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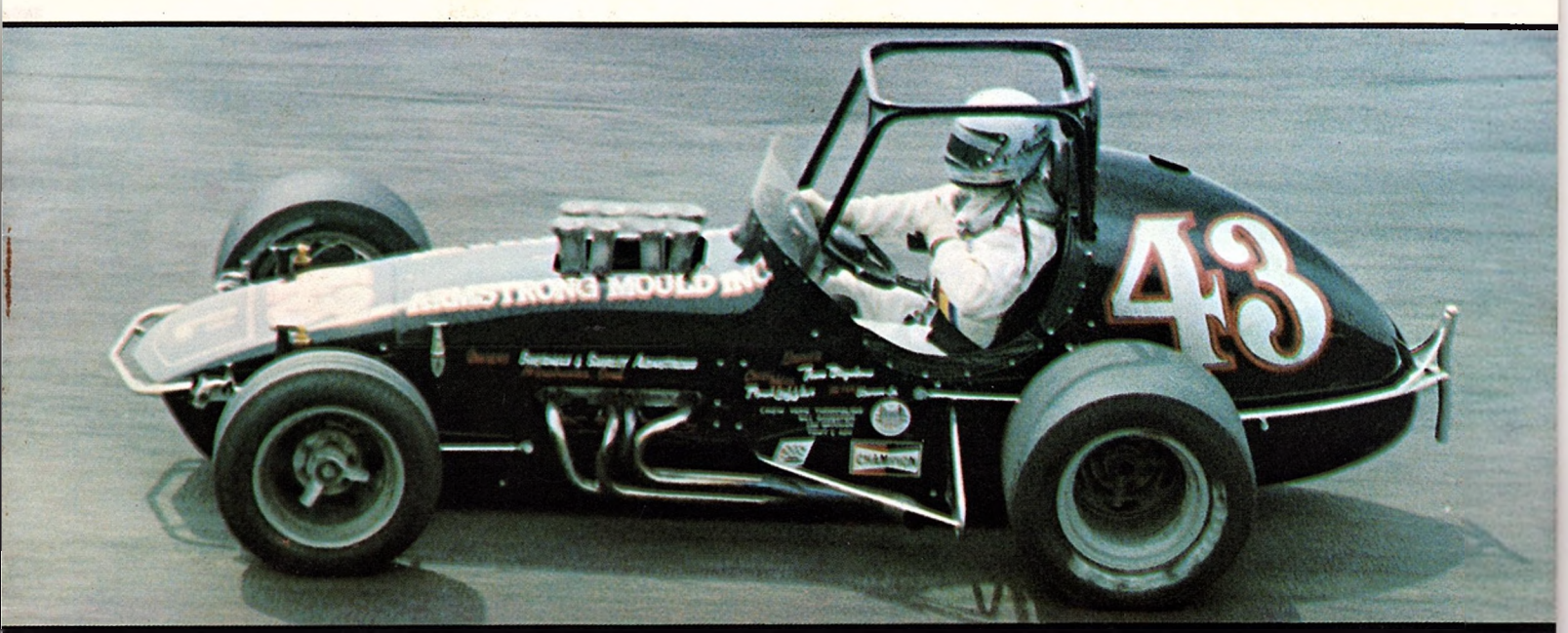
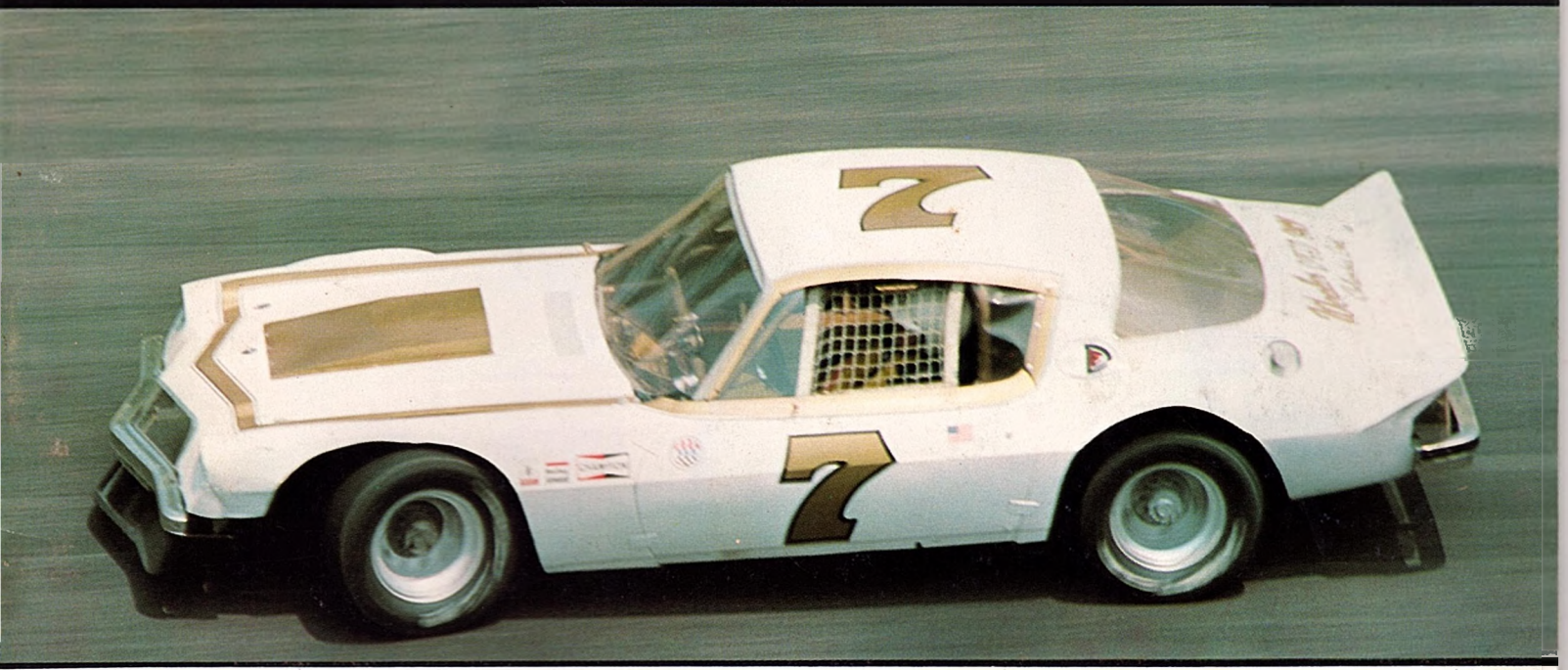
SALEM SUPER SPEEDWAY



1978 OFFICIAL PROGRAM



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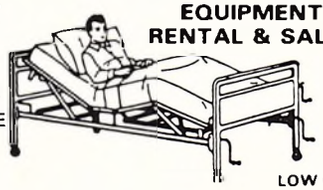

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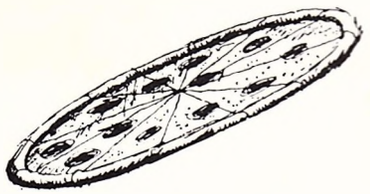

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Throughout the 1978 racing season our "continued rennovation" will include new grandstands. This again, is for **YOU.** Our fans.

We've also installed a "Suggestion Box," which is located at the entrance to the grandstands. We encourage any and all suggestions that you have toward helping us continue to improve **YOUR** facility. We want you to come back often.

We belive that our 1978 racing schedule is, by far, one of the most lucrative ever presented.

Our schedule includes late model stocks, midgets and sprints. In addition to our USAC sprints and midget dates we've also included an open competition sprint 50-lap feature entitled, "Harvest of Speed," October 22nd. Presently we are negotiating for even more events which we feel will add to our already diversified program.

Thank you for attending today's race. We sincerely hope that you've enjoyed yourself and come back often.

Sincerely,

Sherman Armstrong
Owner
Salem Super Speedway

SALEM SUPER SPEEDWAY
1978 SCHEDULE

DATE	TYPE	RACE	EVENT
Apr. 9	ASA Late Models	The Salem Century	100 Lap Feature
Apr. 16	USAC Sprints		40 Lap Feature
May 29	USAC Sprints and Midgets	Memorial Day 150	Twin 50 Twin 25
June	TO BE ANNOUNCED		
July 23	ASA Late Models	Raider 150	150 Lap Feature
Aug. 13	USAC Sprints	Joe James-Pat O'Connor Memorial	50 Lap Feature
Aug. 27	ASA Limited Late Models and CORA Midgets		40 Lap Feature 30 Lap Feature
Sept. 16	ASA Late Models	Mid-West 300	Qualifications
Sept. 17	ASA Late Models	Mid-West 300	3-100 Lap Features
Oct. 22	Open Competition Sprints	Harvest of Speed	50 Lap Feature

TRACK RECORDS

USAC SPRINTS

Tom Bigelow	16.381	109.883

USAC MIDGETS

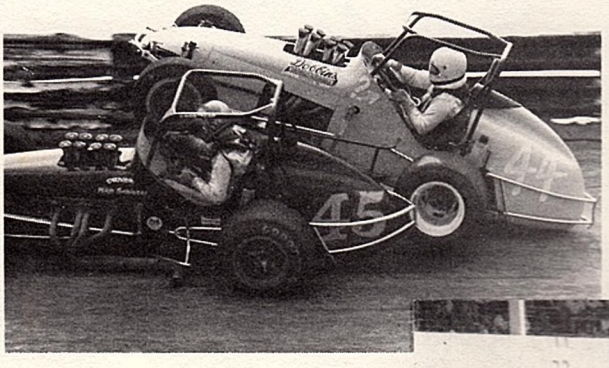
Johnny Parsons	17.367	103.645

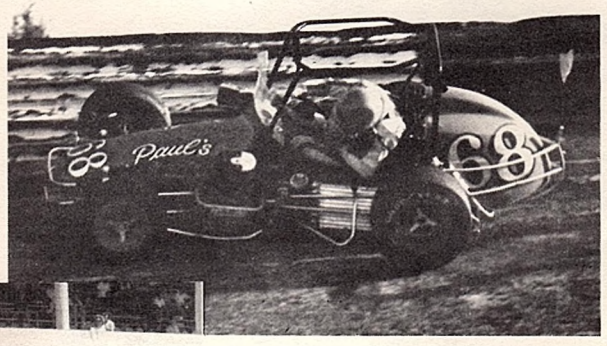
ASA LATE MODELS

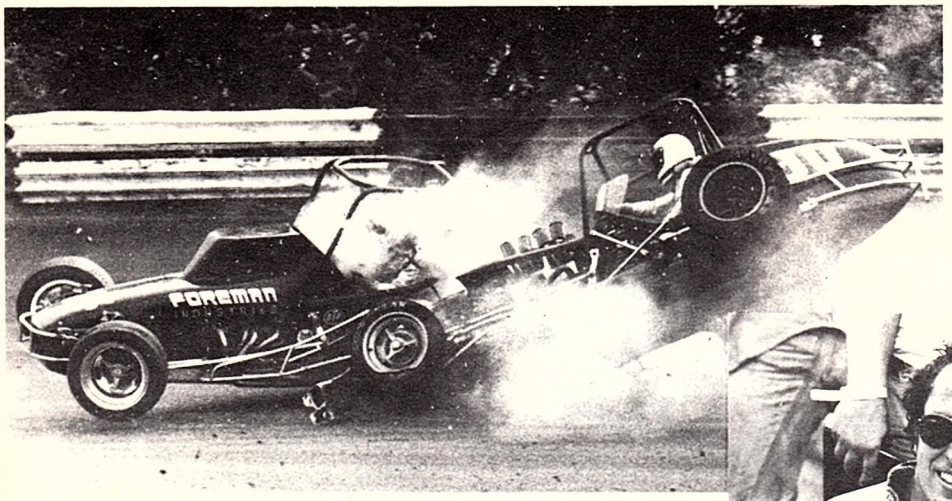
Randy Sweet	17.171	104.627

CORA MIDGETS

Ron Eden	18.834	95.572

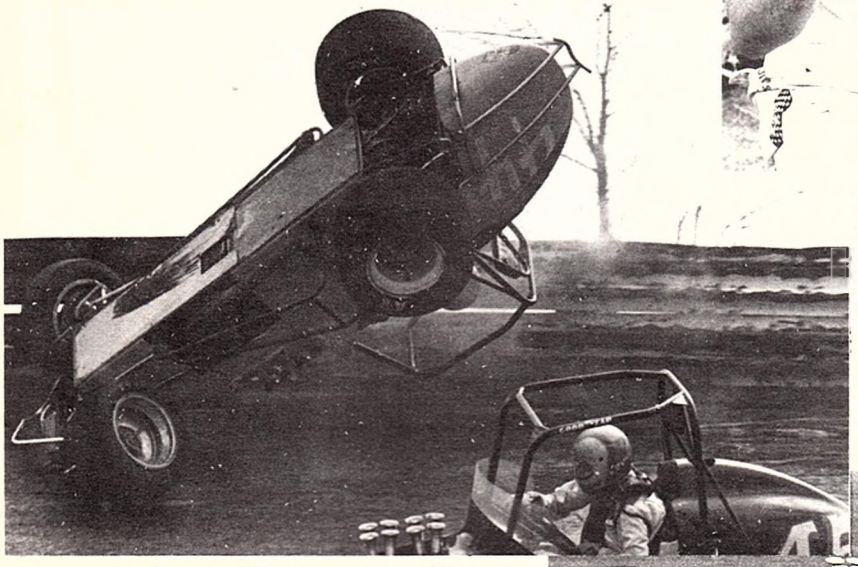




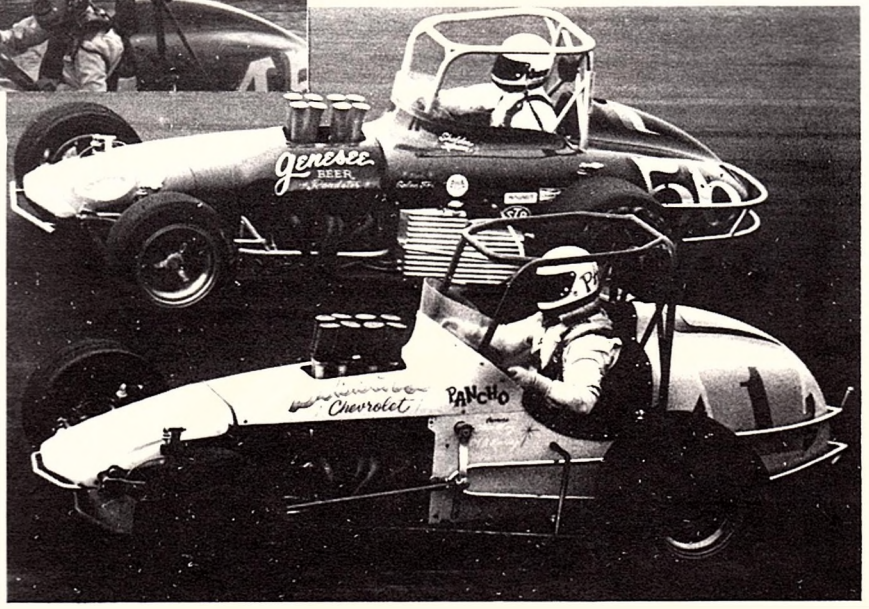


Larry Moore was hit broadside by #90 Jim Hettinger.
[Photo by Larry Gladback]

Pancho Carter poses with trophys for winning three of four fifty-lap features. Carter won two midget features and one spring feature. He finished second to Tom Bigelow in the second spring feature.
[Photo by Morrison Racing Photos]

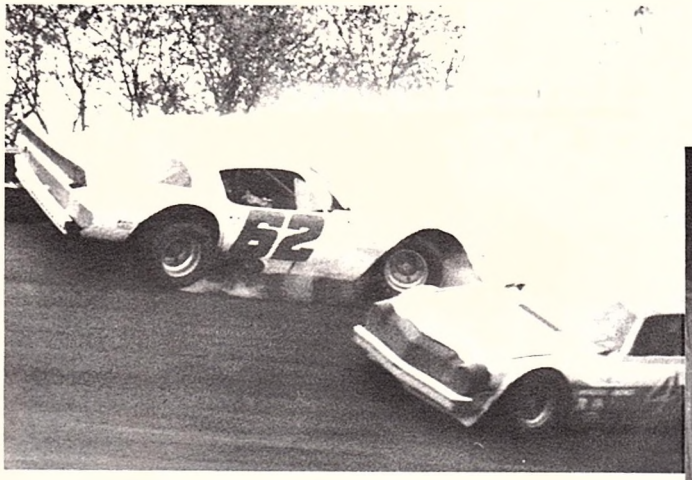


Mike Schiesel (45) avoiding Dana Carter (44)
[Photo by Rober L. Kluesner]



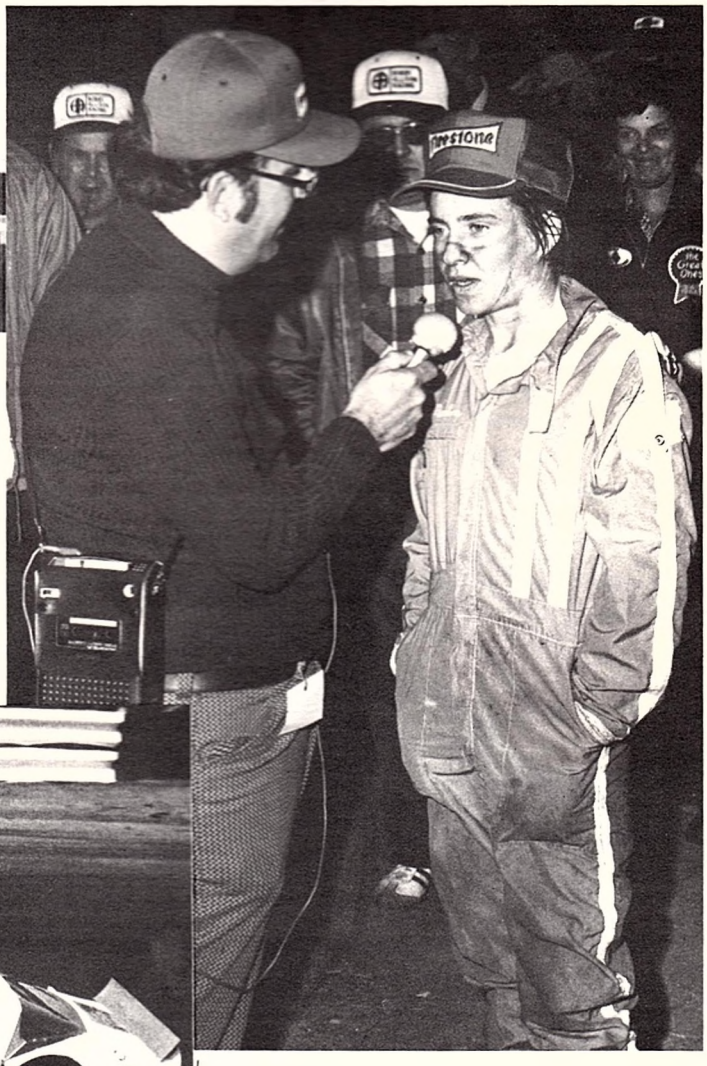
Pancho Carter (1) and Sheldon Kinser (56) on Memorial Day in 1977. Carter won one sprint feature, finishing second to Tom Bigelow in the second. Carter also won two midget features the same day. *[Morrison Racing Photo]*

AMInc. SALEM SUPER SPEEDWAY ACTION

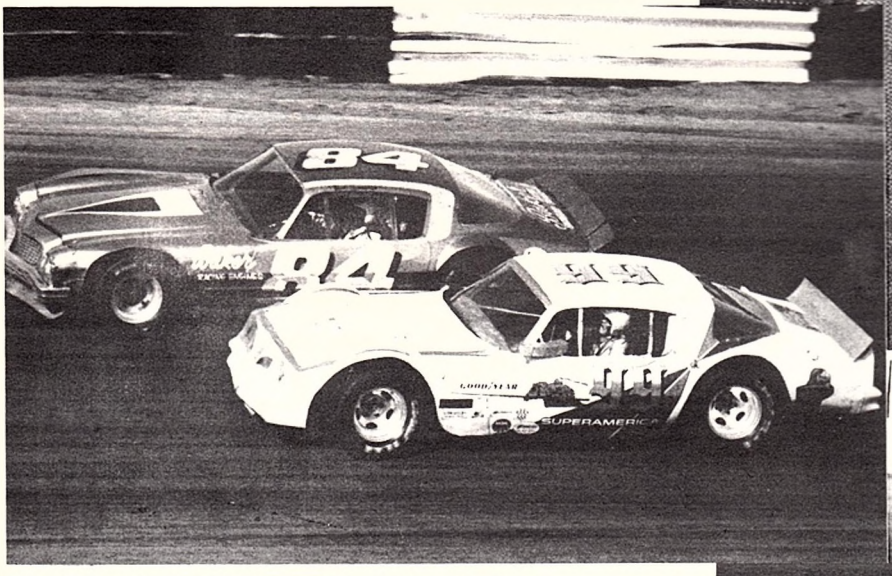


Mike Eddy (62), of Kawkawlin, Mi. driving Eddy Auto Parts Camaro. [*Photo by Stan Kalwasinski*]

1978 SALEM

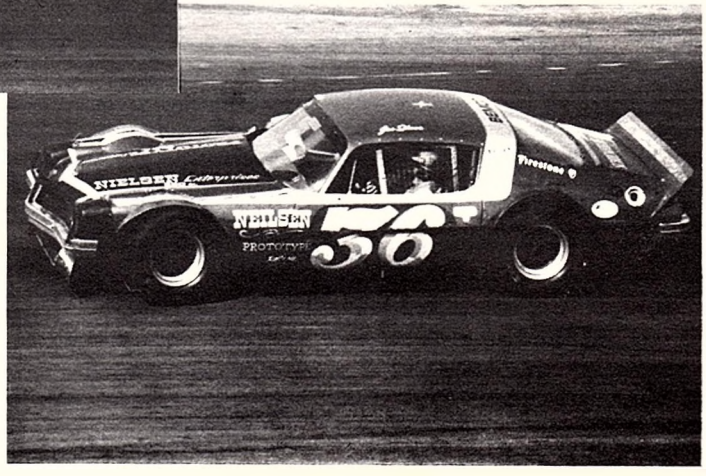


Mark Martin of Batesville, Ar. being interviewed. [*Photo by Stan Kalwasinski*]



Bob Senneke (84) of Dorr, Mi. driving Baker Engineering Camaro battles Jack Rice (99) of Verona, Ky. driving Rice Camaro. [*Photo by Stan Kalwasinski*]

SPEEDWAY ACTION



Joe Shear (36), of South Beloit, Ill., driving the Prototype Engineering Camaro. [*Photo by Stan Kalwasinski*]

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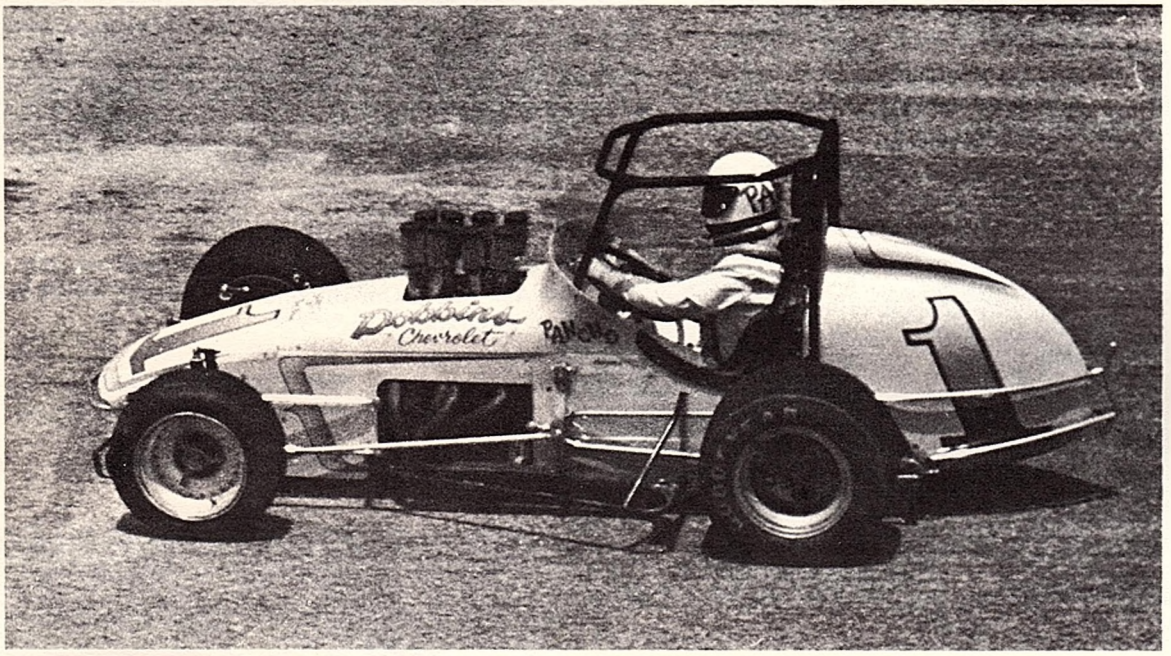

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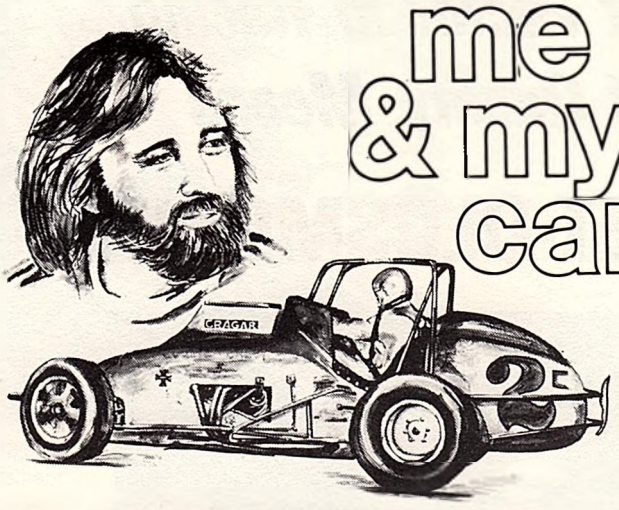

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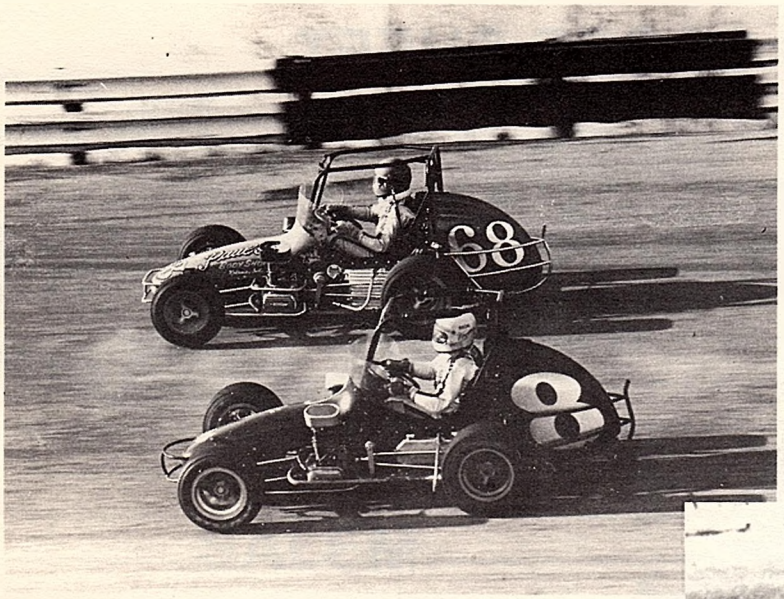

Jerry Weeks (68) and Rick Vogler (8) doing battle during the feature race at Salem Speedway, April 9, 1977.
[*Photo by Gerald Walker*]

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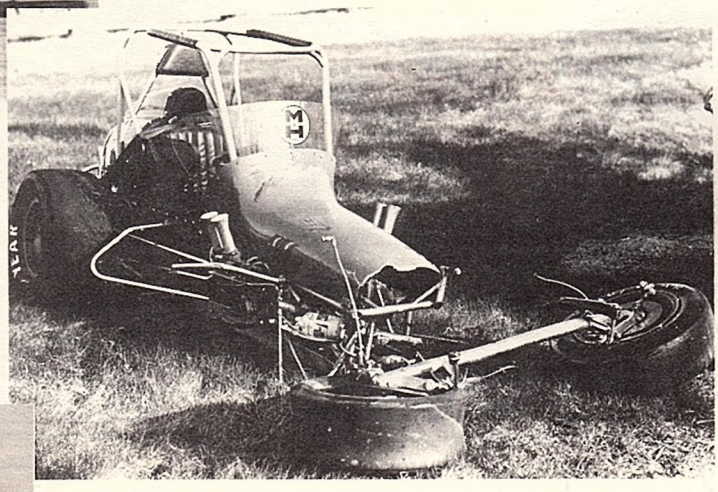


Bill Engelhart (46) after the wreck during the April, 1977 feature race. [*Photo by Gerald Walker*]

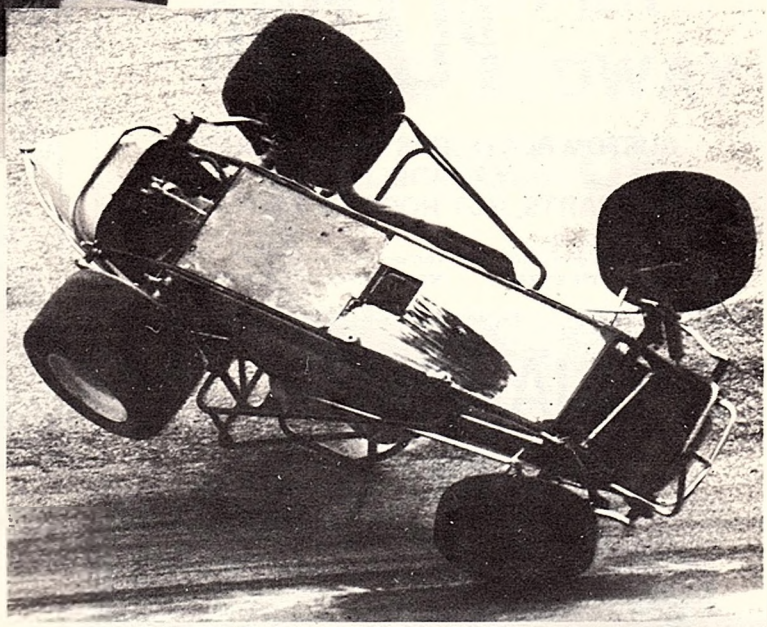
Salem USAC Midgets. [*Photo by Rick Lane Photo*]

Pancho Carter moves by Gary Bettenhausen in one of his two midget wins in the Memorial Day 200.
[*Photo by Bryan L. Marshall*]

TIME TRIALS SCORE SHEET

CAR NO.	NAME	TIME

SALEM SUPER SPEEDWAY



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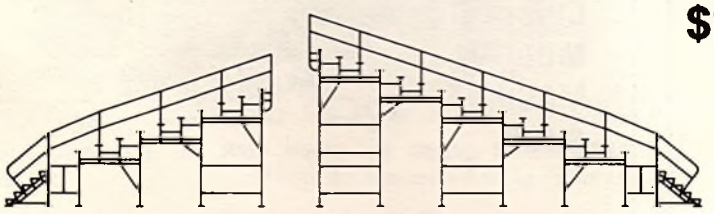

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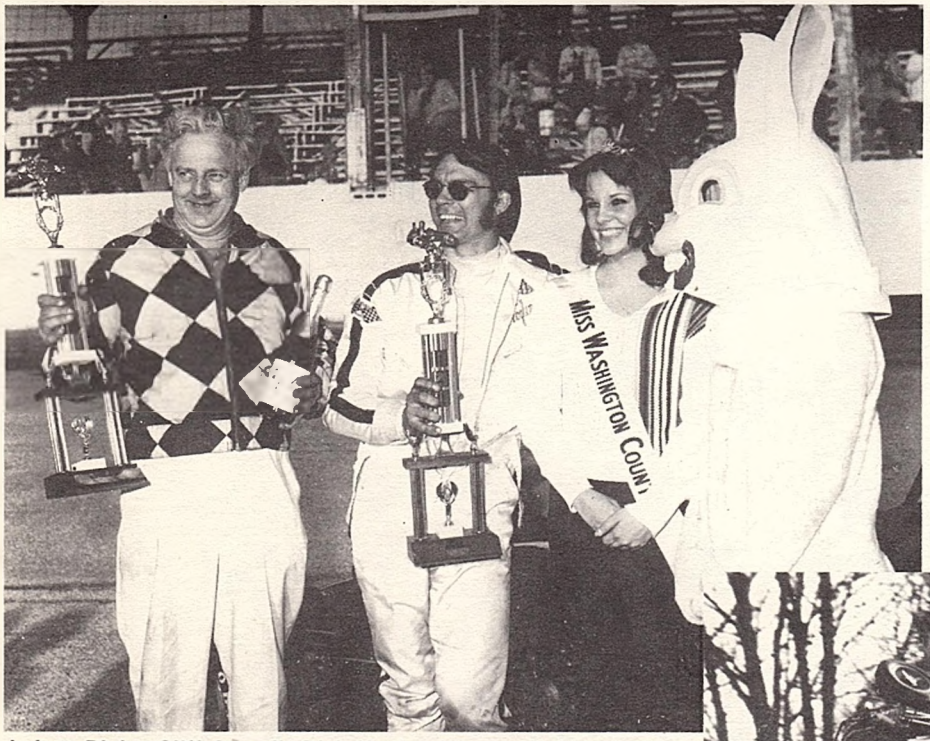
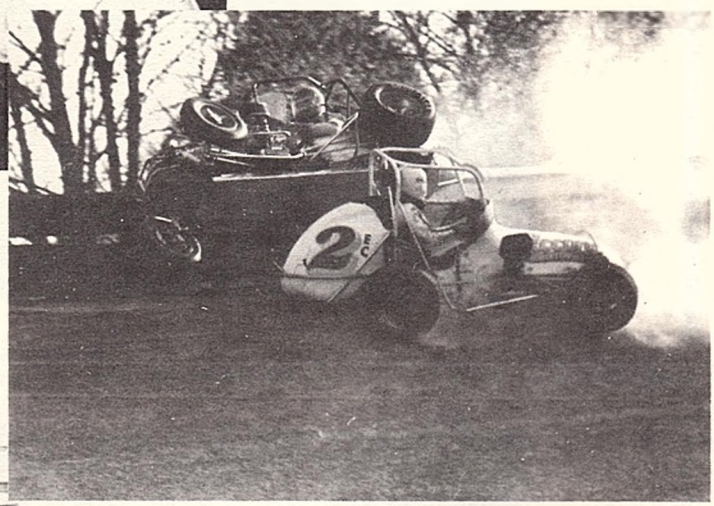
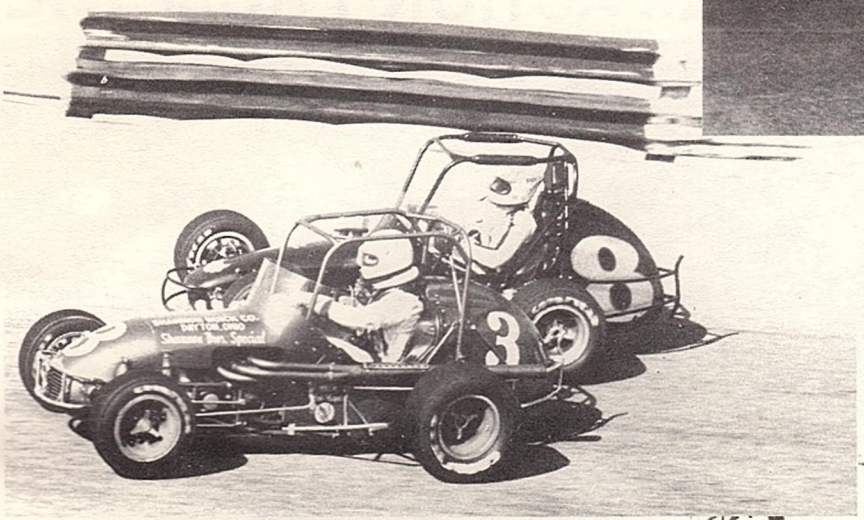
SALEM SUPER SPEEDWAY ACTION



Left to Right: Cliff Cornell, Rich Vogler, Venetta Hubbard and the Easter Bunny. *[Photo by Morrison Racing Pictures]*

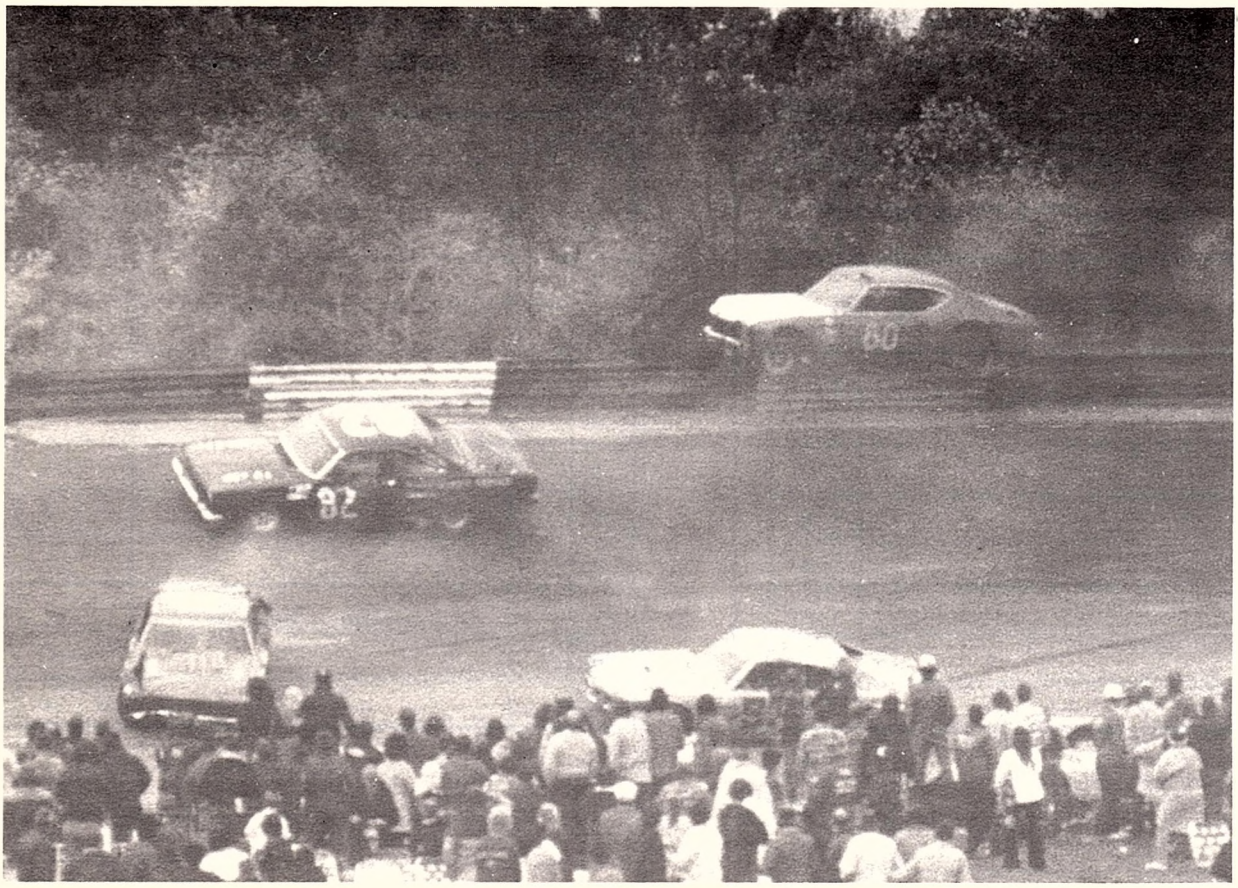




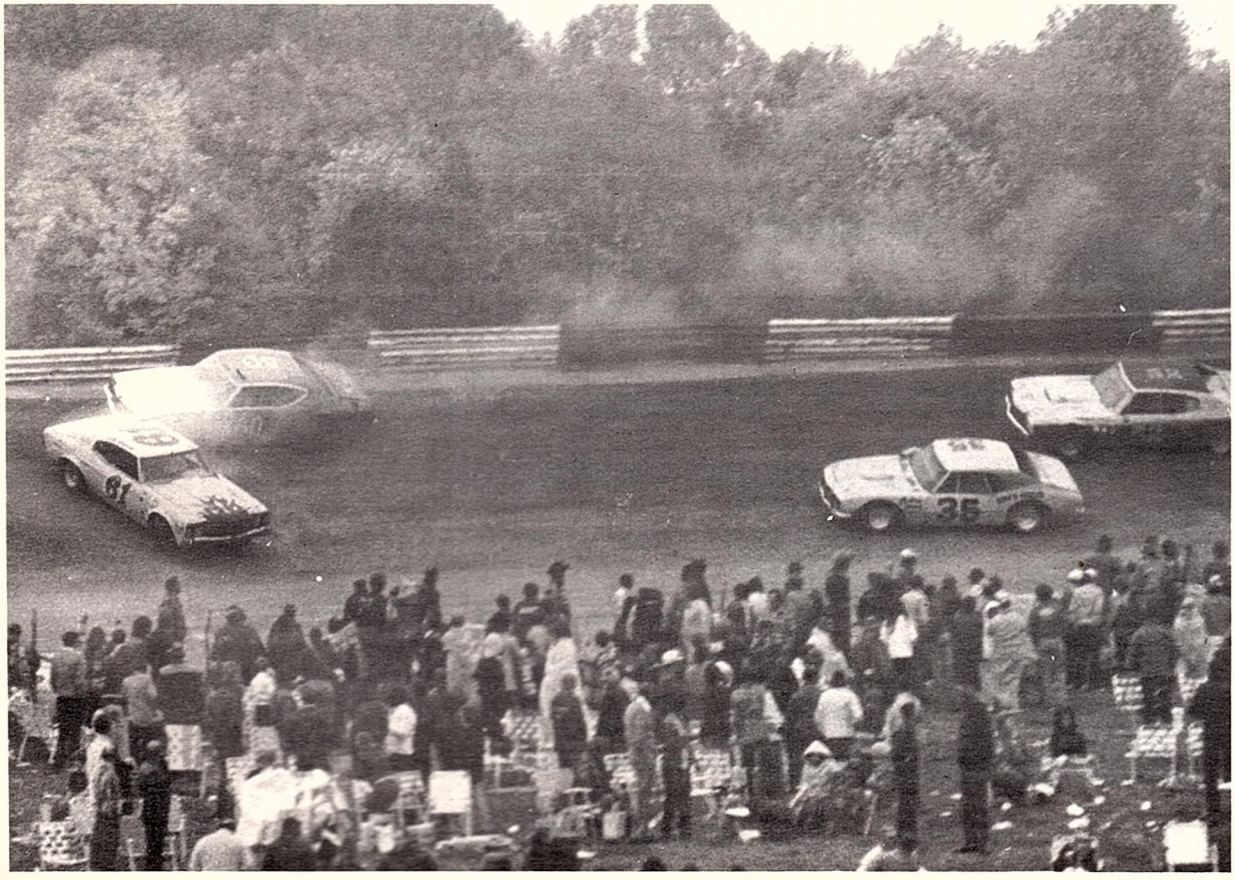
Dana Carter (3) and Rich Vogler (8) during Salem USAC midgets. *[Photo by Morrison Racing Pictures]*

Salem Super Speedway — Page 11

ACTION FROM THE



MIDWEST 300



1st HEAT (Inverted)			
Time:			
Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

2nd HEAT (Inverted)			
Time:			
Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

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HEAT #3 – Inverted

Time: 8 cars 8 laps

Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			
8			

Heat #4 – Inverted

Time: 8 cars 8 laps

Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			
8			

CONSOLATION RACE

Time:

Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

FEATURE (Fastest 9 Inverted)

Time: 30 laps

Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			
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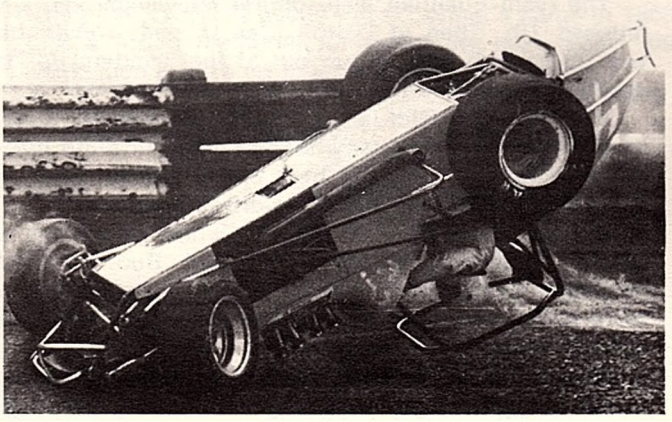


MEMORIES OF THE JAMES BOYS

By Bob Mount, SALEM SUPER SPEEDWAY historian

Like the legendary train robbers of the 19th century, two James brothers rode out of the west nearly 3 decades ago to lay waste to the midwest's racing circles. Walt and Joe James have been gone from the scene more than 25 years now, but when old-time racers gather, their names always come in for reverent awe.

Walt, who operates a park near Newhall, California, was the talker of the two. Joe, the younger, preferred to let his exploits at the wheel of a race car speak for him. Together they burst on the California racing scene after distinguished service in World War II, Walt as an Army Air Corps fighter pilot, Joe as a Navy gunner-radioman on a torpedo-bomber.

They started out in the "hot rods" running timing races on the dry lake beds of the southern California desert, then advanced to oval track racing with the California Roadster Association. The James boys raced against such future greats as Ruttman, McGrath, Ayulo, the Rathmann brothers, Davies and Rigsby winning more often than not.

In those days Joe was as quick with his fists as with the throttle. As he matured on the tracks, he also got his temper under control and began developing into a top chauffeur. His flamboyant style and ability were gaining him notoriety.

In 1949 California auto dealer Bob Estes sent Joe and mechanic Jud Phillips to the midwest to campaign with IMCA. After a creditable showing on the rugged barnstorming circuit, they ran their first AAA sprint race at Carrell Speedway, in Gardena, California, finishing 6th in some tough company.

That earned James an Estes-sponsored ride at Indianapolis. But the Mercury V-8 power plant wasn't fast enough to get him the field. He qualified at 124.176 mph, but was bumped. Then Joe qualified the Esmeralda Special on the final day, but was too slow to make the race.

After Indianapolis, they tried the Estes stock block at Milwaukee, Langhorne and Springfield, Ill., but missed all three shows. Then Estes bought the "Pots and Pans" special, built new for the 500 by A.J. Watson, and things began looking up.

The team qualified well for the Milwaukee 200 and finished 7th. Then at Detroit, James had worked his way up to 2nd, only to run out of fuel winding up 7th again.

Joe did even better in the sprints that season. It was hit-and-miss until August when he turned in a 5th place at Cedar Rapids, followed by a 6th at Salem. Later he drove Pop Dreyer's unique chain-driven sprint car.

In late October, Joe crashed while qualifying at Clovis, California. Brother Walt and Bud Winfield, mechanic on the famous Novi, were in a bad wreck en route home from the race. Winfield was killed and Walt suffered badly crushed legs.

Only a Fresno Veterans Hospital doctor's faith saved Walt from becoming a double amputee. While re-cuperating with both legs plated and pinned for 18 months, he took over the floundering CRA and brought it back to life.

1951 looked good for Joe James. Estes had put offies in both his champ and sprint cars. They started the season with a pair of 5ths in sprint races at Carrell Speedway, then took a 2nd at Dayton, coming back there to win on May 13th. The next Sunday, Joe lost a wheel going into the first turn at Salem, flipped it, but escaped without serious injury.

At Indianapolis, the Estes car was giving him problems. But he made it into the field with a rain-delayed Monday qualification. In the race a broken driveshaft sidelined him after only 8 laps.

Mechanical problems continued to plague the team on the championship circuit. Joe continued to qualify well and run near the front, but he was a frequent early dropout.

In September, Joe switched to the John Zink special and finished 4th at Denver. A rock hit him in the eye at San Jose and he turned the car over to Gordon Reid, who finished 8th. In the final Champ race of the season he finished 5th at Phoenix.

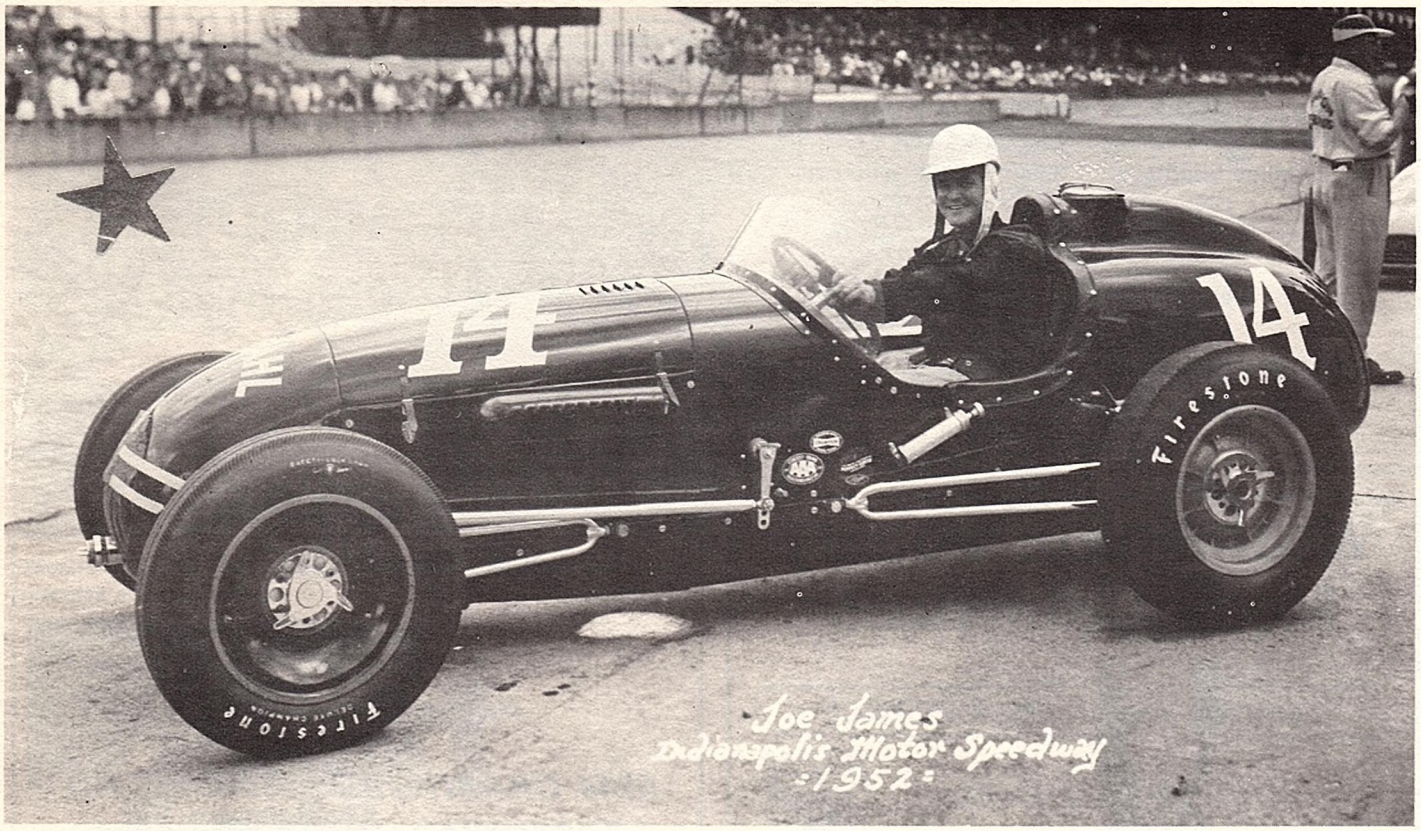
James was doing well in the sprints with a 3rd at Dayton in a 100-lapper. And he began running midgets with great success. After splitting with Estes he took over Duane Carte's sprinter and led wire-to-wire to win at Salem in October.

Starting 1952 in the Carter sprinter, he took a 4th on the Bay Meadows, California, mile. At Oakland he had a 3rd. Travelling to Reading, Pennsylvania, in April, he finished 3rd again, this time behind eastern greats Tommy Hinnershitz and Mike Nazaruk.

Later that month he wheeled Lee Elkins' new McNamara sprinter to another wire-to-wire victory at Dayton, then followed that up with a carbon copy race at Winchester.

At Indianapolis he put a new Ed Walsh Kurtis into the race on the first qualifying day, earning inside 6th row. In the race he moved up to 6th place after 60 laps. A long pit stop just beyond the ⅔rds mark dropped him back and he finished the 200 laps in 13th place.

Driving several different cars on the CHampionship circuit, his best finish was a 5th at Milwaukee late in the year. He also had a 6th at Springfield and a 7th at Williams Grove.



In the sprints he took a 2nd at Dayton on June 1st, then won the first speing race ever at Terre Haute before a series of 3rd and 4th place finishes. He won again at Boonville, Indiana, in August and held a slim lead in the midwest AAA standings.

At Dayton, on Labor Day weekend, his car blew an engine in practice, but he got another ride, qualified and finished 2nd to Nazaruk. The race had claimed the life of Jim Rigsby, one of James' closest competitors for the title.

Later that month at Terre Haute, Joe flipped his sprinter in his heat, then took a brand new Harry Turner racer out, finished 2nd in his heat and took 2nd in the feature. Immediately after the race, Elkins paid Turner $10,000 for the car and James won with it the next week at Winchester.

Mechanical problems sidelined Joe at the next Terre Haute race, but he wrapped up the sprint title October 26th with a 3rd place finish at Salem.

Back with Estes for a champ race at San Jose, California, November 2nd, James was 2nd fast qualifier. He led the first 6 laps until Bobby Ball got by. On the 45th lap Bill Vukovich spun in turn 2. Apparently Joe didn't see the yellow flag because he rode up over the wheels of another car and flipped end over end 4 times.

He died 3 days later in the hospital. Born in Saucier, Mississippi, Joe James was only 27 years old.

His life had been a hard one with milking and other chores as a young boy. He'd lost his mother to influenza at an early age. His father had been in a coma for months after being struck by lightning. During the depression Walt had quit school, hitch-hiked to California, got a job and sent for the rest of the family. Walt and Joe attended Van Nuys high school.

The year after his death Salem Promoter Russ Barnard, with whom Joe had hunted and fished in southern Indiana, established the "Joe James Memorial" race. He added Pat O'Connor's name in 1958. It is a fitting memorial to two of the best racers and finest men ever to sit in a race car.

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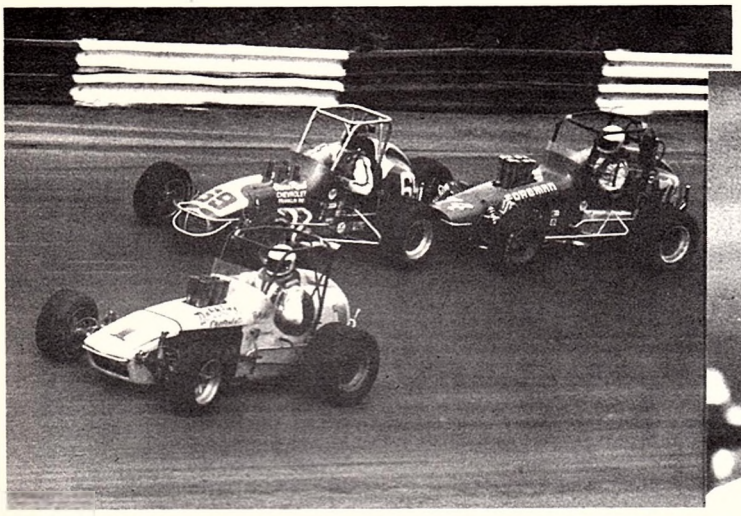
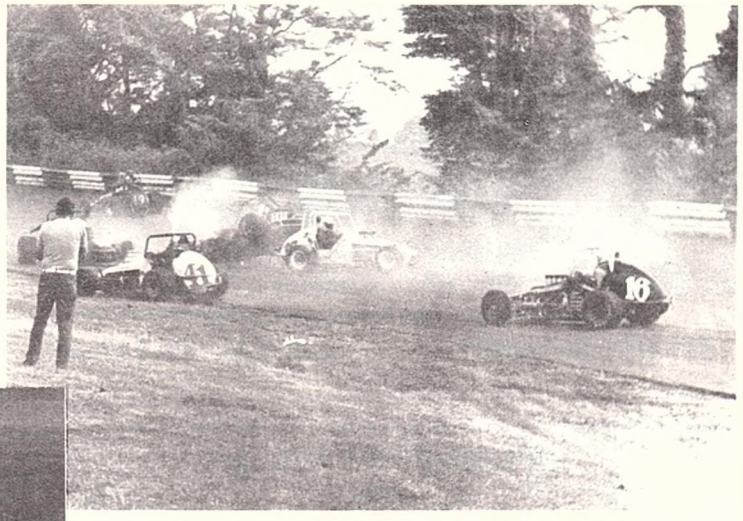


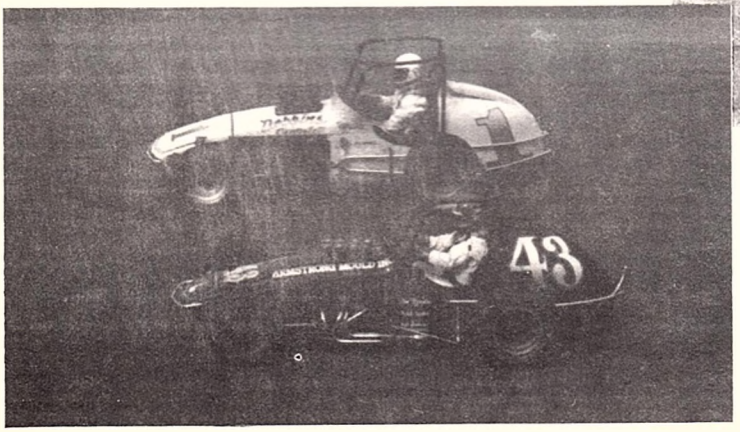
Pancho takes the lead as Larry Moore who finished 2nd puts pressure on Greg Leffler. [*Photo by Jack Gladback*]

USAC Winner Sheldon Kinser during the Joe James-Pat O'Conner Memorrial.
[*Photo by Dave Jackson*]

USAC sprint runner-up Tom Bigelow.
[*Photo by Dave Jackson*]



Steve Kinser (49) [*Photo by Rick Lane Photo*]



Tom Bigelow (43) and Pancho Carter (1) during the Joe James-Pat O'Conner Memorial. [*Photo by Dave Jackson*]

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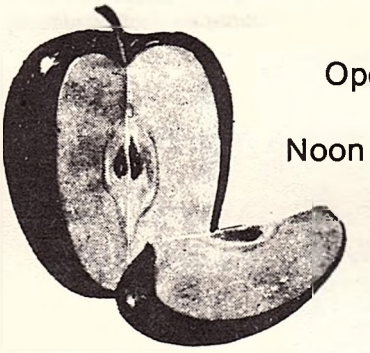

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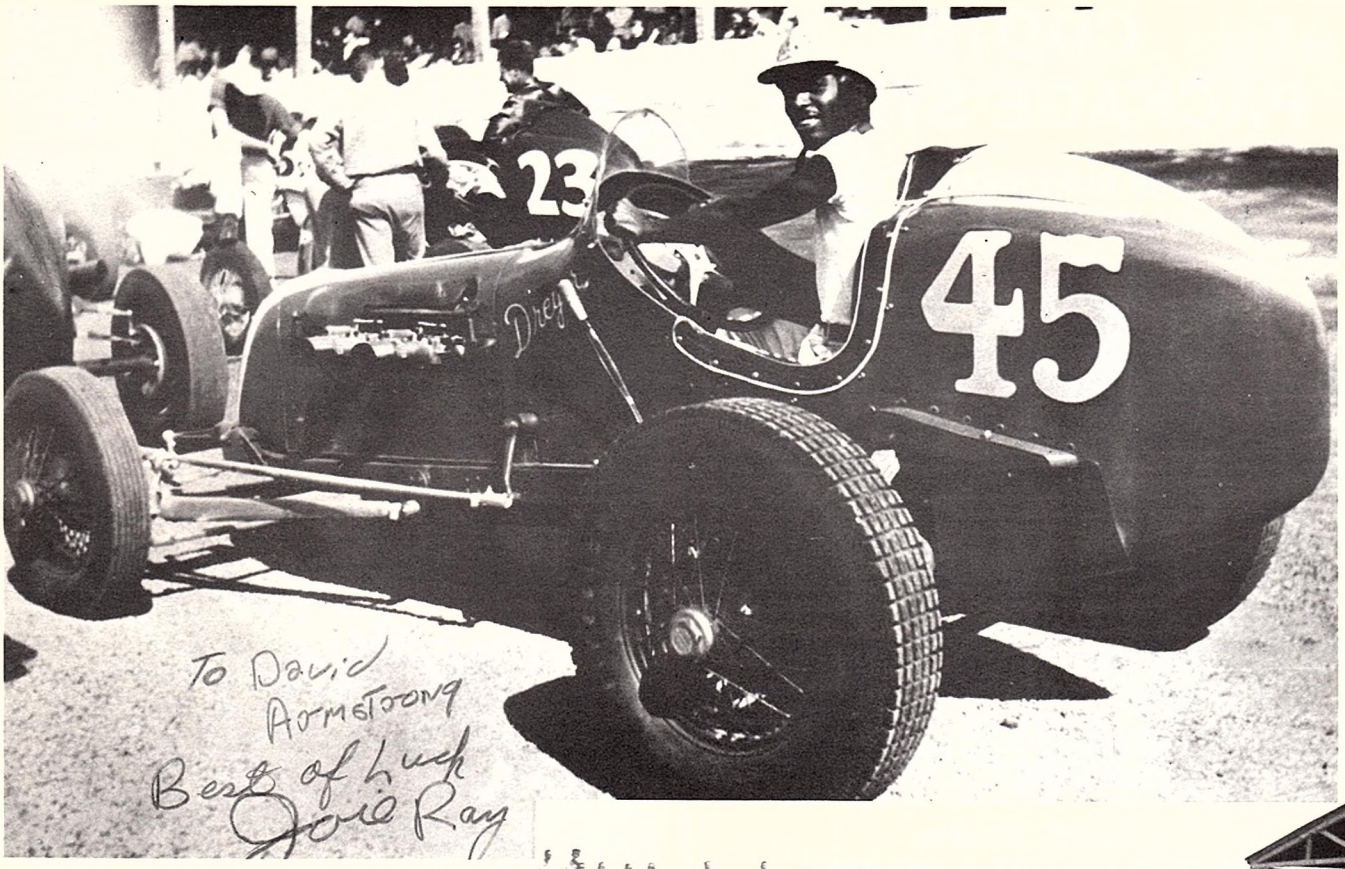

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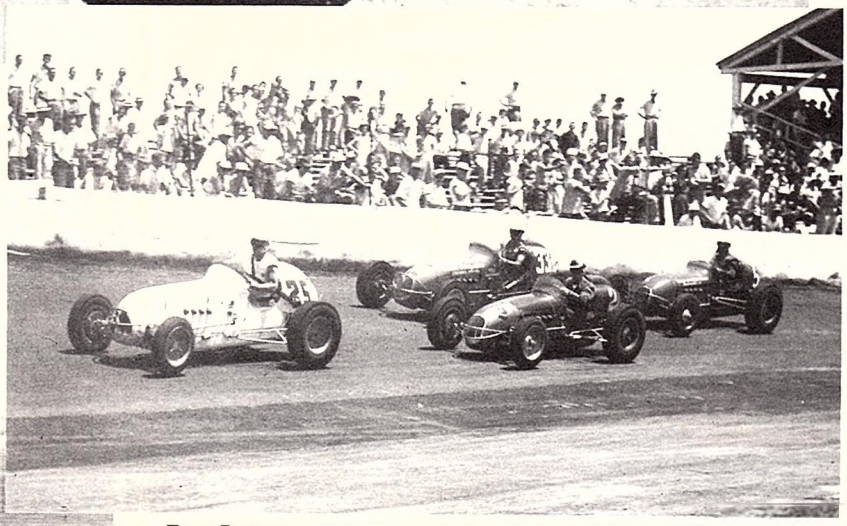
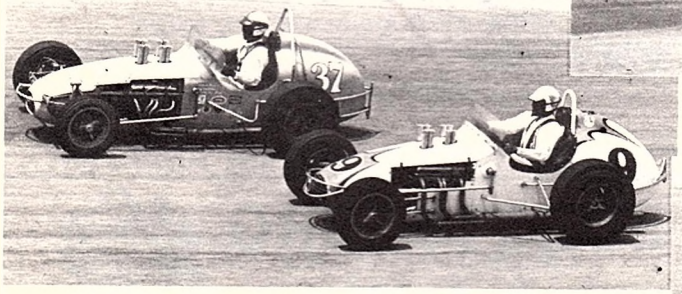
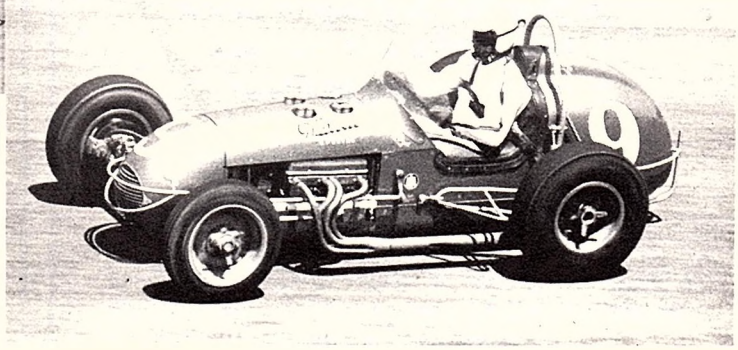


Troy Ruttman (25), Larry Croket (33), and Duane Carter.
[Photo by Bud Williams]



Ronnie Duman (37) and Johnny Rutherford battle for 2nd feature.
[Photo by Dan Sheek]



A.J. Foyt (9).
[Photo by Harry Goode]

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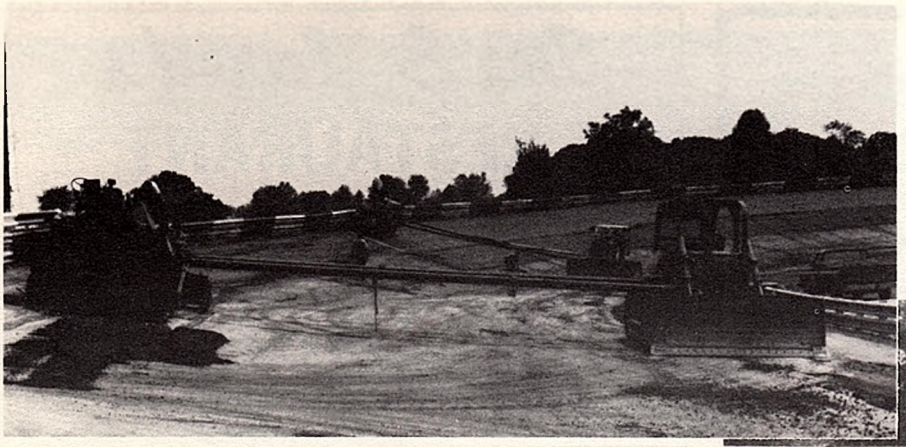

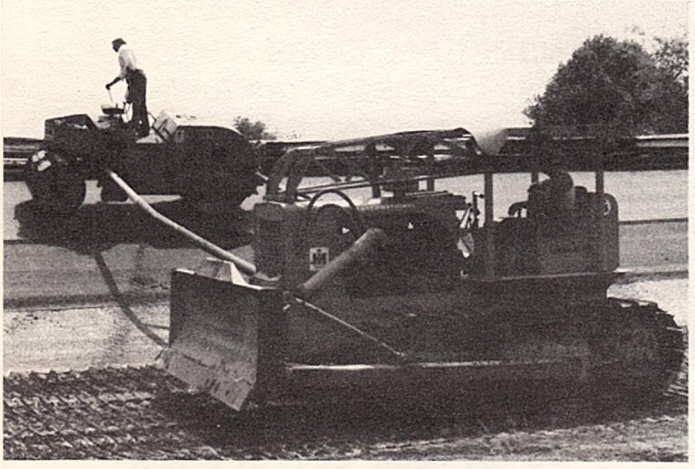

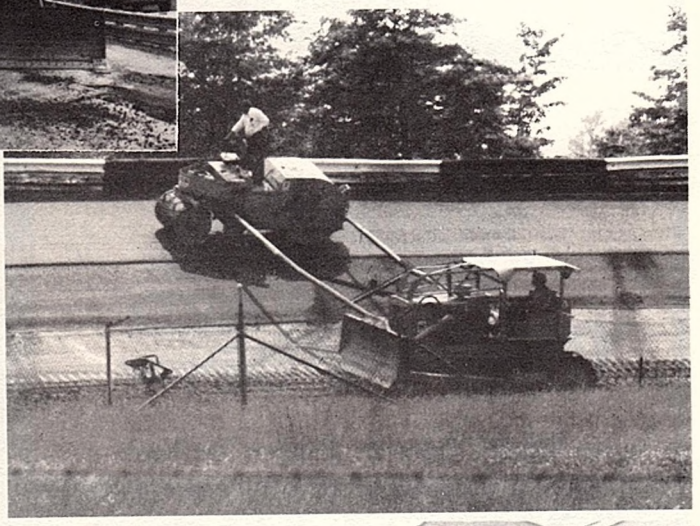

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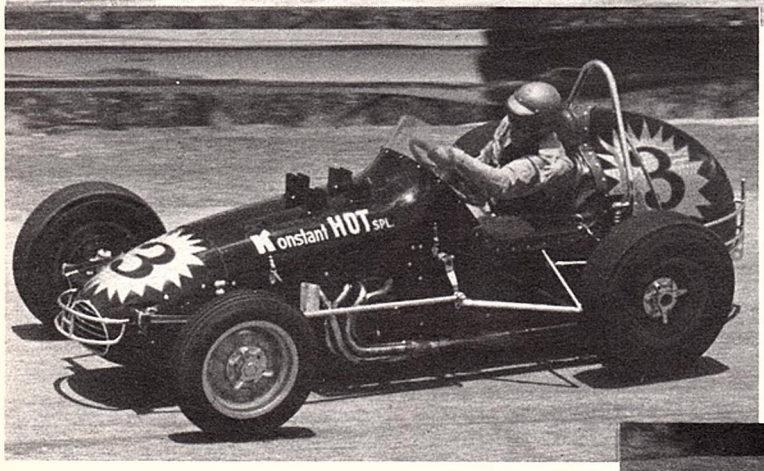

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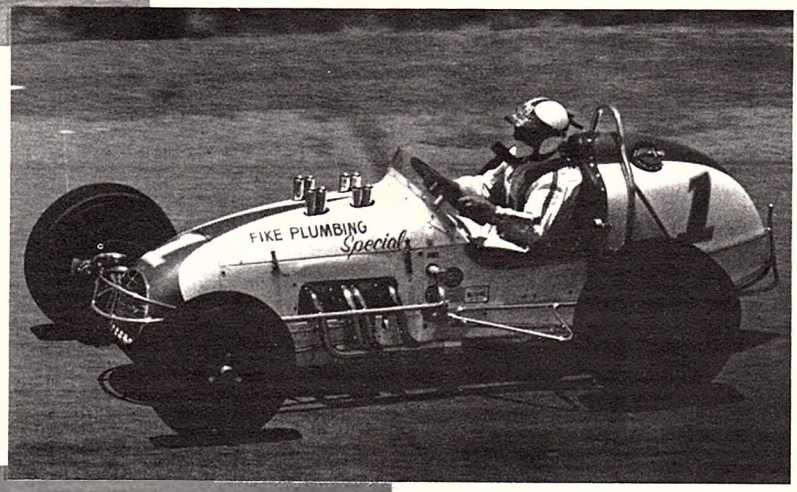

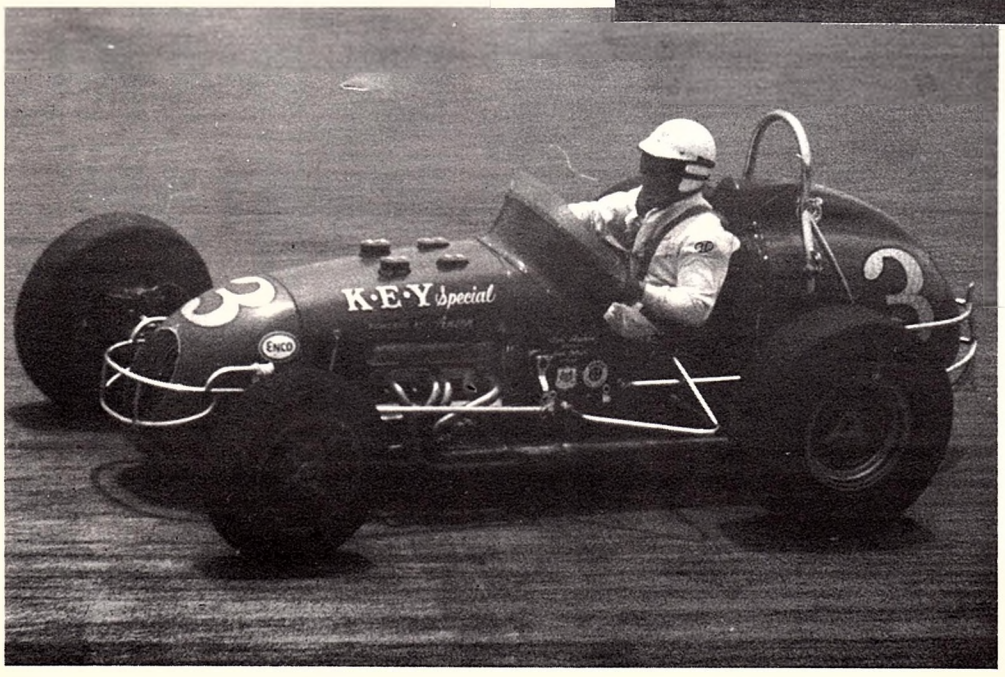

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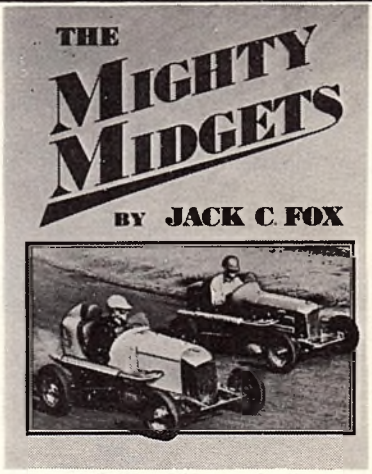

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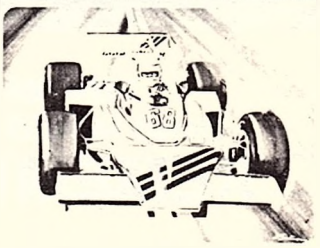

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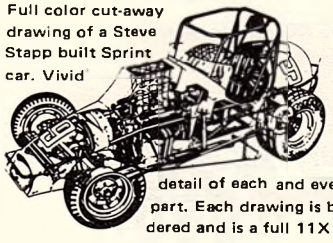

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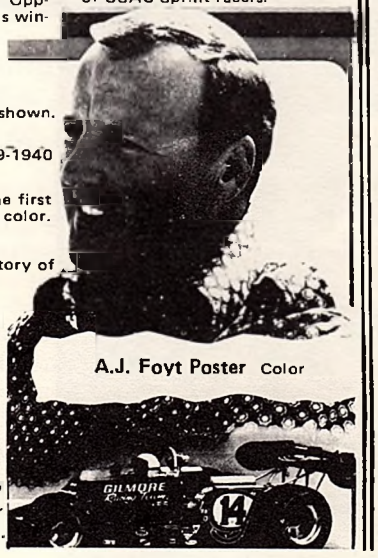

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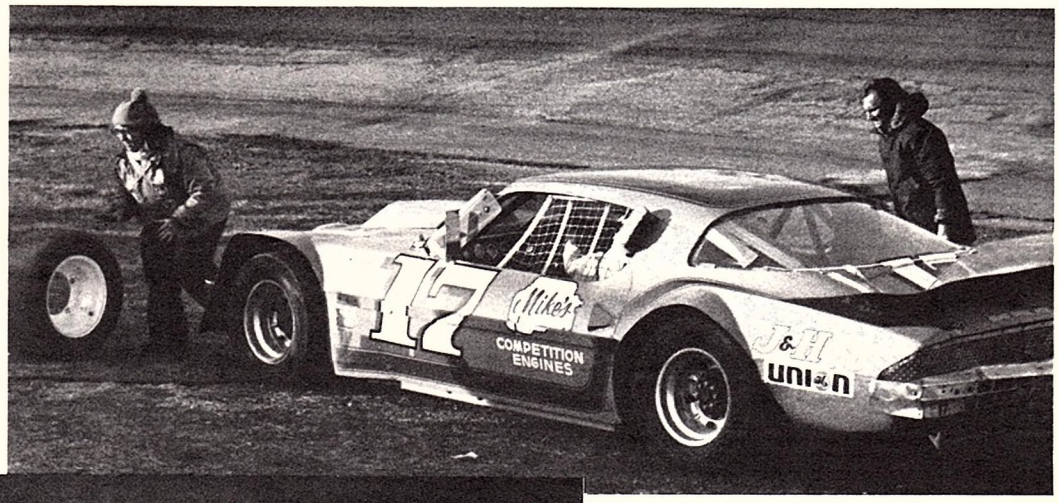

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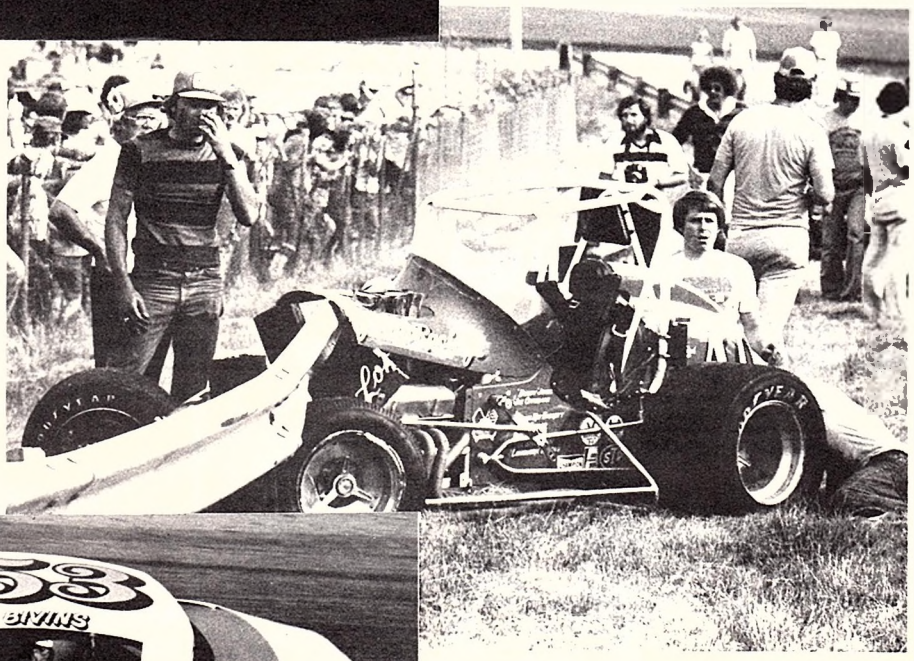

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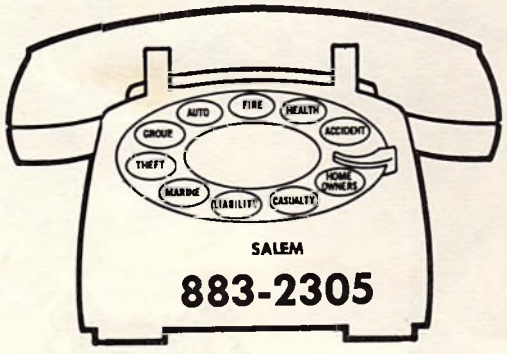

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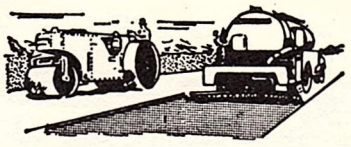

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Left to Right: Vennata Hubbard, Tom Bigelow, Feature Winner Sherm Armstrong Bigelows Car Owner & Owner of Salem Super Speedway. July 4, 1977. USAC Sprints

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