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On behalf of the staff and management of Lincoln Speedway, we would like to welcome you to the greatest spectator sport in the country.

Lincoln Speedway, in 1983, has changed its shape for the first time in the 33 year history of the speedway. We've widened the back straight away and completely resurfaced the entire speedway. This has changed the speeds and made the racing much more competitive. This is just the first of many improvements planned at the speedway over the next 5 years.

Our hats go off today to all the participants whose time, energy and hearts have gone into these races, and we would also like to thank each and every sponsor for their support which is needed to make this event possible.

We hope that you enjoy the races today, and that you will make every effort to attend other exciting races. Again, thanks for coming - hope to see you again real soon.

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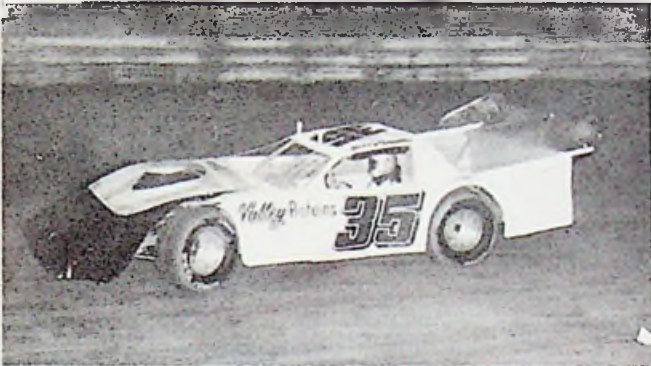


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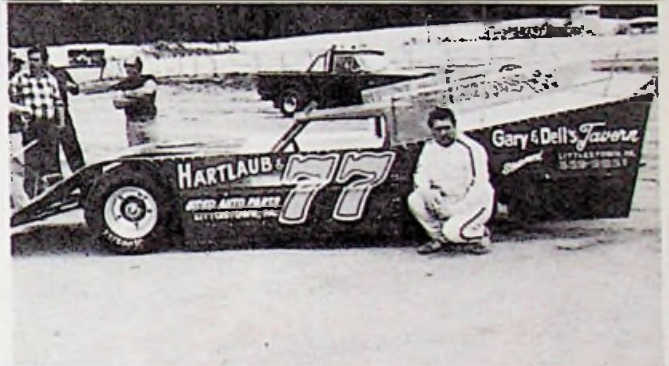


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Gerry Smith, Super Stock Late Model



Jeff Hartlaub, Top Runner, Super Stock
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Super Stock Late Model Division Action 1982



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Will Rowe, top runner, Super Stock Late Model Division



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Doug Legum, 1982 Feature Winner Super Stock Late Model Division



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Parsons behind the wheel and the *Skoal Brother* driven by Benny's brother, Phil. So catch the Skoal cars in 1983. Everyone else will be trying to.

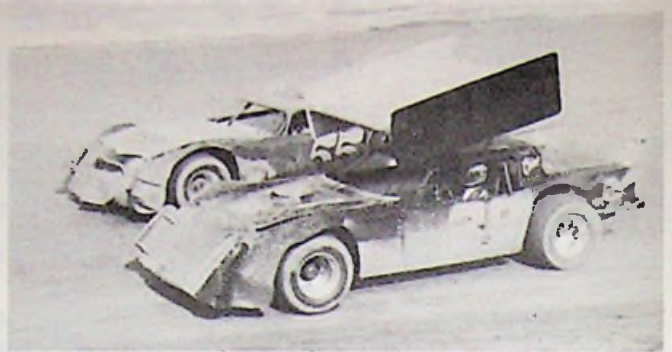
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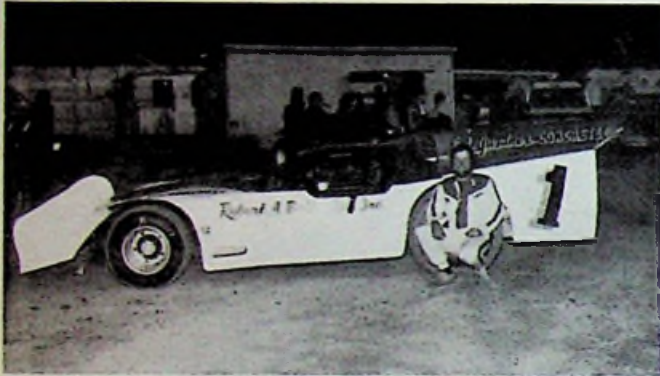
TRACK ACTION



Super Stock Late Models in Action
#55 Gary Stuhler #15 Doug Devilbliss #67 Jack Barrass



Doug Devilbliss, Super Stock Late Model Division



Ronnie McBee, Multi Feature Winner last 5 years, Super Stock Late Model Division 1982 Track Champion



Ronnie Franklin, Super Stock Late Model, Point Leader mid 1983, Most Feature Wins

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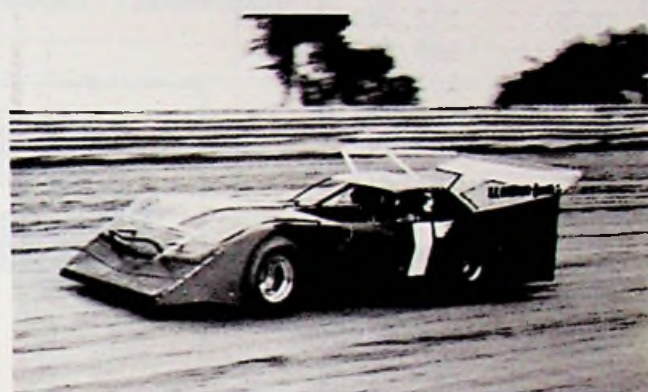
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Gary Stuhler, one of the leading Super Stock Late Model Drivers in 1982-1983



Denny Bonebrake Super Stock Late Model Division Past Track Champion & Top Driver



Bobby Ballentine, Super Stock Late Model Division, feature winner 1983

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15.5	116.129
16.0	112.500
16.5	109.091
17.0	105.882
17.2	104.651
17.4	103.448
17.6	102.273
17.8	101.124
18.0	100.000
18.2	98.901
18.4	97.826
18.6	96.774
18.8	95.745
19.0	94.737
19.2	93.750
19.4	92.784
19.6	91.837
19.8	90.909
20.0	90.000
20.2	89.109
20.4	88.235
20.6	87.379
20.8	86.539
21.0	85.715
21.2	84.906
21.4	84.507
21.6	83.333
21.8	82.569
22.0	81.819
22.2	81.081
22.4	80.357
22.6	79.646
22.8	78.947
23.0	78.261
23.2	77.586
23.4	76.923
23.6	76.271
23.8	75.630
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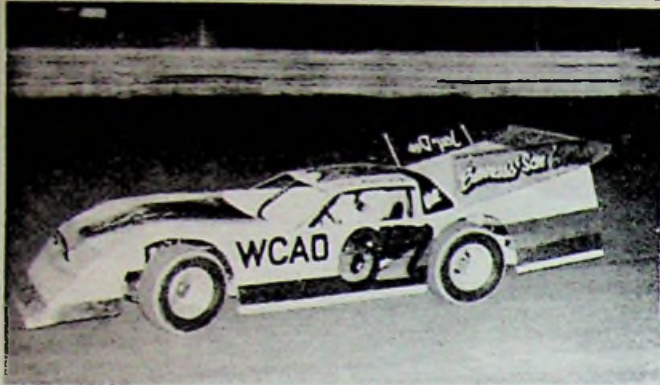
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TRACK ACTION



Jim McBee, one of the top Super Stock Late Model Drivers of all time Past Champion



Rick Schmetian, up & coming driver Super Stock Late Model Division 1982



Al Shawver, long time competitor at Lincoln, Super Stock Late Model Division

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George Streaker, 2nd year driver



Gerry Robinson a regular at Lincoln the last couple of years



Mike Herbert, Former Late Model Driver Now a Top Sprint Car Driver



Steve Smith, The Bandit, all time Sprint Winner



Van May, Track Champion 1982, one of the best and Hardest Chargers Sprint Drivers around



Mike Kwiatkowski, just landed Major Sponsor Skoal for 1983



Chris Criswell 2-time Winner in 1982 always in the thick of action



Doug Stambaugh, top runner at Lincoln. Doug lost his life this past winter.



Bobby Allen, one of the all time sprint car winners at Lincoln. Has been running with the world of out-laws the last few years.



Brad Doty, one of the Top World of Outlaw Stars & Winner at Lincoln early 1983



Bill Beal



Eddie Dittenhaver, another young driver



Dick Ruth, part time racer at Lincoln

TRACK ACTION



Steve Stambaugh, in Winner Circle. June 1983, also won in 1982



Steve Siegel



Steve Kinser. 3 time Champion World of Outlaws Winner at Lincoln 1983.



Dodd Williams, a young & up-coming driver



Dan Dietrick, one of the most consistent drivers so far 1983



Bobby Davis, 1983 Central Pa. Leading feature winner, one of the most popular 1983 drivers.



Daryl Winkler, a regular at Lincoln in 1983



Jimmy Horton, Races at Lincoln a few times each year. Top Modified racer on the East Coast



Brock Weibley, young & up-coming driver



Raymond Ulrich, Mini Stock Division



Chuck Reinhart 2nd place finish best at Lincoln 1 of the Best Young Drivers

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Brian Miller, just started Racing Sprints 1982



Richard Lupo, Team Mate of Allen, very good year so far in 1983



Van May #69 Pass #6 Chuck Reinhart



Larry Krimes, long time runner at Lincoln



Kenny Slaybaugh, a top runner at Lincoln for over 20 years



Jac Haldenschild, Top Runner of Outlaws



Daryl Gohn, one of the up-coming Sprint Drivers 2nd year Driver



Steve Stambaugh in Action



Jay Myers, Former Track Champion 1981 Sprint Division



Bryan Miller Get's Upside Down & Goes over #X of Mike Herbert



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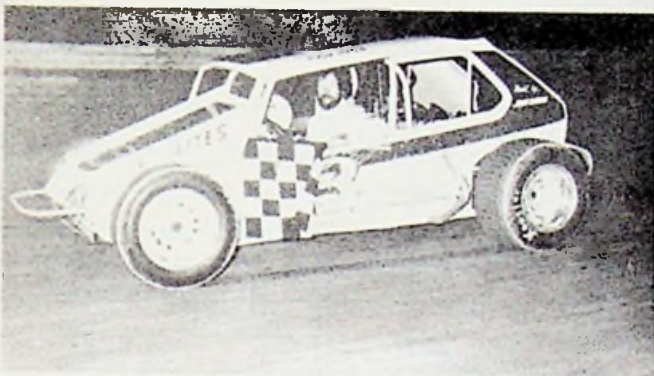
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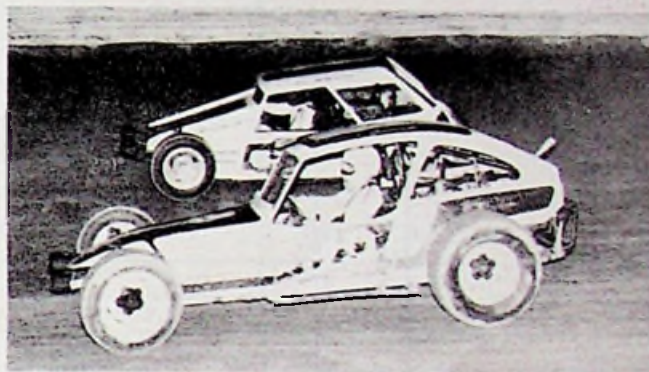
Dick Burkhardt, Mini Stock Division
Feature Winner 1982



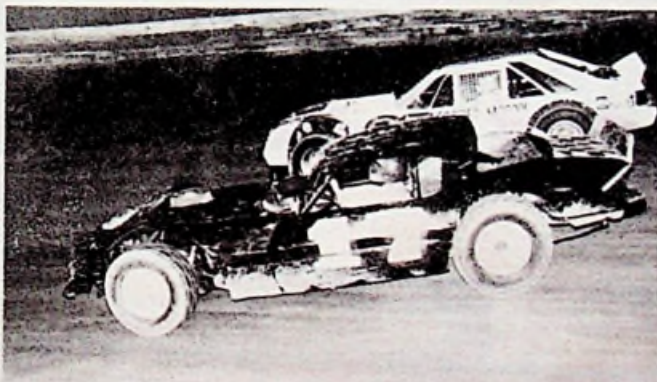
1982 Track Champion Mini Stock
Division



Luke Wagner, Top Winner Mini
Stock Division



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Dusty Martin, Top Running Ford
Feature Winner 1982 Limited Late
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Gary Stuhler Top Ford Runner & Feature
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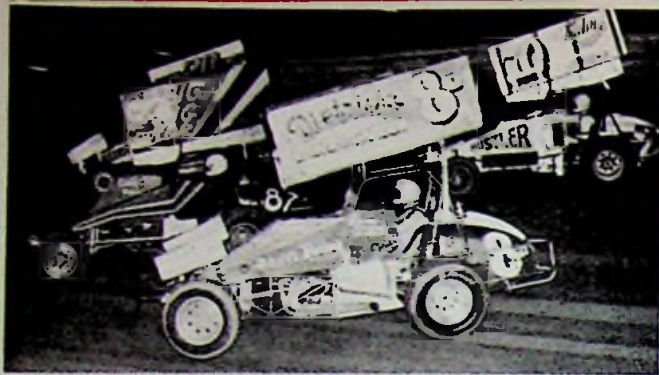


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1982 Sprints in Action



All Photos by Barry Skelly and Richard Rutledge

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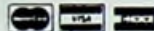
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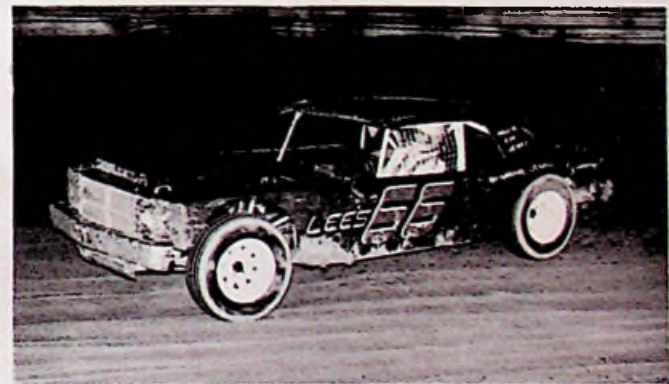
Junior Eckert, top Feature Winner Limited Late Model Division 1982. This is his new 1983 car.



Joey Chitwood Thrill Show 1982



Junior Eckert's son, also competing in Limited Late Model Division



Ronnie Grinstaf, Action, Limited Late Model Division

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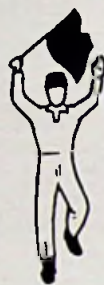
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The Flags... from the driver's seat!

Although the drivers that you will see in competition today may appear to be the most haphazard and devil-may-care competitors in the world of sports, their actions while on the track, either in practice or competition, are very strictly covered by the racing flag code, and the penalty for disobeying these flags is disqualification. Although the meanings of the vari-colored flags are well known to most racing fans, let's review them as you will see them used today by the starter. Imagine yourself the passenger in one of the competing cars as the driver explains the meanings of the various flags:



THE GREEN FLAG...Here we go again. This is the starting gun, the opening whistle...the race is on! The green flag tells us that the race is officially started, and during the long events, keeps us informed that the track is clear ahead...hang on! Here comes that first turn!



THE RED FLAG...As always, this is the danger flag. Just like the red in a stop sign, it means STOP...and right now! There may have been a bad spill...perhaps someone has been hurt, or the track is completely blocked...when we see this once, we get stopped as quickly as we can. The race may be restarted, but let's find out what happened first.



THE CROSSED FLAGS...Half way! Crossed flags tell us that the race is half over. It makes no difference which ones the starter uses. He holds the cloth of the flags along the handle so we don't confuse his meaning...if it's a "hundred miler," this signal means that there are only fifty to go...can't back off yet!



THE BLACK FLAG...This is the "consultation flag," telling me to pull into the pits on the next lap...it is often called the disqualification flag, but it doesn't necessarily mean that I have done something wrong...a part may be hanging loose from my car, about to fall on the track in front of the other machines in the race. Can't ignore this signal...if I get it more than twice, I'll be disqualified!



THE BLUE FLAG WITH DIAGONAL STRIPE...This is the "passing flag." It indicates that a faster car is about to lap me...he has already passed me, and he now has a complete lap on me. This flag tells me to "hold my groove" or position on the track until I am passed. There he goes...but I'm not worried...he may not last long at that pace.



THE WHITE FLAG...This one means simply "one more lap"...we've been a little too busy to count them, and this lets us know that we are starting on that last long lap. We're always glad to see this one, but the one we really wait for is:



THE YELLOW FLAG...This is the "caution flag." It tells us to slow down, to hold our position until the green flag is thrown again. The yellow flag indicates that there has been an accident on the track, or that the track has been partially blocked by a stalled car or a thrown wheel or other object. The yellow flag will remain out until the officials have determined that no one is injured seriously or that the track is not completely blocked. If there is a "safety car," we must remain in line behind it until either the red or green flag is displayed.



THE CHECKERED FLAG...This is the big one, the one we've been waiting for...it means it's all over but the shouting. We all want to get under this one first, but of course we can't all do it. We keep trying, though, and I guess that's why you keep coming back. Thanks for the ride? Don't mention it...come again. And remember, when you drive your own car, although there are no flag signals, keep your eye on those traffic signs and obey them...they're the "flag signals of the highway."

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