



Vintage Views

The official publication of the Garden State
Vintage Stock Car Club

Dedicated to the Preservation of Stock Car Racing History
October, November, December 2012

A Family Homecoming for Bohn, Dallenbach, Evernham and the XL1 at Wall's Turkey Derby

by Earl Krause

from Area Auto Racing News, Nov. 27, 2012

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One of New Jersey's most storied Modifieds provided the centerpiece for a Thanksgiving Weekend "homecoming" for Ray Evernham, and the Bohn and Dallenbach families during the 39th annual Turkey Derby at Wall Stadium last Saturday.



The newly-restored 1962 XL1-1
photo courtesy Charles Larew

The stock car in the spotlight was the No. XL1, specifically the 1962 edition of that pink, white & red-trimmed coupe

that was driven in that era by Wally Dallenbach Sr., then from East Brunswick, N.J. and "Gentleman Joe" Kelly (whose real name was Dave Haupt, from Quakertown, Pa., who passed away in 1993).

It was part of a line of XL1 Modifieds, from the mid-1950s into the early '70s, built by Don House (who died this year) of Metuchen, N.J. and top-rated fabricator and mechanic Al Gehrum out of the Custom Auto Body shop in that town.

On Saturday afternoon, prior to the start of the Turkey Derby feature races, the meticulously researched and restored XL1 of 1962 was unveiled by Ray Evernham at Wall in a special ceremony in front of the Garden State Vintage Stock Car Club (GSVSCC) Hall of Fame Museum. It was the end result of a near year-long project, with the restoration work headed up by former Wall Modified champion and 34-time division winner Eddie Bohn. There at Wall Stadium, as a special guest to see the restored XL1 was its original driver, Wally Dallenbach Sr.

The story of the XL1 and its restoration added to its legend.

The XL1 from 1962 had been sold to a race car owner in Virginia at the conclusion of that season (reportedly for a

"cash deal" of \$4,000, which was big money back then) and was driven the following year by Southern legend "Runt" Harris as the pink No. 360. Although it was campaigned primarily in Virginia and North Carolina, the No. 360 had run at N.J.'s Trenton Speedway in a NASCAR Modified-Sportsman 200-mile race in August 1963.

By the end of that decade, however, that particular XL1/360 had run its last race. As was the case with many stock cars of that time, even the most famous, it sat outside a garage, rusting



Wally Dallenbach, Sr. and
Ray Evernham
photo courtesy Charles Larew

away. Ultimately, nearly 50 years later, Ray Evernham purchased and rescued that legendary Modified to save it from oblivion. Ray's racing roots are in his native New Jersey and at Wall Stadium, where he started his Hall of Fame racing career as a Modern Stock division driving title in 1977, before going to the highest NASCAR Sprint Cup level as champion. He has gathered a true "all star" field of famed and "everyday" vintage race cars at his museum in North Carolina. An original, and continuing member of the Garden State Vintage Stock Car Club, Ray's ongoing mission is to preserve our sport's heritage, especially on the local "Saturday Night" short track level that he grew up with. "I couldn't be

happier, and to have Wally here with us today to see the finished product (XL1) makes it perfect," reflected Ray.



Al Gehrum and Ray Evernham
photo courtesy Charles Larew

Al Gehrum was a key person in the restoration, giving overall advice to Eddie and Ray as to the specific details of how the original car was built and maintained. Al is a dedicated

GSVSCC meetings are held on the 3rd Wednesday from January through November, 7:30 p.m. at the West Long Branch Firehouse, Rt. 71 (Monmouth Road) and Cedar Ave. West Long Branch, NJ.
For directions call 732-330-8349.

member of the GSVSCC, and is always the truest definition of "gentleman". A number of years ago he constructed an exact replica of the late-1950s era XL1 that he proudly brings to club meets. It, too, was at Wall last weekend, as part of the GSVSCC's traditional Turkey Derby presentation. On Saturday, Al's accomplishments in racing and what he brought to the XL1 project with his advice and talent was saluted with well-deserved applause. In turn, he spoke from the heart as he thanked Ray and Eddie for not only "bringing back the XL1, but also honoring its builder, Don House."

The XL1 and its legacy had special meaning to Evernham. "As a youngster, I had often heard so many tales of the XL1 and its drivers, like Wally Dallenbach and Joe Kelly," said Ray. "By the time I actually started racing here at Wall, the XL1 era was over as far as the car being at the track. But its 'legend' never went away, and those stories continued. When I learned, through a fellow named Joe Saleem that worked for me, that there was a true, original XL1 still around, it became my goal to get that car and bring it back to life. But it had to be done the right way, the car had to be just like it was when it raced. Eddie Bohn did just that, he did an incredible job -- right down to the absolute smallest detail. He and I wanted everything right. Eddie accomplished that perfectly."



Earl Krause interviews Ray Evernham
photo courtesy Charles Larew

Evernham also gave "much, much credit and sincere thanks" to Harry Fleming, of N.J.'s Fleming's Auto Parts (site of the famed Pumpkin Run car show) who supplied many key items, such as 1937 Ford fenders, for the restoration process. "Harry was incredible," said Ray. "Whenever Eddie needed something for the project, an old part that couldn't be found anywhere, Harry had it and got it right to us!"

Eddie Bohn was at Wall last weekend as well, not only there for the first "public" appearance of the restored XL1, but also to direct the pitside operations of the Tour-type Modifieds driven by sons Danny (No. 65) and Michael (No. 659). At the conclusion of that 150-lap feature, Eddie certainly was one proud dad. Danny finished a charging second to Derby winner Matt Hirschman. Michael checked in fourth.

When the protective tarp was removed from the XL1 during the ceremony on Saturday, the look of wonder and sincere appreciation on the face of another very special guest said it all. That was its original driver, Wally Dallenbach Sr., who had come from his home in Colorado for the special day. "I have had a wonderful career in rac-

ing, which literally took me all over the world," said Wally during his visit to Wall on Saturday after seeing the XL1 for the first time in 50 years. "But my fondest memories are of these times," as he looked over to the XL1 which sat gleaming in the bright sunshine, "when I raced here at Wall, and at [New Jersey paved tracks] Old Bridge and Vineland. That's where it all began for me, and I treasure those times. Now, to see the XL1 like this, is so very special to me. Ray [Evernham] and Eddie [Bohn], and everyone who had any part in the project, are to be commended. It's beautiful!"



The "new" XL-1 is unveiled
photo courtesy Charles Larew



Wally Sr. talks with Earl Krause
photo courtesy Charles Larew

Not only did Wally get to see the finished product, he had the ultimate honor of driving it on Saturday! Before the features got underway, Wally truly turned back the hands of time -- from 2012 to 1962 -- as he drove the XL1 down from the pit area and onto the Wall oval to take laps in a special on track ceremony to salute the history of stock car racing at Wall Stadium. Coordinated by GSVSCC president Ray Shea and club members, the session included a group of vintage restored Modifieds that circled the oval to the cheers of the great crowd in the stands. Joining Wally and the XL1 at the head of the field was Ray Evernham, in a very special car in his racing life. It was the bright blue and white-trimmed Ford Probe Modified No. 19, the same car that Evernham had driven to the Modified feature victory at Wall on April 6, 1991. It was significant in that it was Ray's final Modified win there, and it came on the first night of competition on brand new asphalt.

Prior to competing in the XL1 in 1961 and '62 with winning success, Wally Dallenbach Sr. was also well known as the driver of the white and red-trimmed coupe No. 35A. His cousin Richie Massing drove the identical team car No. 35B -- with those always immaculate Modifieds nicknamed the "Candy Cane Specials". Both Wally and Richie also won many races in the No. 14 Modifieds of Dick Barney during the early to mid-1960s on the New Jersey asphalt circuit. By 1964, Dallenbach had switched



The #19 and club cars on the track
photo courtesy Jim Hall

over to ARDC Midget and URC Sprint Car racing, and -- making his dream a reality -- in 1965 drove in his first Indy Car events at Trenton and Langhorne (PA). Among his earliest Indy Car rides were dirt-style Champ Cars owned by his good friend Ken Brenn Sr. Wally then raced on the Indy Car circuit with USAC, and later CART, from 1965 through 1979. He competed in thirteen Indy 500s; finishing fourth in 1976 and '77, and fifth in 1978. During his Indy Car career, Wally won the Milwaukee 200, California 500 and Ontario 100 (on the old Ontario Motor Speedway in California) -- all in 1973; the 1975 Ontario 100 and the 1977 Trenton 200 before the cheering homestate fans. After retiring as a race driver, Wally became Director of Competition and Chief Pit Steward for CART. He eventually retired from that role as an official when he reached his mid-60s, to enjoy spending time on his Colorado ranch.



The Dallenbachs
photo courtesy Charles Larew

Wally was joined at the track by his lovely wife Annette and their children Wally Jr., Paul and daughter Colleen. Wally and Paul have also enjoyed successful careers in racing. Wally's children are following in their family's footsteps (including mom Robin McCall, 1980s Winston Cup racer). They are also fine race

drivers and role models, representing their family well as competitors and individuals. It's a trait the family truly shares, going back to Wally Sr.'s time racing in New Jersey, when he was respected as much for his winning ability in a Modified as for being ahead of his time in the clean-cut image he projected in his personal appearance and maintenance of his race cars.



Wally Dallenbach is one of the most colorful drivers in the area. Driving not only on the dirt and asphalt circuits, but he also runs all types of racing cars. From stock cars to midgets, sprint cars, and late models. Wally is at home in them all. His fans think he's great because he always takes the time to chat with them.

From Area Auto Racing Pictorial, 1964

Annette, who had not been to Wall in years, laughingly said that the oval "looks so much smaller now than when I was here in the 1960s, sitting in the grandstands and cheering for Wally! It's so nice to be back here, we always loved it."

The Dallenbach family had a great day at Wall, renewing many acquaintances and making many, many new ones!



Our club enjoyed a great turnout of cars. We also welcomed a visitor, Gene Steel, who joined us all the way from Ohio! Here are a few photos from the event:



#19 circa 1991-Ray Evernham
photo courtesy Jim Hall



#1 R. Jarzombek
#19- R. Evernham
photo courtesy Linda Cooper



#1-E.Herbert; #3x-F. Drogan
photo courtesy Linda Cooper



#07-G. Steel photo courtesy J Hall



#M-3, J. Malsbury
photo courtesy Jim Hall



#3-J. Patterson
photo courtesy Linda Cooper



XL-1-A. Gehrum
photo courtesy Charles Larew



#101-Bob Barker; #6-Bill Barker;
#33-G. Henshaw
photo courtesy Jim Hall

AUGUST 15, 2012

The August meeting of the Garden State Vintage Stock Car Club was called to order at 7:40 p.m. by President Ray Shea. Twenty members were in attendance.

A moment of silence was observed for Chubby Hower. Chubby was a long-time racer at many tracks in New Jersey. He received our club's Pioneer Award in 1999. John Bennett, engine builder, also passed away recently. Closer to the home front, our racing family acknowledges the passing of engine builder Jim Hagaman. Jim, a long time engine builder for many Wall Stadium racers and many others, will certainly be missed. On a brighter note, club member Butch Colosimo, who moved from New Jersey to North Carolina not too long ago, underwent hip surgery and is doing fine.

Ray Shea noted that after the July 27 New Egypt Speedway event, Breathalyzer tests were randomly performed on some of our participants. Ray let it be known that the zero tolerance rule is in effect for anyone in the pit area or active on the track.

Ray and Marty Van Druten requested that any members who intend to participate in club functions contact them prior to the events. Should the event be cancelled, club members can be notified, thus preventing unnecessary road trips. Additionally, make sure Ray has your correct contact information.

UPCOMING EVENTS: Wall Stadium - September 9, 12:00 p.m. - 3:00 p.m. (on-track event); Old Bridge Reunion - October 6 and 7; Pumpkin Run at Fleming's Auto Parts - November 3, 8:00 a.m. - 4:00 p.m.; Bridgeport Speedway - November 10; Wall Stadium Turkey Derby - November 23 and 24; Matheny Christmas Party - December 22.

Phil Speno moved to adjourn the meeting at 8:00 p.m. The motion was seconded by Jim Kelleher.

Secretary John Malsbury

SEPTEMBER 15, 2012

The September meeting of the Garden State Vintage Stock Car Club was called to order at 7:40 p.m. by President Ray Shea. Twenty-four members were in attendance.

Get well wishes were offered to member Bob Boudinot. Bob will be undergoing surgery in the near future.

Ray Shea noted that Diane Krause of Wall Stadium management requested the assistance of our club with their September 15 50/50 raffle. The proceeds will help the HabCore organization, which helps the handicapped. Thanks to Don Bruno and Ken Thompson, who performed these duties and helped make it a success.

UPCOMING EVENTS: The Old Bridge Reunion is slated for October 6 and 7. At this time, the club has at least six stock cars and four midgets committed to appear and the possibility of others.

Ray Shea and Earl Krause are working on organizing a race at Wall Stadium for September 29. This event will be an opportunity for past champions of Wall to climb back into a race car and compete.

This event will honor these champs and make the spectators aware of the track's history.

We are hoping to have one of the biggest club turnouts for this year's Turkey Derby, coming up on November 23 and 24 at Wall Stadium. We would like to have 50 display cars for the two-day event. We currently have 110 cars registered on our website. Turkey Derby will feature the restoration of one of the XL-1 cars. The car has been restored by Ray Evernham and will be brought from his shop in NC to be displayed. He will also participate in the event with our club. Ray is a club member and has been a generous supporter of our organization from its inception in 1991. Again, we ask for everyone's attendance and participation in this event.

Ray Shea noted that the last New Egypt Speedway event was very successful. We had a count of 16 cars. Fifteen of them participated in our on-track exhibition and was well-received by the spectators.

Marty Van Druten notified the membership that the last scheduled on-track event at Wall Stadium has been scheduled for October 27 from 12:00 p.m. - 3:00 p.m. Let's make this last event successful with a good car count in appreciation to the Wall Stadium management. We thank them for working us into their busy event schedule and the spirit of cooperation displayed.

Secretary's Note: On behalf of the Garden State Vintage Stock Car Club, I would like to thank the Wall Stadium management and employees for a great 2012 year.

Secretary John Malsbury

OCTOBER 17, 2012

The October meeting of the Garden State Vintage Stock Car Club was called to order at 7:40 p.m. by President Ray Shea. Twenty-five members were in attendance.

A moment of silence was observed for the passing of Bob Pickell. Bob drove cars for various owners as well as his own cars, one of which was the #300 sedan. He raced at Flemington, East Windsor, Harmony, and Reading among others. Bob was inducted into the club's Hall of Fame in 2005.

Ray informed the membership of the upcoming Turkey Derby activities. He said he would like to have as many cars on display as possible. As an incentive, two admission passes will be issued for each car entered. Tow money is also in the offering, but the amount is not known at this time. The two-day event will include track time for Friday and display only on Saturday. For those who intend to keep their cars at the track overnight, track security personnel will be on duty. The program will include the unveiling of the restored XL-1.

An autograph session will take place with Wally Dallenbach. The XL-1 will also serve as the pace car for the Modified feature.

Ray announced that help is needed to inventory material stored in our storage trailer. These items need to be reorganized to ensure the preservation of our auto racing history.

UPCOMING EVENTS: Flemington Car Show - October 20; Pumpkin Run at Flemings Auto Parts - November 3; Wayne's Speed Shop and Toys for Tots - December 2 in Perth Amboy; Wall Stadium track time - October 27, 12:00 p.m. to 3:00 p.m. (our last track time event).

A car owners' meeting will be held in January, 2013. The date will be announced at a future monthly meeting.

The meeting was adjourned at 8:25 p.m.

Secretary John Malsbury

Secretary's Note: Let's end this season with record membership participation, making these last events memorable and continuing the preservation of stock car history in New Jersey.

NOVEMBER 21, 2012

The November meeting of the Garden State Vintage Stock Car Club was called to order at 7:45 p.m. by President Ray Shea. Twenty-five members were in attendance. Robert Menschner provided an invocation.

Our best wishes go out to fellow members and their families: Marty Van Druten, Pete Stieglitz, Bill Martens and Terry Van. These members were hit hard by recent Hurricane Sandy.

Ray announced that the club will no longer conduct any December meetings. Meetings will be held from January through November on the third Wednesday of each month beginning at 7:30 p.m.

The first topic discussed was Turkey Derby 2012 to be held on November 23 and 24. We are looking for a good member car count to impress those in attendance. Cars for display need to be at the track on Friday morning by 8:00 a.m. Trailer parking will be available on Friday and Saturday at R&H Spring Co. at the end of Hurley Pond Road. They will be in a fenced-in area with a locked gate. The club will perform an on-track exhibition on Friday. Saturday we will participate in some parade laps with the XL-1.

Earl Krause announced that Ray Evernham's restored 1962 XL-1 car, which was restored by Eddie Bohn, will be on display on Saturday. Also on display will be the Bauma Farms #19 Modified driven by Ray Evernham at Wall Stadium.

Also during Turkey Derby, the club will be holding 50/50 Raffles on Friday and Saturday. This year, proceeds from the raffles will be donated to victims of Hurricane Sandy.

Ray noted that the 2012 Car Owner Attendance Award is Cornelius Joyner. He attended the most on-track and show events.

It was also announced that the club is still working on the Toys for Tots event on December 2. This program is conducted by John Peters at the South Amboy Speed Shop.

The date for the next car owners' meeting will be held in January, 2013. An announcement will be in the upcoming newsletter.

Happy holidays from the Officers to members of the Garden State Vintage Stock Car Club.

Secretary John Malsbury

Secretary's Note: Thanks to all those who helped to make the past year a safe and successful program. A special thanks to the management of all the establishments who allowed us the use of their facilities.



CAR OWNERS' MEETING

January 27, 2013, 1:00 p.m.
West Long Branch Firehouse #1
(Same location as monthly meetings)

ARE YOU COMING TO THE BANQUET?

(Absolutely!)

WHEN: Sunday, March 24, 2013
WHERE: Branches, West Long Branch, NJ
Come and support this year's **Hall of Fame**
award recipients:

Pioneer Award – Jack Morris
Bob Thomas Award – Jim Hagaman
Jim Delaney Award – Frank Antonides
Car Owner Awards – John Chemidlin,
Bob Punzi
Driver Award – John Blewett III

SEE YOU THERE!

WALL STADIUM- AUGUST 18, 2012

By Jim Hall and Earl Krause
Photos courtesy Jim Smith

N.J.'s famed Wall Stadium was the site of the Garden State Vintage Stock Car Club (GSVSCC) event on Saturday, August 18.

The GSVSCC members had a display of vintage stock cars on view behind the grandstands that fans of all ages enjoyed seeing. They were placed adjacent to the GSVSCC Hall of Fame Museum, which contains photos and memorabilia that salute the 60+ years of racing at Wall and stock car racing in New Jersey.



Bill Barker

The vintage night at Wall was part of the track's regular Saturday current-day racing program and was well-received by the crowd!

The GSVSCC also had a 15-lap controlled-speed exhibition prior to the features of the current day Wall racers.

Participating from the GSVSCC were El Herbert (No. 01 Vega), Bill Barker (No. 6 Gremlin), Cornelius Joyner (No. 7j Gremlin), Ray Liss (No. 10 coupe), Scott Fricks (No. 10 Gremlin), Marty Van Druten (No. 17 Pinto Modified), S.J. Golembeski (driving dad Steve's No. 65 Pinto) and Bob Barker (No. 101 coupe).

In addition, the Patterson family had their original gold No. 33 Pinto Sportsman car on view throughout the evening. That car was raced at Wall in the 1970s and '80s by the late Pat Patterson, and was totally restored last year.



10-Ray Liss;
 65-S.J. Golembeski

GSVSCC Vice-President Marty Van Druten had a busy evening.

In addition to running his 1980s vintage big-block Modified in the GSVSCC session, Marty also raced his "current day" Factory Stock No. 17 and finished fourth in that division's feature.

Bob Barker runs his red No. 101 Dodge coupe in honor of the New York City Fire Department. It was also "First Responder Night", with the track saluting members of the local fire and rescue departments.



Scott Fricks

Bob presented each winner of Wall's regular divisional features that night with Fire Department of New York hats.

As always, the GSVSCC officers and members were very appreciative of the courtesy shown to the club by Wall Stadium managers/promoters Cliff and Diane Krause and all of the staff at the track. It's always enjoyable to be at Wall, the "home track" for the Garden State Vintage Stock Car Club!



NEW EGYPT SPEEDWAY

September 15, 2012
Photos courtesy Joe McFarlan

Wayne Weaver & his coupe



Stan Ploski is all smiles

El Herb (01) and
 Art Knapp (40)



MERRY CHRISTMAS



DirTrackTrader.Com Creations

TOM HOLDING'S PRIDE AND JOY

In recent months, club member Tom Holding restored a Tobias dirt Modified, circa 1978. Here, Tom gives us a report of the project.

For those who are unfamiliar, Dick "Toby" Tobias (February 12, 1932-June 23, 1978) was a talented dirt track driver, speed shop owner and race track promoter. His racing career began in 1950, when he won the first race he entered. It's an understatement to say that his record of racing in Modifieds and Sprint Cars is impressive. He captured checkered flags at tracks all over Pennsylvania, New Jersey, New York, Indiana and Iowa. During his racing career, he also maintained a speed shop in Lebanon, PA for 42 years. His innovative chassis design redefined the dirt track Modified. Sadly, Tobias' life was cut short at the age of 46. He was involved in an accident during a USAC Sprint Car event at Flemington Fair Speedway (NJ).

Tom's tribute project started out as an original Tobias-built roller/chassis that was found in a storage building in New Jersey. Ironically, it sat for over 25 years right across the street from New Egypt Speedway, one of only two remaining NJ dirt tracks.



Rescued racer

The restoration included refurbishment of the chassis, all drive train components, steering box, and all axles/hub components. New safety gear was installed in certain areas to comply with current New Jersey requirements. As an example, it contains a new fuel cell, but Tom repainted the fuel cell the same color as the chassis to blend in. A racing 454 cubic inch big block was installed to round out the drive train.



Restored racer

Of great assistance and critical to the completion was Wayne Weaver, fellow Garden State Vintage Stock Car Club member and Tom's good friend. Wayne finished a tribute car version of Toby's son, Ronnie Tobias, a few years ago. Both projects were blessed by the Tobias family prior to construction and the family was pleased with both results.

The body is from a donor car, a 1977 Mustang II hatchback. The hood and nose are freshly made from the original molds that surfaced last year in Southeast PA. Tobias blue paint and hand lettering rounded out the project.

For the next phase of restoration, the 5 car will be going through a cosmetic freshening, as Tom had a minor skirmish last Fall. Minor body work and "new" old paint will be done. Tom also plans on going "old school" with hand lettering and detailing.

Thanks to Tom for sharing his experiences and photos with us. Winter's coming - plenty of time for more restoration projects to get under way! Let's see some "new" old cars at our events next Spring!

BRIDGEPORT SPEEDWAY

November 10, 2012



John Costa
photo courtesy Ray Shea

Fred Simmons
photo courtesy Ray Shea



Brian Gagliardo
photo courtesy Ray Shea



Larry Sullivan
photo courtesy Ralph Richards



Scott Tomlinson
photo courtesy Ralph Richards



OLD BRIDGE REUNION

By Earl Krause

Area Auto Racing News/October 9, 2012

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Racing History Saluted In Old Bridge: New Jersey's long-closed Old Bridge Speedway was in the spotlight this past Saturday and Sunday at the fifth annual gathering of drivers, officials and fans of that track that ran from 1953 through



The crowd watches Earl Krause interview Don Stives
photo courtesy Linda Cooper

1968. The event was held at Old Bridge Township's Thomas Warne Museum (under the direction of the Madison Township Historical Society) on Rt. 516 (only three miles east of the speedway's original location). The weekend was not only a celebration of the rich stock car, open-cockpit and drag racing history at Old Bridge, but also at other current and closed New Jer-

sey tracks. As such, there were vintage race cars (coordinated by the Garden State Vintage Stock Car Club), racing memorabilia (such as historic photos from the collections



photo courtesy Linda Cooper



photo courtesy Linda Cooper

of Ace Lane and Dan Rhein; and movies provided by the Fillimon Brothers); and great stories of local tracks. There were fond remembrances of media icon Chris Economaki, who announced a number of races at Old Bridge Speedway in the 1960s when regular announcer Nat Kleinfield had other commitments. My race fan dad

Earl Sr. and I were at those events back then, and we often recalled, years later, how neat it was to have Chris -- already nationally and internationally recognized, by voice and appearance, from his TV auto race announcing on ABC's "Wide World of Sports" -- behind the microphone at our "home track." I'll always remember Dad saying with a smile, "With Chris Economaki announcing here, I guess Old Bridge has made it to the big time!"



photo courtesy Linda Cooper



photo courtesy Linda Cooper

The Old Bridge Speedway homestretch "1/12-mile & a half" drag strip was also the place on Saturdays in Central Jersey for that type of racing in the mid-1960s. The Old Bridge drag races were under the banner of the "New Jersey Timing Association", coordinated by Art Grotyohann as track manager, and hundreds of local drivers and teams participated.

Among them were two of the leading, nationally-known drag racers of the era -- Clyde Harnish, from Staten Island, NY and NJ's own Wally Lynn. Art, who was a chemist by profession, has since passed away. But his son, Kurt Grotyohann, has maintained the archives and memorabilia of Old Bridge Speedway drag racing. He showcased that material at the reunion; along with a display of aerial photographs titled "Lost Speedways of New Jersey" that depicted those tracks. It made for fascinating viewing by the spectators, who appreciated the effort of Kurt and all others who displayed material. One of the fast-growing groups showcasing our sport's history is the Vintage Division of the ATQMRA. Their mission statement is to preserve the rich, 50-plus years of TQ-Midget racing with the American Three-Quarter Midget Racing Association. Vintage TQ Division founding fathers Gary Mondschein (organization president), Tom Berry Jr. (vice-president) and Member-at-Large Bill Force were in attendance at Old Bridge with an informative display that featured three beautifully restored TQs representing that division from the 1960s into the "modern era". The TQs are truly a great part of New Jersey racing history - competing at their longtime "home" Pine Brook Speedway from 1962 through 1989; and over the years at Old Bridge (inner fifth-mile oval in the late-1950s), Wall, the paved New Egypt oval, Flemington (on both asphalt and dirt), Pleasantville and indoors at Atlantic City Boardwalk/Convention Hall and Teaneck Armory.



Many photos were displayed
photo courtesy Linda Cooper



photo courtesy Linda Cooper

Once again, Madison Township Historical Society president Alycia Rihacek and her dedicated staff were gracious hosts to their racing guests. Overall, the Thomas Warne Museum is a wonderful place to attend with the family to get real insight into the history of the Old Bridge region. For info, go to the www.thomas-warne-museum.com website or call (732)-566-2108. They are also on Facebook.



Earl Krause and Ray Shea present a donation to Madison Township Historical Society President Alycia Rihacek,
photo courtesy Ray Shea

Jim Smith and camera



photo courtesy Linda Cooper



Ray Shea and that gal who writes the newsletter
photo courtesy Ray Shea

NOTHING TO DO IN THE WINTER?

Come out to the
Fillimon Brothers' Racing Movie Night
February 9, 2013
 Hightstown Fire Department
and
March 2, 2013
 West Long Branch Fire Company #1

NOW HEAR THIS:

There will be **NO** club meeting in
 December!

MOTORSPORTS 2013

January 18, 19 and 20
 Greater Philadelphia Expo Center, Oaks, PA
Come out and enjoy the club's display!

WELCOME NEW CLUB MEMBER

Warren Stradley

Our condolences

to **Jeff Hummel** on the loss of his brother



PHOTO TRIVIA ANSWER

(from our Summer 2012 issue)

Did you figure it out? This racer taking a break is **Gil Hearne** of New Egypt, NJ. This picture was taken in **1965** at **Reading Fairgrounds** in Reading, PA. He raced at several dirt tracks in the northeast as well as asphalt. He also had a few rides in NASCAR'S Grand National division in the mid-1960s. While he enjoyed widespread success, he is best known for his career at NJ's Wall Stadium. At Wall, he was the Modified Track Champion eight times. He won the Garden State Classic four times, and three Turkey Derbies. Gil hung up his helmet in 1993. He is currently enjoying retirement with his wife, Carol and helping his son Jason, an up-and-coming racer competing at PA's Mountain Speedway.

PHOTO TRIVIA



"Hard-Charging and Hard-Working"

This hotshoe from the Northeast adjusts his motor prior to the start of Wall Stadium's Turkey Derby.

Who was this racer?

Where was he from?

What year was this taken? Hint: 1970s.

Look for the answer in our next issue, or go to our website www.gsvscc.org if you can't wait that long.

If you have a photo you'd like to share, send it to Linda Cooper via e-mail at: lrd07@aol.com or by mail to: 7 Thompson Street, West Long Branch, NJ 07764. Prints will be returned promptly.

Be sure to provide the pertinent facts!

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