



# *Vintage Views*

*The official publication of the Garden State  
Vintage Stock Car Club*

Dedicated to the Preservation of Stock Car Racing History  
July, August, September 2010

## ***There's something Very Special About NAZARETH SPEEDWAY***

**By John Snyder from AUTO RACING Monthly Magazine May 1976**

It was late in the day, well after the sun had reached its zenith, that I became impressed with the stark ugliness of the place. I was standing in the mud in the middle of the pits at Nazareth speedway. All about me were the sounds of racing—deep-throated growls of the Modifieds contrasting with the higher pitched barks of the Sportsman. I could sense the air growing thick with excitement as over the report of the engines came stirrings from the swelling crowd in the grandstand. Suddenly, and without any plausible explanation, I came to the realization that the racing scene at Nazareth excites me much more than that at any other track.

I couldn't get the idea out of my mind. All during the long ride home I mulled all factors over and over. I had been coming to Nazareth for more years than I care to remember and had never before had this feeling. What was it at this speedway that was so different? Why didn't I get the same exhilaration at Middletown or East Windsor or any place else?

To the casual spectator one race track is pretty much like any other. To the real fan or participant nothing could be further from the truth. Each track has a unique character; and appeal that is as indelible as a sailor's tattoo. The feeling one gets is not unlike the one senses at some of the older baseball stadiums. The stadium itself actually sets the prevailing mood. If you've been to Fenway Park in Boston, Yankee Stadium, or Wrigley Field in Chicago and seen the crowd reactions you'll understand.

I've been to Fonda only a couple of times, yet the mood there comes through loud and clear. Fonda is thick with the air of history. The canal, the grave sites, and the old-fashioned covered grandstand evoke emotions similar to those felt when visiting our country's shrines. You almost expect to see a band of pioneer era folks in an oxen-pulled barge come floating down the canal.]

Other tracks that exude this traditionalism are Williams Grove and Flemington. For years the Grove was the private fiefdom of the Richwine family. They put a stamp of hominess on the track that transcends the promotions of the present management.

From its beginnings Flemington had a country fair atmosphere; however, in recent years the track operators have tried hard to create a new image. The attempt has not been entirely successful. Some of the old Flemington keeps coming through. There was the pagoda at the starting line, Nat Klinefields's voice calling the races, the inside fence—all memories that will never fade.

The infield at Flemington was a way of life for a whole generation of fans. Marriages may be made in heaven, but this expanse of grass helped get a lot of them started. Then too, many a young man drank his first can of ill-gotten beer while Al Tasnady and Budd Olsen were battling for a win. It used to be great.

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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 732-330-8349

**MAY 19, 2010 CLUB MINUTES**

The May 19th meeting of the GSVSCC was called to order by President Ray Shea with 18 members in attendance.

Get well wishes to Bob Worth who is now home recovering from a stroke. Also to Maryanne Hayes was recently hospitalized.

Ray made the membership aware that the sale of both his vintage cars was complete. The new owner is Ray Evernham who has them displayed in his museum to carry on the presentation of Stock Car history. Ray Shea also thanked Ray Liss for his contribution with this project.

Past club events: it was noted that the Bridgeport Speedway even had 8 cars participating. Upcoming events, New Egypt Speedway on May 22nd. Sundance Speedway on June 5th and Grandview Speedway on June 15th.

The club would like to welcome new members Leon Manchester, Frank Garafola and John McGarvey. New cars are the #72 & #61 coupes of John McGarvey and a 1980 Olsen dirt car of Tim and Diane Marsh.

Ray noted that Jim Morton, promoter of Wall Stadium was in need of ramps for the weigh scales. The ramps were purchased by the GSVSCC and donated to the Speedway.

With no further business a motion was made by Ed Isnardi and seconded by Ray Liss for adjournment.

John Malsbury, Secretary

**JUNE 16, 2010 CLUB MINUTES**

The June 16th meeting of the GSVSCC was called to order by President Ray Shea at 7:40pm with 22 members in attendance.

A moment of silence was called for the passing of club member Alice Dorgan's sister. Get well wished to Moe Pagni who was injured at Sundance Speedway's June 5th event.

Upcoming events;

Friday June 19th, club track time at night at Wall Stadium.

Sunday June 20th Cruise to the Jersey Shore car show at Long Branch, NJ. Also on June 20th the New Jersey Motorsports Park with track time on the road course.

Congratulations to Chris Felber for his first feature win at Wall Stadium in the Factory Stock Division.

Marty Van Drueten reported that the club was well represented at our last Bridgeport event with 16 cars in attendance. He also noted that the Loudon, New Hampshire event went well despite rainy weather.

Ed Isnardi reported he had participated in the Weissglass Speedway reunion in New York. He noted that people came from Florida and Tennessee as well as local and fan participation. This was held on Sunday June 13th with approximately 50 people and drivers attending.

No further business, a motion was made by Bruce Roslin and seconded by Ed Isnardi to adjourn at 8:05pm.

John Malsbury, Secretary.

**ARTICLES NEEDED**

**JULY 21, 2010 CLUB MINUTES**

The July 21st meeting of the GSVSCC was called to order at 7:45 pm with 19 members in attendance.

President Ray Shea asked for a moment of silence for Mrs. Alice Geible who passed away this week. Get well wishes to Claudette Ford who broke her leg.

Ray announced that tonight is the Monmouth County Fair and it is the first time we have overlapped.

Ray said it has been suggested that we not have meetings in the summer. The consensus is that it was important to have monthly meetings. Ray also said that New Egypt was booked for this Saturday but it did not get on our schedule. We need cars to show up at any and all shows!

Schedule;

August 6th—Wall Stadium track time.

August 28th—Sundance.

September 12th—Warren County Car Show.

We only had 9 cars at Wall with 5 going on track and 5 cars at Bridgeport. We need more participation. A telephone poll will be conducted one on one with car owners to find out who will come out, who won't and the reasons why.

Stan Hawk said that the tracks should be able to give us track time if we take the time and effort to bring our cars.

Frank Drogan said we need to be in the rotation. Tell Wall we will pay \$25.00 per car to go into the pits. Ray said we can present it to Wall. Paul Hayes said that maybe there are too many events but everyone else felt that we should not eliminate any. Stan Hawk said we should get together with the Old Timers and have a race. Frank Drogan said we need all the events because we have both dirt and pavement cars.

Ray Shea said we are going to cancel the September 3rd track time at Wall because of Labor Day.

Stan Hawk mentioned getting photo cards made for each card to give to spectators and kids at the shows. Stan also said he was told that we can get 1000 cards for \$25.00.

Ray Liss said we should put out feelers that we are looking for a piece of property and maybe someone will donate a piece of property.

The meeting was adjourned at 8:23 PM

Mary Anne Hayes for Sectary John Malsbury

*NEW CAR OWNERS, PLEASE SEND ME PICTURES OF YOUR CARS WITH SOME BACK GROUND SO I CAN GET THEM IN THE NEWSLETTER.*

*CLUB MEMBERS WITHOUT COMPUTERS WOULD LOVE TO SEE THEM. THANKS NANCY SHEA  
FIND MY ADDRESS ON THE BACK PAGE.*

Condolences go out to Alice Drogan on the loss of her twin sister in early June.

Congrats to club member Chris Felber on winning his first feature win at Wall Stadium in the Factory Stock division

Tim Pitts had an accident on his way home from Friday night track time, hope you are feel better. And you car made it OK

At reading, I've never felt comfortable. The track itself scares me. In its bloody history too many driver have had their careers abruptly ended, and some who survived have never regained their skills and confidence. There never seems to be a minor accident at Reading, and no matter how close the competition, the thought that ultimate tragedy hovers so close it takes the enjoyment out of the racing for me. There are just too many ghosts at Reading.

When visiting Middletown I've always gotten ambiguous feelings. Although it is one of the oldest tracks in the country there is little sense of history. Perhaps, the paved midway destroys the old fair image. The track makes me nervous, not as much as Reading, but I get tense whenever someone tries going the outside route through the corners. The flat first turn wall also seems to attract more than its share of unwary drivers. At least though you can get some decent food at many of the refreshment stands at Middletown.

New track, East Windsor and Statewide for example, haven't gained any measure of tradition or uniqueness. Everything is predictable. Like man of the recently built baseball stadiums they are so symmetrical that there is little to distinguish one from the other. Although the tracks are predictable, the racing is not. Both of these tracks have provided the fans with some different faces in the winners circle. This is good for racing as it helps build up a track's following. Some day in the future we might be speaking about the "traditions" at Windsor.

And so we've come around to Nazareth. It isn't 'history' that makes this speedway and exciting place. That went out several years ago when the old grandstand was torn down and the track reoriented. Certainly it isn't the beauty of the place.

No one ever accused Nazareth of trying to outdo Martinsville or Danbury. At Nazareth the impression one gets is that of utter chaos. From the bleachers the panorama is hardly awe inspiring. Swinging from left to right the eye is greeted by the silos of a cement mill, a high level railroad line, the back end of a shopping complex, more nondescript building, and finally the tower sight of an ACME supermarket.

The view from the pits is dominated by that steel and wooden monster set of open bleachers. From the lower part of the pits the stands are so high that they appear to blot out the sky. Yet any feelings of massiveness is destroyed by the dink little press box perched on top of the stands. It seems to have been an afterthought.

To the right of the main stands, and up on the hill beyond the fourth turn wall and the rocks, sprawls the most motley collection of small bleachers ever assembled in one spot. As a driver recently told me, "Nazareth is one of those places that looks better after the sun goes down." He's right. Once the darkness sets in all the attentions if focused on the track. This is greatly enhanced by the most fantastic lighting system I've ever seen. No other area track approaches Nazareth when it come to lighting. This plus factor is hard to top.

The appeal of Nazareth becomes vividly apparent when the cars hit the clay. The track surface is usually quite smooth and as dust free as any other of the "Big Six" Modified speedways. More importantly, there is plenty of racing room. The drivers don't have to play follow the leader. You don't get butterflies watching a car take the outside groove into the turns. Likewise, running three abreast down the straights doesn't mean disaster. While many drivers have no great love for Flemington because of its "squareness", and others feel



A few who didn't like to race at Nazareth. The general consensus is that Nazareth is a racer's track, a place to really let loose and run.

This does not mean that it is the perfect speedway. There are at least three improvements I'd like to see made for everyone's benefit. First, the outside wall needs some repair and should be raised to a uniform height.

The second change I feel is necessary is some type of barrier along the inside of the homestretch to keep the cars out of the hole and then the pits. Finally, I believe the lowest couple of rows of the main grandstand should be eliminated, make into a walkway to keep the spectators away from the wall and the fence.

Even without these improvements Nazareth is a fairly safe track. Obviously, accidents occur-some very frightening and potentially disastrous- but certainly not with the intensity or frequency that they happens at some other tracks. Over the years Nazareth's safety record has bee as good as any and better than most.

Sadly, the track's most tragic accident took the life of the great Jackie McLaughlin. People who were there that fateful day, however, have repeatedly said that this accident was just one of those unfortunate incidents that sometimes infects racing. The track couldn't be blamed.

When it was all said and done, if I had my druthers, I would opt for Nazareth most every time. Not that I'd pass up the chance to take in racing at other tracks; whether it's Lebanon Valley or Grandview, Wall Stadium, or the Grove, I'll be there with bells on.

Nazareth though is where it all happens-cars, drivers, fans, they are there every week. If you are already a regular you know this to be true; if you haven't been to Nazareth you're missing the best Modified racing around. It may not be the most beautiful or commodious of speedways, but it grows on you.

It has good seats, good lights, and great racing. What more could you ask?



*Trackside Magazine -November 1991*

Gil Hearne has more than his share of asphalt Modified history at Wall Stadium and elsewhere. But if you quiz some of the old-time fans who will be wandering past Hearne's pit stall at Wall's Turkey Derby event on Thanksgiving weekend, you'll no doubt encounter several who'll quickly tell you that Gil was once as much a terror on dirt as he has always on the blacktop. This shot from Johnny Grady portrays a much younger Hearne beside a bright yellow coupe in the early 1960s at the Orange County Fair Speedway in Middletown, NY, but Hearne's name also shows up prominently in the record books of dirt tracks like the East Windsor Speedway in Hightstown, NJ, not far at all from the Hearne homestead.



Up Coming  
Events  
Dirt, Asphalt, Other

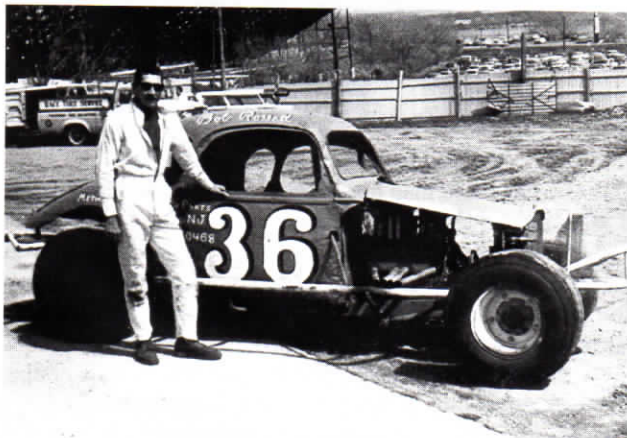
August 14-15	Sat/Sun	NJ Motorsports Park		Track
August 28	Saturday	Sundance		Track
September 11	Saturday	New Egypt	In by 4	Track
September 18	Saturday	Wall Stadium	In by 3	Track/ Display
September 19	Sunday	Sundance		Track
September 25	Saturday	Raceway Park		Display
October 17	Sunday	Grandview	In by 4	Track
October 17	Sunday	So. Jersey Reunion		Display only
November 21	Saturday	Bridgeport	In by 4	Track/ Display
November 26	Friday	Wall Stadium	In by	Track/ Display
PLEASE CHECK OUR WEB SITE FOR ANY CHANGES				

Track time at Wall Stadium

Fri. Aug. 6 5:30 – 8:30pm  
 Fri Sept. 3 5:30 – 8:30 CANCELED  
 will announce a date in Oct. later in the year.  
 \$25.00—Drivers  
 \$10.00—Crew and Spectators.  
 State Law—No one under the age of 16 allowed in the pits.  
 Please support our track time at Wall.

WELCOME NEW CLUB MEMBERS

Frank Garafola, Leon Manchester, John Desmelyk,  
 Larry Pettit, Kurt Berger, Brian Fucili,  
 Dave Dissinger, Jack Reifsnnyder and Russ Brannik.



Bob Rossell Nazareth Speedway, Circa 1960's,

“BACK IN THE DAY”



Gary Green with his 36 Chevy at Wall Stadium for our track time.



1936 Oldsmobile Sedan is owned and restored by New Club Member Larry Pettitt.

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