



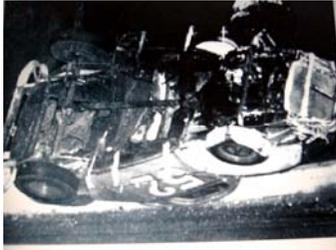
Ray Miles #27

It was a Saturday night in June, 1960. I had just picked up my date, Linda. We were coming down West Washington Ave., I heard this roaring sound and I asked her what it was, she replied "They're stock cars, they go around in circles, crash into each other and sometimes they go over the fence".

Linda lived in Farmington very near the track, so she knew a little about Pleasantville Speedway and said we should go there on our first date.

I was hooked and never missed a race after that, oh yeah, Linda decided that I was more interested in the cars than her, so we only went out twice, but thanks to her I got indoctrinated into the best sport in America.

I moved to Cape May Court House to work at Kindle Ford and I was asking the body man Ray, if he knew of any stock cars in the area, he said yes and they were looking for a driver too.



The car was in Goshen N.J. and was owned by Pete Hearon. It was a Plymouth coupe #52

and was a 6 cyl. It was driven by Jerry Barrett before I got in the car.

Next door was Pete's son-in-law Charlie Soffee who owned the yellow

#12, also a 6 cyl. They didn't like P'ville 'cause they got

wrecked a lot there so, they ran Vineland on Friday nights. It was the last year for Vineland and at least I got to finish the season. That was a learning experience (see photo below) and had some seat time in a car. Little did I know that the #12 would be a factor at a later date.



I moved back to P'ville and hung out in the pits looking for a ride, but nobody knew me so I never was able to get a ride. Then somebody said Harry McConnell had a car for sale, which I bought for around 400.00, such a deal!!



1966 or 1967



The car was the #12 that Charlie Soffee owned and Milt Whitaker drove, Harry bought it and put the #3 on and I believe that's when I got hold of it and I repainted it "school bus yellow and

used the number 27 until we got out of racing in 1975. I am happy to say that Milt and Charlie are alive and still living in Goshen N.J.

I was working at Sears Automotive Center in Cardiff and met a guy who would be my crew chief from beginning to end, his name is Ray Bartling.

Now it didn't appear at the time that we were gonna hit it off so good, we just seemed to have our own ways of doing things. I was having a problem with something on the car and Ray said he'd come over and take a look and it developed into a really great team effort and an even better friendship that is still in place today.

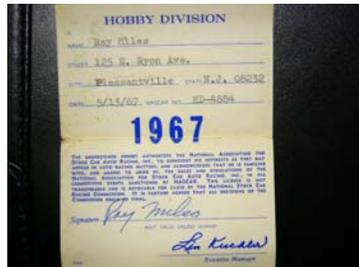
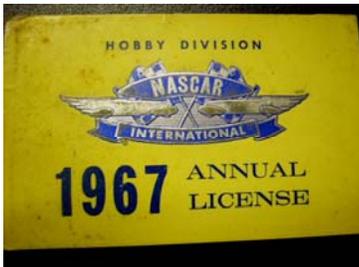
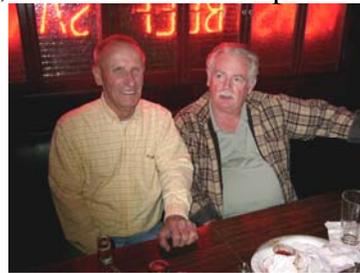
The 27 car came with a 261 cid. 6 cyl. Chevy, a 3/4 track cam, a 1ton International rear out of a postal truck, nuttin' fancy. The valve guides were worn so bad that on a start of a race it would belch out heavy oil smoke for about 1 lap then go away, until there was an accident where we'd idle around waitin' for the track to get cleaned up, the oil would build up in the head and we'd be sprayin' for mosquitos again.

At Sears there was another guy who helped me a lot, Jack Carty from Somers point.

He would take care of the head work and other engine related problems.

The first 2 years were pretty darn good to us considering we were on a really strict budget, if the car made money, we raced, if we couldn't afford to buy a part we'd make it or borrow it, trust me, we didn't miss too many races, maybe around 4 or 5 in the 11 or so years we ran.

In 1967 P'ville was a Nascar sanctioned track and we finished 3rd in points at the track and 11th in the State of New Jersey.



I bought my 1st quick change rear, a homemade cast iron 6 spline that had the nasty habit of breaking the jack shaft that had the driveshaft yoke welded on it. Every time you'd gas it coming out of a corner, you'd pray it wouldn't break. Later we

bought a Hallibrand QC and our rear problems went away.

Around that time I finally met Tom Skinner, I'd heard stories about his 659 car and began hangin' out at his shop picking his brain. No matter how busy he was he'd always make time to help someone out, that was just the kind of person he was R.I.P. Tom.

I bought an old 659 chassis from Tom, lowered the body, put a new passenger door on it, painted it and had Bill Force do the lettering and numbers. I had more help on this project from Tommy Harte, (also known as "Tiny") and Joe Permuy.

Tom told me if I could afford it I should bore my engine out to 292cid., he'd make me an oil pump like he had in his car, made the oil pan while all the engine parts were getting taken care of at Andalusia Speed Shop. It would have been a screamer of an engine, except I didn't have the cash for a steel billet cam, so I got a cast iron cam instead. The oil pump was so strong it wiped the gears on the cam and the distributor (the gear on the cam drove the distributor and the oil pump). I only got to run that motor 4 laps, 2 very fast and 2 very slow.

I didn't have the money to fix the six cyl.,so Harry McConnell sold me a 322 cid. Buick motor which I ran for the remaining years.That was a good engine considering it was stock.
I also drove Ed Brown's # 14 for a few races and the#235 from Wall Stadium that Tommy Hughes drove.



I towed Rich Aldrich's red # 7 to Bridgeport,ran the consi,finished 7th out of 24 but missed making the show by 1 spot.We ran New Egypt once and Wall Stadium twice.

All things considered,we didn't do that bad,we made some good friends along the way,we were in the top ten in points most years,won a few heat races and have a bunch of good memories.

You might ask,would I do it over again,
ABSOLUTELY!!

I just wish we had cam corders back in the day,we need more movie footage!

Nowadays my wife Suzi and I have a home in Palm Springs Fl.,have a vegetable garden,5 cats and I've learned to play boogie woogie piano,not as exciting as the 60's and 70's,but we're happy.Plus I've got my buddy Ed Brown to talk with,we only live 5 miles from each other.

I usually try to get up for the Pumpkin Run at Flemings,so maybe I'll see some of you there.If you've never been to Harry Flemings Pumpkin Run,you owe it to yourself to go!

While you're here, check out the other areas on our website!

Raycer 27
