

Wolverine Raceway Shatters Betting Marks with \$659,934

Reaching for the moon and showing signs of getting there after the greatest start ever for a harness racing plant in Michigan, Wolverine Raceway already has shattered three of the all-time records it set earlier after only 13 nights of its 58-night campaigns.

It all happened on the third Saturday (April 8) and the second full week as business continued to boom at record proportions.

The crowd of 11,007, second largest Saturday gathering at Wolverine poured a record high total of \$659,934 through the mutuel machines. That bettered the previous all-time mark of \$609,360 at Wolverine on May 15, 1965 and marked the fourth time the track has passed \$600,000. No other Michigan harness operation has reached \$600,000.

The total handle probably would have been much higher had Wolverine officials not run into a late scratch in the first race. It brought a refund of \$6,000 from what would have been the highest daily double pool in history—more than \$80,000. As it was the pool was just short of the record \$54,276 with a total of \$54,086.

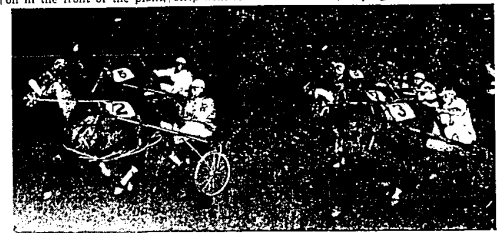
The record for a perfect pool went by the boards with \$31,032 contrasted to the former high of \$28,882 on June 4, 1966.

Wagering for six nights in a week soared to a record of \$2,705,211 compared to the previous high of \$2,669,334 set at Wolverine during the period of April 1924, 1965. That's also an all-time record for Michigan.

All of this resulted in a 14 per cent increase in handle over 1966 with a nightly average of \$443,758 against \$389,201 for the same period a year ago.

Attendance is up 11 per cent over the same number of nights with a nightly turnstile count of 6,539 compared to 5,837. A total of 55,017

have gone through the gates—it was 76,287 a year ago. While all of this was going on in the front of the plant, Driver Joe March, Jr., of 13 nights—he didn't have entries on three occasions, actually he has 13 wins for 10 programs.



HITTING THE LINE with a half-length to spare is Painted Byrd, a four-year-old owned by the Dragon Stables of Plymouth, to turn his first start into a victory at Wolverine Raceway. Painted Byrd took the lead midway through the stretch.

ONE'S WITH ANGELS: RU Grads Shine

The greatest joy that can come to a high school coach is to see his charges graduate into successes on teams of higher standing. Baseball coach Bob Atkins at Redford Union High is a man full with pride these days.

His "boys" learned their lessons so well at Redford Union and on the sandlots in the Greater Livonia Connie Mack and Free Press Leagues.

Leading the way is Rick Clark, a right-handed pitcher who this week started the major league season on the staff of the California Angels.

Barring unforeseen developments, Clark will be at Tiger Stadium next Tuesday afternoon when the Angels help the Tigers usher in the home campaign at the Detroit ballpark.

Clark has drawn the praises of Angel Manager Bill Rigney for turning in a superlative job of hurling in spring training. The lanky Townshipsider didn't allow a single earned run.

After starting at Redford Union, Clark went to Western Michigan University for a brief stint and later was called for military duty.

He was signed originally by the Tigers but they lost him during the past winter in the major league draft.

The Tigers would like him back, but the way Rigney feels, it doesn't appear likely.

While Clark has made it to the big time, other Redford Union grads have won themselves prominent jobs in the college ranks.

Sophomore Harry Kendrick from RU has won the first-string catching post at Michigan State and was heralded on the all-tournament team picked during the Spartans' spring competition in Miami, Fla.

Clyde Ziegler has moved from RU to New Mexico University where he is the starting third baseman.

Meantime, Robby Masson is playing short stop at Alma, Rick Barryman is pitching for Eastern Michigan and Rick Fisher and George Little are on the Port Huron J.C. team for the second straight year.

"Naturally we're proud of the schoolboy baseball players in the township," Atkins declared.

Two other ex-Township high school stars, Dave Woloch and Arnold Helwig, have been training in the Detroit Tiger Farm system at Tiger-town in Lakeland, Fla.

Woloch, a second baseman, and Helwig, a pitcher, both hail from Thurston High.

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West Wins Over Two Track Foes

It was a big opening week for Garden City West in track.

First there was an 87-31 rout over Garden City East. Then came a thrilling, 63-55 triumph over John Glenn in a dual meet decided by a victory in the final event—the mile relay.

West held a 58-55 edge going into the relay and had to win to take the meet. Mike Sinta, running the final leg, sprinted away to beat his rival by eight yards and give the race and the meet to West.

The meet produced a pair of new school records for West, a credit to the team for so early in the season.

Ron Wolff roared over the 440 yards in 52.6 seconds to shade the old school mark which stood at 53.8 seconds.

The other record went to West's 880-yard relay comprised of Bull Ford, Bob Herrick, Scott Fray and Mike Alexander. Their time was 1:36.2, two-tenths under the former standard.

Alexander captured both the dashes to secure individual honors in the Glenn meet. Against East, Merriman won the 100-yard dash and came back for a victory in the pole vault.

The complete results of the two meets:

WEST 63, GLENN 55
Two-Mile-Center (W), 2-Phillips (G), 10:42.00
Four-Mile-Center (W), 2-Herrick (G), 22:10.00
Eight-Mile-Center (W), 2-Miller (G), 38:10.00
Twelve-Mile-Center (W), 2-Miller (G), 54:10.00
Twenty-Mile-Center (W), 2-Miller (G), 1:10:10.00
Thirty-Mile-Center (W), 2-Miller (G), 1:26:10.00
Forty-Mile-Center (W), 2-Miller (G), 1:42:10.00
Fifty-Mile-Center (W), 2-Miller (G), 1:58:10.00
Sixty-Mile-Center (W), 2-Miller (G), 2:14:10.00
Seventy-Mile-Center (W), 2-Miller (G), 2:30:10.00
Eighty-Mile-Center (W), 2-Miller (G), 2:46:10.00
Ninety-Mile-Center (W), 2-Miller (G), 3:02:10.00
One-Hundred-Mile-Center (W), 2-Miller (G), 3:18:10.00
One-Hundred-and-Fifty-Mile-Center (W), 2-Miller (G), 3:34:10.00
Two-Hundred-Mile-Center (W), 2-Miller (G), 3:50:10.00
Three-Hundred-Mile-Center (W), 2-Miller (G), 4:06:10.00
Four-Hundred-Mile-Center (W), 2-Miller (G), 4:22:10.00
Five-Hundred-Mile-Center (W), 2-Miller (G), 4:38:10.00
Six-Hundred-Mile-Center (W), 2-Miller (G), 4:54:10.00
Seven-Hundred-Mile-Center (W), 2-Miller (G), 5:10:10.00
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One-Hundred-and-Seventy-Seven-Thousand-Mile-Center (W), 2-Miller (G), 53:10:10.00
One-Hundred-and-Seventy-Eight-Thousand-Mile-Center (W), 2-Miller (G), 53:26:10.00
One-Hundred-and-Seventy-Nine-Thousand-Mile-Center (W), 2-Miller (G), 53:42:10.00
One-Hundred-and-Eighty-Thousand-Mile-Center (W), 2-Miller (G), 53:58:10.00
One-Hundred-and-Eighty-One-Thousand-Mile-Center (W), 2-Miller (G), 54:14:10.00
One-Hundred-and-Eighty-Two-Thousand-Mile-Center (W), 2-Miller (G), 54:30:10.00
One-Hundred-and-Eighty-Three-Thousand-Mile-Center (W), 2-Miller (G), 54:46:10.00
One-Hundred-and-Eighty-Four-Thousand-Mile-Center (W), 2-Miller (G), 55:02:10.00
One-Hundred-and-Eighty-Five-Thousand-Mile-Center (W), 2-Miller (G), 55:18:10.00
One-Hundred-and-Eighty-Six-Thousand-Mile-Center (W), 2-Miller (G), 55:34:10.00
One-Hundred-and-Eighty-Seven-Thousand-Mile-Center (W), 2-Miller (G), 55:50:10.00
One-Hundred-and-Eighty-Eight-Thousand-Mile-Center (W), 2-Miller (G), 56:06:10.00
One-Hundred-and-Eighty-Nine-Thousand-Mile-Center (W), 2-Miller (G), 56:22:10.00
One-Hundred-and-Ninety-Thousand-Mile-Center (W), 2-Miller (G), 56:38:10.00
One-Hundred-and-Ninety-One-Thousand-Mile-Center (W), 2-Miller (G), 56:54:10.00
One-Hundred-and-Ninety-Two-Thousand-Mile-Center (W), 2-Miller (G), 57:10:10.00
One-Hundred-and-Ninety-Three-Thousand-Mile-Center (W), 2-Miller (G), 57:26:10.00
One-Hundred-and-Ninety-Four-Thousand-Mile-Center (W), 2-Miller (G), 57:42:10.00
One-Hundred-and-Ninety-Five-Thousand-Mile-Center (W), 2-Miller (G), 57:58:10.00
One-Hundred-and-Ninety-Six-Thousand-Mile-Center (W), 2-Miller (G), 58:14:10.00
One-Hundred-and-Ninety-Seven-Thousand-Mile-Center (W), 2-Miller (G), 58:30:10.00
One-Hundred-and-Ninety-Eight-Thousand-Mile-Center (W), 2-Miller (G), 58:46:10.00
One-Hundred-and-Ninety-Nine-Thousand-Mile-Center (W), 2-Miller (G), 59:02:10.00
Two-Hundred-Thousand-Mile-Center (W), 2-Miller (G), 59:18:10.00
Two-Hundred-and-One-Thousand-Mile-Center (W), 2-Miller (G), 59:34:10.00
Two-Hundred-and-Two-Thousand-Mile-Center (W), 2-Miller (G), 59:50:10.00
Two-Hundred-and-Three-Thousand-Mile-Center (W), 2-Miller (G), 60:06:10.00
Two-Hundred-and-Four-Thousand-Mile-Center (W), 2-Miller (G), 60:22:10.00
Two-Hundred-and-Five-Thousand-Mile-Center (W), 2-Miller (G), 60:38:10.00
Two-Hundred-and-Six-Thousand-Mile-Center (W), 2-Miller (G), 60:54:10.00
Two-Hundred-and-Seven-Thousand-Mile-Center (W), 2-Miller (G), 61:10:10.00
Two-Hundred-and-Eight-Thousand-Mile-Center (W), 2-Miller (G), 61:26:10.00
Two-Hundred-and-Nine-Thousand-Mile-Center (W), 2-Miller (G), 61:42:10.00
Two-Hundred-and-Ten-Thousand-Mile-Center (W), 2-Miller (G), 61:58:10.00
Two-Hundred-and-Eleven-Thousand-Mile-Center (W), 2-Miller (G), 62:14:10.00
Two-Hundred-and-Twelve-Thousand-Mile-Center (W), 2-Miller (G), 62:30:10.00
Two-Hundred-and-Twenty-Three-Thousand-Mile-Center (W), 2-Miller (G), 62:46:10.00
Two-Hundred-and-Twenty-Four-Thousand-Mile-Center (W), 2-Miller (G), 63:02:10.00
Two-Hundred-and-Twenty-Five-Thousand-Mile-Center (W), 2-Miller (G), 63:18:10.00
Two-Hundred-and-Twenty-Six-Thousand-Mile-Center (W), 2-Miller (G), 63:34:10.00
Two-Hundred-and-Twenty-Seven-Thousand-Mile-Center (W), 2-Miller (G), 63:50:10.00
Two-Hundred-and-Twenty-Eight-Thousand-Mile-Center (W), 2-Miller (G), 64:06:10.00
Two-Hundred-and-Twenty-Nine-Thousand-Mile-Center (W), 2-Miller (G), 64:22:10.00
Two-Hundred-and-Thirty-Thousand-Mile-Center (W), 2-Miller (G), 64:38:10.00
Two-Hundred-and-Thirty-One-Thousand-Mile-Center (W), 2-Miller (G), 64:54:10.00
Two-Hundred-and-Thirty-Two-Thousand-Mile-Center (W), 2-Miller (G), 65:10:10.00
Two-Hundred-and-Thirty-Three-Thousand-Mile-Center (W), 2-Miller (G), 65:26:10.00
Two-Hundred-and-Thirty-Four-Thousand-Mile-Center (W), 2-Miller (G), 65:42:10.00
Two-Hundred-and-Thirty-Five-Thousand-Mile-Center (W), 2-Miller (G), 65:58:10.00
Two-Hundred-and-Thirty-Six-Thousand-Mile-Center (W), 2-Miller (G), 66:14:10.00
Two-Hundred-and-Thirty-Seven-Thousand-Mile-Center (W), 2-Miller (G), 66:30:10.00
Two-Hundred-and-Thirty-Eight-Thousand-Mile-Center (W), 2-Miller (G), 66:46:10.00
Two-Hundred-and-Thirty-Nine-Th