

TONY PAGANO

By raycer27



Tony was born in Somers Point N.J. and resided in Bargaintown for most of his life. He had an interest in racing early on. Some of his friends were involved in racing and he wanted a piece of the pie too. So he went go-kart racing at the Aaramingo Ave. go-kart track in Philadelphia, where he began to get some racing experience and seat time.

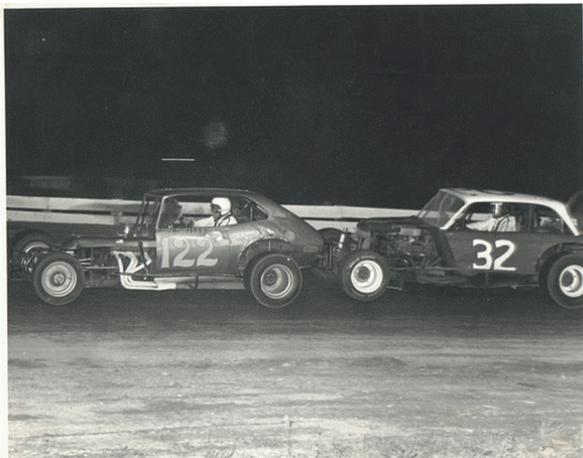
By then a few of his buddies had turned to running in the modern stock division at P'ville and not long after, Tony built his # 12 car which he ran for a short time, but his eye was on moving up to the sportsman division, where the purse paid a lot more than the late model class; but the cost of motors and parts were a lot more in the sportsman class.

Tony had applied for a job at Tony Ruberti's Automotive Parts store, working as a machinist. Tony Ruberti was already a well known stock car owner of the # 97 that Eddie Nichols drove in the flathead days. Now Tony R. owned the T-4 coach and had Tony Siscone as his driver. (It must have been confusing with that many guys with the name "Tony").

Tony R. took a liking to Tony P. and mentored him along the way with his career and was like a second dad to him. Tony worked for Ruberti for about 3 years and gleaned a lot of information from Tony R., such as the importance of degreeing in a camshaft. Tony had bought a cam and installed it himself and wasn't happy



with the results. Tony told his boss Tony R. that the cam was a piece crap, to which Tony R. said he would buy the cam from him and install it in the T-4, which he did and Tony Siscone won the feature with the cam that Tony P. originally had in his car....a lesson learned.



Tony liked to experiment with innovations of his own, not wanting to be like everyone else and though sometimes his ideas didn't work out the way he had hoped, he still felt that he still put together some decent equipment. As an owner/driver with a limited budget, you're always wondering how far to push the financial envelope to keep competitive.

Tony's brother Mike, expressed a desire to run a 3/4 midget, after watching them run in Convention Hall in Atlantic City, so he and Mike acquired a car and Mike tried his hand at driving and found it wasn't to his liking, so they put Mike Miller from Pennsville in the car, won a lot of races and a championship.

Tony decided to move up to the modified division and began racing at New Egypt, East Windsor, Reading and Bridgeport. I asked him what he thought was his best accomplishment was throughout his career and he felt that it was the fact that he was able to be a top ten driver at Bridgeport Speedway, running against the top modified drivers from Reading Speedway.

Tony says he always felt that he was a better fabricator than he was a driver, though he often wishes that he could go back in time with the knowledge he has now, to see if things would've panned out better than they did. I believe a lot of people wish they could do that.

Tony was working in the casino industry doing electrical work when they started downsizing, cutting back on the work force, so he looked up some old buddies he knew in



racing and found that some had moved down to the southern states where Nascar race teams were located. In 2000 he wound up working on Jay Sauter's Busch Series car until his mom became ill and came back to help and be with her in her time of need.

Then he went down south again and worked in a few Sprint Cup race shops, wiring up the electrical systems part time for about 3 or 4 months in the winter and come back north for the summer.

He still helps friends of his with their race projects, one of which is working on 1/4 midgets for his friends' kids so they can go racing.
