

The OSWEGO
SPEEDWAY

Modified Sportsman 200



1972

OFFICIAL
YEARBOOK



Richie Evans
\$1.50

20

OFFICIAL PROGRAM

MODIFIED - SPORTSMAN 200



SAT. SEPT. 23, 1972



Rain Date Sun. Sept. 24

\$17,000 Purse

- \$1,000 Firestone Contingency
- \$1,000 Goodyear Contingency

Feature Payoff

1 - \$3300	10 - \$500	19 - \$145	28 - \$105
2 - \$2200	11 - \$400	20 - \$140	29 - \$100
3 - \$1500	12 - \$300	21 - \$135	30 - \$100
4 - \$1200	13 - \$250	22 - \$130	31 - \$100
5 - \$1000	14 - \$200	23 - \$125	32 - \$100
6 - \$900	15 - \$180	24 - \$120	33 - \$90
7 - \$800	16 - \$170	25 - \$115	34 - \$90
8 - \$700	17 - \$160	26 - \$110	35 - \$90
9 - \$600	18 - \$150	27 - \$105	36 - \$90

Car Specifications

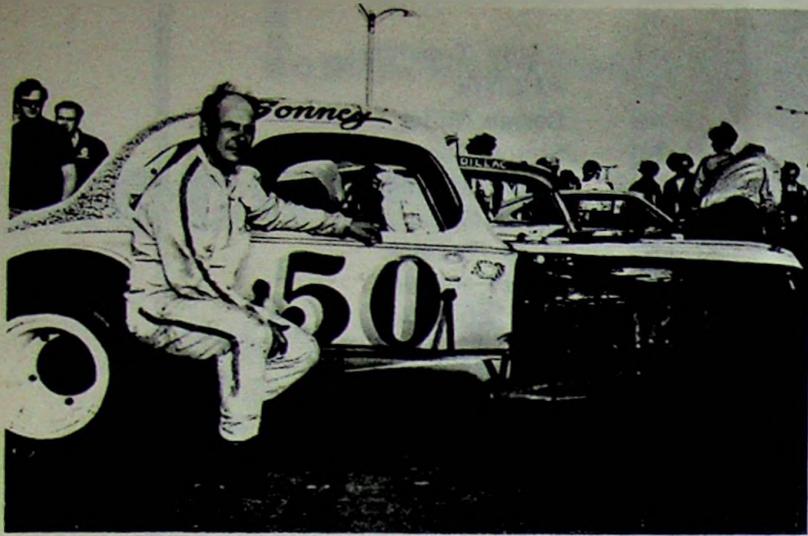
ALL CARS MUST MEET THE FOLLOWING SPECIFICATIONS IN ORDER TO BE ELIGIBLE:

1. Must have stock, American made frame and body.
2. No cubic inch limit.
3. 1-4 barrel carburetor only. Gas only.
4. Minimum weight 2,600 lbs wet, less driver.
5. 22 gal. maximum fuel cell required.
6. Firesuits, Helmet, Seatbelts and Shoulder Harness are mandatory.
7. No wings, spoilers, inverted air foils or air deflectors allowed anywhere on car.
8. Cars must meet basic specifications of Lancaster-Shangri-La circuit.

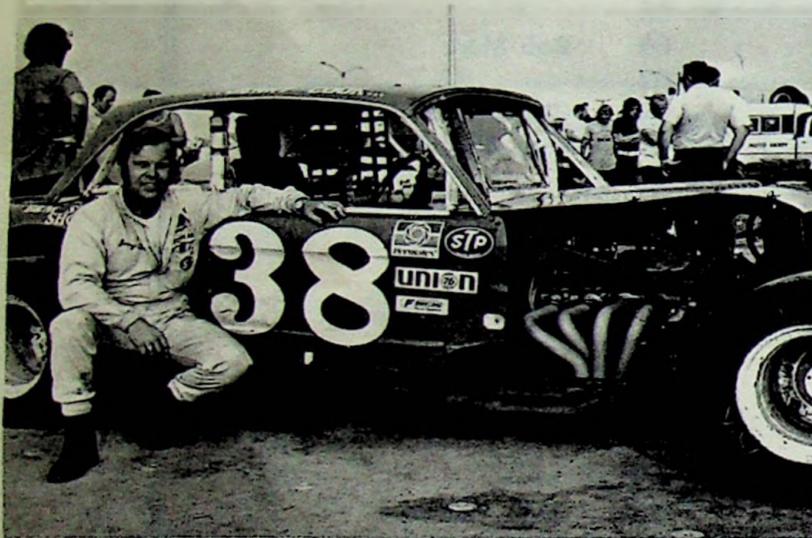
Official Entry List

00	Blake Carnahan	45	George Boss
01		46	
02		47	Gordy Treichler
03	Eddie Pienizek	48	Al Clark
04	Ron Martin	49	Bernie Miller
05		50	Sonny Seamon
06	Dick Nephew	51	Denis Giroux
07		52	Ernie Gahan
08		53	Gary Reddick
09	Bryan Osgood	54	Roger Burdick
0	Ollie Silva	55	Ken Andrews
1		56	Gary Iulg
2		57	
3	Fred DeSarro	58	Merv Treichler
4	Lou Lazzaro	59	
5	Larry Edwards	60	Dave Kotary
6	Maynard Troyer	61	Richie Evans
7	Tom Pelto	62	
8	Jim Shampine	63	Wes Moody
9	Chuck Boos	64	Joe Catalono
10	Bob Hudson	65	
11	Dick Fowler	66	Bob Merz
12		67	
13	Dick Emerson	68	Roger Griffith
14	Chuck Kerfien	69	Guy Chartrand
15	Graeme Bolia	70	
16	Dick Clark	71	
17	Ron Bouchard	72	Jim Rudolph
18	Gary Reichert	73	
19		74	Roger Treichler
20	Neil Truesdale	75	
21		76	Dave Hafner
22	Dave Lape	77	Dean Hoag
23	Bob Krull	78	
24	Norm Schmidlin	79	
25	Andy Hailey	80	Jerry Mathis
26	George Kent	81	
27	Dick Kluth	82	Steve Fletcher
28	Bill Henry	83	
29		84	Mark Letcher
30	Ben Stevens	85	
31		86	
32	Dick Reagan	87	
33	Dick Murtaugh	88	Mike Loescher
34	Dave Nichols	89	Neil Truesdell
35		90	Joe Magari
36	Bud Schilling	91	Buddy Picard
37	Butch Harris	92	
38	Jerry Cook	93	Ed Rafferty
39		94	Joe Buchak
40		95	
41	Wayne Edwards	96	
42	Bob Sweeney	97	Tom Leeson
43		98	
44	Leo Cleary	99	Geoff Bodine

Meet Some of the Top Modified Drivers



SONNEY SEAMON—Vernon Center, New York - one of the most likeable drivers in the sportsman circuit. The last two seasons have been banner years for Sonney and the yellow number 50, as he's been a real hard charger all over, winning several features. Sonney not only owns and drives his car 50, but he built it himself - as well as building modifieds for numerous other drivers in the circuit. We have a feeling that Sonney will have a fine night tonight - look for him in the top three when the checkered flag falls.

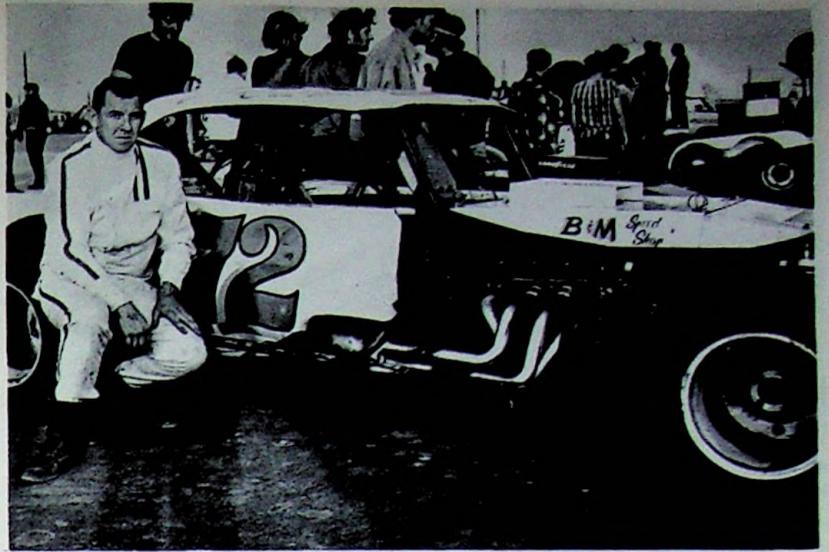


JERRY COOK—Rome, New York - one of the all-time greats in this division. Over the years he has been a real big winner with his famed car 38. This season, he hasn't won as much as normal, but he's been bringing the 38 home very consistantly for many fine feature finishes. Jerry is probably most well known for his success in the NASCAR circuit where he's been crowned champion several times, including the 1971 season. Being the outstanding professional he is, you can expect to see him running up near the front in tonight's championship run.



RAY HENDRICKS—Richmond, Virginia - certainly the most well known modified pilot on the east coast. Here's a guy who can go to the track for the first time, set up the car and go on to win. Ray has won literally hundreds of championships all over the country and is always a good bet when his car is running sound. He won the Oswego 150 Sportsman Classic in 1970 and was leading last year's race until forced in the pits. So, if he can keep it going, he could very well stop at victory lane after the 200th lap.

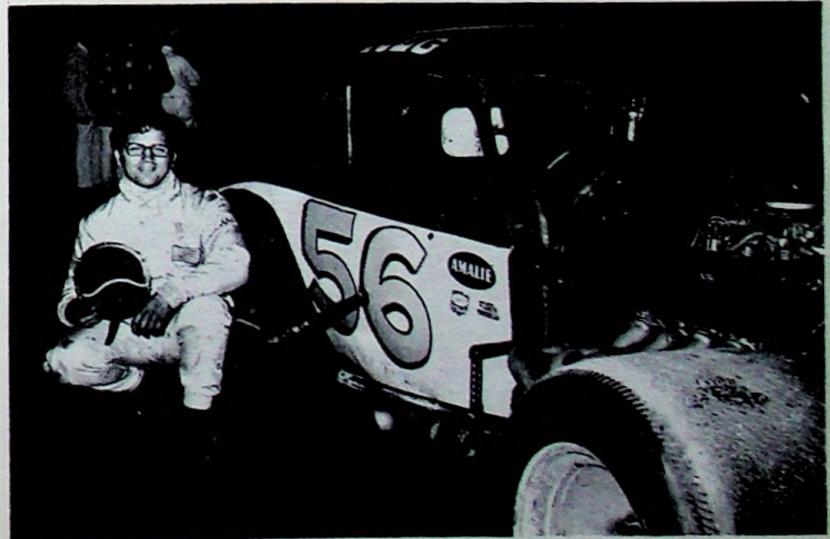
JIM RUDOLPH—one of the most respected and talented drivers in the modified sportsman circuit. Jim has always been a real hard competitor and this season he's had a good year, winning a feature at Lancaster earlier this season. Jim also ran the dirt ovals a bit this season encountering a fair amount of success. In tonight's big 200 lapper, we'd certainly like to see Jim place that number 72 of his in one of the top spots.



BOB MERZ, SR.—Webster, New York - an 18 year veteran of the race tracks. Bob was the first driver to ever win our annual year end Classic, bringing the Turner's car 18 home first in the 1969. Bob has won several track championships at many ovals and has always been one of the "Hot Dogs". He wiped out the front end of his number 33 earlier this season and hopefully he'll have it back tonight. If so, he'll be one to keep your eye on.



GARY IULG—Sanborn, New York - another young and rising talent with a fine future ahead of him. Gary has been tabbed as a Merv Treichler protege as not only do they hail from the same city, but Gary looks to have the makings of a winner - like Merv. He can be found piloting his car 56 on both the asphalt and dirt ovals and if the car runs sound, he's a real tough competitor. Look for this young man to do very well in the big 200 lapper.





DICK CLARK—Munnsville, New York - Certainly one of the most popular drivers in the state. Dick is a real fine competitor and when his car is running he can be seen placing way up front. This year he has been participating in both the dirt and asphalt tracks and encountering good success. In last year's 200, Dick was running in the top 10 when he pitted with problems. This year if he can go the distance, I'm sure he'll finish in the top 10 without much problem.

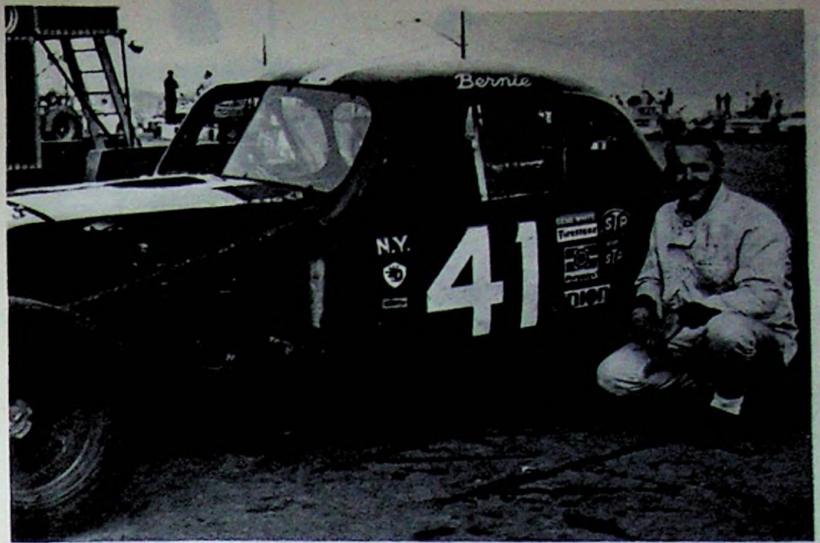


MAYNARD TROYER—Spencerport, New York - the man who has driven just about every class of car at one time or another (late models, sportsman, supers, grand nationals). Maynard pilots the famed Nagle Ford sportsman number 6 and this team has proven to be almost unbeatable at times, as every season he manages to win more than his share of the honors. Maynard has done very well this year, especially here at Oswego where he has many fine feature finishes. If the car goes the distance, Maynard is a "shoe-in" for one of the top three spots.



ROGER BURDICK—North Syracuse, New York - the up and coming talent who has done a creditable job in the sportsman circuit. Rog has been in the game for about three years now and has shown much progress. He pilots the famous Paul Bowker car 54 around the ovals and has had a fair season in 1972. In last year's 200, Rog took an 11th place and if everything holds together the entire distance I'm sure he'll improve his rank this year.

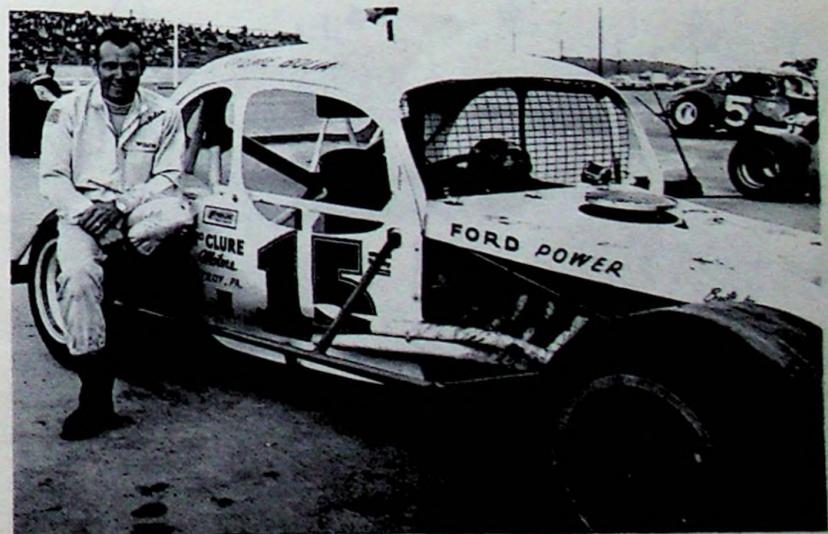
BERNIE MILLER—Canastota, New York - Veteran pilot of the black modified 41 (running Oswego Speedway as 49). For the past four seasons, Bernie has managed to place in the top five in the NASCAR Sportsman circuit. He's a real top threat at every track he competes. Here at Oswego he has encountered mechanical difficulties throughout the "Series '72". If everything holds together he should record a fine finish.

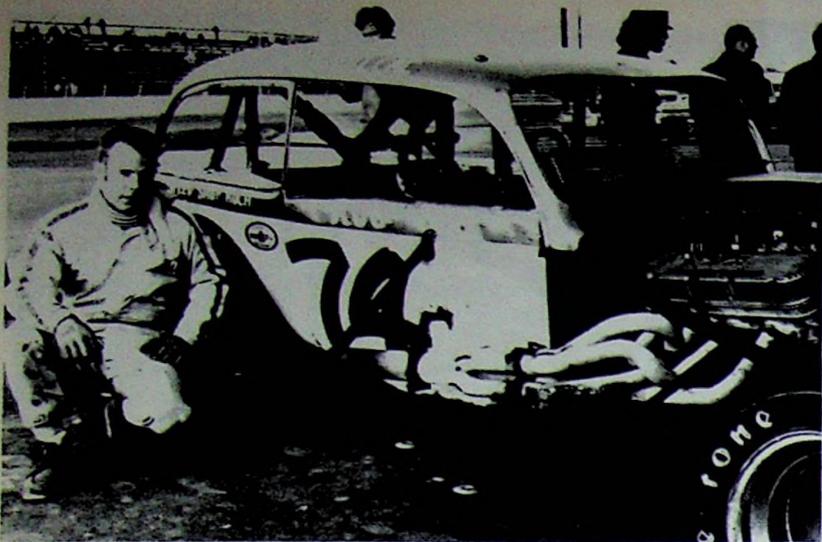


BRYAN OSGOOD—Elmira, New York - another of auto racing's most versatile stars. Flyin' Bryan has had a fairly descent season with his modified around the New York State ovals. Bryan also competes in the supermodified circuit and in that division, Bryan hasn't been as fortunate. Bryan is an old pro and winner of several long distance championships. Last year he peddled his car 09 to a fine 7th place finish. If he should go the distance this season, I'm sure he'll be right up there near the front.



GRAEME BOLIA—Constantia, New York - the veteran pilot of the Al McClure Ford powered modified car 15. Graeme has been having a relatively fine season around the ovals with probably his worst luck coming here at Oswego. It's been nothing but mechanical problems and blown engines for this team, around the big 5/8 mile oval. We have a feeling that Graeme will shake his "Oswego Jinx" and place well in tonight's 200 lapper.

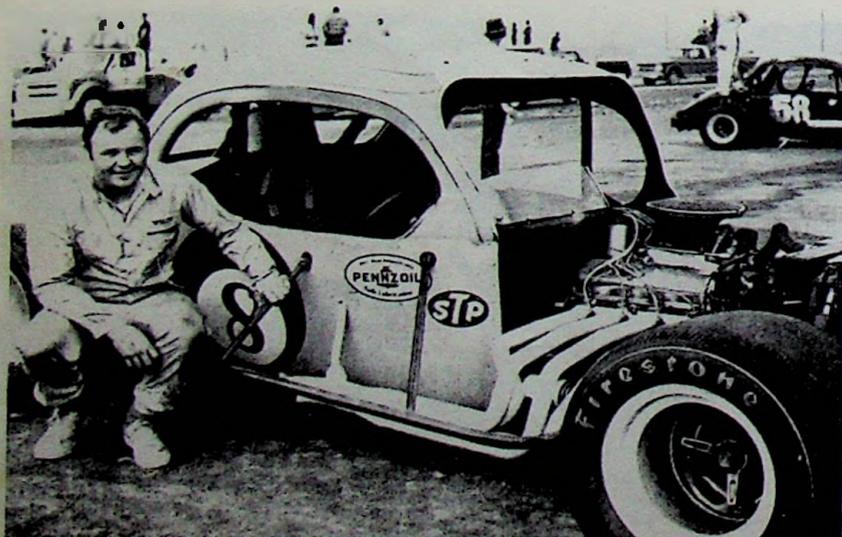




ROGER TREICHLER—Sanborn, New York - popular pilot of the famed car 74. Roger is without a doubt one of the best in the business as he has a fine record to his name. Most of his success has come from the Lancaster Speedway where he copped the 1970 Amalie Pro 350 Championship and won many, many features. He also won the 1971 Langhorne Championship. This season has been fairly good for Rog, and the last month has found him campaigning with a new machine. Here at Oswego, he doesn't have the best record as mechanical breakdowns have plagued him. However, if the car goes the distance, he's definitely gonna be a tough competitor.

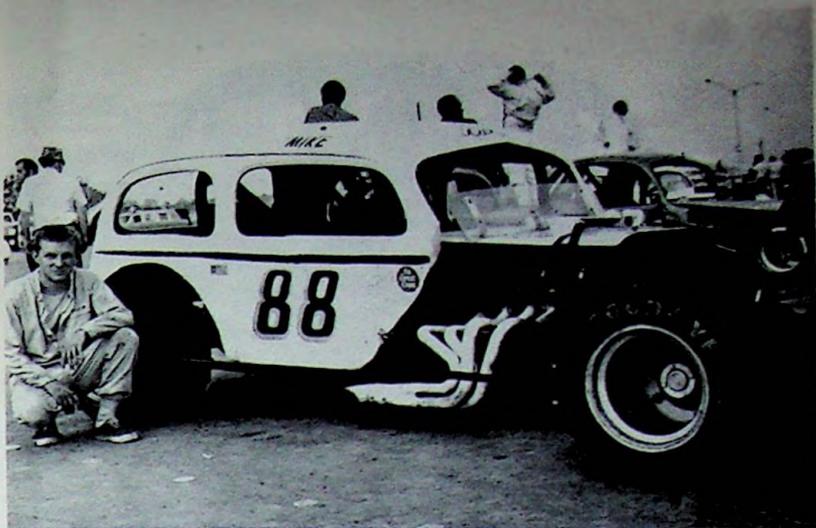


LOU LAZZARO—Rome, New York - another of the well-known and very successful drivers of the circuit. Big Lou and his sportsman number 4 have been an exceptional duo around the New York State tracks where he's bagged a countless amount of feature wins. When competing on the dirt tracks, Lou is probably the best bet to come home first as he really knows how to put the machine around. Lou took a fine 8th place finish last year in the 200 and I'm sure he'll do as well, if not better, in this year's race.



JIM SHAMPINE—Clay, New York - the 1971 Oswego Speedway Modified King as he not only won the big 200 lapper, but Jim also cashed in on the All-Star race - winning both in hotly contested battles. Jim is without a doubt one of the finest throttlers in racing today. He also competes in the super circuit and does well, proof being his winning the 1972 Oswego Track Championship with his famed 8ball. After winning last year's extravaganza, Jim is a solid bet to repeat the win tonight.

MIKE LOESCHER—Scottsville, New York - the popular "Little Charger" behind the wheel of the modified car 88. Mike started racing in this circuit only four years ago and has really come into his own. He has won several features around the New York State ovals and is regarded as one of the best in the business. Last year he brought the 88 home 6th in our big sportsman classic and I'm sure we'll see him fare a little better this year.



GEOFF BODINE—Chemung, New York - the young veteran with several championships to his credit. Geoff pilots his sleek modified number 99 around the ovals and has had another great year. He has also been competing in the super-modified circuit this season and encountered a fair amount of success. In last year's thriller Bodine battled all of the race with Champine and Wallace and managed to come home in second spot. I'm sure he'll be right up front again this year and don't be too surprised to see him take the checkered flag first.



TOM LEESON—Rochester, New York - one of the steady pilots in the sportsman circuit. Tom pilots his own blue Pinto bodied car 97 and has had a fairly good year with the new machine. This season, Tommy has been competing at Oswego with the supermodifieds off and on and really likes what the supers have to offer. Tom hopes that next season he'll be here regularly with the super boys. He's beginning to get that sportsman to run so we're hoping Tom will take a top place in tonight's race.

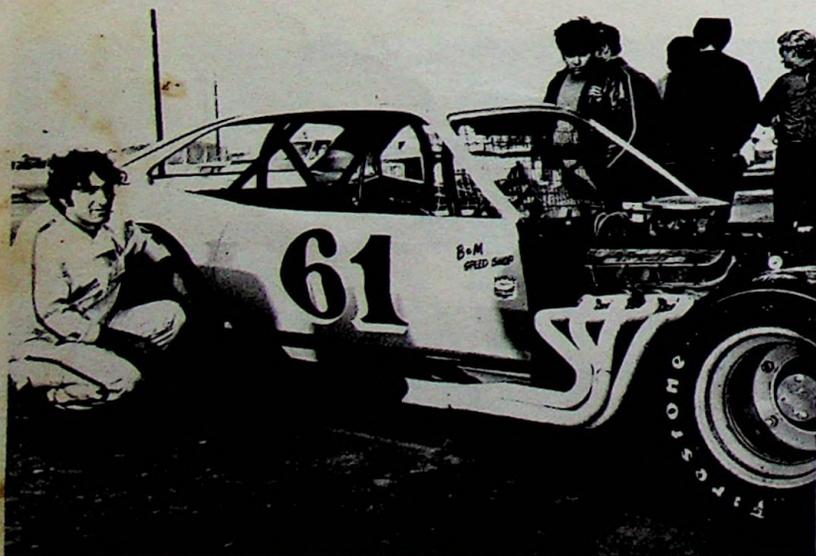




BOB SWEENEY—Cicero, New York - an old favorite who is always right in there adding spice to the show. Bob, owns as well as drives his familiar sportsman number 42. Bob has run strong most of the season, but unfortunately bad luck has handicapped him on several occasions throughout the year. The 1971 season found him winning many races around the circuit and he took a 4th place finish in our 200 lapper. We sure hope he can muster a fine finish in this year's race.

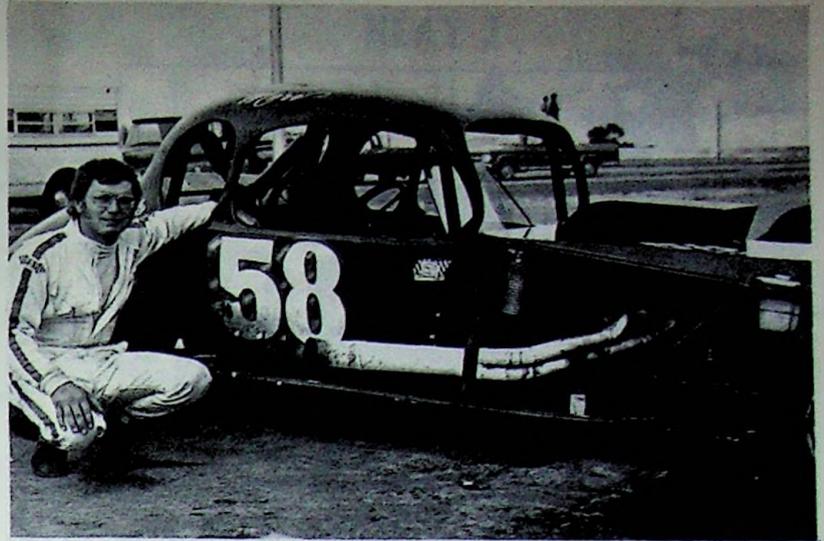


GUY CHARTRAND—Montreal, Quebec, Canada - without a doubt, the fastest Canadian in the sportsman circuit. Guy has been piloting the Courtesy Chrysler Hemi-Cuda throughout the year and has had one fine season - winning features all over New York State. The talented speedster probably has one of the largest followings any driver can boast as he's a real favorite wherever he competes. If the 69 can go the full 200 laps, look for Guy to bring it home somewhere in the top five.



RICHIE EVANS—Rome, New York - a hard charger and fine competitor and certainly one of the best in his division. Richie, better known as the "Rapid Roman", pilots the Rusty Nail Special car 61. This man has a countless amount of championships and feature wins to his credit, including the New York State Awards Championship for 1971, sponsored by Genesee Beer. This season has been another great one for the talented speedster and if the 61 is still running when the checkered flag falls, Richie just may be the first one under it.

MERV TREICHLER—Sanborn, New York - the popular pilot of the maroonish-brown car 58. Again this year, Merv has put that machine of his in the winners circle many times - especially at the Lancaster Speedway where he practically dominates the action. Merv is a real steady driver and has proven if the car is running, he can really move. Look for him in the top five in tonight's big race.



GARY REDDICK—Watertown, New York - a real hard charger from the northern part of the state. Gary pilots his modified car V3 all around the state of New York and encounters much success. He has several feature wins to his credit this season with the majority of them coming at tracks around the Watertown area. Gary has a good season going for him and in tonight's big race he could very well take a fine place finish.

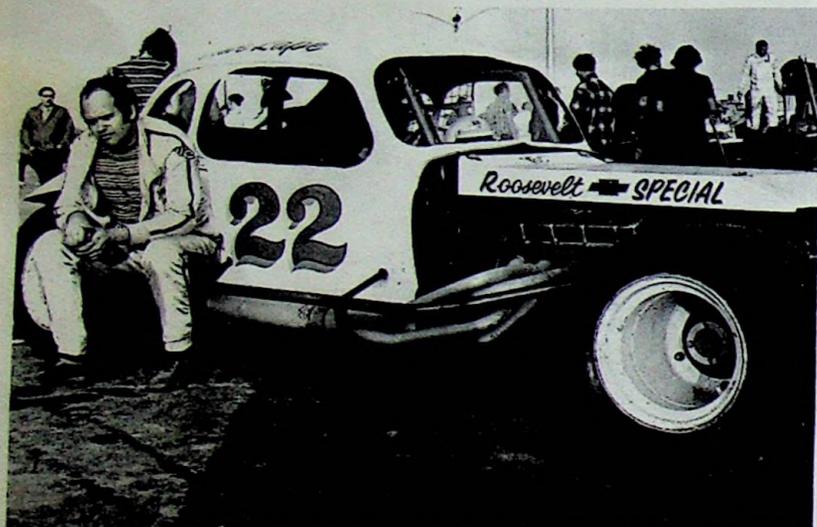


DAVE NICHOLS—Macedon, New York - the well respected veteran of car number 34. Here's a guy who has come along very well since he first entered the sportsman circuit several years ago. Dave has been running Spencer and Shangri-La Speedways this season, encountering very good success at each race plant. In last year's 200 lapper, Dave took a well earned 10th finishing spot. If he can go the distance I'm sure he'll be improving on that performance this year.





DAVE HAFNER—Rochester, New York - another of the up and coming stars of the future. For many years, Dave earned a fine reputation while competing in the late model circuit for which he did well. The last two seasons have found him in the modified ranks and he really looks good - running very smooth. In each race, he continues to show much improvement. Tonight we'll expect to see Dave putting his 16x somewhere in the top 15, assuming he goes the full distance.



DAVE LAPE—Canajoharie, New York - a young star with a bright future ahead of him. Dave is primarily known for his talents around the dirt ovals where he's done a very creditable job. He's been running Weedsport and Rolling Wheels most of the season, and giving the old, established veterans a real run for his money. He was able to pick up a feature win earlier this year at Weedsport. His new asphalt modified is a real fine piece of machinery and once he gets it running, look for him to go to the top.



RONNIE WALLACE—Fulton, New York - one of auto racing's most versatile chauffeurs piloting both the sleek supers and the roaring modifieds. Ron hasn't had his best season with his sportsman car 16, quite a change from last year's banner season. Around the super ranks, he's a real terror as he now pilots the Nolan Swift prepared car 10. Last year's 200 lap race saw Ron take a very strong third place finish and if he can get the 16 really running, I'm sure he can do as well, if not better.

HEAT 1

HEAT 2

INSIDE

OUTSIDE

Car	Driver	Car	Driver
3	GATHAN	10	LOU LOZ.
10	Larry Edwards	6	TAYLOR
5	LISSON	25	Haley
13	KOTONY	44	CLARK
8	SUNNY	37	HARVEY
4	Bouchard	29	SESS
09	DeGood	31	michels
2X	FLIPPER		

INSIDE

OUTSIDE

Car	Driver	Car	Driver
2	RICKEN	58	MILW
13	LAPP	32	REAGAN
6	M.H.C.	9	BOON
4	SHAMPINE	02	MILLER
23	KNOLL	48	TYLER
14	MENZ	36	PIFF
82	LADA	13	LIMANSON
5	ROGER		

FINISH

1		7	
2		8	
3		9	
4		10	
5			
6			

Ave. Speed _____
Time _____

FINISH

1		7	
2		8	
3		9	
4		10	
5			
6			

Ave. Speed 109.7
Time 5.

HEAT 3

HEAT 4

Inside

Outside

Inside

Outside

2	3	PISSARD	70	BOJIAN	1
4	5	ILUC	7	HONG	8
5	6	CLARK	34	DAVIS	
	51	GROFF	06	SPAINSON	3
		TRUSDAL	41	ICUANS	out 15
	B	SILVA	4	EDMONS	7
14 W	20	BLANK	1	KRAMER	

2	06	CARRANON	80	MATHIS	12
3	94	Bouchard	72	ROULPH	15 W
10	38	DALLACK	15	BOLIA	1
4	09	SANTOS	14	CAIVAN	11
6	5	RENSHAW		BUNDICK	7
9	58	STEPHENS	85	KETTNEY	14 W
8	19	TANNER		MOODY	5

FINISH

FINISH - Blot 13 Blin

1		8	
2		9	
3			
4			
5			
6			
7			

Ave. Speed _____
Time _____

1		8	
2		9	
3			
4			
5			
6			
7			

Ave. Speed _____
Time _____

Series '72

During the summer of 1972, the Oswego Speedway held a series of Modified Sportsman races on every other Wednesday night in the months of July and August. Although the weatherman was against us three out of four nights, the modifieds managed to put on a very fine show. With five features in the history book, four drivers were able to record their names as winners.

On the first evening, the Rapid Roman - Richie Evans from Rome, New York brought home his brand new Pinto in first spot. He outran Maynard Troyer and Jim Shampine for the honors.

The second 50 lap special proved to be a one man show as Jim Shampine drew pole position in both his heat and the feature and won both. Merv Treichler finished second, with Roger Treichler third.

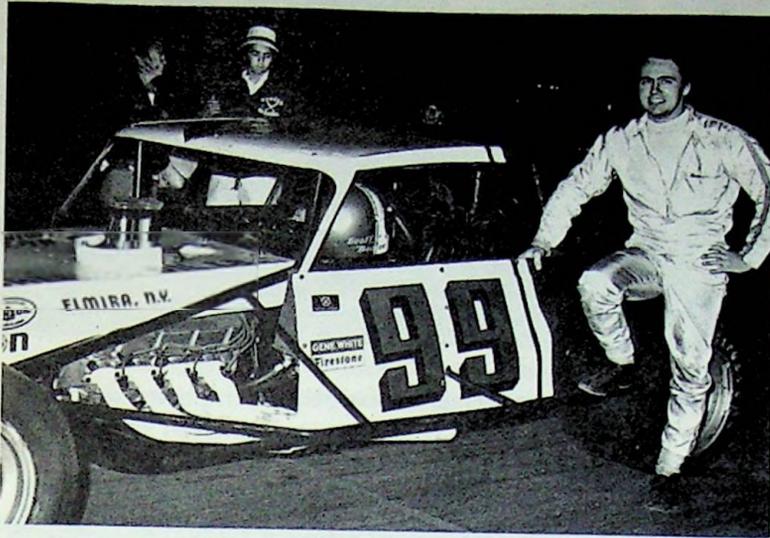
Certainly, the most exciting and thrilling feature of the series came for the third 50 lap feature as five cars battled right to the finish line. Geoff Bodine made some brilliant moves through traffic to come home the winner, with Jim Shampine second, Maynard Troyer third, Sonney Seamon fourth and rounding out the top five was Guy Chartrand. All five cars were right together at the finish.

The fourth and final Wednesday night show featured a Twin 25 lap program. Another new winner entered the winner's circle at the end of the first 25 lap segment, as Maynard Troyer finally got his long overdue victory. He was followed by Geoff Bodine and Richie Evans. The second 25 lapper saw Geoff Bodine take the win, with Maynard Troyer and Richie Evans following. In both 25 lap features, Jim Shampine placed fourth.

According to our weekly point system, which is used when the sleek and ultra light supermodifieds are in action, here's how the final points for "Series '72" here at the Oswego Speedway would have crystalized:

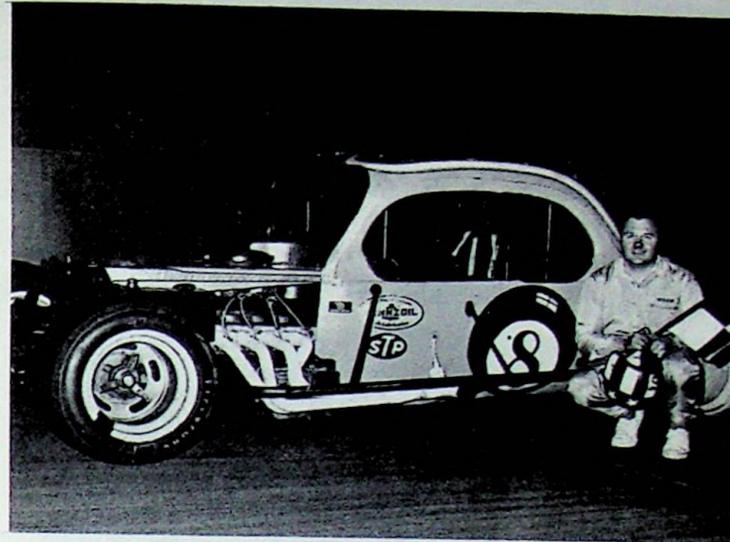
CAR	DRIVER	POINTS	CAR	DRIVER	POINTS
8	Jim Shampine	283	34	Dave Nichols	16
6	Maynard Troyer	253	16	Ronnie Wallace	14
99	Geoff Bodine	201	66	Bob Merz Jr.	12
61	Richie Evans	161	77	Dean Hoag	11
50	Sonny Seamon	152	25	Andy Hailey	8
88	Mike Loescher	119	46	Dick Clark	8
69	Guy Chartrand	80	97	Tom Leeson	8
09	Bryan Osgood	77	32	Dick Reagan	6
58	Merv Treichler	76	78	Roger Griffith	6
74	Roger Treichler	70	51	Dennis Giroux	5
18	Gary Richert	57	39	Dick Murtaugh	4
38	Jerry Cook	56	90	Joe Magari	4
54	Roger Burdick	31	5	Harry Benjamin	3
72	Jim Rudolph	31	33	Bob Merz Sr.	3
11	Dick Fowler	28	64	Joe Catalano	3
41	Wayne Edwards	28	22	Dave Lape	2
15	Graeme Bolia	24	30	Sammy Carista	2
49	Bernie Miller	24	18	Dutch Hoag	1
00	Blake Carnahan	19	44	Budd Olsen	1
42	Bob Sweeney	19	60	Dave Kotary	1
84	Butch Harris	18	75	Bugs Stevens	1

WINNERS - Series '72



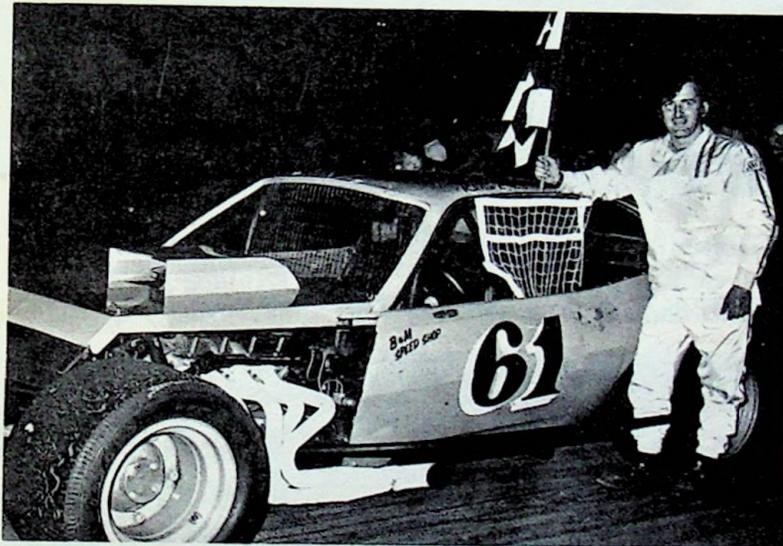
Geoff Bodine

Aug. 9
Aug. 23



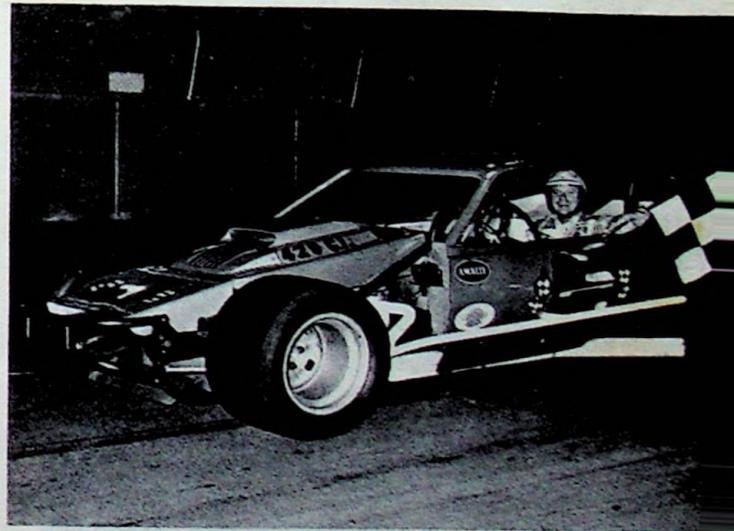
Jim Champine

July 26



Richie Evans

July 12

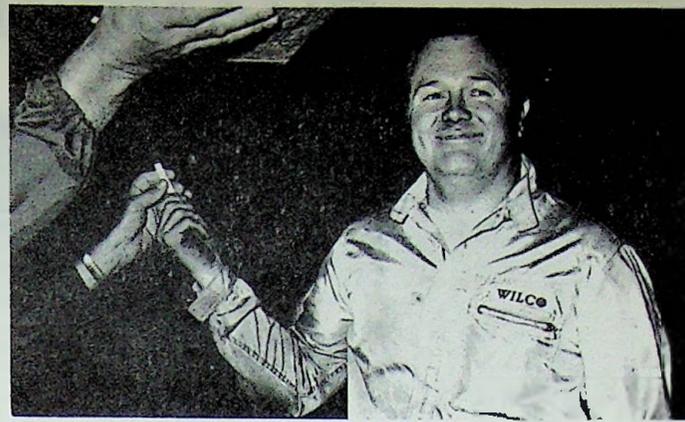


Maynard Troyer

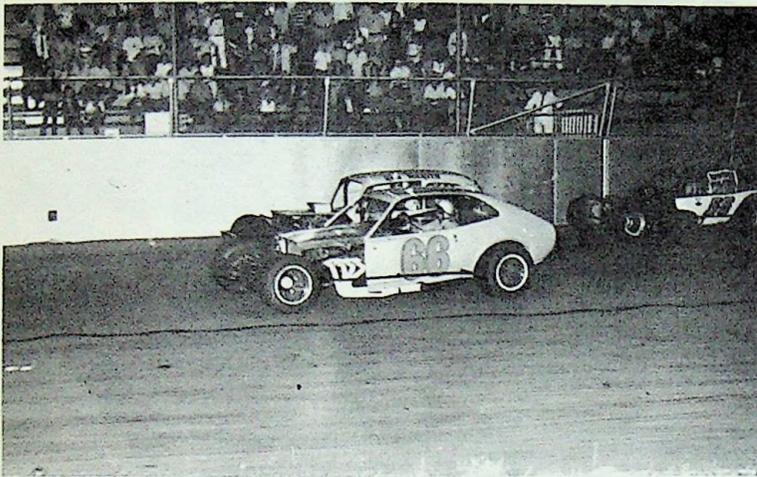
Aug. 23



Bugs Stevens one of the top notch Sportsman drivers in the U.S. from Rhode Island tried out the big 5/8 mile oval in one of our Wednesday night races but wasn't running to well.



The first 2 feature races in Series '72 were started according to a draw and you can tell by the look on Jim Shampine's face just what number he drew Number 1!!!



No one will ever forget the exciting 2nd consolation in the first Wednesday night show. After a tremendous 5 car battle all the way, Bob Merz nipped Ron Martin for the final qualifying position.



And coming up with a guaranteed spot at the Trenton 250 was Geoff Bodine. Here he is shown being congratulated by promoter of Trenton, Al Gerber.



In the first sportsman main it was Richie Evans passing Jim Shampine for the lead and going on to win.



Bryan Osgood's bad luck carried over from the supers to the sportsman events here at Oswego. Here he lost a wheel during the warmups.

SHAMPINE VICTORIOUS IN 1971 - Mod. 200 THRILLER



In what was one of the most thrilling and competitive long distance events in the 20 year history of the Oswego Speedway, veteran Jimmy Shampine of Clay, New York piloted his famed turquoise colored 8 ball to a satisfying win over Geoff Bodine and Ronnie Wallace in the 1971 Oswego Modified Sportsman 200. For his superb efforts, Shampine received \$3,000 from the lucrative \$15,000 purse.

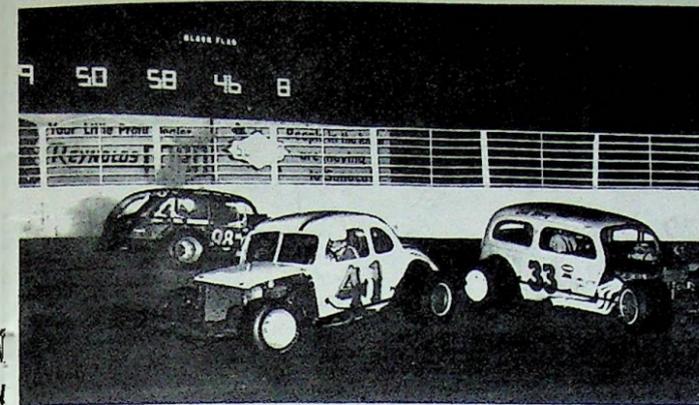
The start of the 125 mile grind (200 laps) saw Ray Hendricks - the southern visitor jump off to a fine lead with his rapid car 11. Hendrick seemed to have everything going well for him as he shook off a determined Wallace to open a small but safe lead. However, on the 62nd lap, Gary Iulg and Bob Hudson spun in front of him and he tapped Hudson, inflicting front end damage to his machine. With Hendrick out, the race really began to take shape.

Fighting for the lead were Bodine, Wallace, Shampine, Bryan Osgood, Richie Evans and Mike Loescher. The top three (99-16-8) started to pull away from the rest of the pack. The three cars, piloted by three of the finest sportsman drivers in the circuit, battled for over 60 laps. Every lap was filled with anticipation as the three chauffeurs maneuvered their machines in and out of traffic keeping the overflow crowd of 10,000 screaming on their feet. After making a countless amount of attempts at Wallace, Shampine finally moved into second and soon after blasted his 8 ball to the front when Bodine was momentarily slowed by a spinning car which corrected its spin, allowing the green to stay out. That's all the break Shampine needed as he managed to keep his 8 ball ahead of his nearest challengers for the balance of the race. Wallace tried again and again for second as he and Bodine battled right to the finish.

When the checkered flag fell at the 200 lap mark, it was Jimmy Shampine home first with car 8 ball. Geoff Bodine brought the sleek Valient modified home second with popular sportsman and supermodified star Ron Wallace bagging third with car 16. Marvelous Merv Treichler took a fine fourth place finish with car 58, with Dennis Giroux rounding out the top five.

Other finishers in order were: Mike Loescher, Bryan Osgood, Lou Lazzaro, Gene Bergin, Dave Nichols, Roger Burdick, Chuck Boos, Mark Letcher, Bob Sweeney, Dick Nephew, Blake Carnahan, Richie Evans, Bobby Merz, Roger Treichler, Ben Stephens, Buddy Picard, Bob Hudson, Bob Krull, Cam Gagliardi, Gary Iulg, Andy Romano, Brian Ross, Dick Clark, Jim Rudolph, Wayne Edwards, Bill Brainard, Ray Hendricks, Sonney Seamon, Eddie Flemke, Bill Henry and Marcel Godard.

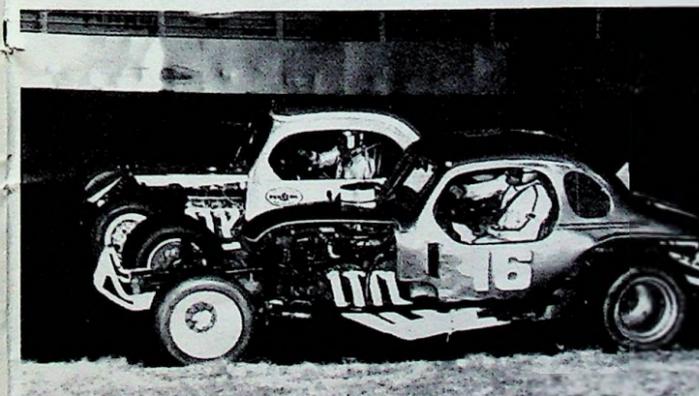
A field of 69 modified sportsman were in the pits for action with the practice session late in the afternoon knocking out the cars of Maynard Troyer, Ollie Silva, Wes Moody, Guy Chartrand, Don Diffendorf and Jim Hurtibise.



When Bill Brainard blew an engine in the late stages of the race it set up a multi car spin and caught Shampine between the fence and the 98 but fortunately Shampine was able to keep going.



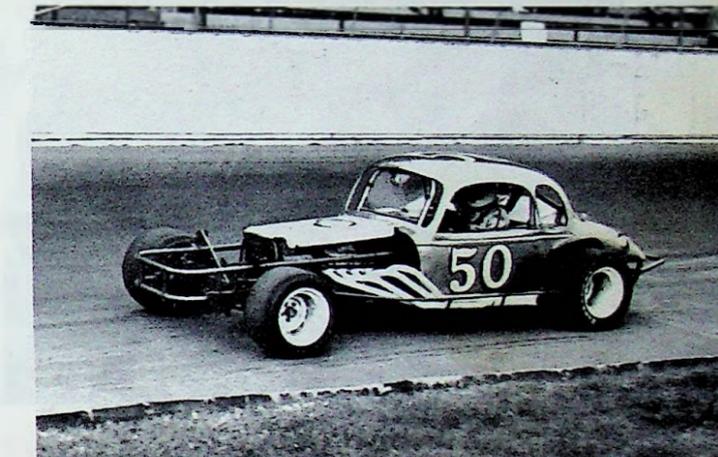
Don Saunders rode the outer retaining wall in the warmups and took down one of the billboards.



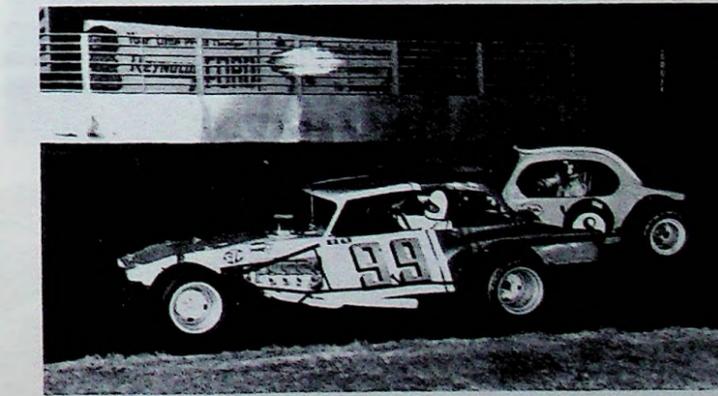
The battle for the lead in last year's 200 was one of the most exciting ever. Jim Shampine battles with Ron Wallace in this photo while in the next photo he races on the outside of Geoff Bodine. These three cars staged a tremendous duel right down to the checkered flag.



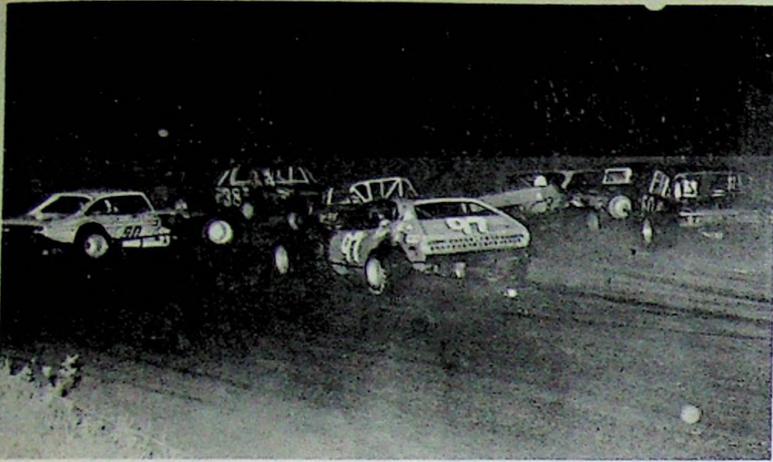
An impressive runner in last year's 200 was the 2X of veteran driver Gene Bergin from the New England area. Gene used to drive car M-6 in many of the International Classic's before we went to supermodifieds.



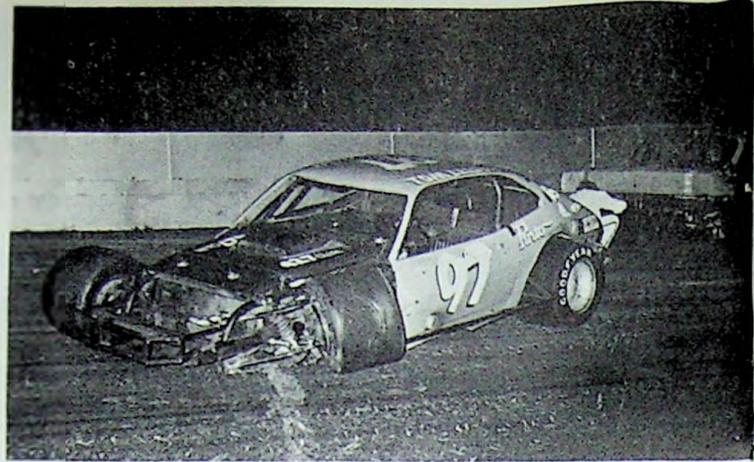
Denis Giroux a top northern New York star was on hand in last year's 200. Giroux just won a big race at Stafford Springs.



Action In Aug. 23rd Twin 25's



A multi car crash in the second heat event eliminated all but 3 cars from the starting field.



Luckless Tom Leeson was also forced out of the evenings program as a result of the accident as well.



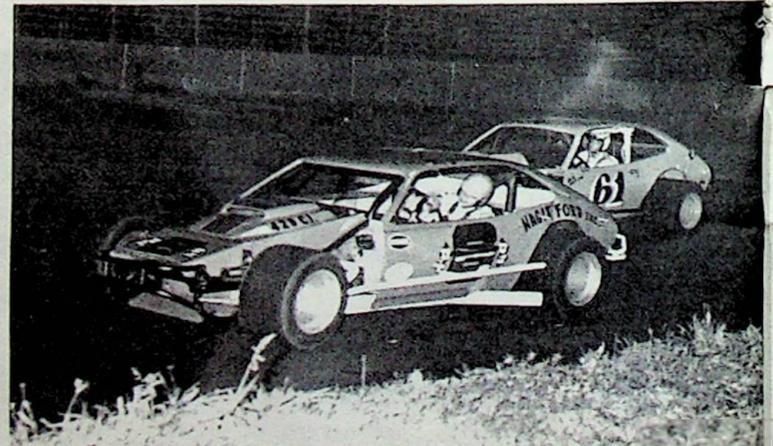
Involved in the accident was Roger Treichler's brand new car 74.



The second 25 lap feature was inverted and here you see 6 "Hot Dogs" all looking for a way to the top.



After taking a 5th place in the last 25 - Jerry Cook blows an engine and spins out on the finish line.



In the first 25 lap feature Maynard Troyer outdistanced his closest competitor Richie Evans.

From Our Files



Bobby Pierce gets pancaked between the No. 9 of Ed Bloss and another unidentified car.



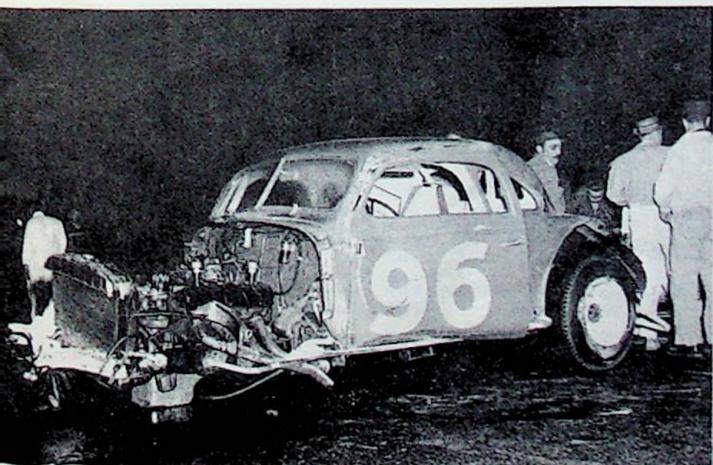
Nolan Swift loops his 10 pins out right in front of Ed Bellinger's No. 3.



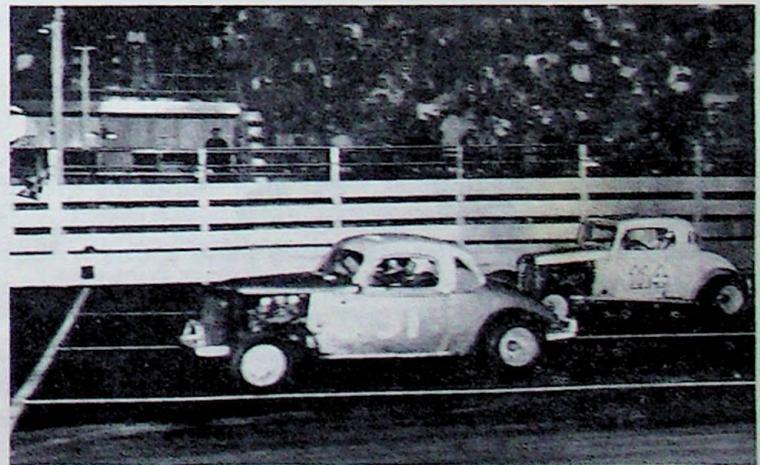
Popular driver from Liverpool, N.Y. - John Pawlicki aboard his copper colored 5B.



Two hot shot locals yesteryear - The 11 of Marty Crucitti and the 777 of Carl Thomas.



Mel Dodge's car 96 after a trip into the front straightaway wall.



Johnny Michaels beats Roger Boas to the checkered flag.

Custom Car Show Season Kicks Off With Tri-Cities Autorama, Binghamton In November



It's back to business with plans already in the works for the 1972-73 International Championship Auto Show Season. The first comeback for Don Stacy, National Autorama's, Inc., Cicero, N. Y. will be November 17-19, 1972 at the West End Armory, Binghamton, N.Y. — Tri-Cities 2nd Annual Autorama.

Autorama has many special attractions in store for everyone interested in automobiles -- whether it's racing, customizing or restoring them, building model car kits, seeing current racing movies, or just browsing at the 100 exhibits and pretty girls.

"Ohio George" Montgomery and his 1972 Turbo-charged Mustang, Jerry Pennington - the reigning International Grand Champion & Custom Sweepstakes winner of the 1971-72 ISCA Show Circuit and his radical sports rear-engine Corvette are only the beginning of things to come for this year's Autorama - one you won't want to miss!

Spring shows include:

March 2, 3 & 4, 1973 — Rochester's 12th Annual Auto Review
Community War Memorial, Rochester, N.Y.
175 entries and exhibits

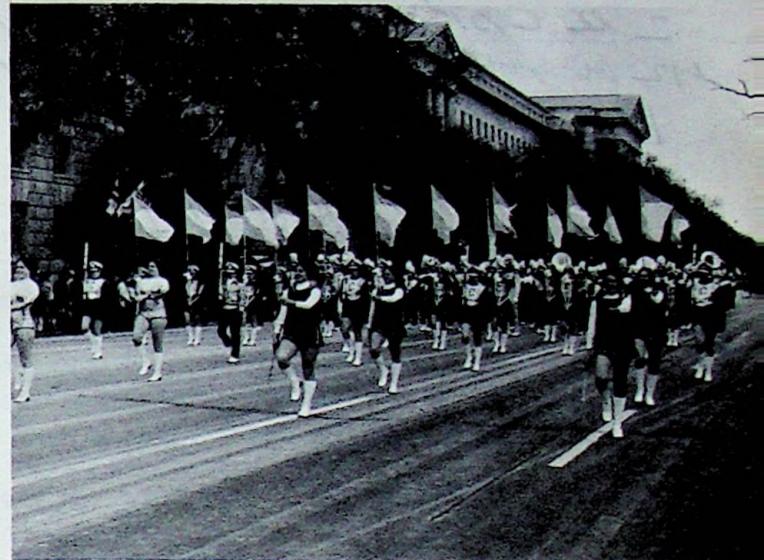
March 23, 24 & 25, 1973 — Syracuse's 13th Annual Motorama
Center of Progress Bldg., NYS Fairgrounds
Syracuse, N. Y.
200 entries and exhibits

Don Stacy enjoys his part hobby, part work endeavor as producer of three of New York State's leading custom car shows. Don himself has a 1930 Model A coupe which filled his trophy case with over 100 trophies. But after hundreds of miles, dollars and much effort was spent in traveling so far to custom car shows, he decided that Syracuse, Rochester & Binghamton should join the growing list of cities presenting these shows -- thus National Autorama's, Inc. became one of the country's few auto show productions about 13 years ago. His 1971-72 shows had over 450 exhibits and attracted over 75,000 appreciative visitors.

Stacy is a founding member of the International Auto Show Producers Association and a member of the SEMA—Specialty Equipment Manufacturers Association. His shows are leaders in exhibits and attendance among the 165 ISCA sanctioned events throughout the country produced by 30 members of the IASPA.

So, whether competition cars, custom jobs, dune buggies, antiques, model cars, T-buckets, or rods are your "thing", there's bound to be something special in store for you at these ISCA shows. For further information contact Don Stacy, P.O. Box 70, Cicero, N.Y. 13039 or call 315-699-2849.

CICERO HIGH SCHOOL Golden Eagles Marching Band



The Golden Eagles are just completing their fourth year of competition with an accumulation of 43 trophies in Concert, Parade and Field Events. Among their accomplishments, they have placed 2nd at the New York State Fair Bank Championship in 1970 and swept all three first places at the Souderton Cavalcade of Bands in Penna. Since that time they have appeared over National Television as the halftime of the Giant-Bills Football game in Yankee Stadium and have been declared the Champions at the Gorham Pageant of Bands in 1971 and 1972. They are rated eighth in the United States by the National Band Magazine "Ruffles and Florishes" and are the only New York State Band to be included within the top twenty. The Band is directed by Robert Codner who is assisted by Elliott Topalian. Other members of the staff include Roy Balma, Color Guard Instructor and Joyce Codner, Majorette Instructor. The Drum Line is instructed by Steve Orlando, Drill coordination by Joe Zampi and Phil Cerimeli with special arrangements by Ron Ranallo. Student leaders for the 1972-73 Marching unit are Majorette Co-Captain Sue McDermott and Lori D'Onofrio. A-Squad is headed by Sandy Kriese and the Rifles by Bonnie Harvey. Color Guard Captain is Sue Crandall and the entire Marching Unit is under the direction of Drum Major and Field Conductor Don Felice. Dubbed the Green Machine by its many followers, the Championship Marching Band from Cicero High School features the "Fabulous Five" in their Fall Shows. The quintet of screaming trumpets do their thing throughout the musical presentation which include the 1812 Overture, Theme from Patton, Mac-Arthur Park, Get It On and a medley of You've only just begun and Rain Drops. 180 members strong the Green Machine from Cicero has pleased crowds throughout the East and are here tonight as a special feature of our.....

CONSI

CONSI

START (5)

START (4)

	Inside	Outside	
6	10 Lou	02 MILLER	3
13	5 EDWARDS	23 Knoll	4
5	79 SEGE	32 REAGAN	7
11W	87 LADIE	31 inchole	9 E
2	22 LADIE	09 Osgood	10 W. 6
12	66 MARZ	03 Harris	8
1	6 EVANS		

2
10W
9W
7W
10W. 6
8

	Inside	Outside	
2	51 Gank Conn	34 Dave	1
	38 Clank	1 Kugner	4
	14 GRIED	78 Krent	5
	27 KLOTZ	89 TRUDER	8
	80 Mathis	92 Rudolph	3

FINISH

1		8	
2		9	
3			
4			
5			
6		Ave. Speed	
7		Time	

FINISH

1		8	
2		9	
3			
4			
5			
6		Ave. Speed	
7		Time	



The Big Question:

ACCORDING TO YOUR PAST PERFORMANCES
HERE AT OSWEGO SPEEDWAY, WHERE DO
YOU FEEL YOU'LL FINISH IN THE UPCOMING
200 LAPPER?

Mike Loescher - I'm gonna win it!
Geoff Bodine - I'm gonna win it!
Guy Chartrand - If I don't win, I'll be in the pits!
Graeme Bolia - I don't really know. We haven't
had an engine run long enough to find out!
Maynard Troyer - I don't know, top three, I hope!
Blake Carnahan - About 8th. I'd like to finish no
less than that!
Bob Sweeney - Usually I don't finish it too well!
Ron Wallace - I don't think I'll be running in it!
Jim Shampine - Too far away to predict!
Jerry Cook - Pretty good, I hope!

Tom Leeson - I've got to make it first!
Butch Harris - It's hard to say!
Dave Nichols - I never predict. I just want to
qualify and finish!
Roger Treichler - I haven't had good enough luck
but I have a new car so I hope things will
improve!
George Kent - I'll be lucky if I get in it!
Bryan Osgood - I'm coming here with the inten-
tions of winning it!
Richie Evans - I haven't any idea!
Roger Burdick - Way up front!

Jim Shampine Truly a Champion



The Fall Championship race at Oswego Speedway always climaxes the season's end of super-modified racing. The 1972 Fall Championship was climaxed in such a dramatic style that patrons who attended the star-studded event will be talking about its outcome for years to come. At the end of the 75 lap grind, Jimmy Shampine may well have scored the most unbelievable win in the history of the Oswego Speedway as he shaded Ronnie Wallace right at the line by a matter of inches.

When the green flag was waved at the start of the championship go, it was Canadian Dave Morton jumping to the early lead with car 69. On came Brian Herb with the "Hagen-Howard Chevy" car 01 and he went in front on lap 2. Brian began opening up a fine lead over the rest of the field. Coming from his 10th starting spot was Ronnie Wallace with the Nolan Swift prepared 10 pins. Wallace passed Herb on lap 12 to take over the lead. Wallace then began opening a sizeable lead over his closest challengers. Herb stayed in second while Ken Andrews, Baldy Baker, Jim Shampine and Jim Cheney began to close in on the two leaders. Herb quickly fell off the pace and retired to the pit area as Andrews brought his 55 into second.

The boys were off and running to the finish. Wallace seemed to have everything well in hand as Shampine moved into second spot past Andrews on lap 62. A caution flag shortly thereafter placed Shampine right on Wallace's back bumper on the restart. When the green was waved again, Wallace kept the 10 in front of Jimmy's 8. Car lengths behind were Andrews, Baker and Cheney. As the laps wore off, the leaders began closing in on some mighty thick traffic. On lap 72 Ronnie and Jimmy were in heavy traffic fighting for the front spot. Then it happened, as Ronnie went to pass on the outside, the car drifted wide allowing Shampine to pass down low. But it was not to be, or at least for that moment, as the caution flag came out as two cars tangled in turn three. The interruption in the race resulted in the lineup being scored according to the last completed lap, which was led by Wallace. Shampine was put back to second.

It was thought by all that Wallace had it in the bag, but one driver had other plans. When the race was restarted on lap 73, Wallace drove his perfect groove and stayed in front. Then that lightning quick move. On lap 74 going down the backstretch, Shampine vaulted to the outside of Wallace and pulled ahead between turns three and four. But Wallace then pulled abreast as the two entered the fourth turn. Off the turns, engines wide open - fans standing in hysteria - an electrifying run to the finish line. Jimmy and Ronnie were side by side at the finish with Shampine being awarded first by inches - Ronnie placing second. For Shampine it marked another in a long list of victories in the 1972 season. For Wallace, it was mixed emotions. It was a disappointing loss, but it was by far his best finish of the season, as only his second trip out with the car and he almost made it a winner. Shampine was awarded \$1,600 for his spectacular effort, with Wallace grabbing off a lofty \$900.

Back in the pack, Ken Andrews of Burlington, drove his 55 to a fine third place finish and \$700, while Baldy Baker picked up \$550 for his solid fourth place spot. Baldy, because of his fourth place finish, finished second in the driver point standings for 1972. Fifth place in the feature go went to Jim Cheney with the Holynski car 19 and a \$450 payoff.

Other feature finishers in order were Warren Coniam 04 (\$350), Fred Graves 37 (\$320), Don MacLaren 5 (\$300), Doug Syer 72 (\$275), Mark Letcher 29 (\$255), Paul Richardson 52 (\$210), Jim Winks 59 (\$195), Jim Gray 9 (\$180), Eddie Bellinger 02 (\$170), Bob Stelter, 90 (\$160), Norm Mackereth 40 (\$150), Scott Wilson 43 (\$140), Brian Herb 01 (\$125), Dennis Wheeler 96 (\$120), Bernie Grant 17 (\$110), Dave Morton 69 (\$80), Bruce Kraft 87 (\$80), Skip Manning 35 (\$80) and Kempton Dates 28 (\$80).

Heats were won by Ken Andrews, Warren Coniam and Jim Cheney while Ronnie Wallace and Baldy Baker took the semi victories. The consi went to Coniam.

A WORD FROM THE EDITOR

Welcome to the annual Modified Sportsman 200 event here at the Oswego Speedway. The 200 is the fifth and final leg of the successful Modified Sportsman Series '72. The previous 4 events were held on Wednesday nights, 2 in July and 2 in August. Although the weatherman was against us 3 out of 4 times we did manage to get all the shows in and the racing was exciting from start to finish.

Today's schedule calls for warm-ups all afternoon until 5:45 p.m.. A driver's meeting will be held at 6:00 p.m.. Then at 7:00 p.m. the first in a series of 15 lap, 15 car heats will be run. The starting positions for the heat races have been drawn from a hat by each driver as he came through the gates today. The finishing positions in the heat races will determine the feature starting positions. The winner of the first heat will start on pole; winner of the second heat will start outside pole:

Next on tap will be the consolation event, the last chance to make the starting 36 car field. This will also be 15 laps in length and if necessary, two consolation events will be run.

After these events the Cicero High School 108 piece marching band will entertain you while the individual scorers get ready. After the band's performance another driver's meeting will be held and then the driver's introduction will be staged.

After that it's 36 of the finest Modified Sportsman cars in the country going 200 long, hard laps for \$17,000 in prize money. The new pit facilities here at Oswego should make it a lot easier for the mandatory pit stop for all cars in the 200.



IVER THE DRIVER REPORTS

All we can hope for in this year's 200 is that it is exciting as last year's 200. You surely remember that three car battle for the lead involving Jim Shampine, Geoff Bodine and Ronnie Wallace. It was one of the best races seen in a long time.

Jim Shampine has been working frantically trying to get his 8 ball back in shape after his crash at Pocono back in August. When it appears today it will be a Pinto instead of a regular coupe.

Geoff Bodine has his No. 99 really humming. He's won numerous shows since we've last seen him including Shangri-La Speedway's Autumn Classic last Saturday.

Meanwhile Richie Evans continues to fatten his bank roll with the controversial win at Pocono and the New York 400 at Utica-Rome just two weeks ago. He'll no doubt be a top threat in this year's 200.

Sure hope Roger Treichler has his new vega zeroed in for the 200. It looks like the car has a lot of capabilities.

Dutch Hoag has reportedly sold 2 of his 3 cars. The remaining car 77 in the Hoag stable son Dean has entered in the 200.

Mark Letcher, popular supermodified driver, is scheduled to drive one of the Roger Burdick car 54's. Of course Burdick will drive the other car.

Another supermodified star, Jim Cheney of Georgetown, Mass. has been looking for a sportsman ride for today's 200. Iver's predictions: 1) Richie Evans, 2) Maynard Troyer, 3) Geoff Bodine, 4) Jim Shampine, 5) Sonny Seamon, 6) Roger Treichler, 7) Lou Lazzaro, 8) Mike Loescher, 9) Guy Chartrand, 10) Jim Rudolph.

Racing Hi-Lites

BY John Hill

National Championship Indianapolis car racing sanctioned by the United States Auto Club has been the recipient of much criticism of late. The biggest complaint is the tremendous costs of fielding a competitive, exotic rear engine race car for the 12 or 13 race season. Added to this is the fantastic speeds being turned in by only a handful of the teams who are heavily financed by large national companies.

What racing amounts to is a runaway by these few cars from the rest of the field or breakdowns that leave only one or two cars racing in front. Although USAC rules are written to include all types of power plants, the \$32,000 plus turbo-charged Offy and Foyt engines are the most competitive. With turbo-charger boost pressures at their maximum the engines are failing at an astronomical rate.

Despite good attendance figures at Championship car races many fear that these figure's will drop if competition and cost are not realigned.

What is being called for is rule changes to make cheaper stock block, and non-supercharged engines equal to turbo units. USAC now has these rule changes under study for 1973 as well as measures to slow cars down. It is hoped that reduction of wing size will help this.

One rule is to allow use of stock block engines of 408 cubic inches and rocker arms (stock blocks with special heads) of 367 cubic inches. This is being watched by some Oswego Speedway car owners and drivers as a possible opening for them to go Indy car racing in 1973. A few of these people already have used rear engine equipment but are reluctant to talk about their plans.

SHAMPINE CROWNED TRACK CHAMPION

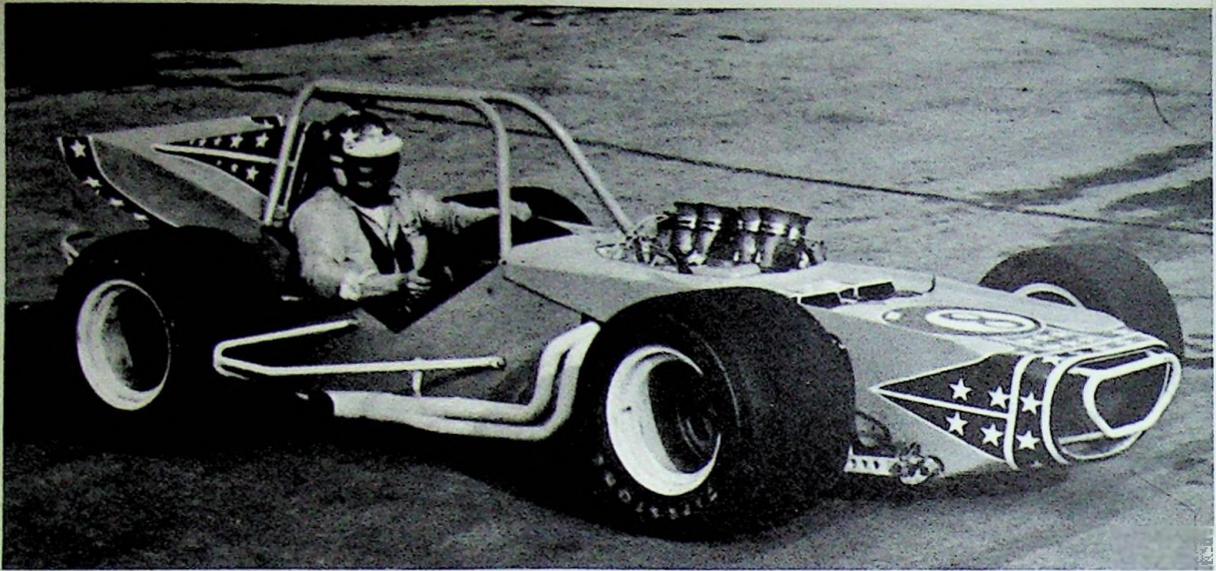


Track manager Dick O'Brien congratulates Jim Shampine in taking the 1972 track championship.

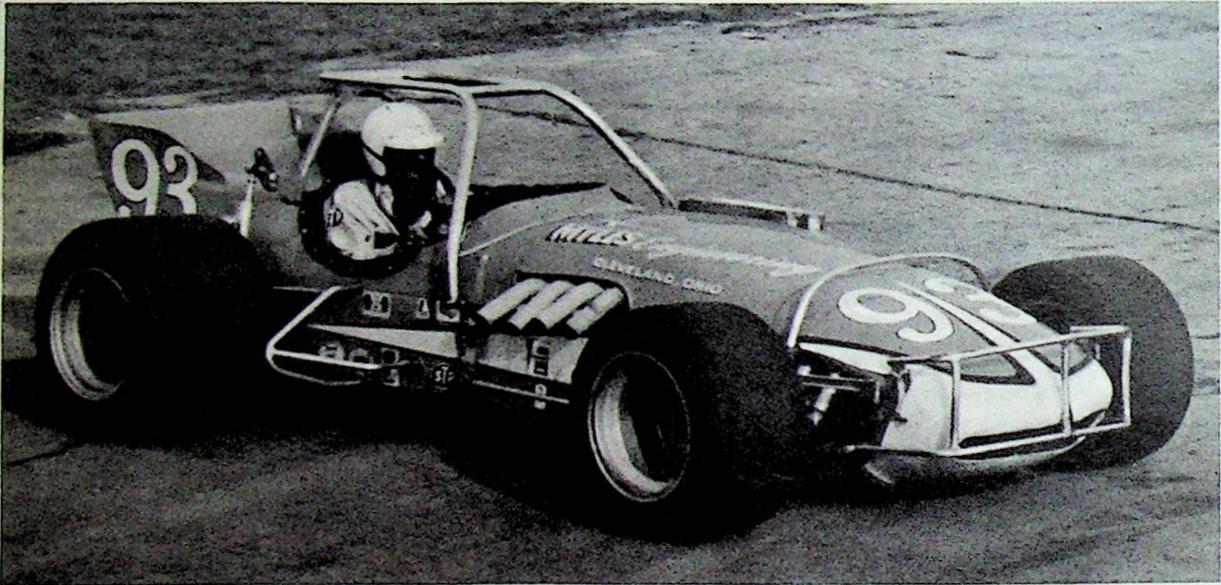
Final Point Standings

CAR	DRIVER	POINTS			
			80	Ron Matteson	101
8	JIM SHAMPINE	1684	17	Bernie Grant	94
93	BALDY BAKER	983	99	Geoff Bodine	92
5	DON MCLAREN	917	01	Brian Herb	91
55	KEN ANDREWS	826	36	Ron Buckner	87
19	JIM CHENEY	680	03	Ollie Silva	86
37	FRED GRAVES	596	30	Sam Carista	79
40	NORM MACKERETH	463	71	Ken Bartholomew	78
04	WARREN CONIAM	462	9	John Clapham	76
72	DOUG SYER	419	21	Rat Lane	76
7	JOHNNY LOGAN	418	35	Skip Manning	72
10	Ronnie Wallace	344	96	Den Wheeler	72
59	Jim Winks	218	13	Jack Murphy	66
12	Nick Rowe	193	44	Darrell Peckham	65
10	Nolan Swift	184	04	Lou Dabrowski	60
28	Kempton Dates	179	71	Ray Sands	56
09	Bryan Osgood	168	66	Leon Barnhart	42
29	Mark Letcher	168	52	Paul Richardson	36
90	Bob Stelter	144	02	Ed Bellinger	31
0	Todd Gibson	143	3	Buck Buckley	29
4	Tom Rose	139	85	Russell Gray	28
07	Johnny Spencer	136	41	Ron Pearn	26
87	Bruce Kraft	117	74	Bob Seelman	26
31	Jim Gray	116	23	Jim Muldoon	21
79	Howard Brown	116	24	Bill Rouse	16
43	Scott Wilson	105	04	Gary Nickerson	12

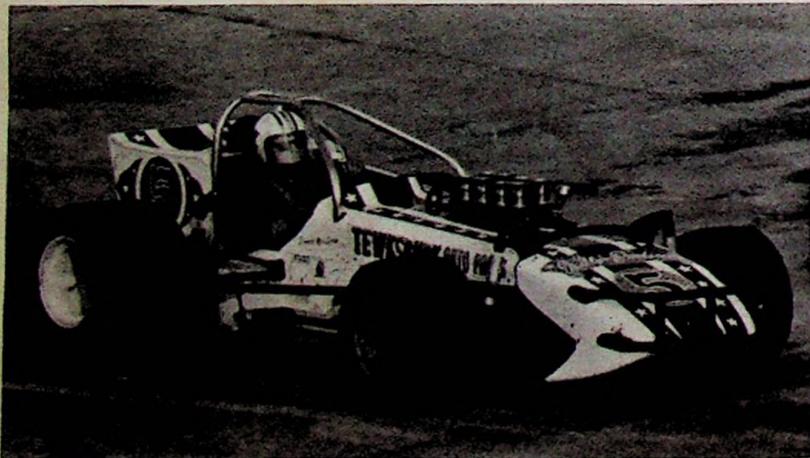
Top 10 Supermodifieds



Jim Shampine — Clay, N. Y. First Place — \$1,000.00 Point Money



Baldy Baker — Strausberg, Ohio Runnerup — \$800.00 in Point Money.



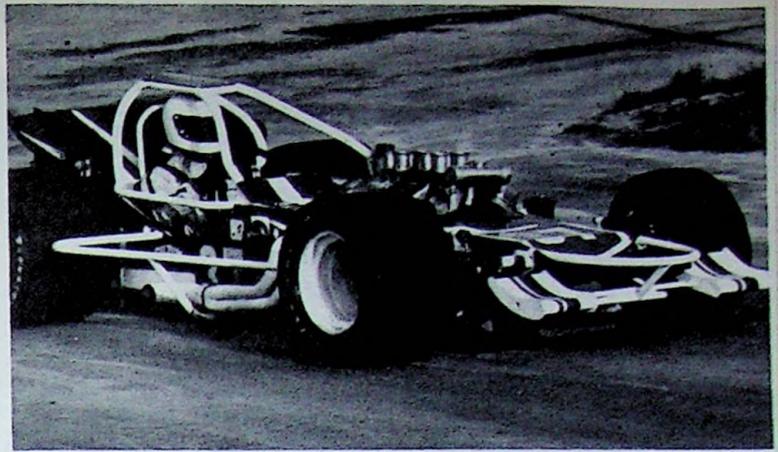
Don MacLaren, Tewksbury, Mass. — Third — \$700.00



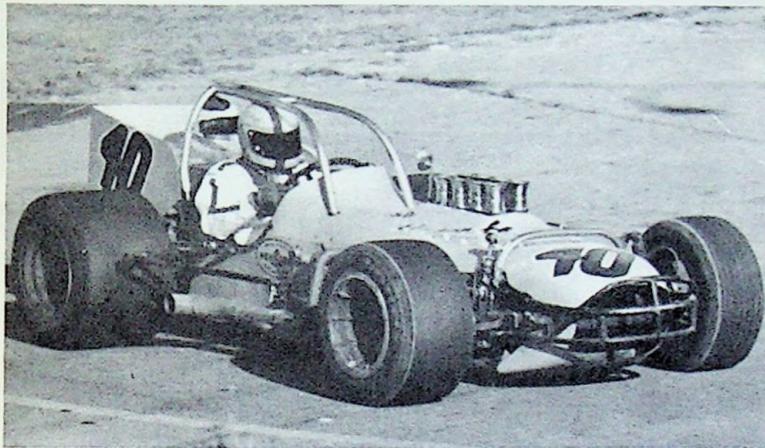
Ken Andrews, Burlington, Ont. — Fourth — \$600.00



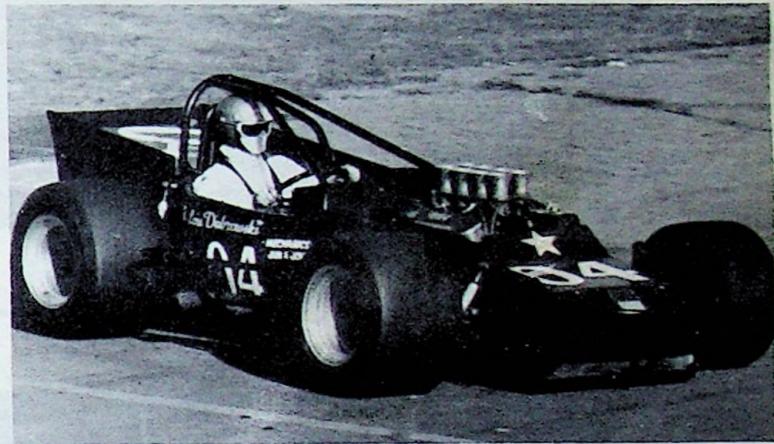
Jim Cheney, Georgetown, Mass. — Fifth — \$500.00



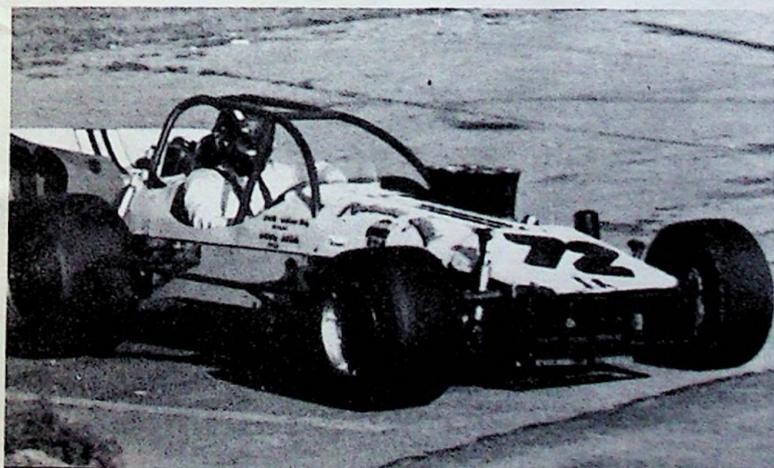
Fred Graves, Central Square — Sixth — \$400.00



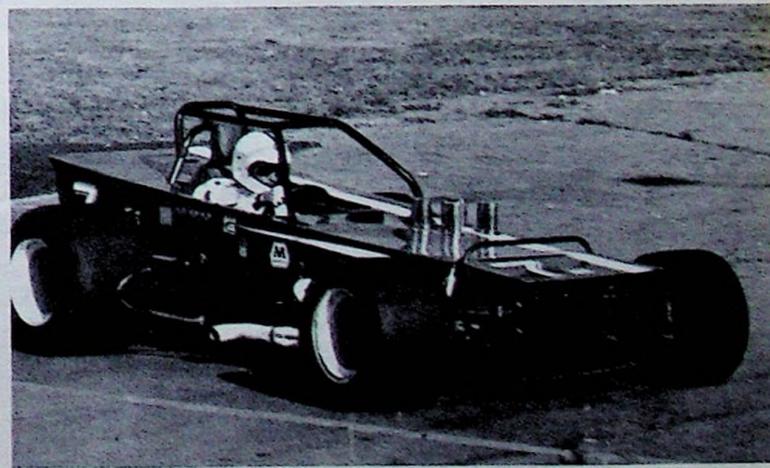
Norm Mackereth, Mississauga, Ont. — Seventh — \$325.00



Warren Coniam, Malton, Ont. — Eighth — \$250.00

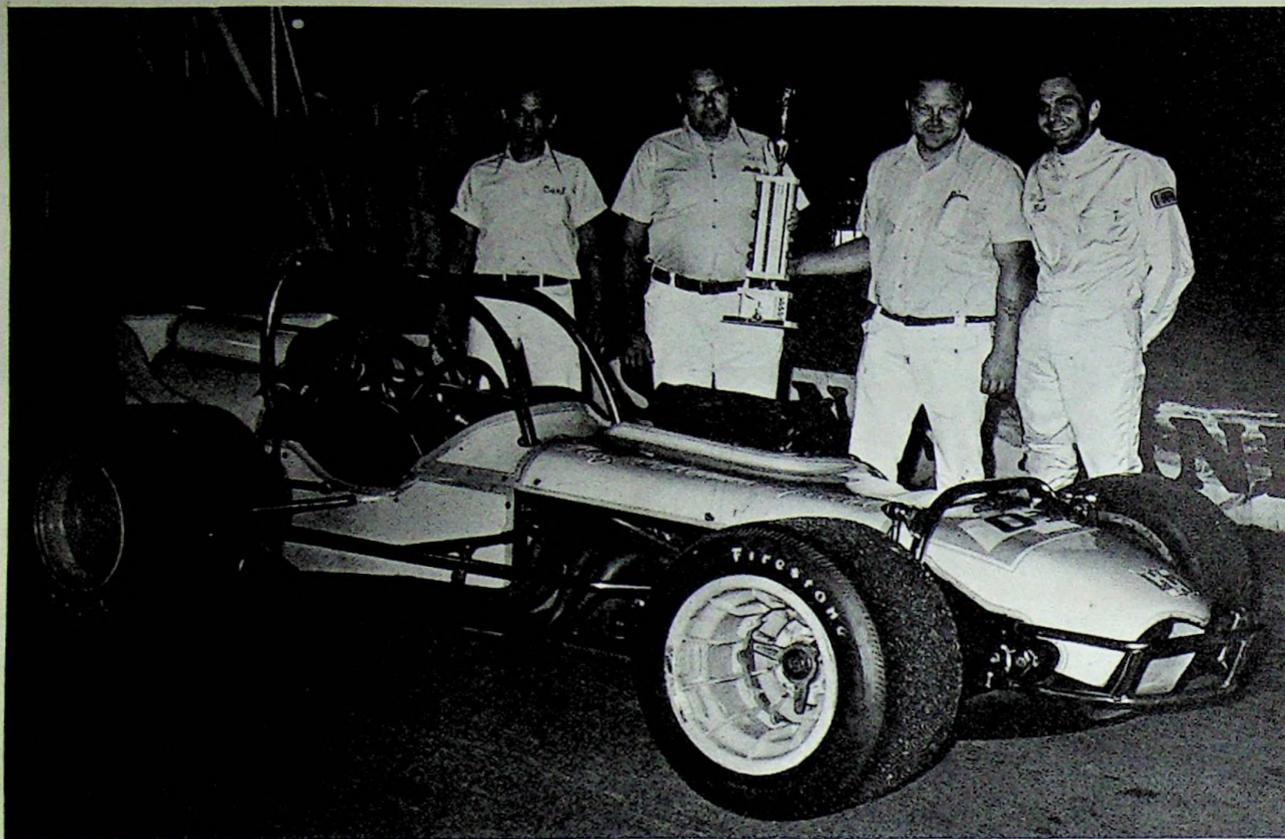


Doug Syer, Burlington, Ont. — Ninth — \$225.00

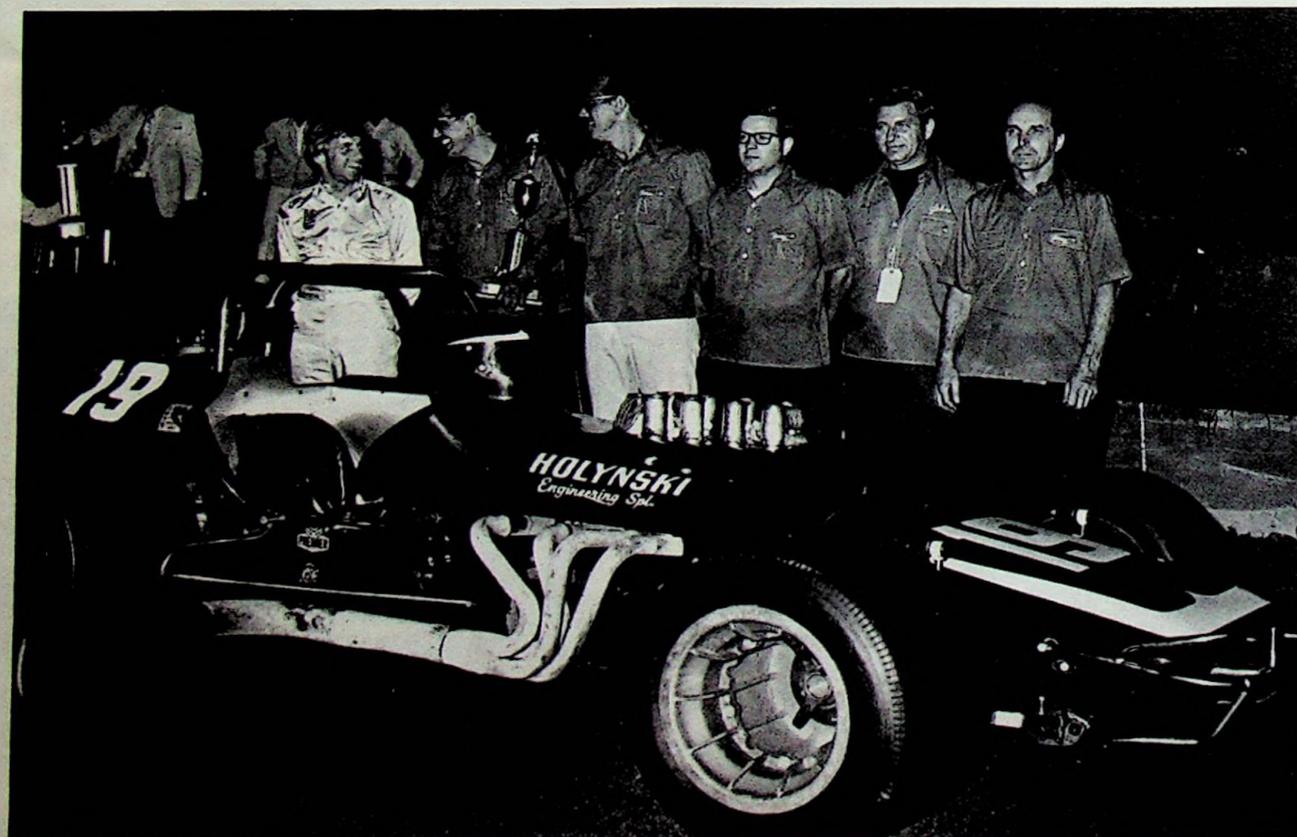


John Logan, Charlotte, Mich. — Tenth — \$200.00

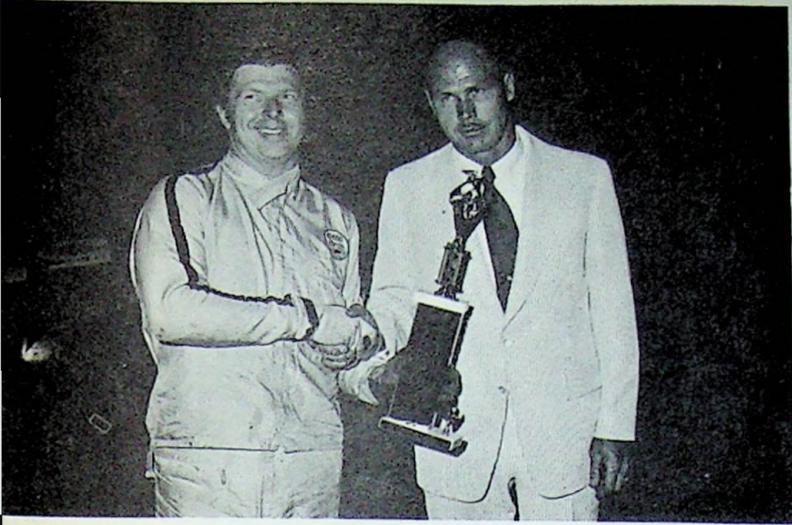
Best Car and Crew - Brian Herb's 01



Car Owners of the Year - TOM and DICK HOLYNSKI



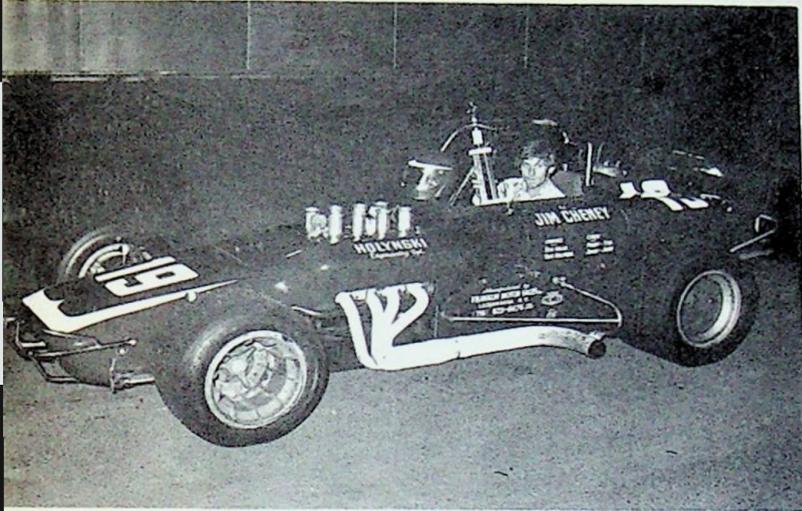
Fall Champions



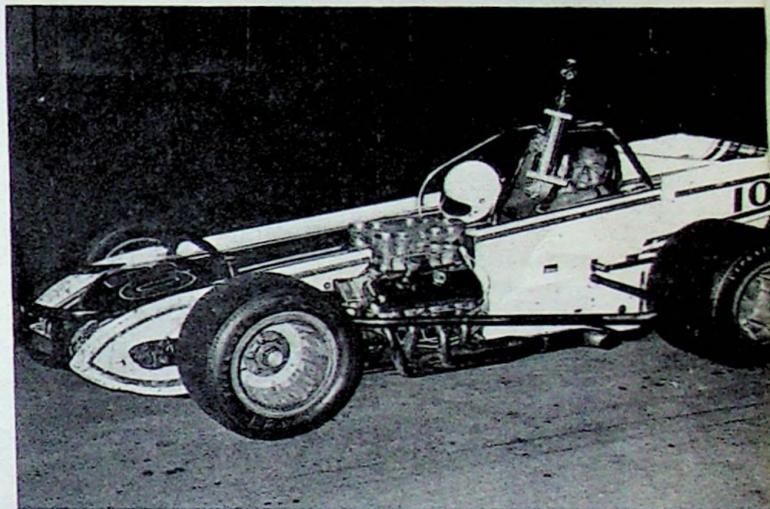
Ken Andrews — 1st Heat



Warren Coniam — 2nd Heat



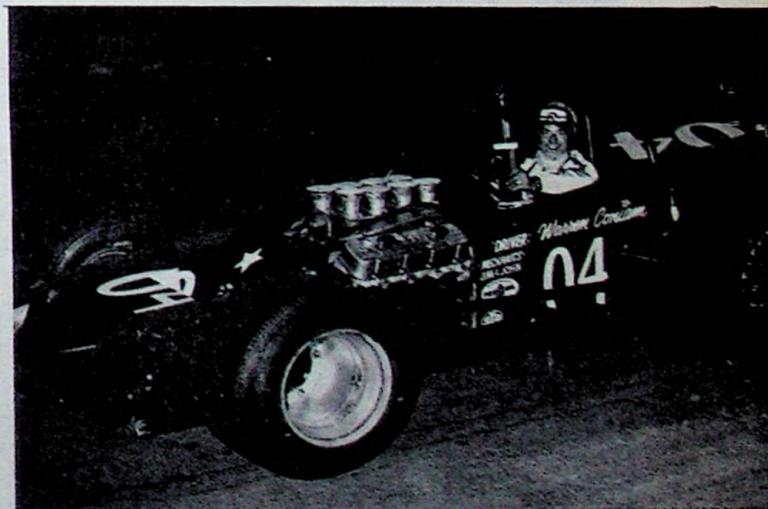
Jim Cheney — 3rd Heat



Ron Wallace — 1st Semi



Baldy Baker — 2nd Semi



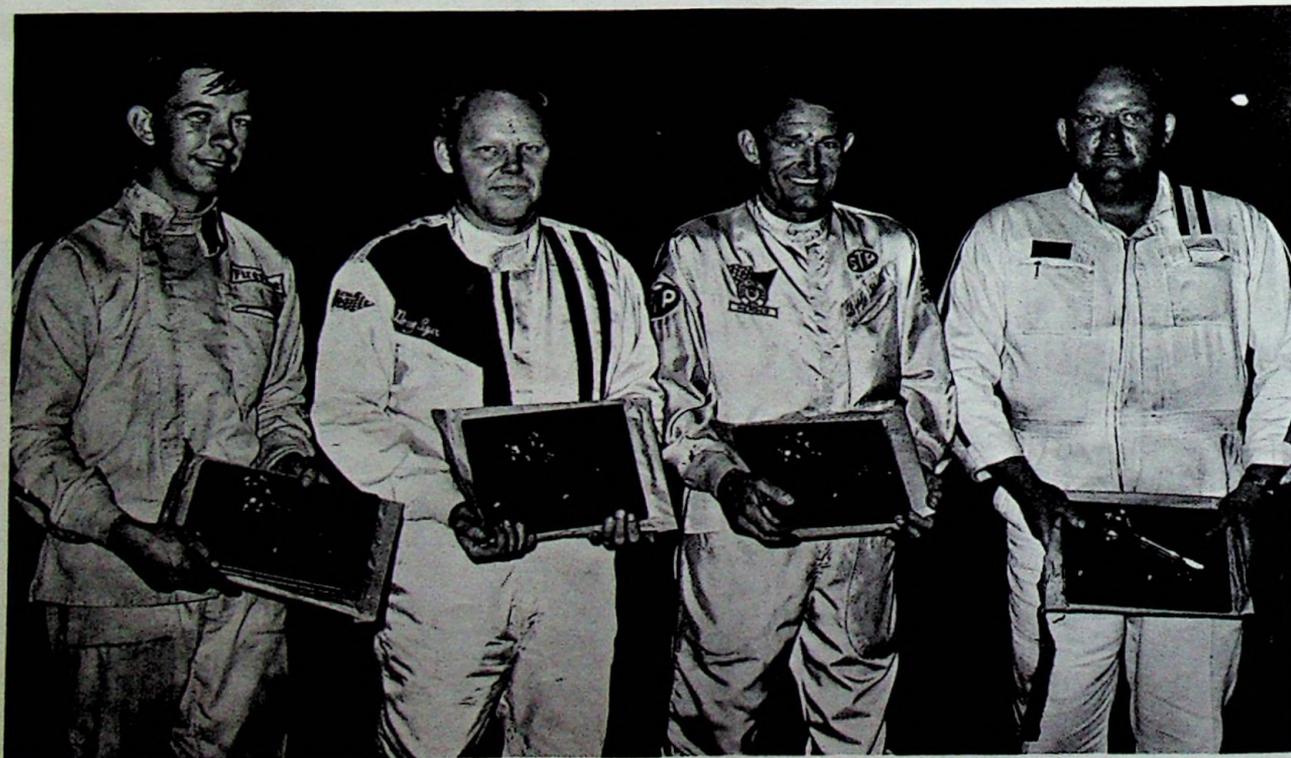
Warren Coniam — Consi

TOM ROSE - Rookie of the Year



Track Champ Jim Shampine presents Tom Rose with the coveted rookie of the year award. Rose drove car No. 4 all season long and managed a top 20 finish in the point standings his first year out.

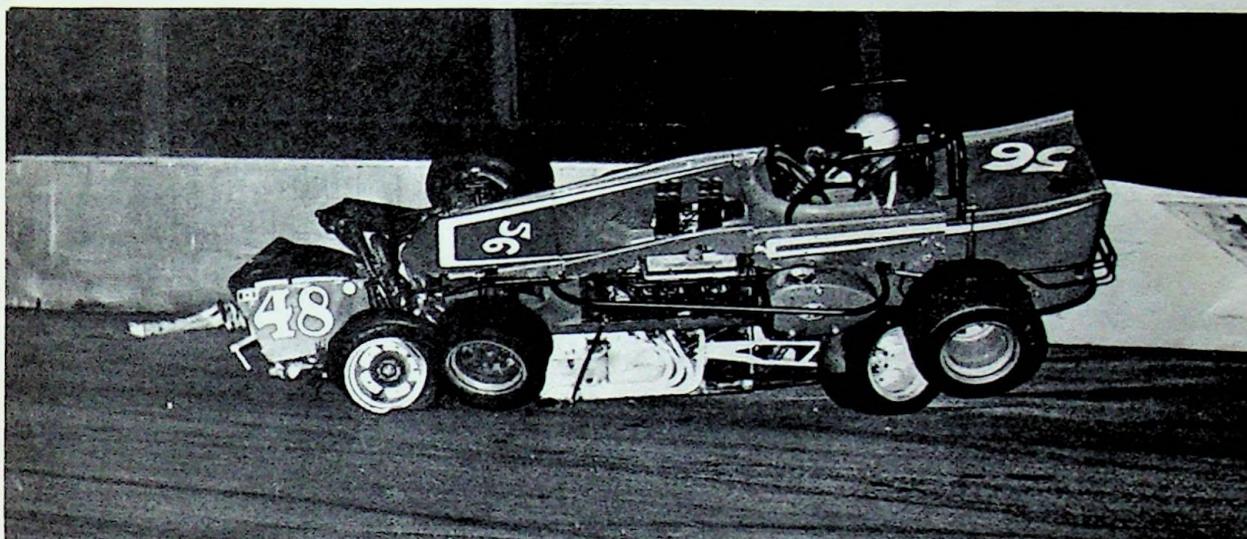
New Members in the \$1,000 Club



New members in the \$1,000 club from left to right Fred Graves, Doug Syer, Baldy Baker and Don MacLaren.



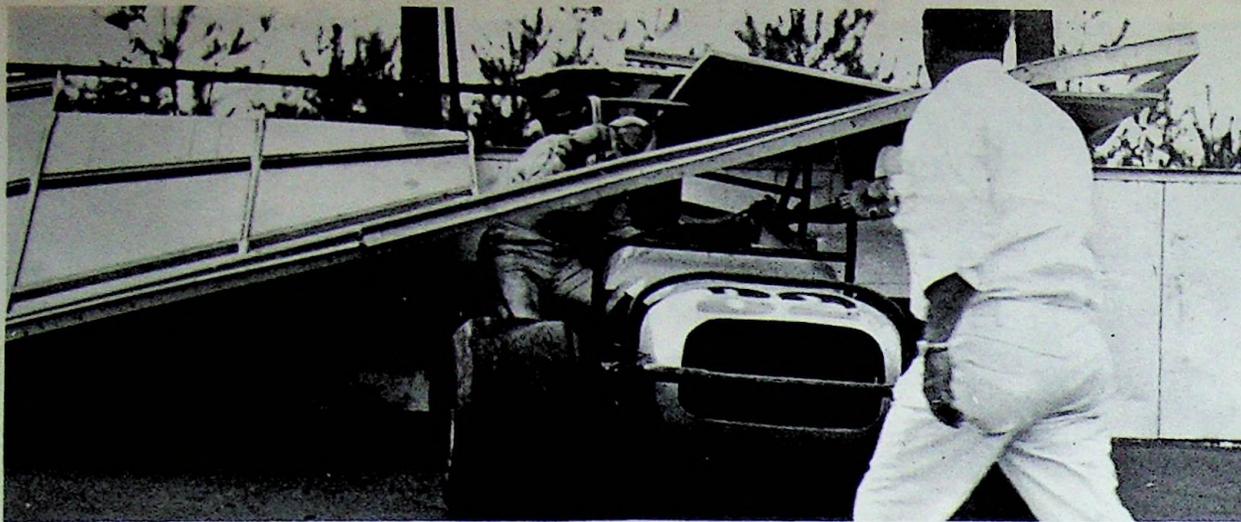
Driver Dennis Lichty ducks as the cowboy Leon Wieske climbs up onto the 48.



This is the way the two cars ended up. Wieske perched right on top of the 48.



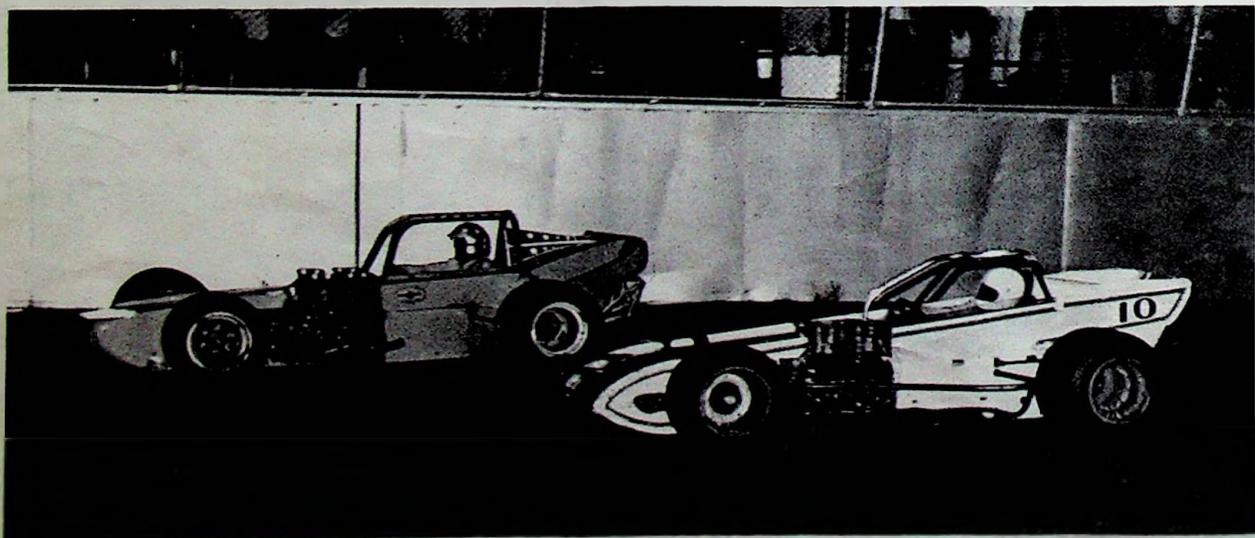
Crewman attempt to separate the cars. The 48 sustained serious damage. Fortunately Lichty escaped with only brush burns.



John Hopkins caught a wheel during the warmups and as his car catapulted into the air the back end brushed the Kendall Oil sign and as the car landed on the track, the sign collapsed and came down on the car. Hopkins was O.K.



Kempton Dates caught a wheel off the 69 of Dave Morton in the feature race and got way up in the air before slamming the wall. Dates was taken to the Oswego Hospital for observation.



Not really close at all was the finish of last week's 75 lap feature - Jim Shampine has a half car length lead over the 10 pins of Ron Wallace.

Sportsman 200 Lineup

Inside

Pos.	Car	Driver
1	6	TROYER 82 R.Y.
3	99	Bodini
5	44	clay
7	00	carroll
9	52	Golan
11	94	Buchak
13	08	Shampine
15	09	Santos
17	74	Roger Turckow
19	63	Moody
21	88	Loseker
23	57	Ted Renshaw
25	9	Boos
27	54	Bundick
29	13	Emerson
31	19	Bob TUNNEL main
33	34	Nichols
35	51	Carroll's
37	72	Rudolph
39	11	KRAMER

Outside

Pos.	Car	Driver
2	58	MERV
4	15	Bolia
6	18	Rajchman
8	3	DiSano
10	06	SEAMAN 30 E
12	17	Bouchard DON
14	56	Illeg
16	97	LESSON 45 W
18	16	Dick Clark
20	2X	FLANKE
22	0	Silvia (mass)
24	25	HAILEY
26	41	WAYNE Edwards
28	42	SWOON
30	77	HOAG
32	61	EVANS 06 PIT
34	22	LAPF
36	02	RAY MILLER Conn.
38	23	-Kroll
40	79	SEGE

See You Next Year!

