

Red's Racetrack Rambles

Hello there racing fans! Say, Saturday night sure was a cool one — wasn't it? And, judging from the crowd, only the real dedicated "dyed in the track dust" racing fans were on hand.

In case many of you fans are wondering how they are lining the cars up in the pits for the heats and features since the end of the regular season — well, we were told that it's a matter of order — that they pull into the pits. And, we know that "Herby" Layfield arrived at the track sometime between 9 & 10 A. M., Saturday morning as we met him near there around that time as we were returning from the Elmira Airport. So, who nuff! There was "Herby" in the pole position for the heat and feature. And, do you know what? Once he is out in front — he is nigh unto impossible to catch. In the past few weeks we have seen Chuck Wright, No. 66, out into the lead — and no one could catch him. Then Marty Halbert, No. 26, started out in front — and no one could catch him; so this week, "Herby" had his turn. Thus, this indicates that there are at least 8 to 10 cars in this class that are pretty evenly matched — and the only difference is in the drivers and how they get the breaks. (Fran Jackson, No. 56, Roger Bacon's, No. 19, Bob English, No. 68; No. 68 and No. 70 are all included in these remarks).

One thing that was more than noticeable was the fact that there were no re-starts in any of the races up until the Features. Then, in the Hooligan Feature with 28 cars in the line-up, things began to get a little "sticky". According to people that were watching, Bob Reep, No. 53, sure had a wild ride in the No. 2 turn as he rolled over several times and then got clobbered — but good by No. 50. However, he was able to climb out of his car — apparently unhurt, although his car had to be towed off the track. This left only 22 cars still in the line up at the re-start, and a little later, 9-Cat hit No. 8X, the No. 3 car in the race in the 16th lap between the No. 3 and No. 4 turns and the race was stopped again with several more cars unable to make it for the re-start, with Marty Smith, No. 94, making it 3 in a row closely followed by Bob Halm, No. 31, 2nd.

In the Sportsman Class, the most thrilling race was the "Consy" with Chuck Wright, No. 66, pulling out into the lead, closely followed by "Bob" English, No. 67 and Fran Jackson No. 56. Then, with only about 1 to go, Fran managed to get by "Bob" — and that's the way they crossed the finish line.

The Modern races were pretty well all thrillers with many new cars there since Olean has closed for the season. In the 1st heat, Ray Kent, No. 28, started out in the lead, and no matter how hard Basil Shutt, No. 13, tried, he just couldn't quite catch Ray before they crossed the finish line. Phil Pipe, No. 16, lost his right rear wheel and axle near the end of this heat, but was able to get off the track without getting clobbered. And, then, darned if his pit crew didn't get his car back together again in time for the "Consy" — and he came in 1st to pick up the "Chekker". Bud Johnson, No. 19, pulled out into the lead in the second heat and, despite the fact that the track was unfamiliar to him, still managed to keep ahead of Pete Kent, No. 27, who finished 2nd. In the 3rd heat, Joe Tomes, No. 113, really "poured it on" to beat Wesley

Rogers, No. V06, who finished 2nd.

In the Modern Feature, Basil Shutt, No. 13, pulled out into an early lead and appeared as if he had the race pretty well sewed up. In fact, Basil appeared to be running the best that we have seen him all season — only, Joe Tomes, No. 113, gradually worked his way up thru the pack and in around the 20th lap, drove right by Basil on the inside between the No. 3 and No. 4 turn — and went on to win with Basil having to settle for the No. 2 slot.

Incidentally, from what we understand, most of these cars will be competing this coming Saturday night in the 100 Lap Open Invitational — so things really should be exciting with time trials to start at 6 p. m.

For a brief re-cap of the evening's racing results: In the Hooligan Class — Marty Smith, No. 94, took the 1st heat; Howard Smith, No. 8X, the 2nd; Rex Ward, No. 9-Cat, the 3rd; Lewis Arnold, No. 09, the "Consy"; and in the Feature, Marty Smith, No. 94 was 1st; Bob Halm, No. 31, 2nd; Howie Slocum, No. 8-Ball, 3rd; Larry Covell, No. 2X, 4th; and Bill Shaut No. 18, 5th.

In the Sportsman Class — Herb Layfield, No. 48, won the 1st heat; Bill Felker, No. 70, took the 2nd; Chuck Wright, No. 66, captured the "Consy"; and in the Feature, Herb Layfield, No. 48 was 1st; Marty Halbert, No. 20, 2nd; Roger Bacon, No. 19, 3rd; Fran Jackson, No. 56, 4th; and Chuck Wright, No. 66, 5th.

In the Modern Class — Ray Kent, No. 28, won the 1st heat; Bud Johnson, No. 19, took the 2nd; Joe Tomes, No. 113, the 3rd; Phil Pipe, No. 16, the "Consy". And in the Feature, Joe Tomes, No. 113, was 1st; Basil Shutt, No. 13, 2nd; Wesley Rogers, No. V05, 3rd; Arnie Flint, No. 7X, 4th; and Ray Kent, No. 28, 5th.

Sunday afternoon, we went over to Perry Raceway to cover races for our friend the "Roving Photographer" who was busy elsewhere on another mission.

This is the first time this year that we had been able to get away to see what was going on over there on their new asphalt track — and boy, what a difference!

Of course the "Mini-Stocks" were something different — and despite the fact that they just seem to get out there and drive round and round in their little VW's (mostly anyway), after they make a few laps we imagine that they have a "pretty good head of speed" built up. And, when they do break away from the track and spin out, there is as much tin bent accordingly as in the bigger prototypes.

The so-called amateurs looked

more like what we used to call the "B" Modifieds with quite a few of them sporting the old "Coupe Body" instead of what we are used to calling the "Hooligan" Class, with just older roadtype bodies.

The Boys in the Late Model Class really put on a good show with one of the heats ending in — a dead heat with Roger Kelly No. 1, and Sunny Whitmeyer, No. 58, sharing the honors.

However, the New Car Class was something else! The way those boys go roaring around the track — why it half scared us to be out there in the infield! The first thing that strikes the eye — is the size of the "Baloney's" (racing slicks) that they drive on. Why, it wouldn't be surprising but what they have as much money invested in their tires alone — as most dirt track drivers have invested in their whole cars. And, even with a couple of yards of rubber for traction on the track, they still break away from the track at the speeds they drive at and go skidding around — winding up either in the infield, the fence — or each other. And, when they come together — boys, it's "Katie bar the Door" as it takes a wrecker to pull them apart — and two wreckers to haul them off the track!

Of course, the most exciting race was the New Car Feature which was the Season's Championship Race for that class. Eddy Anchor, No. 55, high point man had the pole position, with Stroker McGurk, No. 97, high man, on the outside with Art Clark, No. 7, and Dick Flaig, No. 33, in the 2nd row in that order.

On the first lap, one of the cars spun out, and some time was bruised on the two lead cars. The race was stopped with a restart in order and the starter warned both Eddy and Stroker about pushing each other on the corners. Then on the re-start either Stroker came down on Eddy from the outside on the No. 2 turn — or else Eddy swung a little wide — but at any rate, Stroker ended up in the fence and both of them ended up by being put out of the race. From our vantage spot at the other end of the track, we couldn't see just what happened — or whom was to blame and, having been around as long as we have, we know that most experienced drivers can make something deliberate look like an accident — and sometimes even make it look as if the other driver was to blame. Thus, we have to accept the decision of the starter who has a vantage point up in the air and can see things at a different angle.

Ennahoo, at the re-start, with the two lead cars out, this put Art and Dick in the front — and boy that's where they stayed. Art

had his Dodge really tuned to perfection, and every time that Dick would pull out alongside on the outside, Art would "really pour it on" — and that's the way it went throughout the whole race. If Art had made just one little mistake — Dick was right there to move out — but — that small word proved to be the difference between 1st and 2nd place since there weren't any mistakes. There was one big pile-up on the backstretch that tore 2 of the cars up so madly that they had to be pulled apart and then towed off the track but we didn't see just what happened — only the results.

Anyway, it was a real thriller from the 1st lap right up to the last and you might say that it was a good example of "racing at its best".

For a brief re-cap of the afternoon's racing results: in the "Mini-Stock" Class — Dick Young, No. 64, took the 1st heat; Howie Windsor, No. 88, the 2nd; and in the Feature, Joe Middleton, No. 71, was 1st; Lloyd Aldrich, No. 6, 2nd; Dick Young, No. 64, 3rd; Fred Rounds, No. 30, 4th; and Dutch Van Elk, No. 37, 5th.

In the Amateur Class — Gary Yanko, No. 11, won the 1st heat; Dave Tallman, No. 43, took the 2nd; and in the Feature, Ron Fite, No. 84, was 1st; Gary Yanko, No. 11, 2nd; Jim Worthington, No. 77, 3rd; Steve Hill, No. 31, 4th; and George Comber, No. 12, 5th.

In the Late Model Class — Bill Bowen, No. 38, won the 1st heat; Roger Kelly, No. 1, and Sunny Whitmeyer, No. 58, ended up in a dead heat in the 2nd heat; and in the Feature, Butch Holtz, No. 90, was 1st; Roger Kelly, No. 1, was 2nd; Sunny Whitmeyer, No. 58, 3rd; Jack Bird, No. 15, 4th; and Doug Pringle, No. 9, 5th.

In the New Car Division Sunny Drake, No. 65, won the 1st heat; Dick Flaig, No. 33, took

the 2nd heat, and also set a new track record in winning; and in the Season's Championship Feature — Art Clark, No. 7, was 1st; Dick Flaig, No. 33, 2nd; Ron Williams, No. 1, 3rd; Jack Gentner, No. 98, 4th; and Danny Knoll, No. 6, 5th.

Well, folks, that wraps it up for another week — so-o-o see you at the races?

Voter Registration

NOTICE is hereby given that Permanent Personal Registration will be conducted at the regular polling places in each of the 43 election districts of Allegany County on October 3rd between the hours of 3:00 P. M. and 8:00 P. M. and on October 4th between the hours of 10:00 A. M. and 8:00 P. M.

Qualified voters who are not already registered or whose registration has been cancelled may so register at their own District polling place. Persons who have moved since permanently registering must re-register from their new address.

Gerald N. Mabey
Catherine B. Dean
Gerald N. Mabey
COMMISSIONERS OF
ELECTIONS
ALLEGANY COUNTY

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