

Evans, Johnny Coy, Bob Albert, Ernie Borelli, Vern Harriman, King Carpenter, Wally Dallenbach, Tony Romit, Bert Brooks, Ray Brown, Ernie McCoy, Johnny Mann, Len Duncan, Johnny Kay, Dutch Schaefer, Don Kreitz and Carl Miller.

Evans took the lead on the green, while Albert took up the chase but could not catch the flying Evans. The yellow came out when Borelli looped on the fourth turn. He retired to the pits along with Don Morris. Again the green and Evans continued leading the field. Dallenbach worked his way up to third and there he stayed. At the checker it was Evans, Albert Dallenbach, Coy, Carpenter and Romit. No time due to the caution.

Cars were then loaded on their trailers and headed for Hatfield Speedway for a night show.

A rare sight at Hatfield was the rough dirt track that greeted the midjets and stock cars as they practiced for the split show. Many of the midjets spent time in the air as they bounced over the washboard track.

Then as if that was not bad enough for the drivers they were informed that Red Riegel was on his way from Essex Junction, Vermont by plane and he would be there any minute. Riegel is almost unbeatable at Hatfield as he is two for two this season to prove it. Riegel, the East's answer to A. J. Foyt, won the ARDC midjet feature at Essex Junction, Vt. on Friday, stayed over to win the URC sprint car feature Saturday afternoon and was on his way to try for a victory Saturday night at his favorite track, Hatfield.

The first heat was won by Ernie McCoy while heat two went to Johnny Coy. Riegel arrived and proceeded to win the third heat.

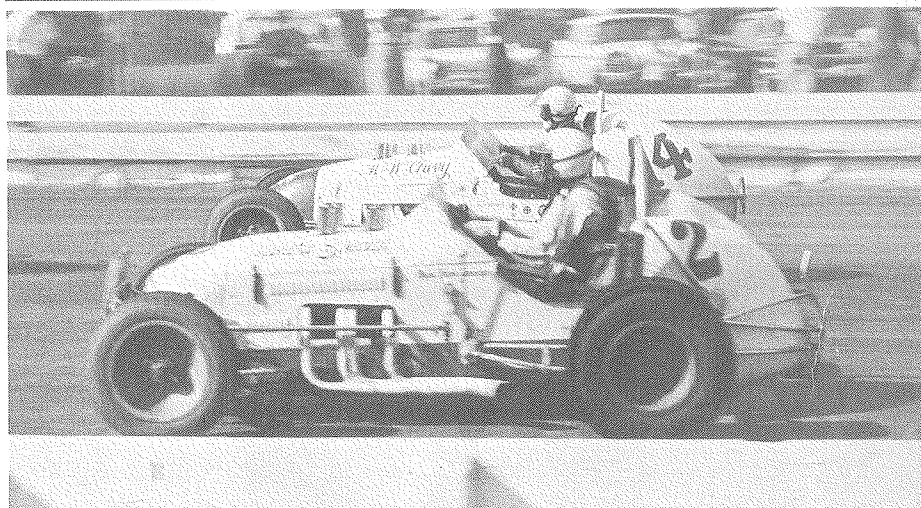
Feature time had Bob Schaffer on the pole followed by Johnny Coy, King Carpenter, Bob Albert, George Monsen, Ernie McCoy, Wally, Dallenbach, Bert Brooks, Len Duncan, Johnny Kay, Carl Miller, Red Riegel, Roger Bailey, Jerry Karl and Wayne Howell. At the green Riegel tried the low route working his way up to run with the top five.

Lap after lap it was Carpenter, McCoy, Duncan, Dallenbach and Riegel running under a blanket as Johnny Coy was leading the pack out in front. Riegel tried every trick in the book and finally went by the charging group and took off after Coy. Several laps later it was all Riegel. Duncan also passed Coy and was running second, Coy third. At the checker it was Riegel, Duncan, Coy, Carpenter, Albert and Dallenbach.

Riegel had won his third feature in two days in both midjets and sprints and was staying over to run the two days of URC sprints back at Flemington Sunday and Monday.

EARL HALAQUIST WINS FLEMINGTON URC RACE

BY RAY MASSER



Earl Halaquist (2) noses Red Riegel (14) out of a heat win.

The weather continued to cooperate with another perfect day as the sprint cars of the United Racing Club began arriving at the Flemington, N.J. Fairgrounds after an overnight haul from Vermont. Twenty-six cars were in Sunday's starting field.

Practice had only one car tapping the fence. Sonny Sanders hit the inside guard rail coming off turn three.

The first heat of eight laps had Bernie Hart on the pole followed by Ron Mack, Ernie Borelli, Ronnie Rough, Ron Lux, Sal Moschella, Bob Courtwright and Earl Halaquist.

Lux took the lead and held it until the yellow light came on when Hart stalled between the third and fourth turn. Halaquist had moved up and was running second. At the green Halaquist lost no time in passing Lux and went on to win easily. Lux finished second followed by Borelli, Courtwright and Moschella.

Heat two saw Red Riegel back in the winner's circle winning the event in 3:19:10. Second was Jim Reynard followed by Lou Johnson, Cookie Osterhout and Dick Mealy.

Fence busting in the third heat eliminated leader Bert Dodge as he hit the rail on the second lap. Several laps later Wimpy Erwin hit the fence on turn three. Don Gillette went on to win the event with Bill Brown, second, Sonny Sanders third, Pat McNair fourth and Stan Wojci fifth.

The match race of four laps was won by Gillette in 1:47:00 with Halaquist second and Riegel third.

The Consolation race saw Ronnie Rough getting the win after the lead cars of Mike Bredger and Hank Rogers tangled in the first turn. No injuries but the cars were out for the duration. Ron Mack finished second, Stan Wojci third. Jim Terwilliger failed to finish after he spun on the third turn.

Feature time of 20 laps proved to be a follow the leader affair with very little passing. Sal Moschella took the lead from Jim Reynard and led the parade to the checker. Reynard finished second followed by Dick Mealy, Don Gillette, Red Riegel, Lou Johnson and Ron Lux.

Monday saw a short field of 21 cars return for the second day of racing. Major motor problems eliminated Bill Brown and Bernie Hart. Wimpy Erwin was also without a car due to the very bent front axle from encounter with the fence the day before.

The first heat got off to a flying start as Jim Reynard hit the fence in turn one and got airborne, bringing out the yellow. Both car and driver were OK. On the restart Earl Halaquist moved from the back of the pack and went on to nose out Red Riegel for the win. Riegel finished second, Ron Lux third, Hank Rogers fourth and Jim Terwilliger fifth. Time 3:20 even.

The second heat had Pat McNair leading all the way for the win in 3:24:71. Dick Mealy finished second followed by Bud Martin, Bryant Ingalls and Lou Johnson.

Heat three saw Don Gillette blow a right front tire and limp to the pits after bringing out the yellow flag on