



Thank you to *Chris Economaki* for his kind words in his recent column. It reads as follows. Publisher/Editor Nancy Shea of the "Garden State Vintage Views" deserves credit for producing such a fine newsletter. The club whose members made Wall Stadium New Jersey's standout short track, will gather for a 12th annual banquet March 15 in West Long Branch, N.J. This writer is touched by being named to receive it's Life-Time Achievement Award.

2003 Honoree's



Guess the driver.

Ran Wall Stadium in a Modern Stock and moved to a Modified, also ran a Dirt/Asphalt Modified at Flemington.

Answer on back page.



Congratulation to *Steve Sullivan and Kathy LoBrutto* on their recent engagement. ❤️

Membership renewal form enclosed.

Dues are due June 1, 2003

Remember to check our website www.msnusers.com/gsvsccnewsletter for important information and up dates.

Our www.gsvscc.org website will be updated shortly.

Vintage Views

Dedicated to the Preservation of Stock Car Racing History
March/April 2003



Bill McGinley Photo

Ronnie Kohler

from the Morristown Raceway program 1954

by Nat Kleinfeld

One of the most rugged speed chauffeurs in the East today, and one of the highest rated is Ronnie Kohler, Paterson giant who followed in his dad's footsteps by donning racing gear and climbing into a fast moving gas burning chariot.

Ronnie's dad, Bill, who now watches with pride the performances of his headline making son, was both a midget car racer and stock car pilot until recently when he retired from the sport at a ripe age. Since then the big boy-a six footer who goes 200 lbs-has been carrying on for the Kohlers.

Twenty-seven-year old Ronnie was born in the silk city of Paterson, attended both Central High and Paterson Vocational, graduating from the latter seat of learning as a carpenter with woodworking his obsession. However, after one year as a nail and hammer man Ronnie enlisted in the Navy for the duration of the war and six months-the usual then on enlisting-got his boot camp training at Sampson, NY., basic engineering at Gulfport, Miss. For six weeks, then as fire room man went out to the Naval Repair Center at San Diego, Cal. For five months to learn repair and demolition.

Aboard a destroyer he touched Pearl Harbor, Saipan, Guam, Eniwetok, China and Japan, the cruise taking 15 months. Re-enlisting for an additional two years, Ronnie remained in Japan and China and then returned to the United States. After spending six months in San Diego he was discharged on the Pacific Coast.

The big boy recalls that while he was in the Pacific in 1946 he received clippings from his dad, then racing midgets in this area. Discharged in late 1947, too late to take in any auto racing, Ronnie began making the rounds with his dad in 1949 and in July, 1949, began racing stock cars before his father made the switch from midgets to the hardtops.

His first speed experience as a driver took place at Middletown, NY., a half mile raceway similar to the Morristown course on which he has shown to advantage. He did nothing startling that night but did win a heat race the third time he wheeled a stock. At the end of the "49" campaign Ronnie was 15th in the point standings, a good show in the Eastern Circuit. Continued 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.

January 15, 2003 Club Minutes

By Loretta Tymko

President Ray Shea called the meeting of the GSVSCC to order on January 15, 2003 at 7:45 pm. Ray welcomed all in attendance.

Bob Farlee gave the Treasurer's Report for January: Balance at the end of December 2002 was \$8,867.00; income was \$195.00; Expenditures \$1,342.00 leaving a balance of \$7,711.00

A moment of silence was held for Walter Burtis and Ray Jobs.

Congratulations to Don and Sue Stives on their marriage. Best wishes on your trip south and thanks for the memories Don.

Best wishes to Paul Hayes with his recent problems from past surgery.

Parker Bohn will be selling his place in NJ and moving to Tennessee and we will need to find a place to put our storage trailer. If anyone has an area that we can put our storage trailer it would be appreciated.

Please advise Joyce Peak if you have moved, have a new zip code or phone number so we can get the newsletter to you.

This past weekend was Motorsports 2003. Earl Krause announced that it was an excellent show and that Lenny Sammons thanked the GSVSCC for our support. Winners for Vintage Car and Displays-Best Appearing Open Cock-Pit Antique Car- Quarter-Midget in the Atlantic Coast Old Timers Booth owned by Joe and Joan Columbo, Stock Car Category-Mushroom Special which was an original car owned by Kenny Wismer and the original race car hauler, Best Appearing Vintage Display-Pit-Stop Fan Club with a salute to Flemington history in a diorama. Display was done by Bob Byrd, Danny Rhein, Russ Dodge, Ed Isnardi and Guy Wright.

John & Jerry Filimon will be having their film show on Saturday, February 1, 2003. Doors open at 5 pm, warm up films at 5:45 and the green flag will fall at 6:45 pm in Milltown Senior Citizens Center presented by the Milltown Fire Company. Jeff Gravatt and Earl Krause will be MC'ing the event. Ace lane might possibly have a slide show presentation midway through the program.

Thanks to Bob and Bill Worth and Paul Hayes for bringing their cars to Motorsports.

Thanks to Gil Hearne, Bob Rossell and Ray Neary for representing the GSVSCC in the autograph session on Sunday.

Thanks to Ray Liss, Cheryl Bayrooty, Jim Hall, Earl Megill, Eleanor Hagerman and Chet Thompson for all their help with Motorsports.

Earl Megill spoke about the schedule for 2003. We will be going to Mahoning Valley, Wall, East Windsor, New Egypt, Grandview Speedway and Bridgeport. The first show will be at Mahoning Valley Speedway on April 5th, which is practice day for them and we will be getting at least 4 times on the track. We will also be at Mahoning for their Championship Day, Sunday October 19th. Earl also spoke about going to White lake or Mountain Speedway. Glendola Fire Company show will be coming up in March.

Bill Morsch discussed the fact that there are several different types of insurance available, i.e., owners and sponsors insurance which is fairly expensive and if we have enough members interested we can have someone from K&K come down to explain the insurance.

Ray Liss said that they would like to have someone volunteer to line up the cars and oversee getting the cars out on the track at the track exhibitions. Ray Shea also mentioned that a waiver has to be made up and a list of safety items that should be checked by owners before each exhibition.

Steve Sullivan motioned to adjourn the meeting and Ken Thompson seconded the motion.

February 19, 2003 Club Minutes

By Loretta Tymko

President Ray Shea called the meeting of the GSVSCC to order on February 19, 2003 at 7:55 pm. Ray welcomed and thanked everyone for coming out in the bad weather.

Bob Farlee gave the Treasurer's Report for February, 2003: Balance at the end of January, 2003 was \$7,709.00; Income was \$290.00; Expenditures \$232.00 leaving a balance of \$7,766.00.

Ray congratulated Steve Sullivan on the announcement of his engagement

Ray asked if anyone knows of a place that we can put our storage

trailer temporarily until we can find a place for it would be appreciated. We now have the trailer at Parker Bohn's and he has his property for sale, so we will have to move it from that location.

Earl Megill brought copies of the schedule for 2003 with the exception of New Egypt as the Grosso's are on vacation. May 17th is finalized at New Egypt, however, Earl is trying to get a show in July and September at New Egypt. There will be no Legends of the Fall, however, New Egypt will try to do something different and have Champion's Weekend. Earl talked to the promoter at Pocono Mountain and said at present there weren't enough members interested but if we could get enough members interested we would set something up in the future. Earl asked for volunteers for Glendola. We will have 3 shows at Windsor, 3 at Bridgeport and the April 6th show at Mahoning Valley is a full day show. There is no racing, it will be like a practice day and we will be on the track 4 to 5 times for a good substantial time. We will also have our own warm ups for that day. We will have 21 shows this year, 3 will be static shows. Any questions call Earl Megill after 8:30 pm.

Ray suggested that everyone check their cars over for the opening of the season.

The Don Stives car is still for sale in N.J. if anyone is interested.

A few months ago we started having someone come up and speak about their racing career and Larry Patterson has agreed to be our speaker this month.

I started in 1967 when myself and my Uncle Don were sitting around talking about race cars and my Uncle said if we found a race car he would go hands on financially. We found a car and were on our way to racing. I raced mostly at Wall and wound up being a two-car team. The second season we totaled the first car and bought another car about half done, trailer and our famous 1957 Chevy green pickup truck with the white on the roof which some of you remember.

The car was just about ready to be raced and I was drafted. Don did not want to drive the car so my Father got in and started racing it, he was in racing since 1949. When I got home from the service my Father was not about to give the other car back so we built another car and that is how we became a two-car team. Throughout the years we did everything ourselves and due to the fact that we were all farmers and had commitments to milking cows we mostly raced at Wall Stadium. I raced a few times at Windsor and New Egypt and one time at Pocono in a modified which was a pretty big thrill as it was the only time I got to run a modified. It was actually the last Troyer 2X4 frame that was ever built and Stan Ploski was supposed to drive the car but there was a conflict between Pocono and Flemington and he chose Flemington. They asked if I wanted to drive the car and of course I wanted to. After the race they asked if I wanted to drive it at Oswego and of course I said yes. However, I went on vacation and when I returned the car had been sold.

I won one championship in 1976. Winning my first feature was very special. I started on the pole as we had three bad weeks in a row. Half way through the race we had a caution and I figured George Schaffer and everyone else would catch me but I won the race. I stopped to pick up the flag from Pete to take a lap and was half way down the backstretch when George pulled over to get the flag and Pete told him to go into the pits, as he had not won the race. That was pretty special to me as it was a long, hard time coming before the first one came but it did. There were a lot of good times back then and we would work on the car until midnight and have to go to work the next day but I would not have changed anything.

Steve Senerchia asked if he had to make changes to the car to run East Windsor. Larry said no and as a matter of fact he ran the car that was actually his Fathers and was to be the last season for the car, the one he wouldn't give back to me when I got of the service. All we did was to groove the tires and put some screens over the radiator. A lot of guys from wall would do just that as Wall would close after Labor Day. Someone made the comment that didn't have a quick change back than and Larry answered that they ran the Wall gears and in the 3rd race the motor exploded because we had too much gear in it. When I came into the pits I said the car was running rough and was told that the rod was sticking out the side. I ran from 1967 until the early 80's and my Father ran until 1985 or 1986 as was drawing Social Security at the time.

Ray thanked Larry and said we appreciated him coming up and sharing with us some of his racing career.

Paul Voigt motioned to adjourn the meeting and Butch Colosimo seconded the motion

Ronnie Kohler from page 1

The initial victory in a feature was scored in Aug., 1949, a month from his debut. The following year he gathered three feature victories, two at the Bayonne Speedway and one at Long Branch, both speedways now but memories. During the winter of 1950-51 the Paterson chap raced indoors at the huge Kingsbridge Armory in the Bronx, winning both heats and main events there.

One night stands out of those early racing days, that at Newark in 1951 when he was asked just before the start of a 250 lap marathon to take over a qualified car that he had never raced before. Starting 24th without benefit of a warm up ride in the machine Ronnie placed fourth. In another late model car race at West Lanham, Md. That same year he finished second in a 400 lap grind, also was second in a 150 lapper at Winston-Salem, NC. Another time, in a 200 lap battle at Rochester, NY, he ran third.

Ronnie finished second in the 1951 national short track late model car listings, was fifth the next year and sixth in 1953 for one of the most consistent records compiled by the more than 100 drivers engaged in that class of competition. In three annual 200 lap late model chases on the Morristown Raceway Ronnie was in the first five every time out.

At this writing Ronnie was third in the track modified division standings for the title, wheeling Joe LaSapio's hot mount. Time and again the combination has finished in the first five to roll up the points necessary to stay in that select group.

Married on a date easy to remember-July 4, 1948-Ronnie has one little youngster, a girl, at home. She has seen her famous dad in action, being brought to the raceway by her mother who has missed few of the contests held here and on other tracks.

A clean record showing few wrecks is Ronnie's with the most unusual occurrence in his speedway career being the time at Paterson's Hinchleffe Stadium when he was leading the feature race with but one lap to go for the finish and had the seat break loose from its mountings to send him over backwards in the car; were it not for holding onto the steering wheel, Ronnie might have wound up in the fence. As it worked out finally, he did not finish the race.

That's pretty much the story of the heavyset Patersonian with the melodious voice who was picked to play a part in a TV showing from Jersey City's speedway two years ago over Channel 5, giving viewers an insight on the sport. Ronnie is trailing Tommy Elliott and Jack Choquette at present for the championship here and giving his best in competition to hit the top.

12th Annual Banquet March 15, 2003



Ralph Richards received a Certificate of Appreciation for his photography of club events and articles for Vintage Oval Track Magazine.

Bob Worth was awarded a trophy for attending 13 out of 17 club events in 2002



Evalina Erbe and **Nancy Shea** received plaques for their work in publishing the "Vintage Views"



Bob Boudinot received the "Pioneer Award" for his long time involvement in auto racing as a driver and owner.



Lee Greenwood, long time announcer (since 1968) at Wall Twp.Speedway received the "Jim Delaney Award"



The Family of the Late **Nat Kleinfeld** accept the "Writer/Announcer" Award inducting him into our Hall of Fame.

Greg Owen, son of the late **Dick "Kirby" Owen** accepts the Car Owner Award placing his Father into the Hall of Fame.



Cathy Malzahn Hess Accepts the Hall of Fame "Driver" Award for her Dad, **Bob Malzahn**. Bob, now residing in Florida could not attend.

Bob Rossell, one of three drivers inducted into the Hall of Fame for 2003. Bob's outstanding career included driving the **Dick Barney #14**



Tony Siscone was also inducted into the Hall of Fame in the "Driver" category for 2003. Tony drove for the **Barney's** for 16 years in their famous red # 14.

I would like to thank **Ace Lane** for all the Banquet pictures.

Old Iron Trader



Paid club members may place ads for race related items. Ads must be submitted by the 1st of odd numbered months for the following months newsletter. Call or e-mail if you want it repeated 732-840-6307 or e-mail gardenstatestocks@comcast.net



Up Coming Events

April 5	Mahoning Valley	Display & Track
April 19	WallTwpSpeedway	Display & Track
April 26	Bridgeport	Display & Track
May 9	East Windsor	Display & Track
May 17	New Egypt	Display & Track
June 1 (Sunday)	WallTwpSpeedway	Display & Track
June 15	Cruise to the Jersey	DISPLAY ONLY
June 28	Bridgeport	Display & Track
July 4	East Windsor	Display & Track
July 13	WallTwpSpeedway	Display & Track
July 19	Mahoning Valley	Display & Track
July 24 (Thursday)	Mon.County Park	Display Only
August 16	Mahoning Valley	Display & Track
August 29	East Windsor	Display & Track
August 31	Grandview	Display & Track
September 13	WallTwpSpeedway	Display & Track
September 20	Mahoning Valley	Display & Track
October 19	Mahoning Valley	Display & Track
November 28 (Fri)	WallTwpSpeedway	Display & Track

Remember to send me your e-mail address so you can be included in our e-mail directory.

Or....if you want to receive your newsletter on line.

toshea@comcast.net or

Gardenstatestocks@comcast.net



Services

Meg-wheels-all types of racing wheels repaired. Also new wheels. John Megill 732-681-4378

First Wins

Jim Paschal-October 18, 1953- Martinsville Speedway, Martinsville Va.. Average speed: 56.013 mph-Money won \$1,000.

Al "Speedy" Thompson- September 13,1953- Central City Speedway-Macon, GA. Average speed 55.172 mph-Money won-\$1,000.

Curtis Turner-September 11,1949-Langhorne Speedway, Langhorne, PA. Average speed 69.403 mph-Money won \$2,250.

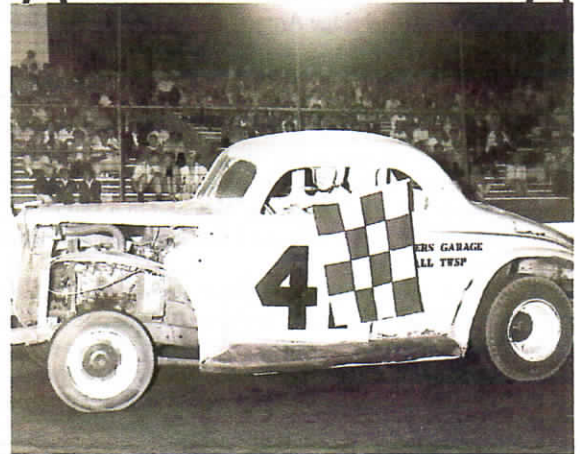
Answer to Guess the driver
Ray Evernham



Looking Back



George Call



Novice win September 6,1964 at Wall Stadium. The GSVSCC welcomes new member George Call, now residing in Anderson, S.C.



East Windsor 1971. #83 owned by club members John and Harry Megill, driven by club President Ray Shea. Shea collection.

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VINTAGE VIEWS, THE OFFICIAL PUBLICATION OF
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