

**STAN and RUTH EISENHOWER
Owner & Mechanic of the
5 E and the 5 R**

by raycer27



There were a lot of great car owners back in the 50's and one of them was Stan Eisenhower. Drivers would never refuse a ride in Stan's cars because everyone knew his cars had the potential for winning races.



Stan was a master machinist and because of his credentials landed a job with an outfit that did

subcontract work for the Philadelphia Navy Yard making a multitude of special parts for Navy vessels, mainly submarines.

In his off time he would hang out at George Horner's garage, helping him with the stock car that he owned, the 4 B, which later became the 5 R.

Stan knew a lot of things that you could do to a flathead V8 that would give him a bit of an advantage over his weekly competitors and for the most part his cars handled pretty well and with good drivers, it was the perfect combination for a feature winning race car.

The Eisenhowers were a racing family, with Stan's wife Ruth involved with the W.S.C.A.R.A . (The Women's Stock Car Auto Racing Association) and competing in the Powder Puff division, plus their children were learning about racing. Their grandson, Jeff Eisenhower, races at Citrus County Speedway in north Florida at the present time. (See photo inset)



This was a very colorful and exciting era for stock car racing, especially in and around the Pleasantville area. There were Halloween parades, Fire and Rescue Squad functions; even the local

Last Time Seen, Uncle Dick Spotted Going Up a Dark Alley

Loaded with Bid-A-Buck bonuses that he gives to his nieces and nephews for the big Auction on August 25.

He was trying to make a getaway in his hot rod (Uncle Dick's 5-E) which is running every Saturday night at the Pleasantville Speedway on Washington Ave. The rod is maintained by two undercover men, Elmer Auer and Stan Eisenhower. Boy, what a mob.

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merchants were supporting racing by sponsoring cars and taking ads out in the newspapers, most establishments would have speedway posters in their windows every week. I think there was a stock car in most every gas station at one time and the kids could walk a few miles and probably see 10 to 15 cars in and around the town of Pleasantville.

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'51 BUICK "Special" standard city, radio heater.....	\$575	'52 CADILLAC Coupe, Model 62, power steering.	\$1795
'50 BUICK 4-Dr. Roadmaster, radio, heater.	\$495	'52 CHRYSLER equipped.	\$745
'55 PLYMOUTH "Savoy" 4-Dr. fully equipped.	\$1595	'53 DODGE equipped.	\$795

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Stan was friends with a fellow named Dick Collins, who owned Uncle Dicks Family Market in Bargaintown. Dick thought it would be a great idea to sponsor Stan's cars, it would be good for his business and at the same he was helping his friend Stan with the expenses on the car. Dick would then become a staunch supporter of local

stock car racing at P'ville Speedway, where he would donate hams or other merchandise to the drivers that won their feature races in addition to their trophies and prize money. (The tall guy in photo is Dick Collins)

The promotional ads for his market that Dick ran in the local papers were pretty



clever and done with a sense of humor and always had some reference to the local track, Stan and his driver, Elmer Auer.

Stan's main driver was Elmer Auer but he had others that drove his cars too. Bud Morganwick drove his car at Langhorne; Larry Voss drove a season or two, Johnny Bennett, Hal Lewis and Johnny Vellecco.

Stan also paid Al Tasnady \$50.00 to come down and set up the cars for him on Wednesday nights, to make sure that they were race ready



for the weekend.

One of the innovative moves that Stan did was to set up his cars to run high gear, most everyone else ran second gear and that was hard on the transmission. If you looked at cars from that era, they all had a hook welded at the dashboard that they could put the shifter into because it would jump out of gear if you didn't have one those. Once everyone understood the reason why Stan ran high gear, it didn't take long before they were all using third gear.

There was a season when they had run 9 or 10 races in a row that the car would overheat and Elmer would have to pull out of the race. They checked everything and it finally came down to a small inlet pipe on the fuel pump starving the motor and eventually had to drop out and go to the infield. Sources claim that problem drove Stan and Elmer nuts for that whole season.



Stan got a lot of parts from local junk yards, but he used to go to Stiney's junk yard on Rte.9 just past Giberson's diner where the "s" curve was. Stan Jr. says he was a black man who always had a cigar in his mouth but it was never more than an inch long. Stiney and Charlie Cohee were real good buddies, Charlie was a Sgt. On the P'ville police

force and also owned the #1 stock car that Frank Leeds drove.

They won a lot of heat and feature races and at least one championship, maybe two, in the years that they ran and they had quite a large fan club that routed them on every week.

Ruth, Stan's wife was just a little bitty girl and when she drove the 5 E, she had to put a bunch of pillows and cushions in the car so she could reach the pedals as Elmer Auer was over six foot tall who drove it on a regular basis.



I'm not sure but I think that's when Stan decided to set the 5 R up for Ruth so it was a little more comfortable for her to drive.

When the women wanted to start their own organization, they were



met with some opposition and what that was is unclear at this time but a gentleman, namely Stan Glassey was very instrumental in getting their association off the ground, the W.S.C.A.R.A. was now in place and the ladies had elections to vote for the various positions open in the club and most were very active, Ruth was the treasurer in the organization. In 1956 and 1957 Ruth took top honors in the ladies division, shown

here with Audrey Schromsky and Hazel Young.

Now, I would like to thank the Eisenhowers for sending me their family album. Stan Jr. and Jeff were very helpful in filling in the gray areas, so thanks again guys for trusting me with your priceless album.
