

Big Money Boys In Auto Races At Langhorne

7/13/1941

Philadelphia, Pa., July 12.—All the big money winners in last year's stock car race at Langhorne will line up tomorrow for qualifying heats to determine the 40 starters in the 200-mile International stock car classic next Sunday.

Thirty three drivers are slated to take part in tomorrow's events. The remainder of the field will qualify next Saturday when another big program of heat racing will be staged.

Henry Banks, Bill France, Adam Ashbaugh, Al Montgomery and Walt Keiper was the order of finish in last year's race and every member of the pace-setting quintet is expected to be on hand tomorrow afternoon. First race is scheduled for 2 p. m.

In line with the policy in vogue at Indianapolis, qualifiers in Sunday's events will receive precedence over late comers. As a result, the driver hanging up the fastest qualifying time, tomorrow, will automatically receive the pole in the big race.

Starting positions in tomorrow's events will be assigned according to the sequence in which entries were filed. Six cars from each heat are to qualify for next Sunday's 200-miler.

Odds-on favorite in the big race is Henry Banks, the Royal Oak, Mich., driver, who hung up a new world's record of 2 hours, 53 minutes, 15.11 seconds, in winning last year's classic. Despite four pit stops, Banks averaged 69.36 miles per hour for the 200 miles.

Out to avenge last year's defeat will be Bill France, the Daytona Beach, Fla., driver, who finished second. France set the early pace in last year's race but was forced to accept runner-up honors when his car over-heated and failed to function to best advantage.

Two newcomers are also accorded a good chance of finishing in the money. Lloyd Seay and Roy Hall, both of Atlanta, Ga., are expected to make the going tough for Banks, France and other members of the "Big Five."

Veteran Pilots Lead In Stock Car Entries

1941

LANGHORNE, Pa., July 12.—Professional race car pilots are expected to dominate the spotlight in Laghorne's first 200-mile International stock car race, Sunday, July 20.

Although the event has been thrown open to any "pleasure car" driver in the United States, Canada and Europe, early entry lists reveal that the "professionals" stand a good chance of coming out on top.

Latest big time driver to make application for entry is Vic Nauman, of Lebanon, Pa. Nauman, who finished among the "first five" in Eastern States speed rankings last year, is regarded as one of the leading dirt track chauffeurs in the land.

Nauman's colleagues in the forthcoming battle of stock cars will include Freddy Winnai, veteran dirt track driver from Philadelphia; Tommy Hinnershitz, Reading, Pa., winner of 10th place money at Indianapolis; Ted Nyquist, also of Reading, who was the 1937 champion of Pennsylvania dirt tracks, and Bill France, Daytona Beach, the Florida State petrol champion in 1939.

Other well-known dirt track and speedway performers will include Roy Hall, Atlanta, Ga., former monarch of an independent racing circuit in the Mid West; Walt Keiper, Trenton, N. J.; Al Crisler, Charlotte, N. C.; Dobe Powell, Winston-Salem, N. C.; Pepper Cunningham, Trenton, N. J., and Fred Dagavar, of New York City.

Last year Henry Banks, well-known midget car chauffeur from Royal Oak, Mich., won the 200-mile stock car classic at Langhorne. Driving a 1940 Buick coupe, he completed the grind in two hours, 53 minutes, 15.11 seconds. He averaged 69.36 miles per hour to set up a new record for the 200 miles.

In 1939, it was another professional driver, Mark Light, of Lebanon, Pa., who showed the way at Langhorne. Light also drove a Buick, a 1939 model coupe. Mark hung up the fastest qualifying time last year but was forced out of competition when his car spun into the race track guard rail.

Racers Crash At Langhorne

7/14/1941

Luck rode with drivers at the Langhorne Speedway yesterday afternoon, when three of the four drivers who demolished their stock cars in a qualifying event accident escaped serious injury.

Sam Moody, Richmond, Va., was reported last night to be suffering contusions of the back and left arm in the Harriman Hospital, Bristol. Two others, Ace Levis, Dorchester, Mass., and Leon McBride, Trenton, were released from the Mercer Hospital in Trenton after receiving medical treatment.

Another driver, Bud Van Houten, crashed his car through a guard rail and the machine rolled down an embankment. Van Houten did not require medical attention and walked away from his wrecked car.

The qualifying event yesterday was the first to determine the 40 starters in the 200-mile stock car event next Sunday at Langhorne. Another set of qualifying tests will be held Saturday afternoon.

SECOND RACE, FIVE MILES—Curley Lonsford, Winston Salem, N. C., 1941 Mercury; Walt Keiper, Trenton, N. J., 1939 Ford; Bill Blair, High Point, N. C., 1939 Ford Coupe; Ted Nyquist, Reading, Pa., 1941 Oldsmobile; B. Mason Yates, Arlington, Va., 1939 Ford. Winner's time—3 minutes, 59.42 seconds.

THIRD RACE, FIVE MILES — Joe Barzda, New Brunswick, N. J., 1939 Buick; Harold Brohloff, Pottsville, Pa., 1940 Buick; Jimmy Fearick, Brooklyn, N. Y., 1941 Oldsmobile; Larry Bloomer, Collegeville, Pa., 1939 LaSalle; Felix Wilkes, Ringville, N. J., 1941 Buick. Winner's time—3 minutes, 57 seconds.

FOURTH RACE, FIVE MILES—Jack McCaskill, Brooklyn, N. Y., 1941 Hudson; Jim Ryan, Pottstown, Pa., 1941 Graham; Gus Zarka, Doylestown, Pa., 1939 Buick; **Pepper Cunningham**, Trenton, N. J., 1938 Ford Coupe; Kenneth Applegate, Cranberry, N. J., 1939 Ford. No time taken because race halted on fifth lap due to wreck.

Southern Trio Seeks Stock Car Race Title

7/17/1941

It'll be the top-flight professional race drivers versus the champion stock car pilots Saturday afternoon at Langhorne Speedway, when at least 75 drivers bid for 20 remaining starting positions in Sunday's 200-mile international championship stock car race.

Vic Nauman, second ranking driver in the latest standing of Eastern professionals of the AAA Contest Board, and Tommy Hinnershitz, 10th place winner at Indianapolis this year, will head the contingent pledged to stop the self-styled "blitzkrieg" team from Atlanta, Ga.

The Southern team—Bill France, Lloyd Seay and Roy Hall—predicted, after reading reports of last Sunday's qualifications, that they would roar around the tricky Langhorne curves Saturday

Stock Car Classic Slated for Sunday

Final Eliminations Due Tomorrow to Decide Starting Positions

7/18/1941

At least 75 drivers will bid for 20 starting positions remaining for the 200-mile international championship stock car race Sunday when the final elimination runs are held tomorrow afternoon at Langhorne Speedway.

Joe Dawson, American Automobile Association contest board member, said drivers who did not gain a starting position in last Sunday's eliminations would be given another try for the 20 places which will complete the field of 40 starters.

Tomorrow the drivers will make three time laps in which they will gain positions for four heat races to follow. The first five finishers in each of the heat races will be the official starters to be added to the 20 which qualified in last Sunday's preliminary races. The qualifications will be open to the public. The trials will start at 2 P. M.

Sunday's important 200-mile classic will get under way at 2 o'clock. The gates will open at 9 A. M. and drivers will begin warm-up laps at 10 o'clock to entertain the early arrivals. Because of the unprecedented advance sale of choice seats at Langhorne Speedway, officials predicted the largest crowd ever to jam into the world's fastest mile speedway would attend Sunday.

Three Trentonians In Stock Car Race

McBride. Keiper Cun- ningham Race Today At Langhorne

7/21/1941

Three Trentonians are numbered among the 40 stock car drivers who will face the starter's gun in the 200-mile International Stock Car championship race at the Langhorne Speedway this afternoon at 2 P. M.

More than thirty entrants made their bids for the twenty places filled in the four elimination heats at the track yesterday afternoon, among them six local boys. Only Leon McBride, driving a '40 Buick Coupe, made the grade, but Bert Ross, with his '40 Willys still has an outside chance since he was one of the alternates. The other Trentonians who will start are Walt Keiper and Pepper Cunningham, both of whom qualified during the preliminaries held last Sunday.

The races yesterday were surprisingly fast, since a shower wet the track only a few minutes before the time trials were scheduled to start. Jack O'Brien, 31 year old Pittsburgh garage owner who has driven in stock car races only twice before in his life, flashed through to qualify in the fastest time made on the three mile laps. He drove a '41 Buick convertible and was clocked in 2 minutes, 21.71 seconds, about 78 miles per hour average speed for the three miles. He placed second to Roy Hall, Atlanta speedster, who won the first heat in 3 minutes, 57.59 seconds for the five laps.

O'Brien and Hall fought it out all the way, with the lead changing five times in the first two miles. Hall's experience finally proved superior, and he won by a length.

Lloyd Seay Qualifies

Lloyd Seay, another Atlanta boy, acknowledged as the 1940 Stock Car champion, made the grade in the second heat, finishing first to place fourth from the pole in the feature today.

Lawrence Darnen, of Zanesville, Ohio, drove a '41 Cadillac to victory in the third heat, with Charles Selther, of Germantown,

Keiper Places 3d In Stock Car Race

Trentonian Trails Only Hall and Lummis At Langhorne Track

Thrills and spills aplenty featured the 200-mile championship stock car race at the Langhorne Speedway yesterday afternoon when Roy Hall was flagged in the winner in 2 hours 55 minutes 25.46 seconds. Trentonian Walt Keiper figured in the money for the third straight year when he finished third.

In winning the event, Hall, 22-year-old Atlanta speedster, accomplished an almost impossible feat when he took the lead at the first turn and never relinquished it, even for a moment, until he crossed the finish line. Starting second from the pole, Hall took the lead on the first turn and had lapped the field before the 10th mile. When he pulled into the pits for gas and water at the 90th lap, he was three laps up on his nearest competitor, and got back on the track without losing position. He stopped again at the 166th mile, but was back again without losing his position.

Keiper did not fare so well on his pit stops. After starting ninth, he worked his way up until he was riding third at the 30-mile mark and had moved into second by the 80th lap. Then, on the 102d lap he pulled in for gas under the caution flag and dropped to fourth spot. A costly stop for water on the 127th mile set him back to 10th place, but he began a steady drive that carried him back to 10th place, but he began a steady

drive that carried him back to 10th place, but he began a steady drive that carried him back toward the top. By the 150th mile he was seventh and by the 170th he had moved back into fourth place. The next 10 miles moved him up one place to third, which he held for the balance of the race.

A series of hair-raising accidents thrilled a vast crowd, announced as 41,965. One car turned over twice on the turn coming into the grandstand and then burst into flames, and another skidded dizzily into the pit. There were eight accidents in all, but the drivers escaped without serious injury.

Coming out of the north turn on the 169th lap, Dave Randolph, driving the car owned by Massey Atkins, turned over twice, the car landing on its side near the infield fence. The machine immediately burst into flames. After what seemed centuries, but before help could reach him, the driver opened the door and climbed to safety. He was uninjured.

Ken Applegate, of Cranbury, gave a superb exhibition of car handling when he brought his '38 Ford coupe out of a bad skid in front of the pit. He skidded coming out of the north turn, sliding broadside toward the pit mechanics and spectators. He was able to stop the machine, however, several feet short of any obstructions and without injuring anyone.

The treacherous southeast turn, scene of the four-way crash a week ago, again claimed the most accidents. Wilbur McLaughlin, driving in his second race after taking up the sport on a dare, overturned there on the 14th mile for the first accident of the day.

7/22/1941

On the 30th lap Larry Bloomer demolished his '39 LaSalle sedan near the same spot when he upset and the car took fire. Another accident, involving Jim Stonebraker, who was forced out of the race, and Sy Clark, occurred on the same turn at the 102d lap. Then, on the 170th lap, just for variety, Buster Warke went through the outside rail, also on the southeast turn. None of the drivers were seriously injured, although Stonebraker has a possible fracture of the jaw.

Earlier in the race, at the 57th lap, Larry Darner went through the outside guard rail on the north turn to crack-up his '41 Cadillac. He was uninjured and walked away from the scene before medical attention could arrive.

Filex Wilkes, of Ringoes, threw a tire on the 155th lap, and then turned over a few laps later, damaging the car.

The first seven finishes:

First, Roy Hall, Atlanta, Ga., '39 Ford Coupe.

Second, R. W. Lummis, Warren, Pa., '41 Mercury Convertible.

Third, Walt Keiper, Trenton, '39 Ford Coupe.

Fourth, Lloyd Seay, Atlanta, Ga., '39 Ford Coupe.

Fifth, Harold Brokhoff, Pottsville, Pa., '40 Buick Coupe.

Sixth, Harold Collier, Uniontown, Pa., '41 Olds Sedan.

Seventh, John O'Brien, Pittsburgh, Pa., '41 Buick Convertible.

Time—2 hours, 55 minutes, 25.46 seconds.

Open Roads Jinx To Auto Racer

Hurt Tuesday, Applegate Hospitalized Again in Crash Today

8/8/1941

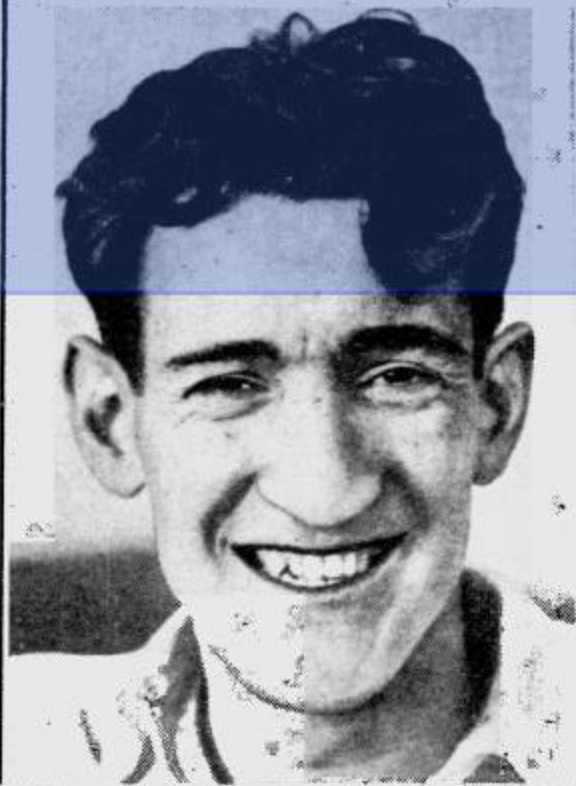
Kenneth Applegate, 23, of Cranbury, has raced stock cars on the tracks without serious mishap, but the open road holds peril for him.

Released a few days ago from a New Brunswick hospital for injuries he sustained in a collision with a car on Tuesday, he again was hurt early today in a crash near the State Fair Grounds.

Surgeons at St. Francis Hospital again patched the same sutured cuts on his right leg. Applegate said he won't be at the stock car races at Mechanicsburg, Pa., on Sunday.

However. Radio Patrolmen Dalton and Booz, of the Hamilton Township force, said both drivers, Charles M. Fisher, 20, of 328 Mulberry Street, and William C. Pullen, of 247 Stockton Street, Hightstown, with whom Applegate was riding, will appear Monday in township police court for a hearing. The two drivers were unhurt.

Veteran in Fair Races Today



BOB SALL

This familiar face will be seen behind the wheel of one of the topflight machines in today's auto race meet at the Reading Fair. For nearly 15 years the Paterson, N. J., veteran has been competing in races here and has been an occasional winner. Sall deserted the AAA recently to join Ralph Hankinson's group of drivers under CSRA organization.

9/14/1941

Roy Hall Set To Race Here

Southerner Files Entry For Stock Car Event At Fair Track

10/7/1941

Roy Hall, crack Atlanta speed demon, who holds the distinction of having won more stock car races on half-mile tracks this season than any other driver in the country, is the latest headliner to file an entry for the A. A. A. stock car races to be staged here Sunday at the State Fair Grounds track.

The 22-year-old Southern ace is second in money-winnings this year only to Walt Keiper, Trenton's own star, who was one of the first to enter the Trenton events. Keiper, however, amassed his big earnings by placing particularly high in mile track competition.

Another addition to the ever-increasing list of entries for Sunday's event is Bob Apperson, hard-riding Richmond, Va., driver. Still another newcomer is Walt Tyson, of Trenton, his entry bringing the number of competing local drivers up to four. Bud Woodward and "Pepper" Cunningham, of Trenton, previously filed their entries.

Keiper Tries For Revenge

Hopes to Turn Tables On Roy Hall In Race Sunday

Carefree Walt Keiper is no longer carefree.

Up to last Saturday, Trenton's ace auto race driver was ruling as the "top dog" of the country's stock car racing field.

But, competing then at Greensboro, N. C., he was nudged out by the colorful, hard-riding Roy Hall of Atlanta, Ga., who had been pressing him hard all through the season. And the difference between "first" and "second," while not much in distance, was sufficient in points to enable the Southerner to shove ahead and take the lead for the championship.

Back in Trenton, Walt was plenty serious yesterday. He frankly admitted that he faces a tough assignment, that of trying to outspeed, outdare and outdrive Hall Sunday in the A. A. A. sanctioned stock car races at the State Fair Grounds.

"He is plenty good," was the way Walt put it tersely.

The actions of the Trenton driver yesterday bore mute testimony of the high regard in which he holds Hall, for he immediately set mechanics at the job of giving his stock car a thorough going over for the Sunday speed set-to.

"I'm taking no chances," he said, "and there won't be any alibis if he beats me."

Keiper is not the only one concerned about Sunday's meeting. Hall knows he is going to be in for a real battle with the Trenton driver on the latter's home grounds, so to speak. And, as a result, the Atlantan plans to get here late Friday to give his car a final re-check and then on Saturday put it through a series of tests at the Fair Grounds.

Seeks Lead Sunday



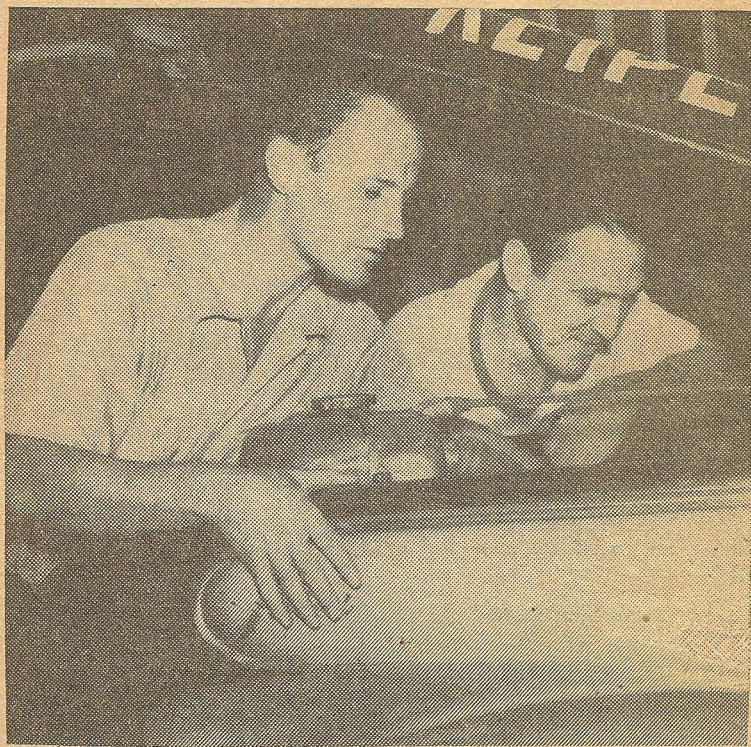
Walt Keiper

Keiper had added cause for concern yesterday, for besides the threat of Hall, he received a challenge for a special match race from "Pepper" Cunningham, another Trenton product, generally rated as one of the most promising of the up-and-coming crop of drivers. Keiper accepted the challenge and Ron C. Smith, head of the group sponsoring the speed events, said that the match race would be staged as an added feature.

Another entry was added to the ever-increasing list, with Edward Van Arsdale of Old Bridge, the latest to sign up.

Officials yesterday expressed gratification at the way the entries have been coming in. More than 20 of the leading stock car drivers of the country will be included in the field, judging by the early entries.

All Set for Today's Race



Wally Marks and Walt Keiper Give Car Last-Minute Inspection

Leading Stock Car Drivers Enter Fair Grounds Events

Trenton becomes the mecca of speed enthusiasts today, when leading drivers of the nation gather at the fast half-mile State Fair Grounds track to compete in the A. A. A. stock car races, the first speed tests of its kind ever staged in New Jersey.

The inaugural of stock car racing in the State has lured the cream of the country's crop of drivers in that field and has drawn a numerically heavy entry.

Stock cars, no older than 1939 models, will be raced exclusively in the events, with automobiles in the lower price range predominating. These cars are the same as those on the highway, with the exception only that they will be stripped of bumpers, lights and virtually all glass.

This exception is in keeping with the regulations of the contest board of the American Automobile Association, which sanctions the events and officials of which will supervise the races.

The program is expected to be highlighted by a spirited duel between Trenton's own favorite son, Walt Keiper, and the colorful, lead-footed Roy Hall, of Atlanta, Ga., for premier honors and the lion's share of the huge cash purse.

Currently, Hall is setting the pace as the nation's leading stock car driver. His margin over Keiper, who had held the lead until last Saturday, is small, however, and the capital city ace can overtake and pass the Southerner in the races here.

Keiper will be hard pressed

throughout the entire afternoon. He will be pitted against another Trenton driver, the up-and-coming "Pepper" Cunningham, in a special match race, which is an added feature of the program.

Keiper has taken every possible precaution to insure perfect running condition of his car. Wally Marks, for long one of the most outstanding car owners and mechanics in racing, has given the Keiper entry a careful going-over in preparation for the races.

Trenton will be well represented in the starting field. Besides Keiper and Cunningham, other local entries include Bud Woodward, Tommy Coates and James Gould.

The South will be represented strongly in the starting field. Chief among the Southern invaders is Bob Apperson, of Richmond, Va., and Doc Denton, of Arlington, Va.

Time trials will start at 1:30 P. M., with the first competitive race slated to get under way at 2:30 P. M.

10/12/1941

Keiper Wins 25-Mile Stock Car Feature

10/13/1941

Twice lapping his entire field, Trenton's Walt Keiper captured the stock car race at the Fair Grounds yesterday afternoon while some 5,000 onlookers roared approval. Keiper's time for the 25-mile feature event was 28:37.06—almost a mile a minute for 50 spins around the half-mile dirt oval.

Keiper, driving a '39 Ford, took an early lead and never was headed. Johnny O'Brien, of Pittsburgh, and Harold Brokhoff, of Pottsville, Pa., both in Buicks, placed second and third, respectively.

Most of the thrills in the race were supplied by the next five finishers, all of whom stayed closely bunched for the entire contest. "Pappy" Yates, of Arlington, Va., wound up in the No. 4 spot, with Ernest Figge, of Princess Bay, Staten Island, fifth; Joe Barzda, New Brunswick, sixth; Bert Ross, of Trenton, seventh, and "Pepper" Constable, Hamilton High alumnus, eighth. Other starters in the feature were "Doc" Benton, Arlington, Va.; two Trentonians, Bud Woodward and Tom Coates; Ed Van Arsdale, of Old Bridge, and a last-minute entry, Ken Marriott, of Rockdale, Md.

Cunningham started in fourth place but Yates, Figge, Barzda and Ross all passed him in a series of thrilling speed duels, both along the straightaways and around the turns.

Keiper, in addition to winning the feature, defeated Cunningham in a match race and won the first heat, in which O'Brien, Cunningham and Ross trailed Walt in the order named. Brokhoff, Figge, Yates and Bardza finished in that order in the second qualifying event. Marriott won the third heat, followed by Benton, Van Arsdale and Coates.

There was no mishaps but several cars skidded on the turns to give the spectators thrills.

Sam Alperti At Defense Work

03/xx/1944

Sam Alperti—The founder and organizer of the active Garden State Racing Association—is still located at Madison, N. J. He was the first elected president in 1930 and was a colorful figure at the speedways.

Those who know Sam intimately will also remember, Frank Bailey's advent into the racing game as a protege of Alperti, it was Sam who gave Bailey his chance, leading up to his rapid fame as an eastern racing champ. Fans and Fraternity can also remember those fast three cars of Alperti. The No. 99 driven by Frank Bailey—No. 63 by Bill Morrissey and the No. 33 by Bill Scarince; the later being a brother-in-law of the car owner.

Alperti at the present time is engaged in war work at the Eastern Air Craft as a testing expert on engines before the finished machines are turned over to the Navy for active service.

His wife Mary is a very ardent race fan, and so is their little son, who hopes to grow up to be a famous race driver.

Holland, Sall Foes Of Chitwood Today In Fair Auto Races

9/16/1945

The first automobile races ever staged on the new mile track at the New Jersey State Fair Grounds at Trenton are slated this afternoon when a great array of eastern and mid-west speed talent competes in one of the big features of the annual Trenton Fair.

Headed by Indian Jole Chitwood, 1939, 1940 and 1942 East Coast champion, who has finished in the money three times at Indianapolis, the entry list includes Bill Holland, 1941 East Coast champion; Bob Sall, 1936-37 East Coast titlist; Joe Sanco of Elizabeth, N. J.; Earl Johns of Earlton, N. J.; Dutch Culp, Lou Heller and Shorty McAndrews of Allentown, Pa.; Mark Light, the Flying Dutchman of Lebanon, Pa.; Wing Bowley of Waterbury, Conn.; George Conklin of Waterbury, the New England champion; Danny Goss of Mount Holly, N. J.; Hock Rodgers of Trenton; Wally Marks, Trenton; Jim Boos of Reading, Pa., and many others.

The time trials start at 1 o'clock with the first competitive event at 2:30. The 15-mile feature race



Bill Holland.

will be the big event of the afternoon.

The races are conducted under the auspices of Nunis Speedways and with the sanction of the Central States Racing Association, governing body of automobile racing this year.

Trentonian Seeks Honors In Auto Races on Sunday

Wally Marks' Car Ready For Action—Chitwood, Holland Set

9/28/1945

Trentonian Wally Marks reported today that his Hial Special is all tuned up and ready for Sunday's program of big-time auto races on the Trenton Fair Grounds one-mile track.

Time trials will start at 1:30 o'clock Sunday and the first competitive event at 2:45. The feature race will be 20 miles. Several shorter races will determine the post positions of cars in the feature event.

Marks told Director Sam Nunis

that he entertained suspicions that his carburetor was tampered with at the race track on September 18. Marks endeavored to have his car qualified for the races on the closing date of the Trenton Fair but motor trouble developed. A thorough investigation in the garage the next day revealed possible tampering with the carburetor. As a result, the Marks machine will be watched carefully from the time it goes on the track Sunday.

Mid-Westerners to Compete

Marks is the only Trentonian among a score or more drivers slated to compete. Nunis, successor to the late Ralph A. Hankinson as promoter of high speed programs, has lined up a field that includes mid-western as well as eastern drivers. Eddie Zalucki and Frankie Luptow, both of Detroit; Harry Robtoy of Pontiac, Mich., and Clarence Anderson of Zenia, O., head the mid-western contingent.

Jole Chitwood, Oklahoma Indian, will try to repeat his Trenton triumph of the 16th and his win at Flemington Labor Day. Opposing him, however, will be Bridgeport Bill Holland, who might have won the race on the 16th but for a flat tire on the second-to-last lap.

Other outstanding entries for Sunday include Milt Marlon of Hempstead, L. I., driving an Italian Maserati; Danny Goss of nearby Mount Holly and Rex Record, veteran Philadelphia speedster.

**C. S. R. A.
SANCTIONED
CHAMPIONSHIP
AUTO
RACES**

**Trenton
Fair Grounds
SUNDAY, SEPT. 30**

Resume Feud Here Today



Jole Chitwood



Bill Holland

Holland, Chitwood to Renew Rivalry on Fair Track Today

Indian Jole Chitwood and Bridgeport Bill Holland will resume their auto racing feud this afternoon on the Trenton Fair Grounds one-mile track.

Two weeks ago, on the closing day of the annual Trenton Fair, Chitwood defeated Holland in a 15-mile feature event. Bill gave Jole a close battle for 13 of the 15 laps but, on the second-to-last spin around the Fair Grounds oval, one of his front tires went flat. He managed to complete the race and take second money. Many in the audience thought he would have won if the tire hadn't gone flat. Holland nosed out Chitwood in the only preliminary event in which both of them raced.

Today's feature will be a 20-miler. Both Chitwood and Holland have told Director Sam Nunis that they favor the extra five-mile distance. To just whose benefit it will work out is the

question that bids fair to attract a large crowd of speed devotees to the Fair Grounds oval.

Nunis, successor to the late Ralph A. Hankinson as promoter of high speed events, expects a score or more of the leading eastern and mid-western drivers to compete. The entry list includes the names of Detroiters Eddie Zaluski and Frankie Luptow, Harry Robloy of Pontiac, Mich.; Clarence Anderson of Xenia, O.; Dev Snyder of Kent, O.; Johnny Croane of Dayton, O., and Johnny Shackelford of Indianapolis.

Trentonian Wally Marks is one of eight New Jersey drivers lined up by Nunis. Others from the Garden State include Danny Goss and Bob Cooney from Mount Holly and Joe Sanco from Elizabethtown.

Time trials will start at 1:30 and the first race at 2:45 P. M.

Auto Racer Killed, Two Hurt at Fair

Hutchinson Meets Death In Crash Through Fences

Death and injury stalked the race track at the Trenton Fair Grounds yesterday afternoon.

Harry Hutchinson, an auto race driver from Springtown, Pa., was killed when his car crashed through two fences at the first turn of the one-mile track.

Hutchinson, a war hero in the Pacific, was released only last week from the United States Marines. During the Pacific war he received four wounds in as many engagements with the Japs. He was a member of Colonel Evans F. Carlson's Raiders. He received the Purple Heart, the Navy Letter of Commendation and the Presidential Citation for his bravery in the battles of Guadalcanal, Wake Island, Salpan and Bougainville.

Bridgeport Bill Holland, one of the outstanding drivers in the East, is in St. Francis Hospital. He suffered a possible fracture of the left shoulder when his car left the track on the far side of the first turn, heading into the backstretch.

Both of these accidents occurred during the feature race of yesterday.

(Continued on Page Twelve)

One Driver Killed, 2 Hurt In Races at Fair Grounds

Chitwood Wins Feature; Holland in Hospital After Mishap

(Continued from Page One)

day's auto racing program on the Fair Grounds track.

Earlier in the afternoon, while time trials were in progress, the car driven by Frankie Luptow of Detroit overturned heading into the stretch. The car demolished a section of wooden fence. Luptow was thrown clear of his machine and escaped with minor cuts of the face. These were bandaged in time for him to return to the races as a spectator.

Hutchinson was rushed to St. Francis Hospital in an ambulance after his car crashed through both the wooden fence bordering the track and the wire fence several feet beyond. Hutchinson's machine went through both fences and crashed into some parked automobiles. The driver was pronounced dead upon his arrival at the hospital.

Holland, an idol of Trenton racing fans, tried three different cars during the course of the afternoon—his own, Milt Marion's and the one belonging to Bob Sall, veteran Paterson driver. All three cars developed engine trouble and almost kept Bill out of the feature race. Holland, however, offered to drive Sall's car if he could have the 10 minutes necessary to change the magneto.

Holland's request was explained over the loud-speaking system and it was left to the crowd—estimated at more than 10,000 fans—to decide whether or not to wait for Bridgeport Bill. An overwhelming cheer was an immediate affirmative vote. Seven mechanics busted themselves putting a new magneto in Sall's car.

By the time Holland took his place in the starting lineup for the feature race, scheduled for 20 miles, darkness was fast approaching.

Jole Chitwood, Oklahoma Indian, proceeded to win the feature, his second consecutive Fair Grounds triumph. The fatal accident to Hutchinson occurred early in the race and was hardly noticed by the crowd. Chitwood, Holland and Johnny Shackelford

of Indianapolis engaged in a stirring duel for the early lead. Shackelford passed both of his rivals and kept his Miller Special out in front from the eighth lap to the 15th. At this stage of the race, however, one of his tires went flat. This enabled Chitwood to take the lead to win handily. The race was halted after 18 miles of the scheduled, 20 when Holland crashed the fence on the far side of the first turn.

Chitwood's winning time for the 18-mile distance was 14:59.80. Shackelford, although he finished on three tires and one rim, was placed second and Dutch Culp of Allentown, Pa., third. Culp registered a protest in the judges' stand, claiming he had overhauled Shackelford in the closing stages of the race. He claimed to carry his plea to the Central States Racing Association, governing body of auto racing. Yesterday's speed events were sanctioned by the CSRA.

Warren Bates of Pitman, N. J.; Stan Jones of Mount Holly and Duke Dinsmore of Dayton, O., finished in that order behind Chitwood, Shackelford and Culp, according to the judges' placings.

Chitwood won the first qualifying race over the five-mile route in 3:48.53. Sall placed second and Shackelford third. Dinsmore won the second qualifying heat with Culp second and Bates third. The next race, also a five-miler, was won by Shackelford, followed by Jones, Jim Merrick and John White. Still another five-mile event, the semi-feature, saw Culp

the winner in a close finish with Dinsmore. Jones placed third.

Milt Marion, driving a high-powered Italian Maserati, couldn't keep pace with the smaller cars in the second qualifying heat.

Several cars developed motor trouble during the time trials and were unable to compete in the competitive events. Included in this category was Wally Marks, the only Trenton entry in the races.

Chitwood, winner by virtue of a flat tire on Shackelford's car, leads a charmed life as far as Trenton fans are concerned. The Indian won in a similar manner on September 16, the closing day of the Trenton Fair. He and Holland were engaged in a close race, but a front tire on Holland's car went flat during the second-to-last lap, enabling Chitwood to win. The tires on Chitwood's car seem to be the only ones that never go flat. As a result, the Indian daredevil, who operates his own thrill show in his spare time, is enjoying a big lead in the race for the Eastern States auto racing championship.

Geo. Fonder Repeats At Lanham Speedway

WASHINGTON, D. C., June 21.—George Fonder walked off with the 25-lap feature race Tuesday night, making it two feature wins here in two weeks. At the drop of Starter Bill Nelson's green flag, Tony Bonadies took the lead, Fonder moved into second spot on the third lap, followed by Josephs and Charlie Miller, Johnny Ringer moved up to the fourth spot on the third lap, then retired from the race with a faulty steering on the fourth lap Len Duncan took over the fourth spot putting Miller in fifth position.

On the fifteen lap Fonder and Josephs were battling it out for second position when Joseph blew a left rear tire and smacked the wall putting him out of the race, then it turned into a three car battle between Bonadies, Fonder and Charlie Miller. Fonder managed to get the nose of his V8 out front and held it there for the finish, Fonder started the night off by winning his 12 lap elimination heat, finishing in second place in his semi-final and winning the feature.

In the first elimination heat Andy Furci took the lead followed by Mike Joseph. However, Joseph moved into first place before the first lap was completed, then Charlie Miller who started in last position forged into second place at the start of the second lap with George Marshman in third place, it was nip and tuck between these three for the balance of the race, with Josephs winning followed by Miller, Marshman and MsCoy.

In the first semi-final Walt Fair went to the front hard pushed by Marshman and Bonadies on the second lap on the north turn Carl Miller and Mike Josephs tangled

and spun being hit by Don Morris and Andy Furci, Bill Nelson had to stop the race. On the restart Bonadies took the lead followed by Walt Fair and Marshman and Duncan, Marshman moved up to second spot on the second lap with Duncan taking third place then it was a separate race between these three cars to the finish with Bonadies the winner. Don Morris was forced out of this event when a connecting rod let go and came through the head of his motor.

In a special match race of four laps between J. Ringer in the Offy, Fonder in the V8 and Miller in the outboard the lead changed three times in the four laps with Miller in the outboard winning, Ringer second and Fonder third.

The Summaries:

1st heat (12 laps): Josephs, Miller, Marshman. 3:59.40.

2nd heat (12 laps): Duncan, Bonadies, Carl Miller, Favinger. 3:1.73.

3rd heat (12 laps): Fonder, Morris J. Ringer. 3:2.78.

1st semi-final (13 laps): Bonadies, Marshman, Duncan. 3:16.80.

2nd semi-final (15 laps): Ringer, Fonder, Charley Miller. 3:46.70.

Special Match Race (4 laps): Charley Miller, J. Ringer, Fonder. 1:1.44.

Feature race (25 laps): Fonder, Duncan, Bonadies, Charlie Miller 6:17.82.

Bryan, Florida Victor, In Allentown Races

ALLENTOWN, Pa. — One of the outstanding drivers entered in the 100-lap stock car race on the half-mile track at the Allentown Fair Grounds next Thursday is "Red" Bryan of Aniston, Ala., who recently won the 100-mile road race for stock cars at Daytona Beach, Fla.

Bryan, an Army Air Corps officer, was shot down over Germany during the war and was a German prisoner for 11 months. Part of his right leg was shot away, but he's back in stock car racing in a big way.

More than a score of stock cars are entered for the races, and of these the 18 fastest cars in the time trials to be held July Fourth morning will start in the 100-lap feature in the afternoon at 2:30 o'clock sharp. Stock model cars from 1934 to 1936 are included among the entries.

As a tune-up for the 100-lap stock car race, Indian Joe Chitwood's Hell Drivers will present their "Hell on Wheels" program starting at 1 o'clock. 6/30/1946

Keiper Among Entrants In Allentown Races

ALLENTOWN — AP — Stock cars, some models dating back to 1934, will participate in a 100-lap race around the half-mile Allentown Fair Grounds track in a July 4 celebration feature tomorrow.

Entries include Walt Keiper of Trenton, N. J.; Red Bryan of Aniston, Ala., and Buddy Shuman of Charlotte, N. C.

7/3/1946

Hall Places First In Stock Car Race

ALLENTOWN, Pa., July 4.—Roy Hall, Atlanta, Ga., 1940 and 1941 national stock car champion, won the 50-mile stock car race on the Allentown Fair Grounds, today in 60 minutes, and two seconds before 10,000.

With the exception of a brief period on the sixty-second lap when Walt Keiper, of Trenton, N. J., led, Hall, driving a Ford coupe, led throughout. Keiper placed second and "Pepper" Cunningham, of Trenton, was third.

Only one mishap marred the race, and in that Charles Smith, of Allentown, escaped injury after his car went through the fence and over an embankment.

7/5/1946

Walt Keiper Second In Stock Car Race

ALLENTOWN, Pa. —(AP)— Walt Keiper of Trenton, N. J., finished second behind Roy Hall of Atlanta, Ga., in the 50-mile stock car race yesterday at the Allentown fair grounds' half mile track. A crowd of 10,000 saw Hall win in 60 minutes and 2 seconds.

—Pepper **Cunningham**, also of Trenton, was third.

7/5/1946

Mechanic Is Injured In Allentown Crash

ALLENTOWN — (AP) — The condition of Lawrence Roscoe, New Brunswick, N. J., auto race mechanic injured in a crash here Saturday, was still "serious but improved," Sacred Heart Hospital doctors said today.

Roscoe, 23, was one of five persons injured when a car driven by Harvey H. McDonald of Weaverville, Pa., crashed into the pits on the 44th lap of a scheduled 60-lap race.

The mishap halted the race. Buddy Shuman of Charlotte, N. C., who was leading, was declared the winner.

Roscoe suffered fractures of both legs and internal injuries, doctors reported.

7/29/1946

75-Mile **Stock Car** Race Set For 18th

READING, Pa. — The longest **stock car** race on east coast tracks since the war, 150 laps, on the half mile track of the Reading Fair Grounds here on Sunday afternoon, August 18th, has already attracted a select field of noted **stock car** drivers, and indications are that many more of the best known jockeys in the **stock car** racing game will be entered in this gruelling race for gold and glory.

8/11/1946

Stock Car Race Today At Reading Fair Oval

READING, Pa. One of the largest and most select fields ever to compete in a stock car race along the Atlantic Coast has been entered for the National Championship 150-lap event on the half-mile track of the Reading Fair Grounds here today.

More than a score of noted stock car drivers from all parts of the East and South have filed their official entry blanks with Sam Nunis Speedways here for today's event, the longest race of any kind ever held on a half mile track in the East.

Kelper, DiNatale Set

Red Byron, of Anniston, Ala.; Buddy Schuman, of Charlotte, N. C.; Charlie Breslin of Philadelphia; Roscoe Thompson, of Bainbridge, Ga.; Norman Wrigley, Birmingham, Ala.; Howard Farmer, of Tampa, Fla.; Walt Kelper, Trenton; Jack Ethridge, Atlanta, Ga.; Pepper Cunningham and Charlie DiNatale, Trenton, are just a few of the more than a score of stock car speed demons entered in Sunday's race here.

The 150-lap race will start promptly at 3 p. m. There will be no delays, since the time trials are scheduled for 10.30 a. m. The sixteen fastest cars slated to line up for the starting flag.

There will be all varieties of cars, genuine stock car models

Stock Cars Await Race Here Sunday

Red Byron Favored In 150-Lap Feature

With all makes of cars entered, tomorrow afternoon's 150-lap national championship stock car race on the half-mile track of the Reading Fairgrounds promises to provide plenty of thrills for auto race fans.

Sunday's feature race starts at 3 p. m. sharp, with the time trials slated to get under way at 10:30 in the morning to avoid any delay in starting the feature. The 16 fastest cars in the time trials will qualify for the afternoon feature.

Any model stock car dating from 1934 to 1946 is eligible to compete in tomorrow's race, originally scheduled for last Sunday but postponed then because of rain. As a result, all of the 42 entries who filed for last Sunday's race have signed new entry blanks for tomorrow, plus a half dozen or more new entrants.

With such outstanding stock car performers as Red Byron, the former Army Air Corps staff sergeant who was shot down over Germany and spent 11 months in a German prison camp and then came back to win a 150-mile road race at Daytona Beach last April and a 100-lap feature at Atlanta in June; Ed Samples, of Tampa, Fla.; Buddy Schuman, of Charlotte, N. C.; Walt Keiper, of Trenton; **Pepper Cunningham**, another Trenton pilot, and over two-score others, real thrills are in store for the big crowd expected.

The races Sunday will be under the direction of Sam Nunis Speedways, and will be the first postwar stock car events on the Reading half-mile track. The 150-lap feature will be the longest race ever held on a half-mile track anywhere along the Atlantic coast.

8/24/1946

Stock Car Race Today

At Reading Fair Oval

8/25/1946

READING, Pa. — Postponement from last Sunday until today of the 150-lap stock car auto race on the half-mile track of the Reading Fair Grounds here will add to interest rather than detract from it, since there will be a bigger field of noted drivers available.

When heavy rains forced a postponement last Sunday, Sam Nunis had no less than 42 drivers entered for the 150-lap championship race, and now this number is expected to hit at least 50 for today's race.

All of the entries for last Sunday have filed new entry blanks, but all will not be able to compete. Only the 16 fastest cars in the time trials will be permitted to start in the big event.

Time trials will be held this morning, starting at 10:30 sharp, with the fastest cars lining up to face the starter's flag promptly at 3 p. m. in the afternoon for the longest stock car race ever held on a half mile track in the east.

Dunaway Winner Of Reading Race

8/26/1946

READING, Aug. 25. — (AP) — Glenn Dunaway, a comparative unknown from Charlotte, N. C., drove his 1939 Ford coupe to victory here today in the 150-lap national championship stock car race over the Reading fair grounds half-mile oval. He covered the distance in 85 minutes, 25.73 seconds.

Tommy Bradshaw of Trenton, was second; Pepper Cunningham, another Trentonian, third; Tommy Mattson, of Wilmington, fourth, and Pete Godfrey, a fellow townsman of Dunaway's fifth. Thirteen of the 20 starters still were running when Dunaway received the checkered flag.

In the day's most spectacular accident, Art Ellison, of Tremont, roared through the fence on the second curve, and crashed through a frame structure 50 feet beyond the fence. Ellison was treated for scratches but two bystanders were taken to the community general hospital for treatment.

Buddy Shuman, who won the time trials with a 32.30 effort, was pursued by hard luck all afternoon. After leading for 25 laps he was forced to the pits with a flat tire and radiator trouble. He reentered the race and was well up with the leaders when he turned over twice on the backstretch of the 129th lap and was through for the day.

8/26/1946

Donraway Captures Reading Stock Car Test

READING, Aug. 25.—Glenn Donraway, Charlotte, N. C., won the National 150-lap stock car auto racing championship today at Reading Fair Ground. The time for the 75 miles was 85 minutes, 25.73 seconds. Thomas Bradshaw, Trenton, N. J., was second; Pepper Cunningham, also Trenton, third, and Thomas Mattson, Wilmington, Del., fourth.

Shuman, Victor In Richmond Race, To Be Here Saturday

RICHMOND, Va., Sept. 2 (Herald Special).—Buddy Shuman of Charlotte, N. C., one of the favorites in the 100-lap stock car races coming up Saturday on the Spartanburg County Fairgrounds Track at Spartanburg, S. C., finished first in today's 100-lap event at the State Fairgrounds.

Pepper Cunningham of Trenton, N. J., was second and Red Byron of Anniston, Ala., captured third place.

A 5-car pile-up brought fans extra thrills. No one was seriously injured. Cars driven by Glenn Dunnaway of Charlotte, Gober Solesby of Atlanta, Marshall Teague of Daytona Beach, Ed Samples of Atlanta and Byron figured in the mishap. Solesby's car was cut completely in half.



Races Here Saturday

Buddy Shuman of Charlotte, N. C., winner in Richmond's Labor Day stock car race feature, will be gunning for another victory in Saturday's speed classic on the Spartanburg County Fairgrounds oval.

C
T
I

C
D
n
H
W
p
n
cr

L
K
E
C
W
O
W
S
10
R
T
O

T

Stock Car Race At Langhorne

9/22/1946

Another war-time casualty will be revived today when the 100-mile national championship circuit stock car race is held at Langhorne Speedway, starting at 2.30. The event was last held at Langhorne in 1942.

Rain postponed qualifying trials scheduled yesterday. They will be held this morning beginning at 9 A. M. The fastest 30 cars in the trials will qualify for the 100-mile event, carrying a purse of \$5000 as well as additional awards for lap leaders. First place will be worth \$1100, with the next 19 drivers sharing the remainder.

CONSOLATION RACE

The balance of the field will go into a consolation race, distance still to be announced. The consolation will carry \$525 in prize money.

Cars dating from 1937 up to the present are eligible for the event. There is a predominance of Fords, with a sprinkling of Buicks, Grammas, Chryslers, Plymouths and other makes.

Drivers from all sections of the country are entered, including specialists in stock car racing, pilots of big racing cars and midgets and just plain racing fans who display pride in the speed of their car and in their racing skill—if given the chance.

Among the entries are Ted Kazanski, of Keyport, N. J.; Clark Startt, Baltimore; Rog Johnson, Hawthorne, N. Y.; Al Gary, Brooklyn; Charles Di Natole, Trenton; Pepper Cunningham, Trenton; P. E. Godfrey, Charlotte, N. C.; Buddy Shuman, Charlotte; George Fonder, Lansdale, Pa.

Cunningham Is Victor

LANGHORNE, Pa., Sept. 22 (AP) —Pepper Cunningham of Trenton, N. J., sped to victory in the 100-mile stock car race at Langhorne Speedway today in 1 hour 20 minutes and 10.4 seconds, an average speed of 74.83 miles per hour.

Cunningham, who drove a 1939 Ford, forged into the lead at the eighty-first lap where Red Byron of Atlanta, Ga., blew a front tire and wrecked after leading for most of the distance. Bill Snowden, Atlanta, placed second a half lap behind Cunningham. Eddie Semple, Atlanta, was third, and Fred Dagavar, New York, fourth. A crowd of 30,587 watched the race.

Byron had grabbed the lead in the seventh lap and stayed ahead through the sixty-fifth, duelling with Cunningham who took over there briefly but had to go into the pit for a tire change. Byron was back in the lead when a front tire blew out, catapulting his car into the fence. He stepped from the machine uninjured.

Thirty cars started and twelve finished the main event. Cunningham received the \$1,100 first prize, Snowden \$750, Semple \$600 and Dagavar \$400.

9/23/1946

Pepper Cunningham Wins Stock Car Race

LANGHORNE, Pa., Sept. 23. (AP)—James (Pepper) Cunningham, 28-year-old ex-GI from Trenton, N. J., held the world's record today for the 100-mile national championship stock car race.

Cunningham, a former midget auto racer, drove his 1939 Ford coach to victory in one hour, 20 minutes and 10.4 seconds yesterday at Langhorne Speedway to average 74.83 miles an hour over the one-mile track. The old record, set by Henry Banks in winning a 200-mile event here in 1941 was one hour, 25 minutes, 13.83 seconds.

Bill Snowden, Atlanta, Ga., finished second, a half a lap behind Cunningham while Eddie Semple, Atlanta, was third, and Fred Dagavar, New York, finished fourth.

Cunningham received \$1,100 first prize. Snowden, \$750, Semple \$600 and Dagavar \$400.

New Record Made For Stock Cars

Langhorne, Pa., Sept. 23. (AP)—James "Pepper" Cunningham, 28-year-old ex-GI from Trenton, N. J., held the world's record today for the 100-mile national championship stock car race.

Cunningham, a former midget auto racer, drove his 1939 Ford coach to victory in one hour, 20 minutes and 10.4 seconds yesterday at Langhorne Speedway to average 74.83 miles an hour over the one mile track. The old record, set by Henry Banks in winning a 200-mile event here in 1941 was one hour, 25 minutes, 13.83 seconds.

Hil Snowden, Atlanta, Ga., finished second, a half a lap behind Cunningham while Eddie Simple, Atlanta, was third, and Fred Dagavar, New York, finished fourth.

Thirty cars started in the feature 100-mile race but only 12 finished. Cunningham received \$1,100 first prize, Snowden \$750, Simple \$600 and Dagavar \$401.

9/23/1946

Record Set In Stock Car Race

9/23/1946

Langhorne, Pa., Sept. 23 (AP)—James (Pepper) Cunningham, 28-year-old ex-GI from Trenton, N. J., held the world's record today for the 100-mile national championship stock car race.

Cunningham, a former midget auto racer, drove his 1939 Ford coach to victory in one hour, 20 minutes and 10.4 seconds yesterday at Langhorne Speedway to average 74.83 miles an hour over the one mile track. The old record, set by Henry Banks in winning a 200-mile event here in 1941 was one hour, 25 minutes, 13.83 seconds.

Bill Snowden, Atlanta, Ga., finished second, a half lap behind Cunningham while Eddie Simple, Atlanta, was third, and Fred Dagavar, New York, finished fourth.

Thirty cars started in the feature 100-mile race but only 12 finished. Cunningham received \$1,100 first prize, Snowden \$750, Simple \$600 and Dagavar \$400.

Cunningham Sets Stock Car Record

9/23/1946

Langhorne, Pa., Sept. 23 (P)—James (Pepper) Cunningham, 28-year-old ex-C.I. from Trenton, N. J., held the world's record today for the 100-mile national champion stock car race.

Cunningham, a former midget auto racer, drove his 1939 Ford coach to victory in one hour, 20 minutes and 10.4 seconds yesterday at Langhorne Speedway to average 74.83 miles an hour over the one-mile track. The old record, set by Henry Banks in winning a 200-mile event here in 1941 was one hour, 25 minutes, 13.83 seconds.

Bill Snowden, Atlanta, Ga., finished second, a half lap behind Cunningham while Eddie Semple, Atlanta, was third, and Fred Dagavan, New York, finished fourth.

A lucky break for Cunningham—and an unfortunate one for Red Byron, of Atlanta, Ga.—Gave Cunningham the lead. Byron took the lead in the seventh lap and held it through the 65th when a flat tire sent him to the pits.

Cunningham Wins Langhorne Race

By GEO. "POP" FISHER

Langhorne, Pa. Sunday, Sept. 22—

"Pepper" Cunningham of Trenton, N. J., driving a 1937 Ford Coupe, car No. 6, roared to victory here before a crowd of 30,587 frenzied fans. This huge audience stood as one person to give vent to its enthusiasm when the "Red Hot Pepper" flashed across the finish line to the checkered flag dropped by Austin Shay the starter, completing the gruelling 100 miles in the new record time of 1 hr. 20 min. 10-41/100 secs. It was a grand climax to a grand season of racing on this nationally-famed record breaking deluze Speedway, and once again the track, in its perfect condition, lived up to its reputation of the "Record Breaker." Langhorne the magnificent.

There were heartbreaks during the running of this 100-Mile National Championship Meet. The great Red Byron of Annastan, Ala., ex-G.I., World War II hero of the South Pacific, who spent 27 long months in hospitals fearfull of having his left leg amputated, did with this leg he saved, strap it to the clutch pedal, and through the sheer grit and masterful driving came from third spot at the start of the 30-car line up to cop the lead in the 9th lap and held it until tire trouble forced a pit stop in the 64th mile. Pepper then took the lead until the 74th lap when he was forced into the pits with tire trouble.

Byron once again took the lead and looked like a sure winner, but old Lady-Luck once again let "Red" down on the 83rd, mile. A blown tire sent the great man rolling over the fence to stop a great exhibition of driving that also cost him \$1,100 first place money. What a shame, what a pang of heartbreak—17 laps to go and, in a split second, disaster! I've often wondered just what a man like "Red" thinks when a thing like this happens. It takes a great heart to get out of a spill like this and walk down the track, and with a smile, acknowledge the great ovation that was given this great man, who rode his way into the hearts of all present—this Hero of Attu.

Fourteen of the 30 starters finished the long grind, but there was action every second. The fans sure had a gala day of thrills and spills.

Bill Snowden, Atlanta, Ga., in a 1941 Ford, took 2nd spot and \$750.00. Third spot went to Ed Samples of Atlanta, Ga., in a 1940 Ford—\$600.00. Fred Davager of New York City took 4th in a super-charged Graham which paid him \$400.00 and so on down the line for 20 paying positions. The first 20 laps paid \$20.00 per lap extra money.

In the 10-mile Consolation race, ten cars started, eight finished. 1st, Bill Frick, Bulwin, N. J. His time, 8 min. 33-13/100 secs. 2nd, Ted Kazanski of Keyport, N. J. 3rd, Pat Rooney of Paulsboro, N. J. Bill Frick won this event in a 1942 Plymouth. This race distributed among the drivers \$525.00. "King-Kong" Bill Nelson of the marhued shirts flagged all the time tria handing over the job to Austin Shay for the races. Both these well know starters did a swell job.

So good people, Jimmy Fratto sang his swan-song and bowed out his magic Speedway until 1947. I will journey on to new laurels, when on October 6th this year he will start a 100-Mile National Championship Big Car Race on world famed Harbletonian Track at Goshen, N. J. presenting the world's greatest cars and drivers, such stars as Rex May, Ted Horn, Bill Holland, Walt Adams, and, believe-it-or-not, the great Mau Rose, and a host of other great stars.

9/23/1946

Cunningham, Keiper Among Entries In Stock Car Event At Daytona Beach On Sunday

The cement-smooth sands of Daytona Beach, Florida will again sing with the roar of speeding automobiles and motorcycles as this famous resort city opens its biggest racing season since before the war. Outstanding event on the 1947 calendar is the American Motorcycle Association's 200 mile national championship race, the biggest and most thrilling motorcycle meet of the year. Scheduled for February 22 and 23, this classic will attract motorcycle riders from every state in the Union and some six to seven thousand riders are expected to converge on the city for the two-day event. Motorcycle club members from throughout the nation are making up motorcades for the journey to Florida's speed capital.

Divided in two classifications, the main event is the 200-mile championship run and the second is the 100-mile course for the novice class. First prize in the championship class is \$1,000 and combined prize money amounting to \$3,800 will be awarded to various place winners in both classifications. The beach and road course has hair pin turns to provide plenty of thrills and a test of the riders' skill.

Some of the nation's ace motorcycle riders will enter the race.

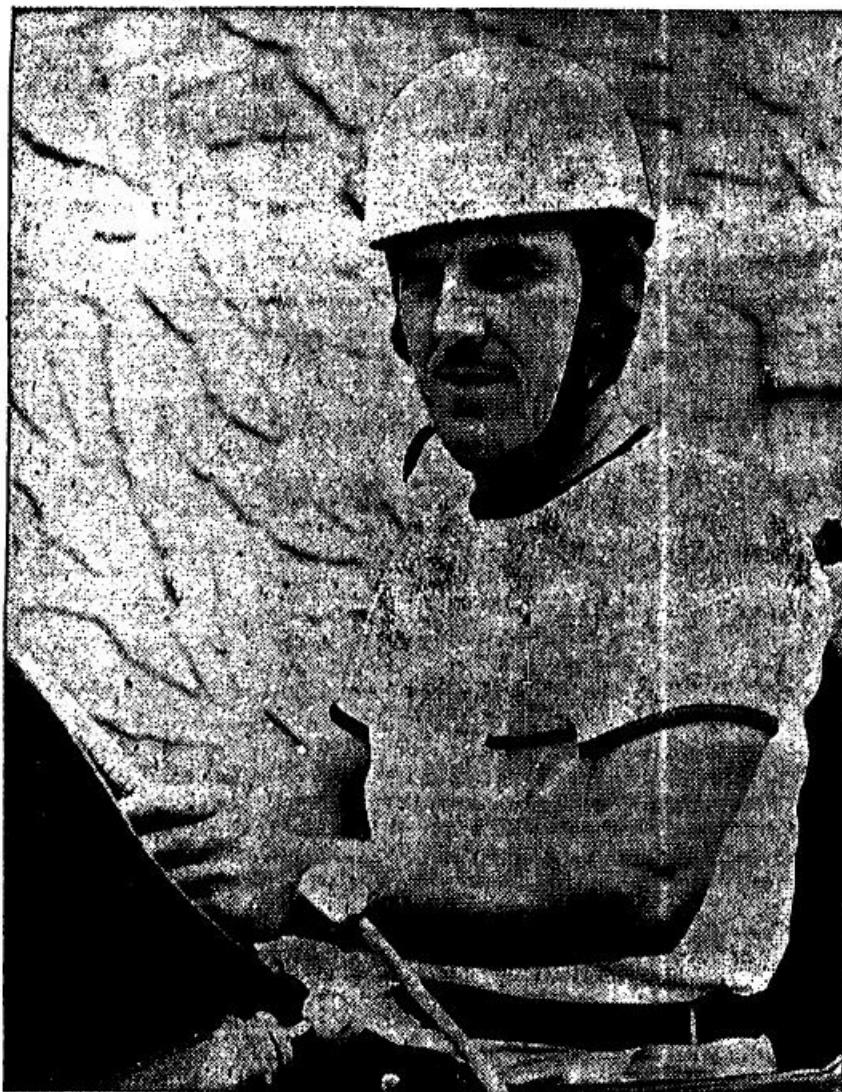
Stock Car Race Sunday

First on this year's racing schedule at Daytona Beach is the 160-mile stock car race on Sunday. About 40 cars are expected to make the start on the beach and road course where a top speed of 110 miles per hour is the predicted time. An average speed of 80-85 miles per hour, allowing for pit stops, is expected for the course. Prize money of \$3,000 will be awarded to the winners with top prize of \$1,000 plus extra lap money. Entries for this event include some of the country's leading racing drivers, including such notables as Ed Samplos, 1946 stock car champion from Atlanta, Ga.; Pepper Cunningham, Trenton, N. J., winner of 200-mile dirt track championship at Langhorne, Pa.; Walt Keiper of Trenton, N. J. and Bob Flock, Atlanta, Ga.

On April 6, the first 200-mile Beach Championship stock car race in ten years will be the featured event. More than \$3,000 in prize money will be awarded for this race.

Daytona Beach boasts the finest natural racing course in the world, a smooth-as-glass hard sand beach, 500 feet wide (at low tide) and a perfect stretch for 23 miles. Many world speed records have been set on this famous beach which is also the delight of thousands of motorists who enjoy driving along its breeze-swept course. The speed races are confined to a special roped off course for safety measures and regular beach driving is restricted to low speeds as a safety precaution for bathers.

Entry In Florida Auto Race



Walt Keiper

1/23/1947

New Speed Record Predicted In Sunday's Auto Racing

A near perfect beach and a record size entry field for the 160-mile Rayson Trophy stock car race here tomorrow brought forth predictions that a new speed mark may be established for the derby distance.

Thirty-five drivers have filed entries for the Daytona Beach speed event, starting at 2:30. Sharp winds and high tides have widened the beach and packed it hammer hard.

As a result, Race Director Bill France forecast last night that a new mark may be hung up "if the drivers avoid trouble." By trouble, France said he means blowouts, motor difficulties or crackups at the turns, which forces the entire field to slow down until the wreckage is cleared away.

The present record is 82.1 miles an hour scored by the late Lloyd Seay of Atlanta in 1941.

Bob (Red) Byron of Anniston, Ala., won the last major race here in April, 1946, averaging 80.2 MPH. Byron is back for more, along with Ed Samples of Atlanta, national titleholder; **Pepper Cunningham** of Trenton, N.J., winner of the American Derby at Langhorne, Pa.; Bob Flock of Atlanta, who won five straight races at the end of last year; and many other topline drivers.

France announced the following new entries last night: Bill Blair and Jimmy Llewellyn of High

Point, N.C., and Lt. Don Beyer of Ft. Benning, Ga., a paratrooper.

The 3.2 mile track, located three miles south of the City limits, will be used for trial practice runs today. It will be closed for traffic at 2 o'clock today and reopened at 2:15. It will be opened and closed at 15 minute intervals, permitting regular traffic on the road backstretch.

Drivers will draw for the starting positions tonight. They will meet at 8 o'clock at the Streamline Hotel and pull numbers out of the hat for the important starting posts.

1/25/1947

Pa.'s Langhorne Speedway, July 20, 1941



John
SNYDER

Email Received at racerjohn65@hvc.rr.com

Soapbox

Wayne Taylor Racing won the Rolex 24 at Daytona with "guest" celebrity driver Jeff Gordon, consummate professional Max Angelelli making his last Rolex 24, and Wayne Taylor's two sons Jordan and Ricky each taking their turns behind the wheel of their exotic Cadillac-powered sports car over the course of the 24-hour marathon. Because the Taylors are from Orlando, the race received more media coverage---newspapers and sports television---than the event usually receives. And that's about the extent of racing news from Florida this past week.

That's not quite true. There have been a couple articles about the NASCAR test sessions at Phoenix International Raceway, but they've mainly focused on Dale Earnhardt Jr.'s return to Cup Series competition.

So I went digging for something for this week's column. And thanks again to Jeff Hardifer's extensive research, I found a gem. On July 20, 1941, Langhorne Speedway played host to a "200-mile International stock car classic." But this was a week-long speed carnival, with 33 drivers qualifying on Sunday, July 13, and the balance of the 40-car field to be filled on the Saturday preceding the race.

Here are the lead paragraphs from two different newspaper pre-race reports: "Professional race car pilots are expected to dominate the spotlight in Langhorne's first 200-mile International stock car race, Sunday, July 20.

"Although the event has been thrown open to any 'pleasure car' driver in the United States, Canada, and Europe, early entry lists reveal that the 'professionals' stand a good chance of coming out on top."

And from a second source: "All the big money winners in last year's stock car race at Langhorne will line up tomorrow for qualifying heats to determine the 40 starters in the 200-mile International stock car classic next Sunday.

"Henry Banks, Bill France, Adam Ashbaugh, Al Montgomery, and Walt Keiper was the order of finish in last year's race and every member of the pace-setting quintet is expected to be on hand tomorrow afternoon."

Besides these previous Langhorne competitors, other notables entered included "two newcomers are also accorded a good chance of finishing in the money. Lloyd Seay and Roy Hall (ed. Rapid Roy, the Stock Car Boy), both of Atlanta, Ga., are expected to make the going tough for Banks, France and other members of the 'Big Five.'"

Among other entries were Vic Nauman, of Lebanon, Pa., "re-

garded as one of the leading dirt track chauffeurs in the land; Freddy Winnai, from Philadelphia; Ted Nyquist and Tommy Hinershitz, both from Reading, Pa.; Al Crisler and Dobe Powell, both from North Carolina; Trenton's Pepper Cunningham; and Fred Dagarvar from New York City.

Heat races determined the starting lineup, with six cars from each heat qualifying, and the overall fastest qualifier garnering the pole position. Starting slots in the heats were "assigned according to the sequence in which entries were filed."

As for the race, "Thrills and spills aplenty featured the 200-mile championship stock car race at the Langhorne Speedway...when Roy Hall was flagged the winner in 2 hours 55 minutes 25.46 seconds. Trentonian Walt Keiper figured in the money for the third straight year when he finished third."

Who finished second? The only mention of the runner-up was in the rundown of the top-seven finishers. Second was R.W. Lummis of Warren, Pa. driving a 1941 Mercury convertible.

Hall totally dominated the race. "He took the lead at the first turn and never relinquished it, even for a moment, until he crossed the finish line. Starting second from the pole, Hall took the lead on the first turn and had lapped the field before the 10th mile. When he pulled into the pits for gas and water at the 90th lap, he was three laps up on his nearest competitor, and got back on the track without losing position. He stopped again at the 166th mile, but was back again without losing his position.

The race report article then spends two lengthy paragraphs reciting the travails of local hero Keiper, who had started ninth, advance to second, dropped to fourth when he pitted just after halfway, pitted again for water on lap 127 losing back to tenth, then began a steady march towards the front, finally taking third with 20 laps remaining.

"A series of hair-raising accidents thrilled the vast crowd, announced as 41,965 (ed. probably an exaggeration). One car turned over twice on the turn coming into the grandstand and then burst into flames, and another skidded dizzily into the pit. There were eight accidents in all, but the drivers escaped without serious injury." More than a third of the article detailed each of the accidents. But the last accident description baffled me: "Felix Wilkes, of Ringoes, threw a tire on the 155th lap, and then turned over a few laps later, damaging the car."

The first seven finishers: 1. Roy Hall, '39 Ford Coupe; 2. R.W. Lummis, '41 Mercury Convertible; 3. Walt Keiper, '39 Ford Coupe; 4. Lloyd Seay, '39 Ford Coupe; 5. Harold Brokhoff, '40 Buick Coupe; 6. Harold Collier, '41 Olds Sedan; 7. John O'Brien, '41 Buick Convertible.

And a good time was had by all!

* * * * *

A Florida surprise! Late last week, we went to lunch at The Yellow Dog Café, an upscale restaurant along US-1 and the Indian River a few miles south of Melbourne. There on one wall were several Victory Lane photographs of Northeast Modified racer Bobby Santos III. Turns out the owners of the restaurant have close family ties to Santos's team. Small world isn't it!