



Ed Brown

by raycer27

Owner of cars #101 #5,#7, #14, #21 and the #21x

In 1954 Ed's father took him to the opening day race at Vineland Speedway, and he was hooked on stock cars at the early age of 10. His father had a 10 acre tract of land and he would buy old trucks to run around the acreage and Ed would eventually try to duplicate the cars he'd seen at the track using the cars

his dad had bought for the acreage.

In 1958 Eddie Nichols was working for Ed's dad at his glass plant. Eddie and Ed became friends and Eddie would pick up Ed and take him to the races. Eddie would put Ed in the stock car and cover him with a canvass and sneak him into the track.

Ed had gone to school with George Tobolski and the two of them hung out together and they decided to build a race car. Neither boys had a drivers license at the time, but they put together the #101 car using bailing wire, bubble gum and "chicken shit" welds. Back in the day the rules were pretty relaxed as far as safety concerns, they just wanted to go fast and beat the guy they were racing and so who cared if they built a roll cage out of irrigation pipe with the nozzles still attached, "we're goin' racin"!



They had a friend tow the car to Vineland and they needed a driver so they got Walt Lauerman to drive the car. One night, Walt rolled the #101 car and the gas tank which was a beer keg, flew out of the car and rolled into the pit area with the crews desperately trying to get out of the way. Fortunately no one was hurt.

One of the last nites they ran, the races were over and they were leaving the track when the front bumper of the car fell off, so they only had the tow bar and the bumper attached to the truck.

Fortunately the welding truck was right behind them and he welded it back on for them.

After Vineland, Ed went the way of drag racing around 1962, but drag racing didn't get Ed's attention like stock cars did, so in 1970 Ed was looking for a driver for his plumbing business and he hired George Tobolski to work at his plumbing supply house.

George had continued to race and was driving the # 5 car, then Ed bought the car in '73 with George driving for him. In 1974 they spruced the car up a bit with a few changes that made the car

look and run better, then changed the number to #7 and paint



Late 1974, Ed bought a dirt car from Bobby Keller that was the last dirt car Elton Hildreth drove at Nazareth Pa., Ed revamped that car and that became the #14 that was driven at times by Ed Nichols, Ray Miles and George Tobolski.



The last time George drove the #14 car, he won his heat and the feature, but it wasn't an easy win for a number of reasons, the lights at the track kept going off, George had to hold the gear shift because it kept jumping out of gear and the rear was making noise.

When Ed checked the car the next day he found there were only 3 splines left on the jackshaft and internal problems with the transmission.

Ed then sold the #14 car to George, who painted the car blue and that became the #15 car.

At that time Ed hooked up with Sonny DeBruno and they bought the 0 coupe owned by Frank Ransom, repainted it light blue and it became the 21



Ed left the #21 because of some inferior workmanship that was done to the car by a crew member and that didn't sit very well with Ed.

Ed then bought the 0 Pinto also built by Frank Ransom and rebuilt the car and that became the #21x.

According to Ed, Carl Grinar was the key person in the building of the 21x. They rebuilt that car from the bottom up.



Tony Siscone hooked up with Ed and they won 6 features in a row in the 21x, but then something happened with the car, an engine, transmission or rear, Ed's not sure, but they couldn't run the 21x, so Ed hooked up with Sonny DeBruno again because he had the #21 Gremlin and Tony won 4 more races in the 21, so Browns Race Team won 10 out of 12 races that year.

Ed sold the 21x to a guy in Woodbine who had a guy Fred Clark drive it for him and he won a feature with it and was now #54.

So around 1986 Ed moved to Florida and one day he was on Tom Flanagan's A.C. Speedway website many years later and saw something I had written on the site and emailed me asking if I was the same guy that drove for him. It was then we found out we were living 5 miles from each other for 25 years and didn't know it.

We rekindled an old friendship and we talk everyday, plus we got this website going and basically we're just a couple of old farts living in "paradise" doing what we like to do best.....nothing!! Just kidding, Ed keeps busy with his grand children and still tinkers with his restored #58 car.

Ed found the car on the Garden State Vintage Stock Car Club website, it used to be Dick Barney's #14 that Tony Siscone drove. Charlie Kremer jr, got back in the car in 1996 and drove it until 2002 as the #58.



According to Tony Siscone, that was the car that he hit Ray Evernham with at Martinsville Va., which resulted in Tony getting severely burned. The good news is he recovered and went on to race for a short time thereafter. The car is race ready as we speak, but Ed just can't seem to keep air in the tires!!
