

CASCAR

Racing



1994 SOUVENIR PROGRAM

THE POWER TO WIN



1995 DODGE AVENGER IROC

Mopar

Chrysler Canada is proud to be the official fleet vehicle supplier to CASCAR for 1994. Mopar Performance Parts are designed to help you win – to finish first, start by choosing the right parts. Contact your local Chrysler Canada dealer.



CHRYSLER ✦ PLYMOUTH ✦ DODGE ✦ DODGE TRUCK ✦ JEEP ✦ EAGLE

HELLO RACE FANS

The 1994 racing season is geared up and promises to be one of the most exciting, competitive seasons to date. CASCAR continues its rapid growth rate, with the addition of two more venues in the west and well over 100 teams registered for the 1994 season. PGARA Speedway in Prince George BC has been added to the stops on the CASCAR West Series as well as Sunset Speedway in Wetaskiwin AB, just outside of Edmonton. CASCAR West is into its third year of competition, and with the growth in the West, the CASCAR Super Series has been divided into a CASCAR East Series and a CASCAR West Series. On top of this, each of the Series' will host a national event which will see

the top Eastern drivers venture West for a showdown on July 28 - 31 at Race City Speedway and the top Western drivers head East for a rematch on September 1 - 4 at Delaware Speedway Park. Budweiser's decision to pull out of motorsports at the end of 1993 was disappointing, but with the strength of the CASCAR program, as well as the support of the rest of our sponsors and the addition of a few more, CASCAR is motoring on in 1994 with one of the strongest motorsport programs in the country. The season will begin with the MOPAR 200 on May 15 at Delaware Speedway Park. Chrysler Canada has stepped in as the "Official Fleet Vehicle Supplier" to CASCAR in 1994. Along with this appointment, the MOPAR Parts Division will award a 1994 Dodge Ram V10 Dual Wheel Pickup to the CASCAR National Champion (approx. retail value \$40,000.00). The 1994 CASCAR Super Series has upwards of \$700,000.00 in cash and awards available to be won, making it the richest Stock Car Series in Canada. Because of this, CASCAR is able to draw some of the best driving talent in the country to compete in the Series. I

know I will enjoy watching these talented men and women of speed compete on the CASCAR Super Series and I'm sure you will as well. On behalf of the CASCAR sponsors, staff and officials, my wife Pat and I wish you another exciting season of racing entertainment and be sure to catch the action on TSN later on this year. Welcome to the 1994 CASCAR Super Series.



Anthony Novotny
CASCAR President

CASCAR FAN MEMBERSHIP

GET ON THE INSIDE TRACK WITH CASCAR - CANADA'S FASTEST GROWING AND ONLY NATIONAL STOCK CAR RACING SERIES. AS AN ASSOCIATE FAN MEMBER OF CASCAR YOU WILL RECEIVE

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- CASCAR Pin and Decal
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CASCAR Inc.
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Phone: (519) 641-1214 • Fax: (519) 641-1217



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CANADIAN ASSOCIATION
FOR STOCK CAR AUTO RACING

FAN MEMBERSHIP APPLICATION

ONE YEAR MEMBERSHIP \$25.00 + G.S.T. DATE:.....

NAME.....

ADDRESS.....

CITY..... P. CODE.....

CHEQUE VISA

VISA No. Expiry Date.....

Signature.....

Make cheques payable to "CASCAR Inc."





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General Manager
SHAMMY PALMER

Director of Sales and Marketing
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Sales Executive
BRAD MCGONIGLE

Administration
CHRIS HUGHES

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GARY CONNORS

Race Co-ordinator
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Assistant Co-ordinator
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PETER CADIOU

CASCAR East Technical Director
LOUIE BENNETT

Assistant
DON RADFORD

CASCAR West Technical Director
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GARY KALLIES

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1994 CASCAR SUPER SERIES SCHEDULE

CASCAR EAST

May 14/15	Delaware Speedway Park	London, Ont.	200 laps.
May 21/22	Cayuga Speedway	Nelles Corners, Ont.	200 laps.
June 4	Barrie Speedway	Barrie, Ont.	Triple 50's.
June 25	Capital City Speedway	Ottawa, Ont.	100 laps.
July 9	Autodrome St. Eustache	Montreal, PQ.	150 laps.
August 20	Peterborough Speedway	Peterborough, Ont.	150 laps.
August 27/28	Cayuga Speedway	Nelles Corner, Ont.	200 laps.
September 1-4	Delaware Speedway Park	London, Ont.	300 laps.

CASCAR WEST

May 29	Race City Speedway	Calgary, Alta.	100 laps.
June 4	Bridge City Speedway	Saskatoon, Sask.	100 laps.
June 5	Kings Park Speedway	Regina, Sask.	100 laps.
June 18	Sunset Speedway	Wetaskiwin, Alta.	100 laps.
July 28 - 31	Race City Speedway	Calgary, Alta.	300 laps.
August 13 & 14	PGARA Speedway	Prince George, B.C.	100 laps.
August 20	Sunset Speedway	Wetaskiwin, Alta.	100 laps.
September 11	Race City Speedway	Calgary Alta.	100 laps.

CASCAR Inc.

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And inviting you to move up from 87 octane regular grade gasoline.

They're also announcing their brand new, highest-octane number.

It's 92.

At Sunoco, we've had Canada's highest octane number for years.

It's 94.

And you get it with every tankful of Sunoco Ultra 94.

We just thought, as someone who's into high performance, you'd like to know the score.

Ultra 94, Tigers 92.



Ultra 94

Highest Octane on the Street.

KERRY MICKS

The Road to the Top

Kerry Micks had his first "Thrill of Victory" in 1984 when he became Canadian Champion in B & C Stock snowmobiles. In 1985, he moved up to stock car racing. Sunset Speedways Street Stock division was his choice of speed in 1985, winning "Rookie of the Year" and being voted "Most Sportsmanlike Driver". In 1986, Kerry moved up again. This time, it was the Late Model Sportsman division at Sauble and Varney Speedways. Kerry picked up "Rookie of the Year" honours at both tracks and came 2nd in the Canadian Sportsman Championship Series. He spent four years in this division fine tuning his driving skills and learning how to make a stock car go fast. By the time 1990 came around, Kerry was looking for a higher profile, more competitive division to race in. CASCAR was exactly what he was looking for. Kerry knew that CASCAR was the division that hosted the higher profile racing that attracts corporate sponsorship. Kerry's rookie year (1990) saw him running at the C.N.E. as well as on the Super Series. His twelfth place finish on the Super Series placed him fifth among rookies in one of the toughest rookie fields to date on the Super Series. For his first three seasons in CASCAR, Kerry used his sportsman car which he had modified to fit the CASCAR rules. This was relatively successful as he finished twelfth in points in 1990, fifth in 1991 and ninth in 1992. With the Super Series Championship still eluding him, Kerry decided it was

time to upgrade his equipment. In 1993, Kerry showed up with a 1993 Olds Cutlass built by Peter Schotanus. He also had received major corporate sponsorship from NTN Bearings. Kerry's goal for the season was simple. Stay out of trouble, stay competitive, and finish every race in the top ten. This strategy worked well for Kerry. Although he won only one event, he finished in the top ten in thirteen of the fifteen events. His one victory came at a key time in the season, the McKerlie Millen 250. Not only did he win the biggest event on the Super Series, but the victory also gave him the Canadian Ford Motorsport Championship with the grand prize of a Ford F350 dual wheel pick-up. It also put Kerry in the points lead in the Super Series with only one event remaining. The final event at Barrie Speedway saw Steve Robblee (second in points) take the checkered flag but Kerry's seventh place finish was enough to hold onto the points title. Kerry won the 1993 CASCAR/Budweiser Super Series by thirteen points.

For 1994, Kerry will be sporting a new look. He will be running the black, gold and white colours of Midas. Kerry was disappointed when NTN Bearings changed their motorsport strategy at the end of 1993. However, the disappointment didn't last too long as Midas was close by to sign the Super Series Champion and get the ball rolling for 1994. Kerry is cautiously optimistic about the 1994 season. His goals are the same as they were in 1993; Stay out of trouble, stay competitive, and finish every race in the top ten. The only difference this year, defend the Championship!





The High Performance Team at Midas Brings You Great Service!

Tearing around a track at over 120 mph can be tough on a high performance CASCAR stock car – almost as tough as what several years of normal driving can do to your car.

Midas has built a reputation for providing the highest standards of service and technical expertise both on and off the race track. In fact, the same components we use in our stock car are the same parts we use on your car everyday, Midas quality parts backed by our Nationwide Guarantee.

The people at Midas are professionals, they are industry leaders, and their attitude is reflected in their choice of driver, Kerry Micks, the 1993 CASCAR National Champion.

We're proud of Kerry Micks and we're proud of his high performance team of professionals. You can be sure the same sort of expertise and equipment that makes Midas a winner at the track, makes you a winner when you visit Midas.

Watch for the Midas team at CASCAR events this summer!

Trust Your Car To





1993 Rookie of the Year



For 21 year old Jim Lapcevich, 1993 was going to be an exciting year. With only three years of stock car racing under his belt, Jim decided to take on the challenge of CASCAR Racing. His previous three years of Late Model Sportsman racing were successful, winning Rookie of the Year in 1990 and finishing third in points in 1992. The 1993 season promised to be challenging, but with the support of a dedicated, hard working team and a major

corporate sponsor in Tim Horton Donuts, Jim knew he would be successful. The season started at a standstill with Jim sitting out the first event still waiting to receive his engine. Once he was running, he took his time to get the feel of the car and the competition. Jim consistently improved and stayed out of trouble throughout most of the season. With this consistent improvement, including four top ten finishes, Jim was able to

finish thirteenth in points to take Rookie of the Year honours. Jim's next goal is to win the CASCAR Super Series Championship. Jim feels that with the support Ford of Canada is giving the Ford teams plus some rule changes this year, the Ford teams have a much better chance of being competitive and winning more races. Look for Jim and his red Tim Horton Donuts Ford Thunderbird to be challenging for the lead this year.



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thing the world's best racers

know a lot

about. It's some-

thing you know

a lot about, too.



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MOLSON INDY

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CASCAR



CASCAR Late Model Score Sheet

FIRST QUALIFYING HEAT

Remaining Entries go to Semi Qualifiers

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____

SECOND QUALIFYING HEAT

Remaining Entries go to Semi Qualifiers

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____

THIRD QUALIFYING HEAT

Remaining Entries go to Semi Qualifiers

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____

SEMI QUALIFIER

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____
- 8 _____
- 9 _____
- 10 _____

FEATURE

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____
- 8 _____
- 9 _____
- 10 _____
- 11 _____
- 12 _____
- 13 _____
- 14 _____
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- 18 _____
- 19 _____
- 20 _____
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- 23 _____
- 24 _____
- 25 _____
- 26 _____
- 27 _____
- 28 _____



TOP QUALIFIERS



TIME TRIALS

NO.	DRIVER	TT #1	TT #2	NO.	DRIVER	TT #1	TT #2



1	DRIVER	FAST TIME	6	DRIVER	FAST TIME
2			7		
3			8		
4			9		
5			10		

QUALIFYING PROCEDURES

OVAL TRACK:
The top 10-16 positions are determined by time trials depending on the race track and the balance qualify through heats.

ROAD COURSE:
Qualifying positions are determined through 2 (two) ½ hour sessions. The fastest times recorded in the 2 (two) sessions becomes the fastest qualifier.

NOTE:
The feature event starts a minimum of 24 cars and may progress all the way to 40 cars, depending on the size of track.

CASCAR WEST EXPANDS AGAIN!

It began in 1992; a handful of teams, a handful of races. It continued in 1993; more teams, a regional six pack series, and three events on the CASCAR Super Series. In 1994, the expansion continues. With 30 teams registered, and hosting its own series, CASCAR West has grown from a dream of CASCAR founder Tony Novotny, to the reality of an eight race series making up half of the CASCAR Super Series. The other half is made up with the CASCAR East Series. The decision to divide the CASCAR Super Series into two Series' was made easy by the rapid growth and success of the CASCAR West division. 1994 will see the CASCAR West Series stop at five different venues in three provinces. Like 1993, the Series will make two stops in Saskatchewan. One at Bridge City Speedway, Saskatoon, and the other at Kings Park Speedway, Regina. Race City Speedway in Calgary will host three CASCAR West events as well as a regular CASCAR Street Stock division. New venues for 1994 include the newly constructed Sunset Speedway in Wetaskiwin, just outside of Edmonton, and our first trip to beautiful British Columbia. Prince George's PGARA Speedway will host the first ever CASCAR event in B.C. Sunset Speedway will host two Series events as well as a regular CASCAR Street Stock division.

1994 CASCAR WESTERN SERIES DRIVER ROSTER

CAR #	DRIVER	HOMETOWN	CAR #	DRIVER	HOMETOWN
3	Ric Peterson	Grand Prarie, Alta.	37	Don Sales	Quesnel, B.C.
5	Steve Jefferson	Prince George, B.C.	44	Bob Mear	Prince George, B.C.
7	Glen Westrop	Strathmore, Alta.	44	David Pilkington	Prince George, B.C.
8	Carl Harr	St Albert, Alta.	46	Dan Shirley	Saskatoon, Sask.
9	Paul Gilgan	Galgary, Alta.	50	Bill Clark	Calgary, Alta.
12	Ron Larson	Quesnel, B.C.	52	Greg Jablonski	Didsbury, Alta.
15	Harold Browne	Calgary, Alta.	55	Rolly Lint	Grand Prarie, Alta.
16	Darin Wakeham	Calgary, Alta.	61	Don Mosmann	Calgary, Alta.
17	Mike Browne	Calgary, Alta.	66	Trent Gustas	Saskatoon, Sask.
18	Shane Charlton	Kelowna, B.C.	69	Todd Berreth	Calgary, Alta.
18	Gil Gillett	Kelowna, B.C.	77	Calvin Vance	Airdrie, Alta.
20	Kim Richard	Calgary, Alta.	79	Wade Lee	Calgary, Alta.
21	James MacFarlane	Calgary, Alta.	85	Gary Grote	Red Deer, Alta.
22	Floyd Desrosier	Calgary, Alta.	90	Lance Johnston	Calgary, Alta.
33	Ron Thiering	Sherwood Park, Alta.	91	Frank Bast	Sask, Sask.
35	Kevin Dowler	Edmonton, Alta.	97	Terry Francis	Revelstoke, B.C.

1994 CASCAR EASTERN SERIES DRIVER ROSTER

CAR #	DRIVER	HOMETOWN	CAR #	DRIVER	HOMETOWN
00	Steve Munro	Carp, Ont.	9	Peter Gibbons	Stouffville, Ont.
01	Jim Blackwell	Cambridge, Ont.	10	Paul Mathers	London, Ont.
01	Steve Ferland	Sheffield, Ont.	11	Jack Bateman	Barrie, Ont.
02	Kerry Micks	Mount Albert, Ont.	12	Mark Patrick	Delaware, Ont.
03	Jack Monaghan	Windsor, Ont.	14	Pepper Cadieux	Nepean, Ont.
05	Alana Patrick	Delaware, Ont.	15	Jim Patrick	Delaware, Ont.
05	Craig Sansom	London, Ont.	16	Alan Turner	Egbert, Ont.
06	John Gaunt	Barrie, Ont.	17	DJ Kennington	St. Thomas, Ont.
07	Alan Haringa	Milton, Ont.	18	Mark Lowenberg	Caledonia, Ont.
08	Shawn McGlynn	Kitchener, Ont.	19	Tom Findlay	Kinburn, Ont.
1	Wayne Bourdon	Richmond, Ont.	20	Scott Lindsay	St Mary's, Ont.
2	Doug Stewart	London, Ont.	21	Bill Daniels	Srathroy, Ont.
3	Dan Shirliff	Huntsville, Ont.	22	Tim Ellis	Waterloo, Ont.
4	Carl Melish	London, Ont.	23	Jesse Kennedy	Southwold, Ont.
5	Dave Booth	Stittsville, Ont.	24	John Ibey	Plevwa, Ont.
6	Tommy Cloce	Canton, New York	25	Jim Lapceovich	Ancaster, Ont.
7	Sean Dupuis	Windsor, Ont.	26	Barry Harmer	Woodstock, Ont.
8	Mike Maguire	London, Ont.	27	Junior Regan	Angus, Ont.



CONGRATULATIONS

TO

KERRY MICKS

1993

McKERLIE -MILLEN 250

CASCAR CHAMPION

AUTO PARTS

AUTO PAINTS
MACHINE SHOP

1994 CASCAR EASTERN SERIES DRIVER ROSTER

CAR #	DRIVER	HOMETOWN	CAR #	DRIVER	HOMETOWN
28	Kevin Trevellin	Windsor, Ont.	62	Gary Campbell	Brantford, Ont.
29	Steven Yendall	North Gower, Ont.	64	Mark Dilley	Markham, Ont.
30	Randy Slack	York, Ont.	68	Dwight Dunlop	Bracebridge, Ont.
31	Kelly Williams	Inglewood, Ont.	69	Dave Leveque	Windsor, Ont.
32	Steve Robblee	Dorchester, Ont.	70	Terry Simpson	Glencoe, Ont.
33	Dick Remus	Paris, Ont.	71	Rick Harrison	Essex, Ont.
34	David Lewis	Orillia, Ont.	72	Rick Reimer	Barrie, Ont.
35	Brad Jacques	Mt. Brydges, Ont.	73	Heath Penney	Windsor, Ont.
36	Bob Hulme	Dorchester, Ont.	74	Duke Sawchuk	Windsor, Ont.
38	Maurizio Cochi	Woodbridge, Ont.	75	Mike Hryniuk	Windsor, Ont.
40	Randy Churchill	Windsor, Ont.	76	Scott Mitchell	St Catherines, Ont.
41	John Tsoumaris	Toronto, Ont.	80	Doug Shakell	Coldwater, Ont.
42	Steve Betteridge	London, Ont.	83	Tim Dorning	Ottawa, Ont.
43	Bob Merrifield	Belleriver, Ont.	85	Dave Jacombs	Mount Hope, Ont.
44	Steve Djelebian	Amherstburg, Ont.	87	Larry Jackson	Windsor, Ont.
45	Rick Coburn	Mt Brydges, Ont.	88	Brian Copp	North Gower, Ont.
47	Sean Mangin	McGregor, Ont.	89	Robert Divenanzo	Mississauga, Ont.
48	Doug Cathcart	Carp, Ont.	90	J.P.Coursol	Oakville, Ont.
50	George Wall	London, Ont.	91	Eric LaRose	Gloucester, Ont.
52	Jim Wiersma	London, Ont.	92	Earl Ross	Ailsa Craig, Ont.
53	Chris Brandt	North Bay, Ont.	93	Alex Nagy	Brantford, Ont.
55	Neil Fair	Ancaster, Ont.	94	John Steele	Mallorytown, Ont.
56	Julio Pasinetti	Nepean, Ont.	95	Garry Reynolds	Coldwater, Ont.
57	Lee Jerome	Ancaster, Ont.	97	Rob Neely	Mississauga, Ont.
58	Robert Black	Orillia, Ont.	98	Mike Glinski	Constance Bay, Ont.
59	Richard DeBoo	Oakville, Ont.	99	Scott Watkins	Milton, Ont.
60	Ron Beauchamp Jr.	Windsor, Ont.			

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Pontiac Grand Prix



Dan Shirliff
Chevy Lumina



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319-547-6000
319-547-6100 FAX

CASCAR Drivers

02

Driver: KERRY MICKS
Car: 1994 Olds Cutlass
Birthday: 01/10/61
Marital Status: M
Sponsor: Midas



03

Driver: JACK MONAGHAN
Car: Chev Lumina 1994
Birthday: 02/07/37
Marital Status: M
Crew Chief: Tony Novotny Jr.
Sponsor: J-AAR Excavating
Delco Batteries



06

Driver: JOHN GAUNT
Car: Chrysler Lebaron 1994
Birthday: 01/08/59
Marital Status: M
Crew Chief: Ross Kenney
Sponsor: Classic Dodge
Jeep Eagle



08

Driver: SHAWN MCGLYNN
Car: Ford T-Bird 1994
Birthday: 10/12/69
Marital Status: S
Crew Chief: Mide Tillich
Sponsor: Quaker State



CASCAR Drivers

3

Driver: DAN SHIRTLIFF
Car: Chevy Lumina, 1994
Birthday: 04/16/52
Marital Status: M
Crew Chief: Dave Hernew
Sponsor: GM Goodwrench



8

Driver: MIKE MAGUIRE
Car: Ford T-Bird, 1994
Birthday: 05/01/66
Marital Status: M
Crew Chief: Bert McColl
Sponsor: Highbury Ford,
FM 96, Tint King



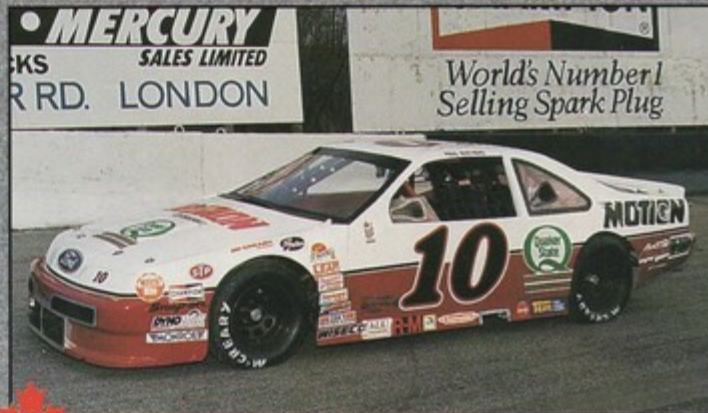
9

Driver: PETER GIBBONS
Car: Chevy Lumina, 1994
Birthday: 07/09/62
Marital Status: M
Sponsor: N T N Bearings



10

Driver: PAUL MATHERS
Car: Ford T-Bird
Birthday: 03/03/68
Marital Status: S
Crew Chief: Gary Runhart
Sponsor: Motion, Quaker State,
Auto Trim Design



CASCAR Drivers

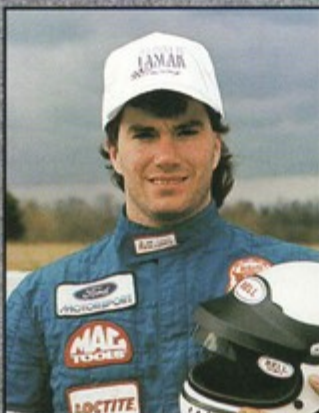
12

Driver: MARK PATRICK
Car: Cutlass ,1993
Birthday: 08/02/65
Marital Status: S
Crew Chief: Louis Patrick
Sponsor: Don Martin Haulage



15

Driver: JIM PATRICK
Car: Ford T-Bird ,1993
Birthday: 09/15/66
Marital Status: S
Crew Chief: Allen Patrick
Sponsor: Eastway Ford



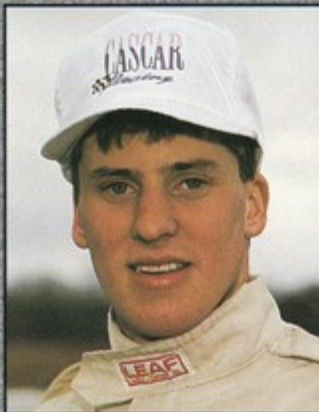
16

Driver: ALAN TURNER
Car: Chevy Lumina ,1994
Crew Chief: Jamie Way
Sponsor: Logels Auto Parts



17

Driver: DJ KENNINGTON
Car: Chrysler Lebaron
Birthday: 07/15/77
Marital Status: S
Crew Chief: Jodi McGlone
Sponsor: CASTROL



CASCAR Drivers

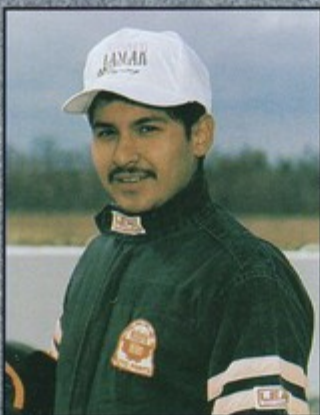
20

Driver: SCOTT LINDSAY
Car: Olds Cutlass, 1994
Birthday: 02/06/68
Marital Status: S
Crew Chief: John Stevens
Sponsor: Hammond Fuels



23

Driver: JESSE KENNEDY
Car: Olds Cutlass, 1994
Birthday: 08/18/69
Marital Status: S
Sponsor: Aimes



25

Driver: JIM LAPCEVICH
Car: Ford T-Bird, 1994
Birthday: 02/23/72
Marital Status: S
Crew Chief: Don Thompson
Sponsor: Tim Hortons



27

Driver: JUNIOR REGAN
Car: Chrysler Lebaron, 1994
Birthday: 03/02/66
Marital Status: M
Crew Chief: Ed Polkiewicz
Sponsor: Centennial Plymouth
Chrysler Ltd.



CASCAR Drivers

31

Driver: KELLY WILLIAMS
Car: Pontiac Grand Prix, 1994
Birthday: 08/19/71
Marital Status: S
Crew Chief: John Johnston
Sponsor: GM Goodwrench



35

Driver: BRAD JACQUES
Car: Chevy Lumina, 1994
Birthday: 01/27/53
Marital Status: M
Crew Chief: Terry Jacques
Sponsor: Dynamax Performance
Exhaust



44

Driver: STEVE DJELEBIAN
Car: Pontiac Grand Prix, 1994
Birthday: 10/27/44
Marital Status: M
Crew Chief: Dan Sawchuk
Sponsor: Key Tours Inc., Slick 50



50

Driver: GEORGE WALL
Car: Pontiac Grand Prix, 1994
Birthday: 12/04/40
Marital Status: M
Crew Chief: Jim Drennan
Sponsor: Big V Drug Stores



CASCAR Drivers

62

Driver: GARY CAMPBELL

Car: Chevy Lumina, 1994

Birthday: 08/18/57

Marital Status: M

Crew Chief:

Sponsor: Campbell Auto Tire



64

Driver: Mark Dilley

Car: Olds Cutlass, 1993

Birthday: 01/20/69

Marital Status: M

Crew Chief: Peter Schotanus

Sponsor: Sega



74

Driver: DUKE SAWCHUK

Car: Pontiac Grand Prix, 1994

Birthday: 10/22/63

Marital Status: M

Crew Chief: Dan Sawchuk

Sponsor: Key Tours Inc., Slick 50



75

Driver: MIKE HRYNIUK

Car: Pontiac Grand Prix

Birthday: 12/03/69

Marital Status: S

Crew Chief: John Hryniuk

Sponsor: STP, One Stop Auto Centre, Essex Radiator Service



CASCAR Drivers

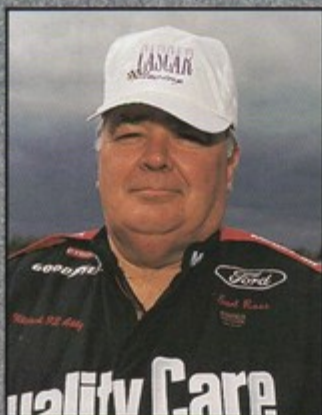
89

Driver: ROBERT DIVENANZO
Car: Pontiac Grand Prix, 1994
Birthday: 05/18/68
Marital Status: Engaged
Crew Chief: Murray Tomnao
Sponsor: Manheim Auctions



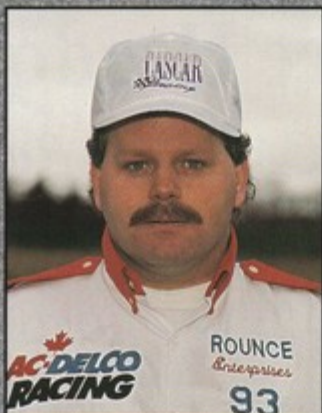
92

Driver: EARL ROSS
Car: Ford T-Bird
Birthday: 09/04/45
Marital Status: M
Crew Chief: Jerry Thompson
Sponsor: Ford Quality Care



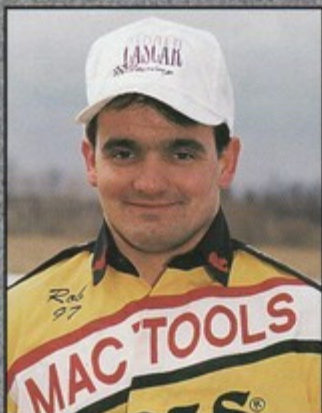
93

Driver: ALEX NAGY
Car: Chevy Lumina, 1994
Birthday: 07/26/62
Marital Status: M
Crew Chief: Sam Rounce
Sponsor: AC Delco



97

Driver: ROB NEELY
Car: Chevy Lumina, 1994
Birthday: 06/17/71
Marital Status: S
Crew Chief: Steve Mifsud
Sponsor: Mac Tools, Midas,
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CASCAR FACTS



	ENGINE	BODY	WEIGHT
V6	Max. disp. 265 cu. in.	Steel or Fiberglass	2800 lbs.
V8	Max. disp. 334 cu. in.	Steel or Fiberglass	2850 lbs.
V8	Max. disp. 367 cu. in.	Steel or Fiberglass	2900 lbs.

- This division is limited to 1991, 92, 93 and 94 models of North American manufactured automobiles.
- Body to ground clearance is four inches including spoilers.
- Wheel base of the Chrysler LeBaron is 105". Buick, Chev, Olds and Pontiac are 107.5" and Ford is 110".

POINTS STRUCTURE

1st	2nd	3rd	4th	5th	6th
160	156	152	148	144	140*

*Points decrease by two per position throughout the rest of the field.

TIME TRIALS

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
20	18	16	14	12	10	8	6	4	2

HEATS

1st	2nd	3rd	4th	5th
10	8	6	4	2

BONUS POINTS

Four points will be awarded to any official lap leader. Four points will be awarded to the leader of the most laps per feature event.

RACE PURSE

The race purse is the amount of cash and prizes available to be won at an individual event.

POINTS FUND

The points fund is the money available to be won at the end of the season. This is based on the cumulative points per event.



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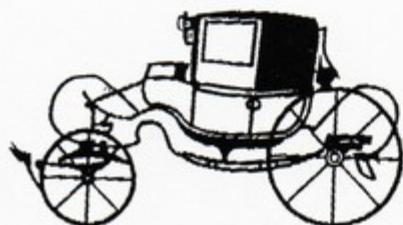
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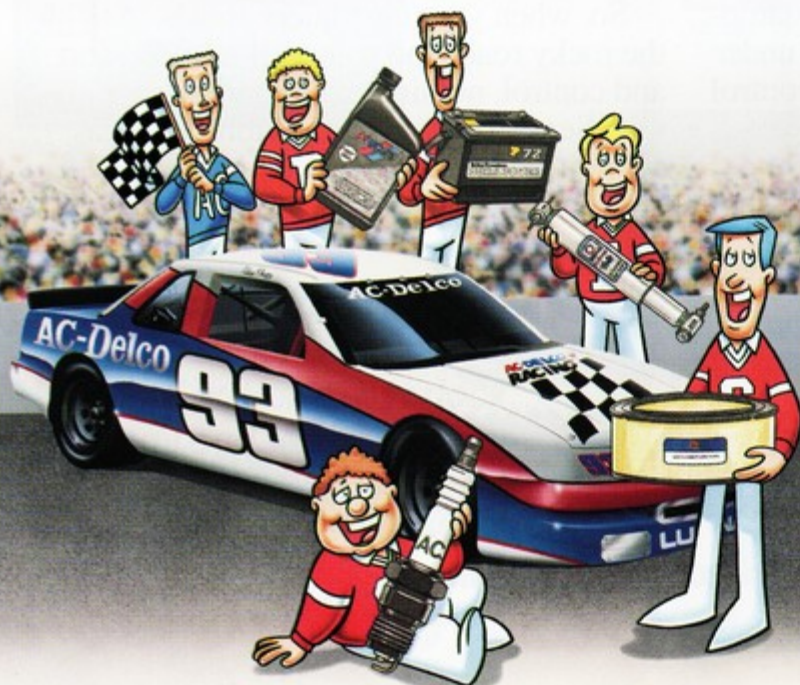
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DRIVER POINT STANDINGS CASCAR SUPER SERIES

1988

FINISH	CAR#	DRIVER	POINTS	STARTS	WINS	FINISHES	
						2-5	6-10
1	04	ANDY FARR (R)	328	5	1	2	1
2	32	STEVE ROBBLEE	316	5	1	1	1
3	12	MARK PATRICK	316	5	0	2	3
4	2	DOUG STEWART	291	5	1	0	2
5	26	BARRY HARMER	282	5	0	3	1
6	8	RICHARD LAVOIE	282	5	0	0	3
7	97	DAVE SILVERTHORNE	250	5	0	1	2
8	88	BOB MORRIS	243	5	0	0	2
9	68	RON LING	240	4	1	1	0
10	35	BRAD JACQUES	233	5	0	0	2
11	15	JIM PATRICK	224	5	0	1	0
12	22	STEVE BETTERIDGE	222	5	0	0	0
13	4	CARL MELISH	196	5	0	0	1
14	5	DOUG GARNER	178	4	0	1	1
15	10	JIM WIERSMA	178	3	0	1	1

1989

FINISH	CAR#	DRIVER	POINTS	STARTS	WINS	FINISHES	
						2-5	6-10
1	32	STEVE ROBBLEE	735	9	1	6	2
2	04	ANDY FARR	731	9	4	4	0
3	26	BARRY HARMER	648	9	1	4	1
4	15	JIM PATRICK	629	9	0	5	2
5	36	BOB HULME (R)	588	9	0	3	2
6	35	BRAD JACQUES	582	8	1	1	3
7	71	HENRY RIJNEN	541	9	1	0	5
8	88	BOB MORRIS	528	9	0	3	1
9	29	DAVE WHITLOCK	525	9	0	2	1
10	12	MARK PATRICK	524	9	0	0	4
11	2	DOUG STEWART	515	8	0	1	4
12	42	MIKE LING	479	9	0	0	3
13	37	STEVE MAYHEW	470	9	0	0	1
14	22	STEVE BETTERIDGE	313	7	1	1	0
15	8	RICHARD LAVOIE	259	6	0	1	2

1990

FINISH	CAR#	DRIVER	POINTS	STARTS	WINS	FINISHES	
						2-5	6-10
1	62	WAYNE KEELING (R)	806	10	1	0	5
2	26	BARRY HARMER	785	10	0	5	1
3	04	ANDY FARR	755	10	0	1	1
4	79	DON MALLAT (R)	754	10	1	4	0
5	97	ROB NEELY (R)	685	10	0	4	0
6	32	STEVE ROBBLEE	679	8	3	1	1
7	15	JIM PATRICK	668	10	0	1	1
8	35	BRAD JACQUES	667	10	0	1	3
9	36	BOB HULME	647	10	0	1	2
10	29	DAVE WHITLOCK	641	10	0	1	3
11	61	ALLAN TURNER (R)	611	9	1	2	1
12	02	KERRY MICKS (R)	522	9	1	1	1
13	39	DAN SHIRTLIFF (R)	505	9	0	2	0
14	12	MARK PATRICK	502	8	0	0	1
15	47	BILL ROWSE JR.	483	9	0	0	1

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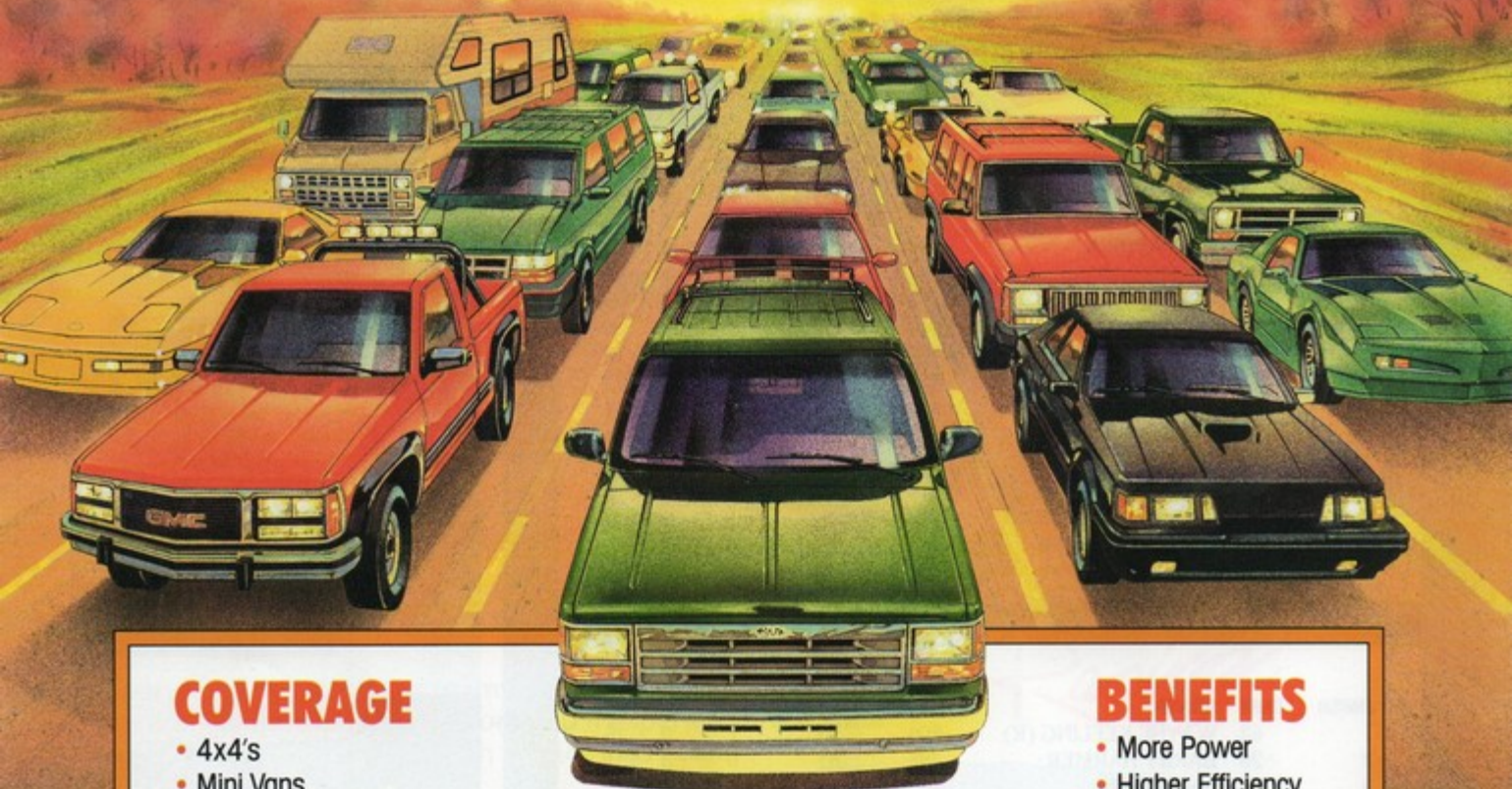
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DRIVER POINT STANDINGS CASCAR SUPER SERIES

1991

FINISH	CAR#	DRIVER	POINTS	STARTS	WINS	FINISHES	
						2-5	6-10
1	29	DAVE WHITLOCK	2110	12	3	7	2
2	97	ROB NEELY	1949	12	1	5	2
3	64	MARK DILLEY	1942	12	2	4	2
4	85	DON THOMPSON JR.	1940	12	1	3	3
5	02	KERRY MICKS	1934	12	0	3	6
6	04	ANDY FARR	1854	12	0	4	3
7	74	DUKE SAWCHUK	1787	12	0	1	5
8	22	STEVE BETTERIDGE	1771	12	0	3	1
9	15	JIM PATRICK	1757	12	1	1	2
10	47	BILL ROWSE JR.	1737	12	0	1	2
11	88	BOB MORRIS	1723	12	0	0	6
12	35	BRAD JACQUES	1718	12	0	0	3
13	39	DAN SHIRTLIFF	1713	12	1	5	0
14	75	MIKE HRYNIUK	1688	12	0	2	2
15	10	PAUL MATHERS	1685	12	0	1	1

1992

FINISH	CAR#	DRIVER	POINTS	STARTS	WINS	FINISHES	
						2-5	6-10
1	32	STEVE ROBBLEE	2247	12	6	6	0
2	39	DAN SHIRTLIFF	1996	12	1	3	6
3	64	MARK DILLEY	1959	12	1	6	1
4	74	DUKE SAWCHUK	1917	12	1	4	2
5	49	JIM MAURICE	1843	12	0	4	2
6	03	JACK MONAGHAN	1823	12	0	3	2
7	35	BRAD JACQUES	1822	12	0	3	1
8	30	JOHN GAUNT	1820	12	0	2	2
9	02	KERRY MICKS	1812	12	0	2	4
10	07	SEAN DUPUIS (R)	1791	12	0	0	4
11	27	JUNIOR REGAN	1742	12	1	1	4
12	97	ROB NEELY	1718	12	1	1	1
13	75	MIKE HRYNIUK	1715	12	0	1	3
14	95	GARRY REYNOLDS	1701	12	0	1	3
15	50	GEORGE WALL	1692	12	0	1	1

1993

FINISH	CAR#	DRIVER	POINTS	STARTS	WINS	FINISHES	
						2-5	6-10
1	02	KERRY MICKS	2514	15	1	9	3
2	32	STEVE ROBBLEE	2501	15	4	4	2
3	35	BRAD JACQUES	2467	15	3	5	1
4	27	JUNIOR REGAN	2423	15	1	4	6
5	64	MARK DILLEY	2399	15	1	5	4
6	39	DAN SHIRTLIFF	2373	15	0	5	4
7	74	DUKE SAWCHUK	2358	15	1	3	4
8	06	JOHN GAUNT	2272	15	0	4	4
9	07	SEAN DUPUIS	2249	15	0	2	2
10	49	JIM MAURICE	2238	15	0	1	6
11	97	ROB NEELY	2236	15	1	1	6
12	36	BOB HULME	2207	15	0	3	2
13	25	JIM LAPCEVICH (R)	2053	14	0	2	2
14	10	PAUL MATHERS	2004	15	0	0	4
15	12	MARK PATRICK	1957	15	0	0	0

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MOST WINS BY A DRIVER

1. STEVE ROBBLEE 16	7. DUKE SAWCHUK 3
2. ANDY FARR 5	8. ROB NEELY 3
3. MARK DILLEY 4	9. DAN SHIRTLIFF 2
4. BRAD JACQUES 4	10. AL TURNER 2
5. DAVE WHITLOCK 3	11. JUNIOR REGAN 2
6. DON MALLAT 3	12. ALEX NAGY JR. 2

MOST WINS IN A SEASON

DRIVER	# WINS	SEASON	# RACES
STEVE ROBBLEE	6	1992	12
ANDY FARR	4	1989	8
STEVE ROBBLEE	4	1993	15
STEVE ROBBLEE	3	1990	10
DAVE WHITLOCK	3	1991	12
BRAD JACQUES	3	1993	15

MOST WINS IN A ROW

DRIVER	# WINS	SEASON
ANDY FARR	3	1989
STEVE ROBBLEE	2	1992 (twice)
STEVE ROBBLEE	2	1990

MOST FAST QUALIFIERS

DRIVER	# FAST QUALIFIERS
1. STEVE ROBBLEE	15
2. DAN SHIRTLIFF	6
3. DUKE SAWCHUK	6
4. BRAD JACQUES	3
5. ROB NEELY	3
6. STEVE BETTERIDGE	3
7. MIKE MAGUIRE	3

MOST FAST QUALIFIERS IN A SEASON

DRIVER	# FAST QUALIFIERS	SEASON
DUKE SAWCHUK	5	1993
STEVE ROBBLEE	4	1992
DAN SHIRTLIFF	4	1992

LAPS LED BY A DRIVER

DRIVER	# LAPS LEAD
1. STEVE ROBBLEE	1643*
2. JACK MONAGHAN	352
3. BRAD JACQUES	347
4. KERRY MICKS	271
5. MARK DILLEY	247
6. DUKE SAWCHUK	237
7. DON THOMSON JR.	231
8. JUNIOR REGAN	193
9. ROB NEELY	188
10. DAVE WHITLOCK	177

* STEVE ROBBLEE'S 1000 LAP LEAD SEPT. 6, 1992 DELAWARE LAP 118

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LEADER LAP 2000
DAVE WHITLOCK
JULY 28,1991 - WINDSOR LAP 2

LEADER LAP 3000
STEVE ROBBLEE
JULY 12,1992 - DELAWARE LAP 26

LEADER LAP 4000
STEVE ROBBLEE
MAY 16,1993 - DELAWARE LAP 26

LEADER LAP 5000
STEVE ROBBLEE
JULY 18,1993 - DELAWARE LAP 76

LEADER LAP 6000
KERRY MICKS
SEPTEMBER 5,1993 - DELAWARE LAP 176

SUPER SERIES HEAT WINS BY DRIVER

DRIVER	HEATS
1. KERRY MICKS	10
2. MIKE HRYNIUK	9
3. JUNIOR REGAN	8
4. SEAN DUPUIS	7
5. STEVE ROBBLEE	7
6. BRAD JACQUES	7
7. ANDY FARR	6
8. JACK MONAGHAN	5
9. JOHN GAUNT	5
10. MARK PATRICK	5
11. DAVE WHITLOCK	5
12. DAN SHIRTLIFF	5
13. JIM MAURICE	5
14. DON MALLAT	5
15. DON THOMSON JR.	5
16. ROB NEELY	5

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"I HAVE A DREAM"! Those were the words of Tony Novotny in 1980. In 1981, CASCAR (Canadian Association for Stock Car Auto Racing) was born at Delaware Speedway Park, just outside of London Ontario. At that time, there was a distinct need for a uniform set of rules and regulations which would establish consistency in race car specifications, while at the same time contribute to controlling the costs of racing. The establishment of the CASCAR division met those needs. Delaware Speedway Park was the proving ground in the early days of CASCAR. As the division became more established, it started to spread throughout Southern Ontario. In those days, promoters thought that a big show had to come from the U.S. along with the stars of the southern shows. Novotny knew that Canada had its own stars and was prepared to prove that we could put on our own big shows.

The result of this dream, and the hard work that followed, is the CASCAR Super Series. The concept of the CASCAR Series is simple; regulate the division to keep all of the cars competitive, affordable and ensure the appearance of the cars are always like new. This concept created a viable marketing tool which would help the teams finance their racing. "At first, there was a lot of complaining about the strict rules" says Novotny, "but once they (drivers) saw the result, they

accepted the rules. The racing was competitive and corporate sponsorship started showing up on cars." Since then, CASCAR has grown to a National series, currently competing in five provinces at eleven different venues. With this growth, CASCAR has become a sanctioning body overseeing the rules of five divisions of racing across the country. Each of these divisions has its own set of rules mandated by CASCAR, with each of the cars receiving a technical inspection before every race. CASCAR enforces a zero tolerance rule, which



PAST PRESENT FUTURE

ensures that each car meets the technical requirements or it doesn't go on the track. CASCAR, as a sanctioning body, also gets involved with a lot of research and development. This area is very important to CASCAR. With technology advancing as quick as it is, CASCAR wants to remain on the leading edge, while still maintaining a strict cost control. Some of the areas currently being researched are mufflers and fuel injection. Walker Exhausts has taken on the development of a new CASCAR muffler, with the goal being a more efficient muffler with a lower sound level.

By 1996, the cars competing on the CASCAR Super Series will be current model year cars which will only compete on the Super Series. The regular shows at the CASCAR sanctioned tracks will include one or more of the CASCAR sanctioned divisions including Street Stock, Open Wheel Modified or CASCAR Sportsman. The development of these divisions is intended as a stepping stone format which will advance the drivers and teams from an entry level race car to the CASCAR Late Model.

Many of the speedways across the country have been upgrading their facilities over the last few years. This continual upgrading is essential to ensure the marketability of CASCAR and stock car racing in general.

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CASCAR TRACKS

The CASCAR Late Model division was born at Delaware Speedway Park, just outside of London, Ontario in the early 1980's. Since then, CASCAR has expanded to include eleven tracks in five provinces. Of these eleven tracks, five of them are sanctioned to hold regular shows featuring some of the CASCAR divisions. These tracks include Delaware Speedway Park, Barrie Speedway, Capital City Speedway, Sunset Speedway and Race City Speedway.

DELAWARE SPEEDWAY PARK

Delaware Speedway Park is a 1/2 mile high banked oval located just outside of London, Ontario. Situated in a natural amphitheatre setting, Delaware hosts a weekly Friday night show involving CASCAR Street Stocks, CASCAR Open Wheel Modifieds and CASCAR Late Models.

For Information: (519) 641-1214

BARRIE SPEEDWAY

Barrie Speedway is a 1/4 mile semi-banked oval located just north of Barrie Ontario. Barrie hosts a regular Saturday night show featuring CASCAR Street Stocks and CASCAR Sportsman. The CASCAR Sportsman division is a new division to CASCAR this year. Barrie will be the first track to host this division.

For Information: (705) 721-7380

CAPITAL CITY SPEEDWAY

Capital City Speedway is a 3/8 mile semi-banked oval located southwest of Ottawa. Capital City runs a weekly Wednesday night show featuring CASCAR Late Models, Street Stocks and Pro Stocks. Capital City Speedway was formerly know as Ottawa Valley Speedway;

For Information: (613) 836-2150

SUNSET SPEEDWAY

Sunset Speedway is a 1/4 mile high banked oval located north of Wetaskiwin, Alberta. Sunset was a clay oval which is being totally rebuilt this year and resurfaced with asphalt. Sunset will host the CASCAR Street Stock division as well as two stops for the CASCAR Super Series.

For Information: (403) 352-2593

RACE CITY SPEEDWAY

Race City Speedway is a 1/2 mile high banked oval located just southeast of Calgary. The Race city complex also includes a 2 mile road course and a 1/4 mile drag strip. Race City will host the CASCAR Street Stock division as well as three stops on the CASCAR Super Series including the July 28 - 31 National event.

For Information: (403) 264-6515

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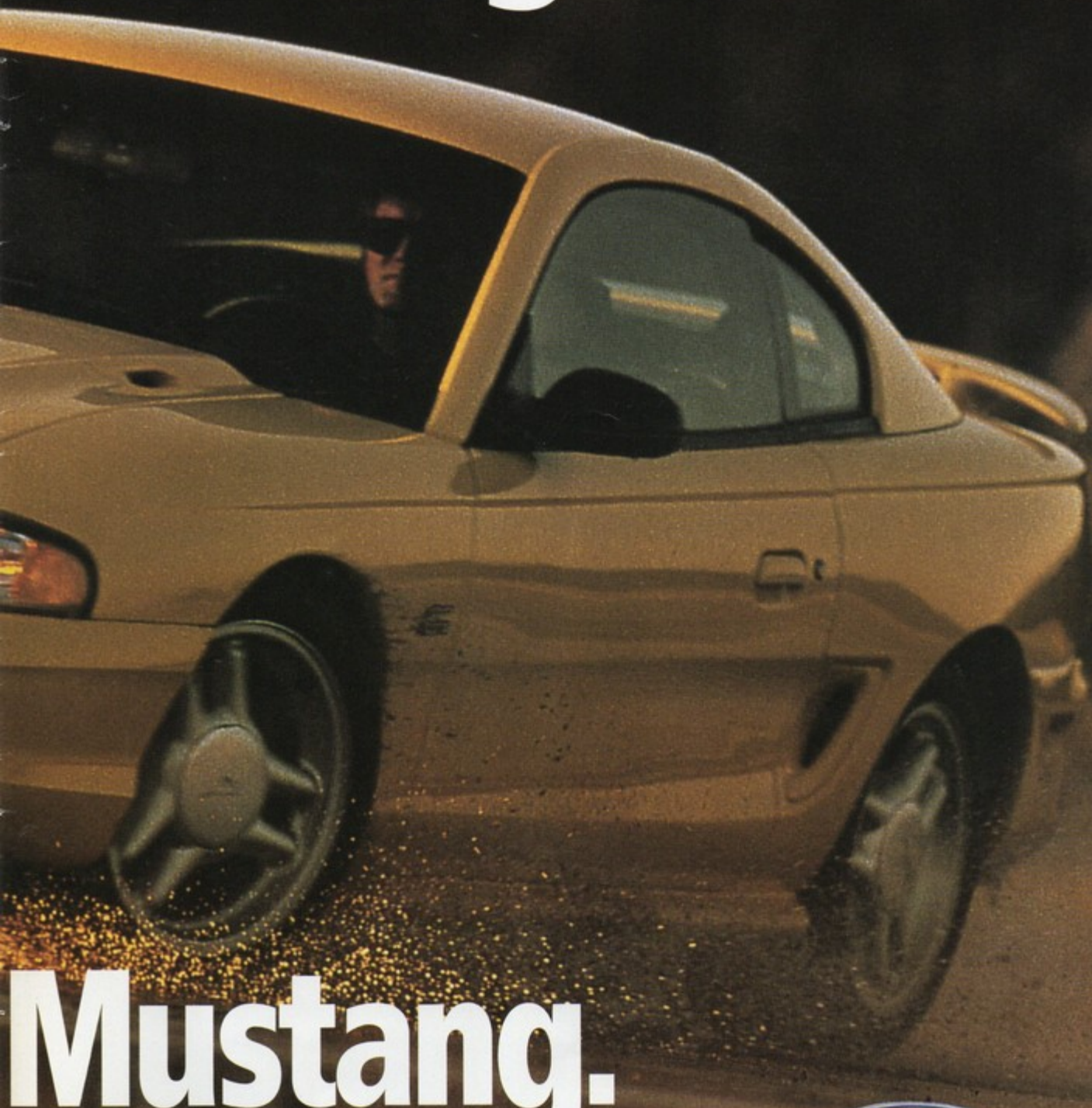
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