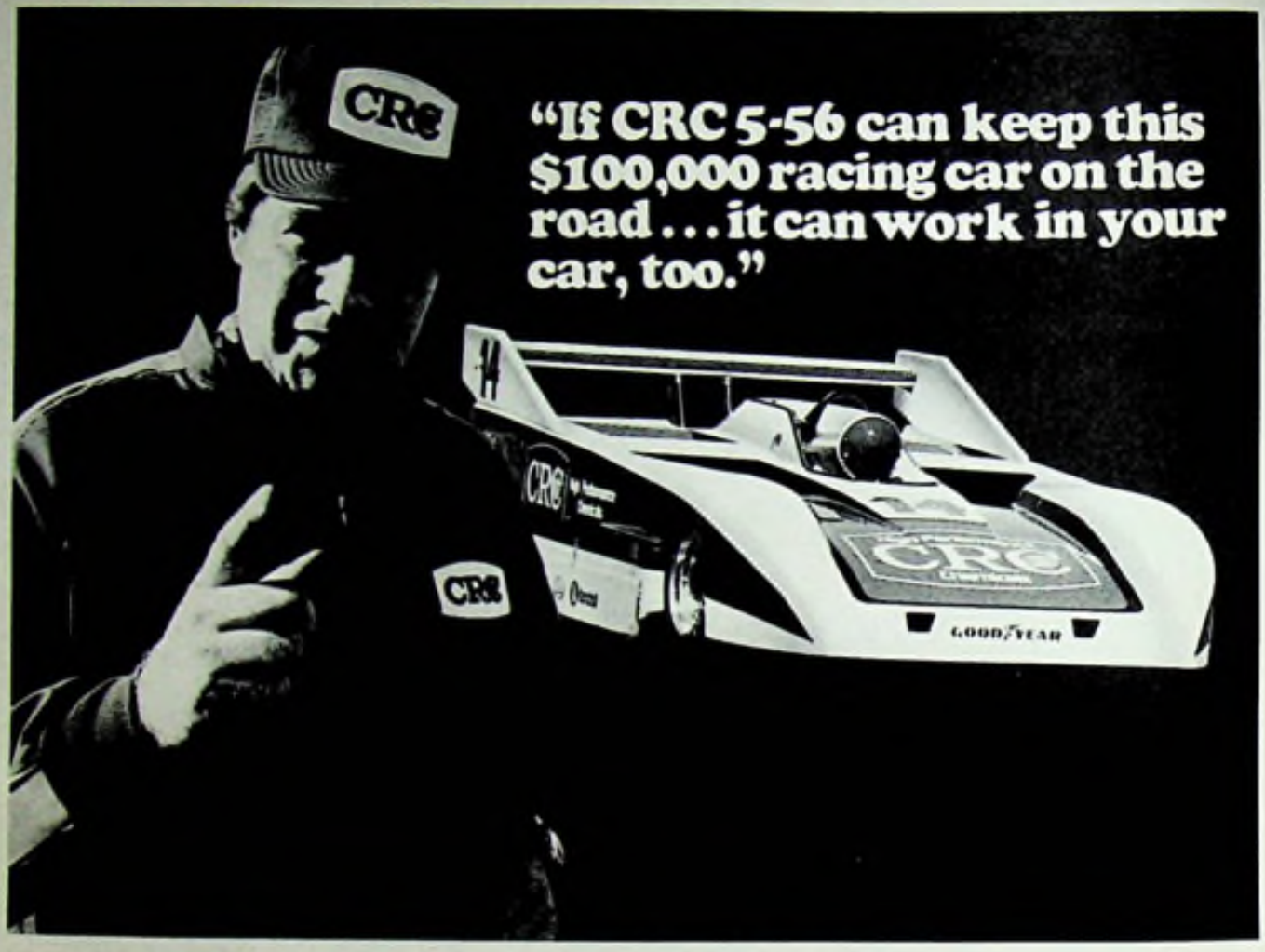
10TH ANNIVERSARY SPECIAL EDITION

1972 - Buzzie Reutimann
1973 - Buzzie Reutimann
1974 - Billy Osmun
1975 - Toby Tobias

1976 - Gary Balough
1977 - Gary Balough
1978 - Gary Balough
1979 - Jack Johnson
1980 - Gary Balough

10th ANNIVERSARY
Schaefer
200
SYRACUSE, N.Y.

SUPER DIRT WEEK '81
October 7-11, 1981
FOUR DOLLARS



"REACH FOR THE CHEMICAL POWER TOOLS."

There are 15,000 parts in most cars, including 5,000 that move. And you need a lot of tools to take care of them.

One vital tool that you should always have on hand is a fantastic lubricant and penetrant, CRC 5-56. We call it the chemical power tool.

With this one great can, you can free frozen nuts and bolts . . . and keep the thousands of parts from squeaking and squealing. It can even help keep your other tools from rusting, too.

So, when you're working on your car . . . make it easy on yourself. Pick up one of CRC's chemical power tools. Like CRC CLEAN-R-CARB to keep your carburetor running clean. Or CRC BRAKLEEN, America's number one brake parts cleaner.

And, don't forget 5-56. It's the one tool you can't do without.

High Performance CRC Chemicals

CRC CHEMICALS
885 Louis Drive
Warminster, PA 18974

SUPER DIRT WEEK '81

The Two Biggest Dirt Races in the World - Both to be Filmed and Televised on National TV

Wednesday thru Sunday

Oct. 7, 8, 9, 10, 11

NEW YORK STATE FAIRGROUNDS SYRACUSE, NY

Raindate - Oct. 12th or next clear day

OFFICIALS

Promoter ..... Glenn Donnelly
Starter ..... Bob Watson
Asst. ..... Gary Watson, Ray Brazak, Art Darling, Gaston Salvas
Chief Announcer ..... Jack Burgess
Asst. Announcers ..... Joe Marotta, Gary Montgomery
Guest Announcer ..... Warren Ruffner
Chief Pit Steward ..... Bill McNabb
Asst. Pit Stewards ..... Jean Lynch, Ernie Farney, Fred Taney
Flop Clock Scoring-Schaefer 200 ..... Larry Costa, Tony Premici
Chief Scorer Super Nationals ..... Sharon Switzer
Asst. Scorers ..... Mickey Burgess, Myra Lincoln, Mary Taney
Handicappers ..... John & Judy Harper
Clocks ..... Gary Spaid
Press Relations ..... Jack Burgess, Gert Farney
Secretary ..... Annette Lutz

Photographers ..... Barry Boyd, Richard Britain, Harry Cella, Bob Chess, Sherry Collins, Linda Colwell, Mike Feltenberger, Bob Foos, Kurt Gebhardt, Lyn Gebhardt, Dick Greenawalt, Bill Hartwell, Bob Hess, John Hill, Bill Hollinger, Don Kranz, Ace Lane, Jr., Ralph Larsen, Dave Lukowski, Don Marks, G.L. Miller, John Niandri, Bill Nuver, Bob Perran, Ed Pompa, Edd Radesky, Don Romeo, Bob Snyder, Mel Stettler, Steve Taylor, Spekis Bros. Photos, Bob Hunter, Mike Chlebowski, Ray Grela, Scott Shannon, Steve Poydock, Barry Skelly, Jim Smith

Writers ..... Jon Baumann, Jack Burgess, John Hill, Colleen Zepkowski, Gary Spaid, Don Post, Jean Lynch, Tom Boggie.

Program Editor ..... Larry Costa

SCHAEFER BOARD OF DIRECTORS

Glenn A. Donnelly, Chairman of Board
Paul Kuhl - Flemington
Howie Commander - Lebanon Valley
Stan Gurda - Orange County
Stan Friesen - Merrittville
Kurt Uhl - Ransomville
Art Bonker - Five Mile Point
Gordie Cunningham - Five Mile Point
Jerry Freid - Nazareth
Don & Bob Petrocci - Rolling Wheels

The 1981 Schaefer 200 Program—A "DIRT TRACKIN MAGAZINE" Issue
Published by D.I.R.T. of NY—Printed by SpeedWay Press, Inc., Oswego, NY

ASSISTANT BOARD MEMBERS

Ron Compani - Fonda
Al Tasnady - Flemington
Jim Hontz - Nazareth
C.J. Richards - Albany-Saratoga

P.O. BOX 4089
WICHITA FALLS, TEXAS 76308

Ted Johnson ..... (214) 691-2264
Norman Martin ..... Racing Director

To be Televised Nationally

1981 SCHAEFER "200"

Wed. thru Sunday Oct. 7, 8, 9, 10, 11

Qualifying Procedure

1) The top 30 starting positions will be determined by time trials. Cars will draw for time trial starting position on Thursday and will start inverted from the Thursday draw in Friday time trials. The fastest 6 cars on Thursday will make up the first 3 rows. The balance will be determined from the best single lap from each car for both days.
2) Positions 31 to 50 will be filled by guaranteed or preferred starters and the 2 semi final events which will be run immediately following Saturday's Super Nationals. Each of the 2 semi finals will start 30 cars each and run a distance of 15 laps. No less than 6 cars will come from each semi.
3) The remaining 3 spots will be filled from the Non-Qualifiers race on Sunday (Race Day) - The race will be 20 laps in length and start 30 cars.
4) 45 positions will be open for qualification thru time trials and or qualifying races - Regardless of Guaranteed or Preferred starters.

(If need be the starting field will be enlarged)

An extra car may be added to the starting field by popular vote of the working press.

1981 SCHAEFER 200 RULES

Car specifications and procedures as outlined in the 1981 Official DIRT of N.Y. Rule Book will prevail at the Schaefer 200 event with the following exceptions:

1.) Mirrors will be allowed.

$154,025.00 Total Prize Money

$500.00	Pole
$300.00	Outside Pole
$3,125.00	Lap Money ($25 per lap)
$6,000.00	Non-Qualifiers Race
$4,000.00	CRC Chemicals Winners Classic
$20,000.00	Approximate Contingency
$25,000	Super Series Point Fund

SCHAEFER 200 PURSE BREAKDOWN

Pos.	Total		
1	$17,000	15	$1,500
2	$10,800	16	$1,400
3	$6,600	17	$1,350
4	$4,500	18	$1,300
5	$4,000	19	$1,250
6	$3,500	20	$1,200
7	$3,000	21	$1,000
8	$2,800	22	$900
9	$2,500	23	$850
10	$2,300	24	$800
11	$2,100	25	$750
12	$1,900	26-30	$700
13	$1,800	31-40	$650
14	$1,600	41-54	$600

Non-Qualifiers Race

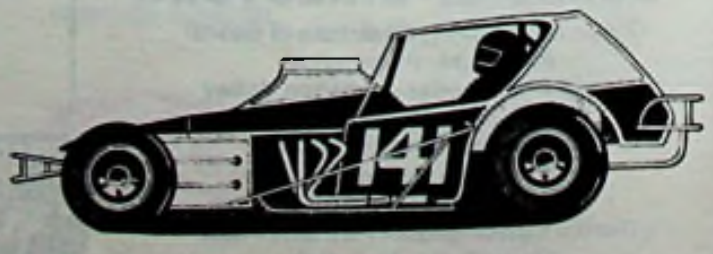
20 Mile Race - 30 Cars to Start

1	$200—51st Man in Schaefer 200
2	$200—52nd Man in Schaefer 200
3	$200—53rd Man in Schaefer 200
4-30	$200

SCHEDULE OF EVENTS*

WEDNESDAY, OCTOBER 7	
Inspection and Warmups for Modifieds	1:00-5:00 p.m.
THURSDAY, OCTOBER 8	
Gates Open	9:00 a.m.
Modified Practice & Inspection	9 a.m.-11 a.m.
320 Sportsman Inspection	10 a.m. 2 p.m.
Modified Time Trials (first 3 rows)	11:30 a.m. 3 p.m.
320 Sportsman Practice	3 3:30 p.m.
320 Sportsman Time Trials	3:45 4:30 p.m.
Super Sprint Inspection	1 4 p.m.
Super Sprint Practice	4:30-6 p.m.
Trade Show	6:30 p.m.
NDRA Qualifying RWR Late Models	7:30 p.m.
FRIDAY, OCTOBER 9	
Gates Open	9:00 p.m.
Modified Practice	9-10:30 a.m.
Modified Time Trials	11 a.m.-2:30 p.m.
Super Sprint Inspection	12 3 p.m.
Super Sprint Practice	2:30-3:30 p.m.
Super Sprint Time Trials	3:45-5:30 p.m.
CRC Chemical Winners Classic 10 laps for Mods	
10 laps for Sprints	5:30 p.m.
Trade Show	6:30 p.m.
NDRA at RWR	7:30 p.m.
SATURDAY, OCTOBER 10	
Gates Open	8:00 a.m.
Sportsman Warmups	9:30-10 a.m.
Super Sprint Practice	10 11 a.m.
Modified Warmups	11 11:45 a.m.
10 Lap C Main Sprints	12 noon
10 Laps B Main	12:30 p.m.
B.M. & F. 20 Lap 320 Sportsman	1:00 p.m.
100 km (63 laps) Syracuse Super Nationals	**2:00 p.m.**
Modified Semi Finals (15 laps-30 cars)	3:00 p.m.
Mandatory Drivers Meeting Modifieds	4:30 p.m.
Trade Show	6:30 p.m.
Oswego Speedway Twin 30's	8:00 p.m.
SUNDAY, OCTOBER 11	
Gates Open	8:00 a.m.
Warmups	10-11:30 a.m.
20 lap Non Qualifiers Race (Mods)	12 noon
Old Timers Exhibition Race	12:30 p.m.
Awards Presentation	1:00 p.m.
Weigh & Line Up Feature Cars	1:30 p.m.
Mandatory Drivers Meeting	1:45 p.m.
Introduction of Drivers	2:00 p.m.
Schaefer 200 (125 laps)	**2:30 p.m.**

***Syracuse combination tickets do not include admission to NDRA races, Trade Show, or Oswego races.**



CALL SAVE

COMPARE COLE PRICES Before You Buy...

MUFFLERS
SHOCK ABSORBERS

ORIGINAL EQUIPMENT
HEAVY DUTY - OVERLOADS - PNEUMATICS

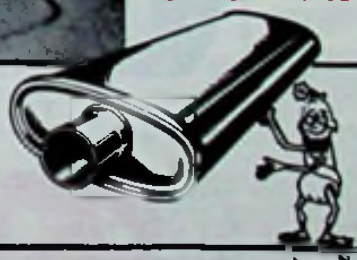
TRAILER HITCHES

Fast Free Installation

GUARANTEED as long as you own your foreign or domestic car, van or pickup!

CUSTOM PIPE WORK

MUFFLER SYSTEMS



čole muffler

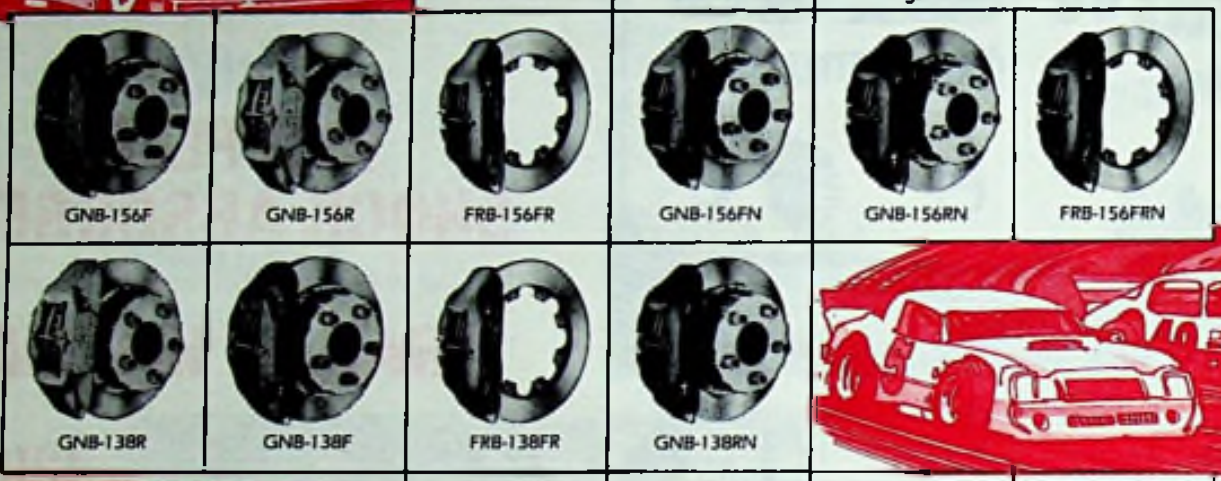
CUSTOMER SATISFACTION
UNCONDITIONALLY GUARANTEED

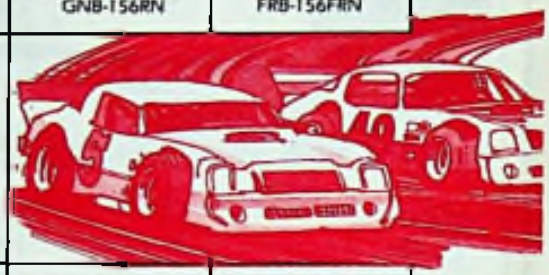
NOBODY DOES IT BETTER
Check the Yellow Pages for the Cole Muffler Shop nearest you

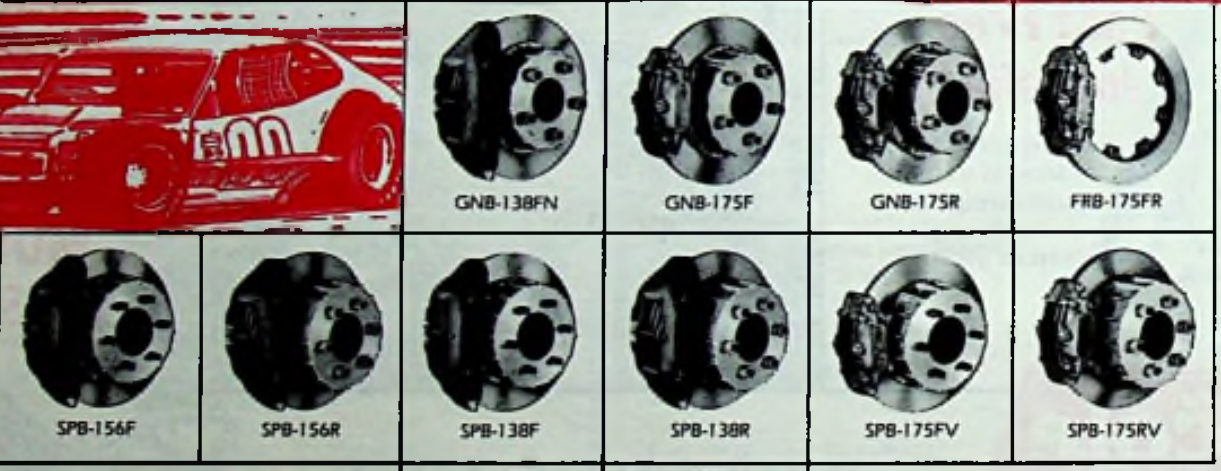
When you're going around in circles let Hurst Airheart give you a brake.

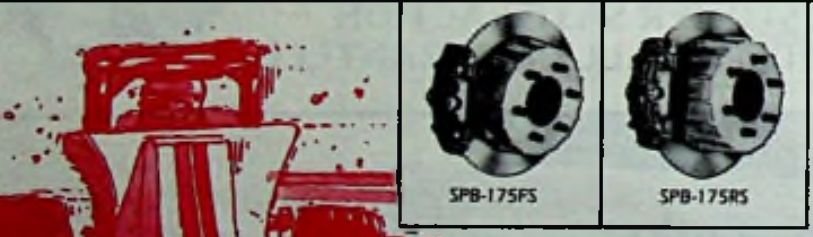
Airheart. We made the first successful disc brake for the big Grand National cars, a combination that's become virtually standard equipment on the high-banked ovals. Today, we offer 24 disc brake kits for all kinds of oval track cars, from GN to Sportsman, Modified and Sprints. For dirt track or pavement, Airheart is the best brake a racer ever had.

Send $1.00 for our new 24-page '80/81 catalog and tech manual, covering all our kits, calipers, discs, hats, master cylinders and lining.









Hurst/Airheart Disc Brake Products

HURST®

Hurst Performance, Inc.
50 West Street Road, Warminster, PA 18974
215-672-5000

Syracuse Super Nationals

One Mile Dirt Oval at
Syracuse, N.Y.

Fri., Sat., Oct. 9th & 10th -
Rain Date Oct. 11th
1981

TO BE TELEVISED NATIONALLY!!!...

$75,000.00
Total Prize Money

Pole Fastest Time Trialer	$500
Lap Money ($25 per lap)	$1,600
C & B Main Events	$7,000
CRC Chemicals Winners Classic	$4,000
Contingencies	$12,500

Pos.	Total
1	$11,000
2	$6,000
3	$4,000
4	$3,000
5	$2,500
6	$2,300
7	$1,800
8	$1,600
9	$1,500
10	$1,300
11	$1,200
12	$1,100
13	$1,000
14	$900
15	$800
16	$700
17	$600
18	$600
19	$600
20-30	$600
31-40	$500

"C" Main - 10 laps
Top 3 Qualify for B Main

1st	$250.00
2nd	$200.00
3rd	$150.00
4th-20th	$100.00

"B" Main - 12 Laps
Top 8 Qualify for Feature

1st	$300.00
2nd	$250.00
3rd	$200.00
4th-8th	$175.00
9th-22nd	$150.00

Super National Qualifying Procedure

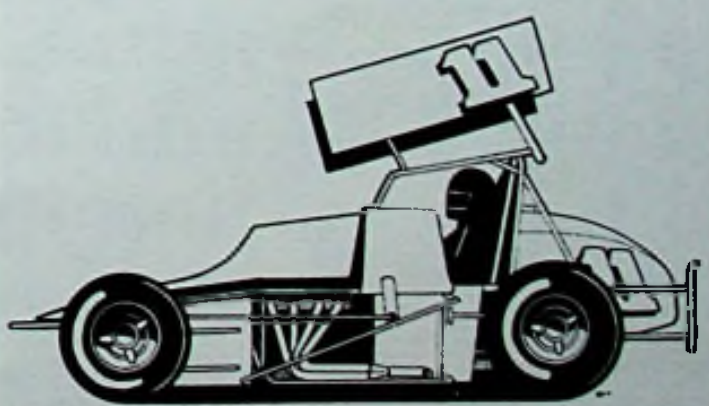
1. Cars will draw for time trial starting position on Friday and time same day. Top 30 starting positions determined by time trials. Straight up start.
2. Non-Qualifiers will run in C & B Mains. Time Trial positions 50 thru 70 will run in C Main. Time Trial positions 31 thru 49 plus top 3 in C Main will run in B Main. Top 8 from B Main will qualify for the feature. Any guaranteed starters will fill in behind the 38th car.

Race Procedure

1. Two Day Event. $20 pit fees for Friday and Saturday only. Complete Super Dirt Week Pass-$30.00 covers all 5 days.
2. The 100 KM race (63 laps) will run 40 laps - stop for fuel, then run remaining 23 laps. During the first 40, all laps will count including yellow. Remaining 23 laps must be run under green.

CAR SPECIFICATIONS

1. No Cubic Inch or Weight Limit.
2. Fuel Bladder or approved plastic tank.
3. No tire or rim width.
4. Wings - Front Wing (1) one only 2 ft. x 3 ft. Top Wing - 25 sq. ft. with 30" side limits and 24" numbers painted on top. No side wings. Steel front wing mounts. No rudders.
5. Firesuits, helmet, seatbelts, shoulder harness and arm restraints mandatory.
6. No nitrous oxide set ups.
7. All car and driver equipment will be required to pass safety check.
8. All other rules and procedures are in accordance with the D.I.R.T. of N.Y. 1981 rule book.



81 CRC Chemical Super DIRT Series Point & Contingency Review

A record $55,450 was distributed to 21 drivers by sponsors of the 1981 CRC Chemical Super DIRT Series.

Alan Johnson, the Series champ took home $13,255 in cash and merchandise, and all-time record topping the approximately $12,500 earned by Jack Johnson last year. This is all monies and products awarded to drivers over and above the purse money given to drivers at each of the 17 CRC races.

DIRT's Andy Fusco pointed out that five of the sponsoring firms hit more than 85% of their postings. They are: Speed-Pro 96%; TRW 94%; Quarter Master 90%; Edlebrock 88%; and Carerra 88%.

Drivers earn the posted contingencies by finishing in the top three in Series races and by using the products and showing the decals of the sponsoring firms.

	WINTERS REARS	JFZ BRAKES	CARRERA SHOCKS	REED CAMS	EDELBROCK MANIFOLDS	TRW PISTONS	SPEED PRO RINGS	CENTERLINE WHEELS	GOODYEAR TIRES	HOOSIER TIRES	QUARTER MASTER CLUTCHES	PAK/RACEMARK SUITS	STAHL HEADERS	SCHOENFELD HEADERS	PROFILE STEERING	CAM2 GAS & OIL	ORCHARD RADIATOR	CRC SERIES POINT FUND	TOTAL
Alan Johnson	——	——	500	425	875	875	1,120	625	275	——	875	400	——	——	425	210	450	6,200	$13,255
Jack Johnson	375	——	300	275	625	625	800	——	225	——	625	200	150	75	450	210	——	4,225	$9.160
Will Cagle	——	——	200	175	525	525	720	175	——	——	525	175	——	150	50	210	——	3,100	$6,530
Davey Moore	——	——	200	200	——	300	400	——	175	——	300	150	150	——	50	210	——	2,650	$4,785
Brett Hearn	——	100	100	125	300	300	400	175	300	——	300	——	150	——	——	210	——	2,325	$4,785
Jim Horton	——	——	——	150	300	300	400	——	175	50	300	——	——	——	250	210	——	2,050	$4,185
Dave Lape	——	——	——	50	125	125	160	——	50	——	125	——	——	——	125	210	——	1,800	$2,895
Carl Reynolds	125	——	100	125	175	175	240	——	175	——	175	——	75	——	125	210	——	1,550	$3,250
C.D. Coville	——	——	100	75	125	125	160	——	125	——	——	——	75	——	125	210	——	1,125	$2,245
Dave Knoisel	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	1,275	$1,275
Merv Treichler	——	——	——	——	75	75	80	75	75	——	75	25	——	——	——	210	——	——	$690
Ken Brightbill	——	——	——	——	75	75	80	——	——	75	——	——	——	——	75	210	——	——	$590
Chuck Akulis	——	——	——	——	75	75	80	——	75	——	75	——	——	——	——	——	——	——	$380
C. Rudolph	——	——	——	50	50	50	80	50	——	——	50	——	——	——	50	——	——	——	$380
Tom Corellis	——	——	——	——	75	75	80	——	——	75	——	——	——	——	——	——	——	——	$305
Jeff Kappesser	——	——	——	50	50	50	80	——	——	——	50	——	——	——	——	——	——	——	$280
Darrell Welty	——	——	——	——	——	50	80	——	——	——	——	——	——	——	——	210	——	——	$340
Stan Ploski	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	210	——	——	$210
B. Dissinger	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	210	——	——	$210
Larry Broisma	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	210	——	——	$210
Gary Gollub	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	210	——	——	$210

Quarter Master Industries Inc.
STAHL HEADERS INC.
CRC CHEMICALS SUPER DIRT SERIES
High Performance CRC Chemicals
"PROVEN WINNERS"
Nestlé
JFZ
profile TOOL & GEAR INDUSTRIES, INC.
COOLED
ORCHARD
CENTER LINE RACING WHEELS
TRW PERFORMANCE PARTS
CARRERA
REED CAMS
GOODYEAR
Edelbrock
CAM2 RACING GASOLINE
PAK Racemark
WINTERS PERFORMANCE PRODUCTS
SCHOENFELD PERFORMANCE PRODUCTS
SPEED PRO Sealed Power

CRC CHEMICALS SUPER DIRT SERIES SPONSOR

It was just 40 months ago when CRC Chemicals' Vice President of Marketing and Sales, Gene Fleishman, and D.I.R.T. Director Glenn Donnelly met for the first time in Donnelly's cluttered but highly productive Weedsport Speedway Office. And it was about 40 minutes into that meeting that the CRC Chemicals Super DIRT Series was born. The rest is history...glittering history...and everyone is reaping the benefits of one of racing's most successful marriages.

For the last three years, dirt racing fans throughout the greater Northeast have watched the CRC Chemicals Super DIRT Series for both modified and sprint cars grow in stature.

So successful a growth story it has become, that the CRC Super Series has even caught the eyes and interest of NASCAR brass in Daytona...a glaring tribute to the construction job done.

Manufacturer and sponsor involvement has increased dramatically, the drivers' point fund has neared the $90,000. mark, the quality of racing and competition has reached an all time high, and crowds at almost every track hosting a CRC Chemicals Super DIRT Series qualifier for both the Schaefer 200 and Syracuse Super Nationals have consistently neared capacity.

"There is little doubt that the CRC Chemicals Super DIRT Series has become one of the most successful series not only in the northeast, but in America," said Fleishman.

"Things started out slowly, but once everyone connected with the series and racing in general saw what was happening and what was being done, things really started to roll," Fleishman added. "It's one of our racing program's most successful elements."

With Bob Watson carrying the D.I.R.T. of New York banner and Donnelly's instructional sword, the CRC Super Series has invaded more than 30 speedways in New York State, New Jersey, Pennsylvania, Delaware, Ohio, Maine and both Ontario and Quebec provinces of Canada.

The CRC Chemicals Racing Team of Director Rich Rubenstein, Northeast Regional Sales Manager Jim Fitzgerald and District Manager Dennis Schaffer, together with a hard working agent group from Ultra Sales Company of Rochester, has become familiar figures at nearly every Super DIRT show, creating a truly professional atmosphere that has become contagious.

The end result of it all is a Series that is literally taking off.

"One has to marvel at the progress the CRC Super DIRT Series has made in a relatively short period of time, and it's a credit to the combined efforts of quite a few people with only one goal in mind...the building of a successful series," explained Rubenstein, who holds down the title of Director of Racing Operations and Public Relations at CRC.

"The biggest benefactor to the rise of stature of the series, however, is the racing fan, who thrives on competition. What we have done is add some color and glamour to it; a few dollars; enticed more and more drivers with quality equipment to run the full series; and interested other manufacturers into getting involved. Low and behold, what we had this year was the closest season of competition in the 11 year history of the series. That's the biggest indicator of a successful program," Rubenstein added.

The CRC Chemicals Super DIRT Series has also caught the imagination and interest of the media, and something they and fans and drivers alike will really look to with great interest here at Syracuse this week is the initial running of the CRC Chemicals Winners' Classic...another device aimed at strengthening the series.

The CRC Winners' Classic, a scaled down version of the famed Busch Clash for Winston Cup Grand National pole winners held every February in Daytona Beach, Florida, will be in the form of two separate, 10-lap sprint races.

One race will be for winners of all the CRC Chemicals Super DIRT Series Modified feature events this year (there will be eight drivers), while the other will be for winners of the CRC Series' sprint car features (16 drivers have earned spots in this 10 lapper).

The winner of each sprint race, to be held Friday afternoon, will earn a tidy $2,000 CRC Chemicals check, while every other competitor simply starting the race will earn $200 each from Winters Performance, an associate sponsor of the Classic.

"We hope to make the CRC Chemicals Winners' Classic a tradition at Super DIRT Week, and it should only build additional interest in the Series and in the kind of racing the CRC Super DIRT Series offers. We will continue to work closely with D.I.R.T. of New York officials, drivers, track owners, promoters, manufacturers and sponsors to produce the best possible Series that will benefit everyone, and most of all the fans," Rubenstein ended.

The new CRC Balloon graced the infield at the Weedsport CRC race.

Rich Rubenstein of CRC.

Schaefer 200 SYRACUSE, N.Y.

AUTO DROME DRUMMOND

GUARANTEED STARTER JACK JOHNSON

AUTO DROME TROIS RIVERES

GUARANTEED STARTER ALAN JOHNSON

CRC CHEMICALS SUPER DIRT SERIES High Performance CRC Chemicals PROVEN WINNERS

Alan Johnson, "A.J. Slideways," earned more than $9000 in prize money and contingency awards, plus took a big step in the CRC Chemicals Super DIRT Series point fund championship by sweeping the Quebec leg of the tour last week. "A.J." won back-to-back 100-lappers at Three Rivers and Drummondville in his Troyer Modified.

At Three Rivers Tuesday, hard chargers C.D. Coville and Billy Pauch started up front and swapped the lead three times before Jimmy Horton went to the top of lap eight. ".A.J" Slideways hauled in the high-flying Horton on lap 63 and held off a late charge by Jack Johnson to secure the win. Horton, Davey Moore, and Winters' Performance Charger Brett Hearn rounded out the top five.

At Drummondville Wednesday, Alan bested an upset-minded Brett Hearn and perennial thread Jack Johnson. Local favorite Vince Quinneville lead the first eight laps before the "A.J." Express took the lead. Hearn passed Johnson on lap 20 and held the lead for the next 30 circuits of the ½ mile Drummond oval. A.J. went on top to stay on lap 60 and then held off Jack Johnson, who charged late for the second straight night. Will CAgle, Moore, Hearn, and Winters' Charger Paul Lotier were the next four cars over the line.

More than 35 American drivers toured North of the border for the annual Quebec CRC Chemicals swing, resulting in four qualifying heats both nights. Attendenace was SRO both evenings.

THREE RIVERS— As usual the Canadian races played before huge crowds.

FLEMINGTON FAIRGROUNDS

GUARANTEED STARTER

STAN PLOSKI

FLEMINGTON—Jack Johnson won the race but Stan Ploski got the spot for Syracuse at Flemington.

FLEMINGTON—Jack Johnson closes in on Stan Ploski in Flemington's Qualifier. Ploski got the guaranteed spot for Syracuse.

FLEMINGTON—During warmups for guaranteed feature starters, Billy Pauch bounced off the fence.

Back in 1972 a relatively unheralded Duanesburg, NY racer Jack Johnson proceeded to stun the racing world with a feat that has never been equaled at Flemington. He won the feature race, which was a 200 lap event, his first time at the track.

Last Wednesday night this super talented speedster executed a repeat performance of his performance nine years prior. Johnson paced himself perfectly in this CRC sponsored 100 lap Syracuse qualifying race. He waited till just 12 laps were remaining to move by leader Stan Ploski then go on the remainder of the way for convincing win. Johnson had already earned a guaranteed starting position in the October 11th Schaefer 200 at the New York State Fairgrounds in Syracuse by winning a qualifying race at the Drummondville Speedway in Quebec, Canada. This in turn gave that coveted position to 2nd place finisher Ploski.

Kenny Brightbill put his radical new modified out in front at the start.

With 18 down Ken Brenn Jr. took the low side by Harold Bunting for the runnerup slot. Brenn proceeded to close in on Brightbill but overheating problems took him to the sidelines. Two laps later this same fate eliminated Brightbill from the event. This turn of events found Bunting now leading the way. It was short lived through as a rapid running Tom Hager blasted around the outside of him with one quarter of the race completed for the top spot. One lap later a flat tire sent Hager to the pits and moved Bunting back in front. Bunting was being hard pressed now by Ploski and Johnson. On the 36th lap Ploski made his move on the inside of Bunting to take command. Invader Davey Moore moved into the thick of things five laps past the halfway mark taking fourth from Karl Freyer. Four laps later Johnson was finally able to wrestle the bridesmaid role from Bunting. Moore's dynamic charge also continued as he overtook Bunting for third with 39 laps to go. This outstanding effort went down the drain on the 69th go when Moore's mount developed a broken rear housing.

A battle royale was now taking place between Ploski and Johnson for the number one slot. The lapped car of Billy Cannon was also in the midst of this. Cannon was far and away the fastest thing on the speedway as he dusted off the two front runners with unbelievable ease to unlap himself with 15 laps remaining. Johnson executed his biggest move of the race. Three laps later living under Ploski to finally lead the way. Once he saw daylight Johnson pulled away from the remainder of the field to take an uncontested win. Ploski barely held off a fast closing Alan Johnson, who took third from Karl Freyer with a daring outside move on the final lap. Bunting eventually ended up fifth trailed by Fritz Epright who started second to last in the 36-car field, Rich Polenz, sportsman sensation Darryl Carman, Brett Hearn, Dave Kneisel and Cannon.

FINISH-JACK JOHNSON, Stan Ploski, Alan Johnson, Karl Freyer, Harold Bunting, Fritz Epright, Rich Polenz, Darryl Carman, Brett Hearn, Dave Kneisel, Billy Cannon, Bob Barone, Bob Ayers, Joe Kelley, Nick Schlauch, Davey Moore, Larry Kline, Glen Fitzcharles, Craig McCaughey, Rick Holden, Ken Johnson, Kurt Kreiser, Tom Hager, Sammy Beavers, Maynard Forrette, Carl Reynolds, Phil Meisner, Kenny Brightbill, Ken Brenn, Billy Pauch, Frank Cozze, Jim Brenn, Tom Gilman, Ron Dunstan, Bob Fisher.

LEBANON VALLEY SPEEDWAY

GUARANTEED STARTER

BRETT HEARN

I decided late to join the CRC Trail and try for a guaranteed spot and am I glad I did," remarked Brett Hearn after taking the 100 lap Schaefer qualifier at Lebanon Valley Wednesday night, July 15th. Hearn becomes the second invader to take the annual race with Jim Horton taking the spot in 1980. The top two drivers in each of the four heat races, drew for those front starting spots with Maynard Forette and Carl Reynolds leading the way. Forette in his sparkling no. 78M took the lead easily and wasted little time pulling away from the field.

By the 14th lap, Forette was already lapping the slower cars with Tom Corellis moving right with him. Everything was going Forette's way until the 18th lap when he slowed coming off turn four and pitted for the evening with a blown rear end. Taking over that front spot at this time, was Tom Corellis but everyone's eyes were on Brett Hearn in that second spot. Lap after lap they ran one and two, with Hearn trying to pass the master of the high banks and it wasn't until the 33rd lap with two lap cars involved, that everything let loose. Corellis took the outside, Hearn the inside and lap cars in the middle. Hearn got the jump while Corellis was locked in behind the lap cars.

From this point on it was Brett Hearn's way and the youngster made the tricky high banks look easy. For the remainder of the 100 lap race Corellis was able to keep the no. 20 in his sight but never able to catch him. Finishing behind Hearn and Corellis was Will Cagle for third. The late stages of the race Cagle was running stronger and stronger each lap but time ran out. Davey Moore came across fourth and Jack Johnson came from 16th starting spot to finish fifth.

LEBANON VALLEY—Brett Hearn won the Syracuse Qualifier at Lebanon Valley.

LEBANON VALLEY— No. 97 Don Ackner takes the low groove to pass Tommy Corellis in the Hughe's Bros. no. 57.

LEBANON VALLEY—Brett Hearn about to take the lead from Tommy Corellis in Lebanon Valley Qualifing actions.

LEBANON VALLEY—Davey Moore, Les Alberti, Alan Johnson, and Dave Osmun all battle for positions in Lebanon Valley's Syracuse Qualifier.

ROLLING WHEELS RACEWAY

GUARANTEED STARTER

DANNY JOHNSON

Alan Johnson of Clifton Springs notched his win on the CRC Chemicals qualifying trail Thursday night as he won the 10th annual Schaefer qualifying event at Rolling Wheels Raceway and ironically enough it was his younger brother Danny who picked up the qualifying spot and will represent the Wheels at Syracuse in October.

The Troyer "Mud Buses" ran 1-2-3 as Will Cagle picked up third with Darrell Welty and Merv Treichler rounding out the top five. Chuck Akulis of Windsor started off with the lead for the first dozen laps when Danny took over the lead through the 63rd circuit when his more experienced brother slipped by and went on in for the lead. After the race, car owner Bug Seager said that after the race that a check of the new tires indicated they were only running about a half inch stagger rather than the 2½ inches they needed. It was apparently correct as Danny then went on to win the 30 lap regular feature on the regular program with no problems.

Ten caution flags slowed the running of the 100 lap event but it apparently had no outcome on the final results of the race. The win boosted Alan's point lead in the rich CRC Chemicals point chase.

Following the running of the postponed 100 lap the 4,700 fans were back in their seats for a regular program with the mod squad.

With 49 modifieds in the pits, four heats were needed to qualify the field with George Ely of Jordan, Jack Johnson of Schenectady, Will Cagle and Danny Johnson winning the heats. AS we said Danny went on to take the lead in the fifth lap from Eoy and go sailing on for the win. Jack Johnson came from 14th spot to become the runner up while Cagle, Jimmy Horton and Alan Johnson rounded out the top five.

summary; R/O 100 Lapper Feature: Alan Johnson, Dan Johnson, Will Cagle, Darrell Welty, Merv Treichler, Davey Moore, Chuck Akulis, Brett Hearn, Dave Lape, Craig Keel, Bill Anderson, Dick Sundgren, Gordie Isham, Steve Podolak, Jim Horton, John Leonard, Dave Kneisel, Bill Stuyvenburg, Mike McLaughlin, Charlie Rudolph, George Ely, Jeff Kappesser, Gary Iulg, Carl Reynolds, Mark Terry, Ron Baker, Jack Johnson, Bob McCreadie, Jack Emerson, Tom Wilson, Frank Cozze.

30 Lap Mod Feature: Dan Johnson, Jack Johnson, Will Cagle, Jim Horton, Alan Johnson, Darrell Welty, Tom Wilson, Jeff Kappesser, George Ely, Paul Lotier

ROLLING WHEELS — Will Cagle 24, 93 and Alan Johnson (14J) charge off RWR's 2nd turn. DON ROMEO PHOTO

ROLLING WHEELS — Alan and Danny Johnson feature winners & guaranteed starters. DON ROMEO PHOTO

ROLLING WHEELS — Jimmy Horton (3) and Brett Hearn (20) run wheel to wheel off turn 2. DON ROMEO PHOTO

ROLLING WHEELS — Jeff Kappesser (37x) battle with the mud busses trying to stay in the A-feature. DON ROMEO PHOTO

FONDA SPEEDWAY

GUARANTEED STARTER

C.D. COVILLE

FONDA—Look what you get when you win the 100 lap CRC Race at Fonda.

Clarence(C.D.) Coville of Schnectady had one of the biggest paydays of his stock car racing career Tuesday night at Fonda Speedway when he was first across the finish line to cop the CRC Qualifier, the big-100 lap race at the Track of Champions.

In addition to becoming Fonda's quaranteed starter inthe Schaefer 200 race in Syracuse on Sunday, Oct. 11, Coville collected $1,800 for winning the 100-lapper and an additional $500 for beating out Jack Johnson in a Fonda feature event. The $500 represented the bounty the Fonda management had placed on Johnson who had nine features victories at the track in 1981.

Pep Pepicelli took the early lead in Tuesday's 100-lapper but six laps into the feature, Tom Wilson of Waterville picked up the top spot. On the 10th lap, Jim Horton of Folsom, NJ, took over first place.

Horton, running strong, ran in the first position until the 80th lap when Coville found an opening and passed the New Jersey driver to move out in front.

But Johnson, who went to the pits in the 14th lap and had to take up a position in the rear of the field he was right behind Coville.

But C.D. was not to be denied this night and kept the pace to chalk up his biggest win of the season. Johnson finished second while Horton, Dave Lape of Canajorharie and Wilson finished in the following three spots.

Mike McLaughlin of Waterloo, Lape, Johnson, George Sifo of Schenectady, Wilson, Craig Keel of Weedsport and Lou Lazzaro were the heat race winners.

A packed house at Fonda saw a total of 62 modifieds at the track for the racing action, the largest turnout for any CRC Qualifier so far this season.

Summary: C.D. Coville, Jack Johnson, Jim Horton, Dave Lape, Tom Wilson, Mike McLaughlin, Larry Brolsma, Mike Romano, Jack Cottrell, Dave Kneisel, Ray Dalmata, Billy Osmun, Don Ronca, Jeff Heotzler, Lou Lazzaro, Ray Sitterly, Alan Johnson, Ed Pieniazek, Craig Keel, Will Cagle, Ken Brightbill, Billy Pauch, Merv Treichler, Pep Pepicelli, Les Alberti, Brett Hearn, George Sifo, Gibby Fountain, Chris Berton, Tom Corellis, Bob McCreadie, Carl Reynolds, Andy Romano, Rick Gray.

FONDA—C.D. Coville no. 61 gets under Dave Lape no. 22 on route to the victory at Fonda Speedway.

FONDA—Jack Johnson's new no. 12A tries the Fonda Clay. 66 Eddie San Soucie goes high side—Gibby Fountain no. 31.

ORANGE COUNTY FAIR

GUARANTEED STARTER

JIMMY HORTON

Alan Johnson destroyed the hopes of 31 other drivers tonight as he blasted his way through the field and picked up the lead over Dave Lape on the 65th lap and then cruised to a very impressive win in the 100 lapper.

For Johnson, it was his third triumph in the CRC Series since it started in Canada back in June. He was already a guaranteed starter as the result of his first win so Jim Horton will represent the Orange County Fair Speedway on October 11th in Syracuse.

The luck of the draw put Billy Pauch on the pole for the beginning with Lape drawing the outside spot. Lape looked strong as he took the lead from Jim Horton on the 29th lap and then sailed out front until the 64th. It was here that Johnson became the leader and then finished in front of the pack a full straightaway.

Winner Johnson started 16th in the field. Brett Hearn, second in the point standings right now, came in 4th and pulled ahead of Davey Moore and Jack Johnson. Will Cagle, who took 5th, stayed in 5th spot in the points but closed in on Jack Johnson.

58 modifieds were in the running including all the guaranteed starters from the other speedways.

The summaries: Heat 1-Harry Behrent, Frank Cozze, Butch Tittle, Jeff Heotzler, Don Kreitz. Heat 2-Billy Osmun, Rich Eurich, Dave Lape, Eddie Haenelt, Chris Berton. Heat 3-Larry Brolsma, Jim Bowen, Tighe Scott, Jeff Heotzler, Bruce Quinn. Consi-Chris Barger, Sammy Rogers, Jack Bertling, Jack Zuidema. FEATURE: Alan Johnson, Jim Horton, Dave Lape, Brett Hearn, Will Cagle, Tom Hager, Tighe Scott, Rich Eurich, Jim Bowen, Frank Cozze, Jack Johnson, Mike McLaughlin, Davey Moore, Butch Tittle, Dave Kneisel, Don Kreitz, C.D. Coville, Larry Brolsma, Chris Berton, Paul Lotier, Harry Behrent, Carl Reynolds, Chris Barger, Billy Pauch, Sammy Rogers, Eddie Haenelt, Billy Osmun, Tommy Corellis, Jeff Heotzler, Bruce Quinn, Jack Bertling, Ralph Heotzler.

ORANGE COUNTY—Tighe Scott (28) leads Billy Wilson (7) and Larry Brolsma through the turn. Tighe came home seventh.

ORANGE COUNTY FAIR SPEEDWAY— Alan Johnson takes checkered flag. His first ever at OCFS.

ORANGE COUNTY—Davey Moore (11) and Brett Hearn (20) race side by side through Orange County's flat turns.

MERRITTVILLE SPEEDWAY

GUARANTEED STARTER

WILL CAGLE

In one of the finest races ever run Will Cagle edged by Alan Johnson on the 92nd lap to claim the Merrittville Speedway 1981 CRC Schaefer Qualifier. Cagle raced by the Troyer Engineered car earlier in the race but Johnson fought back getting the lead down the backstretch while the two were racing in traffic. Cagle drove hard into the fourth turn and the two cars came together with Cagle getting the lead back down the frontstretch. Cagle picked up an extra $366 in lap money and close to $2,500 in contingency awards after winning his first 100 lap race in two years. Cagle commented in victory lane that he would be proud to represent the Merrittville Speedway at Syracuse and then told the record crowd that Merrittville Speedway would finally have a representative win the big Schaefer 200 in October.

Colin Slade and Gary Iulg set the pace at the start of the feature but it was the small block of Slade who got the jump on the field to race into the lead. Slade really had the Tobias Chassis honkin while Brett Hearn who started third closed in. Iulg retired to the pits on the third lap. Hearn reeled in Slade and started to pressure the young driver for the lead with Hearn getting the lead on the 9th lap but again Slade fought back and got the lead with Hearn dropping back to second when Mike Granton got together with the Hearn owned 20 with Brett spinning out.

On the restart Davey Moore who started seventh moved to the outside pole and easily claimed the lead down the homestretch with Jimmy Horton and Mike Granton on the chase. Horton really looked impressive diving low in the corners trying to get by the five time Track Champion but Moore held his lead while the Statewide no. three pressured. Mike Granton was turning in a fine performance running third while the top 3 started to run away from the field. Horton was really flyin' and got the lead out of fourth turn on the 32nd lap but Moore met his challenge and lead the field for the next two circuits when again the George Smith owned no. 3 ran by Moore for the lead. Horton again couldn't keep the pace with Moore right back in front. The three ran a terrific race side by side until a caution came out on the 47th lap. On the restart, Moore got low trying to get the bite off the corner and slid up high in front of Horton. Moore got sideways with Horton and Granton having no where to go. Cagle saw the hole and shot into the lead from his conservative run in fourth position.

Alan, last years winner looked strong and ready to repeat but Cagle started to close the gap and on the 78th lap Cagle got by the Conley owned 14J. Cagle couldn't lose the Johnson machine while the two ran lap after lap together runnering away from the pack. Meanwhile Jack Johnson was slowing off the pace with Dave Lape and Charlie Rudolph moving up. Rudolph moved into the third position while Harvey Hainer, Jr. picked up the pace running in the top-five for the first time all night.

Alan Johnson seemed to gain some extra power while slingshoting by Cagle on the backstretch but Cagle lost the lead momentarily on lap 91 but shot back under Johnson out of turn four to gain the lead. Cagle came across the finish line with the 14J of Alan Johnson right on his bumper. Charlie Rudolph finished a fine third with Harvey Hainer Jr. and Dave Lape rounding out the top 5

SUMMARY

Heat 1-Brett Hearn, Bob McCreadie, Brian Stevens, Jack Johnson.
Heat 2-Gary Iulg, Jimmy Horton, Dave Lape, Geo. Treanor.
Heat 3-Alan Johnson, Ivan Little, Paul Lotier, Mike Granton.
Heat 4-Davey Moore, Will Cagle, Don Turner, Dan Rizzardo.
Consi 1-Harvey Hainer, Jr., Tom Walsh, Merv Winfield.
Consi 2-Bill Stuyvenberg, Pat Collins, Dave Kneisel.
Guaranteed: Mark Fleury-Lebanon Valley
FEATURE: Will Cagle, Alan Johnson, Charlie Rudolph, Harvey Hainer, Dave Lape, Jack Johnson, Ivan Little, Bob McCreadie, Davey Moore, Harry Sittler.

MERRITTVILLE — CRC 100 winner - Will Cagle. BOB HUNTER PHOTO

MERRITTVILLE — CRC Qualifier - feature competition with Will Cagle 24, Jack Johnson 12, Alan Johnson 14, Charlie Rudolph 72R. BOB HUNTER PHOTO

MERRITTVILLE—Moore dives low under Sittler and Lazzaro on his way to the front at Merrittville. Davey finished ninth.

RANSOMVILLE SPEEDWAY

GUARANTEED STARTER

DAVEY MOORE

For nine years the Ransomville CRC Schaefer Qualifier was a race that has continually kept the Western New York Champion, Davey Moore out of victory lane but in 1981 Moore aboard the Barcomb owned 11 raced by Jimmy Horton on the 73rd lap to win the Qualifier, close to $4,000 and a guaranteed spot to Syracuse. For the second straight year the race almost didn't get completed with a terrible thunder storm crashing down on the speedway on the 18th lap of the feature event. The track crews got to work with the cars coming back from the pits trying in vain to run the track in. Finally the cars were sent back to the pit area with the grader skimming all the wet clay off the surface and then the complete feature was lined-up again running under caution laps to get the track run in. The track became super fast but still pretty wet up top and near the outside of the straightaways. The feature finally at 12:30 got the green and ran the entire 100 lap race.

At the drop of the green at the beginning Al Tarnowski out of Ransomville jumped into the lead and lead the first lap while the Maple Leaf Village Express of Dan Rizzardo raced into the lead. Rizzardo looked strong until the Statewide no. 3 picked up the pace and shot into the lead. Horton looked really strong starting to gain open water on the rest of the field. A caution came out on the 16th lap when the 14J of Alan Johnson came to a halt off of turn four. The rains came down and the race was red flagged at the 18th lap.

When the race was finally greened again Horton was really fly'n jumping into the lead. Moore was on the outside pole but slipped off the track and fell back to the 10th spot. Jack Johnson quickly closed the gap running into second with Dave Lape now third.

Pete Bicknell was now running fourth with Gary Iulg in fifth. Moore was running in the sixth position but on the 42nd lap the caution came out for the 52 of Mark Fleury. Moore got the bite needed on the restart and raced into the fourth position taking up a new battle with the 22 of Dave Lape. It only took Moore one lap to get by the Canajoharie wheel man but Lape powered back into the third position on lap 48. Moore again got by Lape and started on Jack Johnson. Lape was running a strong fourth with Ivan Little moving the Tobias chassis into the top 5. On the 71st lap Moore raced by Johnson into second and two laps later found some light under Horton but Jimmy closed the door and Moore swung wide in turn two and took the lead down the backstretch. Lape fell off the pace and retired to the pits on lap 76 after a reported driveshaft broke in the Grimm owned Kar Kare Special. On the caution Danny Johnson moved the Bud Seager owned Troyer car into fifth and on the restart got by Little and moved in on Johnson who now was running third. Horton wanted the win and drew up along side of Moore's Wembley express but Davey wasn't to be denied and ran across the finish line a few car lengths ahead of the Statewide three. Jack Johnson fought off a hard chargin' Danny Johnson for third while the Seager owned machine finished fourth ahead of Ivan Little. Will Cagle, Charlie Rudolph, Mike Granton, Lou Lazzaro and Carl Reynolds rounded out the top 10.

SUMMARY

Heat 1-Jimmy Horton, Lou Lazzaro, Pete Bicknell, Davey Moore, Rick Jeffreys.

Heat 2-Will Cagle, Bob McCreadie, Harvey Hainer, Charlie Rudolph, Bob Stuyvenberg.

Heat 3-Mike McLaughlin, Merv Treichler, Gary Iulg, Craig Keel, Al Tarnowski.

Heat 4-Dave Lape, Alan Johnson, Brian Stevens, Jack Johnson, Ivan Little.

Consi 1-Danny Johnson, Brett Hearn, George Treanor.

Consi 2-Colin Slade, Carl Game, Harry Sittler.

Guaranteed: Mark Fleury-Lebanon Valley; Don Turner, Top 5 in Points; Mike Granton Top 5; Dave Kneisel-Five Mile Point.

RANSOMVILLE—Cagle 24, Moore 11, and Mac Laughlin Z8 fight it out at Ransomville during the Qualifier.

RANSOMVILLE—Danny Rizzardo aboard the Maple Leaf Village Express. Jack Johnson and Ivan Little give a good chase.

FIVE MILE POINT SPEEDWAY

GUARANTEED STARTER

CARL REYNOLDS

Scranton's Carl Reynolds will once again represent Five Mile Point Speedway at the CRC/Schaefer 200 at Syracuse in October as he scored a commanding victory over Chuck Akulis of Windsor to capture his second 100 lap CRC/Schaefer qualifier in as many years at the 1/4 mile oval Tuesday night. Reynolds currently in the top ten in the overall CRC/Schaefer point chase and Five Mile's representative at all CRC/Schaefer qualifiers, made it look easy as he took command on lap 87 catching the Pink Panther in heavy traffic and opening up a ten car length margin at the wire.

Binghamton's Gordie Isham drew the pole position and was the race's early leader, but only a bumper ahead of the outside pole sitter, the Kar Kare Special of Dave Lape. Lape used the restart on lap ten to pull into the lead with "Barefoot" Bob McCreadie closing the gap up quickly from his 14th starting position. McCreadie, a back-to-back winner at Five Mile this season, chose the inside groove to overtake Lape on lap 31 with Mike Colsten following suit into second, when the Kar Kare Special stalled in turn two bringing out the caution once again. Akulis moved in on the scene from his 21st starting spot by lap 52, overtaking the Ford powered machine of Colsten and putting the pressure on McCreadie. McCreadie fell off the pace with a broken power steering belt after a strong duel with Akulis, relinquishing the lead to the Mama Lena's Pink Panther.

Reynolds, who had fallen back in the early stages of the race, moved into second with Vestal's Charlie Castle, who had come up from his 20th starting spot, a tight third and the three battled with way through the thickening fog and heavy traffic. A.J. "Slideways" Johnson appeared out of nowheres along with the radical El Dorado of Kenny Brightbill from Sinking Springs, Pa. to join in th chase for the lead. Reynolds tried all grooves possible finally using the slower traffic to his advantage to take the lead on lap 87. A caution on lap 94 once gain up the star studded field, but Akulis did not have enough to capture Reynolds, and the youngster out of Scranton, Pa. went on to win his second CRC/Schaefer qualifier. Akulis was second, followed closely by Alan Johnson, Charlie Castle and Kenny Brightbill. Carl Nagle, Don Slack, Will Cagle, Davey Moore and Jack Johnson rounded out the top ten.

SUMMARY: Ht. 1 Jimmy Horton, Alan Johnson, Will Cagle. Ht. 2 Davey Moore, Charlie Castle, Bud Cary. Ht. 3 Paul Lotier, Jack Johnson, George Watson. Ht. 4 Doug Worthing, Craig Keel, Carl Reynolds. Consi: Dick Sundgren, Lynn Highhouse, Mark Terry. Feature: Carl Reynolds, Chuck Akulis, Alan Johnson, Charlie Castle, Kenny Brightbill, Carl Nagle, Don Slack, Will Cagle, Davey Moore, Jack Johnson.

5 Mile-Dick Sundgren (44s) and Mark Terry (27) dice in turn 2...DAVE LUKOWSKI PHOTO

5 Mile-Mike Coslten (51) leads Jack Johnson (12A) into turn 3...DAVE LUKOWSKI PHOTO

5 Mile-Bob McCreadie (1x) and Dick Sundgren (44s) run wheel to wheel down the back chute...DAVE LUKOWSKI PHOTO

WEEDSPORT SPEEDWAY

GUARANTEED STARTER

DAVE LAPE

"Wily" Will Cagle was just that Wednesday night as he took his second victory on the CRC Super DIRT Qualifying trail at Weedsport Speedway while early leader and eventual second place winner Dave Lape of Canajoharie will represent the popular local oval in this Fall Schaefer 200 at Syracuse.

Lape took the lead in the 100 lap event on lap 16 from Jeff Kappesser of Waterloo and then led a relatively caution free race through the 91st circuit when Cagle, who appeared to be holding back early in the frey, suddenly seemed to find the extra horsepower in his "Mud Bus" and went sailing by and on into victory lane.

Early leader Kappesser finished third with the famed Johnson and Johnson act of the 80's, Alan in fourth and "Jumpin" Jack fifth.

There were only three caution periods during the race for minor spins and only approximately nine laps under the slowed pace.

An excellent field of cars were on hand for the event which was the highlight of opening day at the Cayuga County Fair. Heat wins went to Cagle, Jack Johnson, Mike McLaughlin and Jack Johnson ..No that wasn't an error "Jumpin" Jack ran both his old and new cars in separate heats and won both. He then opted to go with the old design after a brake problem in the new Jumpin' Jack's Speed Shop built machine. Dick Sundgren of Clark Summitt won the consolation event.

Cagle's win moved him into the runner-up spot in the chase for the $25,000 CRC point fund but it appears he'll have problems catching leader Alan Johnson in the Conly Farms "Mud Bus" even though he is now doing his winning in "Mud Bus III".

SUMMARY

Heat 1-Will Cagle, Davey Moore, Alan Johnson, Bob McCreadie, Jim Horton, Mike VanDusen.

Heat 2-Alan Johnson, Merv Treichler, Brett Hearn, Geo. Ely, Jack Emerson, Dick Sundgren.

Heat 3-Mike McLaughlin, Craig Keel, Chuck Akulis, Jeff Kappesser, Carl Reynolds, Mike Colsten.

Heat 4-Jack Johnson, Dave Lape, Lou Lazzaro, Darrell Welty, Don Slack, Paul Lotier.

Consi-Dick Sundgren, Mike Colsten, Bill Anderson, Dave Kneisel, Charlie Castle, Mike VanDusen.

Feature: Will Cagle, Dave Lape, Jeff Kappesser, Alan Johnson, Jack Johnson, Charlie Castle, Don Slack, Carl Reynolds, Mike Colsten, Merv Treichler, Brett Hearn, Dave Kneisel, Darrell Welty, Chuck Akulis, Davey Moore, Mike McLaughlin, Lou Lazzaro, Bill Anderson, Chuck Kennison, Craig Keel, Dick Sundgren, Mike VanDusen, Jack Emerson, George Ely, Harry Elkema, Jim Horton, Bob Podolak, Tighe Scott, Dan Johnson, Bob McCreadie, Paul Lotier.

Weedsport-Kaplan (10), Kneisel (711) and Podolak (4) triple up in turn 2...DAVE LUKOWSKI PHOTO

Weedsport-CRC Chemical winner Will Cagle with Dave Lape getting position...DAVE LUKOWSKI PHOTO

Weedsport-Paul Lotier (1) gets sideways in traffic as Mark Terry (27), Gordie Isham (04), Bob Malzahn (99) and Bill Anderson (20) scramble...DAVE LUKOWSKI PHOTO

Weedsport-Bobby Malzahn (99) leads Dan Slack (93) and Lou Lazzaro (4) in main action...DAVE LUKOWSKI PHOTO

ALBANY—SARATOGA SPEEDWAY

GUARANTEED STARTER

KEN BRIGHTBILL

Jack Johnson dusted off some of the top modified drivers in the Northeast Monday night as he breezed to an easy victory in the 100 lap Schaefer Qualifier at Albany-Saratoga Speedway.

Johnson, who started 11th in the field, took the lead for good from Kenny Brightbill onthe 47th lap and overwhelmed the field, lapping every car but Brightbill's which finished second. Because Johnson already has a guaranteed starting spot for the third straight year at the fall classic, Brightbill was trying for this third straight Schaefer Qualifier, but Johnson proved once again to be too tough, as he recorded his tenth win of the season at the Great Race Place.

Defending track champion C.D. Coville, who has yet to pick up a guaranteed spot for the fall classic, started on the pole, but his luck didn't hol dout. He led the race for the first 31 laps but on the 32nd time around, his axle broke, giving the lead to Alan Johnson.

A.J. Slideways was hooked up and seemed to be ready to notch his sxith win of the CRC Series, but his luck also ran out. Just four laps after taking the lead, his car started blowing smoke and he was leaving a trail of oil on the track.. H e was then black flagged by starter Jiy Frye and after taking the car into the pits, found that the leak had been caused by faulty drain plug.

When Johnson dropped out of the race, Brightbill, driving his controversial Cadillac modified, which is sporting a new roof and new quarterpanels to conform to DIRT rules, inherited the lead. But he couldn't hold off Jack Johnson.

Jumpin' Jack and Brightbill diced back and forth for ten laps until Johnson took the lead for good ont he 47th lap. From there, Johnson had the race in the bag, he easily picked up the winner's check worth $1,000.

Heat winners were Brightbill, Butch Jelley, Ken Tremont, Jr., and Jack Johnson. Jeff Heotzler of Middletown won the consolation.

Order of finish - JACK JOHNSON, Kenny Brightbill, Will Cagle, Bob McCreadie, Lou Lazzaro, Ray Dalmata, Butch Jelley, Ed Pieniazek, Tom Corellis, Ken Tremont, Jr., Gibby Fountain, Jeff Heotzler, Frank Hoard, Johnny Koll, Bob Ellis, Jeff Sheely, Jack Cottrell, Don Ronca, Jimmy Horton, Alan Johnson, Denny Soltis, Eddie Delmolino, Mark Fleury, Jeff Kappesser, C.D. Coville, Lusc, Don Ackner, Dave Lape, Davey Moore.

ALBANY-SARATOGA—Tom Corellis (57) tries the high route around Jim Horton. Corellis was not up to par and settled for ninth.

ALBANY-SARATOGA—C.D. Coville tries a low move under Kenny Brightbill and Alan Johnson. C.D. lead the race for 31 laps before snapping an axle.

ALBANY-SARATOGA—Jeff Kappesser (37x) and Jim Horton (3) battled early in the main but both dropped out.

NAZARETH RACEWAY

GUARANTEED STARTER

LARRY BROLSMA

Wednesday night at the Great Nazareth Raceway saw youth being served during the running of the ninth annual CRC Qualifier. The top five drivers all under 26 years old stormed the ½ mile with the win going to Brett Hearn. It was Hearn's second CRC win and his fourth of the year at Nazareth. Hearn had to hold off a very tough Alan Johnson, the CRC point leader who was a brilliant second.

Carl Reynolds outraced Hearn at the start with Hearn holding a close second. Taking third was Richie Smith, making his first start since breaking his arm here on Memorial Day. Hearn dogged Reynolds until the 10th lap when he slipped by. Smith held third ahead of Tighe Scott and Alan Johnson. Johnson, who blew a motor the night before had borrowed one from Augie Lieber and his Troyer "Mud Bus" was working very well.

Tighe Scott took Smith for third on the 19th. A couple of cautions helped Alan Johnson who was a half track behind Hearn and Reynolds, having taken Scott for third. On the 30th, Richie Smith dropped out with faulty brakes. Johnson dogged Reynolds until the 43rd when he took second. He chased after Hearn and seemed to handle better than Hearn but Hearn had the power to offset the challenge. On the 52nd, Hearn's car began to smoke as it did for the rest of the race. It was from a loose valve cover gasket but it never slowed Hearn down.

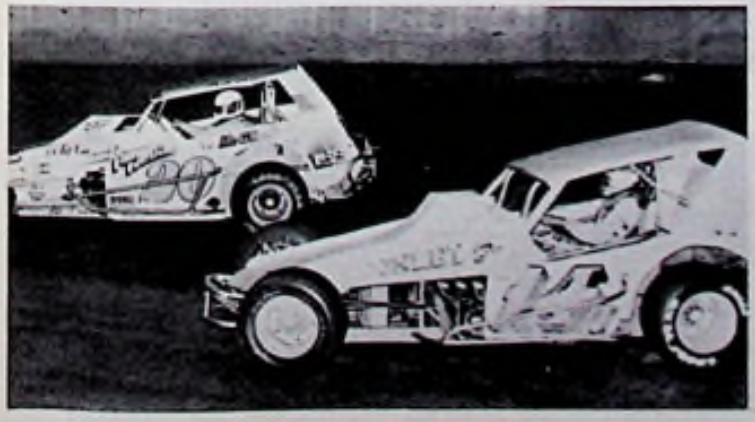
With Hearn, Johnson and Reynolds all holders of guaranteed spots for Syracuse, a huge bout developed for fourth among Scott, Frank Cozze, Tom Hager, and Larry Brolsma. It was an exciting dice with the spot exchanging often. Just as Hager took fourth on the 78th, he dropped out.

Brolsma went on the move and the 20th place starter edged into fourth on the 89th and put on a big distance. Johnson still dogged Hearn but Brett used his knowledge of the speedway to stave ofthe challenge and get a popular win. Johnson increased his CRC point lead over Jack Johnson and Will Cagle.

Brolsma will be the Nazareth representative at Syracuse. Reynolds was loudly applauded for third place. Finishing behind Brolsma were Cozze, Jimmy Horton, Scott, Butch Tittle, Eddie Haenelt, Cagle, Dave Lape and Jack Johnson. Heat winners were Brolsma, Billy Osmun and Tittle. Leroy Amy won the consolation.

NAZARETH—Reynolds, Brolsma, Hearne, Johnson...

NAZARETH—No. 76 Tom Hager, No. 89 Ken Wismer and No. 44 Frank Cozze go three abreast in exciting feature action.



NAZARETH—Brett Hearn (20) and Alan Johnson (14J) duel for the lead during modified main. Hearn won the race.

NAZARETH—Dave Knelsel (711) and Jack Johnson (12a) duel for position during the modified main.

SYRACUSE FAIRGROUNDS

GUARANTEED STARTER

MERV TREICHLER

The New York State Fair Labor Day Stock Car Racing action produced a number of winners as Canadian Davey Moore won the 25 lap CRC/Schaefer qualifier which was rained out from July 4th. Merv Treichler, by virtue of his second place finish, captured the guaranteed spot for the Schaefer 200 at Syracuse in October.

Alan Johnson's 12th place finish was fine enough to win him the CRC title and the cash that goes with being champion. "Swervin" Mervin Treichler then went on to win the 30 mile New York State Fair Championship.

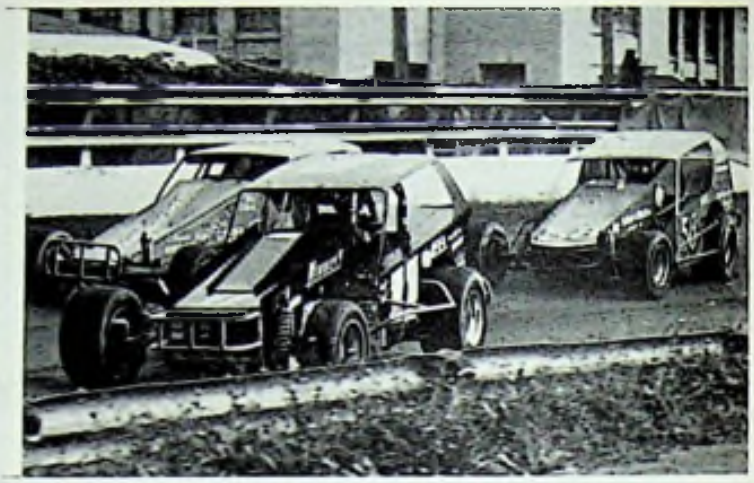
Moore started in 7th place in the rained out CRC feature inheriting the lead when pole sitter Jimmy Horton blew his engine on the 7th circuit of the one mile oval. From that point on it looked like the "Canadian Blast" going away but Merv Treichler moved in to challenge and the pair brushed wheels on the fourth turn of the last lap. Moore, however, was not to be denied the victory for car owner Cliff Barcomb. Treichler offered a public apology over the PA system, to Moore and the fans, for the unfortunate racing accident and his congratulations to Moore on winning.

Following Moore and Treichler to the finish line were Brett Hearn, Will Cagle and "Jumpin" Jack Johnson.

Alan Johnson, who started way back in 36th spot, got up to 12th which was very good, enough to win the summer long CRC Super DIRT Qualifying trail. Alan won five of the 16 point races to amass 544 points to win the $6000 first place money out of the $25,000 point fund.

Official Finish of the Rained Out CRC: Davey Moore, Merv Treichler, Brett Hearn, Will Cagle, Jack Johnson, WinSlavin, Charlie Rudolph, Maynard Forrette, Carl Reynolds, BobBottcher, Larry Brolsma, Alan Johnson, Ivan Little, Dave Lape, Ken Wismer, Chris Barger, Bob Rees, Buzzie Reutimann, Bill Osmun, Tom Corellis, Meme DeSantis, John Dahm, Jim Horton, C.D. Coville, Tom Hager, Frank Cozze, Chris Berton, Darrell Welty, Mark Livingston, Mike McLaughlin.

Jack Johnson won the Winters Chargers Award as he started 37th and finished in 5th position making this the fifth time in the series that Jack had won the award for greatest improvement in his starting position.



N.Y.S. FAIRGROUNDS—Davey Moore (11) powers under Win Slavin and Merv Treichler.

N.Y.S. FAIRGROUNDS—Meme DeSantis (14) and Tom Corellis (57) run wheel to wheel.

N.Y.S. FAIRGROUNDS—Winner Davey Moore and Merv Treichler get the guaranteed spot.

N.Y.S. FAIRGROUNDS—Charlie Rudolph (72R) and Brett Hearn charge off turn two.

CANANDAIGUA SPEEDWAY

PREFERRED STARTER **DARRELL WELTY**

PENN NATIONAL RACEWAY

PREFERRED STARTER **BUTCH DISSINGER**

Jack Johnson of Schenectady, NY won the 1981 CRC Schaefer qualifying race last Wednesday night at Canandaigua Speedway and Darrell Welty after starting 30th finished third and picked up the preferred starting spot to represent Canandaigua Speedway at this year's Schaefer 200.

"Jumpin" Jack who drew outside pole led the first 11 laps of the 100 lap grind and then on a restart Johnny Birosh took the lead and was really dialed in. John in the Prestige Homes no. 17J opened up a big lead until the 20th lap and another caution flew. On this restart Jeff Kappesser had moved up to second spot and the outside lane was still the fast lane. Jeff took the lead and held on to it until Jack Johnson went back by for the lead on the 33rd lap. Jack stayed in front until lap 68 when Danny Johnson then took the lead. Danny who started in the 23rd spot was working quite well in his "Mud Bus", but his lead only lasted for two laps as Jack Johnson went up front again this time for keeps. Danny kept the pressure on for the next 15 laps, but then Jack seemed to have the right tire hook-up and pulled away from Danny.

Meanwhile as all of this was going on, Darrell Welty "Mr. Outside" was working up through the pack on the outside lane. Darrell got up to the third spot on the 65th lap and he and Danny started to battle for the second spot. At one point he did get ahead of Danny and almost got the lead away from Jack Johnson, but both Jack and Danny were too strong for him and held on to their positions. During the later stages of the race Darrell got so wide coming off turn four that he scraped the outside wall and when the checkered flag fell Darrell pulled up to the finish line with a right rear flat, but managed to hold on to third spot and get the preferred spot from Canandaigua Speedway.

SUMMARY

Heat 1-Jack Johnson, Alan Johnson, Pep Pepicelli, Tony Pepicelli, Merv Treichler, Craig Keel.
Heat 2-Dan Johnson, Mike Romano, Jeff Kappesser, Gary Iulg, Davey Moore, Bill Anderson.
Heat 3-Mike McLaughling, Tom Hager, Brian Stevens, Mark Livingston, Carl Reynolds, Dave Kneisel.
Heat 4-Don Kreitz, John Birosh, Will Cagle, Jim Horton, Charlie Castle, Lin Hough.
Consi I-Bob McCreadie, Jack Kaplin, Steve Podolak.
Consi II-Dave Lape, Jeff Heotzler, Darrell Welty.
Feature: Jack Johnson, Dan Johnson, Darrell Welty, Dave Moore, Gary Iulg, Will Cagle, Bob McCreadie, Carl Reynolds, Jeff Kappesser, Pep Pepicelli.

Young Alan Johnson made the long haul to Penn National for the tracks special CRC 100 lap Schaefer Syracuse Qualifier, but at the wave of the checkered this lad was $1800 plus richer. Johnson, though, had already earned a starting position for October's prestigious race at the New York Fairgrounds so the preferred spot was inherited by another New York resident, second place finisher, Will Cagle.

By the luck of the draw, Davey Moore and Billy Pauch filled the first row as they brought the 24 car field down the chute for the drop of the green. The initial 5 laps was a fierce battle among leader, Billy Pauch, Davey Moore, Alan Johnson, Brett Hearn, and Kenny Brightbill. This bunch swapped positions rapidly with their side by side racing, but action was slowed for the first time on the 9th lap for Bobby Braxton's no. 74 setting on the frontstretch with a flat tire. On the ensuing green with Johnson still in the top spot, Ronnie Tobias claimed the 5th spot and Paul Lotier 6th.

Two laps later, the caution appeared again for Braxton and Lotier made pit stop to change a front flat. Brett Hearn now brought down the pack trailed by Johnson, Brightbill, Tobias and Moore as they remained in this order thru the 32nd lap despite yellows for Hager and Billy Waite. Lap 33 found third place runner, Kenny Brightbill, exit to the pits with a broken shock and two laps later Johnson made a quick pit. As the halfway was approaching Hearn held the lead followed closely by Tobias, Moore, Kneisel, and Dave Kelly.

Lebanon, Pa.'s, Ronnie Tobias took the outside groove for the lead on the 50th mark and Tom Hager moved into 4th only to develop a flat four laps later.

Tobias and Johnson held down 1 & 2 from the 62nd mark, but on the 71st circuit Johnson made his move and by lap 80 the top 5 read as Johnson, Tobias, Moore, Cagle, and Dave Kneisel. A red flag period was needed on 80 for Lebanon's, Paul Lotier, as the disabled no. 1 was hit by Billy Waite. Three laps later the race was resumed as Tobias grabbed the lead, but one go around later the 17 was forced from that spot with a flat tire. Davey Moore now held the no. 1 spot with Cagle, Johnson, Kneisel, and Butch Dissinger right behind.

With just 10 to go, Johnson took full control and after the 93rd circuit was completed Dave Kneisel who was running 4th lost a tire on the 711. When the checkered came down it was Johnson, Cagle, Moore, Dissinger, and Freddy Brightbill with Darryl Carmen, Don Kreitz, Jr., Ray Swinehart, Ronnie Tobias, and Dave Kneisel rounding out the top ten.

PREFERRED STARTERS

The Bridgeport, NJ CRC Qualifier saw Kenny Brightbill win the race and Gary Gollub win the spot. From left: Gary Gollub, Kenny Brightbill, Diane Geesler and Jimmy Horton.

Ed Lynch and crew celebrate after winning the Schaefer Qualifier at Sharon Speedway in Hartford, Ohio.

A happy Buddy Cochran and crew celebrate after winning the Schaefer Qualifier at Tri-City Speedway.

Les Myers and Hannah Wimer at the Mercer Qualifier.

Harold Bunting - Georgetown's preferred starter.

At Erie County Fairgrounds a jubiliant Gary Iuig holds the spoils of the victory.

Lernerville Speedway - left to right - Promoter Don Martin, Dick Swartzlander, Joan Stasiak - Miss CRC and Ron Stanley, flagman.

Beech Ridge Speedway—RICK ZEMLA
Autodrome Sorel—FRANK COZZE
West Haven Speedway—GIBBY FOUNTAIN

MERV TREICHLER WINS HIS 2nd NYS FAIR RACE

For Treichler, driver of the J&J Trucking Special, it was his second win in the State Fair race. His other victory came in 1975.

Merv started outside row 1 but outgunned polesitter Slavin into turn 1. Billy Osmun, winner of the last 3 State Fair events, powered his new Harraka offset mount into second lost before the completion of 1 mile. Billy "O" dogged Treichler the entire distance but could never get the best of Merv's new Troyer "Mud Bus".

The race went non-stop until the 18th lap when Moore slammed the third turn wall. The only other incident was a spectacular flip taken by veteran Billy Wilson. Wilson snapped rolled his Statewide Gremlin on the 26th lap ending up against the outside wall in turn 1. Billy emerged from his car on his own power.

On the restart Osmun drew even with Treichler, but Marvelous Merv repelled the threat. When Bobby Watson threw the checkered flag on the field Treichler's advantage was 5 lengths over Osmun. Cagle, Dick Larkin, and Tommy Hager trailed the winner home. The top ten included Jack Johnson, Wes Moody, Mike McLaughlin, Gary Iulg, and Meme DeSantis.

Slavin, Treichler, Cagle and Larkin won qualifying heats with Wilson and Ivan Little capturing the two consi races.

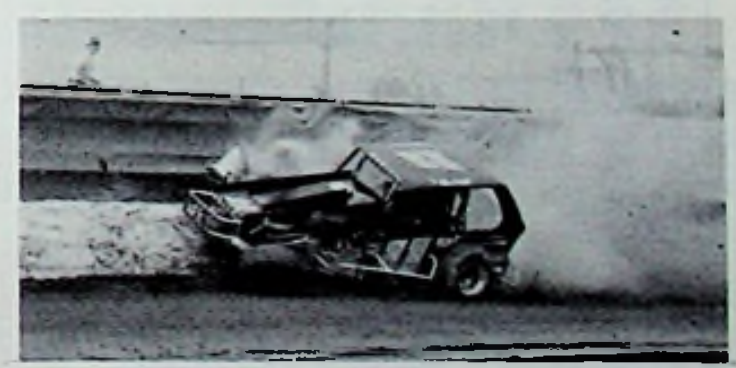
feature: Merv Treichler, Bill Osmun, Will Cagle, Dick Larkin, Tom Hager,Jack Johnson, Wes Moody, Mike McLaughlin, Gary Iulg, Meme DeSantis, Alan Johnson, Danny Johnson, BobBottcher, Ed Lynch, Ed Heanelt, Jeff Kappesser, Larry Brolsma, Ivan Little, Jeff Heotzler, Les Alberti, Rick Jeffrey, Rick Hoctor, Bill Wilson, Roger Laureno, Ken Wismer, Dave Leckonby, Davey Moore, Tom Corellis, Ken Brenn, Win Slavin, Ken Tremont, Jr., Charlie Rudolph and Dave Lape.

N.Y.S. FAIRGROUNDS—Win Slavin and Merv Treichler pace the beautiful State Fair field.

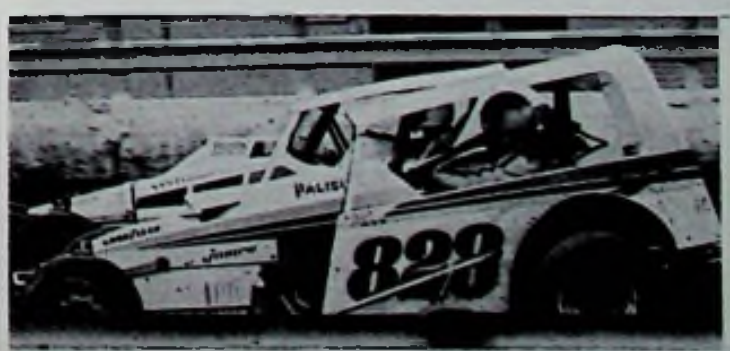
N.Y.S. FAIRGROUNDS—Merv maintained this margin thru the mile's long turns.

N.Y.S. FAIRGROUNDS—Gary Ilug (56) and Ed Lynch (88) dice it out during the fair race on Labor Day.

N.Y.S. FAIRGROUNDS—Billy Wilson demolished his no. 7 in a wild frontstretch flip on Labor Day.



N.Y.S. FAIRGROUNDS—Davey Moore blasts the wall. Davey walked away uninjured.



N.Y.S. FAIRGROUNDS—Billy O's new Harraka built mod ran a strong second to Treichler at Syracuse.

1981 CRC CHEMICALS SUPER DIRT SERIES POINT STANDINGS
FINISHING POSITION/POINTS EARNED

KEY: FINISH POS./POINTS EARNED

*(*worst three finishes excluded from total)*

	ALAN JOHNSON	JACK JOHNSON	WILL CAGLE	DAVEY MOORE	BRETT HEARN	JIM HORTON	DAVE LAPE	CARL REYNOLDS	DAVE KNEISEL	C.D. COVILLE
Autodrome Trois Rivieres	1/50	2/45	8/32	9/40	5/38	3/42	19/25	7/39	12/27	22/17
Autodrome Drummond	1/50	2/45	3/42	9/40	5/38	25/14	27/12	20/19	11/28	7/30
Flemington Fair Speedway	3/42	1/50	*	16/30	9/30	*	*	26/13	10/29	*
Lebanon Valley Speedway	8/32	5/38	3/42	9/40	1/50	*	27/12	15/24	10/29	7/34
Penn National Raceway	1/50	*	2/45	3/42	7/34	*	*	*	10/29	*
Orange County Fair Speedway	1/50	11/28	5/38	13/26	4/40	2/45	3/42	22/17	15/24	17/22
Merrittville Speedway	2/45	6/36	1/50	9/30	12/27	24/15	5/38	27/12	22/17	*
Ransomville Speedway	28/11*	3/42	6/36	1/50	19/20	2/45	18/21	10/29	30/10*	—
Five Mile Point Speedway	3/42	10/29	8/32	9/30	*	12/27	24/15	1/50	29/10	21/18
Weedsport Speedway	4/40	5/38	1/50	15/24	11/28	26/13	2/85	9/30	12/27	—
Rolling Wheels Raceway Park	1/50	27/12*	3/42	6/36	8/32	15/24	9/30	24/15	17/22	—
Albany-Saratoga Speedway	20/19*	1/50	3/42	29/10*	*	19/20	28/11*	*	*	25/14
Fonda Speedway	17/22	2/45	20/19*	DNQ*	26/13	3/42	4/40	32/10*	32/10	1/50
Canandaigua Speedway	23/16*	1/50	6/36	4/40	*	19/20	17/22	8/32	8/32	—
Nazareth Raceway	2/45	13/26*	9/30*	*	1/50	6/36	11/28	3/42	3/42	—
N.Y.S Fairgrounds	13/26	5/38	4/40	1/50	3/42	23/16	14/25	9/30	*	24/15
POINTS IN BEST 13 FINISHES	544	534	527	471	442	359	355	347	323	204

1981 CRC CHEMICALS SUPER DIRT SERIES REVIEW

	RACE WINNER	SCHAEFER REPRESENTATIVE	WINTERS' CHARGER AWARD	REED CAM POLE WINNER	QUARTERMASTER WINNING OWNER
Autodrome Trois Rivieres	Alan Johnson	Alan Johnson	Brett Hearn	Alan Johnson	Tico Conley
Autodrome Drummond	Alan Johnson	Jack Johnson	Paul Lotier	Vince Quenneville	Tico Conley
Flemington Fair Speedway	Jack Johnson	Stan Ploski	Jack Johnson	Harold Bunting	Jack Johnson
Lebanon Valley Speedway	Brett Hearn	Brett Hearn	Jack Johnson	Maynard Forrette	Gordon Hearn
Penn National Raceway	Alan Johnson	Butch Dissinger	Paul Lotier	Davey Moore	Tico Conley
Orange County Fair Speedway	Alan Johnson	Jimmy Horton	Jack Johnson	Billy Pauch	Tico Conley
Merrittville Speedway	Will Cagle	Will Cagle	Harvey Hainer	Colin Slade	Will Cagle
Ransomville Speedway	Davey Moore	Davey Moore	Jack Johnson	Al Zarnowski	Cliff Barcomb
Five Mile Point Speedway	Carl Reynolds, Jr.	Carl Reynolds, Jr.	Alan Johnson	Gordie Isham	Carl Reynolds, Sr.
Weedsport Speedway	Will Cagle	Dave Lape	Charlie Castle	Jeff Kappesser	Will Cagle
Rolling Wheels Raceway Park	Alan Johnson	Danny Johnson	Alan Johnson	Chuck Akulis	Tico Conley
Albany-Saratoga Speedway	Jack Johnson	Ken Brightbill	Jack Johnson	C.D. Coville	Jack Johnson
Fonda Speedway	C.D. Coville	C.D. Coville	Jack Johnson	Pep Pepicelli	Jerry Barnowski
Canandaigua Speedway	Jack Johnson	Darryl Welty	Darryl Welty	Merv Treichler	Jack Johnson
Bridgeport Speedway	Ken Brightbill	Gary Gollub	Butch Dissinger	Roger Laureno	Dave Sharman
Nazareth Raceway	Brett Hearn	Larry Brolsma	Frank Cozze	Carl Reynolds, Jr.	Gordon Hearn
N.Y.S. Fairgrounds	Davey Moore	Merv Treichler	Jack Johnson	Jimmy Horton	Cliff Barcomb

FLEMINGTON FAIR SPEEDWAY

BUCK BUCKLEY

SYRACUSE SUPER NATIONALS

ROLLING WHEELS RACEWAY

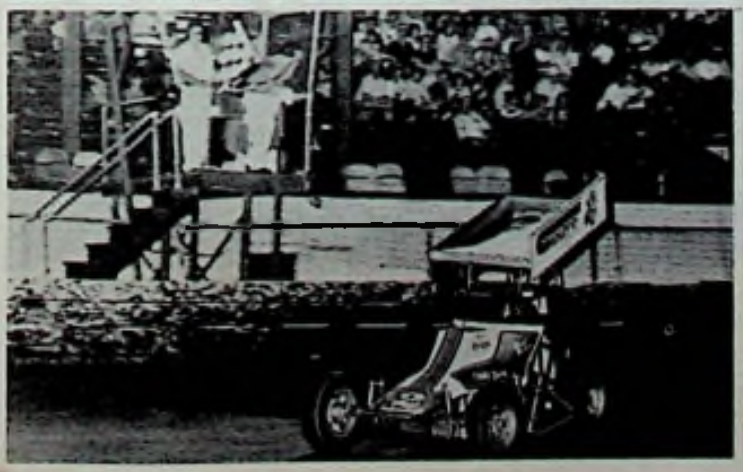
STEVE KINSER

The winningest Sprint car driver in the history of the Flemington Fair Speedway, Buck Buckley, Kenneth Square, Pa., continued his mastery of this tough race track. This time Buckley's performance in the 20 lap URC sanctioned feature race earned him a guaranteed starting position in the gigantic Sprint race, the CRC Chemicals Syracuse Super Nationals set for October 10 at the New York State Fairgrounds, representing Flemington.

"The entire story was that my tires began to hook up better than any other driver's late in the race. If early leader Stan Ploski had not developed problems, I would have had a real tough time winning this race. Ploski's always tough here," commented Buckley.

Stan took charge of matters right from the start with Todd Rittenhouse in close pursuit. Rittenhouse's constant dogging of Ploski came to an abrupt end two laps before the half way mark when he made contact with the outside boards. When racing resumed after the Rittenhouse mishap, Ploski easily remained in front with Buckley inheriting the runner-up slot. The Ploski sprinter began to show tell-tale signs of slowing and as Stan explained later, "The radiator hose started to go and the temperature gauge started climbing out of sight, I was just lucky to finish."

Buckley took the low side and went by Ploski with nine laps to go for the top spot. Once in front the talented speedster never looked back. He finished 4.77 seconds ahead of Fran Hogue, who managed to take second from Ploski on the 18th go. Ploski eventually limped home third. Then came Ed Wylie, Glenn Fitzcharles, Paul Rochelle, Kevin Collins, Fred Berger, Charlie Massey and Gerry Danneker.



The "King" of the World of Outlaws, Steve Kinser of Bloomington, Indiana found the big 5/8ths mile oval at Rolling Wheels to his liking on Sunday, June 7 in a special afternoon show featuring the CRC Chemicals Syracuse Super Nationals Qualifying event. For Kinser, it meant a guaranteed starting spot at the New York State Fairgrounds and his fourth victory in a row on the eastern swing of the outlaws.

A near capacity crowd turned out for the first central New York appearance of the WoO at the "Fast Track" owned by Don and Bob Petrocci and promoted by Glenn Donnelly. Most of the crowd was hoping to see Jimmy Shampine, the many-time Oswego champ, tame the outlaws, but it wasn't to be as Jimmy finished in ninth spot, a lap down to the high flying Kinser.

Early leader Jeff Swindell of Memphis, Tennessee held on for second spot. Danny Smith of Hendersonville, Tennessee picked up third. Another outlaw star, Doug Wolfgang took fourth and modified star Jimmy Horton of Bridgewater, NJ rounded out the top five.

Shampine and Horton staged a torrid battle in their heat but Jimmy couldn't stay with Horton in the late stages and settled for second spot. The other heat went to the "King" Kinser as he edged Jeff Swindell on the last lap.

Rounding out the field it was Bobby Allen in sixth, followed by Rick Ferkel, Rod Paine, Shampine, Brian Seidel, Dave Wickham, John Zentner, Charlie Castle, Rick Hart, Dave Leckonby, and Sammy Swindell.

The winner-take-all 12 lap modified race made Charlie Castle almost as happy as he took down the $1,00o first place dollars, outdistancing "Wily" Will Cagle and Alan Johnson.

LEBANON VALLEY SPEEDWAY

BOBBY ALLEN

SYRACUSE SUPER NATIONALS

WEEDSPORT SPEEDWAY

SAM SWINDELL

Racing fans from all over the East Coast turned out in record numbers to watch the World of Outlaws make their first appearance on the high banks of the Lebanon Valley Speedway in a CRC Syracuse Super Nationals Qualifier.

As expected, the Outlaws were fast and furious, as 12 cars broke into the 21 second ranks. Fast time of the evening went to Sammy Swindell in the Laverne Nance factory car no. 1N at 21.037. Although Swindell set fast time and started on the pole position, it was Steve Kinser in the Karl Kinser Special No. 11 powered by a Gaerte engine who won the 25 lap event.

Bobby Allen led throughout most of the race until the 18th lap when Kinser, riding right next to the wall, went around Allen coming off the fourth turn. Kinser continued to pull away from the field and finished about five car lengths ahead of Allen, who got the guaranteed starting spot at Syracuse because of a previous qualifier win by Kinser. Modified star Jimmy Horton, finished a strong third and Sammy Swindell and Doug Wolfgang completed the top five.

Two heats were run with wins going to Jan Opperman and Rick Ferkel on the ½ mile track located just 18 miles east of Albany under the promotion of Howard Commander.

A fifteen lap Modified Invitational race was won by Maynard Morrette. Forrette took fast time for the Modifieds with a time of 23.662, putting his small block modified on the pole and proceeded to lead from flag to flag ahead of Win Slavin. Don Ackner, Tom Corellis and Buddy Palmer rounded out the top five.

Four races were held for the popular Spectator class with these being won by Jim Chenette, Mark Quinn, Ken Van Allen and Norm Sheehy.

LEBANON VALLEY — Steve Kinser picks up another checker at Lebanon Valley. JOHN LIBBY PHOTO

Steve Kinser of Bloomington, Indiana proved once again why they call him the "King" of the Outlaws as he won his sixth victory in a row on the northeastern swing at Weedsport Speedway, Wednesday night, June 10 in the CRC Chemicals Syracuse Super Nationals Qualifier.

Bobby Allen of Hanover, Pa. had the crowd buzzing as he set a new one lap record on the high banked oval in time trials at the home-base track of Glenn Donnelly's DIRT Headquarters. Allen turned the track in 16.466 seconds for an average speed of 78.95 miles per hour. Eddie Leavitt all the way from Kearney, Missouri took the first heat while John Zentner of Williamsport, Pa. won the second heat. Heat number three was a winner-take-all six lapper featuring the top four qualifiers of Allen, Steve Kinser, Jimmy Horton and Jeff Swindell. Kinser took this one too and showed the crowd what was coming.

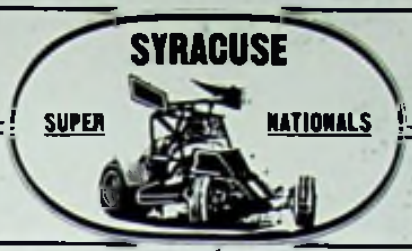
The 40 lap feature started out with Rick Ferkel in the lead for eight laps before Kinser came blazing by. They ran the first 32 laps under the green before a caution set up the sprint to the checkered flag.

Sammy Swindell of Bartlett, Tennessee got almost alongside Kinser and the pair raced to the finish line with Kinser getting the nod. Because of Kinser's previous qualifier win, Swindell became the guaranteed starter for the Syracuse Super Nationals. Bridgewater, New Jersey's Jimmy Horton took his second third place in as many nights while the speedy Allen settled for fourth and Danny Smith rounded out the top five. Finishing next came Rick Ferkel, Paul Kline, Barry Camp, Jim Shampine, Jan Opperman, Jack Crawford, Doug Wolfgang, Steve Smith, Rod Payne, Jeff Swindell, Dave Wickham, Eddie Leavitt, John Zentner and Dave Leckonby.

WEEDSPORT - Steve Kinser and Sam Swindell.

BRIDGEPORT FAIRGROUNDS

JIMMY HORTON



WILLIAMS GROVE SPEEDWAY

SMOKEY SNELLBAKER

Jimmy Horton of Bridgewater, New Jersey out-hustled a talented field of competitors to win his third URC Sprint feature of the season when he captured the CRC Chemicals Syracuse Super Nationals Qualifying race at his hometown Bridgeport Fairgrounds Speedway promoted by George Wingate.

Kevin Collins of Nazareth, Pa. took the lead at the drop of the green flag with modified ace Dave Kelly in hot pursuit. Kelly immediately moved to the outside groove and began pressuring Collins for the lead position. On the fifth tour by the grandstand, Kelly had his Globe Disposal sprint car setting the pace.

Deep in the pack, Horton was threading his way through traffic charging from his sixteenth starting position. On lap six Horton was already racing in second with the smooth running Kelly in sight. Two circuits later, Horton bolted his Statewide-owned sprinter into the lead an ran uncontested to the checkered flag.

As the white flag fell, mechanical problems forced Kelly to the sidelines with Buck Buckley of Hockessen, Delaware moving in for the second place finish. Third place money went to Collins with Paul Rochelle of Hackettstown, NJ fourth and Jerry Daneker of North Plainfield, NJ fifth.

Rounding out the top ten it was Gary Gollub, Todd Rittenhouse, Dick Ruth, Steve Christmas and Stan Houston. Sprint heat victories were won by Fran Hogue, Leroy Felty and Kevin Collins.

Smokey Snellbaker had to wait nearly half the season to get his Sprint car problems sorted out at Williams Grove Speedway, but when things fell into place, it all happened at the right time.

Snellbaker put the Lloyd's No. 56 in victory lane in the annual Firecracker 40 lap championship worth $2,200 for his front running effort. The win earned him a guaranteed starting spot in the autumn sprint classic at Syracuse, the Super Nationals, which he already has laid claim to once before.

"We picked a good time to win the first one of the season," smiled Snellbaker in the post race interview. Added Mike Lloyd, crew chief on the car, "We finally got a big motor back together and got it working right."

Snellbaker started ninth in a 24-car field and immediately began working his way towards the front of the pack. Meanwhile, Steve Smith, who started on the outside front row next to Steve Yodock, inherited the lead on an eighth lap yellow flag when Yodock dropped out with mechanical ills.

Two laps later Smith, in his strongest showing at the Grove this season, had only George Ferguson, Jr., between himself and Snellbaker. Smokey got around Ferguson on a 15th lap restart and began a seven lap chase that bore fruit on the 21st circuit. Snellbaker slipped past Smith coming off the second turn and went on to win by a comfortable margin of nearly a full straightaway.

Smith finished second. Ferguson, driving Snellbaker's old Lloyd chassis, nailed down third ahead of Lynn Paxton and Bobby Wevaer. Rounding out the top ten it was Van May, Jay Myers, Daryl Winkler, Cris Criswell and Skeets Gamble.

The Mechanicsburg ½ mile clay oval provided the fans with plenty of good Sprint racing this year under the direction of Nick Toro, George Wolfe and Bob Jones.

WILLIAMS GROVE -CRC Qualifier from left to right George Wolfe, Promoter, Mike Lloyd and Charlie Lloyd, owners and 56 Smokey Snellbaker.

1980 SUPERNATIONALS ACTION

Top Four Time Trialers Smokey Snellbaker, Jim Shampine, Steve Kinser & Keith Kauffman

Randy Wolfe (5W) & Stan Ploski; Scott Tobias (17), Charlie Massey (76), Sammy Swindell (1A) and Dave Wickham (80)

1980 SCHAEFER 200 ACTION

PENN NATIONAL SPEEDWAY

STEVE SMITH

SYRACUSE SUPER NATIONALS

TRI CITY SPEEDWAY

JOHNNY BEABER

Steve Smith of Hanover, Pa. almost had to settle for the runner-up position as George Ferguson, Jr. held the lead since the 18th lap only to have his engine let go on the white flag lap of the CRC Syracuse Qualifier for Sprints at Penn National Speedway, Grantville, Pa.

Young Donnie Eckman came down the chute first for the green flag trailed by Brian Steif, George Ferguson, Smith and Keith Kauffman. On the third circuit, Eckman still maintained the lead, but was followed in hot pursuit by the No. 52F of Ferguson, Smith, Kauffman and Lebanon's Skeets Gamble. Gamble developed mechanical woes on the next go-round which moved the hard charging Van May and Scott Tobias behind the front runners. A red flag period was needed on lap 7 for Bob Siconie in the second turn and Steif in the fourth turn.

Before lap 8 was completed, the yellow came out for Bobby Weaver who was running eighth. On the restart Maynard Yingst flipped the no. 88 between turns 1 and 2 for the second red flag. Yingst was OK, but the car did suffer wing and body damage. By the completion of the 9th lap, Lynn Paxton had blown an engine and Kauffman, the fifth place runner and Tobias the seventh place runner had all left the race.

Lap 10 saw Eckman in the lead, Ferguson on his tail, Smith third followed by Steif and Van May. Further back it was a battle among Jay Myers, Cris Criswell, Allen Klinger and Jim Nace.

Ferguson finally inherited the lead on lap 18 and held on despite a caution for Maryland's Jay Myers sitting alone. Ferguson was motoring along to a sure victory when the engine let go and Smith was ready to collect the win and the guaranteed stop. He was trailed by Eckman, May, Yodock and Criswell.

The ½ mile oval is again under the direction of Debbie Tobias Lotier.

Johnny Beaber from Gibsonburg, O., relocated over the winter after teaming up with veteran car owner Jim Zeigler out of Zelienople, Pa. and together, the team had a very successful year centered around their Trostle-built Sprint car. A high point of the team had to be winning the CRC Qualifying Syracuse Super Nationals Series race at Tri City Speedway at Franklin, Pa.

The ½ mile dirt oval, owned and promoted by Nick and Nellie Kusich, features weekly Sunday night races and after a rain out, the Sprint race fell on the same date as their Modified Schaefer 200 Qualifier won by Buddy Cochran out of Sharon, Pa., in the Ernie Toth machine from New Castle.

Beaber, a stocky young charger, started out his evening finishing third in a Coca Cola dash won by Clark NKothera. However, the feature lined up with the top point men up front and it turned out to be a wire to wire effort with Beaber in command throughout. George Bischoff was on his tail until the 14th lap when he exited with a flat tire.

Following Beaber over the finish line it was Ed Murphy, Jerry Matus, Clark Kothera, and Bill Bowser. In the heats, Burr Corbett came across the finish line ahead of Murphy, Buddy Cochran, Matus and Gus Linder. In the second heat event it was Bill Bowser, Beaber, Bischoff, Dave Jones and Jack Sodeman.

Zeigler has placed his car in competition at Knoxville for the Nationals and has traveled to Florida for the Winter Nationals. The 1978 No. 66 is powered by a 355 Chevy engine and sponsored by North Street Auto Supply.

SHARON SPEEDWAY

GEORGE BISCHOFF

SYRACUSE SUPER NATIONALS

SUSQUEHANNA SPEEDWAY

BOBBY WEAVER

"I believe I burned a piston on the last lap, I lost power and saw sparks," claimed a happy George Bischoff, who won the CRC Syracuse Super Nationals Qualifier, which was also the Track Champion's first Sprint victory at Sharon Speedway, Hartford, Ohio. The transplanted New Mexico chauffeur's no. 3B Tognotti chassis sponsored by Tinoesta Builders, Frederick Drilling and Pennwood Trailer Sales scored 20 perfect laps for a $1,000 victory.

A straight up start according to points, set the stage for a fast and furious start of the Sprint main. When the green dropped, pole sitter Bischoff immediately shot to a four-car advantage over Kenny Jacobs who had started fourth in the Frank Crash no. 10. A red on lap four for Ron Gilson, who flipped slowly in turn four, set a mad scramble to the pits for a re-grouping of chassis set-ups.

However, Bischoff was still "King of the Hill" and dominated for the next ten laps. As the yellow came out on lap 15 for a fired on Dan Haines' mount, the field bunched behind Bischoff and included Jacobs, Ralph Quarterson, Lee Kothera and Bill Bailey. The final restart still did not phase the leader's racing line as he remain uncatchable. Jacobs fell short by one second at the finish, followed by Kothera, Bailey, Don Davison, Steve Dickison, Dave Blaney, Clark Kothera, Tom Stookey and Bob Seelman, Jr. Heats to Bailey and Davison and Dash to Cochran.

Over last winter, new owners the Chutz family, Len, Wayne and Dennis successfully performed a unique task of covering the ½ mile ten-year asphalt surface with clay returning it to a hot-bed of Sprint racing. Jean Lynch is their promoter and general manager.

SHARON SPEEDWAY - Owner Len Chutz and Miss CRC Jill Lynch joing George Bischoff, his wife and sons after winning the Syracuse Supernationals CRC Qualifying race at Sharon Speedway.

SHARON SPEEDWAY - Lee Osborne(81), Rick Ferkel (0) and Kenny Jacobs (46) run 3 wide at Sharon Speedway during the Syracuse Supernational Qualifier.

Bobby Weaver driving the Gohn Jewelers' Special rode home to victory Sunday night August 2, 1981, winning the 25-lap CRC Chemicals Syracuse Super Nationals Qualifier at Susquehanna Speedway in Newberrytown, Pa.

Promoters Dick and Virginia Liddick did a fine job preparing the speedway for this special event as twenty-six sprint cars filed into the pit area and readied their mounts for an evening of racing.

Dave Wickham, who started third, set out to an early lead with Steve Stambaugh running second and Weaver in third. A caution halted the race on the eighth lap as Weaver moved into second on the restart and then into first on the 15th circuit. Stambaugh held second and Wickham slipped to third. The trio raced this way bumper to bumper for the remaining rounds, but it was Weaver who took the checkered first.

Weaver, who was the former track champion here, hadn't won a race at Susquehanna since August 5, 1979. Steve Stambaugh finished second ahead of Dave Wickham, Richard Lupo and Cris Criswell.

Rounding out the top ten it was Van May, Randy Wolfe, Dan Dietrich, and Denny Willey.

Heats were won by Steve Seigel and Bobby Weaver.

SUSQUEHANNA - An elated Bobby Weaver stands in victory lane with his family after he captured the 25 lap CRC Qualifier at Susquehanna Speedway on August 2.

SUSQUEHANNA - (80) Dave Wickham and (2) Steve Seigel go wheel to wheel on the high banks of Susquehanns during the Schaefer Qualifier on Aug. 2. Wickham placed third with Seigel sixth.

PORT ROYAL SPEEDWAY

SCOTT TOBIAS

SYRACUSE SUPER NATIONALS

LERNERVILLE SPEEDWAY

JERRY MATUS

Scott Tobias, driving the Tobias Speed Shop Special no. 17, took the lead on the 24th lap and went on to win his second feature event of the year at Port Royal Speedway. With the win Tobias is a guaranteed starter in the rich Syracuse Super Sprint CRC Chemicals race.

The Super Sprint feature started out with Steve Yodock taking the lead until Lynn Paxton took over the number one spot. Paxton led the event until lap 20 when a right rear tire went flat on the Boop No. 1 advancing Smokey Snellbaker into the lead. It was only for a short time however, because Snellbaker flipped in the first turn.

This gave the lead to Keith Kauffman who held on until the 24th lap when he dropped out with mechanical problems and Tobias sailed to his second win.

Super Sprint heats went to Kauffman and Yodock. Paxton finished fifth despite dropping out with one lap to go because he had lapped almost the entire field while leading. Cris Criswell finished sixth for his best finish of the year.

A second generation driver, young Scottie is the son of Toby Tobias who held a remarkable record at Port Royal where he was Track Champion in 1959 and 1960. After 12 years of racing at the Port, Toby was the all-time top feature winner until last year when Paxton surpassed his mark.

Look for Scott at Syracuse in the Aukers white No. 6A Sprinter.

PORT ROYAL - Number 17 Scott Tobias, feature winner in the Syracuse Qualifier.

PORT ROYAL - 28 Bill Beal and 29 Keith Kauffman side by side.

Jerry Matus captured the Lernerville CRC Chemicals Syracuse Super Nationals Qualifier which was a 30 lap event also serving as the Mid-Season championship race.

The Wampum, Pa. Sprint driver started on the pole by virtue of his top point ranking in the Dionese purple No. 15. Matus, a leisure pilot, made the sprinter fly around Don Martin's Sarver, Pa. oval, landing his first feature of the year, after displacing Jack Sodeman in the front slot on lap 10. Runner up Gary Edwards passed Sodeman on lap 22, but could only get within two car lengths of Matus.

"We went over this racer with a fine tooth comb all week," said Matus who will make his first appearance at Syracuse in 20 years of racing. Billy Eash was fourth followed by Vic Cousins.

Mike Horner and Doug Banda locked wheels on the first lap sending the Horner sprinter on its side and eliminating both cars from the race.

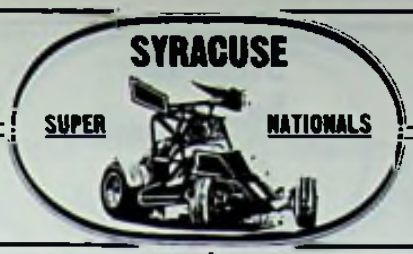
Gibsonia Trophy provided the Mid-Season Trophy and Jack McKain's Market presented Matus with one of their world famous four foot hoagies.

Bob Wearing scored number 11 in the Yneko Camaro in the Late Model feature with Lars Huling in hot pursuit. Keith Clark was third followed by Dave Pegher and Steve Peles. Wearing won his eight Modified feature in the Merle Smith Gremlin where Deek Scott was the runner up followed by Dick Swartzlander, Mike Sutton and Skip Deane. Gary Pease was the Semi-Late winner for the fourth time this season, outdistancing Ben Buzzard, Tom Phillips, Don Seanor and Neil Florentine. Tommy Kristyak marked up feature win No. 14 in the Hardy Trucking 6-cylinder. Rodney Beltz and Ed Schaffer tied for second place while John Brunner and Jeff Schaffer followed. Kevin McKinney came from 22nd starting spot to win the Street Stock feature.

LERNERVILLE - Left to right Promoter Don Martin, Owner Martha Dionise; driver Jerry Matus, and Miss Lernerville Joan Staslak.

ATOMIC SPEEDWAY

RANDY FORD



LINCOLN SPEEDWAY

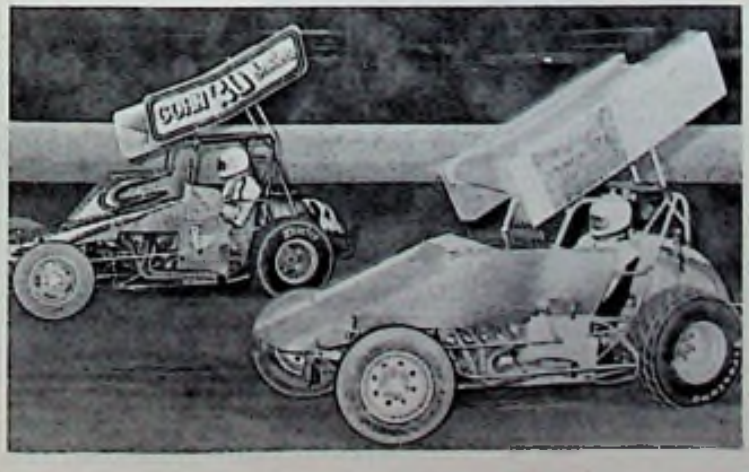
VAN MAY

Randy Ford, the Elmore, Ohio Spring car star behind the wheel of his Smith Automotive no. 10 Gambler, won the CRC Syracuse Super Nationals Qualifier worth $1000 at Atomic Speedway at Alma, Ohio.

Randy had his hands full for the entire race with the likes of Fred Linder, Brad Doty and Lee Osborne. George Harbour and Linder moved up to set the pace for the feature, with Fred taking command on the third lap. As he found a groove that suited him, Linder began to stretch things out with Ford and Doty conducting their own battle for second place. On the 14th lap, Linder suddenly came to a stop on the backstraight, as he was out of the race with engine troubles.

Harbour also fell by the wayside, and this allowed Ford, Doty and Osborne to assume the top three positions. Ozzie moved into second on the 17th circuit, but Doty reclaimed his spot two laps later. Five laps from the finish, however, with Ford sporting a comfortable lead, Osborne moved up again to second again this time for good. Following the top three at the finish were Bryan Goodfleisch, Dave Blaney and Paul Barnes. Steve McCann, Greg Staab, Bob Casto and Steve Dickson rounded out the top ten.

Ford was also the top qualifier with a time of 13.59 on the 3/8 mile high banked oval operating under the new ownership of Russ Conely. In the first heat it was Steve McCann, Paul Barnes, Willie Keegan and Dickson. The second heat was won by young rookie candidate Dave Blaney followed by George Harbour, Fred Linder and Ford.



Van May put his ingenuity to work as a car builder and made it pay off as a race driver by capturing the 40-lap Syracuse Qualifier for super Sprints at Tom Livelsberger's Lincoln Speedway.

After ramming into a guardrail the night before at Williams Grove, May rebuilt his no. 69 from the firewall forward with new tubing and was in the third starting position as 24 cars set out in quest of a $3,000 first place prize and the right to represent Lincoln in the CRC Chemicals Syracuse Super Nationals on Oct. 10 at the NY State Fairgrounds.

May pushed the car into the lead as he passed Jay Myers on the seventh lap and remained in front the rest of the way. By retaining second spot, Myers upped his season point total more than enough to put him beyond reach in the Sprint division championship scramble.

Bobby Weaver rode home third ahead of Jimmy Horton with Steve Smith fifth. Smith made the line-up dead last as an alternate after a fouled plug sent him to the pits in his heat. He did not make it out for the consy.

In notching his second win at his hometown track, May was rolling along five seconds to the good as the green stayed out from the 28th lap through the checkered after six cautions slowed action over the previous part of the event.

Lapped cars were paid for sixth through 10th. In order they were Dan Deitrich, Dick Harrold, Davey Brown, Dan Heatherly and Dick Ruth.

In a 20-lap non-winners race, Deitrich started 11th, passed Brown on a 12th lap restart to gain the lead and maintained the upper hand to collect $400 and become Lincoln's 10th different sprint feature winner of the year. Brown held on to second followed by Eddie Zirkle, Denny Willey and Denny Bosley.

Heats leading up to the Syracuse Qualifier went to Steve Stambaugh, Weaver and May while Doug Stambaugh copped the consy. Horton had fast time of 16.43 with Smith next at 16.66.

LINCOLN — Van May (69) and Miss CRC.

MERCER RACEWAY

SYRACUSE SUPER NATIONALS

SELINSGROVE SPEEDWAY

MIKE HORNER

If you are going to win your first feature at a track you might as well make it a good one. That's exactly what Mike Horner did on Saturday night, August 22, when he won his first Sprint feature ever at the Mercer Raceway. The race was the annual CRC Syracuse Qualifier and gave the young Houston, Pa. driver a guaranteed starting spot in the Syracuse Super Nationals at the New York State Fairgrounds on October 10th.

The 20 lap Syracuse Qualifier for the Sprints saw Jack Sodeman take the early lead with Horner quickly moving into second. On the 4th lap he put his red no. 36 down low in the fourth turn and came up with the lead. By the 7th lap top winner Johnny Beaber had moved into the runner-up spot and then a yellow flag on the 11th lap put Beaber right on Horner's back bumper. From then until the checkered waved the two young chargers waged a crowd pleasing battle for the win. For several laps they ran side by side with Beaber taking the high groove and Horner the low. Try as he did lap after lap Beaber couldn't take the lead for that 8th Mercer win and had to settle for the runner-up spot behind Horner who scored a very popular victory. Gus Linder held off George Bischoff for 3rd with Gary Edwards rounding out the top five.

Preliminary events: Dash-George Bischoff, Vic Cousins, Ed Murphy. Heat 1-Jack Sodeman, Mike Horner, George Bischoff. Heat 2-Dave Jones, Ed Murphy, Gary Edwards.

MERCER - Mike Horner and family at Mercer Qualifier.

MERCER - Heated action with Edwards, Murphy, Jones, Cochran and Banick.

BARRY CAMP

Barry Camp turned a yeoman's effort by his crew and a little help from Lady Luck into victory in the 35 lap CRC Chemicals Syracuse Super Nationals Qualifier at Selinsgrove Speedway.

Camp lost a rear end while leading the night's opening event, the make-up main, but his crew rebuilt it before Camp's heat. Camp was trailing Frankiie Pruitt inthe 35-lap final until round 31 when the race was halted during a yellow for a refueling stop.

Camp put on a new right rear tire during the stop and flew by Pruitt on the restart to earn the guaranteed starting berth in the October 10 Syracuse Super Nationals and $1,200. Pruitt appeared to be heading for the victory until the stop but hung on to finish second ahead of Kramer Williamson, Bill Howard and Allen Klinger. Pruitt led from lap 22 when he took over from Tom Spriggle.

Klinger charged through the pack in the makeup 25 lapper after stopping in the pits on lap eight to have a bolt on his left front shock welded. Klinger took over the lead on lap 21 when Camp's rear failed and defeated Paul Kline, Jerry Kurtz, Williamson and Les Walters.

Jim Nace and Skeets Gamble flipped several times on lap two of the 25-lapper while Bob Murphy overturned later. Lamar Schaefer flipped violently on the opening round of the 35 lap run and was taken to the hospital for observation, the only injured driver of the quartet.

Bob Landis topped Gary Snelbaker, Smokey Fry, Bob Croop and Bob Smith in the torrid late model feature. Chet Stigerwalt flew out of the track over the backstretch fence in his heat, but was not injured.

FREMONT SPEEDWAY

JACK HAUDENSCHILD

SYRACUSE SUPER NATIONALS

OSWEGO SPEEDWAY

WARREN CONIAM

Millersburg's Jac Haudenschild, piloting the B & B Automotive Stewart chassis owned by Bob Hampshire, flew away with a Thursday night special CRC Syracuse Super Nationals Qualifier at Fremont Speedway, August 27.

In spite doubtfull weather conditions, promoter Gary Kern went ahead with the show and Haudenschild recorded his first-ever win on the ⅓ mile oval. He grabbed the lead for good on the eighth circuit and sped away to the triumph over Scott Ritchhart of Lincoln, Ill. in his Ridgeway chassis with Chillicothe's Willie Keegan third, Elmore's Randy Ford fourth and fifth going to Johnny Beaber in the Jim Zeigler Special out of Zelienople, Pa.

The winning No. 63 sprinter is out of Findlay, Ohio and is sponsored in part by Gibson Concrete Walls.

Rounding out the top ten it was Fred Linder, Kenny Jacobs, Rick Ferkel, Al Liskai and Don Davison.

The twenty-three year old Haudenschild, who has the build of a jockey, will be the light-weight of the Syracuse Super Nationals field.

In the Sportsman Division, Jerry Greeger of Kansas in the L.C. Racing Team Dysert chassis made a clean sweep by starting the night with a new track record of 18.47, winning his heat and then taking his first-ever feature over Gordon Holbrook, Mark Albright, Bob Clark and John Mayes.

FREMONT - Jac Haudenschild with winning pit crew and Gary Kern.

FREMONT - 23 year old Jac in the Bob Hamphire owned B&B Automotive Stewart chassis.

The defending track champion, Warren Coniam, coming off a real poor season, finally put it all together to register the Syracuse Super National Qualifier win on August 29th at Oswego Speedway. It was the last event prior to the 25th Anniversary International Classic and a 40 car field of supermodifieds were on hand, including multi track champ Jimmy Shampine who had made only 1 appearance all season long.

From the outset Coniam was fast, turning in lap times of 17.8 seconds on the 5/8ths of a mile and he quickly put the Booth-Miller supermodified no. 6 into the lead. Doug Heveron who has completely dominated the supermodified scene, was blistering through traffic when he clipped the inside hub rail and had to pit for a new left side rubber. Heveron returned to the race and was able to get back to fourth before colliding with a lapped car and crashing into the second turn wall, eliminating him from his first feature race since early June.

Coniam meanwhile was long gone with Steve Gioia, Jr. filling in the second spot, Dave Thomas in the Bowley Flyin' 5 third, Brian Herb no. 11 fourth and Mike Rizzo no. 34 fifth. Ed Thompson 91, Chuck Ciprich 36, Joe Gosek 00, Mike Schoeberlein 14, and Bobby Stelter 35 rounded out the top ten.

OSWEGO—Warren Coniam-CRC Qualifier.

OSWEGO—Coniam (6) passes two former Syracuse-Oswego Challenge Cup winners, Chuck Ciprich (36) and Steve Gioia, Jr. (9).

1981 CRC SUPERNATIONAL QUALIFYING ACTION

PORT ROYAL - 17 Scott Tobias and 23D Denny Grass.

PENN NATIONAL - George Ferguson battles with Donnie Eckman in the early laps at Penn National.

SUSQUEHANNA - (84) Cris Criswell, (66) Steve Smith, (2) Richard Lupo and (69) Van May provide some exciting mo ments during the CRC Syracuse Qualifier at Susquehanna Speedway.

SHARON SPEEDWAY - Kenny Jacobs (46) and Clark Kothera (21) broadslide their sprinters at Sharon Speedway during the Supernational Qualifier.

PENN NATIONAL - Steve Smith takes the lead from Donnie Eckman in Syracuse Qualifying action at Penn National.

TRI - CITY - Johnny Beaber(66) and George Bischoff (3) duel wheel to wheel at Tri City during the Syracuse Supernationals Qualifier.

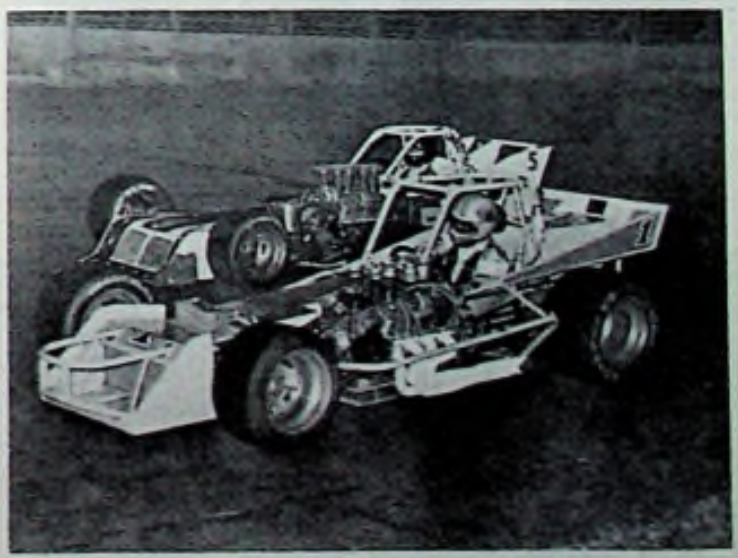
LERNERVILLE - Sprint action with 15 Jerry Matus and 76 Dave Jones.

WILLIAMS GROVE CRC - 57 Steve Yodock and 56 Smokey Snellbaker, eventual winner, in turn one action.

WILLIAMS GROVE CRC - 49 Bill Howard, 5 Blnk Lederer, 8 Rich Eichelberger, 26 Barry Camp in turn one heat action.

ROLLING WHEELS - Rodney Paine backs it in in front of Jim Shampine.

WEEDSPORT - Sammy Swindell works the out side groove around Bobby Allen.



OSWEGO — 1981 Track Champion and International Classic Winner - Doug Heveron uses the inside groove to get by the Flyin 5 of Dave Thomas.

SECOND ANNUAL B,M&F SPORTSMAN RACE SLATE SET

The second annual Bayly, Martin and Fay Insurance Invitational for 320 C.I. Sportsman is set for Saturday, October 10, at the Syracuse Mile.

The sportsman race has been lengthened to 20 miles this year and has been added to the Super Nationals card on Saturday of Super DIRT Week. It is only open to drivers who have won a B,M.& F Qualifier at selected tracks around the north.

The rules for the race are the same as those for the modifieds, with the following exceptions: 1. 320 c.i. motor; 2. cast iron heads, 3. minimum 2,600 pounds with driver; 4. 92" circumference tires.

The schedule of B,M & F activities during Super DIRT Week are as follows:

Thursday, October 8, 9 a.m. - 11 a.m. - Inspection
Thursday, October 8, 3 p.m. - 3:30 p.m. - Practice
Thurs., Oct. 8, 3:45 p.m. - 4:30 p.m. - Time Trials
Saturday, October 10, 9:30 a.m. - 10 a.m. - Warmups
Saturday, October 10, 1:00 p.m. - B,M & F Invitational

Drivers who miss time trials will start at the rear.

NATIONAL PARTS PEDDLER WILL SPONSOR ALL 20 LAPS OF THE B,M&F SPORTSMAN INVITATIONAL.

THE LIST OF QUALIFIED DRIVERS AND THE TRACK THEY REPRESENT ARE AS FOLLOWS:

Accord Speedway ..... Robbie Green, Rich Ricci
Bridgeport ..... Fred Orchard, Jr., Richie Hall
Penn National ..... Paul Lotier, Elvin Felty
Merrittville..... Pete Bicknell
Lebanon ... Claude Hoard, George Marcus, Denny Young, Another 4 from Lebanon Valley Race of Kings
N.Y.S. Fairgrounds..... Steve Makocy
Brewerton..... Bill Stuyvenburg, Marcel LaFrance
Grandview ..... Dennis Thomas
Nazareth..... Ralph Heotzler
Big Diamond ..... Fred Rahmer
Woodhall..... James Hatt
West Haven ..... Paul Parker
Flemington ..... Richie Cass
Penn Can..... Don Kreitz, Jr.
Cornwall ..... Chuck Koopman
Can Am..... Doug Fuller
Orange County ..... Dick Keiper
Five Mile..... Mike Van Dusen
Humberstone ..... Colin Slade
Evans Mills..... Tony Corcoran
Defending Champ 1980 ..... Jeff Heotzler

EVENT: B.M.&F. SPORTSMAN INVITATIONAL

CAR	DRIVER	FIN.	CAR	DRIVER	FIN.

SPORTSMAN 15 TO HEOTZLER

Syracuse, NY: Jeff Heotzler held off a hard-charging Rich Ricci to win Sunday afternoon's first annual $7,500 Bayly, Martin & Fay Sportsman Invitational at the New York State Fairgrounds.

Heotzler held off Ricci, who came from 20th starting slot, the final half of the 15-mile event to claim the $1,000 top prize along with lap money. Ricci earned $600 while Mike Petruska sneaked past Billy Cannon on the last lap to get $400 after starting 27th.

THE SUMMARY:

Jeff Heotzler $1,000, Rich Ricci $600, Mike Petruska $400, Bill Cannon $350, Marcel LaFrance $325, Pete Bicknell $300, Elvin Felty $275, Dick Keiper $250, Jim Parslow $225, Roy Swinehart $200, Bobby Brueckner $175, Mike Dolan $150, Buddy Palmer $130, Ed Strada $120, Dave Heaslip $110, Don Wetmore $100, Jean Goudreau $100, Don Klo $100, Frank Hoard $100, Craig Von Dohren $100, Yvon Perron $100, Jim Rajczi $100, Claude Hoard $100, Doug Hoffman $100, Lonnie Riehlman $100, Bob McCreadie $100, Bob Emerich $100.

BM&F QUALIFIER WINNERS

Penn National - Paul Lotier takes the checker and stands in victory lane with his wife and Promoter Debbis Tobias Lotier after winning the Sportsman Qualifier at Penn National for Syracuse.

Big Diamond Raceway — Freddy Rahmer will represent the Big Diamond Raceway in the BM & F Sportsman outing at Syracuse this year. Rahmer is the winningest driver at both Big Diamond and Grandview.

Penn National - SB Qualifier - Winner was Paul Lotier(left) and 2nd place - Elvin Felty (who received the qualifying spot since Lotier already had earned one).

Humberstone, Ont. - At Humberstone Pete Bicknell won the Qualifier but Colin Slade will represent the track as Bicknell already had won one.

Evans Mills - Young Canandian Tony Corcoran will represent upstate New York's Evans Mills Speedway.

Can - Am Speedway - Doug Fuller won the Qualifier at the big Can-Am Speedway in LaFargeville, NY

FAIRGROUNDS - Pete Bicknell won the Sportsman race at the Syracuse Fairgrounds on July 4th.

Bridgeport, NJ From left to right : George Wingate, Promoter; Fred Orchard Jr. winner; and Fred Orchard Sr., father and owner.

ACTION FROM BM&F QUALIFIERS

Merrittville - Sportsman competition with 01 Jim Hatt, 81 Ernie Stahl and 67 Bill Stuyvenberg dicing it out in heat race action.

Evans Mills - Bob McCreadie (9), Roger Phelps (99) and Deek Decker (2) battle for positions early in the BM&F qualifier at Evans Mills on Aug. 30

Penn National -Elvin Felty battles with eventual winner Paul Lotier in action.

Nazareth - Heat action at Nazareth shows Ray Kozlmor hitting the wall during BM & F Qualifier.

Can - Am - Invader Don Wetmore battles with Carl Murdick. Neither driver finished the race.

Penn National - Number 10 Ray Swinehart and 44 Mike Meals turn it on but failed to get a BM & F qualifying spot.

Syracuse - An unusual shot of the 320 sportsman from the roof on July 5th.

Bridgeport, NJ - John Leach(77) gets some last lap pressure from Glenn Smith as the drivers had to settle for second and third respectively.

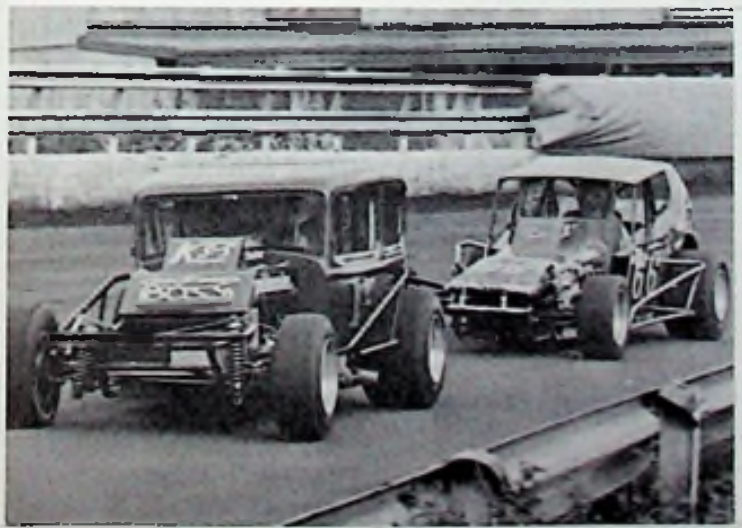
HIGHLIGHTS OF THE 1980 BM&F INVITATIONAL AT SYRACUSE

BM&F winners : 3rd Mike Petruska, 2nd Rich Ricci and 1st Jeff Heotzler.

Syracuse 1980 - BM&F Sportsman Race - Jeff Heotzler (25) leads Rich Ricci (88) late in the race. They finished one-two.

Small block action on the outside.

The 58 takes the high, high road as the 60 spins in the background.



Syracuse 1980 Sportsman race - Ed Strada 1E and Mike Petruska No. 66 race off turn 4.

Remains of Doug Hoffman's(60) small block.

SCHAEFER 200 LAP MONEY

LAP SPONSOR

1 . . . . . BOB WATSON, Official Schaefer 200 Starter
2 . . WELTY BROTHERS DISTRIBUTORS, Montour Falls, NY
3 . . . . . LORRAINE & GEORGE SMITH, GEORGE JR., PATTY and GLEN
4 . . . . . YORK COUNTY RACING CLUB, York, Pa.
5 . . . . . CORNNUTS, INC., Joe Marotta, Jr.
6 . . . . . DAVEY MOORE, PAT & DAVEY, JR.
7 . . . . . OVERHEAD DOOR OF BINGHAMTON, Charlie Castle
8 . . . CRAIG "Cricket" KEEL, KEEL OIL CO., Weedsport, NY
9 . . . . . Aida & Howard Conkey, SHOW CAR ENGINEERING
10 . . . . JACK MEITZ, CITGO SERVICE—at the four corners in Weedsport
11 . . . . . "WEMBLEY EXPRESS", Cliff Barcomb
12 . . . . . "JUMPIN" JACK JOHNSON & FAMILY (12A)
13 . . OSWEGO SPEEDWAY, "Home of the Supermodifieds"
14 . . . . . CONLEY FARMS — Tico Conley & Alan Johnson
15 . . . . . KNEISEL SPEED SPORT, Clark Summit, Pa.
16 TOBIAS SPEED SHOP, Lebanon, Pa.
17 IN MEMORY OF THE '75 CHAMP
17. LORRAINE & GEORGE SMITH in memory of Toby Tobias
18
19 ATL FUEL CELLS
20 . . . BOSS—BUD OLSEN SPEED SUPPLIES, Thorofare, NJ
21 . . . . . KNEISEL SPEED SPORT, Clark Summit, Pa.
22 . . . FRONTIER AUTO DISMANTLERS, Niagara Falls, Ont.
23 . . . JERRY COLVIN—Siging Specialists, Weedsport, NY
24 . . . . . GREAT WESTERN—MARSHALL MANOR, Weedsport, NY
25
26 PROFILE TOOL & GEAR
27 5290 95th Street N.
28 St. Petersburg, Florida
29 . . . . SHOWCAR ENGINEERING—Howard & Aida Conkey, Waterloo, NY
29 . . . . . PRIME TIME RACING ENTERPRISES
30 . . . . . JARVIS AUTOMOTIVE—Serving you at the track
30 . . . . . BOSS—Bud Olsen Speed Supplies, Thorofare, NJ
31
32 KONI SHOCKS
33 Koni American
34 Culpepper, Virginia
35 . . . . . LERNERVILLE SPEEDWAY
36 . . . . . DON, MARILYN & COLLEEN TOAL
37 . . . . . GLORIA, AMY, KATHY, DEB & ELAINE
38
39
40 CAM II GASOLINE
41
42 . . . . . PETE BICKNELL, PETE'S AUTOMOTIVE, St. Catherines, Ont.
43 ATL FUEL CELLS
44
45 . . . . JACK MEITZ, CITGO SERVICE—at the four corners in Weedsport, NY
46 . . . . . RED'S SPEED SHOP, Competition Goodyear
47 . . . . . "CHICKEN MAN" RICK JEFFRIES—Kentucky Fried Chicken of Buffalo
48 . . EAT MORE MUSHROOMS, VALARIANO's, Temple, Pa.
49 . . . . SHOW CAR ENGINEERING—Howard & Aid Conkey, Waterloo, NY
50 . . . . . WSEN RADIO 1050AM/92FM - Baldwinsville
51 . . . . JERRY COLVIN, Siding Specialists, Weedsport, NY
52
53
54 CAM II GASOLINE
55 . . . . . DON BUSCHBACHER & SONS WELDING, Skaneateles, NY
56 . . MURPHY'S TRACKSIDE RESTAURANT, Liverpool, NY
57 . . . . . DOUG MILTON FIRE SERVICE, Jordan, NY
58 . . . . . JACKSON & JOHNSON TRUCKING, Savannah, NY
H.A. TREICHLER & SONS, Sanborn, NY
59 . . . . . SPEEDWAY PRESS, Printers of the Worlds Finest Race Programs
60 . . . . . EAT MORE MUSHROOMS, VINCE VALARIANO, Temple, Pa.
60 . . . . . DOVER BRAKE and CLUTCH, Dave Cruickshank, Dover, N.J.
61
62 STAHL HEADERS
63 Used by the World's
64 Quickest
65 . . . BOSS—BUD OLSEN SPEED SUPPLIES, Thorofare, NJ
66 . . . . . WEMBLEY EXPRESS, Cliff Barcomb
67 . . . . . KNEISEL SPEED SPORT, Clark Summit, Pa.
68 . . . . JACK MEITZ, CITGO SERVICE—at the four corners in Weedsport, NY
69 . . . BOSS, BUD OLSEN SPEED SUPPLIES, Thorofare, NJ
70 . . . . . EAT MORE MUSHROOMS, VINCE VALARIANO, Temple, Pa.
71 . . ANDY KANE REALTY, 1942 Main St., Rochester, NY
72 . . . . "Charlie's Angel"-RUDOLPH RACING ENTERPRISES
73 . . . . . TOM LISSON, INC., Ransomville, NY
74
75 CAM II GASOLINE
76 DOVER BRAKE & CLUTCH, Dave Cruickshank, Dover, NJ
77 . . . . . H. PARSON & SON, Cooper City, Fla.
78 . . . . . JACKSON & JOHNSON TRUCKING, Savannah, NY
H.A. TREICHLER & SON, Sanborn, NY
79 . . . . . DOUG MILTON FIRE SERVICE, Jordan, NY
80 . . . . . RED'S SPEED SHOP, Competition Tire
81 . WELTY BROTHERS DISTRIBUTORS, Montour Falls, NY
82
83 RACECRAFT DIVISION
84 Of The Tomad Group
85 Trenton, N.J.
86 . Mc CORMACK PLUMBING, Cliff McCormack-Jordan, NY
87 . . . . . SHARON SPEEDWAY
88
89 QUARTERMASTER
90 MASTER CLUTCHES
91 Elk Grove Village, Illinois

92 . . . . WSEN RADIO—1050AM/92FM - Baldwinsville, NY
93 . RED'S SPEED SHOP, Scottsville, NY—Competition Tire
94 . . . . . JACK MEITZ CITGO—at the four corners in Weedsport
95. . . . . SPEEDWAY PRESS, Printers of the World's Greatest Racing Programs
96 . . . . . DOUG MILTON FIRE SERVICE, Jordan, NY
97. . . . . H.A. TREICHLER & SONS, Sanborn, NY
98 . . . . . KNEISEL SPEED SPORT, Clark Summit, Pa.
99 . . . . . JIM FERLITO ENTERPRISES—Home of the Lettuce Leaf Express
100 . . . . . IN MEMORY OF DAVID ROTUNDO
101 . . . . . MICKEY MOROLLO ENGINES, Pine City, NY
102
103 TRW
104 Performance Products
105 Cleveland, Ohio
106 . MURPHY'S TRACKSIDE RESTUARANT, Liverpool, NY
107 . . . . . IN MEMORY OF THE '75 CHAMP—Tobias Speed Shop, Lebanon, Pa.
108 . . CRAIG "CRICKET" KEEL—KEEL OIL, Weedsport, NY
109. . . . . DOVER BRAKE & CLUTCH—Dave Cruickshank, Dover, N.J.
110 . . . . . RED'S SPEED SHOP, Scottsville, NY Competition Tire
111 . . . . . WEMBLEY EXPRESS, Cliff Barcomb, Rochester
112 . . . . . H. PARSONS & SON, Cooper City, Florida
113 . . . SHOW CAR ENGINEERING, Howard & Aida Conkey
114 McCORMACK PLUMBING, Cliff McCormack, Jordan, NY
115 . . . . . EAT MORE MUSHROOMS, VINCE VALARIANO, Temple, Pa.
116 . . . . JACKSON & JOHNSON TRUCKING, Savannah, NY
117 . . . . . TOBIAS SPEED SHOP, Lebanon, Pa. in Memory of the '75 Champ
118. . . . . THE STEIN, Waterloo, NY
119
120 **BEAR** PERFORMANCE
121 Oakland, New Jersey
122 We Specialize In:
•FIBERGLASS HOODS & NOSES
•HI-PERFORMANCE OIL PANS
Distributors for: •Winters •ATL •CSC Dealer•
123 (201) 337-8797 — (201) 838-0374
124 . . . . . GREAT WESTERN—MARSHALL MANOR, Weedsport, NY
125 . . . . . MICKEY MOROLLO ENGINES, Pine City, NY

SCHAEFER AND DIRT: OUR 10TH ANNIVERSARY

This year's Schaefer 200 marks a milestone, as it is the 10th Anniversary of the race and the 10th Anniversary of Schaefer's involvement with Super DIRT Week racing.

That's right, Schaefer's been there since day one.

"I remember when I came up with the idea of the Schaefer race a decade ago," reflected promoter Glenn Donnelly. "A lot of people thought I was crazy. They thought a 100 miles was too far for modifieds. They thought the purse, which at that time was $30,000, was too high. They thought October was too late in the year for a major race in the north. But one company believed in me--the F & M Schaefer Brewing Company. They saw the potential and they supported me."

Ironically, although Schaefer's sponsorship is one of the oldest continuous financial backings in racing, it has been previously a lot like the managerial post for the Los Angeles Dodgers: a year-to-year deal. "I will tell you something," Donnelly said, "I feel more secure with the year-to-year commitment from Schaefer than I do with some of the long term contracts we have. Schaefer's been good to me and I have been good to them, so no matter the length of our contract on paper, I know we will be together for a long time." Alas, Donnelly did say that when the 1981 Schaefer race was complete, that the New York-based brewery and he would sign a long term deal for the future.

Schaefer's involvement with the Schaefer 200 has grown steadily over the years. Whereas the drivers and owners have long benefitted from the Schaefer program due to purse increases made possible by Schaefer and through hats and trophies, the fans were beneficaries of the sponsorship in 1980 and again in 1981. That is because a lucky fan who has registered either at a Super Series race this summer or the Trade Show during Super DIRT Week, will win a SONY video tape system, television, and Schaefer 200 tape, courtesy of Schaefer. The drawing will be made Sunday prior to the start of the Schaefer 200 race.

Schaefer

DIRT WELCOMES ESPN TO SUPER DIRT WEEK '81

The logo of the Entertainment and Sports Programming Network (ESPN) will be a familiar sight at this year's Super DIRT Week.

ESPN, the 24-hour sports network has contracted to do three complete programs on DIRT racing. Two hour broadcasts of the Schaefer 200 and the Super Nationals and an hour special on the Eastern Old Timers are in the works. Also, a fourth program, consisting of the CRC Winners' Classics and the B, M & F Sportsman Invitational, may make the air.

The Bristol, Conn. based network's top announcing duo, Bob Jenkins and Larry Nuber, are slated for the Syracuse assignment. They'll be joined by Director Ralph Mole, Producer Bob Feller, and Color Analyst Carter Alsop.

The first showing of a Super DIRT Week is the Schaefer 200 km set, as of press time, for 9 p.m., Friday, Oct. 16. ESPN is a nationwide cable network, presently piped into more than 13 million homes.

"We feel ESPN is the wave of the future. Within a few years every household in America will have it," commented DIRT's Andy Fusco. "Moreover, no network covers racing as well as ESPN. They show the whole race flag-to-flag and their announcers are quite well informed."

SYRACUSE SUPER NATIONAL LAP MONEY

1. YOUNG 1 DOUG HEVERON 1981 Oswego Classic Winner
2 ..... HOWARD JOHNSON, Carrier Circle
3..... SHARON SPEEDWAY
4 ..... RAMADA INN
5..... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
6 ..... MURPHY'S FUEL SERVICE, Liverpool, NY
7 ..... TOBIAS SPEED EQUIPMENT, Lebanon, Pa.
8..... RODEWAY INN, Carrier Circle
9..... JOHN MILTON THRUWAY INN
10.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
11
12
13 HINCHMAN RACING UNIFORMS
Good Luck to All Drivers
14
15..... LERNERVILLE SPEEDWAY
16.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
17 ..... TOBIAS SPEED EQUIPMENT, Lebanon, Pa.
18..... WARREN OFFICE EQUIPMENT, Syracuse
19..... MOTEL 7, Seventh North St., Syracuse
20.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
21
22 TRW
Performance Products
23 Cleveland, Ohio
24
25.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
26 ..... TOBIAS SPEED EQUIPMENT, Lebanon, Pa.
27..... KLEBAN SUSPENSION SYSTEMS, Paramus, NJ
28..... LeMOYNE MANOR, Liverpool, NY
29 ..... QUARTERMASTER CLUTCHES, Elk Grove, Illinois
30.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
31 NANCE SPEED EQUIPMENT
32
33 ..... RAMADA INN
34 .. DAVE LUKOWSKI Official Schaefer 200 Photographer
35.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
36 .... OSWEGO SPEEDWAY Home of the Supermodifieds
37..... KLEBAN SUSPENSION SYSTEMS, Paramus, NJ
38 NATIONAL PARTS PEDDLER
39
40.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
41..... LeMOYNE MANOR, Liverpool, NY
42 ..... PETE'S AUTOMOTIVE, Pete Bicknell, St. Catherines, Ont.
43 ..... GAERTE ENGINES, Rochester, Indiana
44 ..... GAERTE ENGINES, Rochester, Indiana
45.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
46..... FREEMONT SPEEDWAY
47 ..... DONOVAN ALUMINUM RACING ENGINES, Torrance, Calif.
48 ..... DONOVAN ALUMINUM RACING ENGINES, Torrance, Calif.
49 ..... AIRPORT INN, at the Airport Syracuse, NY
50.... BRODIX ALUMINUM CYLINDER HEADS, Mena, Ark.
51 ..... YOUNG ONE DOUG HEVERON—NORTHERN JANITORIAL SERVICE
52..... KLEBAN SUSPENSION SYSTEMS, Paramus, NJ
53 ..... DONOVAN ALUMINUM RACING ENGINES—Torrance, Calif.
54..... JOHN MILTON THRUWAY INN
55 ..... DONOVAN ALUMINUM RACING ENGINES—Torrance, Calif.
56 ..... MOTEL 7, Seventh North, Liverpool, NY
57 ..... TOBIAS SPEED EQUIPMENT, Lebanon, Pa.
58..... NATIONAL PARTS PEDDLER—Corky Stockham
59 ..... MURPHY'S FUEL SERVICE, Liverpool, NY
60
61 HINCHMAN RACING UNIFORMS
Good Luck to All Drivers
62
63

SPEED-PRO: RUNNING RINGS AROUND THE COMPETITION

For the second consecutive year, Speed-Pro rings have lead the Super DIRT Series contingency pay-off list, hitting a phenomenal 96 percent. Without a doubt, Speed-Pro is the ring leader in stock car racing.

This summer, of all the 17 winners in the Super DIRT Series, 15 of the second place finishers and all 17 of the third place finishers in CRC races got the job done with Speed-Pro rings.

"The Speed-Pro record speaks for itself," commented Super Series Competition Director Bob Watson. In rewarding those top three finishers in the CRC races, Speed-Pro handed out 66 ring sets. Moreover, they are a major contributor to the series point fund. Speed-Pro also, in cooperation with JAMCO Uniforms, presents the award for the top pit crew in the 17 race Super Series. This year's winning crew was that of Alan Johnson's no. 14J. Car owner Tico Conley and crew really burned the midnight oil to get the series championship for Alan. They blew several motors late in the series, but never missed a race. Moreover, they made two pit stops in th crucial event which clinched the championship on Labor Day in Syracuse. For winning the Speed-Pro Pit Crew Award, the five top crew members will be outfitted in personalized JAMCO Uniforms, according to Speed-Pro's Gary Wade and JAMCO's John McClelland, Jr.

$2,000 WINNER TAKE ALL IN 1981 SYRACUSE-OSWEGO CHALLENGE CUP

This year's most versatile driver of Super DIRT Week will be taking home a whopping check for $2,000. The trick is to compete in as many divisions as possible both at Syracuse and at Oswego. There are a total of four separate divisions available. At the Syracuse mile dirt track the modified and super sprint classes are in competition while at Oswego the pavement modifieds and the supermodifieds make up the Twin Bill for Saturday night's (Oct. 10) racing event. Drivers must compete in at least one division at Syracuse and Oswego. Tallies will be kept for each of the four main events and the driver with the most points will be declared the winner.

This marks the third year of the Syracuse-Oswego Challenge Cup. The previous two winners were Steve Gioia Jr. and Chuck Ciprich.

The sponsors for this year's Challenge Cup are Mohawk Beverage Company of Oswego, DIRT of NY, Oswego Speedway, National Parts Peddler, Show Car Speed Shop and Red's Speed Shop. The check will be presented to the winner at the National Parts Peddler Racers Auction and Trade Show to be held October 30, 31st, & November 1st.

81 MANUFACTURERS' PURSE, CONTINGENCY & POINT FUND AWARDS
For Schaefer 200 - Syracuse Super Nationals - Super DIRT Series, BM & F Small Block Classic, CRC Chemical Winners' Classics

SPONSOR	Posting of Cash and/ or Product Value for Super DIRT Week 81	Posting of Cash, Point Funds, and/or Product Value for DIRT Week 81	TOTAL 81 COMMITMENT
F & M Schaefer Brewing-New York, NY	$9,225.00	$18,000.00	$27,225.00
CRC Chemicals, Warminster, Pa.	$10,125.00	$16,200.00	$26,325.00
TRW Performance Products, Cleveland, O.	$1,800.00	$7,750.00	$9,550.00
Centerline Wheels-Santa Fe Springs, Cal.	$1,500.00	$7,750.00	$9,250.00
Goodyear Tire & Rubber Co.-Competition Tire-East Reading, Pa.	$4,940.00	$4,250.00	$9,190.00
Quarter Masters Industries-Elk Grove Villase, Ill.	$1,200.00	$7,750.00	$8,950.00
Winters Performance Product-York, Pa.	$4,400.00	$4,250.00	$8,650.00
Speed-Pro by Sealed Power-Muskegon, Mich.	$600.00	$7,750.00	$8,350.00
M&H Tire Co.-Watertown, Ma.	$3,750.00	$4,250.00	$8,000.00
Edlebrock Corp.-El Segundo, Cal.		$7,750.00	$8,000.00
Hoosier Tires-Lakeville, Ind.	$2,740.00	$4,250.00	$6,990.00
Reed Cams-Decatur, Ga.		$6,475.00	$6,475.00
CAM2 Gasoline & Oil-Marcus Hook, Pa.	$1,500.00	$3,570.00	$5,070.00
McCreary Tires-Lias Tires-Indiana, Pa.	$600.00	$4,250.00	$4,850.00
Profile Tool & Gear-Clearwater, Fla.	$450.00	$4,250.00	$4,700.00
Sport O'Keefe-Montreal, Que.	$3,200.00		$3,200.00
B M & F Insurance-San Antonio, Tex.	$2,500.00		$2,500.00
Carrera Racing Shocks-Atlanta, Ga.	$700.00	$1,700.00	$2,400.00
Jones Engineering-Indianapolis, Ind.	$2,000.00		$2,000.00
Morollo Engines-Pine City, NY	$2,000.00		$2,000.00
JFZ Brakes-Canoga Park, Cal.	$200.00	$1,700.00	$1,900.00
Pak Racemark-Schenectady, NY	$100.00	$1,700.00	$1,800.00
Stahl Headers-York, Pa.	$460.00	$1,275.00	$1,735.00
Schoenfeld Headers-Fort Smith, Ark.	$200.00	$1,275.00	$1,475.00
National Parts Peddler-Syracuse, NY	$1,150.00		$1,150.00
RONCO-Vertex/Cerious Auto Electric-Syracuse, NY	$900.00		$900.00
Simpson Safety Equipment-Torrence, Cal.	$900.00		$900.00
Dave Kneisel's Speed-Sport-Clarks Summit, Pa.	$800.00		$800.00
The Motor Shop Racing Engines-Fairfield, NJ	$700.00		$700.00
Crane Cams-Hallandale, Fla.	$700.00		$700.00
Koni America-Koni Shocks-Culpepper, Va.	$700.00		$700.00
Show Car Engineering-Waterloo, NY	$700.00		$700.00
Trevis Craft Inc.-Youngstown, O.	$700.00		$700.00
Racecraft Division of Tomad Corp.-Trenton, NJ	$650.00		$650.00
Tobias Speed Shop-Lebanon, Pa.	$650.00		$650.00
ARC Torsion Bars-Santee, Cal.	$600.00		$600.00
JAMCO Uniforms-Martinsville, NJ	$300.00	$300.00	$600.00
Moroso Performance Products-Guilford, Ct.	$600.00		$600.00
Tom Hollevau Automotive-Elmira, NY	$600.00		$600.00
Bear Performance Equipment-Oakland, NJ	$500.00		$500.00
Hutter Engines-Chardon, O.	$500.00		$500.00
Pennzoil-Syracuse, NY	$400.00		$400.00
Manley Performance Products-Bloomfield, NJ	$350.00		$350.00
Kendall Oil-Bradford, Pa. & Drake Oil-Syracuse, NY	$350.00		$350.00
Arai Helmets-Tenafly, NJ	$300.00		$300.00
Kleban Suspension & Bilstein Shocks-Paramus, NJ	$300.00		$300.00
Ultradyne Cams-South Haven, Miss.	$250.00		$250.00
Frankland Rear Ends-Ruskin, Fla.	$250.00		$250.00
Speed Sport Uniforms-Imperial, Pa.	$225.00		$225.00
KPAA-Rochester, NY	$160.00		$160.00
Wheels by Bart-Lithonia, Ga.	$150.00		$150.00
Cobra Coils by Dillion-North Liberty, Ind.	$150.00		$150.00
Willwood Brakes-Chatsworth, Cal.	$150.00		$150.00
Miscellaneous Lap Sponsors	$5,200.00		$5,200.00
Syracuse/Oswego Challenge (Misc. Sponsors)			2,000.00
		GRAND TOTAL	$191,745.00

NOTE: For the sake of space, only those sponsors who post $150.00 or more are listed here. Drivers racing here this week have received detailed lists which breakdown the postings by position and which included all prizes--even those less than $150.00.

1981 SUPER DIRT SERIES $25,000-plus DRIVER POINT FUND

For the second consecutive season, ten dedicated DIRT point chasers shared more than $25,000 in the CRC Chemicals Super DIRT Series. Major sponsors who contributed to the fund are CRC Chemicals, Quarter Master clutches, TRW Pistons, Speed-Pro Rings, Edlebrock Manifolds, Reed Cams and Centerline Wheels. We congratulate the winning drivers and thank our loyal sponsors.

FINAL STANDINGS

POS.	DRIVER/HOMETOWN	POINTS	EARN.
1.	Alan Johnson/Clifton Springs	544	$6,200
2.	Jack Johnson/Duanesburg	534	$4,225
3.	Will Cagle/Tampa, Fla.	527	$3,100
4.	Davey Moore/St. Catharines, Ont.	471	$2,650
5.	Brett Hearn/Kinnelon, NJ	442	$2,325
6.	Jim Horton/Folsom, NJ	359	$2,050
7.	Dave Lape/Canajoharie	355	$1,800
8.	Carl Reynolds/Scranton, Pa.	347	$1,550
9.	Dave Kniesel/Clarks Summit, Pa.	323	$1,275
10.	C.D. Coville/Scotia, NY	204	$1,125

NOTES: •Points awarded on the basis of finishing position. Best 13 finishes from 16 point races are totaled for final standings. Point/Position allocation detailed elsewhere in press kit. •Point fund to be distributed at Schaefer 200 pre-race ceremony on Oct. 11. •Alan Johnson also receives a $475 Orchard Radiator for winning the point championship.

REED CAMS EMPHASIZES SHORT TRACK SUPPORT

Reed Cams of Decatur, Georgia, has just ended its second year as a major sponsor of DIRT racing, and by all indications will be there in the future as well.

"We're going to concentrate on the short track market," commented John Reed, founder and president of the company, "and short track racing is what DIRT is all about." Indeed, the southern company has made giant inroads into the plentiful northeastern market since establishing its relationship with DIRT two years ago. "We especially like posting contingencies and point fund money for the drivers because many of them run our equipment," Reed added. "Our sponsorship is one way to say thank you to all our drivers."

Not only does Reed contribute to the Super DIRT Series Point Fund, but they also award gift certificates to the winner, second place and pole sitter of the 17 Super DIRT Series events held during the summer.

Reed will be represented at Syracuse by company rep. Lloyd Brougett.

CRC CHEMICALS TO SPONSOR SUPER DIRT WEEK MICRODS

One of the more popular events of Super DIRT Week, the Thursday night microd race, has picked up a major sponsor.

CRC Chemicals' Rich Rubenstein and Gene Fleishman announced today that they will sponsor the "CRC Chemicals Microd Nationals" Thursday, Oct. 8, at the N.Y.S. Fairgrounds.

The microd track, a paved 1/10 miler, is located behind the third turn of the Syracuse mile dirt oval. Up to 100 youngsters from around the northeast will have their open-wheeled, open cockpit microds entered.

CRC Chemicals reps Bob Watson, Jim Fitzgerald, and Dennis Schaeffer will be on hand to pass out CRC 5-56 samplers, uniform patches, and microd decals to each youngster.

The Syracuse microd races are fan favorites. Famed supermodified driver Doug Heveron is a former Syracuse microd king and the current track champ is Jo Jo Marotta, son of Schaefer 200 announcer, Joe Marotta.

CENTERLINE: THE HOT WHEEL AT SYRACUSE

When the 55 starters for the 1981 Schaefer 200 line up on the track prior to the dropping of Bob Watson's green flag, many of them will have one thing in common: they will be equipped with Centerline Wheels. The Centerline Wheel, distinguishable by its silvery aluminum look, is likely to grace most of the cars in the race and the winning car in victory lane.

Centerline, a California-based company, is currently in its third year of DIRT sponsorship. They post contingencies in the CRC Chemicals Super DIRT Series, the Schaefer 200 and are contributors to the $25,000-plus Super Series Point Fund.

The Centerline Wheel is light in weight and high in durability according to company rep Jerry Heuser. Many DIRT stars must agree since drivers such as Alan Johnson, Brett Hearn and Will Cagle won 1981 Schaefer qualifying races on Centerline's. Centerline will have a booth in the Super DIRT Week Trade Show, staffed by Jim Blanford. At the Trade Show, they are going to introduce a new line of aluminum cleaners and polishes which will be sold to the public in the near future.

A Special Thank You...

This special edition of Schaefer Program is made possible largely through the efforts of the area racing photographers that have risked life and limb over the past 10 years filming the action on the often unpredictable mile track. I'm sure you'll agree most of the photographs are outstanding examples of graphic craftmanship. First off we'd like to thank chief D.I.R.T. photographer Dave Lukowski and color man Bill Hartwell for the outstanding color work in this issue. The 10 year review of the Schaefer races, which is the highlight of this program, were accomplished with the help of Bob Snyder and Bob Perran who provided almost all of the photos from the early Schaefer races. Chief photographer Lukowski along with regular D.I.R.T. photographers Bob Hunter and Don Romeo filled in the remaining years.

The 1980 Schaefer review in pictures was compilation of the best photos from the negatives of Dave Lukowski, Don Romeo, Bob Snyder, Harry Celia, Bill Nuver, Jim Smith, Don Kranz and the Spekis Bros.-Al & Bob. The same photographers were responsible for the 1980 review of the Syracuse Super Nationals. A complete list of all the photographers and writers that made this program possible is listed on the first page of this program. In behalf of the D.I.R.T. management and the publisher of D.I.R.T. Trackin' Magazine we offer a heart felt thank you to these photographers.

OFFICIAL ENTRY LIST

"SCHAEFER 200"

CAR	DRIVER	HOMETOWN
000L	Alfred LaJoice	Brandon, Vt.
0	Dick Rankin	Fairmont City, Pa.
0/D	Dick DuVal	Wilmington, Del.
1	Paul Lotier	Lebanon, Pa.
2	Dale Welty	Spencer, NY
2R	Carl Reynolds*	Scranton, Pa.
3	Chuck Akulis	Windsor, NY
3	Jimmy Horton*	Bridgewater, NJ
K3	Leslie Katona, Sr.	Trenton, NJ
3	Harry Behrent	Florida, NY
04	Gordie Isham	Windsor, NY
4	Lou Lazzaro	Utica, NY
5	Larry Brolsma*	Midland Park, NJ
FIVE	Les Alberti	E. Greenbush, NY
7	Walt Breeding	Federalsburg, Md.
Z8	Mike McLaughlin	Waterloo, NY
9	Charlie Castle	Vestal, NY
10	Lou Blaney	Hartford, Ohio
11	Davey Moore*	St. Catharines, Ont.
11	Dave Schamp	Dover, Del.
12	Mark Elsie	Pt. Robinson, Ont.
12A	Jack Johnson*	Duanesburg, NY
P-13	Tom Wilson	Waterville, NY
14D	Danny Johnson*	Middlesex, NY
14J	Alan Johnson*	Clifton Springs, NY
16	Gary Gollub (2 ent.)	Mohnton, Pa.
17	John Dahn	Syolenhan, Ont.
17	Scott Tobias	Lebanon, Pa.
17	Dick Wean	Milford, NJ
18	Rick Hoctor	Buffalo, NY
19	Kenny Brightbill*	Sinking Springs, Pa.
19	Bruce Curtis	Argyle, NY
20	Brett Hearn*	Kinnelon, NJ
21	Butch Dissinger	Lebanon, Pa.
22	Dave Lape*	Fort Plain, NY
23	Billy Cannon	Chatham Township, NJ
24	James Brenn	Warren, NJ
24	Ken Brenn	Warren, NJ
24	Will Cagle (2 ent.)*	Tampa, Fla.
24	Stan Ploski*	Ringoes, NJ
24D	Eddie Delmolino	Gt. Barrington, Ma.
24X	Bobby Bottcher	Lehighton, Pa.
25	Buddy Cochran	Sharon, Pa.
27	Tiny Milano	Yonkers, NY
28	Tighe Scott	Saylorsburg, Pa.
30	Harold Bunting	Milford, Del.
31	Chris Berton	Mt. Arlington, NJ
37X	Jeff Kappesser	Waterloo, NY
35	Larry Kline	Trenton, NJ
37	Dave Leckonby	North Sandlake, NY
X37	Neal Tooley	Watertown, NY
38	Jerry Cook	Rome, NY
44	Frank Cozze	Windgap, Pa.
44	Dick Larkin	Sheffield, Mass.
44A	Brian Stevens	St. Catharines, Ont.
V44	Vincent Prentice	Central Square, NY
46	Elvin Felty	Lebanon, Pa.
47	Rick Jeffrey	Buffalo, NY
48	Jacque Laloncette	St. Bonaventure, Que.
52	Jeff Fleury	Nassau, NY
53	Win Slavin	
58	Merv Treichler*	Sanborn, NY (2 ent.)
56	Gary Iulg	Sanborn, NY
56	Elvin Felty	Lebanon, Pa.
57	Tom Corellis	Rensselaer, NY
60	Buzzie Reutimann	Zephyrhills, Fla.
61	C.D. Coville*	Scotia, NY
63	Wes Moody	Upper Jay, NY
63	George Sifo	Schenectady, NY
69	Don Kreitz, Jr.	Sinking Springs, Pa.
71E	Carl 'Fuzzy' Van Horn	Phillipsburg, NJ
72	Joe Johnson	Youngstown, Ohio
72R	Charlie Rudolph	Ransomville, NY
73	Kenny Weld	Wichita, Kansas
73A	Anthony Ferraiuolo IV	Cedar Knolls, NJ
76	Tom Hager	West Easton, Pa.
A/S77	Nick Schlauch	Richboro, Pa.
77	Bentley Warren	Gloucester, Mass.
78M	Maynard Forrette	Amsterdam, NY
81	Darrell Welty	Horseheads, NY
83	Bob Kraus	Erie, Pa.
88	Ed Lynch	Apollo, Pa.
89	Ken Wismer, Jr.	Riegelsville, Pa.
93	Gibby Fountain	West Kingston, Ont.
96	George Ely	Jordan, NY
99	Bob Malzahn	Matamoras, Pa.
99E	Steve Podolak	Fairport, NY
111	Archie Myers III	Stewartsville, NJ
115	Ken Tremont	West Sandlake, NY
777	Dave Wickham	Brewerton, NY
828	Billy Osmun	Bloomsbury, NJ
911	Charlie Eckert	Auburn, Pa.

*-denotes Guaranteed Starter

Add Late Entries

OFFICIAL ENTRY LIST

"SYRACUSE SUPER NATIONALS"

CAR	DRIVER	HOMETOWN
1	No driver yet (Owner-Scats Anfusco)	
1	No driver yet (Owner-Maynard Boop)	
1A	Bobby Allen*	Hanover, Pa.
1N	Sammy Swindell*	Bartlett, Tenn.
2	Buck Buckley*	Kennett Square, Pa.
2	John Zentner	Williamsport, Pa.
3	Jimmy Horton*	Bridgewater, NJ
3B	George Bischoff*	Leeper, Pa.
4	Doug Wolfgang	Sioux Falls, S.D.
5	Jim Nace	Thompsontown, Pa.
5	Kramer Williamson	Palmyra, Pa.
5W	Randy Wolfe	Mechanicsburg, Pa.
6	Daryl Sheaffer	Carlisle, Pa.
8	Jim Shampine	Clay, NY
9	Allen Senft	York, Pa.
10	Randy Ford*	Elmore, Ohio
11	Steve Kinser*	Bloomington, Ind.
11	Billy Osmun	Bloomsbury, NJ
12	Kevin Collins	Nazareth, Pa.
12	Steve Christmas	Moorestown, NJ
15	Jerry Matus*	Wampum, Pa.
17	Scott Tobias*	Lebanon, Pa.
18	Danny Smith	Liston, Ind.
18N	Dave Kelly	Macungie, Pa.
19	Jack Crawford	Vestal, NY
20	Bobby Weaver*	York, Pa.
20	Tim Green	Des Moines, Iowa
21	Cris Criswell	Martinsburg, W. Va.
21	Tommy Spriggle	Harrisburg, Pa.
25	John Hanscom	Rehoboth, Mass.
26	Barry Camp*	Beavertown, Pa.
27	Gary Krout	York, Pa.
28D	Brad Doty	Kittanning, Pa.
29	Keith Kauffman	Mifflintown, Pa.
29	Gerry Daneker	No. Plainfield, NJ
29	Frank Smith (owner)	Scranton, Pa.
31	Daryl Winkler	Mt. Airy, Md.
37	Mike Thomas	De Moines, Iowa
39	Mike Reuter	Brewerton, NY
39	Fran Hogue	Medford, NJ
39	Scott Ausherman	York, Pa.
46	Kenny Jacobs	Homesville, Ohio
49	Bob Garvey	Syracuse, NY
55	Rick Hart	Nassau, NY
56	Smokey Snellbaker*	Dover, Pa.
57	Steve Yodock	Bloomsburg, Pa.
63	Jack Haudenschild*	Millersburg, Ohio
66	John Beaber*	Zelienople, Pa.
66	Steve Smith*	New Oxford, Pa.
69	Van May*	Hanover, Pa.
75	Gary Allbritain	Canton, Ohio
75	Paul Kline	Wrightsville, Pa.
77	Bentley Warren	Gloucester, Mass.
77	Ed Lynch	Apollo, Pa.
80	Dave Wickham	Brewerton, NY
81	Lee Osborne	Jamestown, Ind.
91	Ed Thompson	Oswego, NY
93	Dick Ruth	Souderton, Pa.
98	Brian Seidel	Allentown, Pa.
98	Marcel LaFrance	St. Albert, Ont.
98	Allen Klinger	Hegins, Pa.
112	Billy Osmun	Bloomsbury, NJ
735	John Wolfe	Hudson, NY

*-denotes Guaranteed Starter

0	Rick Ferkel	Findlay, Ohio
37	Dave Leckonby	N. Sandlake, Ohio
71	Bobby Davis, Jr.	Memphis, Tenn.
3X	Fred Linder	Fremont, Iowa
X3	Randy Smith	Norfolk, Iowa

Add Late Entries

1980 SCHAEFER 200 TO GARY BALOUGH

by Tom Boggie
Schenectady Gazette

It seems bitterly ironic that the Schaefer 200 that everyone would just as soon forget will undoubtedly be the race that everyone will remember.

The 1980 fall classic was the year of the ground effects cars, the year that veteran car builder Ken Weld and three-time Schaefer winner Gary Balough of Opa Locka, Fla. teamed up to dominate the richest dirt track race in America.

It will be a long time before the officials and fans at the 1980 Schaefer 200 forget the sleek, black Lincoln-bodied modified that Balough drove to victory. The controversial, "Black Magic" 112 turned heads as soon as it arrived in Syracuse from Weld's Indiana garage.

On the first day of time trials, Balough turned a fast lap of 31.957, an average speed of 112.65 miles per hour. That made the Weld car over four miles per hour faster than the number two qualifier. "As soon as I saw that car, I knew I was racing for second place," said 1979 Schaefer 200 winner Jack Johnson of Duanesburg.

Balough's car sent numerous teams scrambling back to the garages after the time trials were over. Many made radical sheet metal changes, trying to copy the design of the Weld car. Although none of the hybrids were aesthetically perfect, they were effective, as two-time winner Buzzie Reutimann of Zephyr Hills, Fla.; Frank Cozze of Wind Gap, Pa. and veteran asphalt driver Geoff Bodine of Pleasant Garden, North Carolina, finished second, third and fourth, respectively, all driving cars that had been outfitted with skirts.

The race itself was merely adademic, for everyone knew that as long as Balough stayed out of the walls, the race was his. He gave an indication of just what type of afternoon it was going to be when he opened up a two-second lead over the second place car of Dave Leckonby of West Sand Lake after just one lap.

The real trivia question that came out of the 1980 Schaefer 200 was, "Who was the driver who inherited the lead when Balough pulled into the pits on the 72nd lap?" The answer is Eddie Lynch of Apollo, Pa., as he moved into the top spot when the leaders scrambled for the pits when a caution came out of the 72nd time around.

Lynch relinquished the lead to Cozze on the next time around and the next seven laps were run under caution. When the green came back out on the 83rd lap, Balough started pushing his car for the first time all afternoon. Just seventeen laps later, he went by Reutimann and Cozze, who were running one-two, on the same lap and for all practical purposes, the race was over.

Balough said after the race that Weld had taken advantage of a loophole in the Drivers Independent Race Tracks (DIRT), the sanctioning body's, rules.

"All the rules say anything about is minimum height," said Balough. "That was the loophole in the rules and we took advantage of it."

Just days after the Balough victory, the DIRT rules were changed to include stipulations for ground clearance, maximum width and maximum height, making sure that another ground effects car wouldn't show up to dominate anymore Schaefer 200's.

Ken Brenn of Warren, NJ was the first driver across the finish line in a conventional modified, finishing fifth, while Johnson finished 6th, in the same spot he started. "Yesterday (the day of the Schaefer 200) ruined my whole season, morale-wise," said Johnson a day after the race. "We had looked forward to running at Syracuse all year."

"The thing that really bothers me was that they let those other guys (Reutimann, Cozze and Bodine) change their cars," Johnson continued. "I always thought you had to drive the same car in the race that you drove in the time trials. Those weren't the same cars."

Completing the top ten finishers from last year's race were Charlie Rudolph of Ransomville, Leckonby, Kenny Brightbill or Sinking Springs, Pa. and Mike "Magic Shoes" McLaughlin of Waterloo.

Last year's victory was worth $26,557 to Balough.

Syracuse victory lane seems like home to Balough.

Gary Balough and his famous crew.

Balough and Osmun pace the field on the white flag lap.

1980 SCHAEFER 200 FINISH

FIN.	START	CAR NO.	DRIVER	HOMETOWN	LAPS	EARNINGS*
1.	1	112	Gary Balough	Opa Locka, Florida	125	$26,557
2.	15	60	Buzzie Reutimann	Zephyrhills, Florida	125	11,710
3.	5	44	Frank Cozze	Wind Gap, Pa.	125	7,735
4.	7	99B	Geoff Bodine	Pleasant Garden, N.C.	125	4,575
5.	12	24	Ken Brenn	Warren, N.J.	125	3,960
6.	6	12A	Jack Johnson	Duanesburg, N.Y.	125	9,200
7.	21	72R	Charlie Rudolph	Ransomville, N.Y.	125	2,600
8.	3	37	Dave Leckonby	West Sand Lake, NY	125	2,400
9.	14	19	Kenny Brightbill	Sinking Springs, Pa.	125	3,325
10.	26	Z8	Mike McLaughlin	Waterloo, N.Y.	125	2,000
11.	39	58	Merv Treichler	Sanborn, N.Y.	125	1,800
12.	40	61	C.D. Coville	Scotia, N.Y.	125	5,825
13.	32	14J	Alan Johnson	Clifton Springs, N.Y.	124	3,300
14.	37	115	Chuck Ely	Hoosick, N.Y.	124	1,400
15.	4	53	Win Slavin	West Sand Lake, N.Y.	124	1,300
16.	9	57	Tommy Corellis	E. Greenbush, N.Y.	124	1,200
17.	36	35	Jay Stong	Limerick, Pa.	124	1,150
18.	45	88	Ed Lynch	Apollo, Pa.	124	1,125
19.	24	11	Davey Moore	St. Catharines, Ont., Can.	124	1,050
20.	55	32	Dickie Larkin	Gr. Barrington, Mass.	124	1,000
21.	34	17	Ronnie Tobias	Rexmont, Pa.	122	900
22.	42	61L	Ivan Little	St. Catharines, Ont., Can.	122	800
23.	17	16	Gary Gollub	Mohnton, Pa.	121	750
24.	33	20	Brett Hearn	Kinnelon, N.J.	119	700
25.	47	225	Sammy Rogers	Middletown, N.Y.	114	650
26.	22	16X	Glen Fitzcharles	Pottstown, Pa.	113	600
27.	31	24C	Will Cagle	Tampa, Florida	110	3,250
28.	19	901	Bob Ayers	Jackson, New Jersey	104	600
29.	44	10K	Kramer Williamson	Palmyra, Pa.	103	600
30.	29	47	Rick Jeffrey	Depew, N.Y.	101	600
31.	8	3	Jimmy Horton	Hammonton, N.J.	100	3,600
32.	16	30	John Kozak	Wernersville, Pa.	94	550
33.	54	69K	Don Kreitz, Jr.	Fritztown, Pa.	88	550
34.	23	7	Paul Lotier	Lebanon, Pa.	86	550
35.	43	81	Elvin Felty	Lebanon, Pa.	71	550
36.	41	56	Gary Iulg	Sanborn, N.Y.	71	550
37.	10	27Jr	Stan Ploski	Ringoes, N.J.	69	550
38.	51	76	Tom Hager	West Easton, Pa.	65	550
39.	49	24D	Eddie Delmolino	Gr. Barrington, Mass.	64	550
40.	53	K3	Les Katona	Trenton, N.J.	60	550
41.	50	73M	Wes Moody	Upper Jay, N.Y.	57	500
42.	48	5	Larry Brolsma	Midland Park, N.J.	50	500
43.	30	2R	Carl Reynolds	Scranton, Pa.	47	1,750
44.	2	73	Sammy Beavers	Whitehouse Sta., N.J.	47	700
45.	35	4	Lou Lazzaro	Canajoharie, N.Y.	40	2,050
46.	25	18	Billy Osmun	Bridgewater, N.J.	31	500
47.	56	22	Dave Lape	Canajoharie, N.Y.	28	2,525
48.	20	10	Lou Blaney	Hartford, Ohio	26	500
49.	18	78M	Maynard Forrette	Amsterdam, N.Y.	23	2,825
50.	38	3K	Dave Kelly	Alburtis, Pa.	23	500
51.	28	48	Jacques Lalancette	St. Guilluame, Que.	10	500
52.	27	99	Bob Malzahn	Matamoras, Pa.	9	500
53.	11	473	Les Albertis	E. Greenbush, N.Y.	6	500
54.	13	12	Kevin Collins	Nazareth, Pa.	5	500
55.	52	7W	Bill Wilson	Ramsey, N.J.	4	500
56.	46	37D	Denny Soltis	Torrington, Conn.	0	500

RACE NOTES: Lap Leaders-4 Lap Leaders. Balough 1-72; Lynch 73; Cozze 74-81; Reutimann 82-99; Balough 100-125; Total Laps Led-Balough 98; Reutimann 18; Cozze 8; Lynch 1.
TOTAL ENTRIES: 154 cars. FASTEST QUALIFIER: Balough 31.957 NTR-112.650 mph.
*-Earnings include prize money, CRC Series money, Winner's ring, contingency awards and lap money.

HIGHLIGHTS OF THE 1980 SCHAEFER 200

Geoff Bodine (99) chases down the no. 19 of Kenny Brightbill.

Ken Brenn leaves the pit area with something he shouldn't have!

A caution flag over the midpoint of the race finds all the leaders pitting for fuel.

A quick pit stop for Buzzie.

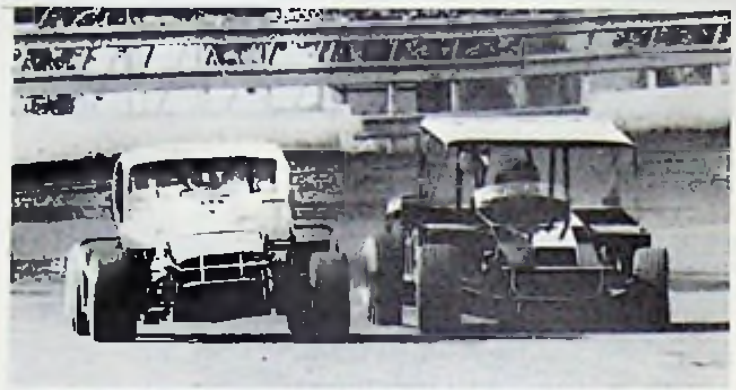
A real traffic jam here as the cars enter first turn.

A "birdseye" view of the Schaefer competition. Chuck Ely (115), Merv Treichler (58), Win Slavin (53) and Ken Brenn (24).

Bill Waite (69) climbs the wheel of Rich Frantz.

Gary Balough leads the start of the 1980 Schaefer 200 before the largest crowd to ever see a Schaefer race.

The modified boys run nose to tail at high speed coming off turn four.



The Conventional and the radical modifieds of Kevin Collins (left) and Gary Balough (right) charging off turn four.

The modifieds charge through turns one and two during last year's Schaefer 200.

Walt Breeding (1) hugs the rail to stay ahead of the competition.

Ed Lynch tries the inside groove to get by Buzzie Reutimann (60) and a string of modifieds in turn two.

Gary Balough outruns his competition powering off turn four.

Bill Wilson (7) and Dave Leckonby (37) charge thru turn two.

1980 Syracuse 200 Winner Gary Balough (112) puts his creation under the hard charging Mike McLaughlin (craZ8) and the ever popular Tommy Correlis as the trio pass the packed grandstand.

Tighe Scott's crew changes an engine.

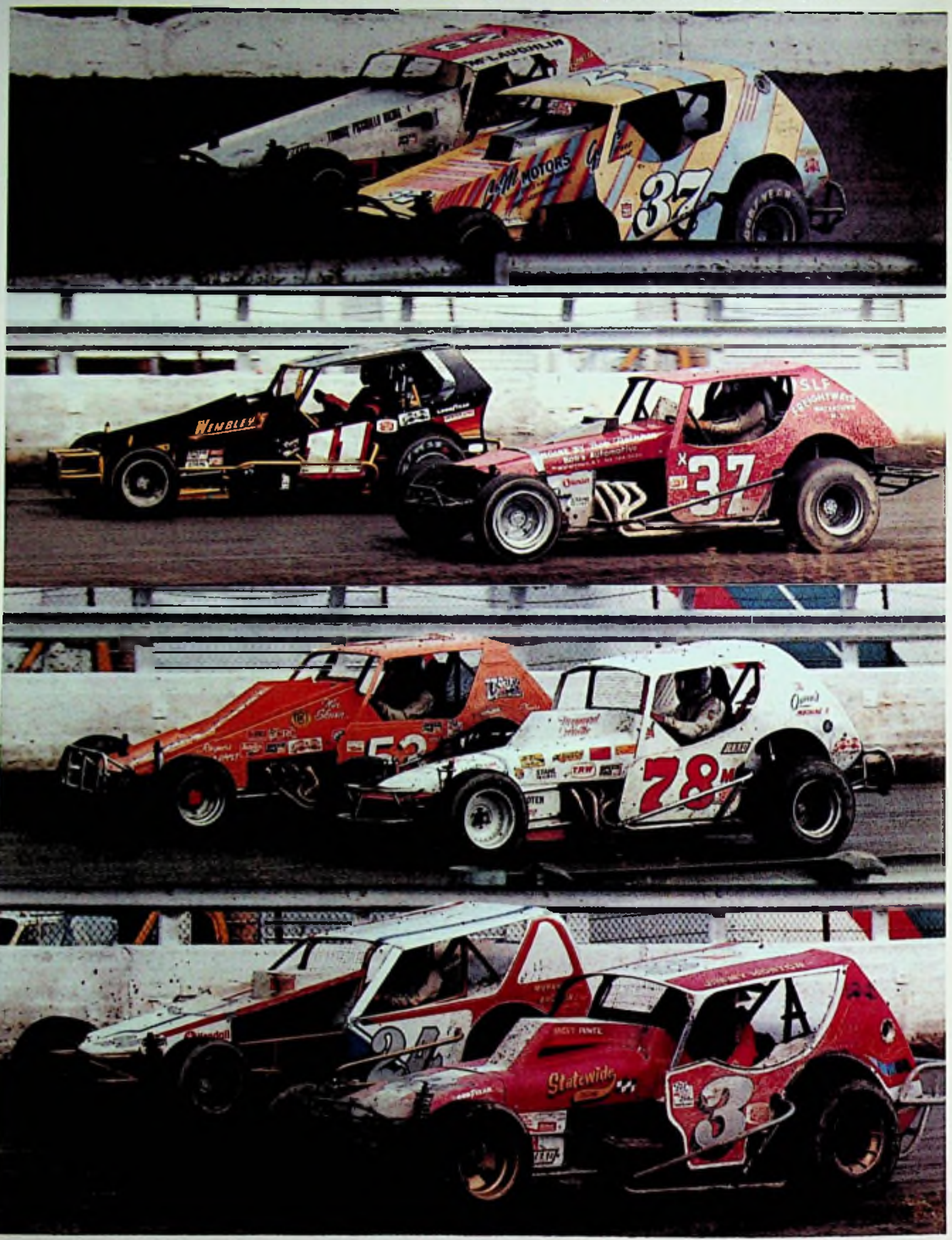
Alan Johnson (14J) and Buzzie Reutimann (60) run down the backstretch.

Gary Balough (112) and Sammy Beavers (73) make up the front row.

Three wide in turn three. Mark Livingston (66m), Dave Lape (22), and Joe Romer.

1981 LABOR DAY ACTION

Mike McLaughlin & Dave Leckonby; Davey Moore & Neil Tooley; Win Slavin & Maynard Forette; Will Cagle & Jimmy Horton



Mark Elsie (99E) can't miss Ricci Ricci's (406) front end and takes quite a tumble.

1981 New York State Fair Champion Merv Treichler

Sammy Beavers (81) and Gary Iulg (56) take it into the cement real hard. Gary was hospitalized.

The modifieds head out of turn four.

Charlie Rudolph (72R) finished 7th and won Rookie of the Race honors. Coville (61) finished 12th.

Gary Gollub (1b) and Tom Corellis (57) race for position both cars were lapped.

Buzzie Reutimann (60) swings wide around Ed Lynch (88).

Mark Fluery (52) drives under Gary Iulg (56).

JEFF KAPPESSER

WILL CAGLE

ALAN JOHNSON

CHARLIE CASTLE

TIGHE SCOTT

JACK JOHNSON

BRETT HEARN

DAVE KNEISEL

No, not an engine! Kevin Collins loses an onboard fire extinguisher and literally dusts off his competition.

The modified boys move to the inside as the number 1a car flips in turn two during the early stages of last year's Schaefer 200.

Three with extra sheet metal and three without. Ivan Little (61) leads Geoff Bodine (99), Scott Tobias (17), Buzzie Reutimann (60), Ed Lynch (88), and Merv Treichler (58) into turn one during the middle stages of last year's Schaefer 200.

Consey action as the pack roars into turn one. All drivers are anxious to move from the consey into the main event—The Schaefer 200.

As the evening shadows grow long, the modifies boys charge off the fourth turn in close fashion.

Sammy Beavers slams the number no. 73 into the first turn inside guardrail during last years Schaefer 200.

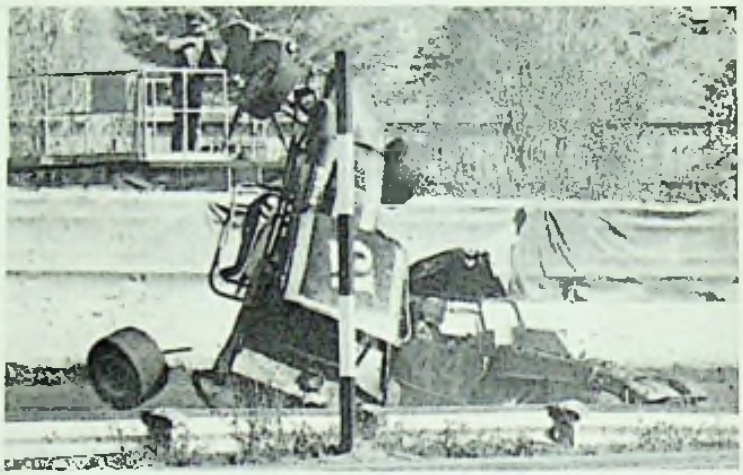
Lou Blaney (10) and Ed Lynch (88) guide their mounts off of turn four.

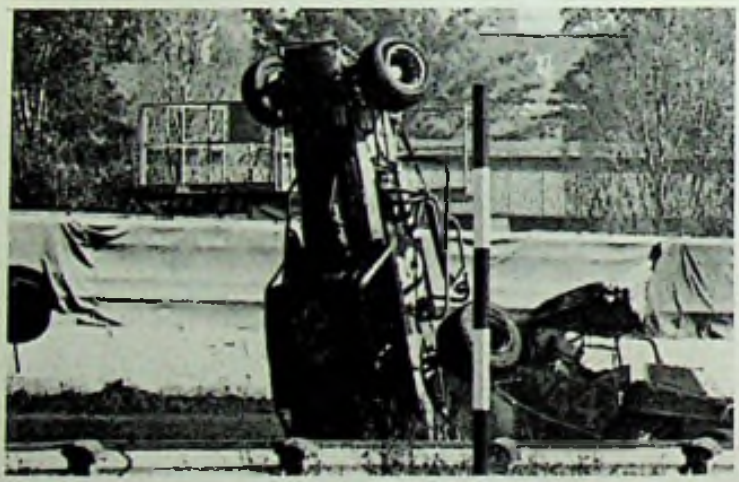
Tommy Corellis (57) stays ahead of the Black Shadow breathing down his neck—Gary Balough.

1980 MODIFIED TOP SIX TIME TRIALERS - Jack Johnson, Frank Cozze, Win Slavin, Dave Leckonby, Sammy Beavers & Gary Balough.

1980 SUPERNATIONALS WINNER STEVE KINSER flanked by Jim Shampine (3rd place). Miss CRC Diane Geesler and Lynn Paxton (2nd place).

Link Pettit (15) went for quite a ride over Vinnie Prentice.





SCHAEFER MEMORIES

Ed Delmolino, Howie Cronce & Dick Tobias, Chuck Ciprich, Gary Balough, Tighe Scott, Sammy Beavers, Stan Ploski, jack Johnson.

Mark Fluery (52) awaits wrecker. Mark was OK.

Win Slavin (53) and Sammy Beavers (73) run hot and heavy.

Jeff Kappesser (37x), Walt Breeding (1) and Carl Collis (12) dice in turn two.

Walt Breeding (1), Dave Leckonby (37) and Bill Wilson (7) go slideways.

Eddie Haenelt (a1) rides out a wild flip. He was OK.

Two Canadians battle in Syracuse. Brian Stevens (44s) slips up on Ivan Little (61) in turn two.

Chuck Ely (115) and Merv Treichler (58) battle down the long backchute.

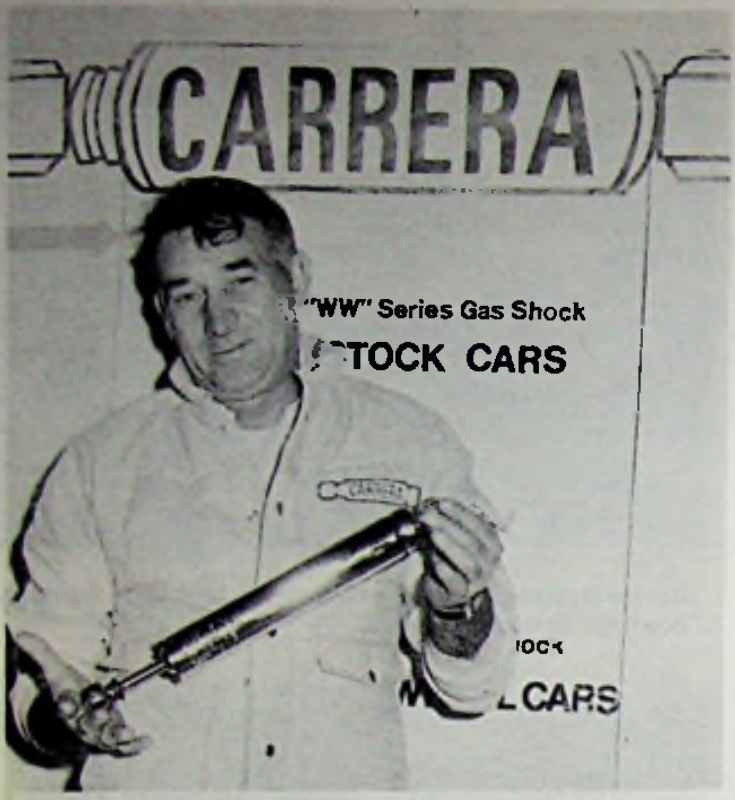
Buzzie Reutimann leads Frank Cozze and Gary Balough down the backstraight.

Brett Hearne, Gary Balough and Geoff Bodine wage a furious battle.

Sammy Beavers no. 73 plows a bit as Jack Johnson no. 12a closes in.

The modifieds head for the homestraight.

Merv Treichler sticks out in a crowd.



3rd ANNUAL TRADE AND ENTERTAINMENT SHOW BECOMES SUPER DIRT WEEK INSTITUTION

The third annual Super DIRT Week Trade and Entertainment Show will be one of the highlights of this race week.

Held Thursday, Oct. 8; Fri., Oct. 9; and Sat., Oct. 10, from 7 p.m. nightly in the spacious Center of Progress Building behind the second turn, the show has become a Super DIRT Week institution.

One of the biggest additions to this year's show is the display of the Eastern Old Timer sprint cars and midgets. These cars, some valued at $75,000-plus, are from the 1920's, 1930's, and 1940's. The antique autos will grace the trade show nightly and then take to the track before Sunday's Schaefer 200 to film an hour-long special for ESPN-TV.

Admission is $2.00 each night, except that anyone with a pit pass will be admitted free of charge on the first night, Thurs., Oct. 9. Beverages and food are available.

The entertainment nightly is going to be provided by a dynamite country band, Grinder Switch. They have played before huge crowds this summer at the Weedsport Speedway open air pavilion. The 5-man Macon, G-2 band loves racing.

The trade area will be located on the east side of the Center of Progress Building, while the entertainment is on the west. The Center of Progress Building is a short walk from all camping areas.

Highlights on the trade show side will be DIRT videotapes, Bob Myers' DIRT Race Replicar, the Eastern Motorsport Press Association's award winning photographic exhibit, and Snyder Movies.

Trade exhibitors on hand will be: Winters Performance Products, Quarter Master Industries, Hiester's H.O. Raceway, Clark Angstadt Paintings, Mazda Company, Centerline Wheels, AMS/Oil, John Judge Photography, Marsten Sport Specialists, Speed-Pro Rings by Sealed Power, DIRT Novelties, and CRC Chemicals USA.

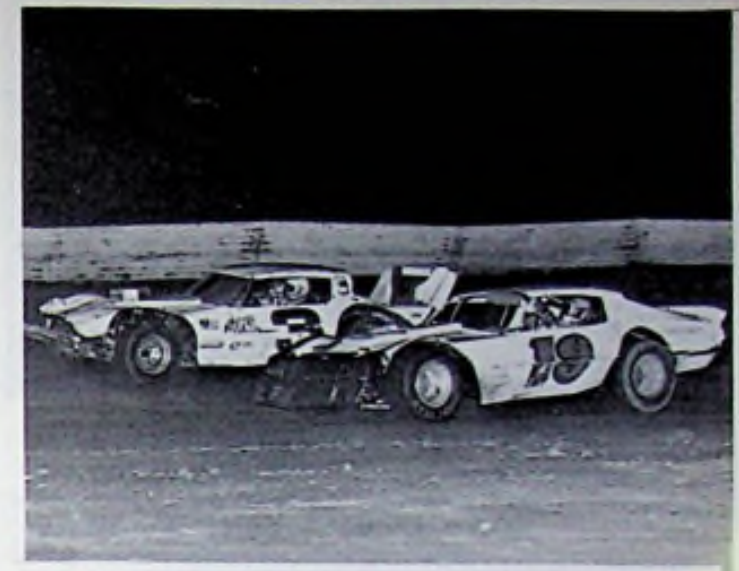
Carrera Shock Absorbers, Dillion Enterprises, Stock Car Fiberglass, United Leathers, Gater Racing News, TRW Pistons, Reed Cams, Lias McCreary Tires, Open Wheel Magazine, Stock Car Racing Magazine, Area Auto Racing News.

Al Matthews Studio, Program Dynamics, Kleban's Bilstein Shocks, Edelbrock Corp., Dixon Steel Fabrication, Ohio Shirt, Schaefer 200 Medallions, All Star Circuit of Champions, Keystone Racing News, TRC Inc., Stahl Headers, C & C Performance Inc., Hadfield's, Ultradyne, Cams and many others.

Of course, after the races and each night until the wee hours, the Entertainment side of the show will be the partying place to be. Last year, the trade show was the popular place to meet the drivers, sip a brew, and listen to some good tunes.

RODNEY COMBS WINS 1980 NDRA RACE AT ROLLING WHEELS

Will Cagle NO. 24 passes Gary Martz. Will took 3rd.



Kenny Brightbill No. 19 goes under Bob Smith No. 3.

Freddy Smith (00) comes off the 4th turn side by side with Gary Martz.

Rodney Combs No. 5 takes the lead from No. D7 Jerry Inmon.

Gerry Chamberlain No. 76 goes under Ronnie McBee No. 55

NDRA star - Larry Moore.

DAVE WICKHAM

by Denise Ellis
(condensed from Gater)

Dave Wickham is: (a) a college professor; (b) a professional Sprint car racer; (c) an electrical engineer; (d) a research consultant; (e) all of the above.

Since this is an auto racing program, "b" would appear to be the correct answer. However, read on, and you'll see that Dave Wickham has tasted more of life than the dust from dirt ovals.

Although the Brewerton, NY native attended races as a child and raced go-karts at age five, he had other things to do before he became fully involved in racing. "When I was in high school," he recalls, "we had a radio station and I got involved in that, then I went to Oswego State College and got a Bachelor's Degree in Broadcasting."

About that time two entirely different things intrigued the college graduate-electrical engineering and Sprint cars. He entered Syracuse University to study engineering and also purchased a Sprint car. By working in broadcasting, television and radio, and also teaching at college, he was able to support himself and his race car.

With all his education, profitable jobs and assured future, why did Wickham want to give it all up and become a full-time racer?

"I just decided that I'd rather be living off a professional sport," he states. "I figured if I was going to do it, I'd have to give up everything. I just took everything that I had and liquidated it."

Wickham credits Van May, a professional racer from Hanover, Pa., for inspiring him to make his decision. "I got to know Van at the race tracks and Van is a guy who's working on his own. All he's got, basically, is what he makes racing," explains Dave, "and he's been racing full time. I thought, well, there's a good example. If Van can do it, I'm gonna give it a try."

To many, the whole thing sounds preposterous. Yet, Wickham knew a long time ago that he wanted to race Sprint cars. "I feel that Sprint cars are the ultimate dirt track race car," he explains. "When I would go down to Reading in the spring and watch the USAC Sprints, tears would just run out of my eyes. It's the nostalgia, and I just think Sprint cars have so much background and history. It's so exciting."

When Dave Wickham made his dicision to race full time he needed three things: a competitive car, a powerful motor, and a good sponsor. The car was built by Ben Cook, the motor purchased from Ron Hutter, and the sponsorship provided by Corky Stockham, President of the National Parts Peddler.

Eventually the bearded University graduate bid farewell to his business associates, traded his coat and tie for jeans and a T-shirt, jumped into his van, and towed his Sprint car to Central Pennsylvania, where he now resides.

At the present time Sprint racing is a way of life for Dave Wickham and he's been rather successful in his new profession. He's had numerous top five finishes, and his car is usually one of the fastest on the track. But suppose racing doesn't work out in the future. Would he go back to his former career?

"Oh, yeah," he quickly replies, "that's the meat thing. I used to work full time and race when I could, and now I race full time and work when it happens to come along. Right now I'm working part time as a research consultant with a gigantic corporation based in New York, and that helps me keep the car together over the winter."

Dave Wickham has done what he was determined to do; become a professional Sprint racer. "Getting into a race car is just a matter of something you get used to," he explains.

Go-karts are the best place to start, because they teach you everything you need to know. But I think that for anybody who wants to go racing, if they're real good in a go-kart, the worst mistake that they can make is to get into a lesser class of race cars than what they ultimately desire. It's gonna cost you a couple years of career in building and potential."

Perhaps Dave Wickham's advice, to future racers is correct. Remember, he's a college professor, a professional Sprint car racer, an electrical engineer and a research consultant.

How often do you meet a racer with ALL OF THE ABOVE credentials?

EDELBROCK: FIRST YEAR WITH DIRT - "TERRIFIC"

"Our first year with DIRT was nothing less than terrific!" That was the response from the Edelbrock Corporation when informed of their impressive showing in 1981 DIRT events.

The El Segundo-based company had the winning manifold on 15 of the 17 winners in the 1981 CRC Chemicals Super DIRT Series. That works out to 90 percent. Moreover, Edelbrock had an equally impressive 88 percent of the top three finishers in the CRC Series.

Alan Johnson lead the Edelbrock parade earning $875 in Edelbrock contingencies during the course of the season. Jack Johnson and Will Cagle were close behind earning $625 and $525 respectively, from the California manifold manufacturer. Other DIRT stars who won races with Edelbrock products include Brett Hearn, C.D. Coville, and Carl Reynolds.

Furthermore, Edelbrock is a major contributor to the series point fund which exceeds $25,000. And to top it off, Edelbrock sponsors the DIRT Modified Rookie of the Year Award which in 1981 will go right to the wire between Craig Keel, Bob McCreadie and Jack Cottrell.

"Edelbrock has long been the dominate manifold force in oval track racing," observed DIRT's Andy Fusco. "Their involvement in our circuit adds a degree of class, professionalism and prestige."

Indeed, our first year with Edelbrock was nothing less than terrific, too!

BARRY CAMP

by Denise Ellis
(condensed from Gater)

When stock broker E.F. Hutton talks...people listen. When Sprint racer Barry Camp talks...the same thing happens. People listen.

During his sprint career of seventeen years, Camp has become one of the most respected drivers in the East. He's been around long enough to know what's going on, and when he expresses an opinion, people are willing to listen.

Several years ago at Syracuse the Super Nationals were run without wings. Since the Eastern drivers were unaccustomed to racing without the huge airfoils, a controversy developed and some angry words were spoken. Camp, however, remained calm, and tactfully explained the situation to anyone within earshot. Since then wings have been permitted at Syracuse. Perhaps Camp had been heard.

It's not unusual to see the affable driver holding court somewhere in the sprint pits. Very often other drivers come to visit and hear what he has to say. Maybe someone needs advice concerning tires, or perhaps someone wants to discuss track conditions. No matter what the issue, Camp has something to say. And he says it well. In addition to his proficiency in organizing thoughts into words, Camp's voice has an extremely pleasing tonal quality. His semi-baritone, accentuated with a slight western drawl, demands immediate attention.

But if his voice doesn't attract, his colorful racing outfits will. When asked if there was a reason for his vibrant clothing, Camp laughingly replied, "It's mainly just something to talk about. If I didn't wear my red, white and blue boots, Lynn Paxton would have nothing to cut me up about. I probably get more people to talk to me because of all the colorful things I do than because I'm a good race driver."

Camp has won races throughout his career, but 1981 proved to be his best year yet. Earlier in the year he mentioned several goals that he would like to achieve. One of them was to win another track championship, and he did just that as he captured the Selingrove point crown for the second consecutive year. He also remarked that he would like to run a championship race, and this year that dream came true. On July 4th, at Williams Grove he drove the Stenger Ford USAC Dirt Champ car to a fine second place finish behind Eddie Leavitt. Another of Barry's goals, and probably the most important to him, was to win a race at Williams Grove. After 17 years, the win finally came on September 13. His first words in the victory lane interview were something like this, "I hope you don't mind if I cry a little," as the tears in his eyes showed his joy.

Even though he owns a Sprint car, he regularly campaigns the no. 26 sprinter owned by H.F. Campbell and Sons of Millertown, Pa. The mechanical work is done by a number of men, so many, in fact, that Camp disliked mentioning any names as he didn't want to accidentaly omit someone.

After watching Camp drive a Sprint car, it's easy to understand why Campbell would give him a ride. He has a smooth driving style that keeps cars intact, and he's a consistent finisher. Camp won't beat the car, but he will go for the position at the end if the opportunity is there.

Since he usually competes on the Pennsylvania sprint circuit of Williams Grove and Selinsgrove, his favorite track came as a surprise. "I think I sort of like the Syracuse race track better than any race track I've ever been on, and I seem to do well up there," he said. "If they had races up there every week, I'd be there."

Like many weekend racers, Camp has another vocation. He owns the B and C Auto Parts Warehouse in Beavertown, Pa., a distributor of Fram Oil Filters and Autolite spark plugs.

Because of his position with Fram and Autolite, he loquacious driver spoke to some corporation representatives in an attempt to secure some sponsorship. His efforts paid off, for Fram and Autolite sponsored a race last May at Williams Grove, with the winner taking home more than $2,000.

Barry Camp is a businessman, family man and sportsman. But he's also a dedicated racer. His love of racing is sincere, and he has a special feeling for everyone involved in the sport. "I love all the fans," he concluded, "and I wish they'd all come to the races. We need the help right now and the promoters need the help."

Race fans--are you listening?

WINTERS KICKS IN $4,400 TO WINNERS CLASSIC

Winters Performance Products will kick in $4,400 as underwriting sponsorship to the CRC Chemicals Winners Classic Friday, Oct. 9, at the Syracuse Mile.

The twin-10 mile that runs for sprint car and modified drivers who have won CRC Chemicals qualifiers this summer, were originally going to be $2,000 winner-take-all races. But now, according to an announcment by Vaugh Winter, President of Winters Performance, every other driver in the field will receive $200 a piece. So, the winner in each race will receive $2,000 and everyone else will get $200--not bad for about five minutes work.

Incidentally, for Syracuse, Winters will have a new open tube for sprint cars available.

The Winners Classic will be conducted Friday, Oct. 9, at 5:30 p.m. as a part of Super DIRT Week. Goodyear, M & H and Hoosier join CRC Chemicals and Winters as the sponsors by giving two free rear tires to drivers in the modified half of the rich double-header. Drivers eligible to start in the 10-mile dashes are as follows. They are not listed in order of starting position:

MODIFIED 10-MILER
Alan Johnson (Goodyear)
Jack Johnson
Will Cagle (M & H)
Dave Moore (Goodyear)
Brett Hearn (Goodyear)
Ken Brightbill (Hoosier)
C. D. Coville (Goodyear)
Carl Reynolds (Goodyear)

SPRINT 10-MILER
Steve Kinser
Buck Buckley
Jim Horton
Smoke Snellbaker
Steve Smith
Johnny Beaber
George Bischoff
Bobby Weaver
Scott Tobias
Jerry Matus
Randy Ford
Van May
Mike Horner
Barry Camp
J. Haudenschild
Warren Conlam

YOUR SUPER DIRT WEEK DINING & ENTERTAINMENT GUIDE

Support The Area Businesses That Support Super Dirt Week

GRANDSTAND CONCESSIONAIRES

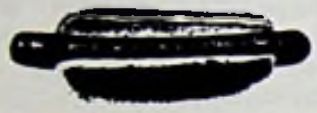
The Best In Food Is Right
Under The The Stands!

Open Throughout Super Dirt Week
For Your Convenience

MEIER & RANZ

Wolf St. **Syracuse, N.Y.**

"Franks That Are Frankly Good"
MANUFACTURERS OF ALL GERMAN
& AMERICAN SAUSAGE PRODUCTS



The House of "Hi Mark" Quality Meat Products

PHONE:
HA23246
HA21018

Support Your Advertisers
For They Supported You

TRIVET HOUSE

"Charm of a Colonial Inn"

Buckley Rd. & 7th North
Liverpool
451-1040

STEAK+

STEAK FRIES,
CRISP, TOSSED SALAD,
TEXAS TOAST, AND
ONION RINGS!

$6.25

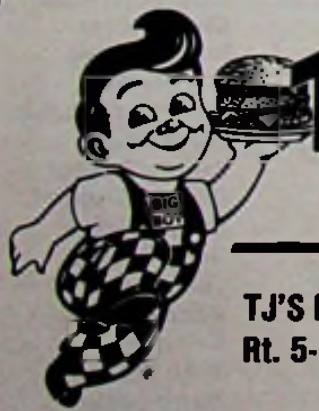
WHERE THE GOOD TIMES ARE FOUND.
The Ground Round

W. Genesee St.
FAIRMOUNT

311 7th N. St.
LIVERPOOL

Rt. 57
LIVERPOOL

50¢ OFF



TJ's BIG BOY
FAMILY RESTAURANTS

WELCOMES
RACE FANS

Bring your Ticket Stub to any T.J.'s Big Boy - Get 50¢ OFF any Regular Dinner or Breakfast - Salad Bar and Entree

TJ'S Rt. 57, LIVERPOOL
Rt. 5-FAIRMOUNT

NORTH SYRACUSE
FAYETTVILLE

CAN NOT BE APPLIED TO SPECIALTY PRICED ITEMS
ONE DISCOUNT PER CUSTOMER

50¢ OFF

Tonino's Trattoria

FINE REGIONAL ITALIAN COOKING

- Entrees Starting at $4.50
- Featuring Homemade Pasta Dishes
- Prime Veal, Steaks, Chops & Seafood

SPECIAL FULL COURSE FAMILY DINNERS
Sunday $6.95

HOURS
Serving Lunch & Dinners

Monday-Thursday	11:30 A.M.-10 P.M.
Friday	11:30 A.M.-11 P.M.
Saturday	4:00 P.M.-11 P.M.
Sunday	Noon-9 P.M.

Daily Luncheon Specials

DRINK LOTTERY COCKTAIL HOUR
4:30 till 6:30 P.M.

7240 Oswego Road — Liverpool, NY
Rt. 57 — ¼ Mile North of Thruway Exit 38

457-4460

"Your Family Restaurant"

Raphael's

LUNCHES • DINNERS

Reserve one of our 4 LARGE BANQUET ROOMS
WEDDINGS - PARTIES
BUSINESS FORUMS
ACCOMMODATIONS TO 500

COCKTAILS

SPECIALIZING IN
ROAST PRIME RIBS OF BEEF
STEAKS & CHOPS
SPAGHETTI - SEAFOOD - PIZZA

OPEN 7 DAYS
8 a.m. to 12:30 Midnight
Fri. & Sat. till 1:30 A.M.

BREAKFAST — LUNCH — DINNERS
Family Dining Atmosphere

SPECIAL

All Chicken You Can Eat	4.25
All Roast Beef You Can Eat	5.95

FRIDAY
FRESH BOSTON HADDOCK
GREAT ITALIAN FOOD

Childrens Prices Too — Come As You Are

Raphael Caloia
Prop.

Best Western

THE DINKLER

...at Best Western...
1100 James St., Syracuse
315-472-6961
"Famous for their Fine Food and Entertainment"

Convention Center

NEW YORK THRUWAY
EXIT 40
AUBURN, N.Y.

Featuring:
Live Entertainment
Act IV Restaurant
"Dancing"
Serving Fine Foods In
Our Dining Room

315 - 253-4531

THE INFIELD STAND

* Breakfast starting at 7:00 AM
* All Legal Beverages Served
* Dinners * Lunch * Supper * Snacks

10% OFF* With This Coupon

After the races, bring this coupon to Mr. Steak in Westvale for a terrific, relaxing meal, plus 10% savings for everyone in your party.
Mr. Steak in Westvale, just 2 miles from the track, on W. Genesee St., across from Westvale Plaza.
*10% offer good Oct. 7 thru Oct. 11 ONLY. Offer good for food items only. Does not apply to other Mr. Steak discount offers.

Westvale, 2105 W. Genesee St.
We Welcome Master Card & Visa

AMERICA'S STEAK EXPERT

Mr. Steak

THE KING AND HIS COURT

by Jean Lynch

Once a King, always a King. This statement has never applied to anyone better than the three-time crowned King of the World of Outlaws, the modest but sensational, Steve Kinser.

According to Webster's dictionary, a king is a male ruler or a man distinguished in some field. Everyone in attendance at Syracuse during Super Dirt Week knows that the 'King' is Kinser and his field is sprint car racing. He does battle weekly, defending his title, sometimes on friendly but more often on the foreign soil of a dirt track against a group of that track's particular weekly warriors who are anxious for a chance to de-throne the 'King'...but he does not do it alone.

As every King has his Court, this young blonde with the bashful smile out of Bloomingdale, Indiana, is flanked by a genius, his Uncle and chief mechanic Karl Kinser and veteran wrenchman Paul Elrod. Together, the team has Steve running in a class of his own, usually a comfortable distance ahead of his competition.

The World of Outlaws, formed and led by Ted Johnson since 1978, has never known a 'King' other than Kinser, but, probably because of mid-season injury he will fall just short of the title goal this year.

Now in his fifth year of Sprint racing, after starting with Bob Thompson in the no. 53 car, Steve was chosen to drive Karl's car after his regular driver Dick Gaines was injured and went into semi-retirement. In case you were thinking that the ride was passed down to Steve because of the family tie-in...you're dead wrong! As Karl explained, "I looked at several young prominent drivers, including Steve and Danny Smith. Steve had been running some local and a little USAC. I thought I'd try Steve as a replacement driver. His daddy Bob and his cousin Sheldon live just 20 miles from me. But racing is kind of brutal...if Steve didn't drive to suit me, I'd have "John Doe" in it."

Since Steve joined Karl they have had a ton of victories, between 150 and 170, and there have only been three injuries. In one wreck at Tulsa where he totaled the car, he was badly bruised. In May this year at Indy, he had just completed his Rookie test at 5 p.m. After a few adjustments, he scurried back out to try the car before the 6 p.m. official cut-off time for practice. A problem developed and sent him crashing into the no. 1 turn wall. He was fortunate enough to escape with only a sore foot.

This year's title-bid set back came at Knoxville when he crashed, chipping a bone and tearing ligaments and muscles in his right arm. He was in pain for days and wore his arm, packed in ice, in a sling for over a week. "We were just 20 or 30 points behind Wolfie (Doug Wolfgang) at the time," recalled Karl. Steve missed three important WoO point races while he healed.

The former wrestling champ returned in winning style, though, and was more devastating than ever, if that's possible...skipping from track to track...picking off the big money races. With his Gaerte Engine sponsor out of Rochester, Ind. and Hoosier Tire sponsor out of Lakeview, Ind., Steve set new track records as he went along.

After chalking up a $13,332 win at Syracuse last year, 'numero uno' went on to notch the Knoxville Nationals, the Eldora Nationals, and made it three in a row in the California Gold Cup Series. Every racing news paper picked up on his blockade of the Eastern Sprint drivers this summer, when he cultivated his longest career win streak, with 10 features in a row...nine WoO and one MOSS.

A return to the East had him the dominant stranger at the All Star Circuit of Champion Sharon Sprint Nationals, then moving on to win two more MOSS shows on his way home in early September.

His wife Babs, a cosmotologist on campus at Indiana University in Bloomington, usually takes off summers to travel with him. She picks up spending money by grooming and trimming many of the traveling outlaws and their wives, but she missed the Sharon swing because, with a house full of company she suddenly developed appendicitis. Within two hours she was on the hospital operating table and the appendix came out.

In the third week of September, the stalkey kid with the squared-off shoulders and his Uncle headed for Knoxville, but at that point they decided to build a new Kinser chassis for Syracuse. Steve skipped and flew to race someone else's car in the Gold Cup in California, leaving Karl to start the new mount.

A bunch of guys from home help Karl including his brothers Larry and Mickey. "I like a fresh car for the mile, one that hasn't been crashed or even run. Syracuse required a different tire set-up and it's a weird track. It likes to eat up tires and it is more of a stop-and-go mile. The driver can't forget about the back stretch being narrow. It has a wide front stretch and narrow back. If you come out of number two turn with a couple of cars and you're on the outside...you better remember that, or you could get in trouble. I'm going back to one of my original chassis styles...back when Dick was driving. Buildin' a good race car is like markin' good biscuit's...you have to start from scratch. We'll put a cast-iron 406 block in it."

The King and his Court are ready to defend their Syracuse Super Nationals title from last year, when he made his first-ever attempt to conquer the mile here and led the race from the seventh lap. His performance through lapped traffic was a sight to behold in the 1980 race, but we're sure he can equal or surpass that in this year's 100 km feature.

OUTLAW KING STEVE KINSER TOPS SUPERNATIONAL FIELD AT SYRACUSE

Steve Kinser, the 26-year-old "King of the Outlaws" from Bloomington, Indiana, displayed his championship winning form all afternoon Saturday as he romped to an easy win in the third annual "Supernationals" at the New York State Fairgrounds.

Kinser started the 63-lap (100 km.) chase in the second spot and was largely unchallenged after taking the lead from polesitter Keith Kauffman on the seventh circuit.

Although Kinser built and maintained a comfortable lead once in front, the record Supernationals crowd saw an exciting duel for the runnerup spot. Pennsylvania runners Lynn Paxton and Scott Tobias had their hands full contending with former supermodified ace and sprint car rookie Jim Shampine of Clay, N.Y.

Shampine had placed his new Charlie Lloyd-built sprinter in the third spot in time trials, a feat not unnoticed by the partisan crowd, and applied nearly constant pressure to Paxton, who held down the second spot for most of the day.

When the race was red-flagged after 40 laps for the mandatory fuel break, Paxton, Shampine and young Tobias (a 20-year-old from Lebanon, Pa.) were behind leader Kinser.

Following the break, Kinser wasted little time in re-establishing his advantage, but the trailing trio remained close and provided most of the action.

Kauffman, whose qualifying run was good for a new Syracuse track record, fell out after 33 laps with a blown motor. Four laps earlier, the powerplant of defending champion Smokey Snellbaker, who had run as high as second, had expired, ending any chances of a repeat by the popular Snellbaker.

Kinser's only problem was with lapped traffic, as on one occasion he barely missed getting involved in a first turn skirmish with several lapped cars, and the latter stages also saw Steve involved in several hairy traffic situations, though he skillfully weaved his way through every group.

Paxton, Shampine and Tobias also had problems with slower cars, perhaps accounting for the fact that their running order remained unchanged until the checkers flew.

The win by Kinser, the three-time and only champion the World of Outlaws circuit has ever known, was worth $13,250, while runnerup Paxton garnered $6,200.

The third and fourth place finishes of Shampine and Tobias were worth $4,225 and $2,550, respectively.

Pennsylvania's Barry Camp, whose scary flip in 1978 still lingers in the memories of most Supernationals fans, drove a steady race to pick up the $2,300 fifth place check.

The winner rode in a Gary Stanton-constructed chassis with a Gaerte small block under the cowl.

Supernational Notes... The highest finishing supermodified was that of Ed Thompson, who wound up eleventh. Bob Stelter also ran well and settled for 12th...

...Dirt modified regular Stan Ploski of Ringoes, N.J. drove an outstanding race to finish eighth. Another modified runner trying his hand at the sprinters was Billy Osmun, who had some tough luck and was listed as 36th at the finish...

...The top ten consisted of four WoO runners (winner Kinser, seventh place Dan Smith and ninth and tenth place finishers Rick Ferkel and Doug Wolfgang), four Pennsy drivers (runnerup Paxton, fourth place Tobias, fifth place man Camp and sixth spot finisher Kramer Williamson), a URC competitor (Shampine) and a modified driver (eighth place Ploski), proving once again that the Supernationals, this year worth some $60,000, draws the most varied field possible...

...Kinser's win occured on his first-ever trip to the famed Syracuse mile, and he undoubtedly didn't regret it...

An ecstatic Steve Kinser.

The Outlaw's famous 4 abreast pace lap.

Heavy traffic in turn one of last year's B-Main.

1980 SUPERNATIONALS FINISH

FIN.	STR.	CAR	DRIVER	HOMETOWN	LPS.	REASON OUT	EARNINGS*
1.	2	11	Steve Kinser	Bloomington, Ind.	63	Running	$13,332
2.	11	1	Lynn Paxton	York Springs, Pa.	63	Running	6,200
3.	3	8	Jim Shampine	Clay, NY	63	Running	4,225
4.	7	17	Scott Tobias	Lebanon, Pa.	63	Running	2,550
5.	14	26	Barry Camp	Beavertown, Pa.	63	Running	2,300
6.	23	20	Kramer Williamson	Palmyra, Pa.	63	Running	2,000
7.	13	18	Danny Smith	Hendersonville, Tenn.	63	Running	1,600
8.	8	71	Stan Ploski	Ringoes, N.J.	62	Running	1,400
9.	16	0	Rick Ferkel	Findlay, Ohio	62	Running	1,300
10.	15	4	Doug Wolfgang	Sioux Falls, S.D.	62	Running	1,100
11.	32	91	Ed Thompson	Oswego, N.Y.	62	Running	1.050
12.	37	04	Bobby Stelter	Syracuse, N.Y.	62	Running	1,000
13.	26	21	Gary Krout	York, Pa.	61	Running	900
14.	10	76	Charlie Massey	Mt. Holley, N.J.	61	Running	800
15.	29	5W	Randy Wolfe	Lebanon, Pa.	61	Running	700
16.	34	19	Jack Crawford	Apalachin, N.Y.	61	Running	600
17.	5	81	Lee Osborne	Jamestown, Ind.	61	Running	500
18.	22	25	Jack Hewitt	Troy, Ohio	61	Running	400
19.	38	15	Lee James	Lizton, Ind.	61	Running	400
20.	19	27	Dave Kelley	Alburtis, Pa.	60	Running	400
21.	30	18X	Larry Dickson	Marietta, Ohio	60	Running	300
22.	27	84	Chris Criswell	Martinsburg, W. Va.	60	Running	300
23.	36	3	Jimmy Horton	Hammonton, N.J.	60	Running	300
24.	12	80	Dave Wickham	Brewerton, N.Y.	60	Running	300
25.	33	75	Ed Wylie	Sicklersville, N.J.	45	Mechanical	300
26.	40	44	Ed Lynch	Apollo, Pa.	44	Rocker Arm	300
27.	9	1N	Sammy Swindell	Bartlett, Tenn.	41	Blown Engine	300
28.	25	98	Allen Klinger	Heggins, Pa.	39	Power Steering	300
29.	20	28G	Tom Spriggle	Harrisburg, Pa.	32	Blown Engine	300
30.	31	55	Randy Ruth	Thomasville, Pa.	30	Blown Engine	300
31.	4	56	Smokey Snellbaker	Dover, Pa.	28	Blown Engine	300
32.	17	46	Kenny Jacobs	Homesville, Ohio	26	Rear End	300
33.	39	1a	Bobby Allen	Hanover, Pa.	22	Push Rod	300
34.	1	29	Keith Kauffman	Mifflintown, Pa.	21	Engine	950
35.	18	66	Steve Smith	New Oxford, Pa.	18	Unknown	300
36.	21	11X	Billy Osmun	Bridgewater, N.J.	12	Blown Engine	300
37.	6	57	Steve Yodock	Bloomsburg, Pa.	11	Seized Up	300
38.	24	36	Chuck Ciprich	Burdette, N.Y.	7	Mechanical	300
39.	35	461	Bill Stief	Norwood, Pa.	4	Mechanical	300
40.	28	1X	Bill Wentz, Jr.	Allentown, Pa.	1	Engine	300

2 LAP LEADERS: Lap 1-6 Kauffman; Laps 7-63 Kinser
FAST QUALIFIER: Kauffman 29.628 NTR- 121.506 mph.
ENTRIES: 75 QUALIFICATION: 69 cars took time. RUNNING AT FINISH: 24 cars.
*-Earnings include prize money, lap money, pole position money and contingency awards.

Syracuse Oct. 1980 - Smokey Snellbaker 56, 1979 Super-Nationals Champ.

The 4 fastest outlaws on Eart. Keith Kauffman, Steve Kinser, Jim Shampine and Smokey Snellbaker.

1980 SYRACUSE SUPER NATIONAL ACTION

The start of the consi for the Super Nationals.

Looking back at the startint lineup.

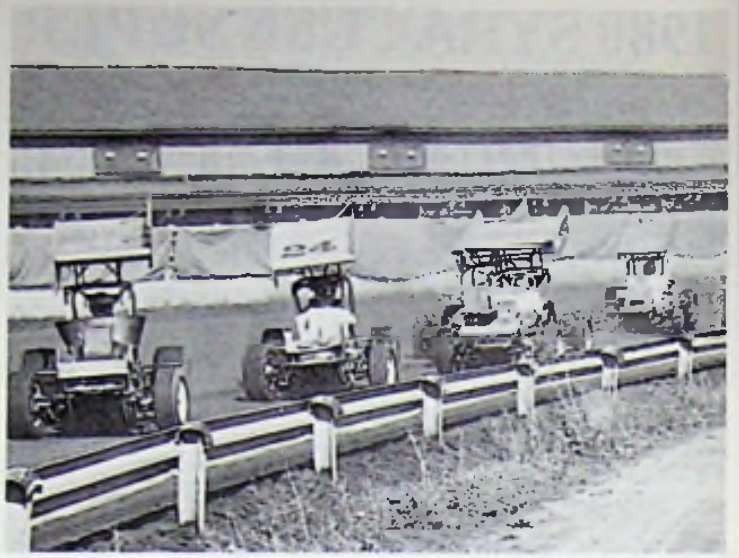
Central New Yorkers Jim Shampine(8) and Dave Wickham(80) lead Pennsylvanian Lynn Paxton(1). Paxton got 2nd and Shampine 3rd.

Steve Kinser (11) runs wide to overtake lapped traffic.

Chuck Ciprich attempts to overtake Cris Criswell(27). Ciprich was the fastest super but he overheated.

1980 Syracuse Super Nationals - Tommy Spriggle 28G and Bobby Allen 1A race without much bucks. They both dropped out.

Kramer Williamson (20)



Broadsliding in turn 3.

Dave Kelly(19) leads Rick Ferkel(0) and Lynn Paxton(1) down the back.

Heavy traffic at 120 mph!

Smokey Snellbaker (56) and Dave Wickham (80).

Lynn Paxton (1), Jim Shampine (8), Dave Wickham (80)

1980 Syracuse Super Nationals - Randy Ruth 55 and Ed Lynch 44 both fell victim to motor problems.

Jim Shampine (8) runs with USAC star Larry Dickson.

Jack Crawford (19) leads Bob Stelter (04) thru turn 3. Stelter got by late in the race, finishing 12th.

Kenny Jacobs flirts with the wall as Brian Seidel 98 goes by.

1980 Syracuse Super Nationals - Rick Ferkel 0 and Lynn Paxton 1 battle down the long chute.

1980 Syracuse Super Nationals - Lee James 15 and Bobby Geldner 1B run through the turn.

1980 SYRACUSE SUPERNATIONALS LINE-UP

POS.	CAR NO.	DRIVER	TIME
1.	29	Keith Kauffman*	29.628 NTR
2.	11	Steve Kinser*	29.917
3.	8	Jim Shampine	30.314
4.	56	Smokey Snellbaker*	30.365
5.	81	Lee Osborne	30.423
6.	57	Steve Yodock	30.573
7.	17	Scott Tobias	30.745
8.	71	Stan Ploski	30.949
9.	1N	Sammy Swindell	30.961
10.	76	Charlie Massey	31.048
11.	1	Lynn Paxton*	31.149
12.	80	Dave Wickham	31.191
13.	18	Danny Smith	31.196
14.	26	Barry Camp*	31.350
15.	4	Doug Wolfgang	31.419
16.	0	Rick Ferkel*	31.694
17.	46	Kenny Jacobs	31.717
18.	66	Stevie Smith	31.766
19.	27	Dave Kelly	31.768
20.	28G	Tommy Spriggle	31.773
21.	11X	Billy Osmun	31.906
22.	25AZ	Jack Hewitt	31.923
23.	20	Kramer Williamson	31.946
24.	36	Chuck Ciprich	31.954
25.	98	Allen Klinger	32.000
26.	21	Gary Krout	32.183
27.	84	Cris Criswell	32.188
28.	1	Billy Wentz, Jr.	32.205
29.	5W	Randy Wolfe*	32.238
30.	18X	Larry Dickson	32.254
1.	91	Ed Thompson	32.295
2.	55	Randy Ruth	32.316
3.	15	Lee James	32.347
4.	75	Ed Wylie*	32.420
5.	39	Fran Hogue	32.433
6.	98X	Brian Seidel	32.471
7.	44	Ed Lynch*	32.475
8.	3	Jimmy Horton*	32.560
9.	04	Bobby Stelter	32.621
10.	461	Billy Stief	32.638
11.	37	Mike Thomas	32.681
12.	19	Jack Crawford	32.683
13.	24	Ronnie Dunstan	32.694
14.	77	Bentley Warren	32.807
15.	5	Ed Zirkle	32.946
16.	1a	Bobby Allen*	33.197
17.	41U	Rick Stone	33.355
18.	75X	Paul Kline	33.511
19.	99	Steve Gioia, Jr.	33.669
20.	1B	Bobby Geldner	33.691
21.	12	Steve Christmas	33.732
22.	82	Larry Kline	33.802
23.	29	Gerry Daneker	33.854
24.	83	Don Biglow	33.967

JONES ENGINEERING
Indianapolis, Ind.

To Sponsor Pole Position In 1981 Syracuse Super Nationals.

$500.00

1980 MODIFIED TIME TRIALS

POS.	CAR NO.	DRIVER	TIME
1.	112	Gary Balough	31.957
2.	73	Sammy Beavers	33.203
3.	37	Dave Leckonby-P	33.695
4.	53	Win Slavin	33.699
5.	44	Frank Cozze-*	33.787
6.	12A	Jack Johnson-*	33.793
7.	99B	Geoff Bodine	33.802
8.	3	Jimmy Horton-*	33.849
9.	57	Tommy Corellis	33.870
10.	27jr	Stan Ploski, Jr.	33.881
11.	473	Les Alberti	33.926
12.	24	Ken Brenn	33.935
13.	12	Kevin Collins	34.006
14.	19	Kenny Brightbill*	34.027
15.	60	Buzzie Reutimann	34.046
16.	30	John Kozak	34.067
17.	16	Gary Gollub	34.184
18.	78M	Maynard Forrette	34.211
19.	901	Bob Ayers	34.253
20.	10	Lou Blaney-P	34.262
21.	72R	Charlie Rudolph	34.267
22.	16	Glenn Fitzcharles	34.383
23.	7	Paul Lotier	34.385
24.	11	Davey Moore-P	34.388
25.	18	Billy Osmun	34.391
26.	Z8	Mike McLaughlin-*	34.401
27.	99	Bob Malzahn-*	34.414
28.	48	Jacques Lalancette	34.422
29.	47	Rick Jeffrey	34.436
30.	2	Carl Reynolds, Jr.-*	34.456
31.	24	Will Cagle-*	34.481
32.	88	Ed Lynch	34.549
33.	5	Larry Brolsma	34.564
34.	76	Tom Hager	34.606
35.	10	Kramer Williamson	34.635
36.	81	Elvin Felty	34.643
37.	14J	Alan Johnson-*	34.654
38.	61	Ivan Little	34.660
39.	99	Meme DeSantis	34.682
40.	48	Charles Eckert	34.736
41.	23	Billy Cannon	34.773
42.	1	Walt Breeding	34.777
43.	20	Brett Hearn-*	34.813
44.	24D	Ed Delmolino	34.835
45.	17	Ronnie Tobias-P	34.850
46.	4	Lou Lazzaro-P	34.863
47.	37	Denny Soltis	34.884
48.	11	John Dahm	34.894
49.	24	Robert Wilkins	34.905
50.	A1	Eddie Haenelt	34.912
51.	7	Bill Wilson	34.916
52.	17	Maynard Troyer	34.920
53.	69K	Don Kreitz, Jr.	34.934
54.	52	Mark Fleury	34.935
55.	73M	Wes Moody	34.938
56.	125	Roger Laureno	34.940
57.	24J	John Birosh	34.953
58.	225	Sammy Rogers	34.984
59.	28	Tighe Scott	35.006
60.	3	Harry Behrent	35.014
61.	35	Jay Stong	35.066
62.	26	Russ Blake	35.103
63.	397	Bob Gatlen	35.146
64.	49	Fritz Epright	35.170
65.	72K	Jeff Heotzler	35.173
66.	21	Junior Mikosz	35.174
67.	115	Chuck Ely-P	35.200

REMOTE CONTROL

Now appearing in the
HOODLEDASHER LOUNGE from 9 p.m.

CHARGED WITH EXCITEMENT! Go out of control to the big **BAD** sounds of Remote Control.

Pulsate to the powerful beat as this dynamic seven-piece powerhouse rocks on from 9 p.m. - 1 p.m. nightly (except Sunday) now through October 10 in the Hoodledasher Lounge of the Syracuse Marriott Inn.

Remember, when it's action you want, the Hoodledasher's hot. Catch the electrifying performance of Remote Control tonight!

SYRACUSE
Marriott INN
Marriott Drive at Carrier Parkway at Thruway Exit 35

WHEN MARRIOTT DOES IT, THEY DO IT RIGHT

SUPER DIRT WEEK TICKET ORDER FORM

•Buy a COMBINED TICKET and SAVE!!•

OCT. 6, 7, 8, 9, 10, 1982 (Raindate - Oct. 11)

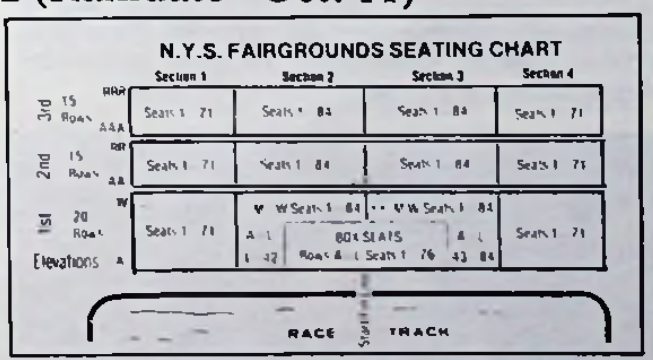
QUANTITY

_____ Wed., Thurs., Fri.-Gen. Adm. Only. $9
_____ Fri. Admission Only $6
_____ Sat.-Infield Gen. Admission Only $10
_____ Reserved Seat-1st Elevation (Sec. 1,2,3,4) Saturday Only $15
_____ Reserved Seat-2nd & 3rd Elevation (Sec. 1,2,3,4) and Box Seats, Saturday Only. $18
_____ Sun. Infield-Gen. Admission Only $12
_____ Reserved Seat-1st Elevation (Sec. 1,2,3,4) Sunday Only $18
_____ Reserved Seat-2nd & 3rd Elevation (Sec. 1,2,3,4) and Box Seats, Sunday Only. $20
_____ Super DIRT Week Camping Permit $20
_____ Super DIRT Week Infield Car Parking. $10
_____ Super DIRT Week Fairgrounds Parking $5

NOTES:
1. Schaefer 200 Tickets are NOT good for Syracuse Super Nationals.
2. Camper Permits & Infield car parking do not include admission--All persons going into the Infield must have Tickets for all five days.

SUPER DIRT WEEK COMBINE TICKETS
(covers all 5 days and includes Fairgrounds car parking with 2 or more tickets)

_____ Infield (All Events) $30
_____ Reserved Seat-1st Elevation. $35
_____ Reserved Seat-2nd & 3rd Elevation or Box Seat $40



Fill out coupon and Mail to:

D.I.R.T. Headquarters
1 Speedway Drive, Weedsport, N.Y. 13166
For Ticket Information Call: **(315) 834-6606**

NAME_____
ADDRESS_____
City/State/Zip_____
(For Reserved Seats)
Section _____ Elevation Preferred _____
Total $ Enclosed_____

U.S. Funds Only, Please

1982 TICKETS AVAILABLE AT THE NOVELTY STAND DOWNSTAIRS

SCHAEFER GOLD

BUZZIE REUTIMANN
FIRST SCHAEFER CHAMP

The coveted title of World Series of Dirt Track Racing Champion belonged to talented Floridian Emil "Buzzie" Reutimann after he headed a star-studded field of 45 drivers across the finish line in the first Schaefer International 100 last October 1st at the Syracuse Fairgrounds.

Buzzie moved from his fifth row starting position to the lead in just seven laps and remained there until his pit stop on a caution flag in lap 34. Restarting in the back of the pack, but still in the same lap, Buzzie quickly worked his way back through the traffic and once he regained the lead, he was never headed. The only other leaders of the race were 1972 State Fair Champion Kenny Brightbill of Sinking Spring, Pa. and Les Alberti of East Greenbush, N.Y.

Finishing second behind the Floridian dirt tracker was current NASCAR National Modified champ Jerry Cook of Rome. Stan Ploski of Ringoes, N.J. was third, Mike Grbac of Iselin, N.J. fourth, and Will Cagle of Tampa, Florida fifth.

In all, more than 15,000 people jammed into the New York State Fairgrounds during the weekend. After a beautiful Friday that found over 100 cars on hand going through inspection and practice, an all-day rain put a halt to qualifying Saturday. As a result, an emergency back-up plan was brought into action early Sunday morning. All the cars took time trial as planned, but there were no consolation races and all 45 cars were taken from time trials.

Pole sitter and winner of $500.00 in bonus money was Kenny Brightbill who circled the mile in 38.359 seconds. Jerry Cook took $200.00 for outside pole after turning the track in a lap of 38.645 seconds.

In lieu of the planned consolation races, the fastest 25 non qualifiers were paid $50.00 each.

The 100 mile feature was run in 1 hour 39 minutes and 23 seconds for an average speed of 60.360 MPH. There were nine caution flags that slowed down the speed, with leader Reutimann clocked at 37.1 seconds or 97.2 MPH.

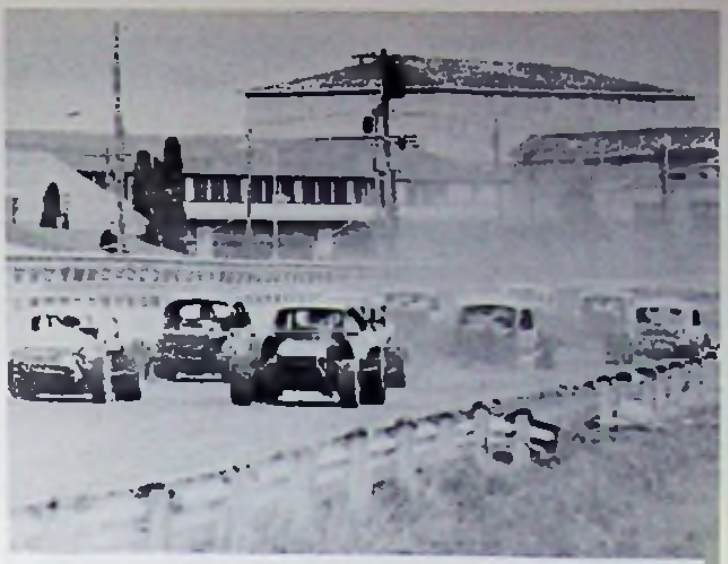
Buzzie Reutimann grabs a quick bite to eat.

1972 - Buzzie Reutimann, Bobby Bottcher, Wayne Reutimann and Budd Olsen at a driver's meeting.

1972 - 31 year old Glenn Donnelly barks instructions. Starter Marty Beberwyck is at his left.

1972 - Waiting to go out on the track. Notice the original Gater News Pace Car which is still in use today.

1972 - the whole pack on the way to the start of the first Schaefer 100. On the pole (57) Kenny Brightbill and outside pole (38) Jerry Cook. Jim Rudolph and Lou Lazzaro are in the second row.



1972 - Heavy traffic in the narrow backstretch.

1972 - Buzzie Reutimann 00 and Wayne Reutimann 30 race side by side down the long back chute.

Ivan Little (61) and Buzzie Reutimann (00) at speed. Note Ivan's role bar sticking up over the roof.

1972 - Will Cagle (24) and Don Diffendorf (S/360) race off the turn. Cagle got 5th that year.

1972 - Ken Shoemaker (124) and Benny Stephens (3x). Stephens finished 15th. The Shoe dropped out.

SCHAEFER GOLD

REUTIMANN WINS SECOND SCHAEFER 100

Some 18,000 auto racing fans congregated at the New York State Fairgrounds in Syracuse for the 2nd annual Schaefer International 100 and watched Buzzie Reutimann of Zephyr Hills, Florida successfully defend his world series of dirt track racing crown. Reutimann had problems during qualifying Friday and Saturday, but put it all together on Sunday afternoon to win the title for the 2nd year in a row. Buzzie got into the race in 35th spot by virtue of being a guaranteed starter. He quickly moved into the top 10 and took the lead in the 67th lap to win by about 50 yards over polesitter Tom Corellis of Rensselaer. Tommy had led the first 35 laps of the race, but just couldn't get by the fast flying Reutimann in the late stages. Will Cagle of Tampa, Fla. pressed Buzzie during the late stages of the race, but a brush with the 2nd turn wall dropped him into 3rd spot.

Another great driving job was done by Bill Wilson of Ramsey, N.J. Wilson started the race in 47th spot but came on with steady persistence to finish fourth. Reading champ, Gerald Chamberlain of Everett, Pa., was 5th while Johnnie Botz, Buddy Olsen, Butch Jelley, Rich Eurich, and Wayne Reutimann brother of the winner, rounded out the top ten.

Other leaders during the 100 mile chase were Gary Balough of Miami, Fla., Dick Tobias of Lebanon, Pa., Lee Osborne of Lebanon, Pa. and Billy Osmun of Somerville, NJ.

Reutimann picked up $6,000 for his victory while contingency monies added to another $2,000.

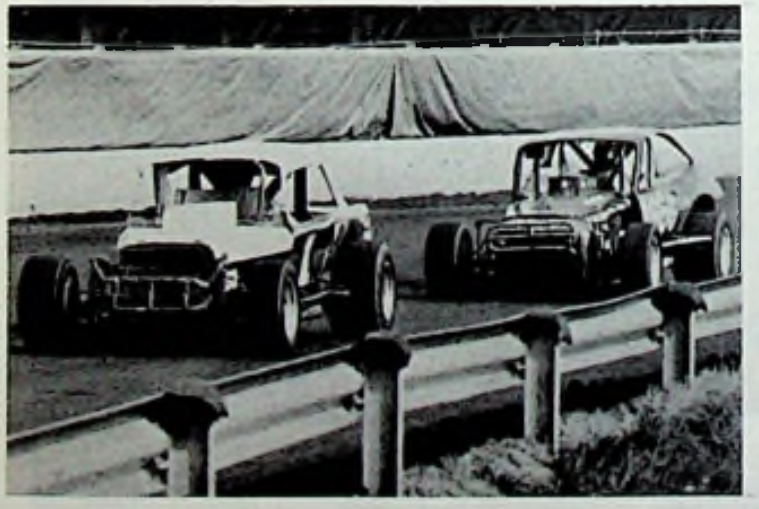
Don Beagell of Binghamton raced home the victor in the preliminary 25 mile non-qualifiers race.

Remember the old tower?

1973 - Dave Kneisel (711) and Jim Winks (221) racing hard.

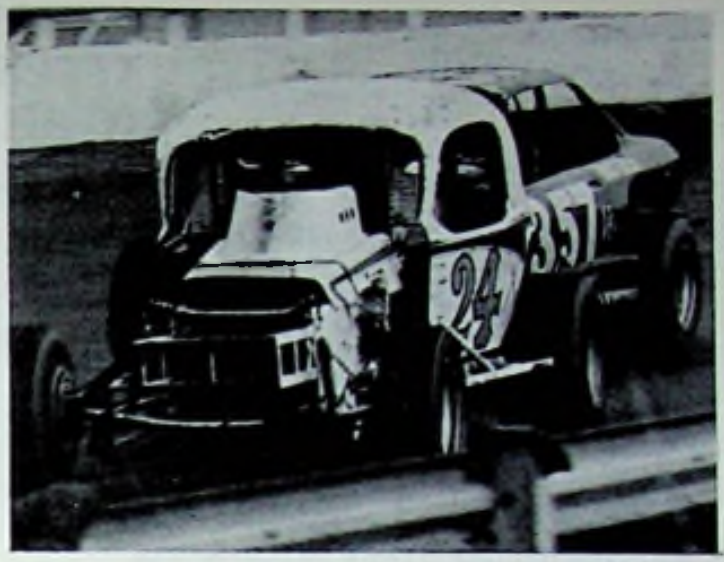
1973 - (77x) Ernie Marshall gets passed by the (24) of Will Cagle. Marshall was the State Fair Champ that year.

1973 - 00 Buzzie Reutimann goes around the outside of 24 Will Cagle. They finished 1st and 3rd.



1973 - Toby Tobias (1) and (666) Bobby Bottcher both finished laps down to the leaders.

1973 - A thundering pack takes Dick Westfall's green for the start of a semi.



1973- Dave Pelczar is in an old Will Cagle car. He failed to qualify. Ed Delmolino(357) made the field but dropped out after 50 laps. He won $100.00.

1973 - Gerry Chamberlain makes his mandatory fuel stop. Gerry finished 5th - his best finish ever.

1973 - The late Johnny Botz finished 6th this year. He died in a garage fire.

1973 - Two of the old coach style modifieds battle down the long back chute.

1973-Gary Balough in one of his early Schaefer Rides.

'74 SCHAEFER INTERNATIONAL 100 TO BILLY OSMUN

The Statewide Racing Team of Folson, New Jersey left Syracuse Sunday night with their first victory of the year but to them it was the greatest because they won the 3rd Annual Schaefer 100, the World Series of Dirt Track Auto Racing. Billy Osmun of Bridgewater, New Jersey turned the trick for the Statewide Team as he took the checkered flag that ended a rain shortened race. Osmun was in the lead when rain forced the end of the classic onthe 95th lap of the scheduled 100 mile race. The 30 year old New Jerseyite said this year's race more than made up for last year's effort when a blown engine on the 99th lap forced him out of the top three and dropped him back to 14th in the final standings.

Osmun held the lead for only the first two laps of the race before he gave way to a hard charging Tommy Corellis of Rensselaer. Osmun then played it cool making his mandatory pit stop during the first of only four caution flags that marred the event. Returning to the track Billy "O" then began pikcing of the interim leaders until he took the lead for the last time in lap 86 when Kenny Brightbill of Sinking Springs, Pa. blew an engine in the late going. Merv Treichler of Sanborn was running bumper to bumper with Osmun in the late laps and was threatening when the rains came down and forced Promoter Glenn Donnelly to call for the caution and the checkered flag. Following Osmun and Treichler were Gary Balough of Pompton Lakes, New Jersey, Will Cagle of Tampa, Florida, and Bobby Bottcher of Leighton, Pa. Rounding out the top ten were Wayne Reutimann of Zephyrhills, Fla., Toby Tobias of Lebanon, Pa., Jim Winks of Cicero, Ernie Marshall of Pound Ridge, and Tighe Scott of Pen Argyl, Pa. All of the cars in the top 10 completed the 95 laps of the race.

Don Stives of Princeton, New Jersey won the special consolation that started the afternoons events and that race, too, ended under caution as a rain shower came down in the 15th lap of the 20 lap race. Despite threatening weather, Promoter Glenn Donnelly said there were more than 25,000 fans on hand for the race. Osmun collected close to $10,000 for his victory.

1974 - The Top 6.

1974 - Eventual winner Billy Osmun(3) passes Ken Brightbill.

1974 - Fast qualifier Billy Osmun gets interviewed by Jack Burgess.

1974 - Three veterans, Stan Ploski(27), Jimmy Botz(2), and Jan Opperman(16).

1974 - Heavy Traffic! Jim Keppley(1K), Rich Eurich(10), Joel Thomas(561) and Tommy Corellis(50).

1974 - Ken Brightbill leads Ken Weld(29) and Ed Delmolino(357). Weld's machine is the first of his famous Weld modifieds that dominated racing in the mid-70's.

1974 - Don Stives(81) leads this group down the backstretch. Tom Corellis(50), Gary Balough(73) and Gerry Chamberlain(76) follow. This was Balough's first Schaefer aboard the Ferraiuolo's car.

1974 - Kenny Weld(29) leads Jan Opperman(16). Quite a contrast between Opperman's heavy old number 16 and Weld's sprint-like modified.

1974 - Paul Balogach(54), Butch Jelley(24B) and Red Coffin go three wide in turn two. Don Stives(81) and Bill Brennan(5) watch.

1974 - High school student Alan Johnson checks the damage.

SCHAEFER GOLD

DICK TOBIAS WINNER OF THE 1975 SCHAEFER INTERNATIONAL 100

Reading Fairgrounds Champ and former USAC Dirt Track star, Toby Tobias today won the fourth annual Schaefer International 100 at the Syracuse State Fairgrounds.

Tobias set fast time on Saturday qualifying time trials and started on the pole for the 100 mile championship. After holding the lead for 25 laps, he pitted for his mandatory stop. Coming back from the rear of the pack, Toby worked his way steadily forward and took the lead for the last time in lap 66, when three cars pitted.

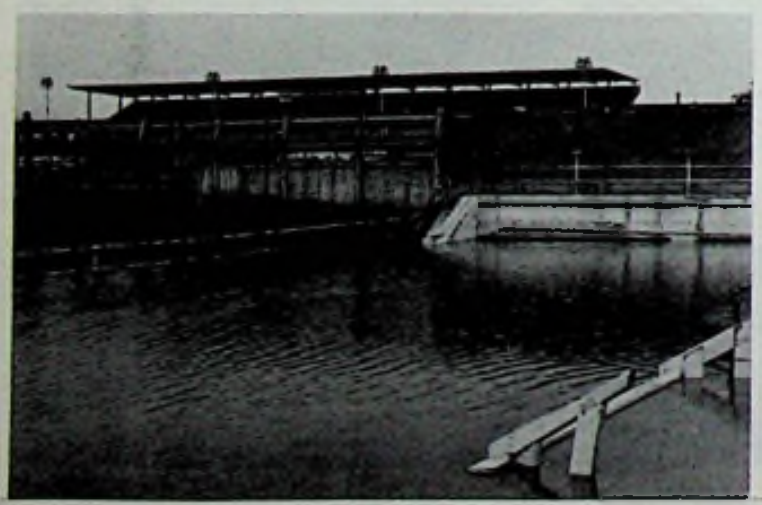
Defending champ, Billy Osmun, came back strong in his efforts to wrap up his second title in as many years and in the late stages was clearly the fastest car on the track. Billy "O" made an unscheduled second pit stop for fuel leat in the race and again went to the rear but battled his way back and on the last lap moved from fifth to second spot trailing Tobias across the line by a scant two feet. Wayne Reutimann finished third, brother Buzzie was fourth and Johnnie Botz was credited with fifth spot.

Rounding out the top ten were Mike Grbac, Chuck Ciprich, Gary Ilug, Jack Johnson, and B.C. Wood.

1975 - Bob Bottcher(666) and Rich Eurich(10) lead Ken Coon and Sam Beavers(81). Gary Balough(73) trails. Gary dropped out early and finished 42nd.

1975 - Dick Tobias(1) races Wayne Reutimann(M1) and Sammy Beavers(81)

1975 - Billy Osmun (3) gets sideways trying to get past Tom Corellis(1), Chuck Ciprich(16) follows.



1975 - Torrential rains flooded the underpass and turned the grounds into a mudhole.

1975 - Torrid feature action as Buzzie(00), Sammy(81), Toby(17) and Jimmy(3) run inches apart.

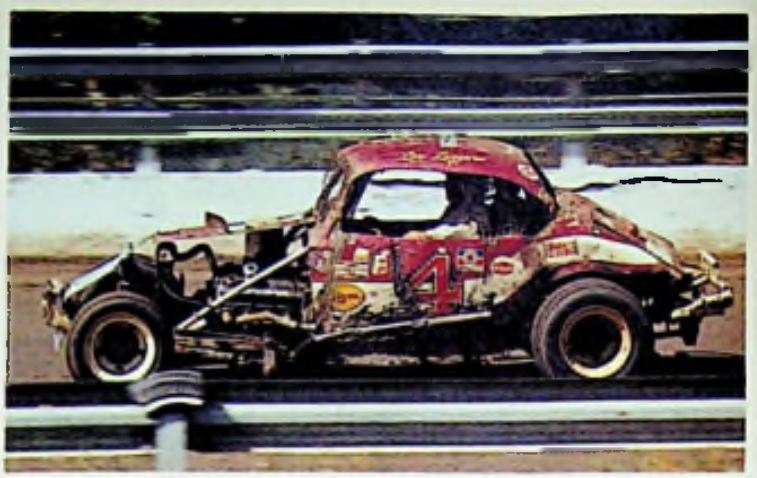
Parade 1975 - The parade lap down the backstretch with Dick Tobias and Billy Osmun in the front row.

1975 - Hal Browning(55) is on Wayne Reutlmann's tail.

1975 - Jerry Cook brought out an asphalt car but didn't make the race.

1975 - Win Slavin(57) and Mert Hulbert(8) leads a mean pack thru the turns. Harry Peek(27), Tighe Scott(28), Tom Corellis(1) and Kenny Coon(302) follow.

1975 - Will Cagle crashed out of the race. Kenny Brightbill(19) and Rich Eurich(10) go underneath.



SCHAEFER 1972

Will Cagle, Lou Lazzaro, Dave Lape, Buzzie Reutimann, Jack Johnson, Les Alberti & Joe Conti, Butch Jelley & victorious Buzzie Reutimann.

SCHAEFER 1973

Wayne Reutimann & Don Beagell, Dave Kneisel & Jim Winks, Mustang Pace Car (driven by Jack Murphy), Kenny Brightbill, Bob Bottcher, Gary Iulg, Will Cagle & victorious Buzzie Reutimann.

SCHAEFER GOLD

1976
SCHAEFER RACE WON BY GARY BALOUGH

29 year old Gary Balough of Miami, Florida "got it all together" to win the fifth annual Schaefer International 100, Sunday, October 3rd, at the New York State Fairgrounds. Balough, driving the Anthony Ferraiuolo and Sons Grant King Car, started in the outside of the second row and took the lead on lap 7 in his charge for the 100 mile event. Balough held the lead until the 31st lap when he made his mandatory fuel stop. He was quick to drive back into the lead on lap 52 and then was never headed although he was never more than three seconds ahead of a fast closing Bobby Gerhart of Lebanon, Pa.

Following Balough to the checkered flag were Reading Fairgrounds entry, Bobby Gerhart, of Reading, Pa., who started 18th, Will Cagle of Tampa, Florida, Jimmy Horton, and Howie Cronce, Flemington, New Jersey.

Sammy Beavers of Whitehouse Station, New Jersey, who qualified by a semi-feature win on Saturday, drove his Black Horse Racing Team entry to sixth spot from the 39th starting position. Central New York favorite, Jim Winks of Cicero, took 7th. Former Daytona winner, Merv Treichler,of Sanborn, was 8th. Ed Delmolino of Great Barrington, Mass., and Bobby Pickell of Flemington, New Jersey, rounded out the top ten.

Schaefer promoter, Glenn Donnelly, estimated that Balough pocketed close to $14,000 for his one hour and 22 minute ride on the big one mile oval at the New York State Fairgrounds.

A crowd of more than 26,000 turned out for the fifth annual event sponsored by the Schaefer Brewer Company and were treated to a great SUPER DIRT WEEK.

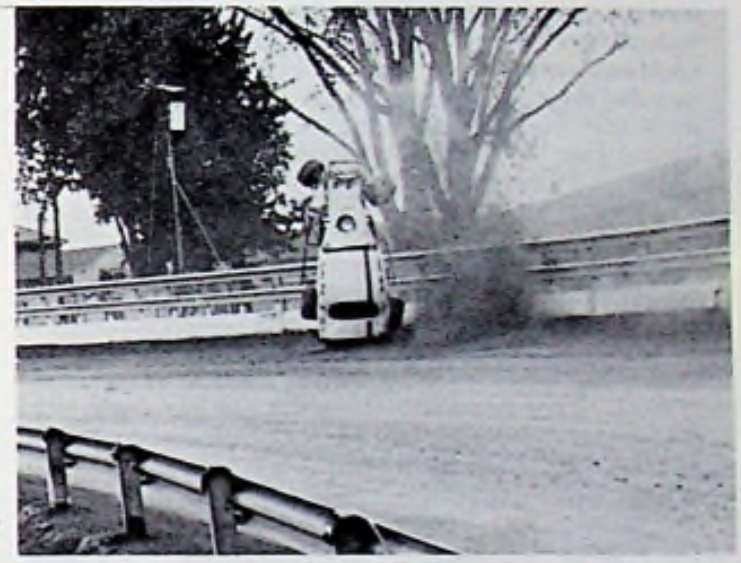
The 100 mile USAC National Dirt Track Championship was by Duane "Poncho" Carter.

1976 - Sammy Beavers looks disgustedly at his motor.

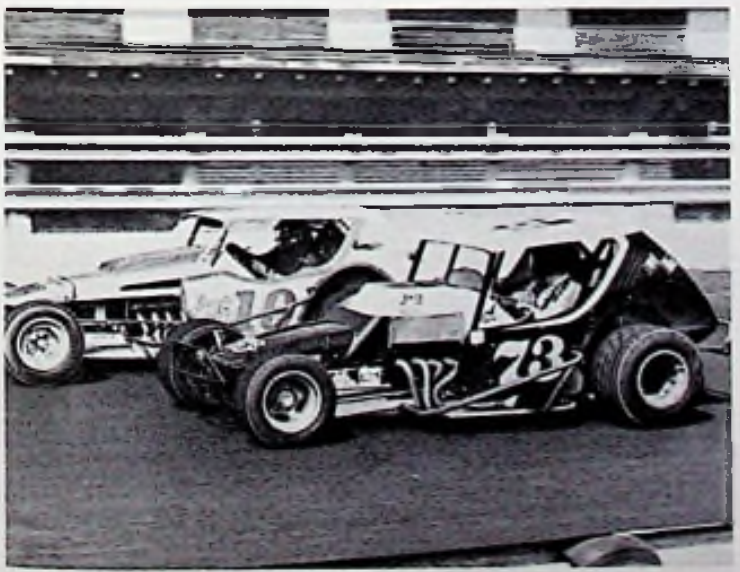
1976 - Rich Ricci(406) follows Dave Kelly (17) doen the chute.

1976- Gary Balough passes Dick Tobias to take the lead.

1976 - The Statewide Team cars of Ken Brightbill(19) and Jim Horton(3).



1976 - Dexter Dorr's wild flip....



1976 - Two greats, Balough and Brightbill race side by side.

1976 - Butch Jelley has a Vega station wagon for his body. Nobody has yet heard of aerodynamics at Syracuse.

SCHAEFER GOLD

1977 RESCHEDULED— BALOUGH REPEATS SCHAEFER 100 WIN

10th ANNIVERSARY Schaefer 200 EVENT

Two former Schaefer champions again displayed their supremacy on the big one mile oval at the New York State Fairgrounds Saturday afternoon during the running of the twice rained out Super Series VI Schaefer International 100. Thirty year old defending champ, Gary Balough, had the biggest pay day of his life when he took home close to $17,000 as he topped a 55 car starting field in the richest dirt track modified race in the world. 1975 champ, Toby Tobias was just a few yards back when the checkered flag came down. Tobias' protege, Elvin Felty, rounded out the top three. Toby won $9,450 for second while rookie to the race, Felty, came away with $5,150.

More than 20,000 chilled fans braved snow flurry activity to view the 100 mile championship and popular favorite Tobias took off from the pole he captured last fall and looked like he could easily repeat his '75 victory. Toby led until lap 46 when he pulled in for his mandatory pit stop leaving Felty in the lead for a brief two laps before Lebanon Valley champ, Tom Corellis went out in front of the star-studded field. Corellis looked as if he might become the first NY driver to win the coveted title, but water pump problems sidelined him on lap 71, dropping him back to a 22nd place finish. Balough took over the lead for the first time at that point and was never headed. Tobias tried to make a late race charge but said afterward he'd run the last 30 laps with a broken sway bar in the torsion system that prevented any chance of catching the finely tuned Ferraiuolo entry piloted by Balough.

Finishing fourth was Kenny Brightbill. John Kozak was fifth. Rounding out the top ten were Dave Leckonby, Sam Beavers, Lou Lazzaro, Davey Moore, and Dave Kelley.

1977 -(43H) Glenn Fitzcharles and 37 Harry Sittler race just a lap before the terrible crash.

1977 - Gary Balough(73) takes the lead from Elvin Felty(46).

1977 - 17 Dick Tobias; 73 Gary Balough and 46 Elvin Felty in the thick of the battle.

The 1977 Schaefer will be remembered for the worst of all Schaefer crashes....

Howie Cronce(9)

Rich Ricci(406)

28 - Tighe Scott

Wayne Reutimann(666)

1977 - Bobby Gerhart(29) races with Harry Behrent(3B)

1977 - Two youngster battle on a cloudy day in April - Frank Cozze 44 and Ron Tobias 17.

BALOUGH REPEATS AGAIN IN '78 SCHAEFER 100 WIN!!

Gary Balough of Opa Locka, Fla., driving the Ferraiuolo Bros. no. 73 won an unprecedented 3rd consecutive Schaefer 100 Sunday at the big one mile oval at the New York State Fairgrounds in Syracuse.

Balough took an early lead from his second row starting spot, but fell back to third before making his mandatory pit stop under a caution flag on the 38th lap. After returning to the action, he and young Jimmy Horton of Somerville, N.J., quickly worked their way back to the front of the pack. This time it was Horton who remained the leader until a radius rod broke destroying the brake caliper in the 84th lap. This forced Horton out of the race.

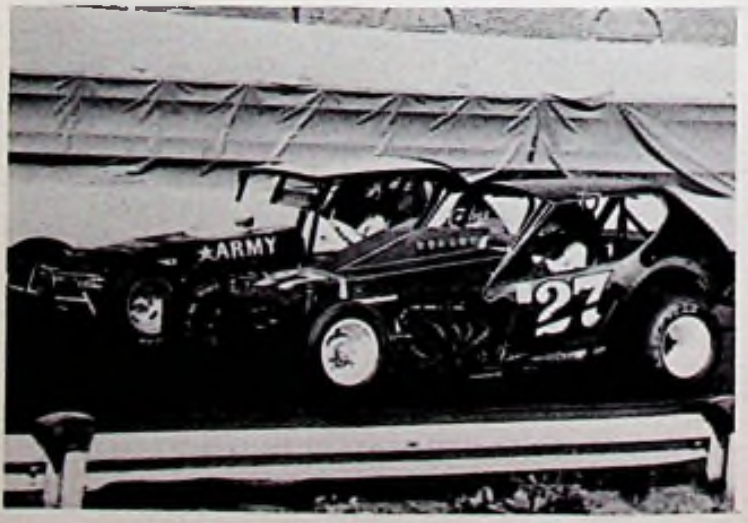
Balough took home more than $18,000 in prize money, lap and contingency awards. New York State Fair Auto Racing Supervisor, Glenn Donnelly estimated the Sunday crowd in excess of 30,000 between the grandstand and the pits. In all, some 66,283 auto racing fans viewed the action during the five day Super Dirt Week.

Others finishing in the top ten were Frank Cozze, Stan Ploski, Ed Delmolino, C.D. Coville, Alan Johnson, Will Cagle, Brett Hearn, Gary Gollub, and Bobby Gerhart.

1978 - Bobbie Pickle(300) dices with Alan Johnson(14J)

1978 - Two real veterans race at Syracuse Tom Corellis(57) and Ed Lynch(88).

1978 - Gary Balough in winner's circle.



1978 - Tiny Milano(27) hot foots it down the back stretch.

1978 - Eddie Delmolino(24D) leads Jim Horton(3) through turn 2.

1978 - Ronnie Tobias(17) and Ken Hansen(60) battle in a qualifier.

1978 - Tom Corellis(57) and Buzzie Reutimann (00) charge out of four.

1978 - Ken Brenn(24) battles new comer Mike McLaughlin(Z-8).

1978 - While leading Jim Horton's (3) mount quits as new leader Gary Balough(73) goes by.

SCHAEFER GOLD

1979 SCHAEFER 200 TO JACK JOHNSON

Eight years of frustration for CNY dirt track fans ended at the NYS Fairgrounds Sunday afternoon, when Jack Johnson became the first New Yorker to win the prestigious Schaefer 200 for modified stocks and walked away with a record haul of $23,380 of the huge payoff of over $100,000.

The handsome 31 year old hope of Upstate dirt fans ran a smooth and heady race all day and took the lead in the 200 km-125 mile event with just 25 laps left to go on the famed Fairgrounds one mile oval. Johnson, a resident of Duanesburg, outside of Schenectady, recorded his 28th feature win for 1979 and he was the CRC Championship Trail king for qualifying races for the Schaefer finale.

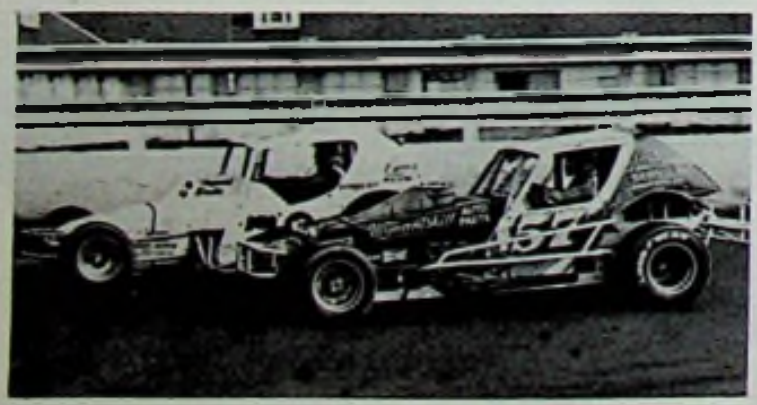
Will Cagle garnered second spot and $11,185. Kenn Brenn pocketed $8,765 for third. The hard-luck Buzzie Reutimann was creditied with fourth and went home with $4,740 and Ed Delmolino completed the top five and got $3,840. Dave Lape, Darrell Welty, Sandy Rochelle, Elvin Felty and Dave Kelly completed the top ten.

The winner had run in all seven previous Schaefer events at Syracuse and stated after the race, "you've got to have some luck to win this event and today everything went just perfect for our team." The winning car was a new Kneisel chassis powered by a Reed engine. Bob Deming is the owner sponsor of the Johnson team that used Goodyear tires in their winning drive. The winner also stated. "I'm proud to be the first New Yorker to win here after the long domination of out-of-towners at Syracuse."

1979 - Jack Johnson(12A).

1979 - 60 - Buzzie Reutlmann and 3 Jimmy Horton battle for the lead.

1979 - Gary Balough asks Bentley Warren if he can get the M-1 around like his super.



1979 - Tom Corellis(57) and Maynard Forrette(78) charge.

1979 - Mert Hulbert(2H) and Frank Cozze(44) go wheel to wheel in 3.

1979 - Jim Horton(3) roofs it on the back chute. Jim and all others were uninjured.

1979 - A parking lot on the Syracuse back chute caused by the Horton flip.

1979 - Dave Leckonby(37), Alan Johnson(14J) and Merv Treichler(58) dice in turn one.

1979 - Rich Eurich(10) leads Canadian Brian Stevens(14s) and Gary Gollub(16).

1979- Billy O(73) and Ken Brightbill(19) hustle down the front chute. Note Brightbill's full windshield.

1979 - Heavy traffic on the backstretch. Gary Balough(31) leads Mert Hulbert(2H) and Roger Laureno(125). Balough drops out with a smoking engine.

Ford-6 powered Sprint Car, designed and built in the early '40's and campaigned on the URC Circuit by the late Joe Csiki, URC Champion. It is owned by Bill Shoemaker, Smithtown, NY.

This 1932 Ford flathead V8 was the 1953 AARA Champion car with 110 first place finishes out of a possible 130 races. Present owner Leon Hurd of Groton, Mass. was the driver and champion. This car never left his possession.

This 270 Offenhauser powered dirt track champ car now owned by Leon Hurd of Groton, Mass was built in 1958 by Eddie Kuzma. CAr was owned by Linsey Hopkins, well known Indianapolis car owner and driven by the late, great Tony Bettenhausen. The car ran in 1959 and 1960.

This is a Henderson motorcycle powered midget owned by Bill St. George of Baldwin, Long Island. Car was run on the old ARDC circuit driven by many outstanding race drivers of the 38's and 40's and in particular by Henry Renard of Middletown, NY, a great Champion.

EASTERN OLD TIMERS SCHAEFER TRADE SHOW FEATURE

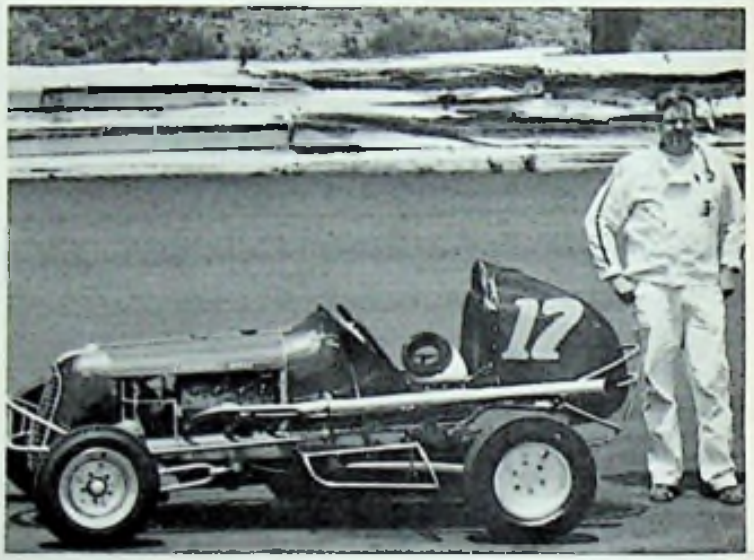
A full compliment of antique race cars from the Eastern Old Timers (E.O.T) will be a featured attraction of the DIRT Track Trade Show Oct. 8, 9 & 10 in the Center of Progress Building during Schaefer 200 week.

The show begins Wed., Oct. 8 at 6:30 p.m. Upwards of 30 antique sprinters, midgets and stock cars will line the north wall of the expansive Center of Progress Bldg. The vintage cars will be on display Thurs., Fri., and Sat. night at the Trade Show and will participate in a racing exhibition prior to the Schaefer 200 Sunday afternoon.

According to E.O.T. Director Boyd Hanauer, some of the featured cars will be the late Tony Bettenhausen 1960 Indy car, the Eddie Casterline's 1930's AAAbig, and former Pappy Hough, Len Duncan and Dutch Schaefer midgets.

The Trade Show also features racing equipment manufacturers, specialty dealers, movies, video tapes, and live music.

For more information on the show, contact Andy Fusco at DIRT Headquarters, 1 Speedway Drive, Weedsport, NY 13166 or phone (315) 834-6606



This is a 1947 Ford V-8-60 Midget owned by Bob Trotter, East Pepperill, Mass. It was driven to many wins in the New England area of the old Bay State Racing Association.

Owner Boyd Hanauer, Newtown, Conn. - Antique Race Car Director for the E.O.T. The car was built in 1937 by Paul Duvall of Springfield, Mass. and ran the Old Bay State Racing Club in New England. Driven by the late Eddie Casterline and "Wild" Bill Randall.

CRC CHEMICALS' PORSCHE PACE CAR TO DRESS UP SUPER DIRT WEEK ACTIVITIES

CRC Chemicals's official 1981 pace car, a sleek Porsche 924 Turbo, will help dress up Super DIRT Week activity here at the New York State Fairgrounds.

CRC's unique pace car program with Porsche was developed jointly by Rich Rubenstein, Director of Racing Operations and Public Relations for CRC, and Josef Hopen, Manager of Special Vehicles for Porsche & Audi.

Two Porsche 924 Turbos have been in use as CRC Chemicals' Official Pace Cars throughout the 1981 racing season. These cars have been used in series CRC sponsors ... The CRC Chemicals Trans-Am Championship with SCCA; The CRC Chemicals Super DIRT Series for modified and sprint cars; and the CRC Chemicals 300 Qualifying Series for late model sportsman cars in NASCAR North's Molson Tour.

CRC also utilized the pace cars in a variety of sales oriented promotions such as National Trade Shows; store openings; mall and shopping center displays surrounding CRC sponsored racing events; and open houses for CRC distributors in all four CRC product divisions... automotive, industrial, electrical and marine.

All totalled, the beautiful Porsche 924 Turbos will be on display and used as a pace car in all 10 CRC Trans-Am events and in many of the 17 CRC Super DIRT Series modified races.

The cars were also used at the CRC Chemicals 500 NASCAR Winston Cup Grand National event Sept. 20th in Dover, DE, and at the CRC Chemicals 300 NASCAR North late model sportsmen event at CAtamount Speedway in Milton, VT, Sept. 13.

CRC Chemicals Porsche 924 Turbo pace cars will be displayed and used in various promotions in an estimated 24 states during the current race campaign.

CRC is extremely excited with the pace car program developed with Porsche for 1981... "a program we here at CRC feel is rather unique and will heavily benefit both CRC and Porsche," Rubenstein explained.

"Instead of using these pace cars at just events in one series as we have done in the past with other automotive manufacturers, CRC will give Porsche exposure in numerous other areas and with distinctly different types of Series. Each series will also help develop awareness for Porsche and CRC in distinctly different geographical locations, which we find to be the most exciting aspect of the program," Rubenstein added.

Each Porsche 924 Turbo car is a showroom production piece featuring 4-cylinder, 121 cubic inch turbo charged engines; 5 speed close ratio transmissions and an aerodynamic designed fixed with a rear spoiler that gives the car a drag coefficient of only .34 ... a figure as low as most race cars.

The Porsche 924 Turbo features Bosch CIS Fuel injection and electrical ignition; produces 154 horsepower at 5500 RPM; goes from 0 to 60 miles per hour in about 9 seconds; attains a top speed of almost 140 miles per hour, and carries an EPA fuel economy rating of 33 mpg highway and 20 mpg city. Each car is fitted with front and rear stabilizer bars and 4-wheel ventilated disc brakes.

THE SYRACUSE MILE "WHAT'S IT LIKE OUT THERE?"

by John Hill

At a speed going up through 110 miles per hour in the fleet DIRT of New York Corvette pace car on the narrow backstretch of the New York State Fairgrounds mile, the rapidly approaching third turn looks like that dangerous, sudden, sharp corner of an unfamiliar back road you have once experienced.

Despite the fact that you are in the hands of the veteran of veteran dirt track race drivers, Will Cagle of Tampa, Fla., the reaction of the imposing corner is quite positive: you ain't gonna make it!

It is a feeling not unlike that of an aircraft carrier pilot gets as he guides his streaking jet toward that once huge deck of his home base; it is now the proverbial side of a postage stamp.

But on the Syracuse mile, Cagle is unperturbed. His knowledgeable hands guide the flying, dancing Corvette into the sharp, narrow turn in full control and, unflappably, he keeps up his description of what it's like to drive the historic and famed speed plant.

"It's a demanding track," says the man whose victory total is feature races during more than two decades of racing is approaching the 900 mark.

"I like Syracuse because the track is such a challenge," he says. For Cagle, part of that challenge is to win on this speedway where he never has before, except for heat races.

Last July 5th, before the start of the CRC Chemicals Super Series 25-miler, Cagle took this reporter on a ride at race speed for four laps to get a feel of the track and what it is like to drive for a racer.

As Cagle took the car out onto the business part of the track we told him to drive the car as fast as he wanted to for me to get the feel of the place. "Okay, we'll do it," he said.

To spur him on I bet him that he couldn't go as fast or hard as Mario Andretti had taken me the year before around Watkins Glen's road racing course before the final U.S. Grand Prix there.

"Oh yea?" he answered smiling wryly still looking straight ahead. To my chagrin I again found that, one, all race drivers are alike and, two, we of the "ground lubbers" know nothing of their relm while we may think we do.

"The procedure on this track, because it's unusually hard and slick for a dirt track, is to keep your car in the black area where it's smooth and the car can stick," he said accelerating as hard as the car would go off turn two and onto the backstretch.

The "black" area Cagle referred to was the racing groove where tire rubber has been worked into the surface and where most drivers race. "Get into that grey area up in the turns and you're in trouble," he explained.

They "grey" is, of course, the part of the track where loose, sandy dirt has been rubbed off the groove and is like running on marbles to a race driver.

"This is the most difficult part of the track," he said as we entered turn three. "This is where you swallow your (bleep). Because if you don't get into the turn just right you'll get into the grey, your back end will come around and you're liable to hit the wall."

"Here, I'll show you," he said as deliberately Cagle let the howling tires of the car drift at speed into the scary grey. OhmyGod!

Suddenly the Corvette was snapping sideways and the ominous cement barrier too many drivers had been introduced to, came to greet us.

"See what I mean," Cagle said, expertly powersliding the car back down toward the safety of the black.

"But if your really on your toes you can do a lot of passing on the backstretch, providing you come off the second corner as hard as you can, getting the back end out to gain RPM's (speed)," he said.

On the next lap at full speed, the track looks more like a quarter miler than a mile long oval. Down the front chute he said, "When you hit this hump here entering one you get off the throttle. You stay down low going into one and then start picking up the throttle in two. You stay down low all the way through getting on the throttle as hard as you can coming off.

"Coming off two and onto the backstretch you get as close to the wall as you can; the closer the better." Howling again down the backstretch and into notorious three, Andretti, I mean, Cagle, dirt-tracked through the long corner again.

"Coming off the fourth turn you also can do a lot of passing if you come off hard getting your RPM's up and letting the back end drift out."

But then Cagle, who also has raced lighter sprint and USAC Championship dirt cars on the Syracuse mile, added an important note about the Syracuse Super Nationals race.

"You run the corners differently in the Syracuse 100," he explained. "In that race you have to kind of 'diamond' the corners. You go into the first turn in the black and then between one and two, let your car drift the right side up into the edge of the grey.

"Then you get on the throttle hard, drop back down low and then come off the turn onto the backstretch going like gangbusters." Cagle demonstrated that too.

"Hope I didn't scare ya," the Wily One smiled as we thanked him for the ride back in the pits and headed for the diaper change. It was quite an insight into racing the famed Syracuse Mile. Thanks, Will.

Cagle keeps a steady hand on the Corvette's wheel.

Cagle takes columnist Hill into turn 1.

JIM HORTON COPS 1981 TRW COMPETITION INDEX

Jim Horton, Jr. has won the 1981 TRW Competition Index of lap leaders in the 17-race CRC Chemicals Super DIRT Series.

Horton led seven laps in the Labor Day CRC 25-miler at Syracuse before blowing a motor, but it was enough for him to take the TRW over the nearest challenger, Brett Hearn.

Horton and Hearn were only three laps apart going into the series finale at Syracuse on Labor Day. Hearn ended up third in the Labor Day race but never led a lap.

Alan Johnson actually led more races, seven, than either Hearn or Horton, but came in third in the final lap total. That is because Alan showed remarkable patience in winning his five CRC Series races, usually waiting until around lap 70 to charge to the front.

Jack Johnson, 1980's TRW lap leader, was fourth in this year's tally. A total of 32 drivers led races on the 1981 CRC tour of major DIRT tracks in the north.

1981 TRW COMPETITION INDEX

	DRIVER	RACES LED	LAPS LED
1.	Jim Horton	(6)	225
2.	Brett Hearn	(4)	221
3.	Alan Johnson	(7)	209
4.	Jack Johnson	(4)	144
5.	Dave Lape	(3)	133
6.	Davey Moore	(4)	91
7.	Gary Gollub	(3)	75
8.	Stan Ploski	(1)	52
9.	C.D. Coville	(3)	46
	Danny Johnson	(2)	46
11.	Chuck Akulis	(2)	42
12.	Will Cagle	(2)	37
13.	Ron Tobias	(1)	35
14.	Bob McCreadie	(1)	31
15.	Carl Reynolds	(2)	27
16.	Ken Brightbill	(2)	25
17.	Jeff Kappesser	(2)	19
18.	Maynard Forrette	(1)	17
	John Birosh	(1)	17
20.	Tom Corellis	(1)	16
21.	Colin Slade	(1)	14
22.	Bill Brennan	(1)	12
	Gordy Isham	(1)	12
24.	Harold Bunting	(1)	11
25.	Roger Laureno	(1)	10
26.	Bill Pauch	(2)	9
	Dan Rizzardo	(1)	9
28.	Bob Gatien	(1)	8
29.	Tom Wilson	(1)	5
30.	Pep Pepicelli	(1)	3
31.	Tom Hager	(1)	1
	Al Zarnowski	(1)	1

JUMPIN' JACK SETS WINTERS' CHARGER RECORD

Jumpin' Jack Johnson has set a record which may never be beaten in CRC Chemicals Super DIRT Series competition.

Seven times in 1981 Super Series races, Jack passed more cars than any other driver on the track to earn race honors as the Winters' Charger. No driver has ever been able to win more than three such honors in a given season.

Vaughn Winter, President of DIRT sponsor Winters Performance Products, joked in announcing Johnson's feat, "It means two things: One, Jack is a hard charger and two, he is awfully unlucky in picking starting spots." That reference to the fact that Jack started in the back of many 1981 CRC races.

The complete list of 1981 Winters Chargers is as follows:

TRACK	DRIVER
Three Rivers	Brett Hearn
Drummondville	Paul Lotier
Flemington	Jack Johnson
Lebanon Valley	Jack Johnson
Penn National	Paul Lotier
Orange County	Jack Johnson
Merrittville	Harvey Hainer
Ransomville	Jack Johnson
Five Mile Point	Alan Johnson
Weedsport	Charlie Castle
Rolling Wheels	Alan Johnson
Albany-Saratoga	Jack Johnson
Fonda	Jack Johnson
Canandaigua	Darrell Welty
Bridgeport	Butch Dissinger
Nazareth	Frank Cozze
Syracuse	Jack Johnson

TICO CONLEY SNARES QUARTER MASTER OWNER AWARD

Tico Conley, owner of Alan Johnson's no. 14J, has been named the 1981 Quarter Master Owner of the Year as the top car owner on the CRC Chemicals Super DIRT Series.

Conley won the honor, based on top five finishes in the Super DIRT Series, by a healthy margin over last year's titlist, Jack Johnson.

Harry Melvin, President of Quarter Master Industries, Inc., of Elk Grove, Ill., makers of the top clutch used by dirt racers, expressed pleasure in making the announcement. "A Quarter Master clutch carried Alan and Tico to ten top five finishes, including five wins, in the 1981 Series. They've established themselves as a top modified team and we're glad to share in that effort."

Points in series races are awarded on a 5-4-3-2-1 basis. The top ten in points were:

1 ..... Conley, no. 14J, 41 pts.
2 ..... Jumpin' Jack's Pro-Speed, no. 12A, 32 pts.
3 ..... Will Cagle Racing, no. 24, 29 pts.
4 ..... Cliff Barcomb, no. 11, 21 pts.
5 ..... Gordon Hearn, no. 20, 18 pts.
6 ..... George Smith, no. 3, 17 pts.
7 ..... Bob Grim, no. 22, 11 pts.
8 ..... Bud Seger, no. 10, 10 pts.
..... Dave Sharman, no. 19, 10 pts.
10 ..... Carl Reynolds, Sr., no. 2, 8 pts.

QUARTER MASTER Industries, Inc.
WINTERS PERFORMANCE PRODUCTS
TRW PERFORMANCE PARTS

OFFICIAL SCHAEFER INTERNATIONAL 200 POINT STANDINGS

by Jo Ann Davies

The following is a list of the drivers who have competed in the Schaefer 200 since its inception in 1972. Total points earned by each driver are based upon a system of 50 points for a win to four (4) points for starting the race. Other information included is the number of times a driver has competed in the Schaefer 200, the number of top 10 and top 20 finishes he has and his home town.

DRIVER	HOMETOWN	TOTAL POINTS	RACES RUN	TOP TEN	TOP TWENTY
Reutimann, Buzzie (72, 73)	Zephyr Hills, Florida	286	9	5	7
Balough, Gary (76,77,78,80)	Opa Locka, Florida	277	8	5	6
Cagle, Will	Tampa, Florida	274	9	6	6
Johnson, Jack (79)	Duanesburg, New York	192	9	4	4
Brightbill, Ken	Sinking Springs, Pennsylvania	187	9	2	4
Corellis, Tom	Rensselaer, New York	183	8	2	5
Delmolino, Ed	Gt. Barrington, Vermont	175	9	3	4
Tobias, Dick (75)	Lebanon, Pennsylvania	156	5	3	4
Reutimann, Wayne	Zephyr Hills, Florida	155	6	4	4
Osmun, Billy (74)	Bridgewater, New Jersey	150	7	2	4
Beavers, Sammy	Whitehouse Station, N.J.	139	7	2	4
Leckonby, Dave	Averill Park, New York	133	5	2	4
Cozze, Frank	Milford, New Jersey	127	4	2	3
Treichler, Merv	Sanborn, New York	126	6	2	3
Lape, Dave	Canajoharie, New York	125	6	1	4
Winks, Jim	Cicero, New York	120	6	2	3
Ploski, Stan	Ringoes, New Jersey	120	7	2	2
Lazzaro, Lou	Utica, New York	119	7	2	2
Eurich, Rich	Warwick, New York	112	5	1	3
Gerhart, Bobby	Lebanon, Pennsylvania	111	7	2	2
Felty, Elvin	Lebanon, Pennsylvania	110	4	2	3
Bottcher, Bobby	Lehighton, Pennsylvania	105	6	1	3
Brenn, Jr., Ken	No. Plainfield, New Jersey	101	5	2	2
Hager, Tommy	W. Easton, Pennsylvania	100	6	0	3
Grbac, Mike	Somerville, New Jersey	96	5	2	2
Hulbert, Mert	Oak Hill, New York	95	6	0	3
Kozak, John	Wernersville, Pennsylvania	93	5	1	2
Horton, Jr., Jim	Somerset, New Jersey	88	6	1	1
Pickell, Bob	Flemington, New Jersey	87	3	1	3
Botz, Johnny	Lebanon, Pennsylvania	83	3	2	2
Rochelle, Paul	Hackettstown, New Jersey	80	5	1	1
Iulg, Gary	Sanborn, New York	78	7	1	1
Moore, Davey	St. Catharines, Canada	77	6	1	2
Johnson, Alan	Clifton Springs, New York	72	4	1	2
Kelly, Dave	Alburtis, Pennsylvania	72	5	2	2
Coville, C. D.	Schenectady, New York	71	3	1	2
Wilson, Billy	Ramsey, New Jersey	71	4	1	2
Peek, Harry	Schenectady, New York	70	4	1	2
Slavin, Win	Troy, New York	70	5	0	2
Lynch, Ed	Apollo, Pennsylvania	69	3	0	3
Chamberlain, Gerry	Everett, Pennsylvania	68	3	1	2
Cook, Jerry	Rome, New York	67	2	1	2
Ciprich, Chuck	Burdette, New York	67	5	1	1
Wood, B. C.	Norwalk, Connecticut	66	3	1	2
Buss, Del	Nazareth, Pennsylvania	65	4	0	2
Olsen, Budd	Paulsboro, New Jersey	64	2	1	2
Little, Ivan	St. Catharines, Canada	63	3	0	2
Jelley, Butch	Pownal, Vermont	61	3	1	2
Welty, Darrell	Montour Falls, New York	59	2	1	2
Marshall, Ernie	Pound Ridge, New York	58	4	1	1
Gollub, Gary	Mohnton, Pennsylvania	56	4	1	1
Ely, Chuck	Pownal, Vermont	55	2	0	2
Braxton, Bob	Lebanon, Pennsylvania	53	3	0	2
Hearn, Brett	Kinnelon, New Jersey	53	3	1	1
Fitzcharles, Glenn	Pottstown, Pennsylvania	53	5	0	1
Bodine, Geoff	Pleasant Garden, No. Carolina	51	2	1	1
Cronce, Howie	Flemington, New Jersey	50	3	1	1
Trout, Kim	Womelsdorf, Pennsylvania	49	2	0	2

THE MORNING LINE

By Larry Costa

For the fifth consecutive year local bookie Harry the Hunyak reports heavy action the super Dirt week line. It is worth noting that Harry's betting favorite has won two out of the last four years and the third favorite has won the other two years. Here's the latest line on Super Dirt Week X:

Gary Balough: Even if he shows up with a 6-cylinder Bomber car, he's the favorite. He may not show up though. He may run his Grand National car this week. 3-2

Jack Johnson - Has had another good year. His new Troyer car may be ready to go. 6-1

Billy Osmun - The new Harraka number 828 ran strong on Labor Day. He'll be tough this week. 6-1

Buzzie Reutlmann - He owns this track. Don't be surprised if he wins his 3rd aboard the number 60. 6-1

Jim Horton - Never seems to have luck going for him at Syracuse. He's long overdue. 6-1

Brett Hearn - This youngster is ready to win. 6-1

Merv Treichler - His new Troyer car is fast. He won the fair race. 7-1

KennyBrightbill - His Cadillac will be altered a bit to conform with Schaefer specs. He's also overdue at this track. 8-1

Will Cagle - It may be that Will will never win at this track. 9-1

Billy Pauch - He's broken all sorts of records at Flemington. He's unproven at this track. 9-1

Ken Brenn - The best finisher of the traditional modifieds in 1980. He's a good bet at these odds. 9-1.

Alan Johnsoln - Still hasn't mastered Syracuse. 11-

Stan Ploski - Flemington's guaranteed starter 13-1

Frank Cozze - Has had an off year. 13-1

Ken Weld - Reports have him in last year's winner number 112 renumbered 73. 14-1

Kevin Collins - Has had an off year, also 15-1

Modified Odds	Super National Odds
Tom Corellis 16-1	Steve Kinser 2-1
Davey Moore 20 - 1	Doug Wolfgang 3-1
Dave kelly 20-1	Sammy Swindell 3-1
C.D. Coville 21-1	Smokey Snellbaker 5-1
Sammy Beavers 22-1	Rick Ferkel 6-1
Tom Hager 25-1	Keith Kauffman 7-1
Dave Lape 30-1	Boop's Number 1 10-1
Steve Kinser 31-1	Steve Smith 11-1
Rich Eurich 31-1	Bobby Allen 11-1
Mike McLaughlin 32-1	Jim Shampine 12-1
Howie Cronce 33-1	Tim Green 14-1
Gary Gollub 33-1	Paul Pitzer 15-1
Dave Leckonby 34-1	JimHorton 15-1
Danny Johnson 35-1	Buck Buckley 17-1
Meme DeSantis 35-1	Brad Doty 17-1
Bob Bottcher 37-1	Any Oswego Super 20-1
Don Ackner 37-1	Dave Kelly 21-1
Lou Lazzaro 40!1	Lee Osborne 21-1
Gary lulg 42-1	Jay Myers 23-1
Harry Behrent 42-1	Allen Klinger 24-1
Chris Berton 44-1	Danny Smith 25-1
Tighe Scott 46-1	George Ferguson 25-1
Carl Reynolds 48-1	Bill Stief 28-1
50-1 Longshots-Bob Malzahn	BM & F ODDS
Bruce Quinn, Ed Delmolino	Paul Lotier 5-1
Win Slavin, Carl Van Horn	Elvin Felty 5-1
Ronnie Tobias, Mark Fleury	Claude Hoarde 5-1
Chuck Ely, Harvey Hainer	Marcel LaFrance 6-1
Maynard Forrette, L. Blaney	Ralph Hoetzler 9-1
Ed Lynch, Walt Breeding	Fred Rahmer 11-1
Elvin Felty, Fritz Epright	Steve Makocy 12-1
Larry Broisma	

CIPRICH VICTORIOUS IN SECOND ANNUAL SYRACUSE-OSWEGO CHALLENGE CUP SERIES

CHUCK CIPRICH...received this trophy and check after becoming the overall point champion for the "Oswego Challenge Cup Series 80," and overall Schaefer Weekend high point man. (L to R): Howie Conkey of Show Car, "Red" representing Goodyear, and Don Bartlett, Oswego rep., help auctioneer Charlie Sentman and Corky Stockman make the award at the Parts Peddler auction/trade show....GATER PHOTO BY KIM JENNEJOHN)

As expected, Chuck Ciprich was the $1,500 winner of the recent 2nd Annual Syrause-Oswego Challenge Cup run during Super Dirt Week, but the popular Burdette speedster found himself in an unusual supermodified ride at Oswego and Chuck gave it his usual strong effort to nail down the 1980 Challenge Cup title.

Prior to the competition, Ciprich was the only pilot entered in all four of the Challenge Cup events, which included the Supernationals and Schaefer 200 on dirt at Syracuse and the modified and supermod features at Oswego's 5/8 mile asphalt. Chuck's problems started quickly at Syracuse, as his modified blew two motors in practice and he missed the show.

His Ron Buckner supermod roadster was slated for duty at the Syracuse Supernationals Saturday afternoon and Oswego that night. But this potent machine ran into motor ills at Syracuse and Charlie had to be content with a 38th place windup.

The Ciprich asphalt modified ride at Oswego was the Dale Merz Gremlin and he gave it a good ride to pick up a fifth place finish and then he was offered a ride in the backup Cindy Snyder roadster that Bentley Warren had missed the Syracuse show with due to mechanical ills.

With just a few practice laps in, this new combo roared out of the pack at the start of the thirty lap main and Chuck even passed his boss, Bentley enroute to a run into the third spot. A costly spin put him in the rear, but Ciprich battled back into sixth at the checkers to nail down the $1,500 bonus with 141 total points for the weekend.

Ed Thompson and Bob Stelter competed in both events for the supers and they finished up second and third with 96 and 70 points. The only other contender to run a show on dirt and asphalt was Gary lulg. Gary could have won the Cup award with a win in Sunday's Schaefer 200, but lulg was involved in a violent tangle with Elvin Felty in the third turn and Gary spent several days in serious condition in the Upstate Medical Center in Syracuse before getting released the following Thursday.

With a fine fourth place finish in the Schaefer event, Geoff Bodine had a good shot at the bonus, but he elected not to compete at Oswego.

The $1,500 bonus was made up of $500 from DIRT of CNY and Oswego and $300 from Corky Stockham of the National Parts Peddler. Red's Speed Shop and Show Car Engineering of Waterloo each contributed $100 toward the bonus.

IT'S NOT THE WORLD SERIES, IT'S SUPER SERIES!

by Gary Spaid

While the Schaefer is ten years old this week, the Super Series is 192 races old. The concept of a series of qualifying races was started in 1972 and patterned after the Race of Champions. Different is the fact that almost all tracks that have run a Super Series race have been dirt. Only Stafford Springs broke the dirt tradition in 1976. In 1972, there were 13 different tracks that ran qualifiers. Since then the series has touched the racing surfaces of 38 different speedways.

The first super series event was a 50 lapper run at Midstate Speedway in Morris, NY. That night Dick Hansen held off Jack Johnson in a photo finish. Dick later went on to win at Lebanon Valley, thus becoming the first driver to win two qualifiers in one year. Will Cagle topped this feat by winning three qualifiers that year; Weedsport, Twin Valley and Merrittville. The biggest surprise of that year came when Ralph Holmes won Fonda's qualifier. Jack Johnson took the checker flag first, but was put back a lap due to a rule change in regards to pitstops. That year Buzzie and Wayne Reutimann became the first brothers to win qualifiers in the same year. Wayne won at Nazareth and Buzzie at Orange County. No one felt that the Schaefer race was going to be as popular as it was. Hundreds of modifieds showed up and seven guaranteed starters needed their guaranteed status to make the race.

In 1973, the series started out at Five Mile Point with Larry Catlin picking up the win. There were two new tracks to offer guaranteed status for the Schaefer; Ransomville and Reading. Both Twin Valley and Mid-State closed down. This kep the guaranteed status tracks at thirteen. For the first time three tracks offered preferred starting status at Schaefer; Lemerville, Penn Can, and Brewerton. 1973 proved to be Gerry Chamberlain's year for winning. He picked up wins at Rolling Wheels, Lebanon Valley and Orange County. With the fact that all of these tracks were longer short tracks, Gerry was a definite favorite going into the Schaefer. He did finish fifth that year, his best finish at Syracuse. At Lebanon he lapped everyone but second place runner, Mert Hulbert. That year the now famous Merrittville-Ransomville, back-to-back nights, became the racer's vacation and is now an established tradition. At Nazareth, Gary Balough, making his second appearance at that track, won the qualifier. This was his first "mark" on super series and Schaefer. At the Schaefer only one guaranteed starter needed his status and all preferred starters made the Schaefer starting field.

The 1974 Super Series III proved to be different and dangerous. It was the first time that a point fund was established for the series ($4500 for first place in points). That year Brewerton and Penn-Can dropped their qualifiers. But Mercer was added to drop the total number of events in super series to fifteen. The qualifier at Rolling Wheels produced the worst accident in super series history. Frank Mears flipped wildly down the front straight leaving a line of devastation that ended with the modified of Jackie Wilson in flames. Both drivers escaped the accident but had extended hospital stays ahead of both of them. The late Mike Grbac limped into victory lane on crutches at Weedsport, while Mike Granton passed Will Cagle on lap 100, coming out of the fourth turn at Ransomville to win that qualifier. Cagle picked up wins at Fonda and Merrittville on his way to the super series point title. The "unusual" continued on into the Schaefer. Rain cut the Schaefer to 95 laps as Billy Osmun was pushed across the finish line by second place finisher, Merv Treichler. That year nine drivers needed their guaranteed and preferred statuses to make the field.

In 1975, only one track was added to the qualifying series, Devil's Bowl in West Haven. Will Cagle went after the point title again by winning at Devil's Bowl, Weedsport and Five Mile Point. Frank Schneider became the guaranteed starter from Five Mile, while Jack Johnson became the starter from Devil's Bowl. That year the series started off at Lebanon Valley with Denny Soltis picking up his only win in super series. Davey Moore won the Merrittville show and flipped into the Ransomville "moat" the next night. This was the only year in which Kenny Brightbill did not obtain a guaranteed or preferred status for Schaefer. But it was Will Cagle's year to win the series point title for the second year in a row. At the Schaefer nine "status carrying" drivers didn't place in the top 30 in time trials. All but one preferred driver made the field. Dick Tobias lead the Schaefer pack across the finish line to record his first Schaefer win.

The bicentennial birthday of the United States was being celebrated in 1976. To add to the celebration, super series was expanded to 23 tracks. There were 13 guaranteed spots and 10 preferred spots up for grabs. Newly added were Canandaigua, Statewide, Woodhull, Williams Grove, Eriez and Stafford Springs. NASCAR National Modified Champion, Richie Evans won this asphalt qualifier and later drove one of the George Smith Statewide dirt modifieds at Schaefer. For the third year in a row Will Cagle won the series point fund. This time however, Mert Hulbert, made a race of it. Hulbert won at Lebanon and Ransomville. Cagle won at Five Mile Point, Woodull and Orange County. Davey Moore came out of Canada to win at Rolling Wheels and Weedsport. Buzzie Reutimann was also in the point series hunt until a wild flip at Flemington ended his run for the title. Wayne Reutimann became the fifth different winner at the Syracuse qualifier, the least dominated of all series tracks. But it was Gary Balough, winner of the Nazareth qualifier, that set the grandstands at Schaefer time buzzing. Could his King built modified last the distance? The car was obviously the class of the field. Balough went on to win the big one for his first time.

In 1977, Will Cagle won the super series point title for the fourth year in a row. Cagle won events at Weedsport, Canandaigua and Woodhull. That year the "Fonda Four" was making news. Lazzaro won at Fonda, Lape won at Ransomville, Jack Johnson won at Five Mile Point and Devil's Bowl while Harry Peek suffered a severe flip at Fonda, in which battery acid ended up in his eyes. That year East Windsor and Bridgeport did not run qualifiers. Stafford, Williams Grove and Lakeville also didn't host qualifiers. But other tracks brought the total to twenty events. That year only three drivers needed their guaranteed status at the Schaefer. The real story that year was rain. So much rain that the Schaefer had to be cancelled and run in April of the next year. A fiery 4th lap crash red flagged that event, as Gary Balough went on to become the second two time winner of the event.

In 1978, the super series point fund was eliminated. While the reasons for it's elimination were good, the end results were fewer cars at qualifiers. Albany-Saratoga was switched from preferred status to guaranteed status after Devil's Bowl left the circuit. This kept the number of 13 guaranteed starting status tracks in tact. East Windsor then returned to action making the total guaranteed starting spots 14, the greatest number to date. This was the year for track repeat winners. Jack Johnson made it two in a row at Five Mile and Dave Lape made it two in a row at Ransomville. Will Cagle did the same at Weedsport and Kevin Collins also repeated at Nazareth. Seven drivers used the starting status to make the field. Gary Balough went on to win his third Schaefer race.

1979 saw the Schaefer race upped to 125 laps or 200 kilometers. The super series point fund was reinstated and it was Jack Johnson's turn to win the point title. Jack picked up

wins at Rolling Wheels, Fonda and Ransomville. Many felt that Cagle was going to race Jack for the title, but the real competition came from Dave Lape, Tommy Hager and Lou Lazzaro. Chuck Akulis returned the Five Mile Point qualifier to their local drivers as he held off Kevin Collins and Kenny Brightbill. Billy Osmun started a three year hold on winning the Syracuse qualifier and Frank Cozze ended Alan Johnson's reign as Canandaigua's representative. At the Schaefer nine drivers needed their starting status to make the starting field. Jack Johnson became the first super series point champion to win the Schaefer race. Also for the first time a serie's sponsor was secure with the help of CRC Chemicals.

In 1980, Jack Johnson came back to win the CRC super series point title, again. On the way to the title Johnson won more qualifiers in one year then anyone else. He won at Fonda, Rolling Wheels, Ransomville, Drummond, St. Gregdaire (Trois Rives) and Weedsport. The serie's freak was at Rolling Wheels. In 1979, Will Cagle almost did not keep his record intact of qualifying every year for the Schaefer. At Rolling Wheels he finished second to Johnson. Again in 1980, Cagle's record looked to be in jeopardy. At the Rolling Wheels event it happened again. He finished second to already qualified Johnson. Again he had qualified for the Schaefer. It was the first year for Carl Reynolds; Bob Malzahn, Brett Hearn, Mike McLaughlin, Jay Stong, Vince Quenneville, Ron Tobias and Ron Baker to gain starting status for the Schaefer. Ron Tobias joined his late father, Dick, in winning, a series event. They are the only father-son combo to accomplish this feat. What Dick Tobias had done, Ron had repeated. At the Schaefer it was to be the year of "super" modifieds. Gary Balough and Kenny Weld brought their Continental creation to Syracuse to literally destory the competition. It was Balough's fourth Schaefer win and the start of a revolution in modified design.

The 1981 CRC super series qualifiers are explained in detail in this program. In general the series was just that, super! Alan Johnson, in his Troyer Engineering Mud Bus romped to five series wins; Rolling Wheels, Drummond, Trois Rives, Orange County, and Penn National to tie Jack Johnson's record of five series wins in one year. The point title came down to the last race of the series at Syracuse. There Alan just edged out Jack Johnson and Will Cagle to win the better portion of the $15,000 plus CRC series pot. This year another brother team made starting status at Schaefer. Alan's younger brother Danny finished second to him at Rolling Wheels to gain a guaranteed spot. Merv Treichler repeated as the Syracuse mile representative, but this time he had to finish second to Davey Moore. This year's Schaefer may prove to be the best yet.

Over the ten year period it has been Will Cagle and Jack Johnson who have dominated the series with 20 and 19 wins respectively. These two account for 20% of all qualifying wins. There have been 74 different drivers to win at least one series race. There have been 19 different drivers that have never won a series event, but have gained preferred or guaranteed status by virtue of finishing second or in the next position behind all qualified drivers in a series event. Still, Will Cagle has been the only driver to obtain a guaranteed starting status each year. Both Kenny Brightbill and Jack Johnson have qualified each year except one each through the series' races. There have been 34 drivers that have won more than two series races over the past 10 years. This may not have been a world series but it has been a decade of super racing, Northeast modified style!

SUPER SERIES POINT WINNERS:

1972-(none)	1977-Will Cagle
1973-(none)	1978-(none)
1974-Will Cagle	1979-Jack Johnson
1975-Will Cagle	1980-Jack Johnson
1976-Will Cagle	1981-Alan Johnson

SUPER SERIES WINNERS

	NAME	No. of Wins in Series
1.	Will Cagle	20
2.	Jack Johnson (1)	19
3.	Ken Brightbill	10
4.	Alan Johnson	9
5.	Davey Moore	7
6.	Gary Balough (4)	6
7.	Gerry Chamberlain	5
8.	Jim Horton	5
9.	Buzzie Reutimann (2)	4
10.	Merl Hulbert	4
11.	Ralph Quarterson	4
12.	Ed Lynch	4
13.	Tom Corellis	3
14.	Wayne Reutimann	3
15.	Billy Osmun (1)	3
16.	Dave Lape	3
17.	Bob Botticher	3
18.	Gary Iuig	3
19.	Lou Lazzaro	3
20.	Lou Blaney	3
21.	Brett Hearn	3
22.	Stan Ploski	2
23.	Dick Hansen	2
24.	Blackie Watt	2
25.	Merv Treichler	2
26.	Vic George	2
27.	Ken Brenn	2
28.	Dick Tobias (1)	2
29.	Kevin Collins	2
30.	Tom Hager	2
31.	Frank Cozze	2
32.	Dave Kelly	2
33.	C.D. Coville	2
34.	Carl Reynolds	2
35.	Don Beagell	1
36.	Ralph Holmes	1
37.	Chuck Ciprich	1
38.	Bob Rossell	1
39.	Larry Catlin	1
40.	Lloyd Holt	1
41.	Ernie Marshall	1
42.	Andy Lutz	1
43.	Dave Kneisel	1
44.	Chuck Akulis	1
45.	Mike Grbac	1
46.	Sam Beavers	1
47.	Mike Granton	1
48.	Denny Soltis	1
49.	Tighe Scott	1
50.	Phil Meisner	1
51.	Don Kreitz	1
52.	Butch Jelley	1
53.	Richie Evans	1
54.	Lynn Paxton	1
55.	Bob Schnars	1
56.	John Kershaw	1
57.	Win Slavin	1
58.	Tom Johnson	1
59.	Ron Blackmer	1
60.	Chip Slocum	1
61.	Don Turner	1
62.	Dave Leckonby	1
63.	Billy Pauch	1
64.	Gary Gollub	1
65.	Richard Jarvis	1
66.	Bob Malzahn	1
67.	Jay Stong	1
68.	Ron Tobias	1
69.	Jim McClure	1
70.	Bob Swartzlander	1
71.	Les Myers	1
72.	Gibby Fountain	1
73.	Buddy Cochran	1
74.	Harold Bunting	1

()-denotes no. of Schaefer wins

SCHAEFER STATISTICS—LAP LEADERS BY YEARS

(*-indicates race winner- () laps run)

1972 (100)

B.Reutimann*	76
Les Alberti	19
Ken Brightbill	5

1973 (100)

Tom Corellis	36
B.Reutimann*	32
Gary Balough	19
Dick Tobias	8
Lee Osborne	4
Bill Osmun	1

1974 (95)

Ken Brightbill	46
Tom Corellis	22
Billy Osmun*	20
Merv Treichler	7

1975 (100)

Dick Tobias*	50
Billy Osmun	19
W. Reutimann	12
Tom Corellis	11
B.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
Jim Horton	26
Gary Gollub	6
Brett Hearn	1

1979 (125)

Billy Osmun	43
Ken Brenn	40
Jack Johnson*	25
B.Reutimann	16
Frank Cozze	1

1980 (125)

Gary Balough*	98
B.Reutimann	18
Frank Cozze	8
Ed Lynch	1

SCHAEFER LAP LEADER LIST

DRIVER	Total No. of Laps Lead	No. Yrs. As Str.
Gary Balough	265	8
Buzzie Reutimann	148	9
Dick Tobias	110	5
Tom Corellis	92	8
Billy Osmun	83	6
Ken Brightbill	51	7
Ken Brenn, Jr.	40	5
Stan Ploski	28	7
Jim Horton	26	6
Jack Johnson	25	9
Les Alberti	19	2
Wayne Reutimann	12	6
Frank Cozze	9	4
Merv Treichler	8	6
Gary Gollub	6	4
Will Cagle	6	9
Ed Delmolino	4	9
Howie Cronce	4	3
Lee Osborne	4	1
Elvin Felty	2	4
Chuck Ciprich	1	5
Brett Hearn	1	2
Ed Lynch	1	3

We Designed & Built the Schaefer 200 Winner's Ring

We Can Design & Build a Piece of Custom Racing Jewelry For You Too!!

•COMPLETE REPAIR & REMOUNTING SERVICE AVAILABLE
•CUSTOM CUT STONES
•FINEST DIAMONDS AVAILABLE•

You Owe It To Yourself To Visit

COOK'S

Manufacturing Jewelers

VILLAGE SQUARE, HANNIBAL, N.Y.

(315) 564-5445

WANNA TAKE A RIDE ON THE SAFETY TRUCK?

By Colleen Zepowski & Jon Baumann

Okay. So you have these dreams. You'd like to drive the pace car or black flag Will Cagle or stand in the tower and tell people what to do. Well, how about the safety truck? Sound kinda interesting? Not much huh? Well, consider this:

You're charged with the responsibility of being the first at the scene of an accident. Any accident. To accomplish this task at Syracuse, you'll take the safety truck through the turns at sixty miles an hour. Once on the scene, you'll decide what action to take, who to treat first, who to advise for assistance. You're charged with the responsibility of saving lives. Still don't think it's gonna be interesting?

Meet Tom Bard, an officer on the ladder truck for the Jordan Fire Department and our driver on this perilous mission which so few recognize. "It's not that the fans don't care," Tom relates, "It's just part of the show. I would like to see the safety crew receive more recognition but that's just part of the job." A case in point are the brand new yellow Nomex firesuits recently purchased for the safety crew. They probably received more compliments the first night they wore those new outfits than for any work they had ever done at the Speedway. Most of the time it's a thankless job. Most of the time, but not always. "I like Jack Johnson. He talks to you, understands your job." One night at Canandaigua Jack was in a little trouble. Trouble that required the safety truck. Tom relates, "He(Jack) got out of the car and was really nice. Very level headed. Not all the drivers are that way."

The organization that Tom works for was started by Doug Milton, chief of the Jordan Fire Department, who with his wife first began providing Glenn Donnelly with quality, medically trained, safety personnel at Glenn's tracks. When Glenn started adding speedways to his organization, Doug Milton also increased the number of his employees. Tom has worked for Doug on the safety truck, equipped with 2 twenty pound fire extinguishers and one 500 pound fire extinguisher among others, for approximately three years now. Tom, like all of Doug Milton's staff who have thorough medical training, is currently certified as an Emergency Medical Technician. The staff who work the safety trucks and ambulances know their business, make no mistake about that.

So it was with very little reluctance that we accepted a ride on Tom's safety truck one night at Canandaigua Speedway. Actually we begged for a ride. When asked if there was something we could do for Tom while riding in his truck, he replied, "Just try to stay out of the way if things get hectic." It seemed like an easy request to follow so we sat back and enjoyed the ride. What a ride! Sliding around the turns, pulling into the front-stretch infield as the modified roar out of the fourth turn only a few feet away, and racing tow trucks to the scene of the trouble are all part of the excitement. Excitement for us but all in a night's work for Tom Bard.

Yet through all the excitement we felt, there was a slight undercurrent of fear. A fear that hit home when a large ball of flames erupted from Darrell Welty's modified during a heat race. AS the safety truck barrelled towards Welty's stalled modified in the second turn, we realized that if Darrell was in need of help, if tragedy had struck, the safety truck and Tom Bard would be the first on the scene. No one knew what to expect when we pulled up behind Darrell. There is an uneasiness that the worst has happened. Fortunately this was one time when it didn't. Darrell had lost an engine but was not injured. Still there must be that everpresent thought in the back of Tom Bard's mind everytime he races to the scene of an accident. Willeveryone be allright? At Syracuse, that fear is magnified.

Don't be misled. Being a trained professional, Tom Bard is ready for any type of emergency. "The races are much more exciting than being a volunteer fireman. You always have to be ready here. You're in action all the time. You don't have to wait for it." The man is always prepared, geared for that inevitable action. A clear example of that happened when Merv Treichler and Cricket Keel came together at Canandaigua with Cricket's modified sliding down the frontstretch wall on its side. Before Keel's car had come to a stop, Tom Bard had the safety truck moving to the scene. Most people would have frozen in awe of the accident they were witnessing but Tom Bard has been trained for this type of work. The drivers don't realize just how safe they really are.

Naturally there are some embarrassing moments working on the safety truck. Riding on the back of the truck that night at Canandaigua, Jon nearly fell off of the truck into the mud on a quick start by Tom but that little embarrassmanet doesn't come close to Tom's most embarrassing moment. You see, Tom was driving the safety truck that C.D. Coville hit at the Syracuse 1979 Schaefer race. "I was in the fourth turn when someone on the radio yelled 'tire on the backstretch'. I thought they said fire on the backstretch so I took off." Just seconds before, Jimmy Horton and Kenny Brenn, Jr. had tangled going down the backstretch, causing a pileup that completely blocked the track. C.D. Coville entered the service road running along the inside of the track and headed towards the pits. Tom Bard was driving towards the backstretch on that same service road. Coming around the third turn, they met. "When I came around the turn there were 25 photographers stadning along the roadway. It was either hit them or hope that Coville could miss me." C.D. didn't miss. "All my fire extinguishers were smashed. Coville's car was out of the race. To top it all off, some people on a camper in the infield threw empty beer cans at me. I was extremely embarrassed."

It's strange that a man dedicated to the safety of others doesn't receive recognition for his work. Only insults for trying to do his job. Unfortunately, that's the way it goes for the safety crew. Everyone worships the drivers for the job they do but other dedicated young men and women do their jobs in relative obscurity. It seems very unfair. "At times, I've thought of being a stock car driver but when I see some of the trouble they get into, I'm glad I'm in the safety truck and not out there racing." When there is trouble onthe track you can bet Tom Bard will be on the scene doing his job. An exceptionally professional young man in the professional world of DIRT.

CAM 2 SWEETENS SCHAEFER POT BY $5,000

CAM 2 Gasoline, through their distributor Parish Energy and their local dealer Jim Jarvis, have enriched the 1981 Schaefer 200 purse by $1,500 plus another $3,500 in product to the winners of the 17 CRC Chemicals Super DIRT qualifiers.

Each of the winners of the qualifying races at major tracks throughout the Northeast will have a drum of gasoline, a case of CAM 2 motor oil, and a case of gear lube awaiting them on their arrival at Syracuse. That package totals a value of $210 per winner or $3,570 grand total.

The top five finishers in the 200 grind will share in cash awards, as well as getting another drum of the high octane CAM 2 Gasoline. The Schaefer winner will get $500, second $400, third $300, fourth $200 and fifth $100 providing they are using CAM 2 gasoline and displaying the CAM 2 decal.

All told the CAM 2 contingency awards now bring the total to over $20,000 of contingency awards going to the drivers in the already richest modified race in the country.

YOU BET YOUR CRYSTAL BALL

By The Great Bomani

Listen. Do you want to know a secret? Do you promise not to tell? Closer. Let me whisper in your ear. Say those words you long to hear. I know who's gonna win the Schaefer 200 this Sunday and I'm gonna tell you how it's gonna happen. It all starts on:

THURSDAY: at 6 AM on the morning of the first round of time trials, there is a thunderous rumbling which shakes all who live within 20 miles of the Fairgrounds. Campers located inthe Fairgrounds infield are jarred loose and sent sprawling. Portajohns are bounced around like bowling pins. People are tossed up in the air like little GI Joe dolls with bombs in their pants. As quickly as it starts, the thundering rumble stops. One by one, everybody pulls themselves together and looks around for the reason of the terrible noise. They find it in turn one. A Boeing 747, painted black, has landed on the front stretch of the Syracuse mile. Gary Balough has arrived.

Immediately Balough's road crew, numbering 2,315, begin unloading Gary's car. Actually they unload a crate that's 20 feet long and 10 feet wide. You see, Gary definitely doesn't want anybody to see his modified. At least not yet. During the unloading project, Glenn Donnelly arrives on the scene. He is presented with a major problem. He must decide how to get Balough's Boeing 747 off of the speedway. Gary's pilot assures Glenn that this will be no trouble and proceeds to take the plane down the backstretch at a high rate of speed in preparation for take off. Unfortunately the pilot doesn't get the plane over the third turn wall. For the first time in its history, the famous Syracuse wall loses a battle. A gaping hole, some fifty feet wide, is left inthe big jet's wake. Glenn looks at his Vice President, Andy Fusco, and asks, "Can we sue him for that?"

At a driver's meeting before time trials, the drivers agree to run with a hole in the third turn. Stan Ploski sums up the driver's feelings by saying, "Leave it. I've never crashed into a horse barn before. This may be my only chance." Time trials are un with Jimmy Horton sitting on the pole. The rest of the top six are Reutimann, Brenn, Johnson, Osmun, and Ackner. Surprisingly enough, Gary Balough doesn't even take his car out of the crate. In an interview with Jack Burgess over the loudspeaker, Gary proclaim, "My car's so fast that I'm going to start at the back of the pack, using my guaranteed starting spot. I need a little competition early in the race ot it'll be too boring." Burgess asks Balough, "How fast is your machine?" Balough replies, "We took it to Flemington when nobodywas around and ran a 9.3 second lap at speed." Upon hearing that, Flemington promoter Paul Kuhl shouts, "Holy shit! That's a world record!"

Immediately the infield pit is a mass of hostility. "Ban the crate!" "Balough should be shot!" "It's illegal." "Donnelly's in cahoots!", are just some of the remarks heard. People with evil thoughts try to get to Gary Balough's crate. With 2,315 Balough roadies around it, the evil ones don't succeed. It is a very trying night for many. A sleepless night for most.

FRIDAY: Again Gary Balough refuses to take his car out of the crate. The suspense is killing everybody. There are more morticians at Syracuse than ever before.

SATURDAY: After Pete Bicknell wins the Sprotsman race, Kinser the Super Nationals, and the rest of the racing is finished, Balough's road crew begins to open the crate. Soon every eye at the Fairgrounds is on Gary Balough. Out of the 20 foot long, 10 foot wide, crate comes an unbelievable sight. Tech inspectors pass out, ladies pee their pantyhose, some drivers ooh and aah, some giggle, some just shake their heads in sad dispair.

Howard Conkey is the first to recover from the shock. "Why it looks like a lawn tractor!" Gary Balough confirms that statement. "We've done extensive research into different designs using wind tunnels, offset calibrations, and the like and found that a stock block lawn tractor will go like hell at Syracuse." Cries of protest soon follow. "It's not a modified, it's a sprint car!" "No, it's worse! It's a sprint tractor!" "Ban it! Ban the tractor!" "What's he think we are? Farmers?"

When it becomes apparent that Glenn Donnelly will not ban Balough's creation, a different trend sets in. Merv Treichler s heard to remark, "I can play their game. It won't take me long to get one of my own." In fact, drivers everywhere are thinking a different light. They know that they also must make a change if they are to have any hope of winning the Schaefer 200.

The night will go down in the Guiness Book of World Records as the time when over 4,000 lawn tractors were boughn a three hour stretch. Some teams buy one tractor. Other teams which have more money, like Jimmy Horton's Statewide group, purchase 5 or more lawn tractors in hopes of finding the fastest ones. Many men work until the wee hours of the night trying to get the most out of their lawn tractors.

SUNDAY: As "The Greatest Spectacle in Dirt Track Racing" prepares to start, there are 52 lawn tractors on the frontstretch of Syracuse and only two modifieds. They belong to Will Cagle, who was too smart to fall for Gary Balough's con game, and Gary Balough himself, driving the same car that he piloted to wins back in 1977 and 1978. The non-qualifiers race held just before the big 200 had to be checkered after only one lap because everybody in that race had a lawn tractor and it took those lawn tractors 20 minutes just to make that one lap.

The Schaefer 200 obviously becomes a two man race from the start. Cagle and Balough battle back and forth for the first 52 laps. They have lapped the rest of the field some 48 times. Yet fate, or God, or lady luck, call it what you will, sometimes has ways of evening things up. Will and Gary get too close to each other on lap 53 enterting the first turn. Tommy Corellis, out of the race due to a faulty mower attachment, comments on the Cagle/Balough crash, "It looked to me like they both tried to wall each other."

There's no question that Will Cagle's car is done for the rest of the race but Balough's crew(all 2,315 of them) has hopes of getting Gary back out into the race. Their task is not easy. The motor must be replaced, the shocks repairs, the chassis cut in half, the tires scraped off the gear box, and the fuel cell wrapped with aluminum fioil. The repairs are so major that tools, located in New Jersey, are needed. Some of the crew take a Grayhound bus down to Balough's New Jersey shop, returning via Federal Express. After all that time and work, Balough finally reappears on the track but his task is not as easy as before. Balough finds himself 1 lap down to Jimmy Horton's lawn tractor with only 71 laps to go.

Well, you and I know the rest of the story. Gary Balough overcomes his hardship to win this year's Schaefer 200, many laps ahead of Alan Johnson, Buzzie Reutimann, Jack Johnson, Ken Brenn, and Merv Treichler in that order. There is only one thought that goes through everyone's mind. Gary Balough has done it to us again at Syracuse.

"THE OUTSIDE GROOVE"

By Don Post

Syracuse! A word that all Eastern modified fans can easily relate to. Syracuse is the Super Bowl, the World Series or the Stanley Cut to Eastern United States racing fans.

Super Dirt Week is finally upon us. This, the most prestigious modified event in the United States today, began 10 years ago on a soggy weekend in October of 1972. From that original two day affair this race has grown into an event which now begins on Wednesday morning and ends on Sunday afternoon.

Instead of a run down of pre-race favorites and past stats on this great event, let's look at the week through a race fans eyes.

Any modified race fan now realizes that the Schaefer 200 has to easily compare to the past National Opens at "The Horn". Langhorne is now another shopping mall near Philadelphia but the scene has been resurected at Syracuse.

Fans who attended shows at Langhorne were no different than today, they love parties, and they do raise a little hell. Who can forget the shopping cart championships at "The Horn"!

The past few years this writer has spent the entire week at Syracuse which begins on Wednesday morning with inspection and warm-ups.

You stroll around the holding area on Wednesday morning just off the back stretch looking over the already large field of some 100 cars waiting for inspection.

Cars from all over the East, some covered and brand new not wanting any secrets revealed. Others sit on their haulers looking much as they did after the last short track race a few weeks ago. All looking for that quick lap that will get them into the show.

I went to the area where Glen Donnelly's head tech man Don Buschbacker, and his fine crew were inspecting two cars at a time. Last year Billy Osmun's mount, built by Pete Harraka, was directly into Bushy's ear, and pointing to the rather strange looking hood. Bushy stood there with his cigar in his mouth shaking his head, no!, to everything he heard.

Don Buschbacker and his crew do a super job and after a day like Wednesday I'm sure they would be prime candidates for an Alka-Seltzer commercial at days end!

When the week's first warm-up session began at 1 PM we got our first look at the very controversial Kenny Weld built Lincoln piloted by three time winner Gary Balough. We understand Gary landed the car at Hancock Airport after a non-stop flight from the Weld shops in the Mid-west just prior to inspection.

Warm-ups Wednesday end at 5 pm and the flow of campers is steady into the infield, more campers than I expected for day number one.

Spending the evening strolling around the infield watching people set up for the week, seeing people you know, and many new faces. Every year a camper would be set up near the infield rest area with the name of Lauden Potts on a shingle by the door. Anyone who has been to Reading Fairgrounds in the late sixties and early seventies remembers this charger. I used to love to listen Warren Ruffner announced this guy's name.

Thursday morning things begin moving early as the people keep on arriving—race cars heading for pit road. Many fans gather at the infield restaurant for breakfast and coffee.

Action for the day locks in the top six modifieds for the 200, and the competition is keen. Added to this years Thursday activities are practice and time trials for the BM & F sportsman show. The last hour and one half will be given to the lightning fast sprint cars.

The Syracuse Super Nationals have grown to one of the biggest events in the country for this racing division.

The Super Nationals have come a long way from their near disastrous first year. In the initial show at Syracuse the decision to go without the stabilizing wings brought about two devastating accidents. The Randy Wolfe backstretch flip is one of the worst I have ever witnessed. In the same event, Van May ripped his ride apart in a scary first turn ride.

The following year officials put wings atop these potent missiles, and it had a two fold affect. First it Stablized them and secondly it made them even quicker. This change has done the trick and everyone is more at ease about it.

As evening falls on the Fairgrounds Thursday night the infield is loaded with race goers. Parties are a plenty, and people start to get into the swing of things. Opalaka, Florida's Gary Balough will be shooting for his unheralded 5th victory at Syracuse and we understand he has another string at hand. Port-a-Potty wrecking. This string began the night before his '76 victory on the mile, and rumor has it Balough is nearly unstoppable in these after hours activities.

On a serious note, the Trade Show in the Center of Progress building should not be missed. The racing films and great exhibits should not be missed.

Friday is a hectic day as time trials in both the sprint and modified divisions get into full swing. This is where some new additions to Super Dirt Week go into affect, namely the Winners Classics. These races consist of two ten mile tests for CRC qualifying race winners in an all out sprint. Again both divisions will host this event and will begin activities of a racing variety on Friday.

Thursday and Friday night, for you race hungry folks, the Rock'em Sock'em Sideways National Dirt Race Association Late Models will scorch the Rolling Wheels Raceway.

These super light Southern style Late Models are quicker than our Northern modifieds as Rodney Combs set a track record last year. This year Promoter Glenn Donnelly has set up a special match race between four top NDRA stars, and four top DIRT stars. It should be great!

Saturday racing at Syracuse will have its busiest day. Warm-ups for Sportsman, Sprints, and Modifieds will be on tap from 9:30 AM—11:45 AM. Then C & B mains of 10 miles will be run to complete the field for the Super Nationals.

Following these two events the popular BM & F small block 20 miler will be called to the Speedway. Last years small block show was to this writer the highlight of the weekend as Jeff Heotzler and Rich Ricci battleds for 15 miles finishing in that order.

The main event of the afternoon is next as the excitement builds for this one of the richest races in the country for this division. This show is also a World of Outlaw sanctioned event which produces one of those lump in your throat moments on the parade lap. Four abreast out of turn four with drivers waving to the grandstand.

Following the checkered flag for these lightning fast competitors the Modified 15 mile semis take to the track with thirty starters in each event. Talk about hard charging—there is only one chance on Sunday if you don't make the show in one of these events.

Saturday night you have two choices, first you can head north to Oswego, and catch a great twin bill of asphalt modifieds and supers. Or you can stay at the Fairgrounds and risk life and limb in the midst of wild parties everywhere. I prefer Oswego, for if you camp on the grounds Saturday night, I believe no sleep will be had. It's nuts.

Sunday morning large heads will prevail and the Non-qualifiers race goes at noon. This one is always a great one with a precious few spots open. It's flat out racing.

Finally the moment is at hand, the cars are lined on the front chute, and you can cut the tension with a knife. The introductions are over the pace lap is underway, and a lump develops in your throat. If this doesn't take place your not a modified fan. When the green flies everyone will be on their feet roaring for their favorites. A moment that just can't be topped. Here's to a super competitive and a safe, injury free race, with hopes that your favorite is on top after 125 circuits. That's it for this year. Have a safe winter, and we'll see you in the spring.

SCHAEFER 200 MEDALS

1972
1973

BUZZIE REUTIMANN

1974

BILLY OSMUN

1975

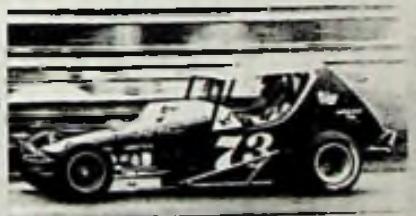
TOBY TOBIAS

ACTUAL SIZE IS APPROX. 1 1/2"

APPROX. FRONT

APPROX. REVERSE

1976
1977
1978



GARY BALOUGH

1979

JACK JOHNSON

1980

GARY BALOUGH

ANNOUNCING

The 1981 Schaefer 200 Anniversary Medals - 1st edition - Commemorating the 10th Anniversary of the Worlds Richest Dirt Race at the New York State Fairgrounds, Syracuse, N.Y. The Medals are being made available to auto race fans and collectors in 3 different finishes and are 39MM (1½") round. (Sil. Dol. Size). The 1981 Medal depicts a beautiful dirt track modified race car (Front Side) honoring drivers from the U.S. and Canada at this annual event, in October.

The reverse calls attention to the past winners of the 100 mile race beginning in 1972 thru 1978. In 1979 the race was changed to the Schaefer 200. (200 Kilometers - 125 Miles).

The drivers car number and name appear after the year of his Schaefer win at Syracuse, thru and including 1980.

The Medal may be purchased in Antique Bronze @ $8, Proof Bronze @ $10, and Proof Silver @ $60, each. The Silver Medal contains 1 Troy Ounce .999 Fine Silver and produced by Medallic Art Co., Danbury, CT. The Silver Medals are serial numbered 1 to 100 and only the first 100 Silver Medals are guaranteed at $60 ea. (Only U.S. Funds Accepted).

All prices include postage and handling. N.Y. Res. Add Sales Tax.

SEND TO:
Schaefer 200 Medals, Box 567, Dept. G Pennellville, N.Y. 13132,
(Notice Canadians - U.S. Funds Only)

Please Send Me:

_____1981 Schaefer 200 Medal(s) 1 Troy Ounce .999 Fine Silver Proof at $60 (US) or $72 (Canada)

_____1981 Schaefer 200 Medal(s) Proof Bronze at $10 (US) or $12 (Canada)

_____1981 Schaefer 200 Medal(s) Antique Bronze at $8 (US) or $9.60 (Canada)

Pure Silver Medals include registered & insured mailing, directly from the bank, beginning weekly in May 1981. N.Y. Res. add sales tax.

I enclose a check/money order for $_____* Payable to: Schaefer 200 Medals or Charge my: _____VISA _____MASTERCHARGE _____

I B #_____ Credit Card No._____ Exp. date_____

Signature _____

(All credit card orders must be signed. *NY Res add sales tax)

Name _____

Address _____

City_____ State_____ Zip_____

(All medals shipped after May 15, 1981)

TIME TRIAL RESULTS

Car No.	DRIVER	1st Time	2nd Time
111	Myers	37.202	36.859
77		46.085	35.510
20	Cannon	36.482	36.307
66	Nebraska	38.156	37.445
99E	Pahdaka	37.954	37.251
72R	Rudolph	37.628	37.581
2R	Reynolds	37.110	36.731
10	Abney	36.975	36.013
21L	Lupe	40.483	39.443
8	Reis	37.307	36.804
23	Johnson	46.400	37.130
17		36.765	37.308
55		36.409	35.961
9	Castle	37.194	36.460
0	Rankin	38.880	37.787
88	Lynch	37.405	36.957
3	Horton	36.227	36.345
61	Coville	36.886	36.752
24X	Bottcher	37.265	36.647
X3	Myers	39.193	38.305
25	Hoettiger	37.136	38.658
8	Wilson	40.674	37.456
58	Troxtler	35.851	35.310
04	Johnson	39.227	37.524
705	Nolen	39.588	
V44	Prentice	40.111	39.861
52	Fleary	36.379	36.187
14	Wright	36.745	37.205
57	Lockenby	36.208	35.940
15		38.216	37.356
28	Thompson	37.322	36.665
16	Gallup	37.952	37.145
56	Ivey	37.203	35.871
17	Orellis	37.170	36.880
1	Lutzi	36.514	36.650
18	Hooten	41.318	40.961
78	Jarette	39.167	37.038
99	Nebraska	38.172	37.868
28	McLaughlin	38.281	38.121
115	Fremont	38.990	37.777
48	Valenotte	36.446	35.878
35	Swartzlander	37.520	36.948
88	Cannon	36.772	36.675
75		38.469	38.157
3		41.896	
93	Ely	36.798	36.985
5	Albertie	36.446	35.824
21	Messinger	41.943	41.602
81		37.288	37.157
145	Johnson	37.522	37.899
14	Brightbill	42.598	—
28	Scott	39.610	38.880
00	Duval	41.404	39.980
19	Curtis	38.303	38.164
53	Mavin	36.189	35.944
17	Tobias S	36.594	35.925
A1	El ?	36.825	36.320

Car No.	DRIVER	1st Time	2nd Time
11	Moore	37.161	36.939
42	Murphy	36.115	37.568
63	Brady	37.287	36.384
98		38.569	39.723
15		39.716	38.978
24	Beam Jr	36.655	35.160
44	Zerbe	36.689	36.032
83	Krause	39.264	38.679
2	Doberan	37.894	37.113
01		40.540	39.956
37	Tarkey	39.168	38.142
46	Foley	37.264	36.218
4	Englund	39.455	38.427
30	Hearn	35.217	35.011
97		37.421	36.810
42	McDowell	37.245	38.404
31	Berton	35.542	35.552
44	Crane	36.303	35.895
45	Schlinger	35.172	35.423
57	Corellis	36.202	35.780
K3	Katona	36.582	35.807
60	Kautman	38.454	
13	Wilson	38.517	37.679
96	Richards	37.395	37.603
47	Jeffry	39.220	38.886
2	Wealthy	37.865	37.872
63	Sibert	38.839	37.889
21	Plumber	42.902	40.240
240	Edwardson	36.536	36.229
14	Scantlin	37.320	37.043
24	Cagle	36.204	35.551
69	Kleitz	37.290	—
13A	Fenstad	36.439	36.833
7	Breeding	36.744	36.570
30	Buntin	36.864	36.860
3	Pettyjohn	36.347	35.816
32X	Koppeser	36.557	36.349
22	Pike	36.598	36.208
81	Flowers	37.384	36.974
12	Elsie	42.194	39.680
3	Horton	37.524	35.570
711	Eckert	37.266	
15	Cochran	37.785	37.910
38	Cook	37.294	36.694
11	Moore	38.570	—
5	Wolfgang	37.917	37.173
17	Weaver	45.666	40.148
5		42.844	
	Price	45.826	
17	Wilson	38.276	
2		37.485	
34	Kelly	41.228	
29	Dapeka	34.145	33.779
63	Hardenbrook	34.704	33.269
25	Kline	35.241	33.364
66	Smith	35.529	30.179

Car No.	DRIVER	1st Time	2nd Time	
00	Jerry Reese	37.965	37.362	Dunbar
55	Hart	35.674	35.034	
29	Knaut	32.296	32.444	Landis
46	Jacobs	34.984	31.520	
2	Buckley	33.887	—	Buckley
19	Crawford	33.211	33.545	Pa. Cook
40	Wickham	36.120	36.657	
18	Kelley	33.265	33.304	
9	Seefeldt	36.424	35.375	
4	Hampshire	32.530	32.335	
91	Osborne	33.378	33.209	
56	Spellbaugh	30.423	32.159	
29				
12	Christmas	36.168	35.462	
20	Weaver	33.190	32.761	
1	Wicks	34.829	34.217	
91	Thompson	37.485	—	
22		36.083	35.277	
77	Lynch	38.462	35.914	
4	Wolfgang	34.585	34.240	
25	Henkom	35.975		
38	Wishley	38.021	37.746	
93	Ruth	34.083	33.947	Buckley
21	Spraggle	34.487	33.701	
64	Mark	33.226	33.016	
12	Brayton	33.708	33.467	
37	Lockenby	36.187	33.349	Trattle
15	Mattis	41.210		
29	Kaufmann	37.827	36.496	
10	Ford	36.957	35.462	Dunbar
28D	Doty	38.282	38.122	Nance
11	Cramer	35.073	34.549	Buckley
57	Yodock	37.022	35.645	Lloyd
66	Beaber	37.988	35.887	Trattle
10	Swindell	37.004	35.058	Nance
37	Thomas	37.640	35.793	Trattle
1	Williamson	37.635	36.808	Lloyd
21	Criswell	36.159	37.175	Cook
18	Smith	36.480	36.999	Dunbar
155	Wolfe	37.623	36.044	
98	Seidel	35.744	35.291	
45	Rayne	35.117	33.185	
5	Tokuson	35.165	33.992	LPS
55	Sutherdale	37.223	36.085	
39	Dutchmen	34.820	35.756	
6A	Tobias	37.189	35.892	Travis
38	Bischoff	39.511	35.593	
49	Darnell	41.287	40.150	
26	Camp	38.395	38.226	Tobias
44	Stone	40.561	39.655	
31	Weidler			
RK	Collins	37.220	37.172	Tobias
39	Hoeque	38.877	38.590	
5	Neck	38.897	38.115	Travis
1A	Allen	38.665	38.418	
11	Kinser	37.615	37.859	Stanton
0	Fields	39.451	38.698	Stewart
98	Klinger	37.044	35.758	Lloyd
3	Horton	37.262	37.044	

MODIFIED SEMI-FINAL

Car	Driver	Fin	Car	Driver	Fin

MODIFIED SEMI-FINAL

Car	Driver	Fin	Car	Driver	Fin

MODIFIED NON QUALIFIERS

Car	Driver	Fin	Car	Driver	Fin

SUPER NON QUALIFIERS

FEATURE

Car	Driver	Fin	Car	Driver	Fin
1	Wolfgang				
55	Swindell				
20	Weaver				
66	Smith				
3	Horton				
80	Doty				
1A	Allen				
6A	Tobias				
45	Payne				
5	Ferguson				
75	Kline				
77	Lynch				
1N	Swindell				
18N	Kelly				
10	Ford				

Looking at trucks?

	MAZDA B2000	DATSUN	TOYOTA
BED LENGTH	75"	73.4"	72.2"
TIRES	Whiteline	Blackwall	Blackwall
WHEEL COVERS	Bright Metal	N/A	Painted Metal
TINTED GLASS	Standard	N/A	N/A
WOODGRAIN DASH	Standard	N/A	N/A
MILEAGE	27 EST. mpg 38 EST. hwy mpg*	27 EST. mpg 34 EST. hwy mpg*	26 EST. mpg 34 EST. hwy mpg*
LIST PRICE**	$5695	$5759	$5948

Just one look at this chart could save you a lot of looking.

*EPA estimates for comparison purposes. The mileage you get may vary with trip length, speed and weather. Actual highway mileage will probably be less.

**Manufacturer's suggested retail prices. Actual prices set by dealers. Taxes, license, freight, options and other dealer charges extra. Prices may change without notice. Availability at dealers of vehicles with specific features may vary.

Lighter Wheels Mean Better Performance.

That's Why The Pros Rely On Center Line!

Weight is critically important in racing. Every pound saved translates into quicker acceleration, better braking and improved fuel economy. Moreover, reducing the unsprung weight of any vehicle contributes to better handling, longer tire life and reduced suspension wear. For these reasons, leading professionals in all forms of motorsports rely on Center Line aluminum racing wheels for substantial weight savings.

These same weight-saving benefits are applicable to street vehicles, too. For example, a 15x7 Center Line wheel weighs about 12.75 lbs. A similar-sized cast aluminum custom wheel is 56% heavier, while o.e.m. and steel-spoked 15x7 wheels are a whopping 76% heavier! The differences are even more pronounced in larger-size wheels.

The message is simple. You can get improved performance and better gas mileage by replacing those heavy clunkers with lightweight Center Line wheels.

Center Line wheels are strong, too. In fact, they're the only 2-piece wheel approved for competition at the Indy "500" because they can easily handle the tremendous side-loads produced by a ground-effects Indy car. They can also take the unbelievable shock loads generated by 2,000 horsepower Top Fuel dragsters, and have the durability to conquer the brutal Baja 1,000...over and over.

This incredible strength comes from Center Line's patented design, use of aerospace aluminum alloy that is precision formed by an exclusive 1,000,000 p.s.i. cold forging process and special stainless steel rivets—not bolts—that fasten the rim with 30 tons of permanent security.

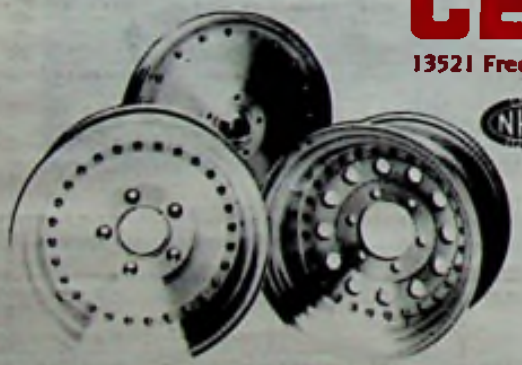
Another important fact to consider is that the versatility of Center Line's manufacturing technique is such that there are hundreds of different wheel numbers offered. This means that for each distinctive Center Line style you can get a wheel with the proper rim width and offset to make optimum use of your tires and suspension.

The styling of Center Line wheels is, of course, a masterpiece of form and function. They're designed to go fast and last. And when you compare Center Line wheels to all the others on the market, you'll discover that dollar-for-dollar Center Line wheels are your best performance value.

Center Line: The Ideal Wheel!

CENTER LINE

13521 Freeway Dr., Dept. CC10, Santa Fe Springs, CA 90670



NHRA AUTO CLUB

Find out more about the Center Line wheel and apparel lines. Send $1 for postpaid catalogs and pricing info., to Dept. CC10

Join the many racers who wear Center Line apparel, too. These distinctively styled, quality products (like the "wet look" Monaco jacket in red or black - $19.95; or the traditional sport hat - $4.15) are available directly from Center Line, to Dept. CC10. Master Charger and Visa telephone orders welcome. Call 213-921-9637.

SYRACUSE SUPER NATIONAL

STARTING LINEUP

Inside

Pos.	Car	Driver
1.	11	Kinser, S.
3.	4	Wolfgang, D.
5.	55	Swindell, J.
7.	12K	Collins, K.
9.	46	Jacobs, K.
11.	1	Williamson, K.
13.	6A	Tobias
15.	56	Shellbaker
17.	98	Seidel, B.
19.	57	Yodack
21.	63	Hufnachild
23.	20	Weaver, B.
25.	77	Lynch, E.
27.	18N	Kelly
29.	98	Crawford
31.	1A	Allen
33.	39A	Auchenman
35.	80	Wickham
37.	39	Hough, T.
39.	3B	Bischoff, D.
41.	21	Buckley, B.

Outside

Pos.	Car	Driver
2.	66	Smith, S.
4.	18	Smith, D.
6.	1N	Swindell, S.
8.	29W	Kauffman, K.
10.	3	Horton, J.
12.	66B	Beaver, J
14.	69	May, V.
16.	45	Payne, R.
18.	8	Shampine
20.	27	Krout
22.	21	Criswell, C.
24.	26	Camp
26.	5N	Nace
28.	81	Osborne
30.	5	Ferguson, D.
32.	28D	Doty
34.	10	Ford, R.
36.	37	Leckenby
38.	75	Kline, P.
40.	15	Mates, D.

SCHAEFER 200

STARTING LINEUP

Inside

Pos	Car	Driver
1.		
3.		
5.		
7.		
9.		
11.		
13.		
15.		
17.		
19.		
21.		
23.		
25.		
27.		
29.		
31.		
33.		
35.		
37.		
39.		
41.		
43.		
45.		
47.		
49.		
51.		
53.		

Outside

Pos.	Car	Driver
2.		
4.		
6.		
8.		
10.		
12.		
14.		
16.		
18.		
20.		
22.		
24.		
26.		
28.		
30.		
32.		
34.		
36.		
38.		
40.		
42.		
44.		
46.		
48.		
50.		
52.		

AIR FORCE EXPERIENCE:

Everybody knows you need experience to get ahead. But AIR FORCE EXPERIENCE can take you as far as you want to go. Great training. Responsibility. Skills you can use for a lifetime. Talk to your Air Force Recruiter about AIR FORCE EXPERIENCE before you make any choice. Do it for your country — and yourself. Call Collect: 315-458-1908 or 458-0535, or mail in the card. It can be your ticket to....

A GREAT WAY OF LIFE.

USAF RECRUITING SQUADRON/RSO
HANCOCK FIELD SYRACUSE, NY. 13225

NAME _____ SEX ☐ M ☐ F

Please Print

ADDRESS _____

CITY _____ STATE _____

ZIP _____ PHONE _____

HIGH SCHOOL NAME _____

DATE OF GRADUATION _____ DATE OF BIRTH _____

WORLD OF OUTLAWS

SYRACUSE Super Nationals

CRC CHEMICALS SUPER DIRT SERIES
High Performance CRC Chemicals
"PROVEN WINNERS"