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JULY 4, 1987

KNOXVILLE RACEWAY

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Program & Racing News

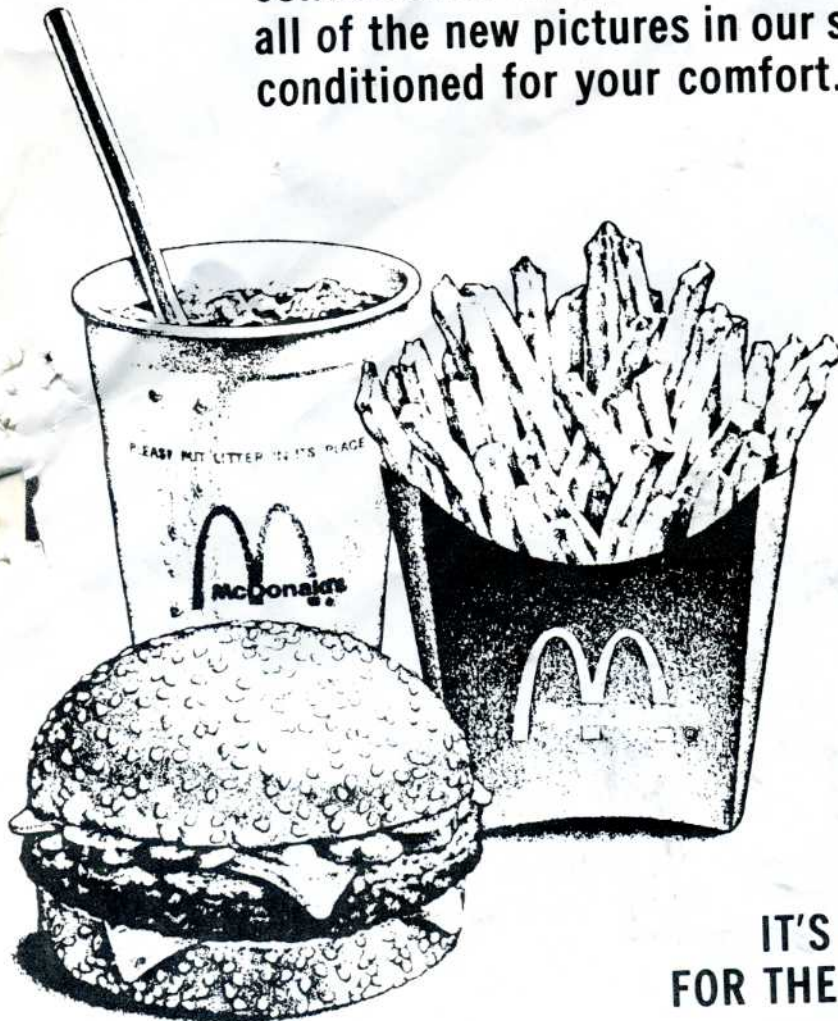


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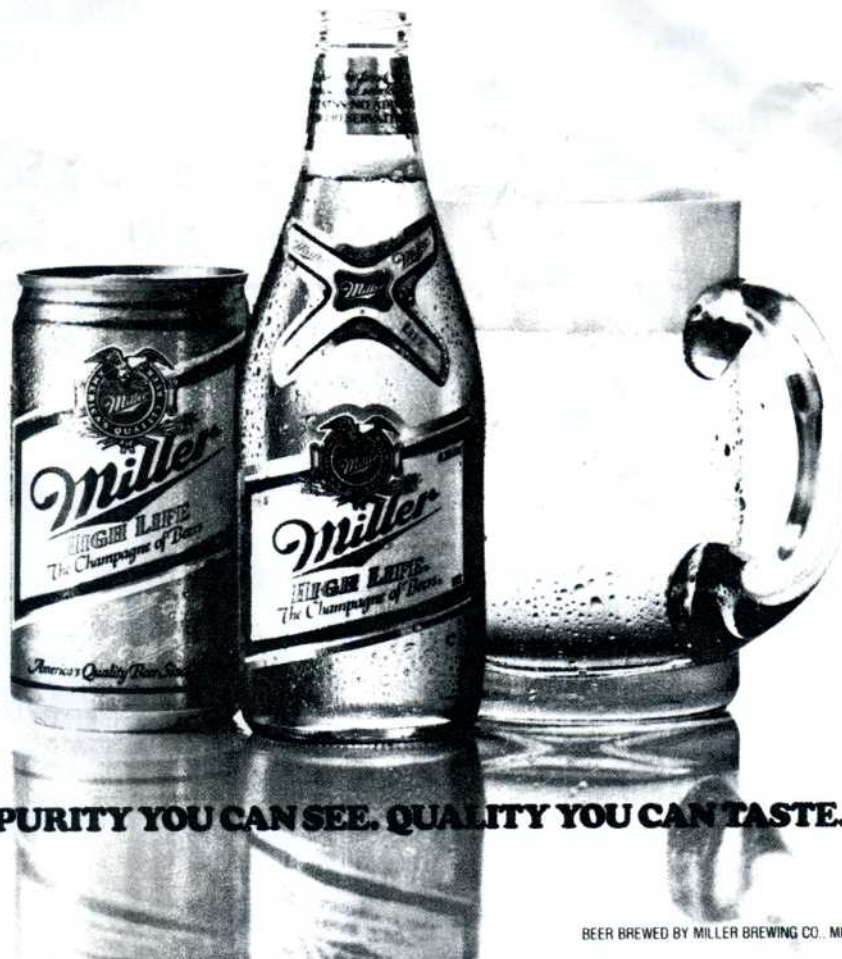


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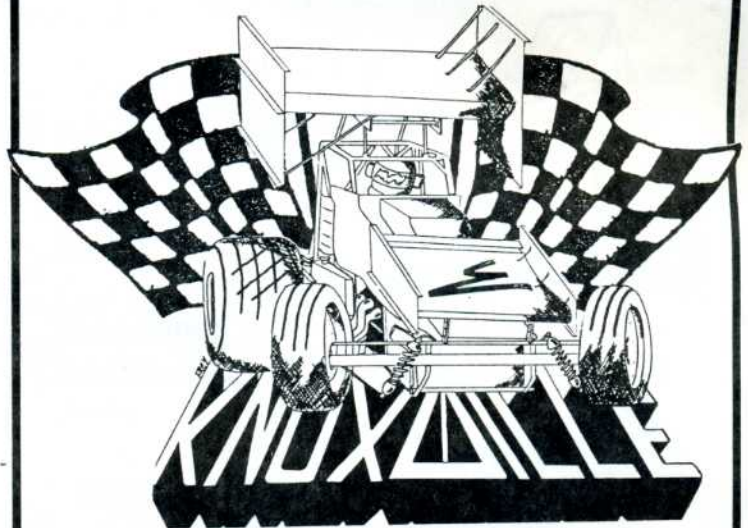
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Service



Sprint Drivers Point Standings After June 27, 1987



Toby Lawless

1.	49	Danny Lasoski, Dover, MO	1785
2.	12X	Randy Smith, Mt. Ayr, IA	1650
3.	10	Jeff Tuttle, W. Des Moines, IA	1355
4.	23S	Tony Armstrong, Tulsa, OK	1320
5.	47	T.J. Giddings, K.C., KS	1205
6.	45	Ray Lipsey, Lincoln, NE	1125
7.	12	Bob East, W. Des Moines, IA	1120
8.	31	John Stevenson, St. Paul, MN	870
9.	12X	Terry McCarl, Des Moines, IA	830
10.	1	Jaymie Moyle, Paradise, S. Australia	660
11.	27	Jerry Beeck, Jr., Eagle, NE	650
12.	12R	Bruce Drottz, Des Moines, IA	530
13.	20	Shane Carson, Oklahoma City, OK	455
14.	3	Larry Ball, Jr., Des Moines, IA	435
15.	5	Mike Proffitt, Pleasantville, IA	370
16.	74S	Tommy Scott, Springfield, IL	345
17.	32	Jimmy Bell, Des Moines, IA	330
18.	68	Mike Houseman, Des Moines, IA	305
19.	9	John McCoy, Knoxville, IA	295
20.	8X	Kenny McCarl, Des Moines, IA	270





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Race Results

June 27, 1987

Unlimited Sprints

Time Trials

Fast Time

Bob East, W. Des Moines, IA 16.984

Feature 20 laps N.T.

1. Danny Lasoski, Dover, MO
2. Tony Armstrong, Tulsa, OK
3. Randy Smith, Mt. Ayr, IA
4. Shane Carson, Oklahoma City,
5. Bob East, W. Des Moines, IA
6. Jaymie Moyle, Paradise, Australia
7. T.J. Giddings, K.C., Kansas
8. Jeff Tuttle, W. Des Moines, IA
9. Mike Proffitt, Pleasantville, IA
10. Mark Shaffer, Newton, IA
11. Bruce Drottz, Des Moines, IA
12. Tommy Scott, Springfield, IL
13. Dean Chadd, Lincoln, NE
14. Mike Houseman, Des Moines, IA
15. Galen Martin, Fairfield, IA
16. Bob Weuve, Newton, IA
17. Jim Grafton, Des Moines, IA
18. Kenny McCarl, Des Moines, IA
19. Greg Roorda, Altoona, IA
20. John McCoy, Knoxville, IA
21. Jeff Gordon, Hillsboro, IN
22. Paul Tetrault, Chicago, IL

1st Heat 8 laps N.T.

1. Armstrong
2. Proffitt
3. Grafton
4. East
5. Scott

2nd Heat 8 laps 2:24.5

1. Tuttle
2. Smith
3. Chadd
4. Shaffer
5. McCoy

3rd Heat 8 laps 2:30.9

1. Carson
2. Lasoski
3. Giddings
4. Drottz
5. Gordon

Limited Sprint Feature

12 laps N.T.

1. Mike Chadd, Lincoln, NE
2. Terry Thorson, Newton, IA
3. Randy Babcock, Knoxville, IA
4. Larry Webb, Des Moines, IA
5. Tom Whiting, Cedar Rapids, IA

6. Toby Lawless, Des Moines, IA
7. Terry Alexander, Knoxville, IA
8. Walt Esch, Des Moines, IA
9. Dwight Snodgrass, Indianola, IA
10. Archie Ergenbright, Newton, IA
11. John Greenwood, Des Moines, IA
12. George Dickerson, Colfas, IA
13. Matt Fox, Paton, IA
14. Jordan Albaugh, Des Moines, IA
15. Mackie Heimbaugh, Des Moines
16. Greg Helms, K.C., MO

2nd Heat 6 laps 2:00.8

1. Webb
2. Lawless
3. Fox
4. Heimbaugh
5. Larry Sylvester, Hedrick, IA

3rd Heat 6 laps 2:04.1

1. Twedt
2. Dickerson
3. Helms
4. Whiting
5. Greenwood

1st Heat 6 laps 2:05.5

1. Babcock
2. Thorson
3. Ergenbright
4. Alexander
5. Snodgrass

B Main 6 laps 2:01.7

1. Chadd
2. Esch
3. Albaugh
4. Rich McClure, Cincinnatti, IA
5. Brian Ridge, Ottumwa, IA



Limited Owners Point Standings After June 27, 1987

1.	55	J & J Racing	865
2.	30	Action Racing	694
3.	48	Bob Thompson	643
4.	22	Toni Babcock	636
5.	12	TMC/Challenger	630
6.	20	T & T Racing	604
7.	28W	Larry Webb	545
8.	40	Marlin Wineland	499
9.	2	Tom & Marilyn Hutchinson	449
10.	M2	Myron Fox	408
11.	96	Tom Whiting	401
12.	3A	Terry Alexander	395
13.	04	Rick Hiembaugh	383
14.	00	Dean Chadd	375
15.	25	Rick McClure	370
16.	52	Walt Esch	354
17.	12X	Lyle Sylvester	337
18.	91	Mark Hauge	267
19.	71	Brian Ridge	257
20.	11	Archie Ergenbright	241

Boge Johnson Newton, IA

Boge Johnson became involved in racing as a flagman for the Newton Stock Car Racing Association (NSCRA) in 1948. The Newton based organization sponsored a weekly circuit of stock car races in Central and Southern Iowa into the early 1950s.



As the popularity of post WW II racing grew, Boge found additional racing venues in order to be a part of it. With Hawkeye Promotions he worked for the Iowa State Fairboard and IMCA to run the first State of Iowa stock car championships. He worked with the Iowa Motor Racing Association (IMRA) as a chief pit steward as well as with Bleaner Caulkins, an independent promoter. During the 1970s he worked for national Speedways, Inc. under Dave Van Patten and Robert Lawton.

Racing activities at the Newton Speedway and the Knoxville Raceway were to be Boge Johnson's major involvements. The Sunday night racing shows at Newton ran for 25 years until that facility closed in 1972. Boge is a

member of its Hall of Fame. At Knoxville, Boge first worked the 1961 Nationals under Marion Robinson as a pit steward. It was a position he would hold until his retirement from the Raceway 24 years later.

During his tenure at Knoxville he brought about several positive additions including key roles in the development of the Knoxville Hall of Fame and the Knoxville National Golf Tournament. His 40 years of experience in the sport of racing continues to be called upon here at the Knoxville Raceway.

Over the many racing seasons, his wife, Anita has worked as an official scorer among other duties. Each of their sons has been a part of the sport at Knoxville and son, Gary precedes his father into this Hall of Fame as a driver and flagman.

Jack Redmond Mason City, IA

Jack Redmond has been around racing for the greater part of the Twentieth Century. An Oklahoma native, he began racing motorcycles in that state at the age of eighteen in 1918. He made a switch to Model Ts in 1920 and raced the fairdates on the many horse tracks which dotted the state. Auto polo, which was a popular fair attraction at the time was a further venture for Jack as a young man.

During those early '20s, Redmond drove a Chevrolet Four owned by Jap Ernest of Pueblo, Colorado to a second place finish in the Pikes Peak Hill Climb.

By 1925, Jack had begun driving "street" cars on the fair circuits of Oklahoma, Texas, and Kansas. It was at one such fairdate in Hutchinson, Kansas while driving a Studebaker that Redmond flipped the car in a racing accident. The resultant crash broke his neck forcing him to wear a neck cast for seven years.

As the years passed, Jack Redmond drifted back into racing in the capacity of car owner. He fielded an IMCA late model in the mid-1950s and as the decade came to a close he formed a racing relationship with his son, Stacy in what was destined to become the longest lasting father/son racing team in Knoxville history.

Racing mainly in the Mason City



area, the Redmonds eventually found their way to Knoxville in the early '60s with the supermodifieds. Through the '70s and now into the '80s the #61 racing team has been together with the only change being that of Stacy's retirement in 1985 as a driver to make way for his son, Wayne.

Heading into a third generation in the sport of racing, the Redmonds are proud to have a second member of their family accepted into the Knoxville Raceway Hall of Fame.





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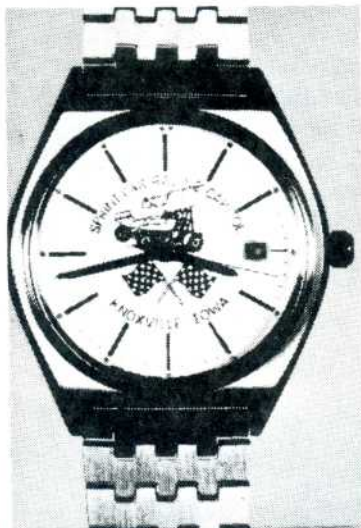
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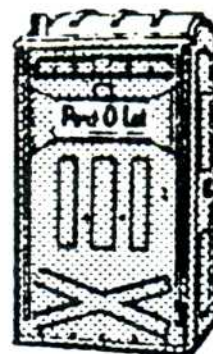
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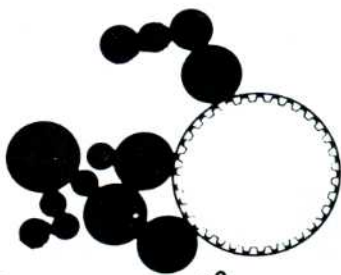
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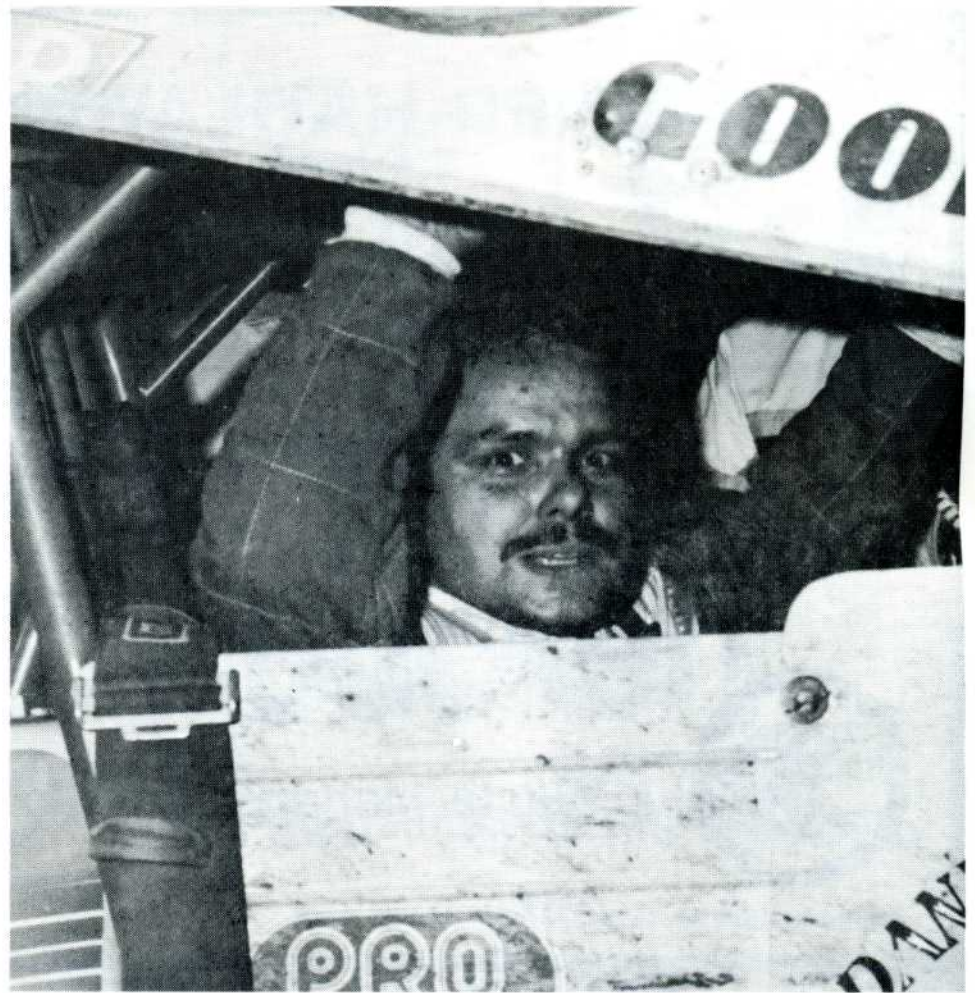
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**Sprint Owners Points After
June 27, 1987**

1.	49	Max Rogers	1785
2.	20	Bob Trostle	1510
3.	10	Bob Tuttle	1355
4.	23S	Stan Shoff	1320
5.	47	Gil Sonner	1205
6.	45	Ray Lipsey	1125
7.	12	TMC/Challenger	1120
8.	12X	Bob Vielhauer	945
9.	5M	Lenard McCarl	935
10.	31	Dave Paulson	870
11.	1	Jordan Racing	660
12.	27	Busted Blackjack Racing	650
13.	12R	Robuck Racing	530
14.	3	Larry Ball	435
15.	2V	Al Vanderwoude	410
16.	5	David Woode	370
17.	74S	Tommy Scott	345
18.	32	Jimmy Bell	330
19.	68	Mike Houseman	305
20.	9	Hometown Racing	295



Mike Brooks Knoxville, IA

Mike Brooks was born and raised in Marion County. His early racing career began in 1970 with an involvement in late model stock cars. By 1975 he had made the switch to sprints and recorded his first race win at Knoxville in a heat event during the Wednesday night National qualifier.

1978 proved to be the first big year for

Brooks as he finished third in the points race for the Knoxville track title and qualified for the 4th row of the Championship feature at the Knoxville Nationals. He capped off the season with a second place finish at the Manzanita Western World Championships in Phoenix, Arizona.

1980 was a banner year for Brooks and the #12 Mickow Corporation sprint team. During the regular season Mike captured seven feature events wins enroute to the track title. At the Nationals that year, he became the only native Iowan to record a perfect 500 point score and thus gain the pole position of the Championship feature. Brooks led that event for thirteen laps until the Sunday afternoon track conditions proved to be his demise.

In the decade of running Knoxville's famed half-mile oval, Mike Brooks has accumulated a proud record. He was a nine-time participant at the Knoxville Nationals and on four occasions made that prestigious event's Championship feature. He was a five-time top 10 finisher in the point standings for the Knoxville track title. He has held various wing and non-wing track

records here including twice setting the time trial mark in 1980. Mike is credited with a top 20 listing of fifty race wins in his career at Knoxville, fourteen of which are feature events.

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Time and Speed Chart

1/2 Mile Track

Time	Speed	Time	Speed	Time	Speed
16.0	112.50	17.4	103.44	18.8	95.74
16.1	111.80	17.5	102.85	18.9	95.24
16.2	111.11	17.6	102.27	19.0	94.74
16.3	110.43	17.7	101.69	19.1	94.24
16.4	109.76	17.8	101.12	19.2	93.75
16.5	109.09	17.9	100.56	19.3	93.26
16.6	108.43	18.0	100.00	19.4	92.78
16.7	107.78	18.1	99.45	19.5	92.31
16.8	107.14	18.2	98.90	19.6	91.84
16.9	106.51	18.3	98.36	19.7	91.37
17.0	105.88	18.4	97.83	19.8	90.91
17.1	105.26	18.5	97.30	19.9	90.45
17.2	104.65	18.6	96.77	20.0	90.00
17.3	104.04	18.7	96.26		



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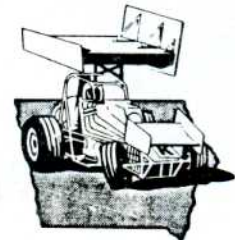
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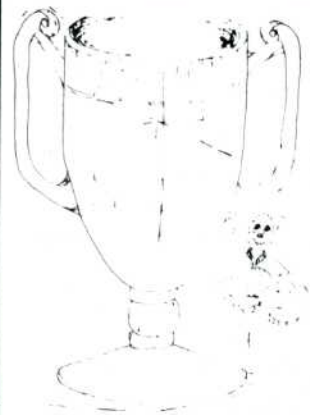
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	CAR #	DRIVERS NAME	TIME	TIME
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
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25.	_____	_____	_____	_____
26.	_____	_____	_____	_____
27.	_____	_____	_____	_____

	CAR #	DRIVERS NAME	TIME	TIME
28.	_____	_____	_____	_____
29.	_____	_____	_____	_____
30.	_____	_____	_____	_____
31.	_____	_____	_____	_____
32.	_____	_____	_____	_____
33.	_____	_____	_____	_____
34.	_____	_____	_____	_____
35.	_____	_____	_____	_____
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38.	_____	_____	_____	_____
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48.	_____	_____	_____	_____
49.	_____	_____	_____	_____
50.	_____	_____	_____	_____
51.	_____	_____	_____	_____
52.	_____	_____	_____	_____
53.	_____	_____	_____	_____
54.	_____	_____	_____	_____

Trophy Dash

CAR #	DRIVER	CAR #	DRIVER	laps	time
1.	_____	2.	_____	FINISH: 1.	2.
3.	_____	4.	_____	3.	4.
5.	_____	6.	_____	5.	6.

Sprints

1st Heat

_____ laps
time _____

CAR #	DRIVER	CAR #	DRIVER
1. _____		2. _____	
3. _____		4. _____	
5. _____		6. _____	
7. _____		8. _____	
9. _____		10. _____	

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
6. _____ 7. _____ 8. _____ 9. _____ 10. _____

2nd Heat

_____ laps
time _____

CAR #	DRIVER	CAR #	DRIVER
1. _____		2. _____	
3. _____		4. _____	
5. _____		6. _____	
7. _____		8. _____	
9. _____		10. _____	

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
6. _____ 7. _____ 8. _____ 9. _____ 10. _____

3rd Heat

_____ laps
time _____

CAR #	DRIVER	CAR #	DRIVER
1. _____		2. _____	
3. _____		4. _____	
5. _____		6. _____	
7. _____		8. _____	
9. _____		10. _____	

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
6. _____ 7. _____ 8. _____ 9. _____ 10. _____

4th Heat

_____ laps
time _____

CAR #	DRIVER	CAR #	DRIVER
1. _____		2. _____	
3. _____		4. _____	
5. _____		6. _____	
7. _____		8. _____	
9. _____		10. _____	

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
6. _____ 7. _____ 8. _____ 9. _____ 10. _____

B Feature

_____ laps
time _____

CAR #	DRIVER	CAR #	DRIVER
1. _____		2. _____	
3. _____		4. _____	
5. _____		6. _____	
7. _____		8. _____	
9. _____		10. _____	
11. _____		12. _____	
13. _____		14. _____	
15. _____		16. _____	
17. _____		18. _____	
19. _____		20. _____	
21. _____		22. _____	

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____
8. _____ 9. _____ 10. _____ 11. _____ 12. _____ 13. _____ 14. _____
15. _____ 16. _____ 17. _____ 18. _____ 19. _____ 20. _____ 21. _____ 22. _____

Limited Sprints

1st Heat

_____laps
time_____

CAR #	DRIVER	CAR #	DRIVER
1.	_____	2.	_____
3.	_____	4.	_____
5.	_____	6.	_____
7.	_____	8.	_____
9.	_____	10.	_____

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
6. _____ 7. _____ 8. _____ 9. _____ 10. _____

2nd Heat

_____laps
time_____

CAR #	DRIVER	CAR #	DRIVER
1.	_____	2.	_____
3.	_____	4.	_____
5.	_____	6.	_____
7.	_____	8.	_____
9.	_____	10.	_____

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
6. _____ 7. _____ 8. _____ 9. _____ 10. _____

3rd Heat

_____laps
time_____

CAR #	DRIVER	CAR #	DRIVER
1.	_____	2.	_____
3.	_____	4.	_____
5.	_____	6.	_____
7.	_____	8.	_____
9.	_____	10.	_____

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
6. _____ 7. _____ 8. _____ 9. _____ 10. _____

4th Heat

_____laps
time_____

CAR #	DRIVER	CAR #	DRIVER
1.	_____	2.	_____
3.	_____	4.	_____
5.	_____	6.	_____
7.	_____	8.	_____
9.	_____	10.	_____

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
6. _____ 7. _____ 8. _____ 9. _____ 10. _____

B Feature

_____laps
time_____

CAR #	DRIVER	CAR #	DRIVER
1.	_____	2.	_____
3.	_____	4.	_____
5.	_____	6.	_____
7.	_____	8.	_____
9.	_____	10.	_____
11.	_____	12.	_____
13.	_____	14.	_____
15.	_____	16.	_____
17.	_____	18.	_____
19.	_____	20.	_____
21.	_____	22.	_____

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____
8. _____ 9. _____ 10. _____ 11. _____ 12. _____ 13. _____ 14. _____
15. _____ 16. _____ 17. _____ 18. _____ 19. _____ 20. _____ 21. _____ 22. _____

Limited Sprint Feature

_____laps
time_____

CAR #	DRIVER	CAR #	DRIVER
1.	_____	2.	_____
3.	_____	4.	_____
5.	_____	6.	_____
7.	_____	8.	_____
9.	_____	10.	_____
11.	_____	12.	_____
13.	_____	14.	_____
15.	_____	16.	_____
17.	_____	18.	_____
19.	_____	20.	_____
21.	_____	22.	_____

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____
8. _____ 9. _____ 10. _____ 11. _____ 12. _____ 13. _____ 14. _____
15. _____ 16. _____ 17. _____ 18. _____ 19. _____ 20. _____ 21. _____ 22. _____

Sprint Feature

_____laps
time_____

CAR #	DRIVER	CAR #	DRIVER
1.	_____	2.	_____
3.	_____	4.	_____
5.	_____	6.	_____
7.	_____	8.	_____
9.	_____	10.	_____
11.	_____	12.	_____
13.	_____	14.	_____
15.	_____	16.	_____
17.	_____	18.	_____
19.	_____	20.	_____
21.	_____	22.	_____

FINISH: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____
8. _____ 9. _____ 10. _____ 11. _____ 12. _____ 13. _____ 14. _____
15. _____ 16. _____ 17. _____ 18. _____ 19. _____ 20. _____ 21. _____ 22. _____

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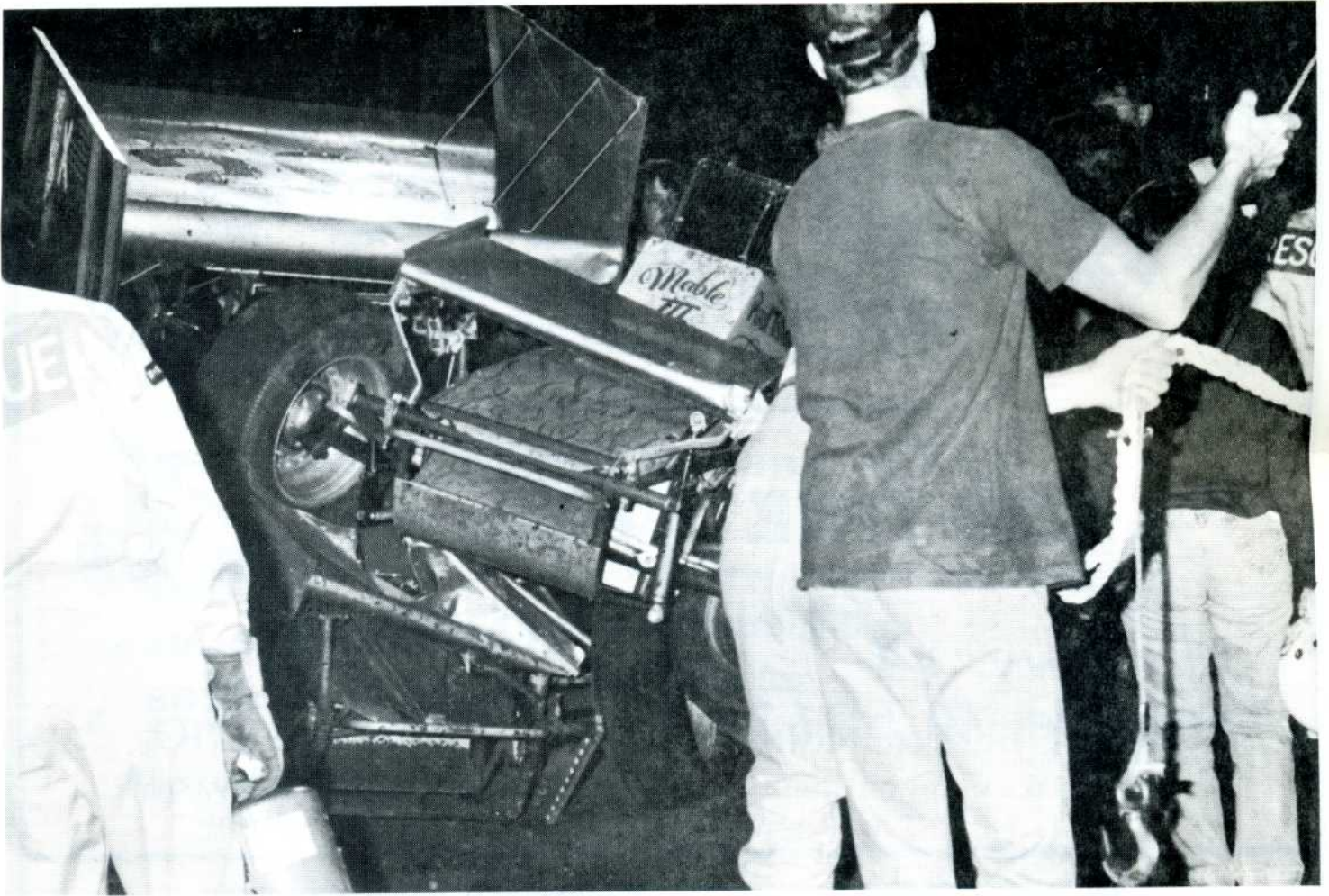


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A View From The Stands

By Bob Wilson

The Knoxville Raceway has a proud history of thirty-four years of continuous competition. Few tracks in the state of Iowa can make that statement. In the rush of recent years, the past is often overlooked as a legitimate reason as to why Knoxville has reached recognition around the world for racing.

The stature and respect which this raceway has attained is chiefly due to our annual August Nationals. OPEN WHEEL Magazine always gives the event wide coverage. However, I would point out that each and every issue since that magazine began publication in 1980 has contained the name KNOXVILLE. Whether it was a story on the Nationals, a reference to the track, or a recollection by a driver having raced here, the magnetic name of Knoxville invariably appears in print.

So, I guess my point is that the Knoxville Raceway didn't attain such a lofty status overnight. In the natural way of things, one doesn't learn to run without first having walked. That is why each year in late June we honor a few folks during Hall of Fame ceremonies. Over the years, they are the ones who individually brought about the recognition Knoxville enjoys today. Though it is often tempting to dismiss the past, I believe it would be a grave mistake and disservice to pay it no homage.

Tonight I would like to pay my respects to this old fairgrounds by recalling three of its nights of racing. They are events which took place 10, 20, and 30 years ago this week.

July 6, 1957-Kenny Crook made a clean sweep of the evening's racing activities as he set a new time trial track record (26.03), won the trophy dash, first heat, Australian pursuit, and captured the 15-lap main event ahead of Dean Sylvester, Gene Hockensmith, Jack Delano, and Jim Houseman. Crook held a slim points lead in the track championship race but Sylvester came on strong after this early July race date to dethrone the two-time track champ. In late August, Crook captured the state of Iowa Championship at the Iowa State Fair as Knoxville regulars



1987 Hall of Fame Inductees (Left to Right) Stacy and Jack Redmond, Joe & J.D. Saldana, Mike Brooks, Boge & Anita Johnson.



grabbed ten of the first fifteen spots in the championship event.

July 8, 1967-After six time trial runs which ranged from 25.30 to 30.58, a hasty drivers' meeting was called to determine the feasibility of continuing. The resultant vote was to halt the evening's activities. A late afternoon shower coupled with intermittent drizzle had made the track next to impossible for racing. The cancellation brought to six the number of feature events lost to weather during the 1967 racing season.

July 9, 1977-After a two year lay-off and a comeback in 1976 and 1977, crowd favorite Lloyd Beckman ended the season-long feature event win

streak (10) by Doug Wolfgang. Beckman took a sixth lap lead from Ralph Blackett and held that position to the end of the 20-lap feature. Wolfgang, who struck the turn fences numerous times in an attempt to catch the leaders, finished third. Randy Smith, Butch Bahr, Ron Milton, and Stacy Redmond followed.

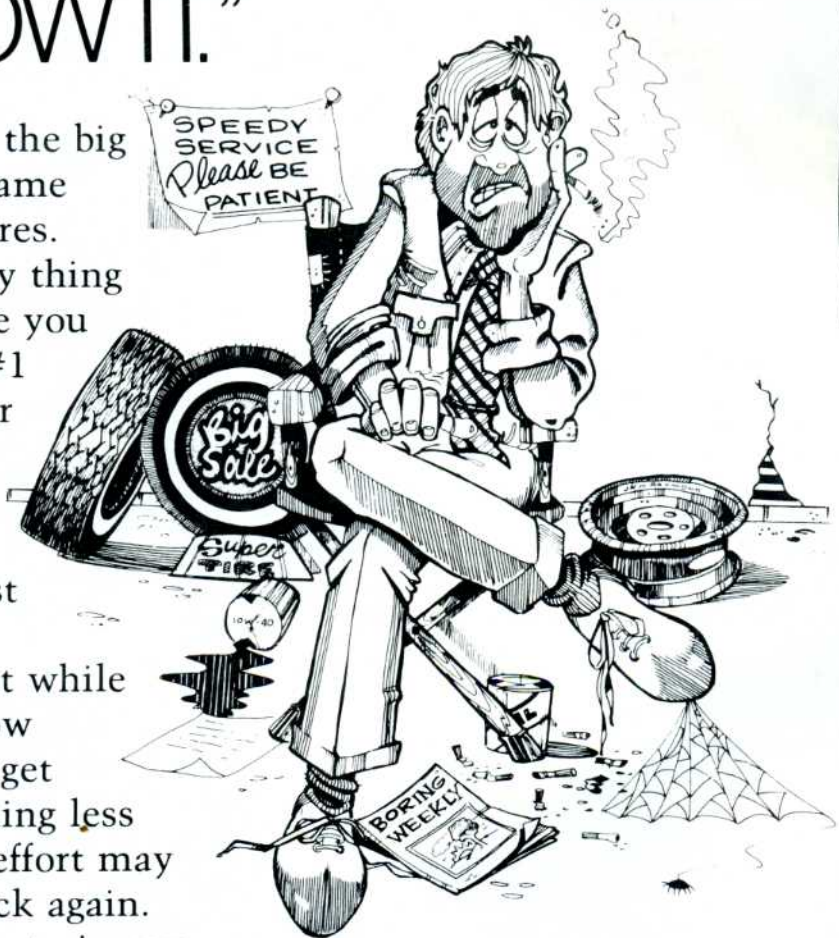
Each night of racing at Knoxville is not always significant, but when strung together over thirty-four years in a row, each becomes an integral part of what I call THE KNOXVILLE TRADITION. Tonight you will witness just one more piece of it.

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or Kathy Visser, 1403 Woodland, Knoxville, Iowa 50138



Joe Saldana
(Lincoln, NE) Brownsburg, IN

Joe Saldana began his racing career in 1961 at age 16. Those early years involved jalopies and supers and by 1964 he had made his way to the Knoxville Nationals. The 1965 Nationals saw Saldana gain his first of eight National feature starts.

Saldana is 1 of only 4 men to have qualified for the National A Main during the '60s, '70s, and '80s. He has to his credit six top ten finishes in that prestigious event and won the pole position a record three times.

Lil' Joe is probably first remembered at Knoxville for the #65 roadster which he drove here during the 1967-1969 racing seasons. Each year he recorded a second place finish in the track title race as well as 7th, 4th, and 6th place finishes respectively at the Nationals.

The 1970 Knoxville racing season found Saldana driving the #2 Roger Beck Special to the Knoxville Raceway track title by 1300 points. That season he won 11 of 16 time trial events while taking 6 feature events. The 1970 Nationals saw Saldana set the time trial standard at 20.75, the only driver in the

field to time in the twenty seconds bracket. In the Championship race he led the entire thirty laps to claim the National title.

For the next 15 years Lil' Joe traveled with USAC setting numerous sprint and Champ dirt car records. He twice qualified for the Indianapolis 500 finishing 15th in 1978 and 16th in 1979.

At Knoxville he is credited as a twelve-time National competitor. He has held several track records including that of time trial on three occasions. During his four-year tenure here he recorded over fifty race wins and in the process claimed 19 feature event victories which is seventh on the all-time Knoxville list.



Limited Drivers Point Standings After June 27, 1987

1.	55	Mike Chadd, Lincoln, NE	.....865
2.	30	Terry Thorson, Newton, IA	.....694
3.	48	Bob Thompson, Des Moines, IA	.....643
4.	22	Randy Babcock, Knoxville, IA	.....636
5.	12	Toby Lawless, Des Moines, IA	.....630
6.	20	Mike Twedt, Huxley, IA	.....604
7.	28W	Larry Webb, Des Moines, IA	.....545
8.	40	Greg Helms, K.C., MO	.....499
9.	2	Dwight Snodgrass, Indianola, IA	.....449
10.	M2	Matt Fox, Paton, IA	.....408
11.	04	Mackie Heimbaugh, Des Moines, IA	.....407
12.	96	Tom Whiting, Cedar Rapids, IA	.....401
13.	3A	Terry Alexander, Knoxville, IA	.....395
14.	00	Dean Chadd, Lincoln, NE	.....375
15.	52	Walt Esch, Des Moines, IA	.....354
16.	12X	Larry Sylvester, Hedrick, IA	.....337
17.	25	Rick McClure, Cincinnatti, IA	.....274
18.	71	Brian Ridge, Ottumwa, IA272
19.	91	Mark Hauge, Story City, IA267
20.	11	Archie Ergenbright, Newton, IA241

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Did You Know?

By Jack Herwehe

Congratulations to Jack Redmond, Boge Johnson, Joe Saldana and Mike Brooks on their induction into the Knoxville Hall of Fame last Saturday night. In the afternoon we had the Old Timers get together which is always fun to listen to the bench racing and stories. The only disappointment of the afternoon was the arrival of Ray Lee Goodwin, Sr., in plain white shorts instead of his Hawaiian shorts.

Fifteen year old Jeff Gordon driving Bob Trostle's 20x ended his Feature drive wrecking on the front stretch with Paul Tetrault. Neither driver was injured. After the races I asked Jeff what he thought of the track. he said he really like it. Most of the tracks he races at are short tracks with tight corners. He said it was nice not putting on the brakes and almost stopping going around a corner. The dusty slick fourth corner was not new to him either as about all the tracks he has run are dry slick. Thanks to Bob Trostle for offering his second car to Jeff Gordon so we had a chance to watch him race at Knoxville. Yes, he is coming to race at the Nationals and for you young gals he is a nice looking teenager.

Hopefully all the drivers in both classes will watch the starts so we don't have to watch four or five false starts and drivers being sent to the back.

It has sure been fun announcing to the big crowds we have had this season. Keep filling the stands so we can keep the purses up.

Here's hoping all the owners have their motors and cars back running and all the drivers healed so we have our car count back up.

If it wasn't for this day in 1776, we may not be racing tonight. Happy Independence Day!!!

Lasoski Resumes Form in Knoxville Raceway Win

By Bob Wilson

Knoxville, Ia-Danny Lasoski resumed the form which guided him to last year's track title as he drove the Scotch Grove Racing Team sprinter to

a twenty-lap win at the Knoxville Raceway Saturday night.

Lasoski, who claimed \$2000 for the feature event victory, started on the pole position and never relinquished the top spot. He was able to forge a commanding lead and extended it in lapped traffic on a track which turn dry and dusty.

Tony Armstrong, who ran second the entire distance, held that spot to the checkered ahead of a fast closing Randy Smith. Shane Carson, Bob East, Jaymie Moyle, T.J. Giddings, Jeff Tuttle, Mike Proffitt, and Mark Shaffer completed the top ten finishers.

In the companion Limited Sprints, Mike Chadd scored his fifth feature event win of the 1987 season as he guided his new Gambler of Iowa sprinter from the tail to the top spot for the victory. Terry Thorson, Randy Babcock, Larry Webb, and Tom Whiting finished in that order at the line.

At trackside ceremonies during the evening, four men were inducted into the Knoxville Raceway Hall of Fame. The ninth annual affair saw Jack Redmond, Joe Saldana, Mike Brooks, and Boge Johnson become new members.

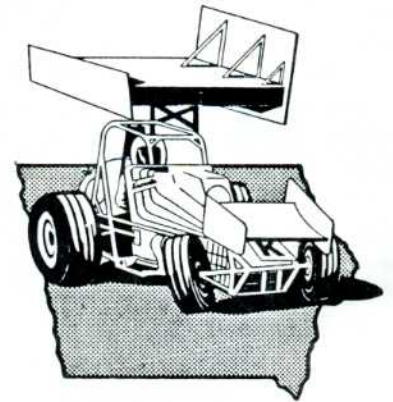


Dean Chadd, Lincoln, NE, Limited Feature Winner with "Hall of Fame" night trophy girls Bunny Schroll and her daughter.

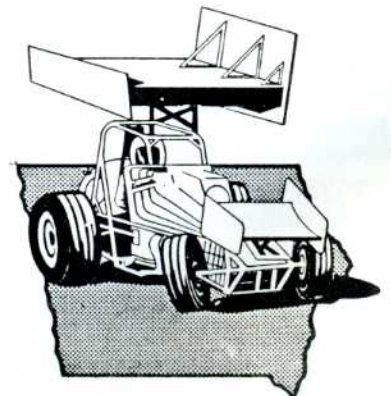


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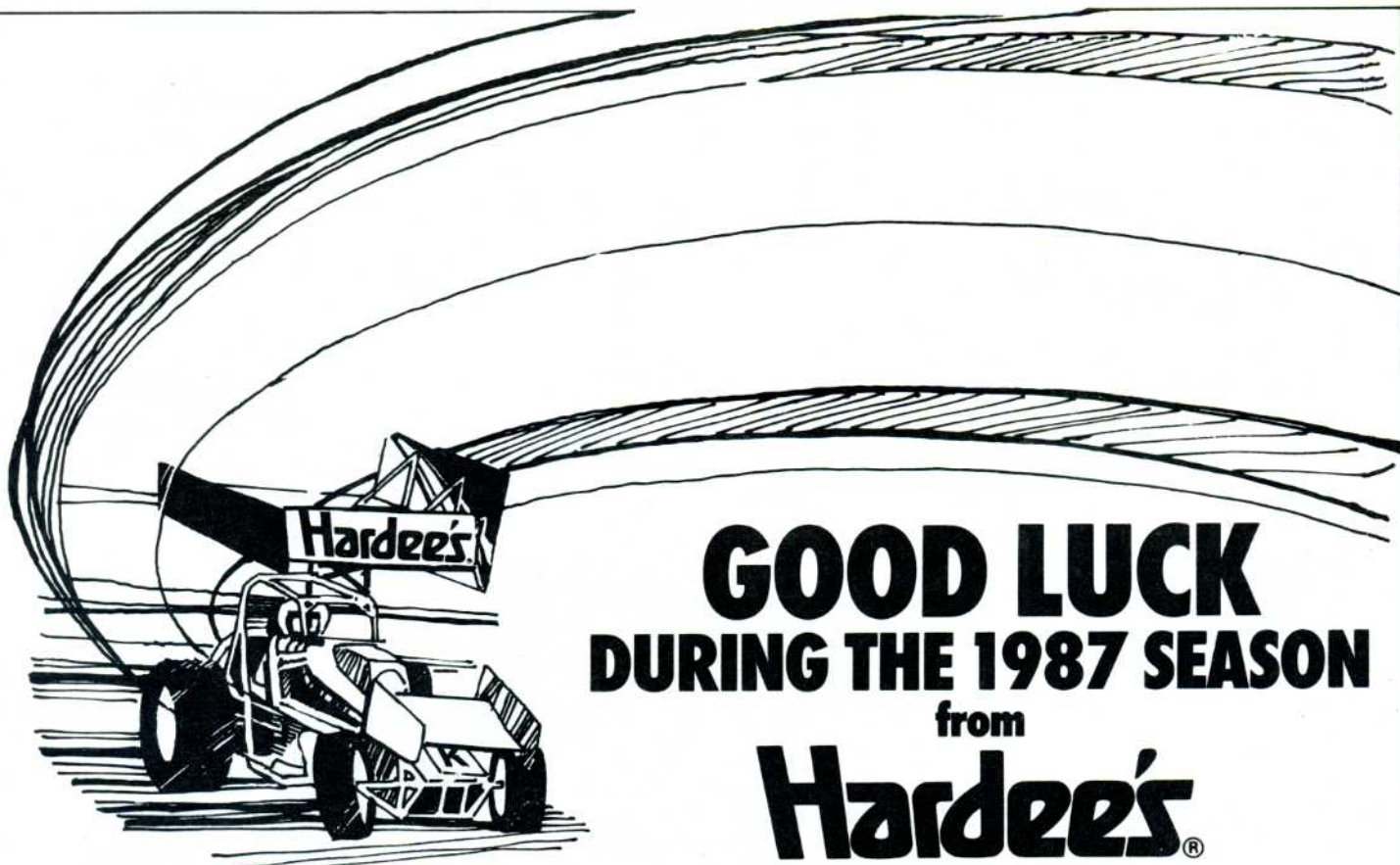
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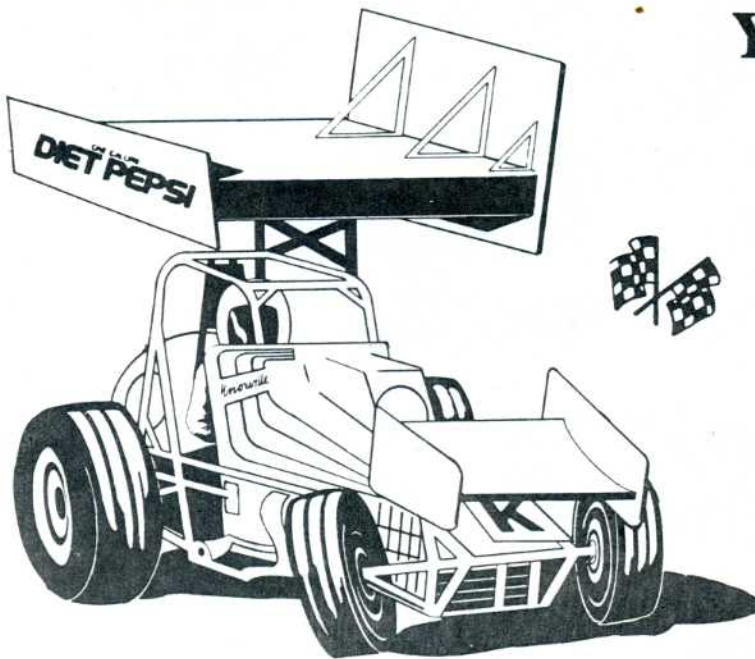
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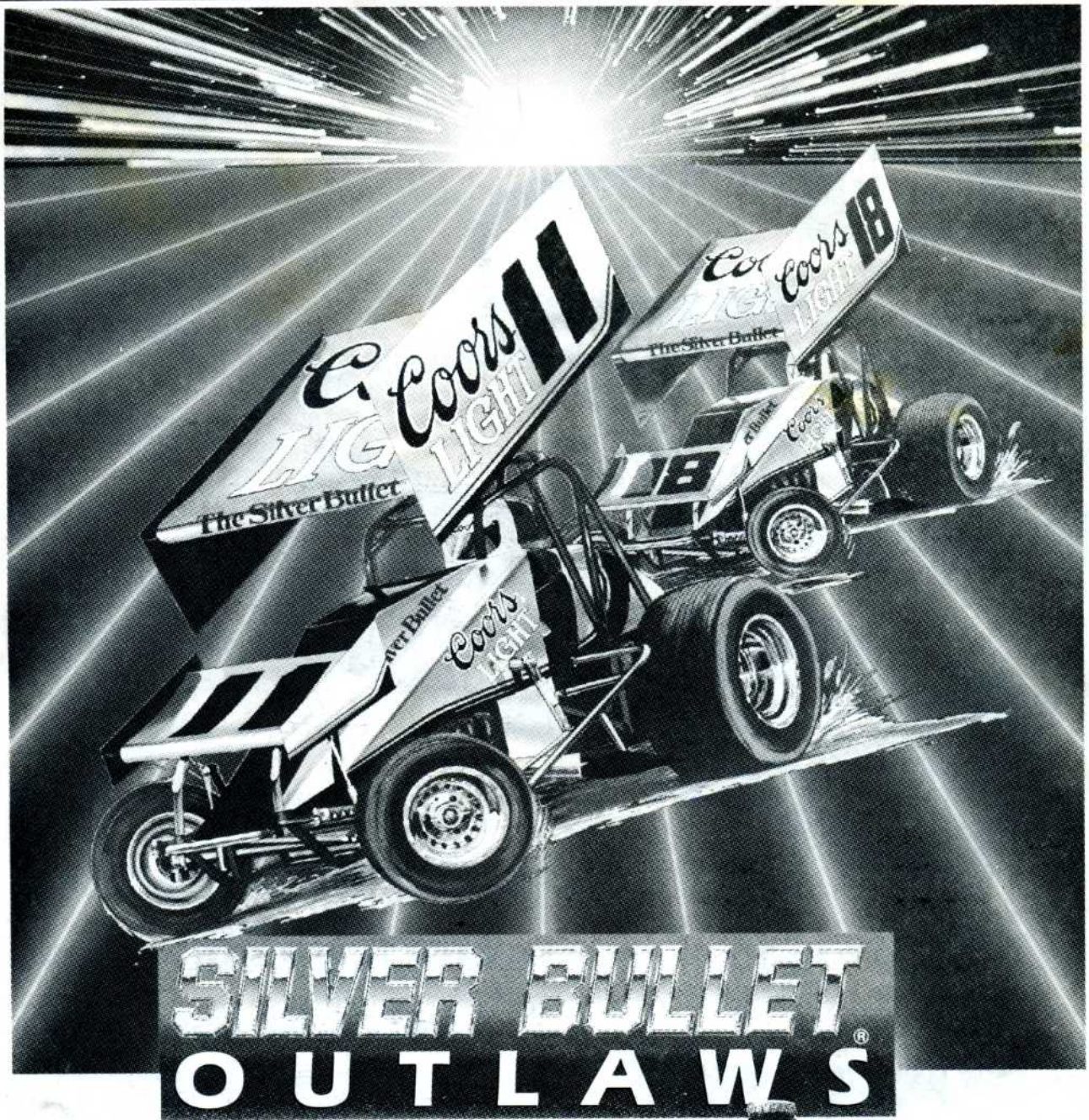
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