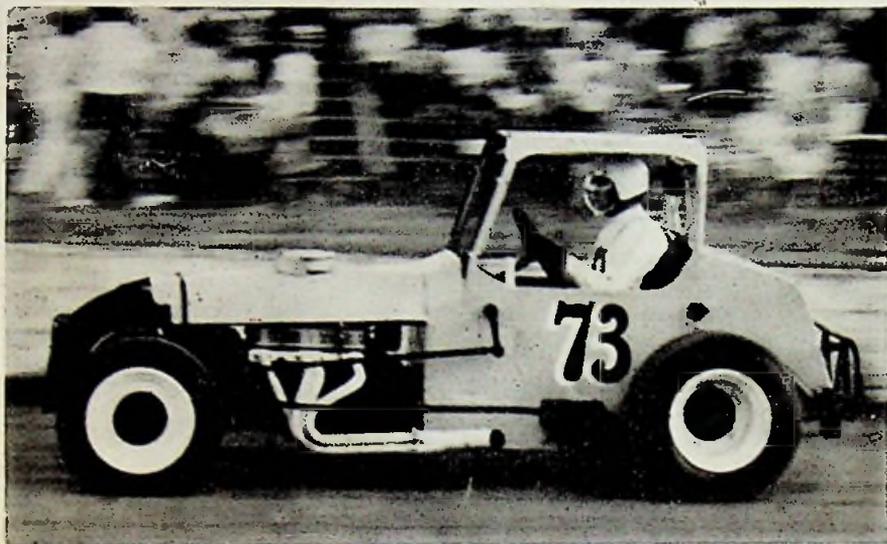
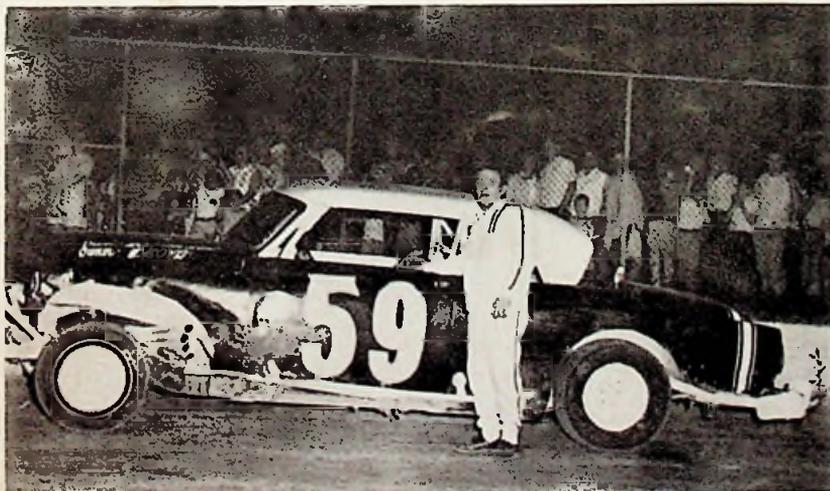


SILVER SPRING SPEEDWAY

1969 YEAR BOOK



SPORTSMAN CHAMP



HOBBY CHAMP

\$1.00

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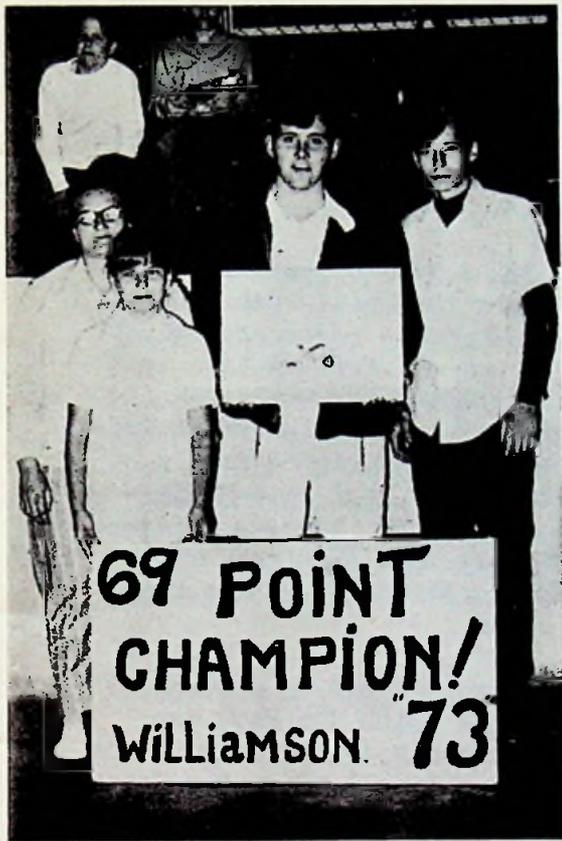
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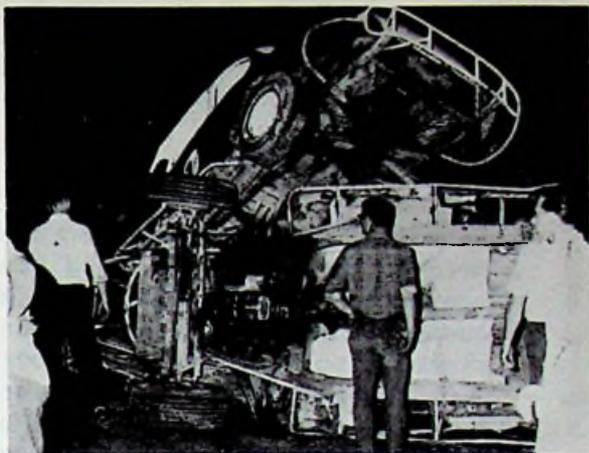
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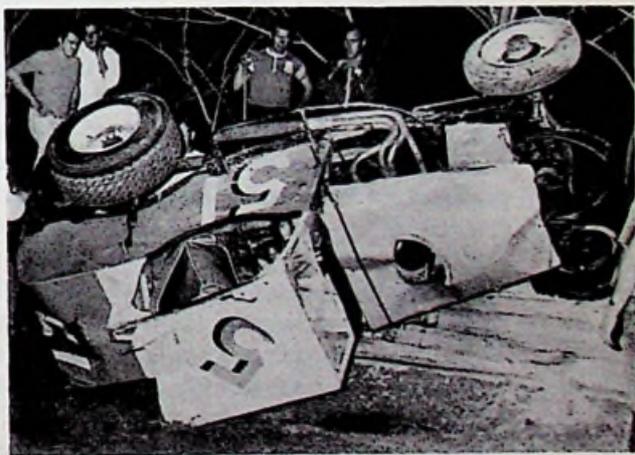
PUBLISHED BY: Area Auto Racing News
Trenton, New Jersey



The sign tells the story as fans present Kramer with cake.



Wreck involving Herm Gardner #92, on top, and Ken Weaver #14, who rolled on bottom. A helicopter rather than a tow truck is needed here.



Lloyd Gerberich's #51 after a series of flips in the first turn.

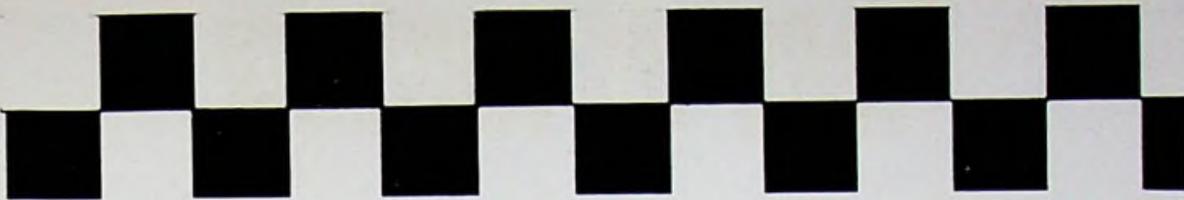
1969 IN REVIEW

Any tears which may have been shed at the leaving of flat-head competition, have long since dried up. The 1969 season proved to be the best ever at the Silver Spring Speedway. The season produced nine different feature winners in both divisions, 3 point ties in the sportsman, and great competition. Enthusiastic crowds came out to cheer on their favorite drivers. The close competition gave us many, many thrills and blanket finishes became a weekly occurrence.

In the sportsman division, it was a year of experimentation. Many crews feel that next year they will really begin to "go". It was a year in which it was a major accomplishment to finish a feature. There was not one feature that went non-stop, however, several did go non-stop after early re-starts. It was a year in which the 1967 and 1968 point champion, Dick Snare, did not compete. As of this writing Dick's plans for next season are indefinite, but I hope to see him driving again. We saw the great champion, Ken Hurley, retired midway through the season. Ken, who has always driven cars owned by his uncle, Herm Hurley, won point championships in 1955, 1956 and 1964.

It was a year which saw two rookies get off to a rough start in their very first races. Curtis Smith #25 took one of the worst flips of the season. He hopped over another car's wheels, started his series of end over end jolts down the front straight, and walked away unharmed from his totaled machine. Sam Demmey's first race experience went as far as the third turn, before he went end over end. Sam described it, "I always thought you would fly around inside the car, but I just held on to the steering wheel and it was all over. Not much bouncing, just nice and easy". When questioned as to his driving plans for the next week, Sam replied that he might as well give it another try since the worst was hopefully over.

It was a year which saw Russ Smith go through three cars in his bid for the point championship. We saw two former drivers come back for competition: Lynn Weibley, point champion of



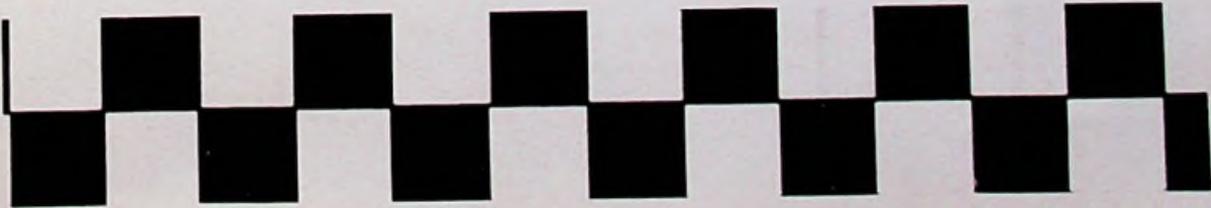
1960-1961 and Bob Brymesser. Don Heck finally broke his bad luck skein by capturing his first feature win. Something always seemed to happen to the #39, but toward the end of the season, the car was running to perfection.

In the Ford, Chevrolet battle, it was all Chevy. There were eleven Louis Chevrolet designed power plants and four Henry Ford creations in the top fifteen.

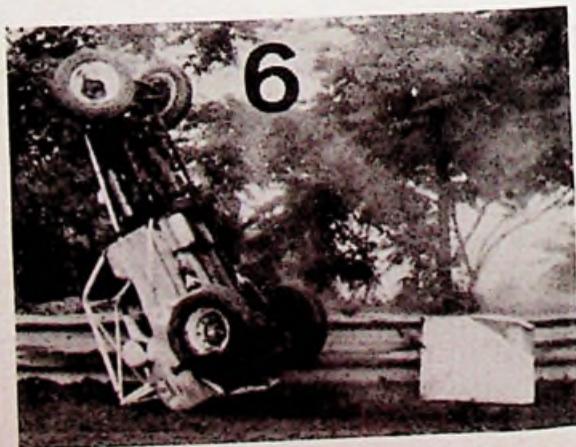
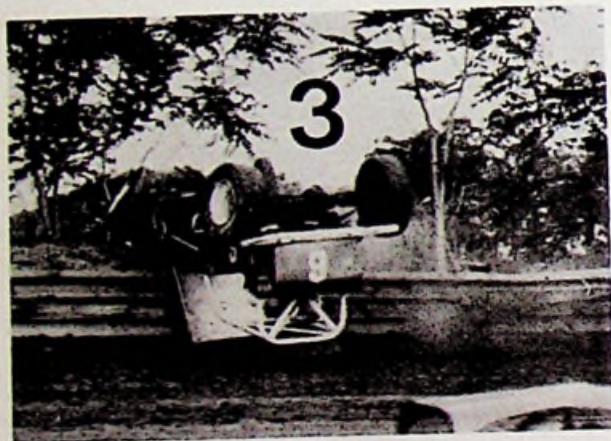
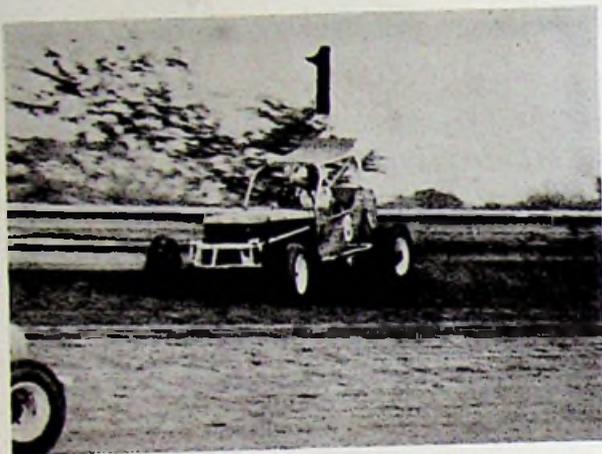
The hobby division has come a long way since it began in 1962. They have developed from jalopy racing into a highly competitive form of racing. In the beginning, the Hudson ruled supreme, with most of the boys running them. Then it went into the year of the Studebaker. Now, we seem to be in the Chrysler-Oldsmobile era. In 1969, hobby drivers could always be depended upon to run their shows off quickly. Whereas, the sportsmen couldn't run a race off non-stop, the Hobbys did it often. Hobby racing was not without it thrills. The most spectacular mishap came late in the season. Herm Gardner lost a rear wheel in the middle of the pack coming down the front stretch. Cars started bouncing every which way. When it was over, Herm was on top of Ken Weaver's #14. Creedin Otto also rolled directly beside the stacked up cars, completely blocking the track.

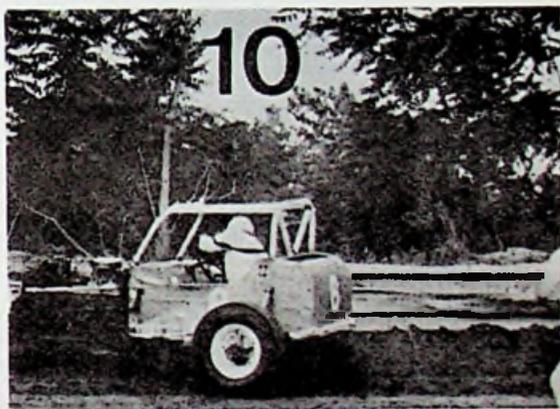
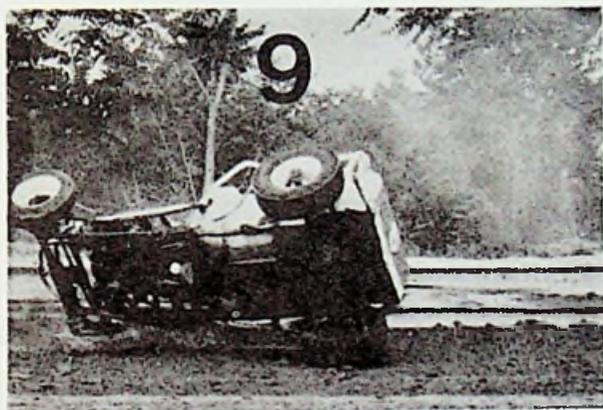
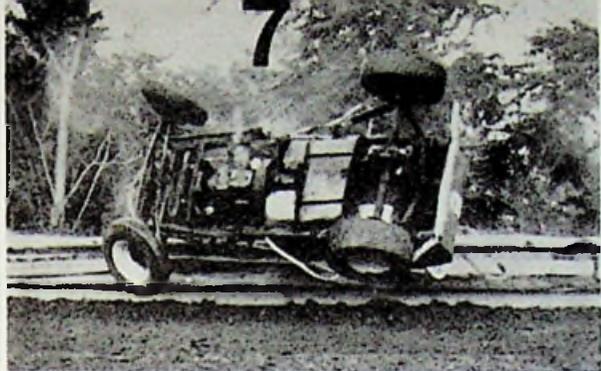
In the make of car battle there were four Chryslers, two Oldsmobiles, one Ford, one Mercury, one Studebaker and one Chevy in the top ten.

It was a good year. Many drivers had their best finishes. Everybody came out a winner, for there were no serious injuries to any driver or pit personnel. When it was all over there could be only two champions. They are Kramer Williamson and Bob Wilbur.



POWER FLIPS IT





Ron Powers' flip caught on film through the camera of Harry Bricker Jr. Well-constructed roll bars along with seat belts, shoulder harness and helmet enable Ron to walk away uninjured.

KRAMER WILLIAMSON
 First Place Sportsman #73



Kramer began racing only last year here at Silver Spring. He placed 20th in points and won "rookie of the year" honors. If there is anything such as a sophomore jinx, Kramer certainly hasn't heard of it. This year he was number one. He piloted his "dusty rose" #73 to the point championship. Nineteen times the #73 was in the top five out of 25 races.

The car housed a 302 cubic inch Chevy engine, which was tuned by Sonny Morrow. The Tobias chassis was kept in shape by John Frey. The car was owned by Kramer and his father, Earl Williamson with Frey's garage, Enola sponsoring the project.

The high point of this young career is "winning the Memorial Day 35 lapper and the support of the fans". The fan support can be backed up by his winning of the Most Popular Driver award as voted by the fans.

Who has helped the most? "My family has definitely offered me the most assistance".

At the moment, Kramer is attending Williamsport Area Community College where he is majoring in auto mechanics. The young speedster plans to move on to super sprint racing next year.

We wish him good luck in all his future racing.

Point finish:	first										
		1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes		10	5	2	4	1					
Consy Finishes		2				1					
Feature Finishes		4	3	3	6	2	1	3			

Did not finish or qualify three times.

LEE PARTHEMORE
Tie for second place Sportsman #47.



Lee and car owner, Jerry Burkett, joined forces in 1965. It has been a very successful partnership. Lee states that 1969 has been his best year since he began racing at Silver Spring in 1954. Consistency was the year's plan for the #47. Seventeen times he was in the top five, dropping out of only two events. One of the 302 cubic inch Ford engines blew during warmups the night of the double point Memorial Day Sweepstakes. On the only other occasion, he was involved in a mishap sidelining him from the feature. Lee felt that the Ford powered machine ran better on a wet track, exactly opposite to the Chevies.

The Linglestown resident is married, has no children and his occupation is truck driving. Next year this owner-driver combination will continue and will again be sponsored by Hoffman Ford. The always beautiful #47 will again be a major contender for the track championship.

Point finish: tied for second

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat finishes	7	3	7	2	2					
Consy finishes	2	1								
Feature Finishes	3	2	6	6	0	1	2	3	0	0

Did not finish or qualify two times.

RUSS SMITH
Tie for second place Sportsman #98

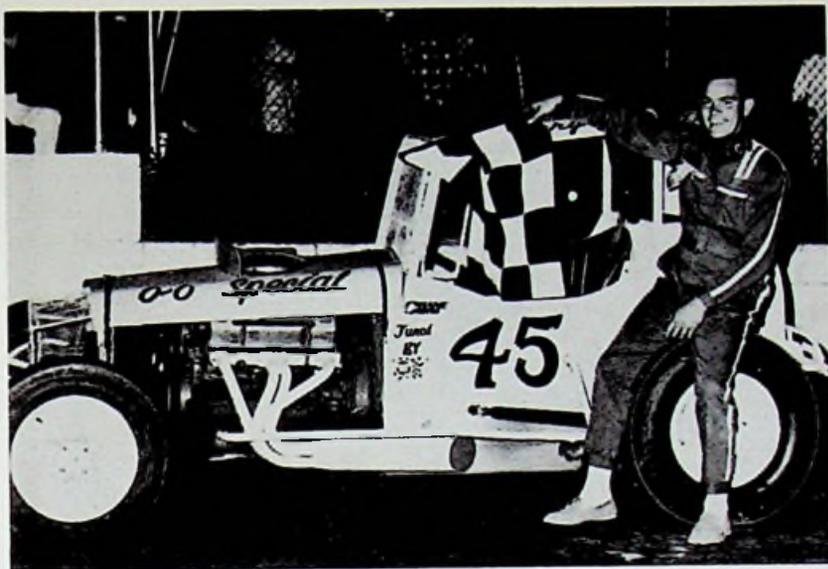


The "Reading Rocket" had another fine year with seven feature wins to his credit, more than any other driver. Having a fine year is not uncommon for this veteran who began racing in 1954 at the Fort Lebanon Speedway. His best season was in 1967 when he captured point championships at the Fredricksburg, Grandview and Silver Spring Speedways.

Russ was involved in two accidents in which his car was completely demolished. In the first mishap, he struck the front straight wall and as he bounced to the inside, he was struck by Mugs Maguire. The car was stripped down and is sitting in the crew's garage. The spare car was wrecked when the king pin broke, sending Russ into the fence while going almost full bore. This car was repaired and was run the last two weeks. The third car used for a few weeks was the first car the crew built for flathead racing.

When questioned about next year's plans, a crew man replied that they would wash it. However, a new car is in the making. The #98 is owned and maintained by a group of York Countians; Paul Sanders, Spurg Sanders, Clete Snellbaker, and Ray Hoover.

Point finish:	tie for second									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	8	6	3	2	1					
Consy Finishes	2	2	0	1	0					
Feature Finishes	7	4	1	2	1	0	1	0	3	



The Mayor of Turtle Creek? Not that Jerry wouldn't make a fine mayor, but appointing the mayor's neighbor, Earl Clay, as chief of police just wouldn't do. Earl just gets too excited. No, Jerry resides in Newport with his wife and four children.

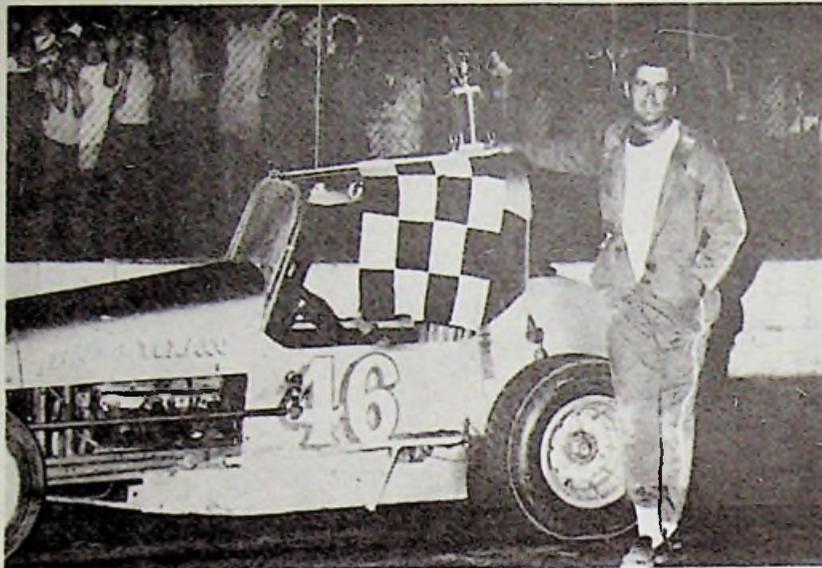
Jerry started driving in 1962 at Silver Spring in the hobby ranks. The #45 is owned and maintained by Dave and Charlie O'Hara. A 302 cubic inch Chevy engine powered Jerry to his best season in racing as he won two features, the first ones other than his 1964 Hobby win.

Coming off of a tough first eight weeks, dropping out of four feature races, the #45 started to move. He then captured a fourth place feature finish and from that week he was forced out of only four features and he took his two wins along with two seconds and four thirds.

1970 plans are to retain the same car with a few changes in the rear of the car. Jerry's high point in racing -- When he went over Bob Weaver's hood at the Fredricksburg Speedway. He got REALLY high.

Point finish:	Tie for fourth									
	1	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	3	7	8	2	3					
Consy Finishes	1									
Feature Finishes	2	3	4	2	2	2	1	0	1	0

GARY WOLFORD
Tie for fourth place Sportsman #46

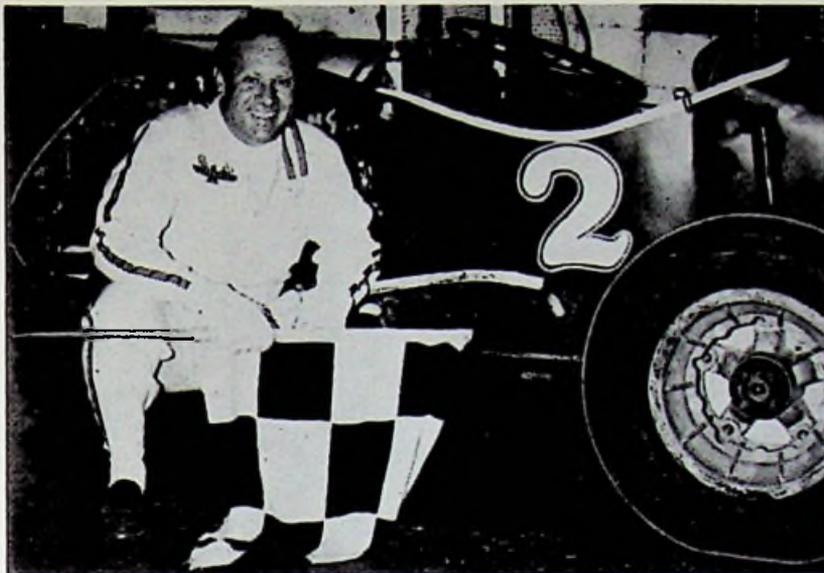


Gary again piloted the Ted Althouse owned #46 through the 1969 season. The "Pride of Brogueville" began racing in 1958 at the Susquehanna Speedway. The best year this father of two had was in 1965 when he placed second in points at Silver Spring and third at the Hagerstown Raceway. His biggest thrill came in 1965 when he represented Silver Spring at the Langhorne Speedway. He drove a Charlie Weirman semi-late. During the race, he spun off the backstretch and hit a new Chevy parked in the infield. The unfortunate Chevy owner might have been a little peturbed if he noticed the race driver laughing as he pulled away.

The chief mechanics were Ted Althouse and Charlie Patton who kept the 302 cubic inch Chevy motoring. Althouse Texaco Station, Lebanon sponsored the #46. Next year's plans include the building of a new car and the switching to a Ford powerplant.

Point Finish:	Tie for fourth									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	7	4	6	1	3					
Consy Finishes	1		1							
Feature Finishes	4	1	3	1	2	4	0	1	1	1
Did not finish or qualify six times										

KEN BRICKER
Tie for sixth place Sportsman #2



Ken drove the 289 cubic inch Ford the "Little Deuce" in the 1969 season. The Wertzville Chauffer is married and has three children. He began auto racing in 1956 here in the sportsman division. His best season to date was his second place finish in the 1968 point standings.

The chief mechanics as well as the owners of the #2 are Ernie Rabold and Don Nailor. The car is sponsored by Rabold's Gulf Station in Harrisburg.

Ken was forced to finish high in the pack when he finished, because he dropped out of eight point races. High finishes in heat events, also aided his point total. The middle of the season, was a hard luck stretch for Ken as he finished in only three out of eight features from June 7th to August 2nd.

Next year Ken will again be campaigning at the Springs and plans are being discussed for the building of a new car.

Point finish: tie for sixth

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	9	7	1	2	3					
Consy Finishes	1	1	0	1						
Feature Finishes	2	1	2	0	0	5	1	1	2	1

Did not finish in top ten or qualify nine times

BOB WEAVER
Tie for sixth place Sportsman #66



This young third year driver is from Hellam, Pa. He began racing at the Fredricksburg Speedway in 1967. This is another multi-owned car which was described to me as Weaver Racing Team, Inc. Bob is married with two children. His best year was in 1968.

The car was powered by a 301 cubic inch Chevy with the chief mechanic, Earl Spangler turning the wrenches. Bob did very well in heat events (he won six and finished second six times). However, sometimes the features didn't go as well. When the hood flew up sidelining the #66 it was awfully frustrating, but when it happened again it was enough to drive any crew batty. Waiting for a new engine held the #66 up for two weeks during the middle of the season.

It wasn't all bad luck as one week the car caught fire when Bob stopped during a red flag period. The blaze was extinguished and Bob calmly drove to a second place finish.

Next year Bob will again pilot the #66. The only change, the crew stated, will be in the finish -- it will be higher.

Point finish: tie for sixth

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	6	6	3	0	2					
Consy Finishes	1	2	1	1						
Feature Finishes	1	3	1	1	4	0	3	1	1	1

Did not finish or qualify ten times

IRA GEESEY
Eighth place Sportsman #48.



Ira had his finest year in racing since he began racing in 1951 at the Penn Mar Association. Ira won the point championship at Fredericksburg and placed eighth here this season. Another prize which he was awarded was the Sportsman of the Year Award. This honor was voted upon by the drivers themselves at Silver Spring. Ira can be very proud of this meaningful award.

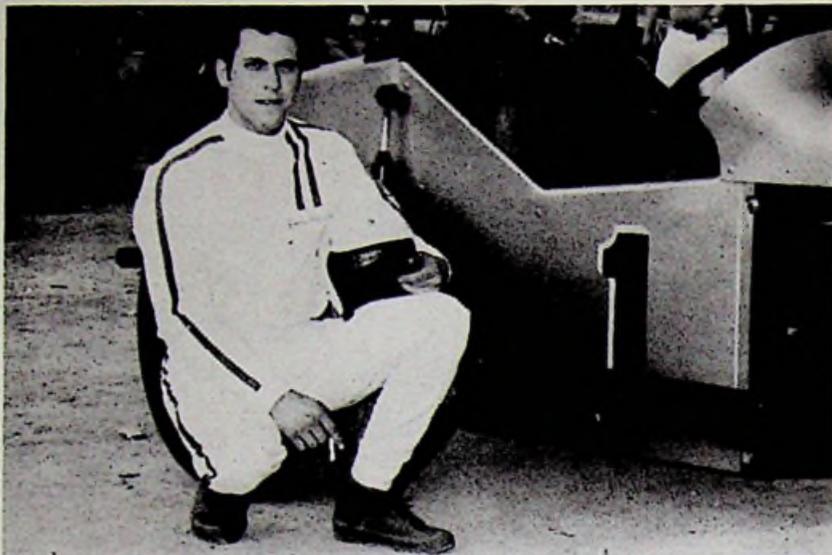
The #48 is owned by Oliver Condran, Sr. Olie Sr. along with his son, Junior Condran keep the chassis in top notch condition. Ira does the work on the 289 cubic inch Ford engine. Consistency was one of Ira's strong points, he was forced out of only four feature events.

The Elizabethtown pilot is married with three daughters. Next years plans are to continue with the same partnership that was so successful this season.

Point finish:	8th place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	1	0	4	8	5					
Consy Finishes	2	2	2	0	1					
Feature Finishes	0	1	0	1	4	6	2	2	4	1

Did not finish or qualify four times.

BOB HAUER
Ninth place Sportsman #1



Bob did a fine job in the #1 for the time he drove it. He campaigned the car in only two-thirds of the races and was still able to place ninth in the point standings. The car was powered by a 302 Cubic inch Chevy engine. Bob Highland owns the #1 and it is sponsored by Highland Tire Sales, Newville.

The native of Lebanon, Pa. is married and has two children. His career started in 1965 at Silver Spring. He spent his first two years driving in flathead competition and then moved up to modified racing at the Reading Fairgrounds in 1967. 1967 proved to be his best year.

Next years plans are to continue racing the "heavies" at Reading. Gaining more and more experience, Bob will be a strong threat wherever he plans to drive.

Point finsh: 9th

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat finishes	2	3	0	4	2					
Consy Finishes	2	1								
Feature Finishes	0	3	0	1	2	2	0	1	1	0

Did not finish or qualify seven times.

Did not race here after September 2nd.

FRED PUTNEY
Tenth place Sportsman #21



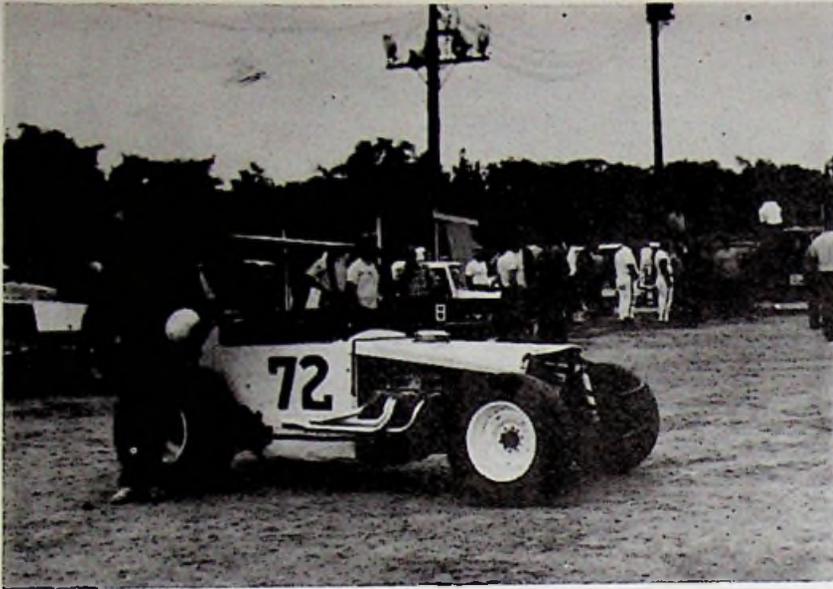
Fred began his career in 1959 at Silver Spring in the Sportsman division. He is married with one child and resides in Mechanicsburg. The best year for the veteran was in 1961, when he captured the point title at the Susquehanna Speedway.

The #21 is owned by Walt and Bill Knisly, who also did the mechanical work. Fred missed the first five weeks of action as the car was a late entry. It took several weeks to get the "bugs" worked out of the new car, and it seemed to work better as the weeks progressed. The 302 cubic inch Chevy engine supplied the horse power. There was plenty of it as the #21 went around the corner on three wheels lifting the left front off the racing surface.

Fred will again be driving next year and the Knisley Brothers plan to build a new car.

Point finish:	10th place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat finishes	1	5	2	5						
Consy Finishes	2	0	0	1	1					
Feature Finishes	0	0	1	1	3	1	2	2	2	0
Did not finish or qualify 13 times.										

LEN MAGUIRE
Eleventh place Sportsman #72.



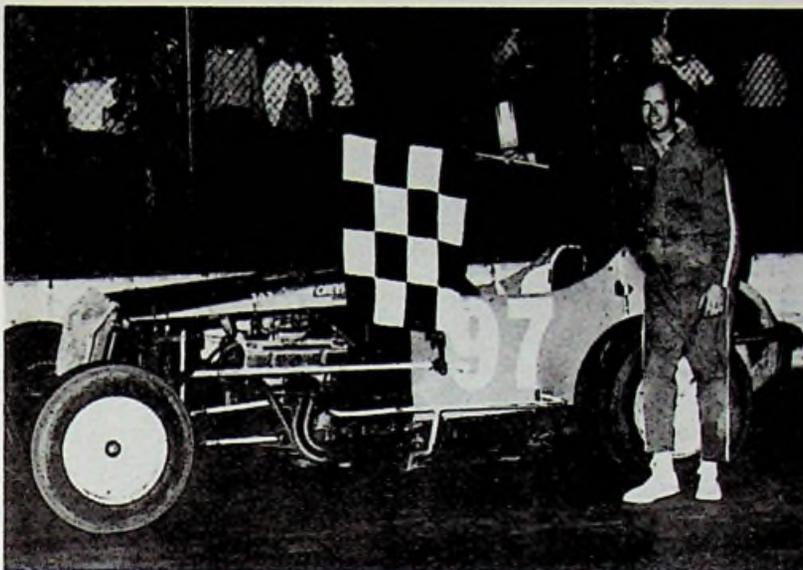
"Mugs" started out fast and he finished seven out of the first eight races. Then, bad luck plagued the Enola driver the remainder of the season. During fast warmups for the Memorial Day 35 lapper, the cars throttle stuck going into the third turn. The car was completely demolished when he hit the outside rail. It took five weeks for the crew to get the #72 back into racing condition. Mugs ran three more weeks until he was involved in the accident with Russ Smith. Three more weeks of work were required to get the car back into shape. Mechanical troubles sidelined him during the next feature. The following week he was in another accident. Mugs spun, another car hit him, knocking the #72 out for the rest of the season. It was a tough finish for what started out as a good year.

The #72 which is owned by Mugs, was powered by a 302 cubic inch Chevy engine. Bob Whittle was the chief mechanic and Whittle's Garage, Enola sponsored the car. Mugs began racing in 1964 in the Hobby Division at Silver Spring. His best year was in 1966. Mugs is married with four children. At this writing, Mugs is undecided about next years racing.

Point Finsh:	11th place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	2	5	1	1	2					
Consy Finishes	2									
Feature Finishes	0	0	1	2	2	0	0	1	2	0

Did not finish or qualify 17 times.

MILT DAVIS
Twelfth place Sportsman #97.



In this his first year at the speedway, Milt did a fine job as he earned "Rookie of the Year" honors. Milt started his racing career riding a motorcycle. He had earned enough points to turn professional, but several spills and two broken legs later, he decided to build a Sportsman.

The #97 is owned by the driver and is powered by a 307 cubic inch Chevy engine. The crew is composed of Ed Clingan, Bill Wise, and Ed Miller. With each race, Milt learned another technique of auto racing. As his experience increased, so did his finishes. His point standings were helped by his finishing three out of the four double point races.

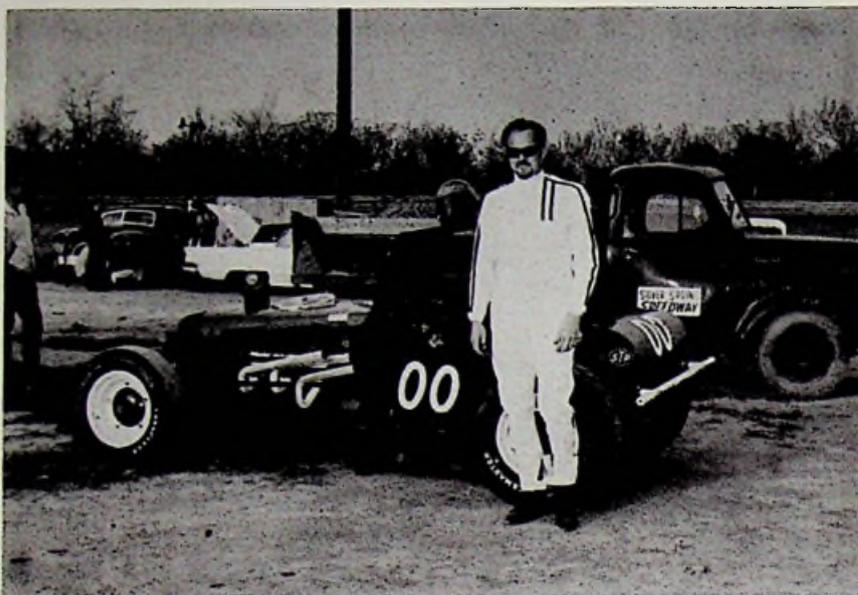
His biggest thrill came when he captured his first feature event late in the season. It probably won't be the last for the "Rookie of the Year".

The Mechanicsburg pilot is married with one son. Next years plans are to continue to campaign the same #97.

Point finish:	12th place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	1	1	6	3	3					
Consy Finishes	0	3	1	2						
Feature Finishes	1	2	0	1	0	0	1	1	0	1

Did not finish or qualify 18 times.

RAY GARVER
Thirteenth place Sportsman #0, #00



This year Ray drove the #00 owned by Del Barr and Gil Snyder. A 302 cubic inch Chevy engine provided the horse power. Del and Gil were also the two chief mechanics.

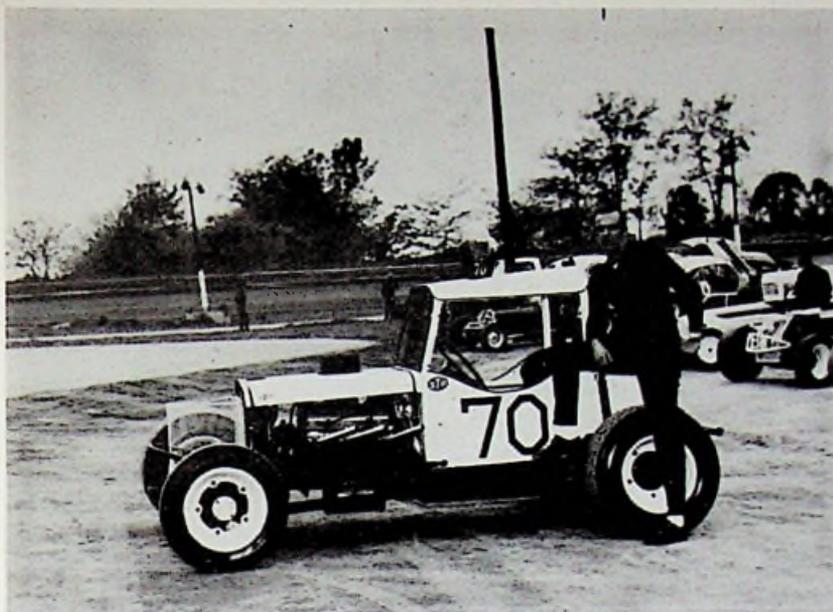
Ray's driving career started in 1962 when he won the first hobby feature that was run here at Silver Spring. He continued to run hobbies until this season when he switched to the sportsman division. This year Ray earned his pilots wings when he took his regular ride #00 out over the second turn wall and into the trees. He then got in the #0 which is owned by the same two people, and finished the season in the #0.

This Lemoyne father of one daughter considers this his best year in racing. He said that it was more fun because he could run with the pack. Next year Ray plans to again run the G & D Phillips 66 sponsored car.

Point finished:	13th place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	1	3	2	5	5					
Consy Finishes	3	1	1	1						
Feature Finishes	0	1	0	0	1	0	1	4	0	0

Did not finish feature or qualify 18 times.

HARRY DONNELLY
 Fourteenth place Sportsman #70.



Harry again piloted the #70 to a top fifteen point finish. A 283 Chevy engine was used for most of the season. Harry owned the car, Ralph Wolfe and Carl Lobb were the chief mechanics. The car was originally built by Floyd Donnelly and Chris McCalister.

Harry began racing in 1965 here in the hobby division. His best year was in 1968 when his final point standing was twelfth. Fine finishes in heat events helped him maintain his point standing. One of his big problems was with clutches. Three weeks in a row, clutch problems sidelined the #70. One of these times, parts of clutch sprayed in all directions. A piece of metal caught Harry in the leg. Fortunately, the cut did not require any stitches. No one else was hit, but there were some close misses.

The Carlisle resident is married with five children. Next year, Harry will again campaign the #70. Narrowing the rear along with a new engine will be two changes.

Point finish:	14th place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	0	3	6	5	1					
Consy Finishes	2	1	0	1						
Feature Finishes	0	0	0	1	0	1	1	1	0	2
Did not finish or qualify 19 times.										

SKIP EMLET
Fifteenth place Sportsman #93, #4



Skip drove two cars this season. He started out with and for two-thirds of the season ran the #93. The final part of the season he drove the #4.

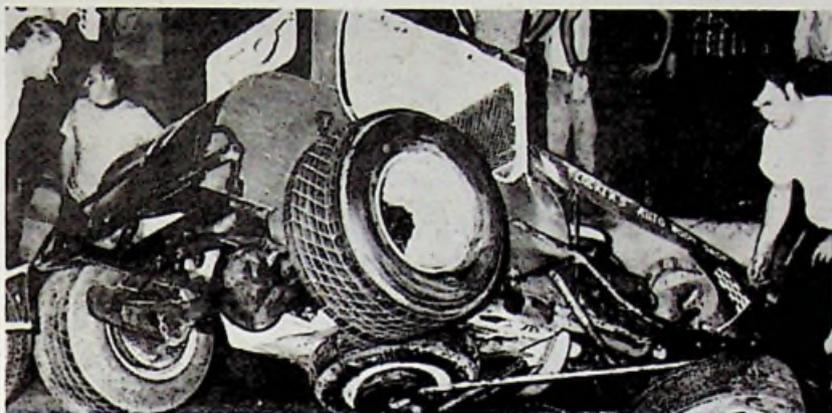
The #93 was owned by Walt Bigler. Walt was also the chief mechanic with the Carlisle Body and Radiator Shop sponsoring the car. A 302 cubic inch Ford engine was used.

Skip is from Camp Hill and is a bachelor. He began driving in 1955 here at Silver Spring while still in high school. His best year was in 1967. Skip had experienced handling problems in the #93. Tire changes and the shifting of weight were tried to correct these problems. One time there was an accident during the feature. Skip who was not running in the event walked over to survey the accident. As he was standing there, someone remarked that Skip Emlet had caused the wreck. Skip then decided that it was time for a change. Next year Skip again plans to drive at the Springs.

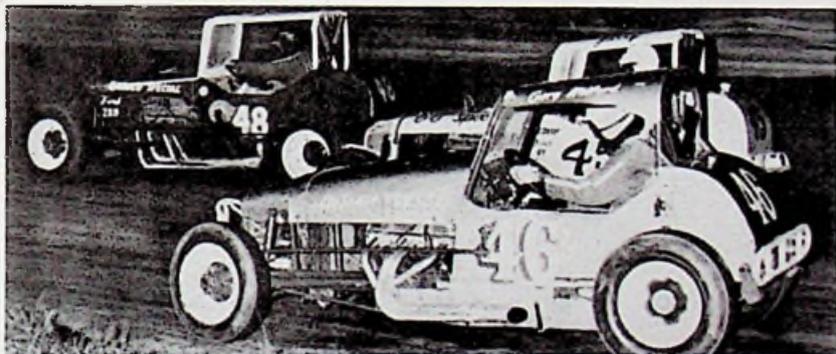
Point finish:	15th place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	2	2	3	2	3					
Consy Finishes	1	1	0	0	1					
Feature Finishes	0	0	0	0	1	1	1	0	1	2

Did not finish or qualify 19 times.

SPORTSMAN ACTION SHOTS



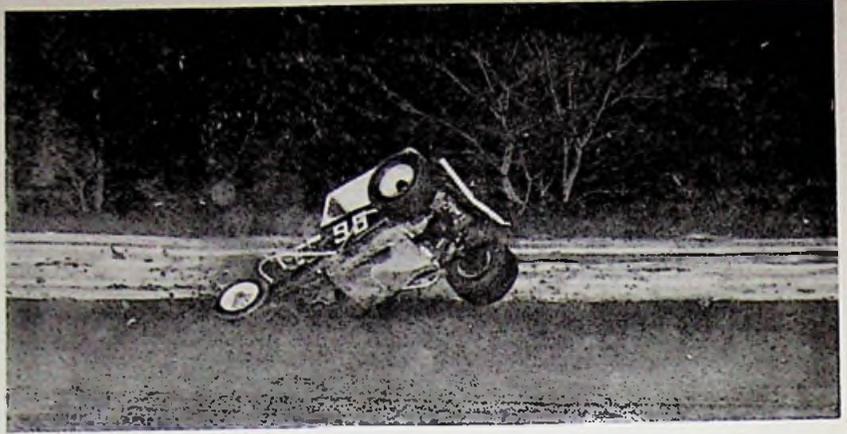
Butch Condron #49 found the second turn wall to be quite solid. The owner surveys damage at right.



Ira Geesey #48 leads Gary Wolford #46 and Jerry Mullen #45 through turn one.



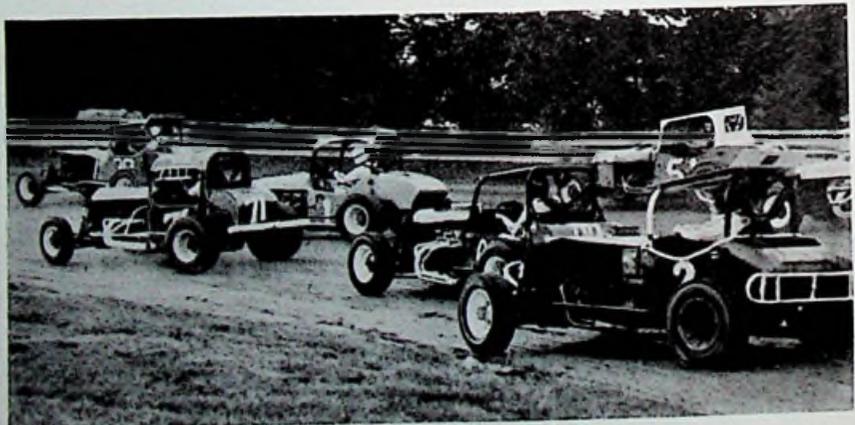
Another blanket finish. This one is the match race for feature winners, Russ Smith #98 was the victor.



Russ Smith's championship hopes are shattered as he hits the fence when his steering failed.



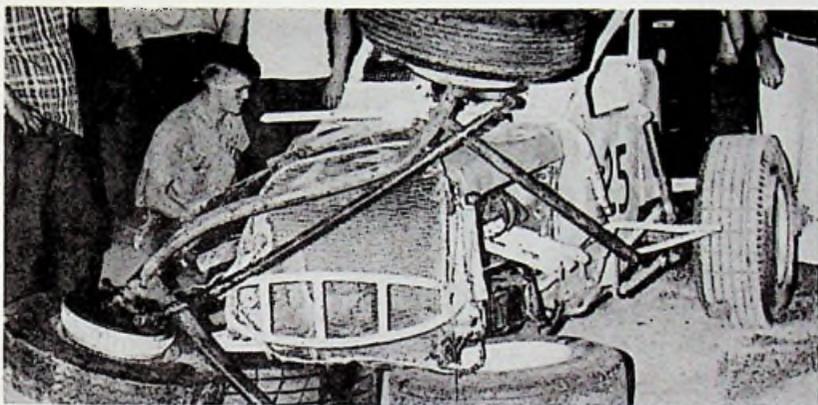
A closer view of the #98 after hitting the fence.



Traffic is heavy in the second turn during heat action



Carl Lutz #34, Butch Kreiser #07 and Fred Putt #50 get tangled on the second turn.



The Curtis Smith #25 after its first race flip.



Ken Bricker #2, Lee Parthemore #47, Bob Hauer #1, George Wolfe #9, Ken Hurley #71, Elvin Felty #17, Gary Wolford #46 and Ron Colley #32 all get together during the feature.



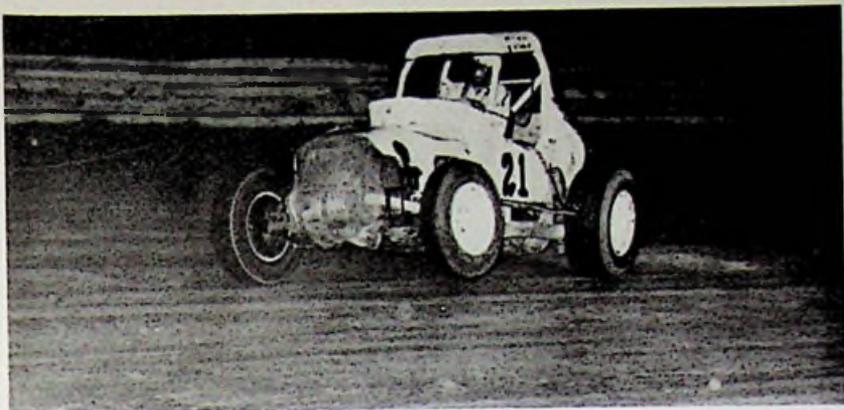
Bob Hauer #1 gets a birds eye view of Kermit Weaver's #30 right front wheel. Kramer Williamson #73, Earl Clay #17 and Russ Smith #98 are also involved as Ira Geesey #48 goes out around.



Ray Garver's #00 being brought back on to the track, much slower than he went out.



Turn official, Rich Kreitzer runs to the aid of Bruce Whitman #33 after a wild flip. Sam Hammaker sits quietly in the #84.



Fred Putney #21 three wheels it through turn two.



Harry Donnelly #70 two wheels it through turn four.



"Aw, come on Milt, I had this parking space first."
Milt Davis #97. Ray Smith #5.

SILVER SPRING SPEEDWAY

FINAL POINT LIST STOCK

Car No.	Driver	Points	Car No.	Driver	Points		
73	Kramer Williamson	Mechanicsburg	1280	1	Earl Clay	Newport	205
47	Lee Parthemore	Linglestown	1170	5	Ray Smith	Mechanicsburg	105
88	Russ Smith	Reading	1170	20	Vance Yinger	Middletown	85
45	Jerry Mullen	Newport	950	1	Bob Brymesser	Carlisle	85
46	Gary Wolford	Brougeville	950	50	Fred Putt	Myerstown	70
66	Bob Weaver	Hellam	830	17	Elvin Felty	Jonestown	65
2	Ken Bricker	Wertzville	830	49	Butch Condran	Highspire	55
48	Ira Geesey	Elizabethtown	710	34	Carl Lutz	Fredericksburg	55
1	Bob Hauer	Lebanon	610	51	Lloyd Gerberich	Lebanon	30
21	Fred Putney	Mechanicsburg	520	31	Kermit Weaver	Halifax	30
72	Lan Macuire	Enola	445	50	Jack Plasterer	Lebanon	20
97	Milton Davis	Mechanicsburg	430	33	Bruce Whitman	Harrisburg	20
00	Ray Garver	Lemoyne	385	29	Lloyd Adams	Harrisburg	20
70	Harry Donnelly	Carlisle	340	93	Lynn Welbley	Carlisle	15
4	Skip Ermet	Camp Hill	305	43	Jerry Getz	Lebanon	15
40	Homer Nelson	Muir	290	28	Bill Madden	Mechanicsburg	10
18	Mary Weist	Etters	265	57	Bob Kohr	Wertzville	10
56	Ron Halsey	Harrisburg	225	07	Butch Kraiser	Lebanon	10
39	Don Heck	Della	215	05	Ron M...	Tower City	5
71	Ken Hurley	Newport	210	10	Fred Lock...	Enola	5

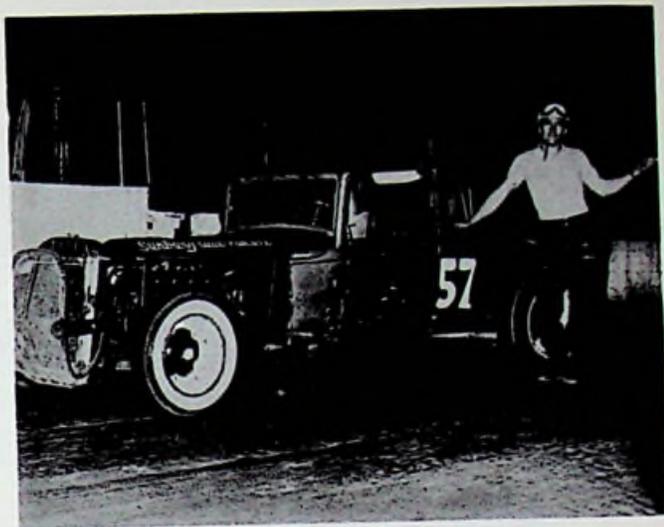


FINAL POINT LIST HOBBY

Car No.	Driver	Points	Car No.	Driver	Points		
69	Bob Wilbur	Mechanicsburg	1485	68	John Kauffman	Mechanicsburg	90
3	Paul Orendo	Palmyra	1285	57	Gordon Kohr	Mechanicsburg	75
28	Bill Clouser	Landisburg	950	47	Larry Flowers	Middletown	60
92	Hern Gardner	Carlisle	845	29	Jack Rudy	Harrisburg	60
113	Gary Vandergrift	Mechanicsburg	820	80	Bob Patches	Middletown	50
1	Eugene Sheaffer	Mechanicsburg	745	133	Bob Oakley	Hershey	50
130	Dave Erney	Enola	710	58	Dan Kelley	Carlisle	45
20	Larry Noll	Hershey	645	99	Paul Chubb	Harrisburg	35
70	Harry Noas	Piketown	530	40	George Fisher	Shippensburg	30
11	Billy Bee	Camp Hill	520	7	Bobby Myers	Highspire	30
88	Ken Ebersole	Hummelstown	475	82	Dennis Zerbe	Middletown	25
45	Bob Arnold	Camp Hill	455	45	Tom Donnelly	Mt. Holly	25
14	Ken Weaver	Halifax	390	2	Glenn Lutz	Marysville	15
0	Bob Stone	Middletown	375	157	Dave Suhr	Harrisburg	15
90	Jack Sprecher	Carlisle	370	135	Marvin Moyer	Grantville	15
149	Herold Rinninger	Myerstown	355	99	Sam Gipe	Harrisburg	10
34	Earl Weber	Oberlin	210	95	John Miller	Loyalton	10
26	Robby Robinson	Marysville	175	76	Ronald May	Elizabethtown	10
41	Credin Otto	Mechanicsburg	135	79	Roy Croll	Harrisburg	10
54	Jim Mays	Myerstown	115	121	Dan Prichard	Carlisle	5
129	Dave Erney	Enola	115				

FORMER CHAMPIONS

- 1954 Mel Kreiser
1955 Ken Hurley
1956 Ken Hurley
1957 Ron Tilley
1958 Ron Tilley
1959 Deacon Gerhart
1960 Lynn Weibley
1961 Lynn Weibley
1962 Jim Shaeffer
*Bill Madden
1963 Jim Shaeffer
*Lawrence Volgelsong
1964 Ken Hurley
*Lawrence Volgelsong
1965 Jim Shaeffer
*Earl Clay
1966 Russ Smith
*John Fitting
1967 Dick Snare
*John Smith
1968 Dick Snare
*Bob Wilbur
*Hobby Champions



57 - Jim Shaeffer



77 - Ray Tilley

Pictures taken in 1962

HOW MANY DO YOU KNOW



TOP "15" OF 1961

Front Row, Left to Right - Fred Putney, Gary Wolford, Ray Tilley, Lynn Weibley, Gene Kohr, Lee Parthemore.

Back Row, Left to Right - Bob Gerhart, Bob Brymesser, Earman Fulk, Bill Miller, Ken Fortna, Ed Leiss, Bob Danner. Missing - Boots Podjed, Jim Sheaffer.

SPECIAL EVENTS



A winner in the Go-Kart race.

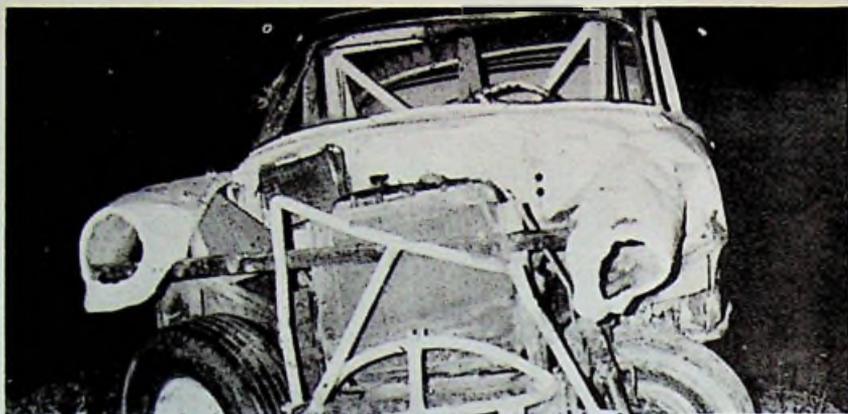


Powder Puff winner, Donna Goudy.

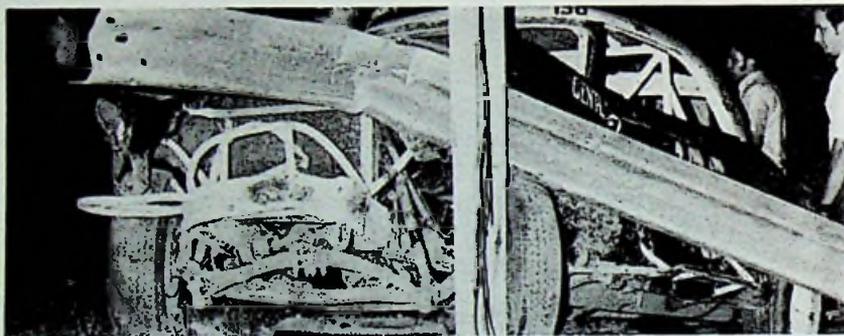


Now duck! A.M.A. Motorcycle action.

HOBBY ACTION SHOTS



Dave Erney #130 in one of his frequent visits to the wall.



Ken Weaver's #14 after being involved with the #130.



Young Bob Stone #0 being presented the Brenner Motors Trophy by official, Jay Shutt.



Jack Rudy #29 and Dennis Zerbe #82 collide in the third turn. It was the sixth week out of seven the #29 was badly damaged.



Roy Croll #79 and Ken Weaver #14 spin to the inside as George Fisher #40 takes the high road.

OTHER ACTION



Jerry Mullen #45 headed the wrong way on a one way street.

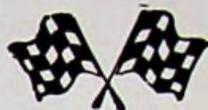


A hobby tangle in the second turn; Robby Robinson #26, Harold Renninger #149, Larry Flowers #150, and Jack Sprecher #90.



John Westfall #0 after rolling. Skip Emlet #93 was also involved.

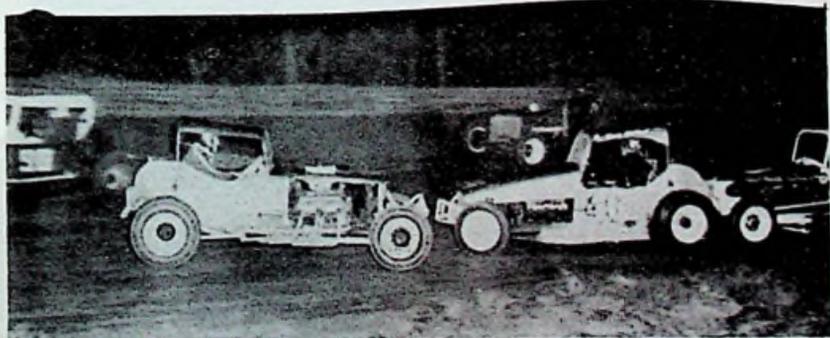
MORE ACTION



Butch Condron #49 gets going the wrong way as others try to avoid hitting him.



Another view of Herm Gardner's #92 towering wreck. That's Ken Weaver's #14 propping him up.



Gary Wolford #46 and George Wolfe #9 get a good look at each other.

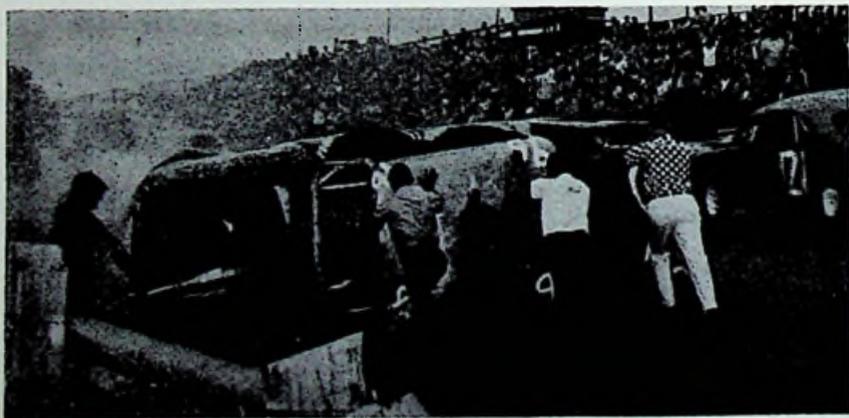
AND MORE



Gary Vandergrift #113 leads a tightly bunched pack. Paul Orendo #3, Red Weber #34 and Ken Ebersale #88 try to catch him.

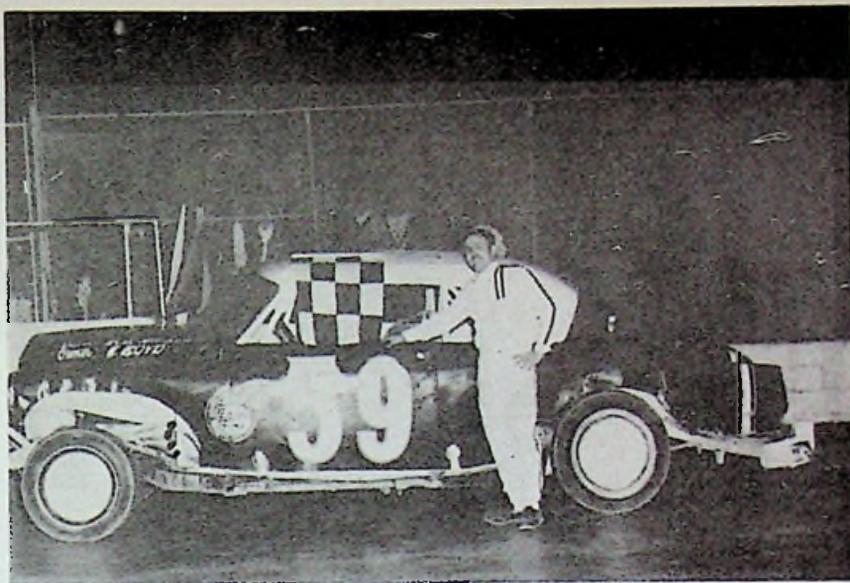


Lee Parthemore #47 leads Russ Smith #98.



A little more man power and she'll really roll.

BOB WILBUR
 First place Hobby #59



It was another championship season for Bob and the crankin' Chrysler #59. The 1953 Chrysler is owned by Wayne Boyd and is sponsored by Boyd's Auto Supply, Mt. Holly Springs. Wayne is also the chief mechanic and he does a fine job keeping the #59 in top-notch form.

Like all champions, Bob kept the car out of trouble and he was forced out of only three features. Another of his strong points was his fabulous heat record. Out of his twenty three heat events he won twenty-one and placed second the other two times.

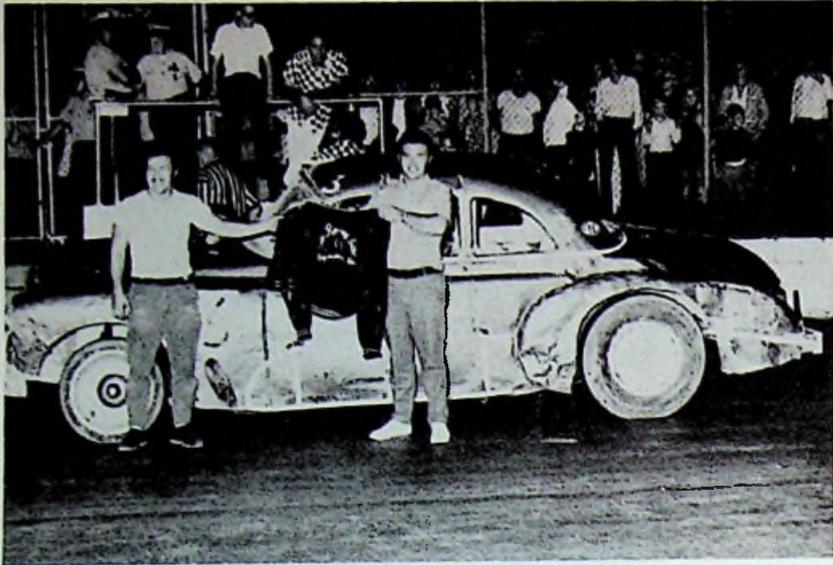
Bob, from Mechanicsburg is married with three children. He, like the other division champion, began racing in the Go-Karts. Bob started in 1954. In 1964 he began driving in the hobby division. It would be hard to distinguish a best year, he won championships two years in a row. Last year he won more feature events, but this year he was more consistent.

Another award Bob was given, was the "Sportsman of the Year". This is quite an honor. Not only is he the champion, but he is also respected by his fellow drivers. Next years plans are not yet positive.

Point finish:	1st place										
		1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes		21	2								
Consy Finishes		1									
Feature Finishes		9	4	5	0	1	2	0	0	1	0

Did not finish or qualify 3 times.

PAUL ORENDO
 Second place Hobby #3



Paul was the main threat to Bob Wilbur. Not only is he a fine driver, he is also an all around handyman. He owns the #3 and is also the chief mechanic on the 1950 Oldsmobile.

Paul began driving in 1965 at the Fredericksburg Speedway. Since then he has been doing a fine job. Paul is also very popular with the fans as he won the "Most Popular Driver" award. Although the #3 is no slouch down the straight he gained most of his time in the corners. He had the #3 handling as well as any Hobby car and he could drive very deep into the corners.

The car was sponsored by the C & E Sunoco, Lebanon. Paul, who resides in Palmyra with his wife, considered this his best season. He was another consistent performer doing well in his heats and dropping out of only three feature events. The problem was that two of these drop-outs occurred during double point races, which hindered his championship chances. Next years plans are still uncertain.

Point Finish:	2nd place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	12	4	5	1	1					
Consy Finishes	1									
Feature Finishes	5	7	4	3	0	0	0	1	1	0

Did not finish or qualify 4 times.

BILL CLOUSER
Third place Hobby #28



Bill is a man who just loves to race. I've never seen a person come into the pits after a race with a bigger grin than the Landisburg pilot. This year Bill had McGowen's Body Shop, Landisburg as sponsor for the #28. With this sponsor, Bill had first rate equipment and was able to run with the best of them. The second half of the season the #28 came on strong, and Bill grabbed his feature win.

The 1953 Chrysler was owned by the McGowen racing team with Bob Shussler, the chief mechanic. Bill is married with five children. He began racing in 1964 in the hobby ranks. This year has been the best for Bill with his third place point finish. The same team will again campaign at Silver Spring next season. The same car will be used, however, the front suspension will be changed over the winter. Another change, Bill assured me, will be that his finish will be even better.

Point finish:	3rd	place								
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	14	5	0	0	1					
Consy Finishes		2								
Feature Finishes	1	7	2	1	2	0	1	1	0	0

Did not finish or qualify 10 times.

HERM GARDNER
Fourth place Hobby #92



Herm piloted the only Ford in the top ten. Using the Ford flathead engine, Herm was not as quick down the straights, but was another hard charger making his time in the turns. His 1948 Ford #92 is owned by Richard Hollinbaugh with M & H Texaco in Carlisle sponsoring the car. The chief mechanics were Herm and Robert Rickrode.

Herm was another driver who depended greatly on the heat events for his point total. He also had trouble with the extra distance double point races, finishing only one, and that in seventh place. His first five weeks were the most successful as he grabbed two wins and three thirds. The next five weeks were not as lucky and he was forced out of all five feature events.

Herm and his wife live in Carlisle. His career started in 1964 in the Hobbys at Silver Spring. When I questioned him about his best year, he replied that he would have to say this one. He said that this was the first year he wasn't thrown out. Next year may call for the switching to a Chrysler or an Olds.

Point Finish:	4th place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	6	8	3	2	1					
Consy Finishes	5									
Feature Finishes	2	0	6	2	0	1	2	1	0	0

GARY VANDERGRIFT
Fifth place Hobby #113



Gary had a great first season in his #113 "Green Machine". He did well enough to be named as the Hobby class "Rookie of the Year". The 1951 Chrysler was owned by Gary, Bill Wike and Pete Maist. These three fellows also made up the pit crew, handling all the mechanical work. Being a rookie with a new car, the first few weeks were a little shaky. On the sixth week, Gary placed seventh in the feature which got him started on the right trail. From that week until the end of the season, the #113 dropped out of only three feature events.

Unlike many of the Hobby boys, Gary preferred the inside of the track. The car also handled much better in the features than in the heats. On a wet track, the front end would just wash out toward the fence, whereas, on the dryer feature surface the front end would stick.

Gary and his wife live in Mechanicsburg. His plans for next year are not yet definite. He stated that it was a long winter.

Point finish: fifth place

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	1	3	5	6	4					
Consy Finishes	3	0	1							
Feature Finishes	3	2	0	6	3	0	3	0	0	0

Did not finish or qualify eight times.

EUGENE SHEAFFER
Sixth place Hobby #1



Gene had a fine year for his first year in competition. He drove the #1, 1954 Mercury which was owned by Earl Sheaffer. Gene had gas tank problems this year. Twice during the running of the feature he was forced out due to this problem. Once a bolt vibrated loose, spilling gas over the track. Another time the tank came loose causing him to pit. Another problem was with that of tires. During the course of the season he lost three of them.

Gene lives in Mechanicsburg and is unmarried. He does the mechanical work himself. Gene won two features during the season. The biggest one being the mid-season championship. This win gave Gene his biggest thrill in this his first year. Gene will be back next year in the same #1.

Point finish: sixth place

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	3	5	4	0	3					

Consy Finishes 3

Feature Finishes	2	2	3	0	1	2	0	1	0	0
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Did not finish or qualify 14 times

DAVE ERNEY
Seventh place Hobby #130



Dave had his finest year this season with his #130. He has raced here at Silver Spring since 1965. Dave owns the 1950 Oldsmobile with Glenn Comp doing the mechanical chores.

Dave had one major problem this season -- hitting poles. One week he and Ken Weaver tangled coming down the front stretch. Ken started rolling as Dave hit the guardrail and came as close as anyone to knocking down a light pole; he did get it to wobble. Another time he hit the end of the guardrail going in to the third turn. Both times Dave was brought to a sudden halt. Fortunately, he was not injured either time. Although I needled Dave about this practice, he did much more than hit poles as his seventh place point finish indicates.

Dave lives in Enola with his wife and two sons. Dave says that his sons will also be race drivers, they already have their go-karts. Next year there will be two new Oldsmobiles with Dave and Glenn Comp doing the driving. Dave's final statement was that he thoroughly enjoyed the season.

Point finish: seventh place

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	1	8	7	3	1					
Consy Finishes	1	2								
Feature Finishes	0	0	2	5	2	1	2	2	1	0

Did not finish or qualify ten times

LARRY NOLL
Eighth place Hobby #20



Larry had the tough assignment of keeping his six cylindered Chevy up to the rest of the pack. He did a very good job of it as his point finish indicated. His consistent seconds, thirds and fourths in heat events along with the fact that he dropped out of only four point races kept him high in the standings. Unfortunately for him, two of the races he was sidelined in were double point championship races. In the final championship race of the year, he took an eighth place finish. Another of the Hershey driver's feats was that of staying out of trouble. Very few times during the season was the #20 involved in an accident.

Point finish: eighth place

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	0	4	4	11	1					

Consy Finishes 3

Feature Finishes	0	0	1	1	3	3	1	5	2	2
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Did not finish or qualify seven times

HARRY NOSS
Ninth place Hobby #70



Harry was the pilot of the only Studebaker in the top ten. He drove the #70, 1953 Studebaker to his best season ever. He began racing at Silver Spring in 1966 in the Hobby division. The team of Noss and Milliken are the owners of the #70 and are also the chief mechanics.

Harry ran well during a ten week period in the middle of the season. He finished all three double point races and won his only feature during this time. It was the mid-season championship that he went under the checkered flag first. The other championship races he captured an eighth and a ninth place finish.

Harry makes the weekly tow from Piketown where he lives with his wife and their one child. Next year Harry plans to build a Chrysler for Hobby competition.

Point finish:	ninth place									
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Heat Finishes	0	2	3	4	5					
Consy Finishes	1	3	1							
Feature Finishes	1	1	0	0	0	1	4	2	3	1

Did not finish or qualify 12 times

BILLY BAINS
Tenth place Hobby #11



Billy "Bee" drove this year for a car club out of Duncannon. The "Cam Busters" built and sponsored the orange #11. The head mechanic on the 1953 Dodge was Harry Reed.

Billy started racing in 1964 at Silver Spring in the Hobby division. When he first broke in he was driving a Hudson. His best year was in 1967. Missing the first six weeks of competition, Bill had a long uphill struggle to get to his number ten position. In the middle of the season, he started to get rolling. He finished strong after his feature win in the beginning of August.

Bill lives in Camp Hill with his wife and their two children. Next year Bill plans to go on to Semi-late racing.

Point Finish: 10th place

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heat Finishes	2	3	3	1						
Consy Finishes	4									
Feature Finishes	1	0	0	2	2	2	2	1		

Did not finish or qualify 15 times.

TENTATIVE 1970 RACING SCHEDULE

SILVER SPRING SPEEDWAY

- | | |
|--------------|-------------------------------|
| April 4 & 5 | Registrations and try-outs |
| April 11 | Opening Date |
| May 9 | Demolition Derby |
| May 16 | Spring Hobby Championship |
| May 30 | Memorial Day Sweepstakes |
| June 13 | Demolition Derby |
| July 4 | Firecracker Special |
| July 18 | Mid-Season Hobby Championship |
| August 9 | Demolition Derby |
| September 5 | "Hoppy" Fissel Memorial Race |
| September 12 | Fall Hobby Championship |
| September 26 | Fall Sportsman Championship |

RACING EVERY SATURDAY

STARTING 7:00 P.M.

