

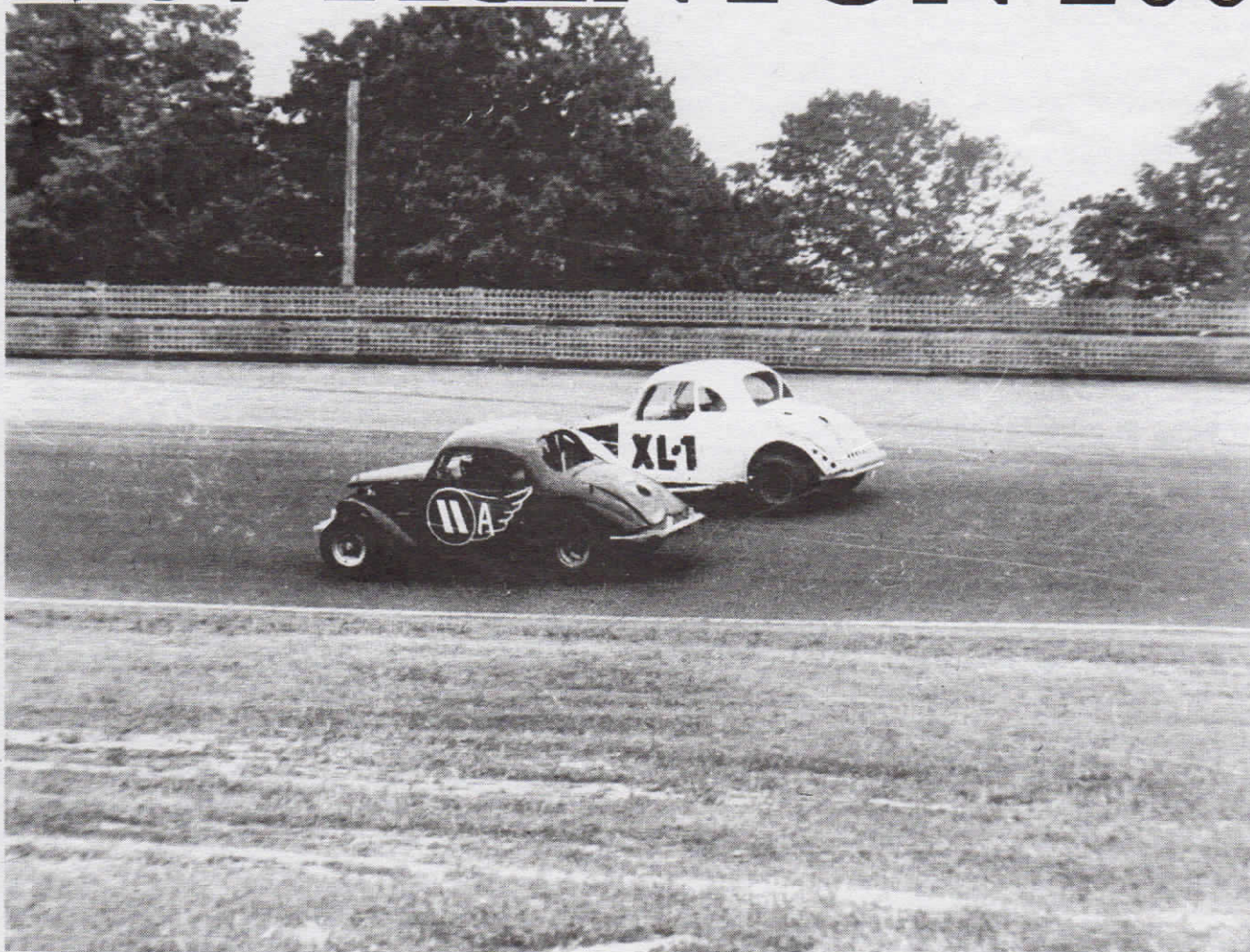
Vintage Views

*The Official Newsletter of the
Garden State Vintage Stock Car Club*

AUGUST 1994

VOL 3 NO 10

1964 TRENTON 200



NORTH vs SOUTH: Ray Hendrick in the #11 and Joe Kelly in the XL-1 duel for the lead during the Trenton 200 on August 23, 1964. (John Reilly photo)

Next Meeting: Wednesday, August 17, 1994, West Long Branch Firehouse, Rt. 71 (Monmouth Rd. and Cedar Ave, West Long Branch, NJ. For info call 908-223-9388 or 908-840-6307.

DEDICATED TO THE PRESERVATION OF STOCK CAR RACING HISTORY

**MINUTES OF JULY 20, 1994 MEETING**

Entering the parking lot for the meeting we were greeted by the sight of the #41 Joe Racz Garage '37 Ford flat back of Greg Roman. Also on display was an "Arizona Dwarf Car" '38 Chev. coupe courtesy of Bill Buff. He and the car owner did a show and tell after the meeting to explain the nifty little Suzuki powered racer.

Ray Shea announced a car show planned for Golden Classics in Lakewood. The date is to be Sept. 11th. It is a fund raiser for the "Make A Wish Foundation". Also we took up a collection for "Make A Wish" in memory of Nick Roslin.

Sonny Abagnale reported that he purchased the last Dodge ever campaigned by Richard Petty. Look for him to be displaying this car at future events.

Sonny then made a motion to adjourn the meeting. Butch Colosimo seconded it.

PRESIDENTS MESSAGE

We are well into the hot summer months and several car shows have taken place. Our shows have been well received by the fans at Wall and East Windsor but car counts have been light. Hope to see more cars out in the future. Thanks to Sonny Abagnale for bringing his #43 STP Richard Petty Dodge to Wall on July 24. Also thanks to Greg Roman for taking his #41 Joe Racz coach to Wall for the Classic.

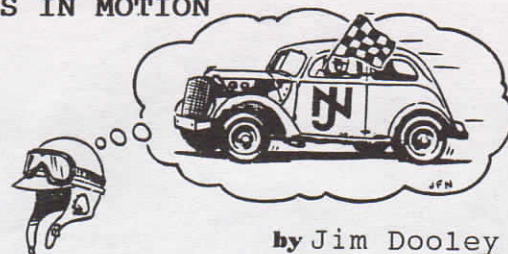
Our picnic is set for Sun. Sept. 25th, hope to see some members I haven't met yet. Don't forget to think about who you want to vote for in our Hall Of Fame, Ballots will be out soon.

Don't forget to order your summer shirts, sweat shirts and NEW Club Logo Key Ring. Call Nancy Shea at 908-840-6307.

Oops! Apologies to Brad Gray for omitting his authorship credit on his tribute to Dave Innes in our June issue.

VINTAGE VIEWS

The official publication of the G.S.V.S.C.C.
Evalina Erbe, Editor, Send info to: P.O. Box
228, Allenwood, N.J. 08720 or call 908-223-
9388.



by Jim Dooley

JOHN "FAT'S PHOTO" REILLY HONORED

For over five decades, John Reilly, founder of Fat's Photo of Piscataway, NJ has been capturing the action on the race tracks with his camera. The thousands of photo's taken have been used in virtually every major newspaper and auto racing publication. The library of photo's have become a vital part of auto racing history. Several club's and auto racing enthusiasts have visited Mr. Reilly to get a look at over fifty years of history, and perhaps find that special photo that was lost or misplaced years ago.

Auto racing historian, Dan Rhein, of Linden, NJ is one of those individual's who is determined to see that the early day's of Stock Car Racing are never forgotten. Dan Rhein, is a self proclaimed Old Bridge Speedway Historian, and rightfully so. Since the track closed over two decades ago, Dan has been on a campaign to see that the track will live on, even if only through photo's and newspaper clipping's. Dan and John Reilly got together a few years ago and it has developed into a lasting friendship. Both gentlemen have a great love of the early day's of racing and in addition, want to keep the memories alive. There is no place too far that Dan Rhein would not go to get just a look or perhaps get a sample of either an old race car or race track.

John Reilly has been a great asset to Dan in his effort's. Not only with photo's but with the first hand information required to complete a story on a driver or track. Today, Dan Rhein admits that without the help of John Reilly, he would be several



Dan Rhein left, presented the plaque to John Reilly right as John's daughter Mrs. Doreen Dunbar looks on. Mrs. Dunbar was the founder of the Will Cagle Fan Club several years ago when Will was known as the "Tampa Terror".

years behind his current projects to preserve the history of two of New Jersey's long gone speedway's, Old Bridge Speedway and the old quarter mile Hightstown Speedway now the sight of the half mile clay oval known as the East Windsor Fairgrounds Speedway. The Old Bridge Speedway was located on route 516 in Old Bridge, and was one of the premiere half mile paved ovals. It has since been replaced with a housing development known as Whispering Pines. I often wonder if that name was given intentionally.

Dan decided that he would like to do something for John Reilly for all that valuable information and great collection of auto racing history. After several weeks, Dan put together a one of a kind plaque fit for the winner of any big race. A 1/24th scale model of a 1940 Ford Coupe mounted on a plaque with the inscription reading, "Thank's for keeping your eye, (using the symbol of a camera's eye) on racing since 1930's. Your friend Dan Rhein". In addition, the car has no number but does indicate a sponsor, Fat's Photo. A miniature figure of a man with a camera is mounted on the plaque.

Needless to say, John Reilly was caught totally by surprise with this gift and will treasure it. Dan indicated that you need not to be a race car driver to be honored, everyone who supports the sport should be recognized. However, Dan went on to say that John Reilly is more that a photographer, John Reilly is an ambassador to all of motorsports.

He joined the GARDEN STATE VINTAGE RACE CAR CLUB with his friend, Albert Gehrum. Al is doing a replica of the XL-1 which was the car he originally worked on. Gregg wanted to build the JOE RACZ #41 which he followed and worked on as a Pit Helper in his teenage years.

I thought it would keep him out of trouble.

So he started! He bought one car and decided it was not exactly good for his needs so he went on to buy a second car.

To tell the truth, I thought it would be a whim and we would have two pieces of old rust hanging around until the turn of the century...or longer.

Only to find out that after many backbreaking months of sandblasting, puttering, doing body work, buying and trading, getting help on the body from Albert Gehrum, pictures and information from Bill Erb, carburetor from Dick Prasnal, a donation from Joe Racz and

Ray Liss' Ingenuity, Hard Labor and Efforts, not to mention a few \$\$\$\$\$. actually quite a few \$\$\$\$\$\$\$\$\$.

You really surprised me and made----- A BEAUTIFUL REPLICA OF THE #41.

Thanks to everyone for all the help they have given Gregg on the # 41...

it sure paid off in the end.

LORETTA

VINTAGE CAR PROFILE

by Guy Vogt



Car # 50, Sportsman Sedan 37 Chevy, black & red

Owner & Drivers

Then: Clarence Ruppert

Now: Ken Pullen Burlington, NJ

History: This car ran blacktop out in PA. Dorney Park was its last battleground. This coach is of '70's construction. She's a little rough but Ken says "that's the way it was!"

Where did you find it? This car laid out in Bath, PA, outside Nazareth with 8 other cars. Ken bought her for \$450.00.

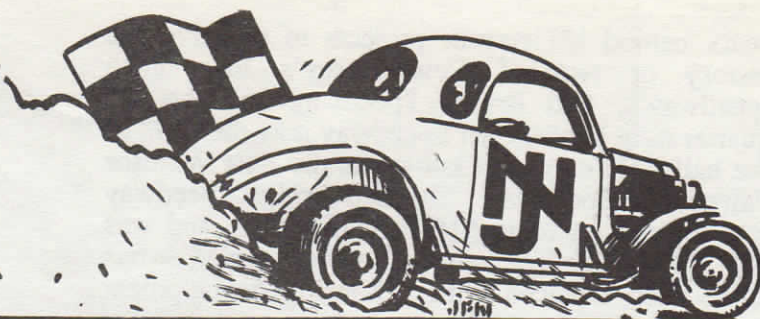
Any special stuff?

Nothin' special, 283 mouse motor, Ford 9" rear and '62 front single "I" beam axel. Coach body was original.



Greg Roman debutes his replica of Joe Racz's #41 at Wall Stadium's Garden State Classic, July 16, 1994. The original #41 won the first Garden State Classic in 1957 with Pete Frazee at the wheel.

Checkered Past



THIRTY YEARS AGO THIS AUGUST, JOE KELLY WON THE TRENTON 200-MILER FOR MODIFIEDS IN THE XL1

By EARL KRAUSE

After presenting it for the first time at Trenton in the summer of 1963, colorful promoter Sam Nunis again held a 200-lap race for NASCAR modified and sportsman stock cars at the New Jersey State Fairgrounds mile oval track on August 23, 1964. And, just like the year before, the pit area was filled with the top teams of the era -- from both north and south. But, when chief starter Ray Sullivan dropped the checkered flag on the hot and sultry "Jersey summer" afternoon, it was "Gentleman Joe" Kelly from the local Old Bridge/Vineland/Wall Stadium circuit who pulled into victory lane with the Don House No. XL1. "Joe Kelly" was of course the racing alias used by the late GSVSCC Hall of Famer David Haupt in his storied career.

That year, Kelly scored big in long-distance races in New Jersey -- as he also won Wall's Garden State (Tercentenary) Classic 300; and two 100-lap features at Old Bridge.

But Kelly's win that day at Trenton did not come easy. In fact, it was one of his toughest -- as he not only outdueled the finest stock car drivers in the east, but also drove the 200 grueling miles with a broken arm.

Two weeks earlier, Joe had sustained the injury in a freak mishap at Wall. During a race, a part from another car had flown off, and then into the driver's compartment of the XL1. Joe's arm was struck, and broken. Although later placed in a cast, he was still able to compete. But running short-distance features was one thing. Racing in a long event was another. But Joe Kelly was ready for the challenge.

Time trials set the grid at Trenton early in the afternoon, and two of the top competitors from Richmond, Virginia were quickest and sat on the front row. Sonny Hutchins, in Junie Donlavey's well-known blue coupe No. 90, just missed the magic

100 MPH mark as he turned a lap at a speed of 99.118 MPH (36.32) seconds for the mile. Ray Hendrick, who would become a major player in the race that followed, was second-quickest at 98.039 MPH. Hendrick was at the wheel of what would become the "signature car" of his fabled



Ray Hendrick in the #11 on the big track. (John Reilly photo)

career -- the red "Winged 11" modified coupe of Jack Tant and Clayton Mitchell. Just behind the two southerners in third was none other than Joe Kelly, whose time was 36.82 seconds at 97.772 MPH. The XL1 was the traditional pink and white, a 1937 Ford coupe -- and had a popular Ford motor.



The XL-1 in Victory Lane. (John Reilly Photo)

In all, fifty cars lined up for the start, with the field filled with some of the finest drivers of the day. Ready to race for example was Bobby Allison, up from Alabama in his own No. 312.



Joe Kelly takes the checkered flag at the Trento 200. (Ace Lane photo)

Kelly showed that he was there to win, as he took the lead shortly after the start and led for many miles. Hendrick was never far behind, but Hutchins fell from the race while in fifth. But then, a tire problem forced Kelly to make a pit stop. It was very nearly under the green, which no doubt would have taken away any chance of victory and possibly have put him a lap down. But, luck was with "Gentleman Joe." A few years back, Joe recalled that incident.

"Don House was a real innovator," said Joe. "He had a little flap inside the car, over the tires. I just pulled a cord to lift it, and I could see how the tires were doing. I looked at that (right rear) tire, and it was showing white. I knew I had to come in, so I signalled my crew that I would stop the next time around. Just then, a caution flag came out. I couldn't believe it. I dove in the pits, and the crew had the tire ready to go. They added fuel and I was gone; in last place but still on the lead lap."

There was also plenty of action in the form of fire, both on and off the track. Tommy Bourget from Worcester, Mass., who competed from time to time at Old Bridge, was uninjured when his No. 31 Jr. coupe flamed up in the first turn and went into the infield. In addition, the No. 04 of Carl Burris and Bill Slater's No. V-8 coupe caught fire in the pit area during refueling stops.

Perk Brown, a talented driver from Spray, N. C., had become the leader in the famed No. 45, but tire woes also forced him to pit -- now with only ten laps now remaining. Hendrick, who had been in contention all day, took the lead and was apparently heading for victory. But second place Joe Kelly was not giving up -- as he told me in that same interview of several years ago when he recalled that Trenton 200 of 1964. Keep in mind that his broken arm was now causing him considerable pain

in the heat and humidity of that August afternoon, and that the temperature guage on the XL1 was showing a dangerous 220-degrees.

"It was now or never (with ten laps to go). I was going for broke," said Joe. "My crew showed me on the pit board that I was ten seconds behind, then as each lap went by, it was nine, eight, seven. I ran as hard as I could, and after we got the white flag, I was on his (Ray Hendrick's) bumper in turn one. Coming out of the second turn, I went high like I was going to pass Ray. Then I went to the inside up the backstretch and got under him. He looked to his left, and there I was. We were side-by-side in three and four. Coming out of four, I had him. The number 11 was all wound out, and my Ford was working good. I beat Ray by a car length. But you're a winner whether it's by a foot or a mile.

"Afterwards, I talked with Ray. He was a great competitor and a good man. He would give you just enough room, but no more than that. Ray said to me, 'You were setting me up all the way. I knew you had more, but you didn't use it!'"

The 200-miles took 2 hours, 12 minutes, 30.76 seconds to complete, with Kelly's winning speed being 90.5 MPH. Second was Hendrick, with Perk Brown coming back for third. Bobby Allison was fourth, with Irv Taylor fifth in his sportsman No. 1. Completing the top ten were Jim Malone of Long Island, North Carolinian James Hayes, Red Foote -- a former New Englander who had moved to Virginia, New York's Bob Zeigler, and Budd Olsen in the No. 39B coupe.

The race was a great one -- and remained the subject of conversation long after the checkered flag waved over the challenging New Jersey State Fairgrounds asphalt mile oval on Sunday afternoon, August 23, 1964.



In Victory Lane (left to right) Ray Sullivan, flagman, Don House, car owner, Joe Kelly, driver, Vicki Nunis, and Sam Nunis, race promoter. Note the cast on Joe Kelly's right arm. (Ace Lane photo)

GRANDSTAND GAB...



Collected by Eleanor Hagerman, call her by the 25th with news. 908-222-4408.

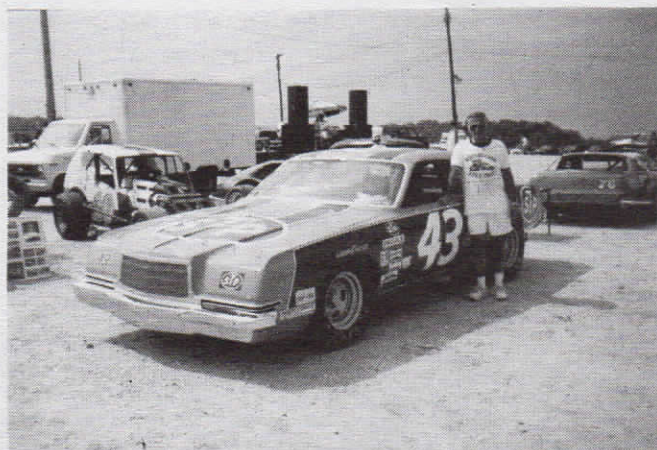
Our club members sure get around: Eleanor Hagerman, Frank Antonides and Marc Oswald were all at Indy for the Brickyard 400. Congratulations to Ray Everham and Jeff Gordon on a great race. Does it get any better? Ray Liss recently made a trip to Georgia to the new Bonneville-style track sponsored by the Eastern Timing Assoc. with his #10 Gremlin. He drove the measures mile at 127mph! Ray and Betty Mount are enjoying a cruise.

Mark your calenders: Sunday, September 11 is a show to benefit the Make-A-Wish Foundation at Golden Classics, Lakewood, NJ. \$20 entry fee (donation) per show car. Call Ray Shea for more info. 908-840-6307.

Sunday, September 25, 12-6pm is Picnic Time! at Shark River Park, Neptune, NJ. See the flyer enclosed with this newsletter for more details or call Bob Worth, 908-938-5004 or Ray Shea, 908-840-6307.

Oh boy, babies! Bill and Chris Force have a new son, Shane Hunter. We would like to congratulate ALL the new grandparents in the club: Eleanor Hagerman has a new granddaughter; Don and Joyce Peak and Tom and Marion O'Rourke share a new granddaughter, Shawna Lynn; Bruce and Gail Roslin have a new grandson, Bruce Allan Roslin III.

Get well wishes go out to Harry Megill who had surgery in June; and to Earl Megill, Sr. who was recently in the hospital.



Sonny Abagnale stands next to his recently aquired, former Richard Petty owned, built and raced #43 Dodge Monoco from the 1978 season, at the Wall Stadium Monster Truck Show on July 24. Also displaying cars were Ray Shea (#7), Ray Mount (#84), Ken Pullen (#50) and Ray "Sparky" Liss (#10).

Old Iron Trader



For Sale:

2 Firestone dirt track tires, 14.0 x 31.0 x 15, grooved rear R154, \$100/pr. Phil Erbe, 908-775-3168.

'52 Merc flathead w/ '36 Ford Trans, \$500, '51 Ford F1 pu, 6cyl flathead, \$3,500, Bob Koenig, 908-283-2499.

'37 Ford 2dr slantback body on '38 Dodge frame with Ford 9in rear, 351 Ford engine w/ auto trans, \$850, Gerg Roman, 908-634-1530 or 908-417-2389.

'70's Burnett style chasis, \$200, Ray Liss, 908-477-9422.

Wanted:

'37 Ford early quick change rear, 6 spline, Buick brakes, drums backing plates, safety hubs, front and rear, '37 Ford grille. Dawn Noble, 936 Cooterneck Rd., Heber Springs, Ark, 72543, 501-362-6546.

All ads are free to members working on racing related projects. Call 908-223-9388 every month with ads. No automatic repeats. WELCOME NEW MEMBERS

John and Lois Sanders Galloways Twp, NJ. John is a former car owner and pit crew member being involved with many drivers at Pleasantville Speedway in Atlantic City, NJ including Sal Moshella, Larry Voss, and Harry McConnell.

Frank and Janet Eppolite Chesterfield, NJ. Frank is a former car owner and driver who raced in the 60's and 70's. He has a car from the late 70's and is getting info on the car and its history.

Frank and Helene Grippaldi Atlantic City, NJ. Frank is a former track official working at East Windsor Speedway for 5 years. His father owned race cars # 880, 88 and 2jr.

Harvey Rosencrans Jersey City, NJ. An avid race fan, Harvey has been attending stock car races since the mid 50's.

Don and patty Nordstrom Stuart, FL. Don is a mechanical engineer who loves to works on cars and design things to make them go fast. He also makes race car models with racing backgrounds and takes pictures of them. Doing art work on cars also fills his time.