



Vintage Views

*The official publication of the
Garden State Vintage Stock Car Club*

Dedicated to the Preservation of Stock Car Racing History
January, February, March 2019

New York and Florida-Based Racers Were Successful at NJ's East Windsor Speedway

by Ken Kuhlman

as published in *Area Auto Racing News* January 7, 2014

The success that New York area Modified drivers always seemed to enjoy at New Jersey's famed East Windsor Speedway back in the early part of 1980 was a really uncommon happening at any eastern racing operation. Then again, East Windsor wasn't your weekly "normal" racing operation. Led by Don Jones and his family, it was different than most other tracks, making it special to fans and racers.



Pee Wee Griffin Photo credit: Stock Car Racing

Drivers from New Jersey, Pennsylvania, New York and Florida had been in the East Windsor Speedway Winner's Circle since its 1965 opener. Most came from NJ, with PA also well-represented. But there were also 6 from FL. That group included ever-controversial but highly colorful Bruce "PeeWee" Griffin, who was Windsor's first ever Big Block Modified Champion in 1965. The 1966 Modified title holder, Buzzie Reutimann, was also from Florida. Buzzie's



Gil Hearne



Zephyrhills, FL's Buzzie Reutimann and his brother →



Wayne Reutimann Photo credit: lebanonvalleyclassics.com

brother Wayne, 1969 titleholder Will Cagle, Spud Murphy and big fan favorite Herbie Tillman were also FL invaders at Windsor. They were joined by FL natives who have made NJ their home. Racers like Bob Malzahn,



Bob Malzahn Photo credit: Mike Traverse

Tommie Elliott, Bob Wiesemeyer and Gil Hearne. In turn, the NY state racing area had only been represented by just Johnny Coy, Sr., Danny Mitchell, C.D. Coville, Jack Johnson, and Roger Laureno. While this NY roster may have been the smallest at Windsor, they sure were more than well-represented there during the 1980 racing campaign. For example, in EWS's

second show of that season, the top five finishers in the Modified feature that day were Billy Pauch (NJ) and NY's Coville, Mitchell, Laureno, and Johnson. Also, the winning car that Pauch drove was owned by NY's Joe Scarmardella. Never in the history of EWS has over one half of the top 5 finishers of the main event hailed from NY like they had on March 16, 1980. And, noted Modified owners at that track that hailed from Staten Island (NY) were Tony Sesely and Whitey Kidd.

(continued)



NC-born FL racer Herbie Tillman



Tampa Native Will Cagle Photo Credit: Mike Traverse

GSVSCC meetings are held on the 3rd Wednesday from January through November, 7:30 p.m. at the West Long Branch Firehouse, Rt. 71 (Monmouth Road) and Cedar Ave. West Long Branch, NJ. For directions call 732-330-8349 or go to www.gsvscc.org.



The versatile Jack Johnson Photo credit: lebanonvalleyclassics.com



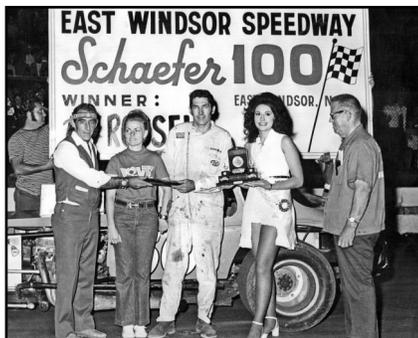
Roger Laurenno towed from Staten Island, NY Photo credit: Mike Traverse



NY invader C.D. Coville Photo credit: Mike Traverse



#4 Len Martin Photo credit: GSVSCC



Bob Rossell celebrates in Victory Lane in 1972. Photo credit: Ace Lane, Sr.

Jack Johnson, the all-time great from NY's Fonda Speedway, gave the Windsor fans plenty of thrills. For two consecutive years, he had awesome runs that took him to wins in the Opening Day events at East Windsor.

On April 1, 1979, "Jumpin' Jack" simply outran some of the best in all of NJ's racing circles to take the top laurels in the 50-lap opener. He started back in 16th. With less than one-quarter of the race in the books, he took command for keeps. On March 9, 1980, in front of a turnaway crowd, Jack Johnson won again in his usual colorful fashion. With a banner field of 70 Modifieds on hand, yes -70- he had things go a lot tougher in that 35-lap main. That day, he held off the hard charges of then-22 year old speedster Billy Pauch.

EWS also created its *own* group of NJ racing standouts. They seemed to excel at that track like nowhere else and were dedicated and loyal to EWS and its faithful fans.

Easily topping this group was Fred Dmuchowski. Fred took part in just about every single stock car race ever held at East Windsor and held a stunning 11-year consecutive winning streak there. Others were the track's "bad boy" Johnny Leach, Dick Taylor, Dean Applegate, Ray Liss, Dusty Malsbury, Bob McCullough, Inky McLaughlin, Jackie Moschera, Lenny Martin, Walt Emery and many more. They could more than hold their own against the invaders, and Windsor was a track that they much appreciated as one that supported the "little guy" in racing. Extra-distance features were far from the norm at EWS during its existence from 1965 through 2002. Leading winners of these events were: Jimmy Horton (5); Bob Rossell (4); Sammy Beavers, Pee Wee Griffin and Stan Ploski (3 each); and Tom Hager, Dick Havens and Billy Osmun (2 each).

The very first race to ever be held at the half-mile clay surfaced East Windsor Speedway was on June 11, 1965. Russ Hoek (Modified-Sportsman) and Bob Smith (Limited-Sportsman) were the feature winners. As noted, Pee Wee Griffin, a transplanted Floridian who called Hightstown, NJ his home, was Windsor's first champion, with 6 victories. Ten different drivers won Modified features, while 17 triumphed in the Limited Sportsman mains. That included Lee Taylor, who won a special 100-lap feature for the Sportsman cars. George Kueck had the honor of track champion that year without winning a feature!

A most remarkable individual, Don Jones, was at the helm of East Windsor's ship, keeping it as straight as perhaps any racing promoter has ever done in these parts. When you came to race at EWS and you got a little out of line, you found out real fast who the boss was. You definitely knew where you stood while racing there. If you had a disagreement over any matter there, you always knew that Don was going to come out on top at the end! While Mr. Jones led with an iron hand, the racers knew that everyone was treated as an equal. The word "favoritism" did not exist. Through both good times and bad, EWS became noted as a survivor in a sport that has devoured many others.

Founded by Don Jones, from day one EWS had been a finely-tuned family operation if ever there was one in racing. His son Don "Butch" Jones, Jr. would go on to gain a well-deserved reputation as one of the best preparers of a clay racing surface that ever existed. Don Sr.'s daughter Donna not only controlled the office, but also maintained one of the finest food concession stands in the sport.

On June 11, 1989, East Windsor's 25th Anniversary celebration took place at the track. Former and current Windsor race driving greats attended that Sunday evening, along with loads of fans. It was definitely a great night for all concerned and most particularly for Don Jones - the man who had created it all a quarter of a century prior. His son Butch and daughter Donna presented their parents with a trip to Europe, something richly deserved.

They even ran an "Old Timers Race" that day which paid \$600 to win. That was the exact amount of cash that Russ Hoek had earned for winning the very first event run at EW back in 1965. That special Old Timers Race was won by EWS favorite Will Cagle, in the Small Block Modified owned by John Romano.

So many memories still abound from the glorious days of racing at East Windsor! Billy Osmun winning 27 Modified features over a ten-year span; Mike Jablonski going on to a fine career in the United Racing Club Sprint Car racing ranks after winning four Small-Block Modified races at Windsor; Al Tasnady gaining top honors in the 1966 season opener; countless superb outings by Newt Hartman that led to him being the third winningest all-time in the EWS Sportsman ranks; beloved Mike Grbac winning his first and last career Modified races at EWS; fan favorite Phil Meisner scoring a stunning upset in the big Super DIRT Series Syracuse Qualifier; paved track specialist Tommie Elliott outrunning the dirt track brigade; the late Dick "Toby" Tobias winning the season-opener in 1967 that proved to be his only career victory there; multi-time Grandview Speedway (PA) champion Warren Mutter invading EWS in 1968 to win the Sportsman 100 lapper; Pee Wee Griffin's on-and-off track antics that are still recalled today by many; racing twice a week (Fridays and Sundays), instituted for the first time there in 1972 with 33 racing programs presented; the never-to-be-forgotten Gary Balough driving the beautiful Richard Ege-owned Gremlin bodied Modified to 9 Windsor wins in his rookie venture there; 17 different Modified racers winning the 30 races held during the 1975 campaign, with Sammy Beavers winning 9 in the Norcia Brothers #81 on his way to a second straight track title there; and superstars Billy Pauch and Doug Hoffman both suspended from racing for quite a spell by Don Jones for their on-track skirmish!

Then there were the shock waves when Don Jones decided to oust the Big-Block Modifieds and make the Small-Blocks the headline attraction; Doug Hoffman's rule of the Small-Block Modifieds with an astounding 15 wins and his third consecutive track championship in 1984; Fred Dmuchowski's much anticipated first ever EWS track championship after faithfully campaigning there for its entire 25-year history up to that date, and every race after that.

Dedication and devotion from many great people were the keys to EWS' success. Those who worked at that track were like an extended family. Don Jones' wife Jean had a big behind-the-scenes role from the start, including preparing food in her home kitchen during the week for the race track's concession stands. For years, Don Jr.'s wife Sue had command of the pitside concession stand. Their son Brian handled the souvenir stand prior to beginning his own racing career. Jack Simmons and his wife Liz were very important to the operation, serving as Race Director and Paymster, respectively. Likewise were Tom and Marion O'Rorke. Tom was the Administrator of Operations and Marion served as Chief Handicapper. Infield Supervisor Bill Nichols missed a grand total of just two races in the track's existence and excelled in making EWS the best and safest place to race.

There were also hard-working longtime employees Jim Cardinale, Frank Antonides, Harold Rulon, Walt Lawson, Elwood Brown, Al Oscher, Betty Higgins, Joe and Tony Josefowicz, Bob Holmes, Kevin Butler, Jim Struble, Jim Longstreet, Jon Weber, Jim Phillips, John Protnick and Joe Mondics. For close to ten years, we were also so fortunate to be given the opportunity by Don Jones to be a small part of this tightly-knit EWS family.



Publicity shot for the track's groundbreaking.
Photo credit: Greg Collins



Billy Pauch is all smiles after this EWS win. Photo credit: Ace Lane, Jr.



Doug Hoffman - All-Time SBM Feature Winner

Photo credit: ARRA



Fred Dmuchowski
Photo credit: GSVSCC



Some of the EWS display at the 2014 Motorsports Trade Show in Oaks, PA
Photo credit: Jim Smith

By the late 1990s, it appeared as if EWS's days were numbered. Fewer cars and fans came to the stadium. The final decision came from the Jones family to close things down for good in 2002. This was a stunning blow to the many faithful EWS supporters. The property sat idle, with rumors flowing about its future. A housing development now occupies a portion of that site. They tore down East Windsor Speedway, but they will never be able to tear away countless fond memories.

Recently, long-time standout Jimmy Horton said it best when he tagged the EWS as "the perfect race track". I fully agree, as do many others.

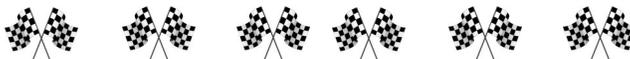
Thankfully, many of those memories will come to life next week at the pioneer Pole Buildings Motorsports 2014 fueled by Sunoco Race Fuels distributed by Insinger Performance Car & Trade Show in Oaks, PA at the Greater Philadelphia Expo Center, the Jones family and the Garden State Vintage Stock Car Club will host "The Men of East Windsor Speedway Reunion" and memorabilia display from January 10 to 12. [The GSVSCC was pleased to participate in creating this well-received exhibit that year.]



Jean and Don Jones, Miss Motorsports 2014 & Ray Shea
Photo credit: Jim Smith



A gathering of EWS drivers at 2014 Motorsports.
Photo credit: Jim Smith



VINTAGE RACER QUIZ

Are you "vintage"? Here's a fun way to find out.
Thanks to Bob Emmons for testing our memories!



1. I saw a race at Long Branch Speedway (10 points) _____
2. I saw a race on the dirt at Hightstown Speedway (10 points—add 15 more points if you saw a race there on the *asphalt*) _____
3. I saw a race in the Teaneck Armory (12 points) _____
4. I saw a race on the New Egypt asphalt (8 points) _____
5. I know the track where the Cardinal and Dogwood races were held (10 points) _____
6. I saw a race at Freeport Stadium (10 points) _____
7. I saw a race at Trenton Speedway when it was a mile (10 points) _____
8. I saw Wall Stadium's Garden State Classic when it was 300 unstoppable laps (12 points) _____
9. I remember the wooden fence at Wall Stadium (8 points) _____
10. I saw Martin Truex, Jr. race at Wall Stadium (10 points—add 10 more points if you saw Martin, Truex, Sr. race there) _____

There are a possible 125 points. If you scored anything over 50 points, you are "vintage"!

JANUARY 16, 2019

The January meeting of the Garden State Vintage Stock Car Club was called to order by President Ray Shea at 7:35 p.m. Thirty-one members were in attendance.

The meeting started off on a sad note, as a moment of silence was held for the following members of our racing family and supporters of the sport: Norm Bullock, who drove the #71B in the early days; George Adler and George Norcross, both active at Wall Stadium, and Bob Simpson (known as "Motorcycle Bob").

Get well wishes were offered to club member Jimmy Bennett and Jeff Gravatt, Wall Stadium announcer.

The club's award banquet is scheduled for March 24, 2019 at Branches in West Long Branch, NJ. This is always a great event.

Ray noted that the club will not have a display this month at the Motorsports expo in PA. Although we have been active in this event for the past 25 years, more club member participation will be necessary as we look forward to participating in 2020.

A big "thank you" goes out to Ray Liss for putting together the display at the Vintage Automobile Museum of New Jersey in Pt. Pleasant. Through his efforts, along with those of Larry Housman, the display includes club cars and will be on display through March. Thanks to the Museum directors for including our club in their display.

The club will be offering scholarships to college and trade school students for the second year. Anyone interested in applying for these scholarships will find the necessary information on the club's website.

It was noted that the club's officers are considering changing the date for cars to be eligible to participate in club events. Cars from 1992 and earlier will be allowed. The intent with this change is to attract younger generation(s) of racing enthusiasts to become involved with the club.

The meeting was adjourned.

John Malsbury, Secretary

The February meeting was cancelled due to inclement weather.

MARCH 20, 2019

The March meeting of the Garden State Vintage Stock Car Club was called to order by President Ray Shea at 7:35 p.m. Twenty-three members were in attendance.

The evening's invocation was given by Bob Menschner. A moment of silence was observed for the Caramella family on the passing of a close friend of their family.

Get well wishes go out to Jeff Gravatt, Doug French and Jimmy Bennett, who are all dealing with health issues. It is our understanding that Doug is doing much better. Larry Housman had surgery recently, and was able to attend the meeting.

Ray thanked the people at the Vintage Automobile Museum of NJ for allowing our organization to participate in another display at their facility. Thanks to Larry Housman and Ray Liss for their efforts in making this display possible.

Ray made the membership aware that the club has no insurance for the museum at this time. Inquiries have been made to obtain a new insurance carrier. Until that happens, there will be no activities in the museum.

On a better note, March 24th will be the club's 28th Annual Awards Banquet. At present, 170 people are expected to attend this year's event.

Ray informed the group of the good news that Fleming's Pumpkin Run will return on November 2.

Let's look forward to a new and great year.

The meeting was adjourned at 8:20 p.m.

John Malsbury, Secretary



DID YOU KNOW?

Recently the club Officers updated the rules regarding club cars. All cars must be **1992** model year or older and retired from active competition. New club cars are always welcome!

GET WELL WISHES



- John Bate
- Jimmy Bennett
- Jim Hawkes
- Nick Piscitelli

CONDOLENCES

to the family and friends of Bill Hewlitt



Have you ever wondered what's in storage? Folks are **STILL** needed to catalog the club's archived items. Contact Ray Shea if you can **help out**.



Garden State Vintage Stock Car Club

2019 Schedule

DATE	LOCATION	EVENT
March 23	Bridgeport Speedway	Practice
March 30	New Egypt Speedway	Practice
April 27	New Egypt Speedway	Regular Show
May 4	Wall Stadium	Regular Show
May 5 (Rain Date 5/24)	Patterson Greenhouses, Freehold	Family Fun Day Car Show
May 11	Bridgeport Speedway <i>3/8 mile track</i>	Regular Show
May 25	New Egypt Speedway	Regular Show
June 1	Bridgeport Speedway <i>3/8 mile track</i>	Regular Show
June 9 (Rain Date 6/23)	Sayreville High School	RJC Charities Fundraiser Car Show 4:00 p.m. – 7:00 p.m.
June 15	Wall Stadium	Regular Show
June 22	New Egypt Speedway	Regular Show
July 6	Wall Stadium	Regular Show
July 20	Bridgeport Speedway <i>5/8 mile track</i>	Regular Show
July 27	New Egypt Speedway	Regular Show
August 24	Bridgeport Speedway <i>5/8 mile track</i>	Regular Show
September 7	New Egypt Speedway	Regular Show
September 7	Wall Stadium	Regular Show
September 8	Warren Twp. Municipal Grounds	Car Show
September 28	Bridgeport Speedway <i>5/8 mile track</i>	Regular Show
October 5	New Egypt Speedway	Legends Night
October 13 (Rain Date 10/20)	Patterson Greenhouses, Freehold	Family Fun Day Car Show
November 29	Wall Stadium	Turkey Derby

*Events listed in **BOLD** are static display events*

The Garden State Vintage Stock Car Club's on-track events are EXHIBITION ONLY.
We are a non-racing club.

GSVSCC SCHOLARSHIPS

Do you know a high school graduate who is interested in auto racing and is planning to attend college or trade school? The club may be able to help with tuition. The club now offers two awards: a one-year grant of \$1,000 for a technical school (12 to 18 month program) and a \$1,000 grant for a year at a 2- or 4-year college program. Interested folks should go to the club's website www.gsvsc.org for more information.

MAKING THE MAGIC HAPPEN

THANKS to our dedicated folks who lend their time to get the newsletters out to you. If you'd like to help, contact Linda Cooper. Here are a few photos:



Linda receives photos, meeting minutes, articles, schedules, you name it, and puts it all together on the computer.



Meanwhile, Ray preps the envelopes with address labels and postage.



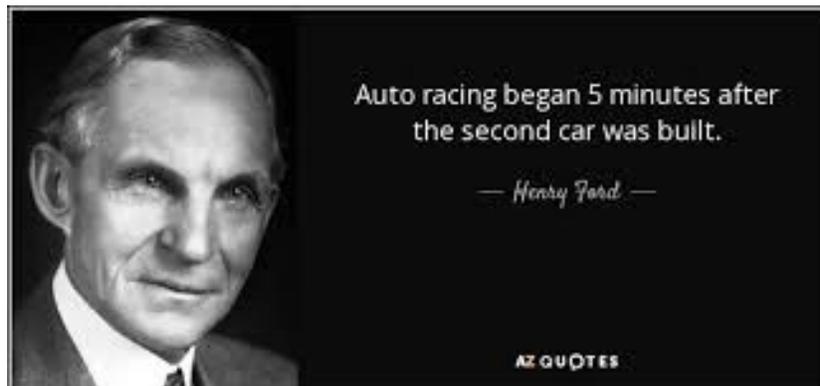
Linda picks up the finished product from Todd at Boro Printing in West Long Branch.



Linda meets Ray for the transfer.



The Stuffing Crew is on the job: Jim, Ray, George and Don.



Auto racing began 5 minutes after the second car was built.

— Henry Ford —

AZ QUOTES

PHOTO TRIVIA ANSWER
from the Fall 2018 issue



This driver seems to have lost something as a result of an on-track altercation. Do you have any idea who this is, or at what track? Hint: it's a club member who's also in a more recent photo in this issue.

Talk about getting your doors blown off! This is longtime club member George Klein. George was racing at Freeport Speedway in September of 1970 when a fellow competitor came up on the inside. Apparently not content with passing George cleanly, he drove his car along the entire left side of George's. As if that wasn't enough, the other car peeled George's driver's door off and put him in the fence. Ouch.

Oh, and here's a recent photo of George:



PHOTO TRIVIA



Here's an interesting combination of driver and car. To say more would be giving it away, so good luck.

Look for the answer in our next issue, or go to our website www.gsvscc.org if you can't wait that long. Sometimes the website answer contains more information than we have space for in print.

If you have a photo you'd like to share, send it to Linda Cooper via e-mail at: vintageviews@gsvscc.org or by mail to: 7 Thompson Street, West Long Branch, NJ 07764. Prints will be returned promptly.

Be sure to provide the pertinent facts!



**VINTAGE VIEWS, THE OFFICIAL PUBLICATION OF THE
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