SUPER DIRT WEEK XVII

OCTOBER 5-6-7-8-9-1988

Miller HIGH LIFE 300

SKOAL RACING SUPER DIRT SERIES

A plus WINNERS CLASSIC

DIRT

$5.00

1987 MILLER 300 WINNER - JIMMY HORTON

TASTE THE
HIGH LIFE
Miller
Miller
HIGH LIFE.
Champagne of Beers.
Miller
HIGH LIFE.
Champagne of Beers.
SMOOTH, NEVE
by Miller Brewing Co.

MILLER BEER PROUDLY PRESENTS...

SUPER DIRT WEEK XVII

Miller HIGH LIFE 300

The Ground Round NATIONALS

A plus WINNERS CLASSIC

UNIVERSAL JOINT SALES
SUPERMODIFIED CHAMPIONSHIP

NATIONAL AUTO SUPPLY
320 MODIFIED SERIES

DIRT OFFICIALS

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Head Starter ..... Paul Luft
Asst. Starters ..... Ron Hinman, Jay Drinkwater, Steve Kemp, Art Darling, Gaston Salvas
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Advance Ticket Sales ..... Cissy Cole, Cherri Manus, Nan Leonardi

The Miller High Life 300 Program-A "DIRT TRACKIN MAGAZINE" Issue; Published by DIRT of NY-Printed by Speedway Press, Inc., Oswego, NY

Television-WCNY Filming Crew
Television Production ..... Teri Rumsey, Patrick Donnelly
Commentators ..... Mike Joy, Dick Berggren, Gary Montgomery

Welcome to the richest dirt track race in the world... THE 1988

Miller HIGH LIFE 300

WED.-SUN.
OCT. 5, 6, 7, 8, 9

(RAINDATE—OCT. 10 or next clear day)

New York State Fairgrounds, Syracuse, NY

$300,000.00

IN PRIZE MONEY, AWARDS & CONTINGENCIES

SKOAL RACING SUPER DIRT SERIES

Aplus mini market WINNERS CLASSIC

DIRT

SUPER DIRT WEEK '88 SCHEDULE OF EVENTS

TUESDAY, OCTOBER 4
No one will be admitted on Fairgrounds until ..... 5:00p.m.

WEDNESDAY, OCTOBER 5
Inspection and Warmups for Modifieds . 10:00a.m.-5:00p.m.

THURSDAY, OCTOBER 6
Gates Open ..... 8:00a.m.
Modified Practice ..... 9:30a.m.
320 Mod Inspection (qual. cars only) ..... 10:00a.m.
Modified Time Trials (first 3 rows) ..... 11:30a.m.
320 Mod Practice (qual. cars only) ..... 3:00p.m.
Sprint Car Practice ..... 3:30p.m.
320 Mod Time Trials (qual. cars only) ..... 4:00p.m.
Sprint Car Practice ..... 4:45p.m.

FRIDAY, OCTOBER 7
Gates Open ..... 8:00a.m.
Modified Practice ..... 9:30a.m.
Modified Time Trials ..... 11:00a.m.
Sprint Car Inspection ..... 12-3:00p.m.
Sprint Car Practice ..... 2:30p.m.
Sprint Car Time Trials ..... 3:30p.m.
National Auto 320 Qual. at Rolling Wheels ..... 7:30p.m.

SATURDAY, OCTOBER 8
Gates Open ..... 8:00a.m.
Sprint Car Practice ..... 10:00a.m.
Supermodified Practice ..... 11:00a.m.
Sprint Car Semis 12:00noon
Supermodified Time Trials ..... 1:00p.m.
Sprint Car "B" Main ..... 2:15p.m.
Universal Joint Sales Supermodified Championship - 20 miles ..... 2:45p.m.
Introduction of Sprint Car Drivers ..... 3:30p.m.
The Ground Round Nationals (35 miles Sprints) ... 4:00p.m.
Modified Semi Finals (no qual. Mods in pits) ..... 5:00p.m.
Mandatory Modified Drivers Meeting ..... 5:30p.m.
(Pick up Scorers Credentials)
Aplus Winners Classic for Modifieds ..... 6:00p.m.
Introduction of 320/358 Mod Drivers ..... 6:30p.m.
National Auto Supply 320/358 Mod Championship (30 laps) ..... 7:00p.m.

SUNDAY, OCTOBER 9
Gates Open ..... 8:00a.m.
Warmups Mods ..... 10:30a.m.
Mod Non-Qualifiers Race (20 laps) 12:00noon
Mandatory Modified Drivers Meeting ..... 12:45p.m.
Weigh and Line Up Mod Feature Cars ..... 1:00p.m.
Modified Driver Introduction ..... 1:30p.m.
Miller High Life 300 (186 laps) ..... 2:00 p.m.

RAINDATES
The Ground Round Nationals ..... Sun, Oct. 9
Miller High Life 300 ..... Mon, Oct. 10 or next clear day

$300,000.00 TOTAL PRIZE MONEY

POS.	BASIC	EARLY ENTRY BONUS	*EST CONTINGENCY AWARDS	*TOTAL
1.	33,000.00	2,000.00	60,000.00	95,000.00
2.	18,000.00	2,000.00	15,000.00	35,000.00
3.	12,000.00	2,000.00	5,000.00	19,000.00
4.	7,000.00	1,500.00	3,000.00	11,500.00
5.	5,000.00	1,000.00	2,000.00	8,000.00
6.	3,500.00	800.00	700.00	5,000.00
7.	3,000.00	800.00	400.00	4,200.00
8.	2,600.00	500.00	400.00	3,500.00
9.	2,400.00	400.00	400.00	3,200.00
10.	2,200.00	400.00	400.00	3,000.00
11.	2,000.00	400.00	300.00	2,700.00
12.	1,800.00	400.00	300.00	2,500.00
13.	1,600.00	400.00	300.00	2,300.00
14.	1,500.00	400.00	300.00	2,200.00
15.	1,400.00	400.00	300.00	2,100.00
16.	1,300.00	400.00	300.00	2,000.00
17.	1,200.00	400.00	300.00	1,900.00
18.	1,100.00	400.00	300.00	1,800.00
19.	1,050.00	400.00	300.00	1,750.00
20.	1,000.00	400.00	300.00	1,700.00
21.	1,000.00	400.00		1,400.00
22.	1,000.00	400.00		1,400.00
23.	1,000.00	400.00		1,400.00
24.	1,000.00	400.00		1,400.00
25.	1,000.00	400.00		1,400.00
26.	1,000.00	400.00		1,400.00
27.	1,000.00	400.00		1,400.00
28.	1,000.00	400.00		1,400.00
29.	1,000.00	400.00		1,400.00
30.	1,000.00	400.00		1,400.00
31-50	1,000.00	300.00		1,300.00

MILLER HIGH LIFE 300
WINNER'S RING
Courtesy of Cook's Jewelers,
Hannibal, N.Y.

Miller High Life 300 Purse	$150,000.00
Pole (Fastest Time)	$1,500.00
Outside Pole	$1,000.00
Lap Money	$22,500.00
Non-Qualifiers Race	$9,000.00
Aplus Winners Classic	$10,000.00
Semis	$10,000.00
Super DIRT Series Point-Fund Contribution	$15,000.00
Posted Contingency Money & Awards	$81,000.00
TOTAL PRIZE MONEY	$300,000.00

NOTE: The Aplus Winners Classic money doesn't necessarily go to the 20 drivers who finish in the top 20 spots.

NON-QUALIFIERS RACE

20 Mile Race - 30 Cars to Start

1	$300.00-47th man in Miller 300
2	$300.00-48th man in Miller 300
3	$300.00-49th Man in Miller 300
4-30	$300.00

Heart CHEVROLET OF NEW YORK
CHEVY DEALERS

*Includes manufacturers' postings and lap monies. Product postings are customarily conditioned upon proper product use, and decal display on both sides of the car. The figures printed are the average contingency sums earned by top 20 finishers in recent 200s. Also included is the Miller Ligh Life 300 Gold Diamond Ring—Value $3,000 plus value of Chevrolet Truck and Cedar Ridge Trailer $42,000.00.

Chevrolet Silverado 1 ton Pickup and Cedar Ridge Car Hauler To Be Given to the Winner!...

STAY-LOW PRICES • PRICE BREAKS • OUR OWN BRANDS • ROLLS
DELICATESSEN • IN-STORE BAKERY • GLOUCESTER PIER FRESH FISH
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UNBEATABLE!

LOWER OVERALL PRICES • NATIONAL BRANDS • SUNNY SQUARE BRAND

35 LAPS FOR $140,000

The Ground Round NATIONALS

WORLD OF OUTLAWS®

Copenhagen/SKOAL SHOOTOUT™

THURSDAY, FRIDAY & SATURDAY OCTOBER 6, 7 & 8 1988

Raindate: October 9th or Next Clear Day

NEW YORK STATE FAIRGROUNDS - SYRACUSE, NEW YORK

CAR SPECIFICATIONS

1. Maximum 410 cubic inch engine with no weight limit.
2. Fuel bladder or approved plastic tank.
3. No tire or rim width. No plastic wheels.
4 Maximum top wing size of 25 square feet - 30 inch side panel.
5. Maximum front wing of 2' x 3'. Must be mounted inside front wheels.
6. Total area of flat surface or surfaces on top wing cannot exceed 25 square feet.
7. No side foils, rudders, no panels to extend beyond roll cage on any side.
8. No wedges or foils underneath race car.
9. Nothing to extend beyond front bumper.
10. Firesuits, helmet, seatbelts, shoulder harness and arm restraints mandatory.
11. No nitrous oxide set ups or nitro-gas. Alcohol only.
12. All car and driver equipment will be required to pass safety check.
13. All other rules and procedures are in accordance with the 1988 D.I.R.T. and World or Outlaws Rule Books.

GROUND ROUND NATIONAL QUALIFYING PROCEDURE

1. Cars will draw for time trial starting position on Friday and time same day. Top 16 starting positions determined by time trials. The fastest qualifier will draw for inversion of start 1,2,3 or 4.
2. Time trial positions 17 thru 56 will run 10 lap semis qualifying 12 more cars (6 each).
3. Balance from Semis will run 15 lap B Main qualifying 2 cars.
4. Any guaranteed starters will fill in behind the 30th car.

Position	Basic	Early Entry Bonus	Total
1.	$ 23,000	$ 2,000	$ 25,000
2.	13,000	2,000	15,000
3.	8,000	1,000	9,000
4.	5,000	1,000	6,000
5.	4,000	1,000	5,000
6.	3,000	1,000	4,000
7.	2,500	500	3,000
8.	2,000	500	2,500
9.	1,700	500	2,200
10.	1,500	500	2,000
11.	1,400	400	1,800
12.	1,400	300	1,700
13.	1,300	300	1,600
14.	1,200	300	1,500
15.	1,100	200	1,300
16.	1,000	200	1,200
17.	1,000	FEATURE PURSE	1,000
18.	1,000		1,000
19.	1,000		1,000
20-30	1,000		1,000

Base purse with bonus	$101,000
Fastest time trial	$1,000
2nd fastest time trial	$500
Lap money ($25 per lap)	$1,000
B Main Event	$7,500
Contingencies - Special Awards	$30,000

Includes manufacturers postings, and lap monies. Product postings are customarily conditioned upon proper product use, and decal display on both sides of the car. The figures printed are the average contingency sums earned by top twenty finishers in recent Ground Round Nationals.

NATIONAL AUTO SUPPLY

A WHITLOCK COMPANY

PARTS • ACCESSORIES • PERFORMANCE

• AUTOMOTIVE SUPER STORES for the DO-IT-YOURSELFER •

EVERYTHING FOR YOUR CAR

LIMITED LIFETIME WARRANTY.... National Auto Supply introduces a revolutionary Limited Lifetime Warranty. Now you will never pay for the same part twice as long as you own your car.

SUPER STORES.... our super stores carry a complete line of performance parts and accessories for those special needs.

OPEN 7 DAYS A WEEK!

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WE ARE NUMBER ONE IN CUSTOMER SERVICE

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Our Reference Library has over 400 manufacturer's service manuals to assure the correct information on your next small job. This is a FREE service to you. Use the copy machine and take the information home.

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Special Custom Tools are available on a Daily Rental Program for the Do-It-Yourselfer. For the special job, we have special tools. Rent a Body Dent Puller, Muffler Pipe Cutter, Engine Chains, a Ring Expander, a Ball Joint Fork, Disc Brake Tool and many others. We want to be your complete Auto Supply Supermarket.

NATIONAL AUTO SUPPLY "320/358 MOD CHAMPIONSHIP"

At the New York State Fairgrounds in Syracuse

THURSDAY thru SATURDAY, OCTOBER 6-8, 1988

NATIONAL AUTO QUALIFIER

AT ROLLING WHEELS RACEWAY

FRIDAY, OCTOBER 7, 1988

NATIONAL
AUTO SUPPLY

320 MODIFIED CHAMPIONSHIP

$60,000 IN PRIZE MONEY,

AWARDS & CONTINGENCIES

ELIGIBILITY:

ROLLING WHEELS: Open to all 320/358 Modified Cars as outlined in 1988 D.I.R.T. Rule Book.

SYRACUSE: Only to drivers who have earned a Syracuse spot via the 1988 Qualifying Series. Car specifications and procedures as outlined in the 1988 D.I.R.T. Rule Book will prevail with the following exceptions:

1) No air jacks may be used

2) Anything not covered specifically in the 1988 D.I.R.T. Rule Book will be subject to discretion of track officials.

NATIONAL AUTO SUPPLY 320/358 QUALIFIER AT ROLLING WHEELS RACEWAY

1	$5,000.00
2	$3,000.00
3	$1,500.00
4	$1,000.00
5	$700.00
6	$500.00
7	$400.00
8	$350.00
9	$325.00
10	$300.00
11	$275.00
12	$250.00
13	$225.00
14	$200.00
15	$180.00
16-20	$160.00
21-30	$150.00

Pole Fastest Time Trialer $500.00
*** Lap Money $750.00**
Posted Contingencies & Awards $12,000.00

* lap money donated by National Parts Peddler.

NATIONAL AUTO SUPPLY 320/358 MOD CHAMPIONSHIP AT SYRACUSE

1	$7,000.00
2	$4,000.00
3	$2500.00
4	$1500.00
5	$900.00
6	$600.00
7	$500.00
8	$400.00
9	$350.00
10	$300.00
11	$290.00
12	$280.00
13	$270.00
14	$260.00
15	$250.00
16	$240.00
17	$230.00
18	$220.00
19	$210.00
20-40	$200.00

SAME DAY SERVICE MEANS TODAY, NOT NEXT WEEK!

We'd like you to know about a machine shop that gives you prompt, courteous service, not vague excuses and broken promises.

Bring us your driveshafts for rebalancing, front driveshafts for rebuilding or flywheels for resurfacing. If you can get those parts in before 10 a.m., we'll have our professional rebuilders get them back into shape before supper - guaranteed! If your parts are really trashed, the wait is even shorter as we have the largest inventory of foreign and domestic driveline components in the area.

Bring us all your driveline problems and let us make you a believer. We mean it!

UNIVERSAL JOINTS / FRONT DRIVESHAFTS / CUSTOM & RACING DRIVESHAFTS / 4WD PARTS / TRANSMISSION & REAR END PARTS / CLUTCHES BEARINGS & SEALS / PLOW ACCESSORIES / CUSTOM MADE PUSH PULL CABLES / HEAVY DUTY BRAKE SHOES AND RELATED PARTS.

UNIVERSAL JOINT SALES

THE TOTAL DRIVETRAIN PROFESSIONALS!

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(315) 475-7241	(716) 681-5353	(716) 875-9322	(716) 464-8584	BRADLEY ST. IND. PARK
				(315) 7-UJOINT

UNIVERSAL JOINT SALES

SUPERMODIFIED CHAMPIONSHIP

SATURDAY - OCTOBER 8TH

A 20 MILE EVENT FOR SUPERMODIFIED ROADSTERS AT THE NEW YORK STATE FAIRGROUNDS ONE MILE DIRT OVAL SYRACUSE, NEW YORK

Total Posted Awards - $30,000.00

FEATURE PURSE

1	$5,000	13	$570
2	$2,500	14	$560
3	$1,500	15	$550
4	$1.000	16	$540
5	$900	17	$535
6	$800	18	$530
7	$750	19	$525
8	$700	20	$520
9	$670	21	$515
10	$630	22.	$510
11	$600	23	$505
12	$590	24	$500

PLUS:

Lap Money - $500

Fast Time Trial - $500

ISMA Point Fund - $600

Tow Money - $200

Per car not qualifying for the Universal Joint Sales Supermodified Championship

Contingency Awards - $5,400

The 1988 ISMA Rule Book will govern all car specifications and race procedures for the Universal Joint Sales Supermodified Championship, with the exception of the following:

1) Open tire rule.
2) 24 square foot wing rule will be waived. Cars can have Bi-wing on the front end and large wing above the roll cage.
3) Cars deemed to be sprinters must compete in the Ground Round Nationals race. Only roadster type supermodifieds will be allowed to compete in the Universal Joint Sales Supermodified Championship.

EVENT:

CAR	DRIVER	FIN.	CAR	DRIVER	FIN.

TIME:

MILLER 300 HISTORY..By Gary Spaid

1972—RAIN RESCHEDULES ALL QUALIFYING IN FIRST SCHAEFER 100

Oct. 1, 1972.....All day rains forced the scheduled qualifying events to take place on Sunday, along with the featured Schaefer 100. Buzzie Reutimann, using an early race pit stop, became the first driver to win the 100 at Syracuse. The 100 mile event took 1 hour 39 minutes and 23 seconds to complete.

SCHAEFER 100 - TOP 10

1	Buzzie Reutimann	6	Wayne Reutimann
2	Jerry Cook	7	Lou Lazzaro
3	Stan Ploski	8	Jack Johnson
4	Mike Grbac	9	Harry Peek
5	Will Cagle	10	Tom Corellis

1973—REUTIMANN REPEATS SCHAEFER 100 VICTORY

Sept. 30, 1973.....Some 18,000 race fans saw Florida's Buzzie Reutimann become the first repeat winner of the Schaefer 100 at Syracuse, NY. Starting 35th, Reutimann dominated in the closing stages of the race. Will Cagle put a charge on at the finish, but fell short after he brushed the third turn wall. Race fans were treated to the fine new grandstands built by NYS.

SCHAEFER 100 - TOP 10

1	Buzzie Reutimann	6	Johnny Botz
2	Tom Corellis	7	Budd Olsen
3	Will Cagle	8	Butch Jelley
4	Bill Wilson	9	Richie Eurich
5	Gerry Chamberlain	10	Wayne Reutimann

1974—RAIN SHORTENS RACE TO 95 CIRCUITS

Sept. 29, 1974.....Threatening skies finally gave way with only 5 laps remaining in the 3rd annual Schaefer 100. Billy Osmun became the first driver to win the race from the pole and the first to win using radio communications with his pits. An early pit stop again helped the winner as the race was slowed by only 4 caution periods. At the finish, Merv Treichler was right on the back bumper of the Osmun Statewide Racing machine.

SCHAEFER 100 - TOP 10

1	Billy Osmun	6	Wayne Reutimann
2	Merv Treichler	7	Dick "Toby" Tobias
3	Gary Balough	8	Jimmy Winks
4	Will Cagle	9	Ernie Marshall
5	Bobby Bottcher	10	Tighe Scott

MILLER 300 HISTORY

1975—TOBIAS WINS FROM THE POLE

Sept. 28, 1975.....Dick "Toby" Tobias became the third different driver to win the Schaefer 100 in Syracuse. Over 4 inches of rain had fallen the week before, yet 200 competitors showed up at the speedway. There were 7 different leaders during the race, making it one of the most competitive events on record. A late race fuel stop eliminated any chance of Billy Osmun becoming the second repeat winner, even though he was the fastest car in the closing laps.

SCHAEFER 100 - TOP 10

1	Dick "Toby" Tobias	6	Mike Grbac
2	Billy Osmun	7	Chuck Ciprich
3	Wayne Reutlmann	8	Gary Iutg
4	Buzzie Reutimann	9	Jack Johnson
5	Johnny Botz	10	B.C. Wood

1976—PAST WINNERS DROP BY THE WAYSIDE

Oct. 3, 1976.....All of the past winners of the Schaefer 100 were early dropouts from the 5th annual event, allowing Gary Balough to dominate the 100 mile race. Balough's Grant King modified, owned by Tony Ferraiuolo, led 83 laps of the 100 circuits. On Saturday, a 100 mile USAC National Dirt Car Championship was also held, with Duane "Pancho" Carter taking that victory.

SCHAEFER 100 - TOP 10

1	Gary Balough	6	Sammy Beavers
2	Bobby Gerhart	7	Jimmy Winks
3	Will Cagle	8	Merv Treichler
4	Jimmy Horton	9	Ed Delmolino
5	Howie Cronce	10	Bob Pickell

1977—RAINS POSTPONE RACE TILL APRIL '78

Oct. 2, 1977.....Rainy weather finally caught up to the Syracuse races now known as Super DIRT Week '77. All day rains forced the cancellation of the Schaefer 100 until spring of 1978. The 100 mile USAC National Dirt Championship race was run on Saturday of Super DIRT Week, with Larry Dickson taking the 100 lap victory.

1978—BALOUGH REPEATS

April 15, 1978.....Gary Balough became the first back-to-back winner of the Schaefer 100 since Buzzie Reutimann accomplished this same feat in 1972-73. Snowy April weather conditions still saw 20,000 fans in attendance. A massive 12 car pileup on the 4th lap saw the Schaefer race red flagged for the first time ever. Many drivers ran short on fuel late in the race, dropping them from top finishes.

SCHAEFER 100 - TOP 10

1	Gary Balough	6	Dave Leckonby
2	Dick "Toby" Tobias	7	Sammy Beavers
3	Elvin Felty	8	Lou Lazzaro
4	Kenny Brightbill	9	Davey Moore
5	John Kozak	10	Dave Kelly

MILLER 300 HISTORY

1978—BALOUGH WINS NO. 3

Oct. 1, 1978.....Gary Balough piloted the 73, Tony Ferraiuolo owned modified, to his third straight Schaefer 100 victory on Sunday afternoon of Super DIRT Week '78. There were 10 lead changes between five different drivers. Jimmy Horton was in command of the event until a broken radius rod dropped him from the race with 16 laps remaining.

Also scheduled was the 1st annual Syracuse Super Nationals, a 100km race for open cockpit cars. This race was divided into two 50km races. Bentley Warren won the first 50km. Jim Edwards won the second 50km race. Both races were marred by numerous accidents. In the first 50, Randy Wolfe took a vicious flip in the back straight. The second race's worst accident came when Chuck Ciprich and Allen Klinger tangled in the first turn.

SCHAEFER 100 - TOP 10

1 . . . . . Gary Balough	6 . . . . . Alan Johnson
2 . . . . . Frank Cozze	7 . . . . . Will Cagle
3 . . . . . Stan Ploski	8 . . . . . Brett Hearn
4 . . . . . Ed Delmolino	9 . . . . . Gary Gollub
5 . . . . . C.D. Coville	10 . . . . . Bobby Gerhart

1979—JACK JOHNSON WINS AS RACE IS LENGTHENED

Oct. 7, 1979.....Duanesburg resident, Jack Johnson, became the first New York driver to win the Schaefer 200 in Syracuse during Super DIRT Week. For the first time this event was lengthened to 125 laps or 200km. Billy Osmun dominated the majority of the race, but a late race pit stop ruined his chances of repeating in victory circle. Buzzie Reutimann ran out of fuel on the last lap taking the pressure off Johnson for the win.

In the 2nd annual Syracuse Super Nationals, Smokey Snellbaker won the 63 lap race. The event was red flagged at the halfway mark for mandatory pit stops.

SCHAEFER 200 - TOP 10

1 . . . . . Jack Johnson	6 . . . . . Dave Lape
2 . . . . . Will Cagle	7 . . . . . Darrell Welty
3 . . . . . Ken Brenn, Jr.	8 . . . . . Paul Rochelle
4 . . . . . Buzzie Reutimann	9 . . . . . Elvin Felty
5 . . . . . Ed Delmolino	10 . . . . . Dave Kelly

1980—"BATMOBILE" ROCKS MODIFIED RACING

Oct. 12, 1980.....Gary Balough won his 4th Schaefer race of his career on a controversial note. Driving what many described as a super sophisticated car, he dominated the race as no one ever has done in the past. Balough's ride, a Kenny Weld creation, was a Lincoln Continental bodied car featuring a winged roof panel, ram air intake and ground effect skirts. Many competitors made radical changes to their modifieds in the wake of this car's debut. Ken Brenn, Jr. was the first driver across the finish line in a conventional looking modified.

Jeff Heotzler won the first annual BM&F Sportsman championship on Saturday of Super DIRT Week. Drivers had to draw for starting spots due to weather problems on time trial day.

Steve Kinser raced almost unchallenged to win the 3rd annual Syracuse Super Nationals.

SCHAEFER 200 - TOP 10

1 . . . . . Gary Balough	6 . . . . . Jack Johnson
2 . . . . . Buzzie Reutimann	7 . . . . . Charlie Rudolph
3 . . . . . Frank Cozze	8 . . . . . Dave Leckonby
4 . . . . . Geoff Bodine	9 . . . . . Kenny Brightbill
5 . . . . . Ken Brenn, Jr.	10 . . . . . Mike McLaughlin

MILLER 300 HISTORY

1981—MERV TREICHLER WINS THE 10TH ANNUAL SCHAEFER 200

Oct. 11, 1981.....Merv Treichler added the Schaefer 200 victory to his impressive looking resume of important modified feature wins. He is a past victor at the RoC in Langhorne, the modified race at Daytona and the modified race at Watkins Glen. Treichler pitted on the 55th lap, much later than the other top runners, but worked his way back into the lead. He led 77 of the 125 laps run.

Steve Makocy won the second annual BM&F Sportsman race. Makocy moved from 28th to 1st in 13 laps.

Steve Kinser's time trial record didn't help, as he blew the motor on the 2nd lap of the Syracuse Super Nationals. Doug Wolfgang, after a torrid battle with Sammy Swindell, breezed home the victor in the 63 lap race.

SCHAEFER 200 - TOP 10

1	Merv Treichler	6	C.D. Coville
2	Lou Blaney	7	Ed Delmolino
3	Brett Hearn	8	Larry Brolsma
4	Billy Osmun	9	Tighe Scott
5	Paul Lotier	10	Bobby Malzahn

1982—MERV AGAIN!!!

Oct. 10, 1982.....Merv Treichler won his second Schaefer 200, to become only the 3rd driver to win back-to-back victories in this event. Driving a brand new and untried Troyer modified, Treichler pitted late in the race for fuel and tires. Brett Hearn, Alan Johnson and C.D. Coville were late race contenders, yet Treichler was able to pass them all and win the race. The race took 1 hour and 35 minutes to complete in front of 35,000 race fans.

Pete Bicknell was able to pass Steve Bottcher at the halfway mark and win his first BM&F Small Block Championship. Pre-race favorite, Bob McCreadie was not a factor as he blew his good motor in practice.

Sammy Swindell set a new world's record speed record for a dirt mile over in time trials, 27.824 seconds, and ran the race of his life to win the 63 lap Super Nationals on Saturday.

SCHAEFER 200 - TOP 10

1	Merv Treichler	6	Darrell Welty
2	Alan Johnson	7	Dave Lape
3	Brett Hearn	8	Jack Johnson
4	Will Cagle	9	Scott Tobias
5	Danny Johnson	10	Bob Malzahn

1983—A.J.'S TIRES GO THE DISTANCE THIS YEAR

Oct. 9, 1983.....In 1982, Alan Johnson ran out of tires at the end of the Schaefer 200 and was unable to hold off Merv Treichler. Not so this year, as Alan Johnson was able to hold off the charge of Treichler to win his first Schaefer 200. Many drivers decided to attend the big race at Nazareth National instead of Syracuse, but most of the top names came to Syracuse. Jimmy Horton destroyed two race cars in practice for the Schaefer race. Horton did run and had his best finish ever in the race.

Pete Bicknell battled all race long with Doug Hoffman to win his second straight BM&F Small Block Modified Championship.

For the first time, Sammy Swindell broke the world's record for a dirt mile oval, 27.389 seconds. He dominated the first 31 laps until he collided with Ed Lynch and lost his left rear tire. Doug Wolfgang took command of the race to win his second Super Nationals sprint car race at Syracuse.

SCHAEFER 200 - TOP 10

1	Alan Johnson	6	Rick Jeffrey
2	Merv Treichler	7	Gary Iulg
3	Dave Lape	8	Randy Glenski
4	Charlie Castle	9	Ed Delmolino
5	Jimmy Horton	10	Pete Bicknell

MILLER 300 HISTORY

1984—JACK JOHNSON WINS SCHAEFER 200

Oct. 7, 1984.....Jack Johnson won over $50,000 at Syracuse by winning his second Schaefer 200 event. Johnson dominated the field of 51 starters right from the drop of the green flag. He becomes the first driver in Syracuse history to win in all three races held at the mile in the same year. Last year's winner Alan Johnson was involved in a vicious crash early in the race with Dick Larkin. Only six cars were on the same lap at the finish.

Bob McCreadie went wire to wire to win the Pacific International 320 Modified Championship.

Sammy Swindell lost the world's record time to Rocky Hodges, who posted a speed of 26.776 seconds. However Swindell led every lap to win the Ground Round Super Nationals sprint car race.

SCHAEFER 200 - TOP 10

1	Jack Johnson	6	Jeff Heotzler
2	Carl Collis	7	Harold Bunting
3	Merv Treichler	8	Randy Glenski
4	Tommy Wilson	9	Charlie Rudolph
5	Ken Johnson	10	Dave Lape

1985—HEARN REGAINS TITLE FOR OUT OF STATERS

Oct. 13, 1985.....D.I.R.T. celebrated their 10th year of sanctioning races, while Kinnelon, New Jersey driver Brett Hearn won the Schaefer 200. Bob McCreadie held the early lead and stayed on the track to lead at the halfway point for the $2000 lap money. A late race pit stop ruined his chance of catching Hearn at the finish.

Doug Hoffman won the National Auto Supply 320 Modified Championship to record his 33rd win of the year. Hoffman led all 30 laps.

Sammy Swindell recaptured the world speed record, 26.277 seconds, but had to start 6th, as the top six were inverted. Keith Kauffman led the majority of the newly revised 35 lap race, until Swindell was able to pass for the win.

SCHAEFER 200 - TOP 10

1	Brett Hearn	6	Kenny Tremont
2	Jack Johnson	7	Dave Leckonby
3	Bob McCreadie	8	Jimmy Horton
4	Carl Collis	9	Glenn Fitzcharles
5	Tommy Wilson	10	Charlie Rudolph

MILLER 300 HISTORY

1986—MC CREADIE GAINS A POPULAR VICTORY IN MILLER 200

Oct. 12, 1986.....Watertown's Bob McCreadie won the now renamed Miller American 200 for the first time in front of nearly 60,000 race fans in Syracuse. McCreadie changed his pit strategy this year to his advantage. Last year's winner Brett Hearn had to withdraw from the race after a misplaced exhaust header and hot oil burned his foot. Late in the race Danny Johnson was running second when he broke a rear wheel. He was able to return from the pits, but lost many spots.

Brett Hearn won the National Auto Supply 320 Modified Championship, as the top 5 spots were dominated by big block modified regulars.

Steve Kinser won the 35 lap Ground Round Nationals. A special race for supermodifieds was held so no supermodifieds ran in the Nationals.

Joe Gosek became the first annual 20 lap GP Super Express winner for supermodifieds, leading every lap.

MILLER 200 - TOP 10

1	Bob McCreadie	6	C.D. Coville
2	Billy Pauch	7	Danny Johnson
3	Jack Johnson	8	Ken Johnson
4	Rick Jeffrey	9	Kevin Collins
5	Charlie Rudolph	10	Alan Johnson

1987—HORTON SHAKES HIS "BLACK CAT"

Oct. 11, 1987.....Jimmy Horton finally was able to break his string of bad luck and win the Miller American 300. Horton found himself down a lap in the early going after he was involved in an accident on the third lap. He was able to gain back this lap and go on to victory. Many multiple car crashes shorten the field to 17 running at the finish. The worst of these accidents came on lap 53, when Carl Van Horn was hit exiting the pits and spinning across the track in front of the entire racing field.

Billy Pauch won the National Auto Supply 320/358 modified classic after early leader Jeff Heotzler dropped from the event. This was the first time the 320/358 cars ran under the lights during Super DIRT Week.

The Ground Round Nationals was won by Dave Blaney and the GP Express race went to Gene Lee Gibson.

MILLER 300 - TOP 10

1	Jimmy Horton	6	C.D. Coville
2	Charlie Rudolph	7	Scott Kania
3	Doug Hoffman	8	Billy Pauch
4	Dave Leckonby	9	Ralph Heotzler
5	Brian Stevens	10	Rich Eurich

MILLER 300 HISTORY

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ENDS HIS PERSONAL SYRACUSE JINX WITH A BIG WIN

JIMMY HORTON TOPS MILLER HIGH LIFE 300!

George Smith and Jimmy Horton in Syracuse Miller 300 victory lane.

(Reprinted with permission from Speedway Scene)
BY BUFFY SWANSON

Syracuse, NY—Jimmy Horton of Folsom, NJ a full-time driver who's frequently referred to the New York State Fairgrounds mile as "my black cat" in the past, overcame the odds there last Sunday to score a big win that was way overdue in the prestigious Miller High Life 300 for DIRT Modifieds. Horton, who started 21st, was marginally involved in a fourth turn pile-up on lap 3, and came from a lap down to snag the victory, which was worth $70,685, including lap and A-Plus/Skoal series point monies, contingencies, a winner's ring, a car, and other assorted goodies.

Polesitter Doug Hoffman brought the field down for the start of the 188-lap event followed by Billy Pauch and Elvin Felty. The first yellow, on lap 2, flew for Felty, spun between turns one and two. A massive fourth turn pile-up on the new green was triggered when Tom Mayberry and Danny Johnson made contact. Eleven cars were sucked into the accident scene, including Jimmy Horton, who lost a lap while waiting to be freed from the tangle. Harvey Hainer, Fritz Epright,. Toby Tobias, Jr., two time Syracuse winner Merv Treichler, Steve Bottcher, Frank Cozze, Billy Decker and Mayberry were unable to continue; Danny Johnson managed to make a few more laps, but retired soon after.

The green flag was out on lap 9, and Brett Hearn surged forward to challenge Hoffman, who retained control until lap 13, when he became trapped behind a lapped car. Hearn quickly took over, with Hoffman, Pauch and Bob McCreadie in pursuit; it was Hoffman back on top on lap 23, as Tim Dwyer lost a wheel and veered wildly across the track on the frontstretch. The lead pack barely squeaked through unsacthed (Hearn did make contact), but Dwyer was broadside by Ray Bateman and Jim Begolo, with Elvin Felty also involved. All four were done for the day; Begolo was treated for an arm injury and refused a trip to the hospital. His car was virtually destroyed.

It was during this caution period that Alan Johnson, Horton, Dave Lape, and Dave Leckonby pitted. Horton's crew checked the damage from the previous accident (he lost a bumper and bent a little sheet-metal), gave him a splash of gas, and sent him on his way; Alan took on a set of fresh rear tires.

Hearn jumped out front on the lap 29 restart over Hoffman, McCreadie, Pauch and Mike Romano, before Hoffman used lapped traffic to his advantage this time and retook the lead on lap 41. As Hoffman was about to pass Alan Johnson and put him down a lap, the yellow waved for Rick Jeffrey, who'd lost his roof. All the leaders but Hoffman pitted during this hiatus in the action, which lasted from 49-52.

Hoffman still led, with Lou Blaney (up from 22nd) and Kenny Tremont to follow on the restart, but it wasn't to be: as the field was given the fresh green, Chuck McKee crashed into Carl VanHorn at the pit road exit, sending VanHorn right out into the line of fire. He was kamikazed by Ken Brenn, Tommy

Corellis and Joe Plazek, all of whom wound up in the first turn wall. VanHorn, his car a crumpled ball, miraculously escaped serious injury; the trio of Brenn, Corellis and Plazek were also done, along with Mike Romano, who simultaneously suffered a broken axle. Jack Johnson, who just clipped VanHorn, pitted with sheetmetal damage and a broken fuel-pump fitting; he later returned to the race many laps down. Hoffman, Pauch, Blaney and Rudolph made scheduled pitstops.

Tremont inherited the lead, and led Horton (who was trying to unlap himself), Alan Johnson and Hearn on the lap 61 restart. Tremont hadn't been to the pits and, in fact was planning to go the 188-mile distance on a single stop. His strategy backfired on lap 84, when he ran out of fuel and coasted onto pit road. Horton got his lap back and Alan Johnson was scored the new leader.

The race continued, with Hearn taking second from Bob McCreadie on lap 87, right before his Olsen Merkur lost a right-rear wheel and hit the third-turn wall, adding to the already high attrition rate. Tremont, Horton, Leckonby, Rudolph and Brian Stevens used the caution to pit.

The 92-lap restart saw Alan Johnson, McCreadie, Hoffman and Pauch up front, and that's the way they stayed through lap 100. Alan collected the P&C Food Markets $10,000 bonus for leading at that point. The caution came out again on lap 105, for Kenny Brightbill's lost wheel. Alan, Glenn Fitzcharles, Pauch, Hoffman, McCreadie, Tremont all took the opportunity to pit; another lost wheel, this one Mike Perrotte's, lengthened the break. Pauch lost a lap changing a left-rear flat as the field went green.

It was Horton the new leader at this juncture, with Alan second and Hoffman third. A right-rear flat on McCreadie's car stopped the green once again on lap 115; McCreadie lost a lap in the process of switching skins and pitted again a lap later, which cost him a chance for a second consecutive Syracuse victory.

Ken Tremont, Sr. fine tuning the No. 115 before the big race.

PHOTOS IN THIS SECTION BY: P.J. WEST, BILL MOORE, B&D PHOTO, JIM WOLFORD JR., MEL STETTLER, LORI DUBOIS, MIKE FELTENBERGER, RICH IMLAY, HARRY CELLA, DAVE LUKOWSKI, TOMMY SHELTON, JANE SAUER, R. PHILLIPS, J&H PHOTO, HEIN BROS., BERNIE STUEBGEN.

Time Trials on Thursday were rain shortened. Top six were Doug Hoffman, Billy Pauch, Elvin Felty, Chuck McKee, Brett Hearn and Mike Perrotte.

Horton continued to lead until he ducked into the pits when the caution flew for Jeff Heotzler on lap 121. It was then Alan, Hoffman and Fitzcharles in the top spots; Pauch managed to unlap himself but needed a caution to get back in the game. Fitzcharles, weathering transmission problems most of the afternoon, retired from the picture on lap 133.

Hoffman, turning laps in the 31-second bracket, overtook Alan under green five laps later and turned up the wick in the Leon Conklin 125. Doug held a full straightaway lead when Chuck McKee exploded an engine on lap 144, calling out the caution for a 10th time. Three cars—Hoffman, Alan and Horton—were on the lead lap by then, and Hoffman smoked 'em on the restart. However, a lap later, the right-front shock slider on the 125 machine inched itself off the tower and Hoffman was forced into the pits under green. The shock was rapidly repositioned and he returned to the track, but Doug had forfeited a lap in the process.

This put Alan, the 1983 winner of the event, on the point, with Horton right behind him. Yellow again (on lap 154, for Lin Hough and Kenny Tremont) delayed the action; then Alan, hanging tough up front, broke the right-rear suspension on the Conley-LeFrois 14J and was finished.

And there Horton was, ready and waiting to assume the lead and take the win. He easily remained in control for the remainder of the distance to cross under the checker first. Charlie Rudolph, the only other car on the lead lap, avoided trouble and ran a cautious race to end up second. Hoffman settled for third, a lap down, Dave Leckonby, two laps down, finished fourth, and Brian Stevens was fifth. Billy Pauch, who suffered a right-rear flat, and C.D. Coville gave up top five finishes just laps from the end. 16 of the 50 starters were still running when the flag fell.

Brightbill, Blue Hen Racing crew changes the motor in the No. 30.

Area Auto Racing editor, Lenny Sammon's interviews the pole sitter Doug Hoffman.

A special car wash was created by using a fire hose and a tanker truck full of water.

Syracuse Car Wash as Glenn Smith hoses down the Jimmy Horton Modified.

PHOTO HIGHLIGHTS of the MILLER HIGH LIFE 300...

Leb. Valley regular Mark Quinn lost a wheel going into turn 3 in the pre race warm-ups which causes him to flip. Brother Matt Quinn slides in and helps Mark from his car.

Rudolph's crew checked every fine detail, wiring parts together.

No. 85 Jimmy Horton and crew finishing preparations on car prior to the Miller 300!

Dave Lape and Tommy Wilson discuss going 188 laps.

Steve Bottcher, Jeff Heotzler and Ken Tremont take time to relax.

126—Billy Pauch and crew preparing the car for the feature.

Phil Beaver, Lin Hough, Jeff Heotzler and Billy Decker take the front row in the driver's meeting.

C.D. Coville make the starting field via the "Last Chance" race. C.D. took the win.

Crews make last minute changes along pit row. An early morning rain delayed much of this work.

Frank Cozze's crew finalizes preparations.

Kodak Rep. Marlin Toal presents the pole sitter with a camera and other Kodak gifts.

Jack Johnson chews on the ever present tooth pick.

The field is pushed to the starting grid.

Dave Blaney, fresh off his Ground Round Nationals win the day before, pushes his dad's (Lou Blaney) modified to the starting grid.

Time to mount up for a day's worth of work.

The field of 52 is put in motion with the command "Gentlemen start your engines"

The field rolls off the starting line lead by Hoffman (125) and Pauch (126).

The start of the Miller 300.

Lap No. 1 finds Jimmy Horton passing the A-1 of Ray Bateman down the back stretch.

Elvin Felty leads Hearn into turn 2. Hearn grabbed 3rd from Felty at the end of the first lap.

Lin Hough, Billy Decker and Frank Cozze were involved also.

Further back towards turn three the cars of Merv Treichler (73), Dick Tobias (17) and Tom Mayberry (1) are involved in still another crash on the second lap.

Danny Johnson is forced to pit after being involved in the accident. Danny exited the race one lap later.

Jimmy Horton's Modified shows damage from the tangle.

Lapped traffic plays a big part in Hearn completing his pass.

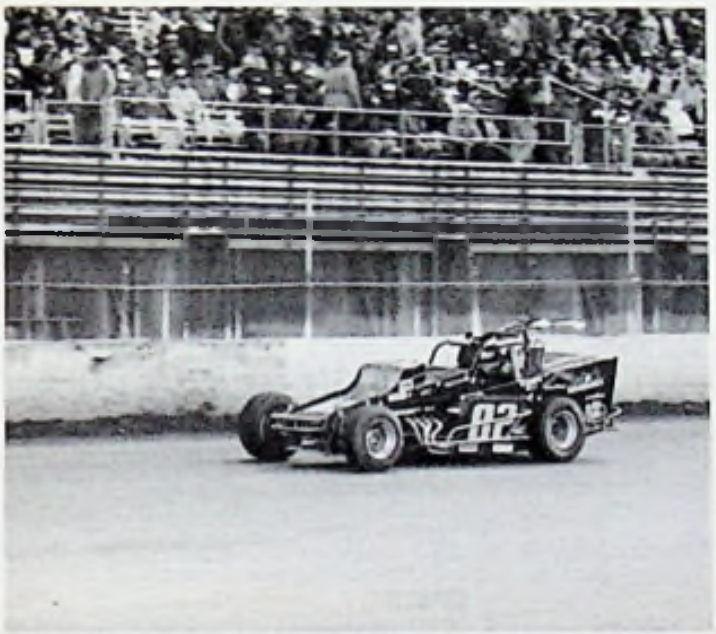
Dicing for the lead, Doug Hoffman and Brett Hearn come up on the lapped car of Eddie Marshall. Hearn tapped the rear of Marshall but kept the lead.

Bob McCreadie passes Billy Pauch for third.

Coming out of the fourth turn Begolo (16), Dwyer (1A) and Bateman (A1) tangle causing the rest of the field to dodge tires, cars and debris.

Bob McCreadie continued to run third just in front of the pack.

While Brett Hearn and Hoffman pulled away. Hoffman got underneatl Hearn for the lead on lap 42.



High speed running caused the roof section to be blown off the Rick Jeffery Modified. The yellow as displayed for debris on the track (Lap 50).

Bob McCreadie and Brett Hearn pit. They are boxed in by the No. 35 of Mike Perrotte.

Jack Johnson's pit stop was longer due to a broken fuel pump.

Chuck McKee's pit stop ends in tragedy. As McKee pulled out, he came in contact with the No. 71e of Carl Van Horn.

Pit row official Art Darling tries to slow down the on coming field now under green.

Van Horn spins into the middle of the speedway in front of a charging pack of racers.

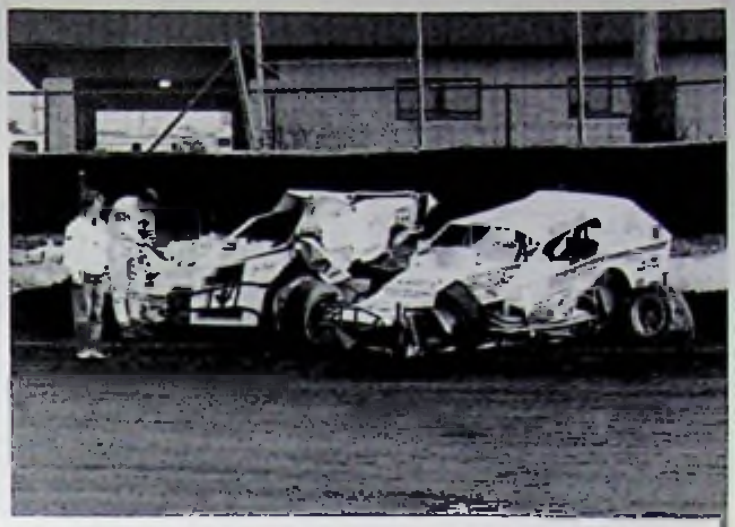
Contact by Joe Plazek No. 1 and Tom Corellis No. 57 is made with Van Horn, as No. 19, McKee sits helpless in pit row exit.

IMPACT!

Safety crew member rushes to Van Horn's destroyed race car.

Many fears are relieved after Van Horn climbed from his car uninjured.

The McKee car front end was twisted, but the crew repaired the damages as McKee returned to the race many laps down.



The damage caused to Plazek No. 1 and Corellis No. 57. After each hit Van Horn, they came together down the track.

Ken Brenn ends his day after being involved in the first turn crash with the Van Horn car.

Removing the remains of a destroyed racer.

Both the Plazek and Corellis cars were towed pit side.

Ken Tremont pulled out to the lead on the restart. Here he races with C.D. Coville.

Alan Johnson (14J), Brett Hearn (20) and Bob McCreadie (9) charge off in pursuit of Kenny Tremont, who had a 10 second lead on the pack.

30 Kenny Brightbill fights off the 125 Doug Hoffman in turn 2.

Tremont stretches his lead as he tries to go to lap 100 without a pit stop.

Lap 80 finds Alan Johnson holding off Bob McCreadie in traffic.

Tremont ran out of fuel before lap 100. Horton was able to gain back his lap he lost on lap 2, by unlapping himself.

Doug Hoffman tries an inside move on Bob McCreadie with no success as these two run second and third.

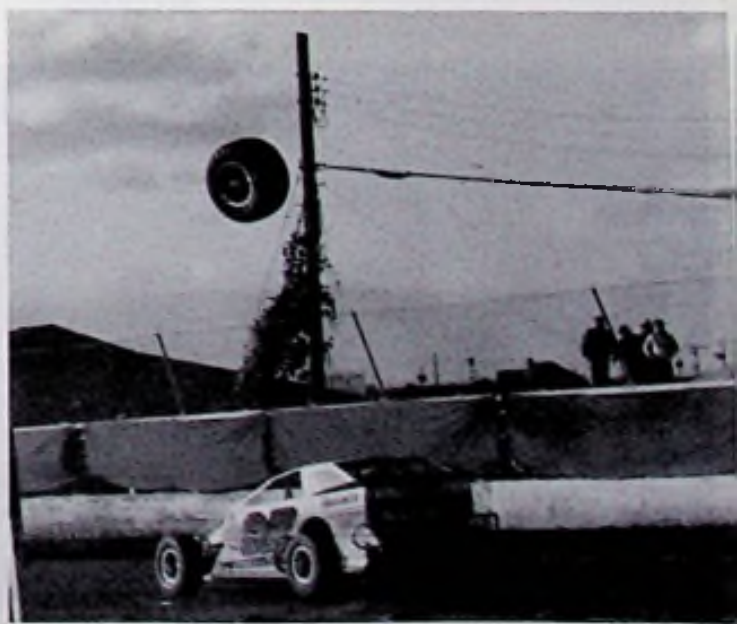
On lap 92, the No. 20 of Brett Hearn lost his right rear wheel and...

...Hit the wall, ending his race.

Horton took advantage of the caution to pit.

Alan Johnson grabbed the lead and lead lap 100 to collect the P&C Foods $10,000 lap leader award.

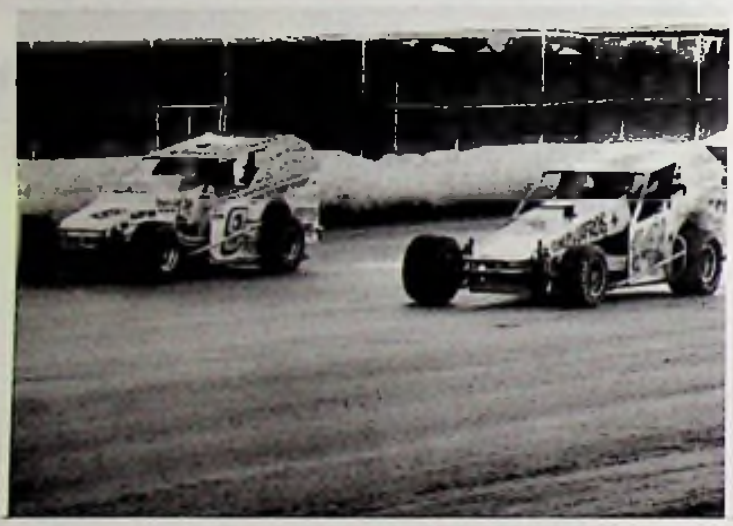
Jeff Heotzler (74) loses his left rear and drove off the middle of the back straight as his wheel went...



...Flying!!

No. 3—Stephen Behrent started to smoke after A.J. put him down another lap.

Kenny Brightbill loses his left rear wheel on lap 102, retiring from the race.



Alan indicates to his pit crew under caution that he will be pitting on the next lap.

Mike Perrotte loses a wheel in the third turn after his pit stop.

Leader Alan Johnson stayed just ahead of the battling 72 Charlie Rudolph and Doug Hoffman on lap 120.

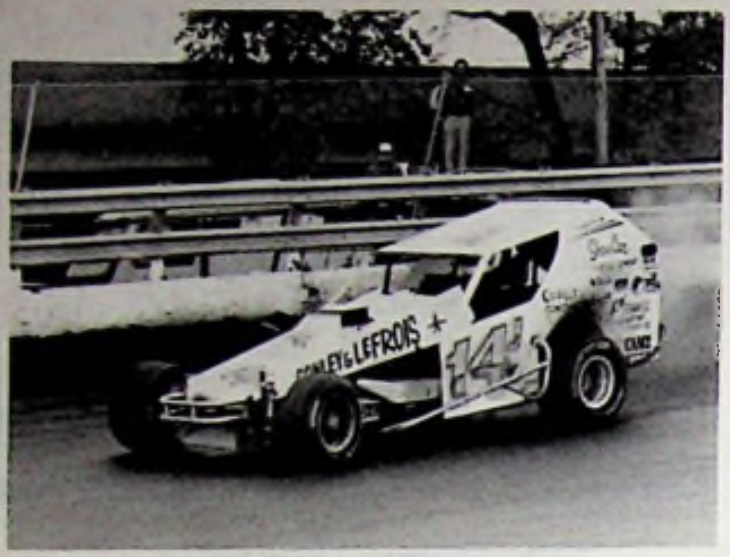
Alan Johnson with a severe push in the front end with Doug Hoffman keeping the pressure on.

Bob McCreadie about to be passed by Horton.

Doug Hoffman's great run came to an end after the left front shock mount broke. The fixed the damge and Hoffman returned a lap down.

Leader Alan Johnson safely passes the No. 19 Miller American Modified of Chuck McKee. McKee blew the motor and brought out the yellow on lap 146.

Alan Johnson leads a charging Jimmy Horton.



While leading Alan's rear suspension let go snatching victory from his grasp just 20 laps from the finish.

Johnson makes it to the pits.

Jimmy Horton grabbed the lead. Here he laps the 82 of Rick Jeffery. Jeffery's car now has the Begolo roof installed.

Jack Johnson suffered from a broken fuel pump early in the race and lost many laps in the pits. He ran strong near the end of the event.

With just 4 laps remaining Billy Pauch enters the pits with a destroyed right rear.

Jimmy Horton takes the white flag as he laps 444 Brian Stevens.

The Horton crew awaits. Then...

Going for the checkered flag, Jimmy Horton wins the Miller High Life 300.

The joy of victory.

A happy crew greets Horton on his way to be weighed in.

A happy crowd greets a tired Horton.

Jimmy Horton and his family are all smiles after winning the Miller 300 at Syracuse.

Jimmy received 100 Skoal racing sm points for his victory.

Jim receives the keys to his new Chevrolet Monte Carlo.

To the victor goes the $3000 diamond ring from Cook Jewelers.

A.J. receives $500 for leading lap 94 Cam2.

A.J. picks up $10,000 from P&C for lap 100.

Scott Kania won $1000 from Freihofer's as rookie of the race.

It's Miller Time!!

OFFICIAL FINISH—MILLER HIGH LIFE 300—NYSFG—OCTOBER 11, 1987

FIN.	STR.	CAR	DRIVER/HOMETOWN	LAPS	REASON OUT
1	21	85	*Jimmy Horton, Hammonton, NJ	188	Running
2	40	72	*Charlie Rudolph, Ransomville, NY	188	Running
3	1	125	Doug Hoffman, Allentown, PA	187	Running
4	42	66	Dave Leckonby, W. Sand Lake, NY	186	Running
5	37	444	Brian Stevens, St. Catharines, Ont.	186	Running
6	47	61	C.D. Coville, Clifton Park, NY	185	Running
7	27	71	Scott Kania, Ferndale, PA	185	Running
8	2	126	*Billy Pauch, Stockton, NJ	185	Running
9	36	87	Ralph Heotzler, Wallkill, NY	185	Running
10	46	70	Rich Eurich, Johnson, NY	184	Running
11	29	115	Ken Tremont, Jr., W. Sand Lake, NY	183	Running
12	50	22	Dave Lape, Canajoharie, NY	181	Running
13	19	117	*Lin Hough, Bath, NY	178	Running
14	43	82	Rick Jeffrey, Prospect, KY	177	Running
15	39	36	Phil Beaver, Canajoharie, NY	176	Running
16	49	78	Maynard Forrette, Amsterdam, NY	175	Running
17	6	35	Mike Perrotte, Morrisonville, NY	170	Running
18	17	14	*Alan Johnson, Phelps, NY	168	Suspen.
19	13	12	*Jack Johnson, Duanesburg, NY	155	Flat Tire
20	7	9	Bob McCreadie, Watertown, NY	148	Mechanical
21	34	41	*Real LaFrance, St. Domnque, Canada	134	Rear End
22	16	38	Glenn Fitzcharles, Pottstown, PA	133	Drive Shaft
23	23	113	Tom Wilson, Waterville, NY	130	Trans.
24	8	3	Stephen Behrent, Florida, NY	127	Oil Leak
25	10	30	*Kenny Brightbill, Sinking Sp., PA	105	Broken Hub
26	35	94	Jeff Heotzler, Wallkill, NY	98	Accident
27	5	20	*Brett Hearn, Kinnelon, NJ	97	Broken Hub
28	22	10	*Lou Blaney, Hartford, OH	78	Brakes
29	4	19	Chuck McKee, Middletown, NY	76	Engine
30	45	95	Meme DeSantis, Temple, PA	75	Engine
31	9	97	Mike Romano, Johnstown, NY	53	Rear Axle
32	30	15	Joe Plazek, Ontario Canada	53	Accident
33	31	57	¢Tommy Corellis, E. Greenbush, NY	53	Accident
34	38	24	Ken Brenn, Jr., Warren, NJ	52	Accident
35	48	77	Carl Van Horn, Phillipsburg, NJ	51	Accident
36	44	98	Eddie Marshall, Pound Ridge, NY	36	Engine
37	24	31	Chuck Akulis, Windsor, NY	24	Handling
38	41	21	Tim Dwyer, Gloversville, NY	21	Accident
39	20	7	Ray Bateman, Ringoes, NJ	21	Accident
40	3	86	Elvin Felty, Lebanon, PA	20	Accident
41	28	16	Jim Begolo, Thornhold Ont. Can.	20	Accident
42	12	01	*Danny Johnson, Clifton Spgs., NY	12	Accident
43	11	1	Tom Mayberry, Sellersville, PA	3	Accident
44	15	91	Billy Decker, Franklin, NY	3	Accident
45	14	44	*Frank Cozze, Wind Gap, PA	3	Accident
46	18	99	Steve Bottcher, Lehighton, PA	3	Accident
47	26	73	Merv Treichler, Sanborn, NY	3	Accident
48	25	17	Toby Tobias, Jr., Lebanon, PA	3	Accident
49	32	74	*Fritz Epright, Sommerville, NJ	3	Accident
50	33	11	*Harvey Hainer, St. Catharines, Ont.	3	Accident

LAP LEADERS: 125—Doug Hoffman 1-13, 20—Brett Hearn 14-22, 125—Doug Hoffman 23-28, 20—Brett Hearn 29-40, 125—Doug Hoffman 41-54, 115—Ken Tremont 55-84, 14J—Alan Johnson 85-107, 9—Bob McCreadie 108, 85—Jim Horton 109-122, 14J—Alan Johnson 123-137, 125—Doug Hoffman 138-147, 14J—Alan Johnson 148-168, 85—Jim Horton 169-188.

LEAD CHANGES: 12 times among six drivers FASTEST QUALIFIER—Bob McCreadie 31.120.

ELAPSED TIME: 2 hours—15 minutes—20 seconds

MARGIN OF VICTORY: 28 seconds.

PRESS AWARD VOTE: Dave Lape HARD LUCK AWARD:

BEST APPEARING CAR AND CREW: Scot Kania No. 71.

FASTEST QUALIFYING ROOKIE: Mike Perrotte

ROOKIE OF THE RACE: Scott Kania (Freihofer Award)

KEY BANK CAR AWARD: U.S. $1000.00 Savings Bond: Les Katona.

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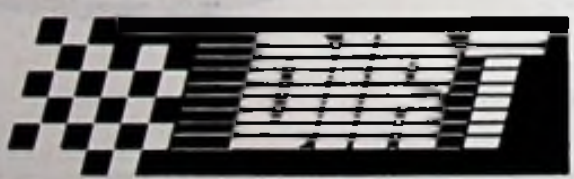

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BEHIND THE SCENES..... BESIDE THE DRIVER....BY JACKIE LAPE

Racing is an expensive sport. Not a sport the average 9 to 5 person can easily be competitive in. With new technology and inovations racing costs continue to rise. Money and gaining sponsorship has become more important than ever to drivers. As the saying goes "Speed Costs."

I thought it might be interesting to a race fan to learn about some of the costs involved in racing. Knowing what things cost may allow you to better understand racing as well as drivers and owners reactions to some racing happenings. So, I made a list of race car components and other necessary items and asked David about their average prices.

The following is what we came up with:

Chassis	$1,800
New Style Body	$2,000
Rear	1,500
Transmission	1,200
Front Axle	160
Radiator	300
Radius Rods w/hiems	300
Shocks—4	500
Springs—2	120
Brakes—4	500
Hubs—4	400
Torsion Bars—2	140
Fuel Cell	700
Seat	100
Gauges	100
Wheels—4	960
Tires—4	560
	Total $11,340
Motor	$15,000—$20,000
(DEPENDS ON HOW FAST YOU WANT TO GO)	
DRIVERS: Suit	$500
Helmet	400
Gloves	60
Shoes	90
Tearoffs-year	100
	TOTAL $1,150
MISC. ITEMS:	
GAS—$3/gal	$2,000/Yr.
Spare parts, gears, motor oil, gear oil, spark plugs, air filters, tools, jack, generator, port-a-power—$8,000.	
Truck to haul race car:	
Heavy Duty Crew Cab	$25,000
Enclosed Trailer for Race Car	$6,000 to 12,000
Race Car/Trailer Lettering Paint Job	500
Traveling Money—gas, tolls, hotels	$200/Week
Pit Passes/Entry Fees	$2,000/Year

As you can tell by adding these costs up, depending on the quality of equipment, a competitive DIRT race team needs 50 to 80 thousand dollars a year to operate! I did not even mention any labor costs. Most teams have 5 pit crew members who work on the race cars on their own free time. Imagine the hours that go in to building, maintaining, and racing and having to pay 5 men to do it!

With this information you can better understand just what is involved for a driver and his team. It is an expensive and competitive business with team enthusiasm and cooperation being a vital component. It takes the interest and dedication of all involved to be a winning team, plus as you can see a lot of money!

N.Y.S. FAIRGROUNDS MEETS NEW AND IMPROVED TEST

Syracuse, NY...Fans attending this year's Super DIRT Week XVII will find many changes at the mile oval. Efforts have been made to improve the fans' view of the speedway, by redoing the infield area. Campers can no longer park up next to the fence near the track. They must be back from this fence to help all of the race fans view. The infield area has started to be lowered in spots to also help maintain the best view of the entire speedway surface.

Fans will also have more manufacturer's displays to see. The addition of manufacturer's row on the back pit fence will also benefit the race teams. All contingency sponsors on the Skoal Racing sm Super DIRT Series-Aplus winners Classic Qualifying trail will receive space in this area to support and supply the race teams with their product technology. Fans will have a chance to see how these teams are serviced. Bilstein has already stated that they will have their representatives there to test and check shock absorber specifications and performance for all teams.

Campers who prefer the outside area will find many new hookup locations available, providing electrical and water services. The New York State Fair has taken pride over the years in also maintaining the best restroom facilities, including showers areas for those camping at the fairgrounds.

A bigger and better VIP area awaits the many supports of DIRT track racing. Complete with food and drink, this area becomes a place to relax for all VIP guests. Many lucky fans have won tickets through Skoal drawings at Skoal Racing sm Super DIRT Series races to allow them the use of this area

The lighting system at the mile has been gone ove. thoroughly to aim the high intensity lights more at the racing surface. These lights will come into play when the National Auto Supply 320-358 Modified Championship goes to the line at 7 p.m., Saturday, October 8th. The lights will also be available if needed due to weather delays in the schedule on Thursday, Friday and Saturday.

This year's schedule will find time trials topping the racing bill on both Thursday and Friday. On Thursday the front six rows in the Miller High Life 300 will be locked in, as well as time trials for the 320-358 modified teams. Friday sees the clocks on the modifieds and the World of Outlaw sprinters. Saturday finds four races on the card. Starting with supermodified time trials in the morning, fans can prepare for the sprint car "B" main at 2:15 p.m. The running of the Universal Joint Sales Supermodified Classic follows at 2:45 p.m.. Immediately following the supermodified race, the Ground Round Nationals for sprint cars will take to the mile at 4 p.m. At 6 p.m. the running of the Aplus Winners Classic for modified cars takes to the track. This race will pit the preferred starters for the Miller High Life 300 against each other in a 15 lap sprint, paying $3,000 to the winner. This race will be followed at 7 p.m. with the running of the National Auto Supply 320-358 Modified Championship under the lights. On Sunday, after opening ceremonies, the Miller High Life 300 takes to the track at 2 p.m. This race should be completed by 5 p.m., allowing the fans a chance to get home and get enough sleep for work on Monday.

Fans will also find grandstands seats on sale for Super DIRT Week XVIII, 1989. Ticket sales have being at an all time record pace for the running of this year's Super DIRT Week activities. Fans, who want the same seats next year, are encouraged to buy their tickets for next year at the track. Fans who have yet to purchase tickets for this year's race will find a number of bleacher seats available on race day, on a first come basis.

Be part of a super Super DIRT Week XVII, October 5th-9th, 1988.

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TO CHALLENGE THE MILE
A PROFILE OF PAT WARD

BY JON & COLLEEN BAUMANN

For most drivers Syracuse is the ultimate challenge. The biggest, the best, the most dangerous they will ever be involved with. Some go in with blind expectations and little else. Others prepare with the right tools and equipment, hoping that this will be their moment of glory.

Still others see Syracuse for exactly what it is. A test of survival with no guarantees. Just a speedway of broken dreams. Pat Ward, the newest star on the DIRT circuit, notes his goals are simple, "I plan to run as hard as I can and do the best that I can." Nothing lofty, and with good reason.

When it comes to the moody mile, Pat minces no words, "I don't like it at all. I've never really been there with any kind of equipment, though. With a new car that's a little smoother and easier to handle, I just might like it a lot more than I think."

Pat will debut that brand new car here this weekend. The new chassis will be out of the Show Car Speed Shop, Pat's employer, with an engine purchased from Alan Johnson during the summer.

Pat's father, Bud, a former driver himself, notes that, "Pat's only been to Syracuse twice and he hasn't been there in the last 6 or 7 years." In fact, the guaranteed starting spot that Pat earned at Rolling Wheels earlier this year, which simply means that Pat must turn within one second of the 30th fastest time to make the Miller 300 field, played a big factor in Pat even attempting to race in the 300, according to Bud. "We hadn't really planned on going because it costs too much to run at Syracuse. We don't have the kind of money necessary."

Pat explains, "I just hope to turn within one second of the top 30 to make the field. That will still be pretty tough because I'm not going to have a great motor. I've got a decent motor but it's not a Hutter or nothing like that. I'm just hoping the car will handle well enough so I can get within a second of even making the field right now."

The lack of a big budget can be overcome in certain cases. "I've got a really hard working crew. Without them, I'd go nowhere," Pat notes. "We know we lack a lot of money and stuff in equipment but we just make up for it with harder work than most people can imagine."

The workload of the low buck operation is staggering. "We have to build our own tranny, our own motors, our own rear ends, our own bodies, our own frame." Pat continues, "We do everything ourselves by hand and that's the only way we can do it to be competitive because we can't afford to buy the good stuff."

The team's hard work has paid off this year with feature wins at Penn Can, Dundee and Fonda Speedways. Along the way this extremely likeable 31 year old has picked up a throng of fans at race tracks around the Northeast. "It feels great. Hey, I'll tell ya, having the fans behind you is just that much more of a bonus," Pat relates.

That fan support is the icing on the cake of a season that hundreds of drivers can only hope for. "To win 5 races in a year for somebody like me is pretty tough. This is a year that even top teams would dream about having." Pat adds, "I don't know if I can go any further or not but I'm going to work even harder over the winter to make sure I try anyway."

Pat became interested in the sport as early as his father's racing career dominated Pat's life. "I went to the races with him probably since I was 5 years old so I just couldn't wait till I could get behind the wheel."

Pat started driving at the age of 16 in the late model division, switched to modifieds two years later and never looked back. His progress has been constant, as Pat's father points out, "He's improved every year. He came from a 12th place finisher to an 8th place finisher to a top five finisher and, last year, he started winning races. This year he's been a top three finisher pretty near regular."

Yet the difference between a top three finisher and a driver with double diget feature wins is money. "It's a financial thing now. I think Pat's reached his peak as a driver." Bud notes, "He needs more money for better equipment. Like everybody else, he needs sponsorship."

Pat echos his father's remarks, "I think I can run with anybody. I just need that little extra money to get over the top. I don't know if I can do any better next year without coming along with some main sponsorship or something to top this year."

Pat is quick to point out that driving talent isn't the only reason why he's been so successful this year. Pat's boss at Show Car, Tony Burgos has, as Pat puts it, "worked his butt off for me." Tanner Roofing is the only sponsor that has contributed some dollars to Pat's cause while King's Ferry Pizzaria helps out with a new tire now and then.

Of course the support of his loved ones, his friends, those that help work on the car, can not be measured. Without them, Pat knows there would be no success. Yet that is one reason why Pat himself is so popular.

He is a person who has all the qualities you want in a person. Always friendly, somewhat soft spoken, maybe just a bit shy, Pat has made it in this sport through hard work and talent. He's put in the time to become a success. It's no wonder why Pat is the latest fan favorite on DIRT.

So he comes to Syracuse simply to do his best. No pressure, just a commitment. "We're going to have fun but we're going to do our darndest to make the show too." Expect no miracles, no dreams come true. Just a chance to make the big show and, if things go Pat's way, just a sense of satisfaction and accomplishment for a man who deserves it all.

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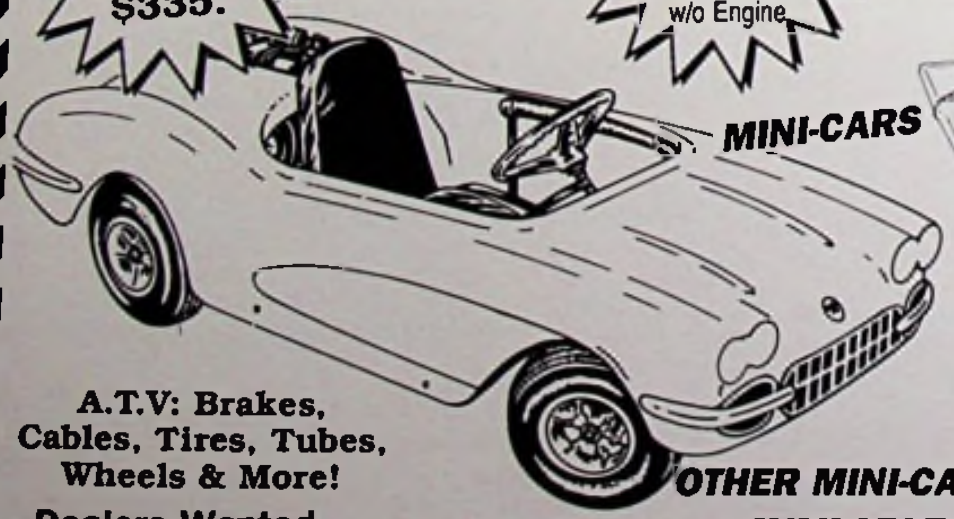

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APLUS MINI-MARKETS NEW SPONSOR OF THE WINNERS CLASSIC FOR MODIFIEDS

Aplus Mini-Markets have taken over the sponsorship of the winners classic for modifieds. This 15 lap race pits the winners and qualifiers from point and non-point Skoal Racing sm Super DIRT Series races held throughout the summer months. This year's series included the first ever D.I.R.T. Asphalt Challenge held in August at Cayuga International Speedway in Nelles Corners, Ontario, Canada.

A starting field of 28 drivers will take the green flag in this $3,000 to win classic. The starting line up for this race will be determined by a draw held prior to the start of the race. Drivers will be given a chance to see were they will start based on the status of their Syracuse spot. The pole will go to Danny Johnson by virtue of earning three series point victories. Three drivers will have a chance to draw for positions 2 to 4; Jack Johnson, Alan Johnson and Kenny Tremont. All three of them earned two series victories each. Postions 5 to 10 will be drawn by six drivers, each who has earned one point victory in the Series; Doug Hoffman, Charlie Rudolph, Richie Eurich, Kenny Brightbill, Jack Cottrell and Brett Hearn.

Filling in the next five spots, by draw, will be those drivers who earned a starting spot but did not win a qualifier. These drivers include Dick Larkin, Billy Decker, Pat Ward, Frank Cozze and Johnny Strupp. Spots 16 and 17 will be drawn by Billy Pauch and Bob Wearing, each of who has won two non-point qualifiers. Spots 18, 19, 20, 21 and 22 come down to Bob Krauss, Tom Capie, Lou Blaney and the winners of the qualifiers at Buckeye and Hagerstown. Should a driver who has already won win at either of these two track, the line up status from 16th back will change some. The next group to draw will be those drivers who have spots, but not victories, in non-point events. This group includes Scott Gurdak, Richie Pratt and Pete Bicknell.

Bringing up the rear will be Gary Wright by virtue of his D.I.R.T. South title, along with Martin Roy Jr. and Ronald LaDuc, the two top finishing Canadians from the Quebec Series events. This should complete the 28 car starting field for the Aplus Winners Classic. This race is scheduled to start on Saturday, October 8th, at 6 p.m.

PAST WINNERS CLASSIC WINNERS

1981	Jack Johnson
1982	Merv Triechler
1983	Ken Brenn Jr.
1984	Jack Johnson
1985	Bob McCreadie
1986	Brett Hearn
1987	Brett Hearn

FREIHOFER'S $1,500 TO TOP ROOKIE

Syracuse, NY...For the fourth consecutive year the Freihofer's Company will be sponsoring the Miller High Life 300 Rookie of the Race award. In past year's the race rookie won $1,000. This year Freihofer's is sweetening the pot to $1,500.

This year's rookie winner will have to be sharp all weekend long, as the rookie award depends not only on race results, but also on qualifying time trials. Past winners of the Freihofer's award can testify just how important the qualifying can be to increase your chances of taking home the $1,500 prize.

Freihofer's has been supplying Drivers Independent Race Tracks over the past nine years with rolls and other great baked goods. Their chocolate chip cookies are famous for winning a State wide taste test. Freihofer's is the official Supplier of Baked Goods on the D.I.R.T. Circuit and surely will remain this supplier in the future, as quality shines through.

FREIHOFER'S MILLER HIGH LIFE 300 ROOKIE OF THE RACE WINNERS

1973	Billy Wilson
1974	Tighe Scott
1975	B.C. Wood
1976	Howie Cronce
1977	Elvin Felty
1978	Brett Hearn
1979	Anthony Ferraiuolo
1980	Charlie Rudolph
1981	Nick Schlauch
1982	Ricky Wright
1983	Pete Bicknell
1984	Ken Johnson
1985	Bobby Wilkins
1986	Tom Mayberry
1987	Scott Kania

ZEP KEEPS SUPER DIRT WEEK CLEAN

Syracuse, NY...D.I.R.T. track racing can be a dirty business. The elements that help to make for some of the best automobile racing around also wear heavily on the parts used in these ultra fast machines. Grease, oil, dirt and grim can all cause parts failures and create a DNF report at the end of a race.

ZEP Manufacturing will be providing the answers to many of the race teams worries about these problems by providing parts washers and power spray equipment during Super DIRT Week XVII. The race teams are invited to use these washers and see for themselves the difference ZEP can make when it comes to keeping a race car healthy.

ZEP will also have a number of hand cleaning stations open in the pit area to make the mechanics' lives easier. The theme that has driven ZEP for the past 52 years is one of leadership, productivity and customer satisfaction. ZEP's 34 locations serve all 50 States with the latest in chemical cleaning and maintenance. Their Research and Development staff has a combined 300 years plus in the chemical specialties industry, making ZEP a leader in new product development and chemical safety.

ZEP will also be awarding a parts washer to the winner of all four major races run during Super DIRT Week, each valued at $500. With ZEP's help Super DIRT Week will be extra clean, as ZEP "cleans America and throughout the world."

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WINNERS CLASSIC

SYRACUSE, N.Y.
OCTOBER 8, 1988

Clockwise from upper left: Jack Johnson, Danny Johnson, Alan Johnson, Kenny Brightbill, Brett Hearn, Billy Decker, Johnny Strupp, Dickie Larkin, Frank Cozze, Kenny Tremont, Pat Ward and Jack Cottrell

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POINT QUALIFIERS

FLEMINGTON	JACK JOHNSON
LEBANON VALLEY	KENNY TREMONT
NEW YORK STATE FAIR	DICK LARKIN
AUTODROME DRUMMOND	DANNY JOHNSON
AUTODROME GRANBY	FRANK COZZE
CAN-AM INT'L	DOUG HOFFMAN
CANANDAIGUA	CHARLIE RUDOLPH
ORANGE COUNTY FAIR	RICHIE EURICH
MERRITTVILLE	ALAN JOHNSON
RANSOMVILLE	KENNY BRIGHTBILL
FONDA	BRETT HEARN
ROLLING WHEELS	PAT WARD
CAYUGA INT'L	JACK COTTRELL
CAYUGA COUNTY	BILLY DECKER
NAZARETH	JOHN STRUP

NON-POINT QUALIFIERS

SPEEDWAY 7	BOB KRAUSS
WILLIAMS GROVE	BILLY PAUCH
GEORGETOWN	TOM CAPIE
LERNERVILLE	BOB WEARING
PENNSYLVANIA MOTOR	SCOTT GURDAK
SHARON	LOU BLANEY
BRIDGEPORT	RICHIE PRATT
HUMBERSTONE	PETE BICKNELL
BUCKEYE	Sept. 19
HAGERSTOWN	Oct. 2

OTHER QUALIFIERS

D.I.R.T. SOUTH CHAMPION	GARY WRIGHT
TOP CANADIAN AT DRUMMOND	MARTIN ROY JR.
TOP CANADIAN AT GRANBY	RONALD LADUC
N.Y.S. FAIR (LABOR DAY)	Oct. 2

Leaders at the halfway point in the Skoal Racing Super DIRT Series were gathered together at Ransomville. PHIL CZARNECKI PHOTO

Danny Johnson signs some autographs to his admiring fans. In the past several seasons, Danny has become one of the superstars on the DIRT circuit. DON FEST PHOTO

FLEMINGTON FAIR SPEEDWAY

May 30,1988 **Paul Kuhl, Promoter**

WINNER-GUARANT. STAR.: JACK JOHNSON

Jack Johnson went flag to flag in the caution filled Skoal Racing sm Super DIRT Series-Aplus Winners Classic Qualifier. Twelve caution flags slowed the event. Johnson held off repeated charges by Doug Hoffman, Fritz Epright, Danny Johnson, Billy Pauch and Chip Slocum, to win the first point race of the series.

1.Jack Johnson
2.Danny Johnson
3.Billy Pauch
4.Frank Cozze
5.Mike Romano
6.Doug Hoffman
7.Kenny Tremont
8.Rich Polenz
9.Rick Holden
10.Alan Johnson

LEBANON VALLEY SPEEDWAY

June 28, 1988 **Howie Commander, Promoter**

WINNER-GUARANT. STAR.: KENNY TREMONT

In the second point race of the season, Kenny Tremont repeated Jack Johnson's feat of leading all 88 laps to win a Skoal Racing sm Super DIRT Series race. Jack Johnson was a factor at Lebanon Valley, as he repeatedly tried to pass John Flach for third, to no avail. Kevin Collins, starting 18th, came home in fifth with the roof buckled on his new style modified. Jack Johnson maintained his Series point lead over Tremont.

1. Kenny Tremont
2. Richie Eurich
3. John Flach Jr.
4. Jack Johnson
5. Kevin Collins
6. Billy Decker
7. Frank Cozze
8. Kenny Brightbill
9. John Hewitt
10. Doug Hoffman

NEW YORK STATE FAIRGROUNDS

July 1, 1988 **Glenn Donnelly, Promoter**

WINNER: KENNY TREMONT

GUARANTEED STARTER: DICK LARKIN

Brett Hearn debuted his new Olsen Probe to the crowd at Syracuse, when 32 race teams descended on the mile for the third round of the Skoal Racing sm Super DIRT Series-Aplus Winners Classic Qualifiers Trail. Dick Larkin drew the outside pole and started to walk away from the field. Hearn's efforts ended on lap eight, when he came to a stop in turn two. Kenny Tremont ran down Larkin and with just two laps to go passed Larkin going into lapped traffic. Larkin's second place gave him the spot for the Aplus Winners Classic. Tremont was able to grab the Series point lead.

1. Kenny Tremont
2. Dick Larkin
3. Kenny Brightbill
4. Jack Cottrell
5. Frank Cozze
6. Jack Johnson
7. Eddie Marshall
8. Charlie Rudolph
9. Billy Decker
10. Jeff Heotzler

Jack Johnson started the Skoal series off with a win at Flemington. MEL STETTLER PHOTO

The Lebanon Valley Speedway qualifier went to Kenny Tremont. matt buda photo

It was an all Lebanon sweep at Syracuse on July 4th weekend as Ken Tremont won the qualifier and Dickie Larkin got the qualifying spot. BILL MOORE PHOTO

AUTODROME GRANBY

July 11, 1988 **Bob Gatien, Promoter**

WINNER-GUARAN. STAR.: DANNY JOHNSON

Canadian GUARANT. STAR.: RONALD LeDUC

anny Johnson's crew fought off an intense pit fire to save their Troyer Cavalier. Their efforts were rewarded with a victory for the younger Johnson in round four of this year's Skoal Racing sm Super DIRT Series. Danny grabbed the lead on lap nine and was never headed again, as he found off an overheating problem. Marcel LaFrance destroyed his new style bodied modified after hitting the third turn wall.

Danny Johnson
2. Doug Hoffman
3. Jack Johnson
4. Kenny Tremont
5. Pete Bicknell
6. Frank Cozze
7. Billy Decker
8. Kenny Brightbill
9. Kevin Collins
10. Jack Cottrell

AUTODROME DRUMMOND

July 12, 1988 **Jacques Lambert, Promoter**

WINNER: DANNY JOHNSON

GUARANTEED STARTER: FRANK COZZE

CANADIAN GUARANT. STAR.: MARTIN ROY, JR.

A lot of passing and one of the most competitive races in this year's Series were the highlights of the Autodrome Drummond qualifier. Danny Johnson, suffering from a cracked engine block, grabbed the lead with eight laps to go, to win his second Quebec based Skoal Racing sm Super DIRT Series race. Danny's crew poured Folgers Coffee in the radiator to help seal the cracked block and salvage the victory.

1. Danny Johnson
2. Frank Cozze
3. Brett Hearn
4. Billy Decker
5. Kenny Tremont
6. Jack Cottrell
7. Richie Eurich
8. Kenny Brightbill
9. Martin Roy Jr.
10. Rene Clair

CAN-AM INTERNATIONAL SPEEDWAY

July 19, 1988 **Andy Fusco & Dave Lape, Promoters**

WINNER-GUARANT. STAR.: DOUG HOFFMAN

One of the biggest fields of modifieds assembled this year, 61 cars in all, descended on the first ever Can-Am Skoal Racing sm Super DIRT Series event. LAPCO enterprises assembled on of the best promotions of the year on the Skoal Racing sm Trail, with heat race sponsors and many special awards. Doug Hoffman lead most of the race, as Jack Johnson and Danny Johnson ran into mechanical problems. Hoffman cruised to a straight away advantage over Charlie Rudolph.

1. Doug Hoffman
2. Charlie Rudolph
3. Brett Hearn
4. Jack Cottrell
5. Jimmy Begolo
6. Jim Rajczi
7. Charlie Wilbur
8. Pat O'Brien
9. Richie Eurich
10. Pat Ward

Autodrome Granby top three were Danny Johson, Doug Hoffman and Jack Johnson. ANDRE YASKIN PHOTO

Autodrome Drummond top three included Danny Johnson, Brett Hearn and Frank Cozze. ANDRE YAKSIN PHOTO

The top three at CanAm, Doug Hoffman (ctr), Charlie Rudolph (right) and Brett Hearn (left). BILL MOORE PHOTO

CANANDAIGUA SPEEDWAY

July 20, 1988 **Glenn Donnelly, Promoter**

WINNER-GUARANT. STAR.: CHARLIE RUDOLPH

Two massive pile ups and super racing were the highlights of this Skoal Racing sm Super DIRT Series-Aplus Winners Classic Qualifier. 46 race teams were on hand for the evening's activities. Many of the top point contenders were involved in two accidents, knocking them out of the race. Rudolph grabbed the lead on nineteen, leaving the real battle for second place between Chuck Akulis and Kenny Tremont. Tremont made a late race charge that fell just inches short.

1. Charlie Rudolph
2. Kenny Tremont
3. Chuck Akulis
4. Dave Lape
5. Alan Johnson
6. Lin Hough
7. Steve Schultz
8. Mike Romano
9. John Strupp
10. Brett Hearn

ORANGE COUNTY FAIR SPEEDWAY

July 28, 1988 **Glenn Donnelly, Promoter**

WINNER-GUARANT. STAR.: RICHIE EURICH

The largest field of entries in this year's Series, 72, where on hand for the 88 lap Skoal Racing sm Super DIRT Series-Aplus Winners Classic Qualifier. Eurich grabbed the lead on the twenty- fifth lap, when leader Steve Bottcher fell to mechanical ills. This was the eighth race in the Series, with Kenny Tremont earning $3,000 for being the point leader at the halfway mark.

1. Richie Eurich
2. Richie Smith
3. Jack Johnson
4. Jeff Heotzler
5. Sammy Rogers
6. Danny Johnson
7. Kevin Collins
8. Fritz Epright
9. Doug Hoffman
10. Roger Laureno

MERRITTVILLE SPEEDWAY

August 1, 1988 **Doug Kerr & Alan Ley, Promoters**

WINNER: JACK JOHNSON

GUARANTEED STARTER: ALAN JOHNSON

Alan Johnson seemed to have his first Skoal Racing sm Super DIRT Series event in the bag, when the lapped car of Pete Bicknell held him up. Thus allowing Jack Johnson to pass him for the lead with only eleven laps remaining in the event. Alan held on for second in his new Show Car new style bodied modified to earn the spot in the Aplus Winners Classic.

1. Jack Johnson
2. Alan Johnson
3. Charlie Rudolph
4. Brian Stevens
5. Pete Bicknell
6. Don McGinnis
7. Scott Wood
8. Mike Jeffery
9. Harvey Hainer
10. John Proctor

RANSOMVILLE SPEEDWAY

August 2, 1988 **Stan Friesen-Kurt Uhl, Promoters**

WINNER-GUARANT. STAR.: KENNY BRIGHTBILL

One of the most exciting races of the year came at this Skoal Racing sm Super DIRT Series event. The finish was determined in the lap 10 laps. First Doug Hoffman, leading from lap two, became involved with Danny Johnson, crashing out of the race on lap 79. Alan Johnson then became the leader, but mechanical problems sidelined him on lap 85. Kenny Brightbill, suffering from a slow leaking rear tire grabbed the lead and the victory with only three laps remaining in the race.

1. Kenny Brightbill
2. Danny Johnson
3. Jack Johnson
4. Brett Hearn
5. Brian Stevens
6. Pete Bicknell
7. Kenny Tremont
8. Davey Moore
9. Ray McIver
10. Alan Johnson

At the Orange County Fair Speedway, Rich Eurich won the qualifier with Richie Smith and Jack Johnson runnerups. HARRY CELLA PHOTO

Winner of the Skoal Race at Merrittville Speedway was Jack Johnson, second place and representing Merrittville is Alan Johnson and third place Charlie Rudolph. ALEX BRUCE PHOTO

Kenny Brightbill won the qualifier at Ransomville Speedway. Presenting him the award is Pete Certo of Certo Bros. Distributing. PHIL CZARNECKI PHOTO

FONDA SPEEDWAY

August 9, 1988 **Ralph Compani & Seymore Hayes, Promoters**

WINNER: DANNY JOHNSON

GUARANTEED STARTER: BRETT HEARN

Rain delayed from July, the Fonda race proved to be one of the most interesting Series races of the year. A massive pile up in the consolation looked to have ended Kenny Tremont's chances. But excellent pit work allowed him to start at the rear of the field. Early race leader, Jeff Trombley looked to have the race won, when he lost a left rear wheel, allowing Danny Johnson to take the victory. The most lead changes, six, took place at this race.

1. Danny Johnson
2. Brett Hearn
3. Billy Decker
4. Mike Romano
5. Jack Johnson
6. Dave Lape
7. Pat Ward
8. Alan Johnson
9. Frank Cozze
10. A.J. Romano

ROLLING WHEELS RACEWAY PARK

August 10, 1988 **Howie Commander-Glenn Donnelly Bruno DiMateo-Jack Turner, Promoters**

WINNER: ALAN JOHNSON

GUARANTEED STARTER: PAT WARD

This Skoal Racing sm Super DIRT Race came down to the wire between the Johnsons; Alan, Danny and Jack. Brothers Alan and Danny battled for the lead in the late stages of the race, with Jeff Trombley in the Syracuse spot. Transmission troubles knocked Trombley from the race, giving the spot in the Aplus Winners Classic to Pat Ward. Ward moved from the back of the pack after a pit stop to finish fourth.

1. Alan Johnson
2. Danny Johnson
3. Jack Johnson
4. Pat Ward
5. Kevin Collins
6. Doug Hoffman
7. Kenny Brightbill
8. Roger Horvath
9. Bobby Paine
10. Jack Cottrell

CAYUGA INTERNATIONAL SPEEDWAY

August 14, 1988 **Bob Slack, Promoter**

WINNER-GUARANT. STAR.: JACK COTTRELL

Jack Cottrell saved his best race for the first time ever D.I.R.T. modifieds on asphalt event in Nelles Corners, Ontario, Canada. Pole sitter, Danny Johnson drove the Fred Burrows number 113, after he had sold his Troyer 27J after the Fonda Skoal Racing sm Super DIRT Series event. He led early, but was involved in an accident with Bob McCreadie. Mike Romano took advantage grabbing the lead. An accident involving Romano and Brett Hearn left Jack Johnson to be the leader. A flat tire on Johnson's modified moved Jack Cottrell into the lead and the victory.

1. Jack Cottrell
2. Randy Slack
3. Charlie Rudolph
4. Lin Hough
5. Brian Stevens
6. Kenny Tremont
7. Mark Elsie
8. Jack Johnson
9. Richie Eurich
10. Joe Buchek

Fonda Skoal Series (l to r) Winner Dan Johnson, Syracuse spot winner Brett Hearn and 3rd place Bill Decker. CLANCY MILLER PHOTO

Alan Johnson gets the checkered flag at Rolling Wheels Raceway. Pat Ward will represent the Fast Track. BILL MOORE PHOTO

Jack Cottrell in victory lane at Cayuga Speedway with Bob Slack and Miss CFGM. BILL MOORE PHOTO

CAYUGA COUNTY FAIR SPEEDWAY

August 20, 1988 **Glenn Donnelly, Promoter**

WINNER: ALAN JOHNSON

GUARANTEED STARTER: BILLY DECKER

Alan Johnson led from green to checkers to claim the 14th Series point race of the season. Billy Decker earned the spot in the Aplus Winners Classic with his sixth place finish. He had to hold off a hard charging Dave Lape at the line. This was the first weekend race to carry Skoal points in the history of the series.

1. Alan Johnson
2. Danny Johnson
3. Brett Hearn
4. Kenny Tremont
5. Jack Johnson
6. Billy Decker
7. Dave Lape
8. Bob McCreadie
9. Lin Hough
10. John Barker

NAZARETH RACEWAY

August 31, 1988 **Rick Cozze, Promoter**

WINNER: BRETT HEARN

GUARANTEED STARTER: JOHN STRUPP

Brett Hearn took the lead on the 2nd lap from Kip Timmer and never looked back in this rain delayed series race. Originally scheduled for August 17th, heavy rains delayed this race. Nazareth Raceway will be razed in 1988 to make way for a shopping center. Beacuse of rain the following weekend, the Skoal Racing sm Super DIRT Series race was the last modified race run at this historic 1-2 mile oval. Fifty-four cars were on hand for this last ever Super DIRT Series event to be held at the fast half mile oval. John Strupp's fifth place finish earned him the spot in the Aplus Winners Classic. Jack Johnson took over the point lead coming into the Miller High Life 300 double point Skoal Racing sm event, creating the closest Series point race ever.

1. Brett Hearn
2. Frank Cozze
3. Jack Johnson
4. Kenny Brightbill
5. John Strupp
6. Carl VanHorn
7. Butch Tittle
8. Fritz Epright
9. Leigh Greene
10. Ray Bateman

Scott Gurdak received the qualifying spot as the result of finishing second to Bob Wearing Sr. at Pennsylvania Motor Speedway. FENNELL PHOTO

Alan Johnson won the qualifier at Cayuga County Fair Speedway and the spot went to Billy Decker.

Nazareth top finishers - John Strupp with the checkered flag got the starting spot at Syracuse. DON MARKS PHOTO

Winner of the Syracuse qualifier at Canandaigua was Charlie Rudolph with Kenny Tremont and Chuck Akulis. AL BISHOP PHOTO

Billy Pauch in victory lane at the Williams Grove qualifier. ARTHUR RUPPERT PHOTO

Pat Ward greets his fans through the fence at the CCFS qualifier. BILL MOORE PHOTO

Alan Johnson won the modified event at Humberstone Speedway with Pete Bicknell picking up the Syracuse spot. DON FEST PHOTO

Dave Lape picks a qualifying spot at Ransomville and hopes its a good one.

Bob Wearing Sr. was the Skoal race winner at Pennsylvania Motor Speedway. FENNELL PHOTO

A fire at Danny Johnson's pit at Autodrome Granby did not deter him from winning the event. KEN DIPPEL PHOTO

Charlie Rudolph drives under Doug Mattison to pick up a Syracuse Qualifying win at Canandaigua. AL BISHOP PHOTO

Brett Hearn's new Probe does not agree with the Cayuga Speedway asphalt as he plainly shows. BILL MOORE JR. PHOTO

ction at the Flemington Skoal qualifier has Paul Rochelle 51m, Jeff eotzler 74, Ken Brenn 44Jr. and Jack Johnson 12a all in tight for- nation. MEL STETTLER PHOTO

Barefoot Bob McCreadie made his return to racing at Cayuga Speedway after a back injury early in the season sidelined him. Here he battles with Canada's Joe Plazek. BILL MOORE PHOTO

Lou Blaney will represent the Sharon Speedway. HEIN BROS PHOTO

Three wide at CanAm - A.J. Romano 79, Brett Hearn 20 and outside Tommy Wilson 113. BILL MOORE PHOTO

Bob Wearing Sr. 72 goes airborne after making contact with Mike Sutton 21 at Lernerville. HEIN BROS PHOTO

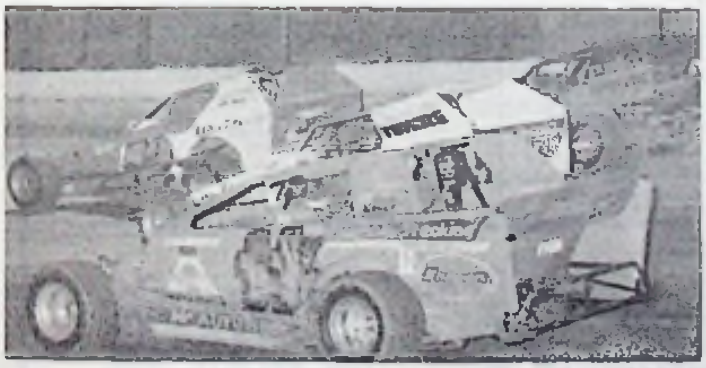
Elvin Felty 86 and Jack Johnson 12a battle side by side at Nazareth. DON MARKS PHOTO

Lou Blaney 10 and Bob Kraus 83 do battle. Kraus will represent Speedway 7 at Syracuse. HEIN BROS PHOTO

Curt Van Pelt winds up on A.J. Romano's hood at Canadaigua. DON ROMEO PHOTO

An early race crash sets up a scramble to the pits for repairs during the Canandaigua Skoal race. AL BISHOP PHOTO

In Skoak racing action at Nazareth Raceway, Butch Green ant Stev Bottcher 97 tangle as Danny Johnson goes by safely. BILL NUVE PHOTO



Modifieds race four wide down the front straight at PMS. FENNELL PHOTO

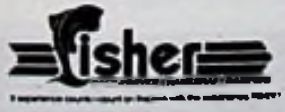
Dave Murdick and veteran Lou Blaney battle down the front straight at PMS. FENNELL PHOTO

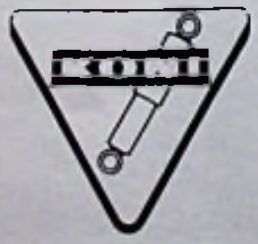
The Hammer, got hammered at Granby. Marcel LaFrance's car 15 needs the double hook treatment. ANDRE YASKIN PHOTO

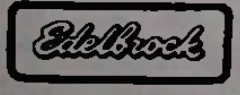
Dave Haycock 61N and Ray Woodall 72 tangle as Kevin Collins goes by during a heat race at Nazareth Raceway. BILL NUVER PHOTO

SKOAL Racing℠ SUPER DIRT SERIES '88 CONTINGENCIES

CONTINGENCY SPONSOR / DRIVER	EDELBROCK	BRODIX	FISHER	FLUIDAMPER	HOOSIER	McCREARY	WELD	KONI	PRO	BILSTEIN	FLOWMASTER	SUPERTRAPP			TOTAL
Danny Johnson	675			225	675		600	675		3100	300				$6250
Jack Johnson	450	450		150			400	450		2200		200			4300
Brett Hearn	450	450		75	450		200			1800		100			3525
Alan Johnson	325	325		150		325	400		400	1400		200			3525
Kenny Tremont	325	325				325	400		400	1400		200			3375
Charlie Rudolph	300	300		75		300			200	1500		100			2775
Rich Eurich	200	200		75	200		200		200	900	100				2075
Doug Hoffman	200	200		75	200		200			900	100				1875
Ken Brightbill	175	175				175			200	800	100				1625
Frank Cozze	150	150				150				800					1250
Jack Cottrell	125	125		125					125	500	100				1100
Rich Smith	75	75				75				400					625
Dick Larkin		75								400					475
Chuck Akulis	50					50		50		300					450







1988 SKOAL RACING/SUPER DIRT SERIES XVII TOP 10

NO. 12A

DRIVER: Jack Johnson

SPONSOR: B.R. DeWitt Concrete
HOMETOWN: Duanesburg, N.Y.
CHASSIS: Olsen

WINS: 2
TOP 5's: 10
TOP 10's: 12
AVE FIN: 7th
AVE ST: 10th
AVE $: 1,880

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	*1 2 1+	100 1st*	5,000
2. Lebanon Valley	4 15 11+	180 1st*	1,100
3. NYS Fairgrounds	6 11 5+	252 2nd	600
4. Granby	3 3 0	336 2nd	1,950
5. Drummond	27 1 26-	366 4th	200
6. Can-Am	21 11 10-	400 4th	200
7. Canandaigua	X X X	400 6th	X
8. Orange County	3 3 0	484 5th	3,050
9. Merrittville	*1 18 17+	584 2nd	6,175
10. Ransomville	3 8 5+	668 2nd	1,950
11. Fonda	5 11 6+	744 3rd	800
12. Rolling Wheels	3 12 9+	828 2nd	1,950
13. Cayuga	8 11 3+	892 1st*	500
14. Cayuga County	5 16 11+	968 2nd	800
15. Nazareth	3 13 10+	1,052 1st*	2,050
16. Miller 300 (1987)	19 13 6-	873 6th	5,250

NO. 115

DRIVER: Kenny Tremont

SPONSOR: Wunderlich Sand & Gravel/Ground Round
HOMETOWN: West Sand Lake, N.Y.
CHASSIS: Olsen

WINS: 2
TOP 5's: 6
TOP 10's: 9
AVE FIN: 9th
AVE ST: 17th
AVE $: 1,695

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	7 31 24+	60 7th	500
2. Lebanon Valley	* 1 2 1+	168 2nd	6,400
3. NYS Fairgrounds	* 1 1 0	268 1st *	6,175
4. Granby	4 9 5+	348 1st *	1,100
5. Drummond	5 3 2-	424 1st *	800
6. Can-Am	16 14 2-	468 1st *	200
7. Canandaigua	2 27 25+	558 1st *	3,700
8. Orange County	11 21 10+	612 1st *	3,300
9. Merrittville	21 29 8+	646 1st *	200
10. Ransomville	7 29 22+	714 1st *	500
11. Fonda	21 28 7+	748 1st *	200
12. Rolling Wheels	15 29 14+	794 3rd	220
13. Cayuga	6 2 4-	866 3rd	800
14. Cayuga County	4 2 2-	946 3rd	1,100
15. Nazareth	14 24 10+	994 3rd	240
16. Miller 300 (1987)	11 29 18+	926 5th	8,450

NO. 27J

DRIVER: Danny Johnson

SPONSOR: Fingerlakes Livestock/Colton Vans
HOMETOWN: Clifton Springs, N.Y.
CHASSIS: Troyer

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	2 33 31+	90 2nd	3,000
2. Lebanon Valley	22 14 8-	123 6th	200
3. NYS Fairgrounds	11 13 2+	177 5th	300
4. Granby	* 1 5 4+	277 4th	6,050
5. Drummond	* 1 9 8+	377 3rd	6,050
6. Can-Am	22 24 2+	410 3rd	200
7. Canandaigua	18 33 15+	450 3rd	200
8. Orange County	6 11 5+	522 2nd	2,600
9. Merrittville	22 21 1-	555 4th	200
10. Ransomville	2 4 2+	645 3rd	3,625
11. Fonda	* 1 13 12+	745 2nd	6,100
12. Rolling Wheels	2 10 8+	835 1st *	3,625
13. Cayuga	16 1 15-	879 2nd	300
14. Cayuga County	2 9 7+	969 1st *	3,575
15. Nazareth	25 30 5+	999 2nd	200
16. Miller 300 (1987)	42 12 30-	994 4th	5,800

WINS: 3
TOP 5's: 7
TOP 10's: 8
AVE FIN: 10th
AVE ST: 15th
AVE $: 2,415

NO. 20

DRIVER: Brett Hearn

SPONSOR: Wheels Discount Auto
HOMETOWN: Kinnelon, N.J.
CHASSIS: Olsen

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	18 6 12-	40 18th	200
2. Lebanon Valley	14 7 7-	88 11th	240
3. NYS Fairgrounds	23 15 8-	120 14th	200
4. Granby	23 15 8-	152 12th	200
5. Drummond	3 4 1+	216 10th	1,950
6. Can-Am	3 20 17+	320 10th	1,950
7. Canandaigua	10 26 16+	376 7th	325
8. Orange County	19 22 3+	414 9th	700
9. Merrittville	16 17 1+	458 9th	200
10. Ransomville	4 9 5+	538 7th	1,100
11. Fonda	2 27 25+	628 6th	3,625
12. Rolling Wheels	26 19 7-	658 7th	200
13. Cayuga	15 16 1+	704 6th	320
14. Cayuga County	3 10 7+	788 5th	1,950
15. Nazareth	* 1 1 0	888 4th	6,250
16. Miller 300 (1987)	27 5 22-	1,077 1st *	16,200

WINS: 1
TOP 5's: 6
TOP 10's: 7
AVE FIN: 12th
AVE ST: 14th
AVE $: 1,295

NO. 44
DRIVER: Frank Cozze
SPONSOR: Waite Construction/Butz Lumber
HOMETOWN: Wind Gap, PA
CHASSIS: Olsen

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	4 23 19+	80 4th	1,100
2. Lebanon Valley	7 13 6+	148 3rd	100
3. NYS Fairgrounds	5 8 3+	224 3rd	800
4. Granby	6 14 8+	296 3rd	600
5. Drummond	2 18 16+	386 2nd	3,550
6. Can-Am	19 13 6-	424 2nd	200
7. Canandaigua	12 31 19+	476 2nd	280
8. Orange County	18 32 14+	516 3rd	1,700
9. Merrittville	14 10 4-	564 3rd	240
10. Ransomville	20 14 6-	600 5th	200
11. Fonda	9 9 0	660 4th	350
12. Rolling Wheels	16 16 0	704 4th	200
13. Cayuga	23 14 9-	716 4th	300
14. Cayuga County	11 13 2+	790 4th	300
15. Nazareth	2 6 4+	880 5th	1,550
16. Miller 300 (1987)	45 14 31-	244 20th	1,500

WINS: 0 AVE FIN: 11th
TOP 5's: 4 AVE ST: 16th
TOP 10's: 7 AVE $: 925

NO. 125
DRIVER: Doug Hoffman
SPONSOR: McAfee Excavating
HOMETOWN: Allentown, PA
CHASSIS: Olsen

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	6 5 1-	72 6th	600
2. Lebanon Valley	10 23 13+	128 4th	325
3. NYS Fairgrounds	16 20 4+	172 6th	200
4. Granby	2 1 1-	262 6th	3,665
5. Drummond	21 7 14-	296 7th	200
6. Can-Am	* 1 4 3+	396 5th	6,825
7. Canandaigua	25 22 3-	426 4th	200
8. Orange County	9 17 8+	486 4th	1,550
9. Merrittville	27 11 16-	516 5th	200
10. Ransomville	14 2 12-	564 6th	240
11. Fonda	15 29 14+	610 7th	220
12. Rolling Wheels	6 8 2+	682 6th	600
13. Cayuga	18 10 8-	722 5th	300
14. Cayuga County	18 6 12-	762 6th	200
15. Nazareth	18 15 3-	802 7th	200
16. Miller 300 (1987)	3 1 2-	1,030 2nd	26,200

WINS: 1 AVE FIN: 14th
TOP 5's: 2 AVE ST: 12th
TOP 10's: 6 AVE $: 1,035

NO. 30
DRIVER: Kenny Brightbill
SPONSOR: Blue Hen Racing
HOMETOWN: Sinking Spring, PA
CHASSIS: Olsen

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	11 17 6+	54 11th	300
2. Lebanon Valley	8 17 9+	118 7th	400
3. NYS Fairgrounds	3 3 0	202 4th	1,950
4. Granby	8 12 4+	266 5th	400
5. Drummond	8 5 3-	330 5th	400
6. Can-Am	11 31 20+	384 6th	300
7. Canandaigua	19 14 5-	422 5th	200
8. Orange County	12 14 2+	474 6th	1,080
9. Merrittville	29 15 14-	504 6th	200
10. Ransomville	* 1 3 2+	604 4th	6,100
11. Fonda	30 12 18-	634 5th	200
12. Rolling Wheels	7 15 8+	702 5th	500
13. Cayuga	x x x	702 7th	x
14. Cayuga County	31 3 28-	732 7th	200
15. Nazareth	4 8 4+	812 6th	1,100
16. Miller 300 (1987)	25 10 15-	611 9th	4,000

WINS: 1 AVE FIN: 13th
TOP 5's: 3 AVE ST: 12th
TOP 10's: 7 AVE $: 950

NO. 8
DRIVER: Jack Cottrell
SPONSOR: Emerick Associates
HOMETOWN: Rock City Falls, N.Y.
CHASSIS: Olsen

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	x x x	0 34th-T	x
2. Lebanon Valley	11 32 21+	54 19th	300
3. NYS Fairgrounds	4 5 1+	134 12th	1,100
4. Granby	10 19 9+	190 11th	325
5. Drummond	6 11 5+	262 9th	680
6. Can-Am	4 27 23+	342 7th	1,100
7. Canandaigua	28 3 25-	372 8th	200
8. Orange County	13 6 7-	422 8th	860
9. Merrittville	13 16 3+	472 7th	260
10. Ransomville	30 28 2-	502 8th	200
11. Fonda	0 0 0	502 9th	0
12. Rolling Wheels	10 22 12+	558 9th	325
13. Cayuga	* 1 4 3+	658 8th	6,175
14. Cayuga County	13 15 2+	708 8th	260
15. Nazareth	20 33 13+	744 8th	200
16. Miller 300 (1987)	0 0 0	282 16th	0

WINS: 1 AVE FIN: 13th
TOP 5's: 3 AVE ST: 17th
TOP 10's: 6 AVE $: 915

NO. 14J

DRIVER: Alan Johnson

SPONSOR: LeFrois/Conley Farms
HOMETOWN: Phelps, N.Y.
CHASSIS: Show Car

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	10 21 11+	56 10th	325
2. Lebanon Valley	29 16 13-	86 12th	200
3. NYS Fairgrounds	x x x	86 19th	x
4. Granby	29 6 23-	116 15th	200
5. Drummond	24 2 22-	147 13th	200
6. Can-Am	28 33 5+	177 14th	200
7. Canandaigua	5 11 6+	253 14th	800
8. Orange County	x x x	253 14th	x
9. Merrittville	2 2 0	343 14th	3,700
10. Ransomville	10 13 3+	399 13th	325
11. Fonda	8 18 10+	463 12th	400
12. Rolling Wheels	* 1 9 8+	563 8th	6,100
13. Cayuga	x x x	563 10th	x
14. Cayuga County	* 1 1 0	663 9th	6,575
15. Nazareth	x x x	663 9th	x
16. Miller 300 (1987)	18 17 1-	658 7th	16,700

WINS: 2 AVE FIN: 13th
TOP 5's: 4 AVE ST: 12th
TOP 10's: 7 AVE $: 1,730

NO. 10

DRIVER: Rich Eurich

SPONSOR: J.R. Roofing
HOMETOWN: Johnson, N.Y.
CHASSIS: Tobias

TRACK	FIN/ST(DEV)	PTS/RANK	$WON
1. Flemington	20 3 17-	36 20th	200
2. Lebanon Valley	2 1 1-	126 5th	3,550
3. NYS Fairgrounds	26 4 22-	156 9th	200
4. Granby	11 4 7-	210 8th	300
5. Drummond	7 12 5+	278 8th	500
6. Can-Am	9 16 7+	338 9th	350
7. Canandaigua	23 25 2+	370 10th	200
8. Orange County	* 1 2 1+	470 7th	7,075
9. Merrittville	x x x	470 8th	x
10. Ransomville	x x x	470 9th	x
11. Fonda	27 26 1-	500 10th	200
12. Rolling Wheels	x x x	500 12th	x
13. Cayuga	9 5 4-	560 11th	450
14. Cayuga County	20 17 3-	596 11th	200
15. Nazareth	13 12 1-	646 10th	260
16. Miller 300 (1987)	10 46 36+	250 19th	2,700

WINS: 1 AVE FIN: 14th
TOP 5's: 2 AVE ST: 11th
TOP 10's: 5 AVE $: 1,125

COMPARE THE 1988 SUPER DIRT SERIES WITH THOSE OF THE PAST:

JACK J.—"They're all the same. Whoever is the luckiest and can keep the car together comes out on top."

DANNY—"More competition...anybody can do good. It's been lousy for the leaders. I'm surprised somebody hasn't done better."

KENNY T.—"More of the same...hard work and preparation. Best series for me so far (3rd year following) but have had some bad breaks."

BRETT—"Less luck for me this time around. This year I've had more chances to make more money than ever before...it just didn't happen."

FRANK—"Last time I really followed it was 1984 & '85. A lot more good guys racing today and more competition. More money on the line each time out for the winner."

KENNY B.—"I followed a majority of the season the last two years and the drivers are still good. It's the competition between cars that's really improved."

DOUG—"Third year on the series for me. When I began the car didn't run too well but I finished. Now, I'm running consistently strong but can't finish. That's the difference...points."

JACK C.—"This is the first series. I like the guaranteed starting advantage. It makes the week working on the car seem much shorter."

ALAN—"It's basically the same old thing. The bigger purses have made it better. It's good if you can follow the whole series."

RICH—"First season visiting new tracks. I like to see all the different shapes, sizes and conditions. The different car set-ups required makes the travel very interesting."

DESCRIBE ANY PARTICULAR RACE STRATEGY DEVELOPED DURING THE SERIES:

JACK J.—"You have to go out and race to win. My whole season and the series is geared toward the big one at Syracuse."

DANNY—"We're always going out to win. We do the best we can each night out with whatever we have to use."

KENNY T.—"We try to be as prepared as our finances will allow. Keeping the car running consistently on weekends and weekdays was a goal."

BRETT—"We try to win. Points come later. I should've finished six races and the story would've been different. I can't believe we're up to fourth with all the set backs."

FRANK—"I first go and try to win. But if I can't, I'll just ride around the track. Nobody likes to just ride around but that's what you do for points."

KENNY B.—"I go out to make money. It's always nice to win and the points are good, too. You still need money to get to the track."

DOUG—"Our goal is to always try and run up front. This season the car's been fast but problems have hurt. Finishing is always the most important."

JACK C.—"Most of the tracks were new to us. We just tried to stay out of trouble and thought a finish in the top-10 was always realistic."

ALAN—"None really. Just go out and race. You need 3-4 motors if you want to do well. That's always been our biggest problem."

RICH—"We ran every race conservative...qualify, get some lap time and try to finish. We're used to hard, slick tracks. Most tracks didn't fit our normal style."

PERSONAL HIGHLIGHTS OF THE 1988 SUPER DIRT SERIES:

JACK J.—"It's always nice to win at Flemington...one of my favorite tracks. I'm looking toward Syracuse for the biggest highlight."

DANNY—"The three wins were big but it's having a successful season that matters most. We came along way from the start of the series."

KENNY T.—"Winning at Syracuse and Lebanon Valley was special. The entire series has really been good. If the purses continue to increase I'm sure things will get even better."

BRETT—"I can't ever remember passing so many cars every time out. We've beenforced to start far back so many times, the chance to win was never really there."

FRANK—"It was nice to travel to different tracks. But if you can't race for a living, forget the series. Running a business, operating a track and following a points trail is just too much!"

KENNY B.—"Aside from the Ransomville win I can't remember too much good happening. We seemed to run fast but we're always the first ones in the pits."

DOUG—"The big-blocks win at Can-Am really felt good. I always like racing in New York, however the wear and tear eventually catches up."

JACK C.—"No question the win at Cayuga on the asphalt will long be remembered. It was our first series win and it came at a good time."

ALAN—"I guess the wins near the end. We were really happy with the way the new car worked. It's one of the best handling cars I've ever driven."

RICH—"The hospitality at most tracks was really remarkable. Mixing work with racing is always tough. If things work out we'll be back next year."

Frank Cozze (44) and Jack Cottrell (8) at Rolling Wheels Raceway earlier in the year. BILL MOORE PHOTO

Alan Johnson 14J and Kevin Collins 24x in action. KEN DIPPEL PHOTO

Racing for the lead at Can-Am Speedway in July were the 125 of Doug Hoffman and the 12A of Jack Johnson. KEN DIPPEL PHOTO

Kenny Tremont 115 and Billy Decker 91 race at the Cayuga County Fair qualifier. BILL MOORE JR. PHOTO

Danny Johnson (27) and Kenny Brightbill (30) in a torrid wheel to wheel battle KEN DIPPEL PHOTO

Richie Eurich 10 dives low under R7 John Strupp at Nazareth. KEN DIPPEL PHOTO

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SKYDIVING TEAM TO JUMP AT SUPER DIRT WEEK

The Miller High Life skydiving team will appear Oct. 17th at Miller 300 in Syracuse. The team has performed at stadiums, fairs, racetracks and other event sites throughout the United States.

The skydivers, led by Arch Deal, fall from 8,500 feet and form the unique "Six-Pack in the Sky" on the way down. They are known for their pinpoint accuracy, routinely ladning within a one-foot target.

"Arch always tells his team to watch that first step as they begin a 4,500-foot free fall at speeds up to 120 mph," said Glenn Donnelly of Drivers Indept. Race Tracks. "After team members reach 4,000 feet, they move into the stacked six-pack position. They then open their multi-colored parachutes for the remaining drop to the ground. Arch frequently uses a wireless microphone to narrate the descent for the spectators."

The team completes the descent at 30 mph, gliding in for tiptoe landings that please the crowds. Deal and the team members occasionally perform solo jumps, but they are most spectacular when they create the "Six-Pack in the Sky."

Deal has jumped more than 2,200 times, but there is one hd does not want to repeat. He was performing an exhibition in Florida in 1975 when his parachutes failed to open. He miraculously survived the 3,000-foot fall and resumed skydiving after his recovery.

Miller Brewing Company is an operating unit of Philip Morris Incorporated, the wholly owned subisdiary of Philip Morris Companies Inc. Principal beer brands include Miller High Life, Lite, Lowenbrau, Magnum, Meister Brau and Milwaukee's Best.

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0	Chris Soltis/Torrington, CT	Soltis Racing	Lebanon Val.
0	Paul Weaver/Vineland, NJ	A&D Racing	Deleware Int.
0	Dick Rankin/Fairmont City, PA	Bob Graham	Sharon
Active 1	Ray Bateman/Ringos, NJ	Ray Bateman	Flemington
1	Tom Mayberry/Sellersville, PA	John & Janice Zemaitis	Williams Grove
1	Kenny Brightbill	Billy Taylor	Syracuse
1	Joe Plazek/Calstor Ctr., ON	Ed Plazek	Merrittville
1A	Brian Weaver/Conklin, NY	Brian Weaver	Five Mile Pt.
1c	Al Halley/St. Catharines, ON	Bottom Line Racing	Woodhull
2	*Ronald Laduc/Mercier, PA	Ronald Laduc	Drummond
2	Danny Watson/Sheffield, MA	John Schuman	Lebanon Val.
LP2	Marco Potvin/Sorel. PA		Drummond
42	Harvey Hainer/St. Catharines, ON	Harvey Hainer, Sr.	Ransomville
2L	Paul Lotier/Lebanon, PA	Ken Rush	Port Royal
3	Butch Harris/Bath, NY	Butch Harris	Woodhull
K3	Les Kotona/Trenton,NJ	Lawrence Engineering	Flemington
X3	Les Myers/Reno, PA		Sharon
3J	Chuck Akulis/Windsor, NY	Randy Kisacky	Canandaigua
4	Charlie Wilbur/Moretown, VT	Dale Beaulieu	Frogtown
4	Lou Lazzaro/Utica, NY	Lou Lazzaro	Fonda
4	Davey Wenger/Myerstown, PA	Wenger Bros. Racing	Grandview
5S	Tim Olenski/Maine, NY	John Bolson	Five Mile Pt.
6	Davey Moore/St. Ann's, ON	Patricia Moore	Merrittville
R7	*John Strupp/Edison, NJ	John Strupp	Orange Co.
8	Steve Behrent/Florida, NY		Oragne Co.
8	*Jack Cottrell/Rock City Fall, NY	Jack & Debbie Cottrell	Fonda
9	Bob McCreadie/Watertown, NY	Bob McCreadie	Cayuga Co.
9D	A. Barry Davis/Accord, NY	Same	Five Mile Pt.
9J	John Birosh/Seneca Falls, NY	John Birosh	Canandaigua
9R	Jim Rajczi/Hyde Park, NY	Jim Rajczi	Lebanon Val.
10	*Richie Eurich/Warwick, NY	Richie Eurich	Orange Co.
10	*Lou Blaney/Hartford, OH	Thomas & Weller	Sharon
10J	Eddie Haenelt/Newburgh, NY		Orange Co.
11	Curt VanPelt/Ulysses, PA	Sherwood Ind.	Canandaigua
11	Sammy Rogers/Ottisville, NY	Rolfe SC	Orange Co.
11	Mike Esposito/Phillipsburg, NJ	Mike Esposito	Nazareth
11	Real LaFrance/St. Dominique, PE	Real LaFrance	Drummond
11	Dan Hieber/Langhorne, PA	E.W.H. Services	Flemington
11	Steve Bottcher/Lehighton, PA	Same	Orange Co.
11K	*Scott Gurdak/Corry, PA	Kevin Kiser	Sharon
12	Carl Collis/Northampton, PA	Carl & Beth Collis	Nazareth
12A	*Jack Johnson/Duanesburg, NY	Jack Johnson	Fonda
14	Bob Toreky/Milford, DE		Delaware Int.
14	Ricky Wright/W. Sand Lake, NY	Jim Wright	Lebanon Val.
14J	*Alan Johnson/Phelps, NY	Tico Conley/R.P. Lefrois	Canandaigua
16	Jimmy Begolo/Thorold, ON	Jeno Begolo	Merrittville
16	Roger Laureno/Staten Island, NY		Flemington
17	John Braymer/Hermitage, PA	John Braymer	Sharon
17	Richard Tobias/Lebanon, PA	Tobias Speed Equip.	Penn Nat.
R17	Randy Glenski/Utica, NY	Mike Sweeney	Lebanon, Val.
18	Bud Christmann/Pompton Plain, NJ	Richard Goerner	Orange Co.
19	Chuck McKee/Middletown, NY	Robert Fox	Orange Co.
19D	H.J. Bunting/Mildord, DE	D&D Dismantling	Delaware Int.
20	*Brett Hearn/Kinnelon, NJ	B&H Racing	Orange Co.
20	Ken Hanson/Triebes Hill, NY	Dawn Hanson	Fonda
20L	Art Lentini/Flemington, NJ	Arts Radiator Shop	Flemington
20M	Charlie Rudolph/Ransomville, NY	Don McGinnis	Ransomville
21	Eldon Dotson/Tilden, TX	Minor, Loden, Stoneking	Devil's BL
21L	John A.J. Lutes/East Berne, NY	Janelle Lutes	Syracuse
22B	Dave Lape, Cananjoharie, NY	Fred Burrows	Fonda
23L	Jim Long Sr./Staten Island, NY	Jim Long, Sr.	Flemington
24	John Hewitt/Troy, NY	John Hewitt	Lebanon Val.
24J	Mike Jeffery/Ransomville, NY	Mike Jeffery	Ransomville
24X	Kevin Collins/Windgap, PA	Hank Natale	Orange Co.
26	Mitch Gibbs/North Norwich, NY	Mike Moshier	Canandaigua
26	Chuck LoProst/Middletown, NY	Freightliner Trucks	Orange Co.
27	Raymond Collette/Varennes, PQ	Andre Collette	Granby

27J	*Danny Johnson/Clifton Spring, NY	Danny Johnson	Cayuga Co.
X27	Barry Poltras/Kingston, ON	Barry Poltras	Can Am
27X	Scott Pursell/Milford, NJ	Pursell Racing	Flemington
28	C.D. Coville/Clifton Park, NY	C.D. Coville	Airborne
28	Rich Ricci, Jr./New Paltz, NY		Orange Co.
28	John Barker, Jr./Mexico, NY	John Barker	Cayuga Co.
28	Butch Jelly/Andover, VT	B&W Racing	Lebanon Val.
29	John Majka/Bloomingburg, NJ	Kevin Cross	Orange Co.
30	*Ken Brightbill/Sinking Spgs., PA	Blue Hen Racing	Lebanon Val.
F30	Jeff Harrison/North Grandville, NY	Jeff Harrison	Airborne
31	Mark Guinn/E. Greenbush, NY	Quinn Racing	Lebanon Val.
34	Bobby Paine/Waterloo, NY	Tom Ewing	Canandaigua
34	Carl Reynolds/Scranton, PA		Orange Co.
35	Mike Perrotte/Morisonville, NY	Perrotte Racing	Airborne
35	Glenn Fitzcharles/Pottstown, PA	Harrell Trucking	Flemington
36	Phil Beaver/Canajoharie, NY	Phil Beaver	Fonda
38	Mark Osterhoudt/Genoa, NY	Osterhoudt Racing	Dundee
39	Ron Keys/Mottingham, PA	J. Earl Keys	Delaware Int.
42	*Pete Bicknell/St. Catharines, ON	Bicknell Racing	Merrittville
42P	*Pat Ward/Kings Ferry, NY	Pat Ward	Fonda
42S	Denny Soltis/Torrington, CT	Soltis Racing	Lebanon Val.
43	Tom Hager/Easton, PA	Tom Hager	Nazareth
44	*Frank Cozze/Windgap, PA	Frank Cozze	Nazareth
44	Brian Goewey/Clifton Park, NY	Go-Ross Racing	Lebanon Val.
V44	Vinnie Prentice/Cent. Squre, NY	Vinnie Prentice	Canandaigua
44A	Dirk Adriaanse/Warren, NJ	Dirk Adriaanse	Flemington
44J	Frank Cozze/Wind Gap, PA	Same	Nazareth
46	Joe Romer, Jr./Montgomery, NY	Joe Romer, Jr.	Orange Co.
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66	Dave Leckonby/Glass Lake, NY	Dave Leckonby	Lebanon Val.
66	Dick Rankin/Fairmount City, PA	Dick Rankin	Sharon
71	Scott Kania/Ferndale, PA	James Stashiuk	Flemington
71E	Carl VanHorn/Phillipsburg, NJ	Dave VanHorn	Nazareth
72	*Bob Wearing/Sarvar, PA		Lernerville
73	Mike Barlow/Bedford Hills, NY	Barlow Racing	Lebanon Val.
73	Ken Brenn, Jr./Warren, NJ	Ferraluolo Bros.	Flemington
73D	Donnie Wetmore/Weedsport, NY	Donnie Wetmore	Cayuga Co.
74	Stan Pott/Ringoes, NJ	Dick Demallie	Canandaigua
74	Jeff Heotzler/Wallkill, NY	J&S Racing	Orange Co.
77J	John Flach, Jr./Alcove, NY	John Flach	Lebanon Val.
78	Rick Wean/Milford, NY	Same	Flemington
78M	Maynard Forrette/Amsterdam, NY	Buanno Trucking	Lebanon Val.
79	Roger Horvath/Mahopoc, NY	Roger Horvath	Orange Co.
82	Rick Jeffrey/Prospect, KY	D. Jeffrey	Syracuse
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96	Rich Polenz/Flemington, NJ	Wayne Markovich	Flemington
97	Steve Bottcher/Leighton, PA	G. Higbie	Orange Co.
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98	Eddie Marshall/Pound Ridge, NY	Marshall Oil Co.	Lebanon Val.
98	Rick Holden/Trenton, NJ	Holden Racing	Flemington

CONTD.

GENE LEE GIBSON WINS THE GP SUPER EXPRESS RACE...

Gene Lee Gibson was on a roll last fall as he claimed numerous season end supermodified races on the ISMA trail including the Ground Round Super Express race here at Syracuse. Gene Lee is shown in the bottom photo leading Steve Gioia 9, Doug Saunier 22 and Jerry O'Neil 21 through the tricky first turn.

GIBSON SURVIVES CAUTION-MARRED FEATURE EVENT

SUPERMOD. CHAMPIONSHIP GOLD TO GENE LEE GIBSON

(Reprinted with permission from GATER NEWS)
BY MICHAEL E. MONNAT

SYRACUSE, NY—Gene Lee Gibson continued on his recent hot streak as he led all twenty laps to capture the second annual GP Express Supermodified event at the New York State Fairgrounds on Saturday during Super Dirt Week.

Gibson set third fast time in the Time Trials behind Joe Gosek and Jerry O'Neil but when Gosek was unable to start due to a fuel line problem, Gibson was moved to the outside pole along side of O'Neil.

Gibson beat O'Neal into turn one and Steve Gioia followed him into second spot ahead of O'Neil as the twenty-two car field completed lap one. The first yellow of the event came on lap four when Bill McDonnell, Jr. came to a halt in turn three. On the restart Doug Saunier got by the heavily smoking O'Neal and settled into third behind Gibson and Gioia.

O'Neil dropped out on lap nine as a three car race for the top spot was going on. At the halfway point, the top three remained the same as fourth place Eddie Bellinger, Jr. and fifth place Steve McKnight were at least a dozen car lengths behind.

The whole complexion of the race changed on lap thirteen when Mark Letcher blew a motor going into turn one. Five other cars got involved with Letcher as Gioia and Saunier both got into the outer wall and Joe Chillemi flipped. Gioia slightly injured his hand and Saunier's car was damaged too heavily to continue and that left Gibson in the top spot all to himself the rest of the way.

Bellinger challenged a couple of times but was no match for the Graves chassis car of Gibson who had a comfortable margin at the end over Bellinger.

Eddie B., who won the Gater News Best Appearing Car and Crew Award held off a surprisingly strong Danny Soule for second while Small Block Modified driver John Phelps in the McLaughlin 48 in his very first Super Modified event came across fourth and Gary Morton took fifth.

Rounding out the top ten were Cliff Graves, Russ Wood, Rick Coyle, Joe Gosek, who came back three laps into the race and New Englander Howard Page.

GP SUPER EXPRESS COMPLETE ORDER OF FINISH:

Gene Lee Gibson, Eddie Bellinger, Dan Soule, John Phelps, Gary Morton, Cliff Graves, Russ Wood, Rick Coyle, Joe Gosek, Howard Page, Steve Gioia, Doug Saunier, Steve McKnight, Mark Letcher, Bobby Barzze, Joe Chillemi, Jerry O'Neil, Bill McDonell, Steve Siraguse, Bill Sharkey, Bob Timmons, Trey Halsey, Gary Albritain.

Joe Gosek wins the Murphy Fuels pole award.

Gary Allbritain tucks his left front wheel under the inside guard rail during hot lap.

Gibson collects the victor's spoils.

The end results of the Allbritain bound with the guard rail.

On the starting grid, Gosek's and Jerry O'Neil's car are pushed off.

Gosek's car refused to fire and he was pushed pit side.

The pace lap.

Taking the green, Gene Lee Gibson grabs the lead.

Gibson (0) is followed by (9) Steve Gioia (21) Jerry O'Neil and (22) Doug Saunier.

At the start Cliff Graves spun going into the 1st turn.

The restart with Gibson still in command.

Joe Gosek returns to the race 3 laps down.

Jerry O'Neil (21) was forced to drop back due to a smoking motor.

On lap 12, car No. 32 blew the motor going into turn 1. The following sequence documents the results.

Steve Gioia climbs over Joe Chellemi.

No. 9 Gioia's car backs toward the wall.

3rd place runner Doug Saunier slide on the wet track.

Gioia's car is vaulted back towards the track.

28 and 7 impact into pile up.

Rescue workers help to right the Chellemi car.

The remains of the Chillemi ride show the roll cage started to collapse.

Eddie Bellinger, now second, races with Gosek, who is still laps down.

Gene Lee Gibson leads Eddie Bellinger to the checkers.

Victory Lane is crowded and exciting.

PHOTOS IN THIS SECTION BY: B&D PHOTO, MEL STETTLER, J&H PHOTO, DAVE LUKOWSKI.

GENE LEE GIBSON

A year ago when the International Supermodified Association was preparing for its annual trek to the one mile New York State Fairgrounds dirt surface, the majority of fans felt Oswego's Joe Gosek had the edge over the rest of the field.

However, when the checker flag had fallen, Mr. Fall of Supermodifieds was in victory lane as Gene Lee Gibson simply showed how he had become the most successful money-show driver of the 1987 campaign. The Richwood, Ohio native had pulled up his roots in the Midwest and moved to the hotbed of supermodified competition, Central New York, in hopes of making giant strides in his racing career. His dream was to be a race driver, not just as a hobby, but for a living. Gene felt New York State and the Graves shop was the place to be. After a rough start he roared into victory lane in the ten thousand dollar to win Oswego Speedway special. The team then took a brief hiatus before roaring on to the scene for the Fall season. Through mid-August his statistics were rather unspectacular with a sixth at Shangri-La and nothing else above 13th.

Then at the Hy Miler weekend he finished far back on opening night, but earned a first place check in the "money race." He then went on a tear. Despite suffering injuries at Oswego's Classic, Gibson crawled into the cockpit at Star to win the New England main event of the year. In victory lane he literally collapsed. He then won thousands of dollars back at Sandusky and then headed to Syracuse. He came here not only in search of first place money, but also in quest of a possible International Supermodified Association title. It was a day to remember for the Gibson family. When Joe Gosek timed to the pole many felt the race was over, but Gibson wasn't one to give up. The fickle finger of fate fell on Gosek as the car failed to fire up. Thus Gibson went to the outside of the front row. He took the early lead, but was challenged by Steve Gioia Jr. An early race accident saw Gibson escape, but Gioia was out of action. Ed Bellinger Jr. chased the Gibson super, but the Bill Port engine was able to outpull the 02 of Bellinger in the straight. In the end it was a four thousand dollar plus payday for Gibson, in what was to be his final ISMA win of the year. He didn't win the ISMA title, but did pull off the "most win" honors in '87.

Well, Gene Lee Gibson came to Syracuse with very little dirt track experience. Sure he hopped in to a street stock machine on a non-asphalt bowl early last year, but his luck was less than spectacular. However, '88 has seen some definite changes. Gene hasn't been a regular supporter of the ISMA circuit. He's been out running in USAC in the champ cars and on the sprint trail. There have been a couple of returns to super action and one stop, once again in August, saw him win the Sandusky event for the second straight time.

No one really knows what to expect from Gene Lee Gibson, but there's no doubt with the added work on the dirt, from the mile at Indianapolis to the asphalt of Indianapolis Raceway Park that he's chalked up more experience this year. Gene was definitely "Mr. Supermodified" in '87, but for Gibson it's just a stepping stone. He's harbored a life long ambition to make a living behind the steering wheel of a race car. During the off-season he decided to see if his success in '87 would pay dividends in '88. He built a new supermodified, but his eyes were on racing with the USAC veterans and gaining even more recognition. He's taken the Alan Nott machine to solid efforts in the champ car division and at one time this year ranked among the top four in the point standings.

The ultimate goal is to land an Indy ride or a seat in a CART sanctioned machine. Apparently his experience at Syracuse paid off quite well for him in '88. In his early upright champ car efforts this year he finished second on the asphalt mile at Milwaukee as he put on a stirring performance in chasing George Snider. In May he was on the Indy dirt mile at the Fairgrounds and ranked among the leaders and genuine challengers throughout. He's sat in the front row on the five-eighth's of a mile IRP and excited fans as well as announcers with some breath-taking runs in the IRP Thursday night sprint series which was nationally televised by ESPN. Media types, pit side observers, and fans are quickly finding out something super fans have known for years--- Gibson is a charger, an exciting driver, and a never-say-quit competitor. He wants to race and he's doing it on dirt and blacktop, in champ cars, sprints or supers with a wing and without. His supermodified effort has been slowed this year, but he has that one "big race" win at Sandusky in August.

Gene Lee Gibson is a winner. He's not happy with second, third or fourth. He comes to finish first and his aggressive style is well known. Earlier in his career Gene Lee Gibson lived in the shadow of his dad, the legendary Todd Gibson. However, he's made a name for himself and it appears the only stairway in his career will aptly be labeled "up."

This young bachelor is going places and somewhere down the road he just might be seen in the molded cockpit of a rear engine championship car. Then fans can say, "I saw him win at Syracuse in '87 driving a supermodified."

A year ago he entered this weekend's competition in the role of an underdog. That type of label can't be hung on him anymore. He knows how to drive on the dirt or asphalt. Depending on track conditions both types of experience could be beneficial in his quest to carry home yet another win in a car he constructed during the past winter.

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JENNERSTOWN	MIKE ORDWAY
SPENCER	EDDIE BELLINGER
LANCASTER	A.J. MICHAELS
SANDUKSY	PAT SHULLICK
SANDUSKY	GENE LEE GIBSON
STAR	DICK BATCHELDER
JENNERSTOWN	JOE GOSEK
SANDUSKY	STEVE GIOIA
LEE	Oct. 2

Eddie Bellinger, who won the Gater News Best Appearing Supermodified Award at last year's Syracuse supermodified race, is a guaranteed starter in this year's event.

A.J. Michaels won his first feature ever at Lancaster Speedway earlier this year and will represent this track at Syracuse this weekend.

The defending Syracuse champion, Gene Lee Gibson, qualified for this year's event by winning the Sandusky Classic in August.

Mike Ordway, driver of the Clyde Booth 99 was on a roll earlier in the year and will represent the Jennerstown Speedway in this year's Syracuse event.

Steve Gioia came out of his season long slump to cop the rich Sandusky Cavalcade just two weeks ago and worth $8,000.00.

Supermodified legend Bentley Warren has dominated the ISMA circuit in 1988 with the Mike Mazur No. 61Jr. He will represent the fast Thompson Speedway, winning the inaugural event there in May.

VALLEY COMMENTARY

BY RICK HARTING

Hi everybody and welcome to the greatest racing you can find on dirt, "Super Dirt Week". As you might have guessed from the title of this column I usually write in Dirt Trackin about Lebanon Valley Speedway, but here we are in Syracuse, the place for race fans to be this week. Like most of you I really look forward to coming to Syracuse each year. It's kind of the "World Series" for us dirt race fans and it's much more than the race itself. Most of us get to take a little vacation time, enjoy the beautiful autumn in central New York, and get to see the best dirt racing anywhere. Sounds like a good deal to me.

As I said, Lebanon Valley Speedway is where I enjoy racing every Saturday night so I decided to talk to some of our modified drivers about Syracuse. I started with a modified driver who has made every Syracuse race so far, Tommy Corellis. I asked Tommy about Syracuse and I mentioned to him that I knew it was one of his favorite tracks. Tommy responded, "Yes it is. We like it up there but we just don't have any luck there. We've run good there and we get along with the track." Tommy has finished second in the big race in October and has won here on the fourth of July, but still is looking for that checkered flag in October. There is also a water pump up on the wall in the Lebanon Valley clubhouse that broke when Tommy Corellis was leading the October race and running away with it. When asked about that water pump and his previous tries at that checkered Tommy answered, "I think when the water pump broke it was in 1978, but I'm not sure. We've had some close ones in Syracuse. I felt I won the race one time and they said I was in the pits twice and I was only in once but there was no way I could back the story up. I felt I won that race but we'll just have to go out and get it from flag to flag this time, that's all." As I said Tommy has won on the Moody Mile in July, but hasn't won in October and he had this to say about that, "Well, it's tough in October. We got beat last year and we were running real good. We made a pit stop and we came out on the race track and everybody that was in front of me still had to make the stop. Then a car came out and we got thrown around going into turn one and we kind of went over the top of him. That's what you call racing luck and doesn't have anything to do with me or the race car." Tommy has a brand new Olsen car for this years race and in his words, "We put every effort we could in it and the Schumans worked their heart out on this car and hope we can do good for the crew." When I was finished talking with Tommy he told me, "I never had a bad day at Syracuse. I've had lots of days when I didn't have any luck, but I never had a bad day." Maybe this will be the year that Tommy Corellis has an excellent day at Syracuse!

I also had a chance to talk a little bit to Kenny Tremont about Syracuse. When Kenny was asked if he liked racing at Syracuse he answered, "Well, I like to race there if everything is right. I don't like to go there if the car isn't fully prepared. I like to go completely prepared and totally ready." Kenny also has won at Syracuse, but not in October and I asked him about that, "Well, it tells us that we are capable of winning if we get all our equipment in shape." We then talked about the distance of the October race and Kenny has this to say about that, "The game plan for the October race is a whole different story than for a 30 lapper at Lebanon Valley where you have to go all out at once. Even last year the fastest cars aren't necessarily the ones that win the race. It seems to be you have to finish and be there at the end." Kenny filled me in on what he will do, equipment wise, and his plan goes like this, "Well, I'm going to take the car that I ran all season at Lebanon Valley, an Olsen Eagle, take it completely apart, repaint it and put a new body style on it." When Kenny

TOM CORELLIS

DICK LARKIN

was asked if he thought he had enough engine for Syracuse he answered, "You are never strong enough. You are always searching for more." Well, we will all get to see if Kenny can find enough horsepower and find victory lane in October.

Another Syracuse winner (Labor Day a few seasons back) that I talked to at Lebanon Valley about Syracuse was Dick Larkin. When asked about his October 1988 plans for Syracuse, Dick responded, "We've got a brand new car and a brand new motor. We are going to bring our other car with us and if the new one doesn't go we will fall back on the one that has been reliable for us all season." When I asked about the new car, Dick informed me, "It's a new Olsen chassis with a new Hutter Pontiac motor. It has kind of an exotic body on it." As I mentioned, Dick has won here at Syracuse and has also time trialed in the top six before and I asked him if he liked to race at Syracuse and he answered, "I really like it a lot. The speed is a lot more but I've gotten use to it and it just comes right to you after a while. If your car is working good it is real enjoyable, but if your car isn't right it can really be a long day." Let's hope Dick doesn't have a "long" day and finds the "short" way around.

One other driver I talked to briefly about Syracuse was Billy Decker. When I asked Billy if he liked racing on the "Moody Mile" he answered, "Yea I do. It's nice if the track is nice. I think it is a little better during the day. The track tightens up during the day and it's nice to race on." When asked how he has done in the past at Syracuse, Billy answered, "We haven't finished well in a race there yet. We qualified good last year and went around pretty quick under 32 seconds but we haven't had any luck in a race." Billy also told me he has a new Olsen chassis for this race and a new Jack Tant power plant under the hood and maybe Billy can change his race luck, we'll see.

Well, as I said when I started, Lebanon Valley Speedway is my home track and we haven't had one of our drivers win at Syracuse in October yet. Who knows, this could be the year, but whoever wins I know I speak for everybody at Lebanon Valley when I say I hope it is a safe and exciting race. I only have one other thing to add and that is whoever named it "Super Dirt Week" was sure right because that is exactly what it is, "Super"!!!—Enjoy.

WINNING IS EVERYTHING FOR EDDIE MARSHALL

Everyones been to their local carnival or fair where the man guesses your weight, age or profession--you win a Kupie-doll when he's wrong, have a few laughs and go on to the next booth. If he was to try and guess Eddie Marshall's hobby Eddie would win the big teddy bear from the top shelf for this slender built, soft spoken 30-year old bachlor does not look or act like he would power his way around a dirt speedway with a 454 cubic inch powered stock car.

You can better imagine him with a tennis racket in his hand or even a golf club but never a race car. After you spend a few minutes with Eddie, you realize just how intense and competitive he is. He explained, "There are very few nights after a race that I can say I'm happy with my performance; I always look forward to the next race wanting to improve. One never stops learning from week to week for the track conditions change and you have to try to guess what the tracks going to do after all the other classes have run on it so you hope you've guessed the right tire combination; it's always something different."

"Winning, that's what it's all about" said Eddie. "We drive with the attitude that we'd like to win the track championship but I never drive for points, if they come they come". He continued, "I would prefer to have three wins and finish sixth in the points then two wins and finish third like we are. If I could win two weeks in a row and get knocked out of the next two then come back and win again I'd be happier. Points are set up to favor people that finish races".

Finishing third in the points at Lebanon Valley is no easy task and Eddie is quick to point to his crew as the main reason for the consistency in his finishes. "My crew has finally started to come together. Because of them I'm able to spend more time on the little things that get us back every race. They're more interested all the time and their spending more time with it, it's like being on a softball team or belonging to a firehouse. They enjoy racing. They've been working really hard at it and they deserve the credit for the success that we have been having."

Having started racing nine years ago it's been a slow steady climb to where Eddie is now considered a threat every time he takes to the Speedway. Asking Eddie why he waited until he was 21 years old before he started to race he explained. "My family thought if I got into auto racing early that my education would take a back seat. I did race motorcycles which didn't take quite as much work to keep them going as the stock cars. Eddie received his degree from Plymouth State College in NH in Business Administration and then his family gave him the go ahead to race.

"Without the suport of my family, I don't know if I'd be in racing spoke Eddie. It's a family owned car and they are behind me 100 percent." It is a rare occasion that the grey and blue No. 98 pulls into the pits without his father Ernie and mother Nancy not in attendance. His sister Karen also attends on a regular basis while his sister Linda has just had a little daughter so her races this season have been limited.

Racing came natural to Eddie as his father is a former high point man at Lebanon Valley having won the title in 1970 over such drivers as Mert Hulbert, Tom Corellis, Butch Jelley, Jerry Townley and Eddie Delmolino. It was a family affair back then and it's still that way now.

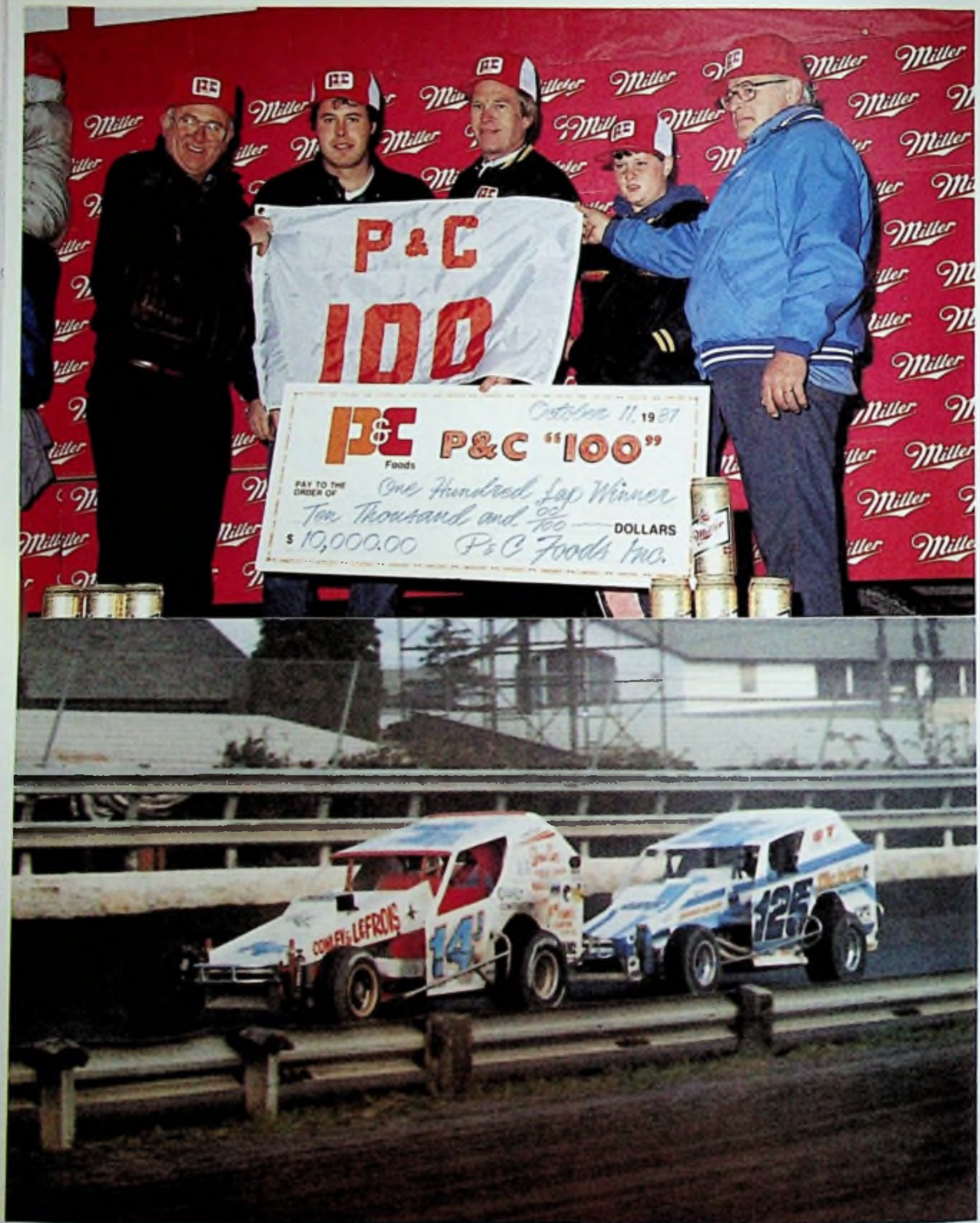
Eddie's driving style is very much like that of his father's--hold your position and think before you make a move. You can see Eddie taking his time so he doesn't get the car into a position that he has to make contact with another driver to gain that extra spot. "Racing doesn't really have to have as much contact as it does and my style of driving is just not that aggressive". Eddie gets to the front week after week so he must be doing something right.

Lebanon Valley is Eddie's home track but it's not his favorite one. The Syracuse mile holds that honor. "If Syracuse ran weekly shows or raced more than three times a year I'd be there more often", he stated. The Moody Mile hasn't been kind to Eddie as his best finish to date is 12th with engines being his problem every other year. "This year we haven't had any engine problems at all, they've been perfect" spoke Eddie. "We're going into Syracuse Super DIRT week with two great engines. I have a Ron Hutter engine that I bought from Lou Blaney and then I have another one purchased from John Bolander. I've been getting my engines from Bolander since I started racing and this engine has been just super so I feel very comfortable going into the race. I haven't decided which one I'll run yet but I have a lot of confidence in both of them."

The car that Eddie campaigned all year is the same one he'll take to Syracuse. Right after Labor Day it was stripped down to the frame. Olsen has outfitted the car with a late model type body so it's a whole new game for them. "The Olsens have been just super to do business with. They've been great and Doug and I've gotten to be good friends. I'm hoping everything finally comes together on the mile."

Once Eddie started driving his father took a back seat until late this year. Ernie stepped back into the drivers seat after a nine year absence and finished a respectful ninth. The gleam was back in his eyes after the feature and you could tell he hadn't lost his touch. Wouldn't it be great to see Eddie and Ernie come in first and second in the Miller 300? That can't happen at least not this year for Eddie is the driver, dad will be the crew chief, mom will be the scorer and Linda and Karen will be the cheerleaders.

Lebanon Valley is proud to have the Marshall family racing at the high banked oval every week and nothing would be better than to see them in the winners circle at the Moody Mile.



Alan Johnson timed it perfectly to lead the Miller 300 on the 100th lap and he picked up a check for $10,000.00 sponsored by P&C Food Markets. The bottom photo shows Doug Hoffman 125 making a race out of it as Alan 14J leads him down the long backstretch.

Top: Jack Johnson's right door panel shows the wear and tear of 188 laps at Syracuse. Middle: Bob McCreadie's No. 9 receives a right rear tire and a tank of CAM2. Bottom: Pit stop action shows Jimmy Horton's crew making some chassis adjustments after the 85 was involved in the 2nd lap tangle between turns three and four.

TRYING FOR TWO IN A ROW

BY JEAN LYNCH

Coming back to Syracuse after his biggest career win here last year, Dave Blaney has a good feeling. Now in his seventh season behind the wheel of a sprint car after starting in go-carts, he can't be considered a veteran, but four years of traveling with the World of Outlaws has a way of educating a driver quickly and moving him to the head of the class.

"I'm pretty confident about this year's Ground Round Nationals and our equipment is a step better," revealed the talented, good-looking, second-generation driver.

His start in sprint cars came in his father Lou's back-up ride, but he soon had outside offers. He won his first World of Outlaw feature at Tri City Speedway in 1985 and his second came on the highly competitive circuit in 1986 at Sante Fe.

The 1987 season began with Gary Stanton's No. 40, before Blaney joined forces with Alan Nott, a Honda/Mazda/Toyota car dealer in Lima, Ohio, who nurtured a love of racing since owning a midget in the 1940's.

According to Blaney, "I guess Mr. Nott had wanted to get back into racing for the last five years....maybe because he knew his health wasn't good." He lived to be part of that winning team here last year and celebrated that night with a quiet victory dinner. But, he passed away in mid-June leaving his family to carry on the racing tradition. Alan's son Ron and daughter, Kim Augsberger have been part of the cheering section since his death.

David's summer has been hot and cold. "We were having a good month and a bad month." On the second Eastern swing of the WoO this year, mechanic Daryl Saucier joined the team and for the past two months, Blaney says, "We have been more consistent and I like that better."

A $12,000 victory at Hagerstown Speedway tops the win chart for this year. But, reveals the Buckeye Bullet, "We've been second a bunch of times."

While Dave raced the recent WoO swing in Califnrona, Charlie Fisher was busy in the Nott Lima shop building a new car for the assault on the Syracuse mile. Blaney explained the car will be sponsored by Gambler and Goodyear and be equipped with a Gaerte engine.

On the topic of racing the mile, he says, "If you like the track, you can go fast. But, if you don't like it, tht automatically slows you down. One thing about it, you can go as fast as you're brave enough to go."

Commenting on the future he said, "We're set up for the same thing next year. We will be trying to win the World of Outlaw point championship."

BOBBY DAVIS

BY JEAN LYNCH

Bobby Davis, Jr. endured a rough roller-coaster ride in 1987. The 1982 World of Outlaws Rookie of the Year was ready to make his move into second place in the point standings when he ran into the wall between turns one and two at Knoxville Raceway in April. By the time he returned to competition, he had dropped to seventh in the standings.

In the six months to follow, however, the Mud City racer ran hard and consistently enough to finish the season in third place running the Paul Morgan No. 6 Gambler.

After the first 11 events in 1988, he joined the Casey Lunda No. 10 Ford team and once again, consistency has paid off, ranking him number three in the WoO point standings going into the Ground Round Syracuse Nationals.

In addition to finishing third overall last season and presently holding down that spot. Davis was third also in 1984, then jumped to runner-up spot in 1985 and 1986.

Perhaps one of the highlights for the team was an appearance at Duke City Raceway in Albuquerque, New Mexico in early September when a standing-room-only crowd of 8,500 cheered the Casey Luna car to victory in the best home-coming treat for their celebrity car owner.

Going in to this racing season, Davis was an impressive fourth in the overall career WoO feature win column with 24. To date this year he can add four more features as well as six Fram Dash victories and four Pace Setter Awards. Not bad for the quiet Memphis driver, who had an early start on the river-bottom surface at West Memphis under the close supervision of his daddy, Bobby Davis, Sr. sponsored by Davis Electric.

Eventual Ground Round Nationals winner Dave Blaney contemplates the famous World of Outlaws four abreast parade lap and the ensuing race start. Dave is positioned third from the inside in the front row.

RACING COMMUNITY UNITES IN SUPPORT OF BRAD DOTY

by jean lynch

Several thousand race fans witnessed Brad Doty's accident on July 23 at Eldora's Kings Royal Sprint car race and millions watched the horrendous multi-car accident replay on ESPS's Speedweek.

As a result of the injury to his spinal cord in the 5th, 6th and 7th thorasic vertebrae area (about mid-chest), Bard is paralyzed below that point.

He remembers nothing of the accident or the night, but those of us who were there will verify that he was very competitive, passing Ricky Hood on the outside and getting tremendous bite off each turn to win his heat race. His chances of winning the $52,000 were as good as anyone's.

The feature field took the green flag and the crash occured as the cars came out of turn two and headed down the back stretch. He was transported to a local hospital, then life-flighted to the Dayton Miami Valley Trauma Center.

He is currently in a three-month rehabilitation program at University Hospital—Dodd Hall, Columbus where he is learning to function independently in a wheel-chair world. Later he has an opportunity to go to a Miami, Florida Hospital specializing in nerve and spinal cord damage.

For a young man (just 31 years old four days after his accident), filled with ambition and racing goals, the world changed in a matter of seconds. His struggle to regain physical health to the point of the imposed limits and to wrestle with the understandable mental stress, has become the genuine concern of race fans everywhere and race teams and drivers in all areas. The outpouring of financial help and cards and letters has come from all racing fraternities including World of Outlaws, USAC, CART, All Stars, CRA, NASCAR and many more.

Drivers passed their helmets at many tracks where fans gave generously and common are the stories of individual artists raffling off brass sculptures or paintings and pictures for the highest bidder, while drivers gave up their memorabelia to fund-raising auctions.

Brad's Mother knew he would be a racer from an early age. "He was 14 and we lonade the truck to Brad and the neighbor boys, Ed and Jac Haudenschild, so they could go to the Williams Grove Nationals." Ed was the only one old enough to drive and the boys made the long trip to watch Weld and Opperman battle it out. Their fun after the race, as they camped in the back of the truck, was a pillow fight. When he came home Brad told her, "Mom, that's the only thing I want to be when I grow up...a Sprint car driver."

Brad recalls his early exposure to racing "Jac and Ed's dad raced and because he and my dad drove trucks together and were friends, we all got interested in racing."

"But we moved about 15 miles away to farm when I was in 4th grade and I didn't get back to racing until Ed started to drive the 1/4 mile at Lakeville. I guess you'd say the cars were like the old West Memphis "B" cars with CAE spring front-ends and bolt on cages."

"I sold my dirt bike for $450 and bought Ed's car. He helped me a a good bit and I lied about my age so I could drive that summer, because I didn't turn 16 until July 27. I did pretty well with the car, but when I sold it, I didn't have enough money to buy another car, so I sat for four years.

"I did get in a car at Mansfield one night in 1978, but in hot laps one of the keys sheared off the axle and I crashed, so I was done again."

"My break came when Kenny Jacobs who had been driving a 4-bar Nance, quit that ride to go to work in 1979 and recommended me for the ride. It was a car out of Creston owned by John Harmon, John Gantz, Dave Pope and Donnie Avery. It was the best car I had driven and I was busy watching the gauges at first, but we went on to win 13 out of 16 features."

"In 1980 I won the track championship at Lernerville and Tri City, but there was a story behind that. One night I turned over at Lernerville while leading the points. The car had been paying me and for its own motors. When we tore it up, the guys didn't have enough money to fix it so it sat from Friday night until Tuesday night when Bill Bowser and Randy Rettinger called to help. Then SHirely Kears said, "go ahead and fix it.....what ever it takes." It took $2000, which was a ton of money in those days, but Shirley trusted me enough and put faith in me. We built our own wings and had been on steel wheels and Bob Stauffer gave us some polished aluminum wheels and we went out and won the heat and feature the next race."

"In the off season, Kenny, Jac and I went out to California to get rides. We were trying to save on expenses so we slept in one room with two beds and a cot. We started flipping a coin to see who got the cot, but then we changed it to who ever had the worst finish that night had to sleep on the cot. We weren't all that competitive, running 13th, 14th and 15th but we never dropped out. We admitted later that we were determined to stay in there because we didn't want to have to sleep on the cot that night."

In 1981, driving for Sam Bowers, Brad ranked as Rookie of the Year with the All Stars and in 1982 he became World of Outlaw Rookie of the Year, finishing 4th in points. Sam and I were together for about 2-½ years and that's when I met and married Lori. We worked on the car together and live right there."

"I kind of jumped about, in and out of rides until 1987 when I ran the Coors car for Fred Marks and Les Keppler." Finishing second that year in WoO points established Doty as one of the best sprint drivers in the country. He opened the 69-event season by winning his second and third consecutive feature races at Ascot Park. He led the point race for the first 10 events and held on to the bridesmaid spot by winning features at I-55, Santa Fe and US 131. He was the most consistent driver on the tour, crossing the finish line in all 69 "A" features. The most prestigious race he won was the Pacific Coast Nationals.

After running the first two events of the 1988 season in Kepler's No. 18 Kodiak Lightning car, he moved behind the wheel of Gary Stanton's No. 40 Challenger and drove it until the accident. He successfully ran Gary Runyon's USAC car three times this year, finishing with two wins and a second.

His feelings about the mile were always a little apprensive, but especially now, "With the cars so light-weight, they will never withstand a crash at those speeds. At first, when we went there, everyone gave everyone a lot of room. But, the more we ran it, the more confortable we became and, of course, we all like the big money and the speed."

In addition to his friends in racing, Brad has a big support group of relatives at home waiting for him, including his children Brandy, age 5, Brandon age 2 and brand new baby girl Brittany.

If you wish to write to Brad, he's at University Hospital, Dodd Hall, Columus, Ohio.

Brad Doty shown here at last years Ground Round Nationals event. He'll certainly be missed this year. Everyone hereat Syracuse wishes Brad a speedy and complete recovery.

JACK JOHNSON

BY RON MOSHIER

Maybe winning Sunday's "Miller 300" isn't everything. But it certainly is the only thing that will make Jack Johnson's Super DIRT Week XVII stay an enjoyable one.

Johnson, the 44-year-old modified stock car veteran from Duanesburg, NY, won't settle for anything less than a third career victory in what has become the richest dirt track race in the world.

"We're coming here to win. I feel we're going to win the race. If I didn't feel that way," said Johnson, "then I wouldn't come here.

"In the old days, I used to come here just to come, because it was Syracuse, but now we come to win, and if I don't think I can win I'm going to stay home. The problem is, you've got 50 other guys coming here feeling the same way and trying to do the same thing," he said. "That's what makes (winning) here so tough."

But "Jumpin' Jack" has done it before. Johnson's seven career victories here (including "Schaefer 200" wins in 1979 and 1984) tie him with Merv Treichler as the winningest driver in modified stock car history at the New York State Fairgrounds demanding one-mile oval.

And this week a most determined Johnson returns ready, willing, and no doubt capable of joining 1976-77-78-80 "Schafer" champion Gary Balough as the only three-time winners of the 17th annual October classic.

Entering the second weekend of September, Johnson embarked on the CAM2 trail of long distance events and promptly asserted himself as the driver to beat with a 200-lap victory (the 300th win of his illustrious career) at Weedsport.

After those first three CAM2 races at Ransomville, Canandaigua and Cayuga County Fairgrounds, Johnson has an '88 total of 17 feature wins and a 12-point lead over Kenny Brightbill and a 14-point edge over Chuck Akulis in the series' standings.

"We did a lot of experimenting again, alot of trial-and-error deals. But we're happy with the season," said Johnson, who earned an unprecidented seventh track title at Fonda Speedway, where his 105th career modified win equaled Lou Lazzaro's all-time mark.

Inculding victories in small block and non-DIRT sanctioned events through mid-September, Johnson owned or shared track win records at Fonda (107), Albany-Saratoga (49), Utica-Rome/New Venture (19), Syracuse (7), and Nazareth National (4).

He is the only five-time "Mr. DIRT" titleholder and the only three-time winner of the Super DIRT Series, which he leads again this year. With only the double-point "Miller" race remaining on the '88 tour, Jack (1052), unrelated Danny Johnson (999) and Ken Tremont (994) are still in the title hunt.

"You can't just look at the wins. You've got to look at the finishes," said Jo Jo DeSarbo, a Johnson crew member for 17 years. "We missed the Canandaigua race and he's still leading the points because he finishes races."

Percentage-wise, Johnson's best season was 1981 when he won 36-of-90 features. And overall, he has won at 27 different racetracks. None of those tracks, however, compare to the unforgiving "Moody Mile," and none of those races compare to the grueling 100-lap "Miller 300."

"I'm not crazy about the racetrack. The good thing about it is when you come here, you're usually racing for big money," said Johnson. "I like that part of it.

"But this isn't the kind of racetrack where a guy can roll in and do real well his first two or three years here. It takes time to get used to the place and get used to the setups.

Preparation has a lot to do with it.

"And this is the kind of racetrack where you've got to learn to be very patient," Johnson said. "It takes a while to get used to the speed. We come here two or three times a year from the small tracks and we're going twice as fast. You hit the wall or touch somebody's wheel here and you're in trouble. On a shorter track, you can get away with it."

Johnson couldn't avoid last year's first turn melee, and after losing several laps repairing a fuel pump, he wound up 19th. "If you're in the wrong place at the wrong time, you're done," he said. "There's no room for error. At this place, you can't make mistakes. One mistake and it's all over."

Since Johnson ran a mistake-free "Schaefer 200" in '79, he has finished eighth or better in 6-of-8 Super DIRT Week finales, including a 1st-2nd-3rd string in 1984-85-86. In 15 October races here, he has a record eight top 10 finishes.

"Once you get the taste of winning that race, you pull out all the stops to win it again. You've got to," said DeSarbo. "You have to go to Syracuse with the attitude it's a piece of cake. "Jack knows what he has to do. Exactly. All I know is how to turn the wrench. Jack's the crew chief. I credit most of (the success) to him, and his driving ability."

This will be Johnson's third Super DIRT Week behind the wheel of an Olsen-chassised no. 12a. The two-car B.R. DeWitt-sponsored stable will likely include a new Olsen and this year's reliable Eagle.

Last year's "Miller" motor, a bored-out 427 c.i. Jack Tant model, will power the newest Olsen Eagle in its Super DIRT Week Debut.

We've got a brand new Olsen with a few "trick" little things in it. Hopefully, we'll just hit on the right combination and we'll be quick again," said Johnson. "You know, there are guys chasing these qualifiers around looking for a (preferred starting) spot just to get in the race. I come here to sit on the pole. If I can't qualify in time trials, I don't want to race. It's not worth it. It just doesn't work like that. "I always feel good about this race because when we come here, I know that we're going to be ready.

QUEBEC'S ROOKIE AT SYRACUSE

BY YVON LARRIVEE

GRANBY—Last year, at this same date, Robert Ranger was far from thinking that he'll be racing in Syracuse in 1988. But things changed since he finished the 1987 season as the champion in the late model class at Autodrome Granby.

During winter 1987-1988, the owners of this popular track decided to cancel one class to survive. The crowd was fair and the programs costing too much in purses. That left Ranger not too many choices, he could have decided to defend his title in the late model class but only at Autodrome Drummond or try to find a ride in the modified class.

The driver who resides in a small community nearby Granby finally saw a good opportunity when he heard that Marcel Lamer, a veteran in the modified class, was looking for a driver to replace Richard Salvas. This team was in Syracuse in 1987 but failed to qualify for the Miller 300. Real LaFrance, the rookie of both Quebec's track, was more lucky and finished 21st after being forced to retire because of mechanical problems.

After a few meetings, Ranger decided to make the big jump after spending eight years in the late model class. With the sponsorship of Andre Auto Radio, Les Productions Ranger, Le Trianon GM and Les Produits Chimiques Shefford, Lamer bought a new Kneisel "La Baron" for his new driver. Lamer is not a newcomer in stock car because before owning his team, he was a mechanic for the veteran Bob Gatien, the promoter at Autodrome Granby.

The beginnings were very hard for Ranger. He had to get used to the car which is very different from a late model car. He had to study his new opponents. On the third program, he did very well by finishing third in the feature race. He was starting to get more confident and rapidly became a driver to be watched by the "regulars".

Ranger had a good season on Quebec dirt tracks. At Autodrome Granby, he scored two major wins and finished fourth in the Molson championship to earn the rookie's title. At Drummond, he did not win a race but finished also fourth in the overall standings to get the same honors.

Ranger went to Syracuse on Liberty weekend to participate to a race. Like the others, he had to come back without having the chance to get a serious try at the track. "We were able to make only warm-up laps and the track was not at its best conditions. I did a lap in 35 seconds but I'm sure I can do better than that," said Ranger.

"We left the car in Pennsylvania to have it redone completely. It will be in perfect shape for Syracuse. For my first appearance at this track, my goal is to be part of the 54 drivers on the starting grid. If I can do that, I would like to finish in the first fifteen."

With Autodrome Granby and Autodrome Drummond, now members of D.I.R.T., it seems that in the future, many more Quebec drivers will attempt to race in the United States. They have better cars now and they can compete with their American fellows. After LaFrance and Salvas in 1987, it is now Robert Ranger's turn who might be joined by a few others from Quebec. For the moment, they're all still undecided or are looking for a sponsorship.

FRED BURROWS/DAVE LAPE TEAM FOR MILLER 300

Dave Lape and Fred Burrows have formed a new team for their Miller 300 efforts. Dave will have two cars available to him. A Champ Car and a Troyer car. Both will be powered by Ron Hutter engines and sporting the new DIRT styled bodies. The two cars were formerly driven by Tommy Wilson.

Due to business responsibilities Tommy has not been able to commit the time he would like to his racing. Although he does plan on being a part of the new team. Tommy will be Dave's pit crew chief for the Miller 300. He will help keep the crew organized and assist Dave with many important jobs such as keeping the motors tuned and checking gas mileage. Since he has driven the cars and knows the motors his input is vital.

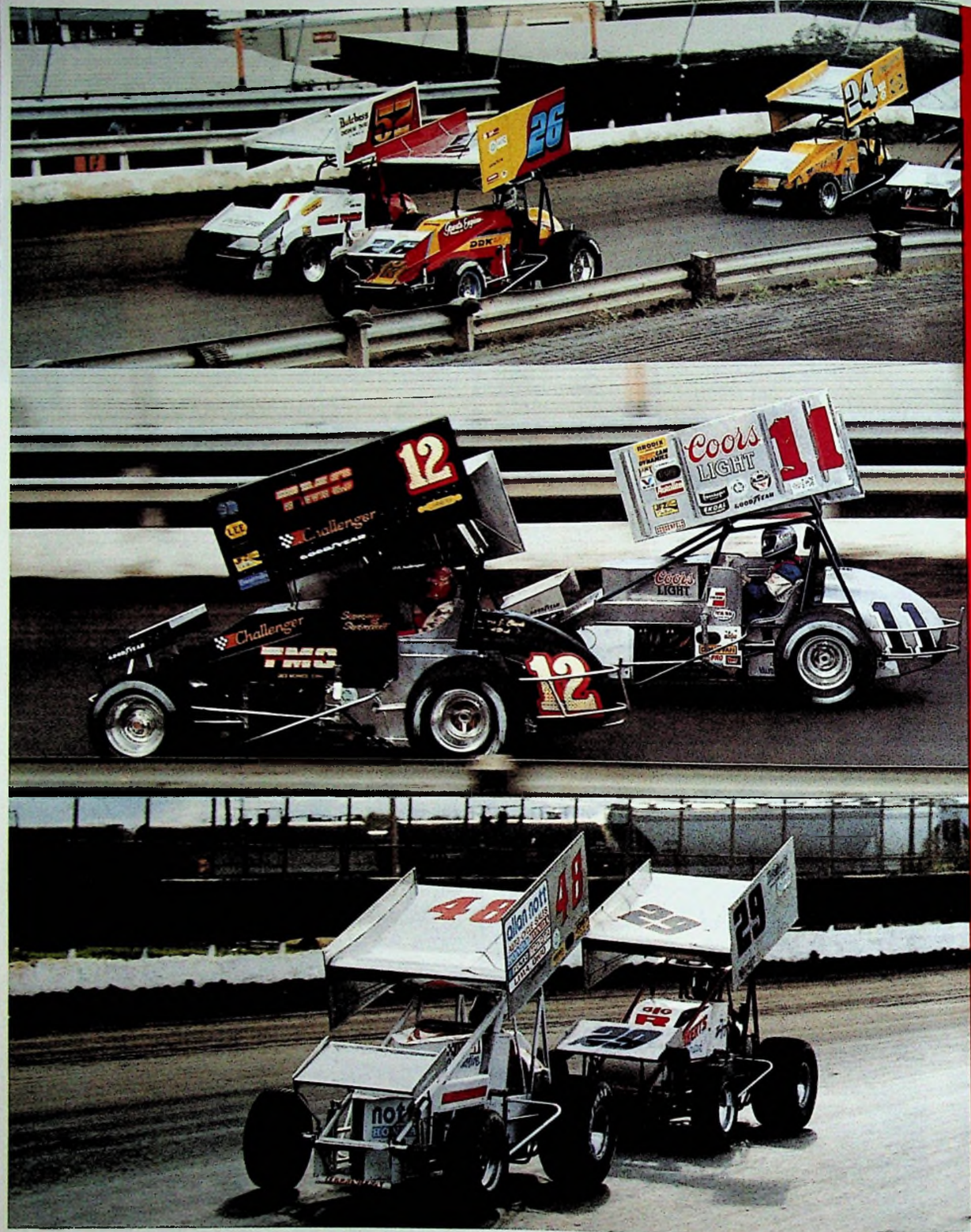
Owner of the cars - Fred Burrows is a true race lover. Fred has owned DIRT cars for many years, was previously part owner of New Venture Speedway and last year became a race truck driver. Fred has progressively improved his truck racing skills and is a top contender on the GATR circuit. Fred has always been known for owning top notch equipment and is excited and very optimistic about his association with Lape.

The team will actually be two experienced crews combined. The Wilson crew and the Lape crew. It takes a great deal of team work, cooperation, and skill to be a top DIRT contender and the crew is equally important as the car and driver. Key members of the Burrows/Lape team will be Tommy Wilson, Jeff Carter, Scott Stevens, Pete Williams, Eddie Abbey, Gary Putman, Barry Asher, Chris Kupiec, Jack Lawrence, Rick Roller, Fred Burrows Jr., Todd Massoco, Mark Luft and Joe Rando. These guys are all excited about their new team and determined to do their best.

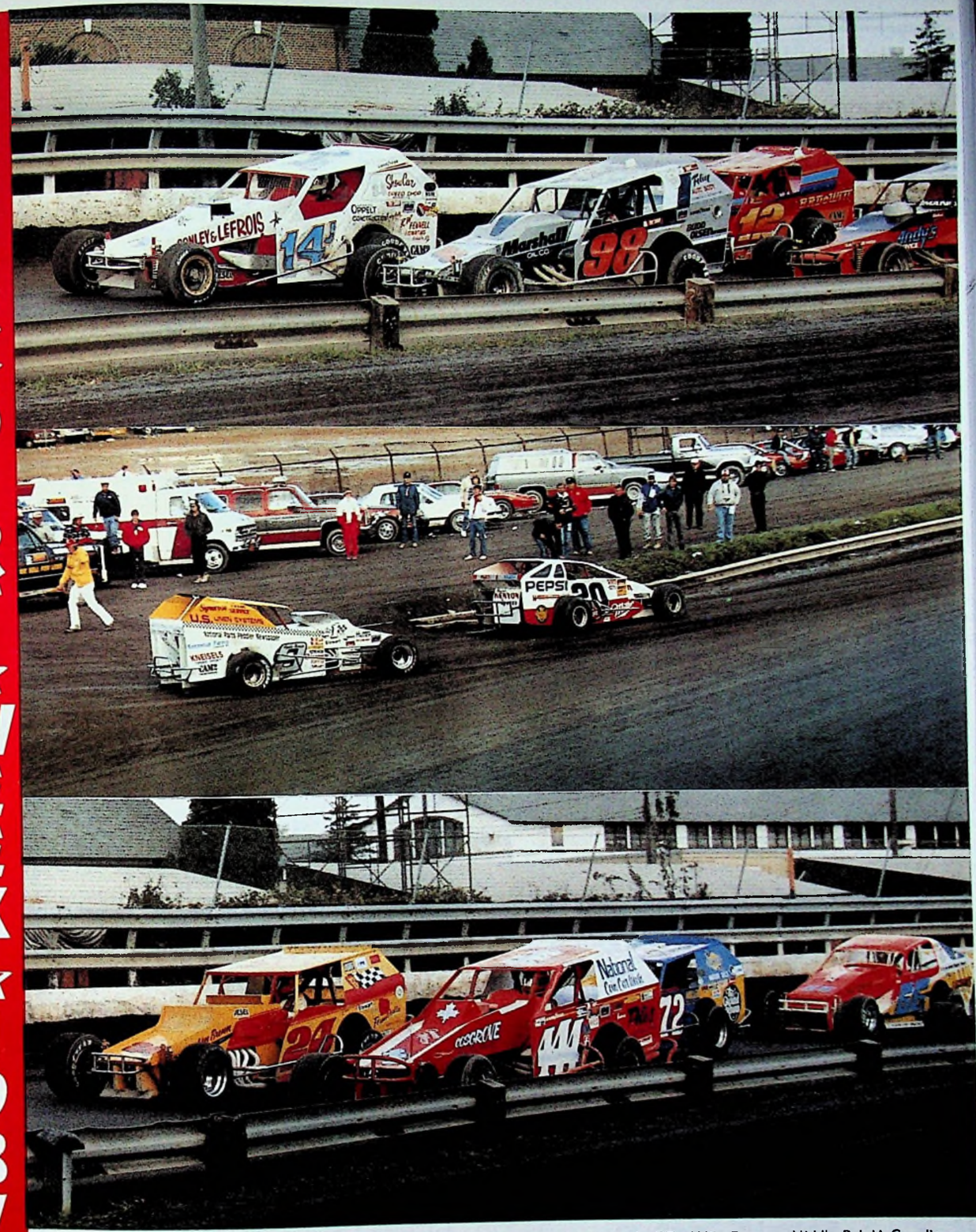
Lape has been teamed with RC Putman the past 7 years. Their association has been quite a successful one. They accumulated 3 track championships at Fonda, 2 at Weedsport, 1 at Albany Saratoga, an Eastern States win, a Super Series Title in '82, a 3rd place finish in the Schaeffer 200 in '83, 6 top 5 finishes in the Mr. DIRT title race and many, many feature wins. The reorganization of Lape with Burrows came when the Putman team had no engines available to continue racing. Putman's future plans are undecided at present.

Dave is excited about the new equipment he will have available to him. He has proved his driving ability consistently through the years with his numerous point championships and exciting feature wins. It seems all that's needed is lady luck on this teams' side and a big victory Super DIRT Week could be theirs.

SUPER ☆ DIRT ☆ WEEK ☆ 1987



Top: Glen Fitzcharles (26) and Steve Yodock (57) lead Craig Rankin (24) down the long Syracuse chute at over 160 mph. Middle: Sammy Swindell (12)made contact with Steve Kinser (11)on the green flag start, causing Kinser to suffer a flat left rear tire. Bottom: Dave Blaney (48) grabbed the lead and held off Doug Wolfgang (29). Note the special nose piece on Blaney's car.



Top: Alon Johnson (14J) leads Jack Johnson (12A) passed the (98) of Eddie Marshall and the (97) of Mike Romano. Middle: Bob McCreadie (9) chases Brett Hearn (20) out of the pits. Bottom: Ken Brenn Jr. (24), Brian Stevens (444), Charlie Rudolph (72) and Dave Leckonby (66) travel down the back straight at over 140 mph.

1988 ROSTER FOR THE NATIONAL AUTO SUPPLY CHAMPIONSHIP (*) AND ROLLING WHEELS RACEWAY PARK 320/358 QUALIFIER

CAR NO.	DRIVER/HOMETOWN	OWNER	HOMETRACK
1	*Pat O'Brien/Kingston, Ont.	Sheldon Legue	Cornwall
1NY	Ed Champagne/Plattsburg, NY		Airborne
02	Bud Carey/Harpiersville, NY	Bud Carey	Fonda
Deuce	Duane Decker/West Monroe, NY	Duane Decker	(None)
2	Billy VanPelt/Ulysses, PA		Woodhull
2L	Paul Lotter/Lebanon, PA	Ken Ruck	Port Royal
2X	Scott Amell/Watertown,NY		Can Am
3	*Butch Harris		Woodhull
3	Carl Murdock/Cornwall, ON		Cornwall
4	Davey Wenger/Myerstown, PA	Wenger Bros. Racing	Grandview
4	*Charlie Wilbur/Moretown, VT	Dale Beaulieur	Cornwall
4	Joe Barbagallo/Branchville, NJ		Orange Co.
6	Dick Nephew		Airborne
7M	Chris Tuthill/New Hampton, NY	John Tuthill	Orange Co.
08	Bill Monro/Picton, ON		Cornwall
9	Roger Lalonde/Long Sault, ON		Cornwall
9	*Bob McCreadie/Watertown, NY	Bob McCreadie	Can Am
9X	Chuck Kennison/Watkins Glen, NY		Woodhull
10J	*Eddie Haenelt/Bloomingburg, NY		Lebanon, Val.
11	Don Klo/Woodhull, NY		Woodhull
11	*Dan Hieber/Langhorn, PA	E.W.H. Services	Flemington
11JR	*Curt VanPelt/Ulysses, PA	Curt VanPelt	Woodhull
12	Skip Mackenzie/Kingston, ON		Edelweiss
15	Marcel LaFrance/St. Albert, ON	Marcel LaFrance	Can Am
16	*John Joseph/Hewitt, NJ		Orange Co.
J17	*Jeff Heotzler/Wallkill, NY	Jeff Heotzler	Orange Co.
R17	*Randy Glenski/Utica, NY	Randy Glenski	Lebanon, Val.
17J	*Lance Yonge/Penn Yan, NY	Lance Yonge	Dundee
18	Don Lawson/Woodhull, NY	Don Lawson	Woodhull
18	*Bud Christmann/Pompton Plains, NJ	18 Racing Ent.	Orange Co.
19	Mike Noto/Mexico, NY	Mike Noto	Can Am
20	Pete Morganstern/Delhi, NY	Laura Morganstern	Five Mile Pt.
21	Danny O'Brien/Kingston, ON		Cornwall
21	Fred Cade/Niagara Falls, ON	Fred Cade	Ransomville
22	Bob Savoie	Bob Savoie	Airborne
23	*Laurent Ladouceur/Alexandria, ON	Ladouceur Racing	Can Am
T23	Mark LaLonde/Long Sault, ON	Mark LaLonde	Cornwall
24	Walt Mitchell/Waterloo, NY	Evelyn Mitchell	Dundee
24K	*Rick Wilson/Ottawa, ON	Rick Wilson	Edelweiss
25	Bob Ellis/Danbury, CT	Bob Ellis	Airborne
26	*Chuck Lopresti/Middletown, NY		Orange Co.
026	*Newt Hartman/Flemington, NJ		Flemington
X27	Barry Poitras/Kingston, ON	Barry Poitras	Can Am
28	*C.D. Coville/Clifton Park, NY	C.D. Coville	Airborne
28	Dave Franek/Augusta, NJ	Dave Franek	Orange Co.
28	*Danny Johnson/Clifton Springs, NY	John Ryan	Rolling Wheels
30	Scott Goodrich/Middletown, NY	Ron Goodrich	Nazareth
F30	*Jeff Harrison/Granville, NY	Jeff Harrison	Airborne
31	Matt Quinn/E. Greenbush, NY	Quinn Bros. Racing	Lebanon Val.
32	Ralph Heotzler/Wallkill, NY	Ralph Heotzler	Orange Co.
34W	Todd Wendt/Sanborn, NY	Ken Wendt's Propane	Ransomville
36	Marty Conlon/Lansing, NY	Conlon Racing	Dundee
40	Ovide Doiron/Alexandria, ON	Ovide Doiron	Cornwall
41	Pete Roberts/Massena, NY	Roberts Racing	Cornwall
43	Neal Harvey/Watertown, NY		Cornwall
44	ron House/Central Square, NY		Brewerton
45	Bill Shire/Hornsdale, PA	Bill Shire	Nazareth
47	Scott Ovenshire/Dundee, NY	Scott Ovenshire	Woodhull
52	Ron Proctor/Clifton, Park, NY	Ron Proctor	Airborne
60	Bob Ogren/Albany, NY	Bob Green	Lebanon Val.
63	*Steve Roberts/Watertown, NY	Steve Roberts	Cornwall
69	*Robbie Green/Newburgh, NY	Green Racing	Orange Co.
70	Bob Sitterly/St. Johnsville, NY	Sitterly's Auto Sale	Fonda
70	Steve Arbuthnot/Renfrew, ON	Kevin Frazer	Edelweiss

M70	*Bill Cook		Cornwall
71	Pete LeClair/Melrose, NY	Pete LeClair	Lebanon Val.
73	Donnie Wetmore/Weedsport, NY	Donnie Wetmore	Brewerton
76	Brett Hearn/Kinnelon, NJ	Pete Chesson	Orange Co.
77	*Todd McManus/Coudersport, PA		Woodhull
77X	*Dale Plank/Homer, NY	Plank Racing	Dundee
78	Keith Carl		Big Diamond
78M	Maynard Forrette/Amsterdam, NY	Buano Trucking	Lebanon Val.
81	Bob Makinson/Ottawa, ON		Can Am
84	Dave Healslip/Kingston, ON		Cornwall
84	Steve Coots/Bath, NY	Steve Coots	Woodhull
85	*Jimmy Horton/Folsom, NJ	S&H Racing	Bridgeport
90	Joe Sobotka/Parish, NY	Don Deitz	Cayuga Co.
95	Mark Hitchcock	Mark Hitchcock	Cornwall
98B	Lynn Highhouse/Honesdale, PA	Highhouse/Dixon	Five Mile Pt.
99	Roger Phelps/Baldwinsville, NY	Phelp's Racing	Cayuga Co.
99	Ron Valade/North Lancaster, ON	Ron Valade	Cornwall
115	Stephane LaFrance/St. Albert, ON	LaFrance Racing	Can Am
87	*Kenny Tremont/W. Sand Lake, NY	Dutchess Overhead Door	Lebanon Val.
121	Don Dietz, Jr./Constantia, NY	Don Dietz, Jr.	Can Am
125	*Doug Hoffman/Allentown, PA	Doug Hoffman	Nazareth
126	*Billy Pauch/Stockton, NJ	Keystone Racing	Flemington
265	Fritz Epright/Somerville, NJ	Audrey Katzenstein	Flemington
352	*John Proctor/Clifton Park, NY	John Proctor	Airborne
406	Mike Ricci/New Paltz, NY	Rich Ricci, Sr.	Moc-A-Tek
406	*Rich Ricci, Jr./New Paltz, NY	Rich Ricci, Sr.	Moc-A-Tek
477	*Richie Burgess/Dover Plains, NY		Lebanon Val.
711	Keith Majka/Bloomingdale, NJ	Majka Racing	Orange Co.
711	John Ventura/Geneva, NY	John Ventura	Dundee
714	Billy Schinkel/Pottsville, PA	Billy Schinkel	Penn Nat.
818	*Doug Howard/Wayne, NY	Howard Racing	Dundee
942	Ken Rogers	Dennis Weller	Grandview
	*Kevin Keating		Flemington
	*Mike Gilmore		Grandview
	*Steve Bottcher/Leighton, PA		Orange Co.
	*Bob Rindgen		Flemington
	*Chip Slocum/Trenton, NJ		Bridgeport

MILLER 300 ROSTER CONTD.

98B	Lynn Highhouse/Homesdale, PA	Highouse/John Dixon	Five Mile Pt.
99	Jacque LaLancette/Guillaume, PQ		Granby
99	Steve Nowakowski/E. Hampton, CT	Steve Mowakowski	Lebanon Val.
99	*Dick Larkin/Sheffield, MA	Dick Larkin	Lebanon Val.
115	*Kenny Tremont/W. Sand Lake, NY	Ken Tremont, Sr.	Lebanon Val.
117	Lin Hough/Bath, NY	Lin Hough	Canandaigua
121	Steve Glover/Rochester, NY	Steve Glover	Canandaigua
125	*Doug Hoffman/Allentown, PA	Doug Hoffman	Nazareth
126	*Billy Pauch/Stockton, NJ	Keystone Racing Inc.	Flemington
222	George Henderson/Nassau, NY	George Henderson	Lebanon Val.
222	Michael Arciuoli/S.I., NY	Same	Flemington
333	Billy Osmun/Bloomingburg, NJ	J.T. Debias & Sons	Flemington
352	John Proctor/Clifton Park, NY	John Proctor	Airborne
397	Robert Ranger/Roxton Pond, PQ		Granby
444	Brian Stevens/St. Catharines, ON	Ray Stevens	Merrittville
477	Richie Burgess/Dover Plains, NY	477 Racing Team	Orange Co.
704	Fritz Epright/Whitehouse Sta., NJ	Trenton Mack	Flemington
714	Billy Schinkel/Pottsville, PA	Billy Schinkel	Penn Nat
728	Gene Bik/Amsterdam, NY	E&H Bik Racing	Lebanon Val.
777	Kevin Bolland/New Brighton, PA	Kevin Bolland	Sharon

Skoal Reps. present Steve Kinser with a trophy and cash after he won the Sprint Winners Classic in 1987.

Brett Hearn won the CLM Lubricants Winner's Classic for modifieds in 1987. This year's Classic is sponsored by Aplus Mini-Markets.

STEVE KINSER AND BRETT HEARN VICTORIOUS IN SPRINT AND MODIFIED WINNERS CLASSIC FEATURE EVENTS AT SYRACUSE

(Reprinted with permission from GATER NEWS)
BY B. BOUCHER AND J. GROMIS

SYRACUSE, NY—World of Outlaw king Steve Kinser of Bloomington, IN led from flag to flag to capture Friday afternoon's UniMart/Skoal Bandit Racing$_{sm}$ Winners Classic for Sprints on the mile. Kinser's victory over the 14 car starting field, consisting of winners along the Ground Round Nationals Qualifying Series, netted him the $3,000 top prize in the 15 lap event.

Kinser and Doug Wolfgang drew for the pole position by virtue of having the most wins in qualifying series events, three apiece, with Steve the recipient of the coveted top spot. As the field came down to receive starter Gary Watson's green flag, Kinser led Wolfgang into the first turn and quickly established a 10 car length lead as the pair drew away from the competition.

The Coors Light 11 maintained this advantage through the early laps, with Wolfgang closing the gap on lap 8 as the pair encountered lapped traffic. Kinser held his ground and soon regained a comfortable margin over the Weikert Livestock 29.

As the two lap signal was displayed Wolfgang once again closed tight on Kinser's rear bar. Doug pressured Steve over the remaining distance, but an outside move at the checkered flag fell short by one car length. Completing the top five at the finish were Dave Kelly, Glenn Fitzcharles, and Jeff Schrum. Attrition was high in the event, as only six cars were still in competition at race's end.

In racing prior to the National Auto Supply Championships, Brett Hearn of Kinnelon, NJ took the CLM Lubricants $10,000 Winners' CLM Classic for modifieds leading all 15 laps.

Hearn took charge with his B&H Racing/Pepsi 20 at the drop of the green while Danny Johnson moved from third to second, getting by Jimmy Horton, on the first lap. Kenny Brightbill took third and Doug Hoffman fourth on lap 2 with Hoffman taking third from Brightbill one lap later.

Meanwhile Hearn opened up a confortable lead over Johnson in the Billy Taylor 1. The yellow flew on lap 5 for Alan Johnson and then Les Myers and on the restart Hoffman pushed his 125 into second ahead of Danny Johnson and Horton followed through for third as Brightbill faded.

Johnson held on to fourth with Ken Tremont fifth. They remained in that order through to the end of the 15-lap event. Tommy Corellis was sixth followed by Jack Johnson, Kenny Brightbill, Fritz Epright, and Lou Blaney.

NEW SPONSOR FOR THE SPRINT CAR CLASSIC: FRIDAY, OCTOBER 9, 1987:

Steve Kinser, Doug Wolfgang, Dave Kelly, Glenn Fitzcharles, Jeff Schrum, Steve Stanbaugh, Paul Lotier, Craig Rankin, Johnny Beaber, Brad Doty, Bobby Davis, Jr., Jac Haudenschild, Gordie Button, Mark Kinser, Ronnie Shuman.

CLM LUBRICANTS WINNERS CLASSIC FOR MODIFIEDS: SATURDAY, OCT. 10, 1987

Brett Hearn, Doug Hoffman, Jimmy Horton, Danny Johnson, Kenny Tremont, Tommy Corellis, Jack Johnson, Kenny Brightbill, Fritz Epright, Lou Blaney, Frank Cozze, Lin Hough, Real LaFrance, Davey Moore, Dick Rankin, Billy Pauch, Charlie Rudolph, Tom Lorenz, Harvey Hainer, Les Myers, Alan Johnson.

MODIFIED SEMIS RACE RESULTS FROM OCT. 10, 1987:

1ST SEMI—Jeff Heotzler, Brian Stevens, Phil Beaver, Tim Dwyer, Rick Jeffrey, Meme DeSantis, Joe Romer, Maynard Forrette, Carl Collis, Carl VanHorn, Billy Schinkel, Dave Lape, Brian Goewey, Roger Horvath, Les Katona, Dick Rankin, Davey Moore, Carl VanPelt, Davey Wenger, Bud Christman, Tom Lorenz, Dick Larkin, Mark Fluery, Rick Wright, Tommy Krisyak.

2ND SEMI—Ralph Heotzler, Ken Brenn, Jr., Charlie Rudolph, Dave Leckonby, Eddie Marshall, Rich Eurich, C.D. Coville, Tom Hager, Steve Glover, Ron Keys, Butch Riddle, Rich Polanz, Rich Burgess, Ken Hanson, John Lutes, Neil Harvey, Tiny Milano, Steve Nowakowski, Kevin Boland, Richard Salvas, Mike King, Bud Christman, Mark Fluery, Paul Lotier, Barry Davis, Les Myers, Vinnie Browne.

$3000 RING TO THE WINNER OF THE MILLER HIGH LIFE 300

Cook's Manufacturing Jewelers of Hannibal, New York have once again created a beautiful gold, diamond and ruby ring to be presented to the winner of this year's Miller High Life 300. Centered on the top of the ring is the raised Miller High Life logo, set in rubies on gold and black relief. On one side of this crest the winner will find the D.I.R.T. logo. The other side features the year, 88, set in diamonds.

Cook's Jewerlers is located on Village Square In Hannibal and has been supplying custom crafted jewerlry for many years. They also specialize in custom mountings, ring repairs and a wide selection of custom cut stones. For that special person in your life stop at Cook's, or call (315)564-5445 and let Cook's design a ring for you.

Jimmy and Patty Horton's young son, Jimmy IV, is sized up alongside dad's huge trophy, but the youngster is more interested in the shiny Miller Beer cans stacked in front of him.

Father and son, Ray and Brian Stevens share a special moment in the roped off teardown area after last year's Miller 300. They had just conquered the mile, finishing among the top five of some 150 entrants that weekend.

DIRT WEST INVADES THE MILLER 300 BY PEGGY VOGT—PHOTOS BY ALEX BRUCE

BRIAN STEVENS—St. Catharines, Ontario

This is year fifteen of dirt racing for this second generation driver and his efforts at the Miller 300 will be concentrated on surpassing his fifth place finish of 1987. The #444 is a Bicknell chassis, powered by Cosgrove Racing Engines. New sponsors this season are SWR Enterprises, Passero's National Collision and Castrol Oil Products.

PETE BICKNELL—St. Catharines, Ontario

This veteran driver made a unanimous sweep of Dirt West this season and is aiming the #42 at the small block competition this week at Syracuse, although he has a guaranteed start for the Miller 300. Bicknell will be running the same B.R.P. chassis used this season to capture three championships and is powered by Glasgow Racing Engines. Sponsors on the car include Pete's Automotive, Quality Rad, Universal Collision, MacQuires, and Fischer Racing.

B.R.P.
BICKNELL
ING PRODUCTS

RICHIE VINSON—Sanborn, N.Y.

At the age of 23, this Rookie driver will be making his first attempt at the Moody Mile. It has taken a real team effort to get Vinson to Syracuse--sponsors, neighbours, family all contributing to the preparations. Sponsors on the family owned #93 Jr. are Mielkes Auto Centre, Marsh's General Store, B&J Lawn Care, Casanova Restaurant, Niagara Video and of course, Vinson's Racing Products, exclusive dealers for the BRP racing chassis.

HARVEY HAINER, JR.—St. Catharines, Ont.

This second generation driver will be making his 8th appearance at the Miller 300 in the '88 Bicknell Racing Modified #42 and powered by their own Barcomb Engine. Because the car was lettered for Bicknell, Hainer's own sponsors may not be shown but include St.Catharines BuildAll, St.Amand Enterprises, St. Catharines Tire. Hainer's best finish here was eleventh in 1983 and is looking to make this Bicknell/Barcomb effort a new personal and Canadian record.

Top: Alan Johnson's crew readies the jack, but the suspension part that put Alan out of the race can be seen dangling behind the right rear tire. Middle: Jimmy Horton moved back through the pack after losing a lap early in the race. Here his No. 85 overtakes eventual fifth place finisher Brian Stevens (444). Bottom: Jimmy Horton's crew gives their driver the "one more time" signal on lap 187.

Syracuse starter, Gary Watson's face shows the intensity of the Miller High Life 300 as he brings the field down for a restart during the modified event.

GROUND ROUND NATIONALS-SPRINT ENTRIES AS OF 9/19/88

CAR	DRIVER/HOMETOWN	OWNER	HOMETRACK
1	Sammy Swindell/Bartlett, TN	TMC Trucking	WoO
1A	Bobby Allen/Hanover, PA	Bobby Allen	WoO
A1	Joey Allen/Hanover, PA		Central, PA
2	Andy Hilenburg/Oklahoma	Hilenburg Enterp.	WoO
2	*Ed Lynch, Jr.	Ed Lynch, Sr.	Lernerville
3	Rocky Hodges/DesMoines, Iowa		WoO
4	Rod George/Kittanning, PA	Denny Stockdale	Lernerville
4A	Lee Brewer/Memphis, TN	Rod Patch	WoO
5W	Randy Wolfe/Carlisle, PA	Randy Wolfe	Williamsgrove
7UP	Ed Shafer/Williamsport, PA	Shafer Racing	Selingsgrove
8	Leigh Nuneviller/Knoxville, PA	Betsy Nuneviller	Port Royal
8	Craig Keel/Weedsport, NY	Dan Keel	WoO
9	Bruce Buffinton/Seekonk, MA	Bruce Buffinton	URC
11	*Steve Kinser/Bloomington, IND	Karl Kinser	WoO
11	Todd Shaffer/Millerstown, PA	James L. Turnbaugh	Port Royal
11x	Jeff Swindell/Bartlett, TN	Williams Bros.	WoO
14	Barry Camp/Beavertown, PA	B & C Racing Inc.	Williams Grove
14	Bill Peri—Cincinnatas, NY	Joe Peri	Selinsgrove
16	Billy Pauch/Farmington, NJ	Bill Brian	
16	Bobby Weaver/York, PA	Bill Brian	Williams Grove
17	*Dave Kelly/Old Zionsville, PA	Earl T. Kelly	Williams Grove
23s	*Jack Hewitt/Troy, OH	Stan Shoff	
26	*Glenn Fitzcharles/Pottstown, PA	Donald & Darlene Kerr	URC
29	Kenny Jacobs/Fairfield, PA	Robert W. Weikert	Central PA
30	Buddy Cochran/Hermitage, PA	Buddy Cochran	Sharon
31	*Jeff Schrum/Canfield, OH	Schrum Racing	Sharon
33	Doug Wolfgang/Sioux Falls, SO	Ben Cook	WoO
38	H.L. Wilson/Scranton, PA	H.L. Wilson	
44	Bradd Mertz/Danville, PA	Bradd Mertz	Port Royal
45x	Johnny Herrerg/Albuquerque, NM	Joe Herrera	WoO
48	Larry Miller/Harrisburg, PA	Larry Miller	Williams Grove
48	Dave Blaney/Hartford, OH	Allan Nott	Sharon
55	Rob Hart/East Nassau, NY	Robert W. Hart	URC
56	*Danny Smith/Danville, IN	Dick Hammond	WoO
69	Chuck Reihart	Sterner/Orbock	Central PA
77	*Frank Kerr/Selinsgrove, PA	Bob Fetter	Selinsgrove
77	*Keith Kauffman	L. Hamilton	Central PA
80	Bobby Parrow/Waterloo, NY	Parrows Auto Parts	Central PA
85	Glen Clarke/Royersford, PA	Glen Clarke	URC
88	*Ken Adams/West Grove, PA	Jo Harz	Lincoln
97	Kevin Frey/Chambersburg, PA	Ed Kehan	Selinsgrove, PA
99	Fred Rahmer/Ardley, PA	Bud & Shirley Lawrene	Williams Grove
461	Paul Lotier/Lebanon, PA	Walt Dyer	Williams Grove

SCHAEFER
EASTERN STATES WEEKEND

Friday, Saturday & Sunday October 21, 22 & 23

$100,000 TOTAL PRIZE MONEY

ORANGE COUNTY FAIR Speedway

☆SCHAEFER 200 FOR MODIFIEDS

The CHEVY UNDERPRICERS

☆320/358 Modified 100 Lap Championship

1988 SCHEDULE OF EVENTS

THURSDAY, OCTOBER 20

Open to Campers ..... 4:00 pm - 12:00 midnight

FRIDAY, OCTOBER 21

Gates Open ..... 10:00 am
Mod Hot Laps ..... 12:00 Noon
Mod Time Trials (Top 12 Qualify) ..... 2:00 pm
Pit Gates Open for Sportsman /320 Mods & Mods ..... 5:00 pm
Warmups ..... 6:00 pm
Heat Races ..... 7:00 pm
Dutchess Overhead Door Sportsman Championship ..... ($1,000 to win)
Twin Track 100 for Mods and Regular 320 Mods

SATURDAY, OCTOBER 22

Gates Open ..... 9:00 am
320 Hot Laps ..... 10:00 am
Mod Hot Laps ..... 11:00 am
320 Heats (Top 30 Qualify) ..... 12:15 pm
Mod Heats (24 more Qualify)
320 Consi (10 more Qualify)
320 Driver Introduction ..... 3:30 pm
Chevy Underpricers "100" for 320 Mods (40 car start) ..... 4:00 pm

SUNDAY, OCTOBER 23

Gates Open ..... 9:00 am
Mod Hot Laps ..... 11:00 am
Rookie Street Stock Invitational (Top 20 Rookies) ..... 12:15 pm
Mod Consis (8 more Qualify) ..... 12:30 pm
Novice Street Stock Invitational (Top 10 Novices) ..... 1:15 pm
Top OCFS Sportsman Invitaional ..... 1:30 pm
Driver Introduction ..... 1:45 pm
Schaefer 200 (44 Cars to Start) 2:15pm

FRIDAY NIGHT
OCT. 21st

Rained out Twin Track 100 for Mods and 320 Mods PLUS 100 Lap Sportsman Championship

FOR TICKETS AND LAP SPONSORS
WRITE OR CALL:
Orange County Fair Speedway
239 Wisner Avenue -
Middletown, NY 10940
914-342-2573

PACE CAR courtesy of Chevy Underpricers to 320/358 winner.

1989 TEXAS D.I.R.T. TOUR

March 3 - 12, 1989

$100,00 SERIES

Schedule

FRI. MARCH 3	Devil's Bowl Speedway
SAT., MARCH 4	85 Speedway
SUN., MARCH 5	Devil's Bowl Speedway
MON., MARCH 6	OFF
TUES., MARCH 7	Big "H" Speedway
WED., MARCH 8	Big "H" Speedway
THURS. MARCH 9	OFF
FRI. MARCH 10	Devil's Bowl Speedway
SAT., MARCH 11	85 Speedway
SUN., MARCH 12	Devil's Bowl Speedway

vs. **SOUTH**

IN 8 RACES!!

FOR MORE INFORMATION CALL: **(315) 834-6606**

DOUG HOFFMAN VICTORIOUS IN NATIONAL AUTO SUPPLY 100 LAP 320/358 QUALIFIER AT ROLLING WHEELS RACEWAY

(Reprinted with permission from Gater Racing News)
BY JEFF GROMIS

ELBRIDGE, NY—Doug Hoffman of Wescoesville, PA piloted his Hoffman Brothers Speed Equipment No. 125 Olsen Eagle to victory in the National Auto Supply 100 lap 320/358 Qualifier at Rolling Wheels Raceway Park on Friday night.

The win, worth $4,000, gave Hoffman a starting spot in the Syracuse National Auto Supply Championships on Saturday night along with second and third place finishers, Elvin Felty of Lebanon, PA and Mike Ricci of New Paltz, NY as several of the top runners were knocked out of contention with flat tires and mechanical woes.

The starting spots in the 100 were determined by the finishing order of eight heat events in a straight-up manner with the first and second heat winners, Roger Phelps and Marcel LaFrance, on the front row. Danny Johnson developed problems coming off turn four forcing Pete Bicknell out of shape trying to avoid contact as the leaders completed lap one with Marcel LaFrance on top followed by Davey Wenger, Brett Hearn, Doug Hoffman and Bob McCreadie.

As the field tried to avoid their cars the tail end of the field had no where to go and Keith Majka, Hector Stratton, Pat O'Brien, Bob Puckett, Steve Roberts, Deek Decker, Don Lawson, Curt Van Pelt and Doug Carlyle piled up on the frontstretch.

The green returned as lap 8 was completed with Brett Hearn in the Bob Hummer R7 pressuring LaFrance in his 15 with Hoffman, Wenger and Roger Phelps completing the top five. Hearn charged by LaFrance on lap 9 as Bob McCreadie and Lin Hough dropped Wenger out of the top five.

The yellow flew again on lap 16 as Donnie Wetmore spun off turn four in the M1 after contact with another car. On the restart Bob McCreadie got into trouble and Hough and Wenger moved into fourth and fifth while Hearn pulled away from the battle for second between LaFrance and Hoffman.

Hoffman took the second spot and Hough quickly followed into third. Bicknell, LaFrance, Newt Hartman and McCreadie battled behind the top three. Billy Schinkel spun off turns one and two on lap 27 and three laps later fellow Pennsylvanian Dave Wenger contacted the turn four wall causing yellows.

As the yelloe flew for Wenger, Hough slipped by Hoffman for second and Hartman challenged for third. The yellow again was displayed on lap 38 as Mark Osterhoudt's 38 broke a wheel coming off turn four while running in the top ten with Deek Decker, Doug Carlyle, Mike Perotte and Barry Davis piling in with Davis flipping.

Bicknell and Tom Mayberry, running in the top ten, pitted with Bicknell returning laps down.

On the lap 42 restart Hearn continued to lead with Hough second and Hoffman third. Danny Johnson now ran behind Hoffman followed by McCreadie, Hartman and Felty. By lap 58 McCreadie and Johnson battled by Hoffman and dueled for third.

This battle ended on lap 64 when McCreadie blew a right rear tire. Six laps later a flat left rear also stopped Johnson putting Hoffman back in third with Felty fourth and Hartman fifth, but Hartman blew a left rear on lap 78 giving Mike Ricci fifth in his dad's Ford powered 406.

LaFrance was now sixth followed by John Strupp and Robbie Green. Green also now pitted with a flat tire under yellow and Strupp slowed with mechanical problems.

Suddenly on lap 86 Hearn slowed with a flat right rear giving Hough the lead in the Jackson and Johnson Trucking 117.

Hough led with Hoffman on his tail until lap 92 when Hoffman shot into the lead coming off turn four getting under Hough as Lin appeared to be slowing slightly. Felty got by Hough on lap 93 going into turn three and chased after Hoffman. Hough continued to slow and stopped on lap 97.

Felty was having problems with the carb loading up in his Don's Chevrolet 86 under yellow and later explained that it took a few laps after each restart to lean out. Hoffman used it to his advantage as a yellow was good news for the leader in this case.

Hoffman took the win by a comfortable margin over Felty (who started 19th), Ricci (who started 27th), LaFrance, and the lapped car of Bob Podolak.

Randy Ritskes, Lance Younge, Joe Sabatka, Hearn, and Hartman completed the top ten.

Of the top ten, only LaFrance, Younge and Hearn had earned starting spots in the National Auto Supply Championships.

SUMMARY: Heat 1: Roger Phelps, Joe Sobtka, John Strupp, Walt Mitchell, Heat 2: Marcel LaFrance, Bob McCreadie, Chuck LoPresti, Dave Donath, Heat No. 3: Chuck McKee, Tom Mayberry, Elvin Felty, Robbie Green. Heat No. 4: Pete Bicknell, Lin Hough, Billy Pauch, Mike Ricci. Heat No. 5: Danny Johnson, Newt Hartman, Billy Schinkel, Lance Younge, Heat No. 6: Dave Wenger, Mark Osterhoudt, Rick Wilson, Stu Shepard. Heat No. 7: Doug Hoffman, John Moravec, Randy Ritskes, Keith Majka. Heat 8: Brett Hearn, Mike Perotte, Charlie Donk, Hector Stratton. Consi 1: Bob Podolak, Deek Decker, Consi 2: Don Wetmore, Doug Carlyle, Consi 3: Pat O'Brien, Bob Puckett, Consi 4: Don Lawson, Steve Roberts. Added Non-qualifier Curt Van Pelt.

Feature: Hoffman, felty, Ricci, LaFrance, Podolak, Ritskes, Yonge, Sobotka, Hearn, Hartman, Green, Hough, Strupp, Manovec, Bicknell, VanPelt, McCreadie, O'Brien, Johnson, Donk, Shepard, Wenger, Mayberry, Carlyle, Osterhoudt, Davis, Decker, Phelps, Pauch, Schinkel, Mitchell.

HEOTZLER BREAKS WITH 3 LAPS TO GO

BILLY PAUCH VICTORIOUS IN NATIONAL AUTO SUPPLY 320/358 MODIFIED CHAMPIONSHIP

(Reprinted with permission from Gater News)
BY JEFF GROMIS

SYRACUSE, NY—Billy Pauch of Stockton, NJ assumed the win when Jeff Heotzler's J17 broke with three laps to go in the National Auto Supply 320/358 Modified Championship Saturday night. Pauch earned $5000 in cash and $16,000 in awards and contingencies for the Keystone Pretzel 126 Team.

Jeff Heotzler set fast time and started on the pole in the 30-lap event with Pauch, Brett Hearn, Bud Christman, Doug Hoffman, Jimmy Horton, Elvin Felty, John Strupp, Fritz Epright, and Lin Hough completing the front five rows.

Heotzler took command at the drop of the green with Pauch, Christman, Horton and Hearn in tow. Christman began to fade after a lap 7 restart as Horton and Hearn moved to third and fourth. Hoffman followed through into fifth on lap 17. Heotzler, who earlier in the day split victories in the modified semi events with his brother Ralph, looked on the verge of making the day a Heotzler sweep but on lap 27 Jeff's car slowed and dropped out of the event giving the lead and the win to Pauch and 126 car owner Glenn Hyneman.

Jimmy Horton brought the S&H 85 home for the $3,525 second prize in cash and awards with Hearn in the Hummber R7 third taking $2,325 (Hoffman finished fourth in his 125 for a $1200 payday while Christman got $800 for fifth. Elvin Felty finished sixth followed by Matt Quinn, John Strupp, Curt Van Pelt, and Maynard Forrette.

Marcel LaFrance who started 32nd and finished 16th won the Hard Charger Award while Glenn Hyneman's Keystone Pretzel 126 Team took the Gater Best Appearing Car and Crew Award.

The late afternoon Semi events for the modifieds were won by Jeff and Ralph Heotzler of Wallkill, NY.

Phil Beaver and Dick Larkin brought the field down for the green in the first Semi with Beaver taking the lead. Jeff Heotzler, who started sixth in the J&S Racing 74, took second after a lap 4 caution and overtook Beaver on the frontstretch on lap seven.

Heotzler went on to win followed by qualifiers Brian Stevens, Beaver, Tim Dwyer, Rick Jeffrey, and Meme DeSantis.

Ken Breen jumped out to the lead from his pole starting position in the second Semi with Ralph Heotzler moving by Mark Fluery for second. Heotzler stalked Brenn nearly all the way until he was able to make an inside move down the frontstretch and into turn one to take the lead.

Ralph, in the Dutchess Overhead Doors 87, completed the Heotzler double followed by Brenn, Charlie Rudolph, Dave Leckonby, Ed Marshall and Rich Eurich.

NATIONAL AUTO SUPPLY 320/358 CHAMPIONSHIP

FIN.	STR.	DRIVER	EARNINGS
1	2	Billy Pauch	$21,000
2	6	Jim Horton	3,525

3	3	Brett Hearn	2,325
4	5	Doug Hoffman	2,200
5	4	Bud Christman	800
6	7	Elvin Felty	500
7	11	Matt Quinn	400
8	10	John Strupp	350
9	14	Curt VanPelt	325
10	19	Maynard Forrette	300
11	16	Randy Riskes	290
12	24	Doug Carlyle	280
13	20	Vinnie Browne	270
14	25	Lance Yonge	260
15	27	BOb Sitterly	250
16	32	Marcel LaFrance	240
17	30	Barry Davis	230
18	28	Laurent Ladouceur	220
19	34	Jim Chennette	210
20	1	Jeff Heotzler	1,575
21	29	Rick Wilson	200
22	13	Tom Hager	200
23	9	Fritz Epright	200
24	15	Steve Roberts	200
25	18	Mike Ricci	200
26	31	Rich Ricci, Jr.	200
27	8	Bob McCreadie	200
28	33	Richard Shoppe	200
29	35	Steve Arbuthnot	200
30	17	Eddie Marshall	200
31	21	Billy Schinkel	200
32	26	Kenny Rogers	200
33	23	Danny Johnson	200
34	36	Chuck LoPresti	200
35	12	Lin Hough	200

POLE AWARD: Jeff Heotzler, OUTSIDE POLE: Billy Pauch.
BEST APPEARING CAR AND CREW AWARD: Billy Pauch.
CHARGER AWARD: Marcel LaFrance.
*Includes prize money, contingencies, lap money, and other awards.

Jeff Heotzler receives the Drydene pole award for 320's as Shana Robinson looks on.

This was the first year the National Auto Supply Championship was run at night.

Jeff Heotzler readies for the race.

Heotzler also receives a coat from Tobias Racing.

Woodhull champion, Curt VanPelt takes his place on the grid.

Brett Hearn piloted the Foul Rift S&G R7 small block for the NAS.

Jeff Heotzler jumped to an early lead over 126 Billy Pauch.

No. 117 Lin Hough was the first car to retire from the race, on lap 1. Here Tom Hager (43) and Curt VanPelt (H) duck under his slowing car.

Bob McCreadie decided to start in the rear of the field after qualifying 8th. Marcel LaFrance races McCreadie.

Bud Christman No. 18 held off many charges by Doug Hoffman in the early laps.

PHOTOS IN THIS SECTION BY: DAVE LUKOWSKI, J&H PHOTOS, HARRY CELLA, R. PHILLIPS, MEL STETTLER, GEBHARDT PHOTO, JIM WOLFORD JR., MIKE FELTENBERGER, JANE SAUER.

Turn 4 Syracuse '87 320 Pacific Feature. (J17) Jeff Heotzler leads, No. 126 Billy Pauch as they lap No. 24 Walt Mitchell.

Hoffman moves past Mitchell.

Billy Pauch kept the pressure on Jeff Hoetzler. Jeff lost his motor on lap 28 and Pauch took the lead.

Syracuse '87 320 Pacific Feature. In the closing laps No. 125 Doug Hoffman is challenged and passed by (R7) Brett Hearn in turn 4.

No. 85 Jimmy Horton held off R7 Brett Hearn and 125 Doug Hoffman to take second.

Jimmy Horton puts the pressure on Pauch on the last lap, but fell back coming out of turn 4.

Celebrating in the NAS victory circle.

This split photo shows the happy Pauch crew and the checkered flag.

Pauch earned $5,000 for the victory and....

...drove home in a brand new Chevrolet Z24 Cavalier.

BILLY PAUCH IS NATIONAL AUTO SUPPLY 320 CHAMP!...

Veteran Billy Pauch showed 'em the short way around the one mile oval under the lights when he won the National Auto Supply 320 Modified Championship on Saturday night of Super DIRT Week. It marked the first time this event was held after dark. Billy is joined in victory lane by his huge and happy crew on the Pretzelmania No. 126.

DIRT TRACK FEVER

BY COLLEEN & JON BAUMANN

So you want to go to Australia. Well all you have to do (to keep in the running anyway) is decide who's going to lead the 100th lap in Sunday's 300. Well, fear not because we've got 3 little clues for you that not only will help in picking the leader of the 100th lap, but will also give you the winner of the race to boot.

Johnson, Johnson and Johnson. Sounds like a prestigeous law firm, but for many DIRT fans those three names are the big guns this weekend. The ones most likely to take it all.

Alan, Danny and Jack. The first two are related. The third is just a good. Last year others' mistakes eliminated Danny and Jack while Alan had the big race in the bag until a ten cent part went away with less than 20 laps left. At least AJ picked up the ten grand for leading the 100th lap.

The winner of this year's 300 will be one of these three. Bank on it. Put big money on the line. Take these three against the rest of the field and you'll clean house. No doubt about it. A Johnson's going to win the big one and pick up the 100th lap in the process.

It's happened in the past. Alan won the big one at Syracuse in 1983 while Jack took it in 1979 and 1984 and both of them have been so close on other occasions. Even Danny was waiting in the wings in 1986 before a flat tire late put him back in 7th at the finish.

There's no question Jack Johnson has it all going for him here. Money, equipment, experience, the right crew, and of course, talent. Oh, that talent. God's gift, without question.

History says if Jack Johnson's quick in time trials, look out. He just might dominate. Throw in his consistency, mix in a little lady luck and the Miller 300 will be his.

Alan Johnson has some of the best equipment he's ever had at Syracuse. You can see it in his prior performances this year. You can see it in his look.

This Show Car handles possibly better than any other modified that Alan has ever driven. A top twenty time trial is all AJ needs to be up front at the end. Alan's back to form and that means trouble for everyone else.

The mystery man here is Danny Johnson. Many experts felt that if Danny hadn't been in the wreck on lap 4 of last year's 300, he would have been strong right to the finish. Many feel it's finally the kid's turn on the mile.

He's got the right stuff. Now, will lady luck give him the little break he needs? A strong run by Danny on Thursday or Friday could signal the start of something big.

So there's the choices narrowed down to three. Winner of the $10,000 on lap 100? Yup, with a Miller 300 win only 88 laps away. There's no doubt about it.

Now we realize there are certainly other drivers in the hunt. Billy Pauch looks strong here, In fact, if his name were changed to Johnson, he'd look good enough to win.

Bob McCreadie has potential but will the car last? Horton had circumstances go his way last year. It's too flukey for him to double up. Charlie Rudolph knows how to finish a race. That may be his strong suit.

Hearn could make it close but Hoffman's chance was missed last year. Don't expect a repeat from him this year. Kenny Brightbill would make a sentimental choice but sentiment doesn't win races.

Richie Eurich, you ask? How about a hundred to one against him winning and that might be generous. While we don't expect Pete Bicknell, Dave Lape and Frank Cozze to be in contention for the win, look for a top ten finish for these three.

Our resident mystic, the Great Bomani has refused to outright name the winner of this year's 300, although he has seen the driver who time trials 73rd in line (not in time) on Thursday will be the driver who earns the pole for Sunday's race.

So now it is time for the greatest spectacle in DIRT track racing to begin. As we watch our heroes and achieve our happiness through them, let us all wish them God's speed for a safe and successful journey.

NATIONAL PARTS PEDDLER PICKS UP LAPS

Syracuse, NY...For the fifth year in a row, the "National Parts Peddler" founder Corky Stockham has announced that his organization will purchase every lap in the National Auto Supply Championship for 320-358 modifieds. This race will be again held on Saturday evening of Super DIRT Week. Last year Jeff Heotzler raked in most of the National Parts Peddler lap leader prizes, but he was unable to maintain his lead due to motor problems, as Billy Pauch streaked home the winner.

The support shown by Stockham and the "National Parts Peddler" towards motor sports is phenomenal. Not only does the "National Parts Peddler" support the National Auto Supply 320-358 modified event, but they also support and sponsor the street stock race at the RoC in Pocono. This year Corky is also rewarding both the D.I.R.T. modified track champions and the 320-358 D.I.R.T. track champions. He will be presenting certificates worth $250 to the D.I.R.T. modified titlists and certificates worth $100 to the 320-358 D.I.R.T. modified titlists at the annual D.I.R.T. banquet on November 17th. This certificates can be redeemed at the annual National Parts Peddler Auction, held in Syracuse the weekend of November 18th through the 20th. The National Parts Peddler will also be supporting the modified drivers in the Miller High Life 300 race this year.

Many thanks go out to Corky, the "National Parts Peddler" and their efforts in keeping northeast stock car racing great.

CHEVROLET TO PACE MILLER HIGH LIFE 300

Syracuse, NY...The Heart Beat of America, Chevrolet will be pacing the field during Super DIRT Week XVII, at Syracuse on October 5th-9th, 1988. Chevrolet supplies the pace cars for many of the D.I.R.T. sanctioned speedways during the summer months and has been chosen to pace the field at this year's running of the Miller High Life 300. A specially prepared Chevrolet Monte Carlo SS, supplied by both Sharon and Fox Chevrolet, will be bringing the fastest field ever assembled down to take the green flag in America's richest DIRT track race of the year.

Chevrolet automobiles will also be used to pace the starting fields for the Ground Round Nationals sprint car classic and the Universal Joint Sales Supermodified Championship. A Z24 Cavalier will pace the field for the National Auto Supply 320-358 Modified Championship.

Chevrolet will be supplying the winner of this year's Miller High Life 300 with a Chevrolet one ton Silverado pickup truck. This six wheel machine will have all the power necessary to pull the fully enclosed Pace American 40 foot car hauler supplied to the winner by Cedar Ridge RV Sales, from New Jersey.

Take time to see the new Chevrolets in the Chevrolet display area adjacent to the VIP area. Get the "Heart beat of America" pumping for you in 1989.

CAM2 DIRT MODIFIED CHAMPIONSHIP TRAIL (5)

DRIVER	HOMETRACK	BONUS PTS.	TRAIL PTS.	TOTAL PTS.
Danny Johnson	Cayuga Co.	1000	358	1358
Jack Johnson	Fonda	1000	350	1350
Alan Johnson	Canandaigua	1000	282	1282
Kenny Brightbill	Flemington	960	317	1277
Chuck Akulis	Canandaigua	1000	276	1276
Dave Lape	Fonda	960	314	1274
Kenny Tremont	Lebanon Valley	960	266	1226
Billy Decker	Lebanon Valley	900	326	1226
Pat Ward	Fonda	940	284	1224
Mike Jeffery	Ran/Merritt (R)	880	268	1148
Joe Plazek	Ran./Merritt	960	184	1144
Richie Eurich	Orange Co.	1000	138	1138
Mike Colsten	Five Mile Pt.	1000	106	1106
Billy Pauch	Flemington	1000	56	1056
Curt VanPelt	Dun/Canada (R)	920	132	1052
Pete Bicknell	Ran./Merritt	1000	48	1048
Barry Davis	Five Mile Pt.	940	94	1034
Kevin Collins	Orange Co.	900	122	1022
Marco Potvin	Drummond/Granby	1000	0	1000
Lance Yonge	Dundee	1000	0	1000
John Flach	Lebanon Valley	1000	0	1000
Eddie Marshall	Lebanon Valley	940	60	1000
Richie Vinson	Ransom (R)	900	93	993
Steve Paine	Dundee	940	46	986
Don McGinnis	Ransomville	920	63	983
Roger Horvath	Orange Co.	790	190	980
Brian Stevens	Ran./Merritt	940	32	972
Dick Larkin	Lebanon Valley	920	50	970
Dave Doig	Five Mile Pt.	900	64	964

CAM2 D.I.R.T. 320/358 CHAMPIONSHIP TRAIL (6)

DRIVER	HOMETRACK	BONUS PTS.	TRAIL PTS.	TOTAL PTS.
Pat O'Brien	Can Am/Cornwall	600	280	880
Lance Yonge	Dundee	600	160	760
Todd McManus	Woodhull	600	146	746
Charlie Wilbur	Frogtown	600	84	684
Dave Heaslip	Cornwall	570	108	678
Laurent Ladouceur	Can Am	570	68	658
Robbie Green	Orange Co.	550	94	644
Danny O'Brien	Can Am	530	114	644
Bud Christmann	Orange Co.	570	72	642
Billy VanPelt	Woodhull	570	70	640
Mark Hitchcock	Edelweiss	570	66	636
Billy Cook	Frogtown	520	112	632
Ron Valade	Frogtown (R)	530	100	630
Curt VanPelt	Dundee	500	130	630
C.D. Coville	Airborne	600	20	620
Pete Roberts	Frogtown (R)	570	44	614
Leon Gonyo	Frogtown	550	64	614
Ovide Doiron	Cornwall	530	82	612
Rick Wilson	Edelweiss	600	10	610
Chuck Lopresti	Orange Co.	600	10	610
Roger Lalonde	Edelweiss	550	60	610
Dave Witte	Flemington	600	0	600
Walt Mitchell	Dundee	570	24	594
John Joseph	Orange Co. (R)	520	74	594
Don Ackner	Airborne	570	18	588
Steve Coots	Woodhull	550	22	572
John Proctor	Airborne	570	0	570
Willy Osmun	Flemington	570	0	570
Marty Conlon	Dundee	550	18	568

UNIVERSAL JOINT SUPERMODIFIED ROSTER

CAR	DRIVER/HOMETOWN	CAR OWNER	SPONSORS
06	Joe Gosek, Oswego, NY	Same	Burke Home Center/Andres Bottled Gas/ Magnum Oils
01	Jeff West, Oswego, NY	Leonard West	
02	Eddie Bellinger, Fulton, NY	Same	Miller High Life/GP Communications/ Wheels Auto Supply
06	John Sheridan, Clay, NY	Same	Precision Engineering/Carr Upholstery/ Nat'l Parts Peddler
07	Tim Nelson, New Haven, NY	Same	Jolt Cola/Magnum Oil/Morrison Perf/Nat'l Parts Peddler
09	Bobby Fitzpatrick, Stoughton, MA	Joe Barry	Joe Barry Oil Company/Wally Greco Tires
0	Todd Gibson, Richwood, OH	Same	Baja Boats
1	Doug Heveron, Liverpool, NY	Fred Graves	Jerrett Auto Parts/HarCor Energy/Mike Barnard Chevy
4	Steve Hoddick, Tonawanda, NY	Ralph Wissing	Burst Machine Shop/Lift Truck Parts
4x	Dave Shullick, Lorain, OH	Tony Lavati	
6	Dave McKnight, Brampton, Ont.	Al & Janet Bush	Al-Jan Leasing/E.V. Sunoco/North Port Pub
9	Steve Gioia, Jr., Oswego, NY	Same	K-Mart/Magnum Engine Oils
11	Mike Herb, Syracuse, NY	Same	
13	Bob Timmons, Windham, ME	Same	
15	Ron Gapski, Syracuse, NY	Same	Butch's Towing/Manrow Const.
16	Mark Hartman, Brewerton, NY	Steve Miller	Detroit Gasket/Magnum Oil
20	Terry Johnson, Oswego, NY	Same	Raby's Ace Home Center/All Star Auto/ Fulton Unit Parts
21	Doug Didero, Puslinch, Ont.	Jack Tobin	Tobin Construction
23	Mike Douglas, Manchester, NH	Same	
24	Tony Pafumi, Liverpool, NY	Same	P&G Sales/Morrison Performance/R&W Tax Service
26	Jerry O'Neil, Auburn, NY	Al Aroneck	Auburn Container/Smokey's Tavern/ Consolidated Scrap
27	Russ Wood, Pelham, NH	Ed Shea	Shea Concrete Products
31	Dan Soule, Clay, NY	Same	Pirates Cove Marina/CNY Coach
31X	Bob Timmons, Jr., Windham, ME	Same	
33	Joe Chillemi, Oswego, NY	Same	Big 4 Tire Dealers/Magnum Oils/Oswego Speed & Custom
34	Troy Halsey, Mexico, NY	Same	Rose Construction of Mexico/Scenic Ave. Gas
36	Ron Henes, Elyria, OH	Same	
38	Cliff Graves, Central Square, NY	Same	
39	Terry Bartlett, Mexico, NY	Same	Custom Novelty Prints/Scenic Ave. Liquors Jones Country Meats
41	Gary Allbritain, Canton, OH	Jim Mayfield	
44	Jamie Moore, Auburn, NY	Same	National Parts Peddler/Domino's Pizza
48	Kenny Bell, Mexico, NY	Ralph McLaughlin	Robert Bell Trucking/Kelly's Square/North Rd Auto Parts
52	Bill Sharkey, Oswego, NY	Craig Danzer	Oswego Super Duper/Ryder Truck Rental/ Fischer's Sunoco
61Jr	Bentley Warren, Kinnebunkport, ME	Mike Mazur	Middlesex Power & Marine/Middlesex Mach. Magnum Oils
66	Kenny Williamson, Markham, Ont.	Garnet Williamson	Communters Radiator/Queen City Plating Castrol
70	Gary Morton, Stouffville, Ont.	Same	SAR Mechanical/Castrol/A&J Music
71	Steve Radley, Depew, NY	Same	HJ&H Photo/Crane Cams/Pyrotect
73	Don Rammage, Puslinch, Ont.	Same	Rammage Transport/Rosco/PPG Paints
75	Gene Lee Gibson, Richwood, OH	Same	Baja Boats/Tynan Lawn/True Sports Inc.
77	Dick Batchelder, Lebanon, ME	Tim Trefethen	Tim T Trucking
79	Howard Page, San Down, NH	Tim Trefethan	Tim T Trucking
88	Kevin Lyons, Oswego, NY	Same	Amalic Motor Oil
98	A.J. Michaels, Liverpool, NY	Paul Landers	Performance Harley Davidson
99	Mike Ordway, Fremont, NH	Clyde Booth	Nat'l Parts Peddler/J.F.Z./Halibrand

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AREA AUTO TO OFFER HARD LUCK AWARDS

Once again in 1988, Area Auto Racing News from Trenton, New Jersey will gather their staff members together to choose the "Hard Luck" Award winner for the Miller High Life 300. The driver chosen may well have had a bad Super DIRT Week, but Area Auto Racing will help sooth the road ahead with a new driver's helmet, valued at $300.

As in the past, the new Miss Miller Motorsports 1988, Kristine Bresch, will present this helmet to the winning driver prior to the running of the Miller High Life 300.

FUJI FILM PICKS UP SPONSORSHIP OF NON-QUALIFIERS RACE

Fuji Film has come on board the Super DIRT Week bandwagon of sponsors as the main sponsor of the modified non-qualifiers race, held Sunday at noon. This event will qualify the final drivers to make the starting field for the richest DIRT Track race in the nation, the Miller High Life 300 for modifieds.

Last year C.D. Coville picked up the Non-Qualifiers victory and made the starting field. Fuji Film will be preenting this year's winner with a check and a victory bowl.

Fuji Film has been producing and selling quality photographic materials for years and has become the official sponsor of many major events. Recently they lauched their oun blimp to help promote their product lines. In case there is a photo finish in this race, many of the D.I.R.T. photographers will capture the results on Fuji Film.

FUJI FILM P&C

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A FULL SELECTION OF THE FUDJI FILM, COURTESY OF P&C FOOD MARKETS WILL BE AVAILABLE AT THE RACE TRACK. PROFITS FROM ALL FILM SALES WILL GO DIRECTLY TO THE NEW YORK STATE EASTER SEALS SOCIETY FOR THEIR WORK WITH PEOPLE WITH DISABILITIES.

FUJI FILM & CAMERAS
FOR BREAKTHROUGH PICTURES

GATER RACING TO PICK FOUR BEST APPEARING CARS

For 1988, Gater Racing News, from Syracuse, New York will be presenting the best appearing car award in all four major classes of cars running during Super DIRT Week. Each winner will receive 3 subscriptions to Gater Racing News, 12 Gater hats for the crew to wear, a winner's plaque, an advertisment in Gater showing all of the winners and a check from Gater Racing News.

The modified and 320 modified best appearing cars will earn $100 each, while the sprint car and supermodified car will each receive $75.

"We are always impressed with the new machinery on display during Super DIRT Week", stated Gater owner Norm Patrick. "The boys do such a good job in putting together such good looking equipment, our staff always finds it hard to choose a winner."

Last year's winners included Scott Kania, Eddie Bellinger and Gordy Button.

KONI SHOCKS TO SERVICE RACE TEAMS

New for 1988's Super DIRT Week is the introduction of a Manufacturer's Row, located directly behind the pit area. Each contingency sponsor on the Skoal Racing sm Super DIRT Series was given the oppurtunity to set up an area to service the race teams and promote their product lines to their customers, the racers. Last year's race saw Doug Hoffman in front of the pack, late in the race. A right front shock tower failure dropped the number 125's suspenion down on the front axle, forcing Doug to make an unexpected pit stop. This stop may well have cost him the victory.

Koni and Pro are the two major suppliers of racing shocks on this year's series. Joining them for the first time has been Bilstein. One of the areas the race teams will find available in Manufacturer's Row is a shock testing tent. Race teams will be allowed to check any brand of shock at this facility, thanks to Koni Shocks, as they will have a shock dyno on hand. Pro will be on hand with their equipment also.

BINGHAMTON RACEWORLD AND BLUE OX PICK UP ALL THE LAPS IN THE SUPERMODIFIED CLASSIC

Race World and Blue Ox have put forth $500 to sponsor all of the laps in this year's Universal Joint Sales Supermodified Classic on October 8th. This year's Raceworld Show in Binghamton will take place at the West End Armory, March 10-12, 1989. Along with the Syracuse Raceworld Show at the Onondaga County War Mermorial, February 24-26, 1989, these Raceworld Shows give racing fans a brief glimpse of the coming year in the middle of winter.

This year's Universal Joint Sales Supermodified Classic will go twenty laps, each lap paying $25 to the lap leader. Raceworld and Blue Ox are leading every lap in this year's classic.

BIG DOLLAR LAP AWARDS ANNOUNCED

Syracuse, NY...Each year major sponsors come up with many important lap awards. The 1988 Miller High Life 300 lap program starts at a minimum of $25 per lap. This year four laps will carry extra meaning to the drivers.

Ground Round Restaurants has returned in 1988, to sponsor lap 187, the "One Lap to Go" lap, with $1,000. Will the driver in the lead grab the Ground Round $1,000 or hold their position for the last lap. That lap, 188, goes to Sunoco Racing Fuels' CAM2 Division. CAM2 has posted $1,000 in lap money for the last lap. The leader of these last two circuits will be able to pick up a cool $2,000 in lap money.

Lap 150 will also carry extra importance as P&C Foods, along with CITGO is posting $5,000 for the lap leader. This part of the race will be critical if a driver is to win. A late pit stop at this point of the race might well put a driver too far behind with only 38 laps of racing remaining to make up this gap. The race for the P&C-CITGO lap prize may well be a true dash for the cash, as most pit stops will have been made.

The grand daddy of all lap prizes has to be the P&C Foods-Matilda Bay Wine Cooler lap 100. Posted for this lap is $10,000. The leader of this lap can walk away from Syracuse a winner, even if he does not win the race. P&C Foods and Matilda Bay have sweetened the prize so that the race fans can have a piece of the action. Along with KIX FM 104 Radio, these companies have put together a fan sweepstakes in which the fans have a chance at a round trip vacation for two to Australia. Not only will the drivers be pushing to win the P&C Foods-Matilda Bay $10,000, but the fans will be on their feet to see if they qualify for the drawing to win this fabulous vacation.

CEDAR RIDGE RV SALES TO PRESENT HAULER

With the lowest prices in the U.S.A. on motorhomes and travel trailer, Cedar Ridge RV Sales in Branchville, New Jersey, will be awarding a new 40 foot Pace American enclosed car hauler to this year's winner of the Miller High Life 300. Throughout the summer months this hauler could be seen at numerous Skoal Racing sm Super DIRT Series events. It has served as the traveling ticket window for many in which to purchase this year's Super DIRT Week tickets and D.I.R.T. wearing apparel.

Cedar Ridge Trailer Sales was established in 1976 to serve the many needs of the RV community in New Jersey with Chateau, Fleetwood, Citation and Pace Arrow motor homes and trailers. Just one glance across the Syracuse infield and you will find a sea of campers, all enjoying the races. Cedar Ridge knows that auto racing and camping go together for many fans.

ED WYLIE BIDS FAREWELL TO SPRINT DRIVING CAREER IN 1988

BRIDGEPORT, NJ—It was a cold mid-September night at the Bridgeport Speedway. The United Racing Club was making its final appearance of the 1988 season in South Jersey, a facility Ed Wylie called his "home track".

Since 1972, Ed Wylie of Sicklersville, NJ was part of a caravan of sprint car racers, traveling from state to state, but now, all that would come to an end. It was time to hang up the drivers uniform, and this would be the final time.

At age thirty-nine, Ed Wylie has many good memories of his years in the sport, but it was time to bring it all to an end.

Glenn Fitzcharles had just won the twenty lap URC Kendall Challenge Tour feature event at Bridgeport, and the sportsman that Wylie is, he quickly arrived in victory lane to congratulate the winner. At the same time, with water-filled eyes, Ed Wylie officially announced his retirement from sprint car racing. His final race would be October 29, the final URC event of the 1988 season, scheduled for the Flemington Fair Speedway.

The Bridgeport Speedway was as fitting of a location as any for Wylie to make the announcement. The track is located close to home and that made it most convenient for his friends and family to attend.

Although this may sound somewhat sad, the decision was made by Ed. After many years of race filled weekends, summers without family picnics or trips to the amusement parks, Ed chose to now devote his time to his wife Diane and children Elaine and Scott.

Over the years, Ed Wylie has sampled auto racing from all angles. He played the role of a spectator, attending racing events at Atco, Vineland, Alcyon and Pleasantville Speedway.

With support from his father, Ed Wylie at age nine began his driving career behind the wheel of a go-kart. Even then, Wylie did a lot of traveling to take part in the many events on the kart circuit. Ed took part in events at the Virginia International Speedway, Marlboro Raceway, Bridgehampton, NY, New Egypt and the Johnstown Naval Air Base to name a few.

In the days of go-kart competition, Ed Wylie competed against such names as Buck Buckley, Bob Cicconi, Bill Smith, Larry Michaels, Bobby Wilkins and Tony Siscone. The handwriting was on the wall, Ed was charting a course towards a career in auto racing.

New Jersey based Clem Martini was the first sprint car owner to provide Ed Wylie with his first sprint car ride, that all took place in 1972. In the sixteen year driving career of Ed Wylie, he was the pilot for such car owners as Mickey McGeough, George Nesler, Pete Sacks, Karl Mueller, father-in-law Bill Bauer and most recently, Jon and Conrad Brennfleck.

The Nebraska-born Wylie well remembers his first career URC victory, when he captured the checker flag at the Jennerstown Speedway. At present, Wylie owns seventeen career victories under the URC banner and when he reflects through his career, he feels Fonda Speedway has been the kindest to him.

In 1985, lady luck avoided Ed Wylie completely. Mechanical problems haunted him to the point when he though it was time to sit out a few races. He did exactly that. The URC organization quickly took advantage of the down time in the career of Ed Wylie and put him to work as their race director.

During that period, Ed Wylie hooked up with the Brennfelck Racing Team who had such drivers as Jimmy Horton, Chip Slocum, Charley Massey and Kevin Collins.

In 1986, Wylie ended the season third in points as the Brennfleck Racing Team also notched a third in owners points with URC. Enroute, the Wylie/Brennfleck Team scored two feature wins and four qualifying event victories. The following season, Wylie again won two features and finished fourth in the final URC point standings.

In what would be the final year for Ed Wylie, good fortune would again wonder away. One victory, that coming at the Fonda Speedway on May 28 and a hand full of breakdowns would write the story for 1988. Even on Friday night, September 16 at the Bridgeport Speedway, mechanical problems kept Wylie from qualifying through his heat race. Ed came back to win the consolation and finish a fine fifth in the feature event. At present, Ed Wylie ranks sixth in the 1988 URC Kendall Challenge Tour point standings with just one race remaining.

A career of memories, achievements, disappointments, good and bad times will come to an end for Ed Wylie on October 29 at Flemington. Through it all, Ed Wylie greatly enjoyed the competition he challenged with each green flag and the many friends he met along the way.

The champions have their many career wins and six foot high trophies, but for Ed Wylie, his hardware comes in the way of great friends, a happy, healthy and supportive family and a true fondness that racing people are the greatest in the world. Good Luck Ed.

$5,000.00 CASH BONUS POSTED TO FIRST LEBANON VALLEY REGULAR TO WIN AT SYRACUSE...

Lebanon Valley Speedway promoter Howard Commander haonce again announced that he will be offering a $5,000.00 cash bonus to any regular Lebanon Valley competitor who can accomplish the seemingly impossible task of finishing first under the checkered flag in the Miller High Life 300 during Super DIRT week 1988 at Syracuse. For the last seventeen years, the "big race" has eluded the Lebanon-based competition, although more Lebanon regulars have successfully taken wins during the Fourth of July and Labor Day events, than from any other track. Each year the bonus is offered, and each year it goes uncollected. In addition, Promoter Howard Commander promises that the biggest party in the history of Lebanon Valley's famous "clubhouse" will be thrown for the fans and drivers ot honor the driver who finally accomplishes this feat.

Promoter Howard Commander also outlined the fact that a regular competitor would be constituted by any driver who has competed in 51% of the events held at the high-banked clay oval during the 1988 season and also noted that the bonus would be awarded at the annual points banquet, held at the clubhouse in March.

Perhaps 1988 will be the year that Mr. Commander has to dig down and pay up as both Kenny Tremont's Wunderlich no. 115 and Dickie Larkin's Village Variety no. 99 were "killer fast" this past Fourth of July at the Moody Mile. Or, perhaps with the addition of Billy Decker to the Lebanon Valley roster, this juicy bonus may finally be pocketed by the "Franklin Flyer" fresh from his victory in the Coors National/Snap-On-Tools "200." And, don't rule out the reigning track champion John Flach, Jr. in the American Boiler Express, who finished right up there in the 200 last year. Any one of these guys could be there in victory lane this year, and it sure would be great to have one of them finally take the "big one."

AUTOWORD

BY EILEEN CZARNECKI

DIRECTIONS: First read the list of words then look at the puzzle. The words are in all directions—vertically, horizontally, diagonally, and backwards. Circle each letter of a word found and cross it off the list. The letters are often used more than once so so not cross them out. When you find all the words listed you'll have a number of letters left over which spell the AUTOWORD.

RACING CARS Solution: 9 letters

S T E S S U G C O N C E N T R A T I O N

M U R T I E H E J R B T E A X P S N T N

F R E E O E U A E A F S X O U S S O E O

I N I J E L C D T A A L B T E Y P I N I

B H F R B K A T H E E L E N L G E S G H

E C I P G E L S R R O S E L D E C S A S

R N L O L E E G R O O V E E N T T I M U

G E A L R V A S T S I T O U I A A M A C

L R U E I R T R B S P E E D P R T S R F

A W Q R A H S O S O K R C R S T O N G U

S D D G G G Y E O T L C I H U S R A O E

S L E I N N R N M L E T O N E B S R R L

P E L I U G O G W I S E P H G C R T P I

A E R F G Y T I E P T I R E S E K A R B

R H D A H S C N L I S N F I E L D E C O

K W M A E I I E D T U F F E N D E R R M

P S E V L A V S O S O I D A R G M U D O

L I O N M A I N R I M E G A C L L O R T

U L I A E L S A C C E L E R A T O R E U

G W C U T R E A R E N D M U N I M U L A

ACCELERATOR
AGGRESSIVENESS
AIR
ALUMINUM
AUTOMOBILE
AXLE

BATTLE
BLUE
BOLTES
BRAKES

DRIVESHAFT
DUELNES

ENGINES

CAM
CARBURETOR
CHECKER
CHEERING
CONCENTRATION
CRANK
CUSHION
CUT

FENDER
FIBERGLASS
FIELD
FUEL
FUN

LEADER
LIGHTS

GARAGE
GEARS
GLOVES
GREASE
GROOVE
GUSSETS

HELMET

INFIELD

JACK
JETS

MAGNETO
MAIN
MUD

NUT

OIL

PEDAL
PISTONS
PITS
POLE
PROGRAM

QUALIFIER

RADIO
REAREND
RIM
RINGS
ROLLCAGE

SETUP
SHOCKS
SPARKPLUG
SPECTATORS
SPEED
SPINDLE
SPRING
STEERING
STRATEGY
SUN

TIE
TIMES
TIRES
TOOLBOX
TOOLS
TRANSMISSION
TURN

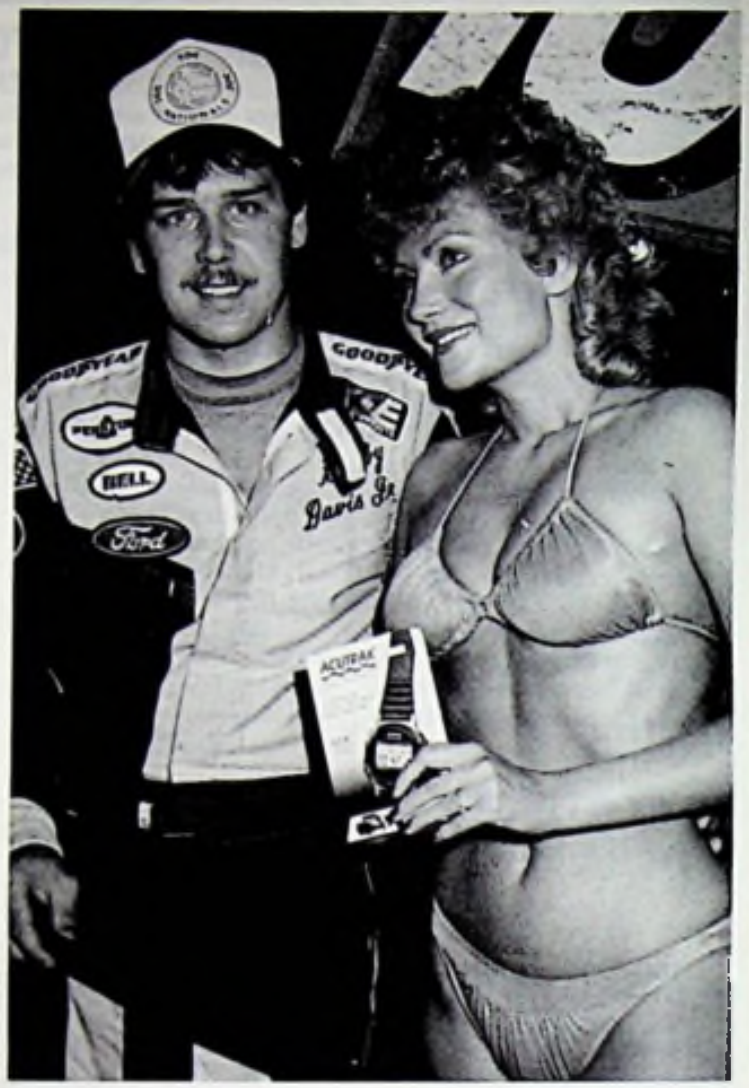
VALVES
VICTORY

WELD
WHEEL
WIN
WRENCH

Solution: NOODY NILE

GROUND ROUND NATIONALS
SPRINT CAR QUALIFIERS

PORT ROYAL	KEITH KAUFFMAN
FONDA	ED WYLIE
CAYUGA COUNTY	GLENN CLARKE
ORANGE COUNTY	BOBBY ALLEN
LEBANON VALLEY	STEVE KINSER
ROLLING WHEELS	JIMMY SILLS
CANANDAIGUA	DON KRIETZ JR.
BUCKEYE	ROCKY HODGES
WILLIAMS GROVE	DAVE KELLY
SHARON	JEFF SCHRUM
FLEMINGTON	GLENN FITZCHARLES
SUSQUEHANNA	STEVE SMITH JR.
FREMONT	JACK HEWITT
HAGERSTOWN	BOBBY DAVIS JR.
LERNERVILLE	ED LYNCH JR.
BRIDGEPORT	FRAN HOGUE
SILVER SPRING	STEVE SEIGEL
SELINSGROVE	FRANKIE KERR
LINCOLN	KEN ADAMS



Bobby Davis Jr. and Cindy Fitzgerald (Miss Hagerstown) in victory lane at Hagerstown Speedway. LARRY KANE PHOTO

Brad Doty 7R and Keith Kauffman 88O. HEIN BROS PHOTO

Don Kreitz Jr. 69 takes the low groove under Danny Smith on his way to the feature win at Canandaigua Speedway. DON ROMEO PHOTO

GROUND ROUND SPRINT QUALIFIERS 1988

PORT ROYAL SPEEDWAY

Keith Kauffman

While all his rivals developed problems in the last three laps of the Ground Round Nationals Sprint feature, Keith Kauffman put the Hardee's no. 880, Roy Morral owned car in the Winner's circle. He assumed command on lap 22 when Bobby Weaver dropped out while in front. Then on the closing lap, challengers Todd Shaffer and Joey Gravino developed flat tires and Bobby Landis crashed trying to avoid the slowing Gravino. Mike Wagner took second in the crazy finish followed by Ron Kramer, Gravino and Roger Fickett. In addition to the quaranteed starting spot at Syracuse, Kauffman earned $2500. Heats went to Weaver and Kramer.

FONDA SPEEDWAY — *Eddie Wylie*

It wasn't quite a full moon, but it must have appeared that way as the visiting URC sprinters put on a wild and wooly show for the Syracuse Ground Round Nationals Qualifier. Pole-sitter Billy Glenn's quest for victory was interrupted by a first lap red flag for a seven car front stretch pile-up, but he and Jimmy Martin blasted away from the pack on the restart. Eddie Wylie started fifth and moved to third by the second red on lap eight. With Glenn leading, suddenly a lapped car took him to the top of the tough third turn, allowing Wylie to seize the lead on lap 17. Two laps later the situation reversed, but Wylie came back to lead Glenn, Martin, Glen Fitzcharles and Mark Plummer to the wire.

CAYUGA COUNTY FAIRGROUNDS

Glenn Clarke

Glenn Clarke, the 1986 URC Rookie of the Year, scored his first career URC victory in the 30 lap Syracuse Ground Round Nationals Sprint Car Qualifier. He took the lead at the drop of the green and never gave up the top spot over the thirty competitiors who signed in for the day. Clarke maintained a comfortable lead to beat out Glenn Fitzcharles for the win. Fitzcharles slipped by Billy Ellis on the final lap. They were followed by Ed Wylie, Jimmy Martin, Fran Houge, Bob Swaverly, John Brutcher, Jim Baker, Tim Higgins, Dan Heri and Fred Sabatino. Heats went to Fitzcharles, Martin and Swaverly.

ORANGE COUNTY FAIR SPEEDWAY

Bobby Allen

Bobby Allen, who pilots his own no. 1a, started on the front row next to polesitter and World of Outlaw Fram Dash winner Jimmy Sills for the Ground Round Nationals Qualifier. He beat Sills to the low side of turn one when the green flag fell to start the main event and took the checkered flag ten car-lengths ahead of Dave Blaney 25 laps later. Following Allen and Blaney it was Bobby Davis, Jr. who set the Orange County's new track record in time trials 18.733, Danny Smith and Sammy Swindell, Joey Allen, Andy Hillenburg, B-Feature winner Jac Hauldenschild and Cris Eash. Thirty-two cars signed in and the heats went to Mark Kinser, Steve Kinser, who finished 11th in the main event, and Steve Smith.

Veteran Keith Kauffman in the 77. He will represent Port Royal Speedway. DICK GREENAWALT PHOTO

Jimmy Sills 29 looks for room under Greg Wooley at Lebanon Valley. DON ROMEO PHOTO

Jimmy Sills takes the high groove around Bobby Davis Jr. on his way to the feature win at Rolling Wheels Raceway. DON ROMEO PHOTO

Bobby Allan will represent the Orange County Fair Speedway. HEIN BROS PHOTO

LEABANON VALLEY SPEEDWAY

Steve Kinser

World of Outlaw King, Steve Kinser cruised to a green-to-checkered flag victory in the 25-lap Ground Round Nationals Qualifier at Lebanon Valley. Bobby Davis, Jr., the runner up, was sliding through the fourth corner when Kinser was taking the checkered flag. Sammy Swindell had only run seven laps before the no. 1 TMC Challenger suffered a broken fuel line, causing the sprinter to catch on fire. After pitting, Swindell attempted to re-enter the race, but was black flagged. Kinser started on the front row next to pole sitter Mark Kinser, who won the Autolite Pacesetter Award and the Fram Dash. Mark's time was 19.258. Rounding out the top ten it was Cris Eash, Joey Allen, "B" feature winner Jac Haudenschild, Danny Smith and Doug Wolfgang. Next came first heat winner Donnie Kreitz, Jr., Fred Rahmer, and second heat winner Andy Hillenburg.

ROLLING WHEELS RACEWAY PARK

Jimmy Sills

Jimmy Sills drove the Weikert Livestock no. 29 sprinter to a spectacular 25-lap World of Outlaw victory in the Ground Round Nationals Race at Rolling Wheels. At the start of the event, Sammy Swindell took command from his outside pole position. He looked to be in command until the yellow flag came out on lap 6 for Joey Allen. As the field prepared to restart, Swindell's mount suffered a flat right rear. This put second place runner Craig Keel in front for the next ten circuits until Sills took over. Keel was passed for second by Steve Kinser. Finishing next, it was Bobby Davis, Jr. and Donnie Kreitz. Swindell posted a new track record of 18.446 and he also took a heat win. Other heats went to Jac Haudenschild and Mark Kinser with the Fram Dash to Keel and the B-Main to Frankie Kerr.

CANANADAIGUA SPEEDWAY

Donnie Kreitz, Jr.

The early leader of the World of Outlaws Ground Round Qualifier was Bobby Davis, Jr., who had set fast time of 17.011 for a new record speed. At the end of the first round, it was Davis, Steve Kinser and Donnie Kreitz, Jr. Kreitz maneuvered around Kinser and set his sights on Davis and passed him on lap six going into the third turn on the low side as the two entered lapped traffic. The best charge through the pack came from B-Main winner Jimmy Sills who started 20th and worked his way up to fifth at the checkered. Despite a hard and slick track, only one caution came out on lap 14 for Cris Eash. Behind Kreitz and Kinser it was Dave Blaney, Sammy Swindell, Sills, Kenny Adams, Bobby Davis, Mark Kinser, Adny Hillenberg, Steve Smith, Jac Haudenschild and Freddie Rahmer. Heats went to Steve Kinser, Blaney and Mark Kinser.

LINCOLN SPEEDWAY — *Kenny Adams*

Kenny Adams, the former motorcycle racer out of West Grove, PA, piloted the Harz Racing no. 88 to a $3,000 win at Lincoln Speedway during the Ground Round Nationals Qualifier. It was his first win of the year at Lincoln, becoming the seventh different driver to claim a sprint main this year. Bill Beal and Chuck Reinert brought the 18 car field to the green flag that would start the 30 lap event. Reinert jumped into the lead ahead of Dan Deitrich and Adams and it turned into a five-car battle when Jesse Wentz and Stevie Smith joined in. Several yellows came out but the action was still fast. Smith got the bite he needed and passed Wentz, but Adams was not to be denied. Behind Adams and Smith it was Wentz, Deitrich, Reinert, Dave Haight, Steve Smith, Sr., Todd Gracey, Bobby Fletcher, Ed Naill, Larry Shive, Steve Christmas and Mike Slaybaugh. Heats to Wentz and Deitrich.

Steve Kinser 11 and Mark Kinser 6R battle it out. Kinser won the Lebanon Valley Qualifier. TOMMY SHELTON PHOTO

Jimmy Sills won the qualifier at Rolling Wheels Raceway. KEN DIPPEL PHOTO

Don Kreitz Jr. won the qualifier at Canandaigua Speedway. AL BISHOP PHOTO

BUCKEYE SPEEDWAY — *Rocky Hodges*

Rocky Hodges set a blistering pace in recording a wire-to-wire victory in round two of the All Star Outlaw Sprint Speedweek Syracuse Ground Round Qualifier at Orrville, Ohio. In only his third ride in the Jasper Petite, Buckley, the Iowa veteran recorded the $3000 victory giving him the guaranteed spot at Syracuse. The hottest action of the 30 lap event was for second between Bobby Allen, Jack Hewitt, Jimmy Sills and Joe Gaerte with the foursome finishing in that order. Hodges, who kept stretching his lead throughout the event, finished with a four-second advantage over Allen. The event opened with Keith Kauffman brushing the wall on lap one, requiring a caution. Gaerte fell into second behind Hodges until Sills moved into contention. Allen moved from his sixth starting spot, first by sills, then Smith, then Hewitt. After a caution on lap 16 he ducked under Gaerte, but could not catch Hodges.

WILLIAMS GROVE — *Dave Kelly*

Twin 20-lap features for Sprint cars was featured at Williams Grove with the winner of the first to be the guaranteed starter at Syracuse in the Ground Round Nationals. Dave Kelly shot from his front row starting spot into the lead at the drop of the green and despite several restarts, his Earl Kelly, Watkins Leasing No. 17 was never seriously challenged. Although Kelly had won a pair of URC features here, this was his first-ever under Williams Grove rules. Jim Nace in the Camel Express No. 26 started ninth and took second spot from Bobby Weaver on the 13th lap. The defending track champion was able to stay within striking distance of Kelly, but had to settle for runner-up honors followed by Stevie Smith, Jr., up from 11th starting spot and Kenny Adams, then Paul Lotier.

SHARON SPEEDWAY — *Jeff Schrum*

Canfield, Ohio's favorite son, Jeff Schrum, finally broke his jinx of the season by winning the Syracuse Ground Round Nationals Qualifier at Sharon Speedway. Schrum and his crew had worked all week to get the no. 51 ready for the qualifier and he proved it was all worthwhile, bringing his new Trevis-Craft sprinter up from 8th starting position to take the lead on lap three. Finishing second with a very determined drive through traffic was a hard-charging Tommy Quartterson. In third came Troy Preston followed by Rich Heckman and Bob Dawson. Rounding out the top ten it was George Bischoff, Doug Heritage, Arlie Utsinger, Tim Engles, and Ray Baselj.

SUSQUEHANNA SPEEDWAY

Stevie Smith, Jr.

Stevie Smith, Jr. claimed the win in the 30 lap Syracuse Qualifier at Susquehanna Speedway making it his sixth of the season here. Lance DeWease jumped into the early lead in the Sprint feature with Chuck Reinert in hot pursuit. These two swapped the lead four times before Reinert took command on the fifth circuit. As the action was going on up front, Smith was working his way from 12th starting spot. On the 18th circuit, he moved by his father Steve Smith, Sr. for second spot and set his sights on the leading Reinert. By the 20th lap, Stevie had moved the Creasy Signs/Leiby's Mobile Homes Gambler into the lead. He stayed up front to finish 1.04 seconds ahead of Reinert. Steve Siegel finished third ahead of Steve Stambaugh and Steve Smith, Sr. Next it was Keith Kauffman, Kenny Adams, Freddie Rahmer, Jesse Wentz, and Mike Herbert.

Rocky Hodges won the Buckeye Speedway qualifier with Jean Lynch making the presentation. HEIN BROS PHOTO

Dave Kelly will represent the famous Williams Grove Speedway at Syracuse this year. LEE GREENAWALT PHOTO

Steve Smith Jr. will represent the Susquehanna Speedway.

Craig Keel 8 runs wheel to wheel with Sammy Swindell at Rolling Wheels. DON ROMEO PHOTO

HAGERSTOWN SPEEDWAY

Bobby Davis, Jr.

Bobby Davis, Jr. put his Casey Luna Ford in victory lane to collect $3000 and a guaranteed starting spot at Syracuse in the Ground Round Nationals after the World of Outlaw 20-lap preliminary night feature at Hagerstown. Davis started 5th in the race and followed leader Steve Kinser for the first four laps around the fast and very smooth oval before getting by Kinser. Once in front, there was no doubt that his performance was going to land him in victory lane. The caution flag came out on lap seven, but Davis was just as fast and pulled ahead. Finishing in second it was Kinser, then Dave Blaney holding his starting position the entire way in the Alan Nott no. 48. Next it was Stevie Smith, Jr. Rounding out the top five was Doug Wolfgang, then Bobby Allen, Sammy Swindell, Cris Eash, Donnie Kreitz, Jr. and Jac Haudenschild.

LERNERVILLE SPEEDWAY

Ed Lynch, Jr.

Lernerville Speedway put its 25 lap Mid-Season Sprint Championship and Syracuse Ground Round Qualifier together and Ed Lynch, Jr. came away with the win. It was a continuos battle between Bob Felmlee and Lynch the entire distance with Lynch crossing ahead for his third Lernerville win. From the outside pole, Felmlee took command hugging the inside of turn two. Looking like a police chase scene, the two drivers went through lapped traffic, each seeking the advantage, the entire race. On a restart on lap 15, Lynch put the pedal to the metal and rocketed out front with smoke puffing from the engine. After the checkered, Lynch's sprint quit and had to be pushed into victory lane where he dedicated his win to Sheldon Kinser. Finishing third it was Jamie Smith, Jerry Matus, John Brunner, Tim Shafer, Scott Priester, Dick Rankin, Ed Murphy and Rod Ort.

FLEMINGTON FAIR SPEEDWAY

Glenn Fitzcharles

By winning the first feature of the night at Flemington, Glenn Fitzcharles assured himself a guaranteed starting position in the Ground Round Super Nationals. Fitzcharles cleaned house, taking both 25-lap URC feature events that night, the first was a make-up from the July 16 rain-out. In the Qualifier, Paul Molz took the lead at the drop of the green. By lap two, Fitzcharles was already in second and hot in chase of the leader. He took over on the next round as Jimmy Baker moved by Molz also. Soon Billy Pauch joined the chase. With five laps remaining, Pauch was right on Fitzcharles, but the slower cars were making an interesting finish. With two to go, Pauch moved even closer, but could not overtake Fitzcharles. Baker ranked third ahead of Bob Swavely and Glenn Clarke then it was Wayne Rice, Billy Ellis, Tom Wanner, Fran Hogue and Fred Berger.

FREMONT SPEEDWAY — *Jack Hewitt*

Race fans saw the track record fall at Fremont Speedway during the All Star Syracuse Ground Round Super Nationals Qualifier. Jack Hewitt the winner started the night off by turning the track in 13.53, then got the 40 lap main event under control in the early stages, as he picked his path. A late event caution allowed Mark Keegan to get close, but he didn't have enough time to finish the job with Hewitt scoring the $4000 victory. Behind Keegan at the end it was Rocky Hodges, Joe Gaerte, and Todd Vance. Heat races were won by Vance, Johnny Beaber, Rod George and Bob Dawson. John Wisbon moved up to the Main after winning the B-Main. The only red of the evening flew on the last lap of the B when Al Roepke tipped his car but was not hurt.

Jeff Schrum heads the Syracuse contingent from Sharon Speedway. HEIN BROS PHOTO

Ed Lynch Jr. won the Syracuse Qualifier at Lernerville Speedway. SKEPEKIS BROS PHOTO

Jack Hewitt won the qualifier at Fremont Speedway. HEIN BROS PHOTO

Frankie Kerr 77 and Kenny Jacobs 29. HEIN BROS PHOTO

BRIDGEPORT SPEEDWAY

Fran Hogue

A curfewed URC event had 12 laps remaining and that part of the program went to Glenn Fitzcharles before the regular feature event for the Ground Round Nationals at Syracuse could award the winner his guaranteed spot. In that event Fran Hogue beat out Fitzcharles in a photo-finish to gain the right to represent Bridgeport at Syracuse. Fred Sabatino held the lead for the first lap with Hogue taking the top spot the next round. He ran away and hid from the rest of the field until the closing laps when Fitzcharles caught him on the final lap. Fitzcharles made a bid for the win but came up short at the wire. They were followed by Bob Swavely, Tom Wanner and Glen Clarke. Rounding out the top ten it was Billy Pauch, Wayne Rice, Jim Baker, Billy Ellis, Buck Buckley and Mike Wells.

SILVER SPRINGS SPEEDWAY

Steve Siegel

The 20-lap Ground Round Nationals Qualifier went to Steve Siegel who finished second to Stevie Smith, Jr. who had previously qualified. The event was the fifth Annual Sprint Special which donates the proceeds to the Williams Grove Old Timers and $8000 was donated, bringing the total to $41,500 for the five years. Steve Smith, Jr. had started fourth and took the lead from his father Steve, Sr. on the sixth lap. Once in front, his car was never seriously challenged. Siegel started fifth and moved to second on the 24th lap. He earned $2000 for his runner-up spot plus the spot. Steve Smith, Sr. finished third ahead of Dave Haight up from 18th starting spot. Donnie Kreitz, Jr. completed the top five after pitting under caution at the halfway point to change a flat left rear tire.

SELINSGROVE SPEEDWAY

Frankie Kerr

It was a busy night at Selinsgrove Speedway as two sprint car features were on the schedule, the first, a make-up feature, was won by Frankie Kerr with Donnie Kreitz, Jr. winning the second, a non-stop Syracuse Ground Round Qualifier. Bob Landis jumped into the lead with Barry Camp running second. Kreitz dropped in behind Camp on lap 2 and got by him one lap later with Kenny Adams and Stevie Smith, Jr. charging right behind. By lap 12 the top four cars were all together as Kreitz held a slim lead over Landis. Two laps later Smith got by him and closed in on Kreitz, but came up short at the end. Kerr's third place finish here was good enough to give him the guaranteed spot as the first two drivers were already qualified. Behind Kerr it was Adams then Jim Nace, Landis Nornhold, Freddie Rahmer, Barry Camp and Keith Kauffman.

Double trouble as Craig Rankin 24 and John Brunner 1x get upside down at Lernerville. HEIN BROS PHOTO

Steve Siegel 2 and Rocky Hodges 3. Siegel will represent Silver Spring while Hodges will represent Buckeye. HEIN BROS PHOTO

At Selinsgrove Speedway the qualifier was Don Kreitz with Miss Selinsgrove Dawn Serovinski. ARTHUR RUPPERT PHOTO

Selinsgrove action between the 77 of Frankie Kerr and the 19 of Stevie Smith. ARTHUR RUPPERT PHOTO

Rocky Hodges 3 and Jack Hewitt 23s. HEIN BROS PHOTO

Steve Stambaugh is the current point leader at Williams Grove Speedway. DICK GREENAWALT PHOTO

Jeff Schrum 51, Rick Ferkel 0 and Steve Kinser 11 in three abreast action. HEIN BROS PHOTO

Four abreast Sprint car action with Davey Jones 76, Tim Shaffer 45, Dick Travers T9 and Jack Sodeman 23. HEIN BROS PHOTO

Sammy Swindell 1 and Steve Kinser 11 in a battle at Hagerstown. LARRY KANE PHOTO

Ed Lynch Jr. (2) and NY's Kim Gagliardi 76. HEIN BROS PHOTO

Fast Fred Rahmer 99 and Scott Haus 76 at Silver Spring Speedway.

Bobby Allen 1a slides under Fred Rahmer 33 at Lebanon Valley. DON ROMEO PHOTO

The Smith family leads the sprint car spectacular at Silver Spring Speedway. Steve Smith Sr. and Steve Smith Jr.

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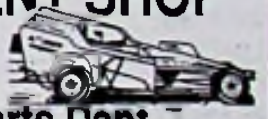

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LEBANON VALLEY	RICHIE BURGESS
LEBANON VALLEY	JOHN JOSEPH
LEBANON VALLEY	RANDY GLENSKI
LEBANON VALLEY	GARRY WATERS
WOODHULL	CURT VAN PELT
CAN-AM	LANCE YONGE
ROLLING WHEELS	Sept. 24
ROLLING WHEELS	Sept. 24
LINDA	Oct. 1
ROLLING WHEELS	Oct. 7
ROLLING WHEELS	Oct. 7
ROLLING WHEELS	Oct. 7

Bob McCreadie is also a Frogtown guaranteed starter.

The Race of Kings qualified five drivers into the National Auto event. They were John Joseph, Randy Glenski, Jeff Heotzler, Rich Burgess and Garry Waters.

Mike Gilmore won the Grandview Speedway National Auto Supply qualifier. BILL NUVER PHOTO

Jeff Heotzler poses next to his winning car 74 after the Lebanon Valley Race of Kings. CHRIS GRADY PHOTO

Newt Hartman garnered the Nazareth Raceway spot. MEL STETTLER PHOTO

Charlie Wilbur won the qualifier at Frogtown.

Doug Hoffman will represent Big Diamon Raceway. DUANE GROMIS PHOTO

Rick Ricci in victory lane at Moc-A-Tek with Miss Raceworld and Miss Moc-A-Tek. DON MARKS PHOTO

Billy Pauch in victory lane at Penn National. DON MARKS PHOTO

Davey Wenger 4 and Tom Mayberry Zemco 1 at speed at Williams Grove. KEN DIPPEL PHOTO

Doug Hoffman 60 overtakes Russ Frantz 110 and Larry Acker 02 to take the lead and the win at Big Diamond Raceway. DUANE GROMIS PHOTO

Russ Frantz 110 holds off defending Big Diamons Raceway champion Larry Acker 02 for the lead. Two laps later Doug Hoffman overtook both to get the spot. DUANE GROMIS PHOTO

Bud Christmann 18 and Frank Cozze 44 battle at the Williams Grove small block qualifier. The spot went to Christmann. ARTHUR RUPPERT PHOTO

Charlie Eckert 147 slides under Randy Fortna 78 and Randy Werner on his way to a 4th place finish .DUANE GROMIS PHOTO

Tom Mayberry 1 and Mike Nicholas 3, two of PA's biggest small block stars, battle during the feature. DUANE GROMIS PHOTO

Larry Acker 02, Rick Schaffer 72D and Mike Kelly 63 duel during the feature at Grandview. BILL NUVER PHOTO

Billy Pauch 126 and Danny Hieber 11 run nose 'n nose at Penn National. DON MARKS PHOTO

320 DRIVER POINT FINALS

BY JO ANN AND DON DAVIES

The list below represents the top 30 finishers in the 320 division for races held the last eight years. Total points earned are based on a system of 50 points for a first place finish.

FINISHING POSITIONS

DRIVER	1980	1981	1982	1983	1984	1985	1986	1987	TOTAL
Doug Hoffman	24	–	6	2	2	1	3	4	279
Jeff Heotzler	1	5	9	6	4	29	6	20	266
Pete Bicknell	6	30	1	1	28	28	4	–	202
Marcel LaFrance	5	11	8	12	26	8	–	16	201
Brett Hearn	–	–	–	–	–	2	1	3	139
Jim Horton	–	–	–	–	33	4	5	2	133
Paul Parker	–	2	5	9	23	–	–	–	133
John Dahm	–	–	10	7	5	12	–	–	132
Doug Carlyle	–	–	–	21	30	7	11	12	121
Maynard Forette	–	–	–	–	–	3	2	10	119
Billy Pauch	–	–	–	–	7	–	22	1	103
Bob McCreadie	26	–	29	–	1	34	31	27	102
Randy Ritskes	–	–	–	–	14	21	14	11	100
Rich Ricci, Jr.	–	–	–	29	25	6	17	26	100
Ralph Heotzler	–	6	3	–	–	–	28	–	92
Lin Hough	–	–	28	22	10	16	–	35	91
Elvin Felty	7	25	–	–	–	–	–	6	87
Mike Petruska	3	–	–	8	39	–	–	–	81
Tony Corcoran	–	21	7	14	–	–	–	–	8C
Danny Watson	–	–	21	4	36	–	27	–	80
Craig Van Doran	20	–	–	–	24	4	–	–	75
Mike Romano	–	–	–	–	3	25	24	–	74
Fred Rahmer	–	14	–	–	6	30	–	–	73
Ray Underwood	–	–	4	10	–	–	–	–	71
Matt Quinn	–	–	–	–	–	–	7	7	70
Mike Ricci	–	–	–	34	38	9	30	25	70
Mike Barlow	–	–	14	3	–	–	–	–	69
Steve MaKocy	–	1	24	–	–	–	–	–	66
Curt VanPelt	–	–	–	26	19	–	–	9	66
Robbie Green	–	27	31	27	8	–	–	–	66

KIMBERS-MOTORCRAFT ON POLE AT SYRACUSE

Syracuse, NY...Kimbers and Brothers Tire Company, with three locations in the Syracuse area, have picked up the sponsorship of the pole award for both the National Auto Supply 320 Modified Championship and The Universal Joint Sales Supermodified Classic. Both of these races will be held at the New York State Fairgrounds mile oval during Super DIRT Week XVII, October 5-9, 1988.

Kimbers will be awarding each pole winner $500, along with a Motorcraft jacket and hat for the driver and crew chief. For 60 years, Kimbers has had the largest Motorcraft Parts warehouse in the Syracuse market. With stores located in Syracuse, on North Geedes Street, Oneida and in Clay, Kimbers has been able to serve the motoring public for all 60 years.

D.I.R.T. marketing representative, Mike Bohannon, stated, "The addition of Kimbers-Motorcraft to our family of Super DIRT Week sponsors can only benefit the race teams. Kimbers-Motorcraft has an excellent reputation of service and will play a major role during the most important week in motorsports, Super DIRT Week."

NATIONAL AUTO SUPPLY SUPPORTS 320 MOD TEAMS

Throughout the summer months National Auto Supply Company has been hard at work to make this year's 320-358 D.I.R.T. modified qualifiers a success. Over forty drivers have made the starting field for this year's National Auto Supply Championship.

In July National Auto Supply sponsored the July 1st N.Y.S. Fairgrounds Skoal Racing sm Super DIRT Series event for modifieds with their annual National Auto Supply Spectatular promotion.

You will find your local National Auto Supply store open seven days a week to serve your needs. They specialize in special orders to manufacturers, tool rentals and a super reference library for even the smallest automotive job. You never pay for the same part twice when you shop at National Auto Supply. They offer a limited lifetime warranty to save you money on parts.

This year's has been a good year for 320-358 modified racing and a good year for N.A.S.

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Heart OF NEW YORK CHEVY DEALERS

Bill Pari receives a new helmet after being voted the hard luck driver in the sprint car ranks by members of the Area Auto Racing News working press. Miss Miller Motorsports '87 made the presentation.

Bobby Davis Jr. gets ready to be pushed away. Notice the many decals affixed to the side of his wing. Many companies post contingency monies for the Syracuse races and pay it out only if their decal is displayed on the car.

Central New York Chevrolet Dealers donated this Silverado one ton pickup truck and Cedar Ridge donated this 40 foot long Pace American enclosed hauler to the winner of this year's Miller High Life 300. An estimated value of $40,000.00!

PREDICTIONS—YOU MAKE THE CALL

BY PHIL CZARNECKI

Every year some of your favorite auto racing papers let their writers make their prilous predictions. This year, you the race fan, with a little help can make the predictions. It's very simple, after you follow a few secret rules, rules used by many national tabloids when making predictions. Some writers also use the MPP Method, Make-Pick-and-Pray. If all else fails, devise....

Now let's get started. To increase your odds do not be afraid to pick more than one driver. Here are twelve sure fire points to help make your picks.

1. Leader in DIRT points is a sure pick. Writers usually consider this driver a strong favorite.

2. Driver with more than one car. Any driver with two cars has two chances to make the race. Need I say more.

3. Any driver who has won at the moody mile in the last five years. All the drivers who have won at Syracuse have the know how to survive the moody mile.

4. Asphalt experience. A driver who has raced asphalt has an edge. After a few laps Syracuse resembles asphalt, and the car is set up similar to an asphalt car.

5. Any driver who has driven in Winston cup or Busch Grand Nationals because those races are longer than your average Saturday night feature. These drivers know how to pace themselves in longer races, like the Miller 300.

6. Sharply painted cars. A favorite among writers, this way if the writer is wrong the fans may be more forgiving.

7. The drivers last name must be Johnson. This is another sure pick because over half of the top runners have the last name of Johnson you can not go wrong with this one.

8. Driver with a 1989 factory car. These cars would include Troyer, Showcar, Boss, Champ Car, Biorsh, Tobias, Olsen and many more. The drivers who drive these factory cars are no sloches, and are usually well equipped.

9. You must have an Hutter motor. This is another good pick as Ron Hutter builds the strongest modified motor in the northeast.

10. Driver who does not own the car he is driving. A driver will push the car to its limit. Especially when he knows he does not have to fix it.

11. Funny shaped sheet metal cars. This pick is not always a good one, but writers will always pick a car they think was wind tunnel tested or aerodynamically designed.

12. Full time drivers. This is also another good pick because if you had to win to put food on your family's table you would drive like crazy: or your wife would drive you crazy.

Well there you have it. Now make your perilous predictions. Just for the record here's how some of your favorite writers did on their predictions last year.

Brian Spaid: Jack Johnson, Bob McCreadie, Dave Lape, Charlie Rudolph, and Danny Johnson.

Mark Tiderman: Danny Johnson.

Bruce Boucher: Bob McCreadie, Danny Johnson, Steve Kinser, and Joe Gosek.

Bob Connelly: Jimmy Horton, Jack Johnson, Danny Johnson, Kenny Tremont, Tom Wilson, Doug Wolfgang, and Steve Kinser.

Michael Monnat: Brett Hearn, Billy Pauch, Brad Doty.

Gary Rowe: Steve Kinser, Danny Johnson.

Jerry Skibinski: Jimmy Horton.

Buffy Swanson: Bob McCreadie, Jack Johnson, Danny Johnson, Billy Pauch, Brett Hearn.

1987 Super DIRT week winners:
MODIFIED: Jimmy Horton
320 MODIFIED: Brett Hearn
SPRINTS: Dave Blaney
SUPER MODIFIED: Joe Gosek

So there you have it. All your favorite writers predictions.

As you can see Jerry Skibinski was the only one to pick the winner correctly so do not feel bad if you don't pick the winner this year, there's always next year. Then again you might pick better than the so called racing experts.

Here is some blanks to make your predictions:

1988 Super DIRT week winners:

Modified_____

320 Modified_____

Sprints_____

Super Modified_____

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DRYDENE SET TO SIT ON THE FRONT ROW

Since 1893, three years before the very first automobile race ever staged in New York State, the Drydene Corporation has been producing motor oil and greases to supply the needs of motorists. This Baltimore, MD, based company will sponsor both the pole and outside pole awards for this year's Miller High Life 300. The fastest qualifier from Thursday's time trials will receive $1,500 from Drydene and the Dick "Toby" Tobias Trophy. Drydene will also award the second fastest time from Thursday's time trials with $1,000.

Drydene markets over 500 lubricants in almost 2500 package and delivery variations. Drydene also custom blends lubricants for the special needs of their customers. These years of experience are backed up with the best in technology so their customers can obtain the best performance possible. Three unique additives make Drydene heavy duty lubricants superior.

"Behind our three unique additives are years of heavy duty experience, technology, service and the real secret to Drydene's success, our people. Every day they are working to be the best. We just don't say that, we believe it!", states Trip Drydene president of Dyrdene. "At Drydene Oil Company, there is a personal commitment to quality and service that is made by every individual in our company. Our reputation is everything. We know this and work at maintaining our reputation every day."

In 1988, many of the top D.I.R.T. modified teams have been using Drydene Racing Oil, Grease and Gear Lube with great success. Topping the list of Drydene's users is Jack Johnson, the current leader in the 1988 Skoal Racing sm Super DIRT Series point race. Other modified teams on the "Drydene Team" include Charlie Rudolph, Ron House, Steve Glover, Lin Hough and Charlie Donk. In the GATR Big Rig Truck Series, Shawna Robinson uses Drydene. This past year Shawna became the first first woman to ever win a major NASCAR event.

At the track and on the road, Drydene oils, greases and gear lubes are making their users winners. This year's pole and outside pole winners may well break the 30 second barrier on the way to their Drydene Awards.

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CLIFTON SPRINGS, NY	315-462-6121
RED CREEK, NY	315-754-8735
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READY MIX CONCRETE
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"WHETHER ITS CONCRETE OR CHAMPIONSHIPS, THE NAME TO REMEMBER IS DEWITT"

Brad Doty. HEIN BROS PHOTO

DOTY MOTORHOME RAFFLE

Kenny Jacobs of Holmesville, Ohio, in an effort to help his long-time friend and fellow Sprint car competition, Brad Doty of near-by Fredericksburg, Ohio sponsored a drive to raffle off Brad's 1987 Southwind Eagle, Class A, 31-ft motorhome.

Doty suffered a paralyzing accident in the King's Royal Race at Eldora Speedway, July 23 and is currently in rehabilitation at University Hospital--Dodd Hall, Columbus, Ohio.

Donations were $10 and 4000 tickets were printed. A sizeable balance was due on the motorhome and as the money came in, it was paid off.

Glenn Donnelly, President of DIRT, scheduled the drawing for the motorhome during Super Dirt Week at Syracuse on October 8, 1988 as part of the Ground Round Sprint Nationals at the New York State Fairgrounds, where Jacobs will pull the luck name. (Winner need not be present)

Orren Zook of Commercial Truck and Trailer in Girard, Ohio picked up the printing costs. Through Kim Jacobs and Jean Lynch, tickets were sold and distributed all over the country.

Jean Lynch sells raffle tickets for Brad Doty's camper. HEIN BROS PHOTO

Old friends Brad Doty 7R and Jac Haudenchild 18 race side by side early in the year. HEIN BROS PHOTO

WORLD RECORD HOLDER SWINDELL DISAPPOINTED

DAVE BLANEY RACES TO VICTORY IN 1987 GROUND ROUND NATIONALS

Dave Blaney and Allan Nott at the top of the world.

(Reprinted with permission from Area Auto News)
BY BOB CHORPENNING

SYRACUSE, NY—After time trials were completed on Friday at the New York State Fairgrounds mile oval in Syracuse, Dave Blaney was not the talk of the town, Sammy Swindell was. But when it came down to taking the big one on Saturday, it was the "Buckeye Bullet" Dave Blaney stealing the headlines and taking all the glory of being the winner of the Ground Round Sprint Nationals.

"Ever since I crawled in this car and hooked up with this team, I just shake my head in disbelief. Its the greatest ride I ever had," Blaney said loudly in victory lane.

The start of the World of Outlaw/Skoal Copenhagen Shoot-Out 35 laP RACE, FOUND Sammy Swindell starting from the pole position after setting a brand new one lap world's record on a mile oval the day before in his shiney black No. 12 TMC Challenger House Car. Swindell, with Steve Kinser starting along side, brought the 34 car field around to get the flying green flag start, but trouble got started even before the field crossed the line.

Depending on how you view it, but in all reality, Kinser and Swindell got together with Kinser's car getting the worst of it, as Swindell led Kinser down into turn one flat out and daringly. Swindell led and pulled away once he entered the backstretch, as Kinser's car started to slow with a left rear flat tire, letting 4th place starter Dave Blaney to take over second in his Allan Nott No. 48.

At the completion of lap one it was Swindell leading Blaney and third place Doug Wolfgang as Kinser pulled his car onto the track apron on the frontstretch and out of the race. Lap two found Swindell already lapping cars as he was pulling away from the field in a torrid pace.

Just after lap 2 was completed, the first caution flag came out to slow the adrenilin of the drivers, which was for debris on the track from Kinsers car. As the drivers circled the track under the caution flag, each lap counted. Some 3 laps later and the field was restarted with Swindell flying like a jet in the front spot.

Lap 10 found a bunch of cars getting out of shape in turn one as the leaders caught up to them going 140 mph. Everybody kept going but Blaney weaved through the cars like Swindell and coming off turn two it was Blaney right behind Swindell. The two flat footed it up the backstretch and around turns three and four and down the frontstretch, actually going into turn one flat out without leaving off the pedal, leaving the huge crowd breathless.

One lap later and 6th place starter Doug Wolfgang made it a three car chase for the lead in his Bob Weikerts Livestock No. 29. One more lap later and 3rd place starter, Jac Haudenschild made it a four car chase. But the next time around Swindell had a huge lead just like that. After the race, Blaney explained why the cars caught up so quickly and fell behind so quickly. "On a track like this going at these kinds of speeds, you get messed up just a little bit and you'll be 30 car lengths behind. Every second counts out there."

Getting back to the race, it was all Swindell. Lap 17 found the caution flag being brought out in a hurry as Chris Eash blew a tire in turn four and stopped on the track in his E&G Classic No. 17E. This restart bunched the cars up too quickly as turn one was the size of several cars getting lose, including leader Swindell. By lap 20 the top 3 cars were pulling away from the field, but Swindell still had the momentum to

put his car anywhere he wanted to out in front, as Blaney and Wolfgang had to follow in his shadow.

By lap 22 Blaney closed in on Swindell once more, as Blaney was seeking a way to catch and put on move on Swindell, as the two ventured up the long backstretch going 170 mph in their light and fragile machines. Two laps later and the leaders encountered lapped traffic as Swindell got through much better than Blaney to pull ahead.

Jac Haudenschild was starting to catch up with the top three and by lap 25 was right behind third place runner Wolfgang, as Jac put his Ted Lee No. 2 to a testing. With Haudenschild pressuring Wolfgang, Wolfgang caught up with Blaney and the two ran side by side at certain locations on the track. The top five looked like this. Swindell, Blaney, Wolfgang, Haudenschild and Paul Lotier in the Walt Dyer No. 461.

With Swindell breathing out in front, bad luck struck on lap 31 as Swindell pulled out of the race with a power steering unit malfunction, thus turning over the lead to Blaney, as the crowd just stood in shock.

With Blaney in the lead, a caution flag came out on lap 33 for debris in turn two, which was for Jerry Stone's too wing that flew off and was hit by several other cars, including Wolfgang. The race was restarted with one more lap completed before another caution came out, which was for Keith Kauffman in turn two, who spun his Hardee's No. 880.

The restart found one more lap to go as Blaney and Wolfgang entered turn one like they meant business. Blane proved to be too much for Wolfgang as Blaney pulled away and beat Wolfgang to the line by several car lengths, to add yet another feature win since joining the Allan Nott No. 48 team and their biggest payday of $39,110.00.

"There was no doubt that Sammy (Swindell) was quicker," said Blaney afterwards. "Lapped cars was a problem and Sammy was getting thru better."

As Blaney's crew jumped for joy, they couldn't wait till their driver arrived in victory lane. It was the first win at Syracuse for an Ohio driver and the Ohio fans were still clapping their hands together. When Blaney pulled into victory lane he was mobbed by his crew and friends.

The first thing Blaney said when he took his helmet off still sitting inside the car was, "Man I don't believe it, this is great."

Second spot went to Doug Wolfgang who stopped his car near the winners circle so that he could be the first to congratulate Blaney. "This guy Blaney, I couldn't keep up with him. He ran a heck of a race and he deserved it all the way," Wolfgang said. "There was no doubt that lapped cars hurt us. As soon as I would catch up with those guys I would get messed up and drop way back." Wolfgang earned $13,225.00 for 2nd.

Taking third was Haudenschild. "We came here to try and win this race but we qualified and ended up 5th," said Haudenschild afterwards. Haudenschild earned $8,525.00 for 3rd. Finishing fourth was Brad Doty in the Marks/Kepler No. 18 who started 8th. "The race went quick, and it was a shame I couldn't mix it up with the leaders," Doty said later. Doty earned $6,300.00 for 4th.

Rounding out the top five was Frankie Kerr in the Lawrence Service Center NoK 54. "This is the best we have ever done here at Syracuse and we, for once, are leaving here with a smile on our face." Kerr said afterwards. Kerr earned $5,00 for 5th.

PIT NOTES:—The win for Blaney and his team was worth $39,110.00. Blaney also received a 1987 Monte Carlo SS...The best appearing car award went to Gordy Button, while Bill Peri received the hard luck award...It was $1,000 to take the green in the A Main...The hard charger award

Saturday's weather was cool and cloudy. A large field of sprinters arrived at the mile.

Steve Kiner looks over crew member's prep of the left rear Goodyear. This tire would later play a major role in the GRN story.

Doug Wolfgang jumps in to help in preparations.

went to Bobby Weaver who started 18th and finished 8th. Craig Rankin was a close second after he started 26th and finished 16th...There were 48 cars on hand...Jeff Schrum was running the Larry Smith No. 8, as Schrum was a garanteed starter from the Sharon Speedway...Craig Keel suffered motor problems on Friday during warmups and was out for the rest of the program in his Nance built No. 8...Sammy Swindell's problem came from his power steering unit. The fluid was coming out of the hydraulic wing adjustment and was spraying all over him...The incident between Swindell and Kinser at the start was kept quiet, as neither driver afterwards, wanted to discuss it...Johnny Beaber did run with the Outlaws and was carrying the Stockdale Transport name as well as North St. Auto Supply on the red colored No. 1B...Bill Peri was qualifying in the B Main only to have his top wing bracket break on his No. 14 and sending him to the pit area...Former modified driver Rick Crane was on hand running his yellow No. 48 sprinter....Mark Kinser was making the most daring moves out on the track in his No. 51 car, even more daring than Swindell...Daver Blaney's car as well as Sammy Swindell's car, had tow radiators, one on each side of the car near the front...Steve Yodock made his '87 debut in his Lloyd built No. 57 and qualified for the show rith ease...Bobby Parrow, who qualified in the top 16th fastest, tagged the wall in his No. 80 during the main event and was towed off the track. He escaped injury, in his first ever attempt at Syracuse. While being towed into the pit area, Bobby, with him sitting in the car, almost flipped off the end of the wrecker. It was a very close call...

Paul Lotier and his Walt Dyer team changed motors on Saturday morning before the race. In the main event, Lotier was running fourth until the last few feet when his car ran out of fuel and he coasted across the line in 7th spot...Former driver Mike Lloyd was helping Steve Yodock...Outlaw traveler Rich Bubek was sporting an orange and yellow paint job on his No. 9. He was first alternate for the A Main...Jeff Schrum, Johnny Beaber, Steve Stambaugh and Gordy Button were added to the starting field as garanteed starters...

PHOTOS IN THIS SECTION BY: MEL STETTLER, B&D PHOTO, DAVE LUKOWSKI, HARRY CELLA, J&H PHOTO, R. PHILLIPS, HEIN BROS, BERNIE STUEBGEN, DAVE BRITTON.

Sammy Swindell accepts the Murphy's Fuel pole award. Sammy set fast time of 25.550 seconds on his secon lap.

Sammy Swindell looks over his car.

1987 GROUND ROUND NATIONAL TIME TRIALS:
SWINDELL SETS WORLD RECORD FOR MILE DIRT

(Reprinted with permission from Area Auto Racing News)
BY BOB CHORPENNING

SYRACUSE, NY—Sammy Swindell driving the TMC Challenger House Car No. 12, set fast time for the Ground Round Sprint Nationals on Saturday at the New York State Fairgrounds one mile oval with a 25,550, an automatic new world's record for a one mile oval on dirt.

"I knew it was a good run," said Swindell afterwards. "When I came down for the first lap I looked over and saw it on the board and I knew the second lap was going to be even better."

Swindell's new record equaled to 140.900 mph and that is just an average. "On the straights I was probably going around 170 mph," said Swindell.

Swindell's record setting run put him on the pole for the World of Outlaw sanctioned Graound Round Sprint Nationals, after Swindell drew the "heads up" pill out of the hat.

OFFICIAL FINISH—10TH ANNUAL GROUND ROUND NATIONALS
NEW YORK STATE FAIRGROUNDS 10/10/87

FIN.	STR.	CAR	DRIVER	LAPS	REASON OUT	EARNINGS
1	4	48	Dave Blaney	35	Running	$39,110
2	6	29	Doug Wolfgang	35	Running	13,225
3	3	2	Jac Haudenschild	35	Running	8,525
4	8	18	Brad Doty	35	Running	6,300
5	14	K54	Frankie Kerr	35	Running	5,000
6	13	56	Kenny Jacobs	35	Running	4,000
7	9	461	Paul Lotier	35	Running	3,300
8	18	16	Bobby Weaver	35	Running	2,500
9	7	45X	Johnny Herrera	35	Running	2,200
10	17	51	Mark Kinser	35	Running	2,300
11	11	17	Dave Kelly	35	Running	2,300
12	10	880	Keith Kauffman	35	Running	1,700
13	12	69	Van May	35	Running	1,600
14	16	3A	Kenny Adams	35	Running	1,500
15	21	26	Glenn Fitzcharles	35	Running	1,600
16	26	24	Craig Rankin	35	Running	1,500
17	5	5W	Randy Wolfe	34	Wing	1,000
18	23	1E	Darren Each	34	Running	1,000
19	27	57	Steve Yodock	34	Running	1,000
20	30	38	Hal Wilson	33	Running	1,300
21	25	7R	Ronnie Shuman	32	Debris	1,300
22	15	80	Bobby Parrow	32	Accident	1,000
23	29	7-UP	Ed Shafer	32	Out of Fuel	1,500
24	1	12	Sammy Swindell	31	Power Sterring	2,800
25	19	77	Jerry Stone	31	Lost Wing	1,000
26	24	57V	Mike VanDusen	30	Oil Leak	1,000
27	34	1X	Gordy Button	21	Handling	1,500
28	28	17E	Cris Eash	14	Flat Tire	1,000
29	33	8X	Jeff Schrum	13	Engine	1,300
30	31	1B	Johnny Beaber	12	Engine	1,500
31	32	12X	Steve Stambaugh	8	Handling	1,500
32	20	11X	Todd Shaffer	7	Engine	1,000
33	22	6	Bobby Davis, Jr.	2	Handling	1,300
34	2	11	Steve Kinser	1	Flat Tire	4,900

LAP LEADERS: Sammy Swindell led 1-31; Dave Blaney 32-35.
FAST TIME: Sammy Swindell new World Record 25.550 NTR 140.900 mph
YELLOW FLAG: 4 times; lap 2-Steve Kinser; Lap 17-Cris Eash, Lap 33-Jerry Stone; lap 34-Keith Kauffman.
"B" Main Finish: 1. Ed Shafer, 2. Hal Wilson, 3. Rich Bubak, 4. Buddy Cochran, 5. Rick Hart, 6. Joey Borich, 7. Bruce Buffinton, 8. Mike Gorman, 9. Ken Townsend, 10. Larry Miller, 11. Bill Peri, 12. Johnny Beaber, 13. Gordy Button, 14. Rick Crane, 15. John Zentner, 16. Steve Stambaugh.
SEMI WINNERS: Mark Kinser and Bobby Weaver.
BEST APPEARING CAR AND CREW: Gordy Button in the 1X.
HARD CHARGER AWARD: Bobby Weaver started 18th and finished 8.
HARD LUCK AWARD: Bill Peri.

PHOTO HIGHLIGHTS OF THE 1987 GROUND ROUND NATIONALS...

Chris Eash No. 17-E, Kenny Jacobs No. 56 and a spinning Frankie Kerr No. 54-K during qualifying.

No. 14x Bill Peri has his wing break loose during the "B" main. Peri earned the Area Auto Hard Luck Award.

Dave Blaney and car owner Allan Nott discuss strategy before qualifying.

A massive pit tangle as the sprint teams prepare pit road.

Jac Haudenschild adjusts the wing on his car.

Who is looking at who? Jack Burgess looks on the opening ceremonies.

Gordie Button and the Miller crew accept the Gater News best appearing car and crew award.

Tony Beaber sits in his dad Johnny Beaber's seat steering the car as it gets pushed to the starting grid.

Time to strap in for action, Brad Doty readies his safety harness.

The front row of the 1987 Ground Round Nationals: Sammy Swindell and Steve Kinser get push off the line.

The WoO cars start to form their four wide parade lap on the narrow back stretch.

The four wide show by the front rows.

The sprint car parade down the front chute in front of the huge grandstand.

On the start Swindell came in contact with Kinser's left rear, and pulled out to a commanding lead leaving Kinser with....

...a flat tire and no chance to win.

Ron Shuman pulls away from Brad Doty in turn 3.

Swindell, followed by Blaney, entered lapped traffic on the second lap.

Chris Eash stopped in turn four on the 3rd lap causing the restart. Swindell (12) is followed by Blaney (48), Wolfgang (29) and Jac Haudenschild (2).

Ron Shuman throws his No. 1 sprinter into the turn followed by (51) Mark Kinser.

8x leads 52-Randy Wolfe, 69 Van May, 51 Mark Kinser down the back straight.

Dave Blaney ran second pressured by 29 of Wolfgang in 3rd.

Blaney shook loose from Wolfgang and caught Swindell in traffic.

On lap 32 of the 35 scheduled laps, Swindell's car slowed and Blaney took the top spot.

Keith Kauffman puts on a last minute change only to...

...Spin in the second turn with one lap to go.

The restart, with one to go had Blaney 1st and Wolfgang 2nd.

Blaney held on to win his first ever Ground Round Nationals.

Going for the Ground Round Nationals win, Dave Blaney dives for the checkered flag.

Blaney winnings included this Chevrolet Monte Carlo presented by Ground Round.

Andy Fusco interviews a jubiliant Blaney in victory lane.

A winning effort has its rewards.

GROUND ROUND NATIONALS TOP TEN TIME TRIALS

1978

1.	Bob Stelter	33.713
2.	Keith Kauffman	34.351
3.	Roger Rager	34.386
4.	Van May	34.447
5.	Barry Camp	34.518
6.	Allen Klinger	34.609
7.	Bently Warren*	33.362
8.	Ed Thompson	33.563
9.	Randy Wolfe	33.712
10.	Kramer Williamson	33.789

Fast Time In MPH-107.9072 MPH

1979

1.	Lynn Paxton*	31.255
2.	Dub May	32.249
3.	Keith Kauffman	32.268
4.	Allen Klinger	32.313
5.	Smokey Snellbaker	32.472
6.	Jimmy Shaefer	32.473
7.	Lee Osborne	32.729
8.	Paul Pitzer	32.748
9.	Kramer Williamson	32.080
10.	Jimmy Shampine	33.119

Fast Time MPH-115.1816 MPH

1980

1.	Keith Kauffman*	29.628
2.	Steve Kinser	29.917
3.	Jim Shampine	30.314
4.	Smokey Snellbaker	30.365
5.	Lee Osborne	30.423
6.	Steve Yodack	30.573
7.	Scott Tobias	30.745
8.	Stan Ploski	30.949
9.	Sammy Swindell	30.961
10.	Charlie Massey	31.048

Fast Time In MPH-121.5067 MPH

1981

1.	Steve Kinser*	29.859
2.	Steve Smith	30.177
3.	Doug Wolfgang	30.240
4.	Danny Smith	30.430
5.	Jeff Swindell	30.731
6.	Sammy Swindell	31.004
7.	Kevin Collins	31.172
8.	Keith Kauffman	31.496
9.	Ken Jacobs	31.520
10.	Jimmy Horton	31.644

Fast Time In MPH-120.5667 MPH

1982

1.	Sammy Swindell*	27.824
2.	Doug Wolfgang	28.037
3.	Jeff Swindell	28.071
4.	Bobby Allen	28.127
5.	Dave Wickham	28.267
6.	Brad Doty	28.443
7.	Steve Kinser	28.465
8.	George Bischoff	28.651
9.	Ken Jacobs	28.687
10.	Bobby Davis, Jr.	28.737

Fast Time In MPH-129.384 MPH

1983

1.	Sammy Swindell*	27.398
2.	Doug Wolfgang	27.680
3.	Bobby Davis, Jr.	27.688
4.	Randy Wolfe	27.733
5.	Keith Kauffman	27.775
6.	Steve Kinser	27.830
7.	Rocky Hodges	27.858
8.	Scott Ritchart	27.982
9.	Dave Blaney	28.063
10.	Ken Jacobs	28.098

Fast Time In MPH-131.3965 MPH

1984

1.	Rocky Hodges*	26.778
2.	Sammy Swindell	26.929
3.	Jeff Swindell	27.085
4.	Brad Doty	27.122
5.	Ken Jacobs	27.182
6.	Danny Smith	27.353
7.	Dave Blaney	27.384
8.	Doug Wolfgang	27.394
9.	Steve Kinser	27.478
10.	Keith Kauffman	27.817

Fast Time In MPH-134.4487 MPH

1985

1.	Sammy Swindell*	26.227**
2.	Jeff Swindell	26.581
3.	Doug Wolfgang	26.766
4.	Keith Kauffman	26.822
5.	Randy Wolfe	27.383
6.	Brad Doty	27.460
7.	Jim Green	27.477
8.	Billy Pauch	27.908
9.	Ed Lynch, Jr.	27.946
10.	Jac Haudenschild	27.982

Fast Time In MPH-137.2631 MPH

*—Fast Time

1986

1.	Dave Blaney	27.847*
2.	Doug Wolfgang	28.182
3.	Van May	28.555
4.	Steve Kinser	28.623
5.	Kenny Adams	28.947
6.	Rocky Hodges	29.044
7.	Mark Kinser	29.093
8.	Darren Eash	29.357
9.	Brad Doty	29.501
10.	Keith Kauffman	29.683

Fast Time In MPH-129.278 MPH

1987

1.	Sammy Swindell*	25.550**
2.	Steve Kinser	26.120
3.	Jac Haudenschild	26.324
4.	Dave Blaney	26.432
5.	Randy Wolfe	26.554
6.	Doug Wolfgang	26.756
7.	Johnny Herrera	26.961
8.	Brad Doty	27.012
9.	Paul Lotier	27.143
10.	Keith Kauffman	27.184

Fast Time In MPH—140.900 MPH

**World record for enclosed dirt mile oval.

SPRINT CAR LAP LEADERS BY YEARS

1978 (32)

Bob Stelter	27
Bentley Warren *	3
Van May	2

1978 (32)

Jim Edwards *	32

1979 (63)

Smokey Snellbaker *	34
Lynn Paxton	29

1980 (63)

Steve Kinser *	57
Keith Kauffman	6

1981 (63)

Doug Wolfgang *	62
Steve Kinser	1

1982 (63)

Sammy Swindell *	63

1983 (63)

Doug Wolfgang *	41
Sammy Swindell	22

1984 (63)

Sammy Swindell *	63

1985 (35)

Keith Kauffman	32
Sammy Swindell *	3

1986 (35)

Steve Kinser*	35

1987 (35)

Sammy Swindell	31
Dave Blaney*	4

GROUND ROUND NATIONALS
ALL TIME TOP 10 FINISHERS

1978

1. Bentley Warren
2. Bob Stelter
3. Allen Klinger
4. Smokey Snellbaker
5. Gary Gollub
6. Greg Leffler
7. Van May
8. Larry Rice
9. Mike Kelly
10. Sandy Rochelle

1979

1. Smokey Snellbaker
2. Lynn Paxton
3. Keith Kauffman
4. Stan Ploski
5. Lee Osborne
6. Bentley Warren
7. Leroy Felty
8. Paul Pitzer
9. Jim Nace
10. Ed Thompson

1980

1. Steve Kinser
2. Lynn Paxton
3. Jim Shampine
4. Scott Tobias
5. Barry Camp
6. Kramer Williamson
7. Danny Smith
8. Stan Ploski
9. Rick Ferkel
10. Doug Wolfgang

1981

1. Doug Wolfgang
2. Jeff Swindell
3. Bobby Weaver
4. Steve Smith
5. Jimmy Horton
6. Brad Doty
7. George Ferguson
8. Bobby Allen
9. Scott Tobias
10. Sammy Swindell

1982

1. Sammy Swindell
2. Keith Kauffman
3. Bobby Davis, Jr.
4. Doug Wolfgang
5. George Bischoff
6. Kenny Jacobs
7. Bobby Weaver
8. Jack Hewitt
9. Ed Thompson
10. Jeff Swindell

1983

1. Doug Wolfgang
2. Keith Kauffman
3. Jeff Swindell
4. Steve Kinser
5. Danny Smith
6. Kenny Jacobs
7. Randy Wolfe
8. Rocky Hodges
9. Ronnie Shuman
10. Jack Hewitt

1984

1. Sammy Swindell
2. Jeff Swindell
3. Brad Doty
4. Kenny Jacobs
5. Bobby Davis, Jr.
6. Dave Kelly
7. Danny Smith
8. Bobby Allen
9. Tom Estes
10. Paul Lotier

1985

1. Sammy Swindell
2. Keith Kauffman
3. Doug Wolfgang
4. Randy Wolfe
5. Brad Doty
6. Jeff Swindell
7. Paul Lotier
8. Tim Green
9. Scott Tobias
10. Joe Gaerte

1986

1. Steve Kinser
2. Dave Blaney
3. Doug Wolfgang
4. Mark Kinser
5. Brad Doty
6. Ronnie Shuman
7. Keith Kauffman
8. Van May
9. Jimmy Horton
10. Lee Brewer

1987

1. Dave Blaney
2. Doug Wolfgang
3. Jac Haudenschild
4. Brad Doty
5. Frankie Kerr
6. Kenny Jacobs
7. Paul Lotier
8. Bobby Weaver
9. Johnny Herrera
10. Mark Kinser

ALL TIME SPRINT CAR LAP LEADERS

DRIVER	LPS. LD.	YRS. STR.
Sammy Swinell***	200	7
Doug Wolfgang**	103	8
Steve Kinser**	93	10
Keith Kauffman	38	9
Smokey Snellbaker*	34	5
Jim Edwards*	32	1
Lynn Paxton	29	2
Bob Stelter	27	3
Dave Blaney*	4	5
Bentley Warren*	3	3
Van May	2	7

The Ground Round NATIONALS

Since 1893

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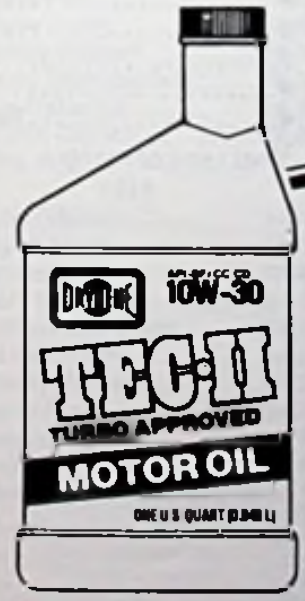

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MILLER HIGH LIFE 300 ALL TIME TOP 10 FINISHERS...

1972
1. Buzzie Reutimann
2. Jerry Cook
3. Stan Ploski
4. Mike Grabc
5. Will Cagle
6. Wayne Reutimann
7. Lou Lazzaro
8. Jack Johnson
9. Harry Peck
10. Tom Corellis

1973
1. Buzzie Reutimann
2. Tom Corellis
3. will Cagle
4. Billy Wilson
5. Gerry Chamberlain
6. John Botz
7. Budd Olsen
8. Butch Jelley
9. Richie Eurich
10. Wayne Reutimann

1974
1. Billy Osmun
2. Merv Treichler
3. Gary Balough
4. Will Cagle
5. Bob Bottcher
6. Wayne Reutimann
7. Dick Tobias
8. Jimmy Winks
9. Ernie Marshall
10. Tighe Scott

1975
1. Dick Tobias
2. Billy Osmun
3. Wayne Reutimann
4. Buzzie Reutimann
5. John Botz
6. Mike Grabac
7. Chuck Ciprich
8. Gary Iuig
9. Jack Johnson
10. B.C. Wood

1976
1. Gary Balough
2. Bobby Gerhart
3. Will Cagle
4. Jimmy Horton
5. Howie Cronce
6. Sam Beavers
7. Jimmy Winks
8. Merv Treichler
9. Ed Delmolino
10. Bob Pickell

1977
1. Gary Balough
2. Dick Tobias
3. Elvin Felty
4. Ken Brightbill
5. John Kozak
6. Dave Leckonby
7. Sam Beavers
8. Lou Lazzaro
9. Davey Moore
10. Dave Kelly

1978
1. Gary Balough
2. Frank Cozze
3. Stan Ploski
4. Ed Delmolino
5. C.D. Coville
6. Alan Johnson
7. Will Cagle
8. Brett Hearn
9. Gary Gollub
10. Bobby Gerhart

1979
1. Jack Johnson
2. Will Cagle
3. Ken Brenn
4. Buzzie Reutimann
5. Ed Delmolino
6. Dave Lape
7. Darrell Welty
8. Sandy Rochelle
9. Elvin Felty
10. Dave Kelly

1980
1. Gary Balough
2. Buzzie Reutimann
3. Frank Cozze
4. Geoff Bodine
5. Ken Brenn
6. Jack Johnson
7. Charlie Rudolph
8. Dave Leckonby
9. Ken Brightbill
10. Mike Mclaughlin

1981
1. Merv Treichler
2. Lon Blaney
3. Brett Hearn
4. Billy Osmun
5. Paul Lotier
6. C.D. Coville
7. Ed Delmolino
8. Larry Brolsma
9. Tighe Scott
10. Bobby Malzahn

1982
1. Merv Treichler
2. Alan Johnson
3. Brett Hearn
4. will Cagle
5. Danny Johnson
6. Darrell Welty
7. Dave Lape
8. Jack Johnson
9. Scott Tobias
10. Bobby Malzahn

1983
1. Alan Johnson
2. Merv Treichler
3. Dave Lape
4. Charlie Castle
5. Jimmy Horton
6. Rick Jeffery
7. Gary Iuig
8. Randy Glenski
9. Ed Delmolino
10. Pete Bicknell

1984
1. Jack Johnson
2. Carl Collis
3. Merv Treichler
4. Tommy Wilson
5. Ken Johnson
6. Jeff Heotzler
7. Harold Bunting
8. Randy Glenski
9. Charlie Rudolph
10. Dave Lape

1985
1. Brett Hearn
2. Jack Johnson
3. Bob McCreadie
4. Carl Collis
5. Tommy Wilson
6. Ken Tremont
7. Dave Leckonby
8. Jimmy Horton
9. Glenn Fitzcharles
10. Charlie Rudolph

1986
1. Bob McCreadie
2. Billy Pauch
3. Jack Johnson
4. Rick Jeffrey
5. Charlie Rudolph
6. C.D. Coville
7. Danny Johnson
8. Ken Johnson
9. Kevin Collins
10. Alan Johnson

1987
1. Jimmy Horton
2. Charlie Rudolph
3. Doug Hoffman
4. Dave Leckonby
5. Brian Stevens
6. C.D. Coville
7. Scott Kania
8. Billy Pauch
9. Ralph Heotzler
10. Rich Eurich

MILLER HIGH LIFE 300 ALL TIME TOP TEN TIME TRIALS

1972

1.	Ken Brightbill	*38.359
2.	Jerry Cook	38.645
3.	Jim Rudolph	38.687
4.	Lou Lazzaro	38.931
5.	Dexter Dorr	39.003
6.	Bobby Gerhart	39.091
7.	Pep Peppicelli	39.178
8.	Don Wayman	39.224
9.	Dave Lape	39.258
10.	Buzzie Reutimann	39.378

Fast Time In MPH-93.8502 MPH

1973

1.	Tom Corellis	37.078
2.	Lee Osborne	37.101
3.	Jim Shampine	37.134
4.	Maynard Forrette	37.307
5.	Gary Balough	37.331
6.	Budd Olson	37.339
7.	Dick Tobias	*36.739
8.	Bobby Gerhart	36.744
9.	Will Cagle	36.805
10.	Billy Osmun	36.811

Fast Time In MPH-97.9885 MPH

1974

1.	Billy Osmun	36.131
2.	Dick Tobias	36.240
3.	Ken Brightbill	36.468
4.	Tom Corellis	36.492
5.	Merv Treichler	36.569
6.	Will Cagle	36.576
7.	Kenny Weld	*35.262
8.	Carl Van Horn	35.423
9.	Gary Iulg	35.569
10.	Jan Opperman	35.588

Fast Time In MPH-102.0929 MPH

1975

1.	Dick Tobias	*35.872
2.	Billy Osmun	36.184
3.	Will Cagle	36.435
4.	Merv Treichler	36.496
5.	Harry Peck	36.651
6.	Tighe Scott	36.676
7.	Bobby Gerhart	36.719
8.	Gerry Chamberlain	36.805
9.	Lee Osborne	36.866
10.	Chuck Ciprich	36.877

Fast Time In MPH-100.3568 MPH

1976

1.	Dick Tobias	*34.233
2.	Tighe Scott	34.351
3.	Howie Cronce	34.484
4.	Gary Balough	34.486
5.	Glenn Fitzcharles	34.516
6.	Ed Delmolino	34.671
7.	Jimmy Horton	34.746
8.	Harry Peck	34.860
9.	Kenny Coon	34.967
10.	Pep Peppicelli	34.971

Fast Time In MPH-105.1616 MPH

1977

1.	Dick Tobias	*35.488
2.	Elvin Felty	35.668
3.	Ed Delmolino	35.673
4.	Lou Lazzaro	35.770
5.	Will Cagle	35.776
6.	Ken Brenn	35.826
7.	Jim Shampine	35.933
8.	Dave Leckonby	35.956
9.	John Kozak	35.980
10.	Frank Cozze	36.014

Fast Time In MPH-101.4427 MPH

1978

1.	Will Cagle	34.257
2.	Frank Cozze	34.431
3.	Gary Balough	34.493
4.	Brett Hearn	34.610
5.	Stan Ploski	34.664
6.	Jimmy Horton	34.725
7.	Kenny Brightbill	*34.142
8.	Kevin Collins	34.268
9.	Ken Brenn	34.394
10.	Clate Husted	34.429

Fast Time In MPH-105.4419 MPH

1979

1.	Ken Brenn	*34.524
2.	Frank Cozze	34.563
3.	Buzzie Reutimann	34.572
4.	Billy Osmun	34.608
5.	Jimmy Horton	34.628
6.	Jack Johnson	34.630
7.	Geoff Bodine	34.641
8.	Brett Hearn	34.644
9.	Clate Husted	34.707
10.	Billy Pauch	34.729

Fast Time In MPH-104.2752 MPH

1980

1.	Gary Balough	*31.957
2.	Sam Beavers	33.203
3.	Dave Leckonby	33.695
4.	Win Slavin	33.699
5.	Frank Cozze	33.787
6.	Jack Johnson	33.793
7.	Geoff Bodine	33.802
8.	Jimmy Horton	33.849
9.	Tom Corellis	33.870
10.	Stan Ploski	33.881

Fast Time In MPH-112.6513 MPH

1981

1.	Brett Hearn	*35.011
2.	Alan Johnson	35.128
3.	Ken Brenn	35.160
4.	Chris Berton	35.352
5.	Mike McLaughlin	35.421
6.	Nick Schlauch	35.510
7.	Merv Treichler	35.510
8.	Will Cagle	35.551
9.	Jimmy Horton	35.572
10.	Dave Leckonby	35.640

Fast Time In MPH-102.8248 MPH

1982

1.	Jimmy Horton	*33.070
2.	Merv Treichler	33.183
3.	Gary Iulg	33.313
4.	Richie Eurich	33.512
5.	Tighe Scott	33.630
6.	Dave Lape	33.655
7.	Brett Hearn	33.336
8.	Ken Brenn	33.482
9.	C.D. Coville	33.519
10.	Harold Bunting	33.538

Fast Time IN MPH-108.8599

1983

1.	Merv Treichler	33.319
2.	Mike McLaughlin	33.510
3.	Mark Flurey	33.642
4.	Bob McCreadie	33.666
5.	Charlie Rudolph	33.720
6.	Dave Lape	33.805
7.	Brett Hearn	*32.804
8.	Gary Iulg	32.882
9.	Tom Corellis	33.040
10.	Charlie Castle	33.074

Fast Time In MPH-109.4820 MPH

1984

1.	Jack Johnson	32.694
2.	Ray Dalmata	32.916
3.	Billy Pauch	33.000
4.	Dick Larkin	33.009
5.	Brett Hearn	33.018
6.	Mark Flurey	33.131
7.	Alan Johnson	*31.864
8.	Ken Brenn	31.987
9.	Tom Corellis	31.101
10.	Bob Kraus	32.330

Fast Time In MPH-112.9801 MPH

1985

1.	Sammy Swindell	31.723
2.	Bob McCreadie	31.806
3.	Mike McLaughlin	31.899
4.	Scott Tobias	32.019
5.	Jimmy Horton	32.119
6.	Jack Johnson	32.181
7.	Glenn Fitzcharles	*31.070**
8.	Billy Pauch	31.354
9.	Ken Johnson	31.441
10.	Rick Jeffery	31.445

Fast Time In MPH-115.867 MPH

1986

1.	Billy Pauch *	32.021
2.	Ken Johnson	32.354
3.	Brett Hearn	32.454
4.	Bob McCreadie	32.483
5.	Doug Hoffman	32.484
6.	Mike McLaughlin	32.570
7.	Lou Blaney	32.642
8.	Steve Bottcher	32.765
9.	Fritz Epright	32.790
10.	Tommy Corellis	32.838

Fast Time In MPH-112.426 MPH

*Fast time (Top 6 locked in after first day time trials)

**World's record for modified stock car on an enclosed mile course.

MILLER HIGH LIFE 300 ALL TIME TOP TEN TIME TRIALS

1987

1. Doug Hoffman..... 32.267
2. Billy Pauch 32.344
3. Elvin Felty 32.599
4. Chuck McKee 32.613
5. Brett Hearn 32.618
6. Mike Perrotte 32.703
7. Bob McCreadie..... *31.120
8. Steve Behrent..... 31.305
9. Mike Romano 31.495
10. Kenny Brightbill 31.504

Fast Time in MPH—114.270

MILLER HIGH LIFE 300 ALL TIME LAP LEADERS

DRIVER	LPS. LD.	YRS. STR.
Gary Balough****	265	9
Merv Treichler**	208	11
Buzzie Reutimann**	148	12
Alan Johnson*	146	11
Bob McCreadie*	124	6
Jack Johnson**	112	15
Dick Tobias*	110	5
Brett Hearn*	108	10
Tom Corellis	92	15
Billy Osmun*	83	7
Jimmy Horton*	65	13
Kenny Brightbill	51	12
Doug Hoffman	43	5
Billy Pauch	42	5
Ken Brenn	40	12
Carl Collis	31	4
Kenny Tremont	30	6
Stan Ploski	28	11
Lou Blaney	24	10
Pete Bicknell	20	3
Les Alberti	19	6
Wayne Reutimann	12	6
Charlie Castle	12	4
Frank Cozze	9	8
Ken Johnson	9	3
Charlie Rudolph	7	8
Sammy Swindell	7	1
Gary Gollub	6	5
Will Cagle	6	13
Ed Delmolino	4	12
Howie Cronce	4	3
Lee Osborne	4	3
Elvin Felty	2	6
Chuck Ciprich	1	5
Ed Lynch, Sr.	1	7

Miller AMERICAN

MILLER HIGH LIFE 300 LAP LEADERS BY YEARS...

1972 (100)
- Buzzie Reutimann..... '76
- Les Alberti 19
- Kenny Brightbill 5

1973 (100)
- Tom Corellis 36
- Buzzie Reutimann *32
- Gary Balough..... 19
- Dick Tobias 8
- Lee Osborne 4
- Billy Osmun..... 1

1974 (95)
- Kenny Brightbill 46
- Tom Corellis 22
- BillyOsmun *20
- Merv Treichler..... 7

1975 (100)
- Dick Tobias *50
- Billy Osmun..... 19
- Wayne Reutimann 12
- Tom Corellis 11
- Buzzie Reutimann..... 6
- Merv Treichler..... 1
- Chuck Ciprich..... 1

1976 (100)
- Gary Balough *80
- Dick Tobias 6
- Will Cagle..... 6
- Howie Cronce 4
- Ed Delmolino..... 4

1977 (100)
- Dick Tobias 46
- Gary Balough *29
- Tom Corellis 23
- Elvin Felty..... 2

1978 (100)
- Gary Balough *39
- Stan Ploski..... 28
- Jimmy Horton 26
- Gary Gollub 6
- Brett Hearn..... 1

1979 (125)
- Billy Osmun..... 43
- Ken Brenn 40
- Jack Johnson *25
- Buzzie Reutimann 16
- Frank Cozze..... 1

1980 (125)
- Gary Balough *98
- Buzzie Reutimann 18
- Frank Cozze..... 8
- Ed Lynch..... 1

1981 (125)
- Merv Treichler..... *77
- Alan Johnson 23
- Lou Blaney..... 17
- Brett Hearn..... 8

1982 (125)
- Merv Treichler..... *74
- Alan Johnson 32
- Brett Hearn..... 19

1983 (125)
- Merv Treichler..... 49
- Alan Johnson *32
- Pete Bicknell 20
- Charlie Castle 12
- Lou Blaney..... 7
- Jimmy Horton 5

1984 (125)
- Jack Johnson *87
- Carl Collis 31
- Charlie Rudolph 7

1985 (125)
- Brett Hearn *59
- Bob McCreadie 59
- Sammy Swindell..... 7

1986 (125)
- Bob McCreadie* 74
- Billy Pauch..... 42
- Ken Johnson 9

1987 (188)
- Alan Johnson 59
- Doug Hoffman..... 43
- Jimmy Horton* 34
- Kenny Tremont..... 30
- Brett Hearn..... 21
- Bob McCreadie 1

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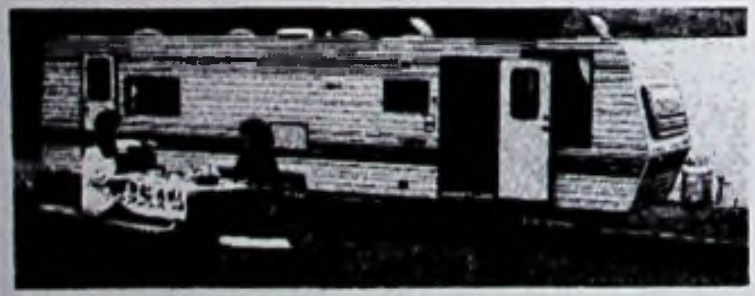

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TOP MILLER AMERICAN COMPETITORS: 1972-87 (16 EVENTS)

DRIVER/HOMETOWN	EVTS.	FINISH BEST/AVE.	TOP 10 FINS./STS	LAPS LEAD
Jack Johnson (N.Y.)	15	2 wins/18th	8/4	112
Tommy Corellis (N.Y.)	15	2nd/23rd	2/6	92
Jimmy Horton (N.J.)	13	1 win/25th	4/7	65
Will Cagle (Fla.)	13	2nd/17th	7/6	6
Dave Lape (N.Y.)	13	3rd/18th	4/3	0
Buzzie Reutimann (Fla.)	12	2 wins/21st	5/2	148
Ken Brenn, Jr. (N.J.)	12	3rd/33rd	2/7	40
Ed Delmolino (Mass.)	12	4th/22nd	5/2	4
Kenny Brightbill (PA)	12	4th/25th	2/4	51
Merv Treichler (N.Y.)	11	2 wins/18th	6/4	208
Alan Johnson (N.Y.)	11	1 win/22nd	4/2	146
Stan Ploski (N.J.)	11	3rd/31st	2/2	28
Dave Leckonby (N.Y.)	11	4th/20th	4/3	0
Brett Hearn (N.J.)	10	1 win/20th	4/8	108
Lou Blaney (OH)	10	2nd/31st	1/1	24
C.D. Coville (N.Y.)	10	5th/17th	4/1	0
Gary Iulg (N.Y.)	10	7th/34th	2/3	0
Maynard Forrette (N.Y.)	10	16th/37th	0/1	0
Gary Balough (Fla.)	9	4 wins/13th	5/4	265
Davey Moore (Ont.)	9	9th/34th	1/0	0
Charlie Rudolph (N.Y.)	8	2nd/14th	5/1	7
Frank Cozze (PA)	8	2nd/23rd	2/4	9
Rick Jeffrey (KY)	8	4th/20th	2/1	0
Sammy Beavers (N.J.)	8	6th/25th	2/1	0
Rich Eurich (N.Y.)	8	9th/21st	2/1	0
Tommy Hager (PA)	8	14th/27th	0/0	0
ADDITIONAL CHAMPIONS:				
Billy Osmun (N.J.)	7	1 win/19th	3/4	83
Bob McCreadie (N.Y.)	6	1 win/16th	2/4	133
Dick Tobias (PA)	5	1 win/16th	3/5	110

TOP MILLER AMERICAN DRIVER AVERAGES: 1972-1987

NO.	DRIVER	EVTS.	AVE.	BEST FINISH	WORST FINISH
1	Darrell Welty	4	10.3	6th	16th
2	Gary Balough	9	13.0	4 wins	37th
3	Charlie Rudolph	8	13.9	2nd	29th
4	Doug Hoffman	5	15.4	3rd	30th
	Tommy Wilson	5	15.4	4th	25th
6	Bob McCreadie	6	15.5	1 win	36th
7	Dick Tobias	5	16.0	1 win	51st
	Carl Collis	4	16.0	2nd	41st
9	C.D. Coville	10	17.3	5th	51st
10	Will Cagle	13	17.4	2nd	40th
11	Jack Johnson	15	17.6	2 wins	48th
12	Merv Treichler	11	18.2	2 wins	52nd
13	Dave Lape	13	18.3	3rd	49th
14	Billy Osmun	7	19.1	1 win	47th
15	Brett Hearn	10	19.7	1 win	54th
	Wayne Reutimann	6	19.7	3rd	50th
	Kenny Tremont, Jr.	6	19.7	6th	39th
18	Dave Leckonby	11	19.8	4th	51st
19	Rick Jeffrey	8	19.9	4th	33rd
20	Buzzie Reutimann	12	21.3	2 wins	48th
	Rich Eurich	8	21.3	9th	47th
22	Ed Delmolino	12	22.0	4th	46th
	Jim Winks	6	22.0	7th	45th
24	Alan Johnson	11	22.3	1 win	53rd
	Eddie Marshall	4	22.3	12th	36th
26	Tommy Corellis	15	23.3	2nd	52nd
	Jeff Heotzler	4	23.3	6th	37th
	Randy Glenski	4	23.3	8th	48th
	Harry Peek	4	23.3	9th	41st
30	Frank Cozze	8	23.4	2nd	45th

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NATIONAL AUTO SUPPLY 320 ALL TIME FINISHES...

1980

1 ..... Jeff Heotzler
2 ..... Rich Ricci
3 ..... Mike Petruska
4 ..... Billy Cannon
5 ..... Marcel LaFrance
6 ..... Pete Bicknell
7 ..... Elvin Felty
8 ..... Dick Keiper
9 ..... Jim Parslow
10 ..... Roy Swinehart

1981

1 ..... Steve MaKocy
2 ..... Paul Parker
3 ..... Dick Larkin
4 ..... Paul Lotier
5 ..... Jeff Heotzler
6 ..... Ralph Heotzler
7 ..... Denny Young
8 ..... Richie Cass
9 ..... Don Kreitz, Jr.
10 ..... Hector Stratton

1982

1 ..... Pete Bicknell
2 ..... Steve Bottcher
3 ..... Ralph Heotzler
4 ..... Ray Underwood
5 ..... Paul Parker
6 ..... Doug Hoffman
7 ..... Tony Corcoran
8 ..... Marcel LaFrance
9 ..... Jeff Heotzler
10 ..... John Dahm

1983

1 ..... Pete Bicknell
2 ..... Doug Hoffman
3 ..... Mike Barlow
4 ..... Don Watson
5 ..... Richie Burgess
6 ..... Jeff Heotzler
7 ..... John Dahm
8 ..... Mike Petruska
9 ..... Paul Parker
10 ..... Ray Underwood

1984

1 ..... Bob McCreadie
2 ..... Doug Hoffman
3 ..... Mike Romano
4 ..... Jeff Heotzler
5 ..... John Dahm
6 ..... Fred Rahmer
7 ..... Billy Pauch
8 ..... Robbie Green
9 ..... Donnie Wetmore
10 ..... Lin Hough

1985

1 ..... Doug Hoffman
2 ..... Brett Hearn
3 ..... Maynard Forrette
4 ..... Jimmy Horton
5 ..... Craig Von Dohren
6 ..... Rich Ricci, Jr.
7 ..... Doug Carlyle
8 ..... Marcel LaFrance
9 ..... Mike Ricci
10 ..... Alan Johnson

1986

1 ..... Brett Hearn
2 ..... Maynard Forrette
3 ..... Doug Hoffman
4 ..... Pete Bicknell
5 ..... Jimmy Horton
6 ..... Jeff Heotzler
7 ..... Matt Quinn
8 ..... Billy Schinkel
9 ..... Roger Horvath
10 ..... Steve Behrent

1987

1 ..... Billy Pauch
2 ..... Jimmy Horton
3 ..... Brett Hearn
4 ..... Doug Hoffman
5 ..... Bud Christman
6 ..... Elvin Felty
7 ..... Matt Quinn
8 ..... John Strupp
9 ..... Curt VanPelt
10 ..... Maynard Forrette

TOP 10 TIME TRIALERS—320 MODIFIEDS

1980

No time trials, drawing for starting spots.

1981

No time trials, drawing for starting spots.

1982

1 ..... Steve Bottcher
2 ..... Ray Underwood
3 ..... Bob McCreadie
4 ..... Pete Bicknell
5 ..... Paul Parker
6 ..... Ralph Heotzler
7 ..... Tony Cocoran
8 ..... Mike Barlow
9 ..... John Dahm
10 ..... Doug Hoffman

1983

1. Doug Hoffman 33.599
2. Pete Bicknell 34.032
3. Mike Barlow 34.348
4. Danny Watson 34.548
5. Richie Burgess 34.619
6. Jeff Heotzler 34.701
7. Paul Parker 34.749
8. Mike Ricci 35.336
9. Rich Ricci, Jr. 35.744
10. Doug Howard 35.746

Fast Time in MPH-107.1460 MPH

1984

1. Bob McCreadie 32.897
2. Billy Pauch 33.309
3. Jimmy Horton 33.516
4. Doug Hoffman 33.567
5. Jeff Heotzler 33.953
6. Mike Romano 33.978
7. Donnie Wetmore 34.066
8. Lin Hough 34.073
9. John Dahm 34.166
10. Robbie Green 34.178

Fast Time in MPH-109.4325 MPH

1985

1. Doug Hoffman 32.643
2. Mike Romano 32.667
3. Jimmy Horton 32.764
4. Fred Rahmer 32.867
5. Gary Labaugh 32.892
6. Maynard Forrette 32.902
7. Marcel LaFrance 32.923
8. Pete Bicknell 32.974
9. John Dahm 32.986
10. Brett Hearn 33.018

Fast Time in MPH-110.2840 MPH

1986

1. Brett Hearn 32.751
2. Pete Bicknell 33.072
3. Billy Pauch 33.696
4. Matt Quinn 33.704
5. Billy Schinkel 33.712
6. Jeff Heotzler 33.722
7. Mike Romano 33.886
8. Roger Horvath 33.888
9. Maynard Forrette 33.939
10. Paul Lotier 33.996

Fast Time in MPH - 109.920 MPH

1987

1. Jeff Heotzler 32.522
2. Billy Pauch 32.554
3. Brett Hearn 32.667
4. Bud Christmann 32.855
5. Doug Hoffman 32.960
6. Jimmy Horton 32.971
7. Elvin Felty 32.988
8. Bob McCreadie 33.038
9. Fritz Epright 33.242
10. John Strupp 33.282

Fast Time in MPH—110.700 MPH

ALL TIME 320 MOD. LAP LEADERS

DRIVER	LPS. LD.	YRS. STR.
Doug Hoffman*	57	7
Jess Heotzler*	49	8
Brett Hearn*	30	3
Bob McCreadie*	30	6
Pete Bicknell**	15	7
Paul Parker	11	4
Steve MaKocy*	9	2
Steve Bottcher	8	2
Billy Cannon	3	1
Billy Pauch*	3	3

LAP LEADERS BY YEARS

1980 (15)
Jeff Heotzler* 12
Billy Cannon 3

1981 (20)
Paul Parker..... 11
Steve McKocy* 9

1982

1982 (20)
Steve Bottcher..... 8
Pete Bicknell* 12

1983 (30)
Doug Hoffman..... 27
Pete Bicknell* 3

1984 (30)
Bob McCreadie* 30

1985 (30)
Doug Hoffman*..... 30

1986 (30)
Brett Hearn * 30

1987 (30)
Jeff Heotzler 27
Billy Pauch*..... 3

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SUPERMODIFIED CHAMPIONSHIP

ALL TIME UNIVERSAL JOINTS SUPERMODIFIED LAP LEADER CHART

1986 (20)
Joe Gosek* 20

1987 (20)
Gene Lee Gibson* 20

TOP 5 SUPERMODIFIED TIME TRIALERS

1986
1. Joe Gosek 30.628
2. Dave Thomas..... 30.854
3. Gary Allbritain..... 31.652
4. Steve Gioia..... 31.253
5. Jerry O'Neil 32.902

Fast Time in MPH-117.539 MPH

1987
1. Joe Gosek 30.343
2. Jerry O'Neil..... 30.430
3. Gene Lee Gibson 30.658
4. Doug Saunier..... 30.916
5. Steve Gioia..... 31.198

Fast Time in MPH—118.650 MPH

TOP 10 FINISHERS

1986
1..... Joe Gosek
2..... Gary Allbritain
3..... Steve Gioia
4..... Jerry O'Neil
5..... Steve McKnight
6..... Eddie Bellinger
7..... Don Rammage
8..... Dave Shullick
9..... Russ Wood
10 ..... Jamie Moore

1987
1 ..... Gene Lee Gibson
2..... Eddie Bellinger
3..... Dan Soule
4..... John Phelps
5..... Gary Morton
6 ..... Cliff Graves
7..... Russ Wood
8 ..... Rick Coyle
9..... Joe Gosek
10..... Howard Page

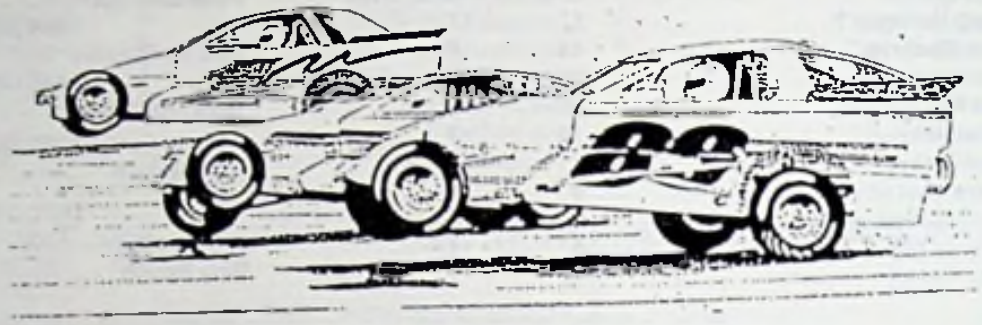
HEADING SOUTH FOR THE WINTER?

DON'T FORGET THE D.I.R.T. WINTER TOUR.....

Greatest ever Dirt Races

VOLUSIA COUNTY SPEEDWAY

FEBRUARY
13 th
thru
18 th
1989



"The South's Finest Half - Mile Dirt Track"

BARBERVILLE, FLORIDA

15 Miles West of Daytona Beach on State Road 40

$75,000 IN POSTED PURSES (including point fund and contingencies)

FOR D.I.R.T. MODIFIEDS.

SPEEDWEEK'S MODIFIED SCHEDULE (D.I.R.T. Rules Apply)

MON. FEB. 13	30 LAP FEATURE	$1,500 TO WIN
TUES. FEB. 14	30 LAP FEATURE	$1,500 TO WIN
WED. FEB. 15	OFF	
THURS. FEB. 16	35 LAP FEATURE	$2,000 TO WIN
FRI. FEB. 17	30 LAP FEATURE	$1,500 TO WIN
SAT. FEB. 18	50 LAP FEATURE	$5,000 TO WIN

FOR MORE INFORMATION:

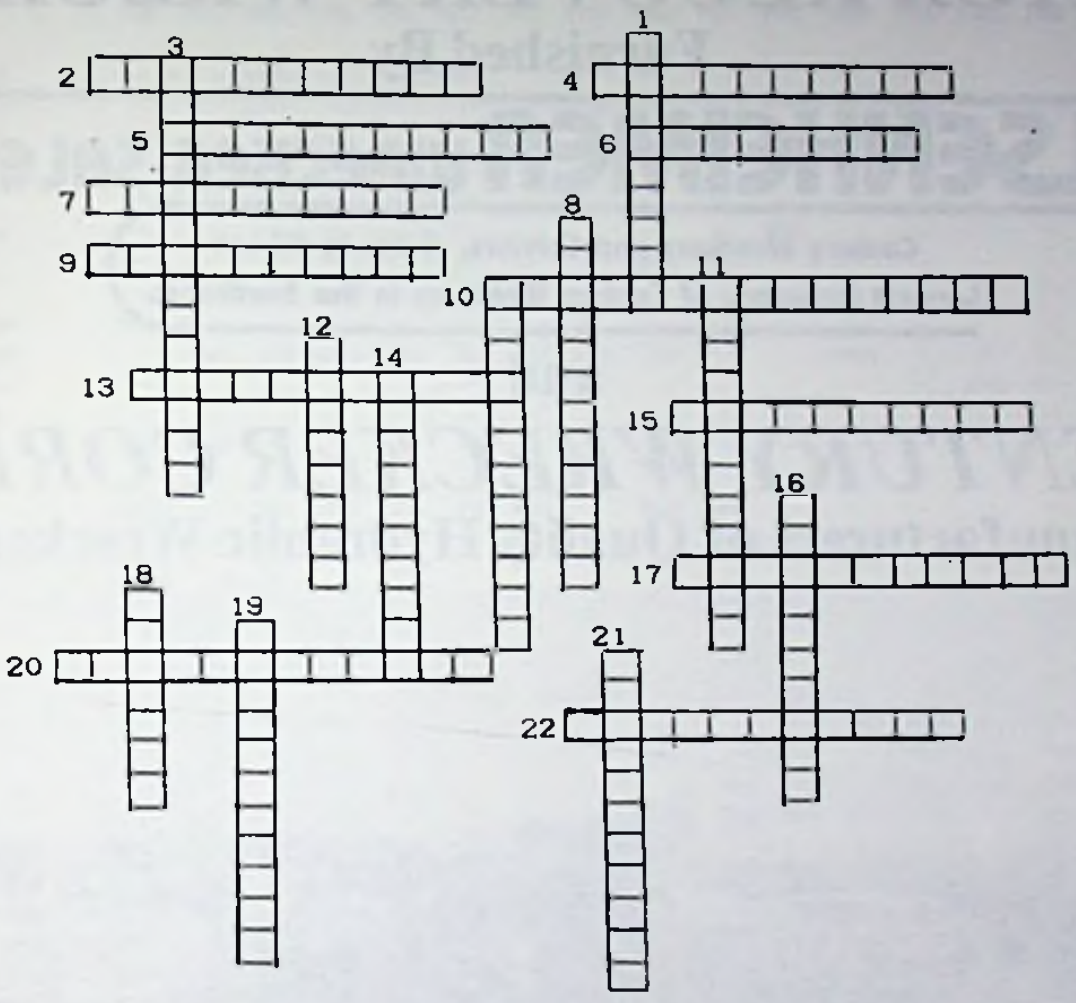
D.I.R.T.
Box 240, 1 Speedway Drive
Weedsport, NY 13166
(315) 834-6606

Volusia County Speedway
1500 E. Highway 40
DeLeon Springs, FL 32028
(904) 255-2243
(904) 985-4402

AUTO RACING

BY ERLEEN CZARNECKI

DIRECTIONS: The answers to the clues will be either the winner of the guaranteed starter from the track, that each of the qualifiers took place.



CLUES:

ACROSS:

2. WINNER OF FLEMINGTON AND MERRITTVILLE.
4. WINNER OF LERNERVILLE AND PENN MOTOR SPEEDWAY.
5. WINNER OF ROLLING WHEELS, HUMBERSTONE, AND CAYUGA COUNTY FAIR SPEEDWAY: AND REPRESENTING MERRITTVILLE.
6. WINNER OF SPEEDWAY SEVEN.
7. WINNER OF BRIDGEPORT AND WILLIAMS GROVE.
9. WINNER OF NAZARETH AND REPRESENTING FONDA.
10. WINNER OF RANSOMVILLE.
13. WINNER OF CAN AM INTERNATIONAL SPEEDWAY.
15. REPRESENTING THE NEW YORK STATE FAIRGROUNDS.
17. REPRESENTING BRIDGEPORT.
20. REPRESENTING HUMBERSTONE.
22. REPRESENTING PENN MOTOR SPEEDWAY.

DOWN:

1. WINNER AT SHARON.
3. WQINNER AT CANANDAIGUA.
8. WINNER AT AUTODROME GRANDBY, AUTODROME DRUMMOND, AND FONDA.
10. WINNER AT LEBANON VALLEY AND THE NEW YORK STATE FAIRGROUNDS.
11. WINNER OF ORANGE COUNTY FAIR SPEEDWAY.
12. WINNER OF GEORGETOWN SPEEDWAY.
14. REPRESENTING AUTODROME DRUMMOND.
16. REPRESENTING NAZARETH.
18. REPRESENTING ROLLING WHEELS.
19. REPRESENTING CAYUGA COUNTY FAIR SPEEDWAY.
21. REPRESENTING CAYUGA INTERNATIONL SPEEDWAY (ASPHALT).

ANSWERS:

ACROSS:

2. JACKJOHNSON
4. BOBEARING
5. ALANJOHNSON
6. BOBKRAUS
7. BILLYPAUCH
9. BRETTHEARN
10. KENNYBRIGHTBILL
13. DOUGHOFFMAN
15. DICKLARKIN
17. RICHIEFRATT
20. PETEBICKNELL
22. SCOTTGUERDAK

DOWN:

1. LOUBLANEY
3. CHARLIERUDOLPH
8. DANNYJOHNSON
10. KENNYTREMONT
11. RICHIEEURICH
12. TOMMKAPPI
14. FRANKCOZZE
16. JOHNSTRUPP
18. PATWARD
19. BILLYDECKER
21. JACKCOTRELL

OFFICIAL
TRACK RECOVERY WRECKER
Furnished By

ELSENHEIMER WRECKER SALES

Century Wreckers and Carriers, 6 ton to 40 ton
Largest inventory of Century Wreckers in the Northeast.

and

CENTURY WRECKER CORP.
Manufacturers of Quality Hydraulic Wreckers

Financial Plans Available — GMAC or Norstar Bank
ALL New Trucks carry full factory warranty

ELSENHEIMER WRECKER SALES
a division of Elsenheimer Chevrolet, Inc.

607-324-3333 7288 Arkport Rd., Hornell, N.Y. 14843 on route 17 Expressway — 60 miles west of Elmira

ALL TIME MILLER HIGH LIFE COMPETITORS 1972-87

Evts.	Driver	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	Pts.
1	Freddy Adam	--	--	49th	--	--	--	--	--	--	--	--	--	--	--	--	--	30
5	Chuck Akulis	--	--	21st	--	--	--	--	22nd	--	--	--	--	23rd	--	24th	37th	160
6	Les Alberti	31st	--	--	31st	--	--	25th	--	53rd	25th	32nd	--	--	--	--	--	180
1	Bobby Allison	--	--	--	--	--	--	--	--	--	--	--	--	--	48th	--	--	30
1	Leroy Amy	--	--	--	--	--	30th	--	--	--	--	--	--	--	--	--	--	30
1	Jack Andrew	--	--	--	--	--	--	--	--	--	--	18th	--	--	--	--	--	40
1	Bob Ayers	--	--	--	--	--	--	--	--	28th	--	--	--	--	--	--	--	30
1	Jim Baker	--	--	--	--	--	--	53rd	--	--	--	--	--	--	--	--	--	30
2	Paul Balogach	17th	45th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	72
9	Gary Balough	--	17th	3rd	42nd	1st	1st	1st	37th	1st	--	--	14th	--	--	--	--	634
2	Mike Barlow	--	--	--	--	--	--	--	--	--	--	--	--	--	25th	50th	--	60
1	Ray Bateman	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	39th	30
2	Don Beagell	12th	32nd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	82
1	Phil Beaver	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	15th	46
8	Sammy Beavers	26th	--	38th	20th	6th	7th	18th	--	44th	44th	--	--	--	--	--	--	336
2	Jimmy Begolo	--	--	--	--	--	--	--	--	--	--	--	15th	--	--	--	41st	76
1	Harry Behrent	--	--	--	--	16th	--	--	--	--	--	--	--	--	--	--	--	44
1	Harry Behrent,Jr.	--	--	--	--	--	--	--	--	--	34th	--	--	--	--	--	--	30
1	Steve Behrent	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	24th	31
1	Gene Bergin	--	--	43rd	--	--	--	--	--	--	--	--	--	--	--	--	--	30
3	Chris Berton	--	--	--	--	--	--	--	38th	--	17th	47th	--	--	--	--	--	102
3	Pete Bicknell	--	--	--	--	--	--	--	--	--	--	--	10th	40th	--	19th	--	124
2	Gene Bik	--	--	--	--	--	--	--	--	--	--	--	--	51st	--	38th	--	60
4	Johnny Birosh	--	--	--	--	--	--	--	--	--	23rd	--	--	19th	40th	44th	--	130
10	Lou Blaney	--	--	--	--	--	--	44th	29th	48th	2nd	35th	27th	37th	14th	43rd	28th	378
2	Geoff Bodine	--	--	--	--	--	--	--	30th	4th	--	--	--	--	--	--	--	110
1	Kevin Bolland	--	--	--	--	--	--	--	--	--	--	--	--	--	--	16th	--	44
6	Bobby Bottcher	--	16th	5th	17th	29th	--	49th	51st	--	--	--	--	--	--	--	--	252
4	Steve Bottcher	--	--	--	--	--	--	--	--	--	--	--	38th	--	35th	46th	46th	120
3	John Botz	--	6th	33rd	5th	--	--	--	--	--	--	--	--	--	--	--	--	178
3	Bob Braxton	--	--	48th	--	--	12th	19th	--	--	--	--	--	--	--	--	--	120
2	Walt Breeding	--	--	--	--	32nd	--	--	--	--	--	38th	--	--	--	--	--	60
12	Ken Brenn,Jr.	--	--	--	--	52nd	29th	51st	3rd	5th	20th	45th	25th	50th	51st	32nd	34th	466
1	Freddie Brightbill	--	--	--	--	--	--	--	--	--	--	--	--	--	--	35th	--	30
12	Kenny Brightbill	28th	38th	20th	26th	24th	4th	21st	13th	9th	58th	--	--	--	--	37th	25th	471
2	Larry Brolsma	--	--	--	--	--	--	--	--	42nd	8th	--	--	--	--	--	--	94
2	Hal Browning	--	--	--	21st	--	33rd	--	--	--	--	--	--	--	--	--	--	64
6	Harold Bunting	--	--	--	--	--	--	--	50th	--	53rd	36th	--	7th	47th	40th	--	218
2	Rich Burgess	--	--	--	--	--	--	--	--	--	--	--	--	--	22nd	12th	--	85
4	Del Buss	20th	--	24th	--	--	15th	46th	--	--	--	--	--	--	--	--	--	143
13	Will Cagle	5th	3rd	4th	40th	3rd	32nd	7th	2nd	27th	36th	4th	--	36th	--	27th	--	742
1	Billy Cannon	--	--	--	--	--	--	--	--	--	19th	--	--	--	--	--	--	38
4	Charlie Castle	--	--	--	--	--	--	--	--	--	48th	41st	4th	--	37th	--	--	170
1	Larry Catlin	--	11th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54
3	Gerald Chamberlain	--	5th	15th	48th	--	--	--	--	--	--	--	--	--	--	--	--	152
5	Chuck Ciprich	36th	--	37th	7th	44th	--	26th	--	--	--	--	--	--	--	--	--	188
1	Dick Clark	43rd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Buddy Cochran	--	--	--	--	--	--	--	--	--	41st	--	--	--	--	--	--	30
2	Red Coffin	--	--	35th	11th	--	--	--	--	--	--	--	--	--	--	--	--	84
1	Raymond Collette	--	--	--	--	--	--	--	--	--	--	--	23rd	--	--	--	--	32
5	Kevin Collins	--	--	--	--	--	42nd	35th	34th	54th	--	--	--	--	--	9th	--	180
4	Carl Collis	--	--	--	--	--	--	17th	--	--	--	--	--	2nd	4th	41st	--	242
1	Jake Collis	--	--	--	--	--	--	--	--	--	--	--	--	--	18th	--	--	40
1	Joe Conti	23rd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	32
3	Jerry Cook	2nd	--	--	--	19th	--	--	--	--	15th	--	--	--	--	--	--	174
3	Kenny Coon	--	--	39th	14th	41st	--	--	--	--	--	--	--	--	--	--	--	108

ALL TIME MILLER COMPETITORS CONTD.

Evts.	Driver	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	Pts.
15	Tommy Corellis	10th	2nd	31st	15th	--	22nd	14th	36th	16th	11th	27th	32nd	29th	52nd	20th	33rd	617
1	Jack Cottrell	--	--	--	--	--	--	--	--	--	--	--	--	--	--	13th	--	50
10	C.D. Coville	--	--	--	--	--	--	5th	44th	12th	6th	11th	51st	12th	20th	6th	6th	546
8	Frank Cozze	--	--	--	--	--	27th	2nd	15th	3rd	40th	--	--	--	13th	42nd	45th	390
3	Howie Cronce	--	--	--	--	5th	39th	--	53rd	--	--	--	--	--	--	--	--	136
3	Ray Dalmata	--	--	--	--	--	--	--	--	--	--	--	19th	26th	23rd	--	--	100
1	Billy Decker	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	44th	30
12	Ed Delmolino	29th	33rd	46th	12th	9th	38th	4th	5th	39th	7th	--	9th	33rd	--	--	--	576
1	Bob Deming	44th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Earl Derr	--	--	--	--	14th	--	--	--	--	--	--	--	--	--	--	--	48
3	MeMe DeSantis	--	--	--	--	--	--	--	--	--	31st	--	--	--	28th	--	30th	90
3	Don Diffendorf	25th	49th	53rd	--	--	--	--	--	--	--	--	--	--	--	--	--	90
1	Dextor Dorr	32nd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Bob Dubovick	--	--	--	--	--	--	--	--	--	--	--	34th	--	--	--	--	30
1	Joe Dunay	--	--	--	--	--	25th	--	--	--	--	--	--	--	--	--	--	30
1	Tim Dwyer	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	38th	30
2	Billy Eggers	--	--	--	--	--	--	--	27th	--	--	15th	--	--	--	--	--	76
2	Chuck Ely	--	--	--	--	11th	--	--	--	14th	--	--	--	--	--	--	--	102
2	George Ely	39th	13th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	80
6	Fritz Epright	--	--	--	--	48th	--	--	41st	--	--	--	--	13th	26th	45th	49th	200
8	Rich Eurich	--	9th	17th	16th	25th	--	--	21st	--	--	26th	--	--	--	47th	10th	326
1	Richie Evans	--	--	--	--	38th	--	--	--	--	--	--	--	--	--	--	--	30
6	Elvin Felty	--	--	--	--	--	3rd	11th	9th	35th	46th	--	--	--	--	--	40th	288
2	Anthony Ferriauolo,	--	--	--	--	--	--	--	12th	--	--	--	--	43rd	--	--	--	82
1	Bob Fisher	--	--	--	--	--	--	--	--	--	--	--	--	--	32nd	--	--	30
7	Glenn Fitzcharles	--	--	--	--	42nd	47th	38th	16th	26th	--	--	--	--	9th	--	22nd	257
1	John Flach	--	--	--	--	--	--	--	--	--	--	--	--	--	27th	--	--	30
1	Arnold Fluery	--	51st	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
5	Mark Fluery	--	--	--	--	--	--	--	--	--	45th	44th	33rd	46th	--	51st	--	150
10	Maynard Forrette	41st	40th	--	--	40th	--	40th	--	49th	--	46th	43rd	20th	--	31st	16th	320
1	Richard Frantz	--	--	--	--	--	--	54th	--	--	--	--	--	--	--	--	--	30
1	Carl Freyer	--	--	--	--	--	--	--	--	--	--	--	18th	--	--	--	--	40
1	Stan Friesen	21st	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34
2	Del George	--	46th	22nd	--	--	--	--	--	--	--	--	--	--	--	--	--	63
1	Vic George	--	--	--	38th	--	--	--	--	--	--	--	--	--	--	--	--	30
7	Bobby Gerhart	34th	35th	45th	30th	2nd	--	10th	35th	--	--	--	--	--	--	--	--	296
1	Charlie Gilmore	30th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
4	Randy Glenski	--	--	--	--	--	--	--	--	--	--	48th	8th	8th	29th	--	--	188
5	Garry Gollub	--	--	--	--	--	45th	9th	45th	23rd	--	--	--	--	--	48th	--	182
2	Mike Granton	--	--	50th	--	--	51st	--	--	--	--	--	--	--	--	--	--	60
5	Mike Grbac	4th	39th	52nd	6th	33rd	--	--	--	--	--	--	--	--	--	--	--	242
3	Ed Haenelt	--	--	--	--	--	--	--	--	--	27th	40th	--	47th	--	--	--	90
8	Tommy Hager	--	--	--	24th	18th	14th	15th	46th	38th	--	--	--	30th	31st	--	--	285
4	Harvey Hainer,Jr.	--	--	--	--	--	--	32nd	--	--	--	--	11th	--	--	29th	50th	144
2	Dick Hansen	13th	--	--	--	--	--	31st	--	--	--	--	--	--	--	--	--	80
1	Johnny Harroll	--	--	--	--	26th	--	--	--	--	--	--	--	--	--	--	--	30
3	Bob Hauer	--	--	51st	--	17th	31st	--	--	--	--	--	--	--	--	--	--	102
1	Paul Hausman	--	--	--	--	--	--	--	23rd	--	--	--	--	--	--	--	--	32
10	Brett Hearn	--	--	--	--	--	--	8th	54th	24th	3rd	3rd	35th	16th	1st	26th	27th	527
2	George Henderson	--	--	44th	--	--	--	--	--	--	--	--	22nd	--	--	--	--	63
4	Jeff Heotzler	--	--	--	--	--	--	--	--	--	--	37th	--	6th	24th	--	26th	163
1	Ralph Heotzler	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	9th	60
1	John Hewitt	--	--	--	--	--	--	--	--	--	--	--	31st	--	--	--	--	30
1	Claude Hoard	--	--	--	--	28th	--	--	--	--	--	--	--	--	--	--	--	30
1	Dutch Hoag	--	18th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40
5	Doug Hoffman	--	--	--	--	--	--	--	--	--	--	--	17th	15th	12th	30th	3rd	254
1	Loren Holland	--	30th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Ralph Holmes	22nd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	33

ALL TIME MILLER COMPETITORS CONTD.

Evts.	Driver	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	Pts.
1	Lloyd Holt	--	47th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
13	Jimmy Horton	--	--	--	50th	4th	28th	23rd	39th	31st	28th	16th	5th	49th	8th	49th	1st	606
1	Lin Hough	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	13th	50
6	Mert Hulbert	--	20th	13th	19th	36th	50th	--	24th	--	--	--	--	--	--	--	--	215
4	Clayton Husted	--	--	--	25th	--	46th	22nd	40th	--	--	--	--	--	--	--	--	123
10	Gary Iulg	--	50th	36th	8th	46th	21st	--	42nd	36th	56th	34th	7th	--	--	--	--	376
1	Rick Jarvis	--	--	--	--	--	--	--	14th	--	--	--	--	--	--	--	--	48
8	Rick Jeffrey	--	--	--	--	--	--	--	31st	30th	--	33rd	6th	24th	17th	4th	14th	363
3	Butch Jelley	--	8th	16th	--	--	--	48th	--	--	--	--	--	--	--	--	--	138
11	Alan Johnson	--	--	--	--	--	41st	6th	43rd	13th	14th	2nd	1st	44th	53rd	10th	18th	576
6	Danny Johnson	--	--	--	--	--	--	--	--	--	43rd	5th	--	27th	34th	7th	42nd	264
15	Jack Johnson	8th	48th	28th	9th	39th	26th	42nd	1st	6th	24th	8th	--	1st	2nd	3rd	19th	853
3	Ken Johnson	--	--	--	--	--	--	--	--	--	--	--	--	5th	45th	8th	--	170
1	Scott Kania	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7th	68
2	Jeff Kappesser	--	--	--	--	--	--	--	--	--	54th	23rd	--	--	--	--	--	62
2	Les Katona	--	--	--	--	--	--	--	--	40th	26th	--	--	--	--	--	--	60
5	Dave Kelly	--	--	--	--	45th	10th	41st	10th	50th	--	--	--	--	--	--	--	202
1	Mike Kelly	--	--	--	--	--	49th	--	--	--	--	--	--	--	--	--	--	30
1	Jim Keppley	--	--	40th	--	--	--	--	--	--	--	--	--	--	--	--	--	30
1	John Kershaw	--	--	--	39th	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Steve Kinser	--	--	--	--	--	--	--	--	--	--	--	--	--	39th	--	--	30
1	Jim Kirk	--	--	--	51st	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Larry Kline	--	--	--	--	--	--	--	--	--	42nd	--	--	--	--	--	--	30
1	Dave Kneisel	--	23rd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	32
5	John Kozak	--	--	--	--	12th	5th	50th	25th	32nd	--	--	--	--	--	--	--	218
2	Bob Kraus	--	--	--	--	--	--	--	--	--	--	25th	--	31st	--	--	--	60
1	Don Kreitz	--	--	--	52nd	--	--	--	--	--	--	--	--	--	--	--	--	30
2	Don Kreitz,Jr.	--	--	--	--	--	--	--	--	33rd	35th	--	--	--	--	--	--	60
1	Marcel LaFrance	--	--	--	--	--	--	--	--	--	30th	--	--	--	--	--	--	30
1	Real LaFrance	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	21st	34
3	Jacques Lalancette	--	--	--	--	--	--	--	--	51st	47th	--	30th	--	--	--	--	90
13	Dave Lape	19th	25th	--	--	--	19th	13th	6th	47th	49th	7th	3rd	10th	11th	17th	12th	644
6	Dick Larkin	--	--	--	--	--	--	--	--	20th	55th	31st	--	45th	49th	22nd	--	189
4	Roger Laureno	--	--	--	--	--	--	34th	48th	--	--	19th	--	17th	--	--	--	140
7	Lou Lazzaro	7th	22nd	--	--	34th	8th	30th	28th	45th	--	--	--	--	--	--	--	285
11	Dave Leckonby	--	--	--	--	15th	6th	24th	18th	8th	51st	39th	24th	22nd	7th	--	4th	525
3	Ivan Little	16th	--	--	--	--	--	--	19th	22nd	--	--	--	--	--	--	--	115
1	Tom Long	--	--	--	--	--	35th	--	--	--	--	--	--	--	--	--	--	30
3	Paul Lotier	--	--	--	--	--	--	--	--	34th	5th	--	--	14th	--	--	--	154
1	Andy Lutz	--	42nd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
7	Ed Lynch	--	--	--	--	13th	20th	--	--	18th	21st	24th	45th	28th	--	--	--	251
5	Bobby Malzahn	--	--	--	--	--	40th	--	17th	52nd	10th	10th	--	--	--	--	--	214
4	Eddie Marshall	--	--	--	--	--	--	--	--	--	--	--	12th	18th	--	23rd	36th	154
4	Ernie Marshall	--	37th	9th	--	27th	--	--	33rd	--	--	--	--	--	--	--	--	150
1	Bernard Mathieu	--	--	--	--	--	--	--	--	--	--	29th	--	--	--	--	--	30
1	Bill Matteson	--	--	--	37th	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Doug Mattison	--	--	--	46th	--	--	--	--	--	--	--	--	--	--	--	--	30
2	Tom Mayberry	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11th	43rd	84
6	Bob McCreadie	--	--	--	--	--	--	--	--	--	--	22nd	36th	11th	3rd	1st	20th	337
2	Don McGinnis	--	--	--	--	--	--	--	--	--	--	--	--	--	46th	14th	--	78
2	Chuck McKee	--	--	--	--	--	--	--	--	--	--	--	--	--	--	39th	29th	60
6	Mike McLaughlin	--	--	--	--	--	--	--	--	10th	39th	17th	44th	--	44th	21st	--	222
1	Phil Meisner	--	--	--	47th	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Lee Millington	24th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	31
5	Wes Moody	--	34th	19th	--	--	--	--	--	41st	37th	21st	--	--	--	--	--	162
9	Davey Moore	--	--	--	49th	30th	9th	33rd	47th	19th	50th	--	50th	--	--	15th	--	324

ALL TIME MILLER COMPETITORS CONTD.

Evts.	Driver	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	Pts.
3	Ken Moore	35th	--	34th	13th	--	--	--	--	--	--	--	--	--	--	--	--	110
2	Budd Olsen	11th	7th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	122
1	Jan Opperman	--	--	12th	--	--	--	--	--	--	--	--	--	--	--	--	--	52
3	Lee Osborne	--	41st	--	27th	--	--	--	--	--	--	--	13th	--	--	--	--	110
7	Billy Osmun	--	14th	1st	2nd	47th	--	--	20th	46th	4th	--	--	--	--	--	--	414
1	Dave Pace	--	24th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	31
1	Buddy Palmer	--	--	--	--	--	--	--	--	--	--	--	42nd	--	--	--	--	30
5	Billy Pauch	--	--	--	--	--	--	--	55th	--	--	--	--	25th	38th	2nd	8th	244
4	Harry Peek	9th	12th	--	41st	31st	--	--	--	--	--	--	--	--	--	--	--	172
1	Jerry Pennock	--	28th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
4	Pep Pepicelli	45th	--	--	--	49th	37th	55th	--	--	--	--	--	--	--	--	--	120
1	Mike Perrotte	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	17th	42
1	Mike Petruska	--	--	--	--	--	--	--	--	--	33rd	--	--	--	--	--	--	30
3	Bob Pickell	--	--	11th	--	10th	--	12th	--	--	--	--	--	--	--	--	--	162
1	Ed Pieniazek	--	--	18th	--	--	--	--	--	--	--	--	--	--	--	--	--	40
1	Karl Pittenger	--	--	--	--	--	--	--	--	--	--	--	21st	--	--	--	--	34
3	Joe Plazek	--	--	--	--	--	--	--	--	--	--	--	--	--	43rd	52nd	32nd	90
11	Stan Ploski	3rd	--	42nd	28th	--	34th	3rd	49th	37th	52nd	--	37th	--	15th	36th	--	454
2	John Podolak	--	36th	--	22nd	--	--	--	--	--	--	--	--	--	--	--	--	63
1	Steve Podolak	--	--	--	--	--	--	--	--	--	--	--	48th	--	--	--	--	30
2	Vinny Prentice	--	--	--	--	--	--	--	--	--	--	--	26th	34th	--	--	--	60
2	Dick Quallio	--	--	--	53rd	37th	--	--	--	--	--	--	--	--	--	--	--	60
1	Ralph Quarterson	--	--	26th	--	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Mark Quinn	--	--	--	--	--	--	--	--	--	--	--	--	21st	--	--	--	34
1	Ed Rafferty	27th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
1	Dick Rankin	--	--	--	--	--	--	--	--	--	--	--	39th	--	--	--	--	30
2	Bob Rees	--	--	--	--	--	--	36th	--	--	--	--	46th	--	--	--	--	60
12	Buzzie Reutimann	1st	1st	14th	4th	43rd	48th	16th	4th	2nd	32nd	--	--	48th	42nd	--	--	692
6	Wayne Reutimann	6th	10th	6th	3rd	50th	43rd	--	--	--	--	--	--	--	--	--	--	344
6	Carl Reynolds	--	--	--	--	--	--	--	--	43rd	57th	49th	28th	42nd	19th	--	--	188
4	Rich Ricci	40th	--	--	34th	20th	44th	--	--	--	--	--	--	--	--	--	--	126
1	Butch Riddle	--	--	--	--	--	--	--	--	--	22nd	--	--	--	--	--	--	33
5	Paul Rochelle	--	21st	--	--	23rd	53rd	37th	8th	--	--	--	--	--	--	--	--	190
3	Sammy Rogers, Jr.	--	--	--	--	--	--	--	--	25th	--	28th	40th	--	--	--	--	90
4	Mike Romano	--	--	--	--	--	--	--	--	--	--	43rd	41st	--	--	18th	31st	130
1	Dick Ronca	--	--	--	--	--	--	--	--	--	--	30th	--	--	--	--	--	30
1	Bob Rossell	14th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	48
8	Charlie Rudolph	--	--	--	--	--	--	--	--	7th	29th	20th	29th	9th	10th	5th	2nd	446
1	Jim Rudolph	18th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40
1	Nick Schlauch	--	--	--	--	--	--	--	--	--	18th	--	--	--	--	--	--	40
2	Kerry Schloder	--	--	--	--	22nd	24th	--	--	--	--	--	--	--	--	--	--	64
1	Frankie Schneider	--	--	--	23rd	--	--	--	--	--	--	--	--	--	--	--	--	32
6	Tighe Scott	--	--	10th	44th	53rd	54th	--	--	--	9th	50th	--	--	--	--	--	236
2	Jim Shampine	--	43rd	--	--	--	36th	--	--	--	--	--	--	--	--	--	--	60
1	Charlie Shire	--	--	--	--	21st	--	--	--	--	--	--	--	--	--	--	--	34
4	Kenny Shoemaker	33rd	31st	27th	--	--	--	39th	--	--	--	--	--	--	--	--	--	120
1	Harry Sittler	--	--	--	--	--	52nd	--	--	--	--	--	--	--	--	--	--	30
6	Win Slavin	--	--	30th	45th	--	13th	43rd	--	15th	38th	--	--	--	--	--	--	216
1	Chip Slocum	--	--	--	--	--	--	27th	--	--	--	--	--	--	--	--	--	30
1	Bob Smith	--	--	--	36th	--	--	--	--	--	--	--	--	--	--	--	--	30
2	Glenn Smith	--	--	--	--	--	--	--	--	--	--	--	47th	35th	--	--	--	60
1	Richie Smith	--	--	--	--	--	--	--	--	--	--	42nd	--	--	--	--	--	30
4	Denny Soltis	--	--	41st	33rd	--	23rd	--	--	56th	--	--	--	--	--	--	--	122
1	Ben Stephens	15th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	46
5	Brian Stevens	--	--	--	--	--	--	29th	32nd	--	--	--	--	--	33rd	34th	5th	196
1	Don Stives	--	--	32nd	--	--	--	--	--	--	--	--	--	--	--	--	--	30
2	Jay Stong	--	--	--	32nd	--	--	--	--	17th	--	--	--	--	--	--	--	72

ALL TIME MILLER COMPETITORS CONTD.

Evts.	Driver	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	Pts.
1	Dick Swartzlander	--	--	--	--	--	--	--	--	--	16th	--	--	--	--	--	--	44
1	Jeff Swindell	--	--	--	--	--	--	--	--	--	--	--	--	--	30th	--	--	30
1	Sammy Swindell	--	--	--	--	--	--	--	--	--	--	--	--	--	41st	--	--	30
1	Bill Tanzosh	--	44th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
5	Dick Tobias	--	19th	7th	1st	51st	2nd	--	--	--	--	--	--	--	--	--	--	326
1	Dick Tobias,Jr.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	48th	30
3	Ronnie Tobias	--	--	--	--	--	--	28th	--	21st	--	--	--	--	21st	--	--	98
5	Scott Tobias	--	--	--	--	--	--	--	26th	--	13th	9th	--	38th	50th	--	--	200
1	Bob Toreky	--	--	--	--	--	--	--	--	--	--	--	--	--	36th	--	--	30
11	Merv Treichler	38th	--	2nd	35th	8th	--	--	52nd	11th	1st	1st	2nd	3rd	--	--	47th	702
6	Kenny Tremont,Jr.	--	--	--	--	--	--	--	--	--	--	13th	16th	39th	6th	33rd	11th	280
2	Kim Trout	--	--	--	--	--	--	20th	11th	--	--	--	--	--	--	--	--	90
1	Don Turner	--	--	--	--	--	--	52nd	--	--	--	--	--	--	--	--	--	30
1	Ron Van Etten	--	27th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30
6	Carl Van Horn	--	29th	29th	--	--	18th	--	--	--	--	--	--	32nd	--	28th	35th	190
1	Danny Watson	--	--	--	--	--	--	--	--	--	--	--	49th	--	--	--	--	30
2	Blackie Watt	37th	--	23rd	--	--	--	--	--	--	--	--	--	--	--	--	--	62
2	Don Wayman	42nd	--	--	43rd	--	--	--	--	--	--	--	--	--	--	--	--	60
1	Kenny Weld	--	--	25th	--	--	--	--	--	--	--	--	--	--	--	--	--	30
4	Darrell Welty	--	--	--	--	--	16th	--	7th	--	12th	6th	--	--	--	--	--	236
1	Bobby Wilkins	--	--	--	--	--	--	--	--	--	--	--	--	--	16th	--	--	44
2	Kramer Williamson	--	--	--	--	--	--	47th	--	29th	--	--	--	--	--	--	--	60
6	Bill Wilson	--	4th	47th	18th	--	--	--	--	55th	--	14th	--	41st	--	--	--	258
1	Jack Wilson	--	15th	--	--	--	--	--	--	--	--	--	--	--	--	--	--	46
5	Tommy Wilson	--	--	--	--	--	--	--	--	--	--	--	20th	4th	5th	25th	23rd	254
6	Jim Winks	--	26th	8th	29th	7th	17th	45th	--	--	--	--	--	--	--	--	--	264
3	B.C. Wood	--	--	--	10th	35th	11th	--	--	--	--	--	--	--	--	--	--	140
1	Ricky Wright	--	--	--	--	--	--	--	--	--	--	12th	--	--	--	--	--	52
1	Jack Zuidema	--	--	--	--	--	55th	--	--	--	--	--	--	--	--	--	--	30
	841	45	51	53	53	53	55	55	55	56	58	50	51	51	53	52	50	

OFFICIAL MILLER HIGH LIFE 300 POINT STANDINGS TO 40 DRIVERS...

BY JO ANN AND DON DAVIES

The following is a list of the top 60 drivers who have competed in the Schaefer 200 and their overall standing. As of 1983 there is no longer any driver who has competed in all races. Some of the names listed are now retired, some are active in racing in other capacities, and still others are pursuing their racing careers in other areas. And some, like the great Dick Tobias, Mike Grbac, and Johnny Botz are no longer with us.

NAME	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	Total
Jack Johnson	8	48	28	9	39	26	42	1	6	24	8	–	1	2	3	19	401
Will Cagle	5	3	4	40	3	32	7	2	27	36	4	–	36	–	27	–	342
M. Treichler	38	–	2	35	8	–	–	52	11	1	1	2	3	–	–	47	319
Dave Lape	19	25	–	–	–	19	13	6	47	49	7	3	10	11	17	12	317
Gary Balough	–	17	3	42	1	1	1	37	1	–	–	14	–	–	–	–	303
B. Reutimann	1	1	14	4	43	48	16	4	2	32	–	–	48	42	–	–	301
Tom Corellis	10	2	31	15	–	22	14	36	16	11	27	32	29	52	20	33	274
C.D. Coville	–	–	–	–	–	–	5	44	12	6	11	51	12	20	6	6	263
Alan Johnson	–	–	–	–	–	41	6	43	13	14	2	1	44	53	10	18	254
Dave Leckonby	–	–	–	–	15	6	24	18	8	51	39	24	22	7	–	4	254
Jim Horton, Jr.	–	–	–	50	4	28	23	39	31	28	16	5	49	8	49	1	254
Ed Delmolino	29	33	46	12	9	38	4	5	39	7	–	9	33	–	–	–	248
Brett Hearn	–	–	–	–	–	–	8	54	24	3	3	35	16	1	26	27	247
Chas. Rudolph	–	–	–	–	–	–	–	–	7	29	20	29	9	10	5	2	223
Ken Brightbill	28	38	20	26	24	4	21	13	9	58	–	–	–	–	37	25	213
Billy Osmun	–	14	1	2	47	–	DNS	20	46	4	–	–	–	–	–	–	191
Frank Cozze	–	–	–	–	–	27	2	15	3	40	–	–	–	13	44	44	171
Bob McCreadie	–	–	–	–	–	–	–	–	–	–	22	36	11	3	1	20	167
Rick Jeffreys	–	–	–	–	–	–	–	31	30	–	33	6	24	17	4	14	166
Stan Ploski	3	–	42	28	–	34	3	49	37	52	–	37	–	15	36	163	
Ken Brenn, Jr.	–	–	–	–	52	29	51	3	5	20	45	25	50	51	32	34	162
Rich Eurich	–	9	17	16	25	–	–	21	–	–	26	–	–	–	47	10	160
Dick Tobias	–	19	7	1	51	2	–	–	–	–	–	–	–	–	–	–	156
W. Reutimann	6	10	6	3	50	43	–	–	–	–	–	–	–	–	–	–	155
Sam Beavers	26	–	38	20	6	7	18	–	44	44	–	–	–	44	–	–	143
Lou Blaney	–	–	–	–	–	–	44	29	48	2	35	27	37	14	43	28	134
Tommy Wilson	–	–	–	–	–	–	–	–	–	–	–	20	4	5	25	23	132
Ken Tremont, Jr.	–	–	–	–	–	–	–	–	–	–	13	16	39	6	33	11	131
Doug Hoffman	–	–	–	–	–	–	–	–	–	–	–	17	15	12	30	3	129
Darrell Welty	–	–	–	–	–	16	–	7	–	12	6	–	–	–	–	–	124
Gary Iuig	–	50	36	8	46	21	–	42	36	56	34	7	–	–	–	–	124
Elvin Felty	–	–	–	–	–	3	11	9	35	46	–	–	–	–	–	40	121
Jim Winks	–	26	8	29	7	17	45	–	–	–	–	–	–	–	–	–	120
Ed Lynch	–	–	–	–	13	20	–	–	18	21	24	45	28	28	–	–	120
Lou Lazzaro	7	22	–	–	34	8	30	28	45	–	–	–	–	–	–	–	119
Tom Hager		–	–	24	18	14	15	46	38	–	–	–	30	31	–	–	117
Carl Collis	.	–	–	–	–	–	17	–	–	–	–	–	2	4	41	–	114
Bob Gerhart	34	35	45	30	2	–	10	35	–	–	–	–	–	–	–	–	111
Dave Moore	–	–	–	49	30	9	33	47	19	50	–	50	–	–	15	–	110
Billy Pauch	–	–	–	–	–	–	55	–		–	–	–	25	38	2	8	105

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Car	Driver	1st Time	2nd Time

Car	Driver	1st Time	2nd Time

Car	Driver	1st Time	2nd Time

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5			
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9			
11			
13			
15			
17			
19			
21			
23			
25			
27			
29			
31			
33			
35			
37			
39			

OUTSIDE

Pos.	Car	Driver	Fin.
2			
4			
6			
8			
10			
12			
14			
16			
18			
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22			
24			
26			
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32			
34			
36			
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Get the truck that runs as SMOOTH as your business.

That's Hertz Penske. Top-quality trucks. Backed with top-quality service. And no matter what size load you're hauling, you'll get the right truck for your business needs.

It's smart to rent from Hertz Penske. Because we offer you:

- Low Rates
- 24-Hr. Emergency Road Service
- Full Range of Clean, Smooth-Running, Fuel-Efficient Trucks
- Nationwide Network of Service Centers
- Many Trucks with Lift Gates and Ramps
- Computerized Preventive Maintenance Program
- Custom Engineering
- Long-Term Rental Agreements Available
- Air-Conditioned Trucks Featured

Your customers count on you to deliver. So deliver it in the truck you can count on every time. For quality, convenience, and cost-efficiency, Hertz Penske is one smart business move.

Call for information and reservations.

Hertz
PENSKE
Truck Rental & Leasing

THE WINNING TEAM: HERTZ PENSKE AND YOU.

SYRACUSE / LIVERPOOL	4578 Buckley Road	(315) 652-8863
AUBURN	144 York Street	(315) 255-2985
ROCHESTER / WEBSTER	650 Basket Road	(716) 265-0732
BUFFALO	975 Fuhrmann Boulevard	(716) 824-2244
BINGHAMTON	42 Frederick Street	(607) 723-8391
CORNING	363 East Market Street	(607) 962-6861
ELMIRA	54 Sheridan Avenue	(607) 734-6187
FULTONVILLE	Riverside Drive	(518) 853-4600
HENRIETTA / ROCHESTER	1171 Brighton Henrietta Townline Road	(716) 272-0969
UTICA / WHITESBORO	Route 69 West	(315) 736-0195

GROUND ROUND NATIONALS

STARTING LINEUP

INSIDE

Pos.	Car	Driver	Fin.
1			
3			
5			
7			
9			
11			
13			
15			
17			
19			
21			
23			
25			
27			
29			
31			
33			
35			
37			
39			

OUTSIDE

Pos.	Car	Driver	Fin.
2			
4			
6			
8			
10			
12			
14			
16			
18			
20			
22			
24			
26			
28			
30			
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34			
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38			
40			

SUPER DIRT WEEK '89

NEW YORK STATE FAIRGROUNDS, SYRACUSE, NEW YORK

Wed.-Sun. Oct. 4, 5, 6, 7, 8, 1989

RAINDATE: October 9 or next clear day

Miller High Life 300

The Ground Round Nationals

SUPER DIRT WEEK TICKET ORDER FORM

Buy A COMBINED TICKET and SAVE!!

Oct. 4, 5, 6, 7, 8, 1989 (Raindate-Oct. 9 or next clear day)

1989 TICKETS ON SALE UNDER GRANDSTAND SATURDAY AND SUNDAY.

Your exact seat will be available to you for purchase until Sunday, October 9, 1988-1:00 P.M. General sale of seats after that time.

QUANTITY

____Wed., Thurs., Fri.-Gen. Adm. Only..... $18
____Fri. Admission Only $12
____Sat.-Infield Gen. Admission Only..... $20
____Reserved Seat-Saturday Only
1st, 2nd & 3rd Elevation (Sec. 1,2,3,4)
and Box Seats..... $30
____Bleecher Seats (Saturday Only)..... $25
____Sun.-Infield-Gen. Admission Only..... $30
____Reserved Seat-Sunday Only
1st, 2nd & 3rd Elevation (Sec. 1,2,3,4)
and Box Seats..... $40
____Bleecher Seats (Sunday Only) $35
____Super DIRT Week Camping Permit $35
____Super DIRT Week Infield Car Parking... $20
____Super DIRT Week Fairgrounds Parking . $10

NOTES: **1.** Miller High Life 300 Tickets are **NOT** good for Ground Round Nationals Event. **2.** Camper Permits & Infield car parking **DO NOT** include admission. All persons going into the infield must have tickets for all five days. **3.** Super DIRT week combined ticket **DOES NOT** include Rolling Wheels events.

NAME _____

ADDRESS _____

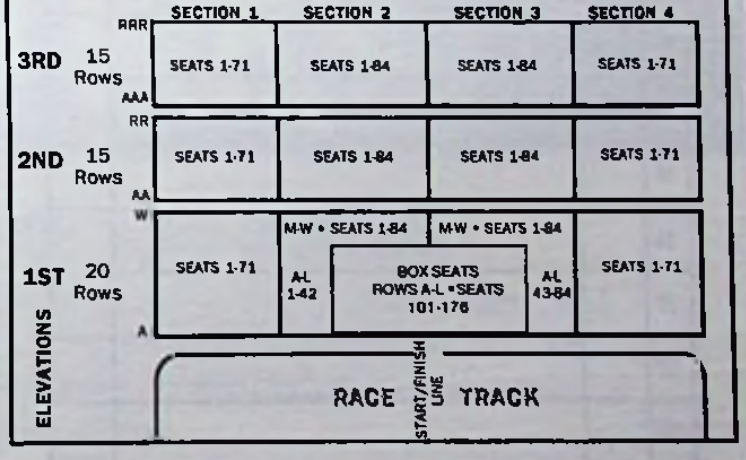
City_____ State___ Zip_____

SUPER DIRT WEEK COMBINED TICKETS

(Covers all 5 days and includes Fairgrounds car parking with 2 or more tickets)

____Infield (All Events)..... $60
____Reserved Seat-1st, 2nd & 3rd Elevation or Box Seat $75
____Bleecher Seats $65

N.Y.S. FAIRGROUNDS SEATING CHART



(For Reserved Seats) ____Section _____Elevation Preferred
Total $ Enclosed_____ (U.S. Funds Only)

Fill Out Coupon and Mail To:

D.I.R.T. HEADQUARTERS
P. O. BOX 240
1 Speedway Drive
Weedsport, NY 13166

For Ticket Information Call: (315) 834-6606

CREDIT CARD ORDERS ONLY
Total charge $_____
(Fill in boxes below)
Credit Card #
Expiration Date
Month/Year

Pos.	Car	Driver	Fin.		Car	Driver	Fin.
1				2			
3				4			
5				6			
7				8			
9				10			
11				12			
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43				44			
45				46			
47				48			
49				50			
51				52			

Guaranteed to rev your engines.

Our new Mighty Meaty Ribs are the kind they talk about – big, tangy and charbroiled to perfection. Whether you get a full rack or a half-rack in combination with chicken or steak, you'll get a meal that will stick to your ribs. So stop by the Ground Round after the race – it's time you reved your own engine.

Spare Ribs
Chicken and Ribs
Steak and Ribs

FREE BUFFALO WINGS! Just present your track ticket at any participating Ground Round and get a free order of 10 Buffalo Wings every time you order a pitcher of ice cold Pepsi or our extra large frosty – the 23oz. Miller Double Header.

The Ground Round

NATIONALS

#NATIONA
Ground Round
allan nott
AUTO CYCLE SALES
HONDA HONDA
MAZDA TOYOTA
LIMA, OHIO
48
JONES
The Ground Round
NATIONALS
NATIONAL
AUTO SUPPLY
320 MODIFIED SERIES
UNIVERSAL
JOINT SALES
SUPERMODIFIED
CLASSIC
1987 GROUND ROUND NATIONALS WINNER - DAVE BLANE