



Spectacular head-on crash during 25-Lap "Powder Puff" Trophy Race at Woodhull Raceway Sunday afternoon. Mrs. Earl Eccleston, No. 363, is heading the wrong way of the track as she meets Mrs. Don Chalmers, No. 218, head-on. Photo by "Red" Allen

In the 25-Lap Trophy "Powder Puff" Derby at Woodhull Sunday afternoon, one of the most spectacular and unfortunate accidents occurred that we have seen or photographed.

The race itself got off to rather a slow start as it took quite some time to get around 10 "Powder Puff" drivers started, lined up, and in formation for the green flag — which is the go sign for the start of the race.

The first two laps were rather uneventful, but on the backstretch of the 3rd lap, Mrs. Eccleston, No. 363, lost control of her car, veered into the infield a little, then shot across the track, down over the edge — and then came roaring back cross-wise the track, spun half way around and headed the wrong way of the track just as Mrs. Chalmers, No. 218, came roaring down the straightaway.

This happened so fast that the driver of No. 218 apparently didn't have time to avoid the head-on crash — or even slow down. We saw what was going to happen and shot the above picture just a fraction of a second after the initial crash. Since we saw that both drivers were injured, we signalled for the ambulance to come out onto the track and pointed out the car to stop the nearest at, as Mrs. Chalmers appeared to need the most immediate attention.

By the time that the ambulance crew had the stretcher in position, Don "Tuffy" Chalmers, husband of the injured driver, had unfastened her safety gear and lifted her out of the wreck and placed her on the waiting stretcher. Then, since it was apparent that Mrs. Chalmers had facial injuries — and other possible complications, she was immediately rushed to a near-by hospital.

In the meantime, Mrs. Eccleston's husband rushed to the assistance of his wife, and after a little persuasion, convinced her that she should also have hospital attention and so she was taken to the hospital of their choice in a station wagon that was standing by for emergency attention.

After the two wrecks had been towed from the track, another station wagon was pressed into service to act as a standby-by ambulance and the race was re-started in the usual "Indian-file" manner.

Betty Young, driving Basil Shutt's No. 13, gradually worked her way up to the front from her No. 4 position after the re-start, and passed the lead car in the back-stretch — and then held the No. 1 position for the rest of the race to pick up the "Chekker" and the Trophy. However, Mrs. Demming, driving her husband's No. 9, had gradually worked her way up into the No. 2 slot, and had rapidly closed the gap on No. 13 until she was almost within striking distance of the lead car — and it might have proven very interesting if the race had gone many more laps. But, as it was, she finished a close second so shared in the prize money.

**Racetrack Ramble Cont.**  
then bailed out O. K., and the firemen quickly put out the fire — but we imagine its — scratch one more car from the entry list. From our standpoint of view — he pull-

ed off the track at about the safest point he could find without endangering the cars and personnel in the pits — or the spectators, and he certainly knew that the Rew Fire Department was stationed in the area where he stopped. So if this is why he stopped where he did — he is certainly to be commended for his quick thinking and actions. At any rate, Whitey Roboski, the starter, stopped the race — and since there were only a couple of laps to go — declared the race officially finished and, since Don was in the lead at the time — he was declared the winner. (Which we personally think was certainly a fair and just decision.)

The Sportsman Feature was another real thriller with Ron Blackmer, No. 43r, starting near the rear of the pack, working his way up thru and then overcoming the big lead that Jim Sloan, No. 12, had built up — and then Ron passed him in the last lap to add another Feature win to his collection.

The Late Model Feature was a real "donnybrook" requiring 2 re-starts before the boys could get the first lap in. After the last re-start, things smoothed out a little bit — although several of the drivers still acted as if they were driving bull-dozers and spun 2 or 3 of the other drivers out, with the lead changing hands several times. Finally Ray Jordan, No. 32, was able to get by one of those "flying" blue Chevelles, and took over the lead to come roaring in to pick up the "chekker" — and chalk up another Feature Win for himself.

For a brief re-cap of the evening's results: In the Hooligan Class — Wayne Dickinson, No. 21, won the 1st heat; Terry Lee, No. 311, took the 2nd; and Tom McElhaten, No. 100, the "Consy"; with Don Windsor, No. 37, winning the Feature.

In the Sportsman Class — Lee Gausman, No. 63r, took the 1st heat; Gary Hazzard, No. 111, the 2nd; and Bob Roos, No. 197, the "Consy". In the Feature, Ron Blackmer, No. 43r, was 1st; Jim Sloan, No. 12, 2nd; and Bob Roos, No. 197, 3rd.

In the Late Model Class — Basil Shutt, No. 13, scored his 1st win in the 1st heat; Bobby Schnars, No. 1, took the 2nd heat; and Ray Jordan, No. 32, the "Consy". In the Feature, Ray Jordan, No. 32, was 1st; Ron Blackmer, No. 4, 2nd; Willis Dietz, No. 92, 3rd; Bobby Schnars, No. 1, 4th; and Bud Perkins, No. 57, 5th.

An interesting item for "pitcher" was the appearance of a Sportsman car, No. 11, which made a couple of trial-runs and then had to pull into the pits with mechanical difficulties. It appears that the car, which is a '58 Chevy Coupe body, may prove to be a stable-mate for "Squirt" Johns, late model, No. 511. We looked the car over and talked to Bill Lyle who is a member of Squirt's pit crew and who built the car up — and it certainly shows some promise as well as a unique design in local circles. He told us that Squirt built up the 292 "Chevy" 6 cylinder engine for him but that he had built the manifold for the 3-duces that top it off. However

—the engine is back on the right side of the driver — for better weight distribution — and how it will work out is yet to be seen.

At the Sportsman's Raceway Saturday night, the weather was a little chilly, but despite this, the largest crowd of the season was on hand to see the final races of the season.

It had been announced the previous week that the cars would be lined up in order according to the time that they arrived at the track — with the pits to be open starting at 5 p. m. And do you know what? According to Gaylord Miller, owner of the track, some of the cars started pulling in around 1 in the afternoon — with the drivers and their crews enjoying a picnic dinner on the club grounds.

The Sportsman Feature turned out to be a real thriller with plenty of action — and a real battle right up to the finish line. Several different cars held the lead for a few laps — only to have the faster cars gradually forge to the front. Don ("Tuffy") Chalmers, No. 218, finally moved out into the lead and held it until the last few laps when Phil Pipe, No. 71, finally caught up with him — and after several attempts, managed to get by him — only to have "Tuffy" squeeze by him before they had completed a lap — and then go on to pick up the "Chekker" and the trophy.

In the Modern Class, Gary Prentice, No. 41, finally managed to win his first heat of the season after many unsuccessful attempts — and boy was he very happy!

The Modern Feature was another real thriller for although Butch Harris, 3A, jumped out to an early lead, the real battle developed for the 2nd and 3rd slot between Warren Kinney, No. 16, and Basil Shutt, No. 13. After several attempts by Basil to pass Warren, he finally managed to pull up alongside as the two cars came roaring out of the No. 4 turn — and then it appeared to us as if a slower car forced Warren to pull to the right a little which crowded Basil up on the bank near the starter's stand — and the two cars sidwiped each other. Perhaps, as a result of this scrape, Warren was forced to pull out of the race with Basil pushing as hard as he could to close the gap on the lead car — only not quite able to overtake Butch by the time that they reached the wire.

For a brief re-cap of the evening's results — In the Sportsman Class: Bob Hancock, No. 8, won the 1st heat; John Sharp, No. 38-1, took the 2nd; and in the Feature — "Tuffy", No. 218, was 1st; Phil Pipe, No. 71, 2nd; Darryl Dennis, No. 822, 3rd; Bob Hancock, No. 8, 4th; and Bob Loring, No. 7L, 5th.

In the Modern Class — Butch Harris, No. 3A, took the 1st heat; Gary Prentice, No. 41, won the 2nd; and in the Feature, Butch Harris, No. 3A, was 1st; Basil Shutt, No. 13, 2nd; Darryl Dennis, 243, 3rd; Bob Williams, No. 52, 4th; and Gerald Prentice No. 41, 5th.

At Woodhull Sunday afternoon the weather was a little cool — which made it nice for racing — and there seemed to be a better than average crowd on hand — to cheer their favorite drivers on. There was plenty of action all

afternoon — with some of the drivers pushing their luck a little too far from our point of view.

The Sportsman Feature was a real battle all the way thru with Dan Demming, No. 9, holding the lead for a little while, Don Halliday, No. 11/16, taking over for a few laps, Chuck Kennison, No. 91, then holding it for a little while — only to have Chuck Wright, No. 66, wrest it from him — and go on to pick up the "Chekker", while Dick Bunn, No. 9, finally was able to move into the No. 2 slot.

In the Modern division, there were several new cars on hand with one of them being a real hot "6". Herb Green, No. 88, from down Chemung way, made his first appearance in the 1st heat — and walked away with 1st place and placed 5th in the Feature — although he made himself a little unpopular as he hit No. 3A in the No. 2 turn and spun him out. In fact, from where we were, it appeared as if Butch Harris, No. 3A, was more than a little perturbed when he got straightened out and got back into the race as he sort of brushed No. 88, on the next lap around in the No. 3 turn — but to no avail.

Yep, the Feature was a real thriller — as well as a "Donnybrook" with cars spinning out all around the track. Paul Hidek, No. 6%, moved out into a fairly early lead after Butch was spun out and led the field for many laps. However, in the last few laps of the race, something must have happened to his car as he had to ease off and Warren Kinney, No. 16, moved out in the lead — and then at least four of the other cars moved on by Paul.

For a brief re-cap of the afternoon's results: In the Sportsman Class—Don Halliday, No. 11/16, won the 1st heat; "Tuffy" Chalmers, No. 218, took the 2nd; and Larry Stoughton, No. 13r, the "Consy". In the Feature, Chuck Wright, No. 66, was 1st; Dick Bunn, No. 69, 2nd; Chuck Kennison, No. 91, 3rd; Don Halliday No. 11/16, 4th; and Dan Deming No. 9, 5th.

In the Modern Class — Herb Green, No. 88, won the 1st heat; Paul Hidek, No. 6%, took the 2nd; and Basil Shutt, No. 13, the "Consy". In the Feature, Warren Kinney, No. 16, was 1st; Darryl

Dennis, No. 243, 2nd; Ray Kent No. 28, 3rd; Basil Shutt, No. 13 4th; and Herb Greene, No. 88, 5th.

After the regular races were finished, a 25-Lap Powder Puff Trophy Race was held with the story on that being under the rather spectacular picture — which was certainly the high-light of the whole race.

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