



Vintage Views

The official publication of the Garden State
Vintage Stock Car Club

Dedicated to the Preservation of Stock Car Racing History
April, May, June 2013

BLEWETT, CHEMIDLIN AND PUNZI INDUCTED INTO GSVSCC HALL OF FAME; SPECIAL AWARDS FOR AARN, ANTONIDES, MORRIS, HAGAMAN

by Earl Krause, Area Auto Racing News – All Photos by Jim Smith

W. LONG BRANCH, NJ -- With the Branches Banquet Center in W. Long Branch serving as an elegant setting,



Bob Menschner gives the invocation.

close to 150 members and guests of the New Jersey-based Garden State Vintage Stock Car Club gathered on March 24, 2013 for its 22nd annual awards ceremony. Highlighting the event was the honoring of the newest inductees into the GSVSCC's

prestigious Hall of Fame. The mission of the GSVSCC, founded in 1991, is to preserve and maintain the stock car racing history of New Jersey. Eleanor Hagerman, the Banquet Coordinator, noted that plans are already underway for the 2014 edition!

Saluted with Hall of Fame induction for 2013 were the late pavement Modified driver John Blewett III; Car Owner/Mechanic John Chemidlin (No. 747 dirt Modified and 410 Sprint Car); and Bob Punzi, the long-time Chief Mechanic on the No. x3 and 31 pavement Modifieds of Tony Ferrante Sr. and Jr.



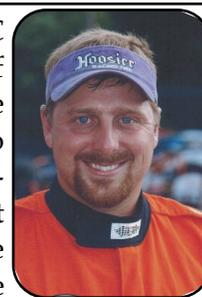
Ray Shea presents his opening remarks.

Blewett III was honored posthumously, after having passed away from a racing crash during a NASCAR Modified Tour feature at CT's Thompson Speedway in 2007. His family proudly and emotionally accepted



John Blewett, Jr. and son Jimmy Blewett share special thoughts about John Blewett III.

his Hall of Fame plaque from GSVSCC president Ray Shea; GSVSCC Hall of Fame driver Lenny Boyd spoke to the audience about what "JB III" meant to the sport and the local New Jersey racers. While John Blewett III was a great winner around the Northeast, on the NASCAR Whelen Modified Tour, he excelled "at home" in New Jersey. He had 55 victories at Flemington Speedway (33 in the full Modifieds, seven in the Small-Block Modifieds and 15 with the Late Models), and took two titles there in the NASCAR Modifieds and one in the Late Models. At Wall, he was a 21-time Modified winner and the 2006 Champion. He also scored four Small-Block Modified wins at New Egypt when it was an asphalt quarter-mile in the 1990s, and became its Divisional Champion in 1997.



John Blewett III

Chemidlin and Punzi received their awards in person from the GSVSCC Board members.

Chemidlin has fielded the iconic blue and white No. 747 Modifieds on the New Jersey dirt tracks for close to four decades. But he remains as active in the sport as ever. Last year, his No. 747 was driven to the New Egypt Speedway Modified title by hard-charging Ryan Godown.

Chemidlin also sponsors, through his long-established EG Tire & Auto Center, the No. 747 Sprint Car. In his famed blue and white livery,



John Chemidlin shares some memories with the guests.

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.

it runs on the ultra-tough Central PA 410 circuit with young and talented Davey Sammons at the wheel. John was a race driver himself, beginning in 1965, when he raced at Old Bridge Speedway and later at East Windsor. Chemidlin was also honored by his family, who presented him with a hard cover photo book that highlighted his career in the sport, and comments were offered from his No. 747 drivers over the years. That included current drivers Godown and Sammons, and former winning No. 747 Modified racers Darryl Carman and Chip Slocum.

Bob Punzi was the top Mechanic on the legendary race- and championship-winning No. x3 Modified of his lifelong friends, Car Owner/Builder Tony Ferrante Sr. and son Tony Jr. and driver Jim Hendrickson. While that team was based in Long Island and won many races at tracks such as Islip Speedway, they became steady campaigners in New Jersey at Old Bridge and later Wall. When Hendrickson retired, Bob Punzi continued in that Lead Mechanic role when Tony Ferrante Jr. began his race driving career in the family mount. Tony Ferrante Sr., previously inducted into the Garden State Vintage Stock Car Club Hall of Fame, and son Tony Jr. spoke during the ceremony that honored Bob about what he meant to them personally and through racing, as a member of their "family".

There were other special honorees as well. Lenny Sammons, his family and the staff of Area Auto Racing News were saluted with a plaque that recognized the paper's "50 Years of Publishing and Recording Racing History". The presentation was made by club president Ray Shea, on behalf of the GSVSCC Board, to thank Sammons and the AARN for their dedication to preserving N.J.'s rich stock car history.

Recognized for their participation in GSVSCC display meets during 2012 were car owners Cornelius



Bob Punzi talks about his experiences on the road with the x3 team.



Davey Sammons, Earl Krause (AARN Columnist/Editor and banquet M.C.) Lenny Sammons, Ray Shea



Cornelius Joyner receives his award from Ray Liss and Bill Erbe



Scott Frickes with Bill Erbe and Ray Liss

Joyner (First Place), Scott Frickes (Runner-Up) and Frank Drogan, Tom Holding and El Herbert (tied for Third Place).

Honored by the GSVSCC for their significant, long term accomplishments in local racing were 1950s-era Long Branch Speedway/Jersey Shore region stock car owner Jack Morris (Pioneer Award); Wall Stadium and East Windsor scorer Frank Antonides (Jim Delaney Memorial for Lifetime Dedication to New Jersey Stock Car Racing); and the late Wall Stadium



Treasurer Paul Hayes presents the Pioneer Award to Jack Morris

Technical Inspector and highly regarded stock car motor builder Jim Hagaman (Bobby 'B.T.' Thomas Memorial Spirit of the Sport Award). Hagaman passed away suddenly last year. The Thomas Memorial award, honoring the late New Jersey racing mechanic whose "signature" was to help every team in the pit area, is presented to the person that has the same values and devotion to local racing as Bob Thomas. That was Jim Hagaman. The award is sponsored annually by



Frank Antonides accepts the Jim Delaney Memorial Award from Club Secretary John Malsbury

NASCAR champion crew chief Ray Evernham, a member and enthusiastic supporter of the GSVSCC. A New Jersey native, Ray was a close friend of Bob for many years and worked with him in the original IROC Series shop in Tinton Falls, N.J.



Jim Hagaman, Bob Thomas Award recipient



MORE PHOTOS FROM THE 22ND GSVSCC BANQUET



Pam Krause and Eleanor Hagerman welcome guests



Chet Thompson handles the 50/50 Raffle



Wall Stadium announcer Lee Greenwood chats with John Blewett, Jr.



Tony Ferrante, Sr. and Lenny Boyd catch up.



Jim Hall displays his expertise with cameras to Don Bruno, who does not seem impressed.



The 2013 award recipients



FILLIMON BROTHERS MOVIE NIGHT

March 2, 2013

All photos by Jim Smith

Thanks to club members who brought their cars for display.



Let's go karting!



The cars of Cornelius Joyner (7J) and Ray Liss



Terry Van's #74

John Fillimon, Jerry Fillimon, Don McIlvane, Mary Ann Timmons and the show's M.C. Earl Krause



A good crowd enjoyed a great show!



FEBRUARY 20, 2013

The February meeting of the Garden State Vintage Stock Car Club was called to order at 7:45 p.m. Twenty-three members were in attendance.

Get-well wishes were offered to Bill Erbe, who is doing well with his recovery of operations and treatments.

It was great to hear from Bob Farley, our former Treasurer. We were out of touch with him for some time, but thanks to a letter he sent to Ray Shea, we find him to be doing well.

It's that time of year again for our annual club awards banquet. The date is March 24, a Sunday afternoon, at the Branches restaurant.

Ray Shea announced that the club display at this year's Motorsports Show went very well. Thanks to Ray Evernham and Al Gehrum for displaying their well-done XL-1 cars and the work performed by Bill Force. Thanks to their efforts and the members who put the display together, the club received the Best Vintage Car Display award.

This year, June 1, the club will have its first ever Coupe and Sedan Only display at Wall Stadium for cars of the 1950s, '60s and '70s. This will be a salute to early stock cars racing.

It was also noted that many shows and projects are in the club's future this year. Membership participation is needed with these shows, and particularly with club projects. If everyone can do a little, no one person would have to shoulder the whole load. These projects are needed to keep this organization moving in a positive direction. Cooperation is greatly appreciated.

New club schedules are available for this year's track events. Let's work together and have a safe and productive 2013.

Secretary John Malsbury

MARCH 20, 2013

The March meeting of the Garden State Vintage Stock Car Club was called to order at 7:45 p.m. by President Ray Shea. Twenty-three members were in attendance.

Ray Liss represented our club at the Phillipsburg Mall car show. He displayed a very nice open cockpit car under his restoration.

Ray Shea noted that the annual club banquet is scheduled for Sunday, March 24 at Branches in West Long Branch. He extended his thanks to the members attending the function. A special thanks went to Eleanor Hagerman for the time and effort she puts forth each year to make this event a success.

The theme for the next Motorsports show in January, 2014 will be East Windsor Speedway. Anyone with pictures or history or involvement with the speedway would be an asset for preparation for the event. Ray Shea noted that Jeff Payton of Virginia has a Billy Pauch car that

would fit this program very well.

Ray made the membership aware that this year's New Jersey Motorsports Park ARCA event for the club has been canceled.

Ray also said he received a call from member Jeff Hummel, who is doing well in Robbinstown, Maine.

Congratulations to club members who will receive awards at our upcoming banquet. Members who attended the most club events in 2012 were: Cornelius Joyner - 1st Place; Scott Frickes - 2nd Place; Frank Drogan, El Herbert, and Tom Holding tied for 3rd Place.

The meeting was adjourned at 8:15 p.m.

Secretary John Malsbury

APRIL 17, 2013

The April meeting of the Garden State Vintage Stock Car Club was called to order at 7:35 p.m. by President Ray Shea. Twenty-two members were in attendance.

Get-well wishes were offered to Mary Ann Hayes, Frank Drogan and Woody Nyce.

Ray Shea wished to thank all the members who took the time to help make the annual banquet possible. Special thanks to Eleanor Hagerman for putting things together, and to Earl Krause, who performed his usual outstanding job as Master of Ceremonies. Over 140 people attended, enjoyed a good meal, and shared many racing memories. Congratulations to all the award recipients who allowed our organization the opportunity to be a part of their history.

Ray announced that the first Bridgeport on-track show went very well. Twelve cars participated and was well-received by the crowd.

The first show for Wall Stadium is scheduled for May 4. This is a static and on-track display. We are looking for a good car count. A special show for Wall Stadium is set for June 1. This will be a special display of coupes and sedans. The fans will get a chance to be involved with a fan vote for best appearing car. The cars will line up for their on-track display according to the time period in which they competed.

Marty Van Drueten will be scheduling the club's on-track events for Friday nights at Wall Stadium. Thanks to Wall Stadium management for allowing our organization to continue this event.

Ray noted that the Museum is a work in progress. Much work has been done from storm damage and upgrading the displays. Thanks to those members who have given of their time with this project. Anyone with items of interest for the Museum, or wishes to become involved with the Museum may contact Ray Shea.

continued....

APRIL MINUTES, Continued

It was decided that we will have a club picnic this year. Ray Liss volunteered to take charge of the event. Anyone who would like to help him with preparations should contact Ray.

The meeting was adjourned at 7:55 p.m.

Secretary John Malsbury

Secretary's Note: Looking for good membership participation in maintaining the organization's past safety record and reputation



Coupe and Sedan Night
Saturday June 1, 2013
Wall Stadium

For information, contact

NEED THE CLUB'S SCHEDULE?

www.gsvscc.org

GET WELL WISHES

to Frank Drogan, Mary Ann Hayes,
and Dan Rhein

RJC Charities, Inc.
Benefit Car Show
Proceeds to Tori Lee and Logan Parker
Classic Car Show
Antiques, Muscle Cars, Restored, & More!
SUNDAY, June 23, 2013
(Rain Date: July 7)
11:00 a.m.—3:00 p.m.
Sayreville War Memorial High School
820 Washington Road
Sayreville, NJ 08859
For more information, contact
Robert J. Caramella
(908) 307-4214
rjcharities@optonline.net
www.rjcharities.com

Wall Stadium – May 4, 2013

All photos by Linda Cooper



Scott Frickes



Cornelius Joyner



Bob Barker



Bill Barker



Art Knapp



El Herbert



Jack Patterson



Matt Badessa



Terry Van, the Racin' (and 50/50) Man

Ray Shea (with Don Bruno) oversees the cars heading to the track.



Robert & Richard Caramella



New Jersey Champion Stock Car Driver Stan Van Brunt Continues Living Life To The Fullest

By EARL KRAUSE - Area Auto Racing News (May 14, 2013)
Reprinted with permission/Photos courtesy Stan Van Brunt

Among the many New Jersey Shore-based stock car drivers that called the local Wall Stadium their "home track" in the 1960s was Stan Van Brunt. Now in his mid-70s, he is also a great example of someone who has always "lived life to the fullest." He is "forever young."

Born on September 12, 1938 in the home of his grandparents in rural Chuckey, Tennessee, his family soon moved back to West Long Branch, NJ.

In the late-1940s and early-50s and just 12-years old, Stan had watched the unregulated stock car races that took place in the gravel pit near to where Wall Stadium would be built in 1950. He became a real "fan" when he started going to the stock car events at Long Branch Stadium. Stan's brother-in-law Jack Morris fielded the potent No. 7 and No. 466 Modifieds with Ed Soden of Red Bank, NJ at the wheel. "Back then, my friend Dick Peak (Don's cousin) and I would take the bus to the house of Jack and my sister and then ride in the race car while it was being flat-towed to Long Branch Stadium," said Stan.

In Stan's early teen years, he put many miles on his bicycle traveling to a variety of jobs, from delivering newspapers to washing cars. When he wasn't working, he made the rounds to race car shops in Long Branch—Duke Heller, Sam Ganno, Dale Wainwright, A&B Auto Body, Bill Mauser and Ralph Schantz in Eatontown.

In 1954, Stan moved up to his first motorcycle—an Indian, one of the leading brands of the day. He had a Scout model, and that cycle and Stan became well known around Long Branch! Many motorcycles later, his current ride is a Harley Davidson Road King, which he bought new in 2010. He likes to warm it up by riding to Trenton (the state capital, about an hour southwest of Long Branch). He gets a hot dog and rides back.

By the mid-1950s, "totally hooked" on Midget and stock car racing, Stan explored New Jersey and went to events at North Jersey's Ruppert and Hinchliffe Stadiums, to Old Bridge and Wall and the Morristown and Dover dirt ovals in the western part of the state; and with Jack Morris to races in Delaware. But Stan said that his "favorite track to attend as a spectator" was PA's Langhorne Speedway. "It was the 'king of all race tracks' because they raced everything there—USAC Indy Cars, Sprint Cars and Stock Cars. To me, it was the most exciting track in the Northeast." In the mid-1950s he went with future race driver and Modified car owner Dick "Kirby" Owen to Daytona to watch the beach/road races. He recalled that "Duke Heller drove an Austin Healey for the Matthew Brothers from Red Bank."

With a laugh he said that he made the attempt "to sneak into the Old Bridge pit area" when too young, by NASCAR rules back then, to watch the races from there. He hid in the trunk of a stock car owned by Carl Gardella and actually made it all the way into the pit area. He thought that he was safe, until the trunk lid opened and there was NASCAR chief pit steward Tom Berry Sr.! Tom was doing his routine pre-race check of the gas tanks (most of the cars used beer kegs back then) and instead found Stan. It led to Tom, always a real gentleman, giving Stan a friendly warning not to do it again and an escort back to the grandstand side!

In 1959, Stan and Dick Peak built a "Novice/Hobby" stock car. It was put together in Don Peak's West Long Branch garage and Stan took his first laps as a racer at Wall and Old Bridge. Their No. 261 was also driven by Stan's friend Bill Gilman. When Bill stopped racing, Carl Grinar and Dan McLaughlin Sr. competed in that coupe. That was the forerunner of the team car No. 235, built in the winter of 1960, by Don Peak, Pete Wortman Sr. (father of New Egypt Speedway announcer Pete Wortman Jr.), George Rossi, Hank Partenfelder and Stan. Their car, powered by a straight six-cylinder motor (the numbers 261 and 235 were in reference to the cubic inches of those motors) was not only built for speed it was also, as would become the signature of Don Peak, immaculate in appearance.

Stan was ready for the challenge of race driving, and recalled that full fields of cars in the Novice division of the 1960s led to highly-competitive heat races and consolations. Unless you were on top of your game, you would be watching the feature instead of running in it.

Stan Van Brunt's first full year as a Novice/Limited-Sportsman stock car driver at Wall was 1960, when he finished a solid seventh in points. While that was impressive for a newcomer, 1961 was even better. That's when he took the NASCAR point championships at both Wall and Old Bridge, won every extra-

distance race at those tracks (including two 100-lap features at Wall) and became the New Jersey State NASCAR Novice Champion. He particularly enjoyed racing in those extra-distance events for the Novices, as races of that length for the division were a rarity in those years. His favorite track to race at was the third-mile, high-banked Wall Stadium, but the much bigger half-mile Old Bridge was a close second as he also won many there. Certain drivers stood out, too. "My favorite to race against back then was Dick Lewis, who drove the '9 Ball,'" recalled Stan. In 1960 and '61, Lewis was one of the top drivers in that Novice division between Old Bridge and Wall with that black & white coupe that had a potent straight-



The "Tiger Special"

six motor. "Later, when I ran Modifieds, I enjoyed racing with Gil Hearne. But I usually only saw Gil alongside as he went past me to the front! I also had great respect for (CT-based Modified driver) Eddie Flemke Sr.," continued Stan. "He was always friendly and happy to share setup information. On a national level, I've always admired A.J. Foyt, who was superior in everything he drove: Midgets, Indy and Stock Cars."



1961 NASCAR Champions:
Ed Flemke, Sr., Jack Hart,
Stan Van Brunt

By 1962, the Peak's Garage team was fielding a second car on the New Jersey pavement circuit for fast-rising young Tommy Green, who had previously been a teammate of Lewis in the "8 Ball" coupe. Stan was the steady driver of the No. 261 and Tommy ran the identical appearing No. 235. On any given night, each was favored to win.

By then, Stan considered "racing to be my full-time job!" He was a young man living the dream while driving Don Peak's No. 261. In the early '60s the team could run four nights at week between New Egypt (then known as Fort Dix Speedway) on Thursday, Old Bridge (running the Novice division) on both Friday and Sunday nights, and Wall on Saturdays. He was also a true "team player."

The very first time that my race-fan dad Earl Sr. and I went to Fort Dix Speedway (then a paved quarter-mile oval) in August 1962, when I was age 11, we witnessed an incident that showed just what Stan Van Brunt was all about. In the feature, a crash began in the middle of the homestretch and sent



Team Cars: Tom Green #235,
Stan Van Brunt #261

Tommy Green and the No. 235 into a series of hard, end-over-end flips that carried him nearly into the first turn. Stan, seeing the crash from behind the wheel of the No. 261,

quickly pulled to the infield and went running to the smashed No. 235 to assist Tommy. The race then resumed, and Stan went on to finish second to Jack Howard. "Tom was really bruised up, but otherwise okay," recalled Stan. "We brought it (No. 235) back to the garage, and everyone worked all the next day so we could have the 235 ready to run at Old Bridge that night. We did it, and Tommy and I raced that night."

Stan also earned the Old Bridge Novice title for 1962.

By 1963, Stan's success in the Novice division worked against him. NASCAR officials felt that he had enough experience, and with his many wins, mandated that he move up into the Modified ranks. As such, he only ran a

few times that summer.

The next year, he raced with the Modified-Sportsman division, driving the yellow and white No. 61 coupe owned by Raritan Township, NJ police officer Ed Schramm, at Old Bridge and Wall. It was an unofficial team car to the No. 16 fielded by their friend Dick "Kirby" Owen in his Keyport, NJ shop. By their own admission, Ed and Stan's race car was "low budget", with a 1940s-era flatbed truck hauler. They had limited success but "a lot of fun." In August 1964, they took the car to NJ's Trenton Speedway mile oval for its annual 200-lap event. Against a large field of veteran, well-funded teams, they time-trialed good enough to be second-alternate for the day.



Ed Schramm's #61

By 1965, Stan was back with Don Peak, this time driving a beautiful Modified No. 235 coupe at Wall and Old Bridge. He also raced the Peak Modified on the dirt at the newly-built East Windsor Speedway. He was never able to race at Flemington in its dirt era, something he regrets not having the opportunity to do. Racing into the early-'70s, along with Don Peak's car, he also drove for the Terruso Brothers team prior to Tony Siscone. He never actually retired from race driving, but basically "hung up the helmet" after the 1983 season after having only raced on occasion.

As noted earlier, Stan's other passion is riding his motorcycle. He began traveling more to races and for relaxation. Once he stopped being a "full-time race driver" in the 1960s, Stan "got a real job" which was in construction as a heavy equipment operator. He retired as foreman from the West Long Branch Public Works Department in 2005. He then began spending winters in Florida, but has now returned to become a full time resident of the north back in West Long Branch.

Today, he is an enthusiastic member of the Garden State Vintage Stock Car Club. When Stan attends monthly meetings, more often than not, he tells great stories about not only his racing days but also about growing up in the region.

"My father most appreciates all the good people he met while racing, whether they were fellow competitors, spectators, pit crew members or friends," reflected his proud daughter Linda Cooper. "He's always ready to help someone, whether friend or stranger, which is probably how he came to have quite a treasury of interesting stories."

Yes, Stan Van Brunt continues to enjoy all aspects of his life, including spending time with family and grandsons Tom and David. "But don't look for him on a sunny Sunday," added Linda, "because he's most likely touring the Pennsylvania countryside on his Harley or pulling into the driveway of a friend for a visit!"

WELCOME NEW CLUB MEMBER

John Stoddard of Sayreville, NJ. John recently purchased Lee Allen's #R2 and is in the process of preparing it for our club displays.

SAVE THE DATE
Old Bridge Reunion
October 5 & 6, 2013

CLUB PICNIC!

October 12, 2013

(Tentative)

Get ready for a fun afternoon of good food and good company! Come out to Windward Beach on Princeton Avenue in Brick. More information will follow.



PHOTO TRIVIA ANSWER



(from our Winter issue)

Look up "longevity" in the dictionary and you'll see a photo of **Jack Duffy**. Jack started his racing career in the 1950s and is still at it! Most of career has been in open-cockpit divisions (Sprint, Midgets and Three-Quarter Midgets). He raced stock cars on pavement at New Egypt, NJ and Freeport and Islip Speedways on Long Island, NY. He also competed on the dirt at Nazareth, PA. He raced the #30 coupe (above) at Daytona in 1974.

Jack is from Boonton, New Jersey. He currently lives in Sarasota, Florida.

Jack received the Garden State Vintage Stock Car Club's Jim Delaney Award in 2012.

PHOTO TRIVIA



Ahhh, close competition at a NJ dirt track! This track opened in June of 1963 – 50 years ago (seems like yesterday?). Can you name the track as well as the drivers of the #12 and #66?

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: lrtd07@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!

VINTAGE VIEWS, THE OFFICIAL PUBLICATION OF THE GARDEN STATE VINTAGE STOCK CAR CLUB

Linda Cooper – Publisher/Editor

7 Thompson Street, West Long Branch, NJ 07764
lrtd07@aol.com 732-571-6160

- President **Ray Shea** - 732-330-8349
bigblock7s@comcast.net
- Vice President **Marty Van Druten** - 732-255-2807
coacher5@comcast.net
- Secretary **John Malsbury**-732-364-3303
susanmals@optonline.net
- Treasurer **Rev. Paul Hayes Sr.**-732-458-4074
phayes306@comcast.net
- Membership **Ray Shea** 732-330-8349
bigblock7s@comcast.net
- Event Coordinators **Wayne Weaver** - 856-327-3486
wweaver4649@comcast.net and
Ray Shea 732-330-8349
bigblock7s@comcast.net
- On the Web **www.gsvscc.org**
- Club E-Mail **gsvscc@comcast.net**