



DAP PUSHMOBILE DERBY  
DELAWARE ASSOCIATION OF POLICE  
2201 LANCASTER AVE, WILMINGTON, DE 19805

Dear Contestants (and Parents, too)

2017

We would like to take this opportunity to, welcome you as a potential contestant in the Delaware Association of Police (DAP) Pushmobile Derby. We hope you will always enjoy a pleasant relationship with us and you choose to become one of the hundreds of contestants that have enjoyed the derby over the years.

The Pushmobile Derby is second to none in the United States. Each year kids compete for the ultimate dream of being the overall champion. Although no contestant is considered a loser, and every contestant takes home prizes, the main goal of the DAP is to teach good sportsmanship and promote family participation.

Enclosed for your convince is information on the Pushmobile Derby it is free and open to any child age 7 through 16.

The derby committee is certainly eager to serve you in every way possible. We hope you will join us and thousands of others before you. Without a doubt, you will make new friends for a lifetime.

If you have any questions concerning the Pushmobile Derby, please visit our web site, or email mail us at [dapderby@yahoo.com](mailto:dapderby@yahoo.com).

[dapderby.org](http://dapderby.org). [www.facebook.com](http://www.facebook.com) [www.youtube.com](http://www.youtube.com)

Sincerely,  
Derby Committee



## WHO . . . WHAT . . . WHEN . . . WHERE . . . WHY”

To conduct the Derby each year is a monumental task, entailing a full year’s preparation and continued work by the Derby Committee. The Committee is made up of all volunteers who devote their time, efforts, and talents to assure that these children have the best Derby possible. The committee meets Monday night at the DAP Hall on Lancaster Ave to plan the coming year’s race. Merchants, contractors and private citizens from all over the state donate bonds to be awarded to the contestants.

Since 1986, the New Castle County Department of Parks and Recreation, State of Delaware Department of Transportation, as well as residents and neighbors of the “track” sites have been cooperative in allowing us to run the Pushmobile Derby on public roads. Without the continued support through donations of building space, equipment, and labor by agencies such as the Delaware National Guard, Trucking Company, Short’s Garage and police, it would have been impossible to have held this event during this time.

Loss of the Milford Crossroads Track in 1986 has changed the appearance of the Derby. Replacing the built-in starting ramps is a pair of six-foot high portable ramps. The Steep incline of the previous site has given way to the gradual slope of a public road. Once noted for its picnic, parking and recreation areas, the Derby’s spectator attendance has suffered by their loss. And though “street racing” has changed the appearance of the Derby, its tradition of spirit, enthusiasm, and optimism have survived unchanged! Despite its recent nomadic nature, the Derby continues to be fun, enjoyable, and character-building experience for the children of Delaware.

1992 was the beginning year of the Buddy Derby, and has been a great event for these contestants.

2005 the Derby got a new designed with the kit cars being separated from the home built cars, adding two more classes and having more overall winners.

2008 the Derby get a new way to run , all cars were allowed to go home after impoundment and brought back to the track on race day, cars were looked at again and weighed.

2010 all contestants raced in their own class giving us sixteen overall winners, four in each class. Contestants still check in at the track by 8:00 AM to prepare for racing and receive their T-shirts. Each contestant is also given a meal ticket (good for one free hot-dog and soda!), and their heat ticket. Opening ceremonies are extensive, including the parade of contestants, the raising of the American Flag, and singing of the National Anthem. Racing begins at 9:00 am with first heat elimination’s in all classes. The top winners receive their trophies at the ceremony immediately following the races.

There are no losers in the Derby: as each driver receives prizes they’ve earned by their placements.

A Thursday night after the race is slotted for Awards Night, where the contestants receive their prizes.



**2017 Contestants\**

HISTORY OF THE DELAWARE ASSOCIATION OF POLICE  
PUSHMOBILE DERBY

Compiled from the best information available, it has been determined that the Pushmobile Derby was first started in Delaware around 1929 by the Parks and Recreation Department of the City of Wilmington. While no, one can found who remembers the original course, spotty records and folklore reveal it consisted of uphill and level, as well as downhill sections. a boys-only event at the time, they would build their own cars using baby carriage wheels attached to a floorboard, boxes to sit in, and just about anything else they could find! Unlike today's derby, racers consisted of a TEAM of two who built and RACED (!) the cars. At the start of the race, member of the team would push the car while the other drove. Once the cars picked up speed, the "pusher" (who obviously lost the coin-toss with his driver!) would jump onto the car to rest until the car required more leg-power. As a result, the winning car would actually have two winners. This procedure is where the name PUSHMOBILE Derby originated. At that time, however the races weren't held every year, and there are no records of the winners of these early races. In 1947, the sponsorship of the derby was undertaken by the Delaware Association of Police, which has enjoyed that status ever since. Records maintained under their leadership reveal that Lea Boulevard was closed to traffic on race day and used as the track, with P.S. DuPont (High) School gymnasium as the impoundment site.

Mr. S. Hallack duPont was elected President of the Pushmobile Derby, Inc., and continued in that capacity until his death in 1974. His donation of land at Milford Crossroads resulted in the construction of that much loved track, which opened in 1954. After 1974, the structure of the derby was reorganized by Edward Rich to look much as it does today. Existing as a standing committee of the DAP, the Derby Committee was first chaired by Mr. Rich. The first Master of Ceremonies under this reorganization was John J. Leach, who continued in that role until 1980.

The POWDER PUFF Derby was introduced in 1957, marking the first time girls raced in the Derby. Until 1968, they did not build their cars, but selected one of the losing cars from the boy's derby and raced in it. 1968 also signified a notable increase in the prize structure for the girls, so that by 1971, it included a \$500 Saving Bond, donated by the Fraternal Order of Police.

Since 1972, girls were required to race in their own cars, under the same rules as the boys. Due to financial difficulties, the Powder Puff Derby was eliminated in 1977, and girls began to race side-by-side with the boys, as they do today. Unfortunately, this meant there

would be only one overall winner, but the girls won the next six years in a row (from 1978 through 1983), sweeping all top four placements in 1981!

A rule changed in 1975 allowed 9 year-olds to race, paving the way that year for the youngest winner ever in Derby history.

It was beginning to look like the 1986 Derby might not roll, as insurance difficulties obstructed use of the Milford Crossroads site. In spite of monumental efforts by the Derby Committee, interested parents, and contestants, financial backing to purchase the necessary amount of insurance never materialized.

Rain on both days wreaked havoc with the “best laid plans” of the Derby Committee. Torrential rain on Saturday gave way to still more rain on Sunday! Faced with a weeklong delay, the Derby Committee was confronted with yet another problem: the gym in which impoundment was held was to be used for a volleyball tournament that week, and all the cars had to be moved! Committee members, with the merciful help of volunteers, moved over one hundred impounded Derby cars to various locations throughout the school. This involved negotiating narrow stairwells carrying cars that often tipped the scales at 150 pounds! Determined to see this race start on time after yet another rainout on the second Saturday, tired committee members maintained security throughout the night, watching over the track and the 500 bales of straw which kept the street closed overnight.

Finally, on a chilly, rain-threatened Fall day in November, the cars rolled on Washington Street Extension, not far from where the Derby ran 39 years before! Aside from the rain delays, the running of the Derby that year (as it is anytime it’s run on a public road) was no small accomplishment:

First, it required the help of New Castle County to provide the insurance, as well as the Governor’s Office and the State Division of Highways to help locate and secure a site.

Second, many dedicated Committee members, volunteers, and parents assisted in the selection of the site, which had to be tested for safety. Committee member Joann Nickle drove a derby racer (which was tethered to a truck driven by her husband John) down Washington Street Extension several times one evening to determine the speeds racers might reach, and if they would be able to stop on this all-downhill “track”.

Next, an impoundment site was needed. Luckily, Mount Pleasant High School was nearby, and when approached, the administration agreed to host the impoundment in their gymnasium.

Then, there was the problem of Trial Runs to qualify new drivers, easily handled in the High School parking lot. Because the street would have to be closed (courtesy of the Division of Highways and Delaware State Police), the entire track would have to be set up and broken down in one day - no small task! This was accomplished by the Derby Committee with the help of dedicated volunteers.

For safety, three truckloads of straw lined the track and the bottom of the hill. In addition, a net was stretched across Washington Street to ensure no racers would escape into the traffic of Marsh Road.

With all this in place, the committee faced the problem of starting the races without the permanently mounted starting blocks of the old track. Luckily, a derby site in Pennsylvania was refurbishing their track, and “just happened to have” a pair of starting ramps available for our Derby’s use. Retrieving and setting up the 400 pound ramps required the use of some fairly awesome machinery and volunteers to operate it. Once in place, the portable ramps had to be calibrated to ensure neither provided an unfair advantage.

Finally, the computer system to record the race results (plagued by falling leaves which

occasionally tripped the electric eye), all wiring for the timing and Public Address systems (a heartfelt “Thanks” to Dallas Walker) had to be installed, and 4” wide masking tape to provide lane lines (previously surveyed and marked out by the Division of Highways), had to be laid down.

And at the end of a long day, which saw a fastest time of only 42.672 seconds (it WAS a L-O-N-G DAY), everything had to be broken down, cleaned up, and returned to storage. Needless to say, none of this would have been possible without the hundreds of people who assisted the derby Committee! Interestingly, when the tape was taken up, it formed a wad the size of a basketball and was presented to Alvin Crowl, Chairman of the Operations sub-committee, as a trophy.

For the third year in a row, the Derby was run on Washington Street Extension. It was also the third year in which the Derby was postponed due to rain (a jinx since leaving Milford Crossroads!).

Sunday was again the day for running the 1989 Derby due to rain (jinx!), only this time the site was Airport Road. “New Track for 1990” rang out as the theme for this 43<sup>rd</sup> Annual event. Though this site proved to be both faster and safer for the drivers, limited room for spectators (placing them dangerously close to the speeding racers) and inconvenience to neighbors of Airport Road pointed even more strongly to the need for a new track. A rule change this year opened the Derby “...to boys and girls ages 9 through 15 whose parent's) has/have resided in the State {of Delaware} since January 1<sup>st</sup> of the race year ”.

For the first time in 4 years Mother Nature cooperated, and the Derby was run on its scheduled SATURDAY in 1990! Continuing efforts to obtain a new track were thwarted in May of that year, so Airport Road again hosted the running of the 44<sup>th</sup> Annual Pushmobile Derby. Excellent promotion, including newspaper and radio coverage, resulted in an overwhelming number of new drivers and families taking part in this year’s Derby. By Race Day, the field had swelled to a whopping 110 contestants -48 in Class A and 62 in Class B. Two trial runs were conducted at the closed Brandywine Raceway for the 30 “Rookie Drivers”. First place was returned to the girls this year after a 6-year hiatus. The 45<sup>th</sup> Annual Pushmobile Derby was held under (gratefully) sunny skies on a Saturday in 1991, boasting the largest field since moving from Milford Crossroads. 132 drivers raced to an “Americana” theme, sporting red, white & blue T-shirts, in honor of Desert Storm. A giant American Flag flew over the track from a crane provided by Active Crane Rentals and the National Anthem was performed “live” by Ron Iannone of the Delaware Air National Guard.

“It was a dark and stormy”... Thursday evening when the drawing occurred for the 1992 Pushmobile Derby; a year, which will be remembered by everyone as WET! Impoundment was held at the Delaware Air National Guard’s Fuel Cell Hanger, where Derby fans were treated to a tour of a C-130 Cargo Plane. For the first time at Airport Road (and since 1986!), the race was canceled on both Saturday and Sunday due to “monsoons”. Though the Guard required use of the hangar, impoundment had to be continued for another week. Once again confronted with finding compatible car storage, the Derby Committee turned to its friends at the Delaware Army Guard. The Duncan Armory was made available for the extended impoundment, and all 139 cars were moved to that site on Monday before Race Day. As in past years, the help of volunteers and this time, Conoco truck drivers, helped the committee overcome yet another hurdle on the road to the Derby.

Mother Nature finally served-up a beautiful autumn-like August 22<sup>nd</sup> - sunny and not too humid. The large field of Derby racers was joined by 7 Buddy-Derby contestants and their Junior Committee co-drivers. This was a big hit with these competitors, as well as all race fans.

And while 1993's History Update doesn't include tales of the Ribbon Cutting and Opening Race at a new home, hopes continue high that this may soon occur under a recently reorganized Derby Committee. But in the meantime, the 1993 Derby, held as scheduled on a warm and sunny August 14<sup>th</sup>, proved what the human spirit could accomplish.

The wheel-swap procedure changed slightly this year to ensure that the exchange would not involve only one axle. One wheel would now be swapped from the rear axle, and one from the front axle with those of the competitor.

Despite minor early-morning delays in setting up the road for Derby racing, a fun day was had by all, and the final race ended on schedule. This was the first year since 1981 that four girls swept the finals.

On a warm and sunny August 20<sup>th</sup>, the 1994 Derby kicked-off festivities again on Airport Road. This was the third year of the Buddy Derby, which has become quite a hit with its competitors and fans alike! The Junior Committee assisted once again contributing their experience and strategic prowess to the event. With the close of this year, the Committee reflected upon the good that has come from incorporating this event into the Derby Day activities.

Focus on the mission seemed to emerge as the theme of the 1995 Derby. Even Hurricane Felix, which threatened to rain on our parade, cooperated by turning out to sea, leaving us with a clear and breezy 85-degree day and humidity around 30%! There was little to distract the hard working early birds on the Committee, or those hopeful spectators who lined the track with visions that their driver would have a good day.

1996 was the Golden Anniversary of the DAP Pushmobile Derby and was a banner year for the event, Smartso the Clown led the pack of notables in attendance this year, not the least of whom were the Derby winners of years past and our buddy racers of the present. While the Derby still could not claim any permanent home, the race was conducted off the street on Samoset Drive near Ogetown. The feel of the old track returned as spectators lined the track with their tents, raising the hearts of die hard Derby fans.

Befitting this special event, the day seemed nearly flawless, and again the DAP hosted the Buddy Derby.

1997 had to have been the hottest day of the summer with the heat index of 105 degrees! (But it didn't rain!) The track site at Samoset Dr. proved again to be a great venue. New to the event this year was the incorporation of a "two-phase" heat in which each competitor drove the course twice - once in each lane. This practice was introduced to allow the drivers two runs down the track and served as an attempt to neutralize the impact of any lane advantage. Elapsed times were totaled for both runs and compared between competitors - the lowest combined time for both runs indicated the winner of the heat. A post-race, survey indicated that the two-phase racing was a hit, the contestants had FUN, and despite, the heat, wanted the race to continue in August!" The Buddy Derby continued to provide an opportunity to competitors who might otherwise not be able to join in the fun.

1999 the Buddy Derby was ran in the beginning letting everyone see how much fun these contestants were having as they raced down the track.

2000 a rule changed was made to allow 8 year old to race in the derby as long as they turned 8 by Aug 1<sup>st</sup>.

2001 the roadway that we had been using was under construction, it seemed that there would be a delay of the race that was scheduled for August 11<sup>th</sup>. But we were assured that the roadway would be finished by race day. As the time came close to the date for the

roadway to be completed we learned that speed bumps were placed onto the roadway to slow down vehicles, and with this the derby cars would not be able to race at this location. So a search was on for a new location for the fourth time in derby history. As the time came near several locations were proposed, we also needed a place for trial runs. We were allowed to use the parking lot of MBNA for the first trial run and we learned that a new location was going to be available for our use. A meeting was held at the new location, and at this location the next trial run was held. Thanks to the State Highway we again were allowed to use a state roadway Old Rte 13, 1100 block S. DuPont Highway, off Rte 7, Bear Corbitt Road. On race day, under cloudy skies and a weather forecast for scattered showers, the derby was started. With our new age rule there were younger contestants. We were under the tents again which proved to be a wise decision as it started to rain and as the day worn on the rain was on and off again, finally at 6:30 P.M. the race was called until the next day. Derby cars were covered, and a night watch was setup, using committee members, other volunteers and help from state highway department. On Sunday under cloudy skies the race was started again with 30 contestants and with only a little rain the derby was completed. Even with all the rain everyone seemed to have a good time and we were informed that it only took 28 hours to run the 2001 Derby.

2002's race was dedicated to one of the derby's friend and long time member James Erskine Sr., who past away early in the year, after battling Cancer, he will be missed but will never be forgotten. The derby cars he designed over the years had a trademark of a "Z" on them.

2003 this year's race was again held on S. DuPont Highway. The Buddy derby was again post pone.

2004 as raced day approached the threat of a hurricane named Charlie was in the forecast, for Saturday and Sunday, but with only a little rain and under the tents the race was started.

2005 this years committee meetings were held several suggestion was made one (1) was to give back all of the winning cars because the lack of space to store them so as they would not be have to be destroyed, there was about 25 yrs of cars, and the other was to separate the built cars from the kit cars and after long talks and meetings the old cars were giving back in time for them to be looked at for this years race and the Derby was re-organized to include two (2) new classes, the kit cars, from the All American Soapbox Derby, the Stock and Super Stock kits designed after 1997. This divided the Derby into two (2) divisions, the Pushmobile Division and Soapbox Division, with two (2) overall winners one (1) from both divisions, this also made it possible for more contestants to go home as winners by doubling the winners with the new classes.

2006 this years date was approaching it was learned that one of our past contestant gave the most for his country while in the Army and stationed in Iraq. James (Shawn) Moudy, who raced 1978 to 1980, the derby committee decided to dedicate this years derby to him, and name the 3<sup>rd</sup> place in class trophies the James (Shawn) Moudy Memorial Trophy,

2007 Aug 4<sup>th</sup> a hot and humid day the 61<sup>st</sup> running of the DAP Pushmobile Derby was held, with the Buddy Derby going first followed by the Pushmobile Division and then the Soapbox Division, this was the 3<sup>rd</sup> year running the 2 divisions. This years race was dedicated to one of our passed contestant who after fighting cancer for many years it finally got the best of him in January, Brian Michael Scholl, he raced from 1991 to 1995 he was only 25.

2008 this years race was ran a different way all cars were inspected at impoundment and allowed to go back home and on race day bought back, so on Aug 9th , the cars arrived weighed in and them lined up to race with the Buddy Derby going first followed by the

Pushmobile Division and then the Soapbox Division. This year's race was dedicated to the committee members who volunteer their time to make this event happen without them there would be no derby.

2009 The race got off at a later date , schedules to race Aug 1st the race was postponed until Aug 29, again the cars were weighed in an allowed to be taken home and back to the track. New ramps were used supplied by Wilmington's Race and Fuzzy Carlson, with a couple of modifications by some of the derby committee, adding extensions to the back of the ramp allowing the cars to be loaded from the rear making it easier and faster to load the cars. With the threat of rain on race day and it raining lightly at 7:00 AM the race was not cancelled and finally getting started at 10:30 AM. .

2010 Race was held Aug 7th and went off without any problems, using the same ramps and with the race redesigned we have more winners in each division the classes ran by themselves, giving us four (4) overall winners one (1) in each class, by doing this all the first place winners are allowed to compete again by just moving into another class only if you win all four (4) classes will you no longer be able to race.

2011 The race was held on Aug 6th getting started on time 9:00 AM, with a nice breeze it was a beautiful day. Race was completed by 2:00PM, the race was run the same as 2010.

2012 The race was held August 4th on a hot and sunny day, we had threats of rain but none came. The race was ran the same way as last year, with 53 racers and 2 buddy racers, once again we finished before 5:00PM with 16 winners over all.

2013 August 3rd was a day that was cloudy with possible rain. We had tents to cover the pit area and ramps A little rain at times but not enough to stop any of the races. Some of the races were very close only losing by 1000 of a second. Buddy was not ran NO Contestants

2014 and 2015 the race went off with only tech problems causing minor delays but all contestants had fun.

2016 we added an adult derby into the race with winners from the trial runs racing to see who was the overall winner, of the DEAD Derby. With 50 contestants the race went great have 16 kids and 2 adult winners.

2017 Race was ran the same as 2016. The derby was dedicated to Alvin Crawl, who was a long time member of the committee. When we lost are track in 1986 he saw to it that we had a place to race, on a state roadway. When we race the roadway becomes the Alvion Crawl Raceway with a sign put up at ramp entrance.

### \*\*\* CO-ED PUSHMOBILE DERBY \*\*\*

YEAR	CL 1ST PLACE	CL 2ND PLACE	CL 3RD PLACE	CL 4TH PLACE
1977	B Joseph Cael	A Leonard White	A Christine Cael	B Joseph Ruggerio
1978	B Carolyn Beattie	A Leonard White	A Joseph Ruggerio	B Lou Beattie
1979	B Lou Beattie	A Steve Cael	B Randy Nickle	A Tom Brander
1980	A Jennifer Liss	B Donna Williams	B James Gildea	A Steve Cael
1981	A Sara Oberle	B Bonnie Beattie	B Wendy Marquess	A Susie LaSorta
1982	B Bonnie Beattie	A Mary Wooters	B Wendy Marquess	A Arlie Lane Jr.
1983	B Cheryl Hurd	A Kathy Henry	A Jeff Johnson	B Sham Binder
1984	B Jeff Marquess	A Wendy Marquess	B Michael Fischer	A Rob Tuschinski
1985	A Tracy Brown	B Michael Fischer	A Joe Weddington	B Amy Pastore

1986 A Joe Romspert B Johnny White A Glenna Wooters B Gabe Bonnes  
1987 A Bonnie Marquess A Brian Russell B Steven Burkhardt B Jennifer Jankowski  
1988 A Bryan Marquess A Robert Short III B Andy Carre A Jason Wilson  
1989 A Johnny White B Stephen Gagliardino A Jason Aftosmis B Megan Brady  
1990 A Brigid Brady B Paul DiFebo Jr. B Chris Talley A Jason Aftosmis  
1991 A Brian Tobin B Jon Gagliardino B Chris Talley A Jason Aftosmis  
1992 A Andy Carre B Rig Perez B Drury Knight A Erin Cooper  
1993 B Sarah Talley A Erin Cooper B Jamie Barrett A Megan Brady  
1994 A James Czachorowski B Jimmy Henry A Erica Carre B Steven Ivins  
1995 B Brian Collins A Drury Knight B Noelle Lafferty A Lindsay Miller  
1996 B Evan Sturtevant A Erica Carr B Bethany Cordero B Carrie Clabaugh  
1997 B Michael Czachorowski A Noelle Lafferty A Jamie Barrett B Allison Poole  
1998 B Erica Henry A Lindsay Fischer B Maury Nolen A Joe Flowers  
1999 B Juliette Crosson A Damian Spitelle B Danielle Spitelle A Susan Ivins  
2000 B Chris Lafferty A Danielle Spitelle A Jamie Erskine B Kelli Fuller  
2001 A Rebecca Bradley B Zachary Shepps B Kristian Cilento A Jamie Erskine  
2002 B Michelle Garibian A Martino Spitelli A Allison Poole B Jennifer White  
2003 B Hank Hassiepen A Martino Spitelli A Angeline DiFebo B Zachary Erskine  
2004 B Kyle Erskine A Denise Beattie A Casey Grasso B Kimberly Cilento  
2005 Started the two (2) Divisions, Pushmobile A&B & Soapbox C&D Divisions  
Pushmobile Division  
B Lauren Melton A Andrew Talmo  
Soapbox Division  
D Dominic Moore C Alexander Prohaska  
2006  
Pushmobile Division,  
B Tyler Melton A Jennifer White, B Zach Ferguson, A Kristian Cilento  
Soapbox Division  
D Lauren Melton C Courtney Hogen D Kyle Morrill C Alan Rodriguez  
2007  
Pushmobile Division  
B Julia Sparco A Ashley Hartzell B AJ Hassiepen, A Kristian Cilento  
Soapbox Division  
D Tyler Melton, C Kayla Chapman, C Rachael Raman, D Elijah Bowers  
2008  
Pushmobile Division  
B Jonathan Barrow, A Ashley Alfree, B Thomas Suarez A Ashley Hartzel  
Soapbox Division  
C Julia Sparco, D Brett Trago, C Christopher Rodriguez D Tyler Reed  
2009  
Pushmobile Division  
B Johnny Sparco, A Ashley Hartzel, B Alex Suarez, A Robert Holleran  
Soapbox Division  
D Colin Mettle, C Devin McDowell, D Jonathan Barrow, C Kayla Chapman  
2009  
Pushmobile Division  
B Johnny Sparco, A Ashley Hartzel, B Alex Suarez, A Robert Holleran  
Soapbox Division  
D Colin Mettle, C Devin McDowell, D Jonathan Barrow, C Kayla Chapman  
2010 Started racing in class only, giving us 16 winners, 4 in each class.  
Class Winners  
A Alex Hassiepen, B Marissa Suarez, C Devin McDowell, D Johnny Sparco

2011

Class Winners

A Thomas Suarez, B Darla LaShomb, C Tony Farrowh, D Eleanor Perkins

2012 Class Winners

A Alex Suarez, B Hunter Strannahan, C Eleanor Perkins, D Marilyn LaShomb

2013 Class Winners

A Matthew Alfree, B Ashton Stafford, C Thomas Maddams, D Darla LaShomb

2014 Class Winners

A Robert Wyatt, B Marilyn LaShomb, C Sarah Bailey, D Robert Odom

2015 Class Winners

A Darla LaShomb, B Lillain LaShomb, C Brandyn Barlow, D Blaine Laurie

2016 Class Winners

A William Erickson, B Mason Server, C Blaine Laurie, D Lillian LaShomb

2017 Class Winners

A Marilyn LaShomb, B Ruby LaShomb, C Robert Odom, D Destry Garris

### \*\*\*BOYS PUSHMOBILE DERBY \*\*\*

YEAR	CI 1 <sup>st</sup> PLACE	CI 2 <sup>nd</sup> PLACE	CI 3 <sup>rd</sup> PLACE	CI 4 <sup>th</sup> PLACE
1947	A Thomas Whalen	B William Frederick	A Morton Ainscow	B Bernard Schneider
1948	A Gilbert Johnson	B Charles Beattie	A Jim Henry	B John Beeson
1949	A Charles Krick Jr.	B Robert Lougheed	A Bill Magrogan	B Joseph Beattie
1950	A Bill Magrogan	B Joseph Beattie	A Robert Lougheed	B John Beattie
1951	A James Selway	B Thomas Leach	A Robert Lougheed	B Larry Long
1952	A Edward Morris	B George Furbush	A Henry Booth	B Bobby Palmer
1953	A Henry Booth	B Roder Stanley	A Carl Thomas	B Bobby Palmer
1954	A Carl Thomas	B Francis Sharp	B James McKelvey	A Bobby Palmer
1955	A Bobby Palmer	B Arthur Wilson	A Louis Beattie	B Francis Sharp
1956	A Francis Sharp	B William Weatherlow	A Eugene Woznicki	B Ronald Meyers
1957	A Orville Crabtree	B David Molinair	A James Mahan	B Wayne Vassolotti
1958	A Richard Murchison	B Thomas Crew	A Jim McKelvey	B Leonard Fischer
1959	B David Beattie	A David Missimer	B John Lambert	A David Molanari
1960	A David Missimer	B Barry Binkley	A Leonard Fischer	B Ron Weatherlow
1961	A Leonard Fischer	B Robert Fischer	B John Martin	A Thomas Chew
1962	A William Fischer	B Daniel Finocchiaro	B Todd Street	A Ted Meyermann
1963	B Daniel Finocchiaro	A Jay Jacobs	B Todd Street	A Douglas Fischer
1964	A Robert Fischer	B Gary Beattie	A Peter White	B Gary Goldner
1965	A Jack Carr	B James White	B Brian Scripture	A James Dempsey
1966	B Robert Talley	A James White	B Glenn White	A John Jenson
1967	B Glenn White	A James Czachorowski	A Kenneth Taylor	B John White
1968	A James Case III	B Jeff Thomas	A Neil Thomas	B Kirk Moss
1969	A Robert Busch	B John White	B Curtis Wagner Jr.	A Jim Erskine
1970	A James Erskine	B Chris Krakowski	A Al DiStefano	B Bob Williams
1971	A Jeff Thomas	B Fred Thomas	B Dennis O'Brien	A Bob Williams
1972	B Michael Beattie	A Tom Erskine	A Kirk Story	B Joseph Hall
1973	B Fred Thomas	A Gregory ?	A Tom Erskine	B Davie Emhart
1974	B Steve Beattie	A Al DiStefano	B Jay Burkhardt	A John Czachorowski
1975	B Chris Beattie	A John Czachorowski	A Bob Henry	B Leonard White
1976	A Patrick Murphy	B Joseph Ruggerio	A Bob Henry	B John DiStefano

### \*\* GIRLS PUSHMOBILE DERBY \*\*

YEAR	CL 1 <sup>st</sup> PLACE	CL 2 <sup>nd</sup> PLACE	CL 3 <sup>rd</sup> PLACE	CL 4 <sup>th</sup> PLACE
1957	B Barbara Woznicki	A Joyce Ainscow	A Martha Dorris	B Mary Hudson
1958	B Martha Dorris	A Kathy Smith	A Kathy Spittle	B Cecelia Whalen
1959	A Jeanette Chudnofsky	B Genevieve Conway	B Betsy Mahan	A Cecelia Whalen
1960	A Linda Stimmel	B Betsy Mahan	A Cecelia Whalen	B Dawn Rowland
1961	A Cecelia Whalen	B Dawn Rowland	A Michele Desmond	B Candra Gray
1962	A Mary Luger	B Debra White	B Maria Aiello	A Dawn Roland
1963	A Debra White	B Maria Aiello	A Janice Link	B Shirley Bennett
1964	B Theresa Beattie	A Judy Masarik	B Sherry Beeson	A Janice Link
1965	A Nellie Pyle	B Donna King	A Barbara Meyers	B Sherry Beeson
1966	A Deborah Pyle	B Kathleen White	B Janet Sloan	A Jackie Bovee
1967	A Donna King	B Eileen Pyle	B Karen Busch	A Beverly Bovee
1968	A Marcella Elliot	B Karen Busch	A Eileen Pyle	B Barbara Farber
1969	B Karen Busch	A Kathleen White	B Janet Sloan	A Jackie Bovee
1970	B Kathy Beattie	A Jackie Bovee	B Kathy Wagner	A Ann Babcock
1971	B Debbie Gilbert	A Doreen White	B Nancy White	
1972	A Nancy White	B Lori Ruggerio	B Debbie Gilbert	A Eileen Longarce
1973	A Debbie Erskine	B Debbie Gilbert	A Heidi Yoder	B Patricia Cael
1974	B Mary Beattie	A Lucia Finocchiaro	A Linda Cummings	B Paula Pyle
1975	A Sharon Colbert	B Kathy Price	A Lucia Finocchiaro	B Patricia Cael
1976	A Diane Morris	A Amy Ruggerio	A Cheryl Troiani	B Kathy Price

## 2018

**Derby Day August 4<sup>th</sup>**

**Trial Runs July 14th & 21st**

**Awards Night August 23<sup>rd</sup> 7:00 PM**

***See you at the Derby***

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## **DEAD Derby (Adult Derby)**