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WILLIAMS GROVE SPEEDWAY

On behalf of all officials, employees, car owners and drivers, we would like to welcome you to the Williams Grove Speedway.

The Grove, which long ago was named "The Ascot of the East" is rich in racing tradition and those of us here today are a small part of a tradition that is certain to grow.

It would be an injustice to try and list the names of all the greats who participated at Williams Grove over the years. Since the gates of this famous half-mile were first opened, nearly everybody, who is anybody in automobile racing has raced here at some time.

Equally as important is the fan. Because if the fans had not supported the Grove, those greats of the past and present could not have raced. It takes a partnership of management, fans, car owners and drivers to make possible what has been achieved at the Grove over the years.

Last year new management took over the operations and attempted to offer the fans a varied program and we hope to continue that this season.

The Grove has long been considered the "hot bed" of sprint car racing and it is our intent for this to continue. The sprint cars will be the main attraction each and every week.

The sprints will be joined from time-to-time by the late model stock cars, the Super Sportsmen and the Go-Carts. We also have several "first class" added attractions and we think the Fireworks displays we have planned for you will be second to none.

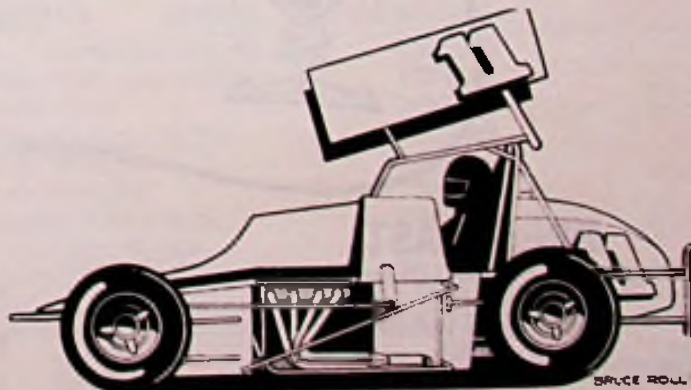
The World of Outlaws, the USAC Champ Cars, the All-Star Circuit of Champions and Joie Chitwood will be returning this season. And, after an absence of several years the AMA motorcycles will be returning twice, and the MODCARS will be appearing here for the first time ever.

Comments, suggestions and even complaints are welcome. If you have something to say just drop us a line at Williams Grove Speedway, 1 Speedway Drive, Mechanicsburg, Pa. 17055.

Once again, welcome, and we here at Williams Grove hope you enjoy the racing.

Williams Grove Speedway Officials and Personnel

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Vice President	George C. Wolfe, Jr.
Treasurer	R.L. Jones
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Advertising Director	George McCrory
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Assistant Starter	Butch Book
Chief Pit Steward	Marlin Wood
Technical Inspector	Jim Boldosser, Jr.
Communications	Gene Rhoad
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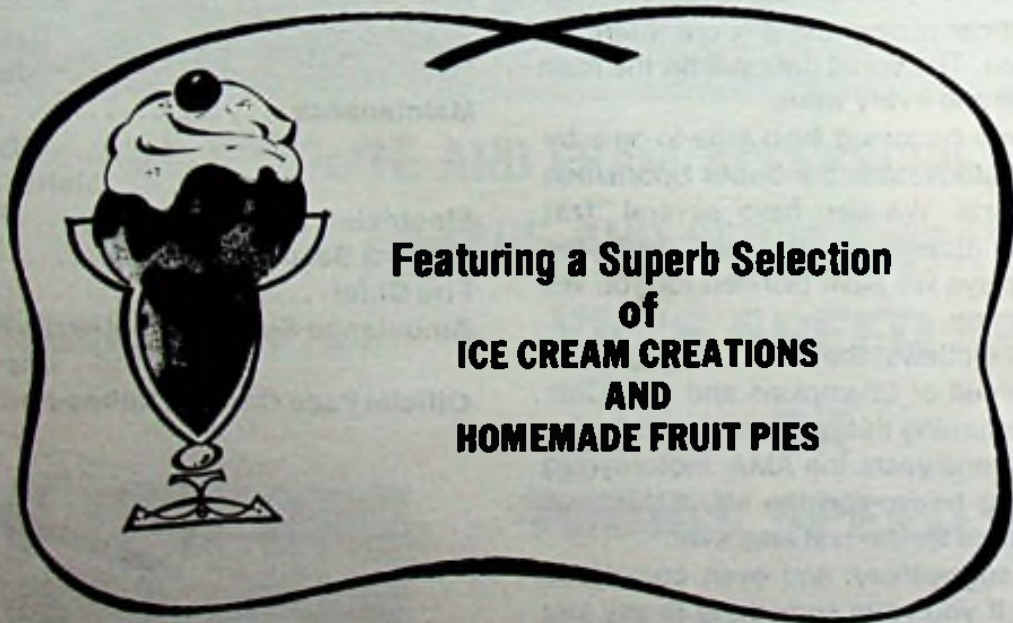
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JACK GUNN MEMORIAL

USAC SILVER CROWN CHAMPIONSHIP SERIES RACE



Williams Grove Speedway - Mechanicsburg, Pa., July 3, 1982

CAR	DRIVER/HOMETOWN	ENTRANT/SPONSOR
1	Larry Rice, Brownsburg, Ind.	George Middleton/Pizza Hut
2	Rich Vogler, Indianapolis, Ind.	Louis Seymour/Seymour Enterprises
3	No Driver	Racing Team Inc./Johnny Vance Aristocrat Products
6	Sheldon Kinser, Bloomington, Ind.	Ben Leyba/Ben's Tire Clinic
7	Gary Bettenhausen, Monrovia, Ind.	Delrose-Holt Racing Associates/First National Bank
9	Mark Alderson, Timber Lake, S.D.	Steve Enslow/Performance Research
17	No Driver	Ray & Cissy Smith/Smith Speed Shop
18	Larry Dickson, Marietta, Ohio	Jo-Ol Racing/Jo-Ol Racing
21	Ron Shuman, Mesa, Arizona	Lloyd Stevens/OFIXCO
22	Jerry Nemire, Toledo, Ohio	Nemire-Syring Racing/Leslie Oil
29	No Driver	Louis Seymour/Seymour Enterprises
31	Billy Pauch, Sargentville, NJ	Bill Mataka/Raceweld Charger
33	Ronnie Burke, Houston, Texas	Danny Burke/Burke
38	Sammy Swindell, Memphis, Tenn.	Laverne Nance/Nance Speed Equipment
39	Ken Schrader, Fenton, Mo.	Damon Fortune/Rose Brothers Trucking
41	Danny Milburn, Indianapolis, Ind.	BUF Racing/Data Processing Solutions
44	Walt Kennedy, Upland, Calif.	Gordie Gee/Canadian Mist-Russell Transport
47	Elvin Feltz, Lebanon, Pa.	EWB Service Inc./Scrappys Auto Service
50	Johnny Coogan, Alexandria, Ind.	Vetzel Racing/Vetzel Moving & Storage
51	Eddie Leavitt, Kearney, Mo.	GCQ Racing/GCQ Racing
53	Chuck Amatli, Freeman Spur, Il.	Commercial Truck Components/Commercial Truck Components
58	Kelth Kauffman, Millintown, Pa.	Ralph DePalma/Radio Hospital
60	Allen Kilnger, Hegins, Pa.	Frank Murray/Frank's Auto Body Shop
61	Roger Rager, Mound, Min.	Walt Winterbotham/W & W Molded Plastics
63	Brian Seldel, Allentown, Pa.	Frank Anuso/Highway Auto Body
67	Mike Winblad, Tipp City, Ohio	Winco Industries/Winco Industries
70	Smokey Snellbaker, Dover, Del.	Richard & William Snell/Tip Machine & Tool
71	Barry Camp, Beavertown, Pa.	BUF Racing/Data Processing Solutions
75	Doug Wolfgang, Rapid City, S.D.	Bill King/King's Brake-O
76	Manny Rockhold, Pekin, Il.	Manny Rockhold/Rockhold
82	Danny Smith, Hendersonville, Tenn.	C. K. Spurlock/Kenny Rogers Racing Team
84	Bud Wilmot, Middletown, Ohio	Steve Wilmot/Madison Inn
86	Mike Peters, Wichita, Kansas	Larry Hill/Hill
87	Jerry Weeks, Anaheim, Calif.	Doug Lang/LaGrande Inc.
97	Bob Cicconi, Prospect Park, Pa.	Louis Cicconi/Cicconi Racing

USAC SILVER CROWN CHAMPIONSHIP DIRT CAR TRACK RECORDS AT THE GROVE

1 Lap	7/5/81	Steve Kinser	23.873	75.399 m.p.h.
100 Laps	7/5/80	Sheldon Kinser	46:01.60	65.180 m.p.h.

1982 USAC SILVER CROWN CHAMPIONSHIP SERIES FEATURE WINNERS

4/25	Rosburg, Ohio	Eldora Speedway	60 Laps	DANNY SMITH
5/2	Springfield, Il.	Illinois Fairgrounds	100 Miles	LARRY DICKSON
5/8	Indianapolis, Ind.	Indiana Fairgrounds	60 Miles	RICK HOOD

July 3	Williams Grove Speedway, Mechanicsburg, Pa.	100 Laps
July 4	Flemington Fair Speedway, Flemington, NJ	100 Laps
July 31	Sharon Speedway, Hartford, Ohio	100 Laps
August 1	Flemington Fair Speedway, Flemington, NJ	100 Laps
August 14	* Illinois State Fairgrounds, Spfld, Ill.	100 Miles
Sept. 4	I-70 National Speedway, Odessa, Mo.	100 Laps
Sept. 6	* DuQuoin State Fairgrounds, Du Quoin, Ill.	100 Miles
Sept. 11	* Indiana State Fairgrounds, Indianapolis	100 Miles
Oct. 3	Eldora Speedway, Rossburg, Ohio	50 Laps
Oct. 9	* Nazareth National Speedway, Nazareth, Pa.	100 Miles

FRONT PAGE PHOTOS: L—R- Sammy Swindell, Smokey Kauffman, Doug Wolfgang, Eddie Leavitt.....TRACY
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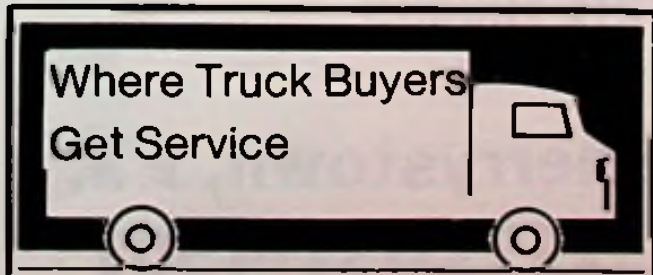
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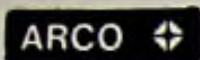
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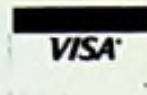
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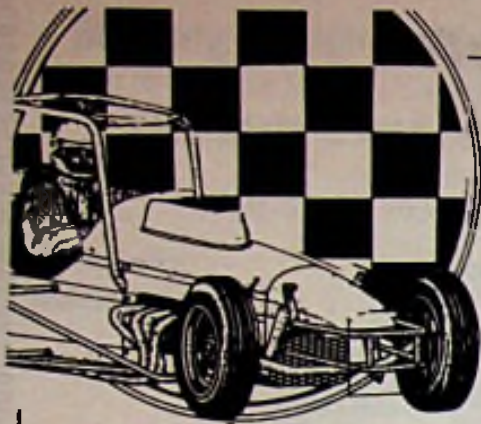
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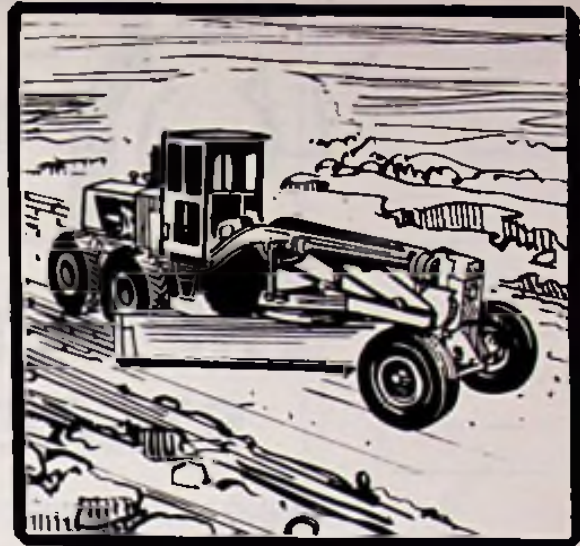
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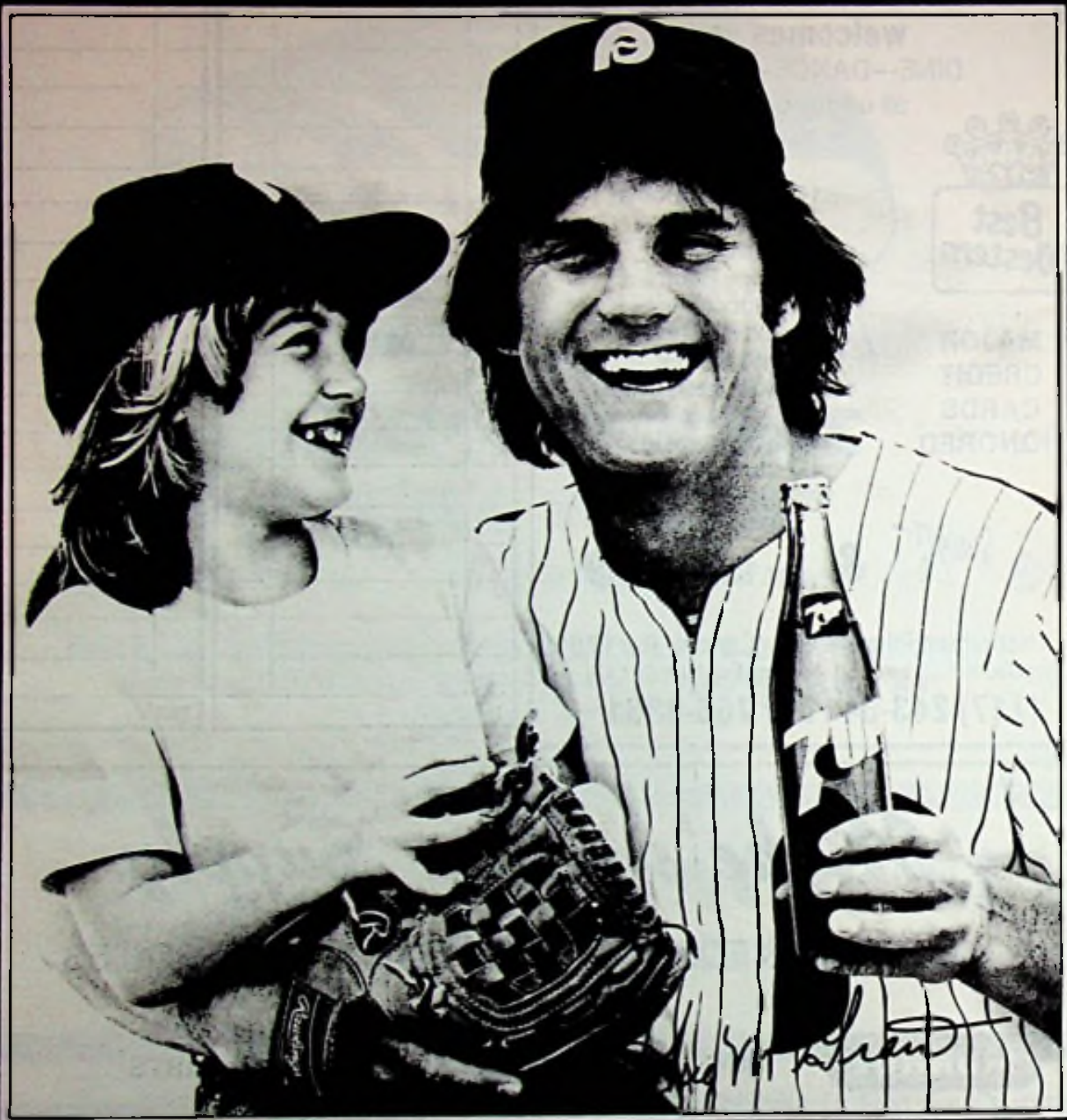
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USAC Challengers

PHOTOS BY DANNY DeMARCO & BARRY SKELLY



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JERRY WEEKS — 87



BOB CICCONE - 93

Jack Gunn's Impossible Dream



Jack with winner Sheldon Kinser, in the race that he wanted so badly to have....DICK GREENAWALT PHOTO

We are here tonight for the running of the USAC Silver Crown Championship Series Jack Gunn Memorial because of the great efforts of someone who isn't able to be with us.

That someone is Jack Gunn.

In the last year of Gunn's life, he pulled off something that he wanted to from the very first day he took over the Grove. He got the USAC Champ Cars on the Williams Grove Speedway.

That was no easy task.

Over the years Jack often talked about getting the Champ Cars at the Grove. But preliminary talks with USAC remained nothing more than preliminary.

The USAC officials were reluctant to put the cars on the half mile oval and that, coupled with Jack's boys - headed by Mitch Smith - beating the pants off the USAC sprinters developed, at least with Jack and USAC, "A Love-Hate Relationship."

They say if you say something often enough. If you keep talking, someone will listen. Jack wanted the Champ Cars at the Grove, so he kept talking, and finally someone listened. That someone was Russ Clendenen, who is tonight's racing supervisor with USAC.

In May of 1980, Gunn flew to Pittsburgh to meet with Russ. A deal was struck and Jack rushed home to tell everyone. Since the Champ Cars hadn't been on a half mile track in 20 years, Gunn's announcement was met with gasps from most, looks of disbelief from others, and statements like, "You got to be kidding."

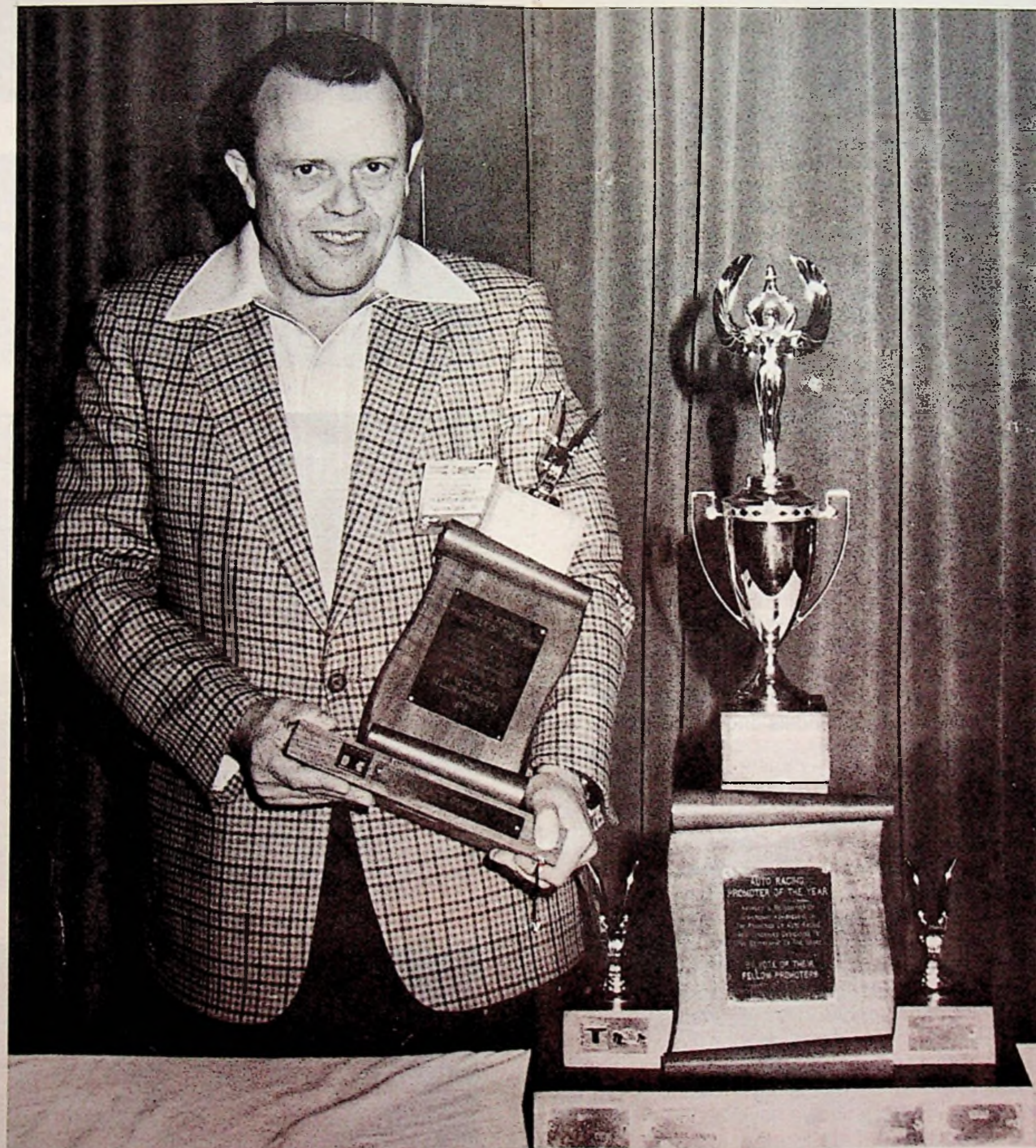
You just don't book a big dollar show, a show that hadn't been on a half mile track in 20 years and make it a success. Especially in a short 45-day period.

But Gunn was serious, and he worked like he never worked before. He called drivers, owners, newspapers, radio and television stations. He got the word out.

The night before the big race Jack ran a sprint car show and despite his waning health, the next day he was out working on the track. His health had gotten worse from the day he met Clendenen in Pittsburgh, so much so that Gunn, twice during the day, fell off the grader while putting the track in shape for the one race Jack Gunn really wanted to see.

The time for the show came, and Jack was his usual bundle of nerves. But, USAC had done its work, and one by one all the USAC names arrived, most taking a minute to stop up and say "Hello" to Jack Gunn. And the fans came in great numbers.

There was a great field on hand for this first race on a half mile track in 20 years and the drivers responded by putting on a tremendous show. Eventually Sheldon Kinser won,



Jack with his promoter of the year award....WALT CHERNOKAL PHOTO



Last year's winner Eddie Leavitt with Mabel Gunnells, the mother of Jack Gunn....DICK GREENAWALT PHOTO

holding off a fast finishing Kramer Williamson, one of the track regulars, in the 100 lap grind.

Gunn spent most of the evening in his office. He was exhausted, but content and happiness were written all over his face. He had just accomplished something he really wanted to do.

Those close to Jack will admit that the USAC Champ CAR race was the last race he ever promoted. His health continued to decline, and Gunn was only able to show up at the speedway.

In October of 1980, Gunn became a victim of cancer. But, just one week before his death, from his bed in the Carlisle Hospital, Gunn recalled his many accomplishments, including being named Promoter of the Year in 1979. He acknowledged that his greatest satisfaction came from pulling off that minor miracle in getting the Champ Cars on a half-mile dirt track.

USAC obviously was paying attention as other Champ Cars have since been booked on half mile ovals, and the Champ Cars now appear to have a strong future. The division is growing as new cars are being built every winter. That is a good sign.

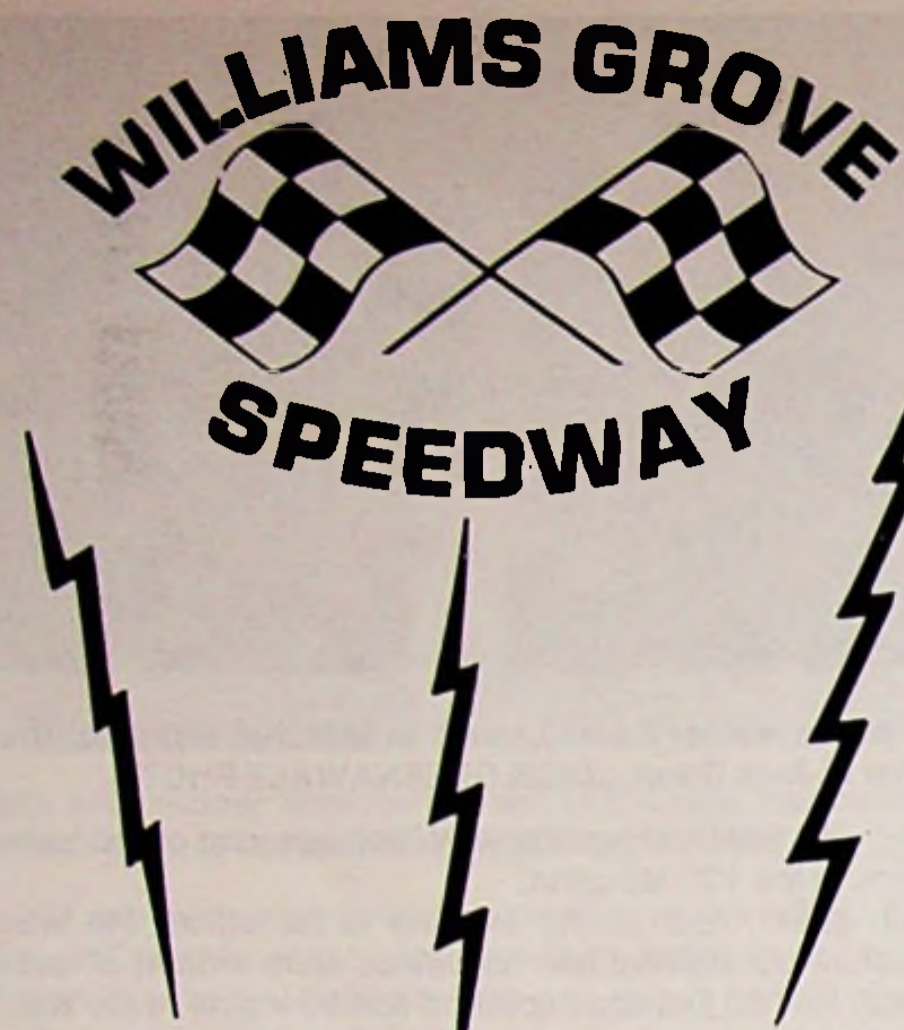
When the new management took over, they wanted to do something in Jack's name for all that he had done for Williams Grove and the fans. It didn't take them long to decide that the USAC Champ Car race would be the Jack Gunn Memorial.

While Jack can't be with us tonight - although we are sure that he will be looking down on us - we are pleased that his mother, Mabel Gunnells, will be present to offer the drivers these words:

"Gentlemen Start Your Engines."



Jack Gunn enjoyed talking with the USAC guys, as he chats with them at the drivers meeting in 1980....SKELLY PHOTO



“STILL THE ONE”

by Guy Smith, of Area Auto Racing News

There are only a handful of dirt tracks in the entire United States that are famous throughout the country. Wherever you go, tracks like Ascot, Eldora, Terre Haute and Knoxville are legendary. Williams Grove can hold its head up with any of these.

In fact, in my opinion, Williams Grove has the best weekly sprint car competition anywhere in the entire country, bar none. For the past 30 years, Williams Grove has been known around the country as “The Ascot of the East.” Now more deservedly, Ascot should be known as “The Williams Grove of the West.”

What makes Williams Grove so special? Two important ingredients are atmosphere and tradition. Williams Grove has a tremendous racing heritage.



The racing fans still flock to see the best Sprint car racing in the country, right here at Williams Grove.....DICK GREENAWALT PHOTO

The United States Auto Club spent many days on the Williams Grove clay, often being shown up by the Pennsylvania drivers. Now, it is the World of Outlaws that invade “The Grove” and the Pennsylvania boys are still showing them the fast way around the big half-mile. Just arriving at the track, you can feel the atmosphere and atmosphere is something a track can't attain overnight, it must be earned over many seasons. Very few tracks have it, Williams Grove is definitely one of them.

Last year, for the first time in over a decade, Williams Grove had a new promoter. George Wolfe took over for the late Jack Gunn, who died of cancer in October 1980. Wolfe was determined to keep “The Grove” on top of the area sprint car competition. Wolfe, along with Nick Turo and R.L. Jones, raised the sprint car purse, dropped the Late Models, and scheduled special shows for the Super Sportsman, World of Outlaws, All Star Circuit of Champions, Late Models and USAC Championship dirt cars.

The story of the USAC Champ dirt cars is a classic example of Williams Grove's importance in racing circles. The champ dirt division was almost dead. They were down to only three events per year, all on the dwindling mile dirt tracks. Jack Gunn was determined to bring the champ dirt cars back to Williams Grove, where they hadn't run for over 20 years. In fact, they hadn't even run on any half mile tracks during that time. But they came to “The Grove” in 1980 and put on such a great show that USAC started scheduling them at other half-mile tracks and now the division is healthier than ever. It all started at Williams Grove.

In 1982 the Super Sprints again headline the weekly show. Special shows have been penciled in for the Sportsman, Late Models, Go-Karts, the World of Outlaws, All Stars and USAC. Also, for

the first time in Central Pennsylvania, the MOD-CARS modified will be appearing at “The Grove”.

The MODCAR show is another example of how “The Grove” is a track with the fans in mind. The first two MODCAR shows this year were held in the heart of modified country and had a general admission of \$8.00, but at Williams Grove, in an area not known for modifieds, paying the same purse, the admission was only \$6.50. That tells the story.

Many tracks bring in special attractions to add to their regular shows and use it as a chance to raise the admission price. I've seen a track bring in skydivers and raise the admission, but at Williams Grove they bring in legitimate racing divisions like the super sportsman and late models, divisions that are headliners at other tracks, and run them with the sprint cars, still without raising the regular show admission price.

Many people don't like to see supporting divisions, such as limited late models or street stocks and at Williams Grove you will never see any of that. It is either a sprint only show or another first rate division. Only at the Go-Karts, which appear three times, did I hear a significant number of complaints.

The competition is what makes the racing at Williams Grove stand out above the rest. Every week 40 to 50 sprint cars are in competition there.

Of those cars, there is virtually no junk. Weekly competitors include Lynn Paxton, Bobby Allen, Barry Camp, Billy Stief, Steve Seigel, George Furfuson, Jr., Paul Kline, Randy Wolfe, Paul Lotier, Jim Horton, Van May, Bobby Weaver, Keith Kaufman, Steve Smith, Cris Criswell, Scott Tobias, Allen Klinger, Smokey Snellbaker, Bob Cicconi, etc., etc., etc. I honestly think there is no better field of sprint cars running weekly anywhere in the country.

The track is not bad either. It is a big half-mile



Sprint car racing at its finest, with action that is breath taking.....CLARENCE SNAVELY PHOTO

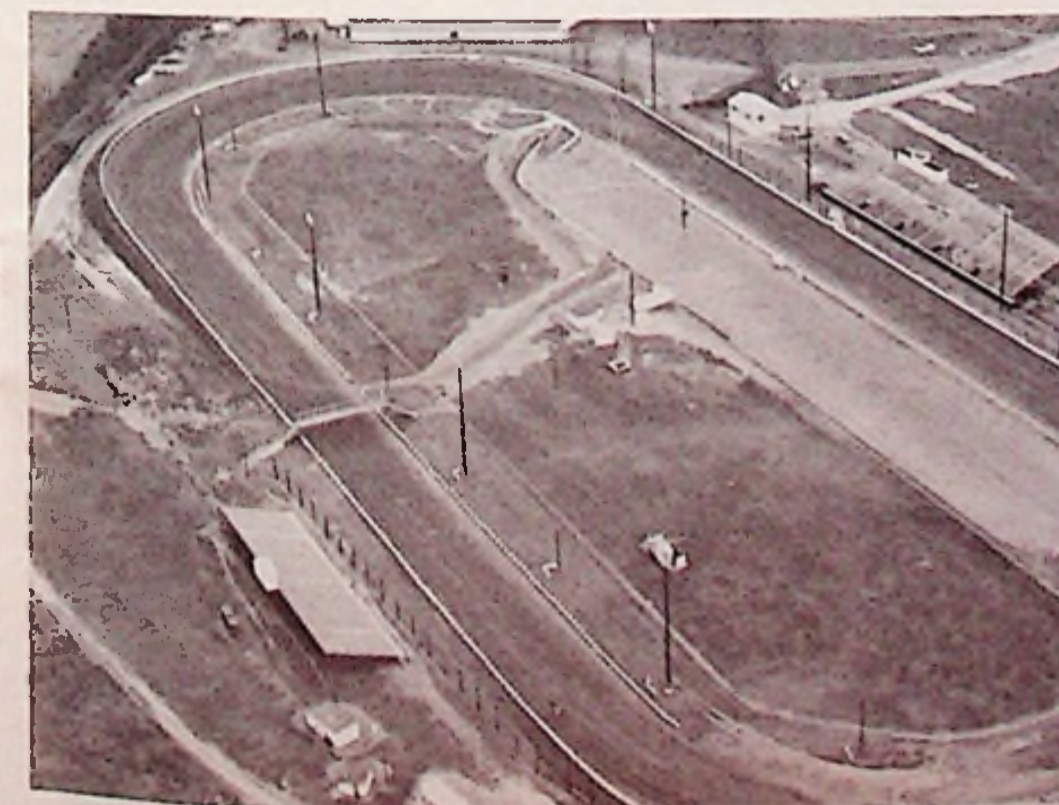
with long straights and slightly tight, banked turns. The sprints have no trouble passing. Late Models have some difficulty, however. The track is sometimes great, staying super tacky. Other times it gets pretty hard and dusty, but it is always better than most dirt tracks.

The grounds are a definite plus. Plenty of seats are located on the front stretch and backstretch. The infield is completely open to spectators. There is a good place to watch for everyone. The lighting is great, the food is excellent and reasonably priced and the show is usually very efficiently run.

There are only two drawbacks that I can think of. One is the parking lot. It is small and when they have big races, many, many cars get parked in it. The other is the official program, it doesn't stack up well against other track programs, especially with regard to the few and outdated pictures that appear in the program.

I never get tired of the race at Williams Grove. They put on the best weekly show of any track I've visited since Reading. I have never been disappointed.

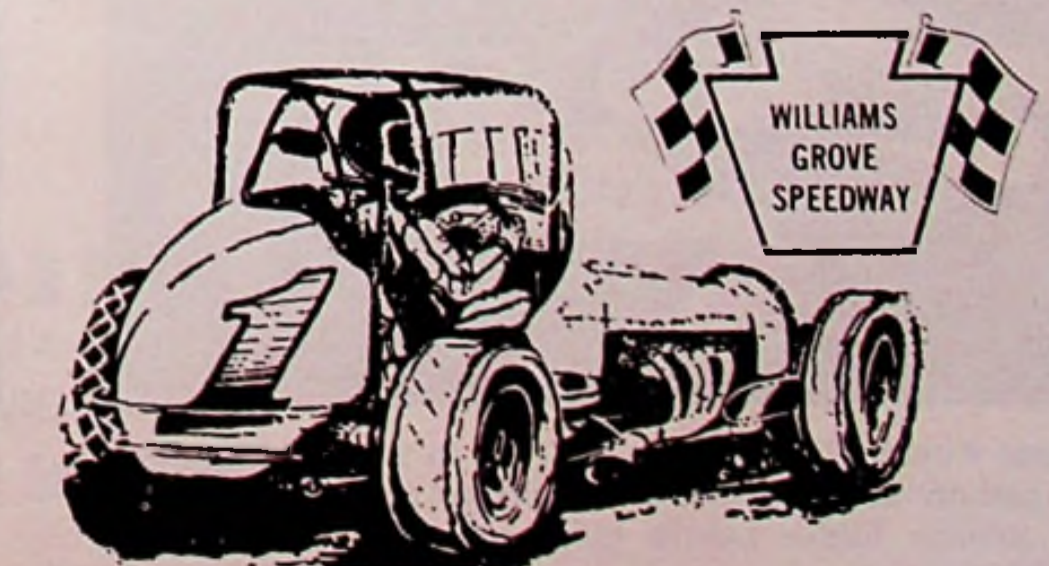
(Please note: This column was reprinted from the June 9th edition of Area Auto Racing News with the permission of Lenny Sammons, Editor.)



Aerial shot of Williams Grove Speedway.....SPEEDWAY PHOTO



Williams Grove with all its splendor, as the front main grandstand entrance says it all.....DICK GREENAWALT PHOTO



WILLIAMS GROVE SPEEDWAY U.S.A.C. ACTION — 1981



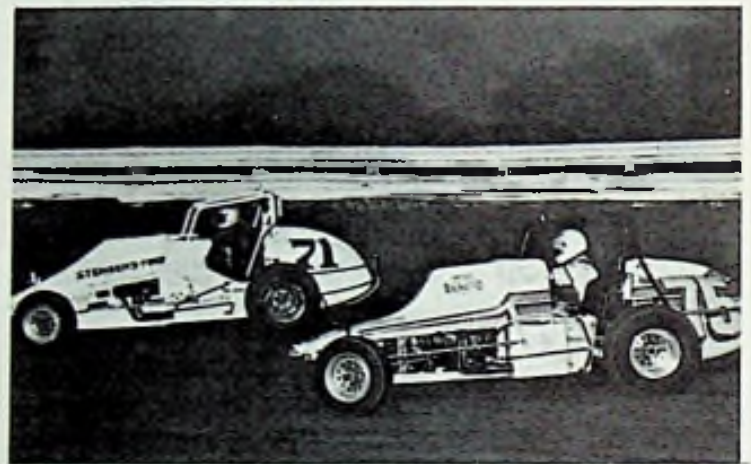
Steve Kinser (75) and Barry Camp (71) really show the fans just how exciting the USCA Dirt Champ car racing gets, as they definitely get side bite....DICK GREENAWALT PHOTO



Smokey Snellbaker (54) really had the Lloyd owned car going well until trouble came upon it. Here Smokey tries to get under Ron Shuman (90), and Steve Kinser (75).....CLARENCE SNAVELT PHOTO



Tight formation in the main event last year saw Joe Saldana (49) lead the way over Kramer Williamson (4), Rich Vogler (3), Eddie Leavitt (53) and Roger Rager (29).....DICK GREENAWALT PHOTO



Two runners that put on a tremendous show last year here at Williams Grove were, Barry Camp (71), and Steve Kinser (75). Camp went on to have his biggest pay day ever....LEE GREENAWALT PHOTO



Steve Kinser (75) was running high in the Gary Stanton owned car last year, and found himself against the fence, as winner Eddie Leavitt (53) goes by....RICK IMLAY PHOTO



The California Preacer Gary Patterson (45) runs with Champlon Larry Rice (55), as Eddie Leavitt (53), and Larry Dickson (18) follow....DICK GREENAWALT PHOTO

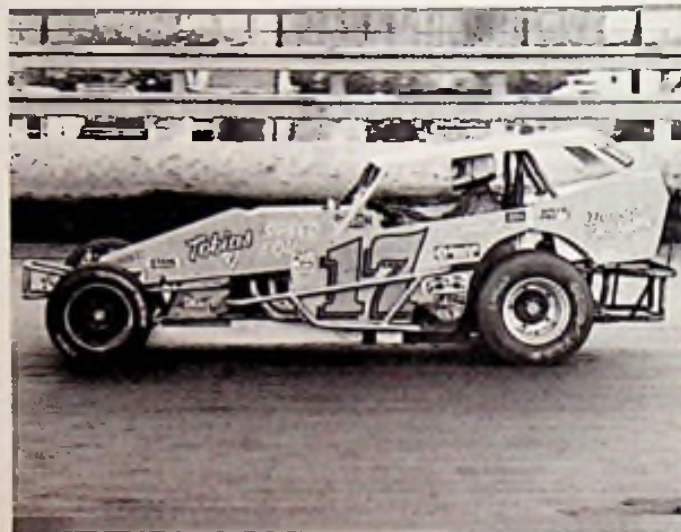
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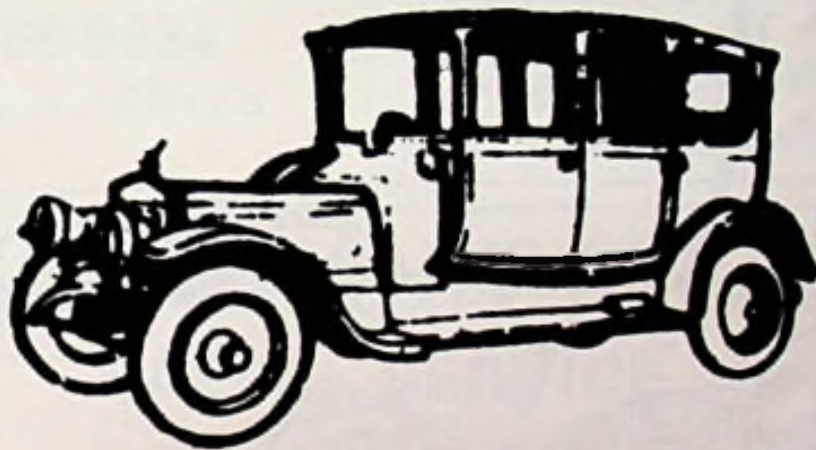
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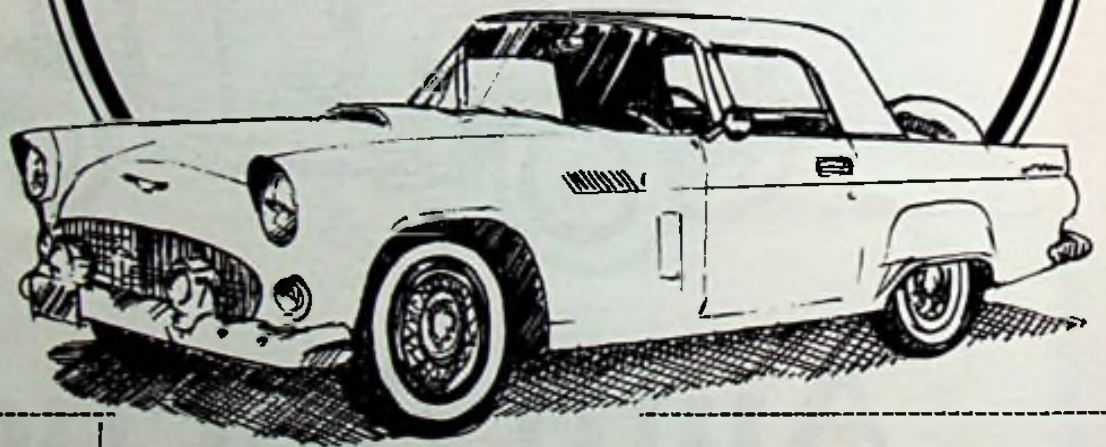
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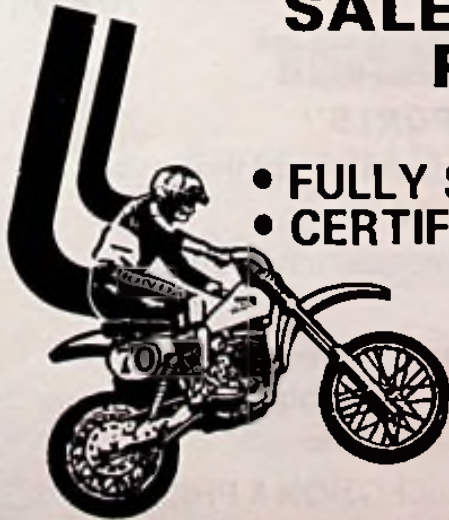


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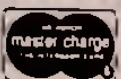
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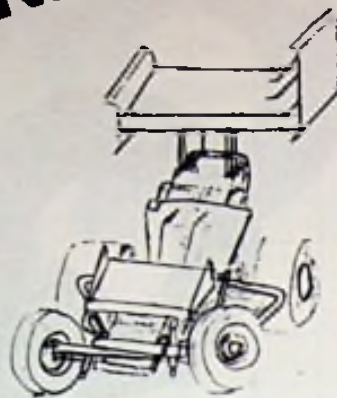
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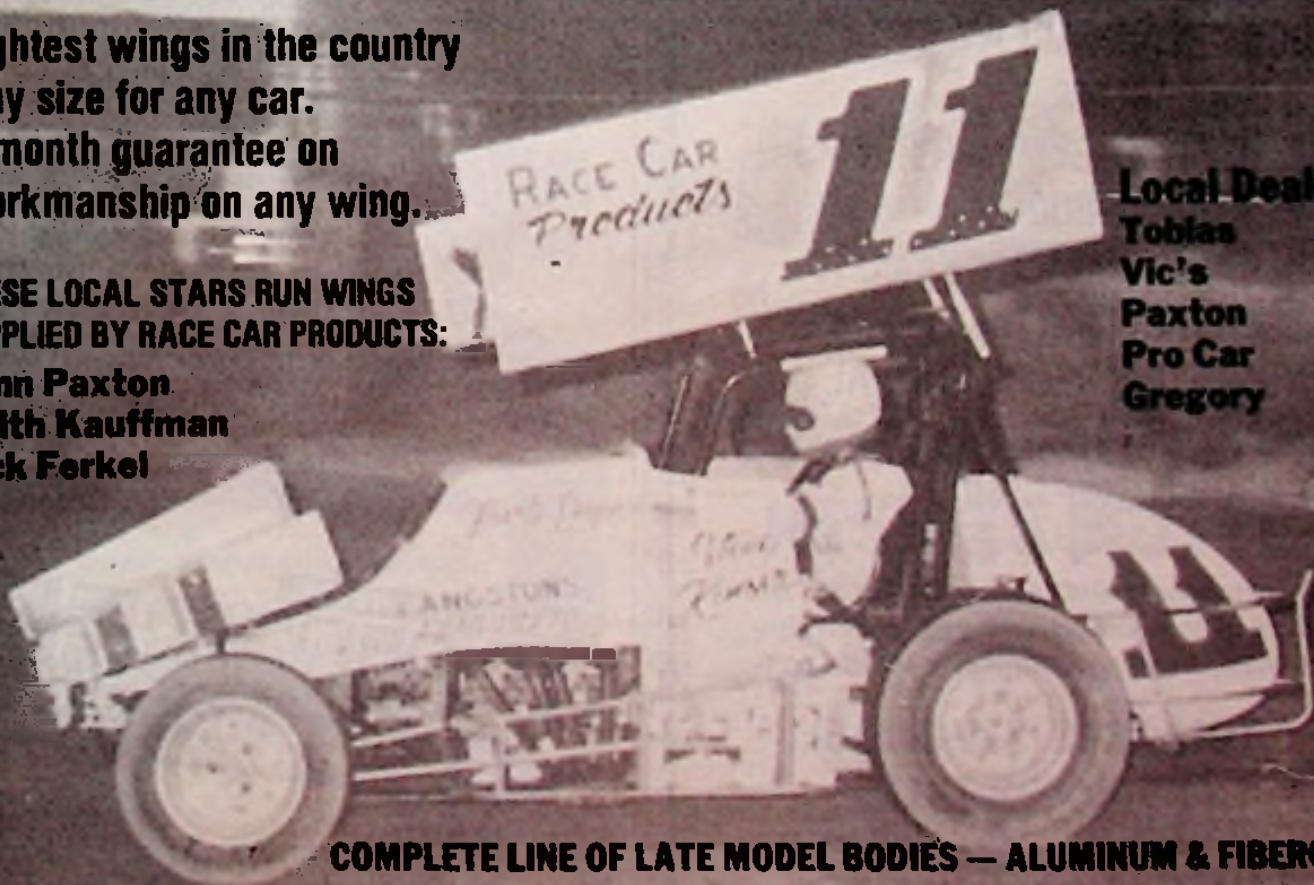
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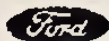


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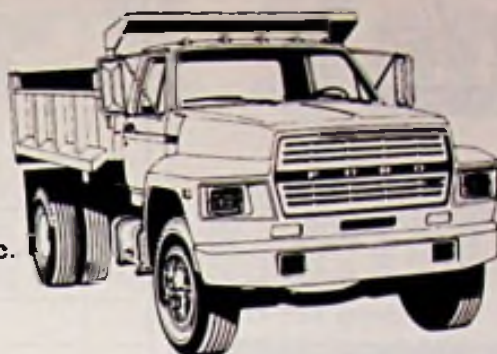
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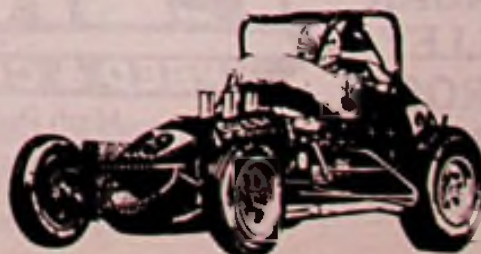
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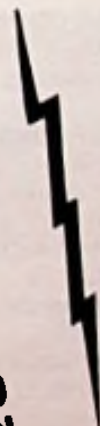

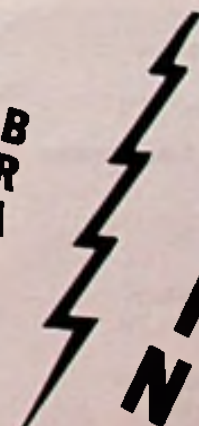


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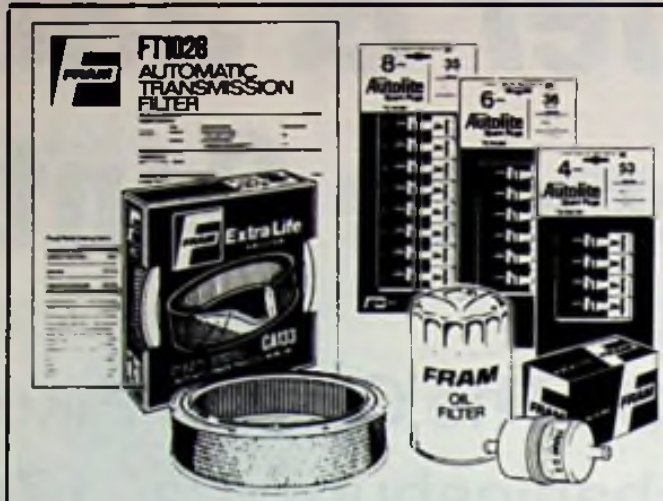
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2 Larry Dickson	209	2. JO—OL Racing	18	203
3 Ron Shuman	184	3. Lloyd Stephens	21	184
4 Joe Saldana	146	4. Richard & William Snell	70	146
5 Larry Rice	132	5. George Middleton	1	132
6 Rick Hood	120	6. Bill King	75	125
7. Gary Bettenhausen	100	7. Delrose-Holt Racing Assoc.	7	100
8 Chuck Amati	81	8. Commercial Truck Components	53	81
9 Jack Hewitt	77	9. Johnny Vance	3	77
10 Sheldon Kinser	72	10. Ben Leyba	6	72
11 Kelth Kauffman	68	11. Ralph DePalma	58	68
12 Danny Smith	65	12. C.K. Spurlock	82	65
13 Mark Alderson	63	13. Steve Enslow	9	63
14 Rich Vogler	53	14. Seymour Enterprises	2	53
15 Bill Puterbaugh	52	15. David Robinson	59	52
16 Jerry Weeks	48	16. Lloyd Weaver	28	48
Bill Engelhart	48	Doug Lang	87	48
18 Jerry Nemire	43	18. Nemire/Syring Racing	22	43
19 Roger Rager	32	19. Walt Winterbotham	61	32
20 Tom Bigelow	28	20. Lyle Roberts	57	30
Walt Kennedy	28	21. Gordie Gee	44	28
22 Gary Gray	24	22. Rufus Gray	83	24
23 Bill Vukovich	22	23. Transportation Computer Systems	30	22
24 Greg Staab	15	24. B—U—F Racing	71	15
25 Danny Mulburn	14	25. B—U—F Racing	41	14
26 Sammy Swindell	7	26. Nance Speed Equipment	38	7
27 Mike Windblad	6	27. Winco Industries	67	6
28 Doug Wolfgang	5	28. Serace, Inc.	73	4
29 Jeff Swindell	4	Gohr Distributing	56	4
Bob Cicconi	4	Cicconi Racing	93	4
31 Tracy Potter	3	31. Ray & Cissy Smith	17	3
32 Manny Rockhold	2	Steve McPherson	24	3
Cheryl Glass	2	33. Manny Rockhold	76	2
Bob Brutto	2	G.J. Brzozowski	12	2
		Norm Hall	65	2



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Pick the top five finishers in the sprint car feature event and win \$100.00.

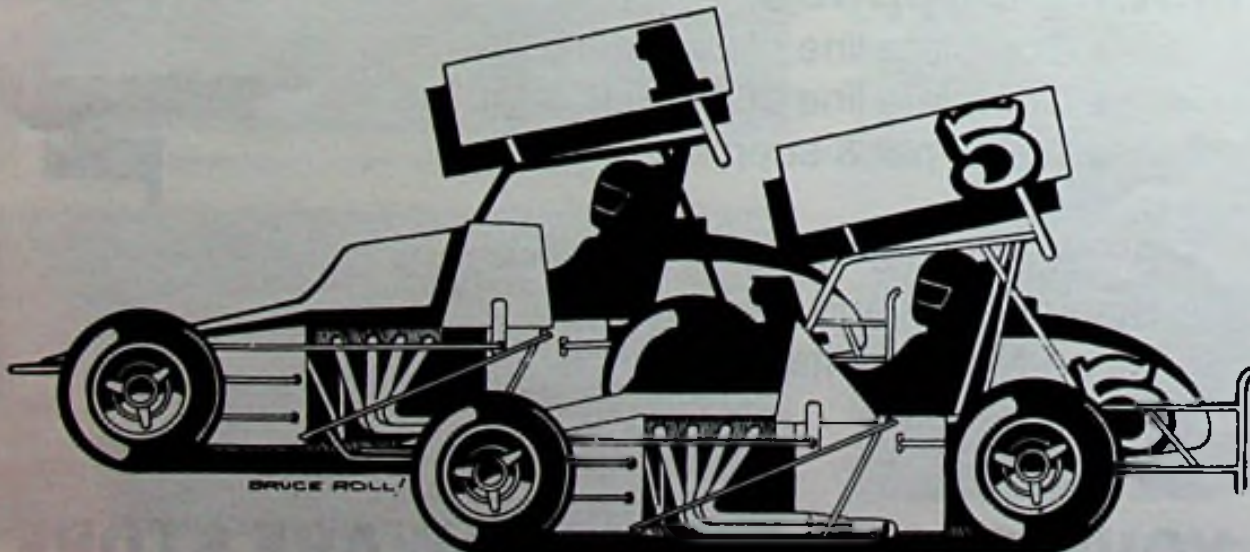
The order of finish must be picked in the exact order of finish and selections must be placed in the containers prior to the start of the feature.

In the event of no winner, \$25.00 will be added for the following week.

- Winner.....
- Second.....
- Third.....
- Fourth.....
- Fifth.....

This entry was submitted by:

- Name.....
- Street Address.....
- City/Town.....Zip Code.....
- Telephone Number.....



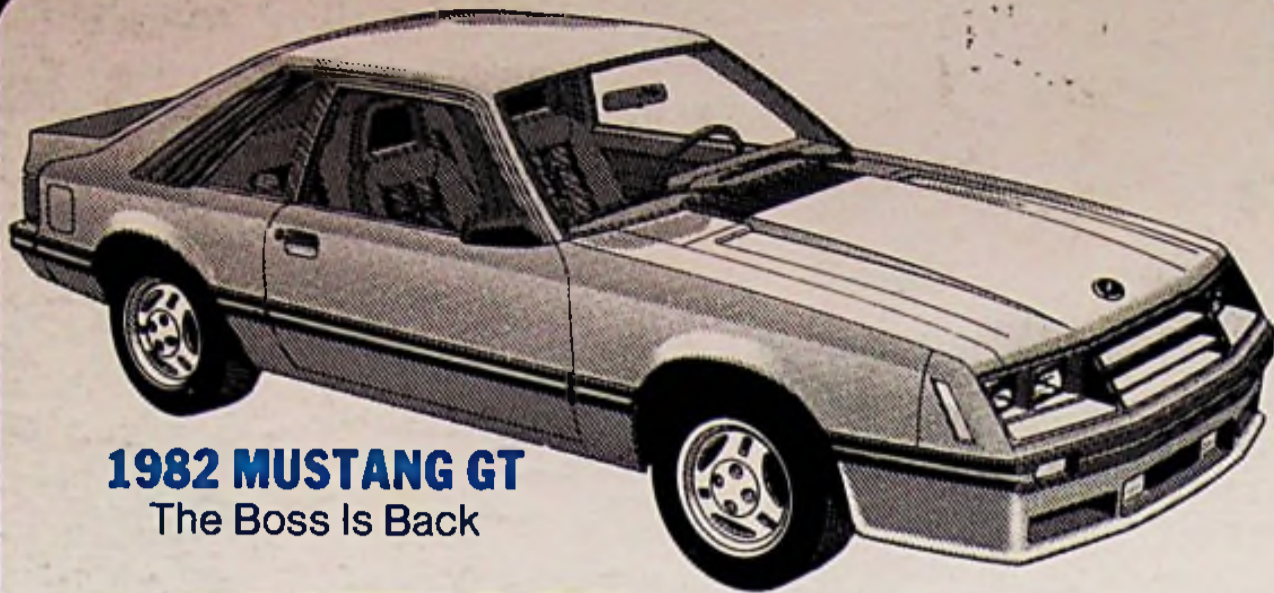
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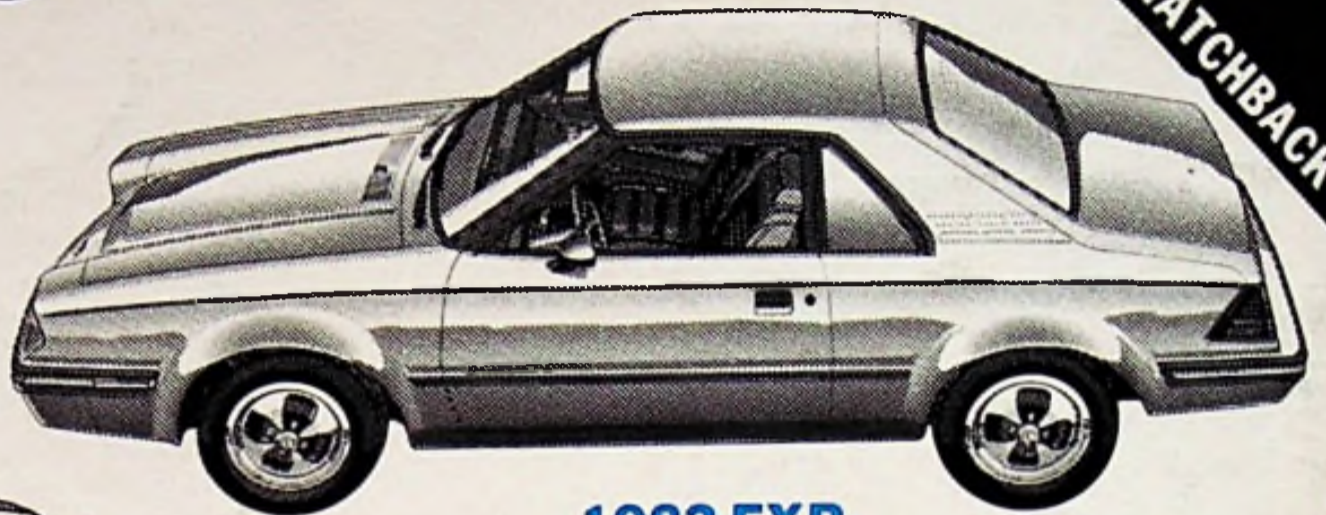
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