

Red's Racetrack Rambles

Hello again! — All you racing fans. Well, despite the fact that it rained off and on almost all day Saturday, the light was still GO! at the Woodhull Raceway Saturday night. We heard that Olean and Holland were rained off, and it was raining in Greenwood as well as in Jasper when we drove over to the Racetrack Saturday night. But just before we hit Woodhull, it stopped raining — and when we got to the track the sky was blue — and the moon was out. (And we had missed the 1st two Sportsman Heats.)

There wasn't any water on the track — but boy was it ever greasy, and, despite all of the cars that were running in the races, it didn't dry up at all! Of course the air was so damp that the dew didn't help matters any — and by the time the features rolled around a ground fog started to roll in — and talk about a tion!

With Olean not running, several cars came over from there — pulling in late, and one of them sure caused a lot of commotion! This car, No. 10W, really belonged in the Modern Class — but without being checked by the Pit Steward or anybody — the driver just drove out on the track when the Hooligan Class started their heats. — And talk about being all over the track! It appeared rather obvious that the driver belonged in that class — but the car had so much power — that it obviously didn't!

Well, ennaahoo, they finally got the renegade Buick off the track — and then darned if he didn't drive out again when the "Consy" for the Sportsman Class was started! Only this time with disastrous results! Chuck Wright, No. 66, had trouble with his car and coasted to the top of the track between the No. 3 and No. 4 turn and was trying to get his car completely off the track when all of a sudden — this 10W came swinging thru the turn way wise and — BANG! He clobbered No.

66 so had in the back-end that it spun Chuck's car completely around and tore the rear-end completely out of his car — but 10W kept right on going.

Well, as soon as Chuck recovered enough to get out of his wrecked car, he climbed out and made a dash for the side-lines; and as soon as the race was over — he made a dash into the pits looking for the other driver. And when the other driver saw Chuck coming, he really made a mad dash — and was last seen — "going over the hill" with both feet spinning, and leaving a white "vapor trail"! Yep, he actually seemed to be "jet propelled" — and must have had quite a "head of steam up"! Needless to say — we doubt very much if No. 10W will ever come back again — because with all of the drivers looking for his "hide" — he just wouldn't have enough skin to go around!

In the "Hooligan" and Sportsman Classes, there were so many smash-ups that we lost all track of which was which and then too we were so busy taking "evasive action" in the "art of self-preservation" — dodging cars as they spun out and came roaring into

the infield — that in the Sportsman Feature — we didn't know for sure what position any of the cars were in!

However, when it came to the Modern Feature — that was a real thriller of a race! And how those drivers ever kept from slamming into each other — is a mystery to us! At any rate, they sure deserve a lot of credit for the good clean race that they put on — when the track was as greasy as it was.

Butch Harris, No. 3A, who had won out in a thrilling duel with Basil Shutt, No. 13, in the 2nd Modern Heat, was doing all right for himself in the Feature — until he ran into trouble in the 1st part of the race and was forced to drop out. Then Basil Shutt was closing fast on the lead cars when 3 of them got tangled up coming out of the No. 4 turn, and Basil threw his car into a skid and spun-out rather than go crashing into the pile-up. Thus, by the time that he got back on the track, he had lost nearly a lap — and wasn't able to make it up to close in on the leaders.

"Bill" Layfield, making his first appearance at the Woodhull track

this year, was driving a newly completed No. 04 — owned by the same racing enthusiast who kept last year's No. 04 up in the top competition — started at the rear of the pack as a new-comer, but gradually worked his way up towards the lead. And, as the race progressed, passed car after car until he was in the No. 2 slot. And after a fierce battle with Don Buchanan, No. 11X, and No. C-3, Jack Johnson, finally moved out into the No. 1 spot — and held the lead for the next five laps to pick up his first win of the season.

For a brief re-cap of the evening's racing result: In the Sportsman Class — John Sharp, No. K-9 won the 1st heat; Wesley Rogers, No. V05, took the 2nd; Chuck Kennison, No. 9, the 3rd heat and Brian Woodworth, No. BC the "Consy". In the Feature Hugh Smith, No. 55, came in 1st; Chuck Kennison, No. 9, 2nd; Charles Woodworth, No. BC Jr. 3rd; Francis Galligan No. 17, 4th; and Wesley Rogers, No. V05, 5th.

In the Modern Class — Arnie Flint, No. 7X, won the 1st heat; Butch Harris, No. 3A, took the 2nd; and Bohe Gee No. 260, won

the "Consy". In the Feature, Bill Layfield, No. 04, came in 1st; Jack Johnston, No. C-3, was 2nd; Don Buchanan No. 11X, 3rd; and Basil Shutt, No. 13, 4th.

In the Hooligan Class — Skeet Crane, No. U P, won the 1st heat; Ken Calkins, No. 7, took the 2nd; and Monroe Puffer, No. 36 the "Consy". In the Feature, Ron Boyers, Circle 4, came in 1st; Chuck Kennison No. 3-C, was 2nd; Marty Smith, No. 94, 3rd; Dary Smith, No. 55, 4th; and Henry Duvall, No. 555, 5th.

Well folks, that wraps it up this time so, so long for now — and see you at the races?

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