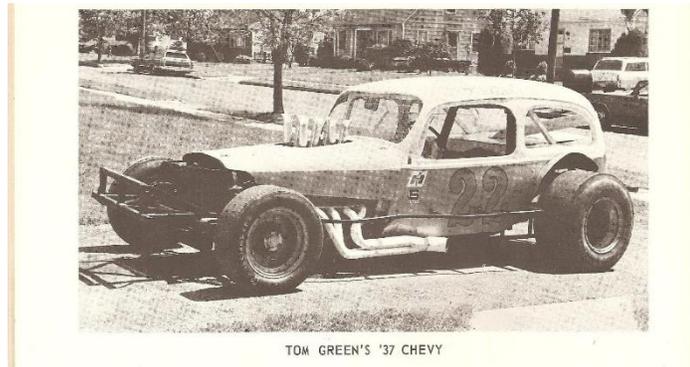




PHOTO TRIVIA ANSWER – SUMMER, 2017



This issue's Photo Trivia calls to mind a popular, talented Jersey racer who also happened to be a GSVSCC member. This 1950s drag racer changed over to stock cars and raced all over NJ, from the 1/4 mile of New Egypt/Ft. Dix Speedway to the big tracks of Trenton, Langhorne and Pocono (PA) Speedways. He raced for a variety of car owners, but the handsome looking devil in the above photo was his own ride.

Yes, it's the gold and white #22 Modified of Tommy Green. This photo appeared in the 1971 Trenton Speedway 200 program.

Tom hailed from New Egypt, the son of a doctor. In the late 1950s, Tom discovered the thrill of drag racing. He set speed records at Hatfield (PA) and Vineland Speedways. After graduating from Fordham University, he left drag racing for stock car racing. He started his asphalt racing career in 1960, running the white and black #8 Ball coupe as a teammate to his friend Dick Lewis, who drove the similar-appearing #9 Ball coupe. From his first green flag at Wall Stadium, Tom met with success, until his fourth feature race, when he met with 75 feet of catch fence and the concession stand at Old Bridge Stadium Speedway.

Not surprisingly, Tom found himself in need of a ride for the 1961 season. Car owner Don Peak invited Tom to drive the Peak's Garage white and 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 during 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.

In 1971 Tom bought and raced the gold and white #22, the former Bob Rossell #56 fuel-injected machine. While many racers prefer small speedways, 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). However, he kept his hand in racing as a car owner. 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 Earl Krause, Gil Hearne, Stan Van Brunt and Michael Shea for their contributions to this piece.

