
The SQUEAL

August 2014

The Official Newsletter of the Susquehanna Region of the Sports Car Club of America, Inc. - Incorporated June 29, 1959



EMMR Hillclimb Third Sunday Roundtable

Owners of hillclimb cars are urged to attend the Eastern Museum of Motor Racing "Third Sunday Roundtable" Q&A session on September 21st. The meeting will run from 1:00-3:00 pm. This roundtable's discussion will be centered on hillclimbing. Alan Leshner explains on Page 4. [□](#)



Geoff Craig and his Fiat X1/9 making a run up the Hershey hill. — Don McLaughlin photo



Hershey Stadium Speedway History



The Hershey Stadium action had the stands filled to capacity with race fans. — EMMR archives photo

Motor racing has a deep-rooted history in central-Pennsylvania. Henry Brillinger has written several articles for *The Squeal* that have taken us as far back as the early-1900s, the dawn of motoring competition. This month, Henry is presenting part one of a three part series about a popular mid-twentieth century racing venue, the Hershey Stadium Speedway. Henry will take us from its construction in the 1930s to its demise in the '60s. Henry writes about central-Pennsylvania history for this newsletter and for several other publications. See Henry's story on Page 5. [□](#)

From the Editor's Desk



At the July meeting, the executive board appointed Steve Limbert to fill the Region Executive position vacated by Chris Paveglio. Steve previously held the RE position from 2008-2012. Steve will remain as RE for the remainder of 2014. Election of Susquehanna Region's 2015 officers will be held at the November meeting. Welcome back Steve.

Henry Brillinger has been researching local racing history and has produced an extensive compendium on a mid-1900s hotbed of central-Pennsylvania racing activity in Hershey. Part 1 of 3 is presented in this issue.

There are but two autocross weekends yet to be run this season. Autocrosses #10 & #11 will be run as a double event day on Sunday August 31 at the Farm Show Complex. Closing out the autocross season will be the individual Saturday/Sunday Events #12 & #13 at the large Hershey lot on October 25 & 26. With the season winding down, these four events are the final opportunities to advance your points standings toward a 2014 year-end autocross championship trophy.

For the rallycrossers out there, the season's fourth and final rallycross will be held Saturday, October 11, again on the Farm Show's Elmerton Avenue lot. The dusty conditions experienced at Event #2 was kept under control at Event #3 by redirecting the course onto grassy areas for the afternoon runs. It didn't hurt that it had rained just a few days before the event. A water truck will be kept at the ready if needed at Event #4.

Find out more at the membership meeting at Gilligan's on Tuesday, August 26th. □

— John

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*Susquehanna Region's membership meets
at 7:30 PM on the fourth Tuesday of each
month, except December, at Gilligan's Bar &
Grill, 987 Eisenhower Blvd, Harrisburg, PA.
For more information, go to our website at
www.scca-susq.com*

REGION OFFICERS

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AUTOCROSS COMMITTEE

Geoff Craig — Chair

Henry Brillinger — Site Aquisition/Relations

Geoff Craig — Course and Grid Design

Chris Paveglio — Pre-registration

Jeremy Utterback — Registration

Dennis Cipriany — Safety

Ryan Hetrick — Tech Inspection

Anne Demmy — Timing

Charlie Demmy — Starter

Greg Hagan — Novice Program

Dan Woland — EMT Services

(Position Open) — Workers

Markus Houser — Truck & Equip. Manager



RALLYCROSS COMMITTEE

Adam Moore & John Roscinski — Co-chairs

★ Meeting Minutes ★

The Tuesday, July 22nd Membership Meeting at Gilligan's was called to order by acting Regional Executive, Henry Brillinger, at 7:31 pm.

Alan Lesher gave the treasury report. Autocross and rallycross incomes rose net income considerably. Lot rentals for July and August events are prepaid. Finances are in good shape. Dave Walter moved and Alan Pozner seconded that the report be approved. The motion passed.

The June meeting minutes as printed in *The Squeal* were approved unanimously by the members present.

The Board has appointed Steve Limbert as interim Regional Executive to fill the position vacated by Chris Paveglio. Questions were raised about the transition of the region website from Chris Paveglio. All passwords and ownership have been transitioned.

Steve Limbert reports that our membership remains high at 341.

Alan Pozner reported on the Novice Autocross School held at the end of June. It was sold out and all 24 students enjoyed themselves and gave very positive feedback. Alan thanked all those volunteers who made the school a very big success.

Geoff Craig reports that we are on schedule for two double autocross events at the

Farm Show Aug 3 and 31. He asks all autocrossers to think about volunteering for one of the key management positions in timing, registration, course design, grid, novice chief or worker chief as we have had several members who have left those positions. Geoff will be holding course design classes on the Saturday before each of the next two event weekends. SO, if you want better courses, now is the time to step up. You might find that it's not as easy as it seems.

There was a discussion of bugs in the timing software and Mark Houser promised a rollback to a more stable older version. Ed Womer was one of the instructors at the Autocross Novice School and it has been several years since he attended a region autocross. He was very impressed with the timing and scoring system we have now and the improved equipment.

Rallycross report – The event for July 26th is next. The last one had a bit of a rocky start but turned out well. A discussion was held concerning the amount of dust during that event as well as options for watering the course.

Newsletter – Editor of *The Squeal*, John Rudy, appreciates all the input but would like to

have articles submitted a little earlier in the month.

Geoff Craig moved and Dave Walter seconded that we adjourn and Steve Limbert adjourned the meeting at 8:25 pm. □

Respectfully submitted,
Alan Pozner, secretary

SCCA/Region Milestones

SCCA is showing its pride this year as 2014 marks SCCA's 70th Anniversary. SCCA says, "Since 1944, the Sports Car Club of America has championed one mission: To bring motorsports to the masses of American men and women who are passionate about automobiles, speed and competition. From National Championships to regional events, whether professional or amateur, the SCCA exists to organize, support and develop auto racing at every level and provide an outlet for you to get out of the armchair and into the action. So, whether your passion is autocrossing, rallying or road racing as a professional or as a weekend warrior, SCCA wants to help you fuel your passion."

We of Susquehanna Region are equally proud to be a part of SCCA as 2014 marks our region's 55th Anniversary. □



EMMR Hillclimb Roundtable — By Alan Leshner



Vince Gladfelter and his BMW 2002ti make a charge to the Hershey Hillclimb finish line.
— Don McLaughlin photo

The Eastern Museum of Motor Racing has an ongoing program called “Third Sunday Roundtable.” As one might expect, it is on the third Sunday of the month. The next meeting is coming up on September 21; the subject is Hillclimb by Bill Sangrey and Ron Mann.

I was contacted by Bill Sangrey to provide a list of hillclimb drivers from our area who may be interested in showing their car and being on the Q&A panel. The usual suspects came to mind. Vince Gladfelter and Geoff Craig “didn’t say no”, so I passed their names on to Bill. In addition, Kurt Eikenberg, John Pitman and Don McLaughlin have been invited.

If anyone else has a hillclimb car and is interested, call me, Alan Leshner, at 717-238-9611

and I will forward your contact information. This would be a good opportunity for region members to visit the museum. If you have never been there, why not come out on September 21 from 1pm to 3pm? The Roundtable is a regular feature of the museum and available for their members their guests, and any visitors.

The Eastern Museum of Motor Racing is worth a visit. You can see a wide variety of racing machines from many forms of racing. These include everything from sprint cars, midgets, and stock cars to motorcycles, Indy cars, NASCAR, drag racing and more. Admission is free; donations are requested. The museum is located at 100 Baltimore Road, York Springs, PA. — Alan Leshner



Alan Leshner pushes his Neon SRT4 for more speed up a straight at the Giants Despair Hillclimb.
— Don McLaughlin photo



<http://www.emmr.org/>

EMMR is open EVERY Friday weather permitting until the Spring Open House. Then we will be open Friday, Saturday and Sundays starting April 4 through October 26, 2014.

The museum and gift shop hours are from 10 AM to 4 PM
EMMR is also open at additional times during special events throughout the year.

The History of Hershey Stadium Speedway – Part One Of Three Parts

— By Henry Brillinger

Editor's note: Historian and writer Henry Brillinger has researched and published articles about historically significant local sites and activities, some pertaining to Pennsylvania's racing past as well as other community features. In this first installment of a three part series, Henry delves into Hershey Stadium and the interest it spawned in local automobile racing.

On Thursday evening, May 18, 1939, paying customers streamed through the gates of the new "Million dollar" Hershey Stadium in Hershey, Pennsylvania for the first time. A crowd of 11,265 came to this opening night to watch midget auto races at the magnificent new structure. The midget racecars that would run at Hershey that evening were smaller than the full size racecars of the time.

The new Hershey Stadium, under construction for two years, was specifically designed to accommodate the requirements of midget auto racing. The stadium's concrete stands had a seating capacity of 15,360 with 30 rows of seats - constructed in a vertical curve - to provide a clear view for every spectator. The



This shows racing on July 4, 1940. The structures in the background are for a fireworks display that evening. — EMMR archives photo

first row of seats in the stadium was constructed seven feet above ground level to provide an unobstructed view and added protection for the spectators as well. Lighting was provided by eight towers - 98 feet high - each tower supporting twenty-five floodlights bathing the track with a total of more than 200,000 watts of lighting.

The quarter mile macadam flat track was likely a true quarter of a mile in length. From

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View of the Hershey Stadium in 1939. — Bill Wright photo, courtesy of the Eastern Museum of Motor Racing archives.

The History of Hershey Stadium Speedway – Part One Of Three Parts

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published data, aerial photos and measurements that I took I concluded that the track measured 1322 feet around the inner curb. The track had straights 30 feet wide and turns 40 feet wide. The straights were separated from the grandstands on each side by 16 feet of grass and 10 feet of sidewalk. A thirty-six inch high removable crash rail surrounded the track and a curb defined the inner edge of the track. The manicured, irrigated grass infield was designed to accommodate a football field.

The price of admission to the races was 40 and 75 cents for adults and 25 cents for children - taxes included. Later, reserved theater type seats would also be offered in the start line section of the stands for \$1.10. There was no charge for parking on the 22 acre paved lot.

When Hershey Stadium opened in 1939, the midget racecar was a recent development in auto racing. The midget was an outgrowth of the economic depression that began in the United States in 1929. During the depression, many were unemployed and few could afford to build, operate or pay to watch the relatively expensive full sized racecars of the time. In



Hershey Stadium hotshoe Babe Bower in an Offy-powered midget. — EMMR archives photo



Hershey 1940 — Faringer, Breslin, Kight, Redmond, Shanebrook, Saegesser and Garson. — EMMR archives photo

response to these hard times, some began to build and race small, inexpensive racecars built from junkyard parts. The first midget auto race was held in California in 1933 and the first midget race was held on the East Coast in New Jersey in 1934. The early midget races were run on ball diamonds, on cinder tracks around football fields or simply on vacant lots with the addition of rudimentary bleachers and hay bails. While the midgets did not have the power of the full size racecars, they made up for their lack of top speed by providing exciting, close, and often rough and tumble competition on the small, short tracks that they ran on. These races grew in popularity. By 1939, more than 50 tracks in the Middle Atlantic States, ranging in length from 1/10 of a mile to 1/4 mile, were running the midgets. Because of the low cost of building and maintaining the midgets and because of the proliferation of tracks, in some parts of the East, one could run a midget seven days a week on tracks within towing distance and drivers and owners could actually make a

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living running a midget racecar.

The promoter and racing director at the Hershey Stadium was Sherman F “Red” Crise who operated under the name of Speedway Enterprises of New York City. In addition to Hershey Speedway, Crise also promoted midget races at tracks at Dorney Park, Allentown, Pennsylvania, Freeport Stadium, Long Island and Philadelphia National Speedway.

The races held that first year were run under the sanction of the Central States Racing Association (CSRA). The CSRA had been running “Outlaw” big car races in Indiana, Ohio and Pennsylvania previously and had just started to run midgets at tracks in Pennsylvania, New Jersey, New York and Massachusetts. (The term big car began to be used in 1938 to differentiate between full sized race cars and the midgets) At the time, racing that was not run under the sanction of the American Automobile Association (AAA) was considered “Outlaw” but AAA and CSRA had just agreed to allow each other’s drivers to drive in their events.

In a press release, “Red” Crise, explained that the midgets that would run at Hershey cost their owners anywhere from \$900 to \$5,000. He said the engines could cost from as little as \$300 up to \$2,000. As promoters are inclined to do, the costs he cited were probably on the high side. At the time, a new Dreyer midget “Ready to run” with a Harley Davidson engine had a price tag of \$975. Home built cars cost a lot less. The engines used in the midgets were limited to 105 cubic inches for those with overhead valves and 140 cubic inches for other types. Supercharged engines were limited 50 cubic inches. The cars had a wheelbase of between 70

and 76 inches and a tread of between 42 and 46 inches. The weight of the cars ranged from 500 to 950 pounds.



The excitement of close wheel-to-wheel racing action thrilled the fans and kept them on the edge of their seats. — EMMR archives photo

The 1939 Season

A field of twenty-eight midgets showed up at Hershey that first night. The promoter was so pleased that he announced that he more than doubled the purse to \$1,500. To put the value of that \$1500 purse in perspective, a new 1939 2-door Standard Ford Coupe (Equipped with either the 60 or 85 horse V8 engine) then listed for \$640.

Merlyn “Doc” Shanebrook of Chicago won the opening night 25-lap feature with a time of 8 minutes 1.04 seconds in his outboard motor powered car. The local newspaper reporter observed that “It was indeed a glorious evening and we certainly can forgive the announcer for saying “afternoon” on several occasions, because it was no doubt brought about by the fact that the stadium was lighted to such an extent that it looked like mid-afternoon.” Harry Thomas of Germantown, Pennsylvania was seriously injured during a heat race that first

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night and was taken to Hershey Hospital. His condition was reported as “Not dangerous or critical.” Harry soon died from those injuries but his death was not widely publicized.

In what was apparently a move to cultivate the press, the promoter “Red” Crise took an interesting approach. A racing column published on July 6 observed that “After every Hershey event the management stages a party in the Hershey Inn for certain drivers. Steaks and what-have-you always in order. Purpose of the feed is to give the newspaper men an opportunity to meet the drivers and get acquainted. The boys certainly enjoy it.”

The “Official Program” for the race of July 6, 1939 included an entry list that showed the following engines that powered the cars that night.

Engine	Number Entered
Ford V-8	11
Elto-Outboard	10
Dreyer	3
Harley	3
J.A.P.	2
Miller	1



Charlie Miller won the first Red Circuit (CSRA) race. — EMMR archives photo

The Ford V8 60 was an economy engine that Ford offered as an option for their cars produced from 1937 through 1940. It had a displacement of 136 cubic inches and was rated at 60 horsepower. In the racing trim of the time it may have put out 100 horsepower.

The Elto Model 4-60 four cylinder outboard engine was manufactured through the 1930’s. It had a displacement of 60 inches and was rated at 60 horsepower. In racing trim it too is said to have put out around 100 horsepower. The high revving two-stroke made ear-punishing sounds and pumped out great clouds of smoke when first fired up running on a fuel mixture of methanol, toluene and castor oil. In 1931 a 4-60 Elto sold for \$450, but in the late 1930’s the Elto factory produced special engines for the midgets that sold for \$350.

The Dreyer engines that were listed could have been Harleys, Elto outboards or Fords. Floyd “Pop” Dreyer, the builder of the Dreyer cars, used all three engines in his cars.

The Harley Davidson V twin 2-cylinder 61 cubic inch motorcycle engine was manufactured from 1936 through 1947. Some were enlarged to as much as 85 cubic inches. A Crocker Harley Davidson midget engine was advertised at the time as producing 75 Horsepower.

The J. A. P. (James A Prestwich) engines were V twin 2-cylinder motorcycle engines designed and built in England. The racing version was advertised at the time as producing 90 horsepower.

The first of the powerful 91 cubic inch Offenhausers would not appear at Hershey until August. The Offenhauser was a 91 cubic inch

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four-cylinder twin cam engine built specifically for midget racing and it first ran in 1935. In 1939, Offenhauser Engineering advertised new Offenhausers, ready to run, complete with transmission, for \$1275.

Ted Hartley closed out the season by winning the September 28, 1939 fifty lap final race of the season before a crowd of 10,422 fans making his record five wins in a row.

Doc Shanebrook's early wins were enough to give him the 1939 Hershey Track championship. Ted Hartley won the Eastern CSRA championship and Shanebrook was second.

By the end of the summer of 1939, 20 races had been scheduled and 14 were run. The season's total attendance reached 119,000 according to the Hotel Hershey newsletter. Racing had a successful start at Hershey.

The 1940 Season

The 1940 season of midget auto racing opened at Hershey on Thursday evening May 2, 1940. The paper announced that "Director Red Crise has spent the winter months in contacting the leading drivers of the country and as the result will conduct the races each Thursday and Monday evening and to make it more interesting, new faces will put in their appearances. The demand for midget racing last season was so great that Crise was compelled to run bi-weekly events in order to give the followers of the sport the action they desire." Under this new schedule, the CSRA would continue to run on Thursdays but the AAA would run on Mondays. The CSRA races scheduled for Thursday were to be called the Red Circuit and the AAA races scheduled for



Frequent Hershey Stadium competitor Johnny Peterson. — EMMR archives photo

Monday were to be called the Blue Circuit.

Charlie Miller won the first Red Circuit (CSRA) race on Thursday. For the first Blue Circuit race on Monday, the AAA brought along names that many still be familiar today. In that first AAA race at the stadium, Duane Carter had moved up from twelfth spot to fifth spot in the feature when he caught a wheel and rolled along the boards and caught fire. He escaped with bruises and slight burns. Bill Holland won the first heat, Tommy Hinnershitz won the second heat and Doc Shanebrook won the third heat. Joey Chitwood's car never ran right that evening. Johnny Peterson won the feature.

Charlie Miller won the second Red Circuit (CSRA) race the next Thursday.

Babe Bower won the Blue Circuit (AAA) race the following Monday driving Californian Arnold Krausse's Offenhauser powered car followed by Henry Banks in the Mark Light Offenhauser. Third went to Johnny Peterson in an outboard and fourth to George Fonder in a Ford.

This new twice a week schedule lasted

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only two weeks. Then, racing went back to Thursdays only.. The CSRA was dropped as a sanctioning body and AAA took over and ran "Open competition" races on Thursday evenings.

Once Hershey switched to racing on Thursdays with AAA as the sanctioning body, the quality of the cars and the drivers improved and the racing became a lot more competitive.

Many of the best big car drivers of the day tried running at Hershey. Not many succeeded. The newspaper reported "Henry Banks has had just fair luck in small cars and may have the clue to the trouble. Banks said, before leaving to drive in the recent 500-mile Indianapolis classic: "There is more real racing and tough going in the small car on a short track with narrow turns than you ever find in big car races, not excluding Indianapolis. That first turn with eight to sixteen cars on a twenty to thirty foot strip of asphalt is a real test for any driver's intestinal fortitude. Let me tell you the boys sure tear into each other and take terrific chances. In the big cars, on half-mile tracks, you have more room and don't have to bear down so much."

On June 13, another new winner emerged driving a new kind of car. Dee Toran of Tulsa, Oklahoma, described as "The scrappy Cherokee Indian," was pushed by Bill Holland and Charlie Miller to a new 25 lap record of seven minutes and 41.91 seconds in his four-wheel drive Offenhauser.

The next week, Dee Toran again lowered the track record to seven minutes 36.77 seconds with his four wheel drive car on a cold evening at the front of a spectacular field. The paper

reported, "The large crowd was treated to a record-smashing meet turned in by the greatest array of midget drivers and cars to ever appear on a midget auto racing track. Drivers who formerly held the spotlight at Hershey in the past never got out of the consolation and the famed Shanebrook decided not to run when he saw a field with ten Offenhausers present."

The paper reported that Sam Hanks, with his Offenhauser, has pulled stakes and headed west again – Sam explained that it was impossible for him to make any money because of the



Rufe Anderson. — EMMR archives photo

large field of fine cars and the hard riding of the drivers in their outboards and Fords.

The last seven races of the year were won by seven different drivers. Ted Hartley won on July 18 then Tony Willman won a 40 lapper the next week driving the Kaminsky outboard before a crowd of 10,000. Willman came close the following week but his fast outboard got boxed in by the two Offenhausers in the front row and Rex Records pulled off the win.

On August 15, Fox Movietone News was in

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town to produce a short feature on midget auto races. That evening “Red” Crise changed the program format. He ran the entire entry in two qualifying races then ran a 12 lap “Australian pursuit race” and a 9 lap “Miss and out” race. The “Australian pursuit” format started the cars in a single file with the fast cars in the back and any car that was passed was out. The “Miss and out” started the cars fifteen feet apart and the last car on each lap dropped out. Joe Garson won the feature.

The following week, young Jimmy Storm won in the newly organized AAA Racing Drivers’ Club’s debut at Hershey. The newspaper observed that under the new club, “The sport should enjoy the greatest boom in the history of a fascinating amusement and lucrative field of endeavor which was fast going the way of all business that does not heed to the old adage that the customer is always right.” The program that night produced the largest field of drivers ever assembled at Hershey.

On September 2 George Fonder wrapped up the year with a win in the 100-lap Pennsylvania Championship season closer before 12,000 fans. Twenty three year old Jimmy Storm of Philadelphia, who had just won his first race at Hershey the previous week crashed heavily and rolled in the first turn fence. He died five minutes after being admitted to Hershey Hospital.

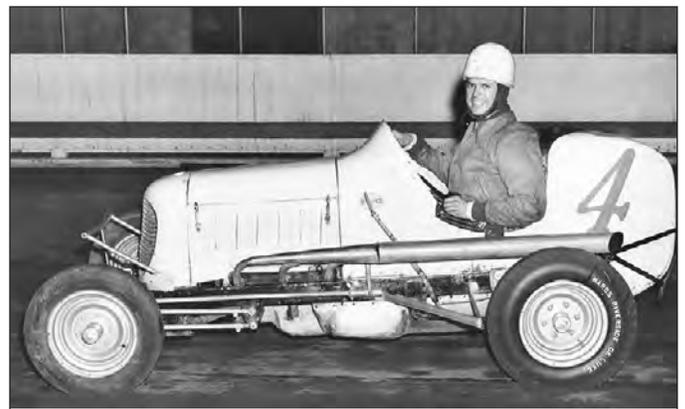
Twenty races had been scheduled for 1940 and 17 were completed.

The 1941 Season

The 1941 season opened with an afternoon race on Memorial Day May 30, 1941. Roscoe Hough took the Memorial Day opening race in

front of a record setting crowd of 12,500. Over the years Roscoe “Pappy” Hough has become a legend in the racing community. He started his driving career in 1919 and last drove in competition in 1962. Starting in the mid-west, “Pappy” migrated eastward in 1938. He would tow a trailer carrying his stable of three and later five Ford V-8 midgets. He would drive one of the cars himself and he put top drivers in the other cars.

Two race nights were then rained out before Charlie Miller swept the field in his outboard, winning his 10-lap heat, his 15-lap semi-final and the 25-lap feature. Miller had to work for the feature win by just nosing out Johnny Ritter and George Fonder. Dave Randolf rolled his car in warm-ups but escaped injury because as he explained, he was wearing football shoulder pads. Dave explained, “I was laughed at when I first appeared with the pads, but they saved my life. This was the fifth or sixth time I’ve left a crashed car since I have been wearing them.” He went on to say, “What good is a crash helmet if you are tossed from a car, if your



In 1939 Ted Hartley won the Eastern CSRA championship. — EMMR archives photo

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shoulders and back are left unprotected?"

A 100 lapper with fireworks had been scheduled for July 3, but was rained out. The crowd apparently came back the following Tuesday when an all-time attendance record for races at Hershey was set with 14,239 spectators in the stands.

The newspaper coverage of the July 17 race reflected a simpler, less ethnically correct time. It read "The white man finally gave the Hershey Stadium Speedway back to Indians last night when Dee Toran, the hard-riding Cherokee from Oklahoma City, tomahawked the largest field of midget auto drivers ever to assemble on the Hershey oval to win his heat, set the fastest time in his semi-final and established a track mark to take the 25 lap feature event which was the most captivating main seen in these parts." Toran ran the last half lap of the feature three abreast on a flat rear tire and finished a half hood ahead of Ritter and Ritter less than a tire ahead of Fonder.

The next week, July 24, the paper announced that Johnny Peterson had to set a new 25-lap record of 7 minutes 35.79 seconds with his Offenhauser to win and stay just ahead of the hard charging Johnny Ritter.

By the third year of racing at Hershey, the popularity of the races had grown to the point that the newspapers were sending their own reporters to cover the races. As a result, newspaper coverage had become more colorful and even less precise than the coverage based on the news releases provided by the promoter.

The following is an example of the colorful reporting of the day that was contained in the Harrisburg Telegraph of July 25 covering the

Consolation Race of July 24. "In a scheduled 12 lap contest, no less than half-a-dozen Lilly-putt-putts spun out on the 10th lap and Tommy Ash who was tailing these gents like a flatfoot tails a suspect, that is, not too close, very nonchalantly eased through what opening there was and finished a lap before the red flag signaling the race was over was hung out. Ash was declared the winner to everyone's surprise, with Ash being probably the most astonished of all. But rule is rules."

Nine races into the season Offenhauser powered cars had won only one race and the newspaper observed, "Three and possibly four Offenhauser cars are expected to run the weekly event at the Hershey Stadium Speedway tomorrow night. Not many of these supposedly super power plants have been seen at Hershey this year because of the trouble owners have had in securing parts for them." As the nation geared up for World War II, the machine shops that produced racing engine parts began getting defense projects and parts for the Offenhausers were getting scarce but there were still Ford and outboard parts on the shelves.

Tony Willman won the last race of the season on September 11, 1941 on a cold damp evening with 6,781 in attendance. This closed what the newspaper called "The most successful season at the Chocolate Bowl since the inauguration of the fascinating sport in 1939."

Once again the competition during the year was close and attendance was strong. Sixteen races were scheduled and 13 were run.

The Offenhauser powered cars won the last four races in a row.

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Hershey Stadium Speedway

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The 1941 feature winners, the number of features each won and the engines they used were: Johnny Peterson, 3 wins, Offenhauser; George Fonder, 2 wins, outboard; Tony Willman, 2 wins, Offenhauser; Joe Garson, 1 win, outboard; Roscoe Hough, 1win, Ford; Charlie Miller, 1 win, outboard; Johnny Ritter, 1 win, not known; Doc Shanebrook, 1 win, outboard; and Dee Toran, 1 win, Ford.

For the season, Offenhausers won 5 features, outboards won 5, Fords won 2 and a "not known" won 1.

The previous year's 25-lap record was not broken in 1941.

George Fonder won the Hershey Track championship, Johnnie Peterson was second.

Later that year the United States entered World War II and racing came to an end at Hershey Stadium and across the nation. Racecars would not run again at Hershey Stadium for twenty-seven years. □

— Henry Brillinger

Region Entries For Solo Nationals

As of this writing, there are 1165 entries for the September 2-5 running of the 2014 SCCA Solo National Championships. Five Susquehanna Region members are signed up: Chad Kettler and Derrick Min co-driving a 2013 Subaru BRZ in STX, Dennis and Derek Latshaw sharing a ride in a 2006 Mustang GT in ESP, and Ashley Zywasco also driving the Latshaw GT in ESPL. Keep 'em between the cones! □

RallyCross #3

— By John Roscinski

Susquehanna Region's RallyCross #3 was business as usual for the 19 competitors who turned out at the July 26 event. Course conditions were similar to the previous event albeit not as dusty, largely due to a light morning rain. The fine folks who control the weather must have accepted Autocross Chairman Geoff Craig's bribe. Thanks Geoff!

This was doubly important since the Farm Show's water wagon was nowhere to be seen. The lack of dust and simplified course (read: no course crossovers) allowed each of us to get a whopping 20 runs for the day, maxing out the timing software!

The upcoming fourth event on Saturday, October 11 closes out the RallyCross season for the Region. Class competition is down to the wire. Quite a few classes have a number of competitors in the running to claim the top spot in their class, while others already have a trophy in the bag. We'll find out soon how it all shakes out. I hope to see you at Event #4! □

— John Roscinski

SCCA
RALLYCROSS



A driver's eye view of the rallycross course.

— Captured from Thai Diep video

Name That Car Contest — By Alan Pozner

Here's the August installment of the "Name That Car" contest. Identify the car in the photo to the right. Entries will be accepted until the Monday before the next club meeting. Email your entries to alanpozner@gmail.com

The entry that is judged correct with the most information about the weird thing you see and the earliest are all criteria for selecting the one and only winner.

The winner will be announced at the meeting and



you must be present to claim a fabulous prize. All judging is by Alan Pozner and his decisions are final. Prize selection is also by Alan Pozner. All prizes will be donated by Alan Pozner, which is why he gets to decide who wins. □ — Alan Pozner

Last Month's Contest Winner



Last month's car was guessed first by Bryan Utterback who said, "The Cizeta V16T is an Italian sports car built from 1991 to 1995 created by automotive engineer Claudio Zampolli in a joint venture with music composer Giorgio Moroder and designed by the famed Marcello Gandini. It was the only product of the Cizeta company. It was developed by a group of ex-Lamborghini employees and initially introduced in 1988.

"The car was viewed from the beginning as an exclusive sports car, easily capable of

achieving a top speed of 328 km/h (204 mph) and required just 4 seconds to accelerate from 0 to 100 km/h (62 mph), while at the same time equipped with many luxury features.

"In 1991, the list price for a Cizeta-Moroder was an estimated \$300,000. Although predictions for production foresaw one car per week, only 19 examples including 1 prototype were actually built from 1991 until the company's demise in 1995. Subsequently, 3 more cars were completed two more coupes and one spyder in 1999 and 2003. The car is still in production on a made to order basis, although now priced at \$649,000, or \$849,000 for the Spyder TTJ, exclusive of shipping, taxes and extras."

Bryan will get a very nice coffee table book. He can pick it up at the August 26 meeting.

Starting this month prizes for the contest will be awarded at the next monthly meeting after the results are published in *The squeal*. □

— Alan Pozner

WDC Region Hosts Northeast National RallyCross Challenge

— By John Roscinski

Region RallyCross competitors, listen up. This event is for you!

The Washington DC Region SCCA welcomes you to compete in the 2014 Northeast National Challenge! Scheduled for September 13-14 in Frostburg, Maryland, the DC region will play host to the best rallycross drivers on the East coast. Located at the south-western end of their respective division, the region hopes to tempt drivers from nearby neighboring southeast and great lakes divisions to make this event something special. SCCA top brass has dubbed the event reminiscent of the old Eastern States Championship.

The DC RallyCross program has long taken pride in providing safe, fair, fast, fun, racing with maximum seat time. The program has been using a new venue since the start of the 2014 season in March just outside the college town of Frostburg. The venue comprises of approximately 40 acres of predominantly gravel surface which provides plenty of room to keep course designs safe and fun. Out-of-region drivers have complemented past course designs finding them the “perfect balance” between wide-open power-rewarding sweepers and tight/technical prowess. The surface has phenomenal grip but get too far off the lines and you’ll find marbles. Located on an elevated plateau the site offers scenic vistas and a typically constant breeze perfect for keeping the dust away.

Camping will be available for respectful competitors Thursday evening until Sunday. There are no amenities available at the site but the town of Frostburg only 10 minutes away

offers many dining, lodging, and other options.

Registration for the Northeast National Challenge can be completed using this link. The early entry fee will be \$100 and is available until August 31. http://www.motorsportreg.com/events/2014-northeast-national-challenge-frostburg-md-old-fema-storage-scca-rallycross-058247#.U-lkH9Eg_IU

The event-specific supplemental regulations should be reviewed by all competitors and can be found using this link: <http://www.wdcr-scca.org/Portals/0/RallyCross/Downloads/NEdivRXchallengeSupps.pdf>

The region will also be hosting of day of testing 9/12, the Friday before the event. Registration for the test/tune can be completed using this link: <http://www.dlbracing.com/clubs/wdcr-scca/rallycross.aspx?LMID=116&EventID=5716>

Don't forget that prize contingencies are available for this event from Hawk Brakes, Subaru, Honda, and Mazda! You must be a SCCA member and have registered online. Information regarding contingencies can be found using the link below. Don't forget your required stickers and tech sheets! <http://www.scca.com/rallycross/content.cfm?cid=44507>

More information is available at <http://www.scca.com/rallycross/content.cfm?cid=50932>

Please feel free to contact the program chairman Adam Kimmett at rallychair@wdcr-scca.org with any questions. The program facebook page is also kept active with the latest information available. <http://www.facebook.com/wdcrallycross>

Give 'em a shout-out as they look forward to seeing everyone there!  — John Roscinski

Chevy Gets A Quad-Fecta — By Dave Walter

Three days, four races. Indianapolis Motor Speedway, July 25, 26, 27, 2014.

On Friday the famed Brickyard oval becomes a world class road course and plays host to the Tudor-United SportsCar Championship and Continental Tire SportsCar Challenge, also known as IMSA to us old timers.

Race # 1, CTSCC, was won by a Camaro Z/28 R driven by Davis and Liddell. Race #2, USCC, was won by a prototype Corvette driven by Fittipaldi and Barbosa.

Now that the real racing is over there are 2 support races put on by NASCAR. The object of these races is to drive around the track, stopping occasionally to get fuel and maybe change some tires till there are 5 to 10 laps to go. At that point, if everything went according to plan, you will be leading the race or at least in the top 5 and can see the leader.

On Saturday Nationwide cars ran and the race was won by Ty Dillon driving a Chevrolet for Richard Childress, his grandfather. On Sunday the Sprint Cup cars were on the track and the winner was Jeff Gordon again in a Chevrolet owned by Rick Hendrick famous Chevy collector.

All in all, in spite of occasional morning showers, it was a great long weekend. Chevrolet swept all four races, we got to see the Air Titans at work drying the track and the new scoring pylon was fantastic, all digital and full color at times. ▣ — Dave Walter



The Corvette Corral. — Dave Walter photos



The Patron racing team.



Race #1.



Race #2.

Supercars On State Street

— By John Rudy

The state capitol served as backdrop for the August 23rd “Supercars on State Street” show. More than 200 of the finest rare and exotic high performance automobiles made an appearance.

Ferraris, Maseratis, Lamborghinis and Aston Martins are expected at this type of show as are specialty Porsches, BMWs, Corvettes, Mercedes Benz, Lotus and Vipers, but it also included a sprinkling of Jaguars, Audis, Cobras, a Noble and even a prepped Cadillac CTS-V. Also corraled in one area of Front Street was the largest assembly of Nissan GT-Rs I’ve seen; I counted 22 including two right-hand-drivers. □ — John Rudy



A Virginia owner brought his impressive and rare 2009 Noble M12 GTO 3R.



Supercars and car fans filled the State Street and Front Street displays. — John Rudy photos



One of the 22 Nissan GT-Rs on display, this is one of two that was right-hand-drive.



Americans can build supercars too. Take this beautiful 2006 Ford GT for example.



Selected “Best of Show” by popular vote was this gleaming 2013 Lamborghini Aventador.



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2014 Region Event Schedule

- Jan. 28 Membership Meeting at Gilligan's
- Feb. 25 Membership Meeting at Gilligan's
- Mar. 8 **Club Truck Cleanup**
25 Membership Meeting at Gilligan's
29 **Autocross #1** - Hersheypark, Large Lot
30 **Autocross #2** - Hersheypark, Large Lot
- Apr. 5 **RallyCross #1** - Farm Show, Elmerton Avenue Lot
22 Membership Meeting at Gilligan's
- June 16-18 Carlisle Autocross (This event is not part of the series - no points)
27 Membership Meeting at Gilligan's
- June 1 **Autocross #3 & #4** - Farm Show Lot, Double Event Day
24 Membership Meeting at Gilligan's
28 **Novice School** - Hershey, Giant Center
29 **Autocross #5** - Hershey, Giant Center
- July 5 **RallyCross #2** - Farm Show, Elmerton Avenue Lot
20 **Autocross #6 & #7** - Farm Show Lot, Double Event Day
22 Membership Meeting at Gilligan's
26 **RallyCross #3** - Farm Show, Elmerton Avenue Lot
- Aug. 3 **Autocross #8 & #9** - Farm Show Lot, Double Event Day
26 Membership Meeting at Gilligan's
31 **Autocross #10 & #11** - Farm Show, Double Event Day
- Sept. 23 Membership Meeting at Gilligan's
- Oct. 11 **RallyCross #4** - Farm Show, Elmerton Avenue Lot
25 **Autocross #12** - Hersheypark, Large Lot
26 **Autocross #13** - Hersheypark, Large Lot
28 Membership Meeting at Gilligan's
- Nov. 25 Membership Meeting at Gilligan's
- Dec. — NO December Membership Meeting
- Jan. 17 **Year End Banquet**, Grantville Holiday

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