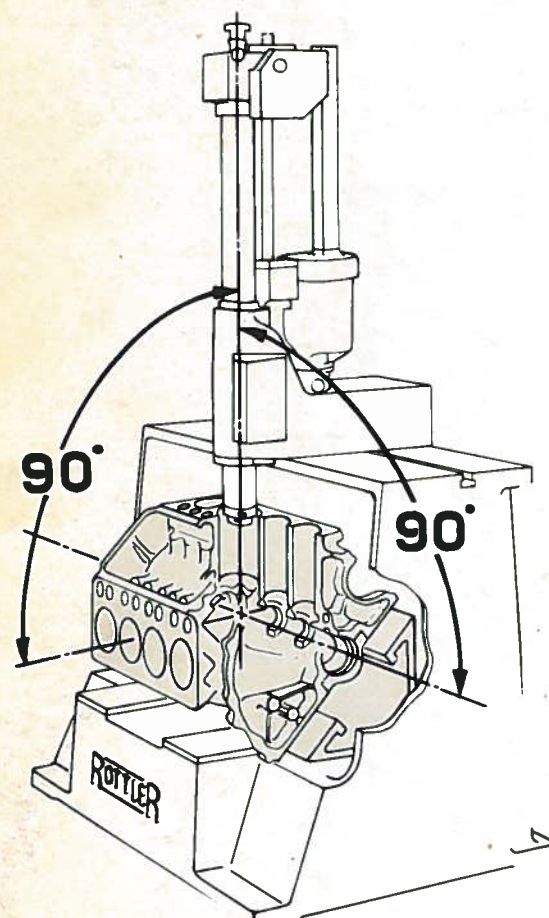
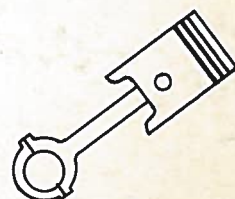




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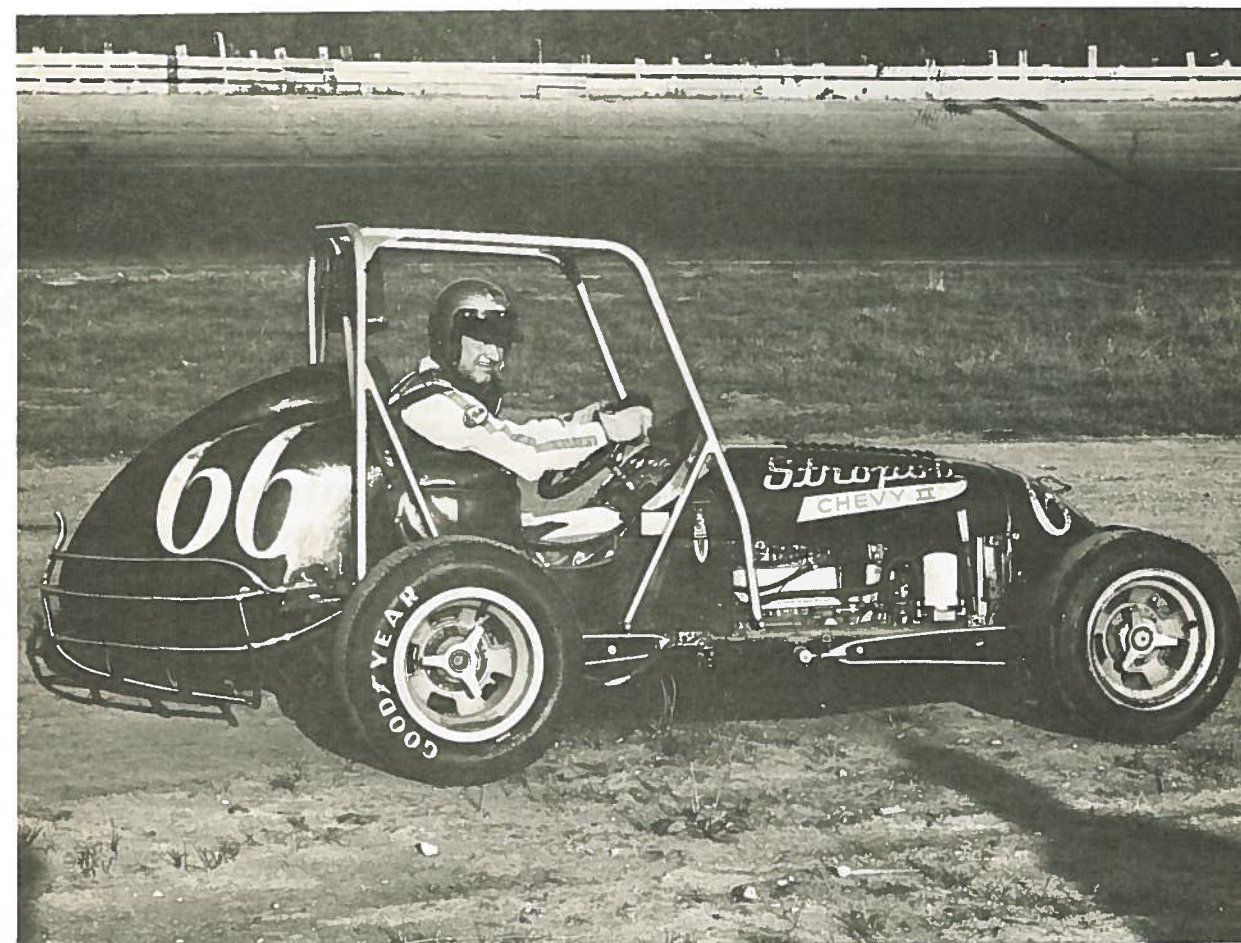
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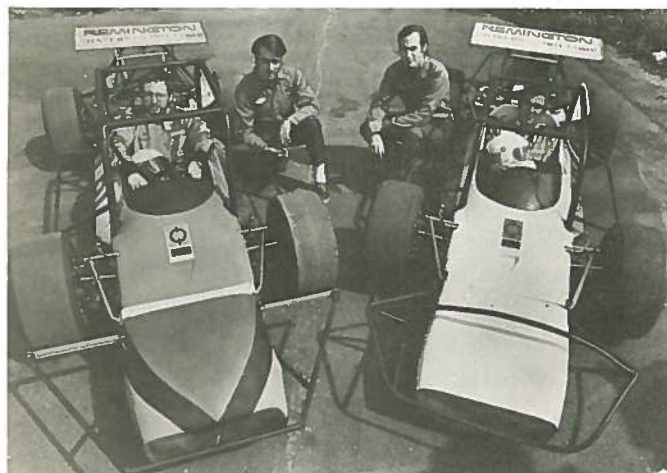


NORTHEASTERN MIDGET ASSOCIATION 1972 CHAMPIONS

DRIVER JOHNNY MANN
RONKONKOMA, N.Y.

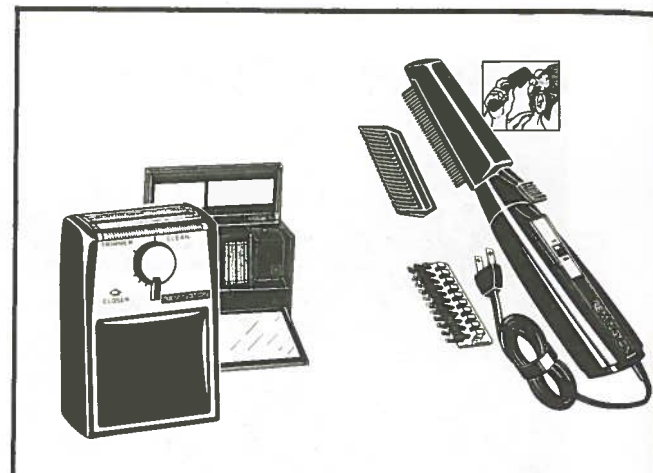
NICK STROPOLI
CHEVY II
STATEN ISLAND, N.Y.

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Left to right: Jon Farbman, driver; Art Cadoret, crew chief; Lee Mann, project engineer; Don Beardslee, driver. Not shown: alternate driver John Coy, Jr.

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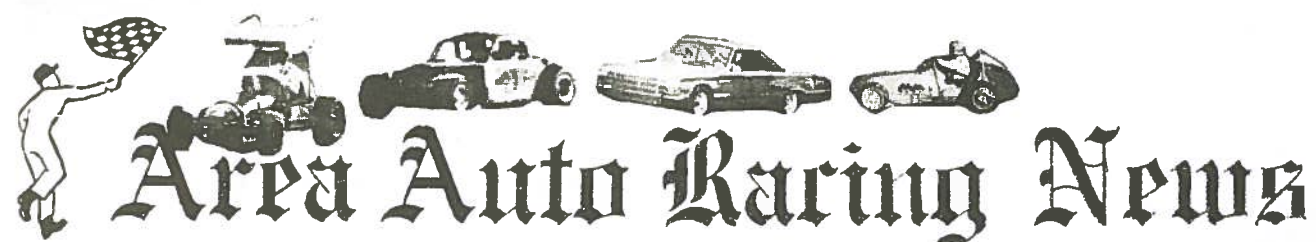
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JOHNNY MANN 1972 CHAMP



Johnny Mann has waited a long time for this Championship. He started racing in 1950, in stock cars, at Freeport, Long Island. Running three tracks each week, he won the championship at Dexter Park in 1951. The next year, he was the champ at all three tracks, Dexter Park, Islip and Freeport. Driving for the well-known George Tet, John was the man to beat all over Long Island.

In 1953, he tried his first midget ride, and immediately fell in love with the little machines. Running the NASCAR midget circuit, he was second in the 1954 standings, and took it all in 1956. After becoming the champion, he continued to run NASCAR for a few seasons, and then switched to the ARDC circuit.

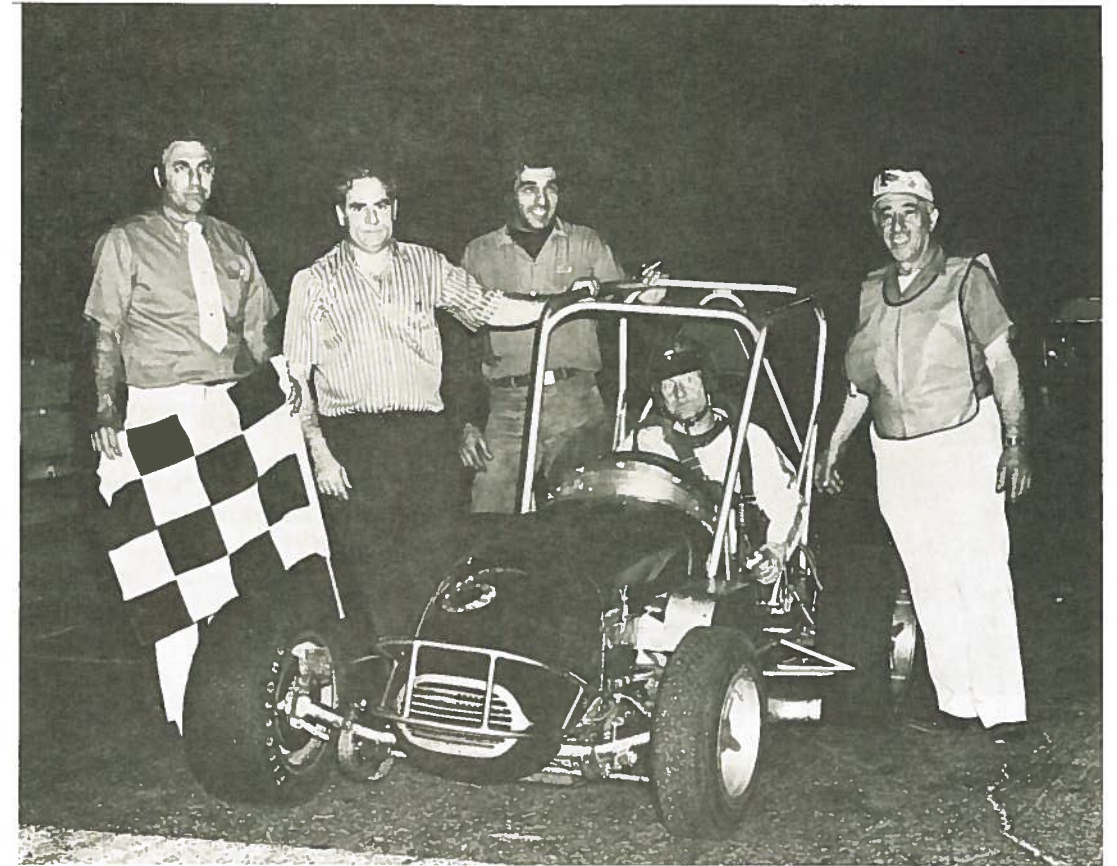
In seven years with ARDC, John never finished lower than seventh in the final standings. In five of those years he was in the top five, and he won the ARDC stock-block championship three times.

Last year, wanting to drive mostly pavement, he switched to NEMA. He immediately established himself as a contender by leading the standings for much of the season, and finally finishing third. He was the driver most often in the top four positions, with five seconds, a third, and five fourths over the season.

Although Johnny and the crew of the Stropoli #66 saw that the future lay with the mid-engined cars, they decided to run one more year with their conventional chassis. That turned out to be a good decision. While the radical, new cars were having mechanical difficulties, Johnny dropped out of only two races all year, winning seven features, and finishing in the top four nineteen times.

Johnny's home is in Ronkonkoma, N.Y., on Long Island. His wife, Dotty is one of the NEMA scorers, and his son Billy is at all the races. A mechanic by trade, John spends any time left over from racing, flying small planes or just fishing.

NICK STROPOLI 1st PLACE OWNER



The Stropoli Brothers midget racing team was a contender from the day Phil and Nick Stropoli acquired their first car in 1945, until Phil's untimely passing last year. Carrying on the family tradition, Nick, assisted by his nephew, Dewey Cali, ran away with the 1972 NEMA car owners championship.

Those first years saw the Stropoli cars regularly finishing in the top five at the end of the season. For four years in the late forties, they ran three cars, two Ford V8-60s and one Ferguson. In the early fifties, they ran with the NASCAR midgets around New York City. It was at this time that they first had Johnny Mann as their driver.

They won the 1956 NASCAR championship, and then moved on to the ARDC circuit, where they won several stock-block championships. For a few years, Johnny and the Stropolis went their separate ways. During this period, a number of well-known drivers steered the Stropoli cars, including Bobby Albert and Johnny Coy. A few years ago, the Mann-Stropoli team came back together, and has continued its winning ways.

For the technically minded, the Stropoli #66 was built by Nick and Phil in 1960. It is basically a Kurtis copy, but is wider and lower. It has four wheel, longitudinal torsion bar suspension. Their Chevy II engine runs a "marine" head, their own accessory drive and a dry sump oil system.

The Stropoli team started running NEMA last year because they like to run paved tracks. With a limited amount of time, they feel there is a lot less maintenance when running asphalt. For next year, Dewey and Nick are already working on a rear engined, independently suspended chassis. They plan to use their same, well proven engine.

The Stropoli garage is conveniently located behind the house where Nick lives with his wife, Emma, and next to Dewey Cali's house. Nick, a mechanic, will spend the winter as he has for the past five, in California, working for Ansen Automotive. Dewey, a sales representative for Sun Electric, will stay home on Staten Island, preparing the new car.



Dave Humphrey

2nd PLACE DRIVER

The team of Humphrey and McCarthy placed all their bets on the brand new, mid-engined "Badger" chassis. It was enough to win nine features, but not enough to win the championship.

Dave Humphrey, from Seekonk, Mass., has dominated the NorthEastern Midget Association for the last six years. Even when he wasn't in the lead, he was the driver everyone was watching. Over that period, he has accumulated exactly 5700 points, 919 more than his nearest competitor. He won five championships in a row, 1967-1971, finished second in 1971, and won the stock-block championship in 1966.

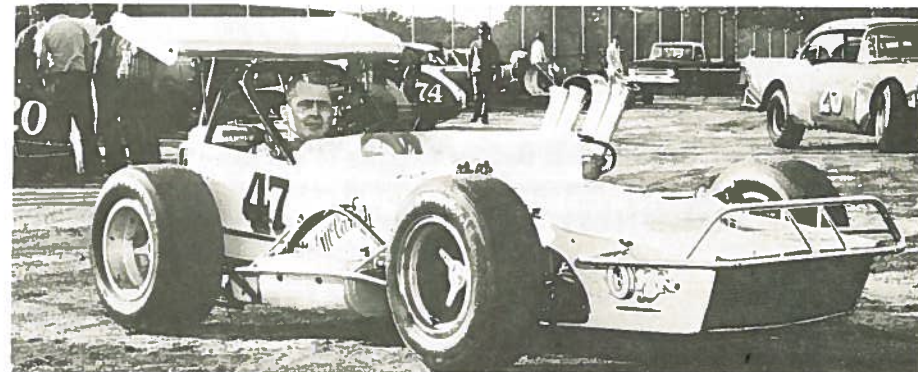
Dave & his wife Lillian have four children from age 10 to 21. He is employed as a machinist.

John McCarthy

3rd PLACE OWNER

John McCarthy, from Shrewsbury, Mass., the mechanical half of the team, has been a midget owner since 1949. During the late sixties, as the stock-blocks began to challenge the once almighty Offenhauser for midget supremacy, John's cars began to appear in the top five of the overall standings. Finally, in 1970, with Lou Fray as his regular driver, John McCarthy's Chevy II won the NEMA championship.

In 1971, having joined forces with Dave Humphrey, John took his second successive NEMA championship with the same car. However, that was the year that Jerry Wall almost took it all with his radical new, mid-engined, "Yellowjacket" Chevy V4



midget. The McCarthy-Humphrey team won the championship over Wall by only 16 points.

Not one to rest on his laurels, John got together with Rollie and Dick Lindblad, of the Lindblad Chassis Co., and began work on an entirely new midget design. After a long winter's work, a new mid-engined midget was born. Christened the "Badger", this car has its engine mounted beside the driver, independent front suspension, and a solid axle in the rear. In the hands of Dave Humphrey, it has been a tremendous success.

Due to some early-season mechanical difficulties, the Humphrey-McCarthy team did not win the 1972 NEMA Championship. However, they both regard that situation as merely a temporary setback, and plan to be back next year, with the Badger in good health, to take it all.

Lou Fray

3rd PLACE DRIVER

Lou Fray and Paul Young became a team for the 1972 season, and although they did not win a single feature event, they finished in the front often enough to end up near the top. Lou, a welder from Shelton, Conn., took his first midget ride in 1946 at West Springfield, Mass. During the late forties, the Golden Age of Midget racing, Lou followed the circuit, running seven to nine races each week.

All during his career, Lou has been steadily winning feature events. He can list wins at almost every track in the northeast. Somehow, he was never able to put them all together into a championship until the late sixties.

In 1969, driving the John McCarthy Chevy II, Lou won the NEMA stock-block championship. In 1970, in the same car, he won the overall NEMA Championship.

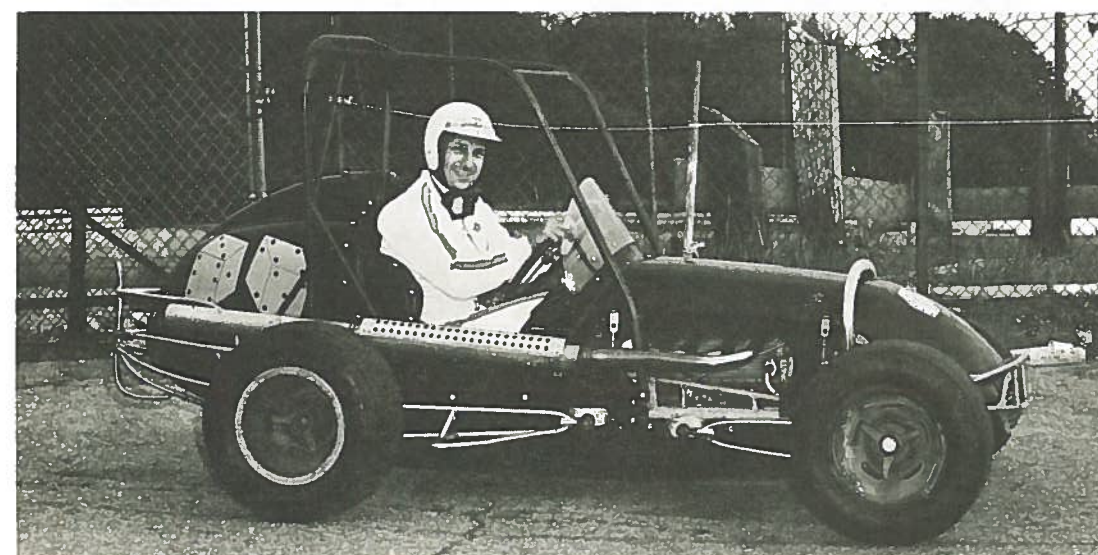


Paul Young

2nd PLACE OWNER

Paul Young, of E. Hartford, Conn., has been a top racing mechanic for many years. He bought his first midget in 1946, and in the years following, became known as one of the top Offy men in the East. For a number of years, he was the engine man on the "Indy" car crew of Tassi Vatis, traveling the entire USAC circuit.

In recent years, he has been an officer of both ARDC and NEMA. Over the last five years, his car has been in the top five in all but one season. Over that same period, he is the third ranking car owner in total points accumulated.



Jerry Wall

4th PLACE DRIVER

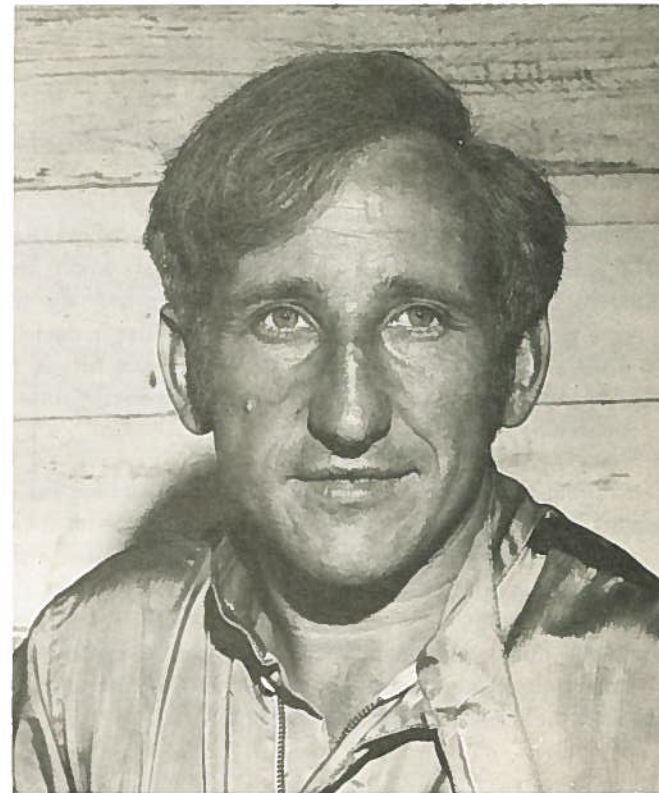
4th PLACE OWNER

Jerry Wall, of Little Falls, N.J., is the man who began the revolution in midget racing. In 1971, he appeared on the scene in a strange looking, mid-engined car, powered by a self-made Chevy V4 engine which sounded like nothing ever had before. The whole rig caused a number of chuckles from the racing experts, who knew that Jerry's car couldn't work, because cars just weren't built that way.

Jerry did have some trouble getting the car to run early in the season, but on June 5, 1971, he won the feature at Stafford Springs, Conn. Just to prove that it wasn't a fluke, Jerry went on to win 7 more features last year. In fact, Jerry came within 16 points of winning the 1971 NEMA Championship.

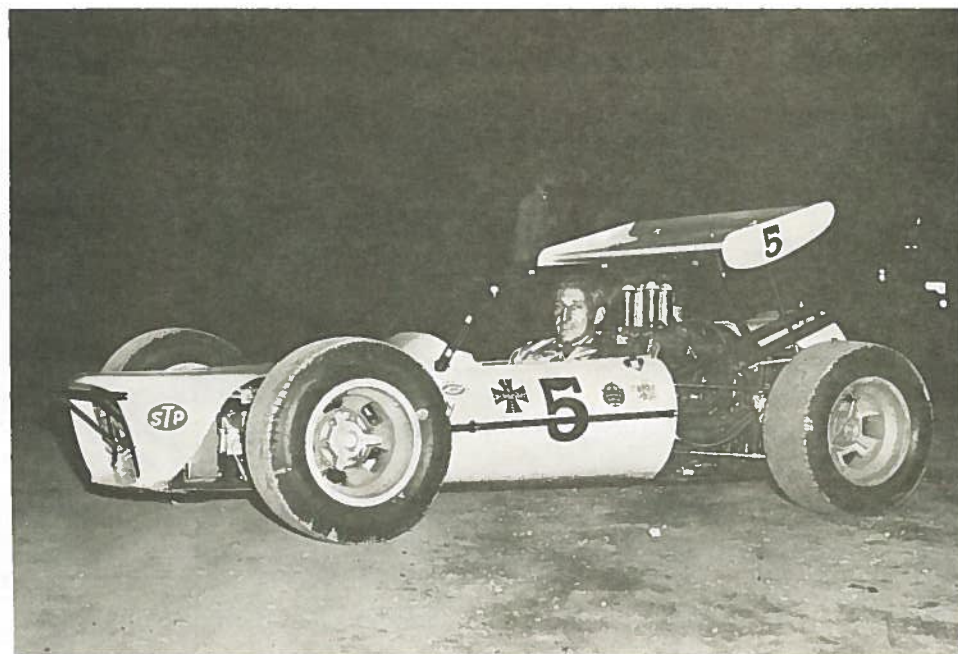
This year, Jerry once again started the season with a seige of bad mechanical difficulties. For a while, it seemed as though that engine would never run right. He did get it going, and won five NEMA features before the year was out.

Jerry might have won more, but he missed a number of races with NEMA in order to run some of the biggest midget races in the country. In some of these races, the mechanical gremlins struck again, but not until he had made himself known to every midget fan in the country. At a NAMAR show at Winchester, Ind., he set fast time, and led for the first 80 laps of the 100 lap event, until the driveline broke. At Trenton, N.J., running with USAC, he set fourth fastest time, but was KO'd by an oil leak. But at Philadelphia, Pa., running with the USAC regulars,



Jerry took home second place, behind only Gary Bettenhausen, earning over \$4000 for his evening's work.

Jerry owns Little Falls Auto Body in his home town, where he lives with his wife, Helen, and his two young daughters. Together with Al Szymanski, his chief assistant, Jerry has set the pace for others to follow.



Butch Walsh

5th PLACE DRIVER

Fred "Butch" Walsh, of Dover, Mass., won his first midget feature event this season, driving the Jerry Connors SESCO. For various reasons, Butch and Jerry were not always a team this season, but when they were, they were always a contender.

Butch was the NEMA Rookie of the Year in 1966, driving his own midget. As with many new drivers, it took a while for him to come up with good rides, but he has done quite well recently. He has been in the top ten with NEMA for three years in a row, and has done very well with ARDC, when NEMA is not running.

Butch now owns his own Offy, which he has campaigned mostly on the dirt with ARDC, and occasionally with NEMA. He has travelled thousands of miles this summer fulfilling his desire to run as many shows as possible. As an example, he ran Grandview Speedway in Pennsylvania with ARDC one Friday night, then towed all night to run Saturday night with NEMA at Caribou, Maine. The following night, he continued on to our show at Unity, Maine, before finally towing home to Dover, Mass. Between races he worked as a racing mechanic for one of the top teams in the East.



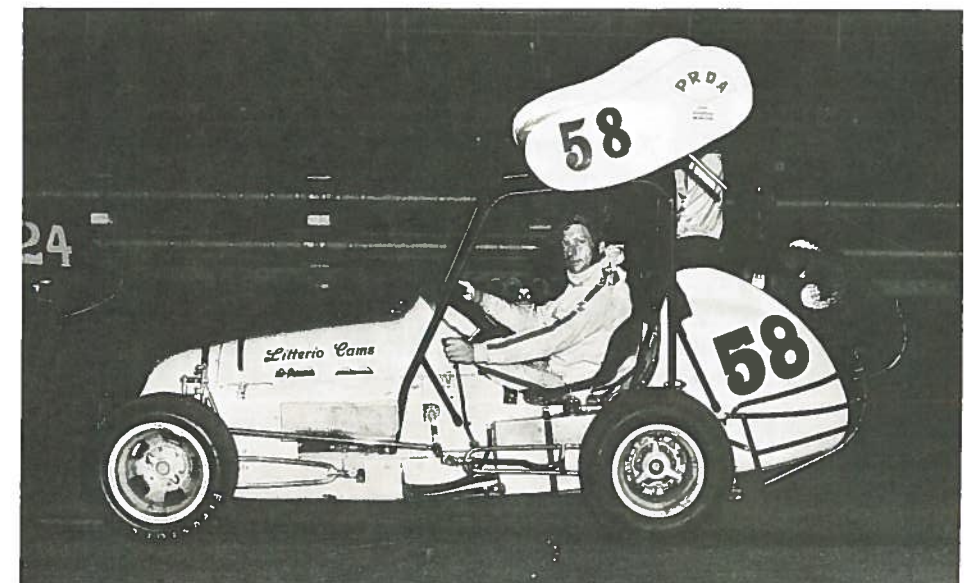
Jerry Connors

7th PLACE OWNER

Jerry Connors has had a bad season with his No. 58, going through an Offy and two SESCOs. Nonetheless, he finished up front often enough to come out in seventh spot. Together with

his friend, Dave Breed, of Branford, Conn., Jerry pioneered the use of the SESCO engine with NEMA.

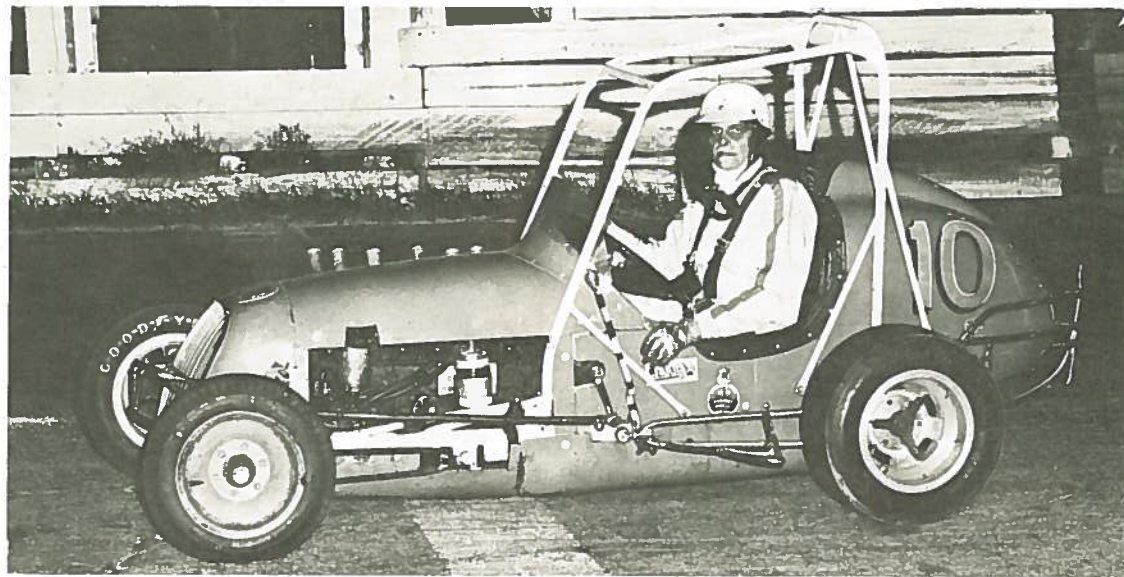
Jerry first owned a stock car in 1949, and switched to a midget in 1962. An avid supporter of the quarter midgets, Jerry lives in West Haven, Conn., with his wife, Martha, and their four children.



Ronnie Evans

6th PLACE DRIVER

Ronnie Evans joined the D&O team in 1970 and the result has been three good years. In fact, this year's finish, as good as it might seem to some other teams, is the lowest ever for this crew.



Ronnie has been one of the top drivers in New England since he took his first ride at West Springfield in 1947. He has collected feature wins at most of the tracks in the East. Although the checkered flag has eluded him for the past two seasons, he is the third ranked driver in total NEMA points accumulated over the past five years.

A maintenance Foreman, Ronnie lives in Ellington, Conn., with his wife, Ruth. His four children include young John, who was the 1971 NEMA Rookie of the year.

Chuck Daniel

5th PLACE OWNER

The D&O Comet team of Chuck Daniel and Jerry O'Connell has been in the top ten for the last five years. For most of that time, their car has been the top Falcon in the club. This record

places them second in total points accumulated over that period.

The team, which includes Chuck's son Roy, obviously spends many hours keeping their equipment in good, running order. This is shown by the amazing fact that, over the past four years, they have missed exactly three races.



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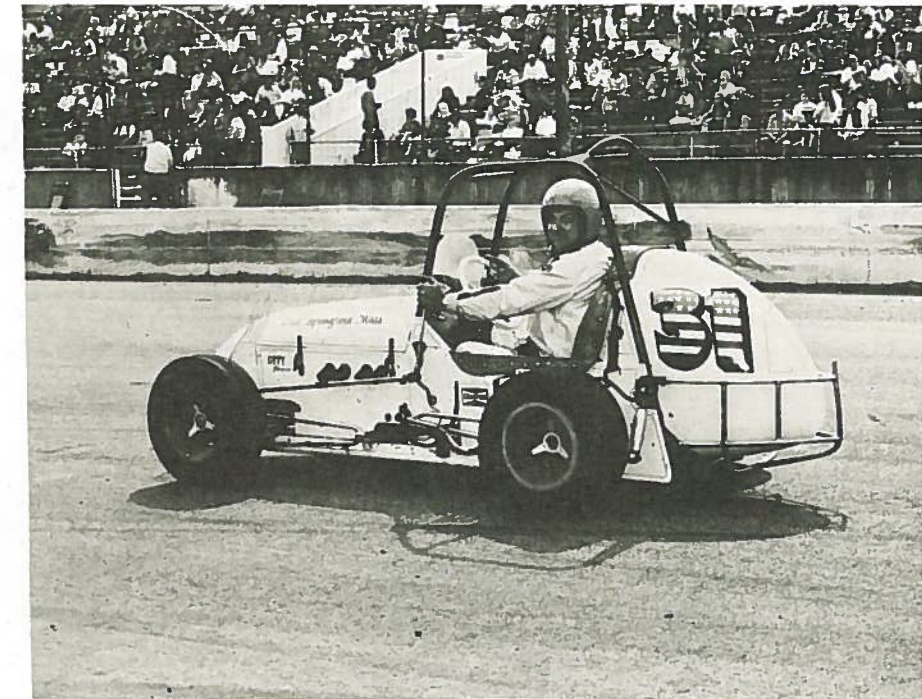
Len Thrall

7th PLACE DRIVER

Len Thrall has driven many races since he first climbed into a midget in 1948. Over the years, he has won his share of the

feature events, and his hard charging style has made him a competitor at all times.

In spite of the thrills and glory he has received, Len regards the personal contacts and the many friends he has made as the most rewarding part of his racing career. Len and his wife, Alice, who live in Broad Brook, Conn., are usually in the center of NEMA social gatherings.



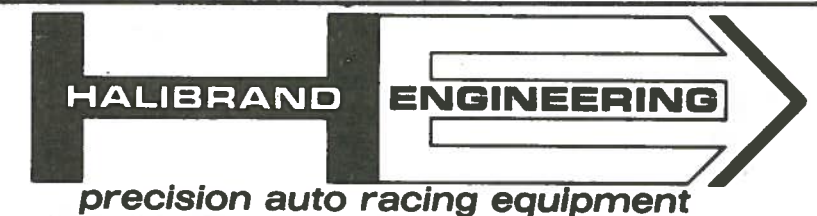
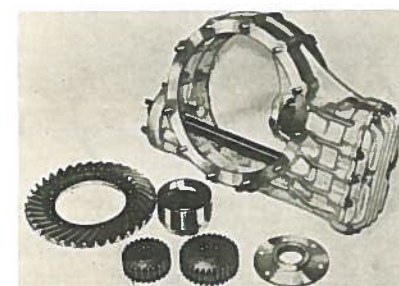
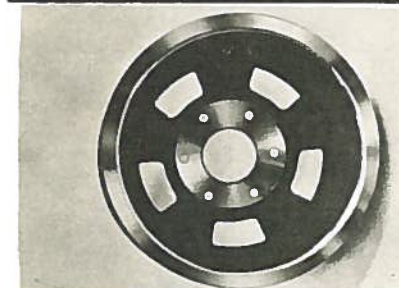
Smokey Secondo

6th PLACE OWNER

Smokey Secondo has been a midget owner since 1938. He has been the NEMA champion four times. With Johnny Thomson as his driver, he was the 1952 AAA Eastern Champion.

Besides Thomson, his drivers have included Chet Gibbons, Len Duncan, Al Herman and Johnny Bernardi.

Smokey lives in Thompsonville, Conn., with his wife, Vera. He is hoping to sell the number 31 this winter, to clear the way for a new car of his own design.



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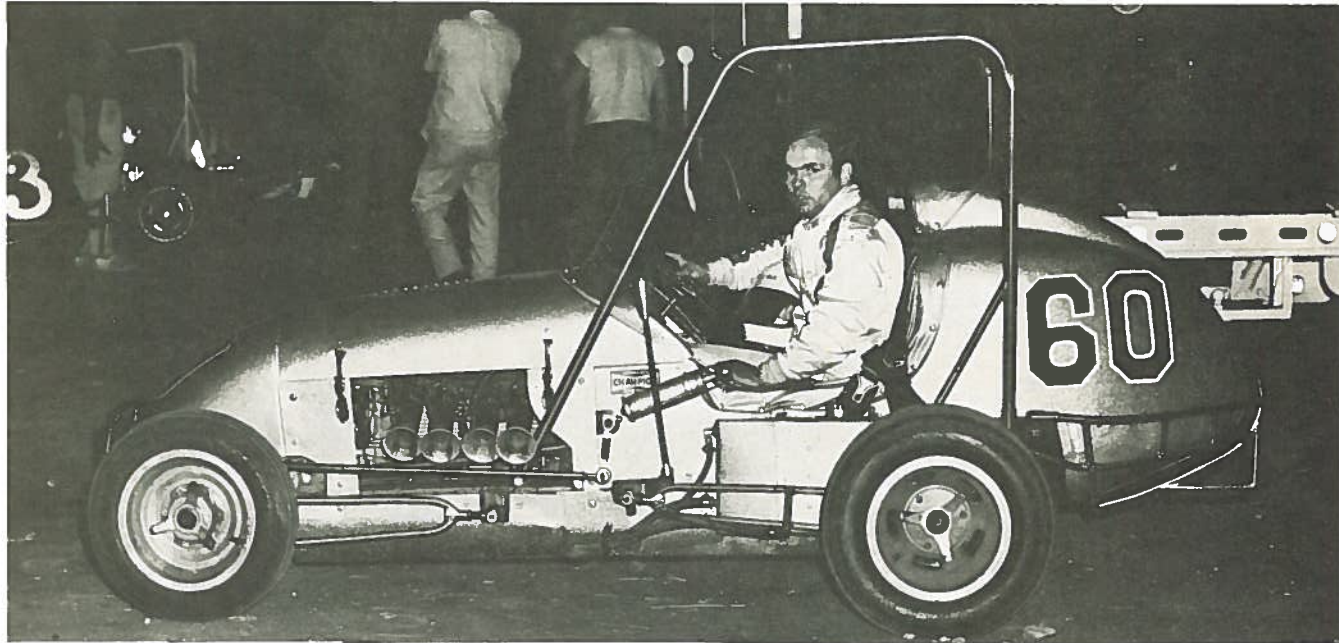
Billy Hughes

8th PLACE DRIVER

It was only two years ago that Billy Hughes first drove a race car. It was a TQ midget which he bought to get a start in racing. He made such a name for himself in two short years with the

TQs, that when he decided to switch to the full midgets, he was able to get a good ride.

He was the 1970 Rookie of the Year with the American Three Quarter Midget Racing Association, placed sixth in the 1971 ATQMRA standings, and third in the STP Boardwalk series last winter, in the Atlantic City Convention Hall. Bill and his wife, Maria, live in Levittown, Pa., where he is employed as a carpenter.



Ralph Smiley

10th PLACE OWNER

If anyone qualifies as the Grand Old Man of midget racing, it is Ralph Smiley. One of the first midget owners, when the little

racers were first invented, Ralph has stuck with them through all their ups and downs.

Ralph owned his first midget in 1932, when they first hit the East Coast. After the war, in the heyday of midget racing, his famous "Golden Arrow" Offy was one of the best midgets to ever set a wheel on a track. With top drivers at the wheel, he won races all over the East.



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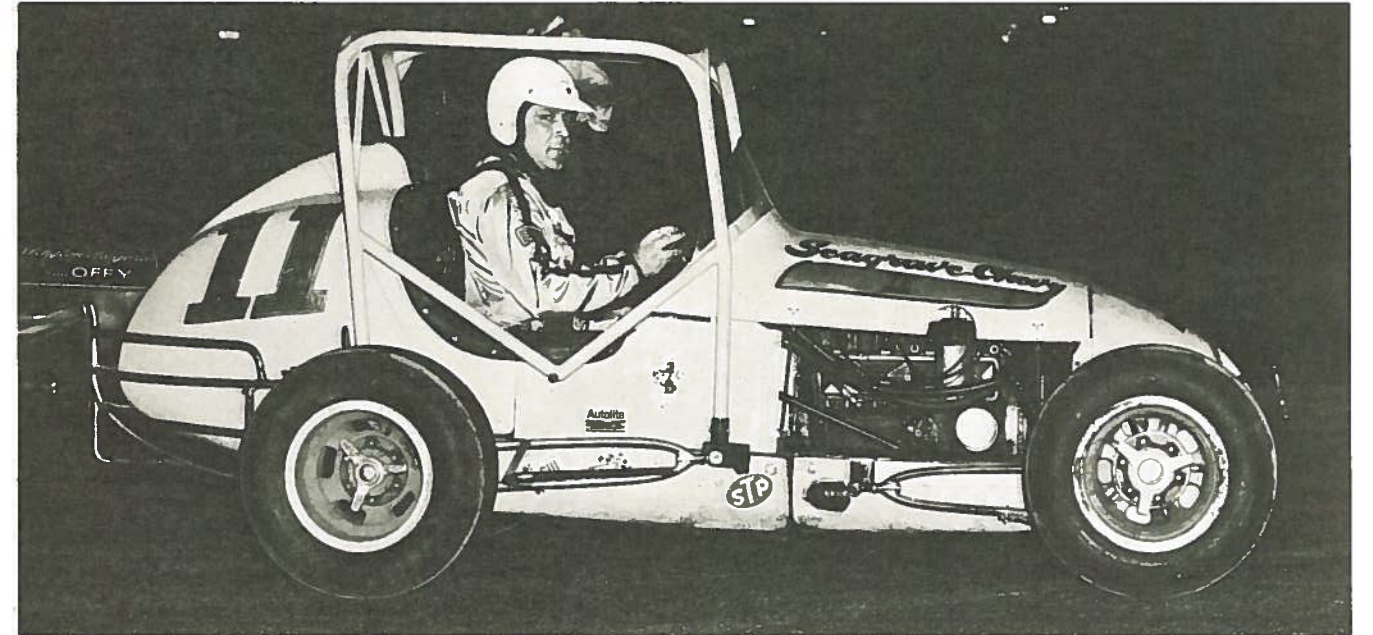
Ray Roberts

9th PLACE DRIVER

In two years as a team, Ray Roberts and Walt Seagrave have run well when the car held together, but have had more than their share of tough luck.

Ray, who won the NEMA Championship in 1966, has been driving midgets since 1946. He has won many features over that period, but his hard charging habits have also led to some problems. He has been upside down in midgets 31 times!

A machine shop owner, he is one of the leading suppliers of racing parts in the New England area. His shop, near his home in Esmond, R.I., is the scene of a gathering of racing people almost every night of the year.



Walt Seagrave

11th PLACE OWNER

Walt Seagrave has been a midget owner since 1959, after a two year fling with stock cars. His car has been in the top ten almost every year recently, in spite of a phenomenal streak of bad luck.

Last year, his problems were so fantastic, he was "awarded" the NEMA Hard Luck Trophy. At times this year, it looked like he was in the running once again.

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Don Keller

10th PLACE DRIVER

Don Keller, a truck driver from Wrentham, Mass., first started racing stock cars during the fifties. He switched to the midgets in 1965, and was voted the NEMA Rookie of the Year for that



season. He was the flathead engine champ in 1968 and 69, and in 1970, as good rides began to come his way, he was named the Most Improved Driver of the Year.

In 1971, he won his first feature event, driving Ralph Miller's SESCO, and quickly followed that with another. This season, mechanical problems gave him a lot of grief, but when he finished, he was usually in a good spot.

Ralph Miller

8th PLACE OWNER

Ralph Miller became a partner with Freeman Downing in the Falcon powered car which was the NEMA Champion in 1965, and eventually became the sole owner, as the car won the NEMA stock-block championship in 1966, '67 and '68.

Last year, Ralph decided that the Falcon engine in the Kurtis chassis had reached its limits, so he bought a new Edmunds chassis and a SESCO engine. He has had some success with this new combination, although various mechanical ills have plagued him recently.

Ralph owns a Mobil station in Lowell, Mass. He and his wife, Marvel, live in neighboring Chelmsford, with their youngest daughter.



Ralph Miller



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Bob Cherry

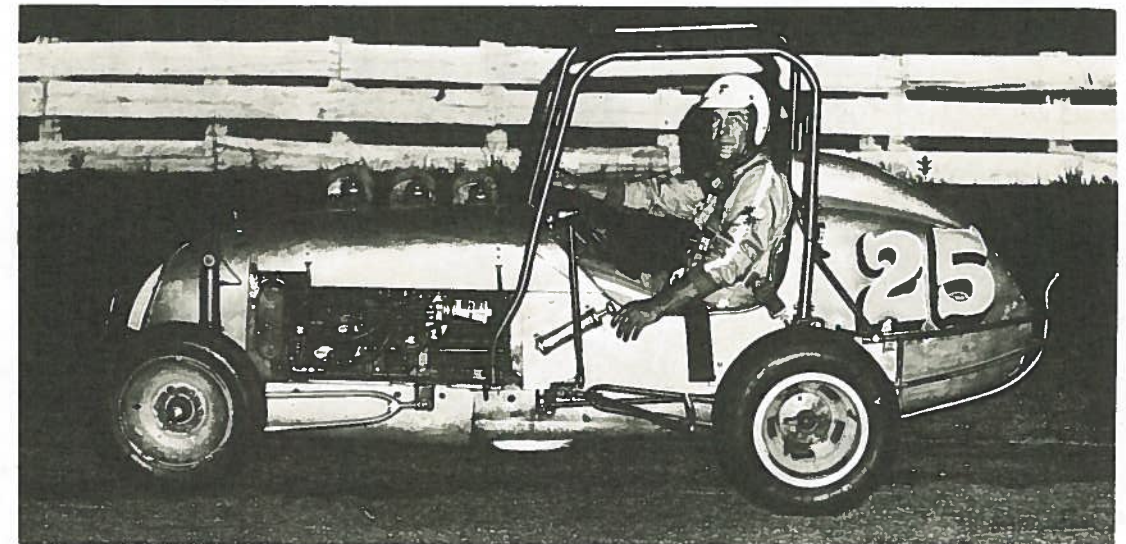
11th PLACE DRIVER

12th PLACE OWNER

Bob Cherry has been one of the top owner-drivers in NEMA for some years. Bob has generally been in the top ten as a driver, with his car nearby in the owner standings. Recently, he has had a great deal of trouble with the car since he took a wild flip in mid-season last year.

A stock car driver who caught the midget bug in 1963, Bob was voted the NEMA Most Improved Driver for the 1968 season. In that same season, he was awarded the Johnny Thomson Memorial Trophy.

His car, the number 25 Falcon, is unusual in that it has a polished aluminum body. It has never been painted. He also has installed a pneumatic weight jacking system so the suspension can be tuned even while running.



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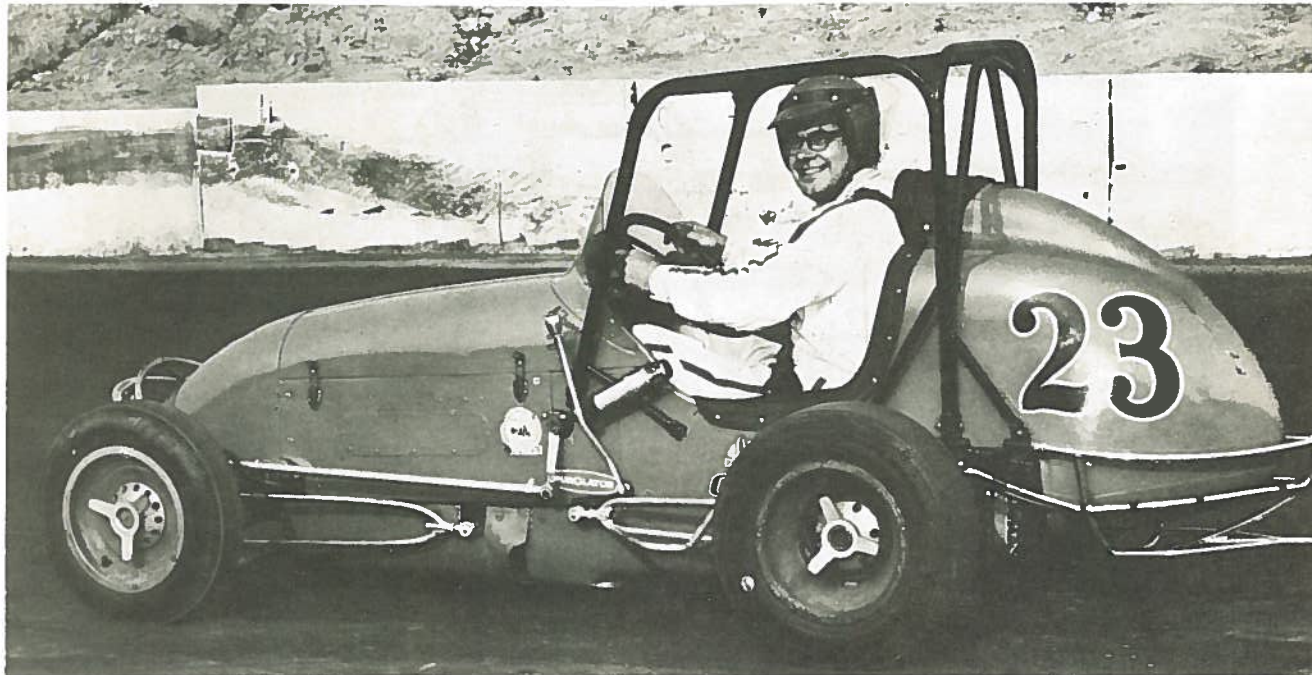
Bob Hart

12th PLACE DRIVER

Bob Hart began racing in a stock car in 1950, but the following year found him in a midget, where he has been ever since. During the fifties, he was twice Driving Champion of the

Midget Auto Racing Club, and was the NASCAR stock-block champ in 1955. He was also elected president of MARC.

In the years he has run with NEMA, Boy, his wife Pat, and their five children have become friends of everyone in the club. Evidence of the high regard in which Bob is held is the fact that, in 1969, he received both the Sportsmanship Award and the Johnny Thomson Memorial Trophy.



The "Violent Volvo" number 23 did quite well in its rookie year. Although the car is new, its owners have been around for a while. Fred Orlando has been driving race cars since 1934, when he first hopped into a sprinter. He began driving midgets in 1939, and became well known all over the East, as "Meatball" Orlando.

Fred Orlando

15th PLACE OWNERS

Jim Travers

Jim Travers, of Norwell, Mass., a service station operator, has owned a couple of cars in the past. He had sold out his racing equipment, but returned to join Fred in this venture.



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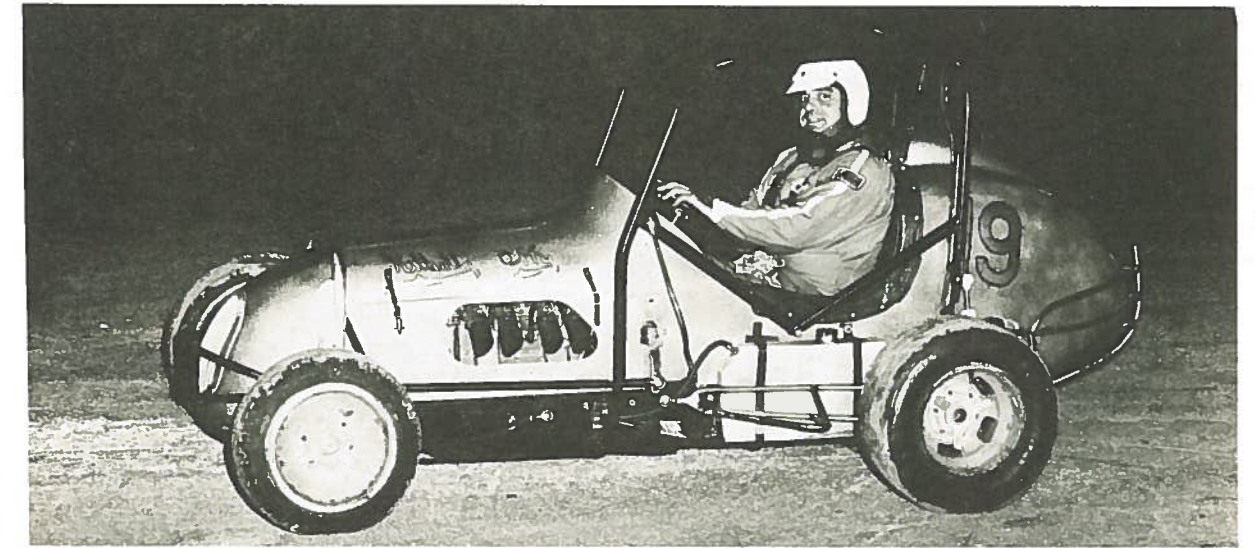
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JOE CSIKI MEMORIAL TROPHY FOR THE MOST IMPROVED DRIVER OF THE YEAR

In recent years, this award has been to a young driver, often a recent Rookie of the Year. This year, it has been awarded to a driver who has been around for a few years, mostly driving underpowered cars.

John Romano received a chance to show what he could do with a competitive car early this season. His handling of the Ray Kelley Chevy II and the Bill Kilkelly Offy left some owners wondering how they had overlooked him before.

John won a couple of heats this season and was consistently in the top ten in the feature events. One of his best races was at Malta, in May, when he was the first NEMA driver to finish, behind five ARDC regulars.



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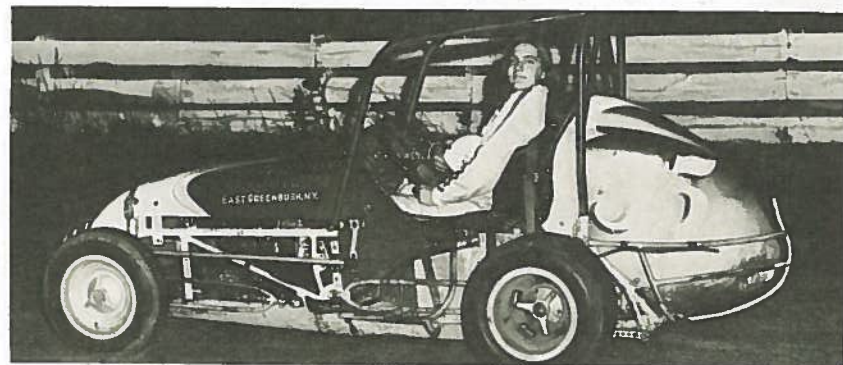
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**ED CLOTHIER MEMORIAL TROPHY
FOR YOUTH, DETERMINATION AND TALENT**

For a number of years, few young drivers were interested in midgets. Many loyal followers were worried that no one was coming along to replace retiring veterans.

Worry no more. Led by a band of second-generation chauffeurs, new midget drivers are appearing in ever-increasing numbers. But only one driver can be rookie of the year, and he often has had experience in other forms of racing. These factors led to the establishment of an award, in memory of the late Ed Clothier, to be given to the driver who exemplifies youth, determination and talent.

The unanimous choice for the first recipient of this award is Rick Hart. The son of a great veteran, Rick started this season with youth, determination and raw nerve. As the season progressed, Rick's talent grew by leaps and bounds. While certainly not yet a veteran, his increasing smoothness and agility mark him as one to watch in the coming seasons.



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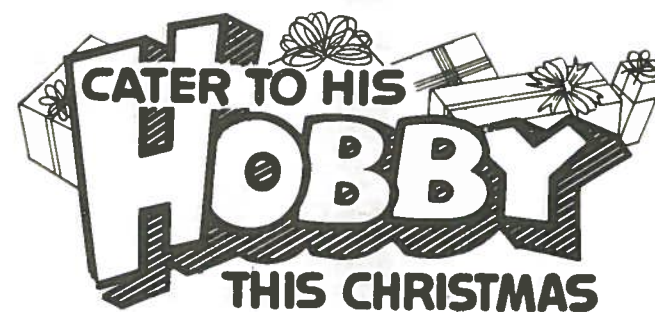
NORTHEASTERN MIDGET ASSN.

from

NATIONAL SPEED SPORT NEWS

CHRIS ECONOMAKI, Editor

DUSTIN W. FRAZER, Asst. Editor — TY BERGER, Advertising



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Lee Smith

15th PLACE DRIVER

Lee Smith, of Lexington, Mass., started driving race cars in 1968. He looked good enough that he was named the NEMA Rookie of the Year. Three years later, he won the Most Improved Driver Award.

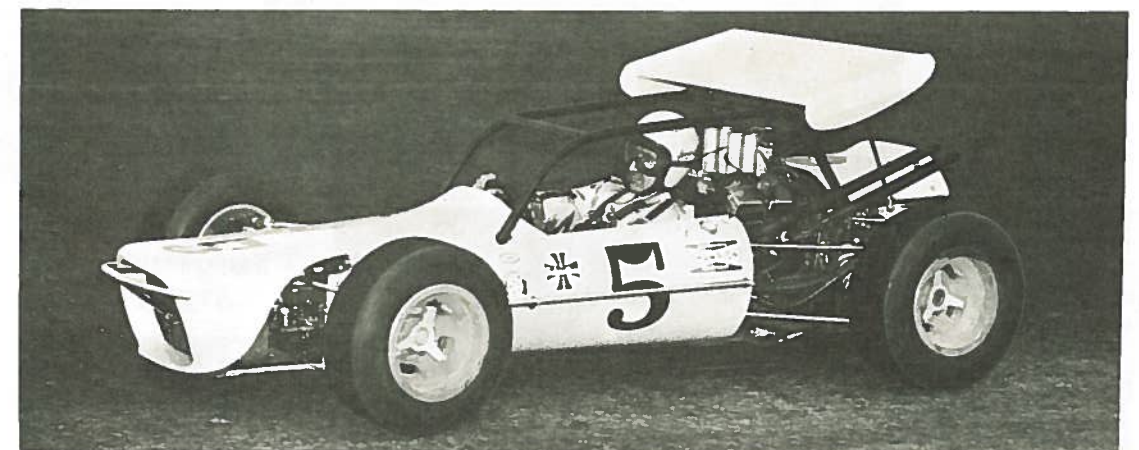
In spite of this record, like many young drivers, a top notch ride eluded him. So, last winter, with the forbearance of his wife Eileen, Lee built up his own car in the living room of their apartment.

He did very well this season, considering the difficulties of being a one man owner-driver. He has sold the number 72, and is working on a new car for next season, although he would be very happy to drive for someone else if the right ride comes along.



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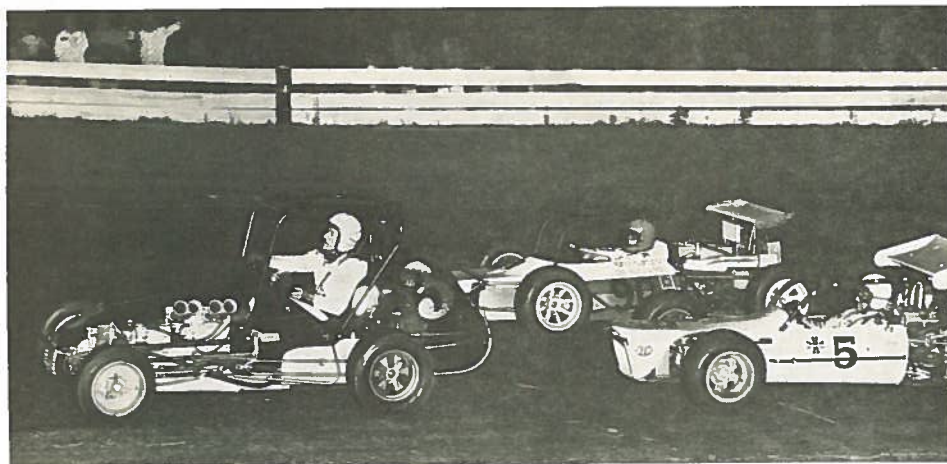
**John Lane
George Beckford**

14th PLACE OWNERS

John Lane, of Wollaston, Mass., and George Beckford, of Weymouth, Mass., got together and bought Charlie Gardner's sharp looking OFFY. They promptly rechristened it the "Elbee Offy" and went racing.

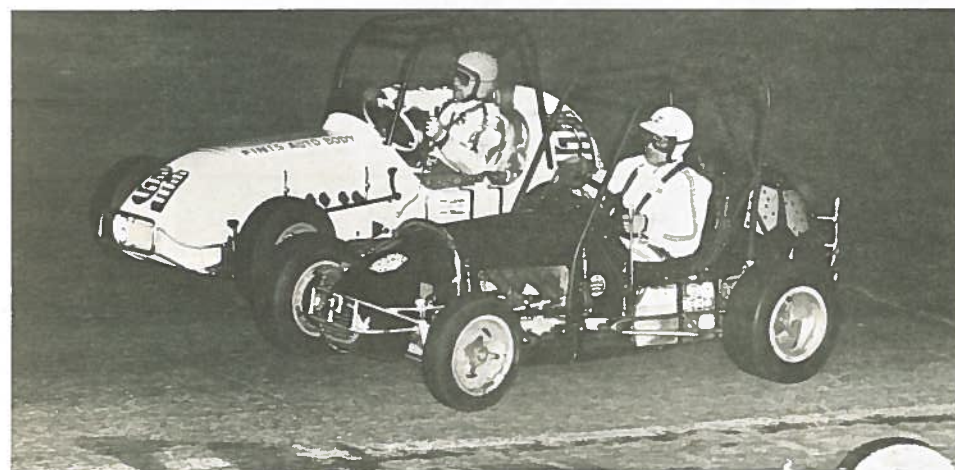
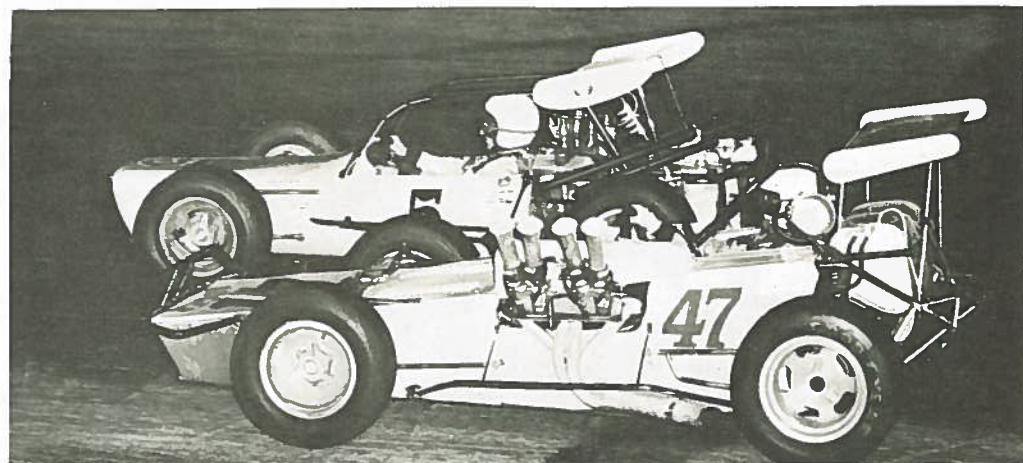
With Walter Gale, the 1964 NEMA Driving Champion at the wheel, they had a reasonably competitive season. With a year's experience, they should be in the thick of the battle next year.





Don Keller, in Ralph Miller's SESCO (No. 3), appears to hear the footsteps of progress, as Johnny Coy, Jr., in the Remington Ford (No. 90) and Jerry Wall in his "Yellowjacket" (No. 5) close up behind.

The long-awaited battle! Jerry Wall, in his "Yellowjacket" Chevy V4 duels with Dave Humphrey in the McCarthy "Badger" Chevy II.

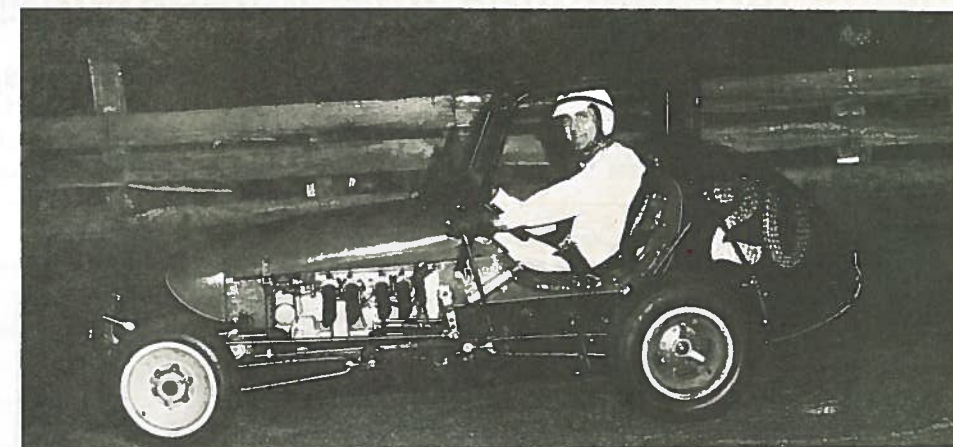


The Offy's not dead yet!

It's action like this that brings 'em back.



Bill Eldridge, four-time NEMA Champion, came out of retirement in mid-season.



Two youngsters, Billy Hughes and Johnny Coy, Jr., seeking words of wisdom from the old-timer, Ralph Smiley.

Butch Walsh after his first feature win in a midget. Wiscasset, Maine, July 1, 1972.



Can you imagine a yearbook without girls?



NEMA ROOKIE OF THE YEAR

1972 produced a bumper crop of rookies for NEMA, but Billy Hughes, of Levittown, Pa., was at the head of the class. After two years of experience in TQ midgets, Bill finished eighth in the standings in his first season with the full midget racers.

Bill came to the pre-season practice session at Westboro hoping to find a vacant car. His reputation from the TQs won him a trial in Ralph Smiley's "Golden Arrow" Offy, and his performance earned him a steady ride. Bill was the only rookie to finish in one of the top four spots in a feature, which he did on three occasions.



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Bob Pick parlayed a number of consistent top ten finishes into 13th spot, even though he missed part of the season due to ill health. He first started racing in a midget in 1965, and has been in the top fifteen almost every year since.

Bob Pick

13th PLACE DRIVER

Bob tows out of Ludlow, Vermont, where he and his wife Anita live with their three children. Bob is an avid snowmobiler

in the winter, and has infected some other NEMA members with the bug.



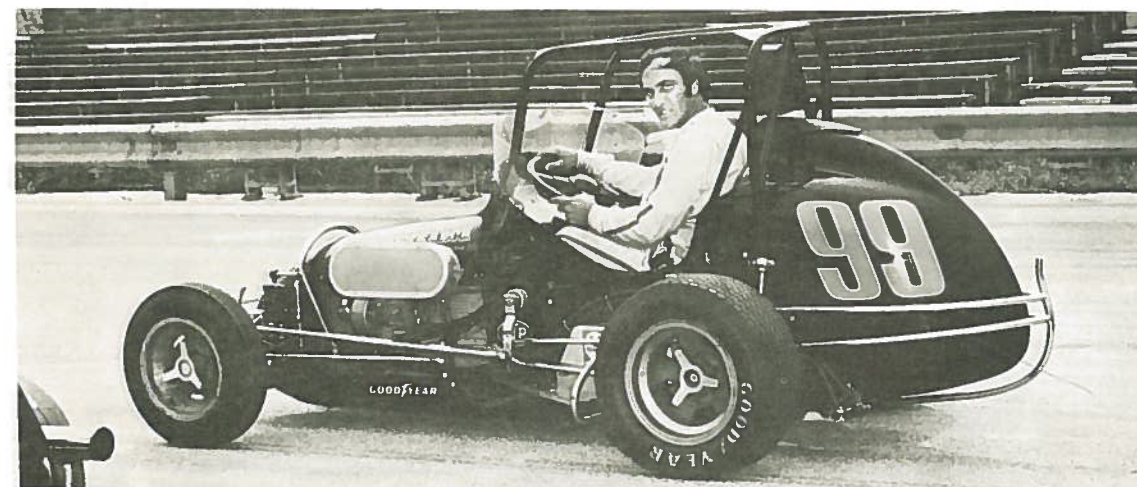
Frank Pick

13th PLACE OWNER

Frank Pick, Bob's father, is the owner of the bright orange number 77. The car has run well, except for a seige of magneto trouble in mid-season.

Bob was the highlight of a publicity outing at Monadnock Speedway, when he tried to take a shortcut through a "puddle" in the infield which turned out to be two feet deep.

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John Romano
14th PLACE DRIVER

John Romano, a mechanic from Dedham, Mass., has been a steady competitor with NEMA for a number of years. For much of that period, he suffered from that common ailment, lack of a good ride.

This season, Ray Kelley's Chevy II ran very strongly for the first part of the season, and John gave it some good rides. Then the engine came apart, and John was once again without a ride.

Bill Kilkelly, a new owner, had seen John run, and gave him the ride in his car. Once again, he did a good job, but the races he missed in mid-season kept him from finishing higher in the standings.

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Frank Fahey

9th PLACE OWNER

Frank Fahey, a garage owner from Darien, Conn., has accumulated enough NEMA points over the past five years to make him the 10th ranked owner over that period. This is in spite

of the fact that he is a regular ARDC member, and missed a lot of NEMA shows.

This year, his SESCO, driven by such names as Dutch Schaefer and Johnny Coy, was a contender whenever it appeared with NEMA.



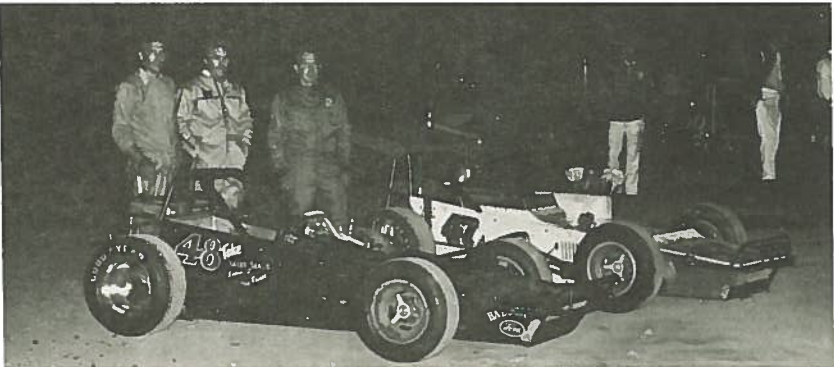
MECHANIC OF THE YEAR TROPHY AND ATLANTIC-NEW YORK AWARD

The 1972 Mechanic of the Year award goes to a pair of ace designers. Rollie and Dick Lindblad designed and executed the "Badger", their first midget chassis, over a single winter.

Known all over the country for their successful drag racing chassis, the Lindblads had built a couple of stocks and supers in the past. Almost without exception, the midget racing "experts" who visited the Lindblad shop last winter came away believing the Badger would never work. The unusual front suspension and steering geometry, combined with a solid rear axle was just too much for them to accept.

Once the car took to the track, however, all doubts vanished. A number of mechanical ills plagued the car for the first few races, but it was obvious right from the start that the car was a winner. In the hands of Dave Humphrey, the Badger won the first feature race it finished, and went on to win eight more.

Rollie has built a second Badger to drive himself, which is a work of art. It contains polished workmanship rarely seen in an oval track racer.



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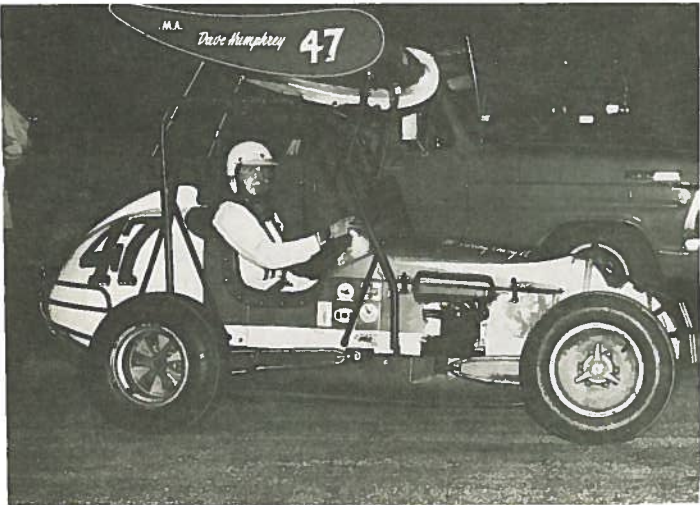
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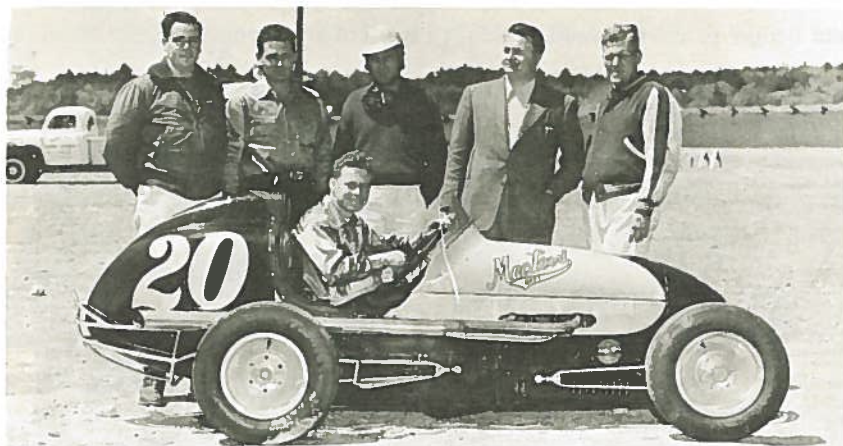
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JOHNNY THOMSON MEMORIAL TROPHY

Johnny Thomson, the Flying Scot, was perhaps the top driver to ever graduate from the New England midget circuit. Johnny was one of the hardest chargers on the track, but a quiet, unassuming gentleman off the track. He was a model citizen, dedicated to his family, who happened to drive race cars for a living.

After his untimely death in 1960, a group of fans from Lowell, Mass., Johnny's home town, established this memorial award. It is given each year to the NEMA driver who, in their opinion, exemplifies the highest qualities of open cockpit racing. The recipient is never announced until he is given the award at the annual banquet.

Spokesman for the group is Bill Estabrook, a fireman from Dracut, Mass. His fellow donors are Freeman Downing, John Dudevoir, Dick Gallagher, Bob Marchildon, Ralph Miller, Dick Monahan and Sam Weisberg.



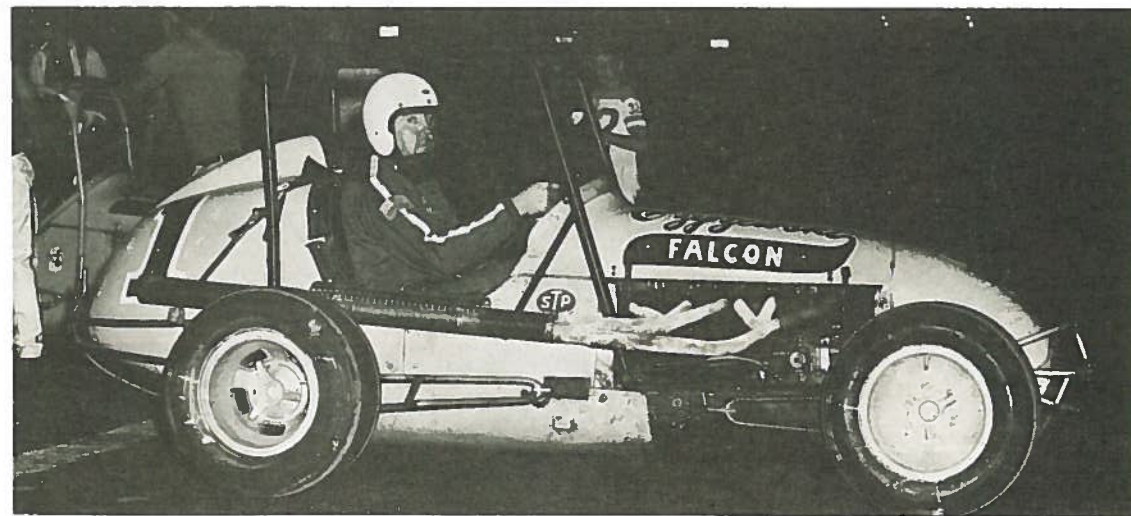
OXFORD PLAINS SPEEDWAY SPORTSMANSHIP AWARD

Each season, Bob and Sandy Bahre, owners of the Oxford Plains Speedway, and former owners of a NEMA midget racer, donate an award to be given to a member who epitomizes the sportsmanship tradition in NEMA.

This year's winner was a unanimous selection. Dick Gallagher, of Lowell, Mass., has been one of the best-liked members of the club since he joined, as a charter member, in 1953.

It has been said that Dick would give any of his friends the shirt off his back, and that everyone in NEMA is his friend. Dick is always among the first to contribute when a fellow driver is hurt or in difficulties.

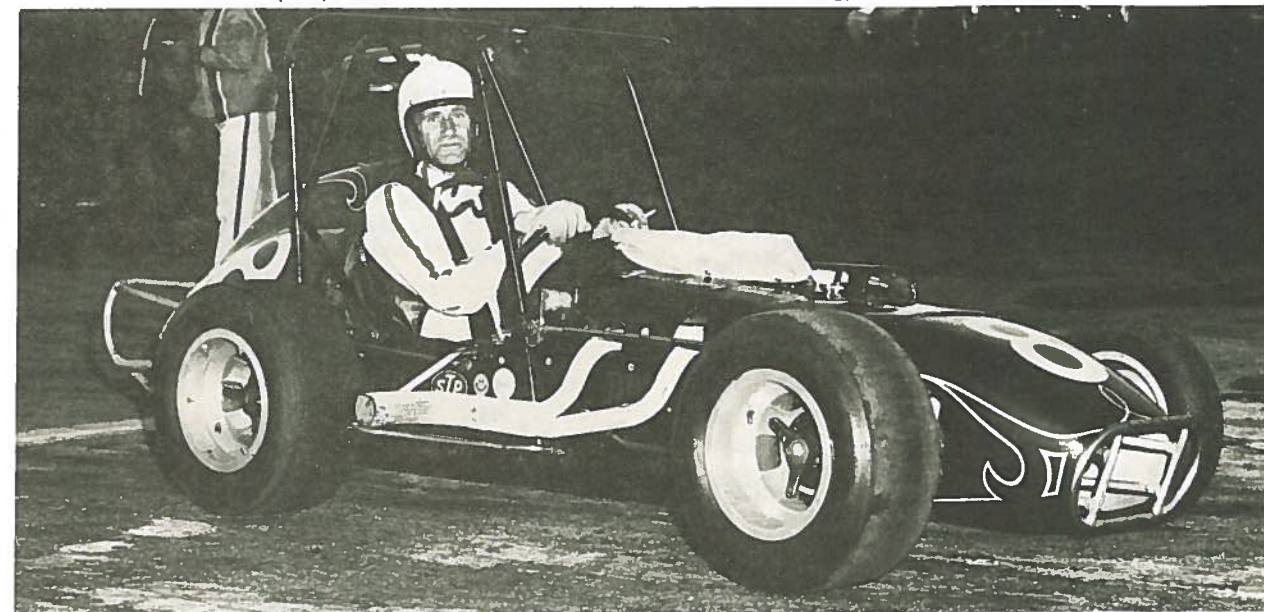
A bachelor, Dick is an electrical contractor, and the owner of the Pickford Camps, a small resort in Rangely, Maine.



HARD LUCK AWARD

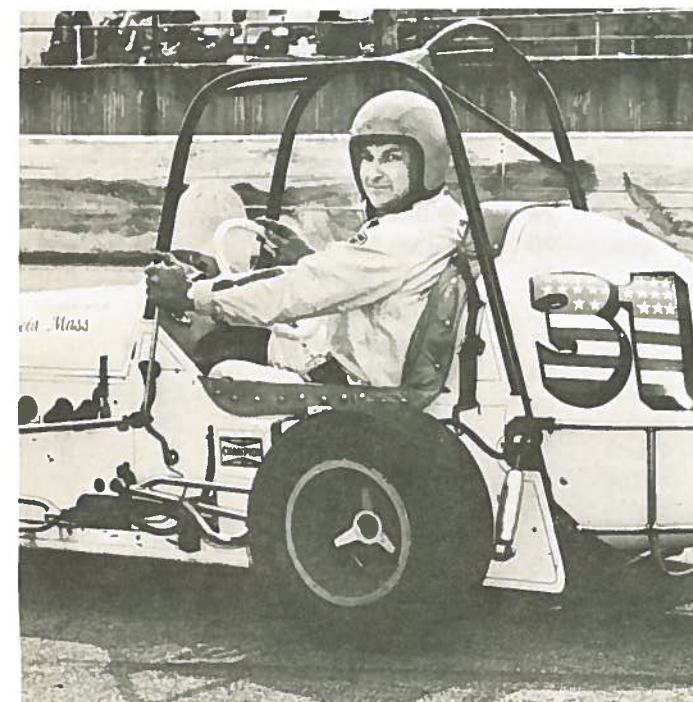
Flex Yuris won the 1972 Hard Luck Award going away. In spite of many long hours of work, he went through a significant percentage of the Falcon engines in New England.

A solid NEMA supporter, Flex's car and crew are always among the best appearing at our shows. His unusual roadster has been a winner in the past, and with a little of the luck he has been missing, can be in the future.



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FINAL 1972 NEMA CHAMPIONSHIP POINT STANDINGS — October 1, 1972

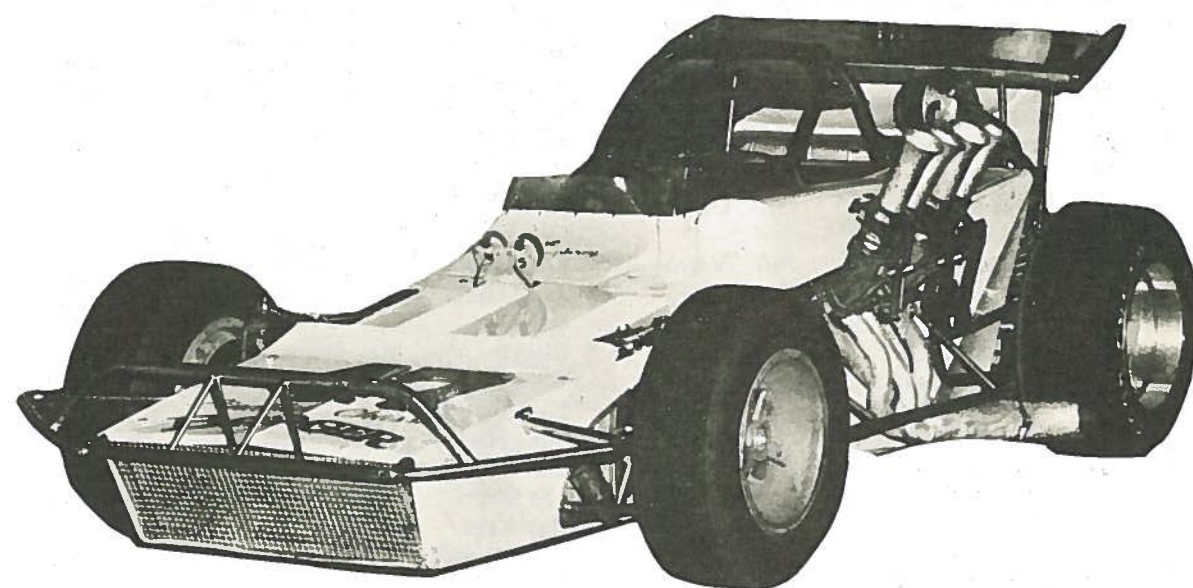
	Driver	Home Town	Points	Usual Ride
1.	Johnny Mann	Ronkonkoma, N.Y.	1403	Stropoli No. 66
2.	Dave Humphrey	Seekonk, Mass.	975	McCarthy No. 47
3.	Lou Fray	Shelton, Conn.	942	Young No. 711
4.	Jerry Wall	Little Falls, N.Y.	909	Wall No. 5
5.	Fred Walsh	Dover, Mass.	825	Walsh No. 52/Connors No. 58
6.	Ronnie Evans	Ellington, Conn.	822	Daniel No. 10
7.	Len Thrall	Broad Brook, Conn.	676	Secondo No. 31
8.	Billy Hughes	Levittown, Pa.	654	Smiley No. 60
9.	Ray Roberts	Esmond, R.I.	608	Seagrave No. 11
10.	Don Keller	Wrentham, Mass.	560	Miller No. 3
11.	Bob Cherry	Jessup, Ga.	540	Cherry No. 25
12.	Bob Hart	E. Nassau, N.Y.	468	Czyzewski No. 2
13.	Bob Pick	Ludlow, Vt.	466	Pick No. 77
14.	John Romano	Danvers, Mass.	455	Kilkelly No. 19
15.	Lee Smith	Lexington, Mass.	368	Smith No. 72
16.	Bill Eldridge	Chelmsford, Mass.	352	LaMacchia No. 20
17.	Walter Gale	Norwich, Conn.	324	Lane-Beckford No. 24
18.	Chuck Houston	Beverly, Mass.	310	Houston No. 74
19.	Rick Hart	E. Nassau, N.Y.	301	Hart No. 55
20.	Dick Gallagher	Lowell, Mass.	276	Gallagher No. 7
21.	Billy Adams	Portland, Me.	271	Fusco No. 73
22.	Roger Bailey	Patchogue, N.Y.	209	Germond No. 12
23.	Bruce Buffinton	Seekonk, Mass.	191	Buffinton No. 9
24.	Bob Keyser	Waterbury, Conn.	185	Keyser No. 43
25.	Pete Thurston	Hubbardston, Mass.	170	Leonardi No. 9
26.	Jim Morris	Troy, N.Y.	156	Gypson No. 81
27.	Dutch Schaefer	Floral Park, N.Y.	142	Fahey No. 18
28.	Johnny Coy, Jr.	Suffern, N.Y.	110	Beardslee No. 90
29.	Richie Fuller	W. Springfield, Mass.	101	Fuller No. 32
30.	Jack Doucette	Ashburnham, Mass.	99	O'Brien No. 16
31.	Ed DeVoe	Farmington, Conn.	93	DeVoe No. 13
32.	John Evans	Ellington, Conn.	74	O'Brien No. 16
33.	Ed Lucier	Coventry, R.I.	70	Lucier No. 35
34.	C. J. Fray	Shelton, Conn.	67	Cowles No. 28
35.	Johnny Kay	New Britain, Conn.	66	Prew No. 18
36.	Dave Grantz	Lowell, Mass.	51	Genereux No. 44
37.	Paul Stoehr	Bridgewater, Mass.	33	Stoehr No. 65
38.	Bob Pennoyer	New Canaan, Conn.	31	Pennoyer No. 98
39.	Hank Stevens	Rocky Hill, Conn.	24	Gypson No. 81
40.	Bobby White	Plymouth, Mass.	18	Martin No. 75
41.	Hank Valentine	Beacon Falls, Conn.	17	Valentine No. 23
42.	Bob DiCenzo	Millis, Mass.	16	Yuris No. 8
43.	Rollie Lindblad	Northbridge, Mass.	15	Lindblad No. 48
44.	Jack Crawford	Apalachin, N.Y.	12	Ferguson No. 6
45.	Brad Thrall	Broad Brook, Conn.	10	Thrall No. 4
46.	Fred Orlando	Dorchester, Mass.	2	Orlando-Travers No. 23

FINAL 1972 NEMA CHAMPIONSHIP POINT STANDINGS — October 1, 1972

	Car	Number & Name	Engine	Owner	Home Town	Points
1.	66	Stropoli Chevy II	Chevy II	Nick Stropoli	Staten Island, N.Y.	1345
2.	711	P-Y Offy	Offy	Paul Young	E. Hartford, Conn.	919
3.	47	Mack Truck "Badger"	Chevy II	John McCarthy	Shrewsbury, Mass.	915
4.	5	Wall "Yellowjacket"	Chevy V4	Jerry Wall	Little Falls, N.Y.	891
5.	10	D & O Comet	Comet	Chuck Daniel	Broad Brook, Conn.	822
6.	31	Fini's Auto Body Special	Offy	Smokey Secondo	Thompsonville, Conn.	729
7.	58	Bel-Air Speed & Sport Spl	SESCO	Jerry Connors	W. Haven, Conn.	717
8.	3	Miller's Towing SESCO	SESCO	Ralph Miller	Chelmsford, Mass.	716
9.	18	Fahey SESCO	SESCO	Frank Fahey	Darien, Conn.	625
10.	60	Golden Arrow	Offy	Ralph Smiley	Ridgefield, N.J.	586
11.	11	Seagrave Chevy II	Chevy II	Walt Seagrave	N. Uxbridge, Mass.	542
12.	25	Cherry Falcon	Falcon	Bob Cherry	Jessup, Ga.	540
13.	77	Pick Offy	Offy	Frank Pick	Ludlow, Vt.	466
14.	24	Elbee Offy	Offy	John Lane & George Beckford	Wollaston, Mass. Weymouth, Mass.	371
15.	23	Violent Volvo	Volvo	Fred Orlando & Jim Travers	Dorchester, Mass. Norwell, Mass.	365
16.	55	Harry Bridge Mobil Spl	Falcon	Bob Hart	E. Nassau, N.Y.	364
17.	20	LaMacchia Offy	Offy	Blackie LaMacchia	Millis, Mass.	352
18.	74	Chuck's Chevy II	Chevy II	Chuck Houston	Beverly, Mass.	310
19.	7	Pickford Camps Spl	SESCO	Dick Gallagher	Lowell, Mass.	289
20.	7	Sheehan SESCO	SESCO	Mike Sheehan	Suffern, N.Y.	278
21.	81	Ken-Karen Special	Falcon	Ken Gypson	Troy, N.Y.	277
22.	72	Smith Offy	Offy	Lee Smith	Lexington, Mass.	269
23.	33	Kelley's Not Much Spl	Chevy II	Ray Kelley	Pembroke, Mass.	221
24.	19	Kilkelly Offy	Offy	Bill Kilkelly	Amesbury, Mass.	212
25.	3	Sheehan SESCO	SESCO	Mike Sheehan	Suffern, N.Y.	208
26.	52	Walsh Offy	Offy	Fred Walsh	Dover, Mass.	202
27.	2	Czyzewski Offy	Offy	Ed Czyzewski	Schenectady, N.Y.	192
28.	9	Buffinton Ford	½ Ford	Bruce Buffinton	Seekonk, Mass.	191
29.	21	Scrivani Offy	Offy	Mike Scrivani, Jr.	Wrentham, Mass.	190
30.	73	Fusco Chevy II	Chevy II	Fred Fusco	Esmond, R.I.	178
31.	8	Yuris Roadster	Falcon	Flex Yuris	Wallingford, Conn.	174
32.	16	O'Brien Falcon	Falcon	Jim O'Brien	Forestville, Conn.	171
33.	90	Remington Hot Comb Spl	BDA Ford	Don Beardslee	Ansonia, Conn.	160
34.	21	Bulldog Offy	Offy	Bill Dorer	Mineola, N.Y.	149
35.	88	Mellor Falcon	Falcon	Charlie Mellor	N. Granby, Conn.	148
36.	19	Billington-Nogera Offy	Offy	Harry Billington & Jim Noqueira	Leominster, Mass. Milford, Mass.	145
37.	12	Germond Offy	Offy	George Germond	Waterbury, Conn.	141
38.	61	O'Brien Chevy II	Chevy II	Dan O'Brien	Vernon, Conn.	111
39.	15	GA Welding Special	Falcon	Ralph Evaschuk	Merrimack, N.H.	106
40.	32	F & F Offy	Offy	Rich & Dave Fuller	Springfield, Mass.	101
41.	28	Cowles Falcon	Falcon	Ken Cowles	Agawam, Mass.	99
42.	13	Action Placements Spl	Chevy II	Ed DeVoe	Farmington, Conn.	93
43.	35	Grand Dad Special	Falcon	Ed Lucier	Coventry, R.I.	72
44.	18	Prew Chevy II	Chevy II	Ray Prew	Foster, R.I.	66
45.	44	Genereux SESCO	SESCO	Charlie Genereux	Framingham, Mass.	51
46.	65	Stoehr Chevy	Flynn Chevy	Paul Stoehr	Bridgewater, Mass.	33
47.	36	Nagy SESCO	SESCO	Charlie Nagy	Bridgeport, Conn.	28
48.	95	O' Dynamite V	Chevy II	Dick Currey	Somers, Conn.	20
49.	75	Martin Chevy II	Chevy II	John Martin	Cumberland, R.I.	18
50.	48	Lindblad Chassis "Badger"	Pinto	Dick Lindblad	Northbridge, Mass.	15
51.	4	Thrall Chevy II	Chevy II	Len Thrall	Broad Brook, Conn.	12
52.	51	Leonardi Pinto	Pinto	Mario Leonardi	W. Boylston, Mass.	9

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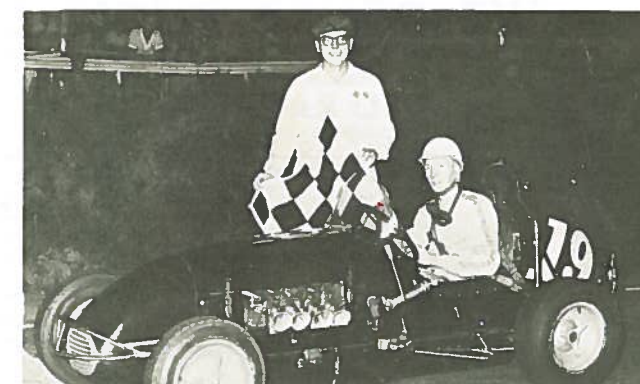
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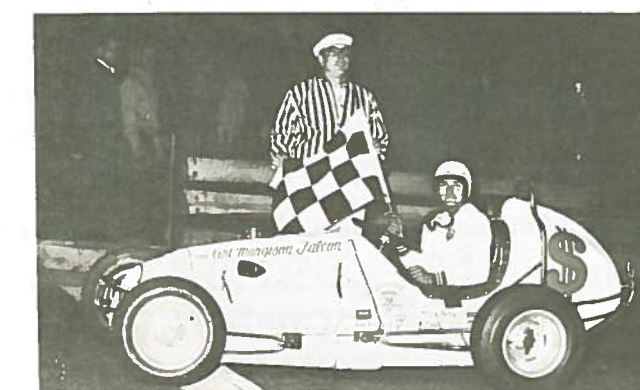
NORTHBRIDGE, MASS.



NORTHEASTERN MIDGET ASSOCIATION CHAMPIONS 1953-1971

YEAR	DRIVER	OWNER	STOCK-BLOCK OWNER
1953	Bill Eldridge	Gibby Parmenter No. 55	
1954	Bill Eldridge	Gibby Parmenter No. 55	
1955	Ray Burke	Giggy Leonardi No. 75	
1956	Al Pillion	Ray Kelley No. 33	
1957	Bill Eldridge	Ray Kelley No. 33	Ray Kelley No. 33
1958	Bill Eldridge	Gibby Parmenter No. 55	Gibby Parmenter No. 55
1959	Al Pillion	Ed Stone No. 11	Wen Kelley No. 66
1960	Dick Brown	Al Monast No. 19	Pete Wrobel No. 43
1961	Dick Brown	Al Monast No. 31	Joe Csiki No. 22
1962	Joe Csiki	Smokey Secondo No. 32	Joe Csiki No. 22
1963	Joe Csiki	Smokey Secondo No. 32	Art Margison No. \$
1964	Walt Gale	Smokey Secondo No. 32	Larry Cavanaugh No. 82
1965	Joe Csiki	Freeman Downing No. 3	Freeman Downing No. 3
1966	Ray Roberts	Smokey Secondo No. 32	Downing-Miller No. 3
1967	Dave Humphrey	Bob Pascale No. 81	Downing-Miller No. 3
1968	Dave Humphrey	Bob Pascale No. 1	Ralph Miller No. 3
1969	Dave Humphrey	Bob Pascale No. 1	
1970	Dave Humphrey & Lou Fray	John McCarthy No. 47	
1971	Dave Humphrey	John McCarthy No. 47	
1972	Johnny Mann	Nick Stropoli No. 66	

- Notes:
1. Before 1957, only stock-blocks were allowed in NEMA.
 2. After 1968, class championships were abolished.
 3. In 1970, Dave Humphrey and Lou Fray tied for the driving championship.



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1972 NEMA Statistics

FEATURE WINS

DRIVERS

Dave Humphrey	10
Johnny Mann	7
Jerry Wall	5
Jimmy Kirk	2
Fred Walsh	1
Russ Klar	1
Johnny Coy, Sr.	1

OWNERS

McCarthy No. 47	9
Stropoli No. 66	7
Wall No. 5	5
Bennett No. 22	2
Connors No. 58	1
Miller No. 3	1
Fahey No. 18	1
Sheehan No. 7	1

ENGINES

Chevy II	16
Chevy V4	5
SESCO Chevy	4
SESCO Ford	2

FINISHES IN THE FIRST FOUR IN FEATURE RACES

DRIVERS

Johnny Mann	19
Dave Humphrey	12
Lou Fray	10
Jerry Wall	10
Fred Walsh	10
Len Thrall	5
Don Keller	4
Billy Hughes	3

OWNERS

Stropoli No. 66	19
McCarthy No. 47	11
Young No. 711	10
Wall No. 5	10
Connors No. 58	8
Fahey No. 18	7
Secondo No. 31	6
Miller No. 3	5
Sheehan No. 7	5

ENGINES

Chevy II	32
SESCO Chevy	32
Offy	29
Chevy V4	10
Falcon	2
SESCO Ford	2
BDA Ford	1

HEAT WINS

DRIVERS

Johnny Mann	14
Jerry Wall	8
Dave Humphrey	7
Lou Fray	5
Fred Walsh	5
Don Keller	4

OWNERS

Stropoli No. 66	14
Wall No. 5	8
McCarthy No. 47	7
Young No. 711	5
Connors No. 58	4
Miller No. 3	4
Sheehan No. 7	4

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1972 NEMA Season in Review

April 29 — Westboro (Mass.) Speedway — ¼ mile — 25 laps

1. Johnny Mann	Stropoli No. 66	Chevy II	H1. Mann
2. Bob Pick	Pick No. 77	Offy	H2. Fray
3. Billy Hughes	Smiley No. 60	Offy	H3. Cherry (Cherry No. 25)
4. Len Thrall	Secondo No. 31	Offy	C. Saunders (Saunders No. 76)
5. Doug Craig	Fahey No. 18	SESCO	

Took 4 tries to get past 1st turn. Mann tire cut off in 1st tangle. Crew got it changed before final restart. He was 5th before 10 laps, when another tangle occurred. He was black flagged because left rear wheel glowing red. It was checked, found to be only brake disk. He continued on to win.

May 7 — Thompson (Conn.) Speedway — First Feature — 5/8 mile track — 20 laps

1. Russ Klar	Fahey No. 18	SESCO	H1. Walsh
2. Johnny Mann	Stropoli No. 66	Chevy II	H2. Wall
3. Butch Walsh	Connors No. 58	SESCO	H3. Mann
4. Len Thrall	Secondo No. 31	Offy	C. Adams (Billington No. 19)
5. Bob Pick	Pick No. 77	Offy	

May 7 — Thompson Speedway — Second Feature — ¼ mile track — 25 laps

1. Johnny Mann	Stropoli No. 66	Chevy II
2. Len Thrall	Secondo No. 31	Offy
3. Russ Klar	Fahey No. 18	SESCO
4. Ronnie Evans	Daniel No. 10	Comet
5. Jerry Wall	Wall No. 5	Chevy V4

May 12 — Albany-Saratoga Speedway, Malta, N.Y. — ¼ mile — 25 laps (ARDC co-sanction)

1. Johnny Coy, Sr.	Sheehan No. 7	SESCO	H1. Coy, Sr.
2. Hank Rogers, Jr.	Boyd No. 56	SESCO	H2. Roberts (Seagrave No. 11)
3. Russ Klar	Fahey No. 18	SESCO	C. Coy, Jr. (Connors No. 58)
4. Jerry Stover	Sheehan No. 3	SESCO	
5. Bing Metz	Petratis No. 40	Chevy II	
6. John Romano	Kelley No. 33	Chevy II	

Roberts couldn't start feature; low oil pressure. Wall broke suspension in tangle with Stover in heat. Humphrey (No. 47) & Mann out; throwing water. Thrall (No. 31), Bailey (No. 12) & Andy Cardinale (Darrell No. 2) tangle on front stretch; Thrall on side almost on top of Cardinale.

May 28 — Star Speedway, Epping, N.H. — ¼ mile — 25 laps

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Keller
2. Don Keller	Miller No. 3	SESCO	H2. Evans (Daniel No. 10)
3. Bob Pick	Pick No. 77	Offy	H3. Romano (Kelley No. 33)
4. Lou Fray	Young No. 711	Offy	C. Thurston (Mellor No. 88)
5. Billy Hughes	Smiley No. 60	Offy	

First time Badger finished a race; won going away. In feature, a tangle on backstretch during restart resulted in Thurston & Richie Fuller (F&F No. 32) tangling & flipping into infield; both ok.

May 29 — Stafford Motor Speedway, Stafford Springs, Conn. — ½ mile — 20 laps

1. Johnny Mann	Stropoli No. 66	Chevy II	H1. Mann
2. Don Keller	Miller No. 3	SESCO	H2. Humphrey (McCarthy No. 47)
3. Len Thrall	Secondo No. 31	Offy	C. Wall (Currey No. 95)
4. Walter Gale	Elbee No. 24	Offy	
5. Billy Hughes	Smiley No. 60	Offy	

Humphrey was running away with feature when oil pump broke on lap 14; he started 12th, took lead on 2nd lap. Wall won consi in first finish of Currey mid-engined car.

June 9 — Albany-Saratoga Speedway — 25 laps (ARDC co-sanction)

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Coy, Sr.
2. Hank Rogers, Jr.	Boyd No. 56	SESCO	H2. Stover
3. Johnny Coy, Sr.	Sheehan No. 7	SESCO	C. Jim Fearick (Brink No. 20)
4. Jerry Stover	Sheehan No. 3	SESCO	
5. Bing Metz	Petratis No. 40	Chevy II	

First win by NEMA driver in these co-sanctioned events since Lou Fray 8/22/69.

June 11th — Seekonk (Mass.) Speedway — ¼ mile — 25 laps

1. Jerry Wall	Wall No. 5	Chevy V4	H1. Mann
2. Dave Humphrey	McCarthy No. 47	Chevy II	H2. Wall
3. Johnny Mann	Stropoli No. 66	Chevy II	H3. Humphrey
4. Butch Walsh	Walsh No. 52	Offy	C. Monsen (Gallagher No. 7)
5. Russ Klar	Connors No. 58	SESCO	

First win of season for Wall. Humphrey moved up right behind on two late race restarts, but could not catch Wall.

June 17th — Westboro Speedway — 25 laps

1. Johnny Mann	Stropoli No. 66	Chevy II	H1. Monsen (Gallagher No. 7)
2. Lou Fray	Young No. 711	Offy	H2. Keller (Miller No. 3)
3. Len Thrall	Secondo No. 31	Offy	H3. Fray
4. Billy Hughes	Smiley No. 60	Offy	C. Mann
5. Lee Smith	Smith No. 72	Offy	

June 24th — Seekonk Speedway — 25 laps

1. Johnny Mann	Stropoli No. 66	Chevy II	H1. Dave Humphrey (McCarthy No. 47)
2. Butch Walsh	Connors No. 58	SESCO	H2. Mann
3. Lou Fray	Young No. 711	Offy	H3. Walsh
4. Don Keller	Miller No. 3	SESCO	C. Keller
5. Ronnie Evans	Daniel No. 10	Comet	

Tangle on 2nd lap knocked out Humphrey. Mann didn't get by Walsh until 23rd lap.

July 1 — Wiscasset (Me.) Speedway — 1/3 mile — 25 laps

1. Butch Walsh	Connors No. 58	SESCO	H1. Johnny Mann
2. Jerry Wall	Wall No. 5	Chevy V4	H2. Jerry Wall
3. Walter Gale	Elbee No. 24	Offy	H3. Lou Fray
4. Lou Fray	Young No. 711	Offy	C. Billy Adams (Fusco No. 73)
5. Dave Humphrey	McCarthy No. 47	Chevy II	
6. Johnny Mann	Stropoli No. 66	Chevy II	

First feature win for Walsh. Had to out drag Wall on 17th lap restart. Consi was first win for Fusco.

July 2 — Star Speedway — 25 laps

1. Jerry Wall	Wall No. 5	Chevy V4	H1. Wall
2. Johnny Mann	Stropoli No. 66	Chevy II	H2. Humphrey (McCarthy No. 47)
3. Dutch Schaefer	Fahey No. 18	SESCO	H3. Keller (Miller No. 3)
4. Ray Roberts	Seagrave No. 11	Chevy II	C. Adams (Fusco No. 73)
5. Lou Fray	Young No. 711	Offy	

July 9 — Monadnock Speedway, Winchester, N.H. — ¼ mile — 25 laps

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Mann
2. Lou Fray	Young No. 711	Offy	H2. Hughes (Smiley No. 60)
3. Butch Walsh	Connors No. 58	SESCO	H3. Walsh
4. Duch Schaefer	Fahey No. 18	SESCO	C. Evans (Daniel No. 10)
5. Ronnie Evans	Daniel No. 10	Comet	M1. Walsh
6. Johnny Mann	Stropoli No. 66	Chevy II	M2. Eldridge (LaMacchia No. 20)

Frantic night. In 2nd heat Eddie Dunne flipped 4-5 times. The feature included three multi-car accidents.

July 15 — Spud Speedway, Caribou, Me. — ¼ mile — 25 laps

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Romano (Kilkelly No. 19)
2. Jerry Wall	Wall No. 5	Chevy V4	H2. Humphrey
3. Don Keller	Miller No. 3	SESCO	C. Evans
4. Lou Fray	Young No. 711	Offy	
5. Ronnie Evans	Daniel No. 10	Comet	
6. Johnny Mann	Connors No. 58	SESCO	

July 16 — Unity (Me.) Raceway — 1/3 mile — 25 laps

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Fray
2. Lou Fray	Young No. 711	Offy	H2. Keller (Miller No. 3)
3. Butch Walsh	Walsh No. 52	Offy	C. Wall
4. Jerry Wall	Wall No. 5	Chevy V4	
5. Billy Hughes	Smiley No. 60	Offy	

In warmups, push truck ran over Wall, breaking left rear suspension; spent all night getting it replaced.

July 28 — Albany-Saratoga Speedway — 25 laps (ARDC co-sanction)

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Stover
2. Jerry Stover	Sheehan No. 3	SESCO	H2. Rogers (Boyd No. 56)
3. Johnny Mann	Stropoli No. 66	Chevy II	H3. Coy
4. Johnny Coy, Sr.	Sheehan No. 7	SESCO	C. Roberts (Seagrave No. 11)
5. Jim Fearick	Brink No. 20	Offy	

Wall run over by push truck again; could not start feature.

July 29 — Westboro Speedway — 100 laps

1. Jerry Wall	Wall No. 5	Chevy V4	H1. Wall
2. Johnny Mann	Stropoli No. 66	Chevy II	H2. Mann
3. Butch Walsh	Connors No. 58	Offy	H3. Thrall (Secondo No. 31)
4. Lou Fray	Young No. 711	Offy	C. McAndrew (Hickey No. 19)
5. Johnny Coy, Jr.	Beardslee No. 90	BDA Ford	

Wall lead all but 1st 3 laps; had ¾ lap lead at end. Mann had ½ lap over Walsh. Humphrey took wild flip in Badger in 3rd heat.

July 30 — Star Speedway — 25 laps

1. Dave Humphrey	Miller No. 3	SESCO	H1. Mann
2. Johnny Mann	Stropoli No. 66	Chevy II	H2. Wall (Wall No. 5)
3. Ray Roberts	Seagrave No. 11	Chevy II	C. Keyser (Kenkaren No. 81)
4. Lou Fray	Young No. 711	Offy	
5. Bill Eldridge	LaMacchia No. 20	Offy	

Humphrey held off Mann for last 10 laps. Wall & Fray tangled in 6th lap, causing Wall to leave with broken left front suspension.

August 6 — Devil's Bowl Speedway, West Haven, Vt. — ¼ mile — 25 laps

1. Jerry Wall	Wall No. 5	Chevy V4	H1. Wall
2. Johnny Mann	Stropoli No. 66	Chevy II	H2. Mann
3. Russ Klar	Fahey No. 18	SESCO	H3. R. Hart (Czyzewski No. 2)
4. Bob Pick	Pick No. 77	Offy	C. Humphrey (McCarthy No. 47)
5. Ray Roberts	Seagrave No. 11	Chevy II	

Wall all the way. Humphrey couldn't start when car wouldn't stay in gear.

August 13 — Spud Speedway — 25 laps

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Walsh (Walsh No. 52)
2. Johnny Mann	Stropoli No. 66	Chevy II	H2. Eldridge
3. Butch Walsh	Connors No. 58	Offy	C. Evans (Daniel No. 10)
4. Lou Fray	Young No. 711	Offy	
5. Bill Eldridge	La Marcchia No. 20	Offy	

Humphrey took lead on 10th lap, moving from 6th to 1st in that lap. Mann almost caught him at the end, when Badger's engine went sour.

August 13 — Unity Raceway — 25 laps

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Coy, Jr. (Beardslee No. 90)
2. Johnny Mann	Stropoli No. 66	Chevy II	H2. Fray (Young No. 711)
3. Billy Hughes	Smiley No. 60	Offy	H3. Hughes
4. Butch Walsh	Connors No. 58	Offy	C. Pick (Pick No. 77)
5. Len Thrall	Secondo No. 31	Offy	

Mann held Humphrey off from laps 12-20, but Dave got by in traffic.

August 19 — Stafford Motor Speedway — 20 laps

1. Jerry Wall	Wall No. 5	Chevy V4	H1. Mann
2. Johnny Mann	Stropoli No. 66	Chevy II	H2. Humphrey (McCarthy No. 47)
3. Johnny Coy, Jr.	Beardslee No. 90	BDA Ford	H3. Walsh
4. Butch Walsh	Connors No. 58	Offy	C. J. Evans (O'Brien No. 16)
5. Russ Klar	Fahey No. 18	SESCO	

Wall runaway. 2nd lap tangle eliminated Hughes, Humphrey, Eldridge, Romano.

August 20 — Utica-Rome Speedway, Vernon, N.Y. — ¼ mile — 30 laps

1. Johnnie Mann	Stropoli No. 66	Chevy II	
2. Jerry Wall	Wall No. 5	Chevy V4	
3. Ronnie Evans	Daniel No. 10	Comet	
4. Dave Humphrey	McCarthy No. 47	Chevy II	
5. Bob Hart	Czyzewski No. 2	Offy	

Wall closed up but could not get by Mann. In private, Wall-Humphrey battle, Wall blew by in 3rd turn.

September 4 — Pocono International Raceway — 3/4 mile — First Feature — 25 laps

1. Jim Kirk	Bennett No. 22	SESCO Ford	H1. Mann
2. Johnny Coy, Sr.	Sheehan No. 7	SESCO	H2. Kirk
3. Jerry Wall	Wall No. 5	Chevy V4	H3. Coy
4. Leigh Earnshaw	Darrell No. 2	SESCO	C. Fred Charles (Miller No. 1)
5. Hank Rogers, Jr.	Boyd No. 56	SESCO	

Jack Crawford flipped in lap 21 while dueling with team mate Maguire. Coy right behind Kirk, but couldn't pass.

September 4 — Pocono — Second Feature — 25 laps

1. Jim Kirk	Bennett No. 22	SESCO Ford	
2. Johnny Coy, Sr.	Sheehan No. 7	SESCO	
3. Hank Rogers, Jr.	Boyd No. 56	SESCO	
4. Johnny Mann	Stropoli No. 66	Chevy II	
5. Russ Klar	Fahey No. 18	SESCO	

Humphrey hit wall on inside of 4th turn on 8th lap when suspension of Badger broke. On restart, same happened to Wall; he hit outside 1st turn wall. Coy again was right behind Kirk.

September 16 — Westboro Speedway — 25 laps

1. Dave Humphrey	McCarthy No. 47	Chevy II	H1. Humphrey
2. Gene Bergin	Secondo No. 31	Offy	H2. Wall
3. Sonny Saunders	Scrivani No. 21	Offy	H3. Mann
4. Johnny Mann	Stropoli No. 66	Chevy II	C. Smith (Smith No. 72)
5. Jerry Wall	Wall No. 5	Chevy V4	

Humphrey passed Bergin on 4th turn, last lap.

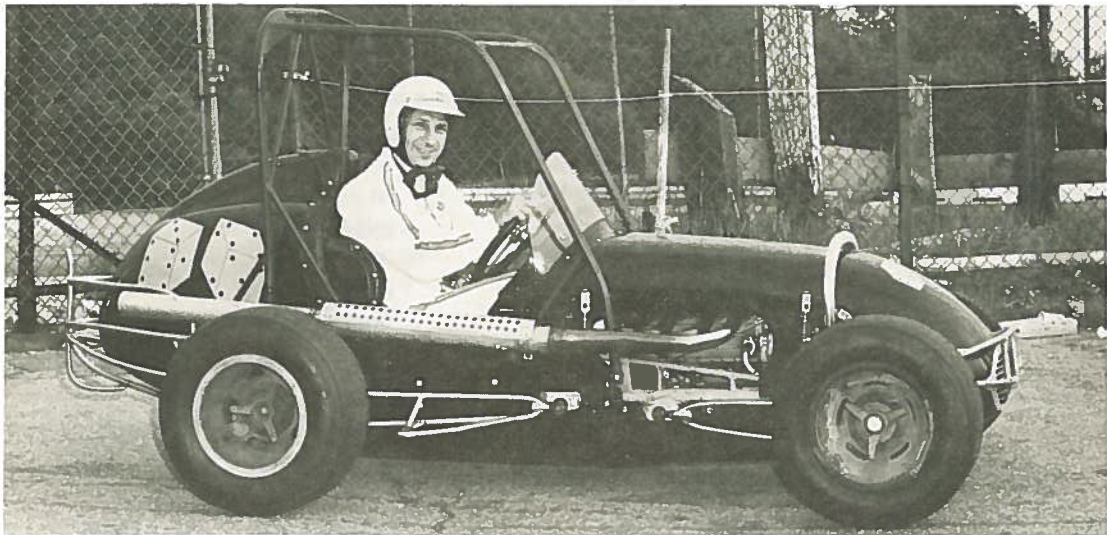
September 23 — Star Speedway — 25 laps

1. Johnny Mann	Stropoli No. 66	Chevy II	H1. Bob Cherry (Cherry No. 25)
2. Johnny Coy, Sr.	Fahey No. 18	SESCO	H2. Coy, Sr.
3. Bob Hart	Czyzewski No. 2	Offy	H3. Mann
4. Sonny Saunders	Scrivani No. 21	Offy	C. Saunders
5. Ray Roberts	Seagrave No. 11	Chevy II	

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For many years, the Offenhauser engine dominated midget racing. Recently, however, the stock-blocks have gained the upper hand. This year, for the first time in memory, no Offy powered car was able to take a feature win.

In recognition of the changing times, this year NEMA awards its first Top Offy Award. It goes to the P-Y Offy, owned by Paul Young, of East Hartford, Conn. Unable to get into the winner's circle, Paul's car, driven by Lou Fray, finished near the top often enough to finish second in the overall standings.



1972 NEMA State Champions

Connecticut	
Johnny Mann	Stropoli #66
Maine	
Dave Humphrey	McCarthy #47
Massachusetts	
Johnny Mann	Stropoli #66
New Hampshire (Star Speedway Trophy)	
Dave Humphrey	Stropoli #66
New York	
Dave Humphrey	McCarthy #47
Pennsylvania	
Jerry Wall	Sheehan #7
Vermont	
Jerry Wall	Wall #5

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This year's winners, and the cars they maintain are:

- Dewey Cali, Stropoli #66
- Don Mardirosian, McCarthy #47
- Al Szymanski, Wall #5
- Jerry O'Connell, D&O #10

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