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PROGRAM

LAKE HILL

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INTERNATIONAL RACEWAY

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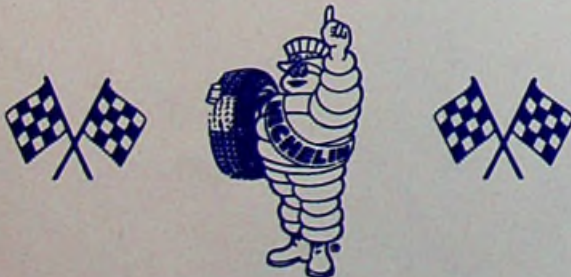
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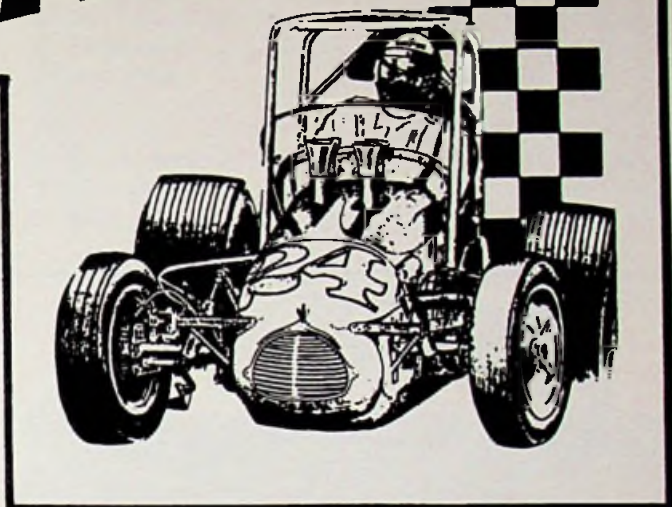


"Race Fan"

If you are new to Lake Hill, we hope you come back often. The asphalt surface helps us to provide the cleanest racing in the area and also helps us prevent mother nature's rain from interfering with our racing programs. If you are a regular, "everyweek", race fan we're happy to have you back too, as we are all who attend during the season.

We'll do our best to make your evenings as enjoyable as possible.

Thank you again,
Jesse Tettaton and Joe Finley



Driver Incentives

Every race is important to every driver for two reasons. First, how he finishes affects the percentage of the purse he gets. Second, how he finishes affects his position in the Point Standings. The Point Standings is a running record of driver efficiency for the whole racing season. The champions in all classes are determined by their point totals for the year. You will find added enjoyment of the races to keep up-to-date point standings from week to week.

Have a good time, come back often, and if you are interested in getting into Auto Racing contact any official for full particulars. They will be happy to answer any questions.

Lake Hill Officials

Track Managers	Jesse Tettaton and Joe Finley
Director of Competition	Robin Lowery
Flagman	Larry Koch
Safety and Protest	Don Ward
Cheif Scorer	Bud Gaultney
Asst. Scorer	Ken Myers
Secretary	Bill Schultz
Asst. Secretary	Jeff Eaves
Track Announcer	Don McGinnity
Welder	Bob Barnes

Concession Stand



Look at Billboard for
Weekly Food Specials

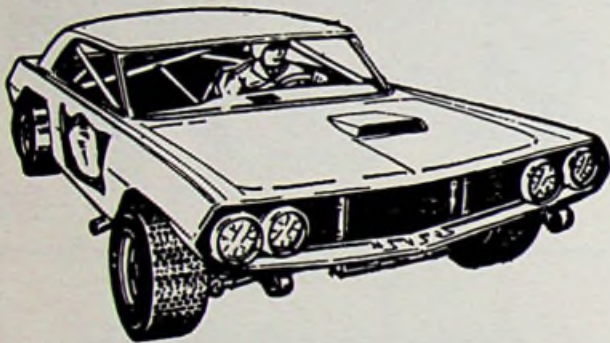


Also see Big Daddy, the
T-Shirt man.



1979 I.M.C.A. Top Ten Drivers

Name	Pts.
1. Jon Backlund.....	547
2. Mike Stroud.....	519
3. Shannon Finley.....	453
4. Gary Hayes.....	338
5. Ken Schrader.....	276
6. Randy Durbin.....	273
7. Danny Frye, Jr.....	262
8. Howard House.....	206
9. Bernie Ford.....	130
10. Chad Ward.....	61



JON BACKLUND . . . From Kansas City, Kansas High Point Driver in the [I.M.C.A.] International Motor Contest Ass'n for 1979.

Weather Rules and Flag Signals

IN EVENT a sudden shower occurs, the starter will halt the races. If the rain, in the opinion of the track steward, is sufficient to cancel remainder of the contests, racing will not be resumed.

During the rain, spectators in bleachers are asked to take shelter in cars or tunnel. After the rain stops, sufficient time will be allowed for fans to return to seats

Explanation of Flags

The Starter has a number of different color flags which he uses to communicate with the drivers. Here are the flags, and the messages they deliver:

- GREEN FLAG**, Start. course is clear. **RED FLAG**, Stop. race is halted.
- YELLOW FLAG**, Caution. hold position. **WHITE FLAG**, You are entering the last get car under control. **CHECKERED FLAG**, You are finished.
- BLACK FLAG**, Disqualified. pull into pits.

Only three officials have the authority to stop a race. These are the Starter, Pit Steward and Safety Man. During the race the Pit Steward and Safety Man are stationed in each turn to drop the RED flag should a dangerous situation develop. Every effort is made to keep the race going, but it is STOPPED immediately when driver safety is threatened. The car or cars that are responsible for stopping of a race are allowed to return and resume competition in the rear of the race.

before racing resumes. When it rains to extent that the program can not be continued, the following rules will apply. If four events have been completed, rain checks will NOT be honored. Four events will have constituted the program. However, if four events have not been finished, rain checks will be honored at following week's program.

Instructions for Spectators

First Aid

AMBULANCES ON GROUNDS AT ALL TIMES.

Lost and Found Articles

INQUIRE AT CONCESSIONS.

Service to Physicians

Physicians expecting emergency calls during the races should register their name at CONCESSIONS.

Public Address Announcements

Please do not ask to have announcements made or persons paged over the public address system, except under such circumstances as serious illness or accident. In this case go to the concession stand.

Racing Every Sunday Nite - 8 p.m.

Miller Cup Mid-Season Championship
Demolition Derby (Auto Race Promotions) - Aug. 16
Olle Anderson's Daredevil Show - Aug. 27

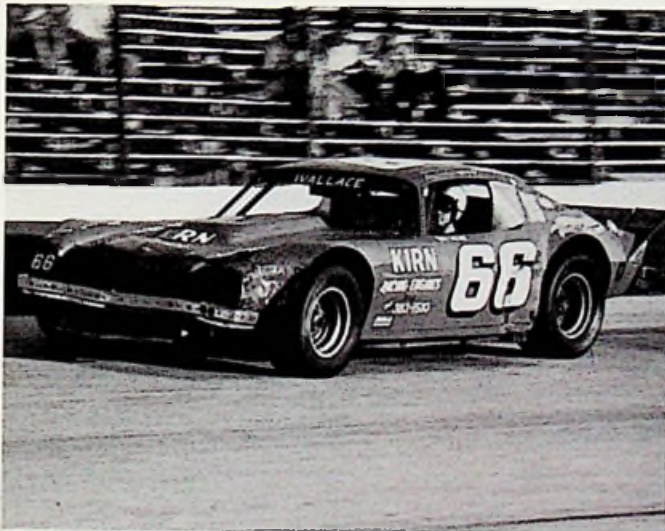
1979 Point Standings

Late Model

1. Pat Walsh	3655
2. Craig Sifford	2315
3. Fred Stotler	2170
4. Charles Davis	2090
5. Vern Daffron	1620
6. Steve Toumey	1100
7. Dan Calicotte	825
8. Roger Reid	820
9. Bill Broz	640
10. Odie Hayes	585

Unlimited Stocks

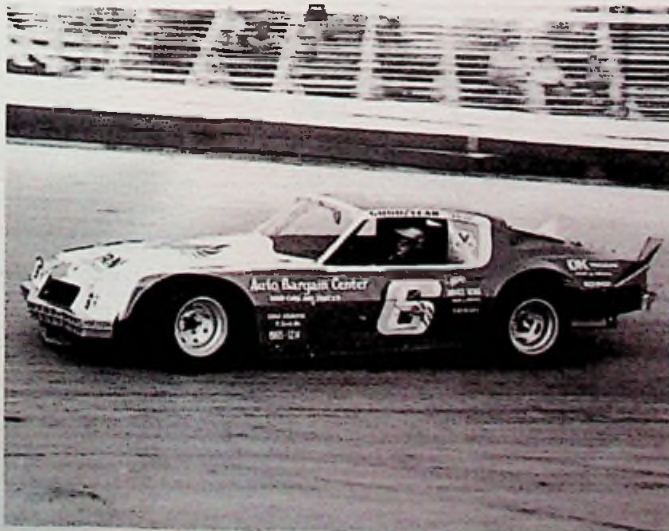
1. Ed Dixon	3210
2. Bucky Beasley	2025
3. Gary Potter	1990
4. Bill Meyer	1665
5. Mike Wallace	1525
6. Doug Klein	1505
7. C.C. Corbin	1475
8. Mike Hammerle	1385
9. Jerry Sifford	1195
10. Willie Johnston	1145



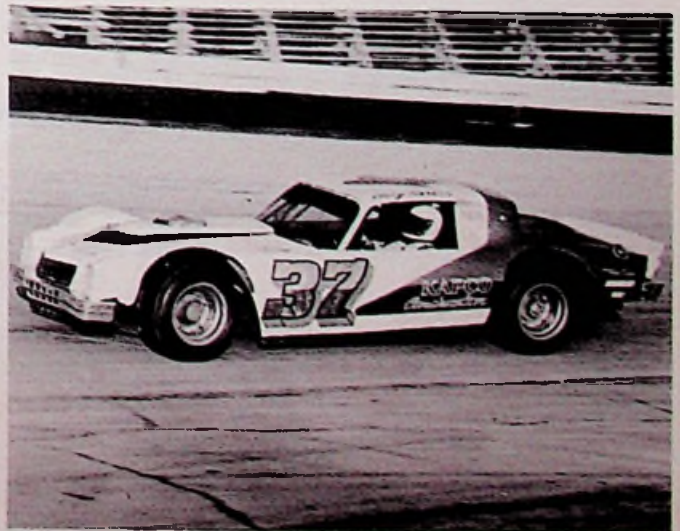
RUSTY WALLACE



LEN GETTEMEIER



MIKE WALLACE



GARY BARKER

Late Model Stocks

1st Heat

1. _____ 4. _____ 7. _____
 2. _____ 5. _____ 8. _____
 3. _____ 6. _____ 9. _____

2nd Heat

1. _____ 4. _____ 7. _____
 2. _____ 5. _____ 8. _____
 3. _____ 6. _____ 9. _____

3rd Heat

1. _____ 4. _____ 7. _____
 2. _____ 5. _____ 8. _____
 3. _____ 6. _____ 9. _____

4th Heat

1. _____ 4. _____ 7. _____
 2. _____ 5. _____ 8. _____
 3. _____ 6. _____ 9. _____

Handicap

1. _____ 4. _____ 7. _____
 2. _____ 5. _____ 8. _____
 3. _____ 6. _____ 9. _____



TIME _____ LENGTH OF RACE _____ LAPS _____

1st _____ 2nd _____ 3rd _____

CAR No	DRIVER	INSIDE ROW		CAR No	DRIVER	OUTSIDE ROW
_____	_____	_____	1.	_____	_____	_____
_____	_____	_____	2.	_____	_____	_____
_____	_____	_____	3.	_____	_____	_____
_____	_____	_____	4.	_____	_____	_____
_____	_____	_____	5.	_____	_____	_____
_____	_____	_____	6.	_____	_____	_____
_____	_____	_____	7.	_____	_____	_____
_____	_____	_____	8.	_____	_____	_____
_____	_____	_____	9.	_____	_____	_____
_____	_____	_____	10.	_____	_____	_____

TIME _____ LENGTH OF RACE _____ LAPS _____

1st _____ 2nd _____ 3rd _____

CAR No	DRIVER	INSIDE ROW		CAR No	DRIVER	OUTSIDE ROW
_____	_____	_____	1.	_____	_____	_____
_____	_____	_____	2.	_____	_____	_____
_____	_____	_____	3.	_____	_____	_____
_____	_____	_____	4.	_____	_____	_____
_____	_____	_____	5.	_____	_____	_____
_____	_____	_____	6.	_____	_____	_____
_____	_____	_____	7.	_____	_____	_____
_____	_____	_____	8.	_____	_____	_____
_____	_____	_____	9.	_____	_____	_____
_____	_____	_____	10.	_____	_____	_____

Street Stocks

1st Heat

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____

2nd Heat

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____

3rd Heat

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____

4th Heat

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____

Handicap

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____



Demolition

1st Heat

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____

2nd Heat

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____

3rd Heat

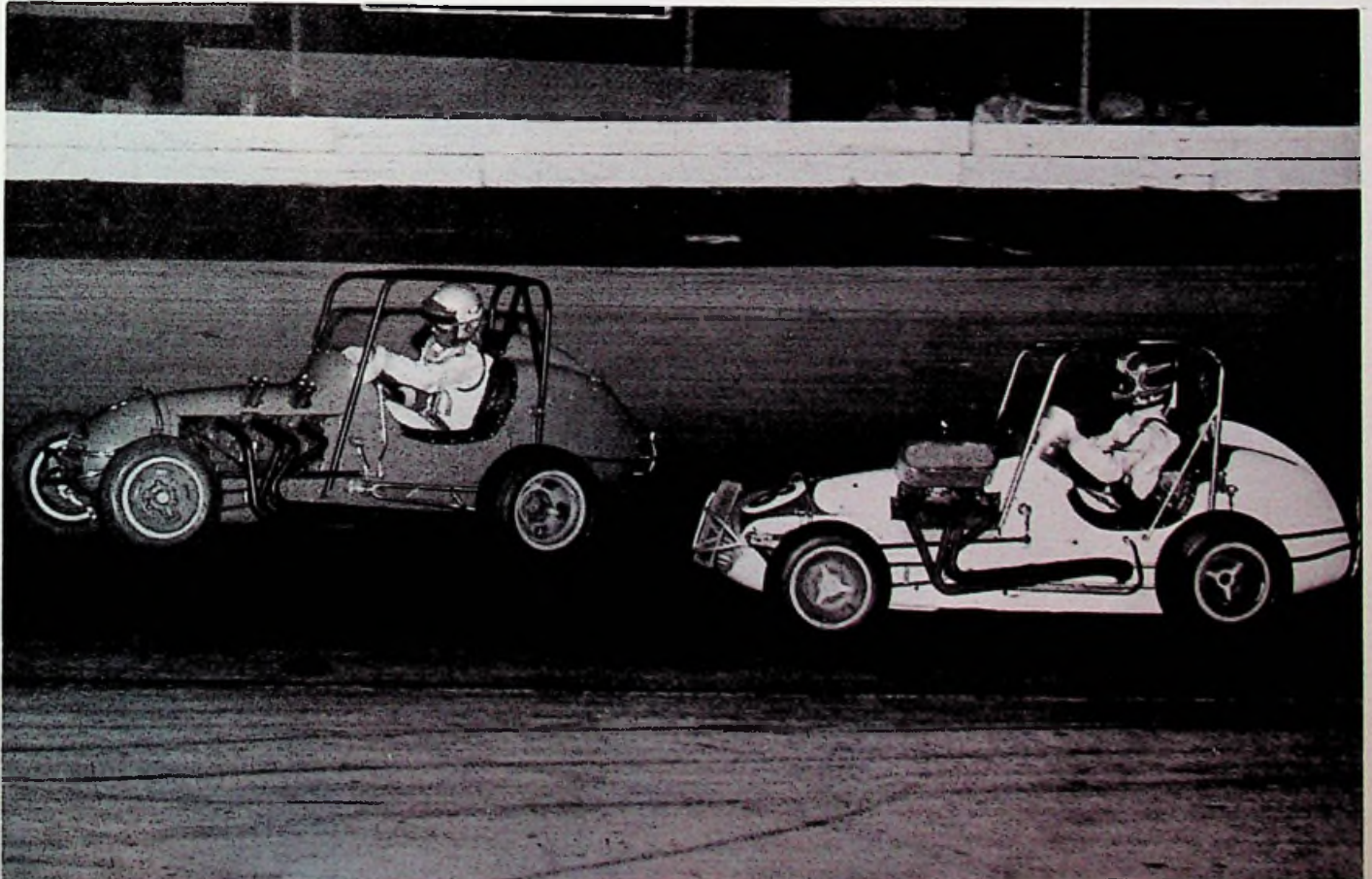
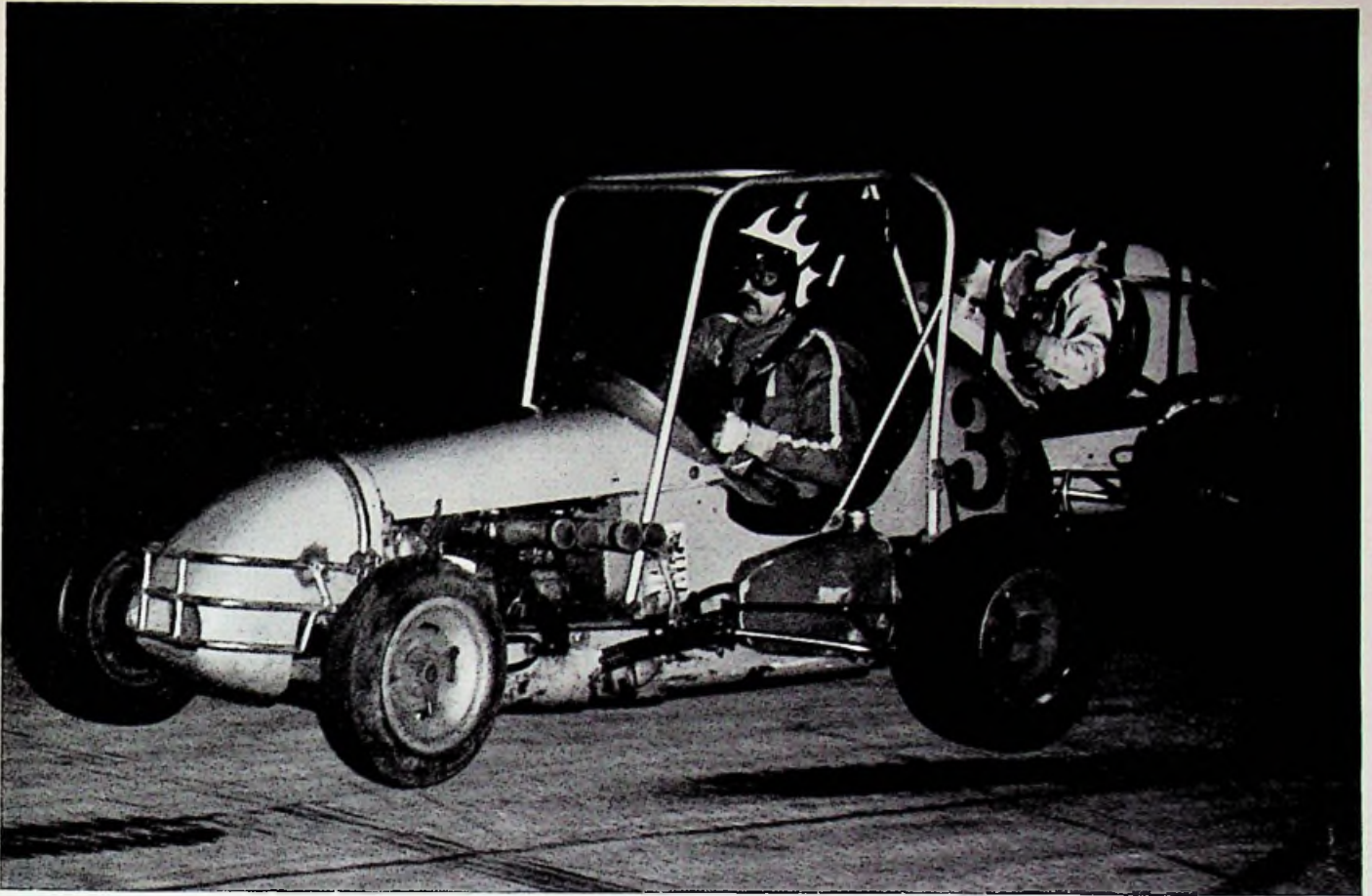
1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____

4th Heat

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____

Handicap

1. _____ 4. _____ 7. _____
2. _____ 5. _____ 8. _____
3. _____ 6. _____ 9. _____



Glossary of Racing Terms

- "A" arms or "A" frame** - Suspension members
- Alky** - Alcohol used as racing fuel
- Anchors** - Brakes
- Back off** - Decrease speed
- Banking** - Inclination of the race track, usually on the corners
- Big banger or big bore** - Car with engine of large displacement
- Binders** - Brakes
- Bitte** - Traction of wheels on racetrack
- Black flag** - Signal used by officials to call a driver into pits for consultation, usually to check suspected damage to car or for disciplinary reasons
- Blend** - Racing fuel mixture usually composed of methanol and nitromethane
- Block** - Cylinder block of an internal combustion engine
- Blower** - Supercharger
- Blown engine** - (1) A supercharged engine. (2) An engine that has failed
- Boondocks** - Off the course, such as, "He slid into the boondocks" Also sometimes called boonies
- Bore** - Measurement across the diameter of a cylinder
- Box** - Transmission gearbox
- Brake fade** - Brake effectiveness lost because of overheating
- Brake line** - Hydraulic brake hose connecting master cylinder with wheel cylinder
- Break** - Eliminated from competition by mechanical failure
- Bubble** - Position in which a car is in the most imminent danger of being "bumped" from the starting lineup by a faster qualifier, i.e. - "He is on the bubble"
- Bullring** - An oval track of a half-mile or less
- Cam** - Eccentric formation on a shaft to transform a rotating motion into reciprocating
- Camber** - Angle at which the wheels sit on the track
- Camshaft** - Shaft which operates valves or valve actuating mechanisms in internal combustion engine
- Caster** - Inclination to the rear of the top of the front axle
- cc** - The abbreviation for cubic centimeters, used in engine measurement One thousand cubic centimeters (cc) equals one liter, which is approximately 61 cubic inches
- Charger** - Aggressive driver
- Chassis** - Basic frame of a car without running gear
- Chauffeur** - Race driver
- Cheat** - Violate rules of competition
- Checkered flag** - Flag of black and white squares that indicates finish of race
- Chief steward** - Top official of a race
- Chop** - (1) To cut off another car in a corner (2) to alter a chassis
- Chute** - A straightaway
- c.i.d.** - Cubic inches displacement
- Coils; coil springs** - Members of the suspension system
- Compound** - Mixture of various components in tire-building
- Compression ratio** - Ratio of uncompressed to compressed volume in an engine cylinder bore
- Con rod** - Connecting rod which ties together piston and crankshaft in an internal combustion engine
- Crankcase** - Pan or sump on underside of engine to hold oil
- Crankshaft** - Shaft driven by the action of the pistons, which transmits power to the drive train
- Decal** - Transfer sheets used on race cars to promote various companies
- Dicing (British origin)** - Close, exciting racing
- Differential** - Gear-driven rear-axle assembly that transmits power from drive shaft to rear wheels
- Disks** - Round steel surfaces onto which brake pads clamp when brakes are applied
- Displacement** - Volume in cubic measure of cylinder or engine; it can be expressed in either cubic inches or cubic centimeters
- DOHC** - Double overhead camshaft
- Drafting** - Following closely behind another car to take advantage of the resulting decreased wind resistance and vacuum effect, thus cutting down on fuel consumption, also known as slipsreaming
- Drift** - Controlled four-wheel slide, a technique used in cornering
- Drive shaft** - The shaft that transmits power from the engine to the drive wheels
- Dry sump** - Engine type not fitted with conventional oil pan, oil is fed to and removed from engine and cooling radiators by separate pumps
- Dynamometer** - Mechanical device which measures horsepower of an engine, also known as dyno
- Fiberglass** - A tough, plastic material used in molding race car bodies
- Fishtail** - Describes the side-to-side action of a rear end of a car
- Flat-out** - Driving at top speed
- Flying start** - Start in which competing cars take the starting flag approaching racing speed
- Footprint** - Area of contact between a racing tire and the track
- Fuel injection** - Metering system which feeds fuel directly into cylinders rather than through a carburetor
- Full bore** - At top speed, same as "Flat-out"
- Gearbox** - Transmission
- Goggles** - Eye-protection glasses worn by race drivers
- Grid** - Starting lineup
- Groove** - Most efficient route around a circuit
- Hairy** - Hair-raising, frightening, dangerous, exciting
- Half shaft** - Axle shaft
- Harness** - Shoulder restraining belts worn with a lap safety belt
- Headers** - Portion of the exhaust system attached to the cylinder head
- Hemi** - Engine with hemispherical combustion chambers
- Honker** - An exceptionally fast car
- Hot dog** - Top-flight race driver
- Infield** - Enclosure bounded by track or road course
- Injected** - Equipped with fuel injection systems
- Knock-offs** - Large wing nuts used to retain wheels for rapid attachment and removal
- Lap** - (1) One complete circuit of the race course; (2) To pass another car and thereby be one full lap ahead of him.
- Leadfoot** - Extremely fast driver.
- Line** - Most efficient route around a road race circuit; the equivalent of "groove" on an oval; also the path taken by a particular driver.
- Lose it** - To lose control of a race car.
- Mag** - Magneto, a principal part of the electrical system.
- Mag wheels** - Wheels cast of magnesium.
- Manifolds** - Distribution and collection chambers. The intake manifold distributes the fuel-air mixture from the carburetors to the cylinder; the exhaust manifold collects gases from the cylinders and carries them to the exhaust pipes.
- Methanol** - An alcohol compound which is a principal ingredient of racing fuels
- Mill** - Engine.
- Nert** - To lap another car from behind.
- Nerfling bar** - A bumper intended to keep wheels from brushing.
- Nitro** - Short for nitromethane, a racing fuel ingredient.
- Nomex** - Brand name for flame-resistant fabric used in driver's uniforms, gloves, face masks and underwear.
- Offy** - Short for Offenhauser, a principal type of racing engine
- OHC** - Overhead camshaft.
- OHV** - Overhead valve.
- Out of shape** - Any deviation from the drivers normal course on the racetrack, such as skidding, spinning, fishtailing or losing control
- Oval** - Any oval-shaped race course, such as the Pelican Speedway.
- Oversteer** - A tendency of car to steer itself increasingly into corner, requiring driver to reduce steering pressure
- Pace car** - Vehicle that runs of the head of the pack of race cars to set the pace at beginning of a race.
- Pace lap** - Fast lap preceding the start of a race
- Paddock** - An area near the pits where race cars and service vehicles are parked
- Parade lap** - A lap receding the pace lap, so that spectators can get a good look of the cars.
- Pit lane** - Road leading to and from the race course and the pits
- Pits** - A strip alongside the track, usually on the main straightaway, where cars are serviced during the race, each car is assigned a given space
- Pit stop** - A stop at the pits made by a competing car, usually for fuel, a tire change or minor repairs
- Pole** - The first starting position, usually assigned to the fastest qualifier
- Pop** - Nitromethane
- Promoter** - Race organizer.
- Push car** - Car or truck used to start sprint cars, which are not equipped with starters
- Push rods** - Metal rods actuated by the crankshaft that operates overhead valves through rockers
- Qualifying** - Preliminary speed trials which determine eligibility and starting spot for a race
- Rack-and-pinion** - A type of steering mechanism
- Radiator** - A cooling apparatus that uses tubes, coils or honeycomb passages to cool water or oil
- Radius rod** - Rod usually mounted on axle to maintain position relative to the chassis
- Rev counter** - A tachometer that shows the number of revolutions per minute the engine is turning
- Ride** - Assignment to drive a race car
- Roadster** - Name given to the front-engine type car that dominated Indianapolis 500-type racing from 1953 to 1964. The engine usually was offset to the left with the drive shaft running alongside the driver, some roadsters are still running in sprint car racing today
- Rocker arm** - Pivoted lever which actuates valves by transmitting pushrod motion
- Roll bar** - Safety bar fixed to chassis and projecting above driver's head for his protection
- Role cage** - A cage-type structure of tubular steel that protects the driver in the event of a flip
- R.P.M.** - Revolutions per minute
- Running gear** - Axles, brakes, wheels, transmission, drive line, etc.
- Sandbagger** - Driver who holds back in attempt to mislead the competition
- Sanitary** - Safe, orderly, accident-free
- Scoop** - A device to catch air.
- Scrutineering** - Technical inspection
- Shoes** - Tires
- Shunt** - A collision.
- Shut-off point** - The point at which a driver gets off the throttle going into a turn.
- Shut the gate** - To block a driver trying to get by on the inside of a turn.
- Skins** - Tires.
- Spin** - To execute a complete or partial revolution, usually as the result of losing control of the car.
- Spoiler** - An air deflector, usually intended to help hold the car in contact with the track at high speed
- Stroke** - The distance a piston travels inside a cylinder.
- Stroker** - A driver who runs slower than the car's capability.
- Swallow a valve** - Breaking a valve and having it fall into an engine.
- Tachometer** - Instrument which measures engine speed in revolutions per minute.
- T-Bone** - To strike another car broadside.
- Time trials** - (1) Qualifying runs, (2) Competitions in which contestants race against the clock rather than each other.
- Torque** - The turning power of a shaft or engine, usually expressed in foot/pounds
- Torsion bar** - A rod fixed in the suspension system to function like a spring.
- Transmission** - Gearbox
- Tread** - (1) Width of a car, measured from center lines of the tires, (2) Pattern of a tire surface
- Turbocharger** - A supercharger driven by exhaust gases
- Understeer** - Tendency of a car to steer itself increasingly out of a corner
- Victory lane** - The lane in which every driver wants to finish
- Wheelbase** - Distance between centers of front and rear wheels
- Wing** - Air foil mounted above race car.
- Wishbone** - An A-shaped arm which is part of suspension system.

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**Rusty Wallace
Day**

RUSTY WALLACE

Russell (Rusty) Wallace has been named 1979 (USAC) United States Auto Club Rookie of the Year after winning 4 races in his first year on the USAC Stock Car Circuit.

Rusty is a veteran of several hundred short track stock car and modified events. He began his racing career at the age of 16, driving a 1969 Chevelle at Lakehill Speedway in Valley Park, Missouri.

Wallace was voted most popular driver at Lakehill Speedway in 1972 and won the (CARA) Central Auto Racing Association Rookie of the Year Award in 1973.

In 1974, Rusty finished second in the CARA Points Race winning several events in his pursuit of the Championship.

By 1976 Wallace had amassed a total of fifty (50) short track victories on Midwestern ovals.

Wallace established an astonishing finishing record in 1977 when he won 30 races and finished in the Top Ten ninety-three (93) times in one hundred twenty (120) starts.

Wallace scored twenty-three (23) feature wins during the 1978 racing season, including major victories in Missouri, Illinois, Wisconsin, Arkansas, and both of the American Speed Association (ASA) events at Fort Wayne, Indiana. Wallace also won the Track Points Championships at Fairgrounds Speedway, Springfield, Missouri, and Tri-State Speedway, Fort Smith Arkansas.

Rusty campaigned a Firebird in the 1979 (USAC) United States Auto Club Stock Car Circuit. He won 4 races including the Governors Cup at Milwaukee, Wisconsin, and earned a total of 1510 points in his first year of competition.

Wallace was named USAC Rookie of the Year for the Stock Car Division and finished third overall in the 1979 USAC Stock Car Championship Points Race.

Wallace entered several National Association of Stock Car Auto Racing (NASCAR), Sportsman and Grand American races during the 1979 season, never finishing out of the Top Ten. His best effort was a third place finish in the Talladega 300 at Alabama International Motor Speedway.

Rusty is actively pursuing the 1980 USAC National Championship driving his Childs Tire Firebird. He will be driving Roger Penske's Norton Company sponsored Chevrolet Monte Carlo in the Stock Car portion of the July 20th Norton Twin 200 at Michigan International Speedway, and will drive a Norton/Penske Charlotte Chevy Caprice in the NAPA 500 on October 5th.

Rusty, who is 23 years old, makes his home in St. Louis, Missouri with his father Russ, a racing veteran of 24 years, his mother Judy, and brothers Mike and Kenny who also compete.



VALLEY PARK, MO.