

2009
Hall
of
Fame



#95 Roger Paul
#32 Terry Anvelink



Paul in Clean Sweep Before Record Crowd

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From the very beginning of



Roger Paul





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From the very beginning of the evening's show it looked like the veteran driver was going to have a good night as he snagged top timing honors with a 26.38 first time effort, overpowered the classy fourth heat and then picked off his third feature win this season, for a 55 point clean sweep.

PAUL HAS long been a race crowd pleaser and after winning the fourth heat rather handily the crowd took to cheering him on expectantly looking for the clean sweep.

He didn't disappoint the fans, blasting his way into the lead by the fifth lap and touring the half-mile oval consistently with 26-second flat laps. The only driver coming close to him was Appleton's J. J. Smith in a '67 Dodge Charger and he had to eat the Chevy's dust to the checker four seconds behind.

It started out almost as a repeat of last week's feature fiasco when John Schultz, nursing a bruised replacement transmission in his '67 Chevelle, found steering one-handed in the corners a hazardous task at best. His mount spun out on the first lap in front of the charging pack and the mixup resulted in a paint trading free-for-all

Monte Carlo in third. Paul took to the outside going down the front stretch taking McBride first and then overpowering J. J. going into the first turn.

THE ARMORED Chevy leaped out into an 8-second lead leaving J. J. and M. J. to argue for second. Ernie Rathke, Grafton, was fourth and Ted Peters, Green Bay was fifth at this juncture.

The lineup remained much the same until lap 12 when Peters took over fourth place and then third on lap 15 when McBride developing brake problems, turned a smoking donut while coming out of the fourth turn when all brakes failed.

When the checker came out on lap 20, Paul had his third win, the last two in a row, and J. J. had moved up four seconds closer, but still in second place.

Peters, '67 Chevelle, was third; Kleinschmidt, '69 Ford, fourth; Dan Weyker, '69 Chevelle, fifth; Dave Conger, '69 Chevelle, sixth; Rathke, '70 Ford, seventh; McBride, '69 Ford, eighth.

Dennis Teschke, Bonduel, ended a long winless drought and put together a minor sweep of consolation events, winning the second heat and the 15-lap semi-feature.

Teschke moved from the pole position for a commanding lead and was only pressured in the final laps by Buck Bacon, another Bonduel driver. Teschke held off the persistent Dodge driver moving his Chevelle to the flag just seconds ahead of

Bay; Larry Duford, Michigan.

3rd heat: John Schultz, Underhill; Buck Bacon, Bonduel; Jim Fischer, Green Bay.

4th heat: Roger Paul, New London; Bob Kleinschmidt, Oshkosh, Jerry Smith, Medina.

Fast time: Roger Paul, 26.38; Attendance: 4,347 (new record, old record last year 4,320); Entries: 41 cars.

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Drivers Strike

Stock car drivers running in the tri-county racing area hit track promoters in two shutdowns this weekend demanding a larger share of the gate receipts.

The strikes, following time trials Saturday night at Shawano and Monday night at De Pere, were designed to force promoters to pay drivers on a 50-50 basis. They were previously paid 45% of the gate.

The strikes were called under the Wolf River Racing Association, a loosely organized drivers union that replaced the once sanctioning body of racing in Northeastern Wisconsin under the same name.

The Shawano shutdown was a brief affair when the Fairboard okayed the 5% hike for the evening. They plan to meet early this week to discuss any further extension of the in-

crease.

The De Pere action resulted in heavy fan participation when promoter Jack Peters refused to grant the hike in the payoff. Drivers loaded their cars as fans rained beer cans onto the track.

Peters bowing to fan pressure recalled the union spokesman, Carl Dey, Shawano, Jim Fischer, Green Bay and Robert Schultz, Appleton, giving in for the evenings performance. He will also meet later this week to discuss any further extension of the payoff increase.

The Shawano track originally paid off 50% until the switch-over to late model racing during the middle of the season last year. They reduced the drivers cut to 45% following negotiations with other promoters while forming the tri-county setup.

The spokesman for the Association reports the increase is necessary due to the rising maintenance costs and the expense of building engines for the late model stockers.

**Shawano Evening Leader
Tuesday, July 6, 1971**

Jerry Smith Wins Seymour

Feature: Record Turnout





Terry Anvelink





