



# Silver Spring Yearbook

★ ★ 1984 YEARBOOK ★ ★

*Sportsman Champion - Dwight Leib / Limited Late Model Champion - Jim Shuttlesworth*





# 1984 Feature Winners





## 1984 Sportsman Point Champion - DWIGHT LEIB



### Dwight Leib No. A1

First Place - 2215 Points

Nine Feature Wins

20 Top Five Finishes

23 Top Ten Finishes

11 Heat Wins

Qualified For Every Event

Dwight Leib of Hummelstown had a season in 1984 that most drivers dream about. Driving the R.W. Lutz owned, A-1 Automotive - Henry's Towing A1, A.D. captured nine feature wins at Silver Spring, on his way to taking his first point championship in the Super Sportsman class. Dwight also had seven feature victories at Susquehanna Speedway this year, and he also captured the Super Sportsman point championship at that race track.

Leib made his move to the front of the points on May 9th



when he captured a second place finish. Following that May 9th show, Dwight would finish no lower than 10th place in the remaining races of 1984. During this span of 20 races, Dwight finished out of the top five only twice; plus he captured nine feature wins. The strong point for "A.D. Sideways," would be the extra distance races. Dwight won the 35 lap Memorial Day Race, plus he had a second place finish in the Fourth of July 40-lap championship show. The best race that he had came on the final night of racing, when the veteran driver won the big Super Sportsman 100.

A lot of credit for all the success that Dwight had in 1984 would have to go to head mechanic Ree Smith. Not only did Ree have to maintain the A1 but he also had to maintain the back-up Super Sportsman, a small block modified and a super sprint. With a new super sportsman being built for Dwight for next season, the A1 team should be tough again in 1985.



## John Murphy No. 3

Second Place - 1805 Points

Eight Feature Wins

14 Top Five Finishes

20 Top Ten Finishes

Five Heat Wins

One Consy Win

Qualified for 25 Features

Four-time Silver Spring Speedway Super Sportsman point champion, John Murphy of Mechanicsburg, once again had another outstanding season in the Highland Tire 3. The veteran driver got off to a flying start in 1984 when he captured three feature wins in the first four races. During the rest of the 1984 season, Murphy would pick-up five more checkered flags at Silver Spring. Plus he would also capture several victories at Susquehanna Speedway during the year. In double point championship races, John had a fourth and a seventh in the two extra distance races, plus he also won the special feature race run for the Super Sportsman on the night that the Super Sprints were at Silver Spring. On August 11th, John took the checkered flag in first place in a race that went non-stop. John went the 25 laps in a time of 7:34.5, which was a new Silver Spring track record. In the Super Sportsman 100, Murphy led the most laps during the race as he led 47 laps. John ended up with a fine sixth place finish in that big race.



## Bob Fannasy No. 222

Third Place - 1670 Points

One Feature Win

13 Top Five Finishes

17 Top Ten Finishes

Seven Heat Wins

Two Consy Wins

Qualified for Every Event

What a season second year Super Sportsman driver Bob Fannasy of Dauphin had. Bob, who was the 1983 Super Sportsman Rookie-of-the-Year, looked like a seasoned veteran behind the wheel of the Bill Fannasy owned, Baker's Carbs, Penn Bowling-National Novelty Co. Inc., Bob's Tires 222. Bob served early notice that he would be tough in 1984, when he captured two fourth place finishes in the first two races of the season. When "Battlin' Bob" captured an early feature win at Susquehanna Speedway, the race fans really started to pay attention to the red "Deuces Wild." Late in July, the Fannasy's became proud parents of their first child; a baby boy named Scotty. When Bob came to the next race at Silver Spring, the 222 had a large blue ribbon on the car. If becoming a new parent wasn't enough excitement, Fannasy went out on that night and he captured his first Silver Spring Super Sportsman feature. In the Super Sportsman 100 Bob had an outstanding fourth place finish in the big race.



## Gary Wolford No. 71

Fourth Place - 1620 Points

Three Feature Wins

12 Top Five Finishes

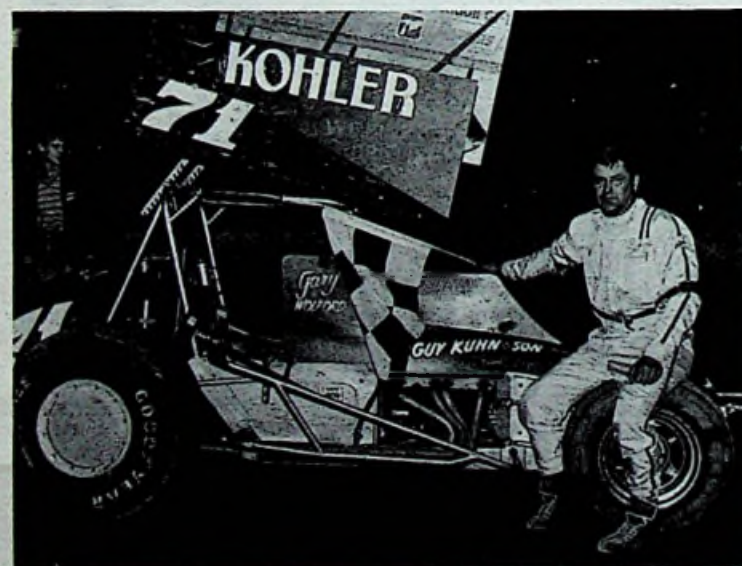
17 Top Ten Finishes

Four Heat Wins

Two Consy Wins

Qualified for Every Event

Going into the 1984 season at Silver Spring, Gary had amassed 74 feature wins at Silver Spring, which made him the all-time feature winner at Silver Spring. By the time the final checkered flag flew in 1984, that total was up to 77 career victories. Wolford got off to a good start in 1984 as he had four top finishes in the first seven races, including a fifth place finish in the Memorial Day Championship show. "The Pride of Brogueville," took his first checkered flag of 1984 on Old Timers Night. Gary is actively involved in restoring old time race cars, so this was a very special win for the veteran driver. Late in the season Wolford and the Kohler Well Drilling/Guy Kuhn and Son Trash Removal 71 had two wins in three weeks plus Bobby Weaver had a win in the back-up 71 at Williams Grove. Gary, who started his racing career at Bowling Green Speedway in 1960, captured a fine third place finish in the Sportsman 100.





## Larry Jackson No. 69

Fifth Place - 1610 Points

One Feature Win

13 Top Five Finishes

18 Top Ten Finishes

Four Heat Wins

Two Consy Wins

Qualified for 24 Features

Larry Jackson of Carlisle, the 1983 Silver Spring Point Champion in the Super Sportsman class, was once again behind the wheel of the Randy Shuman owned, Shuman Gun Shop 69 for 1984. On May 9th, Larry captured his only Silver Spring feature win of the year. In the next five races following May 9th, Larry finished no lower than third place. During that span of five races Jackson had two second place finishes, plus two third place finishes. At Williams Grove Speedway this season, Larry was almost unbeatable. Larry won the first three Super Sportsman features that were run at the Grove this year. Jackson drove a great race in the Super Sportsman 100. Larry led the race for 41 laps, only to have Dwight Leib sneak by with five laps left in the show. Jackson came home in the second spot in the 100 lapper. Larry has the talent to be a good sprint car driver, and sprinter's may be in his future plans.



## Tim Leiphart No. 07

Sixth Place - 1470 Points

Two Feature Wins

Seven Top Five Finishes

15 Top Ten Finishes

Three Heat Wins

One Consy Win

Qualified for 25 Features

Tim Leiphart was a very busy young driver during 1984. When Tim wasn't busy driving the Bill and Kay Tanger owned, Remco-Stick's Potato Chips-Hesco Exhaust 07, he was driving his 11 super sprint. After getting off to a slow start, Tim and the Tanger Racing Team hit pay dirt on June 16th, when Leiphart captured his first win of the season. Three weeks later was the big Fourth of July 40-lap championship. That race turned out to be the Tim Leiphart show as he held off a late race charge by Dwight Leib to take the checkered flag three feet in front of Leib. When you consider that the motor that won that race for Tim was built that very morning, it had to be a very special win for the Tanger's. In the second half of the season, Tim had nine top ten finishes, which enabled him to capture this fine finish in the points.



## Don Harnsberger No. 25

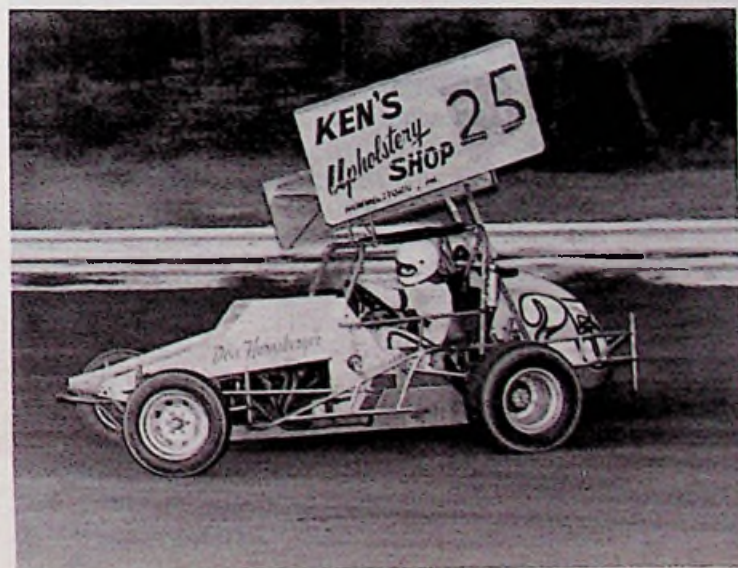
Seventh Place - 1230 Points

16 Top Ten Finishes

One Consy Win

Qualified for 22 Features

1984 turned out to be a very outstanding year for Harrisburg's Don Harnsberger. Although he didn't win any features, by being very consistent, especially in the second half of the season, Don had his best season ever. "Dr. Groove" had four tenth place finishes in five races early in the year. Following a ninth place finish in the Fourth of July race, Don got hot. In the last 13 races of the 1984 season, Don and the Hygroove Racing Products had ten top ten finishes. The highlight of the season was Harnsberger 25 had to be on 7-Up Night on September 1st. On that night Don drove a great race in the "Garfieldmobile" to capture a fine third place finish. A new car is in the plans for 1985 with the 1984 car being used as a backup. Watch for "Dr. Groove" to be on the move in 1985."





### One Consy Win Qualified for 21 Features

Rich Eichelberger was another driver that raced both Super Sportsman and Super Sprints during 1984. Rich started the year off driving for Buck Meyers and the D & M Auto Servicer 8. "Ike" won the very first Super Sportsman feature of the year at Susquehanna Speedway. He also got off to a fast start at Silver Spring as he had a second and third place finish in the first three races run. Although the York Springs driver did not have a feature win at Silver Spring this year, he did have seven top five finishes. Late in the season, Rich and Buck parted company. "Ike" spent two weeks running his Super Sprint, but then he joined forces with Super Sportsman owner Jerry Burkett. Rich had a fine second place finish for Jerry in the next to last race of the year.



### Howie Locke No. 42 & 77

Ninth Place - 1135 Points

12 Top Ten Finishes

Qualified for 20 Features

Howie Locke started the 1984 season off with Wade Fraker and the 42. Although the team had only four top ten finishes in the first 13 races, two of those top ten finishes came in the double point-extra distance races. That includes an eighth place finish in the Memorial Day race and then an outstanding third place finish in the Fourth of July race. Following the Fourth of July race, Howie and Wade parted company and Locke joined forces with car owner Jackie Trout. In the final 13 shows, Howie and the Jackie Trout Excavating-European Imports 77 had eight top ten finishes, including a second place finish on the September 1st 7-Up race. One night Howie had the misfortune of flipping in the second turn. As he was getting out of the car Howie was told that his wife went into labor at the hospital. Locke made a quick dash to the hospital, and it was announced at intermission that the Locke's became proud parents.

### Jerry Wolfe No. 93

Tenth Place - 1130 Points

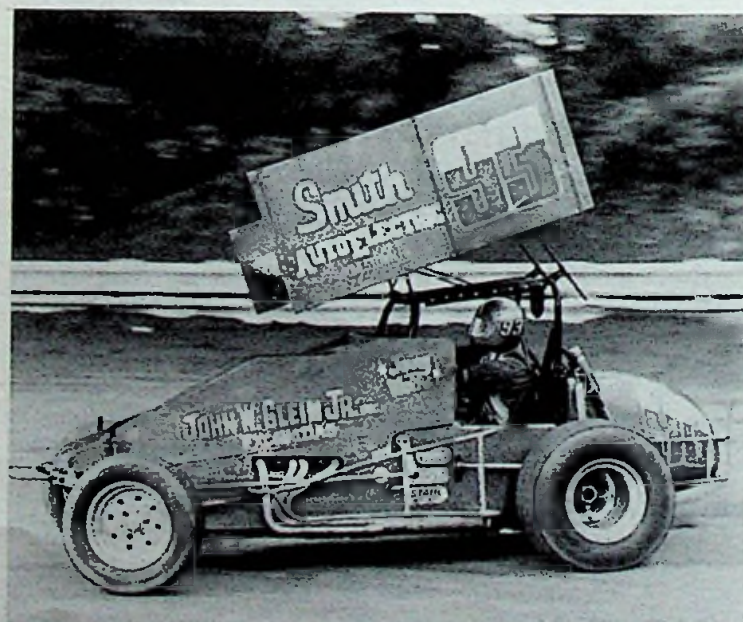
12 Top Ten Finishes

Four Heat Wins

Two Consy Wins

Qualified for 21 Features

Since he first broke into racing back in 1953, when he drove a Hobby stock car at Fredericksburg Speedway, Jerry Wolfe has been known as being a very consistent driver. Jerry was back with Walt Bigler for 1984, but things got off to a very slow start for the Bigler-Wolfe Team. In the first 13 races they had only two top ten finishes. The second half was an entirely different story. Jerry and the John Gleim Excavating-Olden Annville Inn 93 had a fine fourth place finish in the Fourth of July Championship race, and this was a sign of things to come. In the next three weeks the Annville driver had one seventh and two third place finishes. In the last 13 races Jerry finished out of the top ten only four times. By capturing consistent top ten finishes, Wolfe was able to capture top ten finish in the points.





## Ron Heisey No. 56

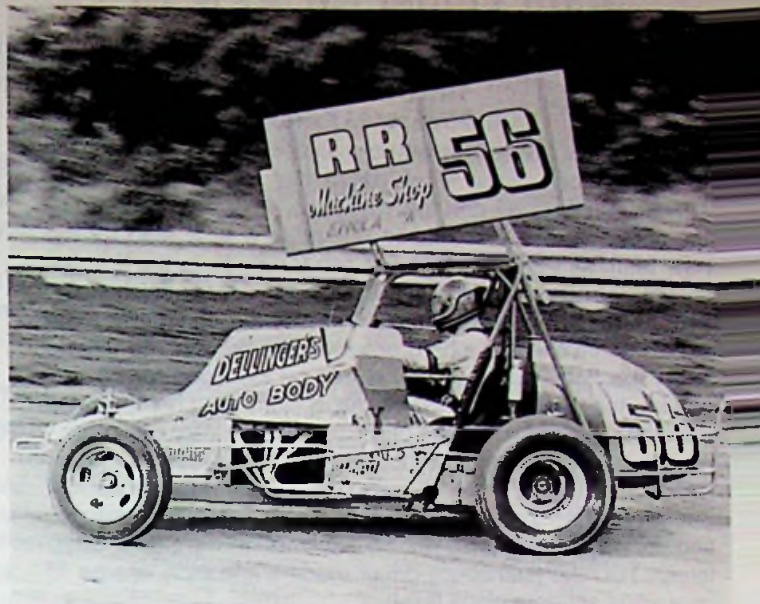
Eleventh Place - 1100 Points

11 Top Ten Finishes

One Consy Win

Qualified for 23 Features

Veteran Newe Cumberland driver, Ron Heisey was once again driving for car owner Jack Warfield in 1984. Although he didn't crack victory lane in 1984, Ron put together a very consistant string of finishes during the middle part of the season. Starting on June 2nd, when Ron had an eighth place finish, Heisey put together seven top ten finishes in the next nine races. This included a fifth place finish in the Fourth of July championship show. In the next three weeks following the Fourth of July show, Ron would capture two more fifth place finishes in the Dellingers Auto Body - R&R Auto Machine Shop 56. By putting together these top ten finishes, Ron was once again able to finish in the top 15 in the points.



## Ron Kreitzer No. 4

12th Place - 995 Points

9 Top Ten Finishes

Qualified for 23 Features

For the second year in-a-row, Ron Kreitzer was driving for the Stoner no. 4 Team. The "Poison IV" got off to a fast start as they had four top ten finishes in the first six races. Ron and the Joe's Bar-Investor's Development Group no. 4 had their best finish of the year on June 9th, when the Mechanic-sburg driver captured a sixth place finish. Ron, who started his racing career in the Hobby division driving a 1951 Hudson, had his best moment of the season on the final night of racing. In time trials for the big Super Sportsman 100, Kreitzer tied Larry Jackson for the second fastest time of the night. Unfortunately, mechanical problems sidelined Ron during the running of the 100-lapper.

## Scott Ausherman No. 27

13th Place - 945 Points

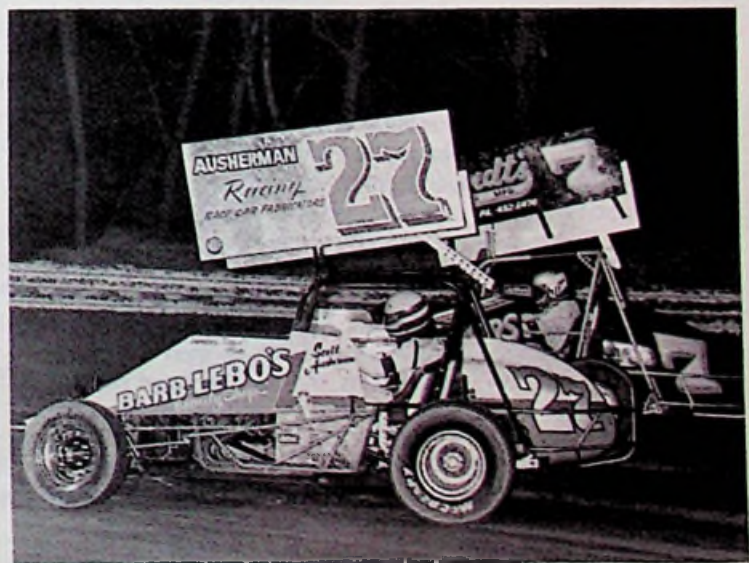
10 Top Ten Finishes

Two Heat Wins

One Consi Win

Qualified for 15 Features

Scott Ausherman and Thomas Brandt teamed up for the 1984 season. The team got off to a good start as Scott captured a fifth place finish on opening night. Three weeks later Scott and the Barb Lebo Beauty Shop/Ausherman Racing Products no. 27 had their best finish as Scott captured third place. In the month of June the Dover resident had back-to-back fourth place finishes. Unfortunately, Scott soon had to sit out four races as the team was without a motor. When Ausherman did return, he picked-up right where he left off, as he had another fourth place finish late in the season. For Scott, he had another form of success during 1984, and that was the success of his Ausherman built cars. Phil Long won Rookie-of-the-Year honors in his car and Lanny Hake ran very strong in his Ausherman car.





## John Yinger No. 47 & 15

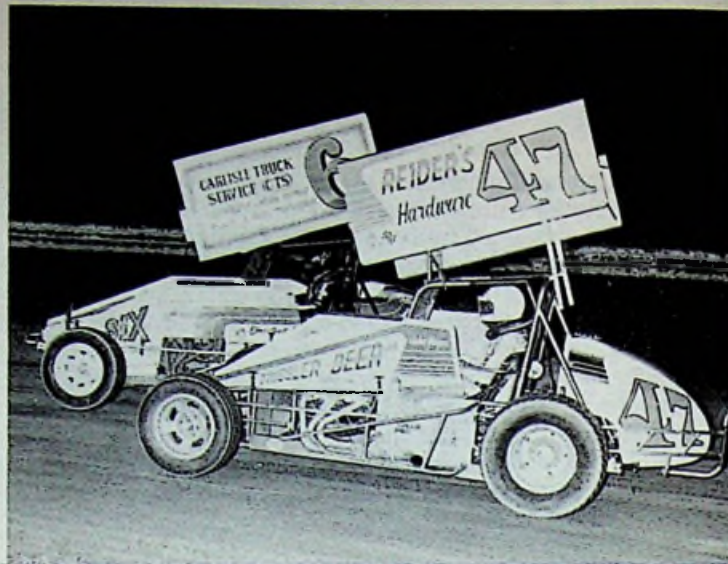
14th Place - 935 Points

6 Top Ten Finishes

Two Consi Wins

Qualified for 25 Features

John Yinger teamed up with car owner Jerry Burkett for the 1984 season. John would drive the Reider's Hardware-Trissler Beer no. 47 and the Yinger no. 15 would be used as the back-up car. The season got off to a slow start for the new team as they only had one top ten finish in the first ten shows. On Old Timers Night, John had his best finish of the year as he captured fifth place. Mid-way through the season, John was involved in a hard crash on the back chute. While everyone figured the no. 47 would be sidelined for several weeks, the crew of the no. 47 put in many long hours during the week and they had the car ready for the very next race. As the year wore on, the no. 47 was being used at Silver Spring, while the no. 15 was being put into service at Susquehanna. Late in the year there was a driver change, and John was driving his no. 15 full-time. In the Super Sportsman 100 the Harrisburg driver made a late race charge to take a fine seventh place finish.



## Leroy Martin No. 66 & 42

15th Place - 855 Points

7 Top Ten Finishes

Qualified for 19 Races

This is the first time that Leroy Martin has finished in the top 15 in points. Leroy started the year off driving his Musser's House of Carpets no. 66. After missing the first three races, Leroy finished in seventh place in the first feature he ran in 1984. Just after the mid-way point of the season, Leroy took over the ride in the Wade Fraker owned West Shore Suzuki/European Imports no. 42. In the month of August, the Fraker-Martin Team got hot as they had three top ten finishes in-a-row. One of these finishes was a fine fifth place finish on August 18th, which would be the best finish of the year for Martin. For the last couple of shows, the Denver driver was back in his no. 66, and Leroy captured a top ten finish in the next to last race. Martin ran very strong at Susquehanna Speedway this year, and in one race he appeared to have the race won, only to have mechanical problems force him into the pits.



## Phil Long No. 45

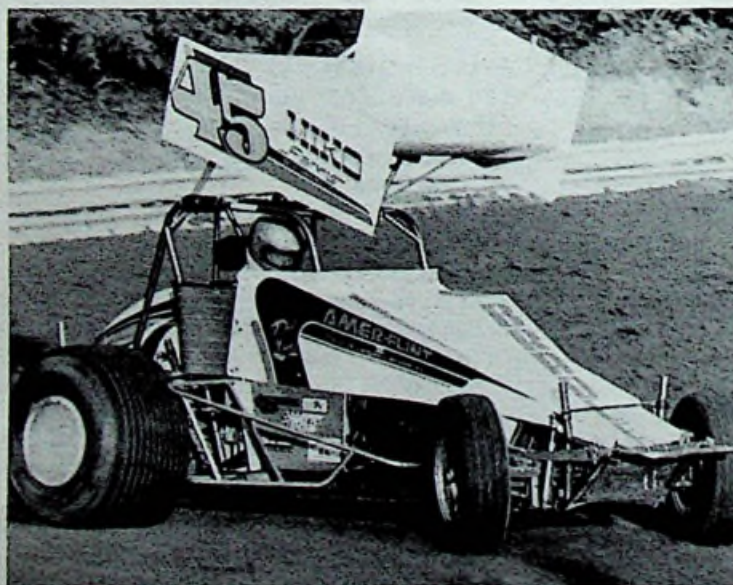
Rookie Of The Year

4 Top Ten Finishes

Four Heat Wins

Qualified for 16 Features

Phil Long came to Silver Spring, after having raced Small Block Modifieds for several seasons at Big Diamond Raceway. Phil quickly served notice that he would be a very tough rookie as he captured a sixth place finish in the fourth race of the year. Four weeks later the rookie driver captured a fifth place finish, and everyone started to take notice to the Miko Farms/Amer-Flint/Speedesign/Ausherman Racing Products no. 45. On August 18th, the Auburn racer had his best finish of the season, as he captured an outstanding third place finish. In the Super Sportsman 100, Phil had the tenth fastest time in time trials and he then led the first seven laps of the feature. Congratulations to Phil and the entire team of the no. 45 on winning this award.





# Sportsman Results - 1984

## APRIL 7, 1984

1. Murphy
2. Jackson
3. Eichelberger
4. Fannasy
5. Ausherman
6. Comerer
7. Kreitzer
8. Wolfe
9. Wolford
10. Beaver

## APRIL 21, 1984

1. Murphy
2. Wolford
3. Leib
4. Fannasy
5. Jackson
6. Comerer
7. Putney
8. Ausherman
9. Leiphart
10. Heisey

## APRIL 28, 1984

1. Kuhn
2. Eichelberger
3. Hake
4. Wolford
5. Locke
6. Jackson
7. Kreitzer
8. Comerer
9. Heisey
10. Wolfe

## MAY 5, 1984

1. Murphy
2. Fannasy
3. Ausherman
4. Leiphart
5. Comerer
6. Long
7. Martin
8. Leib
9. J. Yinger
10. Harnsberger

## MAY 12, 1984

1. Jackson
2. Leib
3. Wolford
4. Putney
5. Ausherman
6. Murphy
7. Kreitzer
8. Comerer
9. Hake
10. Harnsberger

## MAY 19, 1984

1. Leib
2. Jackson
3. Beaver
4. Putney
5. Ebersole
6. Comerer
7. Ausherman
8. Kreitzer
9. Fannasy
10. Hake

## MAY 26, 1984\*

1. Leib
2. Jackson
3. Fannasy
4. Murphy
5. Wolford
6. Eichelberger
7. Putney
8. Locke
9. Leiphart
10. Harnsberger

## JUNE 2, 1984

1. Leib
2. Fannasy
3. Jackson
4. Hake
5. Long
6. Leiphart
7. Ebersole
8. Heisey
9. Beaver
10. Harnsberger

## JUNE 9, 1984

1. Murphy
2. Jackson
3. Fannasy
4. Ausherman
5. Leib
6. Kreitzer
7. Harnsberger
8. Heisey
9. Eichelberger
10. Ebersole

## JUNE 16, 1984

1. Leiphart
2. Eichelberger
3. Jackson
4. Ausherman
5. Miller
6. Putney
7. Leib
8. Wolford
9. McNair
10. Martin

## JUNE 23, 1984

1. Wolford
2. Miller
3. Leib
4. Eichelberger
5. J. Yinger
6. Heisey
7. Locke
8. Murphy
9. Fannasy
10. Jackson

## JUNE 30, 1984

1. Murphy
2. Leib
3. Wolford
4. Jackson
5. Eichelberger
6. Heisey
7. Beaver
8. Kreitzer
9. Locke
10. J. Yinger

## JULY 7, 1984

1. Leib
2. Jackson
3. Wolford
4. Leiphart
5. Fannasy
6. Wike
7. Wolfe
8. Harnsberger
9. Locke
10. Murphy

## JULY 14, 1984

1. Murphy
2. Leib
3. Wolfe
4. Eichelberger
5. Heisey
6. Wolford
7. Harnsberger
8. Hake
9. Martin
10. Locke

## JULY 21, 1984

1. Fannasy
2. Murphy
3. Wolfe
4. Leib
5. Heisey
6. Wolford
7. Jackson
8. Locke
9. Miller
10. Leiphart

## JULY 28, 1984

1. Leib
2. Wolford
3. Fannasy
4. Wike
5. Leiphart
6. Eichelberger
7. Jackson
8. Ausherman
9. Yinger
10. Heisey

## AUGUST 11, 1984

1. Murphy
2. Felty
3. Fannasy
4. Wolford
5. Leib
6. Wolfe
7. Martin
8. Miller
9. Leiphart
10. Comerer

## AUGUST 18, 1984

1. Wolford
2. Jackson
3. Long
4. Leiphart
5. Martin
6. Murphy
7. Locke
8. Harnsberger
9. Kreitzer
10. Leib

## AUGUST 21, 1984

1. Murphy
2. J. Yinger
3. Locke
4. Leib
5. Wolfe
6. Leiphart
7. Harnsberger
8. Wolford
9. Kreitzer
10. Heisey

## AUGUST 25, 1984

1. Leib
2. Murphy
3. Fannasy
4. Canulli
5. Miller
6. Harnsberger
7. Wolfe
8. Eichelberger
9. Kreitzer
10. Martin

## SEPT. 1, 1984

1. Wolford
2. Locke
3. Harnsberger
4. Leib
5. Murphy
6. Ausherman
7. Leiphart
8. Fannasy
9. Long
10. Jackson

## SEPT. 8, 1984

1. Leib
2. Murphy
3. Leiphart
4. Wolfe
5. Harnsberger
6. Locke
7. Felty
8. Powers
9. Cordier
10. Canulli

## SEPT. 15, 1984

1. Leib
2. Fannasy
3. Canulli
4. Ausherman
5. Jackson
6. Wolfe
7. Locke
8. Harnsberger
9. Comerer
10. Felty

## SEPT. 22, 1984

1. Heckert
2. Eichelberger
3. Murphy
4. Leib
5. Wolfe
6. Leiphart
7. Fannasy
8. Long
9. Harnsberger
10. Martin

## SEPT. 29, 1984\*

1. Leib
2. Jackson
3. Wolford
4. Fannasy
5. Felty
6. Murphy
7. J. Yinger
8. Comerer
9. Miller
10. Harnsberger

## JULY 4, 1984\*

1. Leiphart
2. Leib
3. Locke

4. Wolfe
5. Heisey
6. Yinger
7. Murphy

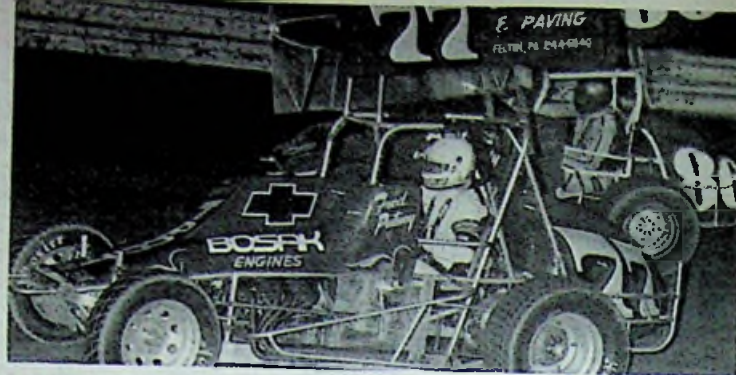
8. Wike
9. Harnsberger
10. McNair

May 26-Double Points  
July 4-Firecracker 40  
Double Points  
Sept. 29-Sportsman 100





Vance Yinger drove his 20. He had to rebuilt the car following a rough ride at the Grove.



Fred Putney began the season in the 77. Larry Moore campaigned the 86.



Wild Bill Heckert thrilled the crowd with a late season feature win. It was his first feature win in seventeen years of competition.



Three wide with John Ebersole 57, Jerry Wolfe 93 and Don Comer 12. Ebersole suffered a back injury late in the season. Comer began the season in the 12 and finished in the A and J Racing 53.



Young Joey Kuhn won his first Sportsman feature event ever in 1984.



Ron Powers again drove his own 7. He was involved in a second turn crash which heavily damaged the 7 and sidelined the popular veteran driver for several weeks.



Elvin Felty drove the Wolford 716 to a top 5 finish in the Sportsman 100. Here, Elvin battles the Larry Jackson driven 69.



Tight sportsman action with Larry Gettle 707, John Yinger 47, Tim Lelphart 07 and Donnie Beaver 10.

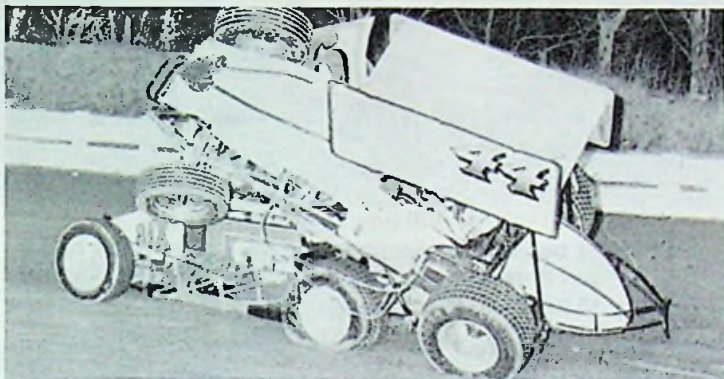




Don Comerer in the 53 battles the 8 of Rich Eichelberger. Comerer had 9 top ten finishes. Ike was in three different cars in 1984. He began with the D&M Kramer Kraft 8, then the D&M team purchased a new Ben Cook Sportsman. Rich finished the campaign in the Burkett 47.



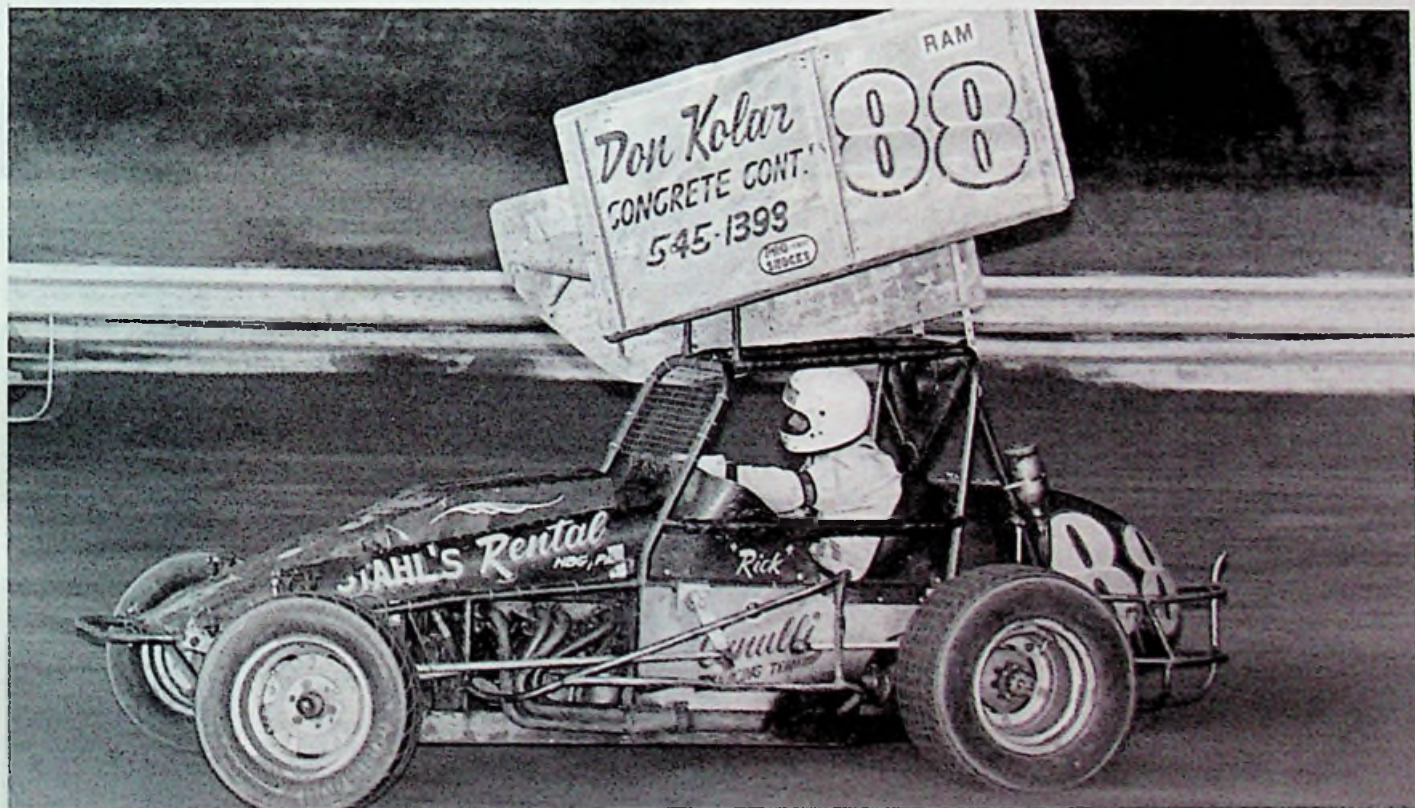
John Yinger returned to his own 15 late in the season. The Fraker 42 was driven in the first half of the year by Howie Locke with Leroy Martin behind the wheel the second part of 1984. Fred Putney and Elvin Felty also drove the 42.



Ed Heckendorn 44 climbs over Rick Barrick 6.

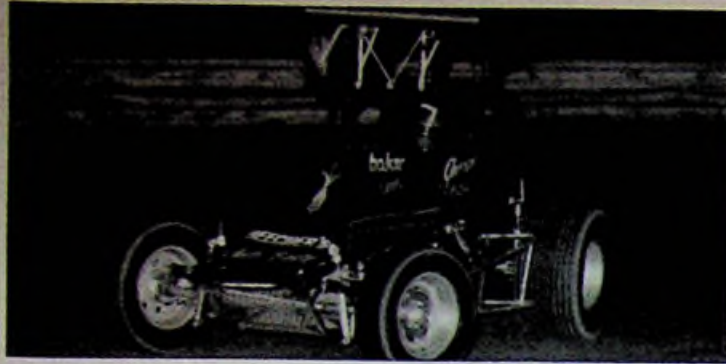


Steve McNair 22 was one of the years most improved drivers. Rick Barrick debuted a new 6 machine late in the season.



Rich Canulli proved to be a very exciting driver in 1984. He had 5 heat wins to his credit and led numerous feature races.





George Riden moved into Sportsman ranks during September.



Tim Leiphart 07 beats Dwight Leib to the line in the sportsman Firecracker 40, one of the seasons best races.



Rusty Miller 37 had his best season ever winning 4 heat races and 6 top ten feature finishes including the Sportsman 100.



Ed Painter began the season in the 53. Lanny Hake had a fine season in the 91 qualifying for 12 feature events and gaining 10 top fifteen finishes.



Jerry Wolfe in the Bigler 93 and the 1984 Rookie of the Year Phil Long 45.



Howie Locke 42, Rusty Miller 37 and Bob Fannasy 222.



Bob Fannasy 222 and Dwight Leib A-1.

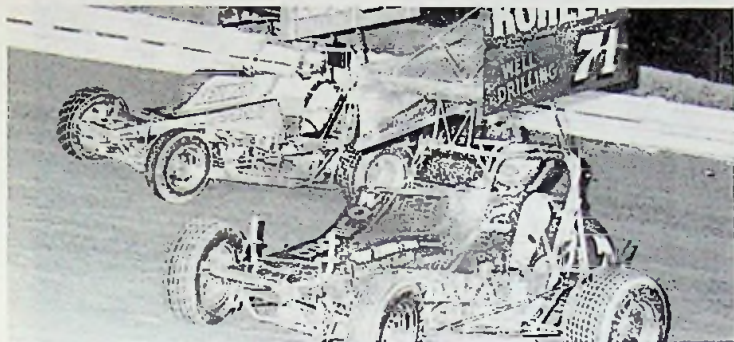




Scott Ausherman tries the low side of Ron Kreitzer 4.



John Yinger 47 and Don Harnsberger 25.



Gary Wolford 71 and Ron Heisey 56.



Phil Long and John Yinger racing right at you.



John Murphy 3 and Ron Powers 7.



Leroy Martin 66 with Tim Leiphart 07 and John Yinger 47.



The 1984 Point Champion was a big hit with the fans.



# Dwight Leib Caps A Big Year In 1984 With Sportsman 100 Win



The final race of the season is the race that all the Super Sportsman drivers aim for. This is the night of the big Super Sportsman 100. With all the big dollars up for grabs in this 100 lap affair, this is usually one of the most exciting races of the year. This year's race was an exciting one as Larry Jackson and Dwight Leib put on a tremendous show for the fans. When the checkered flag came out, it was Dwight Leib taking the very big win in the R.W. Lutz owned, A1 Automotive/Henry's Towing A1.

When starter Marty Baim brought out the green flag for the start of the race, it was rookie driver Phil Long taking over the lead. Phil set the pace until the eighth lap, when John Murphy took command of the lead. John paced the field until the caution flag came out on the 46th lap. When the race was restarted, John had his hands full as Larry Jackson was running right on the tail of the Murphy 3. On the 55th lap Jackson slipped by John to take over the lead. Jackson led until the 60th lap, when the red flag came out for a mandatory fuel stop.

When the race was restarted, it was Jackson maintaining his lead, with Murphy, Gary Wolford, Bob Fannasy and Dwight Leib following. During the red flag period the pit crew of the Dwight Leib A1 made a gear change. The gear change was just what the doctor ordered and Leib quickly worked his way through the top five. On the 82nd lap Dwight captured the runner-up slot.

With 12 laps left in the show, the caution flag came out. When the green flag came out, it was the Jackson - Leib show. These two veteran drivers fought it out for the last 12 laps. Dwight tried the low side of the turns for several laps. With five laps left in the race, Dwight went to the top of the third and fourth turn. The move paid off as Dwight slid by Larry to take over the lead.

Just as it appeared that Dwight was ready to take the

checkered flag, the caution flag came out on the last lap. This set up a one-lap drag to the cash between Dwight and Larry, and the drag race was won by Dwight as he took the checkered flag three lengths in front of Larry. Gary Wolford was third with Bob Fannasy fourth and Elvin Felty was fifth in the 71L.

## TIME TRIALS

1. A1	Leib	16:83	8. 3	Murphy	17:38
2. 69	Jackson	17:13	9. 88	Canulli	17:42
3. 4	Kreitzer	17:13	10. 45	Long	17:47
4. 82	Heckert	17:14	11. 91	Hake	17:47
5. 71	Wolford	17:27	12. 25	Harnsberger	17:56
6. 222	Fannasy	17:29	13. 77	Locke	17:56
7. 93	Wolfe	17:32	14. 8	Kuhn	17:58

## CONSI 1

1. 47	Eichelberger
2. 37	Miller
4. 22	McNair
4. 56	Heisey

## CONSI 2

1. 71L	Felty
2. 53	Comer
3. 07	Leiphart
4. 15	Yinger

## FEATURE

1. A1	A.D. Leib	12. 88	Rich Canulli
2. 69	Larry Jackson	13. 91	Lanny Hake
3. 71	Gary Wolford	14. 45	Phil Long
4. 222	Bob Fannasy	15. 56	Ron Heisey
5. 71L	Elvin Felty	16. 22	Steve McNair
6. 3	John Murphy	17. 07	Tim Leiphart
7. 15	John Yinger	18. 47	Rich Eichelberger
8. 53	Don Comer	19. 4	Ron Kreitzer
9. 37	Rusty Miller	20. 8	Joey Kuhn
10. 25	Don Harnsberger	21. 93	Jerry Wolfe
11. 77	Howie Locke	22. 82	Bill Heckert



# Final Points - Sportsman 1984

POS.	CAR	DRIVER	PTS				
1	A1	A.D. Leib	2215	23	88	Rich Canulli	435
2	3	John Murphy	1805	24	57	John Ebersole	370
3	222	Bob Fannasy	1670	25	7	Ron Powers	370
4	71	Gary Wolford	1620	26	10	Don Beaver	320
5	69	Larry Jackson	1610	27	82	Bill Heckert	295
6	07	Tim Leiphart	1470	28	8	Joey Kuhn	280
7	25	Don Harnsberger	1230	29	71L	Elvin Felty	220
8	47	Rich Eichelberger	1190	30	20	Vance Yinger	190
9	77	Howie Locke	1135	31	11	Russ Smith	180
10	93	Jerry Wolfe	1130	32	707	Larry Gettel	165
11	56	Ron Heisey	1100	33	97	Rich Tobias	130
12	4	Ron Kreitzer	995	34	76	David Cordier	100
13	27	Scott Ausherman	945	35	6	Rick Barrick	70
14	15	John Yinger	935	36	53	Ed Painter	35
15	66	Leroy Martin	855	37	39	George Riden	30
16	53	Don Comerer	820	38	4	John Stoner	25
17	45	Phil Long	640	39	01	Rick Horn	15
18	1	Harold Wike	585	40	A1A	Earl Leib	10
19	42	Fred Putney	565	41	86	Larry Moore	0
20	91	Lanny Hake	560	42	44	Ed Heckendorn	0
21	37	Rusty Miller	520	43	40	Jim Thompson	0
22	22	Steve McNair	510	44	57	Craig Fairchock	0

## The Fastest Times Of 1984



John Murphy - 25 Laps - 7:34.5 - Aug. 11, 1984 - New Track Record.

Dwight Leib - 1 Lap - 16.83; 10 laps 2:50.2 - April 7, 1984  
New Track Record.



### 1984 YEARBOOK CREDITS

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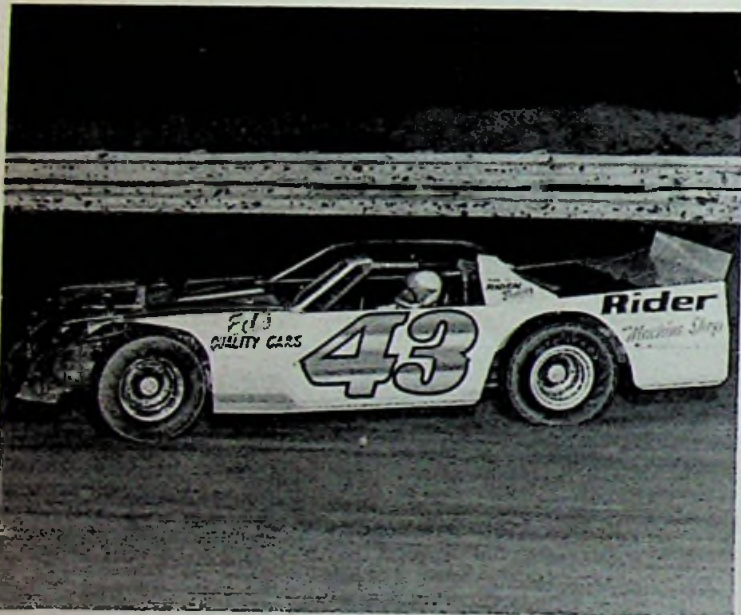






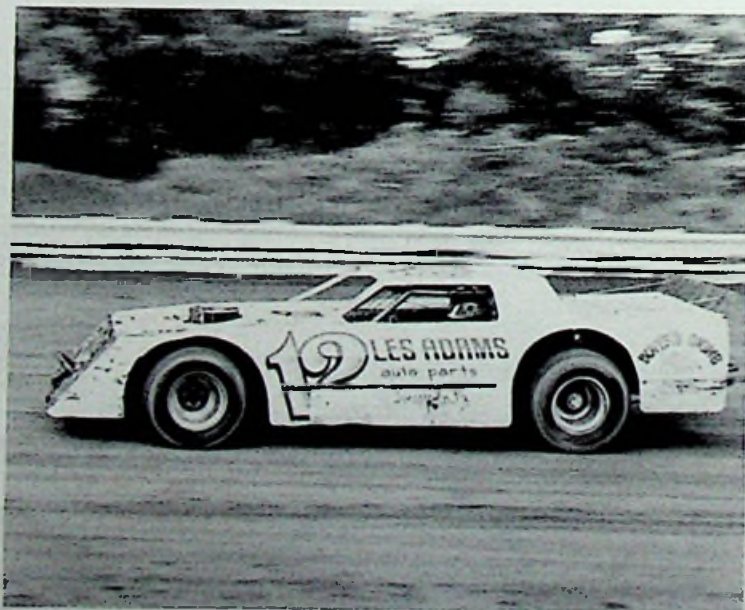
POS.	CAR	DRIVER	PTS				
1	41	Jim Shuttlesworth	2045	30	71	David Eitnier	125
2	43	Ed Jones	1785	31	91	Jeff Leiphart	125
3	116	Charlie Kope	1645	32	42	Steve Wilbur	85
4	69	Jay Jones	1640	33	9	Robert Brady	65
5	33	Harold Belnhower	1560	34	67	Jim Snyder	60
6	06	Craig Shover	1345	35	13x	Al Whittaker	60
7	14	Ron Walborn	1295	36	111	Dene Light	50
8	22	Carl Billet	1265	37	47	Bob Rhoads	45
9	114	Duane Howard	1190	38	23	Kris Hermansen	45
10	15	Bob Moyer	1170	39	161	Dean Schopf	40
11	39	George Riden	1120	40	17	Bill Tezak	35
12	98	Sam Gipe	1025	41	2	Mark Loring	35
13	5	Ed Hake	870	42	31	Al Fidler	30
14	90	Fred Locke, Jr.	860	43	28	Miles Burd	10
15	12	Glenn Adams	825	44	42	Dale Hammaker	5
16	61	Tony Greener	820	45	55	Larry Beers	0
17	45	Bill Arndt	730	46	27	Jack Hyde	0
18	93	Rodney Clouser	655	47	08	Steve Kauffman	0
19	4	Sam Flaharty	625	48	20	Ken Brown	0
20	75	Bob Fletcher	540	49	10	Martin Flagel	0
21	19	Terry Leininger	505	50	47	Amos Barrick	0
22	14	Ralph Paulus	475	51	56	Robert Whitebread	0
23	56	Carl Hughes	380	52	32	Greg Plank	0
24	39	Bred Beecher	245	53	2	Bill Spangler	0
25	91	Dale Frye	230	54	32	Greg Emlet	0
26	97	Roy Flaharty	210	55	42	Gary Hammaker	0
27	68	Troy Funck	180	56	177	Scott Lee	0
28	51	Howie Werner	180	57	61	Ed Schuler	0
29	32	Neil Bixler	145	58	29	Jim Bernhisel	0

## The Fastest Times Of 1984



Ed Jones - 1 Lap - 19.33 - New Track Record.

10 Laps 3:15.5 May 26, 1984 GLENN ADAMS





## 1984 Limited Late Model Champion - JIM SHUTTLESWORTH



### Jim Shuttlesworth No. 41

First Place - 2045 Points

Eight Feature Wins

18 Top Five Finishes

21 Top Ten Finishes

Three Heat Wins

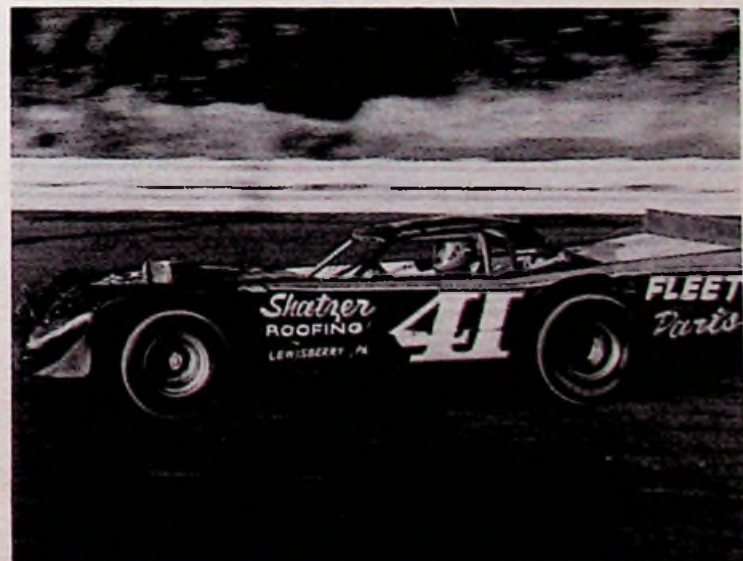
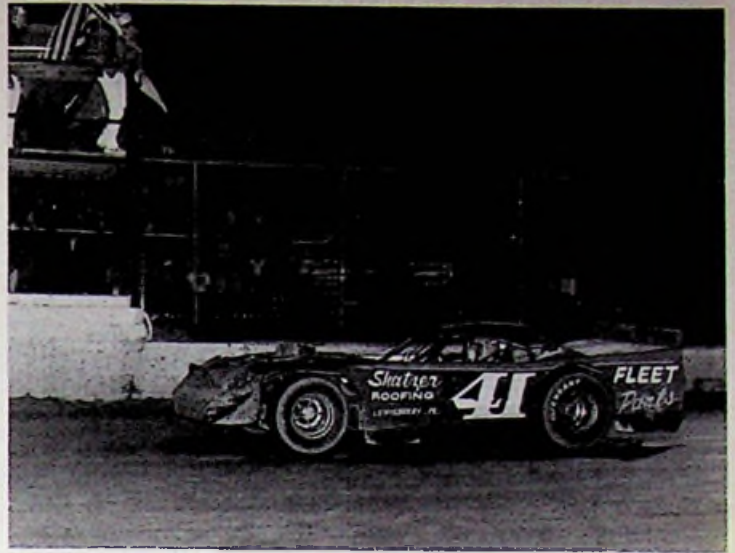
Two Consy Wins

Qualified for Every Event

This is the very first Silver Spring Speedway Limited Late Model point championship for Jim Shuttlesworth. Driving the Kris Shuttlesworth owned, Fleet Parts/Shatzer Roofing 41, Jim compiled eight feature wins at Silver Spring, plus he had several feature wins at Susquehanna Speedway, where he was declared co-point champion.

Jim got off to a blazing start in 1984 as he had 11 top ten finishes in-a-row, which included five feature wins, plus two second place finishes. One of those feature wins came in a 25-lap championship race. The Mechanicsburg driver missed the top ten the next three races, but after that point Jim finished in the top ten in the ten remaining shows. In those last ten races, Shuttlesworth had a sixth place finish in a 25 lap championship race, and then he finished in third spot in the big Limited Late Model 50. Jim ended a great season by taking two wins along with three second place finishes and one third place in the final six races.

Jim has now increased his number of feature wins to 16. This ties him for ninth place on the all-time feature winners list for late models with Earl Clay. Watch for many bigger and better things to come from Jim in the future. Congratulations to Jim, Kris and the entire crew of the 41 for their outstanding year.





## **Ed Jones No. 43**

**Second Place - 1785 Points**

**9 Feature Wins**

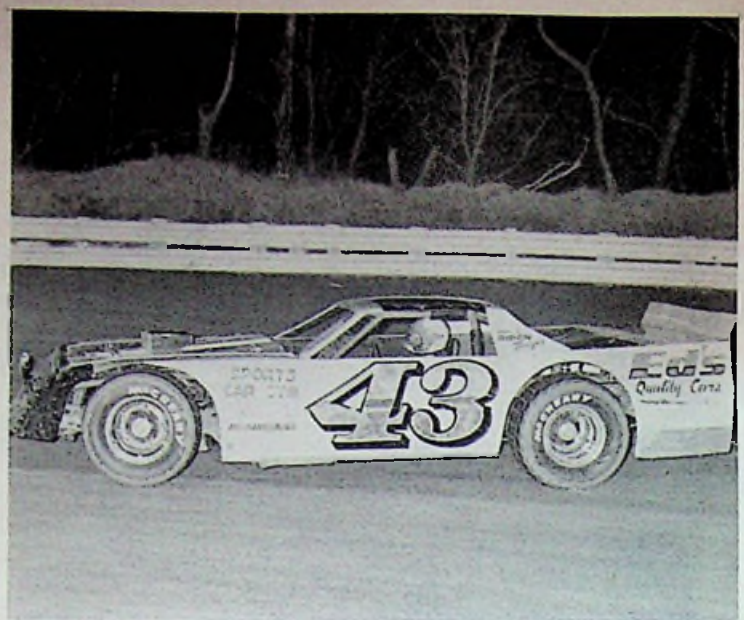
**15 Top Five Finishes**

**19 Top Ten Finishes**

**Two Heat Wins**

**Qualified for 23 Features**

Once again Ed Jones finished in the top ten in points. Ed got off to a flying start as he set a new ten-lap track record on opening night, when he turned in a time of 3:18.5. That record time would fall before the end of the season. One record that Ed set that didn't fall, was in the time trials for the Limited Late Model 50. Ed turned in a single lap time of 19.33 which shattered the track record. The Shermans Dale driver finished in the top ten in the first nine races, which included one win and a fourth place finish in the first Limited Late Model Championship race. It seems that over the last several seasons, Ed has gotten hot after the Fourth of July, and this year was no exception. On June 30th, Ed and the Jim Shomper owned, Ed's Quality Cars/Leach's Sunoco/Rider's Machine Shop/Mechanicsburg Sports Car Center no. 43 captured a feature win and he won the next two main events. In the last six races, Jones had five wins along with one second place finish. Ed now has 42 victories at Silver Spring, which places him in second spot in the all-time feature winners list. Ed is now only two wins away from tying Paul Orendo for the most feature wins at Silver Spring.



## **Charlie Kope No. 116**

**Third Place - 1645 Points**

**13 Top Five Finishes**

**19 Top Ten Finishes**

**Five Heat Wins**

**Two Consi Wins**

**Qualified for 22 Features**

Although he didn't capture a feature win in 1984, Charlie Kope had one of his best seasons ever. The Harrisburg driver missed the first two features, but after that point the veteran driver finished out of the top ten only three times. In the first half of the year, the "Sneaky Snake" had three second place finishes in the Bill's Towing no. 116, and one of those second place finishes came in the first Limited Late Model Championship race. In the last 12 races, Charlie had eight top five finishes. The yellow no. 116 finished in seventh place in the second Championship show, and then in the big 50-lapper, Charlie had an outstanding second place finish. Kope is a loyal Ford supporter, and the no. 116 Thunderbird is the highest finishing Ford product this season. Watch for an all-out assault at the track championship by Charlie for next year.

## **Jay Jones No. 69**

**Fourth Place - 1640 Points**

**10 Top Five Finishes**

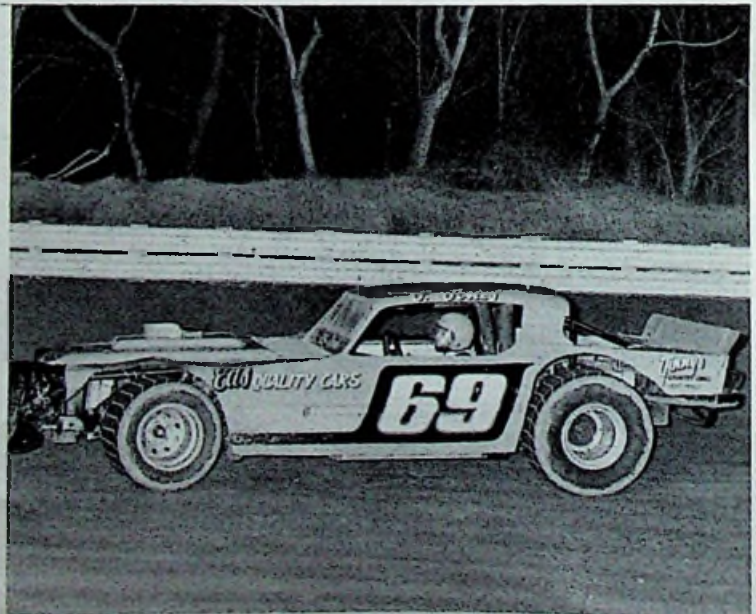
**17 Top Ten Finishes**

**Six Heat Wins**

**Two Consi Wins**

**Qualified for Every Event**

Veteran driver Jay Jones once again finished in the top ten in the points. Jay had a new car for the start of the year, and he got off to a quick start as he had five top five finishes in the first 12 races of the year. On June 23rd, Jay had his best finish of 1984 when the Carlisle resident captured second place behind winner Jim Shuttlesworth. In the second half of the year, Jay continued to finish in the top ten. The double point championship races were Jay's strong point as he had two third place finishes in both of the extra distance races. By being a very consistent top ten finisher, Jay was able to take this outstanding fourth place finish in the points. This fourth place finish in the points by Jay and the Ed's Quality Cars/Ginny's Country Cakes no. 69, ties his best finish in the points.





## Harold Beinhower No. 33

**Fifth Place - 1560 Points**

**1 Feature Win**

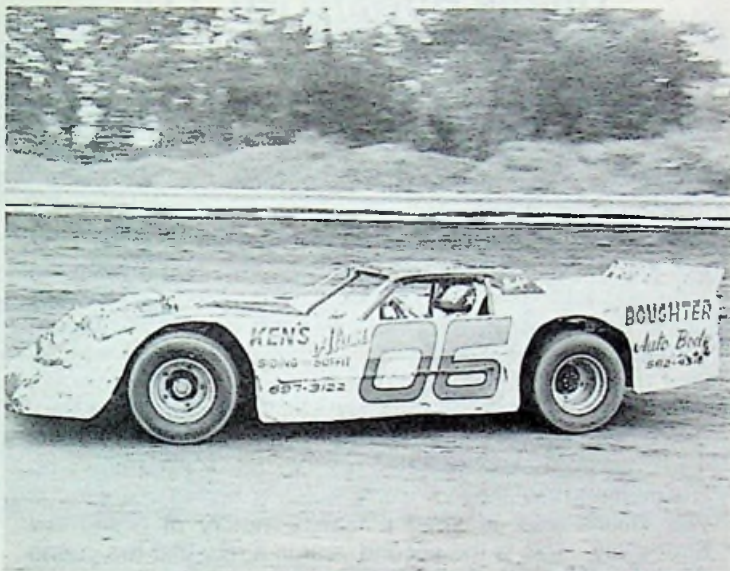
**12 Top Five Finishes**

**18 Top Ten Finishes**

**Five Heat Wins**

**Qualified for Every Feature**

1984 was the second year of racing at Silver Spring for Harold Beinhower. Beinhower quickly became the driver to beat as he had a second place finish on opening night. He would follow that finish up with seven more top ten finishes in-a-row. One of those finishes was a feature win for the Manchester driver, which was his second career victory at Silver Spring. At the mid-way point of the season, Harold was involved in a hard crash on the back chute. The crew worked very hard to get the car fixed, and they had Harold back out the very next week. In the Limited Late Model 50-lap Championship race, Beinhower and the Beinhower's Garage no. 33 came home in fourth place. Following the 50-Lapper, Harold would have three more fourth place finishes in-a-row. This is the best finish in the points for Harold.



## Craig Shover No. 06

**Sixth Place - 1345 Points**

**14 Top Ten Finishes**

**Six Heat Wins**

**One Consi Win**

**Qualified for 23 Features**

1984 was the second full year of racing for Craig and the Lupfer Racing Team. Craig started the year out with a fifth place finish in the first race. At the mid-way point of the season, Craig got hot in the Simmon's Scopes/Ken's Aluminum/Stucky's Donuts/Cupp's Insurance no. 06. The Mechanicsburg driver had seven top ten finishes in eight races which included a second place finish on July 14th. This second place finish was the best finish of the year for the veteran driver. In the Limited Late Model 50-Lapper, Craig had tenth fastest time, which was only .54 seconds off of the fast time of Ed Jones. Craig came home in sixth place in the big race. At Susquehanna Speedway this year, Shover was very strong. Although he didn't win at Suskey, he was leading in several races, only to have bad luck sideline him.

## Ron Walborn No. 7 & 14

**Seventh Place - 1295 Points**

**1 Feature Win**

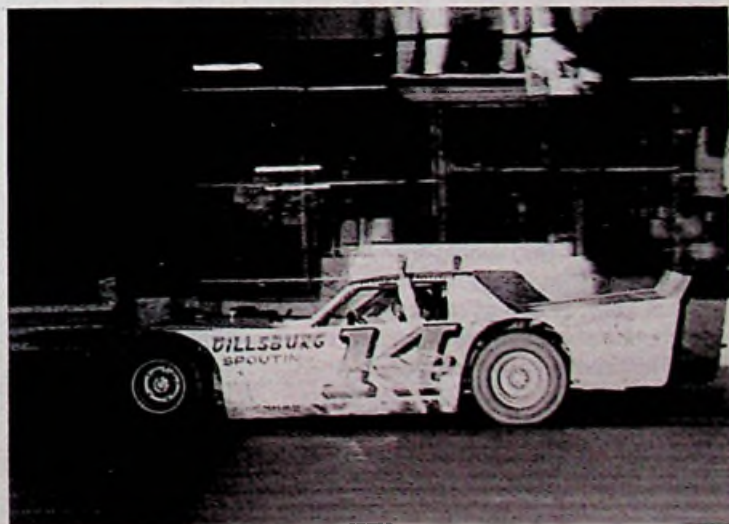
**13 Top Ten Finishes**

**One Heat Win**

**One Consi Win**

**Qualified for Every Feature**

One of the most improved drivers during the 1984 season, had to be Ron Walborn. Ron started the season out in his no. 7. Until July 28th, the Dauphin resident had managed to pick-up five top ten finishes. On the 28th Ron took over the ride in the Paulus owned, West Shore Spouting/Zettlemoyer's Butcher Shop/Shermansdale Exxon no. 14. In his first night of racing in the no. 14 Ron shocked many of the Silver Spring fans as he stormed away from the field to capture his third career feature win. After the big win, Walborn captured five top ten finishes in the no. 14 plus two top ten finishes in the no. 7. In the 50-Lapper, Ron came from deep in the pack to take a fine seventh place. 1984 turned out to be one of the best seasons ever for the fine veteran driver. This is the fifth year in-a-row that Walborn has finished in the top fifteen in points.





## **Carl Billet No. 22**

**Eighth Place - 1265 Points**

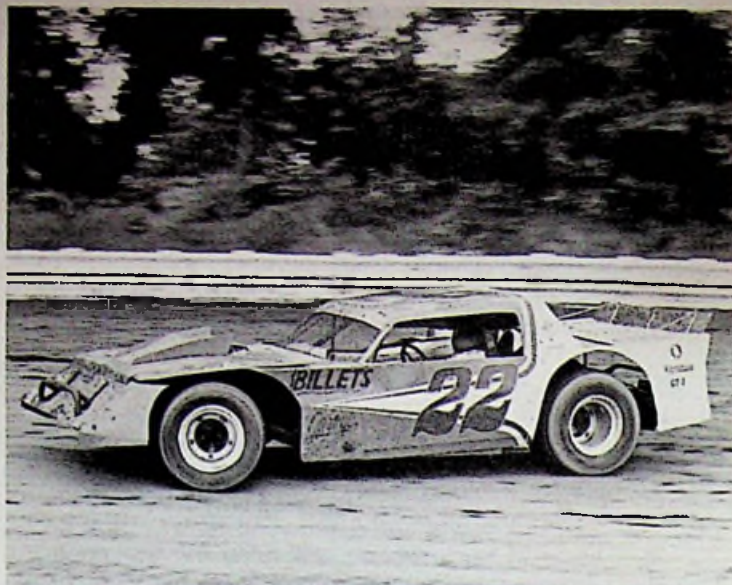
**14 Top Ten Finishes**

**Eight Heat Wins**

**One Consi Win**

**Qualified for 21 Features**

For the sixth year in-a-row, Carl Billet has finished in the top 15 in points. Carl had two top ten finishes in the first two races, but then missed the next two features. On May 12th Carl and the Billet's Garage no. 22 had their best finish of the year, when Carl came under the checkered flag in second spot. In the first 25-lap Championship show, the Red Lion competitor had an excellent third place finish. At Susquehanna Speedway Carl was very strong all year long, and he did capture one feature win at that race track. Carl had eight heat wins at Silver Spring during 1984. This total was the most heat wins for a Limited Late Model driver during 1984 at Silver Spring.



## **Duane Howard No. 114**

**Ninth Place - 1190 Points**

**2 Feature Wins**

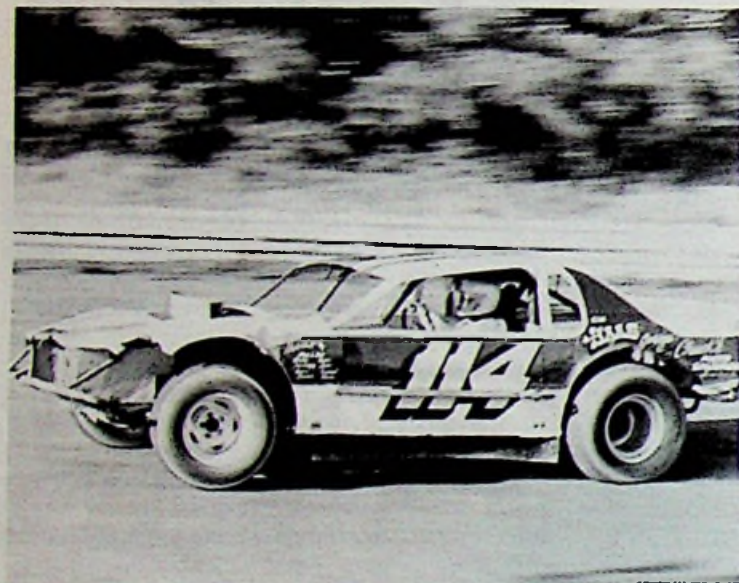
**11 Top Ten Finishes**

**Three Heat Wins**

**Four Consi Wins**

**Qualified for 22 Features**

Duane Howard came out with a sharp looking Thunderbird for the 1984 campaign. The 1983 Rookie-of-the-Year became the man to beat as he won the very first feature. In the next month the young resident of Oley would have two fourth place finishes. Mid-way through the season Duane captured a second place in his Ford powered car. Five races later the hard charger would be back in victory lane for his second career victory in the C.W. Haas Garage/M & M Sandwich Shop/Chuck's Auto Salvage/Howard Racing Farms no. 114. It has been quite a few years since a Ford powered late model has won two features at Silver Spring. Late in the year Duane also captured a feature victory at Grandview Speedway. This is the second year in-a-row that the young driver has finished in the top 15 in points.



## **Bob Moyer No. M15**

**Tenth Place - 1170 Points**

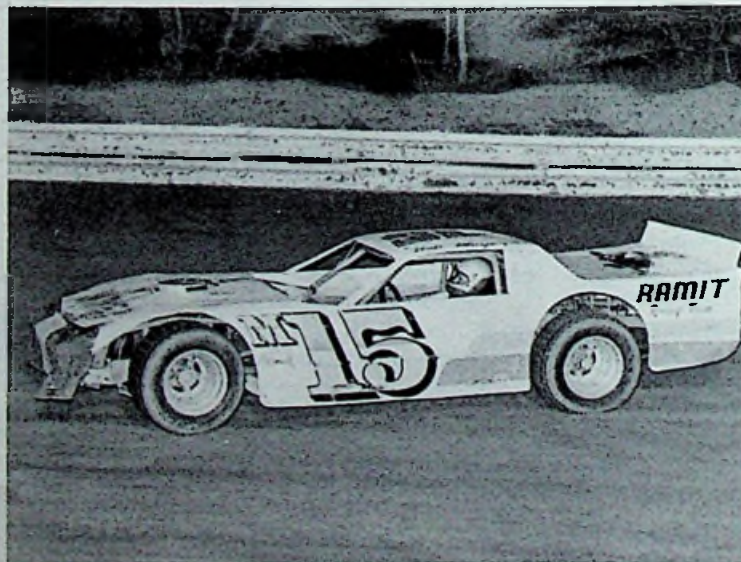
**11 Top Ten Finishes**

**Two Heat Wins**

**One Consi Win**

**Qualified for 17 Features**

1984 found long time veteran Silver Spring driver, Bob Moyer behind the wheel of his number M15. Bob missed the first feature but in the second race he captured a second place finish. Bob would follow up that finish with four more top ten finishes in the next four shows. At the mid-way point of the year, Bob was dealt a severe blow, when his car was badly damaged in a hard crash on the back chute. Although the Hummelstown driver missed the next four races, he never gave up and he got the no. M 15 fixed. When Bob did come back out with the car, he captured a fourth place finish on the first night out and the next week he took home a second place finish. The following week Bob was involved in an unusual event, as he tied Ed Hake for sixth spot. Since starting his racing career back in 1965, Bob has been tough every season.





## George Riden No. 39

Eleventh Place - 1120 Points

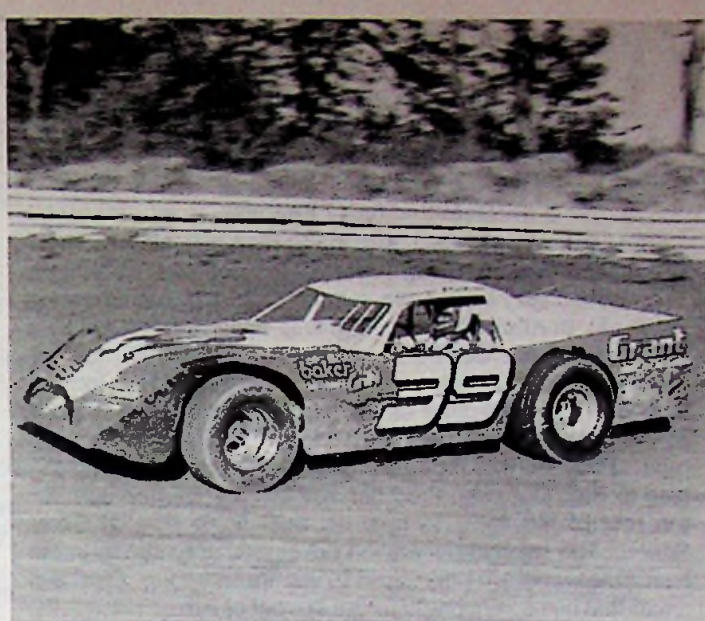
1 Feature Win

14 Top Ten Finishes

Five Heat Wins

Qualified for 19 Features

George Riden was back behind the wheel of the Julie Riden owned, Grant Motor Company/Baker's Carbs./B&S Auto Salvage no. 39. In the first four races George only made the top ten once, but after that point the Dauphin racer got hot, as Riden had four top ten finishes in-a-row. One of those top ten finishes was a big feature win, which was his third career victory. Near the mid-way point of the season, George had eight top ten finishes in nine races. With three races left in the year, George sold the no. 39 limited to veteran driver Brad Beecher, and Riden then bought the no. 8 back-up super sportsman. Despite missing the final three races, while he was racing the Super Sportsman, George had enough points to capture this top 15 in points. Watch for George to be racing the Sportsman full-time next year.



## Ed Hake No. 5

Thirteenth Place - 870 Points

1 Feature Win

9 Top Ten Finishes

Three Heat Wins

One Consi Win

Qualified for 15 Features

Ed Hake came back to Silver Spring in 1984, after having been away from the track for several years. Although his return was on a part-time basis, Ed had quite a season. Ed missed the first show but in the next three races the Dover driver got hot. He had a ninth place finish followed by a third place finish. Ed followed the third place finish up with a big feature win the very next week. Due to the fact that Hake ran on a part-time schedule at Silver Spring he had only nine top ten finishes, but six of those nine top ten finishes were in the top five. Ed was hard to beat at Susquehanna this year. Besides having many feature wins, Ed was the co-point champion at that race track. It turned out to be a successful season for Ed and the York Auto Auction/Penn Performance/Goodling's Transmission's no. 5.

## Sam Gipe No. 98

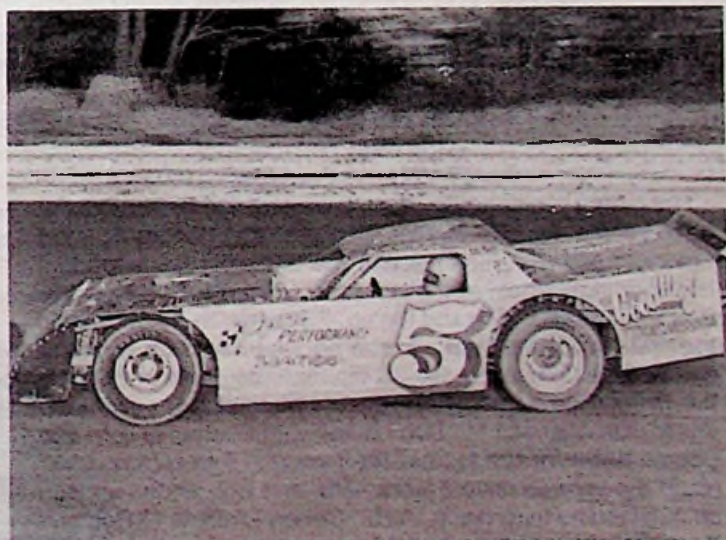
Twelfth Place - 1025 Points

7 Top Ten Finishes

Two Heat Wins

Qualified for 23 Features

Sam Gipe continues to be the "Mr. Consistency" in the Limited Late Model class. Sam may not finish in the top five every week, but the veteran driver consistently qualified, and then he was usually running when the checkered flag came out at the end of the race. Sam, who hails from Mechanicsburg, had his best finish of the year on the night of the first 25-lap Championship race, when he came across the line in seventh position. Although Gipe had only seven top ten finishes, he was a consistent 11th and 12th place finisher in the Patricia Gipe owned no. 98. By being around when the checkered flag came out, Sam was once again able to finish in the top 15 in points.





## **Fred Locke Jr. No. 90**

**Fourteenth Place - 860 Points**

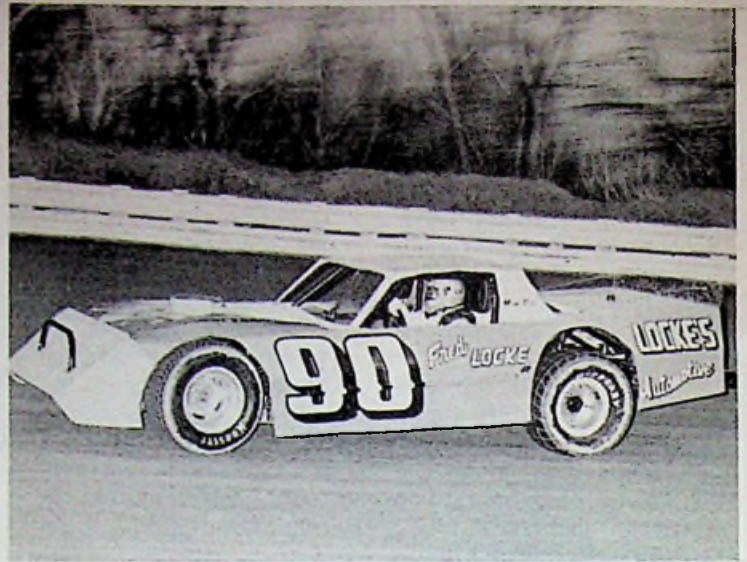
**6 Top Ten Finishes**

**Three Heat Wins**

**One Consi Win**

**Qualified for 17 Features**

Fred Locke Jr. was back with the Sprecher Racing Team for his second year of racing. After getting off to a slow start, Fred looked very impressive in the first 25-lap Championship race. In that race the Enola driver powered the Locke's Automotive/Joe's Bar/European Imports no. 90 across the finish line in tenth position. He then had three more top ten finishes in the next three races. Just after the mid-way point of the season, there was the second 25-lap Championship race. Fred led that race for many laps before giving up the lead to Ralph Paulus. Fred did maintain the second spot for the rest of the race, to take his best finish ever at Silver Spring. The second generation driver was very strong in the heat races where he managed to win three heats. Fred is a driver that has a very bright future in front of him.



## **Glenn Adams No. 12**

**Fifteenth Place - 825 Points**

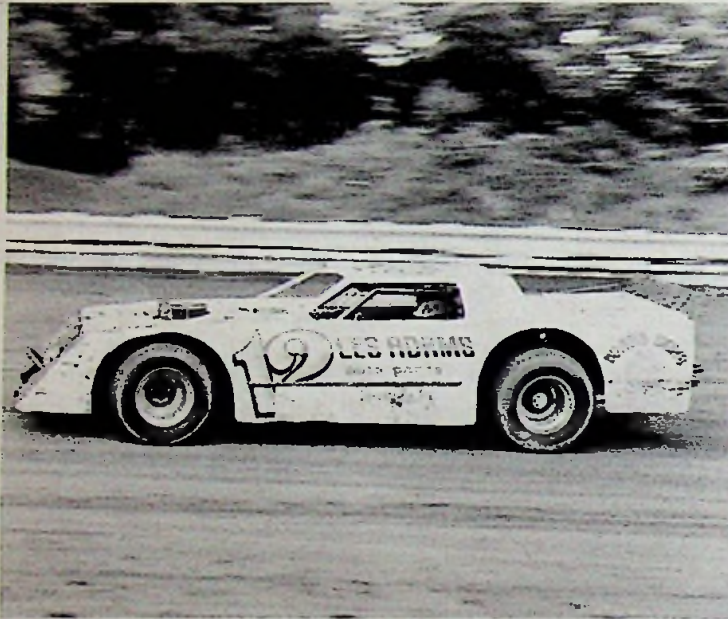
**8 Top Ten Finishes**

**Four Heat Wins**

**Three Consi Wins**

**Qualified for 19 Features**

This is the second year in-a-row, that Glenn Adams has finished in 15th place in the points. In his second year of full-time racing at Silver Spring, Glenn and the Les Adams Auto Parts/Boyer's Signs car had a record setting year. The Jonestown driver recorded his first top ten finish in the fourth race of the season. Three weeks later Adams had his record setting weekend. In his heat race, Glenn led the non-stop ten-lap race in record time. Glenn turned in a time of 3:15.5, which broke Ed Jones' record time of 3:18.5. On June 16th Glenn turned in a fine second place finish. Adams had a dry spell after the mid-way point of the season when he didn't finish in the top ten in seven races. In the Limited Late Model 50-Lap Championship show, Glenn had a fine ninth place finish. The very next week the young hard charger cashed in for another second place finish. The Jonestown driver did have the no. 12 up for sale at the end of the year.



## **Bob Fletcher No. 75**

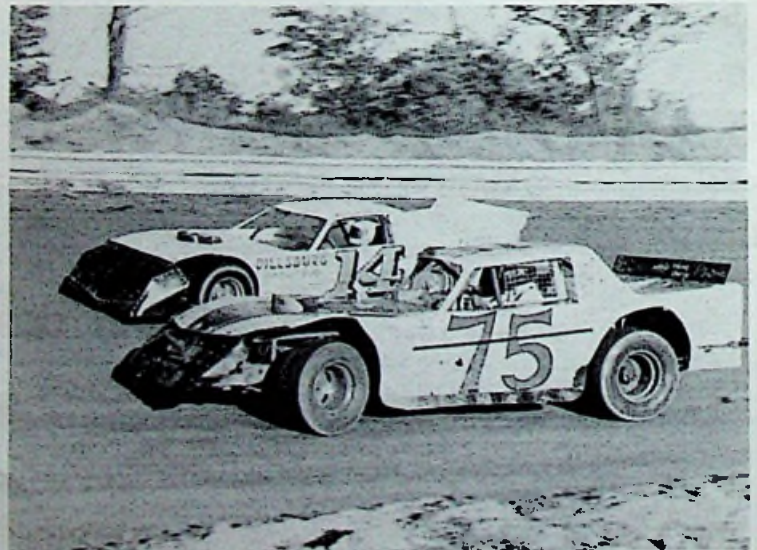
**Rookie of the Year**

**2 Top Ten Finishes**

**One Heat Win**

**Qualified for 14 Features**

1984 will be remembered as the season that had one of the best battles for the Rookie of the Year honors. Terry Leininger and Bob Fletcher had the battle for this important honor go right down to the last race. By a very slim margin, Bob won the title. Bob and the no. 75 got off to a slow start in the first half of the year. In the second half, Bob regularly qualified his Camaro for the 20-lap features. Late in the year the Brogue driver showed signs of becoming a very good driver. On August 11th Bob battled with Duane Howard and Charlie Kope for the lead in the feature. The rookie driver made the veteran drivers work hard, and Bob ended up with an outstanding third place finish. Congratulations to Bob and the entire crew of the no. 75 for winning this well deserved award.





# Limited Late Model Results - 1984

## APRIL 7, 1984

1. Howard
2. Beinhower
3. Shuttlesworth
4. Ed Jones
5. Shover
6. J. Jones
7. Billet
8. Arndt
9. Paulus
10. Clouser

## APRIL 21, 1984

1. E. Jones
2. Moyer
3. Greener
4. Riden
5. Beinhower
6. Billet
7. Shuttlesworth
8. Arndt
9. Hake
10. Funck

## APRIL 28, 1984

1. Hake
2. Shuttlesworth
3. Beinhower
4. J. Jones
5. Moyer
6. Arndt
7. E. Jones
8. Adams
9. Walborn
10. Leininger

## MAY 5, 1984

1. Shuttlesworth
2. Kope
3. Hake
4. Howard
5. E. Jones
6. Moyer
7. Beinhower
8. Greener
9. Shover
10. J. Jones

## MAY 12, 1984

1. Shuttlesworth
2. Billet
3. Beinhower
4. Moyer
5. E. Jones
6. Riden
7. Kope
8. Shover
9. Arndt
10. R. Flaharty

## MAY 19, 1984

1. Shuttlesworth
2. E. Jones
3. J. Jones
4. Howard
5. Beinhower
6. Leiphart
7. Moyer
8. Billet
9. Hake
10. Riden

## MAY 26, 1984

1. Beinhower
2. Shuttlesworth
3. Riden
4. Shover
5. Kope
6. E. Jones
7. Adams
8. S. Flaharty
9. J. Jones
10. Walborn

## JUNE 2, 1984

1. Riden
2. Kope
3. J. Jones
4. Shuttlesworth
5. Billet
6. Beinhower
7. Arndt
8. Shover
9. E. Jones
10. Adams

## JUNE 9, 1984\*

1. Shuttlesworth
2. Kope
3. Billet
4. E. Jones
5. Howard
6. Walborn
7. Gipe
8. Moyer
9. J. Jones
10. Locke

## JUNE 16, 1984

1. Shuttlesworth
2. Adams
3. Shover
4. Kope
5. Riden
6. Moyer
7. Greener
8. Locke
9. Arndt
10. Howard

## JUNE 23, 1984

1. Shuttlesworth
2. J. Jones
3. Hake
4. Shover
5. Riden
6. Locke
7. Billet
8. Beinhower
9. Gipe
10. Kope

## JUNE 30, 1984

1. E. Jones
2. Howard
3. Billet
4. J. Jones
5. Locke
6. S. Flaharty
7. Shover
8. Comerer
9. Gipe
10. Riden

## JULY 7, 1984

1. Ed Jones
2. Riden
3. Kope
4. J. Jones
5. Shover
6. Billet
7. Paulus
8. Walborn
9. Hughes
10. Gipe

## JULY 14, 1984

1. E. Jones
2. Shover
3. Hughes
4. Kope
5. Arndt
6. Riden
7. S. Flaharty
8. Billet
9. Walborn
10. J. Jones

## JULY 21, 1984

1. Paulus
2. Locke
3. J. Jones
4. Howard
5. Hake
6. Shuttlesworth
7. Kope
8. Beinhower
9. Hughes
10. E. Jones

## JULY 28, 1984

1. Walborn
2. Shuttlesworth
3. J. Jones
4. Billet
5. Beinhower
6. Locke
7. Riden
8. Gipe
9. Shover
10. Kope

## AUGUST 11, 1984

1. Howard
2. Kope
3. Fletcher
4. Moyer
5. Walborn
6. Frye
7. Greener
8. Shuttlesworth
9. Riden
10. Beinhower

## AUGUST 18, 1984

1. E. Jones
2. Moyer
3. Howard
4. Walborn
5. Shuttlesworth
6. Riden
7. Kope
8. Frye
9. Arndt
10. J. Jones

## AUGUST 25, 1984

1. Shuttlesworth
2. Jones
3. Greener
4. Beinhower
5. Kope
6. Hake
7. Moyer
8. Howard
9. Walborn
10. Fletcher

## SEPT. 1, 1984\*

1. E. Jones
2. Kope
3. Shuttlesworth
4. Beinhower
5. Howard
6. Shover
7. Walborn
8. Paulus
9. Adams
10. Frye

## SEPT. 8, 1984

1. Shuttlesworth
2. Adams
3. Kope
4. Beinhower
5. Beecher
6. Moyer
7. Walborn
8. J. Jones
9. Shover
10. Gipe

## SEPT. 15, 1984

1. E. Jones
2. Shuttlesworth
3. Billet
4. Beinhower
5. Hake
6. Frye
7. Shover
8. Beecher
9. Kope
10. Gipe

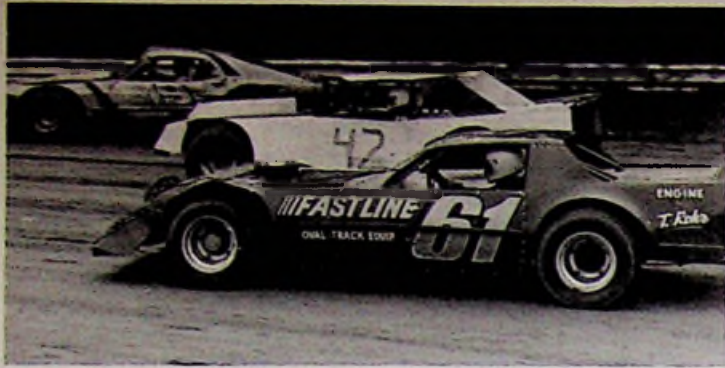
## SEPT. 22, 1984

1. E. Jones
2. Shuttlesworth
3. J. Jones
4. Hake
5. Kope
6. Adams
7. Walborn
8. Clouser
9. Beinhower
10. Billet

## SEPT. 29, 1984

1. E. Jones
2. Shuttlesworth
3. Beinhower
4. Kope
5. J. Jones
6. Moyer
7. Walborn
8. Beecher
9. Greener
10. Billet





Tony Greener 61, just missed the top 15. He qualified 20 times with 5 top 10 finishes. Steve Wilbur drove the 42. Terry Leininger completed his first season in the 19 by qualifying 16 times.



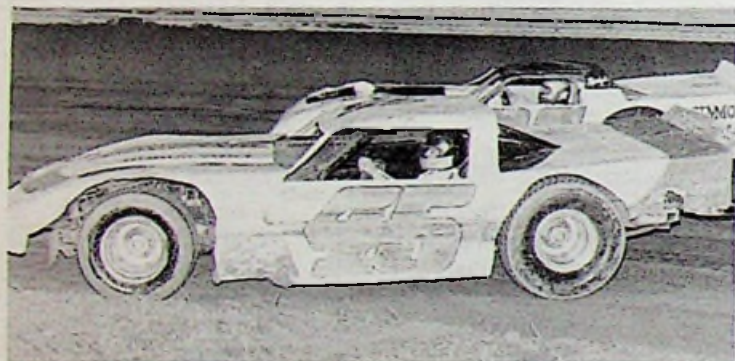
Ed Jones and car owner Jim Shomper receive their awards for winning the 1984 Limited Late Model 50 from Ed Stoner of 7 UP.



Roy Flaharty 97 leads the pack into turn two.



Neil Bixler 32, Rod Clouser 93 and Carl Hughes 56. Clouser scored a pair of heat wins along with 16 top fifteen finishes. Carl Hughes began racing in May, he had 2 heat wins and a third place feature finish.



Bill Ardnt 45 and Craig Shover 06. Ardnt did especially well the first two months of the season, when he recorded eight top ten feature finishes and one heat win.



Sam Flaharty 4, Jack Hyde 27 and Dean Schopf 161. Sam Flaharty had one heat race win and qualified for 13 feature events.



The top five qualifiers for the 1984 Limited Late Model 50. from right to left - Ed Jones 19.33 Track Record; Jim Shutlesworth 19.36; Bob Moyer 19.39; Harold Beinhower 19.40; Ed Hake 19.48. All five drivers were under the 1983 track record of 19.61.



Howie Werner had one of his best seasons ever with the 51.

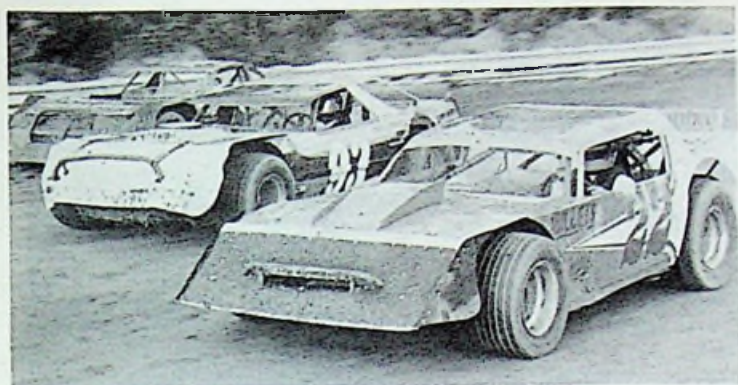




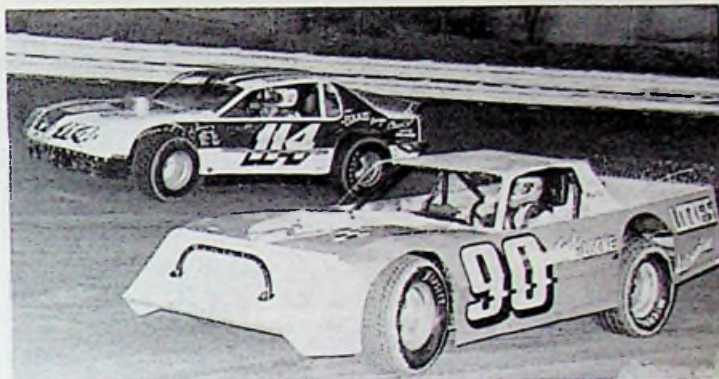
**The Jones Boys.**



**Tony Greener 61, Glenn Adams 12 and Charlie Kope 116.**



**Carl Billet 22 and Rod Clouser 93.**



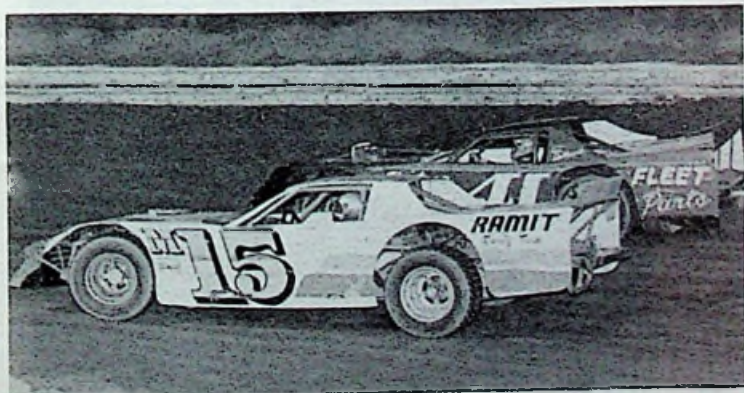
**Two young chargers - Duane Howard 114 and Fred Locke Jr. 90.**



**George Riden drove the 39 until September when Brad Beecher purchased the car.**



**Al Whittaker 13 and Smokey Frey 91. The 91 was also driven by Jeff Leiphart on occasion.**

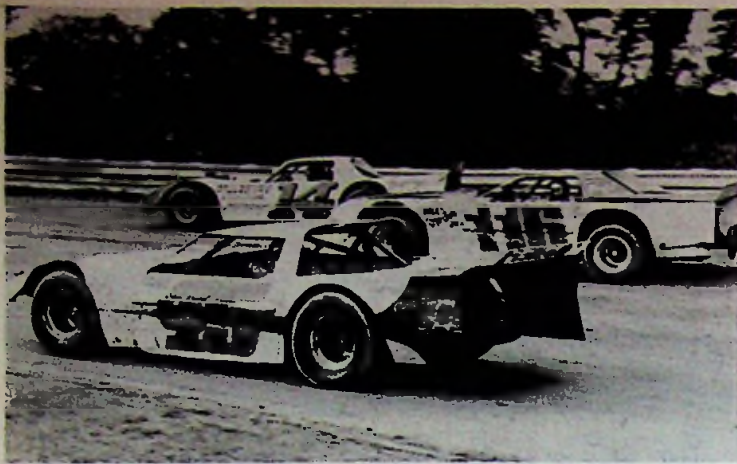


**Bob Moyer 15 battles the 1984 point champion Jim Shuttlesworth 41.**

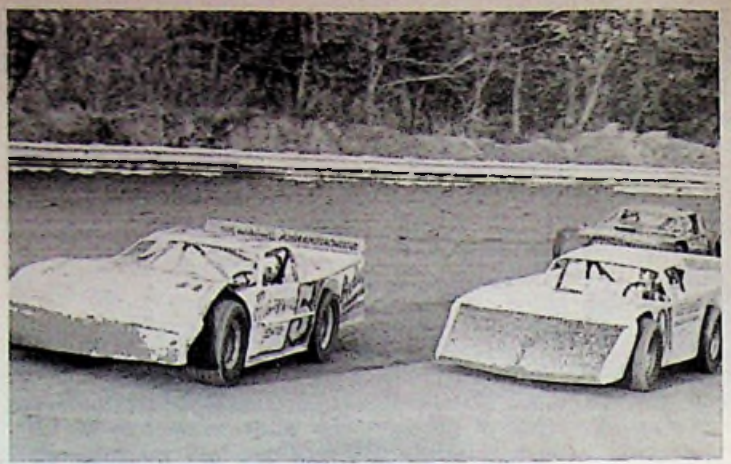


**Jim Shuttlesworth 41 kicks up the dirt chasing the Craig Shover 06.**





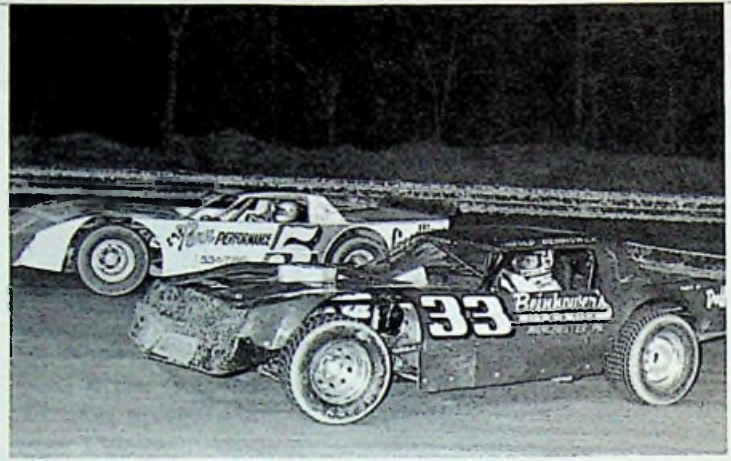
**Billy Arndt 45, Charlie Kope 116 and Ron Walborn 14.**



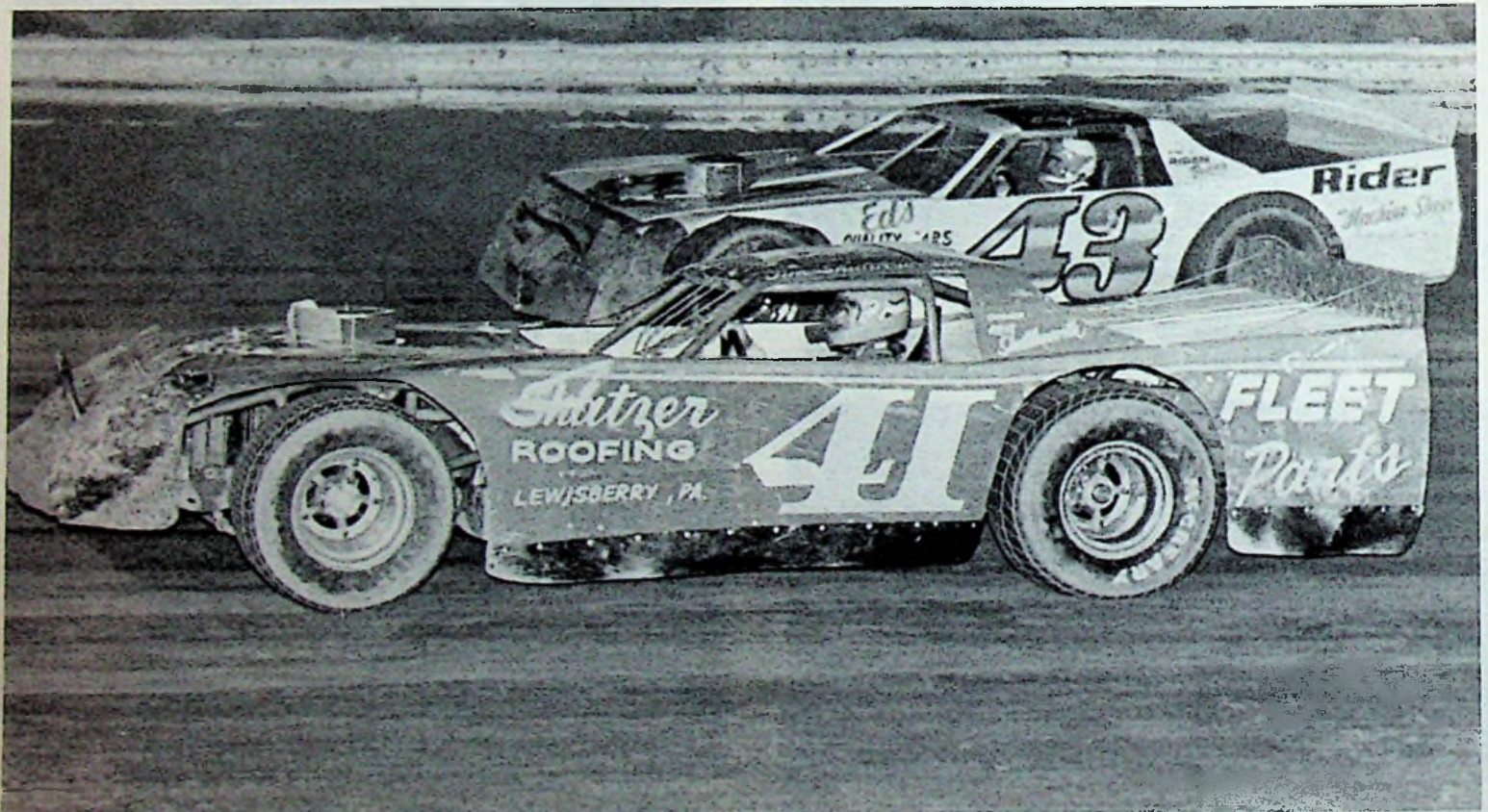
**The flying wedges of Ed Hake 5 and Jeff Leiphart 91.**



**Duane Howard 114 races with Craig Shover 06.**



**Harold Beinhower 33 and Ed Hake 5.**



**The pair that dominated Limited Late Model racing in 1984 - Jim Shuttsworth and Ed Jones.**



# Final Points - Street Stocks 1984

POS.	CAR	DRIVER	PTS
1	75	Carl Graves	1080
2	67	Dean Barnhart	960
3	33	Joe Whiteley	920
4	44	Joe Glinski	910
5	74	Larry Miller	905
6	10	Ray Hoke	870
7	71	Lori Wolford	805
8	43	Richie Hughes	790
9	68	Paul Nessinger	745
10	54	Martin Getz	685
11	98	Gary Klawitter	655
12	9	Tom Snavelly	650
13	77	Randy Hockenberry	540
14	22	Jerry Remsnyder	375
15	05	Rick Yohn	370
16	11	Ron Adams	355
17	198	Bob Moore	325
18	99	David Snelbaker	255
19	5	John Marks	205
20	15A	Scott Langey	145
21	711	Lynn Foster	140
22	4M	Don Moyer	135
23	126	Tim Hallman	125
24	56	Scott Hughes	125
25	78	Nick Lorenzo	90
26	15	Joe Krick	80
27	141	Bob Keller	70
28	158	Warner Frey	60
29	0	Harry Beers, Jr.	45
30	19	Robbi Light	40
31	17	David Aleola	40
32	52	Robert Shirk	35
33	7	Lloyd Beers	20
34	69	Cindy Delp	5

## STREET STOCK REVIEW

For the second year in-a-row, the Street Stocks ran on a weekly basis at Silver Spring. This was the busiest season for the Street Stocks at Silver Spring as they ran 12 shows. It was also the season with the most feature winners as seven different driver graced victory lane. The battle for the point championship was a real barn burner between Dean Barnhart and Carl Graves. The battle was so close that it went down to the very last race. On that final night of racing, Barnhart was away racing at Pocono International Speedway, so all Carl had to do to win the championship was start the feature. Not only did Carl start the race, but he won the feature giving him the 1984 Street Stock Championship.

This is the third year in-a-row that the Duncannon racer has captured the point crown in the Street Stock class. Carl and Larry Miller teamed up once again in 1984 to form the M & G Racing Team. With Carl in the 75 and Larry in the 74, this was a hard team to beat. When he wasn't racing at Silver Spring, Carl would often be found racing in the Street Stock division at Selinsgrove Speedway.

Here now is a brief wrap-up of the Street Stock results of 1984.

**APRIL 21.....**On opening night for the Street Stocks, it was the 43 Camaro of "Rapid Richie" Hughes taking the win with the 67 of Dean Barnhart second and the 68 of Paul Nessinger third. The 75 of Carl Graves was fourth with the 54 Nova of Martin Getz rounding out the top five.

**MAY 5th.....**Joe Glinski stormed away from the field to take the win in his 44 Chevrolet with Barnhart and Graves rounding out the top three. Easy going Ray Hoke finished fourth in

the 10 with Tim Hallman bringing the 126 across the finish line in fifth.

**MAY 19th.....**For the second race in-a-row, it was Joe Glinski back in victory lane, with Graves second and Barnhart third. The 4M driven by Don Moyer was fourth while Gerry Remsnyder cashed in for fifth in his 22 Ford.

**JUNE 2nd.....**Carl Graves found his way into victory lane for the first time in 1984 with the "Snake" Tom Snavelly finishing second in his 9. Joe Whiteley was third in the 33 with Ray Hoke and Joe Glinski trailing.

**JUNE 16th.....**Carl Graves was back in victory lane for the second week in-a-row. Paul Nessinger was second, with Joe Whiteley third and Lori Wolford was fourth in her 71 Camaro. Ray Hoke rounded out the top five.

**JUNE 30th.....**The June 30th turned out to be the most exciting race of the year. Lori Wolford led up until the last lap. Carl Graves took over the lead going down the back chute on the last lap, but Lori went back for the lead in the last turn. It was a drag race to the finish line and it was Lori Wolford taking her very first win by two feet over Carl. Just as Lori took the checkered flag the motor let go in the 71. Ray Hoke, Dean Barnhart and Joe Glinski rounded out the top five.

**JULY 4th.....**The Street Stocks joined the Super Sportsman for a special midweek show. This race found "Lightning Larry" Miller taking his first win of the season in his 74, with Richie Hughes second. Carl Graves, Paul Nessinger and Joe Whiteley followed the lead duo across the finish line.

**JULY 14th.....**Richie Hughes claimed his second victory of the year in his 43 with Larry Miller, Joe Glinski, Ray Hoke and Tom Snavelly following.

**JULY 28th.....**Joe Whiteley powered the 33 Chevrolet into victory lane for his very first feature win with Larry Miller second. Dean Barnhart, Richie Hughes and Lori Wolford completed the top five.

**AUGUST 11th.....**On August 11th Silver Spring Speedway staged the very first Street Stock Championship race. When the checkered flag came out for this big show, it was Carl Graves once again claiming another victory, with teammate Larry Miller second. Lori Wolford was third, with Richie Hughes fourth and the 11 Ron Adams fifth.

**AUGUST 25th.....**This race found Martin Getz pulling the surprise win over Paul Nessinger, while Dean Barnhart, Lori Wolford and Larry Miller rounding out the top five.

**SEPTEMBER 15th.....**This was the final race of 1984 for the Street Stocks. Carl Graves pulled into victory lane for the fourth time, wrapping up the point championship. Martin Getz, Joe Whiteley, Larry Miller and Ron Adams followed Carl under the checkered flag.



The only Street Stock champion ever at the Springs - Carl Graves.





**Third Place Finisher - Joe Whiteley 33.**



**Martin Getz won his first Street Stock feature event.**



**Ray Hoke 10 had a fine season.**



**Two time Feature winner Joe Glinski 44.**



**Lori Wolford was the first woman ever to win a regular feature event in the history of Silver Spring.**



**Richie Hughes was back in winners circle in 1984.**



**Larry Miller won a feature event and finished fifth in points.**



**Paul Nessinger was a feature winner with his 68.**



# Silver Spring Speedway - Honor Roll

## Former Champions

YEAR	SPORTSMAN	LATE MODEL	1969	Kramer Williamson	Bob Wilbur
1954	Mel Kreiser		1970	Lee Parthemore	John Smith
1955	Ken Hurley		1971	Russ Smith	Ken Neiswender
1956	Ken Hurley		1972	Fred Putney	Bob Moyer
1957	Ron Tilley		1973	Elvin Felty	John Ebersole
1958	Ron Tilley		1974	Jim Wilbur	John Ebersole
1959	Decon Gerhart		1975	Jerry Wolfe	Bob Moyer
1960	Lynn Weibley		1976	Fred Putney	Don Comerer
1961	Lynn Weibley		1977	John Murphy	Don Comerer
1962	Jim Sheaffer	Bill Madden	1978	John Murphy	Don Comerer
1963	Jim Sheaffer	Lawrence Vogelsong	1979	Gary Wolford	Don Comerer
1964	Ken Hurley	Lawrence Vogelsong	1980	Gary Wolford	Gordie Kohr
1965	Jim Sheaffer	Earl Clay	1981	John Murphy	Don Comerer
1966	Russ Smith	John Fitting	1982	John Murphy	Jeff Smith
1967	Dick Snare	John Smith	1983	Larry Jackson	Bill Burns
1968	Dick Snare	Bob Wilbur	1984	Dwight Leib	Jim Shuttlesworth

## Silver Spring Speedway Career Feature Wins

### Sportsman

Gary Wolford	77	Daryl Sheaffer	3
Fred Putney	53	Jack Wentz	3
Russ Smith	35	Clayton Donmoyer	2
John Murphy	34	John Ebersole	2
Jim Sheaffer	32	Jim Fissel	2
Dwight Leib	28	Ken Fortna	2
Lee Parthemore	27	Troy Funk, Sr.	2
Larry Jackson	27	Milford Hauer	2
Butch Kreiser	26	Ron Heisey	2
Ron Tilley	21	Paul Kauffman	2
Dick Snare	20	Ron Kretzler	2
Ken Bricker	17	Carl Kotz	2
Rich Elchelberger	15	Billy Wertz	2
Jerry Mullen	14	Les Adams	1
Lynn Weibley	14	Charles Bricker	1
Ken Hurley	13	Bob Cain	1
Elvin Felty	12	Milt Davis	1
Earman Fulk	11	Bob Fannasy	1
Bob Gerhart	11	Bud Fulkenroth	1
Ray Tilley	11	Roy Garloff	1
Jim Wilbur	11	Ira Geesey	1
Gene Kohr	10	Paul Gill	1
Bob Brymesser	9	Bob Hake	1
Oscar Lay	9	Dick Hauer	1
Ed Leiss	9	Bill Heckert	1
John Yinger	8	Carl Hibsman	1
Tim Leiphart	8	George Jones	1
Kramer Williamson	7	Jerry Katz	1
Boots Podjet	6	Fred Kohr	1
Jerry Wolfe	6	Ken Kohr	1
Sklp Emler	5	Joey Kuhn	1
Mitch Smith	5	Bill Miller	1
Bob Weaver	5	Les Misell	1
Bob Danner	4	Hal Reisenger	1
Decon Gerhart	4	J.W. Rexroth	1
Dave Marburger	4	Hugh Ritchie	1
John Mentzer	4	Harry Sheaffer	1
Vance Yinger	4	Smokey Warren	1
Scott Ausherman	3	Jack Wetzel	1
Joe Cekovich	3	Denny Willey	1
Hoppy Fissel	3	Ralph Wilson	1
Don Heck	3	Dick Wisegarver	1
Paul Kline	3	Don Wolfe	1
Gary Kreiser	3	Maynard Yingst	1

### Late Models

Paul Orendo	44	Harold Beinhower	2
Ed Jones	42	Glenn Comp	2
Don Comerer	38	Tim Clifton	2
Bob Wilbur	31	Ira Geesey	2
Gordie Kohr	21	Glenn Gipe	2
Bob Moyer	20	Duane Howard	2
John Smith	19	Bill Hunt	2
John Ebersole	18	Don Kohler	2
Earl Clay	16	Virgil Mack	2
Jim Shuttlesworth	16	Bud Smith	2
Bill Clouser	15	Andy Anderson	1
David Suhr	14	Glenn Adams	1
Bill Burns	12	Les Adams	1
Leon Brubaker	11	Carl Billet	1
John Fitting	11	Jim Bernhiesel	1
Craig Shover	11	Bob Clouser	1
Stan Rudy	10	Bob Deckert	1
John Beckey	8	Bob Foster	1
Ed Hake	7	Bob Getz	1
Warren Hursh	7	Jerry Getz	1
Jay Jones	7	Archie Gutshall	1
Gene Sheaffer	7	Scott Haus	1
Bob Long	6	Doyle Hendricks	1
Bill Madden	6	Charlie Kope	1
Jeff Smith	6	Gene Mattern	1
Denny Brown	5	Marlin Morgen	1
Leroy Banks	5	Don Miller	1
Herm Gardner	5	Gregg Myers	1
Bill Baines	4	Jerry Mullen	1
Denny Deltch	4	Gene Nauman	1
Ray Garver	4	Bob Noaker	1
Carl Lobb	4	Harry Noss	1
Gary Vandergrift	4	Bob Oakley	1
Dave Erney	3	Paul Paulus	1
Larry Fisher	3	Ralph Paulus	1
George Riden	3	Phil Phillips	1
Lawrence Vogelsong	3	Jason Probst	1
Ron Walborn	3	Fred Putt	1
Gene Simmons	3	Jack Rudy	1
Ken Weaver	2	George Rheam	1
Bill Arnold	2	Bob Smith	1
Bob Arnold	2	George Sheaffer	1
Herm Adams	2	Dick Wisegarver	1
Brad Beecher	2		





Top to Bottom, Left to Right: A.D. Sideways; The 1984 Limited Late Model champion in action; Carl and Kim Graves; Sprint car winner - Bobby Allen; Jim and Kris Shuttlesworth; The Championship team - chief mechanic Lee Smith, Dwight Leib, owner R.W. Lutz and sponsor Dale Henry.