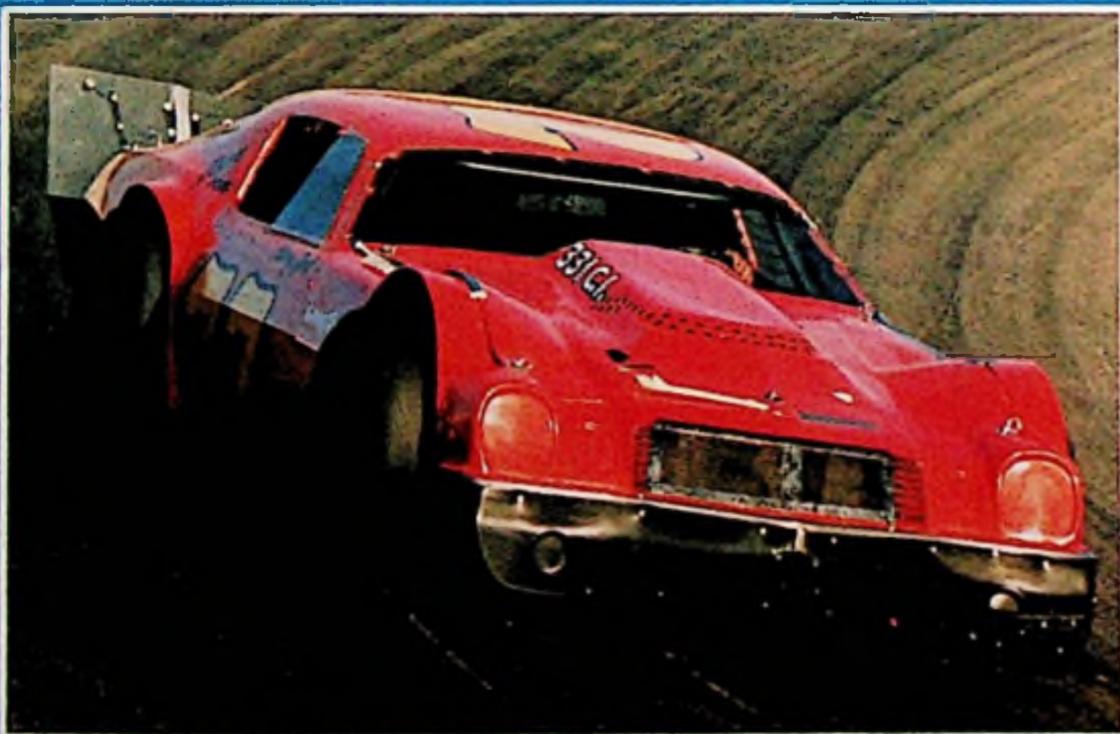




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All the proceeds from this program, including the advertising and track sales go to the Turnbull Volunteer Fire Department. This money goes toward the purchase of a Hurst Tool, and also called the Jaws of Life.

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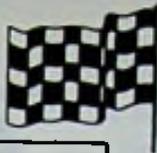
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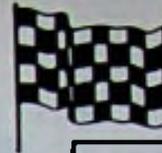
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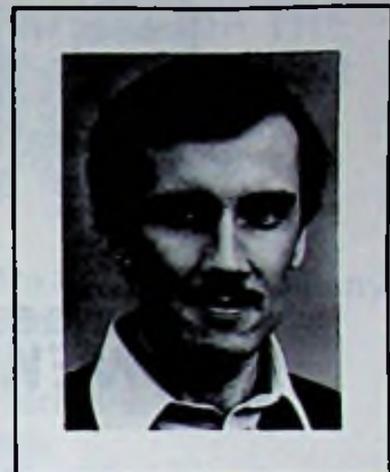
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**NEW SMYRNA  
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**OFFICIALS AND PERSONNEL**



Many of the photographs included in this program are by official track photographer Jim Jones [Phone: 904-672-5934]. Some of the other contributing photographers are Peter Anderson, Clint Lawton, Oscar Norton, Dave Chobat, Bill Hartzell, Scott "Kodak" Binkley, John A. Quinn, Ray Rogers, Race-PRO Photography, Tavers Cambra, Dyrwood Haddock, Allen Lane and many more.

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# WELCOME

February, 1981

Dear Friends,

**WELCOME** to the 15th Annual World Series of Asphalt Stock-Car Racing at New Smyrna Speedway.

If you were here with us last February you know you're going to start the 1981 racing season the right way by witnessing nine consecutive nights of the most action-packed and competitive short-track stock car racing ever. We're glad you're here to enjoy it.

We would also like to extend a special welcome to all of you who are with us at New Smyrna Speedway for the first time...and we're sure our "regular" fans will join us in extending to you the very best in Southern hospitality, New Smyrna Style.

New Smyrna Speedway is the only auto racing speed plant on the continent to present stock-car racing programs every Saturday night on a 52-week a year basis. We never cancel an event. In case of bad weather, extreme cold, etc., the drivers themselves vote to decide if they are going to race or go home. So if you are back in the area anytime, come on over for an exciting evening of flat-out, fender banging stock car racing on our brightly lit, high-banked half-mile of asphalt.

We pledge to you that we will continue to grow and present the best in short-track stock car racing events because you, our loyal fans, are making it all possible.

On behalf of the Speedway officers and staff, we want to extend a warm, personal thanks to all of you for being here.

Racingly Yours,  
New Smyrna SPEEDWAY Corporation

**NEW SMYRNA SPEEDWAY CORPORATION WOULD LIKE TO THANK THE ENERGETIC REPRESENTATIVES OF THE FOLLOWING COMPANIES WHO ARE PART OF OUR WORLD SERIES CONTINGENCY PROGRAM: (partial list)**

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# 1980 WORLD SERIES OF ASPHALT STOCK CAR RACING IN REVIEW

By John Darveau

In front of a record World Series opening night crowd brought out by balmy Sunshine State weather, Gary Balough almost rewrote New Smyrna Speedway's record book on Friday, when he won the late model main and led the 25 lap modified feature for 17 laps. Geoff Bodine qualified fastest, establishing a new track record for the modified division and went on to win the finale. Thunder car winners were State Champ Wayne Heckle and John Cochran.

As Mike Eddy led lap one of the 25 lap late model main with the 28 car field tightly bunched up behind him on the front stretch, NASCAR Grand National chauffeur Jody Ridley got tapped. His Camaro spun, climbed the pit wall and did a 360 degree spin while on top of the concrete carrier. He was out for the night.

Pole sitter Mark Martin then led till lap three, when Eddy, who seemed to bump Martin out of shape, slipped by for the lead, with Balough doing the same for second spot. Balough took the commanding position for good via an outside backstretch pass on lap eight.

The modified main started with two late model driver in front, as Junior Hanley, who led the first two laps, was bested by Balough. Bodine, definitely the fastest car on the track, came up on Balough who did a terrific job of staying ahead of Bodine. With five laps to go, Bodine dropped down in the low groove and powered by, taking the lead for good.

## SECOND NIGHT

As World Series' attendance records continued to fall by the wayside, Richie Evans turned fast time and led every lap of the modified feature on Saturday night. Early in the main, Gary Balough, who had just won the late model feature moments before, collided with previous night's winner Geoff Bodine whose car became disabled. In a gesture that shows just what kind of a guy he is, Balough stopped, climbed out and gave his ride to Bodine. Thunder car winners were Wayne Heckle and Gary English.

Thirty-three cars took the green for the late model finale. Mike Miller was on the pole while fastest qualifier Mark Martin was relegated to the outside front row starting spot. Even before the green fell, Bob Boyles spun on the backstretch during the parade lap, when part of the 200 pounds of lead he had to weld on to the car to make it legal weight-wise, worked itself loose and fell off.

Dickie Anderson, who has been experiencing an incredible streak of bad luck lately, was involved in the backstretch stack up. Later in the race, mechanical woes caused him to smack the retaining barrier again and retire.

Pole sitter Miller darted to the commanding spot at the green, with a long 11 car connected railroad car like caravan formed by Joe Shear, Junior Hanley, Gary Balough, Mike Eddy, Mark Martin, Jack Cook, Dick Trickle, Steve Burgess, Jim Bickerstaff, Larry Detjens and Mark Malcuit was turning near record speeds lap after lap.

The race was red flagged at half way for Mel Walen who violently backed into the retaining wall, heavily damaging his machine. During the delay, Balough

had a disagreement with the officials about the previous restart but when the green fell, it took him only two laps to blast by Miller and lead the rest of the way. Second was Junior Hanley.

The modified main started with fastest qualifier Evans on the pole. Just as the green fell, a torrid side by side single combat developed between low groove runner Balough and Bodine who occupied the outside lane. Balough, whose tires were still cold, slid up and inadvertently collided with Bodine. Bodine pitted while Balough came around, stopped by Bodine's disabled mount and exchanged a few words with him. Balough then climbed out and Bodine hopped in Balough's modified, with the crowd estimated at 7,500, showing its approval with hearty applause.

Because of the driver's change, Bodine had to restart last in the 31 car field. Giving the fans a sample of the ability and talent which contributed in his winning a record 55 modified features in 1978, Bodine threaded his way up, making some incredible moves in a car with which he was unfamiliar. He finished second to Evans.

## THIRD NIGHT

Gary Balough continued to rule over the World Series late model division on Sunday night as he won his third feature in a row. Richie Evans won his second feature in a row to take over the series point lead. Thunder car winners were Frank Wood and Jim Sills.

In a startling new development concerning the modified division, director of racing Bill Slater, in order to make the series more competitive for all drivers concerned, ordered all Can Am style front spoilers and nerf bar wings removed from the ground pounders. "These are modifieds, they're not air planes," Slater said at the driver's meeting. The new ruling resulted in slower times but really did even up the competition.

Using a sling shot maneuver, Balough took the lead as the green fell on the 28 car modified field but Bodine moved in and went by for the lead. A red hot battle for second spot then took place between Evans and Balough, who moved ahead one lap before half way. He pulled inside of leader Bodine, who seemed to get slightly out of shape, and the pair tangled, with Balough's No. 31 going completely over Bodine, hitting the wall and erupting in a violent flash fire. Both drivers were OK.

With lots of help from his crew and a handful of other competitors, Bodine made it back in the race, restarted last and drove all the way back up to fifth finishing spot behind Evans, Kent, Hanley and Doug Hewitt.

Just as he did in the modified main, Balough took the lead as the late model finale got underway. Only this time, he led every lap.

On lap ten, third fastest qualifier and third place runner Jack Cook's motor desintegrated, spewing oil all over the track's surface and causing Mike Eddy, Mike Miller and Jim Bickerstaff to crash.

## FOURTH NIGHT

A few hours after touring the 2½ mile Daytona International Speedway with an average of 196.780 miles per hour to capture the pole position for the Seventh Annual NASCAR 200 World Championship Grand American/Modified race, Richie Evans drove ten miles to New Smyrna Speedway and won his third

consecutive modified feature out of four nights of competition.

Gary Balough continued to completely dominate by winning his fourth late model main in a row in wire to wire fashion. Thunder car victors were Frank Wood and Jerry Poffenberger.

When the green dropped to start the 25 lapper for the modifieds, Evans wasted no time as he shot past the front row and took the lead but, on lap two, the caution flag flew as John Blewett hit Geoff Bodine going into the first turn.

Bodine had to restart at the rear of the field but quickly moved up front and on lap 12, was solidly riding in second place half a lap behind Evans. Charlie Rudolph then spun on the front stretch, bringing out the last caution period of the night.

With Evans and Bodine riding side by side, the fans' interest grew with the anticipation of a dogfight to the end, but it never came as Evans was just too fast for Bodine.

#### FIFTH NIGHT

Gary Balough once again broke the absolute track record on Tuesday night at New Smyrna Speedway, then went on to win his fifth 25 lap late model main in five outings in front of Mark Malcuit, Dick Trickle, Mark Martin, Dick Anderson and Junior Hanley.

Richie Evans continued to dominate the World Series on Tuesday night by taking a wire to wire modified win, his fourth in a row, in front of Geoff Bodine, Charlie Jarzombek, John Blewett Jr. and Jerry Cook.

Thunder car winners were Frank Wood and Dapper Doug Latham.

#### SIXTH NIGHT

The sixth night of racing at New Smyrna was rained out.

#### SEVENTH NIGHT

In what turned out to be the most exciting program so far at New Smyrna Speedway, Geoff Bodine won the 25 lap modified main on Thursday night while in the late model finale, Edward "Junior" Hanley won the wild late model feature during which an extremely violent two car crash destroyed Gary Balough's record breaking wedge shaped Camaro and sent the hard charging superstar to the hospital. Thunder car victors were Bruce Griffin and Jimmy Cope.

When the green dropped on the modified feature, Richie Evans barely left the rest of the pack. Just past the half way mark, Evans appeared to be slowing down in the corners and Bodine rapidly caught up with the then not so rapid Roman. On lap 23, Dave Osgood spun in the third turn, bringing out the first and only caution period of the event. On lap 24, Bodine and Evans made contact, with Evans retiring with stripped spur gears, giving Bodine the victory.

The fastest six late models were inverted, putting Jim Bickerstaff on the pole with Hanley, Mike Miller, Dick Trickle, Mark Martin and Balough in the next five starting spots. At the start, Hanley took the lead for good.

Entering turns one and two near halfway, hard charging Balough tried to get by Trickle via the high groove, his sloped nose seemed to get under Trickle tail end, lifting it up. Still flat out, Balough's mount went out of control and he hit the retaining wall extremely hard, destroying his car. He was taken to Fish Memorial Hospital.

#### EIGHTH NIGHT

Yankees and Rebels alike had a good reason to celebrate at New Smyrna Speedway as Dick Trickle won the late model feature and Geoff Bodine won his second modified main in a row. Thunder car winners were Wayne Heckle and Bruce Lawrence.

At the finish, Trickle was closely followed by Joe Shear and series point leader Junior Hanley, while Bodine bested Richie Evans and early leader Charlie Jarzombek.

Earlier in the afternoon, Evans had cruised to his second victory in a row in the \$85,625 NASCAR 200 at Daytona International Speedway.

Late model feature outside front row starter Trickle charged to the commanding spot at the green and led all the way.

Having set fast time, Bodine started on the pole for the modified finale but, when the green dropped on the 24 car field, it was Charlie Jarzombek leading.

At half way, Bodine shot past Jarzombek and was soon followed by Evans, with the pair treating the fans to some good side by side, door handle to door handle racing, before finishing in that order.

#### NINTH NIGHT

After finishing second to Dick Trickle the night before, Joe Shear won the 25 lap late model feature on Saturday. Coming out on top of a race long battle with Richie Evans, Geoff Bodine drove to victory in the modified finale. Thunder car winners were Frank Wood and Bill Kinley.

As the paved half mile was rather damp because of late afternoon showers, the time trials were cancelled and the field was filled through heat races. Shear and Trickle won the late model preliminaries, while Evans and Bodine took the modified heats.

Shear darted to the commanding spot as chief starter Richard Brooks waved the green, with front row starter Trickle falling in behind followed by Hanley, Dick Anderson, Mike Miller and Mark Malcuit.

Late in the race, Malcuit strongly challenged Trickle for second but he held on to the runner up spot till the finish. Third to fifth were Malcuit, Hanley and Mike Miller.

In the Mod Squad, Bodine and Evans put on a battle of giants as they tried to outdo each other in the dash for the cash.

Bodine, starting on the outside pole, blew past Evans on the opening green and began to stretch his lead. Shortly after, Butch Walsh spun going into the first turn, bringing out the first and only caution in this 25 lap feature.

When the duel resumed, Evans suddenly found more horsepower and from lap four till the finish, pushed Bodine all over the track, but to no avail. Finishing third was Charlie Jarzombek, fourth went to George Kent while John Blewett Jr. was fifth.

#### TENTH NIGHT

Joe Shear won the final late model feature of the 14th Annual World Series of Asphalt Stock Car Racing at New Smyrna Speedway on Sunday night, making it two in a row and earning enough points to clinch the runner up spot in the final late model point standings.

With four feature wins in a row, Mod Squad superstar Richie Evans, although he dropped out of the final night's main, took the modified high point World Series title for the second year in a row.

Junior Hanley, with consistent top five finishes and one win took the World Series late model high point crown and to top it all, won the closing night's modified feature.

In the late model main, alcult took an early lead and seemed headed for his first victory of the Series, when with four laps to go his engine desintegrated, allowing Shear to beat Hanley by less than a car length at the finish line.

Geoff Bodine led the early goings of the modified feature, till Evans moved inside and made contact with Bodine who soon dropped out. Slowed down by a bent wheel from his contact with Bodine, new leader Evans soon had to give way to hard charging Hanley, who in turn had his hands full holding off a tremendous charge by George Kent who finished strong second.



New Smyrna Speedway's tire man Phil Finney talks with dejected Texan John Rezek moments after he bested him to win the pole and smash the qualifying record for the 1980 ARCA 200 miler at Daytona International Speedway.

## NEW SMYRNA'S "TIRE MAN" FASTEST AT DAYTONA

On Friday, February 8th, 1980, Phil Finney of Merritt Island, Fla. pushed his Oldsmobile to 191.807 miles per hour to win the pole and smash the qualifying record for the following Sunday's ARCA 200 miler at Daytona International Speedway.

John Rezek of Alvin, Texas, who had set the record of 191.416 the year before, when Kyle Petty won the race, captured the outside front row starting spot this time, with an average speed of 189.845 mph.

"I'm excited and nervous," said Finney who is in

the speed parts and racing tires business in Merritt Island with his brother. In fact, they make a weekly Saturday night trip to New Smyrna Speedway to supply the racers with their products.

"That's the fastest this car has ever qualified," Finney said. "We've run 193 with other cars during a race, but this is the fastest it's ever gone by itself."

"We knew the car would run fast," he added. "But we just didn't know how fast."

The reason for that was a brake problem. The car was not running properly because the brakes were grabbing. Finney said he shut the car down once in practice in the first turn and it stopped on the backstretch. "You should be able to coast the whole way around," he said.

"We were having brake problems that we compounded ourselves," he said. "We overlooked a lot of little things."

Friday morning between 11:30 and noon — with qualifying slated a short hour away — the brake problem was solved. "We just did it all together," Finney said.

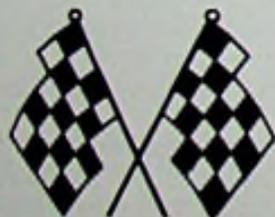
And Finney, one of the last out in the qualifying session, just did nose out Rezek. "I thought we would run a little faster than that," said Rezek, an Alvin, Tex., Oldsmobile driver, after his run. "The wind was playing tricks on me out there. There's a bad wind on the backstretch and you have to hold the car pretty good out there."

This is only one of two superspeedway races each year for the midwestern based ARCA regulars. The other is at Talladega at Alabama International Motor Speedway, Daytona's sister track.

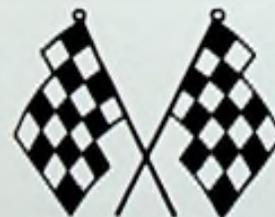
Finney finished third here in 1979 and was second in the race at Talladega. "I was leading here until the last caution when a piece of metal flew up and cracked my windshield," said Finney.

Even young Petty admitted that Finney's car probably was the fastest at the end of that event. "He just had bad luck," Petty said Friday. "He could just as easily have won the race."

Finney didn't lose any laps when the windshield had to be taped, but he was forced to the back of the pack on the restart and never caught up to Petty. "We taped it up, but eventually it all caved in on me and broke the rest of the way."



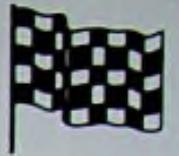
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16.0	112.50	17.0	105.882	18.0	100.0	19.0	94.74	20.0	90.00	21.0	85.71	22.0	81.82	23.0	78.26	24.0	75.00
16.1	111.80	17.1	105.263	18.1	99.45	19.1	94.24	20.1	89.55	21.1	85.31	22.1	81.45	23.1	77.92	24.1	74.69
16.2	111.11	17.2	104.651	18.2	98.90	19.2	93.75	20.2	89.11	21.2	84.91	22.2	81.08	23.2	77.59	24.2	74.38
16.3	110.42	17.3	104.046	18.3	98.36	19.3	93.26	20.3	88.67	21.3	84.51	22.3	80.72	23.3	77.25	24.3	74.07
16.4	109.75	17.4	103.448	18.4	97.83	19.4	92.78	20.4	88.24	21.4	84.11	22.4	80.36	23.4	76.92	24.4	73.77
16.5	109.09	17.5	102.857	18.5	97.30	19.5	92.31	20.5	87.80	21.5	83.72	22.5	80.00	23.5	76.60	24.5	73.47
16.6	108.43	17.6	102.272	18.6	96.77	19.6	91.84	20.6	87.38	21.6	83.33	22.6	79.65	23.6	76.27	24.6	73.17
16.7	107.78	17.7	101.694	18.7	96.26	19.7	91.37	20.7	86.96	21.7	82.95	22.7	79.30	23.7	79.30	24.7	72.87
16.8	107.14	17.8	101.123	18.8	95.74	19.8	90.91	20.8	86.54	21.8	82.57	22.8	78.95	23.8	75.63	24.8	72.58
16.9	106.50	17.9	100.558	18.9	95.24	19.9	90.45	20.9	86.12	21.9	82.19	22.9	78.60	23.9	75.31	24.9	72.29



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A large NEW SMYRNA SPEEDWAY jacket patch occupies a place of honor among Ronny Kay's Racing Memorabilia.

## HOW I BECAME AN AVID STOCK CAR RACING FAN

By Ronny Kay

SIX YEARS AGO my father took our family to Flamboro Speedway. His company started to sponsor a stock car, he wanted to see it race and he decided to make it a family affair. To tell the truth, I didn't know what to make of it but went along just the same. Besides, I didn't go to parties on Saturday nights until two o'clock in the morning when I was 11.

That first race was the pits. I didn't mind watching all the crashes, but the noise, pollution and minute pieces of car parts flying through the air weren't very pleasing. It took me three tries to get my hair clean again and two tries to get my face clean enough to see my freckles. But of course, dad and the boys loved it, so we started going every week.

By about my fifth race, I started to recognize the cars and picked up a little bit about each of the drivers. "There's Jumpin' Junior Hanley," who couldn't read or write but could build a stock car in two days and win an average nine-and-a-half races out of 10. "There's Dirty Daytona Don Biederman," who looked like a 300-pound gorilla. If you happened to be at the right place at the precise time you might see him grin but other than that he looked like a pretty hard fellow.

Watching Dirty Daytona Don Biederman and Jumpin' Junior Hanley is a full night's show in itself. They were the two top runners then, like they are now and they are still at each other's throats.

One of their weekly meetings consisted of Junior leading a race while Don was trying to take over. From his nick name you can probably guess that Don isn't a very clean driver. He didn't just try to pass Junior, he tried his darndest to bump him into a wall. Junior won the race but right at the finish line he slammed on his brakes. "Bang", Don didn't have fast enough reflexes to save his front end.

Junior didn't hesitate to jump out of his car, go and see Don and, while he was back there, take a couple of shots at Don's helmet. At the same time Biederman was mildly calling Junior a stupid newfy.

Another weekly attraction was Harvery Wallbanger who couldn't keep his car off the wall, no matter how

hard he tried. There was Earl the Pearl Ross who drove a Trans-Am painted like a Coke can. Another driver was Mr. Consistency, Ralph Book who was a farmer from Jerseyville. He and his racing farmers were consistently in with the top five. Wee Willie Watson was a top runner too, and he wasn't all that wee. I also became familiar with Howie Scooter Scannel, Crash Relmer with the same driving record as Harvery Wallbanger, Stan the Woodpecker Pocupek and Gentleman George Pringle.

I began to learn more of the racing jargon after a couple of trips to the pits. The pits included outhouses, a case of beer in each truck, and drivers with their crews who were rarely seen without cigarettes in their mouths.

Before long I could talk just as funny as anyone else there. I became familiar with words such as ass-end which was the back-end of the car. The "feature" was the last big race of the night which counted for the points and decided the amount of money that each driver would take home. The "hot shoes", the "middle men" and the "donkeys" are the classifications each driver fits into. The "hot shoes" are the drivers who finish in the top five and leave the rest of the field a lap and a half behind. The "donkeys" are the drivers who are 10 laps behind and still can't keep their cars forward on the track, even at that slow pace.

If someone "lunched" their engine they usually burned since they were out one engine because of a severe crack up or a bad shift. "Hitting the whitewash" is "lunching" the wall and the "chute" is the straight part of the oval. A "Hanley bar" is a crow bar but all the drivers call it a Hanley bar since Hanley went after Biederman with one a couple of times.

When I became a loyal and regular member of the pits, I even learned what "squirt" was from a good driver friend of mine. "Squirt" is illegal since it is injected into the carb whenever the driver wants to. It is a secret wonder fuel that gives the car a sudden burst of energy at an advantageous moment.

After the first season we didn't go to just one track. We started going to Cayuga or Delaware on Friday nights, Windsor or Flamboro Saturday nights, Sauble on Sunday nights and sometimes we went for a couple of races down in Michigan.

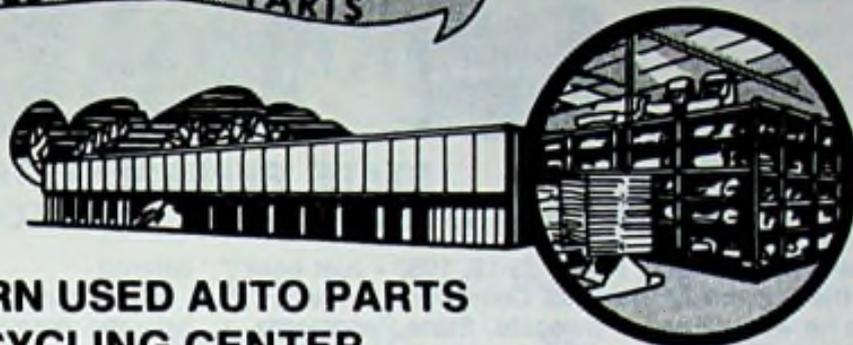
Then there were the all weekend races at Cayuga with drivers from Alabama, Texas, Kalamazoo and other far-off places.

I'm hooked. Every April since then I get the racing shivers and can hardly wait to see my first race of the season.



Here's a World's First: Don Biederman's first ever attempt to grin..He almost made it...

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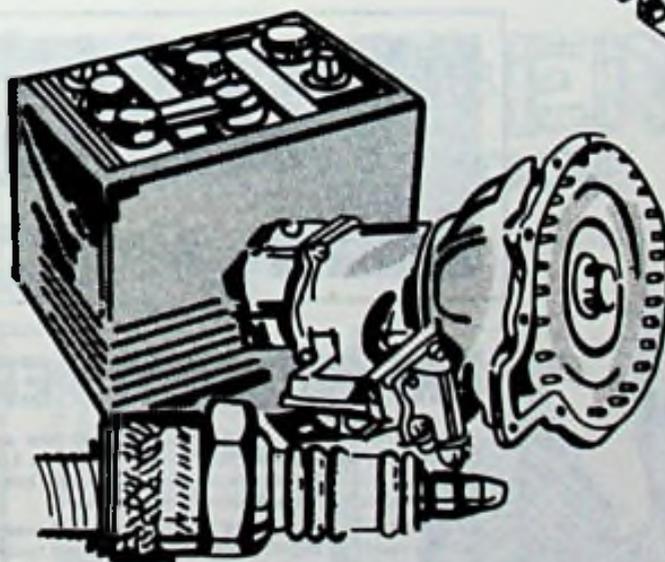
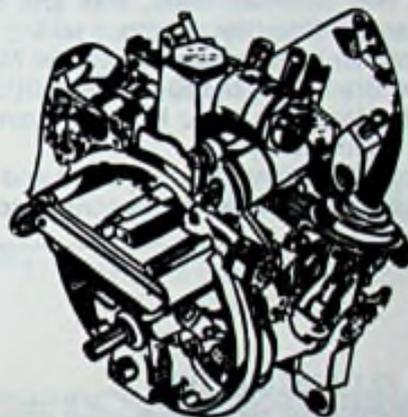
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## STATE REPRESENTATIVE BOBBY BRANTLEY: FROM DETROIT TO NEW SMYRNA

New Smyrna Beach, Fla., July 19, 1980 - Just back from the Republican National Convention in Detroit, where he was a Reagan delegate, State Representative Bobby Brantley, Longwood, who likes stock car racing, was at New Smyrna Speedway on Saturday night as usual, to take in the action in which his friend, street stock driver Steve Hair, participates.

But this Saturday night, Hair and the crew had a surprise for Brantley. Without telling him, they had prepared an immaculate late model Mercury and had entered Brantley in the 63-car demolition derby.

"They dared me to do it," said Brantley, so I said, "Sure, I'd like to try it."

Before the derby, Brantley's red and white Mercury was judged as the best appearing among the 63 cars

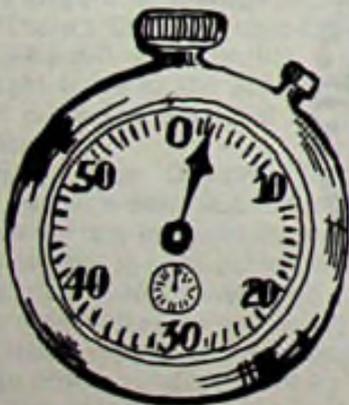
entered.

When the green flag was waved, all the pre-race ballyhoo promising thrills, spills and chills became true, as the herds of gaudily painted gas guzzling hogs started eliminating each other from road use.

Brantley was right in the middle of it, smashing, cracking and wrecking with the best of 'em.

Although the field included many former demo derby winners, some experienced drivers who traveled on the Midwestern fairs demo derby circuit and one former Hollywood stuntman, Brantley bested sixty other cars and ended up third at the finish behind winner Dave McMannon, a navy man from Jacksonville and runner-up Jim Westberry of New Smyrna Beach.

**LATE MODEL  
TRACK RECORD**  
Gary Balough,  
17.506 sec.



**THUNDER CAR  
TRACK RECORD**  
Wayne Heckle,  
18.63 sec.



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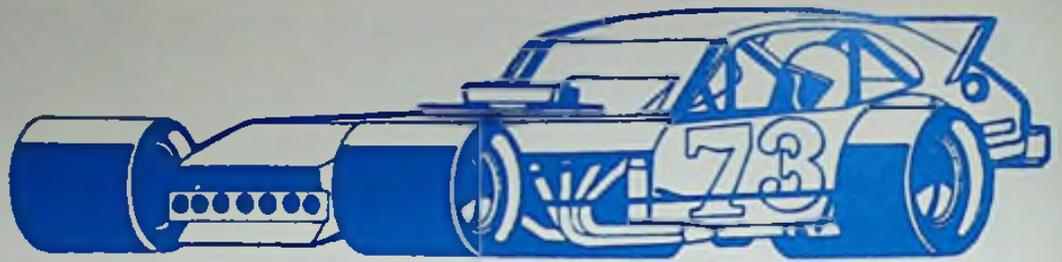


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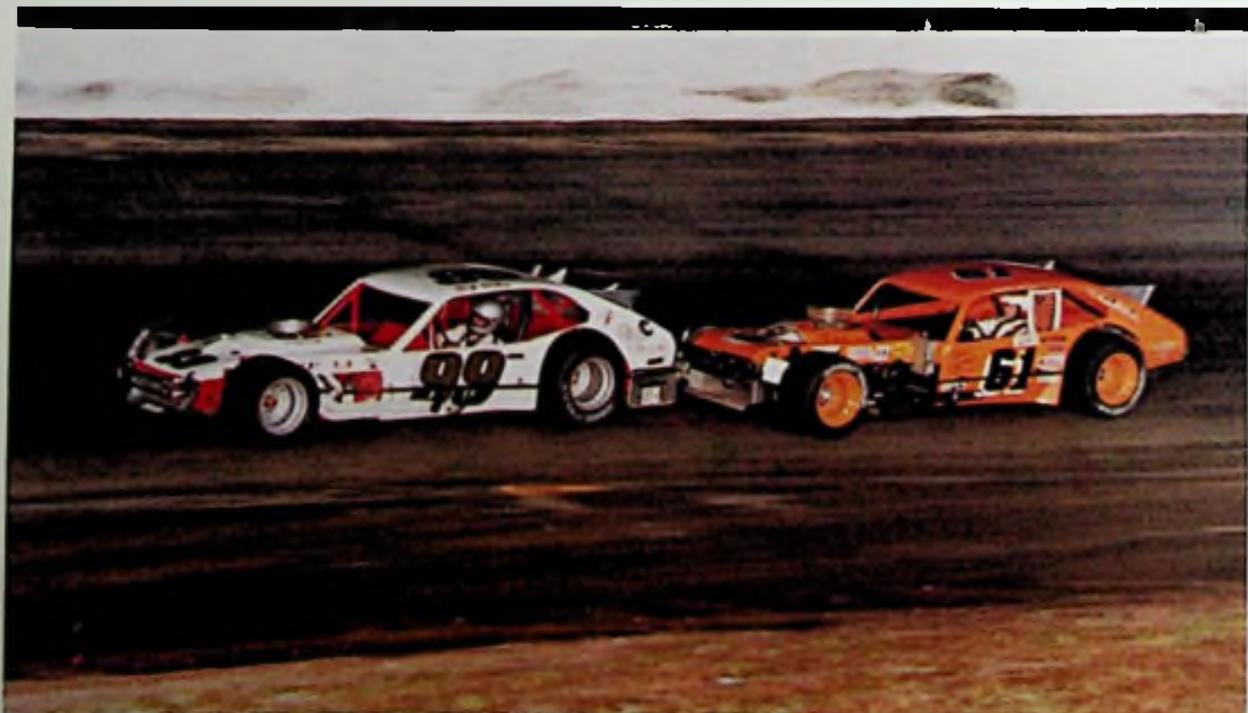


# MODIFIEDS

1981 WORLD SERIES OF ASPHALT STOCK  
CAR RACING — NEW SMYRNA SPEEDWAY

## EARLY MODIFIED ENTRIES (In before and up to Jan. 5th, 1981)

1 Steve Radley	Depew, N.Y.	Mustang II	52 Doug Hewitt	Perry, N.Y.	Pinto
3 Ron Bouchard	Fitchburg, MA	Chevette	54 Roy Smith	Lockport, N.Y.	Gremlin
7 Frank Frederici	Providence, R.I.	Lynx	55 Butch Walsh	Dover, MA	Pinto
9 John Julicher	Buffalo, N.Y.	Pinto	58 Merv Treichler	Sanborn, N.Y.	Pinto
19 Moose Hewitt	Uncasville, Conn.	Pinto	61 Richie Evans	Rome, N.Y.	Pinto
26 George Kent	Horseheads, N.Y.	Pinto	61X Gene DeWitt	Rome, N.Y.	Pinto
35 Kenny Bouchard	Fitchburg, MA	Pinto	73 Anthony Ferraiuolo IV	Cedar Knolls, N.J.	Pinto
37 Tom Druar	Williamsville, N.Y.	Pinto	76 John Blewett Jr.	Lakewood, N.J.	Pinto
44 Don Warren	Savona, N.Y.	Pinto	97 Everett Seaman	Toms River, N.J.	Pinto
49 Jim McGraw	Tonawanda, N.Y.	Pinto	Jean G. Michaud	Lunenburg, MA	Chevette



# Modified Madness



## EVANS AND BODINE DOMINATED 1980 NEW SMYRNA ACTION

By Bones Bourcier

If the New Smyrna World Series really is a "trendsetter", a many folks claim it is, it looked like we were in for a year of battling between Richie Evans and Geoff Bodine.

Richie and Geoff came away from the nine-race series with four wins apiece, and finished one-two in the point race, with Evans on top. No other modified came close to being as consistently fast as Evans and Bodine were all week.

Both were using Ron Hutter-built rat motors, causing many railbirds to speculate that 1980 will be the year of the big block.

The only driver to break the Evans-Bodine stranglehold on Victory Lane was Junior "Mad Dog" Hanley, who pushed his Pinto across the stripe first in the ninth and final race of the series. But, Hanley's win was made possible only when Richie and Geoff tangled while fighting for the lead with five laps to go, dropping Evans to third and Bodine to seventh.

Gary Balough was truthfully the only modified driver fast enough to contend with the Dominant Duo, but he was eliminated from further action by a crash during the third feature. It marked the second night in succession that Balough tangled with Bodine. On the first occasion, their crash was admittedly Balough's fault as he slid into Geoff's Taylor Racing entry, so Balough vacated his car and turned it over to Bodine for the remainder of the 25-lap feature, which saw Geoff finish second. The second Bodine-Balough ducking underneath only to have Bodine's nose come down enough to catch Gary's right front wheel. The resulting wreck severely damaged Balough's "Fast Lane Ltd." Troyer-built Pinto. Balough was unhurt in that crash, but later cracked two vertebrae in a late model crash on the sixth night, after winning five straight feature events for the ASA-type Camaro's that dominated the late model action.

Nearly everyone else who hauled to New Smyrna had problems of one sort or another. Maynard Troyer had an absolutely horrible time as he lost three motors in the first two nights, although one was still salvageable enough to use later on in the week. Troyer's new machine features a roll cage which narrows considerably at the top, supermodified style. The car is also suspended by a conventional coil spring set-up in the rear. Maynard said that he went the coil route just to prove that the increasingly popular coil-over units were not unbeatable.

Ron Bouchard only raced on the first three nights as his Lee Aliard entry was suffering from an acute lack of horsepower. Ronnie was slated to drive the B.R. DeWitt Pinto on Wednesday when Richie Evans was at the annual NASCAR awards night, but Mother Nature won on that night as the entire night was rained out.

Bugs Stevens and the Brady Bunch Pinto were among those searching for more ponies as the Bug, was down on straightaway speed.

Brett Bodine and John Blewett were perhaps the surprises of the week, turning in several top finishes. Both Brett and Blewett were extremely difficult to pass in that their cars seemed to get wider every time a car approached from the rear. Still, they got the job done and should be in for good seasons in 1980.

Leo Cleary was just a shade off the pace in the Len Boehler Chevette, but the Lion was tough all week, as was George Kent in the Plaza Mobil No. 26.

The final New Smyrna point rundown had the Big Orange on top with 1720 pts., followed by Bodine at 1648, George Kent at 1636 and John Blewett at 1590.

Richie Evans absolutely dominated the "NASCAR 200" for Modifieds and Grand Americans at Daytona. The Evans effort so outclassed the field that the DeWitt Camaro was picking up an average of one second-plus on the field every lap.

Richie also earned the distinction of being the fastest stock car driver ever to tour the 2.5 mile Daytona plant as he turned in a lap at a sizzling 196.807 miles per hour to grab the pole spot for the race. This speed was just a shade over three miles per hour faster than his closest competition. It says a lot for modified racing when one of our stars gets around a track like Daytona faster than any Grand National star in history has ever gone.



Evans also completely dominated the modified 200 on the Daytona high banks. Dough Hewitt nearly made it a 1-2 sweep for the Gene DeWitt Gang. He was running a comfortable second when his motor expired just past the half-way point. Seen on this early-race photo of the 1980 Daytona 200 are Jerry Cook, No. 38, Dick Trickle, No. 99, then Ronnie Bouchard in the Bob Johnson Firebird and Hewitt.

Doug Hewitt nearly made it a 1-2 sweep for Gene DeWitt's gang as he was running a comfortable second when, just past the halfway point, his motor expired. Still, Hewitt had no reason to hang his head as his performance was truly one to be proud of.

Ron Bouchard was running fourth in the Bob Johnson Firebird with only a handful of laps left when NASCAR officials blackflagged him for not having his window net in place. The net had fallen down during a caution period caused by a blown motor in a competitor's car. With his windshield covered by oil from the deceased motor, Bouchard was unable to see the black flag until it was displayed for him the third time, so NASCAR penalized him two laps for disobeying the flagman. Eventually, Bouchard wound up being placed seventh. It was definitely a bad ending for Bouchard, who had turned in a great performance all day in the Race Hill Farm car.

USAC star Rusty Wallace was among the front-runners in the NASCAR 200 until he lost a motor and was forced out.

For the first time, Grand National stars were noticeably absent from the Daytona modified field, although Neil Bonnett did grab third in the Pee Wee Griffin Camaro.

Maynard Troyer lost a wheel in the Frank Kelly Firebird and smacked the fourth turn wall violently early in the race. Thankfully, Troyer exited the car on his own and was found to be all right after taking the mandatory trip to the infield hospital.

Mike Loescher, proprietor of the "Brass Rollcage" shop in Edgewater, Florida, opened his doors for all who needed assistance or just some garage space during Speedweeks.

Mike is just a plain old nice guy and did much of the repair work on many race cars himself. On a few occasions, he was there at dawn and never left until the wee hours of the next morning.

Formerly an asphalt modified driver from New York, Mike is a fine example of the way racing people stick together.

Perhaps in the hustle and bustle of trying to leave Loescher's garage in time to get to New Smyrna each night, some "Thank you's" were missed, but, rest assured Mike, everyone appreciated your efforts. Again, thanks.

**BITS AND PIECES...** The modified world seemed to discover the benefits of aerodynamics during the Smyrna series. By the time the series was three races old, many cars had sprouted side wings, which extended outward from the door skins to the nerf bars, then curved up and over the rear tires to join huge trunk-lid spoilers. Many also were adorned with high-downforce nose pieces. Racing Director Bill Slater put a stop to the wing situation by banning them after three nights. It will be interesting to see whether or not anybody attempts to use the wings once the Northeastern season opens...

The Troyer Engineer Gang showed up at New Smyrna with a 40 foot enclosed trailer attached fifth-wheel style to a crew cab pick-up truck. While the unit looked extremely expensive, Maynard pointed out that he had spent more in purchasing three motors than he did in purchasing the entire hauling set-up. Many folks don't realize it, but Troyer's supposedly expensive chrome work is all done free of charge by Lake Erie Bumper Plating in Buffalo, N.Y....

One Empire State Lunatic, whose name shall go unmentioned although his first initial is Gregg, was seen getting really outrageous on numerous occasions during Speedweeks. He was last seen walking down South Atlantic Avenue singing "Sherry Baby"...

Of the hundreds of seagulls spotted during our stay in Daytona, at least a dozen had the words "Property of Seakonk Speedway" on their bellies.

Nasty Neil Murry made several cameo appearances at New Smyrna, much to the delight of the infield crowd.

Well folks, that's about it for this time around. The mall goes to P.O. Box 300, North Easton, Mass. 02356.



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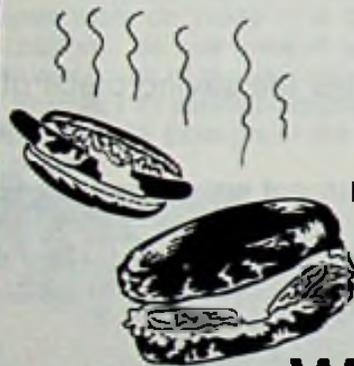
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**Anthony Ferraluolo IV, Cedar Knolls, NJ No. 73**



**Buddy Schrock, Plain City Ohio, No. 35**



**Roy Smith, Lockport, NY No. 54**



**Frank Frederici, Providence, RI No. 7**



**Tommy Druar, Williamsville, NY No. 37**



**George "Moose" Hewitt,  
Unceville, Conn., No. 19**



**Steve Radley, DePew, NY No. 1**



**John Julicker Buffalo, NY No. 9**



**Frederick "butch" Welsh,  
Dover, Mass. No. 55**

## RICHIE EVANS

"If you want to make a living at short-track racing, you've got to race two or three times a week," says the veteran from New York who for the fourth time is

### MODIFIED CHAMPION



finished in the top five 56 times. In independently-sanctioned races, Evans won eight times in 18 events.

"We were real pleased with our season," Evans said. "Basically, we ran a schedule similar to last year's and had very few problems."

Majority of the problems Evans had were in the opening events of the year. After dominating the field in 1980's opener at Daytona Beach, Fla., he wrecked at Martinsville, Va., and finished fifth at North Wilkesboro, N.C.

# RICHIE EVANS



"We were real pleased with our season," said Richie Evans describing 1980, the year which produced his third National Modified Championship in a row.

By Southern Motoracing Staff Writer:  
Greer Smith

ROME, N.Y. - Richie Evans tackled the 1980 stock car racing season just as in 1979 - settling financial gain as his top priority. And just as in 1979, his desire for financial success had a significant side result - a runaway at the top of NASCAR national Modified standings.

Evans described the year which produced his third championship in a row, and fourth since 1973, simply as "very good." In fact, it couldn't have been much better.

He accumulated 3,718 points in 65 NASCAR-sanctioned events and finished almost 600 points ahead of fellow Rome resident Jerry Cook. Evans hopped-up orange Pinto cars won 37 times and

In early season, Evans dropped more than 100 points behind Cook in national standings. Back on Northern tracks, Evans got into full swing, and was nearly invincible. He erased the deficit in standings by June and pulled away as Cook had troubles. Evans clinched the championship several weeks before he won the season-ending race at Martinsville, Va., in late October.

Cook, a six-time Modified champ since 1971 and runner-up in each of Evans' championship seasons, wound up with 3,134 points in 66 races. New York resident Bob Park was a distant third with 1,960.

"Jerry had a lot of problems all season," said Evans. "In fact, it was probably a bad year for him. That helped us a lot. We didn't have to worry about running all the races he did or worry about where he finished if we ran different races. We just chose the places where we could make the most money and went racing."

During the peak of the season in the North, Evans drove in at least three events a week. He opened most weeks on Friday night at Stafford Springs (Conn.) Speedway - about 30 miles south of Springfield, Mass. and about a four-hour drive from his home in central New York. He switched to Riverside Park in the Springfield suburb of Agawam on Saturdays. On Sundays, he traveled to Thompson (Conn.) Speedway.

Occasionally, he raced at New Egypt (N.J.) Speedway near Trenton on Wednesdays; at Islip Speedway on Long Island and Shangri-La Speedway in Owego, N.Y., on Saturdays; and in special events at various speedways on Sundays.

Although Evans was not a contestant at Stafford Springs, Riverside Park and Thompson each week, he won the track championship at each.

Is the heavy schedule necessary?

"If you want to make a living at short-track racing, you've got to race two or three times a week and be capable of winning," said Evans. "You can't expect to race just once a week at the same track and make any money. I enjoy racing as a way to making a living, so I just keep going. If I wasn't having fun and was bothered by the travel, I'd be doing something else."

His explanation for championships the past two seasons:

"It just so happens that the requirements for making money and winning the championship are driving in a lot of races, especially those national championship events which usually have the largest purses."

He added: "We don't totally ignore the championship. If things are close at the end of the year, you have to go for the title. But they haven't been the past couple of years, so we may skip a NASCAR race for a non-sanctioned one that pays well or not go to a national championship race in Winston-Salem because we can make as much money in a weekly show up here."

Evans is willing to make those Southern racing trips in the spring when activities in the North are still dormant.

"We come South in the winter and spring because that's the only racing going on," he said. "It beats being in the garage an extra couple of months, and we can shake down our equipment before things get hectic up North."

Evans' layoff from competition will end in mid-February when he heads South for a week-long racing series at New Smyrna Beach, Fla. Even in the winter months, though, he has no time for activities outside of racing.

"I'll stay in the garage (which has three full-time employees) almost all the time this winter," he said. "I don't have time for anything else. We will sell the short-track cars we used this year and build new cars to replace them. We also build cars for other people to pay the overhead on the garage and the electricity and food bills at home during the winter months."

The 38-year old driver was again sponsored by Gene DeWitt of B.R. DeWitt Company, a hauling and concrete firm based in Pavillion, N.Y. which also sponsors youngster Doug Hewitt - who was sixth in this year's national standings.

"Our relationship with DeWitt hasn't changed one bit since he started helping us in 1973," said Evans. "He's about as fine a sponsor as anyone could ask for. Without him, many of my accomplishments couldn't have been possible."

Before acquiring DeWitt's backing, Evans supported his racing habit with the profits from a service station he operated for 12 years. He started with drag racing cars in the early 1960's, after leaving the family dairy farm following his graduation from high school. In 1963, Evans changed from drag racing to Hobby



stock cars because "the dragsters didn't give me much return on my investment. I didn't get much for racing Hobby cars, but at least it was something."

Beginning in 1967, Evans drove for two years in a division requiring small engines, gaining valuable experience while keeping expenses at a minimum.

He started driving big-engined cars in 1969, closed the service station and opened a repair garage which was turned into a racing shop in 1972.

With DeWitt's help in 1973, Evans went after his first national title, and won it - nosing out Cook by winning the final race of the season.

Evans finished a close second to Cook in 1974 and 1975 standings before dropping off the NASCAR circuit in favor of events closer to home sanctioned by a regional organization.

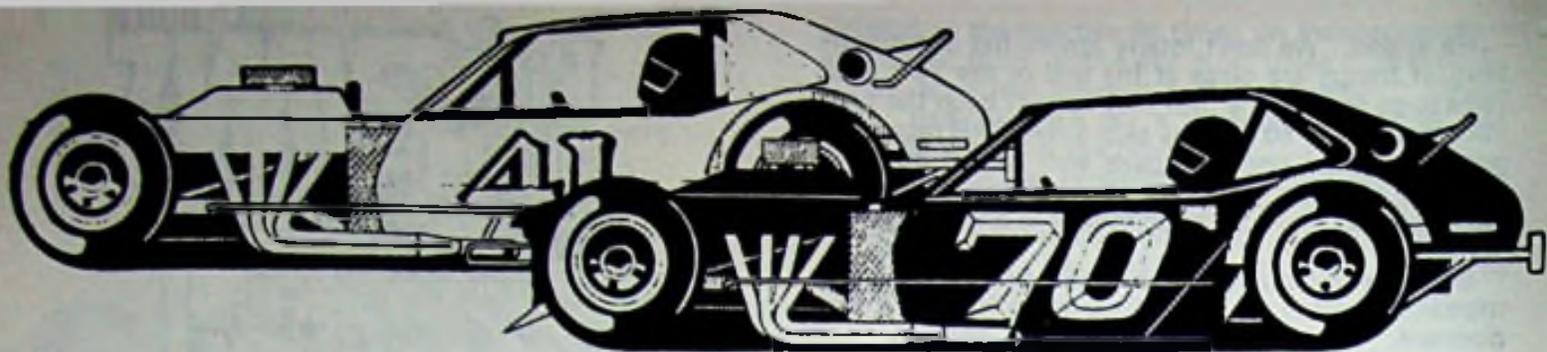
That sanctioning body began to crumble in 1977, and Evans became displeased with it. He returned to NASCAR in 1978 and accomplished his chief objective of winning his second national title in a battle that was decided in the season finale.

His plans for 1981 are the same as in the past two years.

"We'll go racing trying to make money," he said. "We won't concentrate on winning another title. But if we do, it will be a nice bonus."



Avoiding a number of bruising wrecks and pileups, Richie Evans cruised to his second straight Modified 200 victory on February 15, 1980 at Daytona International Speedway.



## EVANS TOP '80 PAVED TRACK WINNER SUPER SEASON FOR BOUCHARD, KENT AND BODINE

By Area Auto Racing News Columnist Gary Grim

Richie Evans' 44 feature wins on speedways ranging from Daytona's 2½-mile to tri-oval to Islip's confining 1/5-miler is a total unequalled by any other modified driver during the 1980 campaign.

The Rapid Roman has clinched the 1980 NASCAR national modified crown, his third in succession and fourth of his career. Track championships fell to the Big Orange #61 Pinto at the New England circuit of Stafford, Riverside Park, and Thompson Speedways.

Popular New England pilot Ronnie Bouchard currently ranks second in the feature wins list, totaling nearly half of the amount of Evans with 23 victories. Bouchard drove a pair of M & H Tire Chevettles in most of his weekly events.

Having himself a super season, and ranking third with 18 wins, is George Kent, of Horseheads, N.Y. The "Duke of Kent" did most of his winning at the upstate New York NASCAR ovals of Spencer and Shangri-La Speedways. Kent wheeled the Plaza Mobil Pinto, a Troyer chassis automobile, to the track championships at both fine speedways.

Only racing in selected modified events in 1980, Geoff Bodine still was able to capture 14 feature wins for his fourth place ranking.

In fifth spot, also with 14 feature wins during 1980, is virtual newcomer Tony Hirschman, of Northampton, Pa. Of his 14 wins, 13 of them were scored in the small block modifieds at the Evergreen Speedway.

Next in line is Larry Record. Running only regularly at the Star Speedway in Epping, N.H., Record scored all 10 of his wins at that oval in the small block modified class in his yellow and black #34 Pinto.

Having his finest year in the pavement modifieds in 1980 is seventh ranked Tony Siscione. The popular Hammonton, N.J., business education teacher was first under the checkered flag on 9 occasions, with five of his wins coming at Wall Stadium. Siscione took home the Wall point title, as well as the New Jersey state championship.

Coming up with 9 wins also to rank next is Allen Whipple. Doing most of his racing at his hometown oval in Claremont, N.H., Whipple scored all 9 of his wins there, in addition to copping the track championship in his belge #1.

Back in ninth spot is defending Cardinal modified winner Jerry Cook. The former NASCAR modified champion ran anywhere and everywhere to tally up those NASCAR points, but seems to be relegated to runner-up status in the national point chase for the

third year in a row. Cook called Spencer and Shangri-La as his weekly tracks most times this season in the Hollebrand Trucking Pinto, totalling up 8 feature wins.

A tie for the tenth spot shows Bob Potter and Maynard Troyer with 7 wins apiece. Potter picked up all seven of his victories, as well as the track championship, at the Waterford Speedbowl in the yellow Freddy's TV sponsored #51 Pinto.

Suffering a somewhat disappointment season was Troyer who racked up only 7 wins, his least productive year in recent memory. While his chassis business continues to flourish, Troyer took wins only at his weekly stops of Spencer and Lancaster.



Top 1980 paved track winner Richie Evans.

### 1980 PAVED TRACK WINNERS

RANK	DRIVER	HOME TRACK	WINS
1.	Richie Evans	Stafford	45
2.	Ronnie Bouchard	Westboro	23
3.	George Kent	Shangri-La	18
4.	Geoff Bodine		14
5.	Tony Hirschman	Evergreen	14
6.	Larry Record	Star	10
7.	Tony Siscione	Wall Stadium	9
8.	Allen Whipple	Claremont	9
9.	Jerry Cook	Spencer	8
10.	Bob Potter	Waterford	7
11.	Maynard Troyer	Spencer	7
12.	Charlie Jarzombek	Islip	6
13.	John Rosall	Stafford	6
14.	Tom McCann	Islip	5
15.	John Blewett Jr.	New Egypt	5
16.	Leo Cleary	Thompson	4
17.	Fred Harbach	Islip	4
18.	Gil Hearne	Wall Stadium	4
19.	Jim Hoffman	Wall Stadium	4
20.	Mike Murphy	Star	4
21.	Marty Radewick	Riverside Park	4
22.	Bugs Stevens	Stafford	4
23.	Roger Trelchler	Lancaster	4

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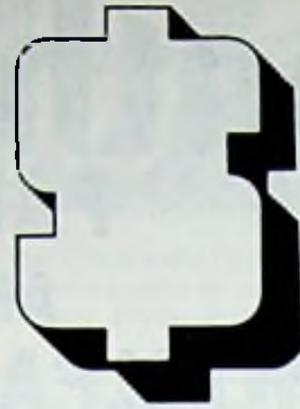
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## BRETT BODINE: Out Of The Shadow, Into The Spotlight

By Speedway Scene Associate Editor Mark "Bones" Bourcier

"I was hoping for a restart with fifteen laps to go. I'd used up my right rear, but so did Richie. I'm not saying I could have got him, but I could've tried."

Those were Brett Bodine's words after the modified half of the 1980 Stafford's Fall Final, a race which saw young Bodine record his finest New England finish to date, a second, behind winner Richie Evans.

Though Evans had a comfortable lead at the finish, he had gained it in the early going, when he and Bugs Stevens hooked up in one of the best two-car dogfights seen all season. Stevens, however, had to leave the race on the 87th lap, victim of a split radiator, leaving Brett Bodine in second. A distant second, to be sure, but second nonetheless.

Ironically, Brett, at 21 the race's youngest driver, gave credit to the oldest pilot in the field, 51-year-old Leo Cleary, claiming that when Cleary came charging up the mirror, Brett knew it was time to start peddling.

If the action alone wasn't indicative of how hard Brett was pushing, his right rear tire was. Worn to the canvas, the tire offered little traction at the end, accounting for the severe oversteer Bodine had to put up with in the closing laps.

Though obscured for most of his short career by older brother Geoff's shadow, Brett has adjusted remarkably well, taking the kidding, and the jabs, in stride.

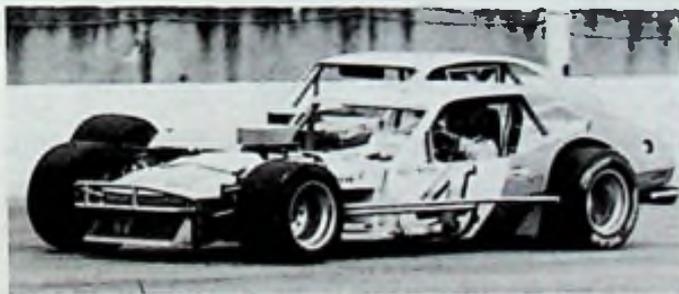
It looks as though Brett Bodine is at the threshold of a very promising career. Like his brother, he is a full-time racer, and is looking forward to running a heavier schedule next year. A good deal of it may be centered around New England, since Brett admits that he enjoys Stafford and Thompson and was impressed by his first visit to Riverside Park



A former World Series participant, John Rosati won six features this past season.



Tony Sisco, a business education teacher from Hammonton, N.J., had his best year in pavement modified competition, taking the checkered flag on nine occasions. With five of his wins coming at Charlie Roberts' Wall Stadium, Sisco took home the Wall point title.



Geoff Bodine's 21-year old brother Brett was the surprise of the 1980 World Series, turning in several top finishes, seems to be at the threshold of a very promising career.



Frederick "Butch" Walsh, Dover, Mass. No. 55



Popular Fitchburg, Mass. pilot Ronnie Bouchard had a super season and ranks second on the list of 1980 paved track modified feature winners. Bouchard, the 1978 World Series high point Champion has entered this year's Series.





## JOHN BLEWETT TO CHASE 1981 NATIONAL MODIFIED CROWN

By Speedway Scene Promotional Director  
Robert Echo

Whether it be their favorite speedway, a local gin mill or one of the popular racers' hangouts, fans of oval track racing when discussing the National Modified Point Championship, the names that always come up in the conversations are Richie Evans and Jerry Cook.

The two popular residents of Rome, New York, have ruled the roost for the past ten years with the "Cookie Monster," taking the crown in 1971, 72, 74, 75, 76 and 77 while the "Rapid Roman" captured the title in 1973 along with the past three seasons.

That tenyear hold on the championship in the Central New York community could come to an end in 1981 when a young man from Bricktown, New Jersey tries his hand at returning the title to the Garden State for the first-time since 1958 when Budd Olsen of Paulsboro took the coveted crown.

Thirty-year-old John Blewett, Jr. will be the third man in the ring when the annual battle gets underway next year between Evans and Cook, but when the bell rings to end the season-long tussel in late October he doesn't plan on being third.

Blewett, who started his racing career in 1973 in the Wall Stadium Modern Stock Division, exploded on the scene this year captuign the New Egypt Speedway Championship along with a 10th place finish in the chase for the National Mod title.

Enroute to his New Egypt Crown, he picked up three wins including the season opening "Winston 100," a regular 35-lapper and the year ending "Tom Grbac Memorial 200" which he stated was his most memorable win to date. He also collected victories at Islip Speedway in the "Weld Bilt 200" and the recently run Wall Stadium "Turkey Derby" which traditionally closes the Northeastern asphalt season each year.

The promising young driver from South Jersey raised some eyebrows during "Speed Weeks '80" in mid-February at New Smyrna Speedway near Daytona. With the likes of Evans and Geoff Bodine grabbing four checkered flags each, Blewitt qualified in the top five twice through time trials with a fourth place finish his best among several top ten finishes during the nine-day meet.

You could call the '76 Racing Team a family affair considering that John Blewett, Sr. owns the equip-

ment and foots the bills while John, Jr. handles the driving chores.

The pit crew for the team includes Walter Har- mstead, Pete LaVance, Larry Bennett and John, Sr.

His main supporters are his wife, Linda, daughters Danielle (14), and Janice (4), along with seven-year-old John III who says he's going to be a race car driver when he grows up. The Blewetts also have a recent addition to their family in 3-month-old James who will most likely jump on the bandwagon as soon as he figures what racing is all about. When you list his supporters, you can't leave out his father and mother, Helen along with the many fans who follow the red, white and blue Pinto.

Shortly after his "Turkey Derby" victory, I visited with young Blewett at Harraka's Speed Shop in Fair Lawn, N.J. where his new car is being constructed. Harraka's is known as one of the leading dirt modified chassis builders in the country.

I asked John, Jr. why he'd want to get into the rigorous battle for the National Mod crown, a question I'd also asked the senior Blewett earlier in the day. Their answer was almost identical as John, Jr. replied, "It's just something we want to do. We want to give the title a shot."

If attitude and desire counts for anything then the dynamic duo of Evans and Cook should be on the wary side watching their mirrors or they might just end up with a rear end view of the 76.

To back up his attitude and desire to win, Blewett will have at his disposal a new Gremlin bodied machine to go with this year's re-worked Troyer Engineering car. The two cars will be carried to the tracks by a newly acquired Louisville Ford with a sleeper cab plus a trailer. The 76 Racing Team recently purchased four Banjo Mathews' small block motors to power the two-car operation.

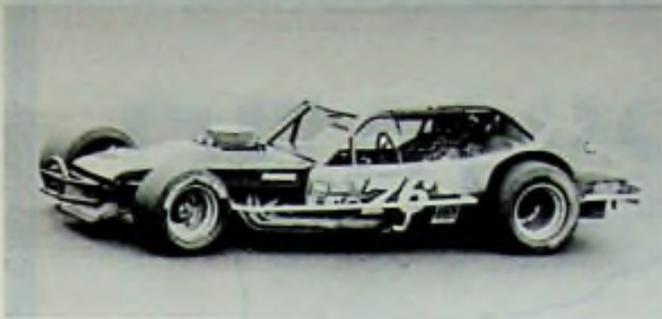
The team is bolstered by the John Blewett Salvage Company with two locations, one a truck yard on Rt. 9 in Howell and the other a recycling plant on the Allenwood-Herbertsville Road in Farmingdale. A hunt is presently on for a super sponsor which would further strengthen the Blewett assault on the National title.

"Jungle" John, as he was nicknamed by Wall P.R. man Charlie Roberts, will kick off his '81 racing campaign at New Smyrna while his first NASCAR outing will be the "Dogwood 500" at Martinsville Speedway in mid-March. He'll then compete weekly at New Egypt plus the three-track circuit in New England which includes Stafford, Riverside Park and Thompson plus all the double point and National Championship events he can make.

Blewett, like so many other drivers, would eventually like to be behind the wheel of a Grand National car competing against the Good Ol' boys but for now he's set his sights on the National Modified Title and one of Bill Frances \$1,500 diamond rings.

When the 1981 racing season rolls around in a couple of months, Northeastern eyes will be watching the new kid on the block as he tries to make a dream come true...but it won't be easy.

Fans will be able to meet Blewett and his car up close and personnel at "RACEARAMA '81" in early March at the Springfield, Mass. Civic Center when he faces 19 other drives in the "Koszela Speed Rat Race."



Jungle John Blewett came down from Jersey with two race cars, loaded for bear and "BIG ORANGES."

## BLEWETT WINS

New Egypt, N.J. - John Blewett Jr. scored a double victory Wednesday night, Sept. 6, 1980, at New Egypt Speedway.

Not only did he lead every lap of the 5th annual Tom Grbac Memorial 200 National Championship Modified race to record his third win of the season at the central New Jersey raceway, but he also became the 1980 Winston Racing Series Champion at New Egypt.

Runner-up was Richie Evans. Third was Tony Siscione while Jerry Cook was fourth and Fred Harbach came in fifth.

## MODIFIED DIVISION'S RACING DIRECTOR: BILL SLATER



Driving the famous V-8 coupe, Bill Slater was one of the superstars of the modified division in the sixties.

Once again this year, Bill Slater, now retired from driving but still very high on the list of the best modified stock-car drivers New England has ever produced, has been named Modified Racing Director for the World Series of Asphalt Stock Car Racing.

A Killingly, Conn. native, Slater's racing career started back in 1949 at the now departed Lonsdale, R.I. Speedway.

From that humble beginning Slater won eight National Championship races, captured modified racing's biggest event, the Langhorne 200, in 1965 and ran the high banks of Daytona International Speedway four times, finishing eighth once.

Slater's career parallels that of New England modified history. In the 1950's the United Racing Club was the dominant force in New England and Slater became its standard bearer in the now famed V8. His exploits at New London-Waterford Speedbowl will probably never be duplicated.

In 1956, Slater won the 100 mile championship race at the Springfield Exposition and in his last year with United (1959), teamed with the late Red Boiduc to win a 500 lap event at Seekonk.

In the 1960's, stock car racing was again strengthened when NASCAR emerged on the scene. New England drivers were now national contenders and with drivers like Slater, Ed Flemke, Gene Bergin and Ron Narducci grabbing the headlines, New England's stock began to rise.

By 1962, Slater was carrying a major share of New England's new found influence. He was the Norwood Arena champion, winning 11 features, including seven in a row. Both records still stand. He also ran off a string of eight straight wins at Stafford - still another record that remains - and finished 15th in the nation in Sportsman standings.

His national standing continued to rise. He was 4th in 1964, 3rd in 1965 and second in 1966 and 1967. He won five straight Norwood titles (1962-1966) captured the Stafford crown in 1967 and was the Sportsman king at Thompson in 1965 and 1966.

His victory in the 1965 Langhorne race, his 97.2 miles per hour qualifying lap at Trenton in 1963 (the engine blew on the fourth lap), a second at Trenton in 1965 and National Championship wins at Norwood, Thompson, Oxford Plains, Me., and Old Bridge, N.J. left little doubt as to Slater's worth to the New England image.

In recent years, Slater has been part of Thompson (Conn.) Speedway management, serving as Racing Director at the popular 5/8 mile asphalt oval built in 1938 and once known as "The Indianapolis of the East."

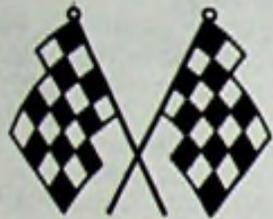
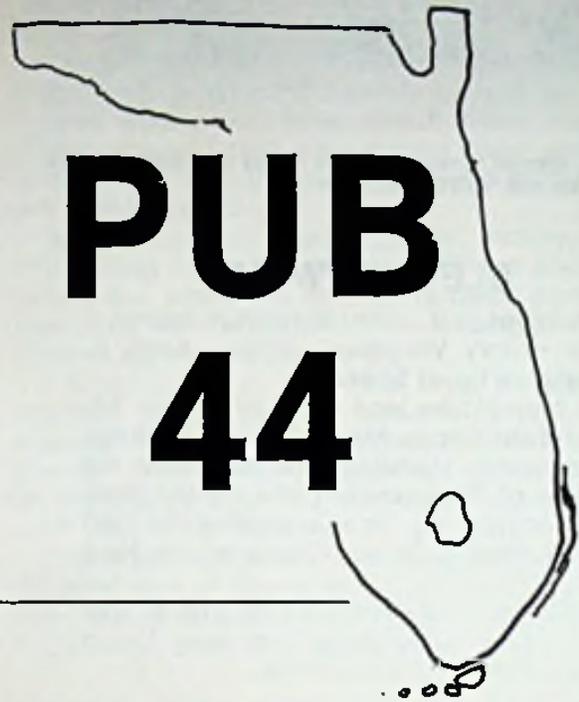
At the 1980 Thompson Speedway Winston Racing Series Banquet, Slater received one of the Speedway's most prestigious honors, the Dedication to Thompson award, a gold watch.

Karen Slater also received a special promoter award for her continued support, hard work and devotion to the Thompson Speedway.



Attending the 1980 Thompson 300 are New Smyrna Speedway officials Robert Hart (white hat) and Joe Hope (black hat). At the wheel is Thompson (Conn.) Speedway Racing Director Bill Slater.

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3	Howard Mark	DeLand, FL	Camaro
4	Don Tyndall	Ocoee, FL	Nova
9	Don McCalligan	Bunnell, FL	Maverick
13	Jack Hackney	Korona, FL	Camaro
14	Dick Beardot	Tomak, WI	Camaro
18	Mike Riley	So. Daytona, FL	Regal
18	Mike Miller	Wis Rapids, WI	Camaro
21	Barry Morton	Mt. Clemens, MI	Corvette
22	Dennis Martin	Miami, FL	Camaro
22	Tom White	Brandon, FL	Corvette
23	Mike Opperman	Golden, CO	Camaro
24	Ed Cooper	Clark Lake, MI	Camaro
25	Larry Detjens	Wausau, WI	Camaro
25	Bill Venturini	Chicago, IL	Camaro
30	Phil Weipert	Edgewater, FL	Chevy
34	Don Rivers	Daytona, FL	Camaro
36	Joe Shear	S. Beloit, IL	Camaro
42	Grumpy Rogers	Apopka, FL	Chevelle
44	Richard Duecker	Chippewa Lake, OH	Camaro
51	Dennis Vogel	Manitowoc, WI	Camaro
56	Jim Ownby	Pt. Orange, FL	Camaro
58	Phil Dorman	Lake Mary, FL	Camaro
61	Doc Dixon	Sherrodsville, OH	Camaro
71	Joe Middleton	So. Daytona, FL	Camaro
72	John Santo	Orlando, FL	Camaro
72	Junior Hartley	Oakville, Ont.	Camaro
88	Mike Eddy	Midland, MI	Camaro
90	Perry Younce	Plymouth, MI	Camaro
96	Jack Cook	Ormond Beach, FL	Camaro
99	Dick Trickle	Wisac. Rapids, WI	Camaro



Dick Trickle poses with an exchange student from Chile who visited New Smyrna Speedway during the 1980 World Series.

## LEGENDS ARE HUMAN TOO

BY ED WODALSKI

Wausau, Wi. - When one mentions Dick Trickle, there immediately comes to mind precision driving and countless victories. A legend in his own lifetime, Trickle has won more races on a short track than any other driver. He's nationally known as "America's Winningest Stock Car Driver" and admits to driving more laps on tracks a half-mile in length and less than any other driver in the world.

It's hard to imagine such an individual as being anything less than a full time race driver. But in between his travels, Trickle concerns himself not with engines and tires, but his three children and wife. Yes, even legends have families. Trickle's consists of wife Darlene, sons Todd, 18, Chad, 7, and daughter Vickie, 17.

With a racing legend for a father one might think that his sons would also aspire to be race drivers, but that's not the case, says Trickle. "Todd doesn't care much for races. He says all you do is go around in a circle. I guess if you really get down to it, you have to wonder what we're doing. But it's a living."

Chad is still undecided, although daughter Vickie would like a career in police science.

The dual role of legend and family man sometimes perplexes Trickle. It's hard to believe I have more fans in Texas than I do in Wis. Rapids, says Trickle. "That could be because they've known me for 20 years."

At age 38, Trickle doesn't even fit the mold of legend very well. "The first time a guy met me, he said: 'You can't be Dick Trickle, you're too young.'"

Young or old, Trickle admits he's too old to take on a new profession and too young to give up racing. So, for the moment, he continues being a legend - a legend he loves to build whenever the opportunity arises.

Known as a lover of parties, Trickle has worked out a formula for sleep: one hour for a 100-mile race, two hours for a 200-lapper, and three hours for a 300-lapper.

Despite his numerous accomplishments, Trickle has never won a Grand National NASCAR race. It was a goal he fervently sought for many years but that's no longer the case. "It takes a lot of money to be running at the finish of those long races," said Trickle, who adds that unless he has the proper equipment to be competitive at the end, he would just as soon not even try.



Joe Shear and the Nielsen-Shear Racing Prototype-powered Camaro.

## SHEAR TAKES CAPITAL TITLE

Oregon, Wi. - Joe Shear won six feature races on his way to the 1980 Capital Super Speedway point championship over Dick Trickle and Al Schill as weekly late model racing returned to the popular 1/2-mile on Friday nights as the track changed ownership.

Fred Nielsen of Lake Villa, Ill., purchased the Capital facility from Sam Bartus of Wausau last April and the track, after extensive repairs and remodeling, opened on Sunday afternoon, May 25, for the first of 18 dates run there in 1980.

Shear dominated the last half of the Capital season after Dave Watson, the early point leader, went into semi-retirement and eventually faded to 6th in the final standings.

The 13 point race dates saw Shear take six of the feature wins, Watson three, Trickle two, while Steve Burgess and Larry Detjens claimed one each.

The weekly rules limited the carburetors to even the competition and Capital averaged 37 late models over the season. Weekly racing in 1981 will be run under the Central Wisconsin banner starting on Sunday afternoon, April 26, and then switching to Friday nights.

Under a formula proposed by Capital manager John McKarns cars running with cast iron intake and exhaust systems would be allowed to run with the Central Wisconsin cars which use the new 9-to-1 engine.

# "DR. HANLEYSTEIN'S MONSTERS" INVADED NEW SMYRNA IN 1980

Gary Balough

By Racing Promotions Monthly Editor and Publisher Stew Reamer.

Smyrna has always been pretty much "run-what-ya-brung." The annual February "World Series" for late models, upper-east modifieds (and more recently thunder cars) has been a welcome break for up-country hot dogs, a pre-season chance to escape the cold and enjoy the unique atmosphere of Speed Weeks -- to let it all hang out on the fast Florida banks (and for top southern drivers to prove their mettle against the invaders). For fans, it's a once-a-year chance to see a marvelous smorgasbord of top drivers and interesting equipment. Last year, many weren't sure they believed what they were seeing...

Because Smyrna entries come from dozens of states, tracks and associations, control of late model appearance and body configuration there has been mostly "eyeball;" as long as cars had neat paint and lettering, nobody fussed much about a little body offset, Model-T fender eyebrows or a little spoiler excess. It's worked pretty well over the years, but it suddenly came apart last February, and the pits at New Smyrna took on the appearance of a trade school for tinsmiths. There were new heroes among the crews; the tin snip-and-pop rivet man stood proudly alongside engine and chassis spectacular...

Enter the "Tin Man." The track's laissez-faire body rules reckoned without the crafty transplated Canadian, JUNIOR HANLEY, one of the sport's all-time great backyard aerodynamicists and loophole-locaters (we recall watching Hanley debate the legalities of one of his wedge Camaros with Cayuga Speedway officials for an hour and a half). There were about a dozen Hanley-built cars at Smyrna -- various mutations of the celebrated "Hanley Wedge" (including the GARY BALOUGH-driven car that was wiping out all competition until it crashed). But Hanley's own number 72 (see photo below) achieved new excesses in radical body alteration. Its cow-catcher front air dam extended nearly four feet ahead of the wheel opening; the windshield was laid down and the rear of the roof elevated. The huge sugar-scoop spoiler towered higher than the roof line, effectively blocking rear visibility.

When Balough set quick time, and other Hanley cars demonstrated an apparent handling edge, there was panic in the pits. Out came the tin snips, riveters and saws, and within two days, sheet aluminum had become a scarce commodity in the Daytona area.

It's hard to fault New Smyrna management for what happened. They've got to have relatively "soft" rules in some areas, to accommodate entries from all across the country. They understandably didn't want to park several of the most competitive cars.

We would guess that this year, there'll be some control of cow-catchers, spoilers, and similar radical body alterations...



Dick Trickle



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The banner that accompanies us to the race tracks was publicly deployed for the first time at the 14th Annual National Short Track Championships in Rockford, Ill. in September of 1979.

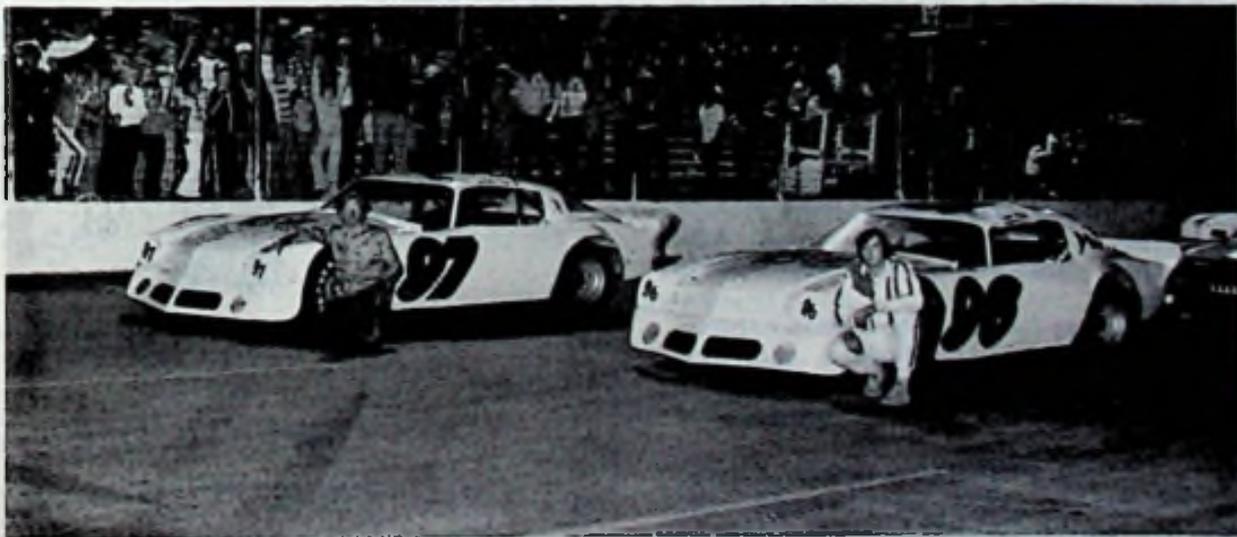
Since then, it has been proudly displayed at speed plants located in twelve different state and one Canadian province. For the second year in a row, we are happy to be here to take in the 15th Annual World Series of Asphalt Stock Car Racing and see the many friendly people we met last year. In the next few pages you will find photos and season's "recaps."

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## DICK TRICKLE

**By Checkered Flag Racing News Columnist:  
Dave Panske**

Dick Trickle of Wisconsin Rapids, Wisconsin has been tagged as the Leader of the Wisconsin Gang. He is one of the most proficient drivers in the country today.

During the course of a race, barring any problems, you can always count on seeing the SuperAmerica White Knight right in the thick of the battle, especially at the end of that race.

Dick is now entering his 24th season as a race driver and during that time, has competed in most major racing divisions.

This past season was a very up and down one for Trickle. He started the year with a wire to wire win over Joe Shear and Junior Hanley on night number eight of the World Series and before things got thawed out back home, he had picked up several other wins. While in Florida, he returned to the Daytona International Speedway, driving the Prototype Engineering Camaro in the modified race. In the closing laps of that 200-mile event, he was running very strong when the engine let go, spoiling his chances of adding a superspeedway victory to his credit.

Besides his success at the local short tracks of Central Wisconsin, on which he runs on a fairly regular basis, his best performance lately has been on the tough ARTGO circuit.

Last season, he won nine features out of 20 ARTGO sanctioned races, and by doing so, clinched his second consecutive high point championship and his third overall.

Unlike the continued success Dick seems to enjoy in ARTGO, lady Luck seems to avoid him in ASA competition. Even though he was a constant ASA competitor this past season, he was only able to pick-up two victories.

The first one came at Raceway Park, Indianapolis, Inc. in August, but only after a furious, race-long battle with Bob Senneker. Trickle's second ASA victory came at the tough, rich and prestigious World Cup 400 at Odessa, Missouri.

The biggest problems that the Pabst-powered short-track superstar had to overcome this year were his race cars. His familiar white Pontiac Firebird No. 99 was demolished in a wreck at the Berlin Raceway in Grand Rapids, Michigan on June 21st. As Dick was attempting to qualify for the night's main, the car broke loose entering the first turn and went flying into the retaining wall.

He was rushed to the hospital but later that night, returned to the track with a concussion that continued to bother him for the next couple of weeks.

But it's hard to keep a good man down and the next afternoon, back at the Wisconsin International Speedway in Kaukauna, Trickle climbed into a loaner to compete in the first leg of the Red, White and Blue State Championship Series.

Dick is a four-time King and defending champion of the series, but this time, in the less than tip top condition he was, he could only muster a 17th place finish. However, he picked up several valuable points counting towards the overall Series Championship and with two races remaining, he still had a slight chance of picking up his third title.

When Trickle and crew returned home, his head wrench Boomer hauled his old racer out of the mothballs and in a couple of weeks had transformed the old Nova into a brand new Camaro. Dick was to drive this car until a new Trickle-designed machine could be finished.

The new car didn't hit the tracks before the middle of August, and after the usual "new car blues" Trickle started to get his old form back. Entering the final race in the Red, White and Blue Series, he seemed to have the edge over Joe Shear to come back and capture the title.

But the rains fell before anyone saw any racing that day and forced the officials to reschedule the show. The rain date was a couple of weeks later, but due to a previous commitment, Dick could not compete.

Among his other season's accomplishments, Trickle was the first of seven drivers to break the almost two-year old qualifying World Record for the quarter-mile track at Slinger, Wisconsin.

His time shaved two tenths of a second off the record of 11.929 set in September, 1978. ASA Champion Mark Marten eventually set the official fast time of 11.755 that night, but only a month later, Dick came back to regain the fast time mark and establish a new World's Record time of 11.658 sec. for one lap around the high-banked quarter-mile asphalt oval.

In October, in Elko, Minnesota, Dick won the Bob Jusola Benefit Race.

Trickle will be bringing a brand new car to the World Series and hopes to add that title and also the 1981 ASA title to his accomplishments.



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## MIKE MILLER

**By Checkered Flag Racing News Columnist:  
Dave Panske**

A former Minnesota resident, Mike Miller is now a top Wisconsin ace out of Wisconsin Rapids. Miller, a former airlines pilot, is now a full time race driver and is entering his 10th season behind the wheel.

This past season has not been the best from him. A barrage of disastrous bad luck, most of which happened in ASA competition, followed him.

Mike started the season in the Bob Uhlir-designed Olds Cutlass in which he won the 1979 World Series of Asphalt Stock Car Racing overall Championship. The problems started during last year's series and stuck with him throughout the season.

In ASA's season opener at Queen City Speedway, West Chester, Ohio, Miller was leading the race when engine problems forced him to drop out. In his next outing, the third annual SuperAmerica 150 at the Milwaukee mile, a late race charge gave a strong runner-up finish behind Mark Martin, the same position he finished the year before.

A month later, engine problems surface again, causing him to drop out while he was leading the race at Indianapolis Raceway Park.

Near the end of June, a racing accident at the State park Speedway in Wausau was the cause of several unseen problems and his familiar Dairyland Transport - sponsored red Cutlass No. 18 was replaced by a new Prototype - powered Camaro. But even with the new set-up, his luck remained about the same.

The only reprieve came in the return visit to the Milwaukee mile for the ASA Badgerland 150 where he placed fifth. In three other races, the same disastrous nickel and dime problems plagued him. In the final race of the season at Cincinnati, Ohio, Mike drove a brand new car owned by Dennis Artin of Fort Lauderdale, Florida, and you should be able to guess the rest.

However, Mike fared better in ARTGO competition. Although he did not win a feature race, he ran consistent enough to place fifth in the final point standings.

He also remained a tough runner on the local circuit, adding two track championships to his list of accomplishments. His first ever at the Golden Sands Speedway in Plover and his second consecutive title at the State Park Speedway in Wausau.

About mid-season, Miller had the opportunity to branch into the Grand National circuit in a car owned by Del Puro. Mike and the crew were very satisfied with their GN showing and said that if everything should fall into place, we could see him at Daytona this year.

Miller will be bringing a brand-new home made Camaro into this year's World Series. It will be the first time on the track for the new machine, which, as per reports, will have several new "twists" to it.

In 1981, Mike and the crew will be running the same schedule as last year, taking in most of the local shows and the full ARTGO slate of events. Miller also hopes to get in as many open shows as possible and maybe more ASA races, depending upon sponsorship.

Mike is also involved in another important area of the racing business, that being the safety end. Most drivers are concerned about it and last season, Miller was instrumental in the design and construction of a device that could save countless dollars' worth of equipment and also lives, in the future. The device is called "Engine Kill" and is now being distributed by Long Acre Automotive of Van Nuys, California.



Dennis Vogel, Manitowoc, Wis. No. 51

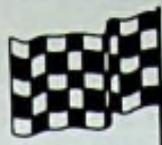


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## LARRY DETJENS

**By Checkered Flag Racing News Columnist:  
Dave Panske**

Larry Detjens, a self-employed auto body worker is now entering his 14th season as a short track pilot.

This past year, he competed in a variety of events including limited action on the local circuit, several ASA races and other open shows, plus the full ARTGO schedule.

Larry was at his best in ARTGO competition, picking up three features on his way to a fourth place finish in their final standings. Because his equipment did not comply with the new Central Wisconsin rules, his local racing was kept to a minimum, except for the specials, his endeavors in ASA were very limited and not very successful, as engine problems sidelined him during most of the races.

Besides ARTGO, the open shows were a bright spot for Larry and his crew last season: He was runner-up to Joe Shear in the Red, White and Blue state championship series at the Wisconsin International Raceway and he was the overall champion in the Slinger Nationals, a two-race series run on that high-banked quarter mile track. Later last year, he also won the season-ending special at the same track.

"The Detj" also takes an annual trip out west for their rich four-race series which brings together many of the best short-track pilots in the nation.

This year, he took the first leg of the series by winning the Budweiser at Colorado Springs International Speedway. At Redding, California he set a new qualifying record and after almost demolishing his car in an accident while hot-lapping, he rebuilt the car and came back to win the feature the following night.

This it was on to Bakersfield where Detjens set a new track record and won a rich \$5,000 dash. He was leading the first 100-lap feature when the engine let loose, forcing him out of the race.

After a quick engine change between races, he had to start the second feature at the back of the pack but made his way up to third place at the finish.

The last race of the series was run at Las Vegas. In that race, Detjens had led the first 115 laps of the total 150-lap distance, but once again, the engine expired, forcing him to watch the remaining of the event from the pit area.

But even with all the problems encountered, the trip was still well worth it, as Larry had accumulated enough points to bring the overall title back to Wisconsin.

Larry hopes to have a new car ready in time for the World Series, but also hinges on getting good sponsorship. He plans on running the entire ARTGO

schedule again and possibly more ASA races plus local shows and the usual open race slate.

During the off season, besides running his business, Detjens, a former rodeo champion, coaches a group of local youngsters on the surrounding ski slopes. Last year, he even left the World Series early so he could get back to be with them at an important meet.

Larry Detjens is a quiet, well liked driver and an asset to any race in which he competes.



## TOM REFFNER

**By Checkered Flag Racing News Columnist:  
Dave Panske**

Tom Reffner, the Wisconsin native out of Rudolph, is entering his 22nd year behind the wheel of short track cars. He has had a very successful career, but this past season was a very "down" year of the Superamerica Blue Knight.

He spent much of the year experimenting with the new Central Wisconsin rules, established in an attempt to cut down the high costs of racing.

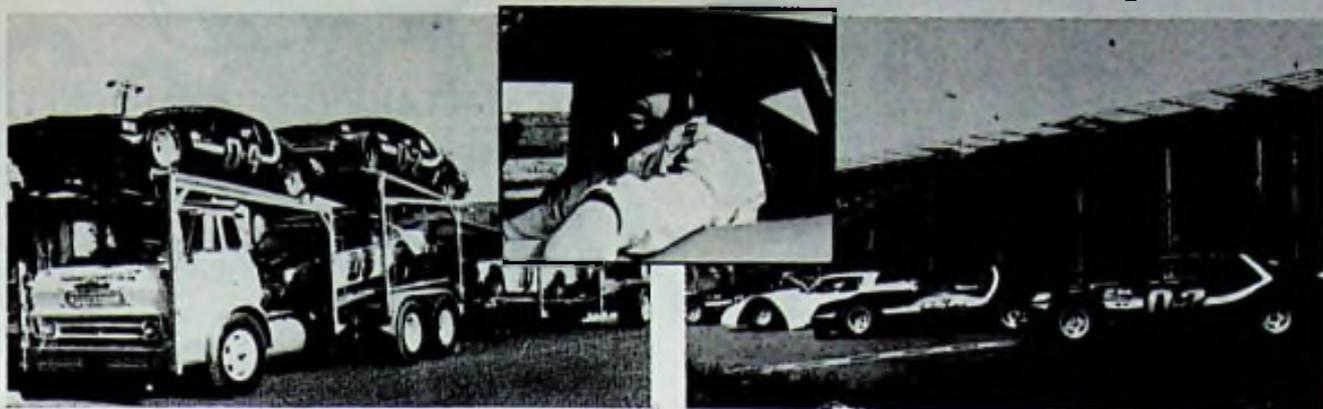
Reffner felt that someone had to try new ideas and products to see how far they can go without endangering themselves and other drivers. It was hard, not only for his fans, but for Tom himself, not to be a top contender. He was the first person to criticize what he was doing, and took everything in stride.

Tom recently purchased a new Dillon car and will be making the trip to Florida for the World Series if the car is ready on time.



**Billy Harvey won his first feature at New Smyrna then went on to win major events on superspeedways.**

# SOUTHARD'S "The School With Experience"



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Southard's School is open to anyone over the age of 16 years, male or female. The school presently operates in Calif. & Fla., with the new home base to be Daytona Beach, Fla., in Sept. 1980.

The purpose of the school is to educate race car drivers & builders & chassismen, as well as to train inexperienced people in these fields. The course provides both the understanding and the techniques required to succeed. It's not unusual for a successful track champion to attend our course.

For the enthusiast who thinks he may want to go racing, but isn't sure he will be capable, as the course provides an opportunity to drive a good race car a lot of miles. This eliminates the risk of buying or building a car & making a commitment to racing only to find it isn't for you, since the cars assess your ability. New drivers often start with a bad car, not realizing it & have a frustrating experience. The school helps to eliminate this problem.

For the serious & ambitious beginning racer, the school is a great learning time & money saver. The time spent is saved because the student can learn more in 5 days in our course than he can learn by himself in 5 years racing. The money is saved by not wasting these learning years & possibly by not building or buying the wrong car. There are also lots of dealers that are giving students major discounts.

The main objective of the school is to develop advanced skills. This doesn't mean we skip the fundamentals.

The idea of the school came to be when I was campaigning on the stock car circuit. I had a common complaint that many had, I just couldn't go fast enough. But I decided to make the best of a bad situation, so I went looking for help & advice. I discovered slowly & painfully, that the fault wasn't as much with my driving skills as it was with my car. It just didn't work as well as it should. Almost all good drivers go through a process like that on their way to the top. There's a period of struggle before they find the right combination of pure skill & expertise that helps them get the most out of their cars' investments of time & money & their natural talent.

Unfortunately, a lot of promising drivers don't survive that struggle. They thrash around — needlessly for years & finally grow discouraged

waiting for the big break thru, waiting to stumble on to the secret of speed. And then, quit. My idea is to accumulate all the hard lessons from a lifetime in oval racing, not only from me, but those of my corp of instructors & to concentrate them into 5 days of hard core racing instruction. What this means is by-passing the traditional trial-and-error fashion of learning to build, maintain & drive a race car. Instead of spending thousands of dollars & several racing seasons trying & discarding techniques & methods, the student learns it right the first time, in the cars & classroom.

I will begin with the premise that a mediocre driver in a well prepared car will finish ahead of a good driver in a bad car almost every time. I also take the position that what makes a circle track car work isn't mystical, but rather, is based on hard well defined principles of physics & engineering. These principles apply as well to Indy drivers as to Hobby stockers & quarter midgets, & they can be taught in a classroom to anyone interested enough to listen. So when a student sits in a classroom at the school, he meets with a veteran driver who has learned these principles the hard way & who is willing to share them with the dozen or fewer enrolled in the class. The basic school session spans 5 days, with 4 days in the classroom & a 5th day on the track, (dirt or asphalt). But a student may elect to skip the driving altogether & choose the 4 day classroom only. One of the 4 days of classroom is spent in our shop, actually setting up a chassis. The 4 days of classroom instructions is what brings in the professional drivers from all over the country. They've heard by word of mouth, that they can learn things here that will help them take seconds off their lap times & for that a driver will travel around the world. In fact, most of my students already own race cars & compete regularly. At the school the student learns chassis theory & practice. The instructor starts at one end of the race car, works his way to the other end & step-by-step explains what happens when a car goes thru a turn & how to make it go thru faster. There's plenty of chance for the student to ask specific questions from their own experience & to learn exactly what they've been doing right or wrong on their own cars. Every student learns how to

measure, evaluate & change a race car's chassis & suspension performance. Much of what they learn here is new to them. Many of them have done it by seat-of-the-pants & instinct. But, when the classroom is over, they're ready to set up anything from a late model sportsman to a four bar sprinter.

The truth is, that all my instructors & I have taught in the classroom falls into place on the track. The school cars are set-up just the way the instructors have prescribed. They aren't the most expensive or the most powerful cars, but they work right in the corners thus making them as fast as any around.

The cars are about \$8,000.00. The bulk of that money has been invested in chassis & suspension. The 350 Cu. engines are work horses, not thoroughbreds. But, despite having been subjected to more hours on the track than most cars ever see, the cars are still quick enough to be competitive.

In a way, the school is like running a racing team. There are 4 full time mechanics (Chuck Reed, Wayne & Jim Southard & Dan Keentz) to keep them in racing tune, using parts from more than a dozen partial sponsors (decals: Tom Champion, STP, Simpson, Bell, Flexi-Flyer, Mrs. Cal-Cams, & Gagelite dot the cars.) This racing atmosphere carries over to the driving day. The only way the cars differ from regular race cars, is the passenger seat. The students begin at about 3,500 rpm with an instructor in the passenger seat. The instructor points out the fast line & braking line as the student circles the track to learn the pattern & to get acquainted with the race car. I contend that races are won & lost in the corners, especially on the short tracks. There is no point in running 8,000 rpm down the straights until a person can run hard in the corners.

Usually it's just after lunch break that the student gets the pattern of the track & begins to lap hard enough to require hard braking at the end of the straights. The student is pulled in every few laps for a critique from their teacher who is observing them around the track. It all culminates in the afternoon with a consistency run.

Contact the school for more information or a brochure —

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## STEVE BURGESS

By Checkered Flag Racing News Columnist:  
Dave Panske

Compared to Trickle, Miller and Detjens, Steve Burgess, from Eau Claire, Wisconsin is a relative newcomer to the short tracks to the upper midwest. He is now entering his seventh season and in that short time, he has become a tough driver to contend with in any race he competes in.

Overall, this past season was a good one for Steve. He did not compete in many of the local shows because of the new Central Wisconsin Circuit rules, but he ran the weekly shows at the Wisconsin International Speedway in Kaukauna, Capital Speedway in Madison and all the specials.

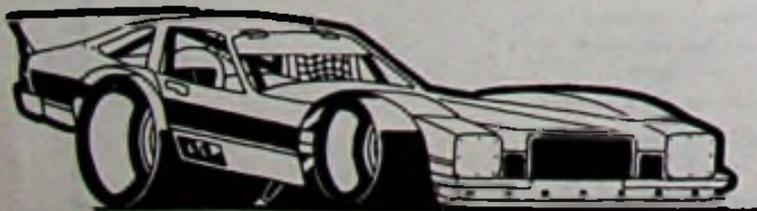
1980 was also a rebuilding year for Steve and his crew, as he put his entire racing operation in order. This included getting set up in a new shop, better equipped for keeping the car in top, race-ready condition. They also have their engines ready for the coming season.

Burgess plans on running most of the local shows this season. The new, restructured rules in the state give the drivers more chance to run without having to make drastic changes to their cars. So, if they want to, they will be able to run six nights a week. Steve will also take in most of the ARTGO schedule and some of the ASA shows.

Like Detjens, Burgess also made the long trip out west last October. He won the richest race of the series at Bakersfield. During the final event at Las Vegas, he was fixing to take over the lead in the closing laps when the shift rod broke off.

While in California, Steve sold his race car, but if all goes well, he will be bringing a new Burgess-designed race car to the World Series. The new car will be carrying Camaro sheet metal, unless the new Corvette bodies are legal.

Burgess hopes that everything works out so they can be down for the Series, but in the event that the car is not completed on time, they will come to New Smyrna in March (the track operates on a 52-week a year basis) to get the new car ready for the 1981 season.



## TRICKLE TAKES THIRD ARTGO TITLE



Libertyville, Ill. Despite a mid-season crash that demolished one car and sent veteran Dick Trickle to the hospital, the popular Wis. Rapids legend bounced back to capture his third ARTGO late model championship.

Driving Superamerica-sponsored Firebird and Camaro late models, Trickle recorded nine feature race wins on the tough ARTGO circuit that averaged 41 participants per date.

Fourteen special events at 11 tracks in a four state region made up the 1980 ARTGO schedule with only the May 10 date at the Dells Motor Speedway having to be rescheduled due to weather.

With many of the specials featuring Twin-50 and Twin-75-lap main events, the schedule included 23 feature races with 10 different drivers in the winner's circle.

Joining Trickle with main event wins in the '80 ARTGO competition were Larry Detjens, Ed Hoffman, Mark Martin, Junior Hanley, Bob Senneker, Jim Sauter, Joe Shear, Darrell Waltrip, and Mark Malcuit.

Finishing behind Trickle in the point tally were Shear, Sauter, Detjens and Mike Miller. Rounding out the top ten were Senneker, Martin, Hoffman, Steve Burgess, and Butch Miller. Ken Lund, who was 15th in the overall points, took the Rookie-of-the-Year honors.

The 1981 ARTGO season will begin with the 4th Annual Spring Classic at the Rockford (IL) Speedway on Sunday afternoon April 12. The entire 1981 ARTGO schedule will be announced in February, and it will likely include between 12 and 16 dates in a five state region.



Mark "Captain Sizzle" Malcuit

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## HANLEY WINS CRACKER 200

New Smyrna Beach, Fla. - In front of a large crowd, on a beautiful, sunny Sunday afternoon, Canadian Junior Hanley, driving a brand new Baker-powered, Goodyear-shod Camaro self-built at his Oakville, Ontario shop, won the Fourth Annual "Cracker 200" Late Model Championship of Florida.

"I took it easy and saved my tires, but many times I found myself in very close quarters and almost crashed at least twice," said Hanley after the race. Hanley also gave a whole lot of credit to Billie Harvey's Fast Lane Limited Grand National crew who performed super fast and efficient NASCAR GN type pit stops for him.

Finishing second was Grand National regular Harry Gant who also drove a brand new Camaro he just built himself. Third was 1980 late model track champion Jack Cook who got relief from Mike Eddy. Eddy was slated to drive Ed Howe experimental fifth design prototype, but a warmups crash gave Howe no choice but to retire the car.

Fourth place finisher was Sunshine State's defending champion and this year's fastest qualifier Dick Trickle. Trickle violently crashed in Saturday night's preliminaries, then worked on the car all night, only to crash again in Sunday's hot laps when steering components broke. Trickle's crew headed by Boomer Boomsach did a yeoman's job in getting the car back in shape. "We'll have a new car for the World Series," said Trickle who is already entered to compete in the rich February 6th thru 14th Series.

All these cars completed 200 laps. Rounding out the top ten were David Rogers, Bobby Tinkham, Vance Murray, Wayne Phillips, Dennis Martin and Robbie Ashton.

Hanley, who missed Saturday's qualifying because of a broken rotor button, came back to win the 25-lapper from 33rd (last) starting spot, while Trickle and Gary Balough crashed after Stan Rutland's engine came apart just when the flying pair was lapping him.

Following Hanley were Cook, Eddy, Tinkham and Gant.

On Sunday, Hanley started 24th in the 37 car field, ahead of all the cars who did not take time the night before. In the early laps, Hanley very carefully picked his way up thru the pack, while Cook and Trickle led the early laps.

Gary Balough, driving Billie Harvey's just delivered Hanley-built machine, took over first place on lap four and started gaining on the field, very narrowly missing spinning/crashing cars on many occasions, and almost lapping Hanley.

But on lap 50, Hanley was up to second and had Balough in sight. On lap 86, Vance Murray moved up to go around a slower car and did not see race leader Balough who was coming up right behind him at a very high rate of speed. With no place to go, Balough hit the wall and dropped out as the car was too severely damaged to continue.

Driving the Bob's Space Racers Camaro, second fastest qualifier Jack Cook then inherited the lead and stayed in front till lap 113 when Hanley powered by for the lead and the win.

Weekend's thunder car victors were Frank Wood and Jimmy Sills.

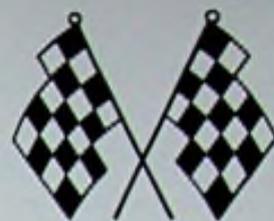
Lance Smith and Donnie Strickland were the thunder car feature winners, while four-cylinder victories went to Dan Pardus and Tiger Tom Knox.

Time trials (one lap - high-banked, paved half-mile) - 1. Dick Trickle, 17.914; 2. Jack Cook, 17.952; 3. Mike Eddy, 18.044; 4. Gary Balough, 18.083; 5. Bobby Tinkham, 18.160; 6. David Rogers, 18.350; 7. John Santo, 18.352; 8. Harry Gant, 18.415; 9. Mike Laws, 18.666; 10. Don Biederman, 18.878; 11. Al Kuhn, 19.001; 12. Billie Harvey, 19.166; 13. Joe Middleton, 19.339; 14. Doc McKinney, 19.750; 15. Wayne Phillips, 19.861; 16. Dennis Martin, 19.982; 17. Mark Gibson, 20.164; 18. David Viers, 20.284; 19. Robbie Ashton, 20.301; 20. Don Rivers, 20.897; 21. Arnold Bovat, 21.080; 22. Don Wingate, 21.088; 23. Howard Mark, 21.135; 24. Tom Fenn, 21.232; 25. Jack Hackney, 21.581; 26. Phil Dorman, 21.609; 27. Dave McCabe, 21.653; 28. Stan Rutland, 21.751; 29. Don McCalligan, 21.843; 30. David Collins, 22.035; 31. Paul Hager, 22.413; 32. Grumpy Rodgers, 23.438; 33. Gilles Dutilly, 24.416.

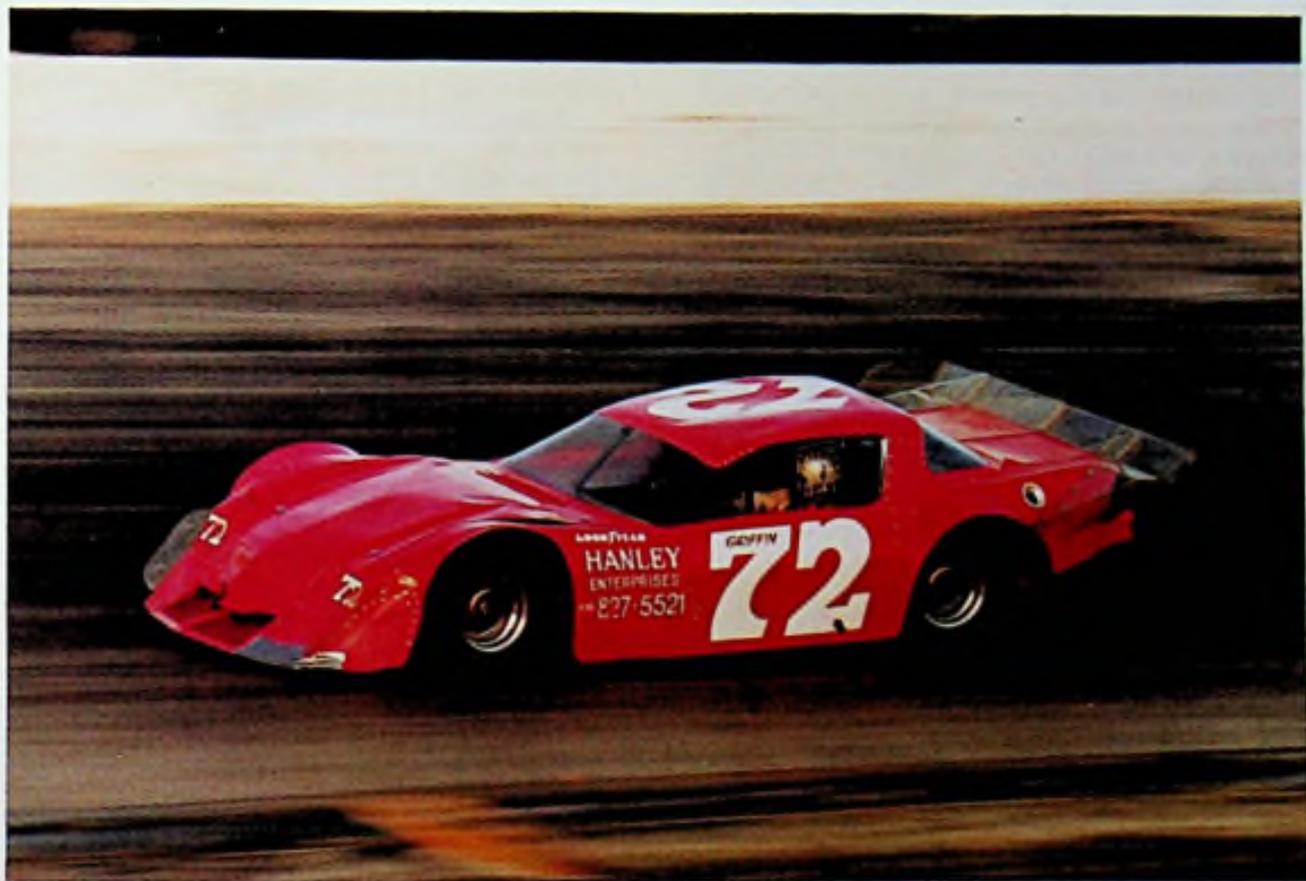
The Finish (showing driver, car number and laps completed) - 1. Junior Hanley, 72R, 200; 2. Harry Gant, 77, 200; 3. Jack Cook, 96, 200; 4. Dick Trickle, 99, 200; 5. David Rogers, 11, 199; 6. Bobby Tinkham, 02, 198; 7. Vance Murray, 4X, 195; 8. Wayne Phillips, 43, 189; 9. Dennis Martin, 22, 188; 10. Robbie Ashton, 00, 187; 11. Lee Milton, 11M, 186; 12. Don Wingate, ONE, 182; 13. Dave Rosenfeld, 55, 149; 14. Grumpy Rodgers, 42, 140; 15. Doc McKinney, 141, 138; 16. Bobby Johns, 20, 129; 17. Don McCalligan, 9, 128; 18. John Santo, 72, 114; 19. David Viers, 38, 107; 20. David Collins, 1, 89; 21. Gary Balough, 30, 86; 22. Lloyd Davls, 79, 81; 23. Joe Middleton, 71, 70; 24. Mike Laws, 2, 66; 25. Mark Gibson, 98, 62; 26. Don Blederman, 43X, 56; 27. Duke Southard, 04, 39; 28. Jim Cope, 21, 27; 29. Lee Faulk, 57, 23; 30. Don Rivers, 34, 23; 31. Jack Hackney, 13, 20; 32. Paul Hager, 61, 19; 33. Butch Yoakam, 21M, 15; 34. Phil Dorman, 58, 6; 35. Arnold Bovat, 81, 5; 36. Phil Weipert, 30W, 1; 37. Mike Riley, 16, 1.



"What do you mean Canadians have to run on snow tires!!!"



# HANLEY WINS CRACKER 200





Mark Martin, who just turned 21 in January, won his third straight ASA National Circuit of Champions Series crown in 1980. During the World Series, Mark will be driving the Ray Dillon owned/Prototype Racing Engines powered 1981 Camaro.

## ASA SEASON WRAPUP Circuit of Champions

Coming as close as any driver in the thirteen-year history of the American Speed Association (ASA) to totally dominating, Mark Martin won his third straight ASA National Circuit of Champions Series crown in 1980, winning five of fifteen events and claiming pole position a record ten times.

Although a consummate professional, respected chassis designer and a "Veteran" of short track stock car competition, Martin only turned 21 in January, making him perhaps the most spectacularly successful driver in the country for his age.

And the season was far from easy for the Arkansas youngster, as his crew completely changed early in the year then in early July he was seriously injured in a non-ASA event, fracturing both ankles and his left foot.

Fortunately for Martin, his injuries came during the only "lull" in the ASA schedule that would permit recuperation time - but his comeback was no less dramatic as his doctors predicted he'd be fortunate to race at all this year.

Barely a month after his crash, Martin rejoined the ASA tour during the busiest week of the schedule, starting August 4 at Cayuga International Speedway in Ontario where he finished second to Junior Hanley in his first outing since the crash, then three days later at the famed "Milwaukee Mile" he won the "AMS/OIL Badgerland 150" in a thrilling duel with Dick Trickle. Still in a cast, Martin drove both races with hand clutch rigged in his Dillon/Baker/AMS/OIL Camaro.

Martin served notice early in the season he would be the man to beat again, winning a 200-lap season opening race at the Queen City Speedway near Cincinnati on April 6.

Ohio's Don Gregory, for many seasons consistently a top ASA charge, won the season's second event - the "Raider 200" - on the Salem (IN) Super Speedway's high banks on April 20.

At Milwaukee's State Fair Park on May 4, Martin went from pole position to win the "Superamerica 150", but it was not to be an easy victory, as Martin led only the last 13 laps of the race and the first thirteen finishers literally crossed the line in a single draft after 150 miles of hard-nosed competition. Mike Miller was challenging Martin right to the final flag for the victory.

Unhappy with his performance on the super-highbanked half-miles so common in ASA racing, Martin made an all-out effort at Winchester Speed-

way's "Memorial 200" May 26, battling Mike Eddy all the way to record his first-ever win on the blazingly fast track.

After a frustrating early season, Bob Senneker, the winningest driver in the history of the ASA, made his initial strike of the season at the 5/8ths mile Indianapolis Raceway Park on June 14 by winning the "Coca-Cola 200".

Just two weeks later at Cayuga International Speedway in Ontario, Senneker was awesome, lapping the entire field including second place Martin in a rare-for-ASA runaway.

Martin's injuries occurred the following week in Madison, WI, setting up his comeback at Cayuga on August 4, when he was second to local standout, Junior Hanley.

In winning the "AMS/OIL Badgerland 150" at Milwaukee three days later, Martin made it a clean sweep for the beautiful mile on the year, chalking up two pole positions and two convincing wins, though the August race was an absolute flat-out scramble to the checkered with Dick Trickle not a car length behind at the finish.

Dick Trickle, leader of the "Wisconsin Gang" wasn't to be denied a win and he got his first of the season on August 9 at Indianapolis Raceway Park, winning the "Circle City 300" in a stirring duel with Bob Senneker.

At Anderson (IN) Speedway, the only quarter-mile track on the entire ASA tour, Bob Senneker won the annual, "Redbud 300" on August 23 by dodging spinning and crashing cars most of the evening.

At the Minnesota State Fair's "AMS/OIL 300" on Labor Day weekend, Bob Senneker turned in one of the most amazing drives of the season, going to the win after starting 37th in a 40-car field because he missed qualifications when his private plane was socked-in enroute to the race.

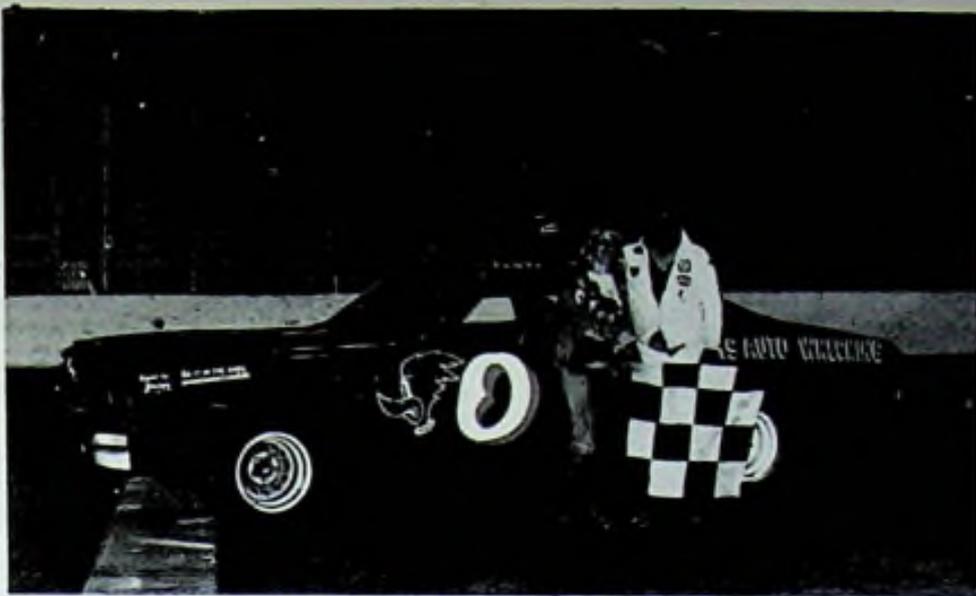
Martin goes back in the win column by dominating the triple 100 format "Midwest 300" at Salem Speedway on September 14. Martin won both his "qualifying 100" and the final century. Bob Senneker accounted for the other qualifying "100".

For the final 40 laps of the annual "Dri-Power 400" at Winchester Speedway on October 5, a record crowd stood up cheering a super battle between Martin and Mike Eddy, but with seven laps to go Martin slipped trying to get under Eddy on the second turn and both cars crashed into the infield and out of the race. Terry Senneker, running third at the time and nursing a bent wheel, was a surprised, happy and \$10,000 richer winner, his first ASA competition.

A persistent Dick Trickle overcame an unscheduled early pit stop then roared back to win his second "World Cup 400" at I-70 Speedway, Odessa, MO, on October 19. He was pursued in the closing laps by Joe Shear who was slowed by a broken rocker arm near the end.

At the season's final event, the "Buckeye 300" at Queen City Speedway, Senneker and Martin provided a good summary of the season, as the two five-event winners battled all the way to the wire with Senneker the victor. A spectacular even saw nineteen lead changes among five different drivers.

Martin became the first driver in ASA history to win three championships and only the second to win more than one (Mike Eddy is a former two-time champion).



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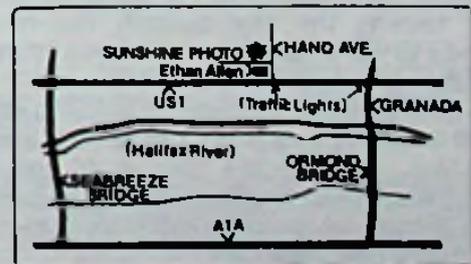


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# SUNSHINE PHOTO



13th Annual Snowball Derby winner Gary Balough is presented the emblematic six-foot trophy by Roger Bear of Winston.

## GARY BALOUGH TAKES FAST SNOWBALL WIN

By Southern Auto Racing News Associate Editor Lynn Gynther

Pensacola, Fla. (Dec. 7) - Gary Balough pulled up to the starting grid in the Winston Snowball Derby for the first time Sunday and less than 1½ hours later wheeled into victory lane at Five Flags Speedway.

An occasional spectator in past seasons, the 17-year veteran driver attempted to qualify for last year's version of the annual event but experienced problems with the car during time trials and was unable to make the field. He came back this year in style, turning the high-banked, half-mile in 16.33 seconds to set a record speed of 110.10 mph and win the pole.

He went on to lead 111 out of 203 laps and collected \$5,310 for his victory in the 13th annual event.

"To me, winning the pole is 50 percent of the battle," said Balough, 33. "Tell me I have the fastest car and put me in front of everybody, there's no reason why I shouldn't win."

Balough shot into the lead when the green fell, his Mario Rossi-powered Junior Hanley prototype Camaro working perfectly. The race was hardly a romp for the hard-charging driver, however, and he had his share of close calls on the way to taking the checkered flag.

Early in the race, Balough got a little too high while tapping a car on the frontstraight and almost lost

control. Then on lap 80, he came up on an accident that almost cost him the race.

Balough was coming off the backstretch when Roger Keller spun in the third and fourth turn, triggering a mixup that involved Mike Alexander and sent Harry Gant and Red Farmer over the top. Balough stood on the brakes and spun, flat-spotting all four tires. Freddy Fryat assumed the lead as Balough limped to the pits under caution.

Fryar, of Beaumont, Texas, and defending champion of the Snowball Derby, kept his #14 Bopp chassis Camaro in the lead for 14 laps, holding off the challenges of Mark Martin and Dick Trickle. But Martin got under the 43-year-old driver and his competition disappeared into the pits, as both Fryar and Trickle were forced to change flat right front tires.

The 21-year old three-time ASA champion looked to have a chance at winning this event he has been so eager for. His #2 Dillon chassis Camaro was running strong in only its second time out, and he had a clear lead over Ray Putnam when the third caution of the day came out.

Martin pitted for tires and, planning to make only one pit stop during the race, returned to change the other side with one lap to go under caution. Although he would have had time to complete his pit stop, he instead wound up three laps down when the car rolled off the jack and the green was dropped.

Putnam, of Zachary, La. was leading Jody Ridley as the race resumed, but Balough was moving through the field and steadily picking off the competition. Joined by Martin, trying to recover his deficit, the four drivers staged a tight battle as they weaved through traffic.

Balough and Ridley swapped second back and forth as they fought to get by Putnam, and coming out of the second turn Balough shot into the lead followed by Martin. Martin was able to get by Balough to make up a lap, but he could do no better with time running out.

The final caution of the race came out with five laps left to go, and as the rules stipulate that the last five laps must be run under the green, five laps were left to go when the race was restarted on lap 199.

Martin, two laps down, was close on Balough's heels as they entered the final laps, but second running Ridley and Putnam in third were further back. Then, coming out of the second turn on the white flag lap, Balough bobbled and Martin shot underneath.

Swinging his car back into control, Balough was able to take the checkered flag by less than three car lengths over Ridley. Putnam came in third, the first time he had finished this race in 11 tries.

"A tire was going flat the last lap," said Balough. "I thought I was going to spin out and lose the race. I punched down and got loose, and had to let him (Martin) by me."

Joe Shear took fourth, one lap back, while Martin came in fifth.

The race was run at an average speed of 66.772 mph in one hour, 23 minutes and 43 seconds. The pace was slowed by six cautions for 33 laps, with four drivers leading. Martin led for 39 circuits, and Putnam for 36.



**Winston Snowball Derby Finish**\_\_ 1. Gary Balough; 2. Jody Ridley; 3. Ray Putnam; 4. Joe Shear; 5. Mark Martin; 6. Dave Slimko; 7. Jerry Lawley; 8. Henry Brook; 9. Don Sprouse; 10. Freddy Fryar; 11. Junior Niedecken; 12. Dick Trickle; 13. Mickey Glibbs; 14. Randy Couch; 15. Jimmy Sauter; 16. Dave Mader III; 17. Billy McGinnis; 18. Bobby Alexander; 19. Waymon Stricklin, Jr.; 20. Bobby Tinkham; 21. David Rogers; 22. Roger Keller; 23. Jack Ingram; 24. Mike Alexander; 25. Jack Cook; 26. Kasper Miles; 27. Red Farmer; 28. Ronnie Sanders; 29. Harry Gant; 30. Billie Harvey; 31. Phillip Grissom; 32. Dalton Corlett; 33. Luther Carter; 34. Harry Deaton; 35. Butch Lindley; 36. Rusty Wallace.



Before the race, Balough, (left) discusses strategy with Pete Hamilton (center) a former Snowball winner and Jack, a crew member.



Joe Shear, Lake Villa, ILL No. 36



Bill Venturini, Chicago, Ill No. 25



Bobby Tinkham, Youngstown, Ohio No. 02



ASA Champ Mark Martin led the race for 39 laps, but finished fifth, one lap behind.



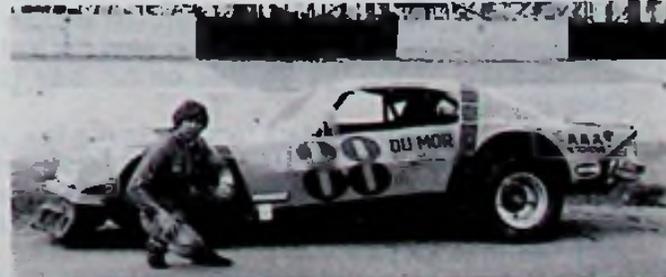
Third place finished Ray Putnam.



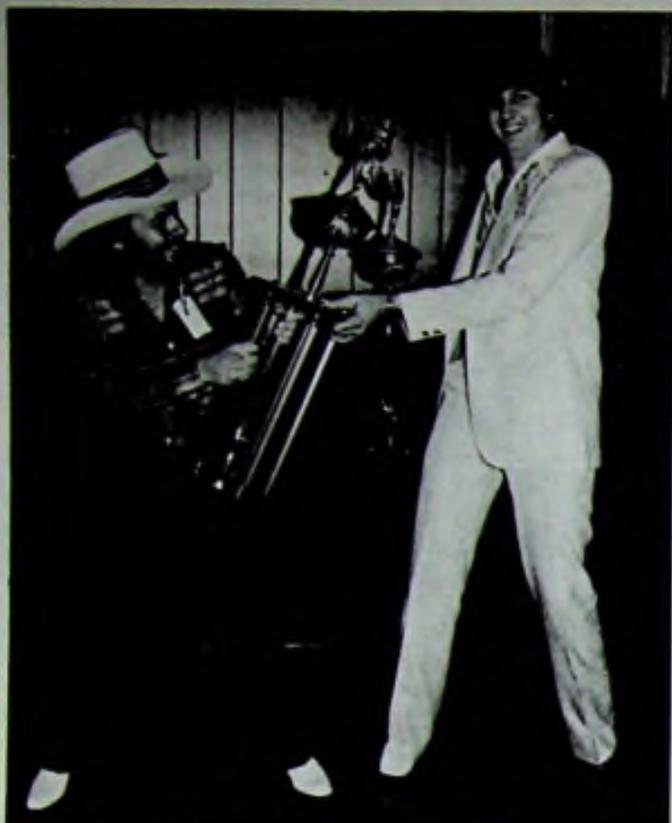
1980 Winston Cup rookie-of-the-year Jody Ridley finished second, less than three car lengths behind.



Fourth place finisher "Little Joe" Shear competes in this year's Series driving the new Nielsen/Shear Howe Prototype Camaro.



Wille Stutzman, Elkhart, Ind. No. 88



Happily kidding around moments after the official trophy presentation at the annual New Smyrna Speedway Awards Dinner and Dance, 1980 high point Champion Jack Cook (right) tries to get the car owner's trophy award from Bob Cassata who isn't about to let go of it.

## 1980 LM TRACK CHAMPION JACK COOK HONORED AT ANNUAL BANQUET

A large and joyful crowd nearly filled the spacious main room of the New Smyrna Beach Elks Lodge for the Annual New Smyrna Speedway Awards Dinner and Dance.

Honored at the event were Late Model track champion Jack Cook and car owners Bob and Joyce Cassata.

In addition to large trophies presented to thirty drivers in the late-model, thunder car and street stock divisions, a guaranteed point fund of \$6,600 was paid out.

Headlining the list of Champions, late model king Jack Cook, just like Dale Earnhardt did in Winston Cup Racing, took the 1979 rookie-of-the-year honors and won the overall Championship in 1980.

This past season, driving the potent Goodyearshod Bob's Space Racers Camaro (which took the division's Best Appearing Car Award), Cook, his driving skill greatly improved, but still a nice guy and still wearing the same size helmet, won 14 features and recorded 32 top five finishes on his way to the Championship.

The Cook and the Cassata families met a few years ago at a moto-cross event in which Jack, then a teenager, was competing. Shortly after, Bob started sponsoring Jack's racing effort and the team soon switched to stock cars.

The lightning fast and sometimes treacherous New Smyrna high banks are definitely not the ideal training

grounds on which to learn to go fast and many times, Jack crashed, heavily damaging the team's cars.

The turning point seemed to come when talented Ohio veteran race driver John "Andy" Anderson noticed Jack's untapped ability and started working with him.

Meanwhile the team members were learning about stagger, tire compound, weight transfer and soon, the immaculate Bob's Space Racers machines were as fast and sometimes faster than some of the country's top late models.

This past season's happy events included Jack's marriage to Bob's attractive daughter Glenda and Jack Sr. coming out of retirement to take over for son "Punky" during the summer season and winning a few features "just trying to keep the points up."

Runner-up for the second year in a row was Joe Middleton, a former northeastern "Mini-Stock King" who learned the late-model tricks of the trade at Holland International Speedway and Perry Motor Speedway in New York State before moving to South Daytona three years ago.

The Middletons (wife Marilyn owns the car) feel that they also are winners, as they are the most successful independent driver/owner team at the track.

Finishing third to tenth were Dave Rosenfield, LeRoy Porter, defending champ Mark Gibson, Gary Balough, Gilles Dutilly, John Santo, rookie-of-the-year Mike Laws and Billie Harvey.



Former Batavia, N.Y. resident Joe Middleton was the runner up in the year-long point chase for the late-model division.

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# PAST WORLD SERIES WINNERS AND CHAMPIONS

1968: Tiger Tom Pistone (NASCAR LMS)  
1969: Dave McGinnis  
1970: Randy Tissot  
1971: Gary Balough

## LATE MODELS

1972 Champion: Joe Ruttman (Michigan)  
1973 Champion: Larry Rogero (Hialeah, Fla.)  
1974 Champion: Pete Hamilton (Norcross, Ga.)  
1974 FEATURE WINNERS:  
Feb. 13 - Jody Ridley  
Feb. 14 - Pete Hamilton  
Feb. 15 - Jody Ridley  
Feb. 16 - Pete Hamilton  
Fastest time turned during series was 20.118 by Pete Hamilton.

1975 Champion: Pete Hamilton (Norcross, Ga.)  
1975 Feature Winners:  
Feb. 12 - Pete Hamilton  
Feb. 13 - Pete Hamilton  
Feb. 14 - Jody Ridley  
Feb. 15 - Pete Hamilton  
Fastest time turned during series was 19.46 by Pete Hamilton.

1976 Champion: Freddie Fryar (Beaumont, Texas)  
1976 Feature Winners:  
Feb. 7 - Gary Balough  
Feb. 10 - Donnie Allison  
Feb. 11 - John Anderson  
Feb. 12 - Freddie Fryar  
Feb. 13 - Freddie Fryar  
Feb. 14 - Jody Ridley and Freddie Fryar  
Fastest time turned during series and new track record was 18.75 by Donnie Allison

1977 Champion: Mike Eddy (Kwlin, Michigan)  
1977 Feature Winners:  
Feb. 11 - Jody Ridley  
Feb. 12 - Mike Eddy  
Feb. 14 - Mike Eddy  
Feb. 15 - Bill Watson  
Feb. 17 - Mike Eddy  
Feb. 18 - Larry Schuler  
Feb. 19 - Mike Eddy  
Feb. 19 - Mike Eddy  
Feb. 20 - Dave Watson  
Fastest time turned during series and also a new track record was 18.736 by Dave Watson on Feb. 18.

## MODIFIED

1976 Champion: Maynard Troyer (Rochester, N.Y.)  
1976 Feature Winners:  
Feb. 5 - Maynard Troyer  
Feb. 6 - Steve Nichols  
Feb. 7 - Freddie Harbach  
Feb. 8 - Richie Evans  
Feb. 9 - Maynard Troyer  
Richie Evans turned fastest time for the modified class in the series - 18.66

1977 Champion: Richie Evans (Rome, N.Y.)  
1977 Feature Winners:  
Feb. 12 - Fred DeSarro  
Feb. 13 - Geoff Bodine  
Feb. 15 - Geoff Bodine  
Feb. 16 - Geoff Bodine  
Feb. 19 - Jim Bickerstaff  
Feb. 20 - Richie Evans

# FEATURE WINNERS 1978 WORLD SERIES OF ASPHALT STOCK CAR RACING

## MODIFIEDS

2-10-78 Richie Evans  
2-11-78 Richie Evans  
2-12-78 Geoff Bodine  
2-13-78 Richie Evans  
2-14-78 Geoff Bodine  
2-15-78 Buggy Stevens  
2-16-78 George Kent  
2-17-78 Ronnie Bouchard  
2-18-78 Geoff Bodine  
2-19-78 rained-out

## LATE MODELS

Mike Eddy  
Dick Trickle  
Dickie Anderson  
Dick Trickle  
Junior Hanley  
Dick Trickle  
Bob Senneker  
rained-out  
Bob Senneker (Prev night's rain-out)  
John Anderson (Regular 25 lapper)  
rained-out

## TOP 10 IN FINAL POINT STANDINGS

### MODIFIEDS

1. Ronnie Bouchard ..... 1195  
2. Charlie Jarzombek ..... 1108  
3. Richie Evans ..... 1084  
4. Fred DeSarro ..... 1068  
5. Geoff Bodine ..... 876  
6. Buggy Stevens ..... 874  
7. Pete Fiandaca ..... 858  
8. Merv Treichler ..... 851  
9. George Kent ..... 836  
10. Gomer Taylor ..... 758

### LATE MODELS

1. Mark Martin ..... 1147  
2. Dick Trickle ..... 1138  
3. John Anderson ..... 1105  
4. Bob Senneker ..... 1095  
5. Mike Miller ..... 1021  
6. Dickie Anderson ..... 1015  
7. Larry Schuler ..... 954  
8. Joe Shear ..... 939  
9. Jim Cushman ..... 822  
10. Rick Wilson ..... 760

# 1979 WORLD SERIES OF ASPHALT STOCK CAR RACING

## MODIFIEDS

2-9-79 Richie Evans  
2-10-79 Richie Evans  
2-11-79 Merv Treichler  
2-12-79 Richie Evans  
2-13-79 Richie Evans  
2-14-79 Ronnie Bouchard  
2-15-79 Richie Evans  
2-16-79 Richie Evans  
2-18-79 Richie Evans

## LATE MODELS

Junior Hanley  
Larry Detjens  
Junior Hanley  
Junior Hanley  
Mike Miller  
Dickie Anderson  
Mike Miller  
Mike Miller  
Junior Hanley

## TOP 10 IN FINAL POINT STANDINGS

### MODIFIEDS

1. Richie Evans ..... 1,444  
2. Ronnie Bouchard ..... 1,312  
3. Jay Edgecock ..... 1,210  
4. Danny Knoll ..... 1,184  
5. Moose Hewitt ..... 1,080  
6. Mark Malcuil ..... 1,044  
7. A. Ferraiuolo IV ..... 978  
8. Jim Rudolph ..... 966  
9. Leo Hill ..... 950  
10. Tim Mislin ..... 948

### LATE MODELS

1. Mike Miller ..... 1,434  
2. Randy Sweet ..... 1,310  
3. Dick Trickle ..... 1,354  
4. Mike Eddy ..... 1,196  
5. Junior Hanley ..... 1,180  
6. Billie Harvey ..... 1,158  
7. Mark Lamoreaux ..... 1,122  
8. Rich Somers ..... 1,014  
9. Rick Wilson ..... 1,010  
10. Dave Pletcher ..... 962



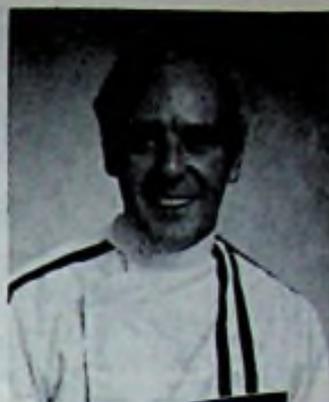
## 1980 WORLD SERIES

### MODIFIEDS

2-8-80 Geoff Bodine  
2-9-80 Richie Evans  
2-10-80 Richie Evans  
2-11-80 Richie Evans  
2-12-80 Richie Evans  
2-14-80 Geoff Bodine  
2-15-80 Geoff Bodine  
2-16-80 Geoff Bodine  
2-17-80 Junior Hanley

### LATE MODELS

Gary Balough  
Gary Balough  
Gary Balough  
Gary Balough  
Gary Balough  
Junior Hanley  
Dick Trickle  
Joe Shear  
Joe Shear



**JOE MIDDLETON, NO. 71**

### TOP 10 IN FINAL POINT STANDINGS

1. Richie Evans .....	1,720	1. Junior Hanley .....	1,724
2. Geoff Bodine .....	1,644	2. Joe Shear .....	1,640
3. George Kent .....	1,636	3. Dick Trickle .....	1,612
4. John Blewett Jr. ....	1,588	4. Mark Malcuit .....	1,560
5. Junior Hanley .....	1,584	5. Mike Miller .....	1,532
6. Leo Cleary .....	1,496	6. Gary Balough .....	1,444
7. Mike Weeden .....	1,388	7. Lee Schuler .....	1,372
8. Bruce Taylor .....	1,316	8. Jim Bickerstaff .....	1,320
9. Brett Bodine .....	1,284	9. Craig Spelman .....	1,292
10. Roy Smith .....	1,212	10. Dave Rosenfield .....	1,256

### 1979 WORLD SERIES THUNDER CARS FINAL POINT STANDINGS

1. Lee Faulk .....	1,336
2. Larry Moyer .....	1,230
3. Gerald Flynn .....	1,222
4. John Guker .....	1,214
5. Steve Heinz .....	1,144
6. Tom Boyles .....	934
7. Jimmy Sills .....	906
8. Randy Summerlin .....	864
9. Tommy Patterson .....	857
10. Robbie Ashton .....	844

### 1980 WORLD SERIES THUNDER CAR RESULTS

#### "A" FEATURE WINNERS

2-8-80 Wayne Heckle  
2-9-80 Wayne Heckle  
2-10-80 Frank Wood  
2-11-80 Frank Wood  
2-12-80 Frank Wood  
2-14-80 Bruce Griffin  
2-15-80 Wayne Heckle  
2-16-80 Frank Wood  
2-17-80 LeRoy Porter

#### "B" FEATURE WINNERS

John Cochran  
Gary English  
Jimmy Sills  
Jerry Poffenberger  
Doug Latham  
Jimmy Cope  
Bruce Lawrence  
Bill Kinley  
Reid Jackson

### FINAL POINT STANDINGS 1980 WORLD SERIES

1. Frank Wood .....	1,784
2. Lee Faulk .....	1,728
3. Jim Sills .....	1,520
4. Bruce Griffin .....	1,512
5. John Guker .....	1,492
6. Don Rivers .....	1,472
7. Tom Bowles .....	1,408
8. Doug Latham .....	1,340
9. Jim Kinsey .....	1,260
10. Tommy Patterson .....	1,244

New Smyrna Beach, Fla. - For Joe and Marilyn Middleton, racing on a budget 52 Saturdays a year means that they spend 99 percent of their free time working on the race car.

Marilyn, who owns the cherry-red Hanley/Howe Camaro No. 71, can often be found repainting and polishing the car rather than staying home doing housework.

Joe, a former "Mini King" (Four-cylinder, foreign northern class) for four years, learned how to build and set up the bigger late model cars at Holland International and Perry motor Speedway in New York State.

In 1978, the Middletons moved from Batavia, N.Y. to South Daytona and almost immediately found their way to New Smyrna Speedway.

They still have vivid memories of their first night of racing on the high banks (on June 13th, 1978) when the car was demolished after sliding in oil from No. 33's blown engine.

The patches and re-patched white jeans that Marilyn still wears at the track every Saturday night is the exact same pair she wore that night.

But the car was rebuilt and they hardly have ever missed a race night since then, and Joe still rebuilds the car when it becomes a "basket case" on the unforgiving whitewashed retaining wall.

Buying the best of parts that the budget allows, Joe also builds his own racing engines at his Volkswagen garage "The Bug Works" where he specializes in rebuilding and repairing VW engines.

At the track, with the help of Jimmy Lindsay who does the "jack and tire changing" work, they try to keep the car on the best rubber possible.

When Joe is on the track, Marilyn can be found standing on top of the dirt pile near the scales, stopwatch, "stat" book and pen in hand, noting the lap time on every tour that Joe takes.

This season, for the second year in a row, Joe was the runner-up in the late-model point standings and received a special trophy to that effect at the recent New Smyrna Speedway Awards Dinner and Dance.

"However, we feel that we are true winners," the Middletons say "As we are the most successful independent driver/owner team in the track's top division.

The team has entered the 15th Annual World Series of Asphalt Stock Car Racing scheduled for Feb. 6th thru 14th, 1981 and "Regardless of higher and higher prices, crashes, work and more busted fingernails, we'll keep going racing every Saturday night," Marilyn concluded.



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**Mike Eddy, Midland, Mich. No. 88**



**Tom White, Brandon, FL No. 22**



**Ed "Grumpy" Rogers, Apopka, FL. No. 42**



**Don Tyndall, Ocoee, FL No. 8**



**Ed Cooper, Clark Lake, MI No. 24**

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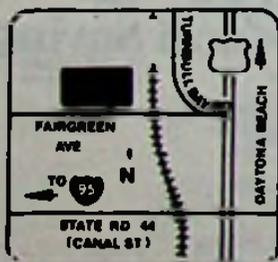
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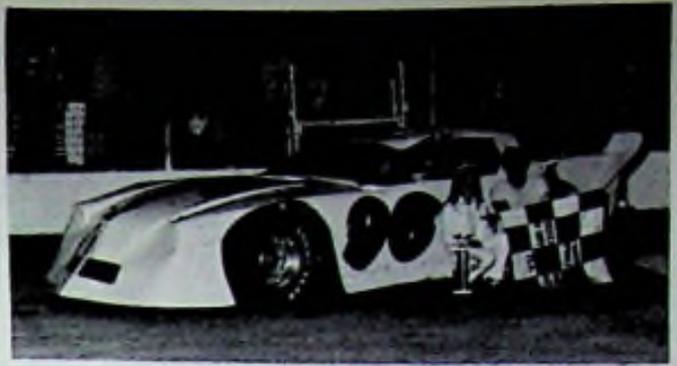
Track Announcer Bob Edwards does a track side interview with Gary "Hot Shoe" Balough after one of his many wins. Although Balough only raced at New Smyrna Speedway occasionally, he still ended up sixth in the total point standings for 1980.



1980 thunder car track champion Don Rivers has graduated to the late-model division and has already won several heat races.



Wild Wally Patterson is congratulated by track official Charlie Hudnall for his 9th place finish in the point standings.



Indian Summer Series overall high point champion Jack Cook Sr. of Ormond Beach poses with the Princess of the Florida Race Car Drivers Paul Lynne Williamson of Orlando. Photo by Jim Jones.

## PAUL LYNNE WILLIAMSON - Princess Of The Race Car Drivers of Florida

New Smyrna Beach, Fla. - On Friday night, July 4th, during the Annual July 3-4-5 Summer Stock Car Series at New Smyrna Speedway, 12-year old Paul Lynne Williamson of Orlando was crowned as Princess of the Race Car Drivers of Florida.

The crowing came as a result of the returns from a mail-in ballot sent to over 400 Sunshine State race drivers.

After introduction by speedway announcer Bob Edwards who acted as Master of Ceremonies, Paul Lynne, resplendent in her white evening gown, walked down to the start/finish line with the president of her fan club and her father and mother, Paul and Clara Williamson.

Promoter Robert Hart then crowned Paul Lynne and presented her with a dozen red roses, courtesy of Tipton's Florist and greenhouse in New Smyrna Beach.

Paul Lynne then took over the mike and graciously thanked her supporters.

At Robert Hart's request, Paul Lynne then recited "The Race Drivers' Prayer," a poem composed by herself in June 1979.

The large crowd of race fans then gave Paul Lynne a standing ovation which brought tears of joy to the eyes of the 12-year old.

Since July 1979, she has recited the prayer in front of large race track gatherings on 14 different occasions, her melodious voice emphasized by the public address systems of the many Sunshine State speedways.

Paul Lynne is a multi-talented girl who has won many talent contests on state as well as on national level.

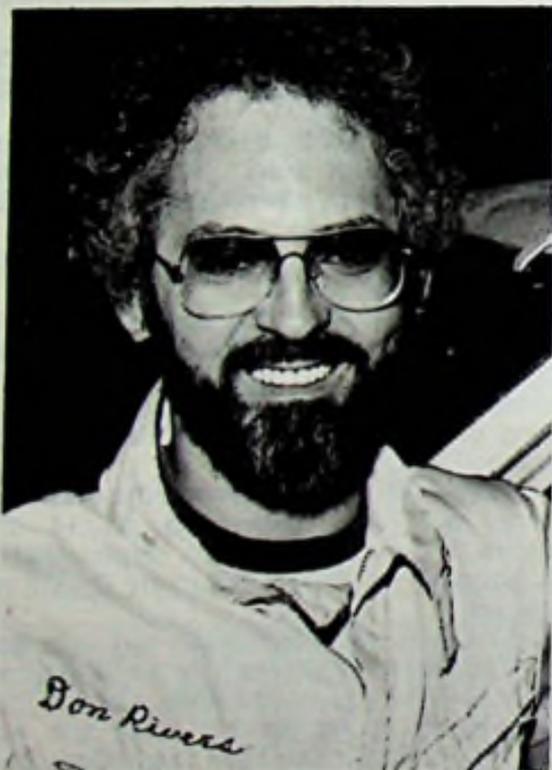
Just recently, on July 13, 1980) she won the Central Florida Super Star Teen Talent Contest held at the Ramada Inn in Orlando.

Competing against 18 other contestants, Paul Lynne won a two-foot trophy, a banner, a wristwatch and an all expenses paid trip for herself and her mother to the U·S·A· Nationals which will be held in Charleston, S C in October, 1980.

New Smyrna Speedway, its management, officials, employees and fans are real proud to have been chosen by Paul Lynne as her "Home Track," and Best Wishes of success in all future endeavors are sincerely bestowed by all.

## EARLY THUNDER CAR ENTRIES (In before and up to Jan. 5, 1981)

0 Ron Carpenter	Apopka, FL	Chevelle	36 John Tyler	Warwick, RI	Monte Carlo
01 Don Crites	Orlando, FL	Camaro	36X Ray Lackey	Warwick, RI	LeSabre
03 Rick Lokey	Orlando, FL	Camaro	37 Ray Cagle	Clermont, FL	Camaro
03 Steve Rumbaugh	Orlando, FL	Camaro	38 David Debellus	Orlando, FL	Camaro
06 David Lelaure	Ocala, FL	Camaro	45 Dencil Chapman	Cocoa, FL	Camaro
07 Greg Yetvington	Daytona, FL	Maverick	46 Sharon Zardo	Brompton, ONT	Chevelle
09 Ron Frye	Orlando, FL	Mustang	46 Gary Patterson	Scottsmeer, FL	Chevelle
1 Larry Moyer	Fl. Wayne, IN	Nova	47 Tommy Patterson	Scottsmeer, FL	Firebird
2 Butch Armstrong	Ocoee, FL	Mustang	48 Wally Patterson	Scottsmeer, FL	Mustang
3 Jim Matthews	Cocoa, FL	Chevy	50 Thomas Balmer	Orlando, FL	Camaro
4 Mike Behens	Orlando, FL	Camaro	51 Dave Sells	Rochester, N.Y.	Malibu
5 Lee Austin	Rockledge, FL	Nova	51 Donnie Lewis	Okahumpka, FL	Mustang
6 Edward Dyer	Cocoa, FL	Nova	52 Richard Tonson	Daytona, FL	Camaro
6 Steve Hair	Altamonte Springs, FL	Camaro	53 Jerry Cochran	Oak Hill, FL	Camaro
6 Peter Ross	Ocala, FL	Chevy	55 Eddie Vunk	Forest City, FL	Nova
8 Buddy Teed	Orlando, FL	Nova	58 Jim Sills	Ocoee, FL	Camaro
9 Wayne Heckle	Orlando, FL	Camaro	60 Richard Roach	Mims, FL	Nova
11 Richard Hampton	Fairdale, KY	Granada	64 Pete Weiss	Frankenmuth, MI	Camaro
11 Jerry Fitch	New Smyrna, FL	Camaro	66 Gary English	Orlando, FL	Camaro
12 Butch Edmister	Tavares, FL	Camaro	66 Don Hatcher	Orlando, FL	Nova
12 Bobby Grainger	Rockledge, FL	Chevy	66 Vaughn McIntire	Fl. Pierce, FL	Chevelle
15 Joe Coupas	Holly Hill, FL	Camaro	67 Edwin Browning, Jr.	Daytona, FL	Chevelle
16 Bruce Lawrence	DeLand, FL	Camaro	69 Ray Hindman	Orlando, FL	Chevelle
16 Bill Mealy	Orlando, FL	Mustang	71 Dave Ordos	Kissimmee, FL	Barracuda
17 Bill Kinley	Forest City, FL	Cougar	72 John Cochran	Oak Hill, FL	Camaro
17 Gordon Gibbs	Port Orange, FL	Nova	74 Dave McCabe	Cocoa, FL	Nova
18 Steve Burgess	Eau Claire, WI	Nova	74 Ted Richard	Port Orange, FL	Nova
22 Chris Miller	Altamonte Springs, FL	Nova	75 Bob Lyon	Kissimmee, FL	GTO
23 Rusty Berghoefel	Pinellas Park, FL	Camaro	77 Steve Hadley	Orlando, FL	Firebird
24 Granny Tatroe	Ormond Beach, FL	Mustang	80 Gator Mullins	Mims, FL	Camaro
26 Glenn Smith	Orlando, FL	Nova	80 Jim Rynnion	Mims, FL	Camaro
26 Tom Hardy	Lake Helen, FL	Chevelle	81 Tommy Funk	Orlando, FL	Camaro
28 Frank Velenosi	Dundas, ONT	Chevelle	82 Lee Faulk	Orlando, FL	Camaro
28 Shakie Turner	Cocoa, FL	Maverick	83 Buzzy Berry	Orlando, FL	Monte Carlo
32 Bob Mackenzie	Orlando, FL	Camaro	85 George Denise	Titusville, FL	Firebird
33 Frank Wood	Orlando, FL	Camaro	88 Eddie Perry	Titusville, FL	Nova
33X Dick Proulx	Orlando, FL	Camaro	88 Mike Jernigan	Ocoee, FL	Nova
33X LeRoy Porter	Orlando, FL	Camaro	88 Willie Stutzman	Elkhart, IN	Camaro
35 Michael Schlosser	Ocoee, FL	Cutlass	99 Fred Borden	Holly Hill, FL	Chevelle
35 Buddy Schrock	Plain City, OH	Camaro			



Don Rivers

### 1980 THUNDER CAR HIGH POINT CHAMPION DON RIVERS

Nineteen-eighty thunder car high point titlist Don Rivers, 35, started racing on the tricky New Smyrna high-banks on April 17, 1978. Originally from Butler, Pa., Rivers owns and operates D and W Motors Augot

Sales in Daytona Beach. He is also a licensed commercial pilot and owns a Beechcraft Bonanza.

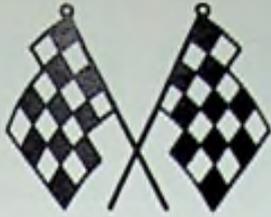
This year, Don made 95 percent of the races and towards the end of the season, when the points battle between him and Tommy Patterson became very close, he started towing a back-up car to the track, just in case...

Don and partner Bill Reges build all the engines for the team and do all the mechanical work on the cars. Even with the help of A-1 Auto Parts in Favoretta, Fla., Rivers estimates that he spent \$22,000 dollars to finance his racing operation in 1980. "It's an expensive hobby," said Rivers. "But I love auto racing and I'm really having a good time."

Just like Middledton did in the late model class, Tommy Patterson, the leader of the Scottsmeer gang, was the thunder car division's runner-up for the second year in a row. He also is an independent who operates on an extremely low budget.

Tommy received a special award for being the only driver who never did miss a single program during the 52-week season, while his wife "Street Racer" Brenda was the powder-puff champion for the second year in a row.

Third to fifteenth were Jerry Fitch, Wayne Heckle, John Cochran, Granny Tatroe (the Speedway's high-point lady), Jim Sills, Bruce Lawrence, Wally Patterson, Frank Wood, Ted Richard, Robbie Loomis, Eric Syfert, rookie-of-the-year Eddie Perry and Glenn Smith. Jimmy Sills won the best appearing car award for his D and J Auto Sales black "Mongoose" Camaro.



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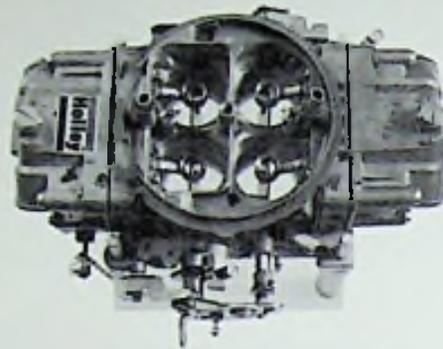
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**Bobby Bushyell No. NUT**



**David Leisure, Ocala, FL No. 06**



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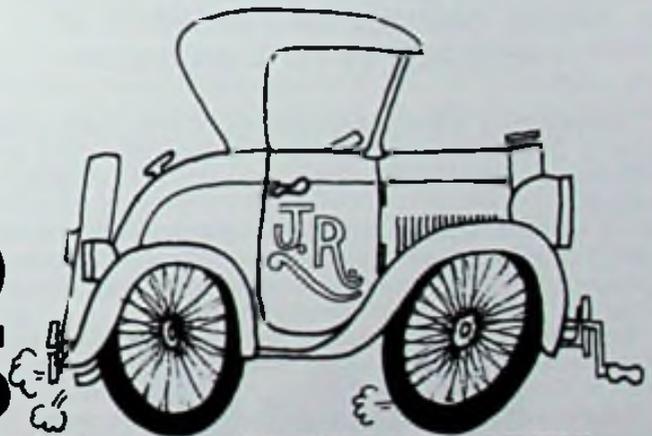
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Designed and constructed by Herb and Jim, the buggy, built around a 1964 Volkswagen transaxle, circulates on the track at speeds ranging from 50 to 70 miles per hour.

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The buggy driver is Michael J. "Herb" Shaffer, a former off-road racer and mini-stock car driver/builder/mechanic who now successfully competes in mud runs.

Shaffer's cohort Jim Pratt who rides in the safety buggy is also a very competitive mud runs participant who like Shaffer, is a member of the Halifax x 4 Club.

Pratt, who is the service manager at J.J. Vaughn Ford Mercury in New Smyrna Beach, pilots a VW rail in the mud runs. He successfully competes against other rails and against 4 wheel drive vehicles in the Open Class.

Last year, Jim has taken many trophies and fast time of the day awards while competing against hundreds of 4 x 4's and rails.

Back to Shaffer, a Volkswagen mechanic with fifteen years of experience, he manufactures safety buggies, just like the one he operates here at New Smyrna Speedway, for use on asphalt race tracks.

He also does maintenance work on all the New Smyrna Speedway vehicles.

For a short time, while on duty in the navy as an aviation metalsmith, Herb worked on the jet planes of the famous Navy Blue Angels Acrobatic Show Team, traveling around the world with the internationally acclaimed troupe of supersonic daredevils.

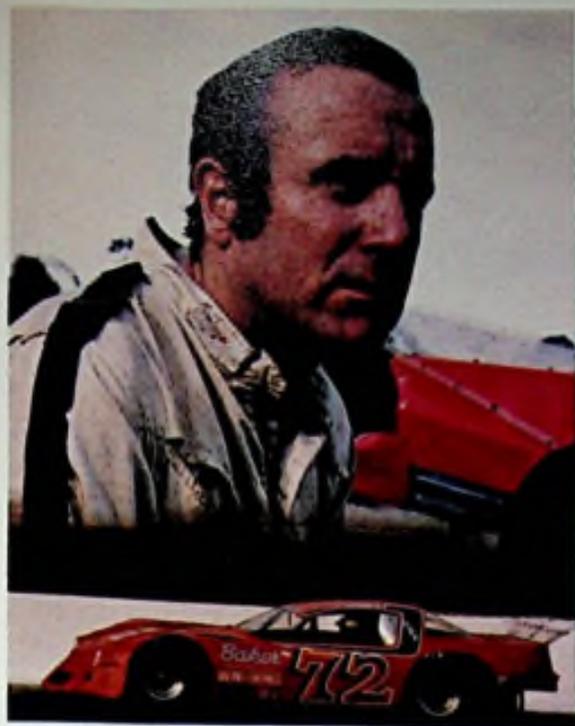
Recently, Shaffer built a full-bodied VW mud runner, named it "The Weapon" and started winning.

"The Weapon" which sports a VW bus transaxle and a 2,200 cc engine, presently leads the season-long point chase for the two-wheel drive vehicle division and ranks third in the Open Class which includes all 4 x 4 machines and no limit on tire size.

In 1979, in only six mud run meets, he won 15 trophies.

The safety buggy, with two "racers" such as Herb and Jim at the controls, does as much work in much less time than a clean-up crew of four men in a pick-up truck and a safety crew of four more men in another pick-up truck.

For details and prices on safety buggies, please contact Herb at (904) 428-4245 during business hours.



## UPDATE OF 1980 WORLD SERIES OF ASPHALT STOCK CAR RACING CHAMPION JUNIOR HANLEY, OAKVILLE, ONTARIO, CANADA

By Pat Edwards

"It was a very good year!"

That about sums up the 1980 season for Canada's number one, flat-out, all time great Stock Car Racer, 36 year old Junior Hanley, commonly known in racing circles as "Mr. Excitement."

It has been said that "Wherever that man goes, he puts on a show that is unforgettable. The guy has talent and style oozing out of his ears. He usually ends up blowing the doors off the rest of the pack, or blowing 'em in the weeds." The second half of this season for Junior was no exception.

After winning the A.S.A. "Goodyear 200," August 4th, at Cayuga Speedway, Canada, (becoming the only driver in that tracks history to win all three major Late Model races) he continued to win special events throughout Canada and the mid-American States.

August 9th, at Flamboro Speedway 1/2, Canada, the Second Annual Race of Champions, Triple 50's crown was added to Junior's list of Career Firsts, closely followed August 23rd by his first Canadian bounty race, the 30 Lap Hanley Challenge, which ended up in a cloud of dust.

At the drop of the green, starting from scratch, Hanley charged with reckless abandon, reminiscent of the style he was noted for when he first hit the Ontario tracks. On the 15th lap he had already conquered the field and was coming up hard on the leader on the inside. The two cars got loose, seemingly touched, and the #72 spun wildly into the infield. The resulting sandblast completely covered the orange machine, making visibility almost nil. Three laps later, unable to see to avoid a wreck, Hanley was retired to the infield, thus removing the prey for the bounty.

Shortly after, Hanley sold his car to Jim Sauter of Illinois, and was once again without his own ride. For his August 28th NASCAR Grand Am. season Ad Championship win, and Late Model Points Track Championship at Mt. Clemens, Michigan, he drove the #12 Hanley built car formerly owned and driven by Fred Cade, and with it's black and gold paint job looking spacioously like that of the #112, the "Black Bandit" of Florida's Gary Balough.

September 1st, the "Goodyear 250" at Cayuga Speedway, proved to be one of only three non-finishes in Hanley's 1980 season. Early in the race after leading most of the way, the #12 came upon a wreck caused by a blown engine, and spun. Not seriously damaged, he could have continued if he had not been a sitting duck for the oncoming field, who really did a job on him. However, he did better his Cayuga one lap track record with a 19.585 sec. for the 5/8th mile oval.

September 7th proved almost as disastrous. After towing the newly repaired #12 to Sharon Speedway, Ohio, for the "Steel Valle 200", on the second warm up lap, a tire let go, sending the racer on a spectacular rear end slam into the wall. After two hours of feverish slugging, the car was ready to go, and Junior Hanley managed a 2nd in the first 50 lap race, and a 3rd in the 100 lap main feature. In the crash, Hanley's head hit the roll cage so hard that it cracked his helmet, causing a back injury that was to plague him for the rest of the season.

September 20th, 26th, and 27th added Flamboro Speedway's "First Annual Autumn Championship" to Junior's list of Career Firsts. Unfortunately he was forced to miss Toledo Speedway's "Garbriel 300" because of back problems, but had already earned 918 points to capture their Late Model Points Track Championship, winning 9 of 12 features.

After building his radically new Baker Engine Camaro, on October 18th, Jr. Hanley ran in Hartford, Michigan's "Dealer's Choice", where he won the "Busch Champions Challenge Race," and on the following Sunday put on a thrilling display of driving to take a very close second in the 50 lap feature, after getting caught behind a slow car, and losing the lead to Butch Miller as the white was about to fly. In Hartford, the brand new #72 was sold to Dickie Anderson of Florida, who has been continuing his winning ways down south; every checkered flag providing "proof-positive" for the Hanley built racing machine, and assuring Junior of lots of business for the winter months.



In summing up Junior Hanley's racing season for 1980:

- he won two Late Model Championships - Mt. Clemens, Michigan - Toledo Speedway, Ohio
- he set 7 one lap track records - Toledo Speedway, 16.13 (since broken); - Mount Clemens, 20.76; - Hartford, Michigan, 18.96; - Owosso Speedway, Mich., 17.03; - Checker Flag, Canada, 16.25; - Flat Rock, Mich., 12.165 (since broken); Cayuga Speedway,



In order to get his new World Series car completed on time, Junior stretched his work schedule to 20 hours a day.

Canada, 19.585

- he won 18 out of 19 features at Mt. Clemens Race Track, Michigan.

- he won 9 out of 12 features at Toledo Speedway, Ohio.

- he won 45 out of 61 features for a 74% season average.

- he incredibly had only three non-finishes all season.

As well he chalked up his:

- FIRST World Series of Asphalt Stock Car Racing Late Model Championship.

- FIRST NASCAR GRAND AMERICAN feature start and win, Mt. Clemens, Mich.

- FIRST ARTGO feature start and win, Berlin Speedway, Michigan.

- FIRST M.S.P.A. BUSCH SERIES start and win, Mt. Clemens, Mich.

- FIRST A.S.A. "GOODYEAR 200" win, Cayuga Speedway, Ont., Canada.

- FIRST (second) ANNUAL RACE OF CHAMPIONS, TRIPLE 50's, Flamboro, Ont.

- FIRST (CANADIAN) Hanley Challenge Bounty Race, Flamboro, Ont., Can.

- FIRST BUSCH CHAMPIONS CHALLENGE RACE win, Hartford Speedway, Mich.

- FIRST "CRACKER 200" LATE MODEL CHAMPIONSHIP OF FLORIDA.

All in all, "IT WAS A VERY GOOD YEAR!!!"

February 8th to 17th

**World Series of Asphalt Stock Car Racing  
Late Model Champion**

New Smyrna Speedway, New Smyrna Beach, Florida

Late Model:

Features: 8 out of 9 top five finishes; 1 WIN 1724 points.

Modified:

Features: 5 out of 9 top five finishes; 1 WIN 5th in points.

**SUMMARY  
REGULAR RACING SEASON  
MAY 3rd TO OCTOBER 19, 1980**

TRACK	FEATURES STARTED	WON
Flamboro	9	8
Checker Flag	1	1
Cayuga	3	1
Sandusky	1	1
Sharon	6	3
Flat Rock	1	1
Kalamazoo	3	none
Hartford	3	2
Berlin	2	1
Owosso	1	none
Mt. Clemens	19	18
Toledo	12	9
	<hr/>	<hr/>
	61	45

Won 74% of features started, with only 3 non-finishes.

"IT WAS A VERY GOOD YEAR."

New Smyrna Speedway, New Smyrna Beach, Fla.

Nov. 29th - 25-lap feature win.

Nov. 30th - FOURTH ANNUAL "CRACKER 200" LATE MODEL CHAMPIONSHIP OF FLORIDA WIN.

Including New Smyrna Speedway results, features started,  $61 + 20 = 81$ ; features won,  $45 + 4 = 49$ .

Won 60% of all features started in 1980.



The finished product, completely handcrafted at Hanley's Oakville, Ont. shop.





Gordon Gibbs #17



John Cochran, Oak Hill, Fl. No. 72



Jerry Cochran, Oak Hill Fl. No. 53



Richard Tolson, Daytona Beach No. 62



Rich Roach, No. 60



Pete Weise, Frankenmuth, MI No. 64



Dick Proulx, Tavares, FL No. 33



Michael E. Schlosser, Ocoee, FL No. 35



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**Bruce Lawrence, Deland, Fl No. 18**



**Dave Sells, Rochester, NY No. 51**



**Rick Lokey, Orlando, Fl. No. 03**



**Glenn Smith, Orlando No. 26**



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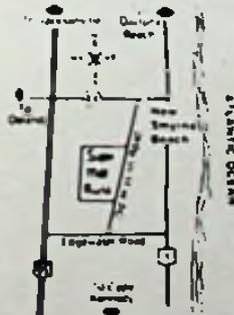
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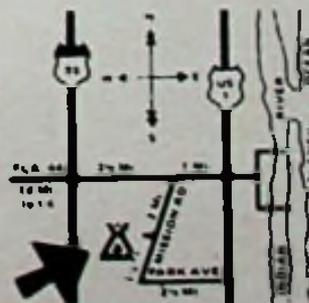
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