

Red's Racetrack Rambles

Hello again — all you racing fans! Was there enough thrills, chills, spills, and excitement to suit you with all the races that were on Saturday and Monday nights racing cards?

According to our notes, there were 56 Hooligan, 31 Sportsman and 24 Moderns in the pits for Saturday night; and Monday night there were 59 Hooligan, 28 Sportsman, and 25 Moderns on hand for competition! How about that?

In the 2nd Hooligan heat the action really got into high gear with No. 7X hitting the bank in front of the stands bringing the race to a halt until the track could be cleaned. Then, after the re-start, No. 1X hit No. 98, the leader, on the No. 3 turn — and both cars ended up losing out with George Robbins, No. 6X, pulling out into the lead to pick up a win. Actually, only 7 out of the 14 cars that started, finished the race. The 3rd heat saw 14 cars in the line-up with a big pile-up on the 1st lap between the No. 3 and No. 4 turns when No. 8X spun out and several other cars joined in on the fun. The re-start saw 12 cars back in and running until F5 hit No. 96 when the latter was passing with 96 rolling over but the driver climbed out un-hurt. Lew Martin, No. 43, then pulled out in front and went on to win out of the remaining 11 cars in the race.

The 2nd Hooligan "Consy" also saw another big pile-up on the back-stretch with only 8 out of the original 12 cars in the line-up able to make it at the re-start. As we re-call, Skeet Crane, No. U/P was in this crash and was taken to the hospital with possible damage to his ribs.

The 2nd Sportsman heat was a real thriller with JC taking the lead, T-8 moving into 2nd and then taking the lead, 19 moving up into 2nd, and Dick Bunn, No. 69, moving up into 4th by the end of the race. Charlie Brown, No. U2, lost control of his car on the last lap coming out of the No. 4 turn and hit the bank in front of the stands and rolled over, really making a mess of his car although he himself was un-hurt. The 3rd heat was another thriller with No. 20 passing No. 56, the lead car and then No. 66 and another car spun out between the No. 3 and No. 4 turn which halted the race with the positions at the restart reverting back to the previous lap. However, No. 20, finally managed to pass on the last lap and went on to win with Herby, No. 48, sliding in to pick up 2nd ahead of Chuck's No. 66 which ended up 3rd.

The 2nd Modern Heat was highlighted by a tight battle between No. 27, No. 16, and No. V05, with the boys finally crossing the finish line in this order. The "Consy" in this class was also another thriller with a pile-up on the No. 4 turn putting 2 of the 11 cars in the line-up out of the race. No. 9 got out to an early lead but Ray Kent, No. 28, "poured on the coal" and moved out into the front with Leo Houghtaling, No. 42, pulling into the No. 2 slot.

In the Sportsman Feature, Don Halliday, No. 16, moved out into the lead in the first lap and beat off all challengers to win his 1st feature of the season although it looked as if T18 was going to take the lead away from him a couple of times. This race was halted a couple of times as 2X hit No. 22 and spun him broadside in the middle of the track in front of the stands — with the race stopped. Then a little later, No. 22 lost his gas tank and the race was halted to clean up this mess.

The Modern Feature saw 18 cars in the starting line-up and lots of excitement also as No. 98 spun out in front of No. 71 in front of the stands and ended up cross-wise the track with the race being halted while the cars were pulled apart. After the re-start, No. 45 took the lead only to spin out on the No. 4 turn with No. 27 moving into the lead with 7X moving into 2nd, and then when No. 27 lost his right rear wheel, Arnie was out in the lead only to have Wesley Rogers, No. V05, pass him in the last few laps of the race and go on to pick up the checkered flag, with No. 7X, in the No. 2 slot.

For a brief re-cap of the evening's racing results: In the Hooli-

gan Class — Denny Buchholz, No. 12, won the 1st heat; George Robbins, No. 6X, took the 2nd; Lew Martin, No. 43, the 3rd; Steve Houghtaling, No. 27, the 4th; and in the 1st Consy, Gary Hulse, No. 90, came in with his 1st win; the 2nd Consy winner was Dean Farnsworth, No. 29; and in the Feature, Bob Halm, No. 31, was 1st; Bill Tompkins, No. 22, 2nd; Bob Reed, No. 53, 3rd; Lew Martin, No. 43, 4th; and George Robbins, No. 6X, 5th.

In the Sportsman Class — Don Halliday, No. 16, won the 1st heat; Dick Terwilliger, No. T-8, the 2nd; Marty Halbert, No. 20, the 3rd; Howard Briggs, No. 22, the "Consy"; and in the Feature: Don Halliday, No. 16, was 1st; Dick Terwilliger, No. T-8, 2nd; Marty Halbert, No. 20, 3rd; Chuck Wright, No. 66, 4th; and Roger Bacon, No. 19, 5th.

In the Modern Class: Darryl Dennis, No. 36, won the 1st heat; Pete Kent, No. 27, the 2nd heat; Ray Kent, No. 28, the "Consy"; and in the Feature, Wesley Rogers, No. V05, was 1st; Arnie Flint, No. 7X, 2nd; Darryl Dennis, No. 36, 3rd; Phil Pips, No. 16, 4th; and Basil Shutt, No. 13, 5th.

As far as the races on Labor Day was concerned, there were 2 re-starts in the 1st Hooligan heat and that seemed to set the stage for the performance for the whole evening. In fact, in checking thru two pages of notes taken during the races, there were only 2 heats all evening that ran all the way thru without a re-start. And, as the announcer quipped, they should have hidden the red flag before they wore it all out.

In one Hooligan heat No. 18 did a snap roll in front of the stands and before they got all of the cars stopped, No. F5 hit the light pole on the No. 3 turn and plunged that corner into darkness. Then, when the corners were wet down at the high part of the turns to cut down the dust, you should have seen the cars drive way up high and then spin around like tops when they hit that wet clay. And, the funny part about the whole thing was that the drivers made 3 laps under the yellow flag and couldn't help but see that George was wetting the dust down, up there. In fact, No. 01, and several others did the same thing in two consecutive laps before they learned their lesson.

It would take too long to describe all of the action that went on with several cars losing their gas tanks and dumping gasoline on the track, other cars black-flagged off the track because their tanks were leaking etc. In fact one race was stopped because the driver didn't pay any attention to the black flag — and so he was showed what it looked like — and told what to do when it was waved at him. How about that.

For a brief re-cap of the racing results on Labor Day: Carl Cronk, No. 4C, took the 1st heat; Meryl Chapen, No. CC, the 2nd; Howie Slocum, Sr., No. 63, the 3rd heat; Marty Smith, No. 94, the 4th; Shelly Smith, No. 15, the 1st "Consy"; and Howard Smith, No. 8X, the 2nd "Consy"; and in the Feature — Bob Halm, No. 31, was 1st; Marty Smith, No. 94 2nd; Robert Puffer, No. 87, 3rd; Bernice Buck, No. 04, 4th; and Butch Gardner, No. 62, 5th.


In the Sportsman Class: Dick Decon, No. 2X, won the 1st heat; Roger Bacon, No. 19, the 2nd; Herby Layfield, No. 48, the 3rd; Jess Hastings, No. 99, the "Consy"; and in the Feature, Roger Bacon, No. 19, was 1st; Chuck Wright, No. 66, 2nd; Fran Galligan, No. 17, 3rd; Dick Decon, No. 2X, 4th; and Fran Jackson, No. 56, 5th.

In the Modern Class: Leo Houghtaling, No. 42, won the 1st heat;

Pete Kent, No. 27, the 2nd; Arnie Flint, No. 7X, the 3rd; Basil Shutt No. 13, the "Consy"; and in the Feature — Arnie Flint, No. 17, was 1st; Wesley Rogers, No. V05, 2nd; Pete Kent, No. 37, 3rd; Phil Pipe, No. 16, 4th; and Ray Kent, No. 28, 5th.

Well, so long for now — and see you at the Championship Races this Saturday.

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