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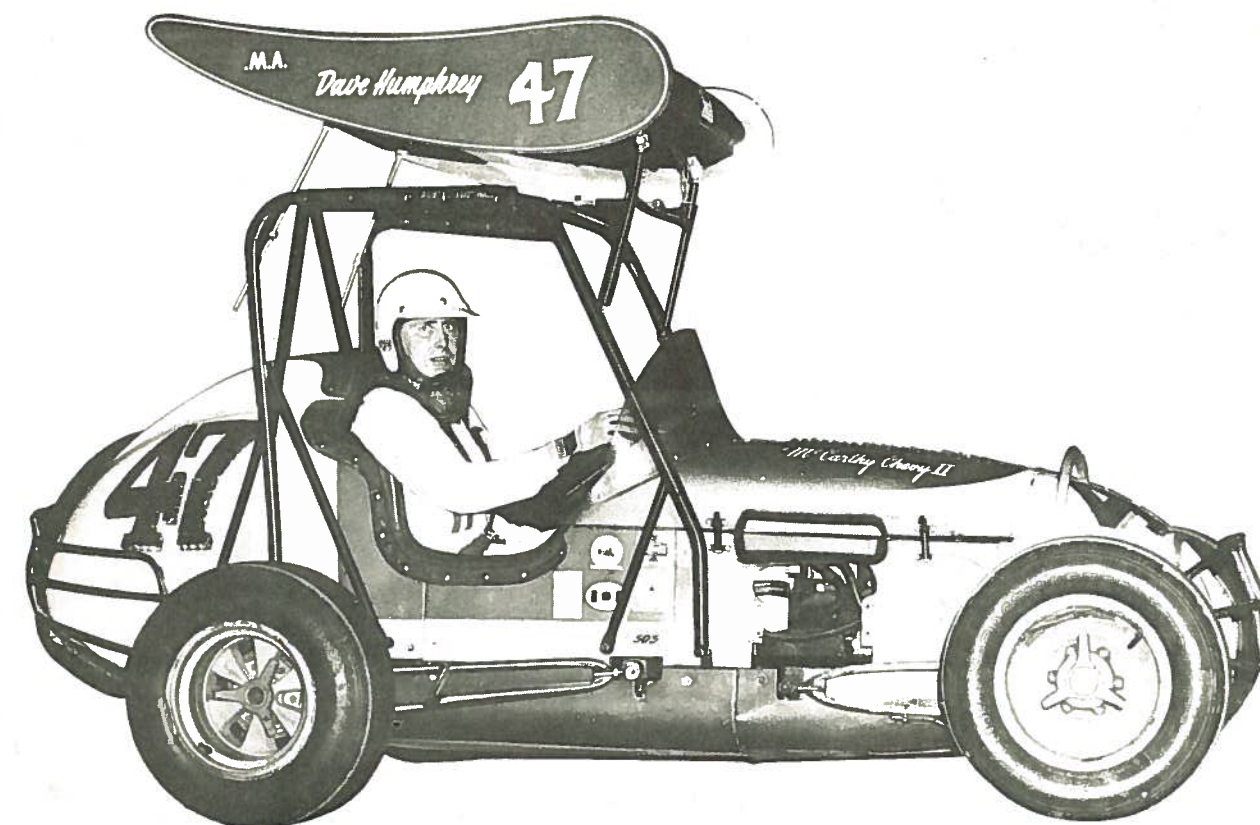
**SEE Mike or Joe for professional assistance
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NEMA

1971

YEARBOOK



1971 CHAMPIONS

DAVE HUMPHREY

McCARTHY CHEVY II

NORTHEASTERN MIDGET ASSOCIATION



Finest Competition
Racing Tires
Asphalt and Dirt
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Midgets-Stocks-Supers
All Sizes & Compounds

Flynn-Craft

Complete Chev II, V-8
1/2 Boss 302 Engines
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Front Drive Assemblies
Cylinder Head Assemblies
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Front and Rear Hubs
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Any offset axles
Change Gears
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Nomex
Flame-retardant
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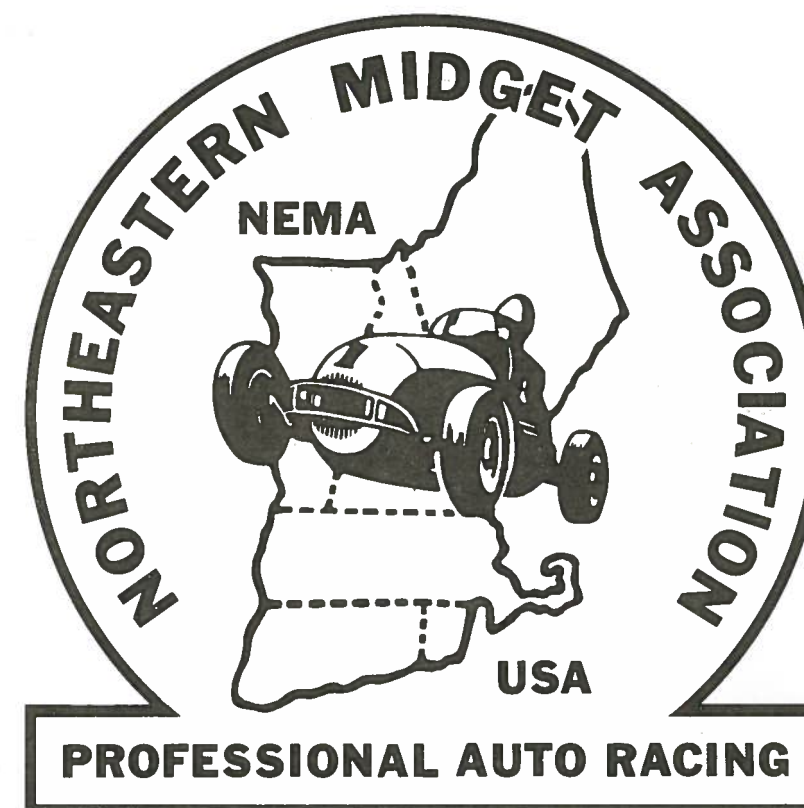
NORTHEASTERN MIDGET MIDGET ASSOCIATION YEARBOOK 1971

COMPILED AND EDITED BY JOE BOWEN

PHOTOS BY BOB MIOUR, BILL BALSER
ARNIE DeBRIER, LOWELL SUN

STATISTICS BY WEN KELLEY

PRODUCED BY A & H PRINTING and
COMPOSITION INC.



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DRIVER: DAVE HUMPHREY

CAR OWNER: JOHN McCARTHY

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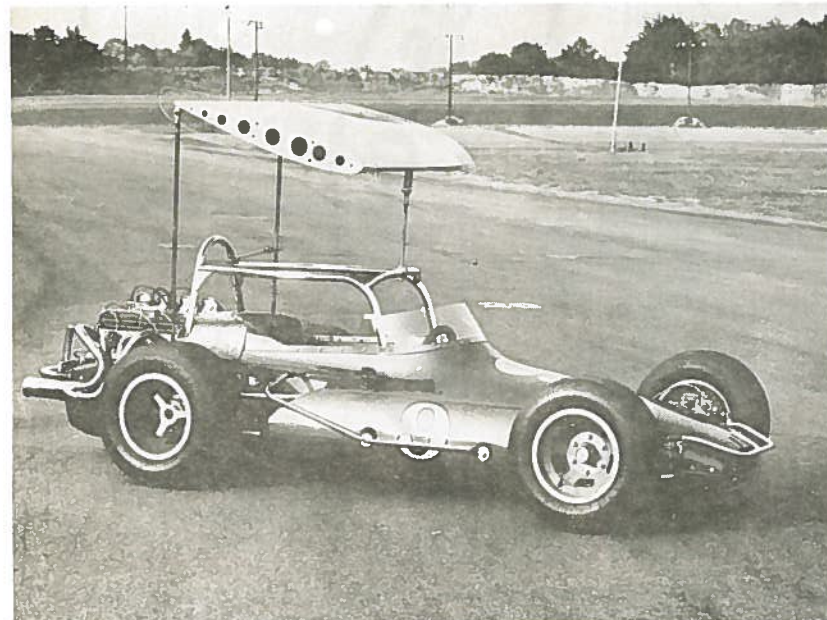
FARNUM PIKE RFD #3

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Midget Front & Rear Axles

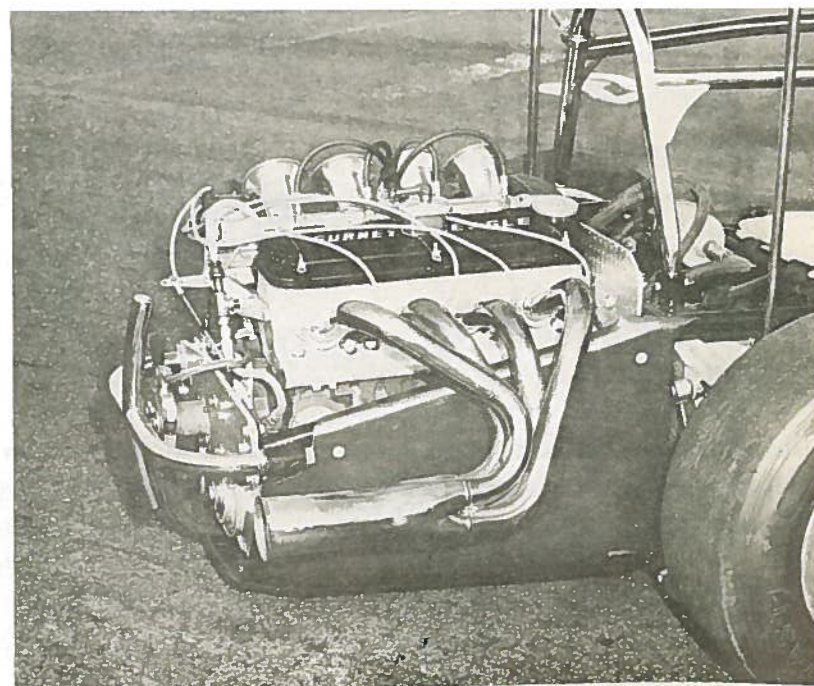


AMONG THE UNUSUAL CREATIONS FOR WHICH THE NEMA HAS BECOME NATIONALLY PROMINENT IS THIS BEAUTIFUL REAR ENGINE CAR OWNED BY BRUCE BUFFINTON OF SEEKONK, MASS. LAYOUT AND CHASSIS IS BY DON EDMUNDS AUTORESEARCH OF ANAHEIM, CALIFORNIA; ENGINE AND OTHER COMPONENTS WERE ASSEMBLED BY THE OWNER. THIS CAR HAS A VALUE IN EXCESS OF \$10,000. NOTE THE CLEAR PLASTIC WING RUDDERS.

BOB MIOUR PHOTO 1971

ENGINE OF THE BUFFINTON #9 IS MADE UP FROM THE LEFT BANK OF A FORD BOSS 302 WITH GURNEY-WESLAKE HEAD AND SLIDE VALVE FUEL INJECTION. IT IS MOUNTED BEHIND THE REAR AXLE WITH THE FRONT OF THE CRANK-SHAFT FACING THE REAR. CRANK BY MOLDEX; RADIATOR IS MOUNTED AT FRONT OF CAR, WATER IS CIRCULATED BY AN ELECTRIC PUMP.

BOB MIOUR PHOTO



N E M A

20th ANNUAL AWARDS BANQUET

COTTAGE HILL RESTAURANT

NOVEMBER 13, 1971

SPRINGFIELD, MASS.

BANQUET COMMITTEE

FRANK FERRARA

DON SLANEY

FELLOW MEMBERS, FANS AND FRIENDS OF NEMA:

This year's banquet program takes the form of a small, modest yearbook, the first ever for this organization. In future seasons it is hoped that this effort can be expanded to include a chronicle of the entire racing schedule but, since only three weeks was available in which to produce this initial volume, we are limited to a few highlights and photos of the outstanding cars and drivers of the NEMA.

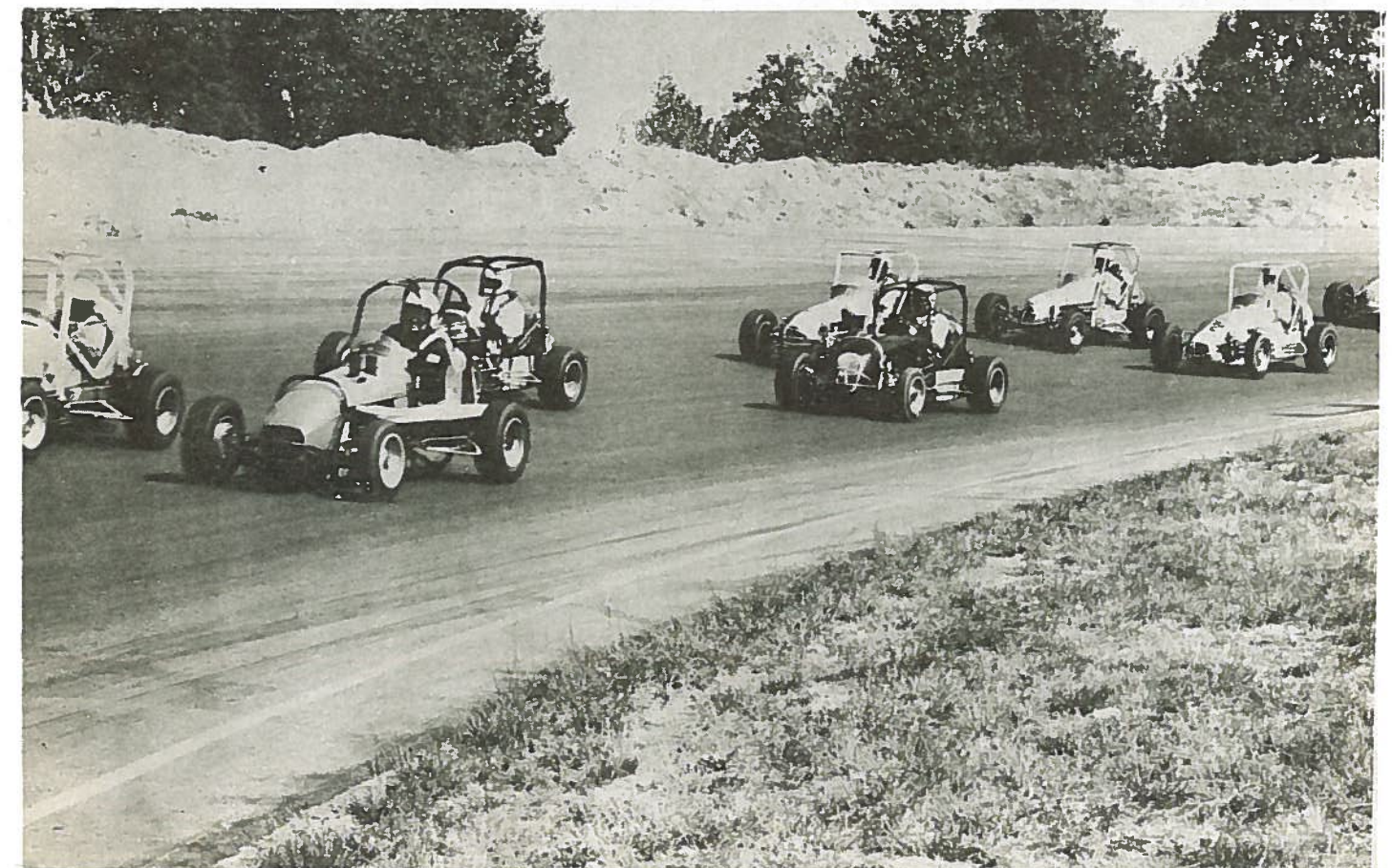
Last year's predictions of a banner 1971 season have been more than fulfilled. Consider the new innovations we now take for granted that come on the scene just this year; mandatory roll cages and shoulder harnesses, 8" wide tires, optional use of airfoils, 13" wheels and strange looking tires with TREAD on their running surfaces. And, biggest news of all, the presence of Jerry Wall and his revolutionary machine that startled midget racing out of the doldrums!

There are those among us who do not welcome the sight of such radical developments, but can any of us say with conviction that this year's competition has been anything less than tremendous? With the impetus provided by Jerry, and the heroic efforts of the likes of Dave Humphrey, Johnny Mann, Lou Fray, Ronnie Evans, Don Keller and Len Thrall to defend the honor of the status quo, we have enjoyed the finest season of NEMA midget racing ever seen. I can only add that more is yet to come!

Next year will bring the rear engine revolution into full focus. At least five brand new and different machines are now under construction, some are actually on wheels at this time. Is there more excitement in store for NEMA fans?? Please be advised. . . . , there most certainly IS!

1972. . . ,the year of the INNOVATORS!

JOE BOWEN



HISTORY OF NEMA

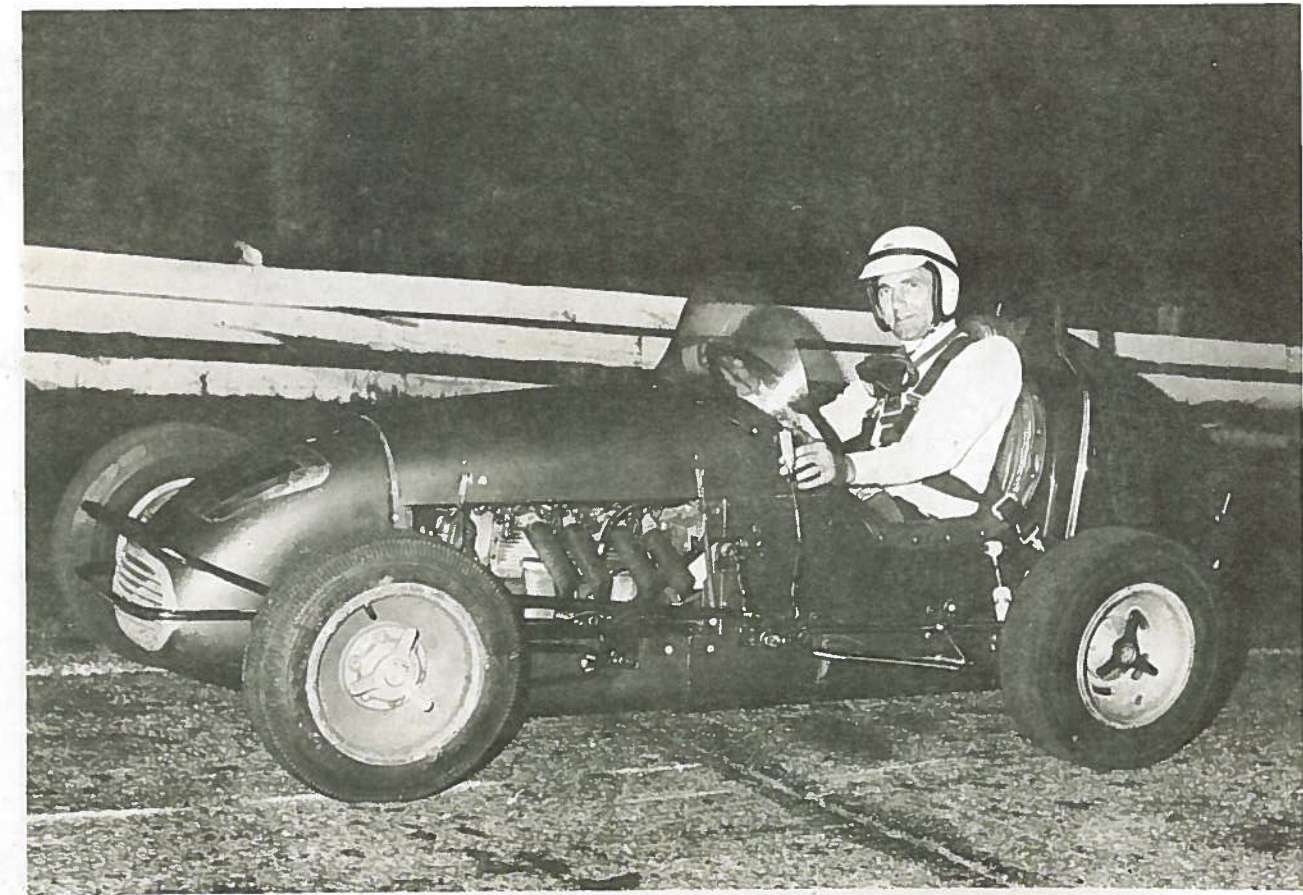
On March 8, 1953, a meeting was held at Thompson, Conn. for the purpose of forming a new midget auto racing organization. . . . out of that meeting grew a success story, the NORTHEASTERN MIDGET ASSOCIATION, INC. (NEMA) . The founders were dedicated racing men determined to salvage the remains of what had become the most fabulously successful spectator sport in the United States after World War II.

The first officially sanctioned NEMA race took place at the famed Seekonk Speedway in Mass. on May 30, 1953. It was a two part show in conjunction with the American Racing Drivers Club of New York (ARDC) , with each organization running it's own complete program. The NEMA cars and drivers came from the ranks of several other racing clubs which had fallen upon hard times and the pits of the infant organization were filled to capacity as no less than forty six cars signed in.

The years 1953 and 1954 saw the fortunes of midget racing at their lowest ebb - purses of less than \$300 with \$27 paid to the feature winner were quite common. Dedication and fortitude were indeed required during these dark days - they were provided under the leadership of Milt Dentch, the first club president, car owner Wen Kelley, driver Al Pillion and a few others who saw the NEMA gradually outgrow it's humble beginnings and emerge as a solid professional organization which prospered while other clubs faded out and were disbanded. Succeeding Mr. Dentch in the presidency were Al Pillion in 1954, Len Poe (1955 - 1962) , John McCarthy (1963 - 1967) , Bob Pascale in 1968 and McCarthy again in 1969 through the 1967) , Bob Pascale in 1968 and McCarthy again in 1969 through the present.

The early rules of NEMA prohibited the costly twin overhead camshaft Offenhauser engine from competition. It was felt that the Offys gave wealthy car owners such an advantage that those using modified stock engine blocks, who produced some very ingenious equipment, had too little chance at the top prize money and were being forced out of the sport for economic reasons. However, by 1957 the stock block powered machines were developed to such an extent that a limited number of the powerful Offys were permitted to compete. Since the quality of NEMA drivers had always been quite high from the beginning it wasn't long before the cars showed the result of increased skill in construction and preparation. Inevitably, in 1963, all restrictions were removed against the Offys. Along with the improved competitive position of the stock block machines came a renewal of interest in midget racing among the competitors as well as the fans, who came out in large numbers to see Ford Falcon and Chevy II engines take their share of wins over the mighty Offy.

THE FIRST NEMA CHAMPION
BILL ELDRIDGE CHELMSFORD, MASS.
BILL BALSER PHOTO



The late great Joe Csiki was one of those responsible for the great strides in stock engine development. He attained national fame not only as a spectacular driver but also as a designer and constructor of radically different and successful complete race cars. His brilliant career was tragically ended in 1967 when he lost his life in a sprint car at the age of thirty one. The NEMA takes great pride in calling him one of it's own and the heritage he left is in very good hands. Top veteran drivers like Dave Humphrey, Lou Fray, Johnny Mann, Ronnie Evans, Don Keller, Bob Cherry, Len Thrall, Ray Roberts, George Monsen, Johnny Kay, Walt Gale, Bob Hart, Jerry Wall, Johnny Coy and Dutch Schaefer continue to thrill thousands of racing fans with their skill, daring and experience. Backed up by a fine group of rising stars and enthusiastic young drivers and car owners this organization has presented some of the best racing seen anywhere.

Smooth driving Bill Eldridge of North Chelmsford, Mass. was the first NEMA driving champion in 1953, and he repeated this performance three more times. He has been followed by a distinguished array of racing champions who have earned their rightful places among the best the sport has ever known. A few of the original members are still active in the organization including drivers Len Thrall, Dick Gallagher and Ray Roberts and car owners Ray Kelley, Mario Leonardi and Wendell Kelley, who is still very much a dominant force in the leadership of the club as he has been from the beginning. In addition to the duties of Secretary/Treasurer he also holds the difficult position of handicapper and statistician, performing these duties so well over the years that he has come to be regarded as one of the most capable and respected officials in the auto racing fraternity.

President John McCarthy brings to NEMA a wealth of high level business experience which is utilized to the great advantage of the organization. He holds the position of Director of Planning & Systems with Wyman-Gordon Corporation, one of the world's foremost metals forgings companies, as well as directorships of a bank and a hospital in the Worcester, Mass. area. Despite his busy schedule he manages to find time to act as Business Agent for the NEMA and to maintain a very powerful and successful race car. His famous #47 ChevyII has been driven to many victories in the past several years by drivers such as Dave Humphrey and Lou Fray, and earned the car owner championship during the 70 and '71 seasons.

With the recent Boom in the popularity of motor sports in general has come a great increase in the demand for programs featuring the small, agile and powerful speedway cars known for many years as midget race cars. Old timers are afforded a nostalgic look at the highly refined descendants of their favorite racing machines of the past. Young fans are being treated in increasing numbers to the spectacle of racing excitement only midgets can provide. Especially to younger fans is the introduction of such exotic accessories as airfoils, or wings, wide tires and cars of unusual design and configuration which allow and encourage widely diversified experimentation. Despite, or perhaps because of, these changes the competition remains as fine as ever, while the NEMA continues to progress and grow with the same vigor which has now placed this organization among the three foremost sanctioning bodies in the U.S. and THE foremost in Canadian midget race presentation!

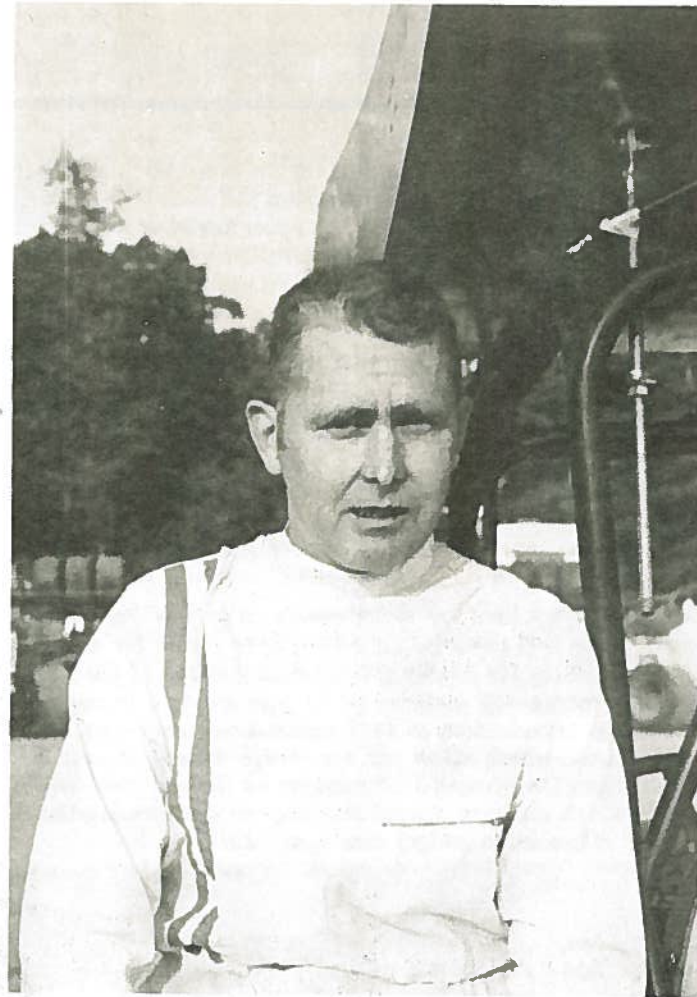
DRIVING CHAMPIONS – PAST AND PRESENT

1953	BILL ELDRIDGE
1954	BILL ELDRIDGE
1955	RAY BURKE
1956	AL PILLION
1957	BILL ELDRIDGE
1958	BILL ELDRIDGE
1959	AL PILLION
1960	DICK BROWN
1961	DICK BROWN
1962	JOE CSIKI
1963	JOE CSIKI
1964	WALT GALE
1965	JOE CSIKI
1966	RAY ROBERTS
1967	DAVE HUMPHREY
1968	DAVE HUMPHREY
1969	DAVE HUMPHREY
1970	DAVE HUMPHREY – LOU FRAY
1971	DAVE HUMPHREY



THE LATE JOE CSIKI – A BRIEF GLIMPSE OF GREATNESS!!
ARNIE DeBRIER PHOTO

THE CHAMP, NUMBER ONE



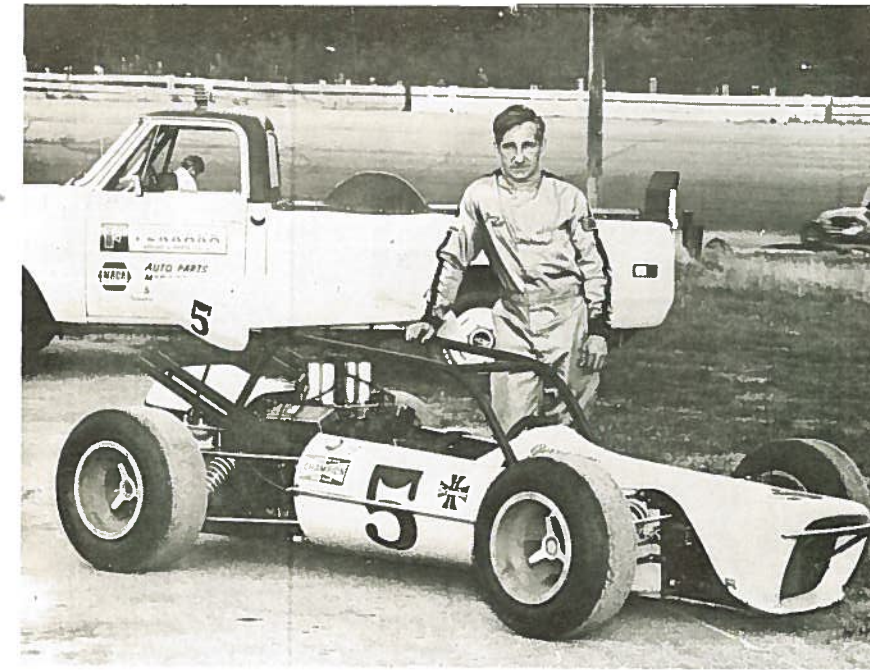
PORTRAIT OF A CHAMPION!
DAVE HUMPHREY SEEKONK, MASS.
BOB MIOUR PHOTO

It is very difficult to make a comparison among race drivers, especially if those we wish to compare are no longer active, or have become much older and have lost the sharp edge they once had. An examination of the records, however, would tend to persuade us that Dave Humphrey, the Seekonk Superman, is probably the most consistent front running driver in NEMA history. Imagine five consecutive driving championships, in every type of car, some of these so hard fought that in 1970 a tie developed between he and Lou Fray. During those five years Dave has won 26 feature victories and amassed 916 points more than the next highest point total.

He has not always had the benefit of the fastest or best handling car on the track either, but on many occasions he has been the difference between a victory and a mediocre finish. Some of the rides this man has taken in race cars over the years are absolutely astounding to watch! And, at the age of 46, there is no indication Dave intends to slow down.

It was in 1946 he took his first ride in a midget, then switched to stock cars, in which he became a renowned champion for many years. After a highly successful few seasons with the sprinters, including USAC and URC, it was back to the small cars again in 1964, and what do we have now?? Just one of the finest midget drivers there is. ANYWHERE!!

2nd PLACE DRIVER & CAR OWNER



JERRY WALL'S BRILLIANT PERFORMANCE IN THE FIRST SEASON WITH THE NEW CAR RESULTED IN EIGHT FEATURE WINS. ASPHALT MIDGET RACING WILL NEVER BE THE SAME AGAIN!
2nd PLACE DRIVER AND CAR

BOB MIOUR PHOTO

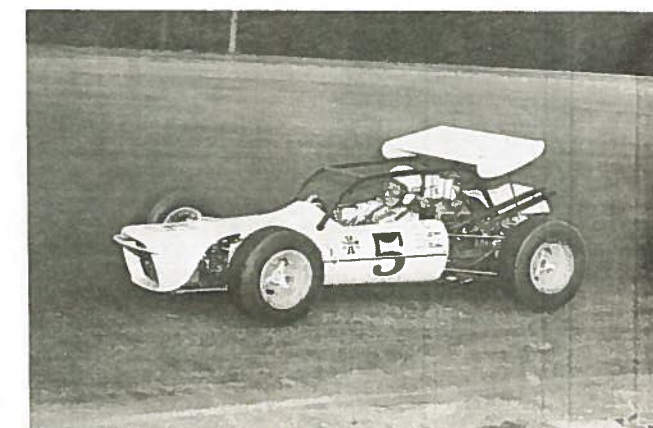
He came out of Little Falls, New Jersey with his bright and shiny new jewel, and he wrote a chapter in the history of midget auto racing by himself in 1971. Jerry Wall, with his brilliantly designed and beautifully crafted mid-engine Chevy V4, defied all the standards of conventionality and, in one swift stroke, all other equipment became obsolete. After this brief interval of time we now know that asphalt racing will never be the same again!

Some may have the impression that since Jerry operates his own auto body shop he has unlimited time to work out his race car genius. Not so, he keeps the car at home and devotes business hours to business! However, this does leave time for serious study, and Jerry did his homework well indeed!!

His first time on the oval speedpaths was behind the wheel of a TQ at Teaneck Armory in N. J. in 1958. Before leaving the tiny speedsters he was the ATQMRA champ in 1965, and a consistent front runner whenever he started his engine. The ARDC found him after that and he proved more than equal to the job in this tough professional circuit by placing fourth in the final standings in 1969. Twelve feature races were his in the powerful full size midgets under the ARDC banner, and eight more were added in the '71 season under NEMA sanction.

On June 5th of this year at Stafford Springs, Conn. Jerry stood the open cockpit racing world on it's collective ear with a sensational victory over some of the finest midget racing competitors in the country, marking the very first time in the long history of this division that any car with it's engine behind the driver had ever won a feature race. The entire NEMA organization takes a great deal of pride in extending a hearty "BRAVO, WELL DONE!!" to a fine professional racing man. Jerry Wall.

"OVERHEARD IN THE PITTS"
HEY DUTCH, HOW LONG HAVE YOU
BEEN DRIVING RACE CARS??
"THREE YEARS, BUT I PRACT-
ICED FOR 32 YEARS BEFORE
THAT!!"



JERRY WALL TAKES A FAST LAP IN HIS REVOLUTIONARY SELF DESIGNES NEW CAR

BOB MIOUR PHOTO

3rd PLACE DRIVER



JOHNNY MANN READY TO GO IN THE IMMACULATELY PREPARED STROPOLI CHEY II – EASTER SUNDAY 1971 THOMPSON, CT. 3rd. PLACE DRIVER
BOB MIOUR PHOTO

In a year of the closest sustained competition ever seen in NEMA this veteran professional race driver led the point standings more than anyone else. Johnny Mann came into the north country for every show and was a serious contender whenever his famous Stropoli Chevy II got fired up! You know it!! On those occasions when the black beauty was not able to run Johnny came without a ride, along with wife Dottie and son Billy, to keep the pressure on the front runners.

Born November 24, 1926 Mann drove his first race in 1950 and 1952 won the track championship at three different Long Island stock car ovals during the SAME YEAR! He had also participated in motorcycle racing and even tried the once popular motorcycle polo several times. After switching to the open cockpit midgets he became the NASCAR champ and was several times ARDC non-Offy driving champion. There have been so many occasions on which Johnny has missed winning the ARDC championship by the barest of margins that he doesn't even like to think about it any more.

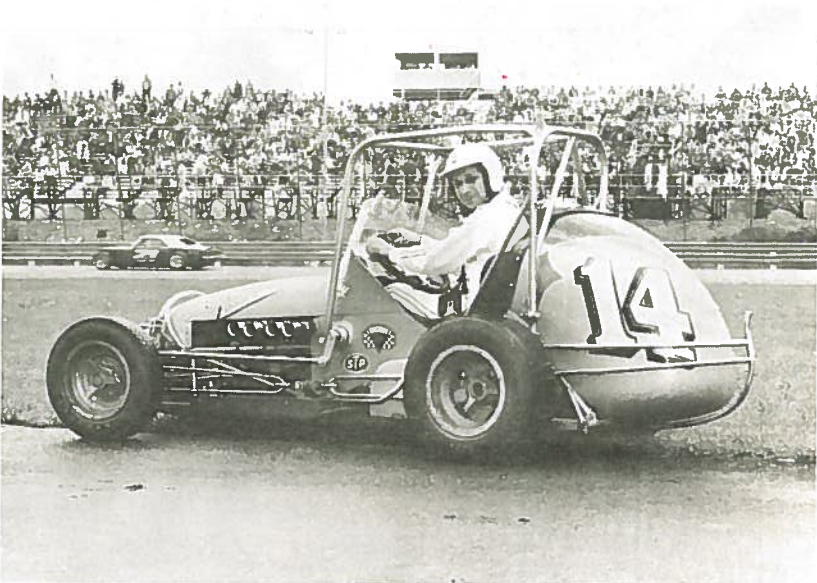
Despite the fact that our track announcers have great difficulty in pronouncing his home town, Ronkonkoma, New York, the NEMA organization is extremely pleased and proud to have with us a racing gentleman of the high caliber and dedication of Johnny Mann., a true champion in every respect!!



"OVERHEARD IN THE PITTS"
FRANK FERRARA, IN CONCLUDING A DRIVERS MEETING – "NOW I WANT ALL OF YOU GUYS TO WATCH OUT NOT TO RUN OVER JERRY WALL'S LITTLE BUG YOU MIGHT KILL IT!!!"

OVERHEARD IN THE PITTS
(at THOMPSON)
HEY PASCALE, HAVE YOU GOT A SET OF 5.51 GEARS WE CAN BORROW???

FOURTH PLACE DRIVER



LOU FRAY IN THE PASCALE OFFY #14 AT STAFFORD SPRINGS. LATER IN THE SEASON HE TOOK THIS CAR INTO VICTORY LANE THE FIRST TIME OUT WITH A NEW SESCO ENGINE. 4TH PLACE DRIVER
BOB MIOUR PHOTO

A GREAT PROFESSIONAL DRIVING VETERAN, LOU WAS NEMA CO-CHAMPION IN 1970.

FIFTH PLACE DRIVER



RONNIE EVANS – ELLINGTON, CONN. ONE OF AUTO RACING'S FINEST GENTLEMEN AND MOST CAPABLE DRIVERS. 25 YEARS IN THE BUSINESS AND HE'S IN THE TOP FIVE AGAIN THIS YEAR, AS ALWAYS.
BOB MIOUR PHOTO

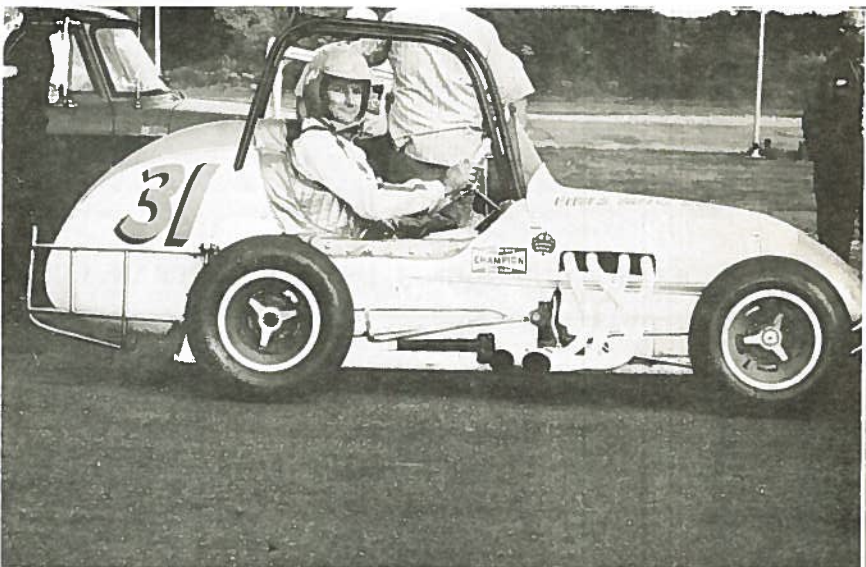


SIXTH PLACE DRIVER

THIS IS HOW A STUNNED YOUNG RACE DRIVER LOOKS JUST MOMENTS AFTER HIS VERY FIRST FEATURE VICTORY DANDY DON KELLER PULLS INTO VICTORY LANE TO RECEIVE HEARTY CONGRATULATIONS AFTER HIS FINE VICTORY AT STAR ON JULY 18th. FOR GOOD MEASURE HE ADDED ANOTHER CONVINCING WIN AT OXFORD PLAINS A WEEK LATER. CAR IS THE POWERFUL RALPH MILLER SESCO #3. LOWELL SUN PHOTO

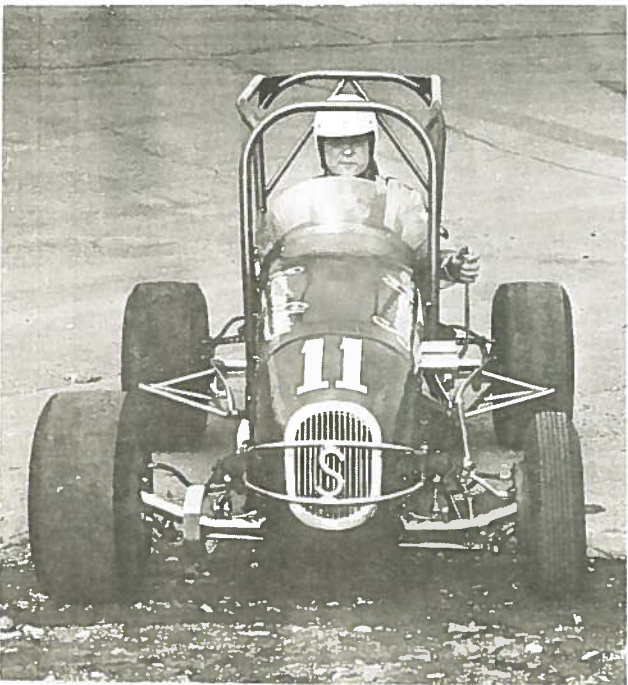
SEVENTH PLACE DRIVER

LEN THRALL - BROAD BROOK, CONN. PICTURED HERE IN THE BRAND NEW SMOKEY SECONDO OFFY. THIS TEAM FAILED TO CAPTURE A FEATURE VICTORY BUT RAN SO CONSISTENTLY WELL THAT A TOP TEN FINISH WAS INEVITABLE. AT SEASON'S END LEN AND THE #31 WERE AMONG THE HIGHEST HANDICAPPED CARS IN THE CLUB, MEANING THEY STARTED WAY BACK! NOTE ROLL CAGE IS INTEGRAL WITH CHASSIS. BOB MIOUR PHOTO



EIGHTH PLACE DRIVER

RAY ROBERTS - ESMOND, R.I. THIS POPULAR VETERAN RACE DRIVER SAVED HIS MOST SPECTACULAR ACTION UNTIL THE END, AFTER SEWING UP EIGHTH PLACE IN THE POINT STANDINGS WITH CONSISTENT FINE RUNNING ALL YEAR, RAY WENT THROUGH A MONUMENTAL SERIES OF END OVER END FLIPS AT THOMPSON TO CLOSE OUT THE SEASON! WE MAY NEVER AGAIN SEE THE SONNY SEAGRAVE CHEVY II IN THIS CONDITION. BOB MIOUR PHOTO



1971 POINT STANDINGS

DRIVERS			OWNERS		
1	DAVE HUMPHREY	1010	#47	JOHN MCCARTHY	1026
2	JERRY WALL	994	#5	JERRY WALL	996
3	JOHNNY MANN	966	#14	BOB PASCALE	947
4	LOU FRAY	947	#10	CHUCK DANIEL	893
5	RONNIE EVANS	901	#4	BOB PASCALE	807
6	DON KELLER	804	#66	NICK STROPOLI	792
7	LEN THRALL	730	#12	GEORGE GERMOND	749
8	RAY ROBERTS	644	#3	RALPH MILLER	733
9	BOB HART	468	#31	SMOKEY SECONDO	657
10	FRED WALSH	399	#11	WALT SEAGRAVE	619
11	BOB PICK	377	#75	JOHN MARTIN	523
12	BOB CHERRY	375	#3	FRANK FAHEY	445
13	LEE SMITH	365	#19	BILLINGTON-NOGERA	405
14	WALT GALE	318	#55	RICKY HART	382
15	BOB KEYSER	307	#25	BOB CHERRY	358
16	JOHNNY COY	294	#77	BOB PICK	316
16	JOHN ROMANO	291	#21	MIKE SCRIVANI, JR.	316
18	CHUCK HOUSTON	278	#8	FELIX YURIS	304
19	RUSS KLAR	274	#32	FULLER BROS.	286
20	GEORGE MONSEN	269	#74	CHUCK HOUSTON	283
21	JOHNNY KAY	242	#7-11	PAUL YOUNG	266
22	SONNY SANDERS	220	#00	FRED WALSH	253
23	DUTCH SCHAEFER	219	#82	KEN GYPSON	253
24	RICHIE FULLER	207	#33	RAY KELLEY	237
25	DICK GALLAGHER	169	#58	JERRY CONNORS	237
26	HANK STEVENS	149	#10	MIKE SHEEHAN	232
27	BOBBY ALBERT	122	#7	DICK GALLAGHER	190
28	JOHNNY EVANS	114	#5	MIKE SHEEHAN	189
29	ED DEVOE	113	#60	RALPH SMILEY	158
30	NELSON MOORE	53	#1	ED CZYZEWSKI	138
31	C. JONES	51	#13	ED DEVOE	118
32	HANK VALENTINE	43	#61	JIM RIEDER	112
33	JOHNNY COY, JR.	30	#23	FRED ORLANDO	106
34	TED LUCE	22	#83	ED DARRELL	102
35	JOE BOWEN	21	#82	LARRY CAVANAUGH	100
			#87	CLEVELAND BROS.	93
			#17	R. HANRAHAN	87
			#54	BILL DORER	85
			#51	MARIO LEONARDI	77
				H. JONES	63
			#28	KEN COWLES	62
			#61	JIM O'BRIEN	61
			#68	LEN ROBERTS	61
			#22	JIM CARDINALE	45
			#43	BOB KEYSER	38
				TED LUCE	37
			#24	CHARLIE GARDNER	34
			#23	HANK VALENTINE	20
			#7	DAN O'BRIEN	18
			#15	RALPH EVASCHUK	16

*INDICATES ENGINE CHANGE DURING SEASON - KELLEY #33 EARNED MOST POINTS WITH A FORD V8 ENGINE.

1971 RACE RESULTS

TRACK		WINNER	CAR	ENGINE	SECOND	CAR	ENGINE	THIRD	CAR	ENGINE	FOURTH	CAR	ENGINE
THOMPSON	4-11	COY	BRENN	4	SESCO	KIRK	BRENN	2	SESCO	SANDERS	PASCALE	4	OFFY
WESTBORO	4-17	HUMPHREY	McCARTHY	47	CHEVY II	MANN	STROPOLI	66	CHEVY II	GALE	BILLINGTON	19	OFFY
SEEKONK	5-1	HART	CZYZEWSKI	1	FALCON	KELLER	GERMOND	12	OFFY	MANN	YOUNG	7-11	OFFY
MALTA	5-7	BAILEY	FAHEY	3	OFFY	DUNCAN	FERGUSON	6	OFFY	STOVER	SHEEHAN	10	SESCO
MALTA	6-4	COY	BRENN	4	SESCO	MANN	STROPOLI	66	CHEVY II	CARTER	RIEDER	61	SESCO
STAFFORD	6-5	WALL	WALL	5	CHEVY V4	FRAY	PASCALE	14	OFFY	THRALL	PASCALE	4	OFFY
STAR	6-13	HUMPHREY	McCARTHY	47	CHEVY II	FRAY	PASCALE	14	OFFY	EVANS	DANIEL	10	COMET
WESTBORO	6-19	FRAY	PASCALE	14	OFFY	MANN	STROPOLI	66	CHEVY II	ROBERTS	SEAGRAVE	11	CHEVY II
STAR	7-4	HUMPHREY	McCARTHY	47	CHEVY II	BERGIN	SECONDO	31	OFFY	WALL	WALL	5	CHEVY V4
MELTA	7-9	COY	BRENN	4	SESCO	CARTER	RIEDER	61	SESCO	FRAY	PASCALE	14	OFFY
DEVIL'S BOWL	7-11	WALL	WALL	5	CHEVY V4	EVANS	DANIEL	10	COMET	THRALL	PASCALE	4	OFFY
STAR	7-18	KELLER	MILLER	3	SESCO	FRAY	PASCALE	14	OFFY	EVANS	DANIEL	10	COMET
WESTBORO*	7-24	MANN	STROPOLI	66	CHEVY II	THRALL	SECONDO	31	OFFY	KLAR	NAGY	9	OFFY
OXFORD	7-25	KELLER	MILLER	3	SESCO	MANN	STROPOLI	66	CHEVY II	FRAY	PASCALE	14	OFFY
STAR	8-1	MANN	STROPOLI	66	CHEVY II	HUMPHREY	McCARTHY	47	CHEVY II	WALL	WALL	5	CHEVY V 4
PLATTSBURGH	8-7	WALL	WALL	5	CHEVY V4	KELLER	MILLER	3	SESCO	WALSH	PASCALE	4	OFFY
DEVIL'S BOWL	8-8	WALL	WALL	5	CHEVY V4	EVANS	DANIEL	10	COMET	BAILEY	FAHEY	3	SESCO
OXFORD	8-14	WALL	WALL	5	CHEVY V4	HUMPHREY	McCARTHY	47	CHEVY II	KELLER	MILLER	3	SESCO
STAR	8-15	WALL	WALL	5	CHEVY V4	ROBERTS	SEAGRAVE	11	CHEVY II	BAILEY	FAHEY	3	SESCO
STAFFORD	8-21	FRAY	PASCALE	14	SESCO	EVANS	DANIEL	10	COMET	KAY	SECONDO	31	OFFY
STAR	8-29	MANN	STROPOLI	66	CHEVY II	HUMPHREY	McCARTHY	47	CHEVY II	WALL	WALL	5	CHEVY V4
SEEKONK*	9-5	WALL	WALL	5	CHEVY V4	MANN	STROPOLI	66	CHEVY II	EVANS	DANIEL	10	COMET
THOMPSON	9-19	HUMPHREY	McCARTHY	47	CHEVY II	THRALL	SECONDO	31	OFFY	KLAR	NAGY	9	OFFY
THOMPSON	10-3	WALL	WALL	5	CHEVY V4	SANDERS	SCRIVANI	21	OFFY	BAILEY	GERMOND	12	OFFY

* indicates 100 lap event

NUMBER OF FEATURE WINS

DRIVERS

J. WALL	8
D. HUMPHREY	4
J. MANN	3
J. COY	3
D. KELLER	2
L. FRAY	2
B. HART	1
R. BAILEY	1

OWNERS

J. WALL	#5	8
J. McCarthy	#47	4
N. STROPOLI	#66	3
K. BRENN	#4	3
R. MILLER	#3	2
R. PASCALE	#14	2
E. CZYZEWSKI	#1	1
F. FAHEY	#3	1

MOST OFTEN IN FIRST FOUR POSITIONS

DRIVERS

J. MANN	14
J. WALL	11
D. HUMPHREY	10
L. FRAY	8
D. KELLER	6
L. THRALL	6
R. EVANS	6

OWNERS

N. STROPOLI	#66	11
J. WALL	#5	11
J. McCarthy	#47	10
R. PASCALE	#14	8
C. DANIEL	#10	6
S. SECONDO	#31	6
R. PASCALE	#4	5

MOST HEAT WINS

DRIVERS

D. KELLER	11
J. WALL	10
J. MANN	9
D. HUMPHREY	7
L. FRAY	4
R. EVANS	3
L. THRALL	3
S. SANDERS	3

OWNERS

J. WALL	#5	10
R. MILLER	#3	9
N. STROPOLI	#66	8
J. McCarthy	#47	7
G. GERMOND	#12	4
M. SCRIVANI	#21	4
C. DANIEL	#10	3
R. PASCALE	#4 & 14 ea.	3

FACTS OF INTEREST

OWNERS COMPETING IN EVERY SHOW

JOHN McCarthy	#47	JOHN MARTIN	#75
BOB PASCALE	#14	SONNY SEAGRAVE	#11

OWNERS MISSING ONLY ONE SHOW

JERRY WALL	#5	BOB PASCALE	#4	GEO. GERMOND	#12
------------	----	-------------	----	--------------	-----

OWNERS MISSING TWO SHOWS

RICKY HART	#55	RALPH MILLER	#3
CHUCK DANIEL	#10	KEN GYPSON	#82

STATE CHAMPIONS - BASED ON FIRST FOUR POSITIONS

NEW HAMPSHIRE:	DAVE HUMPHREY	McCARTHY	#47
MASSACHUSETTS:	JOHNNY MANN	STROPOLI	#66
CONNECTICUT:	LEN THRALL	SECONDO	#31
NEW YORK:	JOHNNY COY	FAHEY	#3
VERMONT:	JERRY WALL	WALL	#5
MAINE:	DON KELLER	MILLER	#3

FEATURE WINS FOR ENGINE TYPES

CHEVY V4	8	first four positions	OFFY	36
CHEVY II	7		CHEVY II	25
SESCO	6		SESCO	17
OFFY	2		CHEVY V4	11
FALCON	2		FALCON	7

FIFTY THREE DIFFERENT REGISTERED OWNERS COMPETED IN NEMA EVENTS DURING

1971	OFFY	15	FORD V8	3
	FALCON	14	VOLVO	2
	CHEVY II	9	ALFA	1
	SESCO	8	CHEVY V4	1

THE AWARD WINNERS 1971

JOHNNY THOMSON MEMORIAL TROPHY

courtesy Bill Estabrook & friends

OXFORD PLAINS SPEEDWAY SPORTSMANSHIP AWARD

courtesy Bob and Sandy Bahre. RAY ROBERTS

ESMOND, R. I.

JOE CSIKI MEMORIAL TROPHY

Most Improved Driver. LEE SMITH

LEXINGTON, MASS.

MECHANIC OF THE YEAR

Design & Construction. JERRY WALL

LITTLE FALLS, N.J.

ROOKIE OF THE YEAR

NEMA Award. JOHN EVANS

ELLINGTON, CONN.

PAT THIBODEAU MEMORIAL TROPHY

Best Appearing & Prepared Car. NICK STROPOLI & CREW #66
STATEN ISLAND, N. Y.

ED CLOTHIER MEMORIAL TROPHY

Top O.H.V. Driver. DAVE HUMPHREY

SEEKONK, MASS.

HARD LUCK AWARD

NEMA Award. WALT "SONNY" SEAGRAVE

UXBRIDGE, MASS.

WORKING MECHANIC AWARDS

courtesy Frank Maratta - National Rod & Custom Show, Hartford, Conn.

DON MARDIROSIAN #47 AL SZYMANSKI #5 PHIL FLETCHER #14 JERRY O'CONNEL #10

NEW HAMPSHIRE STATE MIDGET CHAMPIONS

courtesy STAR SPEEDWAY & NESMRA DAVE HMPHREY McCARTHY #47

SURPRISE AWARDS

NEMA PRESS AWARDS

LEN SAMMONS
JACK SCHWARTZ
ROSEMARY MOFFAT
SKIP EMPEY
SAM WEISBERG
PETE ZANARDI

AARN
ISN
CAVALCADE
AARN
LOWELL SUN
HARTFORD TIMES

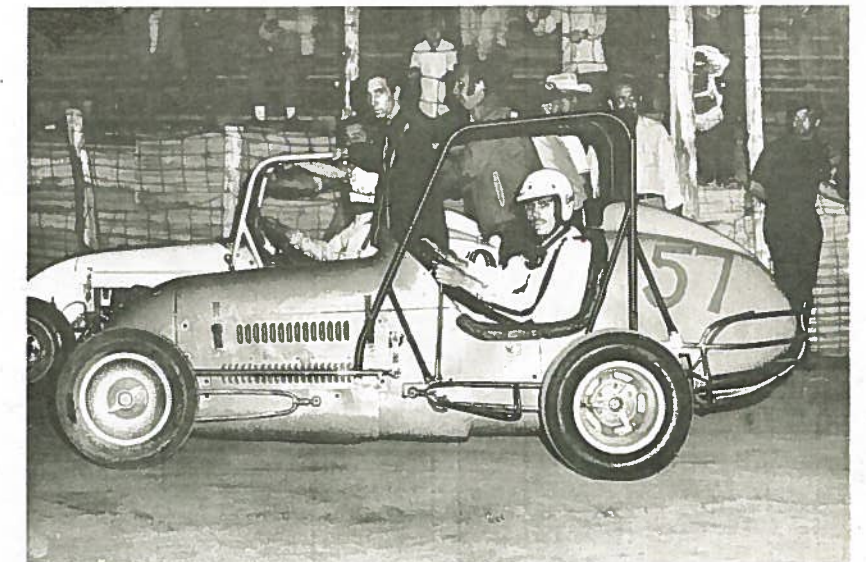
KEN PARKER
DICK BERGGREN
LOU MODESTINO
JOHN KERSHAW
WALLY SALEEBA
BOB MIOUR

PROVIDENCE JOURNAL
STOCK CAR RACING MAG.
CIRCLE TRACK MAGAZINE
HARTFORD COURANT
BROADCASTING
PHOTOGRAPHY

ROOKIE OF THE YEAR

JOHNNY EVANS - ELLINGTON, CONN. FOLLOWING IN POP'S FOOTSTEPS CAN BE QUITE A LARGE UNDERTAKING FOR A 21 YEAR OLD RACE DRIVER, ESPECIALLY IF "POP" HAPPENS TO BE RONNIE EVANS, BUT JOHNNY HAS SHOWN ENOUGH PROMISE THIS SEASON TO BE NAMED NEMA ROOKIE OF THE YEAR. DESPITE THE LACK OF A GOOD STEADY RIDE IT BECAME EVIDENT THAT THIS YOUNG MAN WILL BEAR WATCHING.

BOB MIOUR PHOTO



STARTER FRANK FERRARA AT WORK AS THE RACE IS ABOUT TO GET UNDER WAY BEFORE A HUGE CROWD AT WESTBORO STADIUM.

BOB MIOUR PHOTO



YOU MEET THE NICEST PEOPLE IN AUTO RACING! LOU FRAY RECEIVES A SPECIAL GIFT FROM YOUNG GARY BABINEAU JUST BEFORE FEATURE TIME AT STAFFORD ON AUG. 21. SO PLEASED WAS THE SHELTON FLASH WITH THE BEAUTIFUL RACE CAR MODEL THAT HE PROCEEDED TO CAPTURE HIS SECOND WIN OF THE YEAR AFTER THE PRESENTATION.

BOB MIOUR PHOTO



BOB CHERRY HANGS ON TIGHT WITH A SLIGHT HANDLING PROBLEM AS LEN THRALL TRIES THE OUTSIDE IN THE #31

BOB MIOUR PHOTO

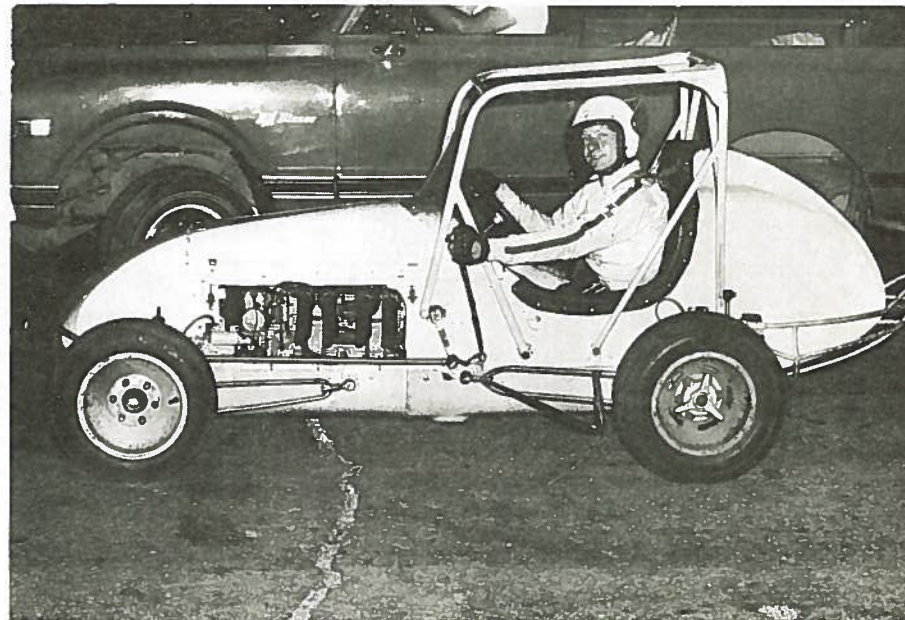


NINTH PLACE DRIVER

BOB HART - NASSAU, NEW YORK
ANOTHER NEMA VETERAN WHOSE
PRESENCE IS ALWAYS FELT. BOBBY
DROVE A FINE HEADS UP RACE TO
WIN THE FIRST SEEKONK SHOW
THIS YEAR ON A VERY TRICKY OVAL
IN THIS PHOTO WE SEE HIM IN THE
#55 FALCON OWNED BY HIS SON
RICKY. 9th PLACE DRIVER
BOB MIOUR PHOTO

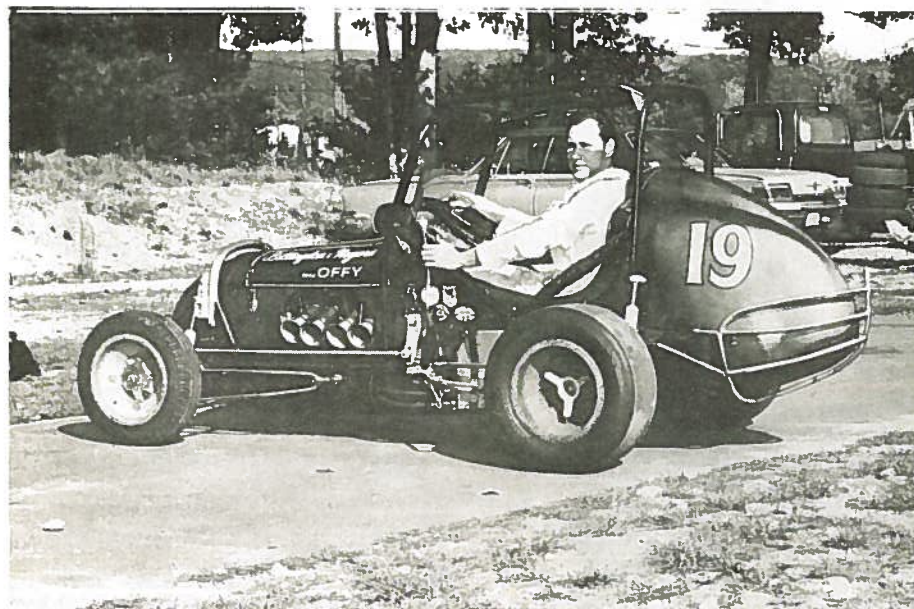
TENTH PLACE DRIVER

FRED "BUTCH" WALSH - NEEDHAM,
MASS. A YOUNG MAN WHO TAKES HIS
RACING SERIOUSLY, THIS 29 YEAR
OLD DRIVER IS IN THE TOP TEN FOR
THE SECOND YEAR IN A ROW. PICTUR-
ED HERE IN HIS OWN OFFY, FREDDIE
HAS DRIVEN MANY DIFFERENT CARS
AND MAKES EVERY EFFORT TO GET
DOWN INTO DIRT COUNTRY WHENEVER
THE NEMA SCHEDULE ALLOWS. HE
LIKES TO RUN WITH THE "SOD-
BUSTERS", BUT HAS SHOWN UP WELL
ON THE HARD TOP ALSO!
BOB MIOUR PHOTO



MOST IMPROVED DRIVER JOE CSIKI MEMORIAL TROPHY

LEE SMITH - LEXINGTON, MASS.
PICTURED HERE IN THE BILLINGTON
NOGERA OFFY IS THIS YEAR'S
RECIPIENT OF THE JOE CSIKI MEMO-
RIAL TROPHY FOR MOST IMPROVED
DRIVER. LEE IS EXPECTED TO BE A
STRONG CONTENDER FOR FEATURE
HONORS IN FUTURE SEASONS AS HE
GAINS VALUABLE EXPERIENCE RUN-
NING WITH THE TOP VETERANS.
BOB MIOUR PHOTO



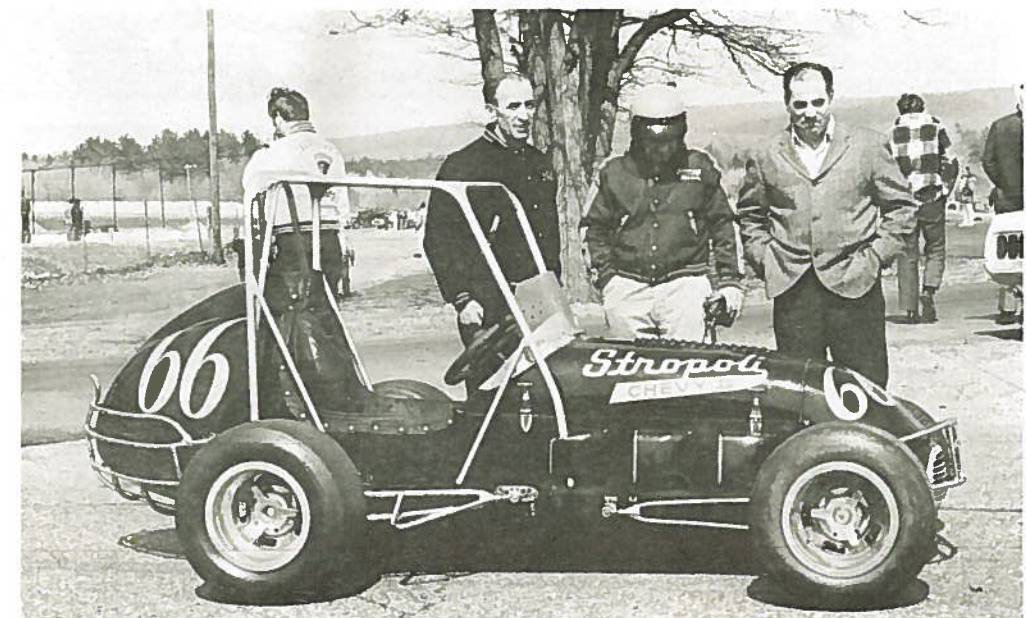
ABOUT THE AWARDS

Each year at the conclusion of the racing season a group of dedicated men in the Lowell, Mass. area gather to decide who will be the recipient of the award they jointly sponsor. It is the Johnny Thomson Memorial Trophy and it has become the most prestigious award a NEMA driver can receive, aside from the championship itself. In an effort to keep alive the memory of one of this country's greatest drivers these men have established a tradition of serious consideration in presenting this beautiful trophy to the man who, in their judgement has best exemplified the highest qualities of open cockpit auto racing. Spokesman for the group is Bill Estabrook, the others include Bob Marchildon, John Dudevoir, Dick Gallagher, Sam Weisberg, Freeman Downing, Ralph Miller and Dick Monahan. The NEMA organization extends its sincere appreciation to these men for the prestige they have lent to this and past racing seasons. The actual award recipient is kept secret until the presentation at the annual banquet and is always awaited with eager anticipation at the climax of festivities.

The award which goes to the Stropoli crew this year is in reality a token of NEMA esteem for the highest degree of skill and professionalism in the preparation and maintenance of a top flight race car. The car was actually prepared through the winter months by the late Phil Stropoli who passed on shortly after the opening race of the season at Thompson. With this award the NEMA sends a heartfelt post-humous salute to a fine professional racing man, and a sincere WELL DONE to Nick and his crew.

Since the Mechanic Of The Year trophy has traditionally been awarded to car owners who exhibit unusual skill in design, construction or innovation it was felt that recognition should be extended to the working crew members who perform most of the hard, tiring labor which is so essential in keeping front running race cars in contention for an entire season. The beautiful trophies donated by Frank Maratta therefore go this year to the top mechanics of the four highest cars in the final point standings. And well deserved they are!

The NEMA Press Awards which were inaugurated last year have been expanded to include, in addition to the outstanding racing writers who have generously covered NEMA events, several members of the broadcasting and photographic professions. This year for the first time we had the services of a full time racing photographer whose dedication to the sport is unsurpassed. Bob Miour of Putnam, Conn. is an enthusiastic open cockpit racing fan and a young man whose skill with a camera has helped tremendously to bring the NEMA into national prominence as a sanctioning body. In his first season with the club Bob has made a host of friends and his work, especially his posed still photography, has evoked wide admiration in the auto racing fraternity.



THE LATE PHIL STROPOLI (L) TALKS OVER PRE RACE
STRATEGY WITH DRIVER JOHNNY MANN (C) AND ACE
MECHANIC DEWEY CALI (R) THOMPSON 1971

BOB MIOUR PHOTO

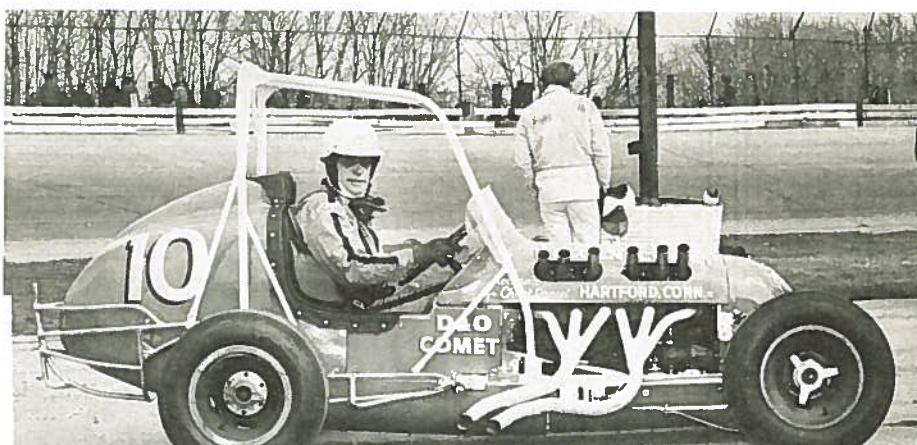


THE GANG PONDER A HEADY QUESTION AS FRANK FERRARA CONDUCTS A DRIVERS MEETING AT STAR.
BOB MIOUR PHOTO

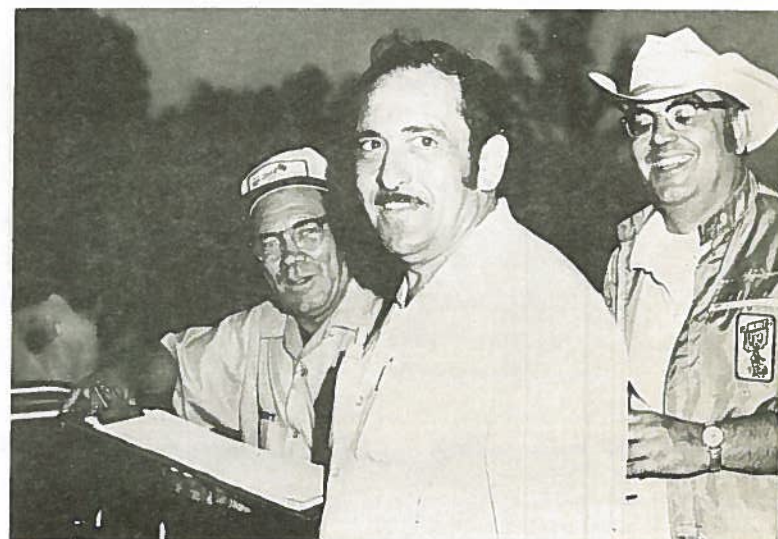
"OVERHEAD IN THE PITS"
Dick Berggren: "MIDGETS MAKE IT!!"
Ray Roberts: "SO DO BIG PEOPLE!!"

RONNIE EVANS POSES IN THE FAMOUS CHUCK DANIEL D&O COMET AT WESTBORO. THE CAR IS SPONSORED BY NEWMAN LINCOLN/MERCURY CO. OF HARTFORD, CONN. AND IS ONE OF THE MOST RELIABLE AND CONSISTENTLY RAST SIX CYLINDER RACE CARS IN THE COUNTRY, AS THE 4TH PLACE FINISH WOULD INDICATE.

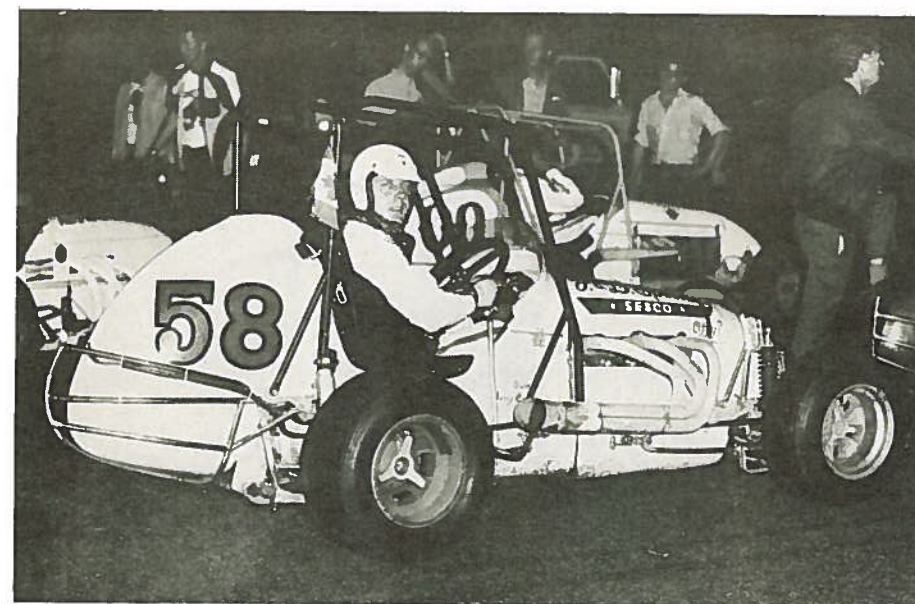
BOB MIOUR PHOTO



STARTER FRANK FERRARA GETS EMERGENCY ASSISTANCE FROM SCORER DOTTIE MANN FOR A FAULTY ZIPPER. A MIDSEASON SOFTBALL ACCIDENT LEFT FRANK'S LEG IN A CAST FOR A MONTH, BUT HE DIDN'T MISS A SHOW.
BOB MIOUR PHOTO



"HOW COME WE'RE STARTING 14TH WHEN MCCARTHY AND PASCALE ARE UP FRONT?" "CHUCK DANIEL (L) AND CHARLIE MELLOR (R) POSE THE AGE OLD QUESTIONS, AND HANDICAPPER WEN KELLEY (C) HAS HEARD THEM ALL BEFORE!
BOB MIOUR PHOTO



BOB PICK - LUDLOW, VERMONT WAITS HIS TURN FOR A PUSH OFF IN THE JERRY CONNORS SESCO #58
BOB MIOUR PHOTO



FAMED DRIVER ED "DUTCH" SCHAEFER - 35 YEARS A RACE DRIVER AND STILL A FRONT RUNNER IN 1971

BILL BALSER PHOTO



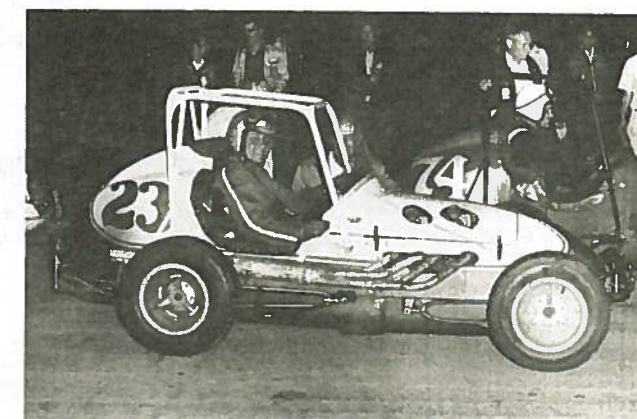
THE FAMED PASCALE RACING TEAM OF NEMA. LEN THRALL IN THE #4 OFFY - LOU FRAY IN THE #14 SESCO.

BOB MIOUR PHOTO



BOB KEYSER - WATERBURY, CONN. THE 1970 ROOKIE OF THE YEAR POSES IN THE KEN FALCON AT STAFFORD SPRINGS.

BOB MIOUR PHOTO



FRED "MEATBALL" ORLANDO - DORCHESTER MASS. HE DROVE HIS FIRST MIDGET RACE IN 1938, AND HE'S STILL AT IT IN HIS OWN VOLVO POWERED #23.

BOB MIOUR PHOTO



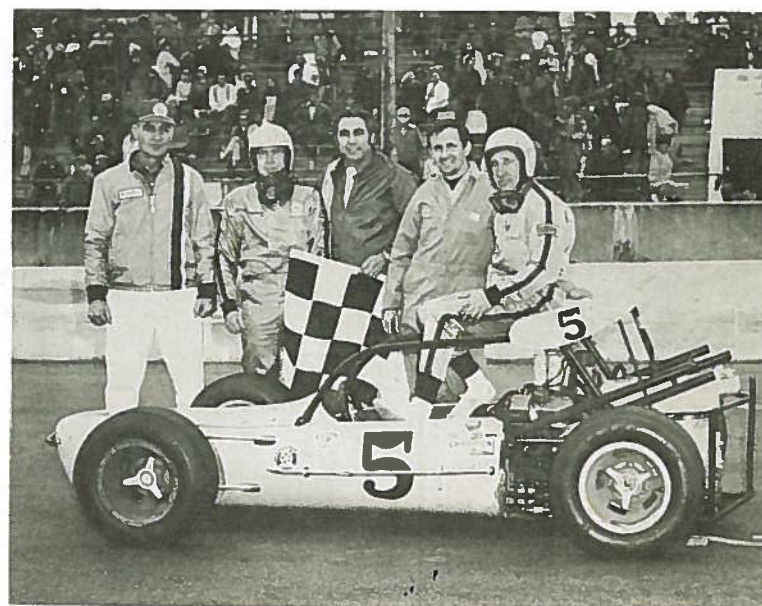
LOADED, COCKED AND READY! TWENTY FOUR NEMA SCREAMERS ABOUT TO CHALLENGE THE HIGH BANKSAT THOMPSON. AFTER THE GREEN DROPS THEY WILL BE TRAVELING 125 MPH AT THE SPOT FROM WHICH THIS PHOTO WAS TAKEN
BOB MIOUR PHOTO



LOU FRAY (CENTER, HAND ON CAP) BREAKS UP A DRIVERS MEETING WITH ANOTHER "WAY OUT" REMARK. YES, THAT IS JOHNNY MANN IN THE BACKGROUND JUST IN TIME FOR THE FINALE. TOO MANY MORE TO NAME; YOU PICK THEM OUT.

BOB MIOUR PHOTO

THIS WAS IT - THE END FOR 1971 - AND WHAT A FINISH!! L TO R EV DOLL, DAVE HUMPHREY, FRANK FERRARA, AL SZYMANSKI AND JERRY WALL. THOMPSON OCTOBER 3rd. JERRY TOOK THE RACE, BUT DAVE GRABBED THE CHAMPIONSHIP WITH A FIFTH PLACE FINISH IN A FUEL STARVED MCCARTHY CHEVY II.



HERE HE IS FOLKS - THE DANDY ONE!! DON KELLER RELAXES PRIOR TO FEATURE RACE TIME AT STAR. MY GAWD, LOOK AT THE SHOES! NOW WE KNOW HOW HE GOES SO FAST - HE CAN'T GET HIS FOOT OUT OF IT!

LOWELL SUN PHOTO

'OVERHEARD IN THE PITS'

MEATBALL ORLANDO AND SAM PACKARD, MEETING FOR THE FIRST TIME IN 10 YEARS:

SAM: "HEY YOU, #%() *'', DON'T I KNOW YOU FROM SOME #%() *''@ PLACE??"

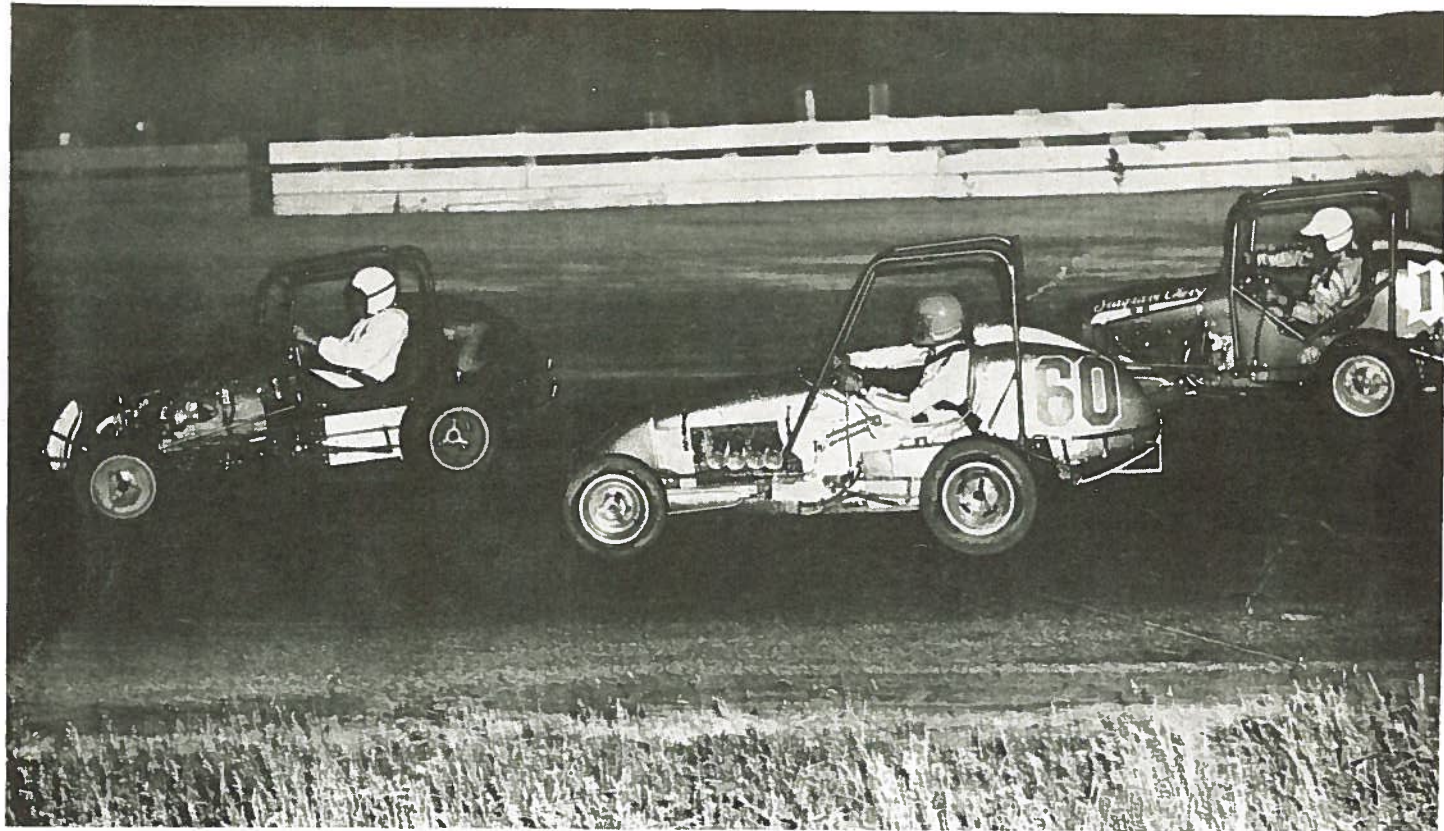
MEATBALL: "WELL I'LL BE A @&') (*#, MO#\$%&) (@\$, WHERE THE HELL DID YOU GET OFF THE BOAT??, YOU #\$\$%&'() @. ''#%\$&'() *@??"

SAM: "I THOUGHT YOU DIED FIVE ''#\$%&'() *@ YEARS AGO, YOU ''#\$%&'() *@, DON'T TELL ME YOUR'RE STILL TRYING TO RUN ONE OF THESE THINGS??"

MEATBALL: "YEA, AND I'LL STILL FUN THE ''#\$%&'() *@ EARS OFF YOU, YOU OLD ''#\$%&'() *@ SACHELASS!!"

'OBSERVED' IN THE PITS

LOUISE ROBERTS AND DOTTIE MANN DISCRETELY PRETENDING NOT TO HAVE HEARD THE ABOVE CONVERSATION!!



JOHNNY COY, JR. (60) AND RAY ROBERTS (11) REACH FOR THE HOOK AS DICK GALLAGHER (7) GETS HIS SESCO A LITTLE OUT OF SHAPE IN FRONT OF THEM AT WESTBORO.

BOB MOUR PHOTO

AUTO RACING SPOKEN HERE!

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NEMA RACE CAR OWNER
#3 SESCO

DRIVER - DON KELLER

CREW - LINC & DAN DEXTER

Westboro Midget 100 To Johnny Mann

Such was the quality of competition in the feature that no car was lapped until after the thirtieth circuit. Fourteen of the twenty starters finished the entire 100 laps. Ronnie Evans of Ellington, Conn. rode the Chuck Daniel Falcon into seventh place with a broken rear axle. Heats went to Don Keller, Mann and Wall with Roger Bailey the consi winner. The feature summary: Mann, Len Thrall, - klar, Bing Metz, Lou Fray, abold, Ronnie Evans, Ray is, Chuck Houston, Bob and Humphrey.

Humphrey would not let go and pursued closely for about 35 laps until his McCarthy Chevy developed heating problems and was forced out. Second place finisher Len Thrall was half a lap behind Mann in the Smokey Secondo Offy.

The yellow light was on for nine after popular Jerry Wall of Mass. hit the N.J. and the Midget Assn. by virtue of a fifth place finish in the final race of the season at Thompson, Conn. Going into the last race any one of our men had a chance at the title, Fray and Humphrey. Mann eliminated early with a broken fuel line.

Stropoli Chevy II won a preliminary fourth place finish leaving Humphrey in the final battle down.

Humphrey led before Wall finished with him causing a

Humphrey Wins NEMA Title

Dave Humphrey of Seekonk, Mass. has captured his fifth consecutive driving championship of the Northeastern Midget Assn. by virtue of a fifth place finish in the final race of the season at Thompson, Conn. Going into the last race any one of our men had a chance at the title, Fray and Humphrey. Mann eliminated early with a broken fuel line.

Stropoli Chevy II won a preliminary fourth place finish leaving Humphrey in the final battle down.

Humphrey led before Wall finished with him causing a

While Wall went on to a deserved victory in his machine, Humphrey was noticeably a Sonny Sanchez Bailey and Le finished twelfth.

During the afternoon prior to the race Mr. and Mrs. Frank Ferrara entertained some of the gang at a cookout at their home in Springfield. Frank, the colorful and very capable NEMA starter, acted as chef cooking a delicious meal of homemade Italian sausage which received rave reviews from all the gourmets in attendance. Don Slaney, bit into one that was hotter than the other, wondering if perhaps all about it before his one on Don's.

For a few minutes it looked as though there might not have been enough beer in the cooler — any cooler!!

Clayton Fray, son of and Shirley Fray, will be in the Air Force this week of luck to this young man never misses an opportunity to see "Pop" fly.

Comments much appreciated. ingly Rd., F. 02825

George Monsen made some rather uncomplimentary remarks after the race. He said that the quality of a certain manufacturer's magnetos after the first heat. Reprinting of these epithets at this time would only cause apoplexy among the engineering staff of this fine manufacturer, not to mention drastically increased consumption of dyspepsia pills for the editor.

Incidentally, Dandy Don Keller has bestowed upon his vast admiring public the unbounded pleasure of seeing him resplendent in a sparkling new Hinchman driving suit, fancy painted helmet, and, of all things, a CLEAN SHAVE!! Imagine all of this in combination with a face mask made of a full size Turkish bath towel. Perhaps it's just as well — something spectacular was needed to muffle all that noise!! Yes, photos were taken, before deterioration sets in again!



NEWS OF NEMA

By JOE BOWEN

MALTA, NEW YORK - June 4 - The Memorial Day weekend shows at both Star Speedway and Stafford Springs fell to the weatherman so it was off to Larry Mendelsohn's Albany-Saratoga roadplant on Friday, June 4 for another NEMA-ARDC co-race on the four tenths mile asphalt. Johnny Coy was again he had to qualify through a consi win

100 Lapper At Seekonk

Regular readers of AARN are aware that the NEMA point race for championship honors is always a highly spirited affair and this year's contest is no exception. On Sunday evening Sept. 5 at 7:00 p.m. the chips will all be down at Seekonk Speedway as Lou Fray, Johnny Mann, Dave Humphreys and Ronnie Evans all vie for the big marbles.

Humphrey's and Ronnie Evans have a posted purse of \$1,000 for the championship. The race will be a 100 lap event.

Coy Cops NEMA Debut

By JOE BOWEN
THOMPSON, Conn.—Johnny Coy, the crafty veteran of the midget wars, nosed out his teammate Jimmy Kirk to win the Northeastern Midget Ass'n season opener at the New Thompson Speedway.

IN BRENN CARS
Coy moved into the lead on the second lap followed closely by Kirk, and the pair pulled away from the pack. Both were driving SESCO powered midgets owned by Ken Brenn.

Third place went to Sonny Sanders in the Pascale Offy, while popular Johnny Mann brought the Stropili brothers' Chevy II in for fourth place.

Rounding out the top ten were Ronnie Evans, Roger Bailey, George Monsen, Dave Humphrey, Dutch Schaefer and Don Keller.

Heats were won by Mann and Schaefer. Bob Pick

tion. Walt Gale did a slow roll in the first heat after colliding with another car. The 17th lap of the feature saw the caution flag come out when Mike Dee rode over the hood of Gale's car.

Damage was slight and no injuries resulted. The NEMA midgets compete this Saturday night at the Westboro, Mass., Speedway.

\$3500 Purse For NEMA At Westboro

WESTBORO, MASS. - Pro-noter Harvey Tattersall will

Mann of Ronkonkoma, N.Y., Dave Humphrey of Seekonk,

Humphrey Outruns Mann For Westboro Midget \$

By JOE BOWEN

WESTBORO, Mass.—Dave Humphrey, four-time champion of the Northeastern Midget Ass'n, showed a large gathering of fans what midget racing is all about on a high-banked quarter track as he won Saturday's 25-lap feature, experiencing minor mishaps with his winged Chevy powerhouse.

and powered around the outside to nip him at the finish line.

The first ten finishers were within half a lap of the leaders with Walt Gale third in the Billington-Nogera Offy, Johnny Coy fourth in the Fahey Offy and Bing Metz fifth in the Mataka Brothers Falcon. Sixth through tenth showed Don Keller, Ronnie Evans, Len Thrall, Bob

NORTHEASTERN PIT PASS



"It couldn't have happened to a more deserving driver. This is the sentiment generally expressed by the NEMA gang as Bob Hart pulled into victory lane after winning the Seekonk feature last Saturday night. It was a fine, smooth ride executed with great professional style and skill. The veteran chauffeur from Nassau, N.Y., withstood every challenge to take his first checker over several years and was cheered by the appreciative spectators."

NEMA Stars To Race At Stafford

STAFFORD SPRINGS, CT. — The Northeastern Midget Association pays its second visit to Stafford Springs.

again along with the likes of Johnny Mann, Russ Klar, Ronnie Evans, Don Keller, Bob Hart and

NORTHEASTERN PIT PASS



BY JOE BOWEN

Many words could probably describe the performance of Jerry Wall and his fine new mid engine car this season, but the one which comes to mind first is the old standby—“Sensational.” If anyone had any doubts about the versatility of this radical machine they were dispelled last Sunday as Jerry thoroughly trounced a fine field of midgets in the Seekonk 100 lap classic. Handling is the name of the game here, the condition of the asphalt places

Twenty four cars started the 100 lap event and seventeen were still running at the finish. A total of 41 cars signed in at Paul Young's pit gate. Needless to say there was some very fine machinery sitting on trailers after failing to qualify for this \$5000 event.

A crowd estimated at 7500 was in the stands and if one thing is apparent from this it is that a top notch midget race can still attract healthy crowds if the promoter advertises wisely in advance. Seekonk impresario Anthony Venditti did this event and obviously it paid off.

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PAWTUCKET, RHODE ISLAND

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HOME OF PASCALE RACING TEAM

NEMA CHAMPIONSHIP CAR OWNER

1967, 1968, 1969

CREW MEMBERS #4 & #14

BILLY RYDER

PHIL FLETCHER

JOE WELCH