

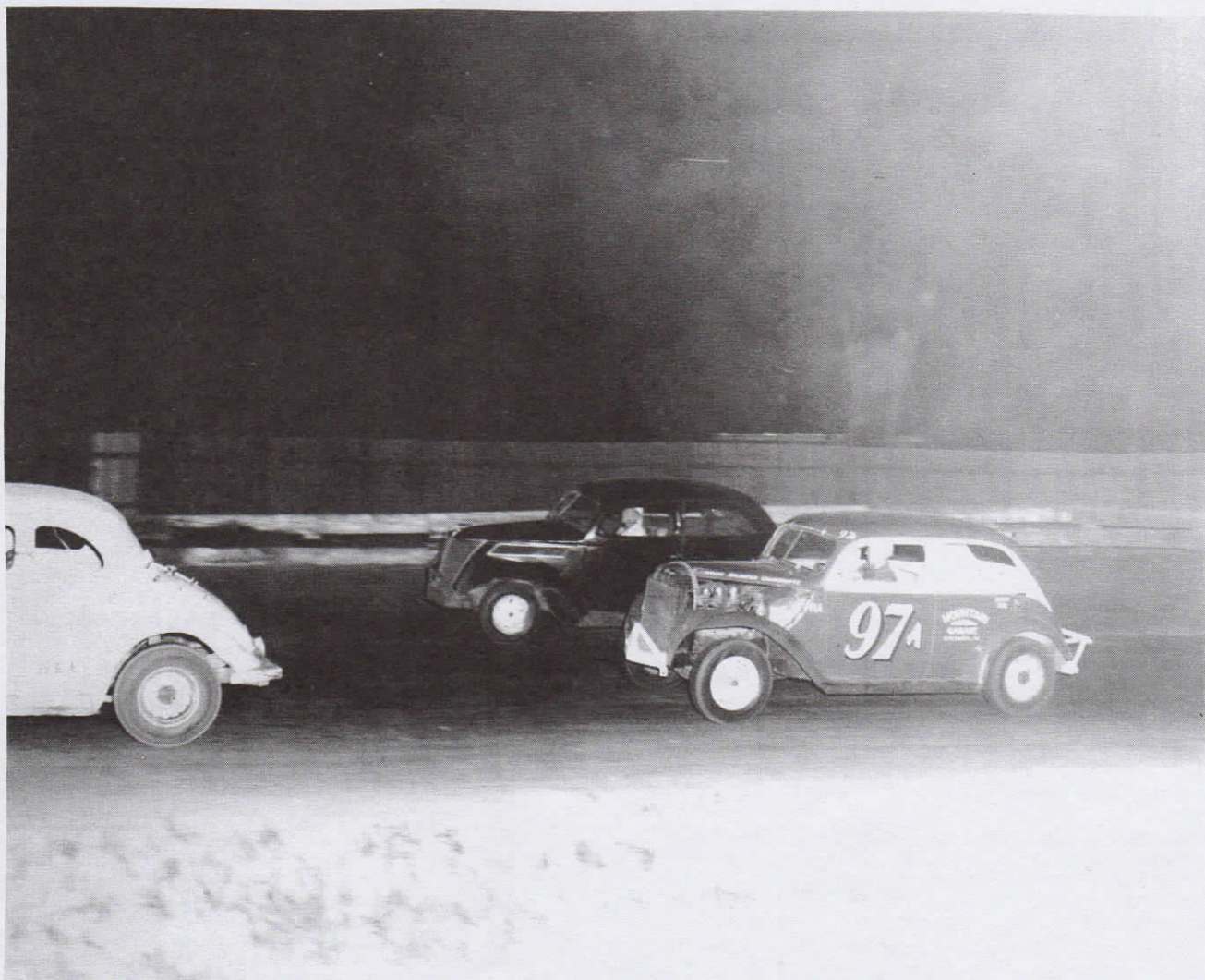
Vintage Views

*The Official Newsletter of the
Garden State Vintage Stock Car Club*

NOVEMBER 1995

VOL 5, NO 1

LANHAM SPEEDWAY



Tommy Elliott in the 97A and Frankie Schneider in the unpainted coach chase Lou Johnson in the #505 at Lanham Speedway in 1954.
(Harry Clifton photo, Larry Jendras collection)

DEDICATED TO THE PRESERVATION OF STOCK CAR RACING HISTORY



by Eleanor Hagerman

The October 18, 1995 meeting of the G.S.V.S.C.C. was called to order at 7:50 P.M. The treasurer reported a balance of \$2912. as of this date.

President Shea welcomed back some of our members who had been working at New Egypt on previous meeting nights.

Ray reminded the membership that ballots for nomination of officers and Hall of Fame inductees were with the September newsletter. Anyone not returning a ballot or anyone who did not get one were urged to get one from Bill Erbe and return it to him.

Bill Erbe reported that the club lost \$226. on the WoO bus trip. He also stated that the Newsletter would be out soon.

Anyone interested in the Cannonball Show at Daytona in February '96 see Ray for details.

Iron Hero shirts will be on sale next meeting.

The new membership directory is completed. See Nancy Shea tonight for a copy.

Bill Gibbons has albums to look at and Dan Rhein has models to admire.

Evalina Erbe asked the membership for pictures for the December newsletter.

Ray adjourned the meeting at 8:05.

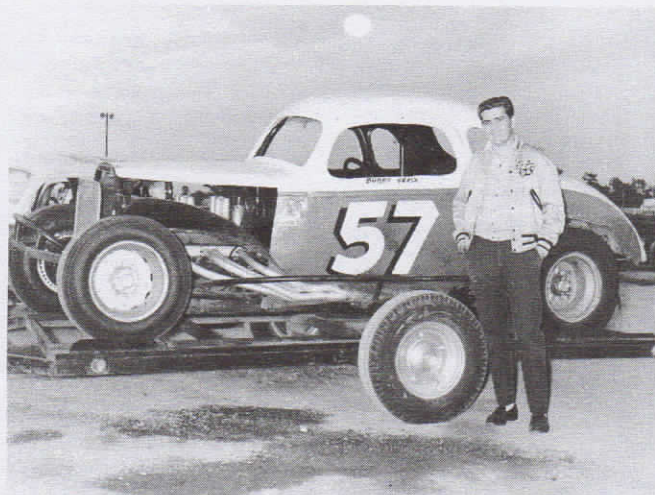
TRIVIA CORNER

Q - After an Old Bridge rainout in 1965, this driver trekked to East Windsor and after borrowing tires he won the feature, name him.

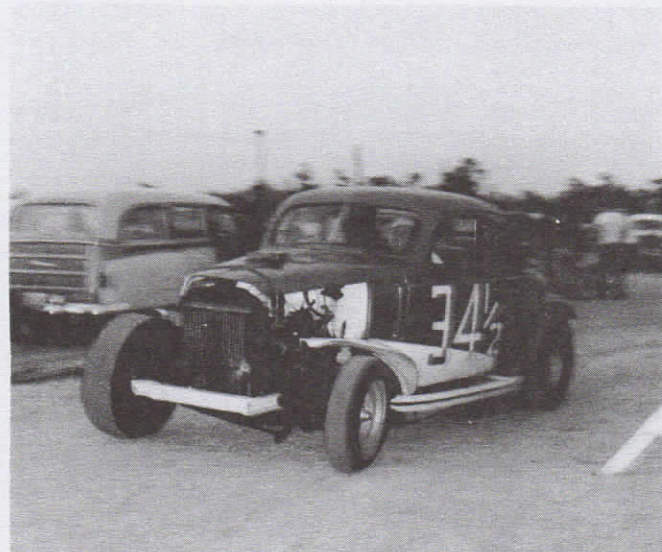
A - Johnny Coy went from an Old Bridge rainout to an East Windsor victory.

This Month's question:

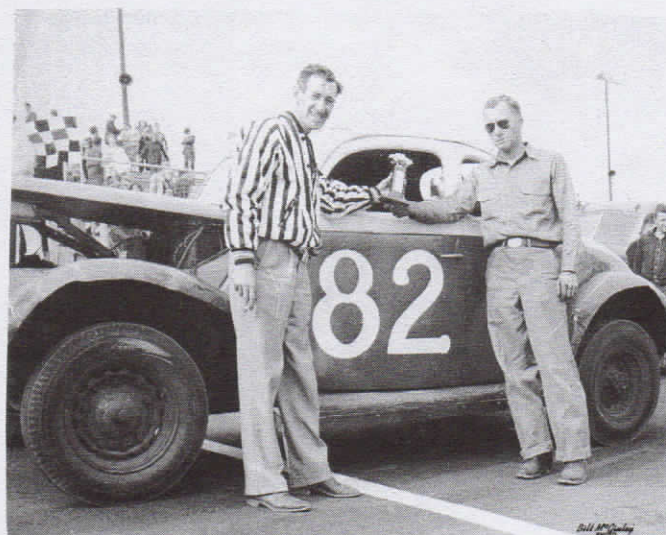
Can you name the two drivers who scored a dead heat finish for first in the 1966 season closer at Harmony?



Bobby Brack at Wall Stadium in 1965. (Charles Taylor photo)



Chubby Hower in the 34 1/2 coupe at Wall Stadium in 1963. (Larry Jendras collection)



NASCAR Rep. Bob Sal presents a trophy to Ollie Oldford in the sportsman division at Wall Stadium. (Bill McGinley photo)

Checkered Past



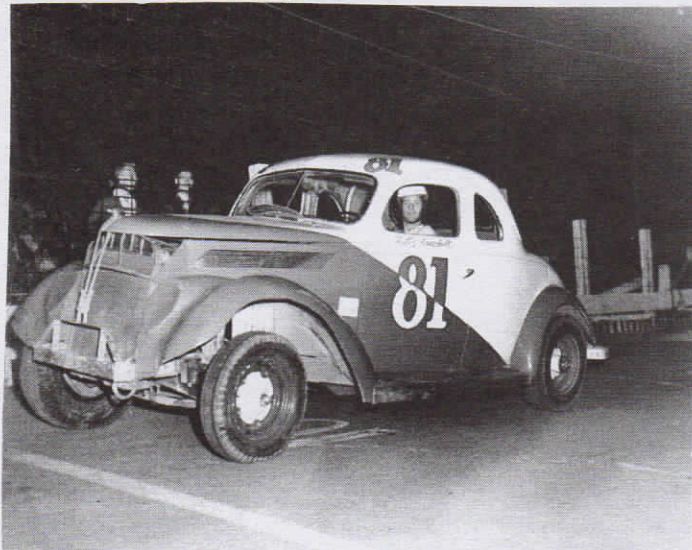
LANHAM SPEEDWAY - WEST LANHAM, MARYLAND
(A New Jersey Driver's Favorite)

The Lanham Speedway sat just outside the Washington, D.C. city limits in West Lanham, Maryland. Built in 1940 especially for midgets, it became one of the premier tracks in the country for the little jewels. AAA and ARDC both ran there before and after the War. In 1949 the Stock Cars were added to the show and eventually became the main division.

Throughout its life, from 1940 to 1954, the track was a favorite with many New Jersey drivers in both divisions.

In the early years Pappy Hough often brought down his fleet of midgets, with very good results. On several occasions Art Cross, Jeep Colkitt, LLOYD Christopher and Pappy all finished in the top five.

By 1949, however, Stock Car racing was on the rise around the country and promotor Ed Mahoney was ready to give it a try. The first event was held on Wednesday, June 22, 1949 and the cars gave the little oval a fierce battering, busting guard rails and knocking down light poles.



Wally Campbell sits in the #81 at Lanham Speedway in the early '50s.
(Bill Webster photo)



Lou Johnson stands next to his #505 in the pits at Lanham Speedway.
(Harry Clifton photo)

Opening night featured many New Jersey drivers of the ASCRA, such as Lou Volk, Frankie Schneider, Bobby Courtwright, Pappy Hough, Paul Barbiche, Charlie Muscatell and Johnny Cabral. Lou Volk would become the first feature winner in the stocks. During the coming weeks the midgets would be dropped from the weekly card and a stellar field of Stock Cars would entertain the overflow crowds.

Other New Jersey drivers headed south such as Wally Campbell, Tommy Coates, Lou Johnson and Sam Malach. Local drivers were well represented by Ken Marriott, Vernon Storm, Tommy Herbert, Bob and Preston Welch and Cotton Kind. The 1949 winner's circle was dominated by out of town drivers with Wally Campbell, Lou Volk, Sam Malach and Tommy Coates taking feature wins. Baltimore's Ken Marriott was the only local driver to notch feature wins.

1950 found many drivers of the PENMAR club joining the field. Eddie Adams, Buck McCardell, Frank Clapsaddle, Junie Gough, Bud Hamilton and Willie Craemer came down from Mason-Dixon and Lancaster Speedways.

Pappy Hough usually had 2 or 3 cars in the field with Charlie Dyer in #80, Johnny Cabral in #82 and Ralph Sheeler in #83 during 1950. Frankie Schneider and Sam Malach were big feature winners that year.

1951 would have some major changes for Lanham Speedway as NASCAR was now the sanctioning body and the promoter was Sherman "Red" Crise. The modified-Sportsman Stocks were still the headliners with Frankie Schneider taking an amazing 14 wins in a row in the #88 Bohlander coupe. Bill Pfister in the #109 finally broke Frankie's string.

New Jersey drivers would capture two of the biggest races of 1951 with Lou Johnson winning the 50 lap Maryland Championship and Sam Malach taking a 100 lap event. Feature wins also went to Ken Marriott, Leo Vierkorn and Charlie Dyer.

The big race of 1951 was the NASCAR 100 mile Short Track Grand National race. 11,500 fans turned out to see one of the most unusual finishes with midget star Tony Bonadies in a little #40 Nash Rambler beating Ronnie Kohler and Fonty Flock. The other more powerful cars had tire problems or wrecks while steady Tony drove on to the win.

During 1952 & 1953 the track often ran separate features for the Modified and Sportsman cars. New Jersey winners included Bill Pfister, Sam Malach and Lou Johnson. Southern drivers were starting to show up like Joe Weatherly, Ray Hendrick and Runt Harris. Combine these drivers with the local talent of Vernon Kirk, Johnny Cramblitt, Johnny Roberts and Ken Marriott and you had one high quality field of cars and drivers. The Short Track division returned in 1952 with Lee Petty in his Familiar #42 taking the win.

1954 was the beginning of the end as the surrounding area began to grow by leaps and bounds, with housing developments closing in on the



NASCAR Short Track late model action at Lanham Speedway. (Bill Webster photo)



Ken Marriott in his #118 on the track at Lanham Speedway in 1954. (Bill Webster photo)

famous speedplant. The local drivers were gaining a foothold on the speedway as Maryland drivers Pee Wee Pobletts, Ray Kable and Ken Marriott took the top three spots in the Modified point standings. Lou Johnson had relocated to Delaware and was driving an interesting #505 '37 Ford club coupe out of that state.

A look at the 1954 standings show some soon to be famous drivers such as Rex White and Jim Hurtibise. Both did time at various Maryland ovals before moving on to national fame. The Short Track division was back with Jim Reed in his #7 Hudson Hornet taking the win. The New York native would go on to win the 1959 Southern 500.

The track ran some Hobby Class races for a local group of racers before they finally closed the doors and sold out to the real estate developers.

I once read an article on the career of the late Maryland champion, Glenn Guthrie. He cut his teeth the local dirt ovals, but ran Lanham as much as possible. He said that he never was very successful there, but it was important to race against all the top drivers that normally showed up. This is high praise for the track and its top notch drivers as Glenn would gain valuable experience that took him to the 1957 Langhorne Race of Champions win and the 1959 NASCAR Modified Championship. Race fans and drivers from the entire East Coast would miss the fast little oval.

by Larry Jendras, Jr.

OUTLAWS RIDE AGAIN

By Bill Gibbons

There he was before our eyes, Mark "the other" Kinser winning it all on the night of September 30 at the World of Outlaws National Open, Williams Grove Speedway.

At noon that day, twenty-four club members boarded a Trolley Tours bus at the Garden State Parkway exit 100 rest area. The bus was only half-full, so there was plenty of room for everyone to stretch out for the four hour trip to Mechanicsburg, PA. Knowing that it would be a Trolley Tours bus equipped with a VCR, some members brought racing videos and movies to pass the time. Unfortunately, the sound did not work. After two hours, we stopped at a roadside fast food joint on the PA Pike so Stan VanBrunst could save some fuzzy white caterpillars from getting run-over. We thought it would be a good idea to chow down as long as we were there.

At 3:45pm we were at the track. OOPS, I'm sorry, wrong turn. The driveway we turned around in was too small to be the parking lot. In a couple of minutes we were at the track. OOPS, backstretch entrance; we wanted the front stretch entrance. "No problem" Marge, our driver, exclaimed as she mowed down a sloped shoulder while making a turn to get us there. We were temporary prisoners of the bus because the front bumper was pushed in and prevented the door from opening all the way. After getting the door open enough to squeeze out, good ol' Bruce Roslin moved the bumper back in place. Immediately thereafter, club members went out to sell all our surplus tickets and sell them they did. All twenty-five tickets went in less than ten minutes.

The gate opened at 5:00pm and a souvenir search ensued. Cars were on the track for warm-ups at 6:00pm following a driver's meeting. Oddly, all the outlaw tour rigs were parked outside the backstretch while the "Pennsylvania Posse" rigs were parked behind pit wall. This was to the fan's advantage. When the drivers had to walk back and forth to the drivers meeting, fans had the opportunity to take photographs and get autographs. After warm-ups, there were time trials. Todd Shaffer had the quickest time. Many caught the action to this point from the infield fence and it was time to go to the grandstand. Our seats this year were located at the fourth turn end of the grandstand as opposed to the first turn end in previous years.

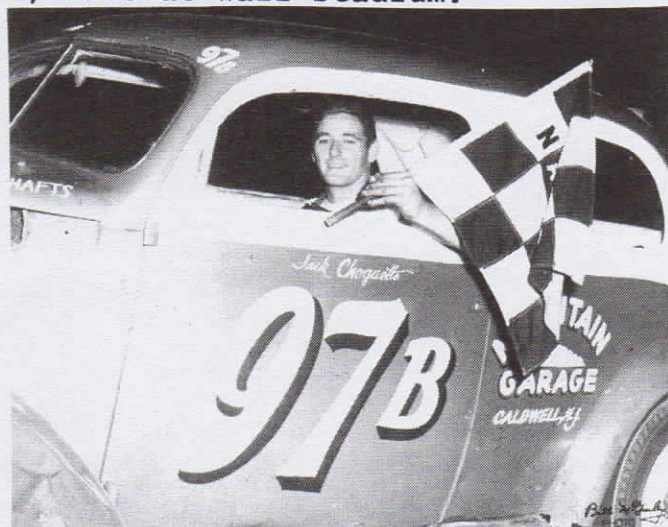
The balance of the night's events were as follows. There were four eight-lap heat races won by Keith Kauffman, Andy Hillenburg, Sammy Swindell and Jeff Shepherd. Then, the eight-lap C-main was won by Mark Richard. Mark Kinser won the five-lap dash and the B-main was won by Randy Hannigan. After driver introductions, Mark Kinser was on the pole for

the thirty five-lap A-main with cousin Steve on the outside. The race had one caution on lap 33 for Sammy Swindell who broke in turn four. Behind Mark at the end was Dave Blaney and last year's winner Steve Kinser. The checkered flag fell at 11:20pm. So it was back on the bus for a sleepy ride home. We got back at 4:00am. Best of all, THERE WAS NO RAIN!

Everyone had a good time and thanks go out to Bill Erbe for making this trip possible once again. It was unfortunate that we did not get enough people to fill the bus which incurred undue expense from the club's account to cover the bus fare. Next year we will ask for a commitment to get tickets paid for well in advance so we don't get stuck with a vacant bus. If enough tickets are sold to fill a bus, we'll get a bus. We would like to continue this race packed event for the club (via bus), so please plan now for the next one. It is typically the last Saturday in September. Our next club outing will be the Turkey Derby at Wall stadium.



Joe Severage in the #57 executes a spin as G.Eoff Bodine goes by in the #99 during the All Star Race on Aug. 4, 1970 at Wall Stadium.



Jack Choquette in the 97B at Wall Stadium during his 1954 NASCAR Modified championship season. Team-mate Tommie Elliott in the 97A finished second in points that year.

GRANDSTAND GAB...



Collected by Eleanor Hagerman, call her at 908-222-4408 with news.

Congratulations to Ray Evernham and entire DuPont team on winning their first Winston Cup Championship. Special congratulations to Jeff Gordon driver of the 24 car. Ray talked him through the whole season.

Who looked like the Michelin man at Turkey Derby???

Glad Butch Colosimo got his car ready for Turkey Derby. Also thanks to all the other members who had their cars on display.

On Saturday Nov. 11th at Flemington Dean Applegate had a guest driver in the 9A. He looked like Buzzie Reutimann from Florida but it was Dean's cousin Jim Applegate.

Don't forget our annual banquet to be held March 23, 1996 at Van's in Freehold. More info to follow.

Have a happy and safe holiday season.....

WELCOME NEW MEMBERS

Bucky Zamson, Tuckerton, N.J.

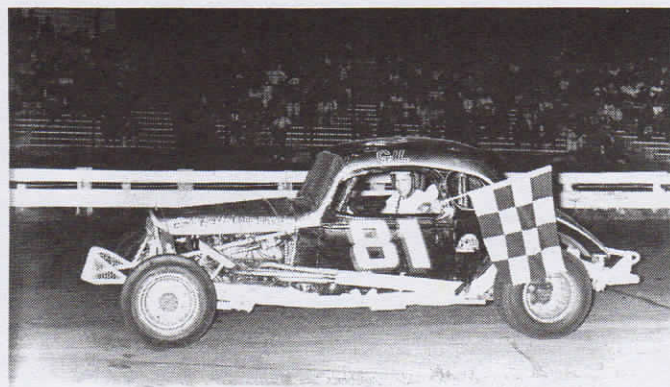
William Lloyd, Red Bank, N.J., "Race boats, trucks motorcycles and drag racing, then got into stock car racing about 15 years ago."

From the Editor:

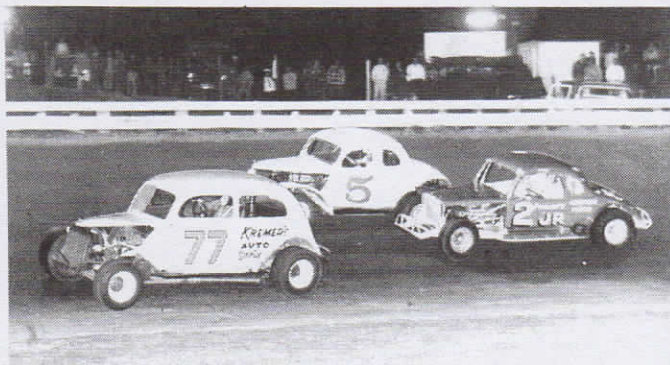
Thanks to all who contribute to make this newsletter possible. Larry Jendras sent us this month's feature article. If you have a favorite racing story you would like to share please send it to us!

AWARD RECIPIENTS ANNOUNCED

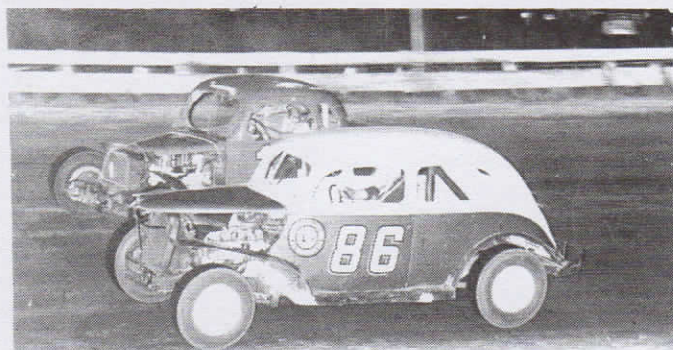
This years inductees into the HALL OF FAME were announced at our Nov. meeting. Being inducted for 1996 will be Lenny Brown as driver, Wally Marx and Carl Gardella as owners and Dave Innes Jr. and Tex Enright as Flaggers. Also set to receive the Pioneer Award for "96" will be Pete LaVance.



Gil Hearne in Victory lane in the #81 sportsman coupe, June 22, 1968 at Wall Stadium. (Charles Taylor photo)



Racing action at Wall Stadium in 1967 provided by Charlie Kremer in the #77, Dave Hulse in the #5 and Don Stumpf in the 2jr.



Jim Hoffman in the #11 passes Bob Finger in the #86 to win the 30 lap feature at Wall Stadium on Aug. 21, 1965. (Charles Taylor photo)

VINTAGE VIEWS

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