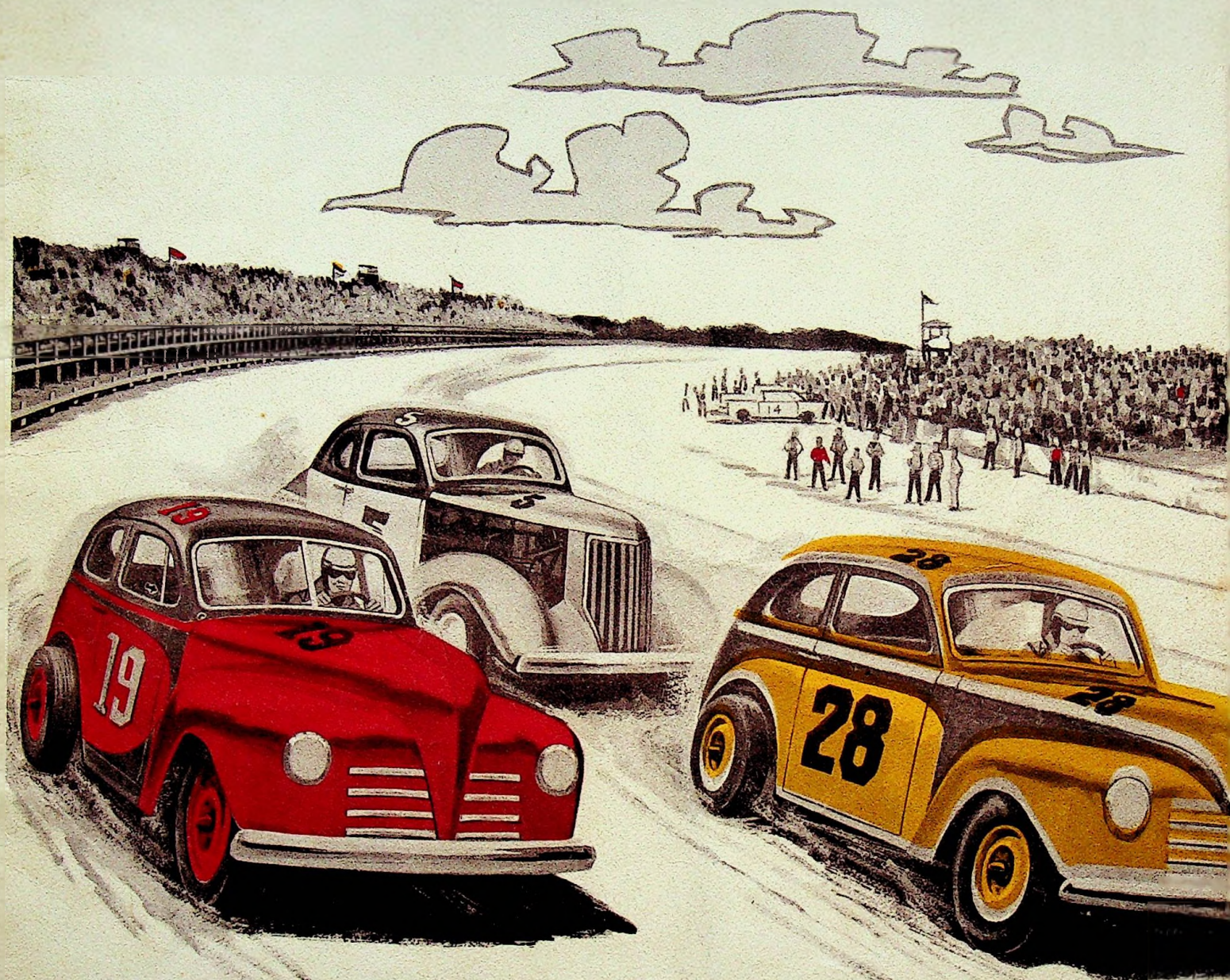
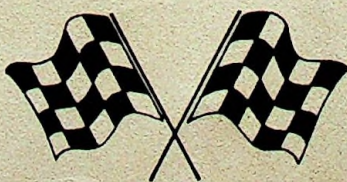


LANGHORNE SPEEDWAY



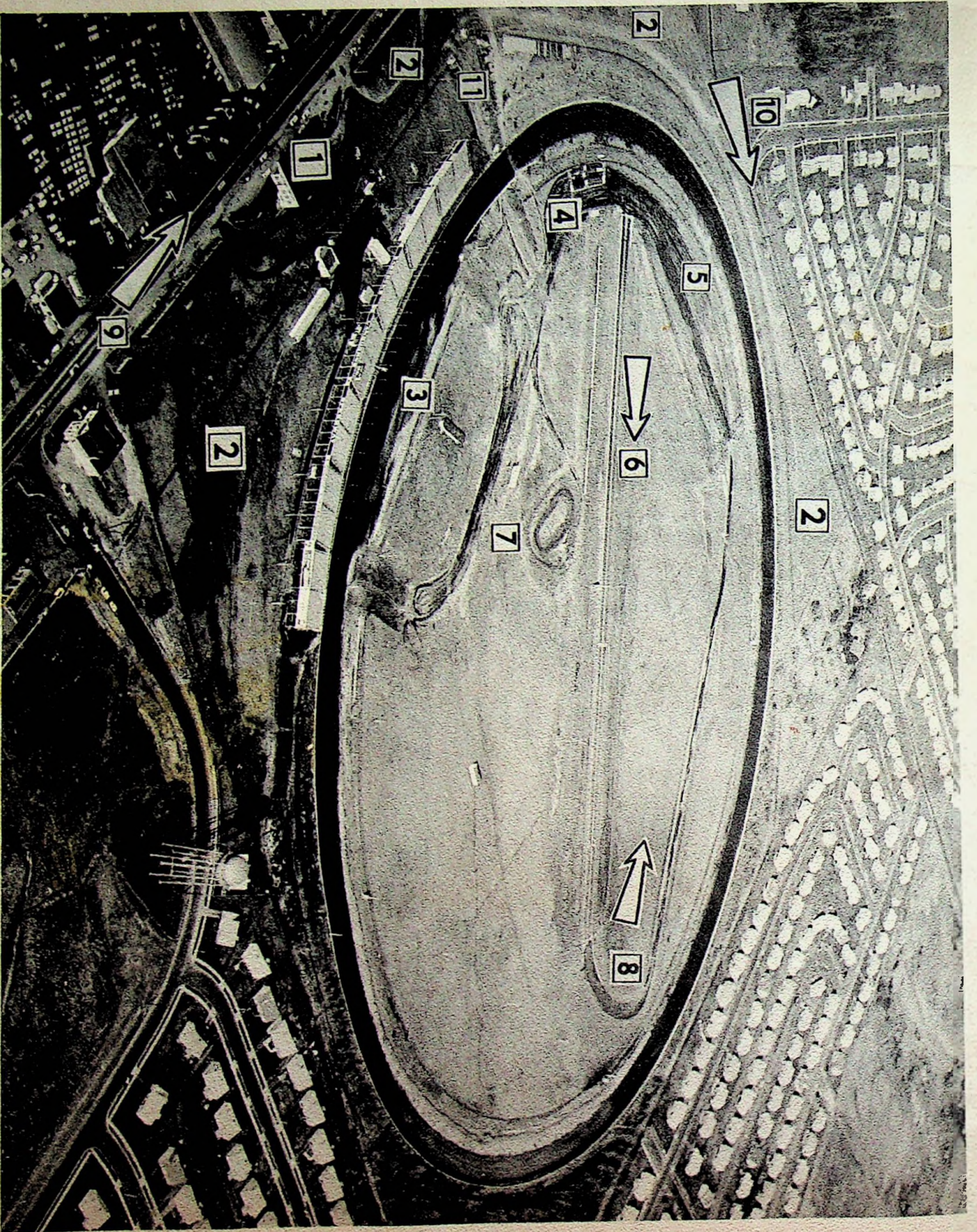
SUNDAY, OCT. 11, 1959

100 MILE NATIONAL



OPEN CHAMPIONSHIP

OFFICIAL SOUVENIR PROGRAM PRICE 50¢



(1) Speedway Office. (2) Parking Areas. (3) mile track pits. (4) Inspection and weighing station. (5) Drag race pit area. (6) Drag Strip. (7) Quarter midget track. (8) Return route from drag strip. (9) U. S. Route No. 1. (10) Woodbourne Rd. (11) Infield entrance thru tunnel under track.

Official Program

LANGHORNE SPEEDWAY

100 MILE

NATIONAL OPEN CHAMPIONSHIP

Officials

Promotion of IRVIN FRIED AND ALBERT D. GERBER
Publicity Director – SHERRY O'BRIEN
Chief Steward – GEORGE DEAL
Assistant Steward – HAROLD GITHENS
Starter – RUDY ARTHOFER
Announcers – TED WEBBE and ED HARVEY
Chief Scorer – PAUL SHATTUCK
Chief Timer – HENRY MILLER
Track Superintendent – HARRY HARRINGTON
Sound and Communication – LES BISHOP
Track Electrician – GERHART KELLER
Grounds Keeper – POP JOHNSON

BOARD OF STEWARDS

George Deal – Chairman

Larry Granger – Hudson Valley Auto Racing Ass'n.
Harry Reeves – Interstate Stock Racing Ass'n., Inc.
Ed Witzberger – Pittsburgh Racing Ass'n.
Chick Severance – Lebanon Valley Racing Ass'n.

Safety and Specifications Inspection Team

Harold Githens – Chief Inspector

Inspectors

Dick Sware Harry Batchelor Roy Batchelor Bill Brokenbrough

EQUIPMENT

Official Pace Car – 1959 CHEVROLET IMPALA CONVERTIBLE
(Courtesy of Reedman Motors)

SERVICES

Ambulance and Hospital Service BUCKS COUNTY RESCUE SQUAD

TIME SCHEDULE FOR TODAY

1st Signal Bomb – 12:00 to 12:30 P.M. Practice
2nd Signal Bomb – 1:30 P.M. Ceremonies and Line-up for
20 Mile Special Event.
3rd Signal Bomb – 2:00 P.M. Start of Special Event.
4th Signal Bomb – 2:30 P.M. Ceremonies and Line-up for
100 Mile National Championship.
5th Signal Bomb – 3:00 P.M. Start of 100 Mile National Championship.



100 Mile National



Open Championship

In 1951 the management of Langhorne Speedway scheduled its first 100-mile National Championship race for sportsman class stock cars, an event that was then designated for a total of seven years as the 100 mile Sportsman's National Championship and in which, through 1957, competition was open to car owners and driver members of one race organization. The 1951 event resulted in the most sensational pile-up of racing equipment ever seen on any raceway. The late Wally Campbell coming into the homestretch in the latter stages of the race was momentarily blinded by the sun. He hit the guard rail and spun back to the middle of track where his car burst into flame as another car collided with it. In rapid order fourteen cars piled into the melee completely blocking the track before the race was brought under control. Hully Bunn, a New Englander, hailing from Bristol, Connecticut was the winner, driving in relief of Dick Eagan.

Fortunately, despite the seriousness of fourteen cars and drivers tangled in one great mass of flame and wreckage, no serious injuries were sustained by any of the drivers, which was little short of a miracle in itself. The incident however, led to the installation in early 1952 of Langhorne's present traffic control system with flag men located on raised platforms around the track in constant telephone communication with the starter and each other, each one in control of a set of electric traffic lights to supplement the use of the flags. This system has since been copied at many of the larger speedways in the United States.

The race was renewed in 1952 with a starting limit of sixty cars and a purse of \$4,000.00. A native of the Garden State, Jim Delaney of Lyndhurst, N. J., annexed the winner's share of the prize money. The year of 1953 witnessed the institution of qualifying

races at various half-mile and short tracks around the country with the winners gaining starting berths in the 100 mile title race. The prize money total was increased to \$5,000.00. Ted Swaim, from Winston-Salem, N.C., led the way to the checkered flag, thereby becoming the first and only southerner to have won the sportsman classic, either before or since.

The fourth annual presentation of this event in 1954 saw the return of the winner's laurels to the Garden State, this time with Lambertville's Frankie Schneider getting the job done. In 1955, for the first time, Pete Corey of Cohoes, N. Y., put on the winning performance for the Empire State. Don "Dutch" Hoag of Penn Yan, N. Y., retained the honors for New York State by winning the 1956 version, and in so doing set the existing 100 mile record of one hour, seventeen minutes and 24 seconds. In that same year, the late Bobby Myers set the existing one-mile record of 38.335 seconds. In 1957, Glen Guthrie of Washington, D. C. crossed the finish line first, within nine seconds of the record for the distance.

A major change in the character of this race was made in 1958, when, for the first time, competition was declared to be wide open to all professional race drivers in the sportsman-modified class; and the event was re-christened "The 100 Mile National Open Championship." Jim Delaney led the way home, becoming the first driver in the history of the race to have won it twice.

Today's ninth annual presentation of this event, carrying with it \$9000.00 in prize awards, the participation of seven independent racing organizations and the support of twenty-two speedways, speaks louder than words of its growth to date, and the promise of further growth to come. October of 1960 will see a decade of progress completed with greater participation, and even more ample awards.



JIM DELANEY

Winner in 1952 and 1958

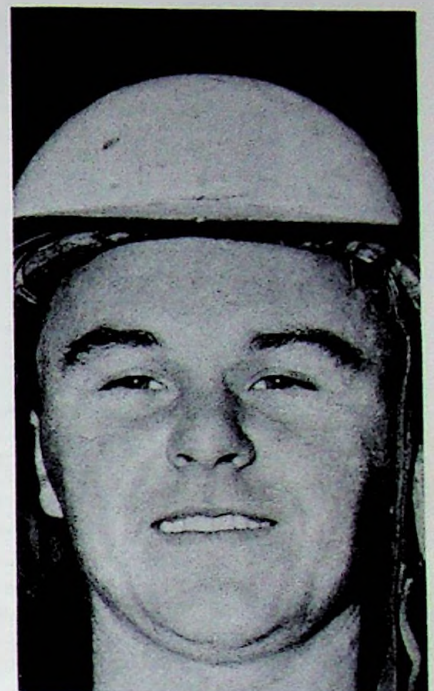
THE RACE OF CHAMPIONS



HULLY BUNN
Winner in 1951



TED SWAIM
Winner in 1953



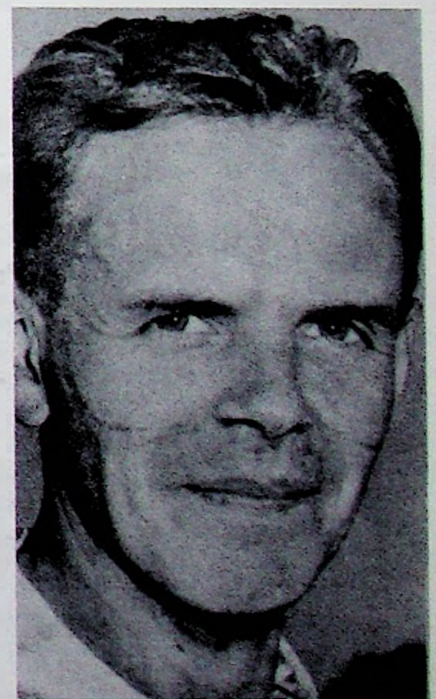
FRANKIE SCHNEIDER
Winner in 1954



PETE COREY
Winner in 1955



"DUTCH" HOAG
Winner in 1956 and Record Holder



JIM GUTHRIE
Winner in 1957



Official 100 MILE NATIONAL

Car No.	Scoreboard No.	Driver	Residence	Owner	Car-Year Make	Engine
1		Jack Hart	Chester, Pa.	Jack Hart	'37 Ford	'55 T. Bird
1		Otto Harwi	Easton, Pa.	Harold E. Cope	'37 Ford	'56 Ford O.H.
1SR		Joseph Table	Bridgeton, N. J.	Joseph Table	'39 Chev.	'55 Chev.
S-1		Augie Moschera	New Egypt, N. J.	Charles Cravatt	'37 Ford	'55 Chev. V-8
XL-1		Norman R. Kidd	Norristown, Pa.	Don House	'37 Ford	'52 Lincoln
2		Stroke Becker	Buffalo, N. Y.	Wayne Earl	'37 Ford	'55 Ford
2		Bill Murdock	Kingston, N. Y.	Dutch DeWitt	'37 Ford	'56 Mercury
2A		William Deskovick	Hanover, N. J.	Albert Allenze	'37 Ford	'57 Ford
3		Fred Atkinson	Trenton, N. J.	Fred Atkinson	'37 Ford	'58 T. Bird
M-3		Ernie Lee	Brockway, Pa.	Paul L. Deasey	'37 Plym.	'55 DeSoto
3		L. 'Speedy' Longstreet	Chalfont, Pa.	Same	'50 Olds	'50 Olds
4		Jim Delaney	Easton, Pa.	Frank J. Renaldi	'37 Ford	'56 Mercury
4		Skip Rovesti	Wilmerding, Pa.	Steve Vilsack	'37 Ford	'56 Buick
B-4		Walter E. Schubert	Cold Spring, N. Y.	Walter E. Schubert	'37 Ford	'55 Mercury
5		Bill Wilson	Riverside, N. J.	Umbert V. Pomilio	'37 Ford	'58 Pontiac
5		Dick Bailey	Grove City, Pa.	Stephen Petrovic	'37 Ford	'55 Lincoln
5		George H. Smith	Milton, Delaware	Elmer B. Smith	'37 Ford	'56 Ford
5		Lee B. Bliss	Rochester, N. Y.	Richard Mangus	'34 Chev.	'59 Chev.
6		Jack Rudy	Reading, Pa.	Walt Siwak	'37 Ford	'57 T. Bird
6		Erv. Streets	Wilm. Manor, Del.	Jack Mastrangelo	'37 Ford	'58 Chev.
6Jr.		Ross Delp	Temple, Pa.	Francis Valeriani	'37 Ford	'57 T. Bird
7		Herb Scott	Wexford, Pa.	Hoot Martin	'38 Ford	'56 Buick
B-7		George W. Smith	Chester, N. J.	Donald E. Best	'37 Ford	'56 Ford
8		Bill DeCoster	Basking Ridge, N. J.	John M. DeCoster	'37 Ford	'57 Ford
8		George Havens	New Egypt, N. J.	George Havens	'37 Chev.	'50 Chev.
8		Rusty Whiteman	Washington, Pa.	C. M. Fry	'38 Ford	'56 Ford
V-8		Wm. 'Jimmy' Sherrer	Montville, N. J.	John W. Erwin	'42 Ford	'48 Ford
9		Bobby Vaughn	Sea Cliff, N. Y.	Speed Hendry	'38 Ford	'58 Ford
9		Harold Goden	Boswell, Pa.	Buddy Sechler	'37 Ford	'57 Ford
9		Warren Mutter	Boyertown, Pa.	Leroy George	'37 Ford	Mercury
9		J. R. Jones	Salisbury, Md.	Michael E. Buda	'37 Ford	
10		Gus Linder	Pittsburgh, Pa.	Joseph Vilsack	'37 Ford	'56 Buick
11		Horace Williams	Bridgeville, Del.	James C. Smarte	'37 Chev.	'57 Chev.
12		Donald Dahle	McDonald, Pa.	William Potts	'37 Ford	'57 T. Bird
13		Edward Fiola	Turtle Creek, Pa.	James Fiola	'39 Chev.	'55 Buick
13		Wm. E. Blankenship	Wilmington, Del.	Wm. E. Blankenship	'37 Ford	'56 Mercury
14		Joe Mihalic	Murrysville, Pa.	Larry Jackson	'37 Chev.	'56 Buick
15		Fuz Rubritz	Johnstown, Pa.	C. L. Butler	'38 Chev.	'59 Chev.
15		Ben Nero	Dunellen, N. J.	B.Nero & R.DeMatthews	'36 Chev.	'55 Chev.
16J		Elton Hildreth	Bridgeton, N. J.	Earnest Bender	'37 Chev.	'59 Chev.
16		George Kerlin	Bordentown, N. J.	Sam Breece	'37 Ford	'57 Ford OHV
17		Dick Tobias	Lebanon, Pa.	Dick Tobias	'32 Ford	'57 Ford
17		Lee Stover	Pittsburgh, Pa.	Frank Perpetua	'40 Ford	'57 T. Bird
19		Russ Hastings	Chestertown, Md.	Russ Hastings	'37 Ford	'57 Mercury
19		George Sleight	Easton, Pa.	Richard Schlegenhaf	Ford	'57 Ford
20		Charley Decker	Plymouth Meeting, Pa.	Charley Decker	'36 Plym.	'53 Dodge
22C		Ralph F. Perkins	Trenton, N. J.	Richard C. Fox	'40 Ford	'56 T. Bird
23		Don Shaffer, Jr.	Windber, Pa.	Don Shaffer, Jr.	'37 Chev.	'59 Corvette
23		Les Ley	Valley Stream, N. Y.	Al Endres	'37 Ford	'52 Chrysler
23		Pete Kantorsky	Baltimore, Md.	Pete Kantorsky	'37 Ford	'57 Ford
24		Charles Mundy	Laurence Harbor, N. J.	Emil Ameiorsano	'38 Ford	'58 T. Bird
24		Howie Westervelt	Ravena, N. Y.	Wright Zentner	'38 Ford	'49 Ford flat

Entry List (Completed on Page 19)

OPEN CHAMPIONSHIP



Car No.	Scoreboard No.	Driver	Residence	Owner	Car-Year Make	Engine
25		Smokey V. Dengler	Reading, Pa.	Vernon Dengler	'40 Ford	'46 Ford flat
25		Jack Kramer	Denville, N. J.	George Fredericks	'50 Hudson	'54 Hudson
29		Edgar Wynn	Latrobe, Pa.	Kittey & Kuechle	'36 Chev.	'56 T. Bird
29		Orie Hammond	Old Bridge, N. J.	Orie Hammond	'37 Ford	'56 Mercury
B29				Andrew Gregoria	'38 Ford	'56 Lincoln
30		Dick Havens	New Hope, Pa.	Dale Wolfinger	'37 Ford	'59 Chev.
31		Bill Berry	Gradell, N. J.	Sidney Megill, Jr.	'37 Ford	'48 Ford
32		Tony Volz	Willow Grove, Pa.	Charles Wolfe	'37 Ford	'57 Ford
32		Dom Stives	Hightstown, N. J.	Michael Gagliardi	'37 Ford	'57 Ford
33		Jimmy Davis	Bryn Athyn, Pa.	F. J. Davis	'37 Ford	'56 Chev.
33		Richard Swartzlander	Sarver, Pa.	Rich. Swartzlander	'38 Chev.	'57 Buick
36		Steve Elias	National Park, N. J.	A. & V. Ippiliti	'37 Ford	'57 Chev.
35		Red Tomlinson	Bristol, Pa.	Daniel DeMichael	'37 Ford	'56 T. Bird
37		Jake Goodski	Elizabeth, N. J.	Chester Konapacki	'39 Ford	'57 Chev.
39		James Hosley	Lake Ronkonkoma, N. Y.	Richard Morris, Jr.	'39 Ford	'56 Ford
40		Harry Charles	Easton, Pa.	Walter Matlock	'37 Ford	'56 Mercury
44		Ronnie Mowen	Chambersburg, Pa.	Walter J. Bricker	'38 Ford	'53 Ford Flat
44		Dave Hulse	Pt. Pleasant, N. J.	Dave Hulse	'37 Ford	Ford O.H.
44		Rolland D. Smith	Monongahela, Pa.	Harper Good	'37 Ford	'57 T. Bird
46		Reginald Montross	McAfee, N. J.	John Rizzo	'38 Ford	'57 Ford
47		Blaine Sadler	Phoenixville, Pa.	Ray Wunderlich	'38 Plym.	'42 Plym.
47		Buzz Wilson	Md.	Flying Tiger Racing Team	'32 Ford	'57 Ford
47		Bill Brown	Collegetown, Pa.	Stanley S. Malamut	'37 Ford	'57 Ford
49X		Joe Donahue	Kirkwood, N. Y.	Jake Manny	'37 Ford	'55 Ford
50		Doug Benjamin	Shrub Oak N. Y.	George Wilson	'37 Ford	'57 Ford
50		Jim Lacy	Bellefonte, N. Y.	John Hertle, Jr.	'36 Chev.	'58 Chev.
54		Joe Ludugar	Seaford, L.I., N.Y.	H. Golden	'37 Ford	'57 Mercury
54L		Edward I. Hausman	Hightstown, N. J.	Don Jones	'37 Ford	'54 Lincoln
55		Mousey Kempster	Wading River, N. Y.	Mousey Kempster	'37 Ford	'56 Ford O.H.
57		Joe Severage	Port Monmouth, N. J.	Warren H. Davison	'39 Ford	'46 Ford
61		Hully Bunn	Bristol, Conn.	Bob Duffy	'39 Chev.	'58 Chev.
61		Tony Battle	Emerson, N. J.	Paul Medeiros	'37 Ford	'56 Ford
66		Fred Shepred	Cambridge, N. Y.	William Clark	'36 Chev.	'56 Chev.
68		Jim Refino	Mt. Vernon, N. Y.	Ed. Autz	'37 Hudson	'54 Hudson
69		Hal Karcher	Deposit, N. Y.	Bill Vernold	'38 Ford	'50 Ford
70		Bruno Brackey	Far Rockaway, N. Y.	Joe Tavalaro	'37 Ford	'55 Mercury
72		George Daliessio	Crum Lynne, Pa.	George Daliessio	'37 Ford	'55 Ford O.H.
74		William O. Watt	New Alexandria, Pa.	Ted Tedesco	'37 Ford	'56 Buick
75		Edward Wickey	Lindenhurst, L.I., N.Y.	Edward Wickey	'38 Ford	'49 Ford
77		M.E. 'Eddie' Anders	Takoma Park, Md.	M. E. Anders	'38 Ford	'57 Ford O.H.
77		Norman Benning	Braddock, Pa.	James R. Vilsack	'36 Chev.	'56 Buick
77		George Wayne	Gloversville, N. Y.	Dick Welch	'37 Ford	'55 Mercury
79		Glenn 'Hoppy' Jensen	Wolcott, Conn.	Glenn Jensen	'37 Chev.	
81		Dave Kneisel	Clarks Summit	Dave Kneisel	'39 Ford	'56 Mercury
82		Tom Scheetz	Boyertown, Pa.	Hilbert Bros.	'37 Ford	'47 Ford Flat
82		Dan Mitchell	Middletown, N. Y.	Frank J. Hedstrom	'37 Ford	'56 Mercury
87		Dick Fleck	Yerkes, Pa.	James Turner	'37 Ford	'58 DeSoto
87		Ed Sigler	Port Monmouth, N. J.	Louis Starr	'38 Chev.	'58 Chev.
88		Donald L. Crouse	Milford, N. J.	Charles Shire	'37 Chev.	'55 Buick
90		William C. Blum	E. Syracuse, N. Y.	George Adams	'34 Chev.	'52 Olds



RULES, REGULATIONS, SPECIFICATIONS AND CONDITIONS FOR THE 100 MILE NATIONAL OPEN CHAMPIONSHIP



INTRODUCTION

The rules, regulations, conditions and specifications governing the running of this event have been devised with a two-fold purpose; to afford an equal opportunity for fair competition to the majority of those car owners and drivers interested in entering, and to provide the maximum safety conditions possible.

The majority of cars and drivers entered in this event will be subjected to the highest competition speeds in which they will ever have engaged on a race track. Accordingly all cars will undergo a strict safety inspection at the Speedway prior to time trials.

DRIVER QUALIFICATION AND ELIGIBILITY

Every driver who shall have won a National Championship qualifying race, together with former National Champions, shall be entitled to a guaranteed starting position in the 100 Mile National Championship Race. Qualifying race winners will start in the order of their official qualifying trials with the fastest qualifiers getting the first position behind the slowest qualifying race winner.

All drivers who, in the opinion of the stewards and officials, shall have had a sufficient amount of professional stock car racing experience on short and half-mile tracks, in competition organized and conducted under the rules and regulations of a bona-fide racing association, shall be eligible to compete in the 100 Mile National Open Stock Car Championship. Sufficiency of experience will be determined by the entrant's racing record and the recommendations and opinions of his racing organization officials and the promoters on whose tracks he has competed.

INSURANCE BENEFITS

Insurance benefits, for all pit personnel, drivers, owners and mechanics will be in force for each individual in the following limits:

Medical Expense	—	\$5,000.00
Death Coverage	—	\$5,000.00
Disability	—	\$40.00 per week for 52 weeks

MISCELLANEOUS PROVISIONS

1. An approved quick release safety belt must be used. Belt must be securely fastened to frame. Crash helmet must be in good condition.
2. Qualifying trials, the special 20 mile race and the 100 mile Championship Race will be conducted in accordance with the ground rules in force at Langhorne Speedway.
3. Standard flag signals will be used.
4. After the race is underway, cars may be started by hand pushing in the pit area only. Under no circumstances is any car to be pushed or towed to the race track from the pit area.
5. All cars must be numbered in numerals not less than eighteen (18) inches high on both sides, roof and rear deck. In the event of duplication of numbers among the entries, the entry first filed in point of time shall take precedence and number of the later entry shall be changed. In such cases numbers shall be assigned by the stewards.
6. In the event that any of the first 60 Qualifiers cannot start, the positions will be filled from among the top finishers in the 20 lap race, in the order of their finish.
7. Any protests must be made within 30 minutes of the dropping of the checkered flag.
8. The three first finishers will be impounded for inspection.

QUALIFYING RACE WINNERS



DAVE KNEISEL
Five Mile Point Speedway



LES LEY
Freeport Stadium



JOE DONAHUE
Glen Aubrey Speedway



TOM MC ANDREWS
Hatfield Speedway

The Flags . . . from the driver's seat

Although the drivers that you will see in competition today may appear to be the most haphazard and devil-may-care competitors in the world of sports, their actions while on the track, either in practice or competition, are very strictly covered by the racing flag code, and the penalty for disobeying these flags is disqualification. Although the meanings of the vari-colored flags are well known to most racing fans, let's review them as you will see them used today by the starter. Imagine yourself the passenger in one of the competing cars as the driver explains the meanings of the various flags:



THE GREEN FLAG . . . Here we go again. This is the starting gun, the opening whistle . . . the race is on! The green flag tells us that the race is officially started, and during the long events, keeps us informed that the track is clear ahead . . . hang on! Here comes that first turn!



THE RED FLAG . . . As always, this is the danger flag. Just like the red in a stop sign, it means STOP . . . and right now! There may have been a bad spill . . . perhaps someone has been hurt, or the track is completely blocked . . . when we see this one, we get stopped as quickly as we can. The race may be restarted, but let's find out what happened first.



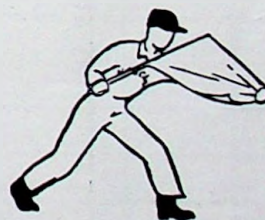
THE CROSSED FLAGS . . . Half way! Crossed flags tell us that the race is half over. It makes no difference which ones the starter uses. He holds the cloth of the flags along the handle so we don't confuse his meaning . . . if it's a "hundred-miler," this signal means that there are only fifty to go . . . can't back off yet!



THE BLACK FLAG . . . This is the "consultation flag," telling me to pull into the pits on the next lap . . . it is often called the disqualification flag, but it doesn't necessarily mean that I have done something wrong . . . a part may be hanging loose from my car, about to fall on the track in front of the other machines in the race. Can't ignore this signal . . . if I get it more than twice, I'll be disqualified!



THE BLUE FLAG WITH DIAGONAL STRIPE . . . This is the "passing flag." It indicates that a faster car is about to lap me . . . he has already passed me, and he now has a complete lap on me. This flag tells me to "hold my groove" or position on the track until I am passed. There he goes . . . but I'm not worried . . . he may not last long at that pace.



THE WHITE FLAG . . . This one means simply "one more lap" . . . we've been a little too busy to count them, and this lets us know that we are starting on that last long lap. We're always glad to see this one, but the one we really wait for is:



THE YELLOW FLAG . . . This is the "caution flag." It tells us to slow down; to hold our position until the green flag is thrown again. The yellow flag indicates that there has been an accident on the track, or that the track has been partially blocked by a stalled car or a thrown wheel or other object. The yellow flag will remain out until the officials have determined that no one is injured seriously or that the track is not completely blocked. If there is a "safety car," we must remain in line behind it until either the red or green flag is displayed.



THE CHECKERED FLAG . . . This is the big one, the one we've been waiting for . . . it means it's all over but the shouting. We all want to get under this one first, but of course we can't all do it. We keep trying, though, and I guess that's why you keep coming back. Thanks for the ride? Don't mention it . . . come again. And remember, when you drive your own car, although there are no flag signals, keep your eye on those traffic signs and obey them . . . they're the "flag signals of the highway."

SPEED CHART

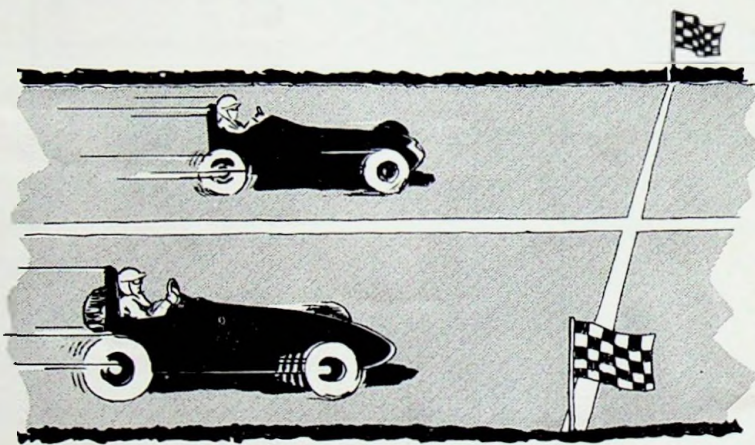
Seconds per lap	Speed 1 mile track	Speed 1/2 mile track	Seconds per lap	Speed 1 mile track	Speed 1/2 mile track
25.0	144.00	72.00	35.0	102.85	51.425
1	143.42	71.71	1	102.56	51.28
2	142.85	71.425	2	102.27	51.135
3	142.29	71.145	3	101.98	50.99
4	141.73	70.865	4	101.69	50.845
5	141.17	70.585	5	101.40	50.70
6	140.62	70.31	6	101.12	50.56
7	140.07	70.035	7	100.84	50.42
8	139.53	69.765	8	100.55	50.275
9	138.99	69.495	9	100.27	50.135
26.0	138.46	69.23	36.0	100.00	50.00
1	137.93	68.965	1	99.72	49.86
2	137.40	68.70	2	99.44	49.72
3	136.88	68.44	3	99.17	49.585
4	136.36	68.18	4	98.90	49.45
5	135.84	67.92	5	98.63	49.315
6	135.33	67.665	6	98.36	49.18
7	134.83	67.415	7	98.09	49.015
8	134.32	67.16	8	97.82	48.91
9	133.82	66.91	9	97.56	48.78
27.0	133.33	66.665	37.0	97.29	48.645
1	132.84	66.42	1	97.03	48.515
2	132.35	66.125	2	96.77	48.385
3	131.86	65.93	3	96.51	48.255
4	131.38	65.69	4	96.25	48.125
5	130.90	65.45	5	96.00	48.00
6	130.43	65.115	6	95.74	47.87
7	129.70	64.85	7	95.49	47.745
8	129.49	64.745	8	95.23	47.615
9	129.03	64.515	9	94.98	47.49
28.0	128.57	64.285	38.0	94.73	47.365
1	128.11	64.055	1	94.44	47.22
2	127.65	63.825	2	94.24	47.12
3	127.20	63.60	3	93.99	46.995
4	126.76	63.38	4	93.75	46.875
5	126.31	63.155	5	93.50	46.75
6	125.87	62.935	6	93.26	46.63
7	125.43	62.715	7	93.02	46.51
8	125.00	62.50	8	92.78	46.39
9	124.56	62.265	9	92.54	46.27
29.0	124.13	62.065	39.0	92.30	46.15
1	123.71	61.855	1	92.07	46.035
2	123.28	61.64	2	91.83	45.915
3	122.86	61.43	3	91.60	45.80
4	122.44	61.22	4	91.37	45.685
5	122.03	61.015	5	91.13	45.565
6	121.62	60.81	6	90.90	45.45
7	121.21	60.605	7	90.68	45.34
8	120.80	60.40	8	90.45	45.225
9	120.40	60.20	9	90.22	45.11
30.0	120.00	60.00	40.0	90.00	45.00
1	119.60	59.80	1	89.77	44.885
2	119.20	59.60	2	89.55	44.775
3	118.81	59.405	3	89.33	44.665
4	118.42	59.21	4	89.10	44.55
5	118.03	59.015	5	88.88	44.44
6	117.64	58.82	6	88.66	44.33
7	117.26	58.63	7	88.42	44.21
8	116.88	58.44	8	88.23	44.115
9	116.50	58.25	9	88.01	44.005
31.0	116.12	58.06	41.0	87.80	43.90
1	115.75	57.875	1	87.59	43.785
2	115.38	57.69	2	87.77	43.885
3	115.01	57.505	3	87.16	43.58
4	114.64	57.32	4	86.95	43.475
5	114.28	57.14	5	86.74	43.37
6	113.92	56.96	6	86.53	43.265
7	113.56	56.76	7	86.33	43.165
8	113.20	56.60	8	86.12	43.06
9	112.85	56.425	9	85.91	42.955
32.0	112.50	56.45	42.0	85.71	42.855
1	112.14	56.07	1	85.51	42.755
2	111.80	55.90	2	85.30	42.65
3	111.45	55.725	3	85.10	42.55
4	111.11	55.555	4	84.90	42.45
5	110.76	55.38	5	84.70	42.35
6	110.42	55.21	6	84.50	42.25
7	110.09	55.545	7	84.30	42.15
8	109.75	54.875	8	84.11	42.055
9	109.42	54.71	9	83.91	41.955
33.0	109.09	54.545	43.0	83.72	41.86
1	108.76	54.38	1	83.52	41.76
2	108.43	54.215	2	83.33	41.665
3	108.10	54.05	3	83.14	41.57
4	107.78	53.89	4	82.94	41.47
5	107.46	53.73	5	82.75	41.375
6	107.14	53.57	6	82.56	41.28
7	106.82	53.41	7	82.37	41.185
8	106.50	53.25	8	82.19	41.095
9	106.19	53.095	9	82.00	41.00
34.0	105.88	52.94	44.0	81.81	40.905
1	105.57	52.785	1	81.63	40.815
2	105.26	52.63	2	81.44	40.72
3	104.95	52.475	3	81.26	40.63
4	104.65	52.325	4	81.08	40.54
5	104.34	52.17	5	80.89	40.445
6	104.04	52.02	6	80.71	40.355
7	103.74	51.87	7	80.53	40.265
8	103.44	51.72	8	80.35	40.175
9	103.15	51.575	9	80.17	40.085
			45.0	80.00	40.00

DRAG RACES

AT
LANGHORNE SPEEDWAY'S
 NEW
ASPHALT DRAG STRIP
EVERY SUNDAY

AND
HOLIDAY WEEK-ENDS
 EXCEPTING
MILE TRACK DATES
MARCH to NOVEMBER

Come as a Spectator
 or Participant



COMPETITION FOR:
STOCK CLASSES
GAS CLASSES
FUEL CLASSES

REGISTRATION ----- From 10:00 A.M.
TIME TRIALS ----- Noon to 2:30 P.M.
DRAG ELIMINATIONS ----- From 2:30 P.M.

SPECTATOR ADMISSION \$1.00
FREE PARKING
 Children Under 12 — FREE

KEEP A RECORD OF LEADING CARS BY LAPS

Check Off the Leaders During the Race

10 Laps	20 Laps	30 Laps	40 Laps	50 Laps
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
9	9	9	9	9
10	10	10	10	10

60 Laps	70 Laps	80 Laps	90 Laps	100 Laps
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
9	9	9	9	9
10	10	10	10	10

SPECIFICATIONS

1. ELIGIBLE MODELS

Any make or model of American closed passenger cars with factory made steel roof of the years 1936 to 1956, excepting station wagons, jeeps, suburbans, and convertibles are eligible to compete in the Sportsman class at Langhorne Speedway.

2. BODIES

- (a) All cars must have fenders and running boards if so equipped when new. Fenders must extend beyond outer edge of tires.
- (b) All doors must be bolted (half-inch bolts), or welded, or secured with not less than $\frac{3}{8}$ " diameter cable and "U" bolts. Where bolts are used, wing nuts are required. Where doors are welded they must be cut down six inches and the metal rolled so as to leave no sharp edges. Remaining door section must be reinforced from within.
- (c) The top part of the engine hood is compulsory, must extend over the radiator and must be safely fastened. Side panels of hood may be bored with holes not exceeding $\frac{1}{2}$ inch in diameter for cooling.
- (d) Floorboards must be complete in driver compartment between front and rear firewalls.

3. BRAKES

Only hydraulic four wheel brakes in good working condition will be allowed.

4. CRASH BARS

Crash bars are permitted front and rear but if wider than chassis, all corners and edges must be rounded.

5. STARTER AND BATTERY

(1) All cars must be equipped with self starter in working order and must be able to leave pits and starting line under their own power.

(2) Any type ignition permitted. Batteries must be located under floor or engine hood and may not be located in driver or fuel compartment.

6. EXHAUST

Exhaust pipes must extend past cowl and driver and terminate out of the side or rear of the body.

7. ENGINE LIMITATION

- (a) Multiple carburetion allowed on flatheads and six cylinder engines under 300 cu. inches. Only one carburetor of factory type production will be permitted on overhead valve engines. No fuel injectors, superchargers, or home made carburetors will be permitted.
- (b) Engines may be moved to any position in frame provided an adequate firewall separates engine from driver.

8. FUEL AND FUEL TANKS

- (a) Commercial grades of gasoline will be the only fuels permitted.
- (b) Gas tanks of only 20 gallon capacity must be securely fastened in the rear deck space. Cars can only be refueled with standard fuel containers with spouts.

- (c) A steel fire wall of not less than 20 gauge thickness must be securely fastened on top, bottom and sides and must separate driver from fuel compartment.
- (d) It is recommended that fuel lines run under bottom of body. Neoprene fuel lines not allowed. Copper lines running through body must be covered by rubber hose. Approved fire proof aviation hose allowed. Fuel pump must be under floor of car or under engine hood. Fuel pump bowls may not be made of glass.
- (e) No rubber hose connections will be permitted from fuel tank to the filler spouts. Filler spout must not extend outside of body shell or be fastened to body or rear deck lid.

9. GLASS

- (a) Headlights must be removed and holes suitably covered.
- (b) A safety glass windshield is compulsory on driver's side. Other glass may be removed.
- (c) Rear window openings may be enlarged only enough to permit entry of tires.

10. RADIATOR AND COOLING SYSTEM

Any type may be used except that no auxiliary cooling tanks or radiators may be located in driver's compartment.

11. SEATS

Bucket type seats must be used. Seats must be welded or bolted to frame of car. Approved quick release safety belt must be used. Belt must be securely fastened to both sides of seat and also fastened to a chain which is looped around frame.

12. STEERING

All steering parts must pass safety inspection.

13. CHASSIS AND WHEEL BASE

Chassis alterations from stock that tend to weaken chassis will not be permitted. Wheel base must be stock.

14. WHEELS

Dual wheels are not permitted. Safety hubs on front wheels are recommended.

15. ROLL BARS

Front and rear roll bars, connected by cross and side bars and securely fastened to the frame are mandatory. Rear roll bars must be padded with foam rubber not less than one inch thick taped from the bottom of the window opening on the left side to center of the top rear roll bar.

16. TIRES

Tires must be in good condition. No knobies permitted.

EXCEPTIONS

The race stewards are empowered to permit minor deviations from any of the specifications herein set forth, where in their opinion the safety factor is not lowered.

The stewards in their discretion may extend the provision of Article One of the Specifications to permit cars of the years immediately prior to 1936, where in their considered opinion the safety factor is not lowered.

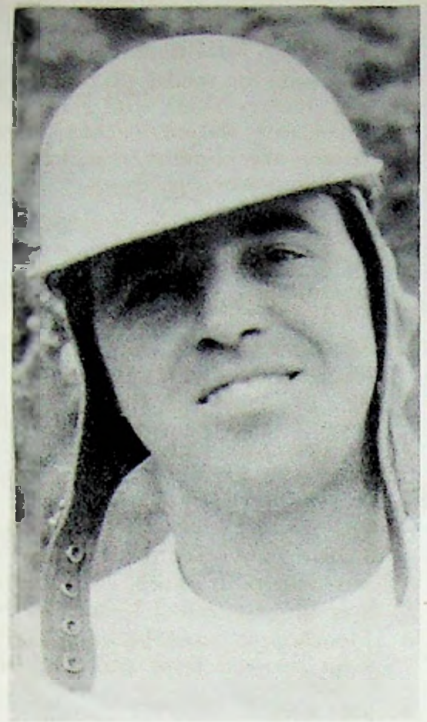
QUALIFYING RACE WINNERS



DICK BAILEY
Wm. Penn Speedway



"FUZZ" RUBRITZ
Jennerstown Speedway



WALTER SCHUBERT
Arlington Speedway



HERB SCOTT
Heidelberg Speedway



NICK DADIAN
Oldbridge Stadium



HOWIE WESTERVELT
Lebanon Valley Speedway

IN ACKNOWLEDGMENT

The management of Langhorne Speedway gratefully acknowledges the splendid cooperation and support that the promoters of the speedways listed below and of the racing officials of the many participating race organizations, whose interest and aid have contributed immeasurably to the successful organization of the 100 Mile National Open Championship Race. Through their combined efforts the following list of 1959 National Championship Qualifying race winners, at the following list of tracks, are guaranteed starters in today's race.

<u>Winning Driver</u>	<u>Residence</u>	<u>Track</u>
Walter Schubert	Cold Spring, New York	Arlington Speedway
Eddie Anders	Takoma Park, Maryland	Dorcey Speedway
Dave Kneisel	Clark Summit, Pa.	Five Mile Point Speedway
Les Ley	Valley Stream, L. I.	Freeport Stadium
Joe Donahue	Kirkwood, N. Y.	Glen Aubrey Speedway
Ronnie Mowen	Chambersburg, Pa.	Hagerstown Speedway
Tommy McAndrews	Bethlehem, Penna.	Hatfield Speedway
Herb Scott	Heidelberg, Penna.	Heidelberg Speedway
Fuzz Rubritz	Jennerstown, Penna.	Jennerstown Speedway
Howie Westervelt	Ravena, New York	Lebanon Valley Speedway
Dick Tobias	Lebanon, Penna.	Nazareth Speedway
Dick Dadian	Leonia, N. J.	Oldbridge Stadium
		Old Dominion Speedway
Billy Blum	Syracuse, New York	Oswego Speedway
Russ Truelove	Naugatuck, Connecticut	Rhinebeck Speedway
Bobby Vaughn	Glen Cove, L. I., New York	Riverhead Speedway
Don Dahle	Bridgeville, Penna.	South Park Speedway
Otto Harwi	Easton, Pa.	Victory Speedway
Frankie Schneider	Flemington, New Jersey	Vineland Speedway
Norman Kidd	Norristown, Pa.	Wall Stadium
Jake Goodski	Elizabeth, N. J.	Weisglass Stadium
Dick Bailey	Grove City, Penna.	Wm. Penn Speedway

OFFICIAL ENTRY LIST (Continued from page 7)

Car No.	Scoreboard No.	Driver	Residence	Owner	Car-Year Make	Engine
93		Dick Pryall	Irvington, N. J.	Mike Crocitto	'39 Ford	'56 Ford
94		Ronnie Cranston	Baltimore, Md.	G. R. Cranston, Jr.	'39 Ford	'54 Ford
95		Bill Diggs	Philadelphia, Pa.	Lew Hunter	'37 Ford	'57 Mercury
95		Larry Voss	Beesley's Point, N. J.	Walter J. Woodlin	'37 Ford	'57 Chev.
96		Dick Hecker	New Kensington, Pa.	Bert Fischer	'37 Plym.	'51 Chrysler
98B		E.W. 'Jerry' Allen	Plainfield, N. J.	Thomas Baxley	'37 Ford	'54 Ford OHV
102		Sonny Strupp	S. Plainfield, N. J.	Jones & Carlson	'37 Ford	'58 T. Bird
116		Ed Brunnhoelzl	E. Meadow, L.I., N.Y.	Dan Novellino	'37 Ford	'57 Ford
119		Russell DeVoe	Levittown, L.I., N.Y.	Russell DeVoe	'38 Ford	'57 T. Bird
162		Len Brown	Lambertville, N. J.	Carl Gardella	'38 Chev.	'50 GMC
177		Joe Viglione	Pittsburgh, Pa.	Joe Viglione	'36 Chev.	'57 T. Bird
303		Walter Laueremann	Vineland, N. J.	Bill Chard	'39 Ford	'46 Ford V-8
322		George Clarke	Collegeville, Pa.	Frank Timmons	'37 Ford	'55 Chev.
555		Freddy Adam	Kutztown, Pa.	Roy Smith	'37 Ford	'57 T. Bird
SSS		Robert Malzahn	Keansburg, N. J.	Stiles Speciale	'38 Ford	'57 Mercury
XXX		Nick Dadian	Leonia, N. J.	T. Ferrante & R. Bowles	'37 Ford	'57 Mercury
		George Horvath	Kearney, N. J.	William Fleidner	'37 Ford	'57 Ford
		John Meleski	Port Jefferson, N. Y.		'37 Ford	Mercury
		Paul Walker		W. E. Todd	'37 Ford	



TO TELL YOU THE TRUTH, I'M NOT SURE IF THIS
ENTRY SHOULD BE CLASSED "SPORTSMAN" OR
"MODIFIED."

LANGHORNE SPEEDWAY TRACK RECORDS

Type of Equip. and Event	Date	Time	MPH
Midgets - Time Trials Don Brennan - Driver	10-12-47	35.408 sec.	101.6
Midgets - 100 Miles Neal Carter - Driver	10-10-48	63 min. 34.71 sec.	94.37
*Indianapolis Cars - Time Trials Don Freeland - Driver	6-19-55	31.984 sec.	112.873
Indianapolis Cars - 100 Miles Johnny Thomson - Driver	6-2-57	59 min. 53.74 sec.	100.174
*Sprint Cars - Time Trial Johnny Thomson - Driver	5-1-55	32.909 sec.	109.379
Sprint Cars - 6 miles Mike Nazaruk	5-1-55	3 min. 22.36 sec.	106.930
Sprint Cars - 7 miles Joe Chitwood	5-18-41	4 min. 17.24 sec.	98.054
Sprint Cars - 8 miles Mike Nazaruk	4-20-55	4 min. 32.84 sec.	105.556
Sprint Cars - 10 miles Bob Sall	5-22-38	5 min. 57.21 sec.	100.840
Sprint Cars - 20 miles George Robson	8-11-46	12 min. 20.54 sec.	97.297
Sprint Cars - 25 miles Mike Nazaruk	10-31-54	14 min. 17.004 sec.	105.017
Sprint Cars - 30 miles Chas. Musselman	5-1-55	17 min. 27.29 sec.	103.151
*Sprint Cars - 50 miles Ralph Ligouri	9-1-57	28 min. 49 sec.	104.106
*Sprint Cars - 100 miles Jimmy Bryan	9-11-55	Combined Time 58 min. 59 sec.	101.723
Sportsman Stock Cars - Time Trial Bobby Myers - Driver	10-11-56	38.335 sec.	93.86
Sportsman Stock Cars - 100 Miles Dutch Hoag - Driver	10-14-56	1 hr. 17 min. 24.674 sec.	77.519
Late Model Stock Sedans - Time Trial Paul Goldsmith (Ford)	4-13-57	38.42 sec.	93.701
Late Model Stock Sedans - 150 Miles Glenn "Fireball" Roberts (Ford)	4-14-57	1 hr. 44 min. 50 sec.	85.850
Late Model Stock Sedans - 200 Miles Fonty Flock (Olds 88) - Driver	9-17-50	2 hrs. 44 min. 47.95 sec.	72.82
Late Model Stock Sedans - 250 Miles Mike Klapak ('57 Ford)	9-13-59	3 hrs. 4 min. 11:08 sec.	81.440
Late Model Stock Sedans - 300 Miles Paul Goldsmith (Chevrolet)	9-23-56	4 hrs. 6 min. 33 sec.	73.002
Late Model Stock Convertibles - Time Trial Paul Goldsmith (Ford)	9-15-57	39.10 sec.	92.071
Late Model Stock Convertibles - 150 Miles Curtis Turner (Ford)	5-5-57	1 hr. 48 min. 35 sec.	82.885
Late Model Stock Convertibles-300 Miles Gwyn Staley (Chevrolet)	9-15-57	4 hrs. 4 min. 2 sec.	73.755

*U.S. and World Record for Distance on one-mile track.

*The Langhorne
Speedway News*

IS YOURS WITHOUT OBLIGATION

Patrons of the Speedway will receive the NEWS by mail regularly.

Fill out and mail one of the post cards requesting that you be placed upon our mailing list.

You may obtain these cards from any of the ushers in the grandstand or at the office.

ALL PATRONS

are cordially invited
to visit in the Pits
following to-day's race.

You may have the opportunity to meet
your favorite drivers and look over
the race cars at close range.

All drivers will be happy to
autograph your souvenir
program book.

CONCESSION PRICES

This is the Official Price List — Pay No More
AT ALL REFRESHMENT COUNTERS AND IN THE GRANDSTAND

Burk's Frankfurters	25c
Hot Roast Beef Sandwiches	45c
Bottled Soft Drinks	15c
Hamburger Sandwiches	35c
Orange Drink	25c
Coffee	15c
Seal-Test Ice Cream	25c
Jumbo Peanuts	15c
Nestle Milk & Almond Bars	15c
Megaphone & Popcorn	25c
Hot or Cold Chocolate Drink	25c
Cigars 15c	Cigarettes 35c

