

Vintage Views

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

OCTOBER 1994

VOL 3 NO 12

PISTOL PETE COPS ANOTHER WIN



Pete Frazee in Woody Johnson's #68 wins a feature at Wall Stadium during the 1963 season.

Next Meeting: Wednesday, October 19 at IROC Headquarters, see directions on the enclosed flyer. Please bring a chair and your membership card, no guests are permitted this year. Refreshments will not be served. Info: 908-223-9388 or 908840-6307

DEDICATED TO THE PRESERVATION OF STOCK CAR RACING HISTORY



by Michael Shea

September 21, 1994.

A reminder of the first club picnic was given and final preparations were made after the meeting.

Ray Shea discusses the upcoming nomination of officers and voting for the Hall of Fame inductees for 1995. Everyone is encouraged to vote.

The car show at Golden Classics for the Make-a-Wish Foundation was reported to be a huge success.

Bill Erbe gave a last minute update for the bus trip to Williams Grove. He also gave a merchandise report and gave out hats and jackets which had been ordered.

Next month's meeting (October) will be at IROC and is open to club members and immediate family only. No guests please. It was also announced that everyone should bring a chair.

From the Editor:

Thanks to all for your recent contributions for the newsletter. There is some very interesting stuff that will be printed in the months ahead thanks to club members who have taken the time to share their memories and knowledge of the bygone days of stock car racing. Keep all the good stuff coming, remember, we have to fill 12 issues a year!

A tranquil sunday afternoon seemed like a perfect setting to find out about the, the man, the racer, the champ called Frazee. When the GSVSCC picnic finally rolled in for its display of its members few would of guessed that one would have traveled from far south as Florida to be with friends and admirers alike. As chat time approached with the peaceful sounds of the parks atmosphere it was evident by his good humor and pleasant attitude that this would be a day that not only subject but writer would enjoy. As he spoke it seemed like yesterday that Pete was behind the wheel, yet it has been some 29 years ago that this champion pressed the pavement of N.J's speedways. As we turn back the clock to some 40 years ago throughout his career it will seem evident that this man named Pete Frazee was blessed with very fortunate circumstances that allow him to not only be humble but to be grateful for all that he has accomplished.

As a young child growing up on a dairy farm in Metuchen with the influence of his father driving sprint cars it should be of no surprise to learn that his son would follow in his ways. Those early adventures of racing horses around the farm and practicing on a dirt track in a sprint car type go-cart, this youngster was learning the early lessons of going fast. When Pete at age 16 left for the Navy few might have guessed that the time spent in California would enhance his experience as a race car driver. After a friend mentioned that his father sponsored a local sprint car Pete eagerly sought to get behind the wheel. After 4 years of the Navy and many sprint car rides to boot it was back to his roots in N.J.



Pete Frazee in Joe Racz's #41 wins the first Garden State Classic at Wall Stadium in 1957.

While driving around Iselin, a contact that would be most influential in his racing career was made. Ed Kimble, owner of Kimble's Garage housed two stock cars at this time. The drivers were Al "the flying milkman" Peters and Jiggs Peters. After getting the nerve to give it his best shot Pete walked into the garage and asked Ed if he could drive one of the cars. The reply was no because the seat was already filled. His persistency finally paid off when after repeatedly showing up at Long Branch, Ed asked Pete to warm the car up before the race.

Ed's confidence in Pete's ability to drive assured Pete of a ride. Within weeks Ed had prepared a new car for Pete to run at Long Branch but was dismayed when he learned that he would have to wait till his 21st birthday. By 1950 L.B. had closed therefore Yellow Jacket speedway was the first track that this rookie would tackle. This rookie more than lived up to all expectations as he not only won his heat but passed a star studded field of drivers to win his first modified race. Afterwards Wally Campbell and Frankie Schneider came over to him and asked him where he learned to drive like that. Pete's reply was that all he did was follow the car in front of him, turn left, and pass them one by one.

Throughout the 50's the quality of automobiles that Pete was able to drive would leave many in envy. Some of the best cars driven that Pete remembers were the Pappy Gundaker machines out of Belmar, which were driven throughout this area as well as Virginia, Florida and the Carolina's. Although these were fine machines the car that will link this champion to more wins than any other car will be the Joe Racz #41 sedan. The 50's were great times for this duo as they captured countless wins and championships at many tracks throughout the east.



Pete Frazee behind the wheel of Joe Racz's #41 Grand National car.

Pete had always wanted to go big time Grand National racing and in 1957 the opportunity was knocking at the helmet. With a friends intriguing interest in his racing career and money to be no object, Pete lured the opportunity to Racz's garage to put the details in perspective. After buying a brand new car from Ford Motor Comp. for \$1 and the best motor money could buy, they were ready to attack the G.N. tracks of NASCAR. After a few races south and a few races north Pete decided he just could not get comfortable in the car, not to mention the constant troubles on and off the track. His new direction would be to return to the steady running with the modifieds.

By 1959 Pete had made his way into the Woody Johnson #68 machine for qualifying and days end was sitting on the pole at Vineland. Within weeks of his debut in this car Woody had called on Pete to be his full time driver. With eager acceptance Pete was off to P.A. to see a brand new sedan that was just built. The car needed springs and when Pete called on the man who built springs for Racz #41, was denied the workmanship that he desired. The springs were finally made but would not be put together by the manufacturer. Pete set out to a spring works in P.A. for assembly. This new car not only had the same springs as the #41 but the seat, dash, and steering wheel were almost the same as well.



Pete Frazee driving Woody Johnson's #68 at Old Bridge in 1962.

Driving fine machines was no strange feat for this veteran and it only seemed natural for him to finish his career driving a winner. The final call had come from Don House, owner of the famed XL1. Don asked Pete to help run and set up his new machine built for Tommy Elliott Sat. at Wall. After convincing Pete to take the ride, the return to the pits was a joyous one for

the House crew. Pete had set a new unofficial track record. When Don asked what he thought of the car Pete exclaimed " I never drove a car that steered so easily." The reason for this was that this car had power steering unlike any other car Pete had ever driven. The set up was complete but Don wanted Pete to run the car in the feature and with a little persuasion the stage was set. The car was flying in the feature but on his approach on to two lapped cars that tangled, the car got bent and was finished for the night. In the pits Don told Pete he never saw his car run so good since Joe Kelly drove it some time back. After this race Pete never raced again, he had sold his business and was moving to Florida for the sun and fun of the south. Pete retired as a driver at the peak of his career at age 36.

Although Pete had much success winning in race cars there was a time when winning his life became much more important. It dates back to the 50's at Old Bridge when a lapped car flipped and to avoid the accident Pete pulled the car up along the fence. Without noticing the accident, practically full speed Bill McCarthy slammed into the back of Pete's car rupturing the fuel tank. When a slower car passed on the bottom of track dragging a piece of metal the sparks ignited the fuel causing a horrific fire. The crowd screamed, a very concerned Parker Bohn leaped from his car , ran over and proceeded to pull Pete from the inferno. The only thing Pete remembers about the fire is Parker saying " put your arms around my neck I can't get you out of the seat." Pete recovered from the burns and his first night back at Wall captured the win.



Pete Frazee with Woody Johnson's #68 in 1962.

The true essence of winning can be characterized by the personalities of our champions attitudes toward our sport. Those that embrace our sport from the deep roots of their spirit can enjoy the fruits of the memories of their past racing careers. Pete's support of our club's efforts is a much welcomed attitude that we all appreciate. May our remembrance of his racing career stand as a lighted torch which can be passed down from generation to generation of people that can look back at their heroes with great admiration. For without pioneers such as this, stock car racing today would not be what it is, serving all people with a sport that has a true family attraction that all who drive cars can relate to. There is no doubt that this hero would have made a fine Grand National champion should he have made a steady commitment to that division. Without that honor Pete you still hold in our eyes the flags of victory that make you one of N.J.'s greatest drivers.



Woody Johnson (Standing) and his crew show off the first gold #68 sedan ready to go racing in 1962.

Test your trivia knowledge.
(We'll give you the answer next month.)



6.

Year & make _____

Engine size _____ cu. in

Driver _____

Checkered Past



LATTIMORE VALLEY FAIRGROUNDS AND RACETRACK

By Jim Dooley

Right smack dab in the middle of central Pennsylvania sits a historic speedway saved from the overgrown woodlands. From the 1920's through 1939 the Latimore Valley speedway ran weekly open wheel shows on the 22 acre site. Due to modern speedways luring away the race fans, the track was closed, leaving the one half mile dirt oval dormant until 1982.

Eastern Museum of Motor Racing Schedule

Spring Picnic

Latimore Valley Fairground
Mid-May

Latimore Valley Fair

Latimore Valley Fairground
Mid-June

Annual Convention

Latimore Valley Fairground
& Williams Grove Speedway
3rd week of August

Fall Picnic

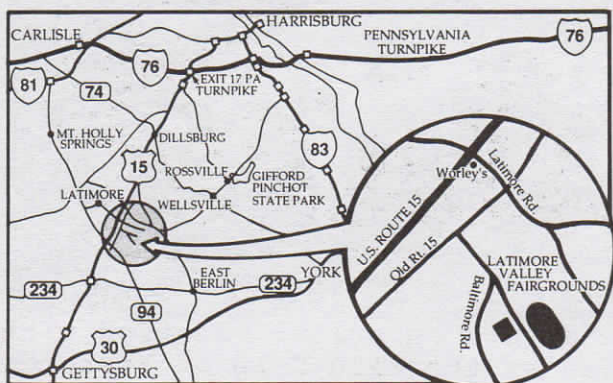
Latimore Valley Fairground
Mid-September

Annual Memorial Auction

(Proceeds benefit Museum mortgage)
Mid-November

Open 10 AM to 4 PM Saturday & Sunday
April thru October

CALL FOR SPECIFIC DATES AND LOCATIONS



The track was rediscovered by central Pa former sprint car ace Lynn Paxton. The outline of the old speedway was still visible and with the help from dedicated members of the Williams Grove Old Timers, some very generous members and the public, the property was purchased and new life was put into the old place.

The Fairgrounds and speedway are located just off US route #15 between Harrisburg and Gettysburg. In addition to the old racetrack, one of the most educational and best prepared Museums devoted to Auto Racing was built. From actual race cars, Newspapers, videos and microfilm and an assortment of displays is enough to write a book. Inside these historic walls sits a lifetime of auto racing history. It is named the Eastern Museum of Motor Racing. One display alone is the interior of a one time race car driver's shop saved and reassembled in its own space in great detail. There is a gift shop inside the building with a large variety of race related items from videos to books to shirts, hats and related tiems.

The entire project is the brainchild of several race car drivers who merely wanted to preserve the history of auto racing. In 1975, while attending a weekly race program at the Williams Grove Speedway, a group of drivers and owners formed the Willaims Grove Old Timers (WGOT). From that day, the memorabilia has found a home and now can be shared with the public. This is a must-see in your travels. The beautiful surroundings alone is enough to satisfy the need for nostalgia.



EASTERN MUSEUM OF MOTOR RACING

One Speedway Drive
Mechanicsburg, PA 17055

(717)528-8279

VINTAGE OUTLAWS

By Bill Gibbons

At noon on Saturday October 1st, under threatening skies, forty or so club members boarded a bus to Williams Grove Speedway in Mechanicsburg, PA for a sprint car race. Excuse me, a "World Of Outlaws" National Open sprint car race. Williams Grove is a half-mile dirt track four hours away by bus. The bus we took was equipped with a video player and three tv screens. Since we were headed west, I suppose the bus driver thought western movies would be appropriate. He played Lightnin' Jack and Blazing Saddles. Including a stop for lunch, we arrived at 4:30.

Pulling into the parking lot people looked at the bus as though they'd never seen one before. Ours was the only one there. The track opened at 5:00 and warm-ups were scheduled to begin at 7:00. At 5:30 it poured for thirty minutes. Well, if this didn't cramp our style! It induced a two hour delay while the track was being dried by the speedway's arsenal of push trucks. For some, returning to the bus to watch Bullitt made the time go by (next year we'll bring our own race videos).

At 9:00 the first of three sets of cars went out on the track for warm-ups. After the third set came in, the first set wanted to go out again because the track had changed. Then the other two sets wanted their fair share and went out again also. It was announced that the track became two seconds faster by doing this. They were "building" the race track.

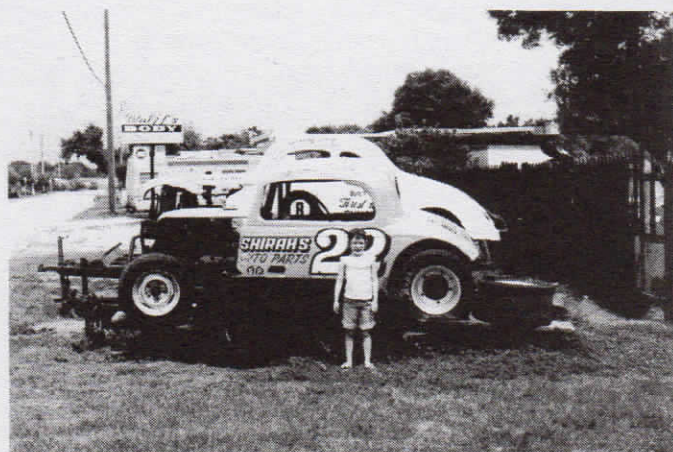
Time trials were next on the agenda. Each of the thirty-nine cars there made two laps with a one circuit overlap. Gary Brazier, who hails from Australia, had the quickest lap at 18.267 seconds.

After that, there were three heat races of eight laps each and a five lap dash race sponsored by Snap-On Tools. The dash was won by Mark Kinser.

Following this was the B-main feature. Twelve laps after the start, Andy Hillenberg took the checkered flag.

Finally, we were facing A-main racing action; a forty lap event. Except for some spins into the rail, it was a clean, safe race- and then came lap thirty-eight. Whoa, what drama ensued! On this lap, Fred Rahmer blew a tire which put the race under caution. At the time, Mark Kinser was leading with Lance Dewease in second and Steve Kinser in third. After the restart, Lance faded down the backstretch with a blown tire. Caution again. This put Steve Kinser in second and Greg Swindell in third. After the next restart, Mark Kinser's rear broke in turns three and four. Caution yet again! That put Steve Kinser in the lead with Greg Swindell in second and Sammy Swindell in third on still the thirty-eighth lap! The crowd couldn't believe it was happening and anxiously watched the final two laps wondering if Steve Kinser was really going to win his last race as an outlaw at Williams Grove. Steve didn't dissappoint as he did take the checkered flag; at 3:15am. Greg Swindell took second and Sammy Swindell held on for third. We all started breathing again as evidenced by the resounding cheers for Steve while he relished his victory celebration. History was made indeed and our own Earl Krauss was on hand to call some of it.

Our now exhausted group took to the bus for the ride home. The sunrise was looking pretty when the bus rolled up to the parking lot at 6:30am. Although it was a longer trip than expected, it was a real treat! Thanks to Bill Erbe for putting it all together.



Rebecca Vogt on summer vacation with her dad at the Race Cars of Yesterday shop.

My Summer Vacation

By Guy L. Vogt

On a recent trip to Floridas Gulf Coast to visit with my inlaws, I had the opportunity to see an acquaintance of mine in St. Petersburg, Dave Rudenis. Dave, if any of you are avid Stock Car Magazine readers, was featured about three years ago with his "Stock Cars of Yesterday" Club. Cars collected by Dave and other members were on display at the Daytona 500. At the end of the article was an address and an open invite for anyone interested to talk old Race Cars.

So for the past three or four visits to Florida I make it a point to go and see whats up at Daves shop. To an old stock car "nut" this is like a dream come true, as you drive up to the garage there are stock cars everywhere in various stages of restoration. Coupe bodies stacked like paper cups at one end, frames and rollcages at the other.

Dave Rudenis's dream is to one day have a Florida based race car museum with circle track cars from all over the United States.

Some of the more famous cars are ones used in the movie "Greased Lightnin", the story of Wendell Scott. Another is a car driven by Jimmie Smith, a 1933 Ford 3 window coupe, that was 3 time track champion at Dorney Park.

Stock Cars of Yesterday is a very interesting group, Dave travels up and down the East Coast and collects cars and parts for the club. The cars are owned and numbered by Stock Cars of Yesterday, and you or I as a member "adopt" a car and restore it with the use of Daves parts and machine shop. There is a list of rules that are followed so all cars stay authentic. Each members responsibility is to bring the car they adopted to the track or various meets on his trailer.

Dave Rudenis and his group put on a terrific show, anyone down in Florida on vacation to the Gulf Coast must stop in and see for yourself. Take alot of film, you don't want to miss any of this operation.

Race Cars of Yesterday is located at:
831 26th Street North
St. Petersburg, FL 33713
(813) 238-1936



Rebecca Vogt stands in front of the Race Cars of Yesterday garage with some of the cars they have restored.

WELCOME NEW MEMBERS

Raymond and Kathleen Newman

Perkasie Pa. Ray is an avid race car collector owning a 36 Ply.coupe with a 350 chevy engine,a 48 Kendsen 6 Cly Sprint car and a 46 V-8 60 rai frame midget.

Marty and Janet Little,Plantation FL.

Marty is the track announcer at the Hialeah (FLa) Speedway,also writer for Natioal Speed Sport News and was team manager for family owned Winston Cup team 1973-1975.He is building a replcia 1937 Ford modified which was campaigned by Dick Joslin of Orlando Fla. in the late 50's and Early 60's. Car is powered by injected 312 Ford Y-block.

BILL SINCLAIR,Crarryville NY. Bill has been involved in forms of racing,Drag Dirt, Road, now antique auto racing. He is currently restoring a 37 Ford coupe Flathead that ran in NewEngland in the 50's and 60's.

DAWN AND AMELIA NOBLE Heber Springs Ark. Dawn raced in the 50's at tracks such as Wilmington Del. Vineland Grandveiw,Flemington,Atlantic City.He is re-constructing the first car he drove a 37 Ford Slant-back.

PETER REICHEL West Long Branch NJ Peter is a member of the WLB Fire Dept. He gets to the firehouse early on meeting nites to help open the Fire house and set up for the meeting
JOAN AND ROBERT FORD Highlands NJ Loyal race fans they have been going to the races for about 30 years.

CHARLES HENDRICKSON Spring Lake Hts. NJ. Charles is a former driver,Owner and Mechanic having raced at the gravel pits at Wall,Wall Stadium Long Branch and the dirt track at Hightstown



Old Iron Trader



FOR SALE:

'35 Chev coupe, quickchange, Buick brakes, fuel cell, 6cyl. eng., complete running car, needs some work, \$1800 complete, \$1500 less eng., Jim Banks 914-831-0658.

4 Franklin hubs, 2 w/Buick drums, almost new: 411 ring and piston set: big block Chevy headers and small block Chevy headers, Bill White 908-228-4389.

'50 Kurtis midget, race ready w/ enclosed trailer, \$12,500, Mike Champagne 401-722-7327.

'72 Chevy Suburban, 350/350 trans, 4bbl, class 3 hitch w/trailer brakes, new tires and exhaust, Pa inspection till 1/95 \$1900, OBO John 215-675-0902.

4 car show rope-off stantions, w/o rope, stainless steel, \$25 each, Brad Gray 908-251-4148.

36' Pace 5th wheel trailer, enclosed; Sprint car, Osborne Brodix heads, 11rx, Jessel rockers, Kinsler 3 piece injectors, sell or trade, Nick Piscitelle 908-390-9179.

WANTED:

'49-51 Linclon radiator, Any information on whereabouts of XL-1 368c.i. Lincoln motor and injectors, or other info on XL-1, Al Gehrum, w-908-417-2390, h-908-738-7749.

Any info or photos of Purple 4 sedan driven by Tommie Elliott, also '37 Ford parts, hood, windshield, doors, etc, Bill Erbe 908-223-9388.

Early midget or sprint cars, any condition, Jim Dooley 908-360-9273.

Sammy Malach is looking for any photos or programs for a scrap book on his career. He never had one and is looking for anything to get him started. call Sam or Carol 201-696-1059.

OTHER:

Remembering Weissglass Speedway Video, \$40, George LeBlanc, 718-727-6126.

GRANDSTAND GAB...



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

Sincere sympathy to club member Bill and Caroline McCarthy. Their daughter Kathleen passed away on September 5 after a brief illness. She was 34.

The club's trip to Willams Grove for the WoO show was fun even though rain seems to follow us wherever we go. We did miss Nicki and Dave.

Nancy Shea is still recovering from the shock of a Park Ranger jumping out of the bushes after her while she was selling 50/50 tickets at the club picnic. Seems the park system dosen't like visitors doing things like that! Too Bad!

Club member Harry Hurley will be at the Breakers Hotel in Spring Lake with his big band sound on Friday, October 28. \$21.95 includes a buffet dinner from 7:30 to 9:30 and dancing from 8:00 to midnight. For reservation and directions call 908-449-7700.

Thanks to Bob Worth and Pam Stanford for all the time and effort that they put into making the first club picnic a great time for all who were able to attend.

Sam Riggleman and his family would like to extend their thanks to all who came out the the '57 Chevy Club the day after the Williams Grove bus trip to help raise money for Deborah Hospital and Lillian Riggleman. If you would like to contribute, please send checks, made out to Deborah Hospital, C/O Sam Riggleman, 7 Emmons Ave., Farmingdale, N.J. 07727. Sam reports that his mother is slowly improving, but will remain at Deborah for some time yet.

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.

MEMBERS and THEIR FAMILIES ONLY :

Directions To IROC
Parkway North & South, Rt. 18 North & South

Parkway North: If you are South of exit 105 north: Exit at 105 for Tinton Falls and Long Branch Rt. 36 East. As you are exiting stay to your left do not go right to enter Rt. 18. You will come to an intersection as soon as you exit. Stay to the right as you go thru intersection and take the jug handle around, which puts you on Hope Rd. Go thru the intersection (You'll be crossing over Rt. 36) and quickly get into the left lane. Make the first left which is Park Rd. IROC is the third industrial building on your right. White mail box #45.

Parkway South: Exit 105. Come thru toll plaza get into far right lane. Go thru intersection and take the Jug Handle around which puts you onto Hope Rd. (Intersection of Hope Rd. & Rt. 36) Cross over Rt. 36 and get into the left lane. You want to make the first left which is Park Rd. IROC is the third industrial building on the right. 45 Park Rd., White mail box.

Rt. 18 North: Exit 13A , Exit ramp brings you down onto Wycoff Rd. Come to the light and make a right which is Hope Rd. Continue on Hope Rd. to the next intersection which is Rt. 36. (Holiday Inn is on the left as you approach intersection) Go across Rt. 36 and stay to your left. You want to make the first left which is Park Rd. Iroc is the third Industrial Building on the right #45 Park Rd. White mail box with #45 on it.

Rt. 18 South: Exit for Tinton Falls, Wayside Rd. As you come off the exit ramp stay to your right. (If you stay to the left you will wind up on the ParkWay) Come off exit ramp which puts you onto Wayside Rd. Come to the first intersection (Grovers Corner) make a right at the light. Road Curves around a bit, you will cross rail road tracks, make the first right which is Park Rd. follow around (Big left hand curve) and IROC is the first building on your left. White mail box #45 Park Rd.