



# Vintage Views

Dedicated to the Preservation of Stock Car Racing History  
May/June 2003

**DUES are due June 1st**  
**\$15.00**

Send to Joyce Peak  
23 Monroe St.  
West Long Branch, NJ  
07764

Check out our re-designed website at [gsvscc.org](http://gsvscc.org). Our new web master is Gary Silverman who has done a fantastic job. Gary works for Wall Township Speedway and tapes all of their events and will video tape our shows at Wall and will put them on our website.

Check his own website at [jerseyracing.com](http://jerseyracing.com).

Anyone with photos of club events, other than Wall, are needed for our website. Send to N. Shea- 438 3rd Ave. Brick, N.J. 08724. I will return them ASAP.

Our [msnusers.com/gsvsccnewsletter](http://msnusers.com/gsvsccnewsletter) is updated several times a month with pictures and info and will have cancellations posted as necessary. *New pages* "Stuff for Sale" and "Links".

Keep in touch with old friends, add your e-mail address to our e-mail directory. (see back page)

If anyone takes pictures at club events in 2003, I would love to use them in up-coming newsletters.

Contact Nancy for info on all of the above. (732) 840-6307 or [gardenstatestocks@comcast.net](mailto:gardenstatestocks@comcast.net)



Congratulation Ray & Cheryl Liss on their marriage April 12,2003  
Best of Luck !



**From the Newark News Magazine Dec. 1,1968**  
**Photo by Jack Johnston. Article by Vincent dePaul Slavin.**

At most raceways the worst possible location to see a race is the pits. But it is an area where races are won and lost.

Few sports offer the somewhat dubious distinction of allowing one to be a consistent winner, yet wind up a loser. But this is the plight of modified stock car owners. These gains and losses can be traced not only to a driver's skill on the speedway, but to the pit area—the center of activity for the thrilling, dangerous, highly competitive, sometimes zany, often nerve-wracking and extremely expensive sport.

In how many other sports can one manage to gross \$15,000 or \$20,000 in annual winnings and still lose upwards of \$10,000 during a season. But this is what faces owners of modified stock cars each year.

The owners do not seem to mind a bit, nor do the drivers, many of whom have managed to come out ahead financially only after years of experience. Few, if any, however, have gotten rich plying their talent on the asphalt and dirt stock car speedways that dot the East Coast.

On the day of the big race, the pit is where the action is.

This is where racing strategy is mapped out. This is the area where tempers run high as mechanics and drivers make that last-minute adjustment to get peak performance from the car. It is from the pits drivers learn of their position in the race by signs held up by crew members.

Although the driver is virtually on his own once he leaves the pit area, he is very much dependent on his pit crew during a long distance grind where pit stops for fuel and tires are a necessity. Most races are from 5 to 25 miles.

Such was the case in the recent 200-mile National Open Championship at the Langhorne (Pa.) Speedway, and exceedingly fast D-shaped, one-mile asphalt surface considered for its size to be one of the most taxing on drivers and equipment in the country.

There is no relaxing for a driver at Langhorne. Because of its shape, the drivers are constantly turning and have no definite straightaway for relaxing their grip on the wheel.

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.

## March 19, 2003 Club Minutes

By Loretta Tymko

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

Bob Farlee gave the Treasurer's Report for March 2003: Balance at the end of February, 2003 was \$7,709.00; Income was \$3,353.00; Expenditures \$3,909.00 of which insurance was \$1,143.00, leaving a balance of \$7,210.00.

Ray announced that the check for \$1,143.00 to K & K Insurance for off track events, social events, etc. was mailed along with the application on February 19th and we have not received a reply from them. Ray asked Bill Erbe to call them and see what was happening.

Museum— due to the bad weather we have had over the past month, the roof had a leak in it which destroyed some ceiling tiles. Ray asked for volunteers to try to repair the roof and replace ceiling tiles and get the museum ready for the season.

On March 15th we had our annual banquet and the response 4 days before the banquet was 34 people. After making some calls to members 99 people were in attendance. It seems we are having a problem with attendance at the banquet and discussion included some of the problems that members felt had an effect on the attendance. In general members felt that the food and facility were very good but the awards presentation is too long. The membership felt that more people would attend if there were more time to socialize and less ceremony. Ray Shea spoke to Earl Krause who MC's the event and he agreed that whatever had to be done to shorten the amount of time spent on each honoree would not be a problem for him.

Paul Hayes suggested that we might be able to break it up by giving the presentations in between courses. Also, possibly making up a program about the honorees with the interesting points of their careers that would be informative and reduce the time spent on talking about them. Ray agreed that this was a good thought. We need to come up with a solution to have more people attend and make it a special event and not an embarrassing moment for the honorees. Bob Worth felt that we might be able to reduce the cost of the banquet by possibly having a buffet as some people find the price too expensive, especially if husband and wife are attending.

Some members feel that they would like to have the Board of Directors send the membership a list of nomination in each category and the members vote on their choice rather than have the membership do the nomination and the Board of Directors having the final vote. Some members are not familiar with drivers, owners or other categories and it would be easier if they were given a choice of who to vote for. Paul Voigt suggested that we might also consider an active driver in the Hall of Fame that might bring some of the younger group to the banquet. Suggestion was also made that we might be able to get a banquet committee together to notify people that are not members of the club and have no knowledge of our banquet but were involved with an honoree to be notified. This might be a crew member who was on a driver's team or a driver of a car owned by an honoree who would be interested in attending.

Nomination was made by Paul Voigt to send out ballots as in the past and have the membership nominate their choice in each category. The ballots will be returned and the top 3 nominees will be listed on a voting form and sent back to the membership and the membership will have the final vote. Vote was taken at the general membership meeting and the majority voted to try the above.

Ken Thompson motioned to adjourn the meeting and Paul Voigt seconded the motion.



Thank you to  
Bill Erbe, Don  
Bruno, Jim Hall  
and Ray Shea  
for their work.



Museum damage from a leaking roof caused ceiling tiles to collapse. No damage was done to any displays but it took a lot of hard work so our museum could open.

## April 16, 2003 Club Minutes

By Loretta Tymko

President Ray Shea called the meeting of the GSVSCC to order on April 16, 2003 at 7:45 pm. Ray welcomed everyone for coming.

Bob Farlee gave the Treasurer's Report for April 2003: Balance at the end of March 2003 was \$7,210.—; Income was \$510.00; Expenditures \$739.00; leaving a balance of \$6,981.00. Reminder dues are due next month.

Announcement of the Marriage of Mr. & Mrs. Liss, Ray and Cheryl are both club member and were married on April 12, 2003.

Ray received a letter from Chris Economaki who was given the Lifetime Achievement Award at the banquet. He was unable to attend and sent the club the following letter: The lovely plaque that you and your colleagues awarded me arrived yesterday. I am very grateful and it will be up in a place of honor in our conference room at National Speed News Headquarters.

Up coming events: Wall Township Speedway April 19, 2003, 2:30 pm, 2 people per car. Bridgeport April 26, 2003; 2:45 pm.

Up coming— Loudon— Mary Craparotta will be taking care of sending in applications so we can all be together in the garage. Contact her if you are interested at 609-267-2729.

Pictures were found in the parking lot at the banquet, if anyone is looking or them.

Ray Liss asked if we have insurance yet so we can get our picnic in gear at Windward Beach and Ray Shea said the application was sent but we have not heard from K & K. and he will follow up on insurance.

Museum damage due to snow and leaky roof has temporarily been repaired. Volunteers needed for Saturday to hang some signs on Museum for First event, contact Ray Shea. Ray Liss suggested that we hire a professional to repair the roof and not have volunteers in case of an accident. Ray Shea asked if anyone knows a contractor to let him know.

Motion made by John Malsbury to adjourn the meeting, seconded by Jim Hall.

## Did you know....

It was on February 13, 1960 that the biggest "fender bender" in NAS-CAR took place.

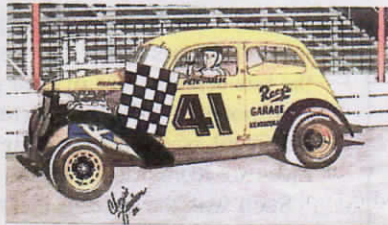
The unscheduled "get together" occurred as the cars were going into the fourth turn of the first lap of the Modified Sportsman 250 held at the Daytona International Speedway.

According to various drivers, the No. 66 car driven by Dick Foley got loose and before anyone could say "lookout," cars started spinning and bouncing off each other like baseballs.

Of the 73 cars that started the race, 37 were involved in the first lap mayhem which saw cars going everywhere.

The race was halted for 39 minutes while cleanup crews cleared the track. Thankfully, there were no serious injuries.

After spinning onto the infield grass, Dick Foley took the No. 66 car on the restart and finished the race in 10th place.



Here is another beautiful  
sketch done by club member  
Charlie Lindmar.

Get Well Wishes to out to

Paul Hayes  
Chet Thompson  
Tom O'Rorke and  
Joe Merlino

We hope you are all feeling better soon.

**Langhorne continued from front page**

The speedway is also quick to wear out tires, particularly the right rear, as the 2,700-pound vehicles make an almost continuous left turn. Drivers have to figure on making a tire change during one of the stops for fuel. Thirty seconds is quite long for refueling if the driver wants to remain in contention for the record \$36,500 purse, the greatest mile-for-mile stock car payoff on the East Coast during the 1968 season.

The Langhorne event was probably the greatest test any stock car driver had to face during the "68" season. Normally confined to driving considerably shorter distances on raceways up to only those of half-mile size, the drivers were well aware that Langhorne would be the fastest and longest distance they would travel in any one event all season.

Yet 137 cars from more than 10 states turned out for qualification runs. Only the 45 fastest vehicles would start the marathon.

Don Hoag of Bath, N.Y. won by over a mile and walked off with slightly more than \$8,200. Meanwhile Will Cagle, a Floridian who calls Somerville his home during the racing season, collected \$500 for finishing 11th and Jim Shampine of Clay, N.Y., picked up \$165 for his last place finish.

Cagle, however, feels he lost \$3,000 because of the malfunction of a 10-cent fuel line valve that banged shut from the constant vibration of the car. Running comfortably in second place when the incident occurred, Cagle lost considerable time in the pits while repairs were made and, more importantly, the \$3,500 prize that went to the runner up driver.

His misfortune was typical of the fine line between winning and losing in stock car racing. Shampine's last place payoff, however, almost equaled , and in some cases topped, the average winner's paycheck in regular weekly feature events at various eastern tracks throughout the season.

For many of the 38,900 persons attending that race, the flurry of activity in the pits was just as exciting as the event itself. Pit crew members swarm over cars while changing tires or refueling the vehicles, many times spilling quite a bit of gasoline in the process.

Because fire is the greatest hazard when refueling, drivers had to use 22-gallon rubberized fuel cells that all but eliminate the danger of a blaze. Even so, during each fueling stop, at least one pit crewman stood by with fire extinguishers.

While the stock cars zipped past, crew members paced nervously or perched themselves on a stone wall trying to keep track of their car. Other pitmen scurried behind the wall to line up tires, wheels, fuel or whatever else they thought might be needed for the car in the next pit stop.

Periodically one pit crewman would dash about 15 yards across the pit lane, lean over a metal guardrail and hold up a placard for his driver. The sign, somewhat like a blackboard, contained various numbers or symbols that informed the driver of his exact position, how many laps he had completed or suggested he make a pit stop.

While pit crewmen gave the impression they were running about almost aimlessly (until their car pulled in and they somehow settled down to act like a precision drill team) what was the driver thinking?

"You're just too busy concentrating on your position, your car, the guy in front of you, the guy next to you and a lot of other little things that you don't have time to really think," one driver said.

"If you're running with the leaders," he added, "you get all kinds of crazy thoughts about what could happen to the car to knock you out of the race and any of the good money." Another driver said "when you're running behind you sort of hope something will happen to force out the leaders and give you a chance. I don't mean an accident now, I mean maybe he'll lose time in the pits or have something go wrong with his engine."

It takes a wealth of experience to become successful as a stock car driver. Regular winners at most tracks are in their early 30s with at least 10 years experience behind them.

Cagle, who is 30, says "it takes three years before you can get through a corner (turn) quickly and run in a definite groove without getting into any trouble. This is when you're able to tell yourself you know-or think you know-where you're going on the race track. But it takes maybe 10 years to really be able to get through traffic in a hurry. I've been racing 14 years and I still make mistakes and learn new things."

For stock car owners, racing can be a financial nightmare. Most agree it costs \$50 just to appear at a weekly race. Once you get there, you must be concerned about tire wear and engine strain. One stock car owner estimated his annual tire bill for about 100 races is about \$4,000 and his yearly fuel bill about \$1,000 less. Then there are the engines that must be torn down and overhauled every 300 or 400 miles. This is where the master mechanics excel in that each has his own little collection of "speed secrets." One owner said it takes "maybe \$10,000 and two or three years to develop these secrets but they pay off in the end.

The same owner estimated that only about 10 percent of the mechanical masterminds in stock car racing "really know how and when to service a car and do everything right. These are the men who come close to breaking even financially when the season ends."

**Thanks to Bob Murath for his donations.**



## Old Iron Trader



311 Chevy Sportsman engine, complete with Victor intake, distributor, 461 heads, roller rockers, Canton pan, flywheel, clutch, etc. \$2,000.00. Can make arrangements for delivery. *Bill Stephens* (386)-846-3651 or [kumbas@bellsouth.net](mailto:kumbas@bellsouth.net)

Late 70's Megill chassis new, never finished with Pinto body, only for sale with chassis. Older late 70's chassis, surface rust, solid. Early 80's Evans chassis, complete less motor and trans. Grand National hubs, frankland rear. 1971 Chevy ramp truck, runs good looks bad, solid. Other parts. Must sell, back yard is full. Call before 7:30 pm at home (732)-840-3528. All other times call Cell at (732)- 829-3714.



## Up Coming Events

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



## Services

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

Blast Masters Sand Blasting  
Bill Force 609-296-2269

## Club Member e-mail Directory

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## Looking Back Frankie Schneider



Bill McGinley photo

Frankie Schneider celebrates a win at Wall Stadium in Johnny Bolander's #88.



Flemington-Wasn't me, no sir, I was cut off !!!  
Jack Capor Collection

Daaa. Front page e-mail address should be [gardenstatestocks@comcast.net](mailto:gardenstatestocks@comcast.net) not netnet.

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