Vintage Views

The Official Newsletter of the Garden State Vintage Stock Car Club

DECEMBER 1994 VOL4 NO 2

1994 IN REVIEW

GSVSCC

December Meeting: Don't miss the BOB AND EARL SHOW, following the regular business meeting, Wednesday, December 21, 1994, West Long Branch Firehouse, Rt. 71 (Monmouth Rd.) and Cedar Ave., West Long Branch, NJ. For directions or info 908-223-9388 or 908-840-6307. Business meeting starts at 7:30.

SECRETARY'S REPORT

Rich Browning

The meeting started out with condolences to Sam Riggleman upon the passing of his mother.
It was then time to announce the results of the balloting from the members on inductions into the Hall Of Fame.Topping the list of votes were driver/Bill Chevalier,owner/ Don Peak and official /John Reilly. All members of the Executive Board were re-elected for another term. This years raffle tickets were passed out,prizes are 1st prize-Bearcat 200 scanner with headphones and 2nd prize a pair of Binoculars.
Upcoming events included the Turkey Derby at Wall Stadium on Nov.25&26 and plans for a new and exciting club display at Miller Motorsports on Jan. 13-15 1995were announced. Representing the club this year will be Al Gehrum's recently finished recreation of the XL-1 and a tribute to the late Joe Kelly is planned.Representing the club in the Legends Autograph session will be two former All-Star League drivers Gil Hearne and Bob Rossell. Bob and Earl VI slide show is slated for our Dec. meeting,don't miss this great show it's a winter winner.
A brief recap of our Oct. meeting at IROC affirmed it was a great success.
Elton Hildreth was recently inducted into the Bridgeton,NJ Hall Of Fame congradulations were in order for him.
Ray Liss returned from Georgia this month where he turned 131 mph in his dirt Gremlin on a one mile airport runway coarse,way to go Sparky Ray also announced plans on a bus trip to Speedway 17 for club members over the winter.
Bill Erbe mentioned plans to add Tech articles in future newsletters

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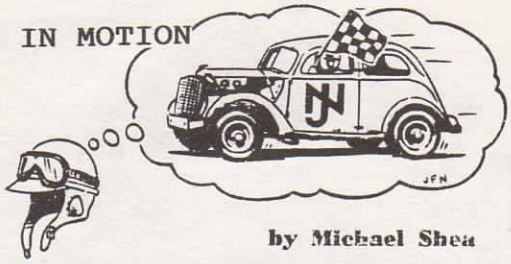
MEMORIES IN MOTION



by Michael Shea

As the 1994 stock car racing season has just come to a close we are all reminded that the break for some is a long awaited period until the next race while for others it is a welcomed seasons end in which many will head back to the drawing board to prepare a new car for the upcoming season. The early years of our sport required great enginuity where as today it seems most have it all figured out. The off season provides time for drivers to change cars and for car owners to change drivers. Through the years owning and driving your own car has become a pastime that is only left to those with the financial capabilities fo play with. One thing is for certain whether you drive for yourself or for someone else the dedication you put into the sport through the good and bad times will determine whether you will stay in the sport long enough to call yourself a champion.

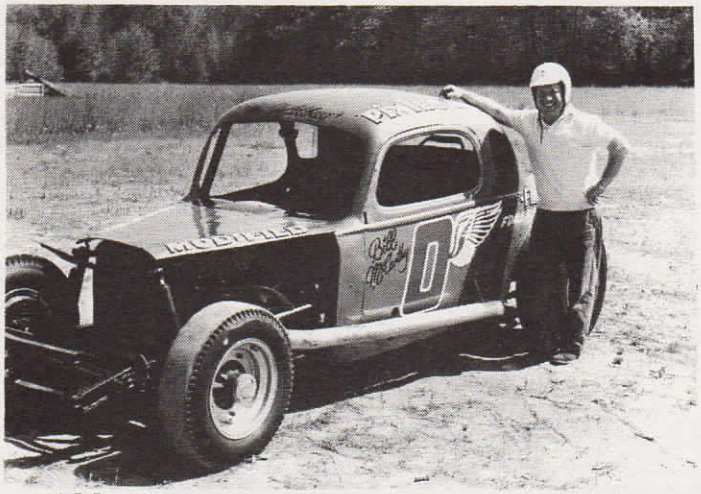
One champion whose career lasted 16 yrs was Bill McCarthy. Bill's introduction to the sport was back in 1949 when he saw Frankie Schneider take the checkered at Flemington. After that day he decided that racing was something that he would very much enjoy doing. While working at an Esso station in Red Bank he and two other men put their efforts together to build a 37 Ford coupe #069 for the 1950 seasons at Wall and Long Branch. When they reached the track for the first time little did they know about how scared they might be to drive one of these fast machines. The three flipped a coin to see who would drive. As it turned out one

Bill McCarthy in the winner's circle at Wall Stadium in 1954 with the 366.

would drive in the heat the next would drive in the semi and Bill was left to run the feature. After doing the best job of the three Bill was chosen to be the steady driver. By 1951 Bill was bestowed the honor by the Atlantic Stock Car Club of being the most improved driver at Long Branch in the Charlie Thompson modified. In 1952 he won his first feature at Wall. When 1954 rolled around Bill was back building his own car and had designed a ' 37 chevy sedan #366. This car established a design which many would want to copy. Bill remembers " when I built the car I set the engine back 18 in. from it's normal position leaving me to relocate the seat to the back." For the 1955 season Bill had built a modified from a ' 37 Ford sedan and then sold it to Frank Derosa. Frank then hired Bill to drive the car #15a and then built another car #15b for Frank to run. What a great season it was as Bill captured the 1955 Wall Stadium modified crown. 1956 Bill had met the Caprario brothers form Staten Island. They asked him to drive their car at Wall and Old Bridge. The first night he drove their #123 sedan he wiped it out at Old Bridge after getting into the loose stuff and slamming it into the guard rail. By the next week they had built a new car and after missing the heats were forced to run the consi. Not only did they win the consi but impressed the fans by returning with a win in the feature. After a few seasons in the car he moved on to drive for Matty McMann's purple 4 and Bob Furslew's 2jr.

The #7 Studebaker in 1961.

Although he was offered many rides Bill always felt more comfortable driving his home built equipment. In 1961 he designed a car that caught the eye of all who saw it. Coupes were getting difficult to find during these times not to mention he just wanted to try something different. That he did and by late summer had debuted a 1950 Studebaker with a fuel injected Pontiac engine. That year after winning his first feature with it agreed to sell the car to Larry Laird. Before the deal was settled Bill took the car to Vineland only to have Murphy's Law recite its famous saying " what can go wrong will go wrong." While leading the feature he blew the motor causing an 8 car pile up that cracked the frame in 8 places. Larry bought the car anyway and Bill fixed it. The next week out he won the feature at Wall. In 1965 he rolled out another McCarthy creation. John Katerinas, owner of Pixie's bar where Bill frequented after the races decided he wanted to get into racing as a car owner. After spending $3700 a ' 35 gold Chevy coupe was introduced to the fans as the " Flyin Zero." Within his second race had



Bill McCarthy stands next to his 'Flying Zero" in 1965.

beaten Dick Barney's Joe Kelly driven #14 machine. By the end of the season Bill had won 4 features, 4 seconds, 3 thirds and 1 flip later was crowned the 1965 Wall Stadium champ. Over the winter John bought the Barney #14 and now they had two very fast cars to run. 1966 looked very promising after they won on their third week out. Then as the luck tables quickly turned Bill had wiped out both cars in two weeks. The cars were repairable but was the desire still there? Bill remembers," the second crash took the heart right out of me ." Althouth Bill had other offers to drive, now in his mid thirties decided to walk away from racing.

It's been 28 years since he walked away from racing. His most enjoyable moments were the wins in his own creations. Although he says the last crash took the heart out of this champion the champion is still in his heart. When news of his departure from the sport hit the fans all felt the loss of a great competitor and champion. His only regret was when others were at the boardwalk with their families Bill was in the shop always working on the car. Bill its great to have you part of our family of champions, its nice to see you still have the spark in your eye for such a great pastime " YOUR RACING CAREER ."
Thanks for the memories.

1994 IN

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1 & 2 - Miller Motorsports '94, Ray Liss with his car at the exhibit and our legends in autograph Alley.
3 - The head table at the banquet at the Castle in Lakewood in March.
4 - The Christening of the #41 at East Windsor Speedway. 5 - A fan congratulates Elton Hildreth as Russ Dodge looks on. Elton is holding his plaque from the Bridgeton All Sports Hall of Fame. 6 - Pete Frazee and Amy Erbe at the Club Picnic in September.
7 - Sonny Abagnale brought his own car to the IROC meeting.

REVIEW

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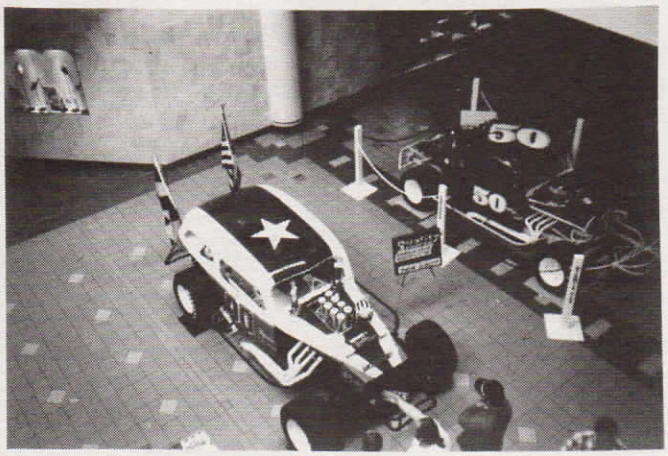

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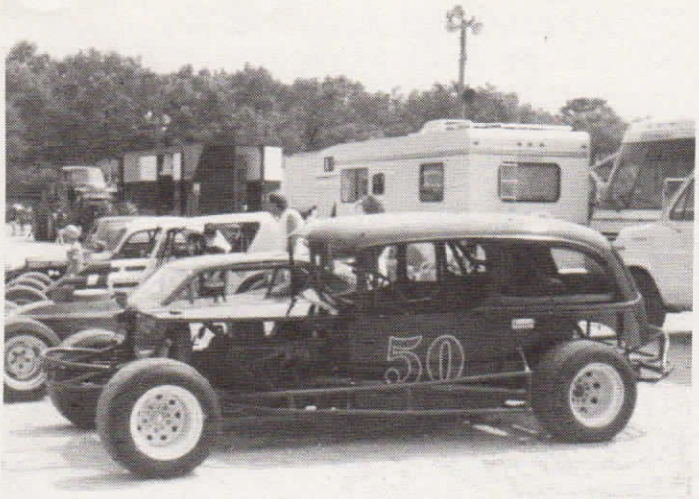

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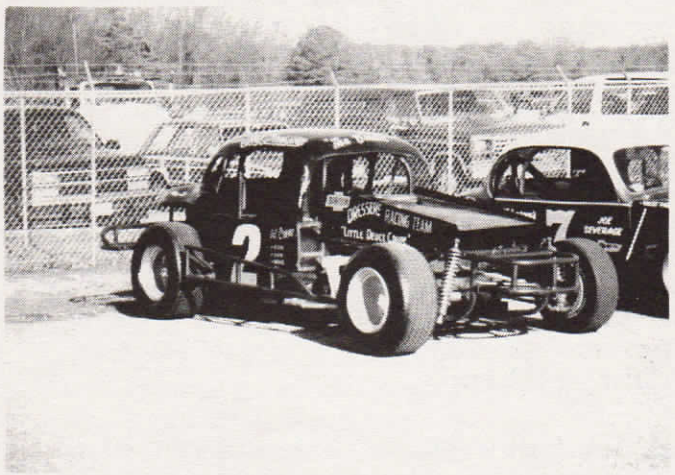


1 & 2 - Ray Shea conducts a buisiness meeting which always followed by a socializing. 3 - Club cars on display at Freehold Mall. 4- Club cars at Wall Stadium in May. 5- Club display at Wall Stadium's Monster truck show in July. 6- Greg Roman and fans with his #41 at the Haulin' Gents Show in September. 7- Turkey Derby in November at Wall Stadium.

21ST ANNUAL TURKEY DERBY
By Bill Gibbons

No matter how much you ate on Thanksgiving, if you were at THE DERBY, the calories were burned from shivering and shouting. For some club members, "turning left" worked some calories off. There were many laps of racing for two sunny/cold days at Wall Stadium.

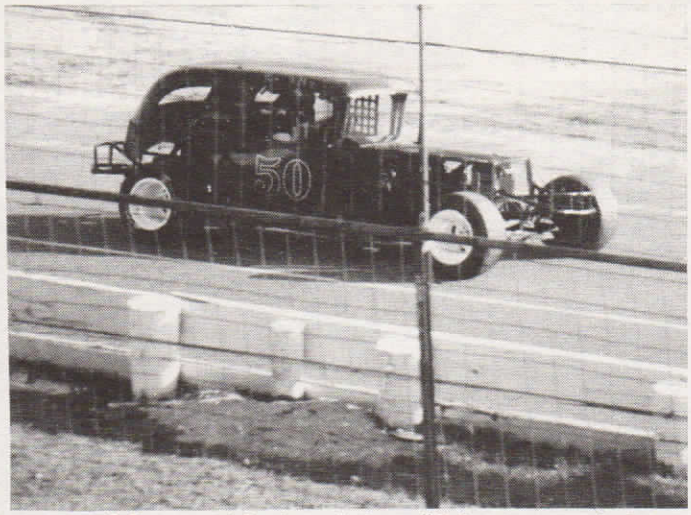
On Friday (Nov. 25), seven club cars were on display: Wayne Hurd's #2, Ray Shea's #7, Ray Liss' #10, Gregg Roman's #41, Ken Pullen's #50, Ray Mount's #84 and Sam Riggleman's #84.

Club cars on back straight at Wall Stadium during Turkey Derby.

After the TQ's heat, it was time for the club to strut it's stuff(ing). The #2, #7, #50, and both #84's took to the track. A gentleman next to me said, "I bet the #7 wins." I let the cars on the track do the talking; it was only a rolling exhibition. Unfortunately, in the middle of it, Sam Riggleman's #84 came to rest in turn three due to ignition failure. At the end, the checkered flag waved for number sev-, er, 84 (the Ray Mount edition).

On Saturday (Nov. 26), seven club cars were on display again. Only this time, there was Dean Applegate's #9A in lieu of Ken Pullen's #50.

Years from now this Turkey Derby may be recalled by that event but it would be grand if we recall it by saying "That was the year that Brian Sisco won in the Dave Innes car, that one was for Dave." We can say that because when the race judges tallied the points, Brian was the Derby's overall champion.



Ken Pullen pilots his #50 around the track during track time at the Turkey Derby.

There was a fair turn-out of club members there and throughout the event many scanner/binocular raffle tickets were sold. Be sure to purchase your tickets for the February drawing to help our showing at Miller Motorsports. Hope to see many club members there.

Bill McCarthy recieves a trophy from Ted Gaertner for a win at Wall Stadium with the #366 in 1954.

CLUB NOTES

Miller Motor Sports '95 is January 13 to 15. The new location at the Fort Washington Convention Center has more room and the club will have a larger exhibit area. Club member Bill Force has designed and is building a very impressive display which will be enhanced by the debute of the XL-1 built by Al Gehrum. On Sunday during the Legends of Racing autograph session the club will be represented by Bob Rossell and Gil Hearne. If you are planning on coming out to enjoy the show please volunteer an hour of your time to help at the exhibit. We wil be selling raffle tickets, hats and decals as well as talking to interested people about the club. Contact Ray Shea at 908-840-6307 or see him at the December meeting.

March 18, 1995 is a very important date! The annual banquet will be at the Castle in Lakewood, NJ. Look for the ticket order form in the January newsletter. Tickets are $26 per person. Awards will be presented to Bill Chevalier, Frankie Schneider, Don Peak, John Reilly, Ace Lane, Sr., Charlie Muscatell and, new this year awards will be given out for owners of restored cars who have participated in club events. As always, there will be a few surprises!

GSVSCC OFFICERS FOR 1995

President - Ray Shea
Vice President - Bill Erbe
Secretary - Rich Browning
AssistantSecretary - Eleanor Hagerman
Treasurer - Bob Farley
Membership Coordinator - Joyce Peak
Newsletter Editor - Evalina Erbe
Trustee - Earl Krause

Enclosed with this newsletter is your membership renwal form for 1995. Please send your form and check made out to "Garden State Vintage Stocks" to Membership Coordinator Joyce Peak, 80 Oceaport Ave. West Long Branch, NJ, 07764.

Chuck Weinberger and his 'pit crew' with their trophy and the #50 at the Downes Ford car show, June 5, 1994. (Clark Sutton photo)

Dean Applegate's #9 at a show in Toms River in September.

Gail Roslin and Ray Shea at the Make-A-Wish benefit show at Golden Classics in Lakewood in September.

Old Iron Trader

FOR SALE:

4 Frankland hubs, 2 Frankland Buick style drums, almost new, 4.10 ring & pinion set, new, big block Chevy headers, Bill White, 908928-4389.

1939 Ford standard coupe body shell, 4 fenders & hood, $500.
1970's vintage asphalt modified, Frankland rear, minus engine, $1500, Also, Ford front ends, trannys, rears, misc. call with wants, George Le Blanc, 718-727-6126.

1950 Kurtis Kraft Midget, &12,500, Race-ready, run with ACOT, Mike Chmapagne, 401-722-7327.

Trailer, 3x tire rack, new axle & wiring, Stock car flathead, rebuilt and not used since, $1000, Greg Roman 908-634-1530.

Stock car radiator, 23" x 23" x 4", good condition, $85, Al Gehrum, 908-417-2390.

1985 Troyer Dirt Mod., less engine, $35000, But Trans, $850, Alum Bead k lock wheels & tires, call for prices, Greg Roman, 908-634-1530.

'95 Entertainment books, benefit South Wall Fire Company, Jim Hall, 908-449-7369, $40.

TRIVIA QUESTION

At the 1965 Trenton 200 Modified race, who was the driver who was a last second replacement for Tommie Elliott in the XL-1?

The answer will be published next month!

GRANDSTAND GAB...

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

Now that Turkey Derby is over we can all get into the holiday mode.

Seems Nancy Shea has developed a yen to drive her husband's race car. She looks good behind the wheel of the coupe!

Lee Greenwood visited Disneyworld recently with his Nephews. While wandering about someone called his name. He looked and it was Al Quellette the photographer. Al now lives in Florida but visits Jersey often. Small world!

Dick Disbrow will be incoming West Long Branch Fire Chief for 1995.

The daughter of club member Clarence Wolf, Debbie Gastelu, hopes to be driving a car at Wall and other tracks in the near future.

Club Member Chet Thompson was the trophy sponsor for the third BRS Modified 50 lap feature at the 21st Turkey Derby at Wall Stadium.

George Le Blanc ran his Legends car at the Hoosier Dome, Indiana, on Dec. 10.

News for car owners only: the 10" club logo patches for the back of your firesuit (required for 1995) are available from Nancy Shea for $16. 908-840-6307 for info.

Happy Holidays to everyone!

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.