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Race Fans
& Drivers



1977 Souvenir Magazine

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Welcome to the Tri-City Speedway

Dear Race Fan,

Welcome to the "Gateway Fastrack" and the exciting sport of Motor Racing. We sincerely hope that you will enjoy your visit and come back often.

In the following pages of this souvenir booklet you find photographs, stories, and statistics of many of our drivers and riders. We are proud to share with you this tribute to these competitors who make our sport possible.

Here at Tri-City Speedway we have the opportunity to have racers of many different types, Late Models, Sportsman, Motorcycles, Midgets and Sprints. As individuals they come from all walks of life, doctors, lawyers, mechanics, clerks, and etc. Many are champions from other tracks, some are just beginning as racers, some will win and some will lose, but they all come with one idea in mind - THE CHECKERED FLAG.

Our Saturday night stock car events are sanctioned by the Gateway Auto Racing Assn. of St. Louis, Mo. and feature the late models on the big half mile track and the sportsman cars on the quarter mile track.

Every year in our sportsman, or novice division, we have a group of drivers just starting into racing. Most of them live in the Metropolitan St. Louis Area and race only on Saturday Nights. Several of these drivers have moved on into the late model division and do very well.

Our late model cars come from a 200 mile radius of St. Louis and feature some of the top names of the mid-west. On any given night we will have 10 or 12 track champions from various tracks around the mid-west. These cars reach straightaway speeds of over 100 miles per hour and the competition is always tough.

Our Tuesday night Motorcycle Races are sanctioned by the American Motorcycle Assn. and feature the top Professional Short Track riders in the United States. In 1976 we had riders from 40 states, Canada and Mexico. While some of the riders are local you will read the names of some competing at places like Daytona, Talladega or even in Europe. This quarter mile action is always fast moving and exciting.

Several times each year the late models and sportsman cars are joined by the mighty midgets to make a triple header show. This group of cars is sanctioned by the St. Louis Auto Racing Assn. and feature some of the top midget drivers in the nation. Running on the quarter mile track, the action is super competitive.

Last but not least, the Super Spring cars come to Tri-City on four occasions each year. Top sprint drivers from throughout the Midwest compete on the half mile track in open competition racing. Likely as not you will see name drivers that have competed at Indianapolis and other big race events. Always a favorite with the crowd you won't want to miss these special events.

We look forward to the '77 racing season and sincerely hope that you will enjoy our various types of racing here at the "Gateway Fastrack".

We invite you to visit the pit area after each show and talk to your favorite drivers and take a close look at their cars.

On behalf of the drivers and riders, the officials who put the show together, the management and staff, we would like to say, Thank You and Enjoy The Races.



QUALITY

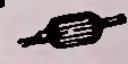


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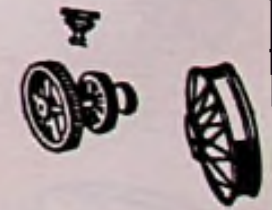
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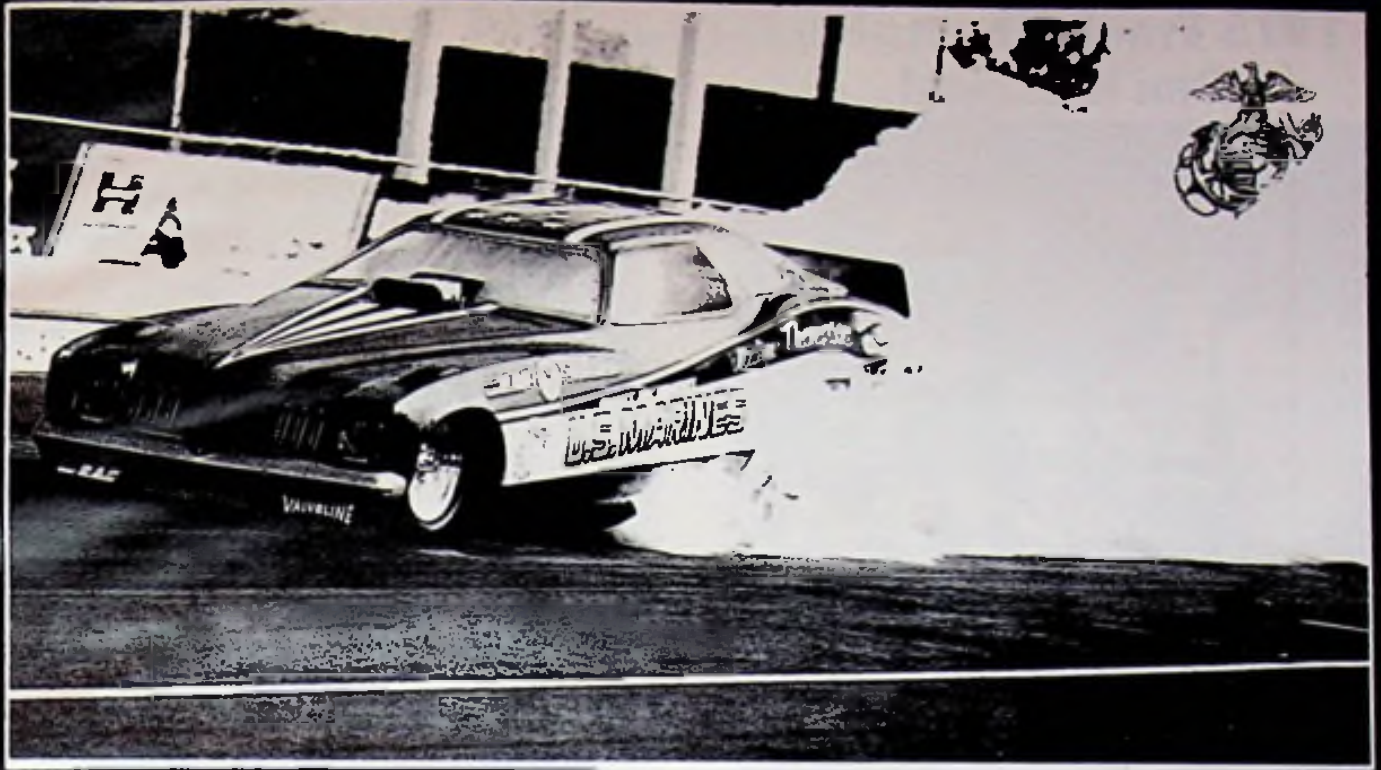
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Kris Krohn

1976 Sportsman Champion



You take the car colors and number of your favorite race car driver, (Benny Parsons) add the confidential advice of Bobby Unser, add a lot of determination and hard work and bingo, you win yourself a championship.

That's what 24 year old Kris Krohn of St. Louis did to win the 1976 Sportsman Championship.

Backed up by a hard working crew, Joe Mudd, Dan Duncan, Joe Vogel, Bob Powers, and Kris' father, Sonny Krohn, Kris transferred a junk yard '65 Chevelle into a sleek looking racer.

Finishing second in points in 1975, Kris told in a newspaper interview in April of '76 that he was going to try to win the Championship. And win he did although it was not an easy job. After 17 races Kris had only one feature win, but Mr. Consistency had finished second seven times, third twice and had won seven heat races.

The Krohn's racing activities are a family affair as Kris' younger brother Kyle also races in the sportsman division. Both cars are maintained out of Papa Sonny's Energy Service Station in Wellston, Mo.

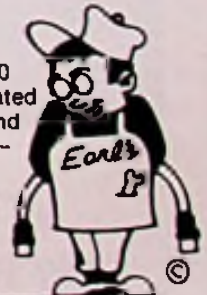
Away from racing Kris is a truck driver for the Wm. R. Montgomery Construction Co. When time permits Kris likes boating, water skiing, basketball, and chasing girls, as he is still single.

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Bobby Unser stands beside the 1976 Tri-City Pacecar, winner of the RPM Promoters Workshops National Pace Car Contest. Pace Car courtesy of Art Haack Buick - GMC.



Weather Rules

Mother Nature has at times, not cooperated with our race program and has surprised us with a sudden rain shower.

In the event a shower does occur, the flagman will stop the races, as the racing surface gets too slick for the drivers to control their cars.

If it is a slight shower, racing will continue as soon as the officials decide that the track is safe.

When it rains to the extent that the program cannot be continued, the following rules will apply:

a. If five events have not been completed, it will cause rain checks to be honored at the next weeks program.

b. If five or more events have been completed, it will constitute a full program and rain checks will not be honored. However, special extra lap features will be run the following week at no increase in admission.

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Russ Wallace

1976 Late Model Champion



When you write a story about Russ Wallace it is difficult not to say anything that hasn't already been written. Featured in articles in the St. Louis Post Dispatch, St. Louis Globe Democrat, National Speed Sport News, Stock Car Racing Magazine, and many others, they all say about the same, Russ Wallace is a racer.

When the familiar #7 pulls into a race track people know he is not going to settle for second if there is a chance for winning.

Driving Chevrolets built and maintained by his racing sons, Rusty and Mike, it must be said that it is a winning combination.

In 1976 Russ set a record of six consecutive feature wins, beating his own record of five consecutive wins in 1975.

Throughout the '76 racing season Russ finished with nine feature wins, two second place finishes and two third place finishes, enough to edge out Bill Myers for the championship.

A hard charger while on the track, Russ is quick to praise his competition and never takes anything for granted. He is quick to credit his dirt driving techniques to another hard charger, Wib Spalding and always credits his race cars to his sons.

In 1977 Russ will be aiming for his third championship at Tri-City. Add this to Championships at Charlea Speedway, Rolla, Mo; Fort Hood Speedway, Waynesville, Mo; Fairgrounds Speedway, Springfield, Mo; Rolla Speedway, Rolla, Mo; and Lake Hill Speedway, Valley Park, Mo, you have to say Russ Wallace is a racer.

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Presented at TRI-CITY SPEEDWAY:

June 8 - 9 & 10
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1977 First Feature Winners



Jim O'Connor - Chicago, Ill.
First Late Model Feature Winner of '77



Rip Welsk - Jacksonville, Ill.
First B Feature Winner of '77



John Backlund - Kansas City, Mo.
First Midget Feature Winner of '77



Dean Aerne - Granite City, Ill.
First Sportsman Feature Winner of '77

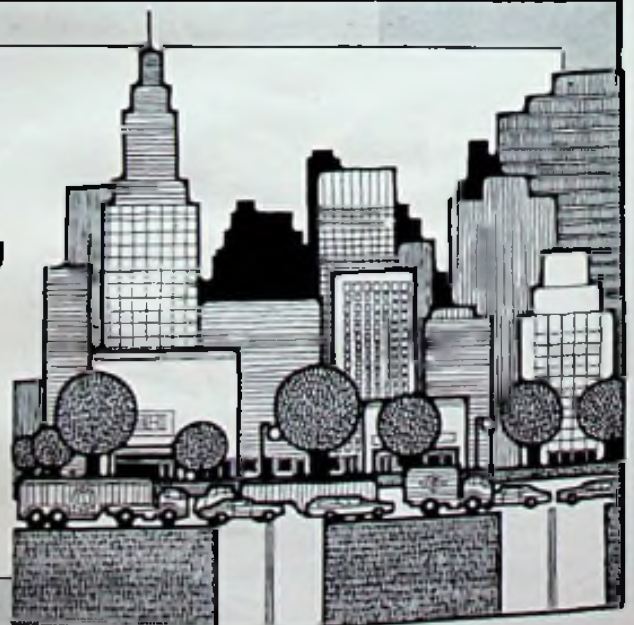
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BUTCH MCGOWEN
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 Late Model Division



Elvis Doolin, Tri-City Speedway owner, receives an appreciation award from G.A.R.A. Drivers for excellence in track preparation.



1976 G.A.R.A. OVERALL POINT CHAMPION
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 Late Model Division



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77 x JACKIE DENNIS - So. Roxana, Ill.



KENDALL DOWNS - St. Ann, Mo.



46 GARY EDWARDS - St. Peters, Mo.



32 RON FISHER - Centralia, Ill.



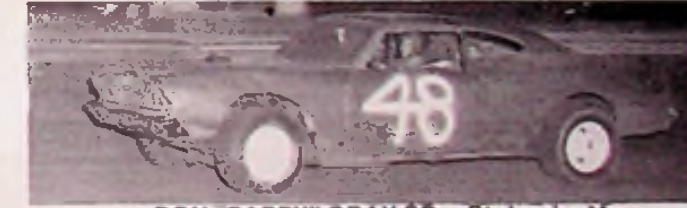
TERRY GALLAHER - Hannibal, Mo.



GARY GERSTNER - Breese, Ill.



LEN GITTEMEIER - St. Charles, Mo.



DON "PAPPY" GRAY SR. - St. Louis, Mo.



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Late Model Stocks



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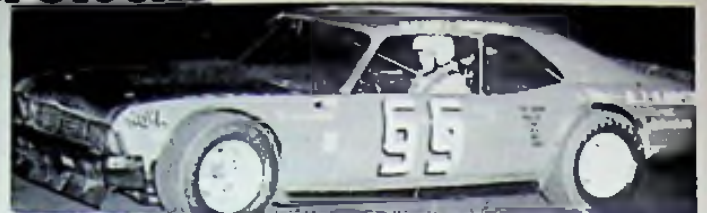


64 JOE ROSS - Decatur, Ill.

Late Model Stocks



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2	
3	

2nd LATE MODEL HEAT
No. | Name

FINISH

1	
2	
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3rd LATE MODEL HEAT
No. | Name

FINISH

1	
2	
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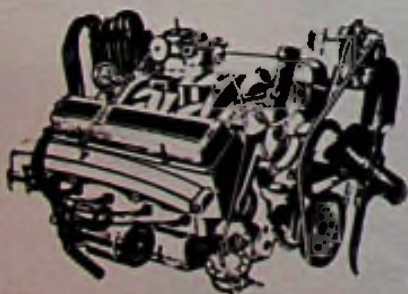
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No.	Name

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No.	Name

FINISH

1	
2	
3	

FINISH

1	
2	
3	

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2	
3	

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3	

LATE MODEL FEATURE

No. Name

FINISH

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2	
3	

LATE MODEL HANDI-CAP

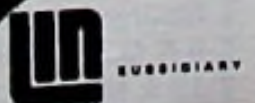
No. Name

FINISH

1	
2	
3	



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Late Model Drivers

0	Charlie Munday	Collinsville, Ill.
00	Bob Miner	Affton, Mo.
01	Gary Gerstner	Breese, Ill.
01	Jim Suter	Jacksonville, Ill.
1	Pat King	St. Charles, Mo.
2	Butch McGowen	Hardin, Ill.
3	Ken Downs	St. Ann, Mo.
4	Allen Potter	High Ridge, Mo.
4R	Rich Rice	Carlinville, Ill.
5	Larry Hargrave	Alton, Ill.
6	Mike Wallace	Arnold, Mo.
6T	Dick Taylor	Springfield, Ill.
7	Russ Wallace	Arnold, Mo.
7G	Terry Gallaher	Hannibal, Mo.
10	Mike Fagelbach	St. Louis, Mo.
10J	Jim Thompson	Belleville, Ill.
11	Harold Workman	Webster Groves, Mo.
11B	Rod Bailey	Granite City, Ill.
12	Kevin Gundaker	Creve Coeur, Mo.
13	Roger Grab	Arnold, Mo.
14	Bucky Beasley	St. Ann Mo.
14	Jim O'Connor	Kankakee, Ill.
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25	John Prior	Centralia, Ill.
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26	Norm Cox	Berkeley, Mo.
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35	Max Davis	St. Peters, Mo.
40	Larry Stromer	Grand Island, Neb.
40W	Rusty Wallace	Arnold, Mo.
41	Ron King	St. Louis, Mo.
42	Don Carter	Hillsboro, Ill.
43	Ed Allee	Jacksonville, Ill.
43L	Dean Lindsey	Murrayville, Ill.
44	Terry Spalding	Granite City, Ill.

44W	Jim Weiner	
46	Gary Edwards	
46X	Herman Huffman	
48	Don Gray Sr.	
49	Robert Mlers	
53	Ray Rudy	
57	Ken Keough	
57C	Rick Carter	
61	Mike Tobin	
62	Alvin Brown	
63	Len Gittemeier	
63W	Jim Wells	
64	Joe Ross	
66	Kevin Prott	
70	Jerry Sifford	
71C	Ralph Knox	
74	Gene Melloway	
75	Bert Cheatham	
75W	Chuck Watts	
76	Chuck Nelson	
76	Leroy Roethemeier	
76S	Doug Sinclair	
77	Brent Lamping	
77X	Jackie Dennis	
79	Lloyd Leichsenring	
81	Mike Barbeau	
81W	Elmer Well	
82	Bill Laycock	
83	John Pfister	
84	Charlie Smith	
91	Dan Pacewic	
95	Vance Cook	
95	Doug McCammon	
96	Bert Griffin	
99	Flea Atkins	
100	Ken Schrader	
114	Hershel O'Dell	
444	Wib Spalding	
669	Kenny Shrum	

Mt. Olive, Ill.	
St. Peters, Mo.	
Maroa, Ill.	
St. Louis, Mo.	
St. Louis, Mo.	
Harvester, Mo.	
St. Louis, Mo.	
Mullberry Grove, Ill.	
Springfield, Ill.	
Madison, Ill.	
St. Charles, Mo.	
Florissant, Mo.	
Mechanicsburg, Ill.	
Edwardsville, Ill.	
Imperial, Mo.	
Eisberry, Mo.	
Hallsville, Mo.	
Glenco, Mo.	
Springfield, Ill.	
Edwardsville, Ill.	
Greenwood, Ind.	
Jonesburg, Mo.	
Florissant, Mo.	
South Roxana, Ill.	
Edwardsville, Ill.	
St. Louis, Mo.	
Carlinville, Ill.	
Granite City, Ill.	
St. Louis, Mo.	
Jacksonville, Ill.	
Collinsville, Ill.	
Jonesboro, Ark.	
Palestine, Ill.	
East Alton, Ill.	
Holts Summit, Mo.	
Kirkwood, Mo.	
Springfield, Ill.	
Granite City, Ill.	
St. Charles, Mo.	

Sportsman Drivers

0	John Wolfmeler	Arnold, Mo.
00	Tim Allen	Florissant, Mo.
5	John Lahey	Jerseyville, Ill.
6	Gary Wallace	Arnold, Mo.
7	Kyle Krohn	St. Louis, Mo.
9	Paul Humphrey	Dupe, Ill.
11	Mike Bell	Granite City, Ill.
12	Steve Allen	Affton, Mo.
14	Mark Voss	Granite City, Ill.
15	Walt Wentzel	St. Louis, Mo.
17	John Kudelda	Granite City, Ill.
18	Harold Bryeans	St. Louis, Mo.
21	Mel Perkins	Granite City, Ill.
22	Chuck Milam	Granite City, Ill.
25	Curt Wood	Troy, Ill.
30	Jerry Zehnle	St. Louis, Mo.
32	Dean Aerne	Granite City, Ill.
33	Jack Yates	Granite City, Ill.
37	Gary Barker	Glen Carbon, Ill.
37X	Mike Short	Cottage Hills, Ill.
38	Joe Craig	St. Louis, Mo.
43	Greg McCall	Granite City, Ill.
44	Brian Eaves	Madison, Ill.
47	Don Gray, Jr.	St. Louis, Mo.
52	Rick Wood	Troy, Ill.
55	Mike Nikonovich	Granite City, Ill.
56	Larry Yates	Granite City, Ill.
59	Ernie Gielow	St. Peters, Mo.
62	Ron Perkins	Granite City, Ill.
69	Paul Gebhart	Affton, Mo.
70	John Griffen	Cottage Hills, Ill.
71	Gino Kershaw	Granite City, Ill.
72	Kris Krehn	St. Louis, Mo.
75	Bill Walter, Jr.	Arnold, Mo.
77	Dan Walsh	St. Louis, Mo.
85	Johnny Hull	Granite City, Ill.
87	Les Gibson	Granite City, Ill.
89	Bill Ried	St. Charles, Mo.
90	Joe Scheibel	Sauget, Ill.
91	Dan McCall	St. Louis, Mo.
92	Jim Eomes	Columbia, Ill.
92	Cliff Hensley	Arnold, Mo.
95	John Ritchie	St. Louis, Mo.
97	Royce Payton	Oakland, Mo.
98	Pat Walsh	Kirkwood, Mo.
99	Paul Loucks	Collinsville, Ill.
100	Leroy Davis	Maplewood, Mo.

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1974 Track Champions



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1976 Track Champions



KRIS KROHN - 1976 Sportsman Champion



RUSS WALLACE - 1976 Late Model Champion

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00 JIM ALLEN



GARY BARKER - Granite City, Ill.



HAROLD BRYEANS - St. Louis, Mo.



38 - JOE CRAIG - St. Louis, Mo.

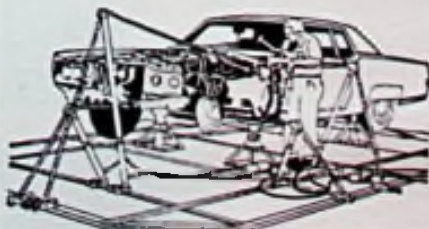


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Tri-City Speedway—Page 21

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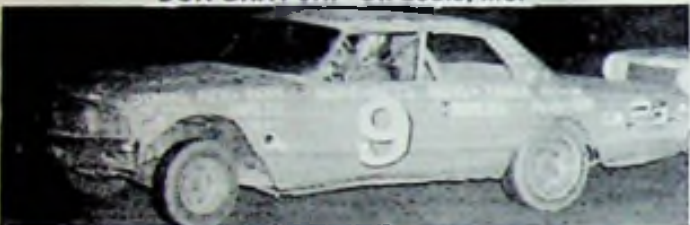
ERNIE GIELOW - St. Peters, Mo.



DON GRAY JR. - St. Louis, Mo.



JOHN GRIFFIN - E. Alton, Ill.



9 - PAUL HUMPHREY - DuPo, Ill.



KYLE KROHN - St. Louis, Mo.



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RON PERKINS - Granite City, Ill.



BILL RIED - St. Charles, Mo.



JOHN RITCHIE - Granite City, Ill.



14 - MARK VOSS - Granite City, Ill.



GARY WALLACE - Arnold, Mo.



PAT WALSH - Kirkwood, Mo.



WALT WENTZEL - St. Louis, Mo.



JOHN WOLFMAYER - Arnold, Mo.



25 - CURT WOOD - Troy, Ill.



52 - RICK WOOD - Troy, Ill.



JERRY ZEHLNE - Alton, Mo.

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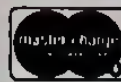
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Revised Race Program

A - Late Model Division

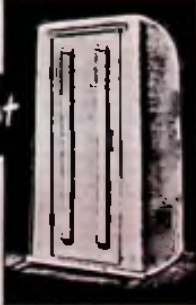
1. The following format is the way all races will be lined up and the feature events starters will be determined for 1977.
 - a) All driver's must draw a numbered pill at the pit gate when signing in for the evening.
 - b) Heat races 1, 2 and 3 will be lined up according to the numbered pill drawn. (i.e. if there are thirty (30) cars, the lowest ten numbers drawn will be in the first (1st) heat race with the lowest number on the front row pole.). These heat races will be run for ten (10) laps each.
 - c) The top five (5) finishers from each of Heat Races, 1, 2 and 3 will move into the "A" feature. The cars will be lined up in the feature by point average or qualifying time with the highest point average driver starting in fifteen (15) position, the second (2nd) highest point average driver in fourteen (14th) position etc., etc., etc.
 - d) The cars who have not finished in the top five (5) in heats 1, 2 and 3 will go into the fourth (4th) heat according to the numbered pill drawn. The top five (5) finishers from the fourth (4th) heat will be moved in the "A" Feature. They will be lined up with the highest point average car from the fourth (4th) heat starting in twentieth (20th) position, etc., etc., etc. The fourth (4th) heat race will be run for twelve (12) laps.
 - e) The cars which did not make the "A" Feature will run the "B" Feature. They will be lined up by point average with the highest point average starting in the rear. No cars from the "B" Feature will move into the "A" Feature unless alternates are required. The "B" Feature will be run for fifteen (15) laps.
 - f) The "A" Feature will be run for twenty five (25) laps.
 - g) Any cars and/or drivers arriving after post time will start at the rear of the fourth (4th) heat race.
 - h) The handicap event for the six (6) highest point average drivers who have signed in prior to post time will be run for money only. No points will be awarded.
2. The number of cars moving into the "A" Feature from the heat races will be dictated by the number of heat races run. However in no event will more than five cars from any one heat race move into the "A" Feature.
 3. All cars starting the "A" Feature will be guaranteed to make a total of twenty five (\$) dollars for the nights racing. All cars starting the "B" Feature will be guaranteed to make a total of fifteen (\$15) dollars for the nights racing.

B - Sportsmen Division

1. The following format is the way all races will be lined up and the feature events starters will be determined for 1977.
 - a) All driver's must draw a numbered pill at the pit gate when signing in for the evening.
 - b) Heat races 1 and 2 will be lined up according to the numbered pill drawn.
 - c) The top six (6) finishers from heat races 1 and 2 will move into the feature. The cars will be lined up in the feature by point average with the highest point average driver starting in twelfth (12th) position.
 - d) The cars who have not finished in the top six (6) in heats 1 and 2 will go into the third (3rd) heat according to the numbered pill drawn. The top eight (8) finishers from the third (3rd) heat will move into the feature. These eight finishers will fill feature positions 13 thru 20 and will be lined up by point average with the highest point average in the rear.
 - e) All cars and/or drivers arriving after post time will start on the rear of the third (3rd) heat.



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Granite City, Ill. 2680 Points



CHUCK MILAM - Third Place
Granite City, Ill. 2545 Points



BILL RIED - Fourth Place
St. Charles, Mo. 2260 Points



TIM ALLEN - Fifth Place
Florissant, Mo. 1900 Points



JOHN WOLFMEIER - Sixth Place
Arnold, Mo. 1890 Points

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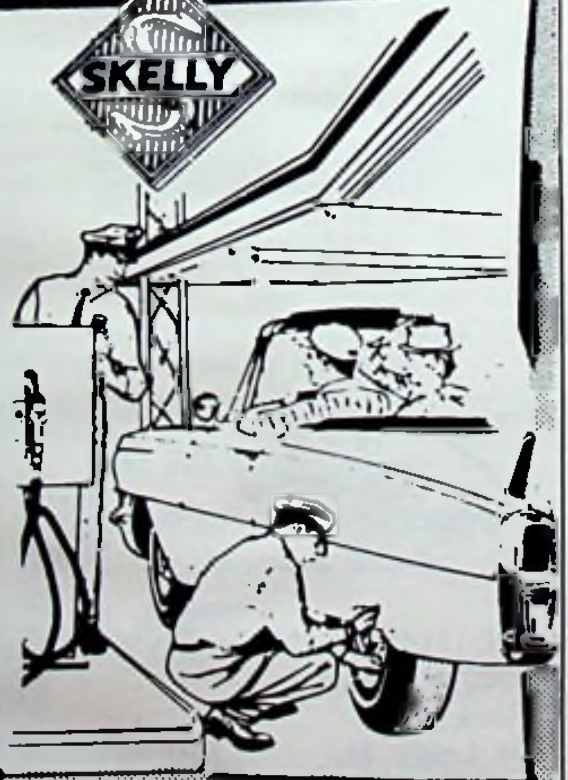
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BILL MYERS - Second Place
E. Alton, Ill. 4335 Points



MIKE HAMMERLE - Third Place
St. Charles, Mo. 3710 Points



C.C. CORBIN - Fourth Place
E. Alton, Ill. 3190 Points



JERRY SIFFORD - Fifth Place
Imperial, Mo. 2420 Points



NORM COX - Sixth Place
Berkeley, Mo. 2275 Points

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Ken Walton of Cedar Rapids, Iowa receives his hardware after winning the 1976 Wil Gateway Classic.



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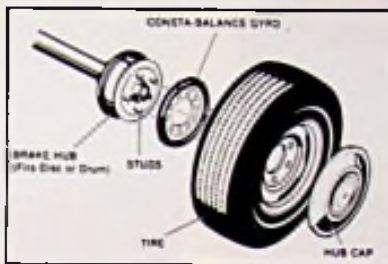
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SS-6



Junior class racer Marty Volmert [49k] and Novice Jimmy Greenlee, [103k], both from Missouri, give St. Louis fans some close, fast action on the banked quarter-mile dirt oval of Tri-City Speedway.



Belleville Illinois' Expert Class rider, Rob Beary, [77p] leads the way for Texan Terry 'Poo-Bear' Poovey, [96n], and Novice Marshall Patrick [136p], of Granite City, IL., in Semi-Final action at Tri-City Speedway.



Junior Class rider John Greenlee, [13k] takes the inside line under an unidentified rider during heat race action at Tri-City Speedway.



Novice action with Carl 'Corky' Stratman, [268k], of Florissant, MO., cutting under Jim 'Bimbo' Setzekorn, [133p], of Mt. Vernon, IL.



Missouri racer Chris Reitz, [57k] tangles with Bruce Townsend in some close, fast corner action at Tri-City Speedway.



Granite City Novice rider, Marshall Partick [136p], has advanced to the Junior Class and will carry the American Motorcyclist Association number 63p for 1977. Patrick is shown 'stuffin' it under another Novice during heat race action at Tri-City Speedway last season.

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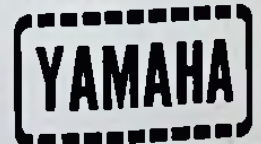
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Texas Willard Kelley [6n] leads Michigan Rookie Ted Boody [84x] and AMA National Number 38, Chuck Palmgren, of California into the first turn at Tri-City Speedway during Semi-Final action.



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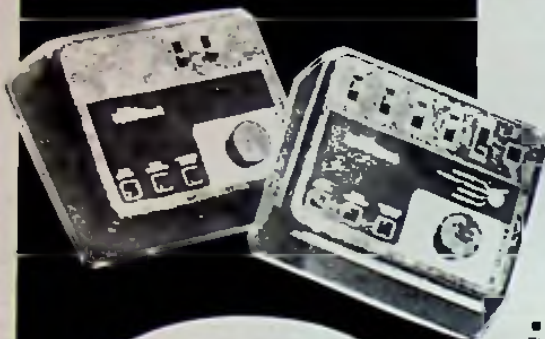
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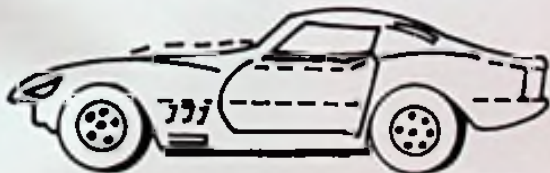
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1977 AMA National Numbers for Dirt Track and Road Race Competition

Following is an official listing of the National Numbers awarded by the AMA for dirt track and road racing for the 1977 season.



1. Jay Springsteen, Flint, Mich.
2. Kenny Roberts, Modesto, Ca.
3. Gene Romero, San Luis Modesto, Ca.
4. Bart Markel, Flint, Mich.
5. Gary Scott, Springfield, Ohio
6. Vacant
7. Mert Lawwill, Tiburon, Ca.
8. Vacant
9. Gary Nixon, Cockeysville, Md.
10. Dave Aldana, Santa, Ca.
11. Steve Eklund, San Jose, Ca.
12. Ted Boody, Lansing, Mich.
13. Rick Hocking, Fremont, Ca.
14. Hank Scott, Findaly Ohio
15. Mike Gerald, Baton Rouge, La.
16. Dave Sehl, Waterdown, Ont., Canada
17. Yvon DuHamel, LaSalle, Quebec, Canad
18. Terry Poovey, Garland, Tx.
19. Steve Elo, Niles, Mich.
20. John Gennai, Los Gatos, Ca.
21. Greg Sassaman, Macon, Ga.
22. Bill Oliver, Corvallis, Or.
23. David Hansen, Hayward, Ca.
24. David, Rush, Houston, Tx.
25. Bruce Hanlon, Redwood City, Ca.
26. Ken McDonald, Ohatchee, Ala.
27. Skip Aksland, Manteca, Ca.
28. Mike Caves, Galesburg, Il.
29. Randy Cleek, Shawnee, Ok.
30. Tom Berry, Huntington Beach, Ca.
31. Rex Beauchamp, Drayton Plains, Mich.
32. Steve Baker, Bellingham, Wa.
33. Joe Powell, Muenster, Tx.
34. Darryl Hurst, Houston, Tx.
35. Randy Skiver, Everett, Wa.
36. John Long, Miami, Fl.
37. Mark Smith, San Ramon, Ca.
38. Chuck Palmgren, Santa Ana, Ca.
39. Mike Collins, Albuquerque, N.M.
40. Pat Hennen, San Mateo, Ca.
41. Bill Eves, Birchrunville, Pa.
42. Steve Morehead, Findlay, Ohio
43. Brent Lowe, Wakefield, Va.
44. Alex Jorgensen, Stockton, Ca.
45. Doug Sehl, Waterdown, Ont., Canada
46. Paul Bostrom, Santa Clara, Ca.
47. Dave Leonard, East Leroy, Mich.
48. Jimmy Morales, Mexico City, Mexico
49. Bob Endicott, Balboa, Ca.
50. Guy McClure, Ft. Worth, Tx.
51. Pat Evans, El Cajon, Ca.
52. Scott Rader, Lebanon, Ohio
53. Bob Morrison, Perris, Ca.
54. Mike Clark, Downey, Ca.
55. Hap Eaton, Circleville, Ohio
56. Ken Hapke, Centralia, Il.
57. Pee Wee Gleason, Santa Ana, Ca.
58. Dick Wascher, Seattle, Wa.
59. Bob Conway, Boulder, Co.
60. Chuck Joyner, Oregon City, Or.
61. Bob Wakefield, Indianapolis, In.
62. Corky Keener, Burton, Mich.
63. Tom Cummings, Flint, Mich.
64. Dennis Purdie, Wayne, Mich.
65. Billy Labrie, St. Petersburg, Fl.
66. John Skinner, Auburn, Al.
67. Jay Ridgeway, Decatur, Ga.
68. Steve Freeman, Simpsonville, S.C.
69. Sonny Burres, Portland, Or.
70. Randy Scott, Salem, Or.
71. Don Dodge, Portland, Or.
72. Mike Kidd, Ft. Worth, Tx.
73. Keith Ulicki, Kenosha, Wi.
74. Steve Gullledge, Garland, Tx.
75. John Johnson, Amarillo, Tx.
76. Gary Fisher, Parkesburg, Pa.
77. Vernon Johnson, Albuquerque, N.M.
78. Charlie Brown, Longview, Wa.
79. Jay Livingston, Tampa, Fl.
80. Phillip D'Arcy, Beaumont, Tx.
81. Jimmy Mayo, Houston, Tx.
82. Rickey Campbell, Milford, Ohio
83. Steve McLaughlin, Santa Ana, Ca.
84. Walt Foster, Bloomington, Ca.
85. Mike Johnson, Chicago, Il.
86. Gary Reust, McCloud, Tx.
87. Tim Buckles, Houston, Tx.
88. Gary Horton, Bremen, In.
89. Jim Zeigler, Bellview, Ohio
90. Ike Reed, Salem, Or.
91. Scott Drake, Xenia, Ohio
92. Steve Droste, Flint, Mich.
93. Jim Rawls, Euless, Tx.
94. Mike Eades, Peterburg, Va.
95. Don Smith, Salem, Or.
96. Bill Schaeffer, Pinegrove, Pa.
97. Ron Pierce, Bakersfield, Ca.
98. John Hately, Van Nuys, Ca.
99. Ed Herrmann, Oregon City, Or.



American Motorcyclist Association [AMA] National Number 87, Tim Buckles, of Houston, Texas, cuts under fellow Texan, Wes Powell [77n] going into the first turn at Tri-City

Speedway. Following are Brian Cope, [187p], and Rob Beary [77p], both of Belleville, IL.

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Motorcycle Score Sheet

9th HEAT

1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

FINISH

1. _____
2. _____
3. _____
4. _____

10th HEAT

1		
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4		
5		
6		
7		
8		
9		
10		
11		
12		

FINISH

1. _____
2. _____
3. _____
4. _____

SEMI-FEATURE

Pos.	No.	NAME
1		
2		
3		
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5		
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FINISH

1. _____
2. _____
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SEMI-FEATURE

Pos.	No.	NAME
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FINISH

1. _____
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SEMI-FEATURE

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FINISH

1. _____
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SEMI-FEATURE

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FINISH

1. _____
2. _____
3. _____
4. _____

FEATURE RACE

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11		
12		

FINISH

1. _____
2. _____
3. _____
4. _____

TROPHY DASH

1		
2		
3		
4		

FINISH

1. _____
2. _____
3. _____
4. _____

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AMA Numbering System

Most motorcycle racers never even approach the pinnacle of success represented by the coveted No. 1 plate. But just the same there are some 4,000 riders throughout the country who try. These riders hold AMA professional licenses and no two of them have the same number. It quickly becomes apparent that the task of assigning riding numbers is a formidable one! It's easy to spot the big, bold No. 1 on the Camel Pro Series Champion's machine, but there is significance in all other numbers as well.

Different numbers are assigned by the AMA for racers competing in professional dirt track, road race, motocross, hillclimb and other forms of competition. In Grand National racing, the difficult quest of No. 1 is supplemented by the struggle to gain a coveted "National Number."

Only 99 riders can hold one or two-digit National Numbers in a given season. Single-digit numbers are reserved for former national champions, with the defending champion carrying No. 1 each year. Numbers 10-99 are awarded based upon a sophisticated system that takes into consideration past performances, primarily in the previous racing season. Once a rider obtains a National Number, he must meet certain criteria each year to retain it.

All the riders on the Camel Pro Series are Expert-rated and carry black numbers on a white background. In addition, the AMA runs events for Novice riders - the beginners - who carry red numbers on white number plates; and for Junior riders - one step removed from Expert - who can be spotted by their black numbers on yellow plates.

With the exception of that elite group of riders who have National Numbers, pro racers are assigned numbers with a "training" letter designating the area of the country in which they live. The geographic regions represented by each letter are as follows:

- A Delaware, Pennsylvania
- B New York
- C Alabama, Georgia, North and South Carolina
- D Florida
- E,R Southern California, Hawaii
- G Arizona, Colorado, Kansas, New Mexico, Oklahoma
- H Indiana
- J Idaho, Montana, Nevada, Utah, Wyoming
- K Iowa, Minnesota, Missouri, Nebraska, North and South Dakota, Wisconsin
- L Arkansas, Kentucky, Louisiana, Mississippi, Tennessee
- N Texas
- P Illinois
- Q Oregon
- S District of Columbia, Maryland, Virginia, West Virginia
- T Canada
- U Connecticut, Maine, Massachusetts, New Hampshire, Vermont
- W Alaska, Washington
- X Michigan
- Y,Z Northern California



Motorcycle Score Sheet

1st HEAT

Pos.	No.	NAME
1		
2		
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8		
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11		
12		

FINISH

1. _____
2. _____
3. _____
4. _____

2nd HEAT

Pos.	No.	NAME
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12		

FINISH

1. _____
2. _____
3. _____
4. _____

3rd HEAT

Pos.	No.	NAME
1		
2		
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4		
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12		

FINISH

1. _____
2. _____
3. _____
4. _____

4th HEAT

Pos.	No.	NAME
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12		

FINISH

1. _____
2. _____
3. _____
4. _____



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Motorcycle Score Sheet

5th HEAT

1		
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8		
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12		

FINISH

1. _____
2. _____
3. _____
4. _____

6th HEAT

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FINISH

1. _____
2. _____
3. _____
4. _____

7th HEAT

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FINISH

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2. _____
3. _____
4. _____

8th HEAT

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12		

FINISH

1. _____
2. _____
3. _____
4. _____

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Lance Jones - No. 23C

Remember the name Lance Jones. He says he wants to be National Rider No. 1 and he just probably will make it.

Race fans around St. Louis saw him ride for the first time at Jerseyville, Ill. where he won the famed half mile event. He then stayed around and rewrote the record book at Tri-City by winning five consecutive features.

When the '76 season was over Lance had entered 52 events. He had won 34 of them and had finished second eight times. This was good enough to make him the Novice Champion of the AMA Eastern Region.

When Lance is not racing he attends Glenco High School in Gadsden, Ala. where he just completed his junior year. In his school activities he is involved in a work/study program which allows him to attend class half days Monday thru Thursday. This gives him time for racing and he still maintains an A & B average.

Tri-City Speedway was a regular stop for Lance last year where he finished second in points riding a Bultaco for Bultaco International. His big bike sponsor is Bill Kennedy of Kennedy Triumphs in Ohio.



Midwest Cyclist Publisher, Gus Falter, [left] presents the trophy to feature winner, Lance Jones, of Gasden, Alabama. Starter Roy Higgs holds the checkered flag.



Lance Jones, the 16-year-old "Super-Star" from Gasden, Alabama, collected a lot of 'gold' from Tri-City Speedway where he won five feature finals in a row at the close of the 1976 Short Track season. With him is former American Motorcyclist Association National Number 10, Neal Keen, of St. Louis, MO.



Special Recognition to Guy McClure and Lance Jones, 1976 track champions. A St. Louis Auto Racing Fan Club Presentation.



A tired and happy Chuck Schaeffer accepts the trophy for the Novice Class feature win from Midwest Cyclist Publisher, Gus Falter. Starter Roy Higgens holds the checkered flag.

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10-3	Stop transmitting	10-46	Emergency road repairs needed
10-4	Acknowledgment	10-47	Accident - T, P1 Pd
10-5	Relay	10-50	Wrecker needed
10-6	Busy Stand by unless urgent	10-51	Ambulance needed
10-7	Out of service	10-52	Papers to make written copy
10-8	In Service	10-61	Message received
10-9	Repeat	10-69	Fire Alarm
10-10	Transmission completed	10-70	Registration
10-11	Stand by (closed)	10-74	E T A estimated time of arrival
10-12	Weather and road report	10-77	Delayed due to
10-13	Make pick up at	10-85	Green (test) signal
10-14	Completed assignments at	10-97	Motorist Call
10-15	Return to	10-100	
10-16	Location		
10-17	Call - by telephone		
10-18	Disregard		
10-19	Assignment completed		
10-20	Report in progress (in flight)		
10-21	I am moving to channel		
10-22	Open to your station		
10-23	Unnecessary use of radio		
10-24	EMERGENCY		

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GRANITE CITY, ILL.

Tri-City Speedway Information

Tri-City Speedway is a combination of 1/2 and 1/4 mile dirt track located at Granite City, Illinois directly across the Mississippi River from St. Louis, Mo. Located just 1/4 mile south of Interstate 270, on Highway 203 South, it is easily accessible to anyone living in the Metropolitan St. Louis area or to the traveler who may be passing through.

The speedway was built in 1961 and came to life as a 1/4 mile dirt track. In 1962 the 1/2 mile track was added as you see it today. But, to a lot of people's surprise it also operated as a drag strip in 1963. Racing on a dirt surface, the starting line was at the east end of the property at the pit sign-in gate, with the finish line approximately where it is today for the oval track. Cars would use the rest of the front straightaway to shut down, go on around the oval and get back in line to run again. The drag operation was discontinued after one year and concentration was put on oval racing. Over the years, such major sanctioning bodies as NASCAR, USAC, IMCA, and many others have raced various types of machines driven by some of the most famous drivers in the United States.

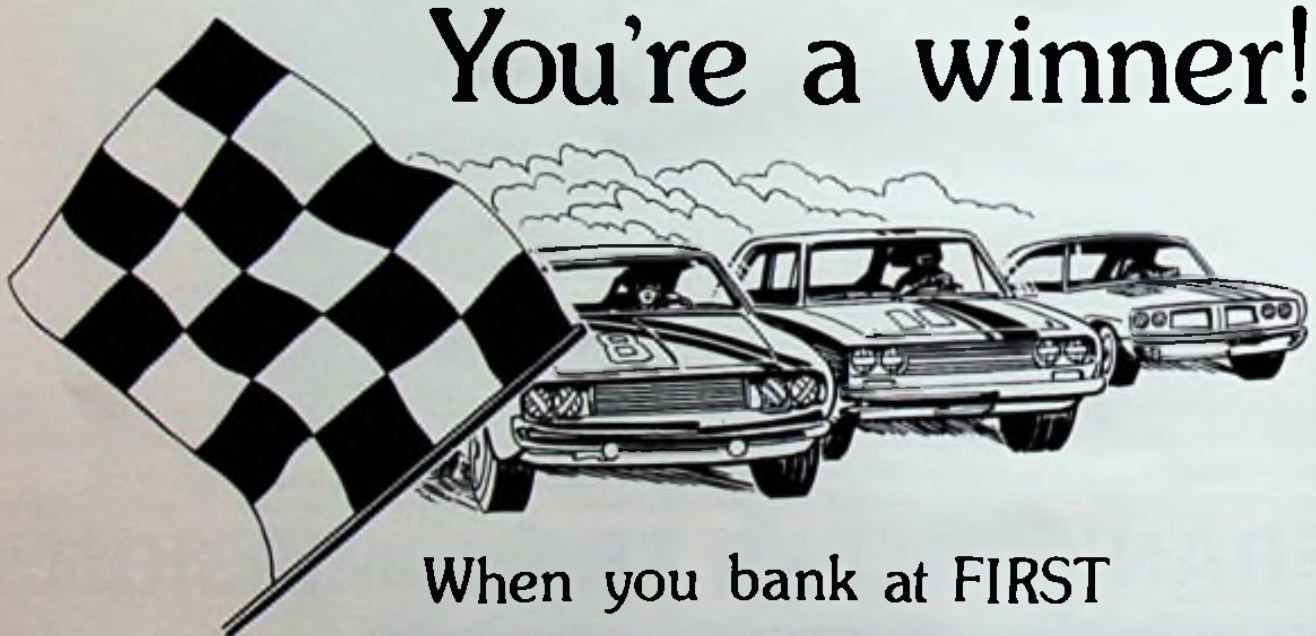
The half-mile track is of dirt surface with 1,000 feet straightaways and 450 ft. turns banked at 9 degrees. These dimensions provide super fast speeds in the excess of 120 m.p.h. on the straightaways and fantastic broad sliding action in the turns. This track is used weekly for our late model races and also sprint cars compete in special events throughout the season.

The quarter mile track is also of dirt surface with turns that are 65 feet wide and banked at 16 degrees for super wheel to wheel action. Add to this the fact that there is no outside guard rail, the American Motorcycle Association has acclaimed this as one of the safest and fastest tracks for motorcycle racing in the United States. This track is used weekly for our sportsman stock car division and June thru August, pro short track motorcycle races are featured on Tuesday nights. Midget races also will be held on this track for four nights this season.

The surface of these two tracks requires many hours of preparation before and after each race night to keep it in smooth racing condition. This work is handled by the track's present owner, Mr. Elvis Doolin of Granite City, Illinois. Thanks to Mr. Doolin, Tri-City Speedway has a reputation nationwide as being one of the smoothest and fastest dirt tracks in operation.

Keeping the race fans always in mind, in 1973 the track underwent an extensive remodeling program. New concession stands were constructed, new colorful fiberglass seating was installed, along with a playground for the kiddies. New mercury vapor lights were installed in the concourse area for the playground and concession areas.

Throughout the years, Tri-City Speedway has seen many concepts of racing and strives to keep abreast of the times by continuing to provide an up to date facility as a place for man and his machine to compete in the "World's Greatest Sport"...**MOTOR RACING.**



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Terry "Poo Bear" Poovey - No. 18



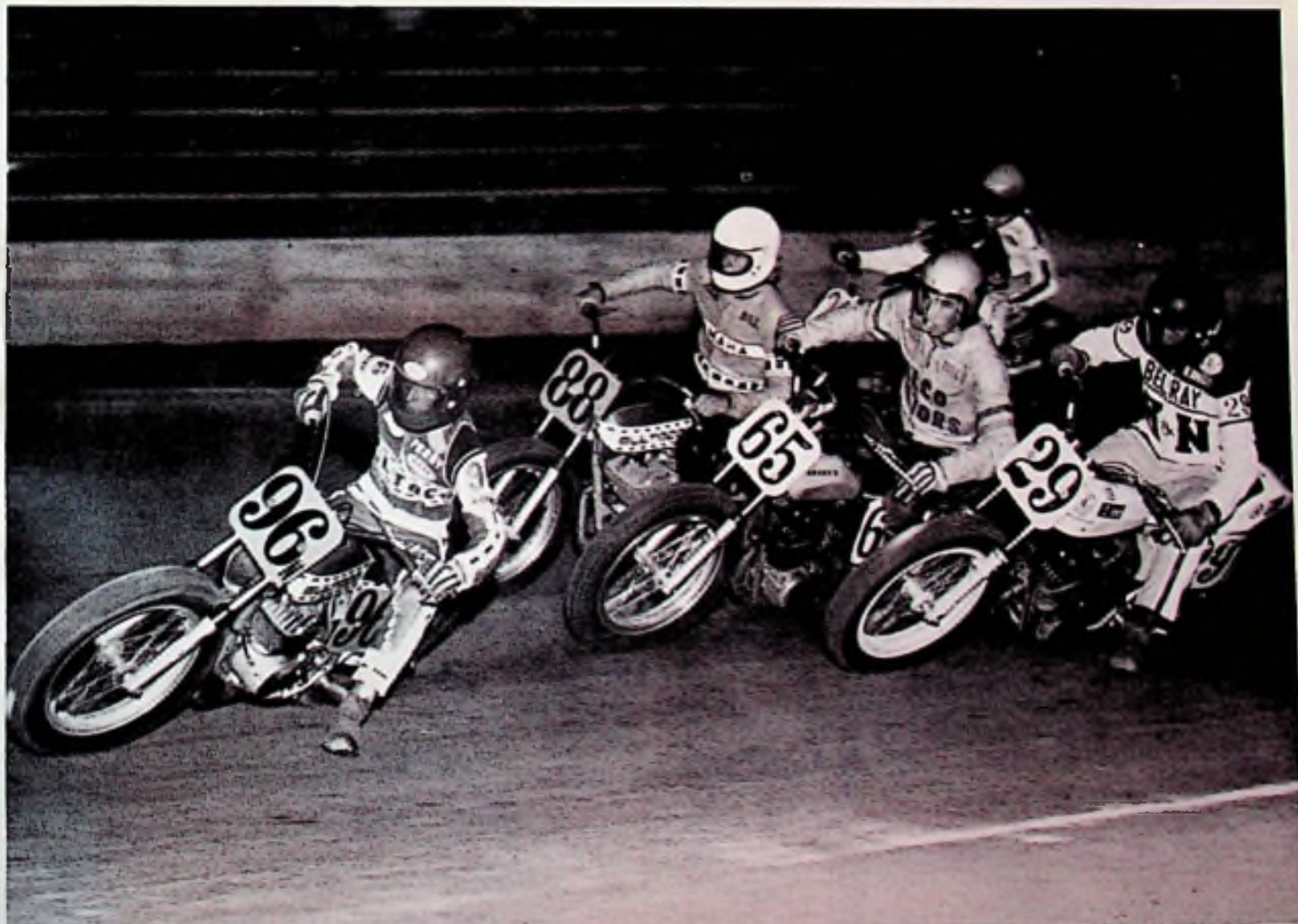
Terry "Poo-Bear" Poovey used the American Motorcyclist Association Expert points he won in several appearances at Tri-City Speedway toward earning an AMA National Number. The 18-year-old Texan will carry the National Number 18 for 1977.

On his 16th birthday "Poo Bear" Poovey got his AMA Pro License and three races later he had already set a new record. In the three events he had compiled over 40 advancement points. That was faster than anyone had ever gained points before.

Terry won his first professional race at Hutchinson, Kansas, but his early rise to fame caused him some difficulties with his high school studies. He was absent so many times while racing that he just could not keep up his grades. "Poo Bear's" comment was, "All I ever want to do is race motorcycles, that is my hobby and my life". Bye Bye School.

1976 was Terry's rookie year as an expert rider and he did it in style. He won 15 professional events, finished 8th at the Houston National Short Track and then topped off the season by winning the Talledega Short Track National at Talledega, Ala. To win a National in his rookie year was a dream come true.

Terry comes from the "Lone Star State" where he lives with his mother. Older brother Teddy sponsors his big bike efforts on a Harley and Bultaco of Dallas sponsors his short track Bull. Other sponsors are Bel-Ray Oil, Fox Distributing and R & W Wheels.



Texan Terry "Poo-Bear" Poovey, [96n], leads the pack into the first turn during Semi-Final action at Tri-City Speedway.

(continued from page 1)

The number of heat races are determined by the number of riders in attendance on that night.

From the Heat races a predetermined number of the top finishers in each Heat are transferred to the Semi-Feature events. There are usually three Semis and the top three or sometimes four riders in each Semi are transferred to the Featured Final event.

Most of our Experts and many of our Novice and Junior riders are pure professional racers making their living riding in racing events nation-wide, thus making the competition extremely keen on any night at TRI-CITY SPEEDWAY.



Tri-City Speedway A.M.A. Officials

Referee..... William Magurany
 Clerk of Course..... Bette Vankirk
 Flagman..... Roy Higgins
 Timer..... Sue Osborn, Robin Lowery
 Checkers..... Bev Chambers, Sue Osborn
 Pit Stewart.....
 Announcer..... Glen Jacoby



Dealer's Mini Bike Winner Larry Hellrung - May 13, 1977.



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1976 Track Champion Guy McClure

When he was a novice, he was No. 1 in the nation. When he was a junior, he was No. 1 in the nation. When he was a rookie expert, he was No. 1 in the nation and last year as a national number expert he was still the No. 1 Short Tracker in the nation.

His name is Guy McClure and he comes from Ft. Worth, Texas. He rides for Bultaco International on short track events and Widman Harley-Davidson on half mile events, carrying the National No. 50. Other sponsors are Bell-Ray Oil, Bell Helmets, Koni Shocks, Diamond Chains, and Hydron Face Shields.

1976 was the year Guy had been looking for at Tri-City after finishing second in 1974 and again in 1975. In addition

to winning the point championship at Tri-City, he was second in the Expert division at Santa Fe Speedway in Chicago, Ill. With 16 professional wins in '76 he topped off the season by finishing second at the Talledega Short Track National at Talledega, Ala.

The 22 year old Texan is a crowd favorite where ever he races and in addition to his short track success, he is steadily increasing in popularity in the longer events.

In addition to racing, Guy says he likes hunting, fishing, mini-biking, and girls and not necessarily in that order.

1977 will see Guy back at Tri-City ready to defend his title and carry on his winning ways.



Texan Guy McClure shows the style that won the 1976 Tri-City Speedway Track Championship.

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General Information About Motorcycle Racing

Motorcycle races on the TRI-CITY SPEEDWAYS super fast 1/4 mile track are run under the sanction of the AMERICAN MOTORCYCLE ASSOCIATION (A.M.A.) which is the oldest sanctioning body, for any kind of racing, in the country.

The motorcycles used in competition at TRI-CITY are limited in size to 250 c.c. engine displacement or about 18 cubic inches. Even though the engines are comparatively small they develop almost 2 horsepower per each cubic inch, which makes them among the most powerful racing machines in existence.

Each of our riders (not drivers) is listed in a national directory by class which is determined by his or her past experience and performance, and each is assigned a number that is theirs alone.

There are three classes of riders but if you look closely at the number plates fastened to each bike you will notice four different types of plates. The white plates with red numbers and a letter are assigned to novice or beginner riders. After a rider has accumulated a certain number of points he moves up to the next class, but only at the end of the year. The next class is the Junior or middle class, which carries a yellow plate with black numbers and a letter. After a season in this class, if the rider has enough points, he moves into the top rank and becomes an Expert rider and carries a white plate with black numbers and a letter. These first three divisions are district numbers, designated by the fact that a rider carries a letter as well as a number on his plate. Each district has a different letter and once a fan becomes used to the letters on the plates he or she can tell at a glance what part of the country a specific rider hails from.

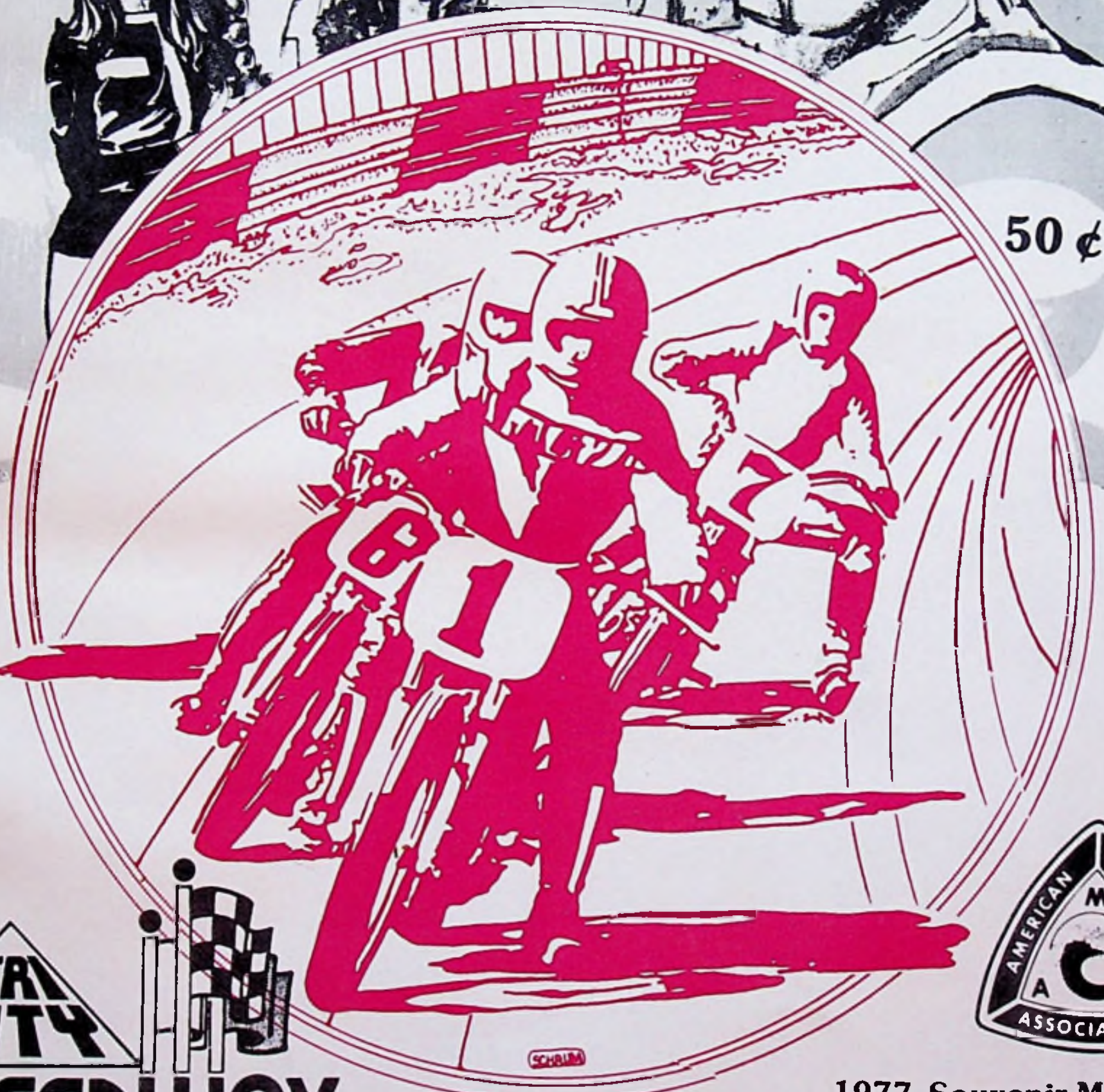
The really top division is the National Number Expert group and there are only 99 of these plates given out nationally each year. To receive a National Number a rider must be a former Grand National Champion or finish the previous year in a high place in the National Point Standings. The National Number Expert plate is white with black numbers just like the regional Experts plate except that it carries no region letter after the number.

In most forms of A.M.A. competition the three classes are kept separate, each running in its own races. In Short Track racing like TRI-CITY they are combined, allowing the Novice and Junior riders to race against the Experts and National Number Experts.

The Eliminations Heat Races are lined up by the way a rider has placed in the Qualifying Time Trails. Usually the heats are started with a single line of riders across the track with the fastest rider (by qualifying) on the Pole or inside and the slower riders stretching out from him to the Wall or outside rim of the track.

Although all starts are from a standstill position you will see the riders nudging and creeping forward as the Official Starter steps on the Starter Box. It is the job of the Starters and the District Referees to make sure each start is even and fair, but some riders become very good at reading a Starters actions and charge out ahead of the field almost before the Green starting flag has dropped.

(continued on page 2)



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