



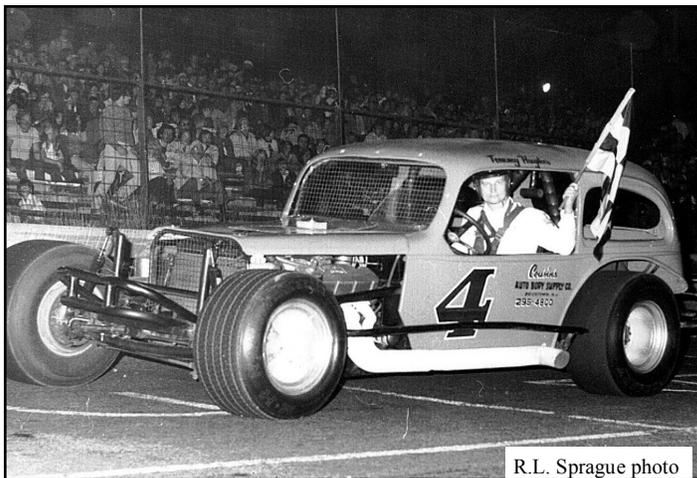
Vintage Views

Dedicated to the Preservation of Stock Racing History
May/June 2002

13 cars were on hand Saturday April 27, 2002 for the 1st club event at the Wall Township Speedway. Pictured below is Bill Erbe, Earl Krause, Ray Shea and track co-owner Tom Mauser cutting the ribbon for the Grand Opening of the Club's Museum.



Don Stives Photo



R.L. Sprague photo

Tommy Hughes winner of 10 lap Modified Consi June 8, 1974.
Driving the former Paul Blair built dirt Modified owned by Howard Harvey.

The Garden State Vintage Stock Car Club extends their sincerest condolences to the Family of Mike DeSantis. Mike died Saturday April 13, 2002 during the Legends car race at Wall Township Speedway. We will miss our friend and club member

Thanks to all who helped with the 50/50 at Wall Township Speedway on April 27th. We are \$455.00 richer.

Mark Your Calendars!
The 12th Annual GSVSCC Banquet has been set for March 15, 2003 at "Branches" in West Long Branch. Formally Squires Pub (Court)

10th Anniversary T Shirts.
Only Large & X-Large
\$15.00 +\$4.00 S&H.

Front



Back



I saw my first stock car race in 1960 at Old Bridge Speedway. I liked it so much I went every Friday night until the track closed and then started going to Wall Stadium. When East Windsor opened I started going there on Friday nights. I really liked dirt track racing. In 1967 my brother and I decided to build our own sportsman stock car to run on dirt. We ran the car from time to time for a couple of years. Then in 1969 I got hooked up with Don Peak. Don had an old #235 and I started driving for him. The following winter we built a new 292 6 cylinder engine and it turned out to be a great car and ran it for about 4 years. We ran Atlantic City sometimes and Wall most of the time. We took the old car and ran dirt once and awhile. We ran Flemington and East Windsor before Wall opened and after Wall closed for the season. I remember one Sunday night we were racing at Atlantic City and I was leading the race, the car was extra good but then I heard a loud "Pow" and started spinning around and ended up in the 1st turn facing oncoming traffic. Luckily the car didn't get wrecked but Tony Cranmer did. He was trying to avoid hitting me and ended up outside the track. Luckily he didn't get hurt but his car had a lot of damage. The engine in my car blew, it had a hole in the block clear through to the other side and broke the crankshaft, cam, rods, piston and the head. I thought we would be out of racing for a couple of weeks but Don Peak was determined to get us back out there. Within a week he had another engine back in the car and ready for Saturday night. Even though the engine was almost completely stock we won the feature that night. We still scratch our heads about that night. Good things happen when you race for a guy like Don He was a great mechanic and his cars were always well prepared.

One night I was walking through the pits and Don Cranmer came up to me and asked if I would be interested in driving a Modified for him the following year. He said he was purchasing a modified over the winter and I thought, yea, I would like to drive a modified. The only hitch was I had to finish the year in his #66 sportsman. That meant I had to quit driving Don Peaks #235. I had an awful time trying to make that decision, one I regret to this day. The chance to run a modified was a good opportunity, or so I thought. I finally decided to go racing with Don Cranmer and finish out the year in his #66 Falcon Sportsman. The #66 ran good but did not handle real well. It had a pretty strong engine but the car pushed off the corners. I told Don it needed left rear spring work but he said the car was old and was more interested in getting the modified ready for the following year. CONT. on page 3

GSVSCC meetings are held on the 3rd Wednesday of every month at the West Long Branch Firehouse, 7:30 pm, Rt. 71 (Monmouth Road) and Cedar Ave. West Long Branch, NJ.
For directions call 732-840-6307 or 732-223-9388.

March 2002 Club Minutes

By Loretta Tymko

President Ray Shea called the meeting of the G.S.V.S.C.C. to order at 7:45 pm and welcomed those in attendance.

Bob Farlee gave the Treasurer's Report for March. The Club took in \$5,000.00 and paid out \$460.00 for the banquet and will pay out \$2,211.00 to the big 50/50 winner. We did come out ahead with \$6,112.00 in the treasury. Bob continued, as far as the Museum fund, I have been working up some figures and I think the total including the \$1,000.00 originally paid for the trailer is \$3,836.00 which is a rough figure, I may have missed something but it is pretty close to \$4,000.00. The amount isn't bad when you consider what we have. We have been funding the museum through the big 50/50 and the Wall Stadium 50/50. We have a balance in the museum fund of \$1,600.00.

Ray announced that the big 50/50 would be drawn at 8:30 pm and thanked Loretta for her hard work in organizing it.

Ray gave out awards to the members who could not attend the Banquet as follows: Second Place Car Owners Trophy— Ken Pullen and Third Place Car Owners Trophy— Butch Colosimo.

Our Banquet was held on Saturday March 16th with about 130 in attendance. Earl Krause and club members gave Eleanor Hagerman a round of applause for doing a great job and all agreed that we should have our banquet there again next year. Earl went on to say that all the recipients were very pleased and honored and had a very nice night.

Lee Greenwood, long time announcer for Wall Stadium (Wall Township Speedway) said that when Tony Ferrante a Long Island native, first came to New Jersey to race they were like invaders but it wasn't long before they were town heroes and everyone considered them New Jerseyans.

Tony was very honored that we considered him one of our own. Earl Krause spoke to Walt Chernokal who is from Pennsylvania and covers many races in New Jersey he was also very honored. Steve Elias and Sammy Beavers thought it was a wonderful night. The DeRosa Family was overwhelmed that we remembered Frank and all that he accomplished.

Earl Krause announced that Brad Gray, Council to the Board, was out of the hospital and doing well. A get-well card was signed by all at the banquet and Earl gave it to him the next day and he was appreciative that so many people thought of him.

On a sad note, Helen Vail passed away last week. Steve Elias, one our recipients drove the Heb Vail blue #7. A moment of silence was held.

Sunday March 17th was car inspections and 9 cars showed up. Ray thanked the inspectors and said the rest will be inspected at another time.

Wall Township wants a handicap ramp for our museum. The cost for material and construction would be \$4,100.00. Loretta Tymko has a ramp in her backyard and has graciously donated it to the club. A U-Haul and a group of volunteers was organized to pick up the ramp on Saturday.

Steve Senerchia said he is able to get used asphalt and dirt tires at no charge. Anyone interested see Steve.

Anyone going to Loudon should see Ray Liss who is handling the garage reservations.

The latest edition of Vintage Oval Track magazine featured the Garden State Vintage Stock Car Club on the cover with a nice article inside on the museum and Turkey Derby. Thank you Ralph Richards for the great article.

Loretta thanked everyone for helping with the big 50/50 and a thank you to Albert Gehrum for donating the tickets. Others who helped were Cheryl Bayrooty and Mary Craparotta. Top sellers were Ray Liss, Butch Colosimo and Loretta Tymko. Total tickets sold was 4,422. The winner was Craig Fraser from Neptune and the winning ticket was sold by John Megill.

April 2002 Club Minutes

By Loretta Tymko

President Ray Shea called the April meeting of the GSVSCC to order at 7:45 pm and welcomed those in attendance.

Bob Farlee gave the treasurer's report for April: at the end of last month we had \$6,112.00 and paid out \$2,211.00 for the 50/50. We also had some expenses for the museum for a total of \$3,180.00 in expenses. We took in \$1,020.00 leaving a balance of \$3,952.00.

Ray mentioned that one expense of \$475.00 was for the insurance on the museum. Club member Bob Burd handles the insurance did not take his \$95.00 commission. Ray expressed his thanks to Bob.

Ray asked for a moment of silence for Mike DeSantis who lost his life on Saturday April 13th in a fatal crash at Wall Township Speedway in a Legend Car. Mike was a member of our club. Ray Shea and Bill Erbe attended the wake to represent the club along with Earl Krause and several other members.

Continued on next column

Mike was involved with Jim and Jason Dooley in helping to build the Black & White #323 that was at New Egypt and Motorsports.

Ray announced that Bob Farlee was in the ICU and was glad to see him back on his feet.

Ray reaffirmed to everyone that in light of what happened Saturday night, that any time you get into any type of a vehicle, especially a race car, things can go really wrong. "I know some people in the club are not happy with the way cars are being inspected, but please bear with us because it is only for your own good". Mike was just out there doing what he liked to do, racing in the back of the field, not racing for a win and something happened that nobody knows, and maybe never will. "We just want to try to eliminate all problems that we can to the best of our ability". Ray asked for the members to cooperate with the inspection committee as they are doing what they need to do and they are doing it on behalf of car owners. Cars that failed the first inspection will be inspected again at the next event and hopefully our cars will be corrected to their satisfaction.

Six members made the trip to Mahoning Valley and got snowed out! The makeup date is unofficially May 3rd.

April 27 will be our first show at Wall Township Speedway and also track time for Flemington. Wall Township Speedway opens 1 hour earlier and at 3:45 the gate we enter through will be locked. The only ones going through the gate will be the car and driver. All others will have to go through the main gate. The cars must be ready to be driven in and parked. This will be our first show with the new owners and we would like everyone to put on a good show for them.

Earl Megill reiterated that your car should be ready to pull into the staging area, there will be no gassing up, changing tires or anything else done inside the stadium.

Ken Pullen asked Earl Megill if he heard anything from Mahoning Valley as far as passes. An over zealous employee charged the members for a guest they had brought. Earl gave Chuck the members names and they are to get their \$25.00 the next time they go to Mahoning.

Ray said that Greg Owen had brought 3 fantastic scrap books from his Dad's #16 car and that members should take a look as there is a lot of history and great pictures. Ray said he was glad that Greg's Dad had the insight to take pictures back then.

Ray discussed the picnic and wanted everyone to give it some thought. A comment was made that we had a lot of shows and were busy until after Labor Day and he asked that members think about a date after September 2nd.

The museum's Grand Opening will be at Wall Township Speedway on April 27th. And we will have a dedication ceremony at approximately 5:45 pm.

Lee Greenwood reminded members about his Car Show on June 16th, "Cruise to the Jersey Shore." and to stop by to see the beautiful cars and join the festivities.

Zonker brought in a copy of Vintage Raceway Park News that had an article "MODIFIED PROFILE" of club member Frank Drogan. He had a speed shop in the past and has been involved with a lot of racing. Ray said he was privileged and proud to have him as a member of the club.

Bill Erbe announced that he has the large patches for sale and he will be ordering black hats as there has been a lot of requests for them.

Loretta Tymko brought up the problem regarding a member having a GSVSCC patch on a jacket. In the past the large patches were sold to put on the back of drivers suits. Ray asked if anyone wanted to change the ruling. Earl Megill said that men his size cannot order a jacket through the club because they do not have a 4X. Ray said a motion would have to be made. Questions arose about the type of jacket to allow the patch to be put on and Paul Voigt voiced his opinion that he would not want to see it on a jacket that might have inappropriate other patches on it. One club member asked what was the purpose of the patch only being allowed on certain jackets and Ray answered that it was to keep some uniformity and to

recognize us as a club. Paul Voigt motioned that anyone that can afford to buy a patch should be able to put it on any jacket he or she wants.

Cheryl Bayrooty seconded the motion. Vote taken— unanimous— club members will be allowed to purchase a large patch and put it on a jacket of their choice.

Club member Bob Joos went to where the Manahawkin Speedway was and took some pictures, anyone interested are welcome to look at them.

Club logo magnets are for sale, see Nancy Shea.

Bill Dietrich motioned to adjourn and Butch Colosimo seconded the motion.

Anyone wanting a copy of the updated by-laws contact Secretary Loretta Tymko (see phone # on back page).

**Don't forget to pay
your DUES
they are due June 1st**



Cont. from front page

The following year was a disappointment, the modified was not what I thought it would be.

The car had reese bars for suspension, or trailer bars, some people called them. They were relatively new but were not having much success. The car was unstable and would lose the wedge and were only good for 10-15 laps and then you had to go easy in the turns or you would lose control of the car. After a couple of weeks at Wall, Don Cranmer decided he wanted to go to Pocono to race. It was the worst day in racing I ever had. We were taking time trials and the car was so bad. It was unstable going into the turns and I had to really slow down and could not get any speed up. I felt I could get out and run faster on foot. The day was a total disaster and also the end of racing the #66.

After that I drove various cars for other people that were having problems and trying to help them out, "One nighters" I called them.

Johnny Luhrs had built a #32 Mustang with twin eye beams for axels which I thought was pretty interesting but he had reese bars instead of springs in the car. I suggested he was making a mistake but he thought he could make them work. John was driving a modified for someone else and asked if I would drive his #32 car. The car was good but the reese bars were the problem. I drove for Johnny for the season.

One night in the pits a guy (I think his name was Joe Gallini) came up to me and asked me to drive his car in the feature. The car was a red 36 Chevy Sedan #7. It looked pretty good and had a 454 Chevy Big Block, and REESE BARS instead of springs. I thought to myself, not those things again. The car was starting on the pole and it was a 50 lapper! I got the lead and about halfway the car started to get a little loose in the corners and I was getting slower and slower. I thought the rest of the field would blow by me any lap now. I looked in my mirror and there was nobody behind me. I thought everyone had quit! When I got the 5 to go from Pete LaVance, I looked in the mirror and Gil Heame and Charlie Kremer were right on my rear bumper. I thought if I tried to make a race of it and got bumped I would lose everything because the car wasn't stable. I figured, better to move down and let them by. I finished 3rd.

The following year I drove for Howard Harvey, it was the Orange # 4, 36 Chevy Sedan, Paul Blair built car. I was a great car but was built for dirt racing. The car needed minor suspension changes because it was pushing hard in the corners. It needed stiffer right front springs but Howard Harvey never put them in. Jules Furslew came to me and asked why the owner didn't fix it so I could race it. Furslew borrowed a right front spring and I put it on the car and went out and won the heat race. In the feature I looked at the oil pressure gauge and shut the engine down and coasted into the infield, no oil pressure. I thought Howard Harvey would change the spring but the next week the car came back the same way it was in previous weeks. I thought about pulling the plug but didn't have to.

Howard called and said he was trying someone else in the car. I wished him luck and that was that.

When I was racing I met a lot of great people, made a lot of friends. It was competition and even if you didn't see eye to eye on things it was all part of racing. Everyone had their own opinion and were certainly entitled to that. A race car driver is only as good as his car and the car is only as good as the people that prepare it for the next race. I guess we all know that. This is just some of the things we all go through. The best of times, the worst of times, the frustrating times and the ironic times.

Tommy Hughes



Heat win June 20, 1970
Don Peak owned car.
Charles H. Taylor photo



Heat race win Aug. 1972
Don Cranmer owned car.



Tommy Hughes
Charles H. Taylor
photo



The late great Richie Evans-New Egypt
Charlie Leeds Collection



Ronnie Kohler at Long Branch Stadium
Circa 1951-52



Oops New Egypt NJ Ace Lane Sr. photo



You think you had a bad day!
Flemington NJ Dave Innes photo



**Your membership
dues are due June 1st**

Joyce Peak 80 Oceanport Ave.
West Long Branch, NJ 07764

Old Iron Trader



Wanted.... Parts to assemble 1988 Troyer Modified for the
Glendola Fire Company show car.
Contact Dean Textor dgdb@cybercomm.net



Up Coming Events

Sat. June 1	Wall Twp. Speedway	Display/Track
Sun. June 2	Wall Twp. Speedway	Display/Track
Sat. June 8	New Egypt Speedway	Display/Track
Sun. June 16	Cruise to the Jersey Shore	DISPLAY ONLY
Wed. July 3	Mahoning Valley	Display/Track
Fri. July 12	East Windsor	Display/Track
Sat. July 13	Mahoning Valley	Display/Track
Thur July 25	Monmouth Co. Fair	DISPLAY ONLY
Sun July 28	Monmouth Co. Fair	DISPLAY ONLY
Sat. Aug 17	Wall Twp. Speedway	Display/Track
Sat. Aug 24	Mahoning Valley	Display/Track
Sat. Aug 31	Bridgeport Speedway	Display/Track
Sat. Sep 7	Mahoning Valley	Display/Track
Fri. Sep 13	East Windsor	Display/Track
Sat. Sep 21	Wall Twp. Speedway	Display/Track
Sat. Oct 19	New Egypt Speedway	Display/Track
Sun. Oct 20	Wall Twp. Speedway	Display/Track
Sun. Nov 3	So. Jersey Speedway Reunion	DISPLAY ONLY
Fri. Nov 29	Wall Twp. Speedway	Display/Track
Sat. Nov 30	Wall Twp. Speedway	Display/Track



Services

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Vintage Raceway
Park News 1970
Club Member
Frank Drogan's
Speed Shop



Looking Back



Lucky Loux
Circa 1950's



Lucky Loux is listed on the Wall Township Speedway's All Time Modified Feature Winners in 128th position winning 1 feature race on June 16, 1950



Now just
where the hell
did the third
turn go !

President-Ray Shea 732-840-6307
Vice President-Bill Erbe 732-223-9388
Secretary-Loretta Tymko 732-634-1123
Treasurer-Bob Farlee 732-222-7740
Membership-Joyce Peak 732-222-7847
Booking Agent-Earl Megill 732-681-3776

On the web gsvscc.org
Club e mail gardenstatestocks@comcast.net

Vintage Views, the official publication of
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Nancy Shea-Publisher/Editor
438 3rd Avenue
Brick, New Jersey 08724
732-840-6307
toshea@comcast.net