



# 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 2017

## DOUG WOLCOTT

by Linda Cooper

Thanks to Earl Krause for his contributions to this article.  
All photos courtesy Doug Wolcott

Innovative. Determined. Dedicated. Risk-Taker. Persistent. Successful. These are words that describe Doug Wolcott, in a "local boy makes good" story that spans over three decades in racing, from his first visit to New Jersey's Wall Stadium to working in several of NASCAR's national touring series. I sat down with Doug and his wife Gina in their home in High Point, NC to talk about the past, the present, and the future.

Doug's father, the late Richard (Dick) Wolcott, raced in the Novice division at Wall Stadium in the 1950s. As a youngster, Doug's parents took him to Wall in the early 1970s. He enjoyed going to the races, especially when his uncle Art raced, and then his brother Jeff. As a teen, Doug had no thought of racing cars himself. He was focused on motocross, which left little time to consider another sport.

A few years passed, and Art Wolcott stopped racing. Dick offered to get Art's car ready for Doug to race. Doug agreed to give it a try. From that moment on, Dick was a strong inspiration to Doug (as well as Jeff) in racing until his passing in 2001.

The 1980 season saw a new competitor in Wall's Sportsman ranks. Twenty-year old Doug Wolcott pulled on to the track in his uncle's former car, sporting the number 72, his father's car number from the '50s. He had a blast from the get-go. Doug admitted that they didn't have a lot of knowledge about race car setups, so they welcomed the advice of his brother-in-law

Pat McDaniels, who had helped out with Art's racing efforts. Other friends joined in and everyone did the best they could. Although it was an up-and-down season overall, Doug got himself a win that season. Not bad for just starting out!

Doug stayed with the Sportsman division for the 1981 season. He returned as a Sportsman competitor again in 1982 and took home the Sportsman Division Championship.

In 1983, Doug decided to make the move to the Modified division. When asked about adjusting to a new division, Doug recalled that his time in the Sportsman ranks consisted of a steeper learning curve: how to race, how to set up the car so it would turn when it's supposed to, basically how it all works. In the Modified division, he took what he had already learned and fine-tuned it. He noted that his initial impression as a new driver in the Modified division required tooth-and-nail racing for every position, every lap. He adjusted his strategy to compete with the Modified guys, and it paid off: he won 16 feature events in the Modified division at Wall between 1984 and 2002, when he won a Race of Champions Series qualifying event in June of that year. In July of 2002, he also won a SMART Tour Southern Modified feature at Langley Speedway in VA.

Doug had moved up a division, but with modest sponsorship, he couldn't afford to buy the potent, horse-power-laden motors like other competitors were using. Even in the '80s, racing was expensive. A competitive Modified engine cost around \$20,000 - that's about \$50,000 in today's money.



1981 win at Wall with Dad in the photo



Dick Wolcott and friends in the 1950s



The 1982 Wall Sportsman Champ car revamped as a Modified in 1983

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He decided to make up the difference in horsepower with a better-handling chassis. He designed and made his own custom suspension parts. Still, being underpowered meant that a feature race was a workout. Trying to get the car to turn and pass competitors sometimes meant overdriving, which put himself at risk for a wreck. Doug said that when he was first able to race with a motor more powerful than he was accustomed to, he was shocked at how much easier it was to go fast! During practice with the new motor, he was frustrated to find that his usual driving style was not working at all. Perplexed, he muttered to his dad that he would just try to get through the feature and think about it during the week. During that night's feature, however, Doug adjusted his driving style and found he could go faster more easily than he had previously. He finished a close third behind Gil Hearne and Jamie Tomaino and was *very* happy with his new motor.

Doug recalled great times at Wall, on and off the track, with fellow racers Tony Ferrante, Jr., with whom he raced Sportsman and Modifieds, and Kevin Eyres, among others. There was always some fun to be had during (and after) the races on Saturday nights.

But how did Doug and his team go from having only a little know-how to front-runner and track champion?



A win in at Wall with a new paint scheme —1984

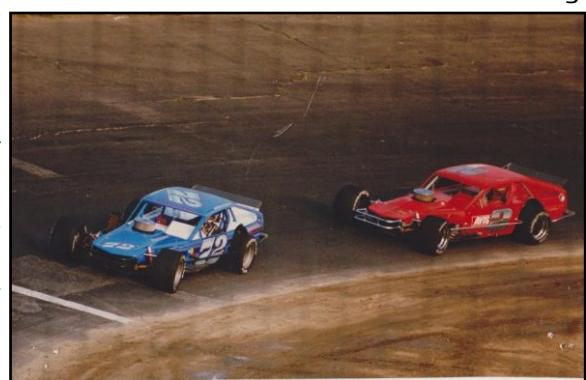
Here's where those words at the beginning of this article fit in. Doug is not one to leave well enough alone; he's always looking for an advantage, an improvement. In an effort to get his car to perform better, Doug was always willing to seek out those with more experience and knowledge and ask questions. One person in particular he credits is New Jersey's Dick Barney, longtime car owner of the Modified #14 team. Dick helped Doug to understand race cars and how they work. His instruction inspired Doug to experiment with his own equipment, changing setups and making his own suspension components and trying them out. Since he worked at his Dad's machine shop, he had what he needed to make new parts. His innovative ideas weren't limited to suspension. The "one size fits all" fiberglass driver's seats, common at the time, did not "fit all" and were flimsy, allowing Doug to move around in the seat while racing. Not only was it exhausting trying to keep himself situated while racing, it wasn't safe. He customized his seats to fit his 6'4" frame more securely. He installed the seats lower and increased the rib and head support.

Doug and his team continued to compete in the Modified division at Wall through 1989. During much of that time he raced full seasons. Some years, due to the demands of running his business, he ran sporadically and did some traveling, racing at NJ's New Egypt Speedway, Evergreen Raceway in PA and Shangri-La Speedway in NY. He also put Mike Carpenter in his car, running in Wall's Modified Affordable Division, which netted them a points championship. And then came the NASCAR Winston Modified Tour.

The name of Kehley is familiar to asphalt racing folks in the northeast. Bob Kehley, with his brother Tom, have owned race cars for years out of Brooklyn, NY. They decided to race on the Tour for the 1990 season, called Doug and asked him to drive. Doug said, "yes!" and moved on to the next adventure. Going from racing at a local, weekly track to racing on the Tour required making some considerable adjustments. Living in central New Jersey meant traveling hundreds of miles in a season when the schedule included venues located from Martinsville, VA in the South to Loudon, NH in the North to Jennerstown, PA in the West. Naturally, traveling great distances necessitated time, fuel, food and hotel rooms. On the track, the racing intensity was cranked up a few notches as well. At Wall, races were run in a matter of 4 hours or so. Features lasted 35 laps (except for a few special events). On the Tour, several races were multi-day events. Every race lasted upwards of 100 laps. Doug stepped up his game. He said, "I had a great time, learning more every race. I led races during the season and was competitive with the top racers. We finished Thompson in 5<sup>th</sup>, and were 6<sup>th</sup> in the Race of Champions at Pocono."



Photo op in the pits at Wall—1984



Fellow racer and friend Kevin Eyres chases Doug through Turn 4 at Wall

Unfortunately, the RoC that September was their last race as a team, and 1990 was the first and last year Doug got to run the Tour. He said he really enjoyed it and regretted that it ended too soon. After parting with the Kehleys, other team owners expressed interest in him. After much consideration, Doug decided to leave the Tour. He couldn't justify the time and expense that would be necessary, and would not continue to allow his business to suffer from lack of attention. He returned to Wall for the 1991 season.

Fast-forward to 2000. Restless, Doug was interested in being involved in racing at a higher level. He kept in touch with friend John Ruggiero, a Wall Stadium Modern stock driver, who had moved to North Carolina and worked for Ray Evernham. Doug was interested in the action in the South. He spoke with Tommy Baldwin, who offered to have Doug come to work for Bill Davis Enterprises in High Point, NC on their Busch (now Xfinity) team. So, in August, a month after his 40<sup>th</sup> birthday, Doug and his wife Gina took a chance and moved South.

Doug started out working in the Suspension Department. He then branched out as Car Chief of the Busch car for Ward Burton at a race at Michigan International Speedway. Later, Doug moved into Research and Development for a few years. Not surprisingly, Doug liked working in R&D because he was able to make new parts, install them on a car, set it up, and take it to the track to test it out. He was innovating all day long - "better, lighter, faster". He even gave serious consideration to the team's fuel cans, modifying them to empty faster during pit stops. Many of his innovations were used in competition. Doug is very proud of his time there and the work he did. Doug showed me his commemorative ring from the team's 2002 Daytona 500 win. "A moment like that, with such a nice memento, makes all the hard work worthwhile." Doug served as Crew Chief for BDR's NASCAR Craftsman Truck Series (now Camping World Truck Series) team in 2005. The team enjoyed a victory at Dover (DE) Speedway with Scott Speed as their driver that year. Doug's tenure with Bill Davis Racing ended in 2008, when the team closed due to financial problems.

Doug then worked with a team that he helped to put together, but it was not long-lasting and folded in 2010. In 2011, Doug had the possibility of working for Richard Childress Racing. Unfortunately, that opportunity fell through. Doug was then hired as Crew Chief for the Stacey Compton truck team. The underfunded team struggled. The short-term sponsor chose not to continue with the team for the remainder of the season, which made the situation more difficult. Doug decided it was time for a change.

Doug opened a CNC machine shop later that year, which he continues to operate. The shop produces specialty products for NASCAR teams, as well as other clients.

When he's not busy running his business, Doug keeps in touch with friends in the sport. In 2016, New Jersey car owner Skip Lukiewicz called Doug to offer him a ride in Skip's Modified #9 at Wall Stadium's Turkey Derby. After much consideration, Doug accepted. It didn't pan out, however. Doug went up to Turkey Derby anyway, and visited with friends, including his childhood hero Gil Hearne. "As a kid, sitting in the grandstand, the driver that I idolized and cheered for each Saturday was Gil Hearne," reflected Doug. "When I came back up [for the 2016 Turkey Derby], I visited with Gil...spent the entire day talking with him about racing and life. I came away from that, and talking with so many others that I knew, with the thought that I'd really like to come back and run at Wall." Hopefully, the right opportunity will present itself in the near future.

I asked Doug about differences between racers like himself, who started "a few" years ago [wink], and racers starting out today. He replied, "It's much easier to get going and learn in racing today because you can buy a ready-made race car and have someone else set it up for you [and keep bringing it back for upkeep]. When I started, I had to figure it out or ask for help from more experienced people. I was lucky to have them help me out." Another difference: the evolution of "safer" safety equipment. Modern racing safety equipment is good, no doubt, but it gives the sense of invincibility that encourages some racers to take chances that they wouldn't have taken 20 or 30-odd years ago. "Better helmets, seatbelts, containment seats...the fear of being injured or dying isn't as great as it used to be. It's still a dangerous sport, but much different from when I started out." This (false?) sense of security encourages aggressive driving and contributes to the scarcity of courtesy and respect for fellow competitors.



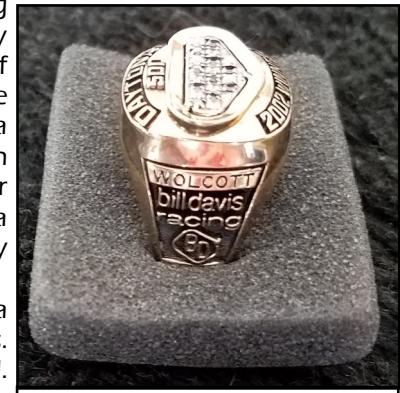
A win at Wall with the Kehleys in 1990

*(continued)*

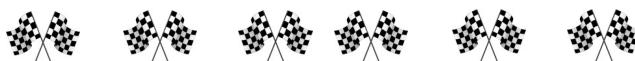
There are lots of people who want to be successful race car drivers and those who want to work in the sport like Doug has. When asked why he accomplished this when many others don't, Doug attributed his accomplishments to his drive to be the best at whatever he does. He's not satisfied with "good enough". He's been willing to put all of his energy into achieving his objectives. Many times, he has had fewer resources than others in the sport, but he hasn't let that get in his way. He made up for it with hard work. He sought out more experienced people, watched them, asked questions, and applied what he learned. Eventually, Doug became the "more experienced person". Other racers came to *him* for help with their car setups and solutions. Deciding to capitalize on his experience, while in NJ he started a race car shop through which he sold, set up, and repaired cars for many local racers.

To talk only about Doug's journey through racing would be telling only half the story. Doug's wife Gina deserves more than just a brief mention for her efforts along the way. Doug and Gina started dating in 1980. Married now for almost 32 years, Doug and Gina made many sacrifices so they could pursue their interest in racing. Doug was totally dedicated to his sport, so their lifestyle revolved around racing. This is often very difficult for spouses and family members. I asked Gina how she felt about it in their earlier years. I appreciated her honesty, as many racing spouses can relate: at first, she resented the time Doug spent on the race car, especially after working long hours at his business. Eventually, she chose to accept Doug's use of his free time. She decided to become interested in the sport for herself, and became Doug's partner in his racing enterprises as well as his partner in life. Doug and Gina credit their short track racing experiences with leading them to new opportunities, in both career and life. Gina said she has received blessings "many times over" from her experiences in racing over the years. In talking to them, it's easy to see they make a good team. Sixteen years ago, they added their son Dalton to the team and enjoy being parents.

How has Doug survived and thrived in racing? He's never been afraid to take a chance on something new. He's willing to take calculated risks and see what happens. Not every attempt at change and progress has worked out, so he learned and adapted. Doug said he doesn't consider himself a success. He considers himself a hard worker. We should throw in here the beginning of this piece: innovative; determined; dedicated; a risk-taker. Yep, that's success. Oh, and he still rides dirt bikes.



A fine souvenir—  
Doug's commemorative 2002  
Daytona 500 ring



### Patterson Greenhouses' Fall Family Fun Day

Photos by  
Robyn Clickner



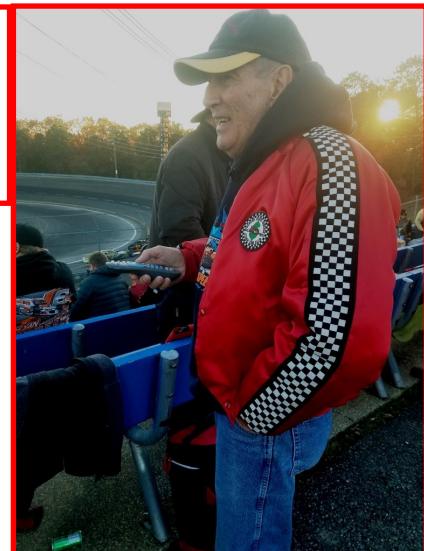


## Wall Stadium's Turkey Derby

Photos by  
Ray Shea



**WAIT—WHAT JUST HAPPENED?** Ray uses the Museum TV's remote control to rewind the action on the track. Somehow, it didn't work very well. The batteries must be no good.



**THANKS ONCE AGAIN** to our tireless 50/50 Raffle volunteers: (l-r rear): John Malsbury, Don Bruno, George Klein, Bill Martens, (front) Terry Van, Jim Hall and (not pictured) Ken Thompson, Tim Day. Thanks also to Robert Caramella and Pete Wortman for helping out at Turkey Derby. We **always** welcome 50/50 volunteers!

SEPTEMBER 20, 2017

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

The invocation was given by Bob Menschner.

A moment of silence was observed by the membership for the passing of the following club members and others of the racing family: NASCAR Modified Champion Ted Christopher; Frank Reynolds, Wall Stadium Modern Stock Division competitor in the #51, who also sold Towel City racing tires at the track; Dave Smith, who raced on dirt at East Windsor Speedway, among others. He also helped as pit crew for his son and nephew's racing efforts at Grandview Speedway. He was a member of Blast from the Past vintage club; Junior (Gump) Thompson also passed away. He ran the Gulf gas station/repair garage in Holmdel, NJ. He was a race car owner and builder in the late 1950s through the early '60s. He owned the Spirit of 76 coupe driven by Otha Johnson and others. He also built the #526 asphalt Modified driven by Bobby Vaughn, Dick Lewis and others.

On behalf of the club, Ray offered sincere thoughts and prayers to our club members and others in Florida who endured the recent hurricanes.

Get-well wishes go out to club member Harriet Hawk, wife of Jim Hawk. Jim reported that Harriet is feeling better. Get-well wishes also go out to John Chemidlin and John Fitzgerald.

Ray informed the membership of the outstanding job that Linda Cooper is doing with the club's website and Facebook page. She has started a new item called "By the Numbers", a slide show on the website showing only the numbered door panels of club cars. If your car's not included, contact Linda – more can always be added.

Our club President took the time to thank the members and car owners for continuing to support the club, especially as our number of scheduled events has increased.

**UPCOMING EVENTS:** The Patterson Greenhouses' Family Fun Day car show will be held on October 15<sup>th</sup>. This is always a great family event. Also noted is the Fleming Pumpkin Run folks are working on having an additional car show limited to race cars.

Thanks to Sandra Kolongowski for sending us many pictures and articles that belonged to her late husband, race driver Casey.

Ray Liss noted that he is working on another display at the NJ Vintage Automobile Museum in Pt. Pleasant. The meeting was adjourned at 8:15 p.m.

John Malsbury, Secretary

OCTOBER 18, 2017

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

Get well wishes were offered to Linda Cooper, who underwent foot surgery and is doing well and hard at work on our newsletter. Club Vice President Marty Van Druten and Wall Stadium track welder Linus Johnson are dealing with pneumonia. Larry Reed, Wall Stadium track official Larry Reed is also under the weather.

The invocation was given by Bob Menschner of Racing with Jesus Ministries.

Ray noted that club Treasurer Paul Hayes continues to have health issues and can no longer perform the duties of his position. Paul's wife Mary Anne has offered to act as Interim Treasurer. The officers and members wish to thank Mary Anne for stepping in and helping the organization at this time.

Club members' participation in club activities was discussed. Ray Liss noted that more club member participation is needed. Coordinators are needed for upcoming events to finish out the

year and prepare for 2018 activities. Upcoming events include Turkey Derby, Motorsports, and the Vintage Auto Museum display. Volunteers are needed to step up and fill positions for the future of our organization.

Marty Van Druten is working on setting up a car owners' meeting to discuss the 2018 season rules and regulations, both for the club and the State of New Jersey.

The Patterson family thanked the club for supporting the Patterson Greenhouses' Family Fun Day event recently.

The meeting was adjourned at 8:05 p.m.

John Malsbury, Secretary

NOVEMBER 15, 2017

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

Earl Krause started the meeting by noting the passing of several members of our racing family: Cal Mowrey, car owner and driver of the dirt coupe #7-C; while Cal ran several dirt tracks, his home track was East Windsor Speedway, competing in the Sportsman division. Howell, NJ resident Linus Johnson also passed away recently. Linus was the car owner and driver of the yellow #20 coupe in the 1960s and '70s. Later, he helped his son Kenny with his racing efforts. For many years up to his passing, he was the track welder at Wall Stadium. Tom O'Rorke was a fixture at Wall Stadium for many years. He began working at Wall as a "go-fer", doing various odd jobs. Over the years, he also served as Handicapper and then became Chief Pit Steward from 1979 to 2001. Tom was also an Official at East Windsor Speedway. He served with the West Long Branch Fire Company #1 for many years. Mike O'Brien was a longtime race fan-turned-historian. He was often seen at various race tracks, both indoor and outdoor. He was a photographer and videographer and was working on racing history projects up until his health deteriorated.

The club wishes to thank Mary Anne Hayes for stepping up and serving as club Treasurer in the absence of her husband Paul, who is having continued health issues. Her efforts will truly be appreciated by our organization.

Ray Liss reported on the progress of the club's participation in the NJ Vintage Automobile Museum in Pt. Pleasant in January and February. He noted that we expect to have five club cars on display.

Another car show is in the works: Harry Fleming, organizer of the Pumpkin Run in South Jersey, anticipates holding a car show at the original Pumpkin Run location in May. This show would be limited to race cars only. More information will be offered as it is received from Harry.

Al Voorhees will head the committee for next year's Motorsports club display. The theme for the display will be determined. Anyone interested in participating in this event should contact Al.

Ray Shea announced that Hall of Fame ballots will be coming in the mail. Please return completed ballots as soon as possible.

The meeting was adjourned at 8:05 p.m.

John Malsbury, Secretary

Happy holidays – see you at the races.



It is with sadness that we report the passing of the club's Treasurer, Rev. Paul Hayes, Sr. Paul passed away in December. He will be missed.

## 2018 HALL OF FAME INDUCTEES

**Drivers:** Jerry Cranmer, Joe Hall and Tom Michel

**Car Owners:** Jim and Ruth Bauma

**Media:** Lenny Sammons, Jr.

**Lifetime Achievement Award:** Jeff Gravatt

**Bob Thomas Award:** Racing Historian Jeff Hardifer

The club's annual banquet and Hall of Fame induction ceremony will be on

**Sunday, March 18, 2018**

at Branches in West Long Branch.



### GET WELL WISHES

Connie Joyner  
Ray Shea  
Marty Van Druten

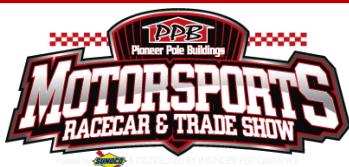


### NEW MEMBER

Steve Zukowski from  
Middletown, CT

Come out to the  
**VINTAGE AUTO MUSEUM OF NJ**  
*1800 Bay Avenue, Bldg. 13*  
*Pt. Pleasant, NJ*

Several club cars will be on display from January 13 through February, 2018. Check the Museum's website for visiting hours: [www.vintageautomuseum.org](http://www.vintageautomuseum.org) or call (732) 899-0012. The Museum plans exhibits throughout the year. Stop on by sometime!



**January 19-21, 2018**  
Greater Philadelphia Expo Center & Oaks, PA  
*Come out and visit the club's booth!*  
For show info, go to  
[www.motorsportstradeshow.com](http://www.motorsportstradeshow.com)  
or call (609) 888-3618

*"Many hands make light work".* We'd like to take a moment to say "thanks" to our club members whose tireless efforts have helped our club throughout this past year:

### NEWSLETTER MAILINGS

Don Bruno	Jim Hall
Larry Housman	Ray Liss

**EVENT LOGISTICS**  
Larry Housman      Connie Joyner  
Ray Liss

### AND LET'S NOT FORGET...

As Editor of this newsletter, I'd like to thank the folks who contribute their time and talents throughout the year. I truly could not do this without you!

Jim Hall  
Earl Krause  
Ray Shea  
Jim Smith

On behalf of the membership - thank you to our **OFFICERS:** President Ray Shea; Vice-President Marty Van Druten; Secretary John Malsbury; Treasurer Paul Hayes and Mary Anne Hayes; and Trustee Ray Liss for another year of leadership.

The club always needs members to help out. Contact Ray Shea for more information.

**PHOTO TRIVIA ANSWER***from the Summer, 2017 issue*

This issue's Photo Trivia calls to mind a popular, talented Jersey racer who also happened to be a GSVSCC member. From the early 1960s to mid-1970s he raced stock cars all over the state, from the 1/4 mile of New Egypt/Ft. Dix Speedway to the big tracks of Trenton and Langhorne (PA) Speedways. He raced for a variety of car owners, but this handsome looking devil was his own ride.

This is the gold & white #22 Modified of Tommy Green. This photo appeared in the 1971 Trenton Speedway 200 program.

Tom hailed from New Egypt. In the late 1950s, he discovered the thrill of drag racing. He set speed records at Hatfield (PA) and Vineland Speedways. After graduating from Fordham University, he switched to stock car racing. His asphalt racing career began in 1960, running the white & black #8 Ball coupe as a teammate to his friend Dick Lewis, who drove the similar-looking #9 Ball coupe. Tom met with success right away, until his fourth feature race that is, when he met with 75 feet of catch fence and the concession stand at Old Bridge Speedway.

Not surprisingly, Tom was in need of a ride for the 1961 season. Car owner Don Peak invited Tom to drive the Peak's Garage white & red #235, a team car to the #261 driven by Stan Van Brunt. Tom and Stan were an exciting duo, winning many races for Don Peak in the next few years. There was never a dull moment with those two.

In 1963, Ft. Dix Speedway fans voted Tom Green Most Popular Driver. That, added to his 64 feature wins, NASCAR Novice, Old Bridge, and Ft. Dix Speedway championships made for a pretty impressive record.

In 1965, Tom moved to the Modified division. Initially, he drove the #13 of Trenton's Jim Fodor. Tom drove for several car owners on asphalt and dirt.

Tom bought and raced the gold & white #22 in 1971, a former Bob Rossell fuel-injected machine. Tom had an affinity for the big tracks like Trenton and Langhorne. He had several wins at Martinsville (VA) Speedway. He was an all-around good guy who would help out any time (including inviting friends to race the #22 as well).

In the 1970s, Tom dedicated most of his time to his ice cream sales business (his son manages it today). He kept his hand in racing as a car owner, though. He bought the Richie Evans' #71 Pinto Modified. Dick Lewis drove it at Wall Stadium on Saturday nights and Evans drove it at New Egypt Speedway's Wednesday night shows.

We wish we had enough space here to chronicle Tom's entire racing career, as well as share all the stories – well, maybe not *all* the stories - from those halcyon days.

Tom passed away on August 1, 2015 and is remembered fondly by his loving family, many friends and devoted fans. Thanks to Gil Hearne, Earl Krause, Michael Shea & Stan Van Brunt for their contributions to this piece.

**PHOTO TRIVIA**

Here's a photo of a popular New Jersey racer waiting to race at a popular New Jersey dirt track. Do you know the name of the driver, the location and, for bonus points, the year?

Look for the answer in our next issue, or go to our website [www.gsvsc.org](http://www.gsvsc.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: [vintageviews@gsvsc.org](mailto:vintageviews@gsvsc.org) 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**

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