

## Speaking of Stocks....

By Harry Hoffman

What are the reactions of the stock car driver's wives as they watch their husbands screech around the turns and battle down the straight-aways in their mad dashes every Saturday night?

Most of them watch with mixed emotions, mixed because they're too nervous to know exactly how they feel.

Mrs. Earl Collins revealed that she is a pincher. She has to have someone close by that she can pinch to relieve the tension which mounts as she watches her husband hit the turns in the feature with hunks of iron crowded around him.

Incidentally, she is also a sideline backseat driver. This past Saturday when Earl took the lead, Ruth was sitting right behind him trying to keep the other cars away from him. She swayed on every turn, stomped on the gas when Tony Dell came up to make a challenge and continued a steady line of chatter throughout the 25 laps.

Mrs. John Fitzgerald is a chain smoker the moment her man steps behind the wheel. She also does a fine job of helping her husband avoid trouble and throw off the pursuers by her whispered commands from the sidelines.

She yells at the drivers who try to push past John or do him dirty in the turns and she can get pretty vehement when she feels one of the other drivers is pulling a nasty maneuver on her bread winner. However, she accepts philosophically the fact that John won't give up driving to calm her nerves and she has allowed him to build a miniature stock car for their 3 year old son, John Jr. who already is getting set for his debut in the soapbox derby races.

There are moments of worry for these sideline wives, as this observer discovered Saturday night while standing next to Mrs. Sal Moschella at the pit turn.

Mrs. Moschella was routing her husband home in the third heat when suddenly his car blew a tire and smashed through the fence close to the spot

where she stood. She turned and with the impact, shouted at the top of her lungs and rushed toward the scene.

Fortunately, as is the case in most of the mishaps at the local speedway, Sal was able to walk away from the collision and look for another car to ride in the feature so he wouldn't lose ground in the point race.

But it took his wife a lot longer to regain her composure; this is serious business for the women on the sidelines.

Editor's note: The text is the original written by Harry. I had to retype the article because it was barely legible because the article was so old and faded.

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OWNED BY ED ROBINSON of Pleasantville and driven by Tony Dell of Philadelphia. Tony won the 25 lap feature on May 30th.

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Owning a stock car might be an expensive hobby, but Pleasantville's Ed Robinson wouldn't trade it in for any other diversion. In fact he couldn't even if he wanted to, because his pretty wife Katherine and three children wouldn't let him. The entire family suffers from stockcaritis.

The fever doesn't abate even during the weeks when a "busted up" car forces Ed to spend every free moment out in the shop frantically working to get the hunk of iron ready for the next week's racing.

The third week out, Car 202 was completely demolished in a tangle with the fence. That week Ed and his crew put in 12 hours on Sunday, and five hours after his regular day's work was completed every evening to get 202 ready.

But the car made it to the races, and Robinson takes pride in the fact that he's never missed a night's racing because of an accident the previous week.

One of the things that Ed especially likes about stock car racing and the people connected with the sport is the way they come to the rescue when a car gets banged up pretty badly.

"There are usually a gang of fans who follow each car at the track, and they are always willing to help in any way possible when something goes wrong. They'll come by the shop and pitch right in to do something to help get the car ready. It's this good fellowship that makes it so much fun to be in the sport," Robinson points out.

He mentioned that John Fitzgerald, a welder and

driver from Wildwood, made the trip to Pleasantville every night when the car was in bad shape to do the welding while Robinson was working on other parts. "It's very seldom that you'll find people in other hobbies so willing to give their time and efforts to help you out of a jam."

Robinson admits that he would hate to try to figure up the man hours spent on the car at regular master mechanic's rates, and he knows it would be impossible to get out of purses the necessary expenses it takes to keep 202 in top shape each week.

"But no matter how much time and money you have to put in these things," he said pointing to his pride and joy, Car 202, it's worth it in the long run.

"Now and then you get down in the dumps when things go all wrong. Back in 1954 when 202 had a lot of trouble, I was about ready to fold up in mid-season. But Katherine kept on me to get the car back in condition again, and along with Elmer Auer we went on to take the point championship.

"Now Tony Dell is doing a fine job with the car, and though we had some tough luck, things seem to be going pretty good right now."

Will 202 and Tony come on to win the title this year?

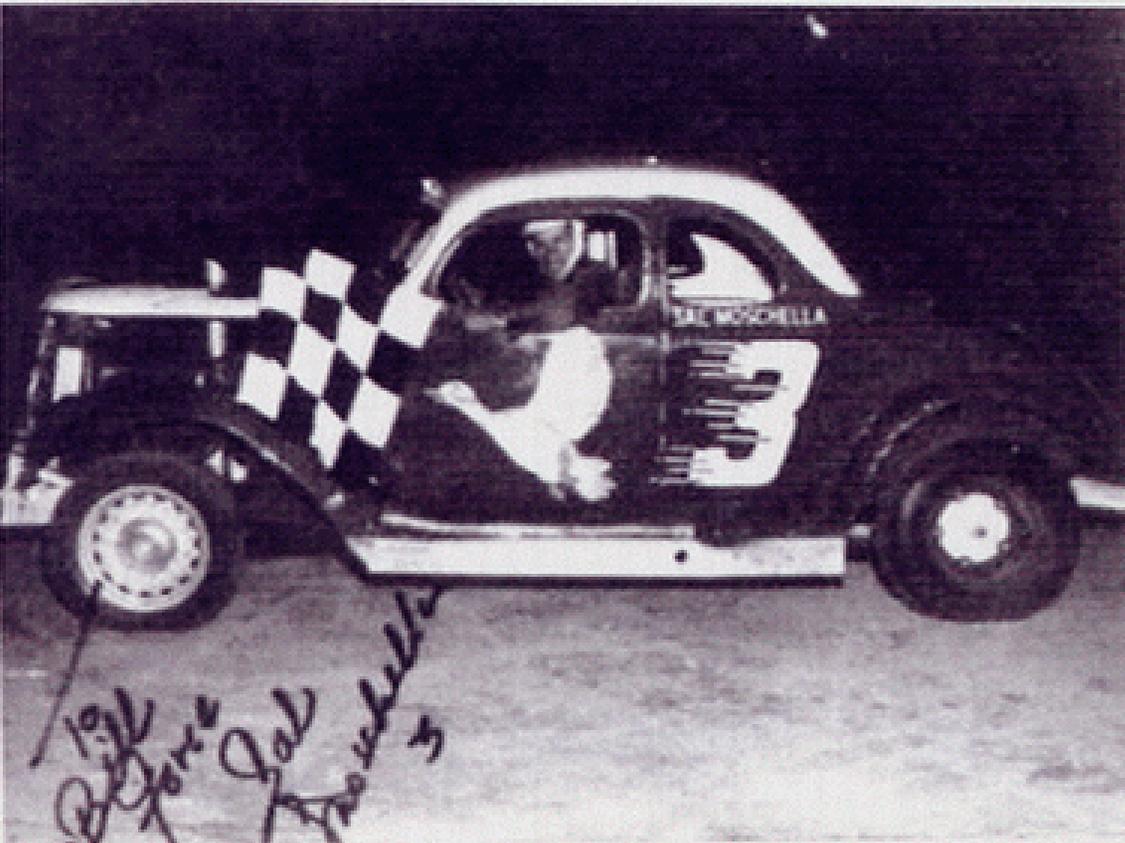
"That's always hard to say. But we'll have the car ready, and Tony will give it everything he has. And the family will be rooting. I figure it will take a good car and driver to beat that combination," the owner concluded.

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## Remember the P'ville Speed Way?

The De Feo "Duck" cars. Frank De Feo of Somers Point, New Jersey owned a duck farm where they raised Peking Ducks for restaurants and supermarkets. The cars were built on the ranch. The cars were driven by Charlie Angerman Sr. & Jr., Sal Moschella Sr. and many other top drivers of that time. The only known female driver to have driven any of De Feo's cars was Agnes Force, at the Pleasantville Speedway. The dead giveaway was the familiar duck painted on the sides and the corrugated fire walls made from the roof material off the duck pens. Some of the cars were scrapped or put behind Charlie Angerman's mothers home. In the 70's Bob Little had the blue and white duck 8 coupe. By the late 80's they were piles of scrap. John Hayes got what was left of a least two of them and they have been traded off. The last known coupe which Sal Moschella Sr. drove was the 3 Duck maroon and white. It was last seen in 1987-88, it is believed to have been taken to somewhere in Medford New Jersey.



Sal Moschella



ELMER AUER, driver of Car 5E, owned by Stan Eisenhower, sponsored by Uncle Dick Collins, winner of the feature race July 21.

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To those stock car racing fans who went home from the Speedway Saturday night thinking Philadelphia's Tony Dell had won the feature race, and read in the paper the next day that Elmer Auer of Northfield was the actual winner, here's an explanation of the situation.

The South Jersey Stock Car Racing Association, under whose auspices the local races are run, has a challenge rule to protect the drivers and owners who participate in the strictly stock events.

Under this rule a driver or owner who is suspicious of another car, believing it is not operating under strictly stock specifications, can post a \$25 challenge fee to have the car broken down after the racing.

After the car is broken down and it is discovered it is o.k., the \$25 is forfeited. But if the track officials discover that the car has been "souped" up in some way not allowed in the rules, the car and driver lose all points the car has gained during the season at the local track.

If an owner refuses to allow the car to be broken down, the car automatically loses its points as well as the driver, and the car is disqualified from any victories gained that particular night.

This was the case Saturday night. The owner of Car 947 refused to allow it to be dismantled when it was challenged. As a result it was automatically disqualified, and Auer, who finished second behind Dell, moved into the winning position.

Although the car is disqualified, driver Dell still retains his eligibility to drive at the local track, if he is signed by another owner.

It is apparent that this is a necessary rule to protect all the entrants. It is just about impossible for strictly stock cars to compete against modified jobs. And there is no way to know for sure whether a car has been modified unless it is broken down.

It isn't often that cars are challenged during a season, and very seldom does an owner refuse to allow the dismantling. It is unfortunate that this was the case Saturday night. As a result Dell, who had moved into contention for the season's point championship, lost his hard earned points.

To balance this unfortunate incident Saturday night, was the fine display of sportsmanship by Egg Harbor's Tom Jupin. When his home town pal Mel Holloway, present point leader here, lost a wheel and wrecked an axle on the first lap of the 25 lap feature, Jupin came to Mel's rescue.

Realizing that Holloway might lose the point leadership without a car to ride in the feature, Jupin offered to pass up the race and allow Mel to drive his car, since the race had to be restarted from scratch. Holloway accepted the offer and wound up in eighth place, gaining enough points to stay ahead of Larry Voss, who finished, and Sal Moschella, who was forced out before the end of the feature.

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Mel Holloway has been getting kicks messing around stock cars for six years. "You have to do it for kicks," Mel admits, "because you can't figure on making a living pushing these hunks of iron. Just like some people collect stamps or coins, working with stock cars is my hobby, and it's given me lots of fun and a few heartaches the past few years."

The personable young point leader at the local track, waiting for his heat to be called to the track last Saturday night, recalled his first heat six years ago at a "first bowl" in Tuckerton.

"The track must have been a worn out gravel pit, because once the race started you were playing blind man's bluff. The dust flew so thick that you couldn't see the car in front of you. Don't ask me how I finished in that first race. Fortunately, I do remember that I finished, looking like a camel that had spent the night in a desert sand storm."

"This track is paradise compared to those early days," the 26-year-old Egg Harbor driver pointed out. "The hard-top coating keeps the dust to a minimum, and once you get used to the various dips, you know how to drive it pretty well, and stay out of serious trouble of your own making."

Speaking of the track and learning about its dips, brought up the question of experience, and what it means to a stock car driver as the seasons pass. "There's no doubt that in each race you learn a little bit more about handling the track and your car to best advantage. Experience helps you to anticipate the moves of the

other drivers, and to be able to counter them with moves of your own. I'm certain that my experience at this track last season is helping me make a better showing this campaign."

Mel pointed out that it takes a good team to make a winning car. "First you have to have a good car to start with. Then you need a couple of alert and conscientious mechanics. Then you have to be willing to spend much of your spare time during the week getting the car ready. I have the car and the mechanics, and my wife works along with me when I spend a lot of time some weeks getting the car ready. So far the combination has worked pretty well, but there's still a long way to go before the season's point race is over," Mel admitted.

Mel talked with pride of Melvin, Jr., his 10-month-old offspring. The interviewer wondered if Mel, Jr. would be encouraged to follow in his father's wheel tracks. "That, of course, will be up to him. If he gets the same kicks out of driving that I do, he might decide to give it a whirl some day, but I won't be pushing him in that direction."

How does stock car driving on the track compare with driving in traffic on a crowded highway? "To tell you the truth, sometimes when I'm on the highway, I worry a little, because you never know what some driving fool might do. But out here most of the guys behind the wheel know the score, and even when you're ripping around the curves, you can figure how to keep your car out of trouble, if you stay alert. Like I said, before, it's a lot of fun, most of the time."