy), 26.09.

Mike Nazaruk, East Meadow, L. I., (Lee Elkins 83), 26.10; LeRoy Warriner, Indianapolis, Ind., (D. Carter's Miracle Power Spcl.), 26.15; Paul Russo, Hammond, Ind., (Lee Elkins 74), 26.44; Bill Holland, Indianapolis, Ind., (Wms. Grove Spdway Spcl.), 26.58; Johnny Kay, New Britain, Conn., (Traylor Offy), 26.65; Gays Biro, Peninsula, O., (Myles Offy), 26.66; Tommy Hinnershitz, Reading, Pa., (Miracle Power Spcl.), 26.72; Bill Randall, Wakefield, Mass., (Caruso Offy), 27.01; Bill Gouse, Boiling Springs, Pa., (Jack Robbins Offy), 27.03; Hank Rogers, Ford, N. J., (Frankhouse Spcl.), 27.20; Johnny Maters, Elizabeth, N. J., (Matera Hal), 27.26.

Bob Scott, Gardena, Calif., (Ernie Ruiz Offy), 27.42; Al Herman, Bethlehem, Pa., (Barzda Mercury), 27.59; Joe Barzda, New Brunswick, N. J., (Barzda Ford V8), 27.72; Otis Stine, York, Pa., (Bill Cahill Offy), 28.12; Mark Sooy, Trenton, N. J., (Sooy Hal), 28.13; Bill Case, Doylestown, Pa., (McConnell Mercury), 28.15; Dick O'Neill, Trenton, N. J., (Ellis McDowell), 28.33; Charles Musselman, Collegeville, Pa., (Weidner Ford 6), 28.67; Bob Arndt, Fullerton, Pa., (Arndt Ford 6), 28.71; Mel Weidner, Reading, Pa., (Weidner Ford 6), 28.82; Charles Sarle, Alexandria, Va., (Jaguar Spcl.), 30.90.

First race, 10 laps—Sostilio, Campbell, Bryan, McCoy, Carter, Peters, 4:25.26.

Second race, 10 laps—Carter, McCoy, Sweikert, Warke, Peters, Time 4:29.54.

Third race, 10 laps—Peters, Nazaruk, Warke, Hoyt, Russo, Warriner, 4:30.24.

Consolation race, 10 laps—Russo, Hoyt, Warriner, O'Connor, Holland, Sacks, Kay, Herman, Biro, Time 4:38.47.

Annual Ted Horn - Bill Schindler Memorial Trophy Race, 50-Lap Feature:

Ernie McCoy, Reading; Joe Sostilio, East Natick, Mass.; Jimmy Bryan, Phoenix, Ariz.; Bob Sweikert, Indianapolis; Duane Carter, Culver City, Calif.; Mike Nazaruk, East Meadows, L. I.; LeRoy Warriner, Indianapolis; Jerry Hoyt, Indianapolis; Fred Peters, Plainfield, N. J. Time 22:38.03.

Sostilio Risks Eastern Lead

10/22/1953

HATFIELD, Pa. — The hotly-contested AAA Eastern big car racing championship was the talk of the racing world today as auto racing's 1953 title contenders prepared to "square off" in the last events of the season at Hatfield Speedway this Sunday afternoon.

The widely discussed big car title chase has narrowed down to a battle between Joe Sostilio, East Natick, Mass., the current pacesetter, and Tommy Hinnerhitz, Reading, Pa., the only driver with a chance of overtaking Sostilio.

New England Joe forged into

the championship lead by finishing second in the Ted Horn Memorial 25-mile race at Williams Grove, Pa., last Sunday.

The point standing in the AAA Eastern big car championship is as follows: Sostilio, 524; Hinnerhitz, 494.5; Ernie McCoy, 457; Jim Bryan, 292; Wally Campbell, 269; Bill Holland, 244; Jiggs Peters, 217.5; Johnny Thomson, 204; Joe Barzda, 186.5; Mel Weidner, 173.

Sunday's program will get under way at 1 o'clock with time trials. First of four 10-lap heat races will begin at 2:30.

Raleigh, N.C. Oct 24-53

F 25.26
\$3.1951
3:35.20-8
LW

10/24/1953

Charlie Sables, Alexandria Va, Jockey 6"

19 Randall 25.45

1st heat 8-laps

52 Kay 27.74

24 Gouse 26.35

52 Peter 26.09

72 Sostilio 24.94 - NTR.

88 Mottora 29.18

2 McCoy 25.62

33 Barzda 27.40

45 Linder 26.12

8 Finn 30.10

1 Hammersmith 25.79

8 Campbell 25.32

4-WARKE 25.89

- SABLES 29.62

Heater 20 laps

8 CAMPBELL - 1

1 Hammersmith - 2

2 McCoy - 3

19 RANDALL - 3

45 SOSTILIO - 4

4 WARKE - 4

52 PETERS - 4

52 KAY - 4

8 Finn - 4

24 GOUSE - 4

88 MOTTORA - 4

24 GOUSE - 2

8 SABLES - 3

52 Kay - 3

52 Peter - 1

1st heat 8-laps

8 CAMPBELL - 1

19 RANDALL - SPIN

2 McCoy - 3

1 Hammersmith - 2

4 WARKE - 4

3:55 - Vermont 2 laps

4 WARKE - 3

19 RANDALL - 1

52 PETERS - 2

45 SOSTILIO - 2

24 GOUSE

33 BARZDA

3:38.20

52 PETERS - 1

52 KAY - 2

88 MOTTORA

8 SABLES

8 Finn - 3

3:57.40

Circuit - 8 laps

0 Finn - out

88 MOTTORA - 4

24 GOUSE - 2

8 SABLES

52 Kay - 3

52 Peter - 1

Johnnie Rust - out

1 YRSUB
L. NEWNER \$4.00
MR. PAUL SHATTUCK

8:59.60 NTR.

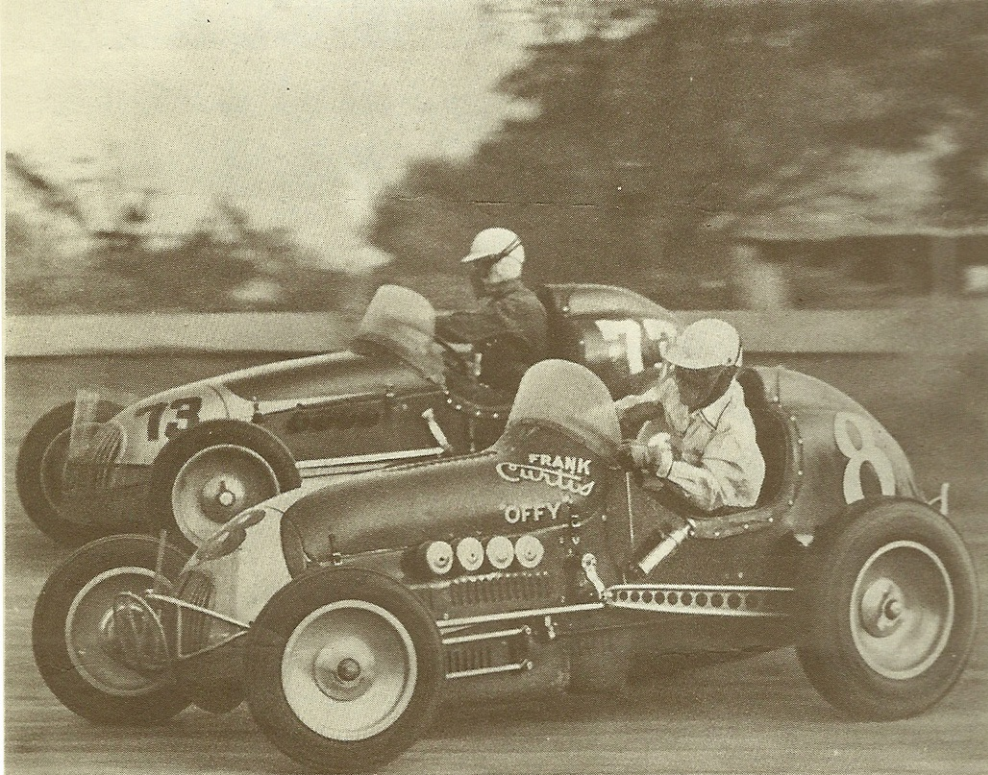
back Hammersmith \$4.24.80

Campbell Sets New Record At Raleigh

10/25/1953

RALEIGH, N. C. —AP— Wally Campbell of Trenton, N. J., nosed out Tommy Hinnershitz of Hershey, Pa., to score a record-setting triumph in the featured 20-lap AAA auto race at the state fair here yesterday.

Campbell covered the 10 miles in 8-minutes, 50.61 seconds to surpass Hinnershitz's old mark of 9:04.80.



10/27/1953

Wally Campbell, in the Curtis Offy, # 8, duels for first place with Bob Sweikert in the Horn-Schindler Memorial at Williams Grove. Oil pressure and clutch trouble saw Campbell leave the race later on. Selected as, "THE DRIVER OF THE YEAR" due to his sensational first season showing in AAA big car competition, Wally will be honored with an award at the International Auto Sport Show. The Curtis car will be on exhibit for the full six day and night run of the show at the Hempstead Armory.-Dave Knox photo.

Campbell Hot As Rain Halts Hatfield Card

10-28-1953

Hatfield, Pa., Oct. 26—Wally Campbell completely dominated the rain shortened AAA big car program at Joie Chitwood's Hatfield Speedway here yesterday, winning the time trials and only heat run before the rains came.

Promoter Chitwood announced that the complete program would be run this Sunday, Nov. 1st, and all rain checks would be honored.

It is expected that the AAA sectional title will be decided in Sunday's race between Joe Sostilio and Tommy Hinnershitz.

Qualifying Field—Wally Campbell, Curtis Offy, 24.31; Tommy Hinnershitz, Miracle Power Spl., 25.49; Ernie McCoy, Vargo Offy 25.50; Joe Sostilio, Leitenberger Offy, 25.52; John Thomson, Williams Grove Spl., 25.62; Jiggs Peters, Cal Offy, 25.73; Joe Barzda, blown V8, 25.79;; Buster Warke, Culp Offy, 26.05; Mel Weidner, 26.42; Al Herman, Caruso Offy, 26.44; Johnny Matera, own HAL, 26.62; Johnny Kay, Barzda, Merc. 26.68; Charlie Musselman, 26.79; Dick Mealy, Merc, 26.90; Bill Gouse, Ellis McDowell, 26.97; Dick Fries, Weidner, Ford 6, 27.10; Bill Case, Merc, 27.16; Joe Mattera, own Merc., 28.31; Mark Sooy, own HAL 28.40; Bill Randall, Traylor 19, 35.08.

First heat, 10 laps—Campbell, Sostilio, Barzda. Time 4:27.04.

Wally (Crazy Wheels) Campbell In Rough Raleigh Record Ride

10-28-1953

Raleigh, N. C., Oct. 25—With the chips down in the penultimate big car race on the current AAA calendar, Tommy Hinnershitz, the four time eastern champion, got a big boost from Lady Luck and finished second in the North Carolina Centennial Sweepstakes behind Wally Campbell in the most thrilling big car contest ever recorded in the Carolinas.

Joe Sostilio, challenging for titular honors, started the day off big with a 24.94 qualifying lap which shattered the existing standard and went on to build up a commanding lead in his heat only to have the engine on his Fray Offy blow. To further dissappoint the balding Bostonian the Leitenberger Offy which he took over to win second in a heat tore its clutch out while running third in the feature to retire him for the day after earning a slim six points. Dick Linder showed great sportsmanship in relinquishing his car to Sostilio.

Hinnershitz drove one of the greatest races of his career to outjump Wally Campbell at the start and maintain a blazing pace throughout 19½ laps of the 20-lap feature. Entering the backstretch on the final

circuit Campbell pulled alongside the champion, then cut in front to pass a slower car and led the Flying Dutchman into the third corner. Hinnershitz accepted the challenge and pulled alongside the speeding Campbell. Amid the cheers of the record breaking crowd the duo raced wheel to wheel down the homestretch with Campbell getting the nod by a half wheel width.

The torrid pace maintained by the two drivers resulted in a new track record of 8:59.60 for Campbell, breaking the Hinnershitz owned mark of 9:04.80 set on October 21, 1951.

Ernie McCoy suffered hand and head injuries when the radius rod on his Vargo Special broke, spun around, breaking the shock absorber arms and torsion bar support, then hitting him over the head, shattering his helmet, then striking his hand which was on the brake. He was treated and released from Rex Hospital last night.

Qualifying Field — Joe Sostilio, Fray Offy, 24.94 (NTR); Wally Campbell, Curtis Offy, 25.32; Bill Randall, Traylor Offy, 25.45; Ernie McCoy, Vargo Offy, 25.62; Tommy Hinnershitz, Miracle Powel Ppl., 25.79; Buster Warke, Culp Offy, 25.89; Jiggs Peters, Cal Offy, 26.09; Dick Linder, Leitenberger Offy, 26.12; Bill Gouse, Robbins Offy, 26.35; Joe Barzda, Own V8, 27.40; Johnny Kay, Barzda Merc., 27.74; Charlie Sarles, Own Jaguar, 29.62; Mickey Penn, Owns Riley, 30.10.

First heat, 8 laps—Campbell, Hinnershitz, McCoy. Time 3:55.00.

Second heat, 8 laps—Randall, Sostilio, Warke. Time 3:38.20.

Third heat, 8 laps—Peters, Kay, Sarles. Time 3:57.40.

Consolation, 8 laps—Peters, Gouse, Kay, Mattera. Time 3:42.40.

Feature, 20 laps—Campbell, Hinnershitz, Randall, Warke. Time 8:59.60. New track record.

POINT STANDINGS

EASTERN BIG CAR (Official)

1. Joe Sostilio	530
2. Tommy Hinnershitz	516.5
3. Ernie McCoy	461
4. Wally Campbell	297
4. Jim Bryan	292
6. Fred Peters	240.5
7. Bill Holland	240
8. Johnny Thomson	204
9. Joe Barzda	186.5
10. Mel Weldner	173

Jim Bryan Winner of Grove Track Title; Horn Memorial Final Boasted 23 Offys

10-28-1953

Williams Grove, Pa.—In order to bring fans point standing for the 1953 season on Roy Richwine's famous half-mile Williams Grove Speedway and to go into more detail on the Annual 50-lap Ted Horn-Bill Schindler Memorial Trophy Race closing the season on the oval on Oct. 18 than space permitted last week, this article intended as a follow-up is written.

Jimmy Bryan, the cigar-chewin' cowboy from Phoenix, Ariz., was crowned the 1953 Williams Grove Speedway champion after his third place finish in the feature.

Bryan, who won 30-lap features on the track on May 3 and July 12, finished the season with 995 points, becoming the first driver to dethrone Tommy Hinnershitz, of Reading, who had held the title every year since it was first offered by Richwind in 1950.

Hinnershitz, who had led Bryan 780 to 775 points going into the last race, had trouble in qualifying for the feature, as noted in last week's story, finishing in the runner-up position with 800 points.

Joe Sostilio, of East Natick, Mass., and Ernie McCoy, of Reading, tied for third place with 710 points each; Paul Russo, of Hammond, Ind., was fifth with 430, and Gays Biro, of Peninsula, Ohio, sixth with 340 points.

Now for the annual memorial classic itself.

A brief recap shows that McCoy won the 50-lap feature, taking the lead from Sostilio on the final lap.

McCoy and Sostilio were followed across the finish line by Bryan, Bob Sweikert, Indianapolis; Duane Carter, Culver City, Cal.; Mike Nazaruk, East Meadows, L. I.; LeRoy Warriner, Indianapolis, and Jerry Hoyt, Indianapolis, in that order.

McCoy started in fifth place, dropping as far back as eighth, then coming up to win.

McCoy drove hard to win his victory, but in all fairness to Sostilio, it must be reported his brakes were

giving out in the final stages of the race.

The lead changed four times during the 50 laps.

Sostilio led from the first through the fourth laps; Sweikert from the fifth through the 30th; Sostilio from the 31st through the 49th, and McCoy on the 50th.

So much for the feature, more thoroughly covered in last week's article.

For the Horn-Schindler Memorial, Richwine drew one of the largest and finest fields of cars and drivers ever assembled on the oval, bringing together the best from both the East and the Mid-west.

The line-up for the consolation included no less than four champions in a field that saw better drivers than many feature races have had.

HOT CONSOLATION

The champions in the consy included Bill Holland, winner of the Indianapolis Classic in 1949 and AAA Eastern champion in 1941; Tommy Hinnershitz, of Reading, four-time AAA Eastern champion; Pat O'Connor, N. Vernon, Ind., the 1953 Mid-western champ, and LeRoy Warriner, of Indianapolis, the 1953 AAA National midget champ.

Jerry Hoyt took the lead from pole position in the Mary Hulman H.O.W. in the 10-lap consy, but a wide slide through the first and second turns saw Paul Russo, of Hammond, Ind., in the Lee Elkins No. 74 go into the lead, who went on to win by a wide margin.

Meanwhile, Holland, in the Wms. Grove Spcl., and Hinnershitz, in his Miracle Power Spcl. who started far back in the field, began threading their way up through the traffic. On the 4th lap, Tommy went high and outside through the first and second turns to take fifth from Holland, but as he was trying to pick O'Connor off for fourth spot, he went out with a broken drive shaft.

Wally Campbell, of Trenton, N. J., the sensational newcomer to AAA ranks, set the fastest time trial of

the day at 25.39 seconds in the Frank Curtis Offy, but Sostilio, who had the second fastest time at 25.49 seconds in the Johnny Fray Offy, won the first 10-lap heat.

Campbell started on the pole, but Sostilio blew him off from outside starting position going into the first turn. Campbell was unable to overtake Sostilio, who won the event by about 20 yards.

Bryan won out in a battle for third place with McCoy. McCoy had held the position, but a slide in the first turn on the fifth lap saw Bryan going under to take the spot.

McCoy led the second 10-lap heat at the outset, but Duane Carter, driving the Agajanian No. 98 Jr., went outside through the first and second turns on the sixth lap, going on to win by about 30 yards.

Hoyt and Sweikert, driving the Lee Elkins No. 73, meanwhile, were battling for third place.

Hoyt spun out going into the third turn on the same lap Carter took the lead, the Hulman H.O.W. sliding backward into the bank.

McCoy, Sweikert and Buster Warke, of Allentown, in the Dutch Culp Offy, (which Warke later relinquished to Hinnershitz for the feature), were closely bunched in that order at the finish.

Fred Peters, of Plainfield, N. J., in the Frank Cal Offy, won the third 10-lap heat by only two car lengths as he was pushed to the finish by Nazaruk in the Lee Elkins No. 83. Warke qualified the Culp Offy for the feature by going high through the first and second turns on the last lap to take third from Hoyt.

Richwine boasted a 33-car field, 23 of 'em Offies, for his final race of the season.

Other than a few spin-outs, both during competition and time trials, there were no mishaps, and Richwine was elated when he reported: "We didn't even open an iodine bottle".

This, plus last week's article devoted almost entirely to the feature, will give fans an idea of the high calibre of Richwine's closing AAA big car auto race of the 1953 season.

Following is a complete list of point standings for this year on the Williams Grove Speedway:

Pos.	Driver	Point Standings at	
		Williams	Grove
1.	Jimmy Bryan	995	
2.	Tommy Hinnershitz	800	
3.	Joe Sostilio	710	
4.	Ernie McCoy	710	
5.	Paul Russo	430	
6.	Gays Biro	340	
7.	Eddie Russo	310	
8.	Joe Barzda	305	
9.	Bill Holand	260	
10.	Wally Campbell	250	
11.	Jiggs Peters	230	
12.	Jimmy Davis	220	
13.	Duane Carter	215	
14.	Bob Sweikert	195	
15.	Mike Nazaruk	175	
16.	Hank Rogers	155	
17.	LeRoy Warriner	120	
18.	Len Duncan	105	
19.	Bill Randall	105	
20.	Jerry Hoyt	100	
21.	Al Herman	100	
22.	Johnny Thompson	85	
23.	Speed McFee	85	
24.	Johnny Kay	70	
25.	Buster Warke	60	
26.	Mel Weidner	55	
27.	Bill Gouse	50	
28.	Mark Sooy	50	
29.	Johnny Matera	40	
30.	Joe Mattera	40	
31.	Woody Campbell	40	
32.	Eddie Gallione	30	
33.	Howard Bechtol	30	
34.	Mike McGreevy	30	
35.	Bob Arndt	30	
36.	Charles Musselman	30	
37.	Bill Case	20	
38.	Carl Becker	20	
39.	Scoop Houser	20	
40.	Johnny Parsons	10	
41.	Pat O'Connor	10	
42.	Ottis Stine	10	
43.	Russ Klar	10	
44.	Mark Light	10	
45.	Bob Scott	10	
46.	Eddie Sachs	10	
47.	Bob Cooney	10	
48.	John Whitman	10	
49.	Dick Fries	10	
50.	Dick O'Neil	10	
51.	Charles Sarle	10	

Point Standings

AAA Eastern Big Car Championship To Be Decided at Hatfield This Sunday

10-28-1953

Hatfield, Pa., Oct. 27—Only 13½ points separate Joe Sostilio and Tommy Hinnershitz in the AAA Eastern big car auto racing championship as the two drivers prepare to "square off" in the last engagement of the season at Joie Chitwood's Hatfield half mile speedway this Sunday afternoon (November 1).

The dramatic meeting was sched-

uled to take place last Sunday, but like so many times this year "the rains came" and literally washed out the big car speed program after only time trials and one heat race had been run. Wally Campbell set the fastest qualifying time of 24.31 seconds, and then went on to win the five mile qualifying heat in 4:27.04.

Speedway manager Chitwood said the entire program will be re-run this Sunday afternoon. The field of 20 drivers and cars will remain intact, and rain checks issued for last Sunday's races will be honored. However, choice reserved seats still can be obtained by telephoning Hatfield (Pa.) 8521.

Hinnershitz, the Reading (Pa.) dutchman, who has won every AAA Eastern big car title since 1949, reduced Sostilio's championship lead by 16 points in last Saturday's races at the North Carolina State Fair, Raleigh. Both title aspirants finished second in their heat races, but Tommy also was second in the 10-mile feature, while Sostilio was forced out of that race with mechanical difficulties.

Sostilio, who hails from East Natick, Mass., said early this week he definitely will have his car in shape for Sunday's races. So will Hinnershitz, Campbell, Johnny Thomson, Ernie McCoy and others. Time trials open the program at 1 o'clock. First of four five-mile heat races begins at 2:30, and the 12½-mile feature will commence at approximately 4 o'clock.

Rescheduled Hatfield Race Will Decide Eastern Laurels

10/28/1953

HATFIELD, Pa., — Jole Chitwood tried to close his Hatfield half mile speedway last Sunday on the same note he opened it last Spring—in the rain.

As a result, the closing AAA big car auto races of the eastern season were deferred until this Sunday afternoon, November 1.

When the rains made further competition impossible, Chitwood consulted AAA contest board ofing heat.

Twenty drivers qualified their cars last week and all of them said they will be back this Sunday afternoon. The field included officials and was informed that the program would be re-run in its entirety this Sunday. Before the rain interceded, Wally Campbell of Trenton had set the fastest time in the time trials. Campbell also won a five-mile qualify-

Joe Sostillo and Tommy Hinner-shitz, only drivers with a mathematical chance of winning this year's prized AAA Eastern big car racing championship.

As a result of last Saturday's races at Raleigh's North Carolina State Fair, Sostillo's lead in the championship has been reduced to 13½ points. At Raleigh, both Sostillo and Hinner-shitz finished second in their respective heats, but Tommy also was second in the 10-mile feature while Sostillo was forced out with mechanical difficulties.

The two title aspirants both will be on hand at Hatfield Sunday to wind up their championship battle. Their performance at Hatfield will decide the title.

Speedway manager Chitwood said all rain checks issued last week will be honored this Sunday.

Trenton's Campbell Is Voted Top Rookie In AAA Racing

10/29/1953

WASHINGTON — AP — Sports writers in a national poll conducted by the American Automobile Association's Contest Board have picked Wally Campbell, Trenton, N. J., as auto racing's rookie of the year and Bill Holland, Indianapolis, as the sport's "comeback driver" of the recent campaign.

Campbell entered AAA big car racing in mid-season and won a string of victories from Eastern Pennsylvania to mid-Iowa. He finished fourth in Eastern sprint standings.

The 48-year-old Holland, 1948 winner of the Indianapolis 500-mile race, also had a victory streak in Eastern big car racing, his first major successes in more than ~~four~~ years. He also set the next-to-fastest qualifying time for the "500."

Other awards included Bob Swikert, Hayward, Calif., for most improved driver of the year; the "Hoosier Hundred" at Indiana State Fair Grounds last September as "most dramatic race of the last 25 years," and Frank Mundy, AAA stock car champion, as most colorful driver of the year.

Swikert won the Hoosier Hundred in a four-car "tarpaulin finish."

McQuinn Top Official

Harry McQuinn, serving his first year as chief steward of the Indianapolis 500, was voted outstanding AAA official of the season.

Bill Vukovich, winner of the 1953 500-miler, was voted the driver "most likely to achieve immortality," and Tommy Hinnerhiltz, Reading, Pa., was picked as the year's tough luck driver for a series of mechanical mishaps that cost him the Eastern championship, won by Joe Sostillo.

Bill Homeler, Burbank, Calif.,



Wally Campbell

was named the outstanding runnerup of the year for his year-long, unsuccessful campaign for the AAA national midget car title, won by Leroy Warringer, Indianapolis.

The writers named the Bardahl combination of Sam Hanks, national big car champion; Mechanic Harry Stevens and Owner Ed Walsh of St. Louis as the outstanding team of the year.

The AAA said American auto racing attracted more than four million spectators in 1953.

Sports Writers Vote Honors To Racing Drivers

10/29/1953

WASHINGTON, D. C. — The Nation's sports writers have been polled by the AAA and has come up with the top performers and incidents of the year in auto racing circles as over 4 million watched the year's races.

Wally Campbell of Trenton, N. J., fourth in the over-all Eastern big-car sprint standings, was named "rookie of the year" and Bill Holland, forty-eight-year-old driver, reinstated this year after a suspension to mark the No. 2 Indianapolis 500 qualifying time, edged out Tony Bettenhausen as "comeback of the year."

Bob Sweikert of Hayward, Calif., was named "most improved driver" and his narrow Hoosier Hundred, 100-mile Indianapolis Fairgrounds triumph by a wheel length over two others as the most "dramatic race of the past 25 years." The Fairgrounds track edged out Duquoin, Illinois, as the "best-prepared dirt track," odd since the Fairgrounds had been barred to auto races for years and used only for trotting.

Harry McQuinn, first-year chief steward of the 500, was named outstanding AAA official, Bill Vokovich, 500 winner, as driver "most likely to achieve immortality during the year," and Tommy Hinnershitz of Pennsylvania, "hard-luck king," after mechanical troubles KO'd him from his fifth straight eastern title.

Bill Homeier of Burbank, Calif., was named "outstanding runner-up," at the Bardahl team of driver Sam Hanks, mechanic Hank Stevens and owner Ed Walsh, the top trio. The Hanks' black No. Three car, in the first five in every race but two, was singled out, also.

Wide Open Race At Hatfield Sunday

10/30/1953

HATFIELD, Pa. —Title contenders Joe Sostillo and Tommy Hinnershitz will have no easy time of it in the AAA big car auto races at Hatfield Speedway Sunday afternoon, a poll of other drivers indicated today.

Sostillo, of East Natick, Mass., and Hinnershitz, of Reading, Pa., are the only drivers who still have a mathematical chance of copping this year's AAA Eastern big car title. The titleholder will be determined in the events Sunday.

But many of the other 18 drivers entered in the races were quick to dispel any belief that Joe and Tommy would ride rough shod over the opposition.

Declared Wally Campbell of Trenton, conqueror of both Eastern leaders in last Saturday's AAA big car events at Raleigh's North Carolina State Fair: "Those two guys better get going, Sunday. I once worked as an auto stuntman for Jole Chitwood, manager of the Hatfield track. Now I'd like to win one of his races."

Commented Johnny Thomson, Springfield, Mass., holder of the 23.4 seconds half mile track record at Richmond Va.; "If my car is running right, I should have a good chance. However, anything can happen in an automobile race."

Hatfield Race On Tap Today

11/1/1953

HATFIELD, Pa. — Postponed one week because of rain, the season's last AAA big car auto races in the East are scheduled to be run at Jole Chitwood's Hatfield half-mile speedway today.

Tommy Hinnershitz, Joe Sostillo and Wally Campbell, are among the 20 drivers slated for action on the six-event program. Carded are time trials, four 10-lap heat races and a 25-lap sweepstakes feature. Time trials begin at 1 o'clock, the first heat race at 2:30.

The meet will determine this year's AAA Eastern big car champion. Hinnershitz and Sostillo, only drivers with a chance of winning the title, go into today's action with only 13½ points separating them. Tommy, who trails, must make a clean sweep of the program to become champion for the fifth straight time.

Chief trouble maker for the two title contenders is expected to be Campbell, the ex-stock car racer, who switched to the big cars only last August and has won four race meets in that short time. At Raleigh, N. C., last Saturday, Campbell took top honors in the big car racing events at the North Carolina State Fair.

Others entered at Hatfield today are Johnny Thomson, Ernie McCoy, Buster Warke, Joe Barzda, Mel Weidner, Bill Randall, Dick Linder, Johnny Kay, Bill Case, Johnny Matera, Joe Mattera, Mark Sooy and Charley Musselman.

Sostilio Captures Eastern AAA Title; Wins at Hatfield

Joe Sostilio, of East Natick, Mass., unofficially won the Eastern AAA Big Car championship yesterday, as he set a new track record of 10:36.30 minutes at Hatfield speedway before an estimated crowd of 7000 at the season's finale.

Another record was shattered in the second heat, when Fred Peters, of Plainfield, N. J., made the five mile tour in 4:18.05 minutes.

Sostilio wound up 28½ points ahead of Reading's Tommy Hinnerstiz, the defending champion who had won the title the past four years in a row. Prior to yesterday's feature event, Sostilio held a 13½ lead over Hinnerstiz, who picked up 10 points during the feature while Sostilio's win netted him 25.

11/2/1953

* * *

THE CHAMPIONSHIP is decided on a point basis over the entire season.

A three-car pileup in the fourth heat sent three drivers to the Elm Terrace hospital in Lansdale. Dick Linder, of Pittsburgh, spun then stalled across the track. He was hit by cars driven by Joe Mattera, of Deer Lake Inn, and Mel Weidner, Reading.

Mattera was released from the hospital almost immediately, but Weidner and Linder were admitted for the night. Hospital authorities said both drivers have head injuries, and are awaiting the results of X-rays.

Yesterday's card was a re-run of the past week's show which was rained out.

SUMMARY

First heat: Won by Joe Sostilio, 2. Al Herman, 3. Joe Barzda. Time: 4:23.21 minutes.

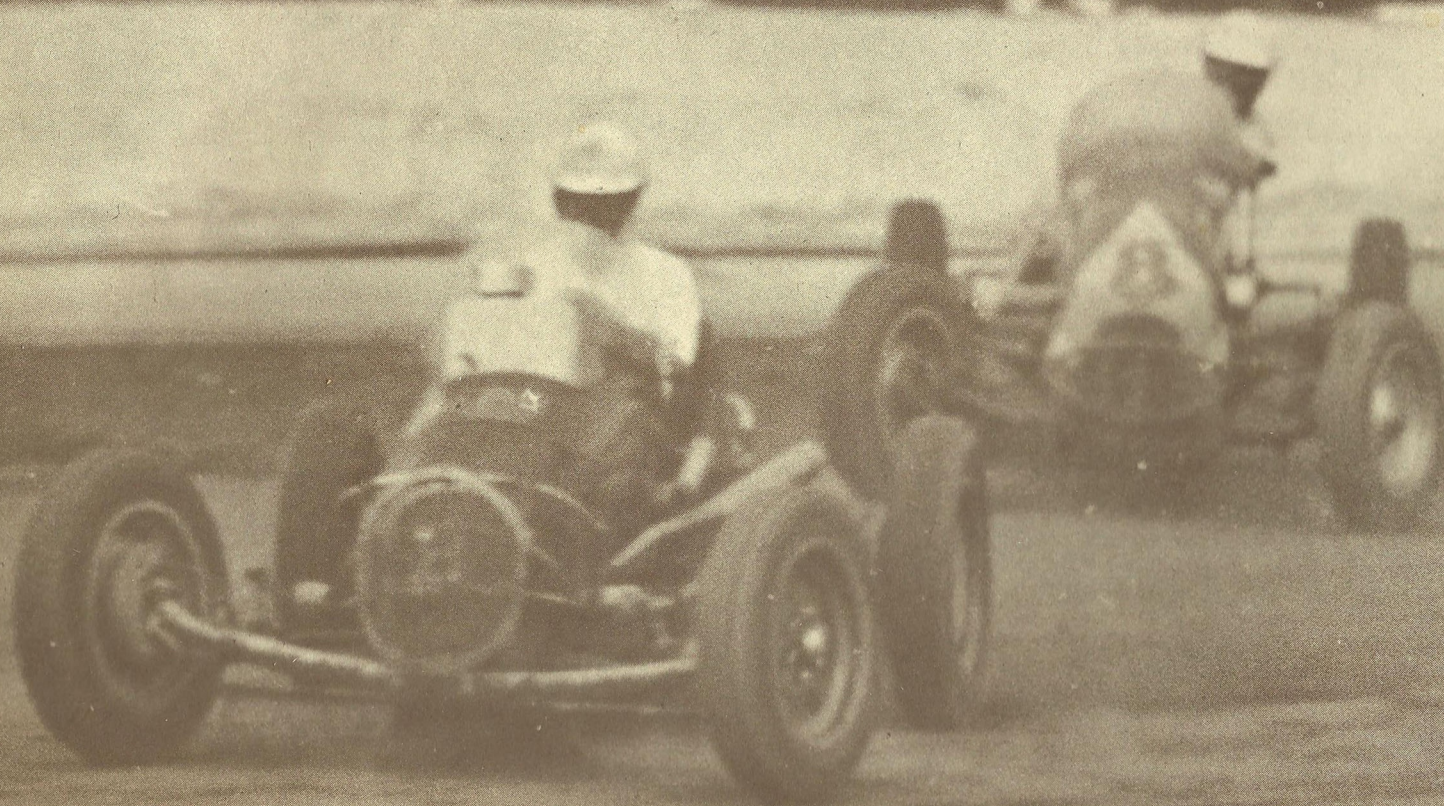
Second heat: Won by Fred Peters, 2. Ernie McCoy, 3. Wally Campbell. Time: 4:18.05 minutes (new track record for five miles).

Third heat: Won by Tommy Hinnerstiz, 2. Bill Randall, 3. Bill Case. No time.

Fourth heat: Won by Buster Warke, 2. Johnny Matera, 3. Johnny Kay. No time.

Feature: Won by Sostilio, 2. McCoy, 3. Randall, 4. Hinnerstiz, 5. Herman. Time: 10:36.30 minutes (new track record for 12½ miles).

11/3/1953



Following his recent record-breaking win at the Raleigh, N. C., fairgrounds, Wally Campbell sought new fields to conquer when he competed in the AAA big car show at the Hatfield, Pa., speedway. Picture shows Campbell in the Frank Curtis Offy starting to close ground on Joe Barzda to go on to victory. Campbell, selected as, "THE DRIVER OF THE YEAR", will be honored at the International Auto Sport Show with a trophy emblematic of his ability. The record breaking Curtis Offy will be on exhibit for the full run of the show.

International Auto Sport Show Opens at Hempstead Armory

11/3/1953

HEMPSTEAD, L. I., Nov. 3.—The doors of the automotive speed fans paradise will open at 3 o'clock today at the Hempstead Armory with the inauguration of the International Auto Sport Show.

Sleek underslung foreign jobs, sport cars, the cars unusual of the custom class, speed boats and every branch of auto race car from the diminutive TQ mid-geet right up to the Indianapolis speed buggy will be on hand awaiting appraisal from attending fans. Highlighting the foreign car display will be the recent importation from the British Isle, the MG-Tf. This 1954 model is the first change to be made in this car in six years, and its debut will be made at the International Auto Sport Show.

Another car to come in for plenty of attention is the Frank Curtis Offy with which Wally Campbell, this year's sensation in AAA sprint car competition, has been scorching the speedways. Campbell also will



WALLY CAMPBELL

come in for his share of the limelight at the show when he is presented with a special award as "Driver of the Year."

Equipment booths sparkling with chromed motors and parts will have automotive technicians on hand to aid with valuable information.

Racing movies never seen before by the public will be run constantly in the speedway theatre set apart from the show itself.

A dazzling display of hot rods will be on exhibit by the Long Island Hot Rod Association. Teen-agers will crowd this offering.

Speedway celebrities will be in attendance to greet their many friends and admirers. Candid camera fans should have a field day snapping pictures of the beautiful cars unusual.

The show will run daily from 3 to 11 P.M., and will close Sunday night, November 8.

Car Fans Jam Sport Display

The doors of the automotive speed fans' paradise opened yesterday at the Hempstead Armory with the inauguration of the International Auto Sport Show.

Sleek underslung foreign jobs, sport cars, the cars unusual of the custom class, speed boats and every branch of auto race car from the diminutive TQ midget right up to the Indianapolis speed buggy were on view.

Highlighting the foreign car display is the new model MG-TF from the British Isle. This 1954 model is the first change made in this car in six years and its exclusive debut will be made at the International Show.

Another car that came in for plenty of attention is the Frank Curtis Offenhauser with which **Wally Campbell**, this year's sensation of the AAA ranks, has been scorching the speedways. Campbell will also receive his share of the limelight when he is presented with a special award as, "The Driver of the Year."

A dazzling display of hot rods and equipment is exhibited by the Long Island Hot Rod Association. Teenagers crowd this offering.

Racing movies never seen before by the public are run constantly in the speedway theatre. Speedway celebrities were in attendance and candid camera fans had a field day snapping pictures.

The show will run daily from 3 P. M. to 11 P. M. and will close Sunday night.

Sostilio Sweeps Hatfield Sprints In Title Drive

11-4-1953

Hatfield, Pa., Nov. 4—Turning in a record breaking performance in the featured 25-lap AAA big car race here Sunday afternoon, Joe Sostilio, the balding Bostonian from East Natick, Mass. virtually clinched the sectional AAA title finishing the day with a 28.5 point advantage over his nearest rival, Tommy Hinnerstiz of Reading, Pa.

Sostilio drove like a champion from the time he warmed up, winning top qualifying honors and scoring a win in the first heat after starting last.

A four car crash on the second lap of the consolation race sent two drivers to the hospital after a chilling chain reaction pileup. Dick Lindner spun his car on the third turn and Joe Mattera overrode his left front wheel, and was catapulted high into the air. Mattera's machine bounced once in the grass beyond the guard-rail then overturned.

Mel Weidner spun his car to avoid the melee but smashed sideways into Lindner's stalled machine and rolled over the top of Lindner in the cockpit then fell to the track upside down. Billy Gouse skidded his car into the wreckage, touching lightly. Lindner and Weidner required hospitalization.

The preliminary events were annexed by Sostilio, Fred Peters and Tommy Hinnerstiz with consolation honors going to Buster Warke.

Turning in excellent performances during the day were non-Offy pilots Johnny Matera and Joe Barzda. Mattera led three Offys in the consolation for many laps behind the wheel of his Hal special, while Barzda wheeled his supercharged V-8 "60" powered mite around the oval to turn in fourth fastest qualifying time.

Fred "Jiggs" Peters accounted for the first track record of the afternoon when he outran the second heat field in the fast time of 4:18.05 for the five miles. Peters was pressed hard all the way by Ernie McCoy.

Sostilio led the big race from wire to wire, coming home in 10:36.68 for the 12½ miles. This time eclipsed the record set earlier this year by Ernie McCoy.

Second, and gaining at the finish, was Ernie McCoy who started fifth. Third at the checker came Bill Randall who took the green flag in 9th and fourth went to Tommy Hinnerstiz who started the event third. Wally Campbell was forced out early in the race with magneto trouble while riding second.

With a scheduled race at Shelby, N. C. coming off this Saturday afternoon, Hinnerstiz has a mathematical chance at the title if the program down south carries ten lap preliminaries and a feature event in excess of ten miles.

Qualifying Field—Joe Sostilio, Fray Offy, 25.66; Wally Campbell, Curtis Offy, 25.78; Tommy Hinnerstiz, Miracle Power Offy, 25.84; Joe Barzda, Calif. Speed & Sport Shop Spl., 25.97; Ernie McCoy, Vargo Offy, 26.15; Dick Linder, Leitenberger Offy, 26.35; Al Herman, Caruso Offy, 26.60; Jiggs Peters, Cal Offy, 26.74; Buster Warke, Culp Offy, 27.04.

Bill Randall, Traylor Offy, 27.09; Danny Goss, own Offy, 27.29; Bill Case, Merc., 27.39; Mel Weidner, Sacks HAL, 27.48; Charlie Musselman, Ford 6, 27.49; Bill Gouse, Ellis McDowell, 28.07; Johnny Kay, Calif. Speed & Sport Shop Merc., 28.20; Joe Mattera, own Merc., 28.24; John Matera, own HAL, 28.40.

First heat, 10 laps—Sostilio, Barzda, Herman, Weidner. Time 4:23.21.

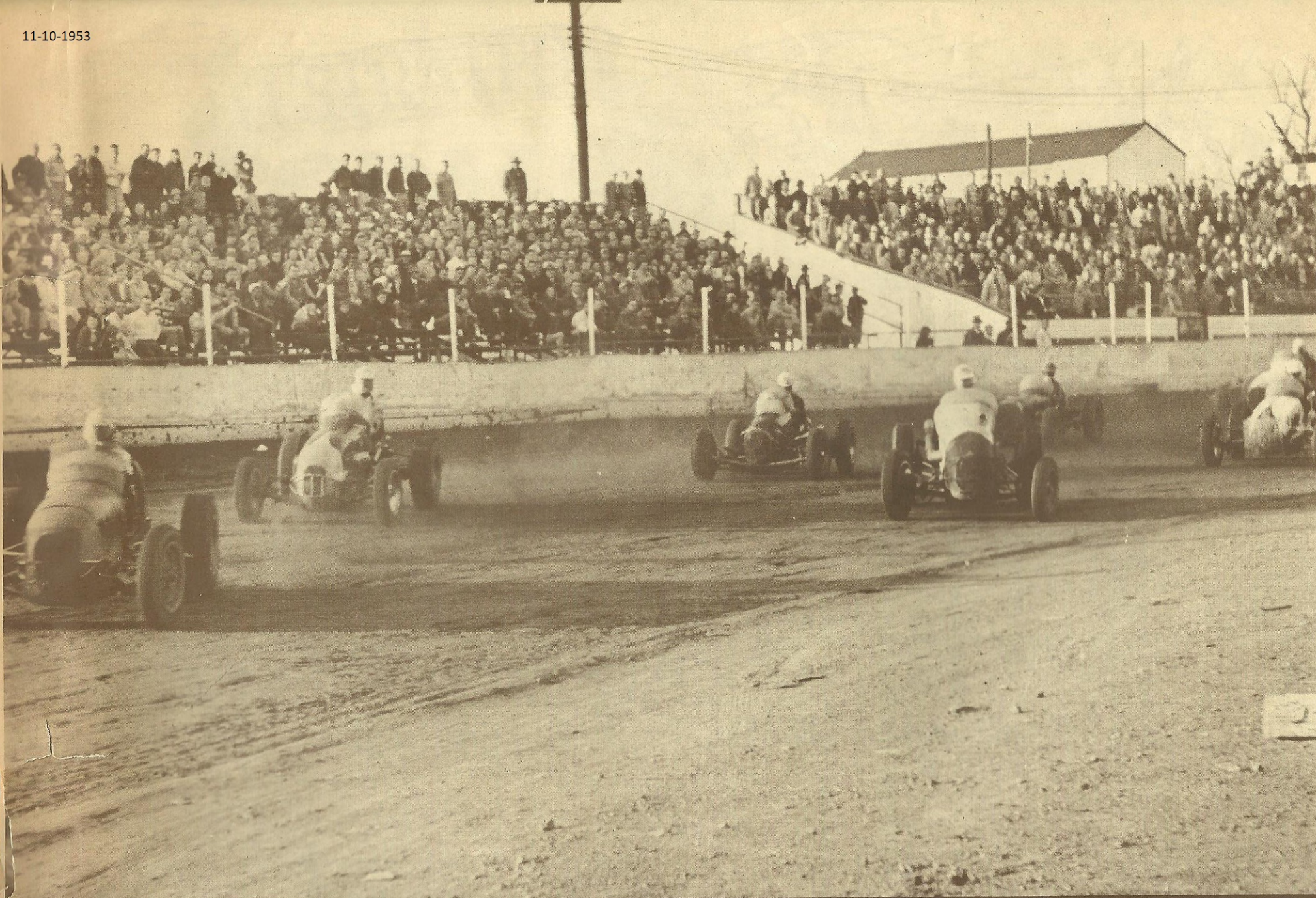
Second heat, 10 laps—Peters, McCoy, Campbell, Goss. Time 4:18.05. (NTR).

Third heat, 10 laps—Hinnerstiz, Randall, Case. No time.

Consolation, 10 laps—Warke, Matera, Kay, Goss. No time.

Feature, 25 laps—Sostilio, McCoy, Randall, Hinnerstiz, Herman, Barzda. Time 10:36.68. (NTR).

11-10-1953



ITS THE START OF THE FEATURE RACE AT THE HATFIELD, PA., SPEEDWAY. JOE SOSTILIO HOLDS THE ENVIABLE LEAD POSITION WITH WALLY CAMPBELL SECOND, TOMMY HINNERSHITZ THIRD AND JOE BARZDA FOURTH. SOSTILIO WON THE EVENT AND THE AAA BIG CAR TITLE. THE VICTORY PUT SOSTILIO $28\frac{1}{2}$ POINTS AHEAD OF RUNNER-UP TOMMY HINNERSHITZ. ERNIE MCCOY PLACED SECOND IN THE HATFIELD RACE WITH BILL RANDALL THIRD AND TOMMY HINNERSHITZ FOURTH.—DAVE KNOX PHOTO.

"ILLUSTRATED" DOES IT AGAIN!

11-10-1953

International Auto Sport Show At Hempstead Armory A Smash Hit

HEMPSTEAD, L. I., Nov. 10th. — The International Auto Sport Show closed its doors Sunday night here at the Hempstead Armory after scoring a smash hit with its six day and night run.

From the opening day on, (Election Day) it was quite evident from the attending speed enthusiasts' comments that the Show sponsored by the Illustrated Speedway News and under the directorship of Bob Streeter was due for a successful run.

The layout of the custom, foreign, hot rod, sport and race cars was most attractive. The exhibit booths spewed forth a dazzling display in multicolored lights, that gave the effect as you entered the Armory of one huge Christmas tree brilliantly lighted. Backdrops were resplendent with vivid metallic colors that sparkled as the flood lights played havoc with chromed motors and speed parts.

The exhibits that featured all types of automotive creations were fenced with chrome stanchions and velvet ropes that

brought forth the full richness of each display.

Highlighting the weeks activities was the appearance of Wally Campbell and Frank Curtis owner of the car that Wally has driven so sensationally this past season. Campbell was presented with "THE DRIVER OF THE YEAR," award Saturday night and the huge throng gave Wally a grand reception when Walter Bull publisher of the Illustrated Speedway News made the presentation. It was kept a complete surprise from Frank Curtis, but when he stepped upon the stage to take a bow as the owner of the car Campbell drove, he too was presented with an award for supplying Wally with a pretty fast "go" wagon during 1953.

Crowds gathered in front of the Illustrated Speedway News booth to view the late Bill Schindler trophy

display that featured an oil painting of Bill that was done by James O'Connor brother of John O'Connor of Eastern auto race circles.

Originally featuring one speedway theatre, it became necessary, due to the crowds, to open a second speedway theatre. Both theatres were kept in constant operation during the run of the show and featured the outstanding movies of auto racing.

The cocktail lounge downstairs that was known to the fraternity as the "Racing Pits" was a beehive of activity from start to finish. Here the speedway greats renewed old acquaintances and many a past speedway classic was run over a friendly bit of cheer.

Sunday afternoon saw Speed Age magazine honored with Don O'Reilly publisher receiving the ISN Achievement Award from publisher Walter Bull.

The various entrants were amazed at the expense that this

(Continued on Back Page)

International Auto Sport Show Smash Hit

(Continued from Front Page.)
publication went to in selecting its trophy and plaque awards. Beautiful is the word for it and winners and runner-ups in each division left with awards that will adorn their dens attractively.

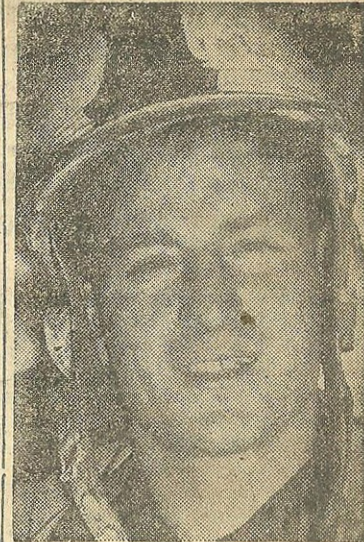
Top prize in the custom car class went to Woody Frantz of Nazareth, Pa., whose car unusual has swept the country in prize winning awards. John Adler's Fiat Sagato won over other entrants in the sports car field. The most beautiful car award saw Bob Wolfman's Delahaye taking the honors and Dr. Zemboura's roadster top rivals in the roadster class. P. G. Smith's Stutz Classic ran ahead for top honors. The teenagers were in their glory when the Long Island Hot Rod association was given an award for their exhibit.

Topping the speed boat displays was Nick Chapman's outboard Rowdy that walked off with first place honors in this division. Boat enthusiasts received many inside tips from Chapman during the run of the show, that will prove invaluable to them when the boating season arrives next year.

Show Director Bob Streeter handled the "mike" and did a real job as a master of ceremonies especially when interviewing the various speedway celebrities that attended the show.

Bob Murphy's novelty booth was decorated to the nth degree and featured among its many offerings a checkered flag with the International Auto Sports Show insignia cleverly worked within its pattern.

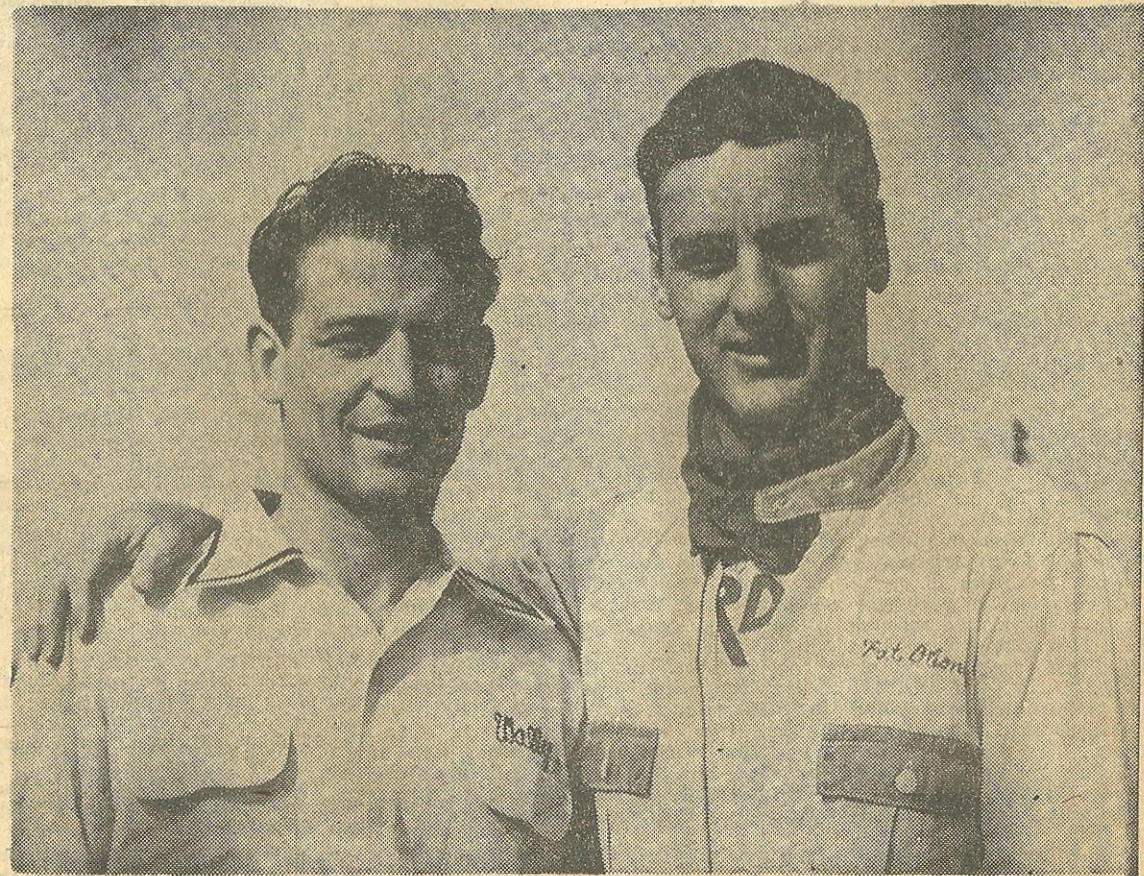
Almquist, Hi-Speed, Square Auto stores, Wynn Oil, Bardahl oil and others went all out to help the show achieve the success it enjoyed for the six full days.



Wally Campbell

11-11-1953

When Good Fellows Get Together



WALLY CAMPBELL and **Pat O'Connor** pose for photographer **Harry Luther** at a recent race meet. Pat captured the Midwest AAA big car crown for the 1953 season and Wally Campbell, former stock car pilot from Trenton, N. J., was nothing short of sensational in his first year in the AAA big cars. Wally, who started the season in his own Merc, took a ride in the Frank Curtis Offy and has been a bomb ever since, finishing fourth in the eastern division.

A.A.A. Stars To Seek Top Honors at Teaneck Armory

TEANECK, N. J., Dec. 8th. — With word released here last week that the Contest Board of the American Automobile Assn. (3A) was to sanction the weekly TQ races in the Teaneck Armory this winter, starting with the first meet December 19, it appears likely that nationally known drivers will be on hand for the inaugural and succeeding programs.

Joe Sostilio, New England veteran who climaxed a close point battle weeks ago by beating out Tommy Hinnershitz for the Eastern sprint car title, may be recalled as a sensational champion in midgets and one whose past experience qualifies him as a favorite to repeat in these indoor scrambles.

Art Cross, former 3A national midget car champion who won the Eastern ARDC title at the Kingsbridge Armory in 1946, is said to be planning on showing in the Jersey tussles. Al Herman, Pennsy youngster who was co-champion last winter at Ft. Wayne in the midget battles there, is one who has raced many times at Teaneck, that in 1951.

Then, of course, you have Joe Barzda, Len Duncan, Tony Bonadies, Russ Klar, Jiggs Peters, Ernie McCoy, Wally Campbell and a bunch of others well known in the sport. Duncan, Bonadies, Klar and Peters have been stand-out performers at Teaneck, the first three named being stars in the two-year-old schedule that introduced TQ midget car racing to the Garden State. With the exception of Campbell, the others have been in midgets more than any other type of car with Wally having run the small cars before he hit the top as national modified champ in the 1951 Nascar standings.

In picking the Triple A for sanctioning body, Promoter Ray Flannagan believes he will offer the best brand of racing possible

the purse money, more than \$2,000, on the basis of the feature events he won.

Opening night in 1954 it was announced, will be Saturday, May 15.

to the public. He is also hopeful of, and working toward, having top drivers of other organizations included in his fields thru the fifteen Saturday night cards.

At present the inaugural on the 19th includes heats, semis, consolation and thirty lap feature with a possibility of some specials tossed in for a most attractive program. The armory is on Teaneck Road, off important highway 4, but a few minutes ride from the George Washington Bridge, easily reached from the South by the N. J. Turnpike and from all points by main arteries. 8:30 is starting time for the thunderbugs.

SPEEDWAY CHUCKLE

The pressure and tension that always goes with the trials for the annual 500-mile Indianapolis classic had worked one speed fan to a pitch he had to seek the aid of a prominent psychiatrist. "Doctor," he complained, "I have got the auto racing fever so bad, I can't sleep anymore. The minute I close my eyes, I see myself either about to get the green flag for my time trial for the '500' or being asked to take my driver's test for the Memorial Day classic. You've got to help me." The analyst gently said, "One remedy has been effective for centuries. Why don't you close your eyes and imagine you have a beautiful girl in your arms?" The fan interrupted angrily, "What! And miss my qualifying time trial?"

AAA TQ Midget Car Stars to Clash at Teaneck Speedway

12/15/1953

TEANECK, N. J., Dec. 15th. — Two drivers who recorded outstanding seasons in outdoor competition this year, Ernie McCoy and Wally Campbell are among the recent entries for the opening midget auto race meet at the Teaneck Armory here this Saturday night, December 19th.

The T-Q midget cars will be seen in action on the fast indoor track at the armory every Saturday night throughout the winter months. Promoter Ray Flannagan who introduced this popular form of competition in Teaneck two years ago, again will present the races. Operating under 3-A sanction, he has lined up the strongest field seen here.

McCoy, outstanding driver from Reading, Pa. who was extremely successful in sprint-car competi-

tion at the Teaneck Armory. These including such drivers as Len Duncan, "Jiggs" Peters, Russ Klar, Tony Bonadies, Al Herman, Johnny Kay, Joe Barzda, Joe Sostillo, Art Cross, and George Fonder among others.

Parking is free, on the grounds adjoining the armory. Promoter Flannagan also has announced tick-adjoining the armory. Promoter ets for the opening meet are on sale at the armory all this week.

The feature event will be distanced at 35 laps and all the qualifying races will be 15-lappers. The meet will start at 8:30 o'clock.



VERNON LAND

tion on Dirt Tracks during the outdoor season, hopes to equal his winning performance in the weekly meets on the armory track. An experienced veteran speed ace, he is one of the top entrants.

Campbell, a resident of Trenton, N. J. was the AAA's "Driver of the Year" for his spectacular wins this year. He and McCoy will join other strong racing "names" in the opening meet at



Wally Campbell

Campbell, Holland Gain Major Auto Racing Honors for 1953

WASHINGTON, D.C. (Special)—

Wally Campbell, the Trenton (N.J.) bomb and Bill Holland, 1948 winner of the Indianapolis 500 were

voted the rookie, and comeback race drivers of the year through a poll of the nation's sports writers this week. Campbell, who entered AAA big car racing mid-season of 1953, blazed a sensational



Holland victory trail

from Eastern Pennsylvania to mid-Iowa and finished fourth in the over-all Eastern sprint standings.

Holland, colorful 48 year old veteran earned his laurels by a dramatic showing at Indianapolis last spring, setting the second fastest qualifying time after being forced from the starting field of faster cars. The 1948, 500 winner also engineered a victory streak in eastern big car racing, his first major wins in more than four years. Holland nosed out Tony Bettenhausen in the voting on the comeback trail. Some felt the 1951 champion didn't come back from anything as he retired after his championship year a winner, and resumed this year still in the victory circle.

Campbell Auto Racing's Rookie of Year; Holland Named Comeback Driver of '53

12/28/1953

WASHINGTON, Dec. 28 (AP)—In a national poll conducted by the American Automobile Association's Contest Board, sports writers today picked Wally Campbell of Trenton as auto racing's rookie of the year and Bill Holland of Indianapolis as the "comeback driver" of the recent campaign.

Campbell entered A. A. A. big-car racing in mid-season and gained a string of victories from Eastern Pennsylvania to mid-Iowa. He finished fourth in the Eastern sprint standings.

The 48-year-old Holland, 1948 winner of the Indianapolis 500-mile race, also had a victory streak in Eastern big-car racing, his first major successes in more than four years. He also set the next-to-fastest qualifying time for the "500."

Bob Sweikert of Hayward, Calif., was named the most improved driver of the year; the "Hoosier Hundred" at Indiana State Fair Grounds last September as the most dramatic race of the last twenty-five years, and Frank Mundy, A. A. A. stock-car champion, as the most colorful driver of the year.

Sweikert won the Hoosier Hundred in a four-car close finish.

Harry McQuinn, serving his first year as chief steward of the Indianapolis 500, was voted the outstanding A. A. A. official.

Bill Vukovich, the 1953 Indianapolis winner, was picked the driver "most likely to achieve immortality" and Tommy Hinnershitz of Reading, Pa., was selected the year's tough luck driver for a series of mechanical mishaps that cost him the Eastern championship, won by Joe Sostilio.

Bill Homeier of Burbank, Calif., was named the outstanding runner-up of the year for his year-long, unsuccessful campaign for the A. A. A. national midget-car title, won by Leroy Warringer of Indianapolis.

The writers named the Bardahl combination of Sam Hanks, national big-car champion; Mechanic Harry Stevens and Owner Ed Walsh of St. Louis as the outstanding team of the year.

The A. A. A. said American auto racing attracted more than 4,000,000 spectators in 1953.

AAA's Contest Board Picks Campbell As Auto Racing Rookie Of The Year

12/29/1953

Holland Sport's 'Comeback' In Scribes' Poll

WASHINGTON (AP)—Sports writers in a national poll conducted by the American Automobile Association's Contest Board Monday picked Wally Campbell, Trenton, N. J., as auto racing's rookie of the year and Bill Holland, Indianapolis, as the sport's "comeback driver" of the recent campaign.

Campbell entered AAA big car racing in mid-season and won a string of victories from Eastern Pennsylvania to mid-Iowa. He finished fourth in Eastern sprint standings.

The 48-year-old Holland, 1948 winner of the Indianapolis 500-mile race, also had a victory streak in eastern big car racing, his first major successes in more than four years. He also set the next-to-fastest qualifying time for the "500."

Other awards included Bob Sweikert, Hayward, Calif., for most improved driver of the year; the "Hoosier Hundred" at Indiana State Fairgrounds last September as "most dramatic race of the last 25 years," and Frank Mundy, AAA stock car champion, as most colorful driver of the year.

Sweikert won the Hoosier Hundred in a four-car "tarpaulin finish."

Harry McQuinn, serving his first year as chief steward of the Indianapolis 500, was voted outstanding AAA official of the season.

Bill Vukovich, winner of the 1953 500-mile race, was voted the driver "most likely to achieve immortality," and Tommy Hinnershitz, Reading, Pa., was picked as the year's toughest driver for a series of mechanical mishaps that cost him the Eastern championship, won by Joe Sostilio.

Bill Homeier, Burbank, Calif., was named the outstanding runner-up of the year for his year-long, unsuccessful campaign for the AAA national midget car title, won by Leroy Warriner, Indianapolis.

The writers named the Bardahl combination of Sam Hanks, national big car champion; mechanic Harry Stevens and owner Ed Walsh of St. Louis as the outstanding team of the year.

The AAA said American auto racing attracted more than four million spectators in 1953.

Name Campbell, Holland for Race Honors

12/29/1953

WASHINGTON, Dec. 28 (AP)—Sports writers in a national poll conducted by the American Automobile Association's contest board today picked Wally Campbell, Trenton, N.J., as auto racing's Rookie of the Year and Bill Holland, Indianapolis, as the sport's "Comeback Driver" of the recent campaign.

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Bill Vukovich, winner of the 1953 500-miler, was voted the driver "Most likely to achieve immortality," and Tommy Hinnershitz, Reading, Pa., was picked as the year's tough luck driver for a series of mechanical mishaps that cost him the eastern championship, won by Joe Sostilio.

Trenton's Campbell Is Voted Top Rookie In AAA Racing

12/29/1953

WASHINGTON — AP — Sports writers in a national poll conducted by the American Automobile Association's Contest Board have picked Wally Campbell, Trenton, N. J., as auto racing's rookie of the year and Bill Holland, Indianapolis, as the sport's "comeback driver" of the recent campaign.

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Swikert won the Hoosier Hundred in a four-car "tarpaulin finish."

McQuinn Top Official

Harry McQuinn, serving his first year as chief steward of the Indianapolis 500, was voted outstanding AAA official of the season.

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Wally Campbell

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The writers named the Bardahl combination of Sam Hanks, national big car champion; Mechanic Harry Stevens and Owner Ed Walsh of St. Louis as the outstanding team of the year.

The AAA said American auto racing attracted more than four million spectators in 1953.

Campbell, Holland Top Auto Racers

Wally Campbell of Trenton, New Jersey, was judged the top rookie race driver, and Bill Holland was named the top comeback performer, in a year-end poll of the nation's sportswriters to determine the outstanding auto racers in 1953.

Campbell, who entered AAA big car racing in mid-season, finished fourth in the over-all Eastern sprint standings. The 48 year old Holland, 1948 winner of the Indianapolis 500, earned his laurels by posting the second fastest qualifying time at Indianapolis this year and by engineering a victory streak in eastern big car races, his first major wins since 1948.

Bob Sweikert of Hayward was listed as the most improved driver of the year.

12/30/1953

Campbell, Holland

Named Rookie, Comeback Driver of Year

Wally Campbell, the Trenton (N. J.) hornb and Bill Holland, 1948 winner of the Indianapolis 500 were voted the rookie and comeback race drivers of the year through a poll of the nation's sports writers this week. Holland nosed out Tony Bettenhausen, former Blue Island auto dealer, in the voting on the comeback trail. Some felt the 1951 champion didn't come back from anything as he retired after his championship year a winner, and resumed

this year still in the victory circle.

Campbell, who entered AAA big car racing mid-season of 1953, blazed a sensational victory trail from Eastern Pennsylvania to mid-Iowa and finished fourth in the over-all Eastern sprint standings. Holland, colorful 48 year old veteran earned his laurels by a dramatic showing at Indianapolis last spring, setting the second fastest qualifying time after being forced from the starting field of faster cars. The 1948, 500 winner also engineered a victory streak in eastern big car racing, his first major wins in more than four years.

Sports writers gathered in Detroit for the AAA Contest Board meetings started the poll just completed when figures were released showing the major league of auto racing had just completed its most successful post-war season. More than 4,000,000 spectators watched the racing that starts its season with its biggest race, the Indianapolis 500, and ends with the close of the football season.

12/31/1953