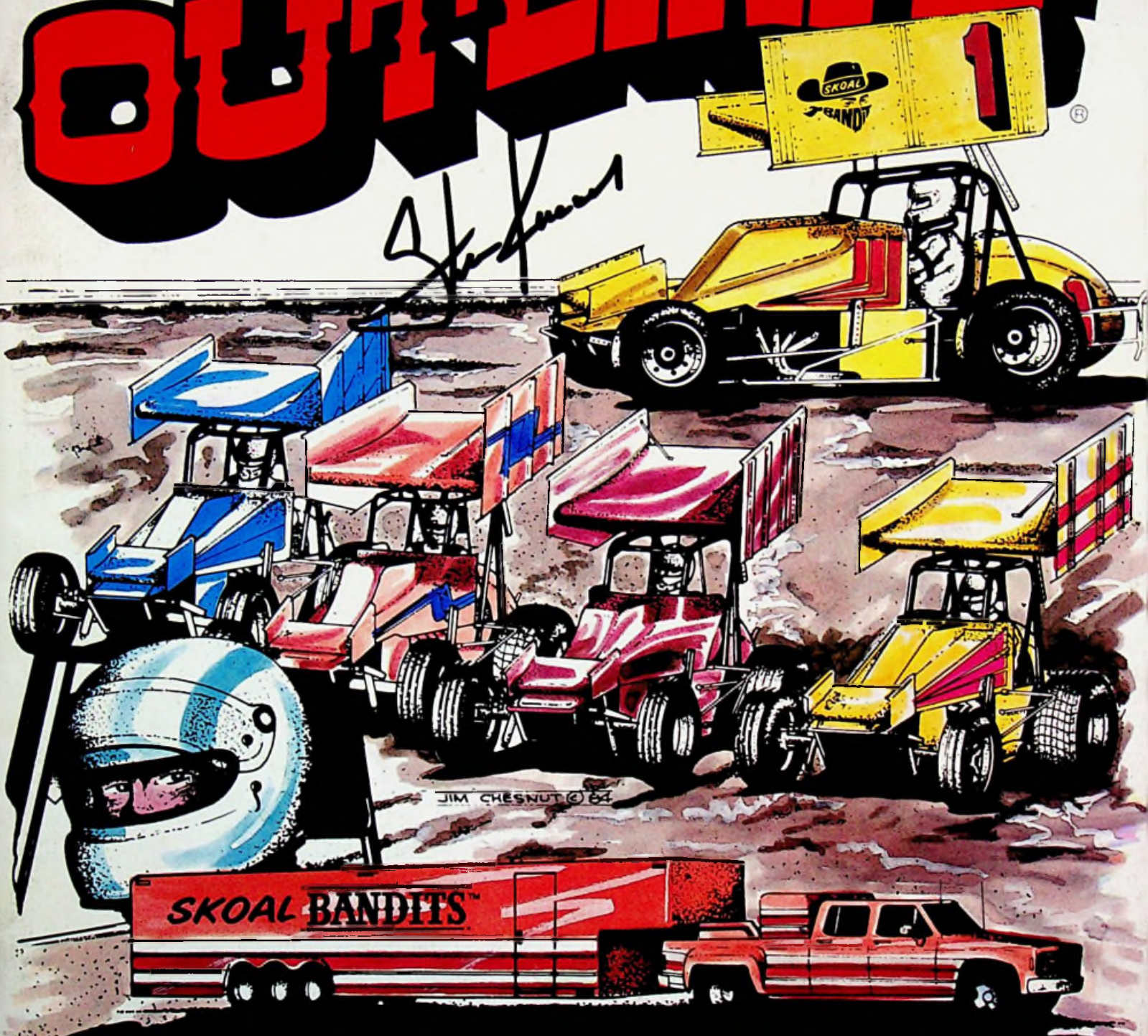


1984 ANNUAL YEARBOOK

\$3.00

WORLD OF OUTLAWS



BANDITS™
SHOOTOUT

Stroh's

From One
Sports Lover
To Another...



Welcome!



We would like to take this opportunity to thank everyone for helping make the first six years of the World of Outlaws/Skoal Bandits Shootout as successful as they have been. Speaking not only for ourselves but also for every driver, car owner and crew member, we thank you for your unqualified support.

Your backing has helped push sprint car racing into the forefront of the nation's motorsports scene. Your interest and urging of the media to write and talk about the World of Outlaws has resulted in more national coverage of sprint car racing than has ever been received before.

A series is only as good as its fans. In 1984, as in the past, each feature will begin with the traditional salute by the drivers to the fans, the four-abreast formation. The drivers are recognizing the contribution of the spectators that makes the entire series possible. This is the driver's method of expressing their appreciation.

We thank you again for attending this event and we look forward to meeting many of you this season.

Ted & Stacy Johnson

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World of Outlaws History

From \$400,000 to \$2 million in purses, just a few full-time traveling teams to double digit numbers, from trade paper only coverage to national magazines, the history of the World of Outlaws has progressed far in just six short seasons.

Still in its first decade, the World of Outlaws has helped bring the sport of sprint car racing into the eyes of the national public. The racing action, and the makeup of the program, have drawn spectators in such numbers that the series ranked third in the country in attendance and tops among the short track series.

What began as a dream of Ted Johnson has caught the attention and imagination of dirt track fans like no other series. The group of races that make up the typical World of Outlaws program has proven popular. The races are short dashes that allow fans to keep track of the leaders.

But more than anything else, it has been the driving of the top sprint drivers in the nation that has made the series attractive to the fans. As drivers from all sections of the country came together on the single circuit, the regional fan interest grew by leaps and bounds.

It all began in 1978. Johnson had the vision of bringing together all the top outlaw sprint stars in a single circuit. Until this point, it was a rarity when all of the top pilots gathered at a track to compete against each other.

The first campaign consisted of any track that posted a first-place payoff of \$2,000 or more. This was a nearly unheard of amount for anything but a special show.

But with Steve Kinser and Rick Ferrel battling for the title, the series quickly became a fan's delight pitting top touring names against the best each track could put up to challenge. As the tour came to town, each event was turned into a special program and the series was off and running.

Prize money for the first year amounted to \$400,000. Kinser topped Ferrel for the first of his four WoO titles.

Demand for series dates pushed the schedule past the three-quarters of a century mark in 1979. This trend continued in 1980 and 1981 but the schedule was pared to less than 50 events for the 1982 season.

This allowed teams to have breaks to repair their equipment and it also reduced the traveling expenses. But at the same time, the total purses hit \$1.5 million.

In 1984, the participating teams will be battling for \$2 million plus contingency awards. But even though the schedule will follow the trend started in 1982, every geographic region of the nation will host the premier short track series.

And still today, the thrill of seeing some of the best sprint drivers invading hometown speedways continues to draw record numbers of fans to short track racing's most spectacular sport.

WoO's Three Logos



1978-1982



1983



1984

A Stroh's Greeting



The Stroh Brewery Company would like to thank you for attending this performance of the World of Outlaws.

Stroh's is proud to be sponsoring the fastest dirt track racing series in the world. Everyone is anticipating a great season of sprint car action.

The association with the World of Outlaws expands Stroh's sports participation and specifically our motorsports involvement. Auto racing fans have proven to be among the most loyal group of any sport. We are certain

that World of Outlaws fans will continue this tradition.

The Stroh Brewery Company's auto racing participation includes pavement and dirt stock cars, Indy Cars, a sprint car, drag racing and jet cars and trucks. The addition of the World of Outlaws program adds another venue for our involvement in racing.

We hope you will enjoy this competition and the rapid action of the World of Outlaws. Yes, it looks like it will be a Stroh Light night!



Music on the Road

With the amount of time World of Outlaws/Skoal Bandits Shootout teams spend on the road during the season, listening to music in their tow vehicles is the natural pastime.

Using this as a basis, those that put in so many hours on the road should be experts in picking quality tunes. So, on with the survey!

It is most likely that a country and western tune will be blaring from the stereo speakers of the "typical" WoO traveling entourage. Rock music finished a close second with many claiming to like both.

When driver Brad Doty and crew chief Daryle Saucier split in 1983 at the time Sam Bowers retired his team cars, again music entered. "Doty had three Bob Seger tapes that we listened to all the time," Daryle recalled.

"When the team split up, Brad took the tapes with him. I didn't have any myself, so I had to go out and buy the three."

Then there is the case of the four-time series champion. "We never listened to much music," remembered Steve Kinser. "And when we did, it wasn't anything in particular. As a matter of fact, the stereo Karl (Kinser) had in his new truck is the first one we can hear real good!"

WoO's Music Choices

BRAD DOTY

Bob Seger

SAMMY SWINDELL

Any Country/Western

SHANE CARSON

ZZ Top

STEVE "MAYNARD" BRANNON

Merle Haggard, Willie Nelson

DARYLE SAUCIER

Bob Seger

GARY "DEUCE" TURRILL

Hank Williams Jr.

MARK TODD

Willie Nelson, Merle Haggard

Nance Racing Apparel

Black Racing Jacket

(Pictured)

Black nylon outer shell with wet-look finish insulated with polyester fiberfill, heavy-duty zipper under snap front storm closer, double-entry snap flap patch pockets with **Nance** patches on front and back.

S, M, L, XL

Red Racing Jacket

(Not pictured)

Nylon outer shell with wet-look finish, fully lined, **Nance** patches front and back, zippered pockets and zipper front closer. Full knit cuffs and waistband. Red with black cord piping.

S, M, L, XL

Racing Cap

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1983 In Review

For both Steve Kinser and the World of Outlaws, 1983 was indeed a very good year. And as the nation's premier short track group wound up its sixth campaign, it became even more firmly entrenched in the "major leagues" of racing.

Kinser's year was picture perfect, both at the track and the homefront. His World of Outlaws consistency record of 38 top five finishes in the 49 point features helped push him to his fourth series championship. In the process, he passed the century mark in WoO career feature wins and ended up the 1983 year with 116.

Steve's first daughter, Stevie, was born in November after the season was completed. Stevie quickly became the prize possession of Steve and wife Dana.

Since the inception of the World of Outlaws, mention the name Steve Kinser and the organization is often muttered in the same breath. And just as in Kinser's case, 1983 was also very good to the World of Outlaws. In June, U.S. Tobacco announced its sponsorship of the series to be known as the World of Outlaws/Skoal Bandits Shootout.

The green and white Skoal Bandits colors quickly were adopted by sprint car fans nationwide. The support by a major firm such as U.S. Tobacco aided the World of Outlaws in several ways. Skoal Bandits will again sponsor the 1984 series.

Racewise, nine different drivers sat in victory lanes during the season with Kinser's 18 the leading figure. A total of 13 different pilots set fast time while 18 led a feature at one time or another. Three drivers earned more than \$100,000 with another trio topping the \$70,000 figure.

But for the Hoosier state star, 1983 was the year to "get back on track." After two "off" seasons (those in which he didn't win the WoO title), Kinser came back at full force for 1983.

He trained during the offseason between 1982 and 1983 and was in top physical shape. Karl Kinser has his Gaerte Engine/Gambler Chassis mounts in perfect shape for the season. And the results showed.

Kinser's \$190,990 was a new national short track earnings record. He led 639 out of a possible 1,628 laps and won the Gold Cup Race of Champions along with the Skoal Bandits Shootout for the season's fast timers at the year-end Knoxville Raceway weekend.

In the money department, the champ took home \$160,440 in race earnings, \$20,000 in point fund money and \$10,550 in year-end contingency awards. All Kinser's 18 wins came at different speedways located in 11 of the 19 states that the tour appeared in.

Upholding the mechanical end of the effort was car owner and crew chief Karl Kinser. Rounding out what may be racing's most proficient crew was Paul Elrod who served as chief highway chauffeur and Karl's assistant.

Sammy Swindell was the only other driver to break

double figures in feature victories with 17. Swindell joined forces with funny car star Raymond Beadle and campaigned under the Old Milwaukee Beer colors.

By and far the highlight of Swindell's season was his triumph at the Knoxville Nationals, the sport's only major event in which he had not registered a victory. This win added \$16,675 to his year-long total of \$176,550.

Swindell's chances for a third straight WoO crown were dashed when he missed three races in late May and early June. He fell to eighth in points at one time but a late-year rush pushed him back to third at season's end.

Doug Wolfgang earned \$117,715 for his 1983 season which turned out to be rather disappointing for the South Dakota native. He notched a trio of series wins, the richest being the Syracuse Super Nationals in which Wolfgang earned \$17,375. Wolfgang spent most of the year in the Gambler Chassis house car but put in a stint with Gary Stanton's factory effort at mid-year.

Other series feature winners included Brad Doty, Bobby Davis Jr., Ron Shuman, Bobby Allen, Tim Gee and Keith Kauffman.

Doty's first career WoO/Skoal Bandits Shootout triumphs came in 1983 while he drove the Bowers Coal Co. cars. Davis concentrated on the weekly central Pennsylvania scene for the Weikert Livestock team but still recorded three WoO wins.

Shuman's fourth-place point finish was his best ever and broke a two-year WoO winless spell with a pair of triumphs in the OFIXCO 21X.

Allen, Gee and Kauffman all scored a single win a piece.

And yes, it was a very good year.



Steve Kinser

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- | | | |
|-------------------|-----------------|------------------|
| 1. Steve Kinser | 4. Ron Schuman | 7. Jeff Swindell |
| 2. Doug Wolfgang | 5. Shane Carson | 8. Bobby Allen |
| 3. Sammy Swindell | 6. Brad Doty | 9. Tim Gee |

Congratulations to Steve Kinser and Sammy Swindell who, between the two, won an incredible 36 main events throughout the season, both Cam Dynamics powered!

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SAMMY SWINDELL**

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SKOAL BANDIT SHOOTOUT

1. Steve Kinser
2. Doug Wolfgang
3. Ron Schuman
4. Bobby Allen
5. Brad Doty

MAIN EVENT

1. Sammy Swindell
2. Steve Kinser
3. Bobby Allen
4. Keith Kauffman
5. Brad Doty

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1983 Statistics

	<u>Date</u>	<u>Track</u>	<u>Winner</u>	<u>Car</u>	
1.	Feb.	9-15	East Bay Raceway, FL	Steve Kinser	Gaerte Engine/Valvoline 11
2.	March	18	Big H Motor Speedway, TX	Sammy Swindell	Old Milwaukee Beer 1
3.	April	15	Lakeside Speedway, KS	Sammy Swindell	Old Milwaukee Beer 1
4.		16	Knoxville Raceway, IA	Sammy Swindell	Old Milwaukee Beer 1
5.		20	Big H Motor Speedway, TX	Steve Kinser	Gaerte Engine/Valvoline 11
6.		22	Devil's Bowl Speedway, TX	Doug Wolfgang	Kenny Rogers/Gambler Ch. 18
7.		24	Oklahoma Fgds. Speedway, OK	Brad Doty	Bowers Coal 28D
8.		30	Huset's Speedway, SD	Sammy Swindell	Old Milwaukee Beer 1
9.	May	11	Mitchell Motor Spd, IN	Steve Kinser	Gaerte Engine/Valvoline 11
10.		13, 18	U.S. 131 Raceway Park, MI	Bobby Allen	C&B Mushrooms 1A
11.		21-22	Eldora Speedway, OH	Brad Doty	Bowers Coal 28D
12.		26-27	Williams Grove Speedway, PA	Bobby Davis Jr.	Weikert Livestock 29
13.		30	Lincoln Speedway, PA	Brad Doty	Bowers Coal 28D
14.		31	Grandview Speedway, PA	Doug Wolfgang	Kenny Rogers/Gambler Ch. 18
15.	June	1	Bridgeport Raceway, NJ	Steve Kinser	Gaerte Engine/Valvoline 11
16.		4	Orange Co. Fair Speedway, NY	Steve Kinser	Gaerte Engine/Valvoline 11
17.		7	Rolling Wheels Raceway, NY	Steve Kinser	Gaerte Engine/Valvoline 11
18.		8	Canandaigua Speedway, NY	Steve Kinser	Gaerte Engine/Valvoline 11
19.		9	Lebanon Valley Speedway, NY	Bobby Davis Jr.	Weikert Livestock 29
20.		10	Lernerville Speedway, PA	Sammy Swindell	Old Milwaukee Beer 1
21.		11	Lernerville Speedway, PA	Sammy Swindell	Old Milwaukee Beer 1
22.		22	Big H Motor Speedway, TX	Sammy Swindell	Old Milwaukee Beer 1
23.		24	Devil's Bowl Speedway, TX	Ron Shuman	OFIXCO 21X
24.		25	Lawton Speedway, OK	Steve Kinser	Gaerte Engine/Valvoline 11
25.		26	Oklahoma Fgds. Speedway, OK	Steve Kinser	Gaerte Engine/Valvoline 11
26.		28	81 Speedway, KS	Sammy Swindell	Kenny Rogers/Gambler Ch. 18
27.	July	1-2	Raceland, CO	Steve Kinser	Gaerte Engine/Valvoline 11
28.		4	Black Hills Speedway, SD	Steve Kinser	Gaerte Engine/Valvoline 11
29.		6	Huset's Speedway, SD	Steve Kinser	Gaerte Engine/Valvoline 11
30.		8-9	Red River Valley Speedway, ND	Sammy Swindell	Kenny Rogers/Gambler Ch. 18
31.		11	Cedar Lake Speedway, WI	Steve Kinser	Gaerte Engine/Valvoline 11
32.		13	Paragon Speedway, IN	Tim Gee	Yukon Freight 88
33.		27	Knoxville Raceway, IA	Sammy Swindell	Old Milwaukee Beer 1
34.	Aug.	2	Lernerville Speedway, PA	Steve Kinser	Gaerte Engine/Valvoline 11
35.		3	Lernerville Speedway, PA	Bobby Davis Jr.	Weikert Livestock 29
36.		4-5	Williams Grove Speedway, PA	Sammy Swindell	Old Milwaukee Beer 1
37.		6	Lincoln Speedway, PA	Steve Kinser	Gaerte Engine/Valvoline 11
38.		7	Hagerstown Speedway, MD	Keith Kauffman	Hamilton Contracting 77
39.		10-13	Knoxville Raceway, IA	Sammy Swindell	Old Milwaukee Beer 1
40.		16	Santa Fe Speedway, IL	Ron Shuman	OFIXCO 21X
41.		17	Kokomo Speedway, IN	Steve Kinser	Gaerte Engine/Valvoline 11
42.		19	Mitchell Motor Spd, IN	Sammy Swindell	Old Milwaukee Beer 1
43.	Sept.	2-4	I-70 Speedway, MO	Sammy Swindell	Old Milwaukee Beer 1
44.		9-10	Santa Maria Speedway, CA	Sammy Swindell	Old Milwaukee Beer 1
45.		11	San Jose Fairgrounds, CA	Steve Kinser	Gaerte Engine/Valvoline 11
46.		15-17	Baylands Raceway Park, CA	Sammy Swindell	Old Milwaukee Beer 1
47.		22-24	Silver Dollar Speedway, CA	Steve Kinser	Gaerte Engine/Valvoline 11
48.	Oct.	7-8	New York State Fgds, NY	Doug Wolfgang	Kenny Rogers/Gambler Ch. 18
49.		14, 16	Knoxville Raceway, IA	Sammy Swindell	Old Milwaukee Beer 1

Point Standings

Driver

1. Steve Kinser, Bloomington, IN	7320
2. Doug Wolfgang, Sioux Falls, SD	6832
3. Sammy Swindell, Bartlett, TN	6645
4. Ron Shuman, Mesa, AZ	6457
5. Shane Carson, Oklahoma City, OK	6388
6. Brad Doty, Orrville, OH	6324
7. Jeff Swindell, Memphis, TN	6072
8. Bobby Allen, Hanover, PA	5505
9. Tim Gee, Whitehorse, Yukon	5278
10. Danny Smith, Danville, IN	4583
11. Jac Haudenschild, Millersburg, OH	3772
12. Richard Lupo, Hanover, PA	3185
13. Keith Kauffman, Mifflintown, PA	3009
14. Bobby Davis Jr., Memphis, TN	2282
15. Rick Ungar, Memphis, TN	2159
16. Tim Green, Sacramento, CA	1448
17. Rick Hood, Memphis, TN	1444
18. Randy Smith, Norwalk, IA	1440
19. Brent Kaeding, Campbell, CA	1306
20. Rick Ferkel, Tiffin, OH	1247
21. T.J. Giddings, Kansas City, KS	1229
22. Scott Ritchhart, Lincoln, IL	1146
23. Paul Lotier, Lebanon, PA	1132
24. Bobby Marshall, Allen, TX	1112
25. Randy Wolfe, Mechanicsburg, PA	1097

Feature Wins

1. Steve Kinser	18
2. Sammy Swindell	17
3. Brad Doty	3
Doug Wolfgang	3
Bobby Davis Jr.	3
6. Ron Shuman	2
7. Bobby Allen	1
Tim Gee	1
Keith Kauffman	1

Fast Times

1. Sammy Swindell	9
2. Doug Wolfgang	8
3. Bobby Allen	7
4. Bobby Davis Jr.	6
5. Steve Kinser	4
Steve Smith	4
7. Ron Shuman	3
8. Brad Doty	2
Tim Gee	2
10. Danny Smith	1
Randy Wolfe	1
Jeff Swindell	1
John Sernett	1

Car Owners

1. Kinser Bros. #11, Bloomington, IN	7320
2. Gambler Chassis #18, Hendersonville, TN	6837
3. Oklahoma Fixture Co. #21X, Tulsa, OK	6569
4. Dr. Tom Garrett #12\$, Oklahoma City, OK	6331
5. Raymond Beadle #1, Dallas, TX	5714
6. Gil Suiter #1AZ, Phoenix, AZ	5654
7. Allen Enterprises #1A, Hanover, PA	5420
8. G&G International #88, Whitehorse, Yukon	5278
9. Howells, Inc. #4, Hunter, ND	4940
10. Bowers Coal Inc. #28D, Indiana, PA	4435
11. Nance Speed Equipment #1N, Wichita, KS	4003
12. Allen Enterprises #2A, Hanover, PA	3270
13. Stanton Racing Products #75, Phoenix, AZ	2997
14. Merle Thomason #80, Ft. Myers, FL	2135
15. Bob Weikert #29, Fairfield, PA	2114
16. Rich & Ron Lovell #71N, Yuba City, CA	1448
17. Jensen Construction #55, Des Moines, IA	1440
18. Bob Hampshire #63, Findlay, OH	1360
19. Ed Single #69, San Jose, CA	1306
20. Chuck Merrill #5M, Lincoln, IL	1146
21. Paul Lotier #4, Lebanon, PA	1132
22. Bill & Jesse Keen #5W, Carlisle, PA	1097
23. Bob Marshall #19, Dallas, TX	1082
24. Paul Morgan #0, Tampa, FL	1057
25. Van May #69, Hanover, PA	1038

1983 Money

Earnings

1. Steve Kinser	\$190,990
2. Sammy Swindell	176,550
3. Doug Wolfgang	117,715
4. Ron Shuman	90,290
5. Bobby Allen	72,715
6. Jeff Swindell	71,695
7. Brad Doty	67,185
8. Shane Carson	66,635
9. Keith Kauffman	47,070
10. Danny Smith	38,155

Lap Leaders

1. Steve Kinser	639
2. Sammy Swindell	373
3. Doug Wolfgang	139
4. Ron Shuman	107
5. Brad Doty	85
6. Bobby Davis Jr.	70
7. Keith Kauffman	58
8. Bobby Allen	38
9. Jeff Swindell	37
10. Tim Gee	19

A Look at 1982

Sammy Swindell wrapped up his second straight World of Outlaws national title during the 1982 season. In the process, Swindell earned what was then a national short track record amount of \$190,125.

"Super Sammy" and car owner LaVern Nance used a strategy of constantly utilizing new chasses at various stages of the year. Enroute to the title, Swindell and Nance used seven different chasses.

Swindell topped 14 features with a sweep of weekend activities at the Syracuse Super Nationals in October his season highlight. His efforts earned the Volunteer State native \$19,530.

Two world records were also in Sammy's possession at season's end. He toured Eldora Speedway in 14.984 seconds (120.128 mph) for the half-mile mark while his

27.824 second run (129.385 mph) at Syracuse was the quickest mile dirt lap ever.

Swindell posted 31 top five finishes and 42 top ten placings during the 47-event year, WoO's first "shortened" campaign since 1978. Sammy's finishing percentage of 92 percent also aided his title efforts.

Steve Kinser claimed his third straight Knoxville Nationals crown but had to settle for the runnerup point position with 13 feature wins. Kinser earned \$141,025 during the season.

Doug Wolfgang was the other \$100,000 plus earner as he finished \$110,000. He was third in feature wins but missed a few shows at mid-year and ended up sixth in points.

Swindell's title was worth \$30,000.

Feature Winners

2/13 East Bay Raceway	FL	Sammy Swindell	9/ 6 I-70 Speedway	MO	Sammy Swindell
3/19 Big H Motor Spd.	TX	Bobby Allen	9/18 Baylands Rwy. Park	CA	Doug Wolfgang
3/20 Devil's Bowl Spd.	TX	Bobby Davis Jr	9/19 Santa Maria Spd.	CA	Jack Hewitt
3/21 Oklahoma Fgds.	OK	Sammy Swindell	9/25 Silver Dollar Spd.	CA	Doug Wolfgang
4/17 Knoxville Raceway	IA	Doug Wolfgang	10/ 9 New York State Fgds.	NY	Sammy Swindell
4/18 Sunset Speedway	NE	Steve Kinser	10/12 Lernerville Spd.	PA	Rick Ferkel
4/24 I-70 Speedway	MO	Doug Wolfgang	10/17 Eldora Speedway	OH	Steve Kinser
5/ 2 Illinios St. Fgds.	IL	Danny Smith	Victories		
5/ 8 Eldora Speedway	OH	Danny Smith	1. Sammy Swindell.....	14	
5/ 9 Eldora Speedway	OH	Sammy Swindell	2. Steve Kinser	13	
5/14 Williams Grove Spd.	PA	Bobby Allen	3. Doug Wolfgang.....	6	
5/15 Bridgeport Fgds.	NJ	Sammy Swindell	4. Bobby Allen.....	5	
5/17 Lebanon Valley Spd.	NY	Bobby Allen	5. Danny Smith.....	3	
5/21 Williams Grove Spd.	PA	Bobby Allen	6. Rick Ferkel	2	
5/26 Lernerville Spd.	PA	Steve Kinser	Jack Hewitt	2	
6/12 Eldora Speedway	OH	Doug Wolfgang	8. Bobby Davis Jr.....	1	
6/13 Millstream Spd.	OH	Rick Ferkel	Lee Osborne	1	
6/16 Butler Motor Spd.	MI	Lee Osborne	47 Features — 9 Winners		
6/19 Milan Speedway	TN	Steve Kinser	Point Standings		
6/23 Big H Motor Spd.	TX	Bobby Allen	1. Sammy Swindell.....	6238	
6/25 Devil's Bowl Spd.	TX	Steve Kinser	2. Steve Kinser	5958	
6/26 Lawton Speedway	OK	Steve Kinser	3. Shane Carson.....	5452	
6/28 Oklahoma Fgds. Spd.	OK	Sammy Swindell	4. Brad Doty	5238	
6/29 81 Speedway	KS	Sammy Swindell	5. Rick Ferkel.....	5174	
7/ 9 Santa Fe Speedway	IL	Steve Kinser	6. Doug Wolfgang.....	5048	
7/11 Hartford Speedway	SD	Steve Kinser	7. Rick Ungar	4836	
7/13 Red River Spd.	ND	Steve Kinser	8. Ron Shuman.....	4676	
7/16 Winnipeg Speedway	CN	Sammy Swindell	9. Jeff Swindell	4608	
7/17 Winnipeg Speedway	CN	Sammy Swindell	10. Tim Gee	4194	
7/19 Fairmont Speedway	MN	Doug Wolfgang	11. Bobby Allen.....	3884	
7/21 Knoxville Raceway	IA	Danny Smith	12. Danny Smith.....	3804	
7/24 Missouri St. Fgds.	MO	Sammy Swindell	13. Jack Hewitt	2692	
7/31 Butler Motor Spd.	MI	Steve Kinser	14. Gary Lynch	2531	
8/ 2 Kokomo Speedway	IN	Sammy Swindell	15. Bobby Davis Jr.....	1874	
8/ 7 Eldora Speedway	OH	Sammy Swindell	16. Jac Haudenschild.....	1387	
8/ 9 I-70 Speedway	MO	Sammy Swindell	17. Mike Thomas	1278	
8/15 Knoxville Raceway	IA	Steve Kinser	18. Bobby Marshall.....	1251	
8/18 Paragon Speedway	IN	Steve Kinser	19. Randy Smith	1159	
8/20 Butler Motor Spd.	MI	Steve Kinser	20. Tim Green	1079	
8/21 Butler Motor Spd.	MI	Jack Hewitt			

A Look at 1981

Feature Winners

2/ 9 Volusia Co. Spd.	FL	Doug Wolfgang	8/18 Kokomo Speedway	IN	Sammy Swindell
2/10 East Bay Raceway	FL	Doug Wolfgang	8/19 Brownstown Spd.	IN	Steve Kinser
2/14 East Bay Raceway	FL	Doug Wolfgang	8/21 Lawrenceburg Spd.	IN	Sammy Swindell
3/ 7 Big H Motor Spd.	TX	Doug Wolfgang	8/22 Tri-City Speedway	IL	Sammy Swindell
3/14 Devil's Bowl Spd.	TX	Danny Smith	8/23 Tri-City Speedway	IL	Steve Kinser
3/21 Devil's Bowl Spd.	TX	Doug Wolfgang	8/26 Paragon Speedway	IN	Steve Kinser
3/22 Oklahoma Fgds. Spd.	OK	Steve Kinser	8/28 Butler Motor Spd.	MI	Doug Wolfgang
3/25 I-30 Speedway	AR	Sammy Swindell	8/29 Mansfield Raceway	OH	Sammy Swindell
3/28 Riverside Speedway	AR	Steve Kinser	8/30 Millstream Spd.	OH	Steve Kinser
4/11 Tri-City Speedway	IL	Steve Kinser	9/ 1 Lernerville Spd.	PA	Sammy Swindell
4/17 Lakeside Speedway	KS	Doug Wolfgang	9/11 Lakeside Seedway	KS	Doug Wolfgang
4/18 Knoxville Raceway	IA	Steve Kinser	9/12 Knoxville Raceway	IA	Doug Wolfgang
4/19 Boone Speedway	IA	Sammy Swindell	9/19 Baylands Rwy. Park	CA	Sammy Swindell
4/24 Springfield Spd.	IL	Steve Kinser	9/20 Santa Maria Spd.	CA	Sammy Swindell
4/25 Paragon Speedway	IN	Sammy Swindell	9/25 Silver Dollar Spd.	CA	Sammy Swindell
5/ 8 81 Speedway	KS	Sammy Swindell	9/26 Silver Dollar Spd.	CA	Sammy Swindell
5/10 Tulsa Speedway	OK	Sammy Swindell	10/ 3 I-70 Speedway	MO	Sammy Swindell
5/11 Lakeside Speedway	KS	Doug Wolfgang	10/10 New York State Fgds.	NY	Doug Wolfgang
5/13 Butler Motor Spd.	MI	Steve Kinser & Sammy Swindell	10/18 Eldora Speedway	OH	Steve Kinser
5/16 Eldora Speedway	OH	Sammy Swindell			
5/20 Tri-City Speedway	IL	Doug Wolfgang			
5/22 Knoxville Raceway	IA	Doug Wolfgang			
5/23 Knoxville Raceway	IA	Sammy Swindell			
5/24 Boone Speedway	IA	Gary Scott			
5/27 I-30 Speedway	AR	Sammy Swindell			
6/ 4 Lernerville Spd.	PA	Steve Kinser			
6/ 5 Williams Grove Spd.	PA	Steve Kinser			
6/ 6 Lincoln Speedway	PA	Steve Kinser			
6/ 7 Rolling Wheels Rwy.	NY	Steve Kinser			
6/ 9 Lebanon Valley Spd.	NY	Steve Kinser			
6/10 Weedsport Speedway	NY	Steve Kinser			
6/11 Penn National Spd.	PA	Steve Kinser			
6/12 Williams Grove Spd.	PA	Steve Kinser			
6/14 Wayne Co. Speedway	OH	Steve Kinser			
6/24 Big H Motor Spd.	TX	Sammy Swindell			
6/26 Devil's Bowl Spd.	TX	Ron Shuman			
6/27 Lawton Speedway	OK	Sammy Swindell			
6/28 Oklahoma Fgds. Spd.	OK	Doug Wolfgang			
7/ 1 81 Speedway	KS	Sammy Swindell			
7/ 2 Belleville Spd.	KS	Doug Wolfgang			
7/ 8 Butler Motor Spd.	MI	Steve Kinser			
7/10 Santa Fe Speedway	IL	Lee Osborne			
7/11 Fairmont Speedway	MN	Doug Wolfgang			
7/12 Hartford Speedway	SD	Sammy Swindell			
7/13 Red River Spd.	ND	Sammy Swindell			
7/14 Winnipeg Speedway	CN	Sammy Swindell			
7/18 Colorado Nat. Spd.	CO	Doug Wolfgang			
7/20 Eagle Raceway	NE	Sammy Swindell			
7/22 Knoxville Raceway	IA	Sammy Swindell			
7/25 Missouri St Fgds.	MO	Doug Wolfgang			
7/26 Tri-City Speedway	IL	Doug Wolfgang			
8/ 1 Riverside Speedway	AR	Sammy Swindell			
8/ 8 Eldora Speedway	OH	Doug Wolfgang			
8/10 I-70 Speedway	MO	Steve Kinser			
8/15 Knoxville Raceway	IA	Steve Kinser			

Victories

1. Sammy Swindell.....	28
2. Steve Kinser	23
3. Doug Wolfgang.....	20
4. Danny Smith	1
Ron Shuman	1
Gary Scott	1
Lee Osborne	1
74 Features — 7 Winners	
(One Tie)	

Point Standings

1. Sammy Swindell.....	10522
2. Doug Wolfgang.....	10292
3. Steve Kinser.....	9348
4. Jeff Swindell.....	6428
5. Rick Ferkel	6374
6. Danny Smith.....	5964
7. Bobby Allen.....	5182
8. Tim Green.....	4234
9. Bobby Davis Jr.	3656
10. Ed Polich.....	3560
11. Ron Shuman.....	3348
12. Jimmy Sills	3060
13. Lealand McSpadden	2911
14. Lee James	2572
15. Bobby Geldner.....	2404
16. Bobby Marshall	2340
17. Lee Osborne.....	2318
18. Eddie Leavitt.....	2302
19. Randy Smith.....	2198
20. Fred Linder	1902

A Look at 1980

Feature Winners

2/ 9 East Bay Raceway	FL	Doug Wolfgang	8/30 Eldora Speedway	OH	Doug Wolfgang
3/ 8 Big H Motor Spd.	TX	Danny Smith	8/31 Eldora Speedway	OH	Doug Wolfgang
3/15 Devil's Bowl Spd.	TX	Doug Wolfgang	9/ 1 New Bremen Spd.	OH	Steve Kinser
3/22 Devil's Bowl Spd.	TX	Sammy Swindell	9/ 3 I-30 Speedway	AR	Bobby Allen
4/ 5 Riverside Speedway	AR	Tim Green	9/10 Big H Motor Spd.	TX	Steve Kinser
4/12 Tri-City Speedway	IL	Steve Kinser	9/13 Devil's Bowl Spd.	TX	Sammy Swindell
4/13 Eldora Speedway	OH	Sammy Swindell	9/16 Riverside Speedway	AR	Terry Gray
4/18 Lakeside Speedway	KS	Tim Green	9/19 Capital Speedway	MO	Steve Kinser
4/19 Knoxville Raceway	IA	Steve Kinser	9/20 Knoxville Raceway	IA	Tim Green
4/20 Knoxville Raceway	IA	Steve Kinser	9/21 Illinois St. Fgds.	IL	Danny Smith
5/ 3 Eldora Speedway	OH	Steve Kinser	9/21 Illinois St. Fgds.	IL	Steve Kinser
5/ 4 Eldora Speedway	OH	Steve Kinser	9/25 Silver Dollar Spd.	CA	Wayne Sue
5/ 9 Butler Motor Spd.	MI	Lee Osborne	9/26 Silver Dollar Spd.	CA	Johnny Anderson
5/10 Paragon Speedway	IN	Lee Osborne	9/27 Silver Dollar Spd.	CA	Johnny Anderson
5/11 Tri-State Seedway	IN	Steve Kinser	10/11 New York State Fgds.	NY	Steve Kinser
5/14 Lemerville Spd.	PA	Doug Wolfgang	10/19 Eldora Speedway	OH	Steve Kinser
5/16 Williams Grove Spd.	PA	Sammy Swindell	Victories		
5/17 Lincoln Speedway	PA	Sammy Swindell	1. Steve Kinser	28	
5/20 Grandview Spd.	PA	Steve Kinser	2. Sammy Swindell	10	
5/22 Selinsgrove Spd.	PA	Kramer Williamson	Doug Wolfgang	10	
5/25 Eldora Speedway	OH	Steve Kinser	4. Tim Green	5	
5/26 New Bremen Spd.	OH	Steve Kinser	5. Lynn Paxton	3	
5/28 Tri-City Speedway	IL	Sammy Swindell	6. Lee Osborne	2	
5/31 Knoxville Raceway	IA	Doug Wolfgang	Danny Smith	2	
6/ 3 Colorado Nat. Spd.	CO	Lee James	Lee James	2	
6/ 8 Silver Dollar Spd.	CA	Steve Kinser	Rick Ferkel	2	
6/14 Ascot Park	CA	Steve Kinser	Johnny Anderson	2	
6/15 Speedway 117	CA	Doug Wolfgang	11. Kramer Williamson	1	
6/21 Manzanita Speedway	AZ	Sammy Swindell	Rick Hood	1	
6/25 Big H Motor Spd.	TX	Steve Kinser	Smokey Snellbaker	1	
6/27 Devil's Bowl Spd.	TX	Sammy Swindell	Keith Kauffman	1	
6/28 Lawton Speedway	OK	Steve Kinser	Bobby Allen	1	
6/29 Oklahoma Fgds. Spd.	OK	Doug Wolfgang	Terry Gray	1	
6/30 81 Speedway	OK	Sammy Swindell	Wayne Sue	1	
7/ 5 Eldora Speedway	OH	Steve Kinser	73 Features — 17 Winners		
7/ 6 New Bremen Spd.	OH	Steve Kinser	Point Standings		
7/ 9 Tri-City Speedway	IL	Tim Green	1. Steve Kinser	10200	
7/11 Santa Fe Speedway	IL	Lee James	2. Doug Wolfgang	9000	
7/12 Paragon Speedway	IN	Sammy Swindell	3. Lee James	7850	
7/13 Action Track	IN	Rick Hood	4. Tim Green	7442	
7/15 Mansfield Raceway	OH	Doug Wolfgang	5. Sammy Swindell	7338	
7/16 Lernerville Spd.	PA	Rick Ferkel	6. Lee Osborne	6488	
7/17 Penn National Spd.	PA	Smokey Snellbaker	7. Rick Ferkel	4850	
7/18 Selinsgrove Spd.	PA	Lynn Paxton	8. Danny Smith	4676	
7/19 Lincoln Speedway	PA	Steve Kinser	9. Bobby Allen	4064	
7/20 Weedsport Speedway	NY	Lynn Paxton	10. Mike Peters	3450	
7/21 Rolling Wheels Rwy.	NY	Lynn Paxton	11. Jack Hewitt	2910	
7/23 Grandview Spd.	PA	Tim Green	12. Ron Shuman	2808	
7/24 Hagerstown Speedway	MD	Steve Kinser	13. Jeff Swindell	2710	
7/26 Williams Grove Spd.	PA	Keith Kauffman	14. Shane Carson	2446	
8/ 9 Eldora Speedway	OH	Steve Kinser	15. Bobby Davis Jr.	2356	
8/11 Sunflower Expo. Grds.	KS	Steve Kinser	16. Don Mack	2298	
8/17 Knoxville Raceway	IA	Steve Kinser	17. Gary Gray	2100	
8/21 Springfield Spd.	IL	Steve Kinser	18. Lealand McSpadden	1832	
8/23 Tri-City Speedway	IL	Doug Wolfgang	19. Keith Kauffman	1658	
8/27 Butler Motor Spd.	MI	Steve Kinser	20. Lynn Paxton	1562	
8/29 Mansfield Raceway	OH	Rick Ferkel			

A Look at 1979

Feature Winners

2/10 East Bay Raceway	FL	Doug Wolfgang	9/ 5 I-30 Speedway	AR	Steve Kinser
3/11 Big H Motor Spd.	TX	Steve Kinser	9/ 8 Devil's Bowl Spd.	TX	Sammy Swindell
3/25 Tulsa Speedway	OK	Doug Wolfgang	9/15 Manzanita Speedway	AZ	Steve Kinser
3/31 Devil's Bowl Spd.	TX	Steve Kinser	9/21 Speedway 117	CA	Steve Kinser
4/ 6 Fairgrounds Spd.	TN	Rick Ferkel	9/27 West Capital Spd.	CA	Tim Green
4/ 7 Riverside Speedway	AR	Ron Shuman	9/28 West Capital Spd.	CA	Jimmy Sills
4/14 Champaign Mtr. Spd.	IL	Johnny Anderson	9/29 West Capital Spd.	CA	Steve Kinser
4/15 Eldora Speedway	OH	Ron Shuman	10/ 6 Santa Clara Fgds.	CA	Shane Carson
4/21 Knoxville Raceway	IA	Sammy Swindell	10/13 Manzanita Speedway	AZ	Tim Green
4/22 Hartford Speedway	SD	Ron Shuman	10/18 Tri-City Speedway	IL	Doug Wolfgang
5/ 6 Champaign Mtr. Spd.	IL	Doug Wolfgang	10/19 Fairgrounds Spd.	TN	Sammy Swindell
5/11 Lawrenceburg Spd.	IN	Steve Kinser	10/21 Eldora Speedway	OH	Shane Carson
5/12 Paragon Speedway	IN	Steve Kinser			
5/13 Tri-State Speedway	IN	Lee James			
5/18 Bloomington Speedway	IN	Rick Ferkel			
5/19 Indiana St. Fgds.	IN	Sammy Swindell			
5/23 Tri-City Speedway	IL	Steve Kinser			
5/27 Eldora Speedway	OH	Dub May			
5/29 Limaland Motor Spd.	OH	Steve Kinser			
6/ 2 Topeka Fgds. Spd.	KS	Dub May			
6/ 6 Colorado Nat. Spd.	CO	Rick Ferkel			
6/ 9 West Capital Spd.	CA	Steve Kinser			
6/10 Silver Dollar Spd.	CA	Steve Kinser			
6/14 Skagit Speedway	WA	Jack Hewitt			
6/15 Skagit Speedway	WA	Sammy Swindell			
6/16 Skagit Speedway	WA	Doug Wolfgang			
6/23 Winnepeg Speedway	MA	Sammy Swindell			
6/24 North Starr Spd.	MN	Steve Kinser			
6/27 Lincoln Park Spd.	IN	Steve Kinser			
7/ 1 Limaland Motor Spd.	OH	Sammy Swindell			
7/ 3 Eldora Speedway	OH	Steve Kinser			
7/ 6 Santa Fe Speedway	IL	Dub May			
7/ 7 Paragon Speedway	IN	Bobby Allen			
7/11 Tri-City Speedway	IL	Steve Kinser			
7/14 Eldora Speedway	OH	Sammy Swindell			
7/18 Hagerstown Speedway	MD	Smokey Snellbaker			
7/19 Penn National Spd.	PA	Steve Kinser			
7/20 Smedley Speedway	WV	Rick Ferkel			
7/21 Lincoln Speedway	PA	Rick Ferkel			
7/24 Five Mile Point Spd.	NY	Lynn Paxton			
7/25 Port Royal Speedway	PA	Lynn Paxton			
7/27 Williams Grove Spd.	PA	Lynn Paxton			
7/28 Selinsgrove Spd.	PA	Allen Klinger			
7/29 Wayne Co. Speedway	OH	Steve Kinser			
8/ 4 Eldora Speedway	OH	Steve Kinser			
8/ 6 Sunflower Expo Grds.	KS	Steve Kinser			
8/11 Knoxville Raceway	IA	Ron Shuman			
8/12 North Starr Spd.	MN	Doug Wolfgang			
8/17 Mid-Continent Rwy.	NE	Doug Wolfgang			
8/19 Tri-State Speedway	IN	Larry Gates			
8/21 Kokomo Speedway	IN	Sammy Swindell			
8/22 Tri-City Speedway	IL	Sammy Swindell			
8/26 Riverside Speedway	AR	Steve Kinser			
8/29 Lernerville Spd.	PA	Steve Kinser			
9/ 1 Eldora Speedway	OH	Doug Wolfgang			
9/ 2 New Bremen Spd.	OH	Steve Kinser			
9/ 3 New Bremen Spd.	OH	Sammy Swindell			

Victories

1. Steve Kinser	23
2. Sammy Swindell	11
3. Doug Wolfgang	8
4. Rick Ferkel	5
5. Ron Shuman	4
6. Dub May	3
Lynn Paxton	3
8. Tim Green	2
Shane Carson	2
10. Lee James	1
Bobby Allen	1
Johnny Anderson	1
Jack Hewitt	1
Smokey Snellbaker	1
Allen Klinger	1
Larry Gates	1
Jimmy Sills	1
69 Features — 17 Winners	

Point Standings

1. Steve Kinser	10358
2. Sammy Swindell	9196
3. Rick Ferkel	7588
4. Lee James	6912
5. Doug Wolfgang	5988
6. Dub May	5308
7. Bobby Allen	5214
8. Ron Shuman	4778
9. Jack Hewitt	4380
10. Johnny Anderson	3986
11. Jerry Stone	2774
12. Shane Carson	2760
13. Johnny Beaber	2660
14. Danny Smith	2386
15. Bob Kinser	2326
16. Lealand McSpadden	2266
17. Lee Osborne	2172
18. Jim Linder	2008
19. Kerry Norris	1738
20. Chuck Amati	1620

A Look at 1978

Steve Kinser was crowned "King of the Outlaws" as the first season of World of Outlaws competition was completed.

The campaign was the first organized national effort for the outlaw sprint clan and the response was overwhelming. A \$2,000 to win minimum was established to be eligible for a WoO sanction.

Lanny Edwards staged the kickoff event at Texas' Devil's Bowl Speedway on March 18. California's Jimmy Boyd topped the field and took the early point lead.

However, Kinser and owner Karl Kinser proved to be

the most proficient on the entire season. Kinser carried on a year-long fight with Rick Ferkel for the point lead and ended 54 markers ahead of the "Buckeye Traveler"

Doug Wolfgang snared the Knoxville Nationals crown in August with Shane Carson the victor of the season closing \$10,000 to win program. All in all, 17 different drivers entered WoO victory lanes during the season.

The 1978 campaign proved that sprint car racing's free spirits would support an organized circuit. The tour proved to be a promotional bonanza for track operators who could advertise many of the top touring stars.

Feature Winners

3/18 Devil's Bowl Spd.	TX	Jimmy Boyd
4/16 Eldora Speedway	OH	Bobby Allen
4/30 Eldora Speedway	OH	Rick Ferkel
5/21 Eldora Speedway	OH	Steve Kinser
5/29 Limaland Motor Spd.	OH	Rick Ferkel
6/10 Ascot Park	CA	Lealand McSpadden
6/10 Calistoga Fgds.	CA	Rick Ferkel
6/11 West Capital Spd.	CA	Rick Ferkel
6/14 Mercer Raceway	PA	Johnny Beaber
6/17 Skagit Speedway	WA	Doug Wolfgang
6/18 Skagit Speedway	WA	Doug Wolfgang
6/24 Lincoln Speedway	PA	Steve Smith
7/ 3 Eldora Speedway	OH	Rick Ferkel
7/ 8 Limaland Motor Spd.	OH	Steve Kinser
7/15 Missouri St. Fgds.	MO	Rick Ferkel
7/22 Limaland Motor Spd.	OH	Steve Kinser
7/29 Lincoln Speedway	PA	Steve Smith
8/ 1 Kokomo Speedway	IN	Steve Kinser
8/ 3 Eldora Speedway	OH	Randy Ford
8/ 4 Eldora Speedway	OH	Rick Ferkel
8/ 5 Eldora Speedway	OH	Rick Ferkel
8/12 Knoxville Raceway	IA	Doug Wolfgang
8/18 Bloomington Speedway	IN	Steve Kinser
8/22 Warsaw Speedway	IN	Bobby Allen
8/23 Oakshade Raceway	OH	Steve Smith
9/ 2 Paragon Speedway	IN	Steve Kinser
9/ 3 Eldora Speedway	IN	Steve Kinser
9/ 9 Colorado Nat. Spd.	CO	Steve Kinser
9/16 Devil's Bowl Spd.	TX	Sammy Swindell
9/21 Lawton Speedway	OK	Sammy Swindell
9/23 Calistoga Fgds.	CA	Johnny Anderson
9/24 Williams Grove Spd.	PA	Kramer Williamson
9/29 West Capital Spd.	CA	Steve Kinser
9/30 New York State Fgds.	NY	Bentley Warren
9/30 New York State Fgds.	NY	Jimmy Edwards
10/ 7 Santa Clara Fgds.	CA	Steve Kinser
10/14 Manzanita Speedway	AZ	Lealand McSpadden
10/21 Ascot Park	CA	Buster Venard
10/22 Speedway 117	CA	Rick Goudy
10/29 Eldora Speedway	OH	Shane Carson

Victories

1. Steve Kinser	11
2. Rick Ferkel	8
3. Doug Wolfgang	3
Steve Smith	3
5. Bobby Allen	2
Lealand McSpadden	2
Sammy Swindell	2
8. Jimmy Boyd	1
Johnny Beaber	1
Randy Ford	1
Johnny Anderson	1
Kramer Williamson	1
Bentley Warren	1
Jimmy Edwards	1
Buster Venard	1
Rick Goudy	1
Shane Carson	1
41 Features — 17 Winners	

Point Standings

1. Steve Kinser	5172
2. Rick Ferkel	5118
3. Bobby Allen	3688
4. Doug Wolfgang	3024
5. Jack Hewitt	2698
6. Charlie Swartz	1974
7. Lee Osborne	1908
8. Danny Smith	1858
9. Sammy Swindell	1856
10. Gary Patterson	1816
11. Lealand McSpadden	1750
12. Jimmy Boyd	1622
13. Dub May	1492
14. Fred Linder	1372
15. Johnny Beaber	1302
16. Shane Carson	1178
17. Johnny Anderson	1082
18. Kenny Jacobs	1010
19. Jimmy Sills	1000
20. Rick Nichols	946

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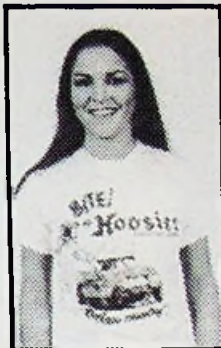
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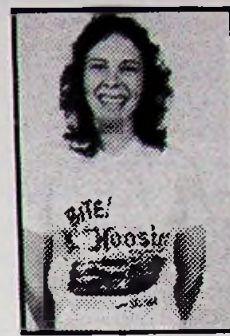
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Driver Biographies

BOBBY ALLEN **Hanover, Pennsylvania**

Bobby Allen is one of the series' greatest "invisible" drivers. Always noted for his tactical driving, Allen is at top form in the closing laps of a race. His low-groove calculations and chassis setup for late-race conditions have put him into double figures for career World of Outlaws wins. His \$12,690 victory last spring was the fourth richest win on the circuit. The former world go-cart champion also has one the busiest sprint car building businesses in the East.



SHANE CARSON **Oklahoma City, Oklahoma**

Shane Carson carries on a double life during each racing season, that of a full-time driver and as a promoter. Carson began his career on motorcycles at the age of 17 and won the Oklahoma 125 cc amateur crown. His WoO/Skoal Bandits Shootout accomplishments include victories in the 1978 and 1979 season-closing races and a third-place point finish in 1982. Carson is also head of MAR-CAR, the promotional company run by father Bud for 20 years. Among Shane's promotions at the Oklahoma City Fairgrounds are a pair of WoO races each season. Wife Debbie travels the circuit with Shane.



BOBBY DAVIS, JR.

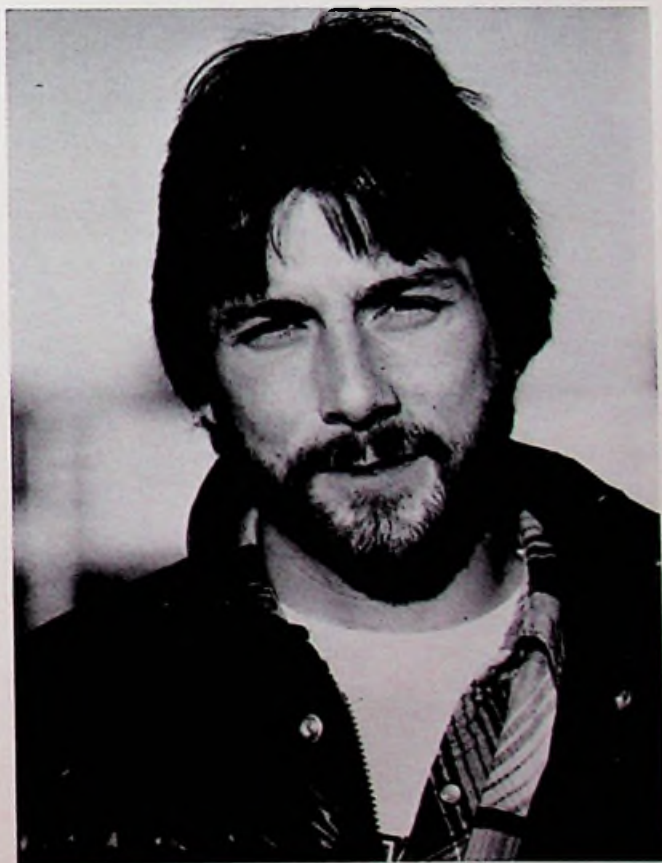
Memphis, Tennessee

One of the fastest rising stars in the sprint car ranks is Davis, Williams Grove Speedway's point champion in 1983. This will be Davis' first full-fledged season title effort with the World of Outlaws. Bobby is one of the noted "Memphis Bunch" that honed their skills at Riverside Speedway while in their early teens. Davis, one of the most personable drivers on the tour, notched his first WoO victory at Devil's Bowl Speedway in 1982 driving his father's car then took three more in 1983 for owner Bob Weikert. Many claim Davis may well be the sprint car star of the future.

BRAD DOTY

Orrville, Ohio

Brad's personality and rapport with the fans have made him one of the most popular World of Outlaws chauffeurs. Doty achieved a career dream as he scored his first WoO/Skoal Bandits Shootout win in 1983 then followed with a pair more. Doty is a proponent of the hard charger philosophy and many onlookers have forecasted a bright future for the transplanted Pennsylvanian. Brad and wife Laurie can be seen at many events with year-old daughter Brandy.



Driver Biographies

TIM GEE **Whitehorse, Yukon**

Gee, the only Canadian regular on the circuit, reached a personal milestone in 1983 when he recorded his first ever WoO/Skoal Bandits Shootout feature triumph at Paragon Speedway. Tim has improved nearly race-by-race in his two full years on the trail. His father Gordie serves as car owner and chief mechanic. Gordie previously owned one of western Canada's largest truck lines. Tim's girl friend Ruth Chambers accompanies the team during the season. With the first victory under their belts, strong performances are expected from the "Cold Country" team.



TIM GREEN **Sacramento, California**

Tim Green's return to the World of Outlaws tour follows part-season efforts since 1980. That year, he placed fourth in the point standings with a quintet of victories. Tim's racing has been year-long since then, concentrating on the upper Midwest or California scenes during the summer months and being one of the most popular Americans to race "Down Under" in Australia during the winter months here. Green, the 1979 WoO Rookie-of-the-Year, will be able to draw on his worldwide wealth of experience as he tackles this year's trail.



STEVE KINSER

Bloomington, Indiana

Steve has been Mr. Everything in WoO's first six years, taking four titles and being the leading feature winner. He topped the 100-win career plateau early in 1983, a mark reached faster than any other driver in a major series. Steve's career sprint car earnings have bettered the \$1 million level. When not piloting the famed number 11, Steve is usually found golfing or fishing. He has been a four-time Skoal All-America racing team member, including 1983 when he was a first-team pick. Wife Dana and daughter Stevie, born in November, are among Steve's biggest boosters.

RON SHUMAN

Mesa, Arizona

Ron is the "money driver" of the series. He can tell crew members the monetary value of a pass during a race moments after the checkered flag falls. He broke a two-year WoO dry spell in 1983 by topping a pair of features and placed fourth in the final standings, his best ever. Shuman is the latest driver to turn to promoting races. With his selling ability and fan popularity across the country, his new ventures should be successes. Ron's wife Chris and son Casey are tour regulars during the summer months.



Driver Biographies

JEFF SWINDELL Memphis, Tennessee

The younger brother of Sammy, Jeff carries on a rich family history begun by father Sam. The 1981 World of Outlaws Rookie-of-the-Year began racing in his teens at Riverside Speedway. Jeff has been a top ten point finisher for three years but was still looking for his initial WoO triumph at the close of the '83 campaign. He has over 20 career feature victories under his belt and there is little doubt that Jeff will uphold the family tradition in years to come. Wife Virginia has been a constant companion on the circuit in past years.



SAMMY SWINDELL Bartlett, Tennessee

The two-time World of Outlaws kingpin is eyeing new horizons in his racing career to complement his numerous sprint car accomplishments. In spite of running only a portion of 1978's WoO season Sammy stands second in career series wins. He reached a lifetime ambition of winning the Knoxville Nationals in 1983, giving him victories in every major U.S. sprint event. In addition to his driving talents, Sammy is one of the most knowledgeable in car construction and chassis setup in the business. The three-time Skoal All-America team pick flies his own airplane to many events. Girlfriend Amy Gray is at Sammy's side during the entire campaign.



RANDY WOLFE

Mechanicsburg, Pa

Randy has proven to be one of the brightest stars to emerge from the central Pennsylvania tour. He snared Port Royal Speedway's 1982 track title and has always been a top runner when the WoO tour comes to town. One of the more philosophical sprint drivers, Randy is popular with both the fans and press. Touring with the World of Outlaws has always been Randy's dream and it is expected his presence will be noticed by all in 1984.

DOUG WOLFGANG

Sioux Falls, South Dakota

One of the few sprint car honors to elude Doug has been the season-long World of Outlaws title. The three-time runnerup hopes 1984 will change the situation. The third leading career WoO feature winner has victories in major events across the country. Doug's career began in modified stock competition in his homestate in 1970 and he ran his first sprint car race in 1974. Since then he has been a national figure with one of the largest fan club memberships. Wife Jeri and daughters Nicole and Cori travel with Doug during the summer.



First Program

Qualifications

[illegible]

First Heat

Car No.	Driver	Car No.	Driver
1. _____	_____	2. _____	_____
3. _____	_____	4. _____	_____
5. _____	_____	6. _____	_____
7. _____	_____	8. _____	_____
9. _____	_____	10. _____	_____
Finish: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____ 8. _____ 9. _____ 10. _____			

Second Heat

Car No.	Driver	Car No.	Driver
1. _____	_____	2. _____	_____
3. _____	_____	4. _____	_____
5. _____	_____	6. _____	_____
7. _____	_____	8. _____	_____
9. _____	_____	10. _____	_____

Finish:	1. _____	2. _____	3. _____	4. _____	5. _____
	6. _____	7. _____	8. _____	9. _____	10. _____

Third Heat

Car No.	Driver	Car No.	Driver
1. _____	_____	2. _____	_____
3. _____	_____	4. _____	_____
5. _____	_____	6. _____	_____
7. _____	_____	8. _____	_____
9. _____	_____	10. _____	_____
Finish: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____ 8. _____ 9. _____ 10. _____			

Fourth Heat

Car No.	Driver	Car No.	Driver
1. _____	_____	2. _____	_____
3. _____	_____	4. _____	_____
5. _____	_____	6. _____	_____
7. _____	_____	8. _____	_____
9. _____	_____	10. _____	_____
Finish: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____		6. _____ 7. _____ 8. _____ 9. _____ 10. _____	

Fifth Heat

Car No.	Driver	Car No.	Driver
1. _____	_____	2. _____	_____
3. _____	_____	4. _____	_____
5. _____	_____	6. _____	_____
7. _____	_____	8. _____	_____
9. _____	_____	10. _____	_____
Finish: 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____ 8. _____ 9. _____ 10. _____			

B Feature

Car No.	Driver	Car No.	Driver
1.		2.	
3.		4.	
5.		6.	
7.		8.	
9.		10.	
11.		12.	
13.		14.	
15.		16.	
17.		18.	
19.		20.	

Finish:	1.	2.	3.	4.	5.
	6.	7.	8.	9.	10.

Feature

Car No.	Driver	Car No.	Driver		
1.		2.			
3.		4.			
5.		6.			
7.		8.			
9.		10.			
11.		12.			
13.		14.			
15.		16.			
17.		18.			
19.		20.			
21.		22.			
23.		24.			
Finish:	1.	2.	3.	4.	5.
	6.	7.	8.	9.	10.

WoO's Canines

"My wife and I'll have a hamburger each, but why don't you bring a steak to . . ." And although restaurant ordering may not go exactly like this, the World of Outlaws "Canine Club" definitely plays a role in the events that surround the series.

Humphrey, Nikki, a pair of Outlaws, Precious and Dusty are all as much a part of the touring sprint show as their human counterparts. And to call their human companions "owners" is often quite misleading what with the lifestyles led by these dogs.

The canine craze began shortly after the founding of the World of Outlaws. One by one the non-human pit population grew.

Today, the undisputed canine captain is Humphrey, the pure black lab of WoO heads Ted and Stacy Johnson. Humphrey travels the circuit, a fixture (usually sleeping) in the back of the van.

Humphrey, now four years old, also used to attend all the races. However, the noise often drove him for shelter, either to the inside of the van or underneath it.

More often than not now, Humphrey opts to remain in the motel room for a night of lounging while the WoO races are being held. And therein lies a problem at many motels that prohibit non-humans from staying in the rooms.

"The trouble is Humphrey thinks that he is human," Stacy claims. "I think Humphrey has seen every back

entrance to motels possible," adds Ted. "But now, most of the motels recognize him and don't put up a fuss about him staying in the room."

Although he may look ferocious, Humphrey is extremely mild mannered. But he is also moody. When this emotion hits, he licks the top of each front leg, rubbing away the hair and leaving sores.

This dilemma was solved by placing sweat bands around each leg every time Ted and Stacy leave Humphrey alone. Thus Humphrey is one of the few canines equipped with "paw bands."

Nikki is Sammy Swindell and Amy Gray's German shepherd. Nikki was purchased in Florida one February with money won by Sammy from racing. Nikki can usually be found near the back of the trailer at the race track.

Precious can be found with the Ferkels while Jeff Swindell and wife Sissy are often with their cocker spaniel Dusty. Carman Manzardo's 1983 popular run at the Knoxville Nationals with his overweight supermodified was enhanced by the sasha lab that made the trip.

The pair of "Outlaws" so appropriately named belong to Lisa and Laurie Johnson, Ted's daughters and Ronnie Daniels. The Johnson "Outlaws" is a sheltie while Daniels' version is a bulldog.

Even though the World of Outlaws was created for humans, there are many canine friends that have become very attached to the touring as well.



Humphrey



Nikki

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It doesn't matter if you just work at the local service station, or rebuild racing engines for a living, if you're a good mechanic you try to do a good job.

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So we put in a cheap brand.

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We had problems with leaking gaskets.

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Problems with engines that blew up.

And, even bigger problems with the mechanics who brought us the engines in the first place.

So, we thought, maybe it was worth paying the little extra it took to buy Fram.

Boy, were we right.

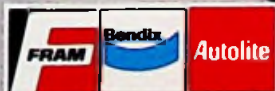
We haven't had an oil filter problem since."

If you have a car, take a tip from Chet.

Next time you change your oil, spend the few cents extra it takes to buy a Fram filter.

After all, isn't it better to spend a little more now?

Instead of a lot later?



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Raymond Beadle 1 — 1983 5th Place Car



Gil Suiter 1AZ — 1983 6th Place Car



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Doug Wolfgang



Steve Kinser



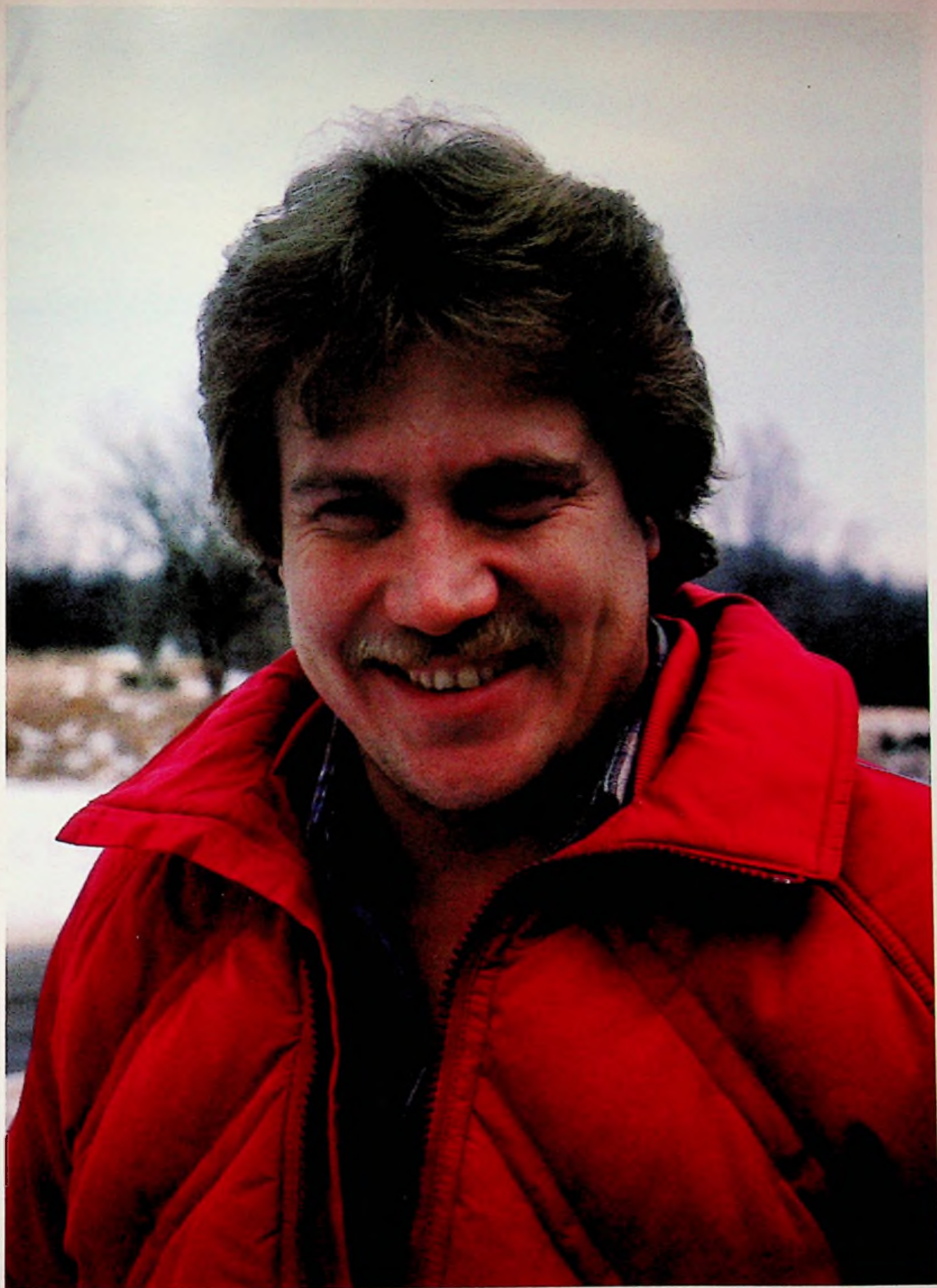
Syracuse Four Abreast



Sammy Swindell



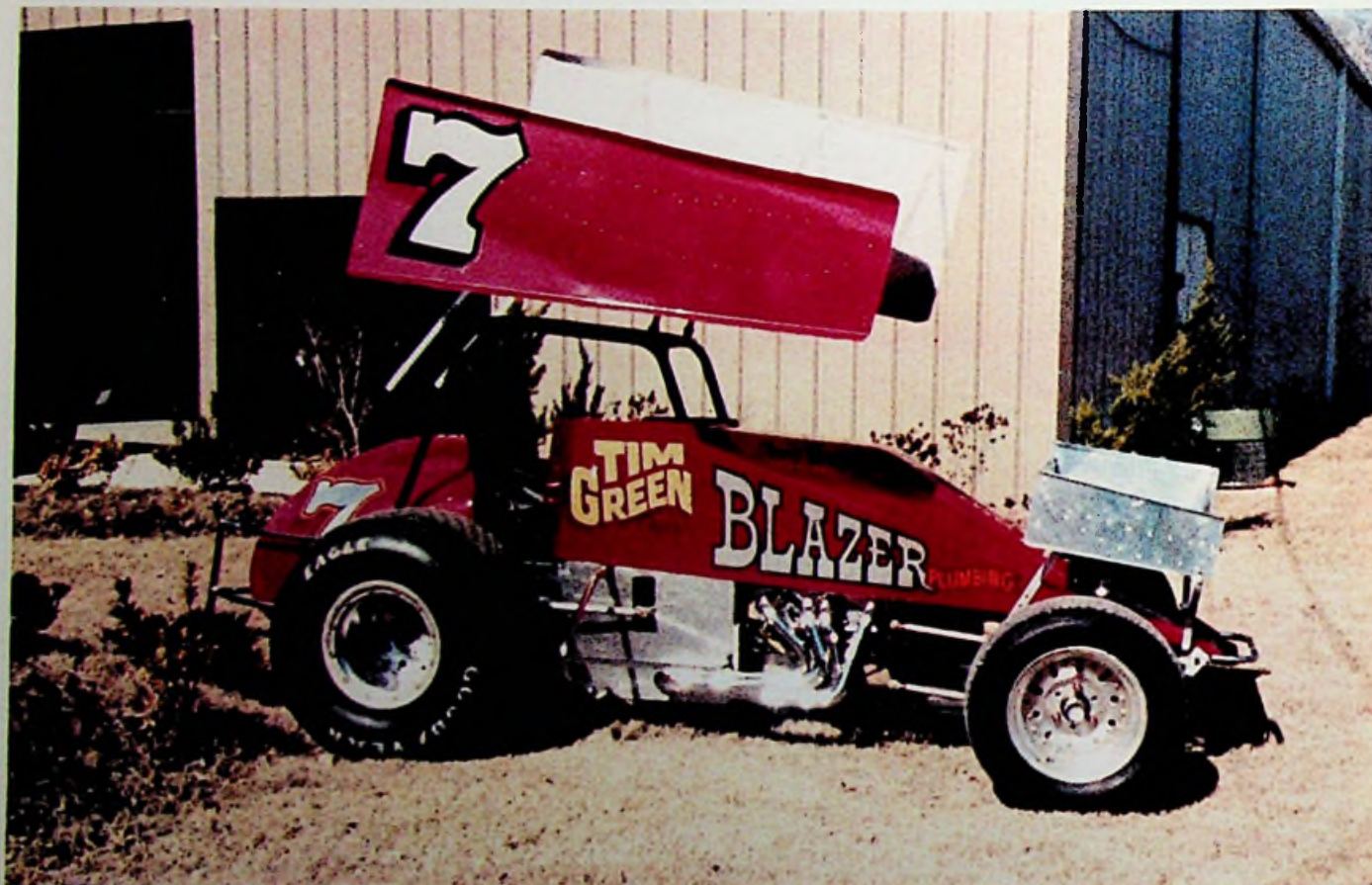
Kinser Brothers 1984 Gambler



Steve Kinser



Bill & Jesse Keen — 5W



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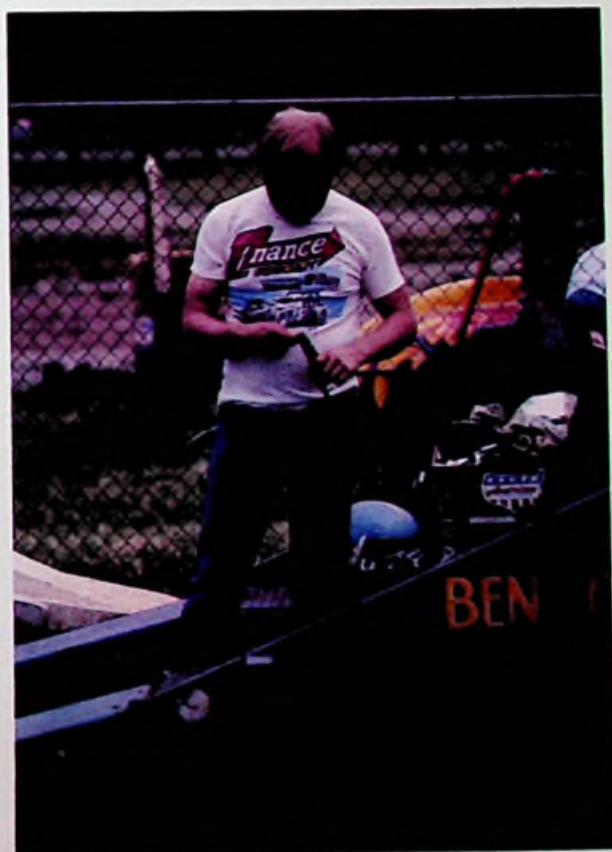
Bobby Marshall



Brad Doty



Jac Haudenschild



Bobby Allen



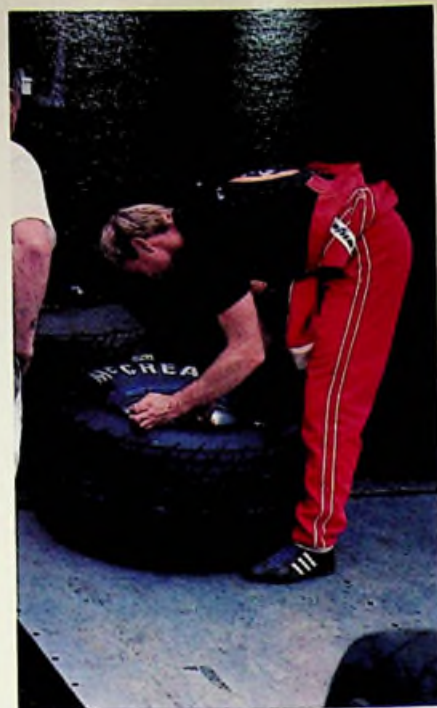
Danny Smith, Ken Woodruff



Jeff Swindell



Shane Carson



Doug Wolfgang



Ron Shuman



Karl Kinser & Paul Elrod — 1983 Championship Crew



Race Nite



Tim Gee



Steve Kinser, Brad Doty



Steve Michael, Ron Shuman



Lee Osborne, Danny Smith



Doug Wolfgang, Bobby Allen



Ted Johnson

WoO's Champs



Ted Johnson, Sammy Swindell, Steve Kinser, Lanny Edwards

The World of Outlaws has had only two champions, Steve Kinser and Sammy Swindell. And with the titles that they have garnered, numerous other accolades have followed their accomplishments.

Kinser captured the 1978, 1979, 1980 and 1983 season point championships while Swindell bested the series in 1981 and 1982. Between the pair, 55 percent of the time they have received the checkered flag first at WoO/Skoal Bandits Shootout shows.

Nominations to several post-season awards have followed each of their titles. Kinser has been a four-time selection to the Skoal America racing team while Swindell has been picked three times. The team is chosen by

balloting among members of the American Auto Racing Writers & Broadcasters Association.

Kinser has been named to the elite ten-member First Team three times, in 1978, 1980 and 1983. He was an Honorable Mention pick in 1979.

Swindell's selections have all been to the Second Team. He achieved these in 1981, 1982 and 1983.

In addition, Kinser was picked as one of the world's ten greatest racing drivers by Car & Driver magazine in 1983.

The professional attitudes displayed by Kinser and Swindell have upgraded sprint car racing's image immensely. They have both been pioneers in making sprint car racing one of motorsports' major leagues.

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Chaparral Trailer

Looking into the pits at a World of Outlaws/Skoal Bandits Shootout event will reveal countless enclosed trailers. Closer inspection of these tow rigs is likely to show a Chaparral Trailer ID tag on nearly every one.

The Dallas based firm is part of Raymond Beadle's racing-related possessions. Beadle took over the company in full in 1979 and has expanded the market to which Chaparral sells trailers.

Chaparral's largest market for many years was in drag racing. As the sprint car clan turned to more sophisticated trailers, they looked to Chaparral and business has been booming ever since.

"As it stands with the limitation on space and people, the 60 to 65 trailers we build each year is almost 100 percent of our maximum," says Chaparral general manager Gary Travis.

Travis took over the trailer operation in March of 1981 after managing Beadle's Blue Max retail store. And it has been a hectic time.

"There are so many things we can do out of an ordinary 18,000 square foot building," he says on Chaparral's current status. "We are looking to increase our space."

"We could operate more than one shift but that would make us use separate groups to build each trailer," Travis explains. "We do so many things out of the ordinary that we like to keep the same people on a project from start to finish."

Travis separates the building process into four divisions. The first step is to build the frame, set it on a dolly, level it and get everything square.

Second is to install the roof, floor and outer "skin." Customers have the choice of aluminum or laminated oak flooring for the trailer. Over 95 percent choose the aluminum but the oak is a popular choice for show cars.

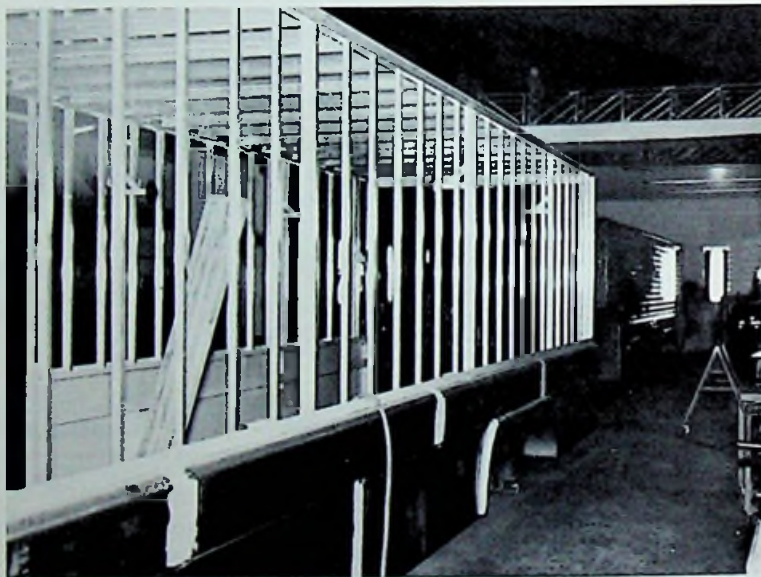
The third step consists of finishing the body and painting the trailer in Chaparral's own painting section. Finally, the axles, wheels, tires and generators are added and the job is finished.

Chaparral's sprint car sales are split with half of the customers choosing the 42 foot triple axle gooseneck model. The other half opt for the 32 foot pull trailer model. The 42 foot trailer has enough room for two full cars or can be designed to accommodate a lounge area with full facilities in the back.

"The one Raymond uses with his funny car is the most elaborate we have ever built," Travis claims. "It was constructed from the ground up."

This special project was a 45-foot semi-trailer that was specially designed for the drag racing operation. Included was a plush lounge area for entertaining sponsors while at each event.

So when all the impressive trailers are lined up side-by-side in the pit area, most of them were the handiwork of Chaparral Trailer.



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The Memphis Bunch

Look at the starting lineup for any World of Outlaws/Skoal Bandits Shootout feature. Gaze at the hometowns of all the starters. Notice Memphis, TN beside several drivers' names?

The city by the Mississippi is the residence for more series drivers than any other town. At some shows, no less than seven will claim Elvis' hometown as their's also.

What is the reason so many top drivers come from Memphis? Veteran onlookers claim several reasons, some of which are the ages most of these drivers began to race and the competition among themselves.

The formation of the World of Outlaws in 1978 also came at the time that many of the regulars at Riverside Speedway in West Memphis, AR were gaining the much needed experience.

Among this group are Sammy and Jeff Swindell, Bobby Davis Jr., Rick Ungar, Terry Gray, Rick Hood and Ronnie Daniels. All of these were knocking heads with each other every Saturday night on the quarter-mile bullring.

These head-to-head battles produced a fierce competitive spirit within the group, a trait that is still carried

today. And with this spirit has brought notoriety on the WoO tour.

Sammy Swindell, who claims Bartlett (a northwestern Memphis community) as home, has two World of Outlaws titles in his hip pocket. Davis became the second youngest driver ever to sit in a WoO victory lane in 1982 while Gray and Hood both had one series triumph as of the end of 1983.

Ungar has finished in the top ten in WoO points while Jeff Swindell, Sammy's younger brother, has been a constant frontrunner with a fourth-place point finish to his credit. And it looked like Daniels was on his way to a series win in an early 1983 race at Devil's Bowl Speedway when an accident took him out of action.

"That competition that they had against each other is paying off now," one observer theorizes. "They had to be good then to keep up with one another and this stays with them even today."

So when one of the "Memphis Bunch" sits in a World of Outlaws/Skoal Bandits Shootout victory lane, it may be that special Tennessee touch that helped put him there.

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I-70 National Speedway 1984 Schedule

- | | |
|------------------------|--|
| April 13, 14 | World of Outlaws/Skoal Bandits Shootout Sprints |
| May 27 | Coors Memorial Race - Winged Outlaw Sprints & Late Models |
| June 16 | Winged Outlaw Sprints |
| July 4 | Pepsi Firecracker Race - Winged Outlaw Sprints & Late Models |
| July 19, 20, 21 | 2nd Annual NDRA National 100 NDRA Late Models & Sportsman Late Models |
| July 27 | AMA Motorcycle Races - Regional Championship |
| August 5 | NCRA Championship Dirt Cars & NCRA Late Models |
| August 6 | 9th Annual Jerry Weld Memorial - Winged Outlaw Sprints |
| August 31 & Sept. 1, 2 | 4th Annual Coors I-70 Sprint Nationals - World of Outlaws/Skoal Bandits Shootout Sprints Plus Skoal Midget Nationals On Saturday & Sunday, Sept. 1 & 2 |
| Sept. 29 | Coors 4 Crown Outlaw Special - Sprints, Midgets, Sportsman & Street Stocks |
| October 5, 6 | First Annual IMCA Modified National Championship |
| October 27, 28 | 2nd Annual I-70 U.S. Dirt Invitational - Sprint Car & Late Model Champions From All Major Associations Throughout The U.S. Will Compete. |

Note: All Races Are Evening Events Starting At 7:00 PM Except Oct. 27 & 28, Which Is 7:00 PM On Oct. 27 and 1:00 PM (Afternoon) On Oct. 28

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Eastern Tracks

Some of the most competitive racing of the World of Outlaws/Skoal Bandits Shootout season takes place during the pair of Eastern swings. The tracks hosting the touring sprints are among the region's best and carry both tradition and a wide variety of types of classes that compete.

Promoter Don Martin has expanded Lernerville Speedway, Sarver, PA, four times since 1967 with the immaculate grounds serving as WoO's western Pennsylvania "home."

The original "small" quarter-mile clay was enlarged to a "big" quarter then to a "small" three-eighths, a "big" three-eighths and to its current half-mile status. Six classes compete on a weekly Friday night basis with each program running straight through from start to finish.

Jerry Matus snared the 1983 sprint car track title. In hardtop classes, Dave Hess claimed the late model honors while Bob Wearing headed the modifieds.

An easterly trek across the Pennsylvania Turnpike leads to one of the nation's most historic racing facilities, Williams Grove Speedway in Mechanicsburg, PA. The half-mile track, built in 1939, has hosted nearly every superstar to race on dirt.

Sprint cars, or big cars as they were referred to in the post World War II era, have always been the staple of

Williams Grove racing. Weekly Friday night programs are staged with a second division of super sportsman (sprint car lookalikes with clutches) or late models added periodically.

Since taking over the track in 1981, the Sel-Wil group headed by promoter George Wolfe has instituted several purse increases and have carried on the tradition of maintaining the park-like grounds. Bobby Davis Jr. was the track's 1983 champion.

Just a half-hour drive southeast of Williams Grove places fans at the Lincoln Speedway, Hanover, PA. The banked, short half-mile results in tight competition with the best features of short track competitiveness and high speed the result.

Weekly Saturday night sprint car shows are staged by promoter Tom Livelsberger. Various stock car classes also compete. Steve Siegel was the 1983 sprint champion.

Less than an hour away from Lincoln and Williams Grove is Grandview Speedway, located in the little town of Bechtelsville, PA. Located north of Pottstown, the high-banked third-mile has been the site of some of the most fiercely waged WoO battles.

Promoter Ed Darrell, a long-time midget owner, stages a variety of open cockpit programs every season. The track also operates weekly on Saturday nights with sportsman and six-cylinder stock cars.

The New York state tracks that host the WoO/Skoal Bandits Shootout contingent are all part of the DIRT organization. Even though modified stock cars are the prevailing class, their fans have also proven to be among the most avid of the whole WoO circuit.

The richest WoO Eastern race each year is conducted on the flat mile oval of the New York State Fairgrounds in Syracuse, NY. The WoO event is part of the annual Super DIRT Week, the richest dirt track gathering in the world.

Races have been on the State Fairgrounds schedule for nearly the entire 20th century, being one of the oldest plants to hold motorized competition in the U.S. Glenn Donnelly and DIRT took over the promotional reigns of the "Moody Mile" in 1972.

Orange County Fair Speedway in Middletown, NY was taken over by Donnelly and DIRT at the start of the 1983 season. Another facility that basks in history, OCFS began receiving a gradual facelift to its grounds and facilities.

The spectator vantage points at the track are among the most unique in the country. A large covered grandstand and several tall bleacher sections provide traditional viewing on the frontstretch. A hill outside the backstretch wall provides the perfect setting for the track's drive-in section. Fans view the program from their cars or lawn chairs, with barbeques preparing meals at nearly every vehicle.

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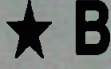
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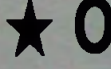
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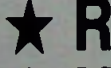
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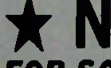
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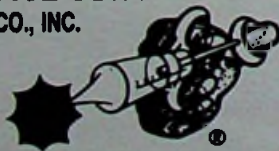
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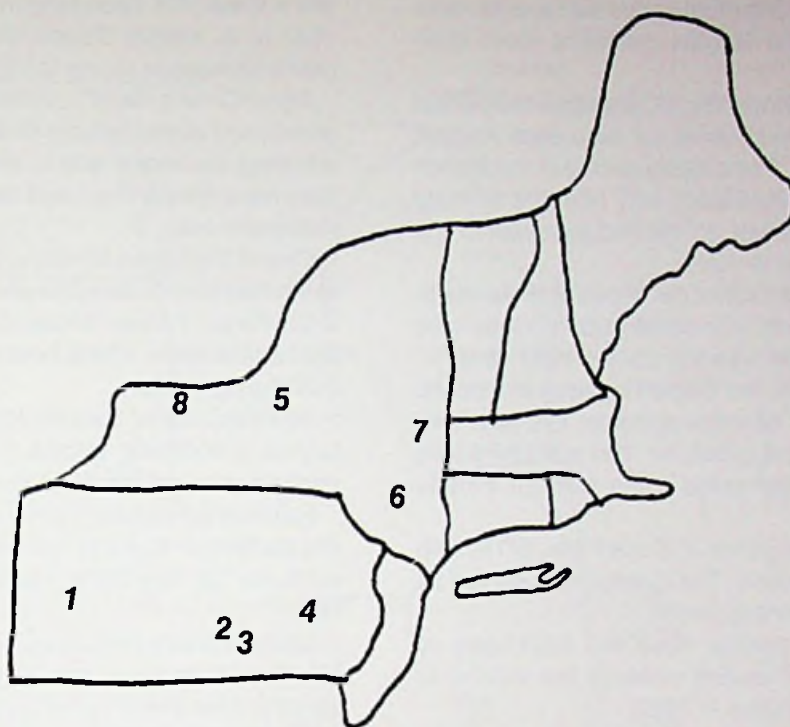
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Modified stock cars are the track's leading class. Sportsman stock cars are also part of the weekly card. It is not unusual for these two classes to attract over 100 cars. Brett Hearn added another modified title to his laurels in 1983.

The eastern border of the state is the site for Lebanon Valley Speedway, West Lebanon, NY. Promoter Howard Commander oversees both the high-banked clay oval and the drag strip located outside the oval's backstretch.

The oval offers a stiff challenge each year to the WoO

touring pilots with its long straights and high banks. Weekly Saturday night modified and sportsman shows are staged with Ken Tremont Jr. the 1983 mod king.

Nearly 20 bus loads of New England fans are present for each WoO/Skoal Bandits Shootout show.

Canandaigua Speedway in Canandaigua, NY is also one of Donnelly's facilities. The fairgrounds half-mile features a heavy clay for its weekly Saturday night modified headline events. Alan Johnson was the track's top point driver for 1983 in the mod ranks.

Midwestern Tracks

The Midwest serves as the central point to the World of Outlaws/Skoal Bandits Shootout series with a wide variety of track designs and lengths providing stern challenges.

Knoxville Raceway, Knoxville, IA, provides the perfect atmosphere for the richest sprint car race each August, the Knoxville Nationals. The country setting of the Marion County Fairgrounds and its black clay offer the ultimate honor for a sprint car driver, to win the top prize of the annual race first staged in 1961.

Weekly Saturday night sprint car shows are the mainstay of the half-mile with a modified sprint class also competing. Randy Smith was the track's 1983 titlist.

Southwest of Knoxville lies Eagle Raceway in Lincoln, NE. The track is under new management this year with Marty Beecham serving as promoter. The rapid third-mile clay has featured many torrid open cockpit battles throughout the years.

Doug Wolfgang's hometown of Sious Falls, SD is also the site of Huset's Speedway. The quarter-mile served as one of Wolfgang's training grounds.

Limited cubic inch sprints were the backbone of Huset's weekly card for several seasons but yielded to the larger-engined machines in 1983.

South Dakota's other WoO/Skoal Bandits Shootout site is Black Hills Speedway in Rapid City. Taken over in 1983 by S. William Davies, the half-mile oval is the region's showpiece racing facility.

The "Crow's Nest" restaurant located above the grandstand allows patrons to dine and enjoy drinks while watching the racing action. Davies' efforts and promotions have greatly improved racing's image in the Mount Rushmore area.

One of the hottest tickets in North Dakota each year is to the Red River Valley Speedway's annual WoO show in West Fargo. Former series driver Don Mack and local auto dealer Hank Albers host the circuit on the half-mile oval during the fair.

The WoO/Skoal Bandits Shootout event is the fair's largest grandstand attraction. The show is the most northern race on the WoO tour.

Fairmont Speedway, Fairmont, MN, follows a midwestern tradition in that it is located at the fairgrounds. The southern "Gopher State" oval is popular with area race fans.

Chicago area's only clay track, Santa Fe Speedway in Hinsdale, IL, is one of the more active speedways in the country. Promoter Howard Tiedt stages weekly stock car and numerous special events during each season.

In the 32nd year of operation, Tiedt's spectator facilities are among the most accommodating. Among the 80 to 88 shows run each year are late model and sportsman stock car events every Saturday and Sunday night, weekly Wednesday night motorcycle flat track runs with Thursday and Friday nights devoted to specials.

Al Johnson earned the late model championship in 1983. Charlie Shane snared the sportsman crown.

Tri-City Speedway, Granite City, IL, is popular with St. Louis area fans. In addition to weekly programs featuring a variety of classes, Ron Shuman turns promoter for the WoO/Skoal Bandits Shootout visit to the well-prepared half-mile.

A trio of Indiana tracks that encircle Indianapolis form the basis for the area's weekly sprint shows. Kokomo Speedway, Kokomo, IN, is located 50 miles north of the Hoosier state capital.

Long-time promoter Bill Lipkey stages the weekly Sunday night sprint and stock car shows on the flat quarter-mile. The facility has been the site for some of WoO's most torrid battles through the years.

Paragon Speedway, Paragon, IN, is southwest of Indianapolis. Mike Johnson doubles as track promoter as well as frequent Indiana area sprint pilot. Mike's wife Sue completes the family effort.

Weekly Saturday night sprint and stock car classes make up the bulk of Paragon's season. The three-eighths mile oval features long straights and high-banked corners that allow several different lines to be taken.



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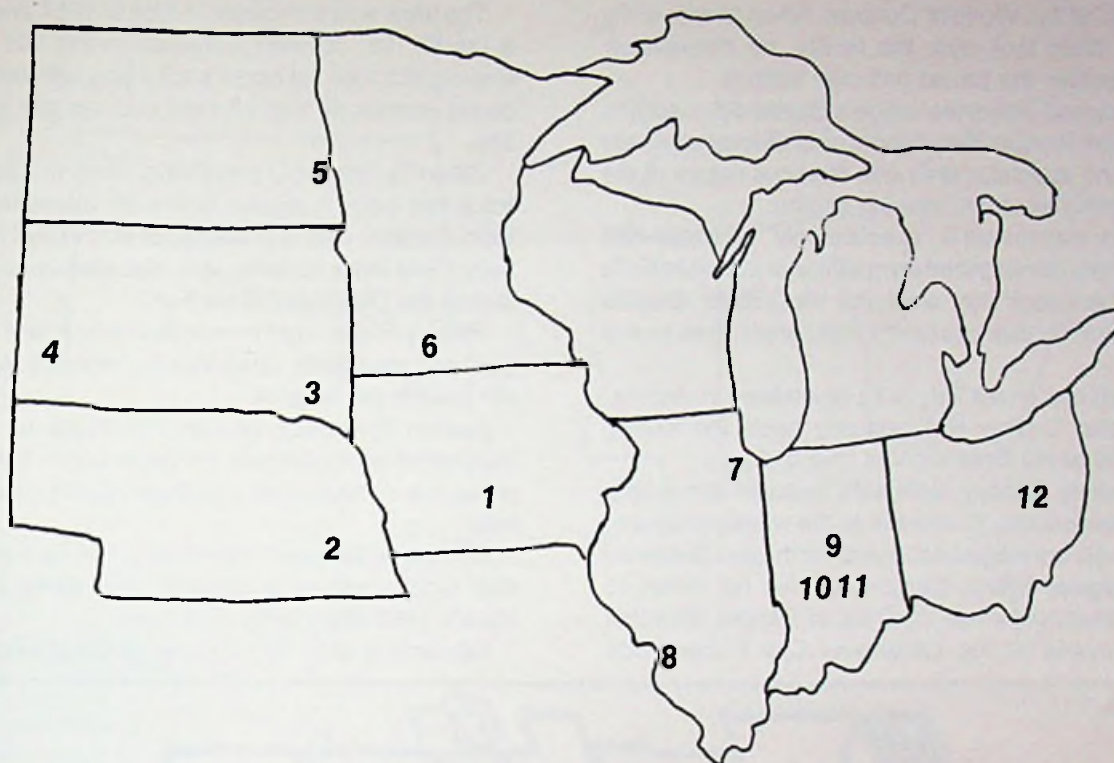


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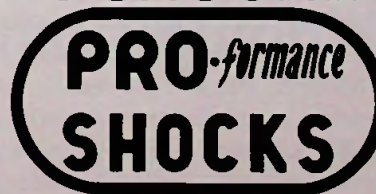
- 7 — **Santa Fe**
- 8 — **Tri-City**
- 9 — **Kokomo**
- 10 — **Paragon**
- 11 — **Mitchell**
- 12 — **Wayne Co.**

Mitchell Motor Speedway in Bloomington, IN served not only as one of Steve Kinser's training grounds but also is the site of his co-promotion of WoO races along with regular operator Dave Mitchell.

The short quarter offers steeply banked turns which produce sub-12 second laps. Weekly Friday night cards highlight the sprint cars.

Wayne County Speedway, Orrville, OH, returns to the WoO slate in 1984. Promoter Wellman Lehman offers late models and other stock car classes in his weekly shows on the three-eighths mile clay oval.

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Southern Tracks

The tracks that ring WoO's Texas base provide interesting contrasts in a number of areas.

I-70 Speedway in Odessa, MO, serves as the Kansas City "home" of the World of Outlaws. When former sprint star Greg Weld took over the facility, he immediately placed clay over the paved half-mile surface.

This produced one of the nation's fastest dirt ovals and one that is perfectly suited to sprint cars. Bucket seats are utilized in the spectator area with the bowl nature of the track providing excellent viewing angles.

Weld has maintained a "specials only" schedule and offers a variety of motorized competition in the course of a season. The Labor Day weekend WoO/Skoal Bandits Shootout events have become a traditional fixture on the schedule.

Southeast of Kansas City is 81 Speedway in Wichita, KS. Promoter C. Ray Hall annually hosts the touring sprint teams at his three-eighths mile oval.

Hall's weekly Sunday night card features dirt champ cars and late models. In addition to the weekly program, special events are staged each year for the two divisions.

Series regular Shane Carson doubles his duties to include promoting the two WoO/Skoal Bandits Shootout events annually at the Oklahoma City Fairgrounds

Speedway. The facility features a quarter-mile clay oval inside of the half-mile that is utilized for the WoO programs.

The track was completed in May of 1954 and is built on a landfill that covered a swamp in the late 1940's. A five-eighths mile flat horse track along with specially prepared motocross and off-road courses are also on the site.

Carson's first WoO promotion came in 1980 and the track has been a regular fixture on the schedule since then. Carson, who is president of MAR-CAR founded by father Bud three decades ago, also stages several races during the Oklahoma State Fair.

Weekly Friday night competition consists of dirt champ cars and modifieds. Greg Wooley was the track's 1983 dirt champ car kingpin.

Lawton Speedway, Lawton, OK, hosts the other Okie WoO show each summer. Promoter Lanny Edwards prepares the immaculately groomed quarter-mile track surface.

Dirt champ cars and stocks comprise the weekly Saturday night competing classes. Bob Ewell snared the track's 1983 dirt champ car crown.

Edwards is also the promoter at Devil's Bowl Speed-

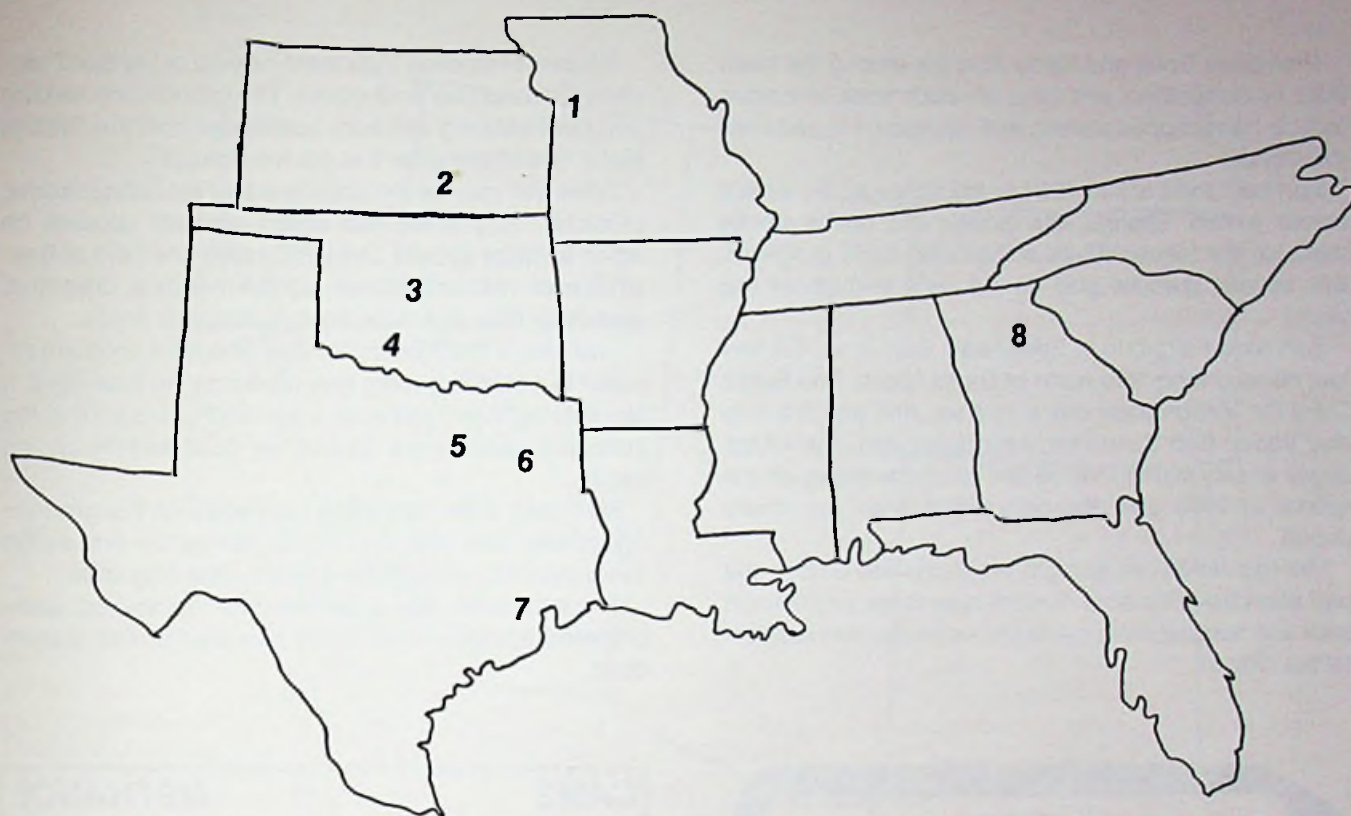


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- 8 — Lanier's

way in Mesquite, TX, east of Dallas. The banked half-mile is known for its tacky clay and rapid speeds.

Edwards took over the facility in 1973 and stages weekly sprint, limited modified and other classes on Friday nights. Steve Perry snared the 1983 Devil's Bowl sprint title. The track was also the site for the first ever World of Outlaws race on March 18, 1978.

The newest facility in Texas is appropriately named Lone Star Speedway in Kilgore. Doyle Wise's year-long construction program has resulted in the showcase banked three-eighths mile facility.

Each pit space is equipped with water and electricity. Wise is a veteran promoter at several area tracks.

Big H Motor Speedway in Houston, TX, is another quarter-mile that traditionally produces tight competition. Promoter Ed McDonald built the multi-purpose facility in 1978 and hosts weekly Saturday night shows.

Sprints, stocks and midgets compete regularly. Larry Bell was the 1983 track sprint car titlist.

Lanier's Raceway in Gainesville, GA, is referred to by many as one of the most beautiful tracks in the country. Built by late model driver Bud Lunsford, the three-eighths mile oval sports red Georgia clay and faces the Road Atlanta road course.

The 1984 WoO/Skoal Bandits Shootout event is the first ever run in the Peach state.

Western Tracks

Promoters Doug and Nettie Fort are among the best-liked by competitors and fans, of which track amenities include handicapped parking and assistance to and from the stands.

Fort built the track in 1964 in the valley of the area's natural terrain. Springs, late models and hobby stocks make up the regular 26-week Saturday night programs with several specials also on the slate throughout the year.

San Jose Fairgrounds Speedway, San Jose, CA lies four hours driving time north of Santa Maria. The Santa Clara Co. Fairgrounds has a quarter, half and full mile clay tracks. Bob Barkhimer Associates and Ken Clapp began weekly supermodified and stock car shows on the quarter in 1978 after the paved San Jose Speedway closed.

The regular Saturday night programs are among the best attended in the area. Special auto races on the short track and national motorcycle shows on the mile result in sellout crowds.

Baylands Raceway Park is the newest of the San Francisco-Oakland Bay area tracks. The grandstand seating and steel retaining wall were purchased from the Ontario Motor Speedway after that track's demise.

What well may be the country's busiest racing facility, promoter Terry Kniss has seven different courses on which to stage events. Over 250 races are held at Baylands each year on the three-eighths mile oval, drag strip, speedway bike and motocross motorcycle areas.

Last year's WoO/Skoal Bandits Shootout program resulted in a standing-room only crowd on the final night, a two-mile traffic jam and such a demand for tickets that the spectator gates were closed an hour before racing began.

Northwest of Baylands lies the Petaluma Fairgrounds Speedway. The 1984 WoO show will be the first series event ever run at the three-eighths mile clay oval.

Promoter John Soares is noted for his immaculately prepared racing surfaces. Stock cars are the main weekly class.

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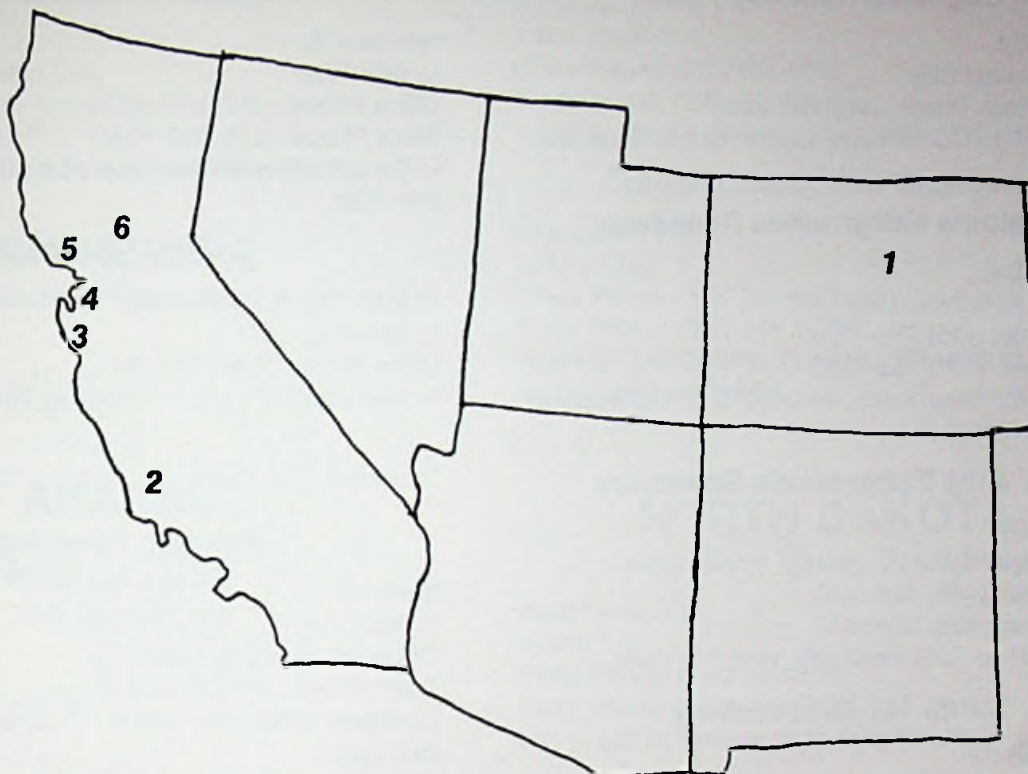
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John Padjen's annual Gold Cup Race of Champions at Silver Dollar Speedway, Chico, CA is one of the year-long WoO highlights. A carry-over from West Capital Raceway, the three-day meet is steeped with tradition since its inception in 1959.

Weekly Saturday night shows at the Silver Dollar Fairgrounds large quarter-mile involve sprints, super stocks and hobby stocks. Wayne Sue was the 1983 sprint track champ while Mike Koehnen won the super stock crown. Rick Reeves was the hobby stock king.

Padjen took over the track after West Capital closed. The speedway was constructed in 1962.



Track Directory

CALIFORNIA

Baylands Raceway Park

Fremont, CA
3/8 Mile Banked Clay
Office & Track Phone: (415) 651-2545
Highway 17 to Durham exit, west to Christy Lane, then south.

Petaluma Fairgrounds Speedway

Petaluma, CA
3/8 Mile Semi-Banked Clay
Office Phone: (415) 754-7333
Track Phone: (707) 753-7282
Located at the fairgrounds, west of U.S. 101 to Washington St., left at signal.

San Jose Fairgrounds Speedway

San Jose, CA
1/4 Mile Clay
Office Phone: (408) 438-3210
Track Phone: (408) 294-5647
Highway 101 to Tully Road exit, west 1 1/2 miles.

Santa Maria Speedway

Santa Maria, CA
1/3 Mile Semi-Banked Clay
Office Phone: (805) 466-4462
Track Phone: (805) 922-2233
North of U.S. 101 on Hutton Road.

Silver Dollar Speedway

Chico, CA
1/4 Mile High-Banked Clay
Office Phone: (916) 969-7484
Track Phone: (916) 891-6535
Located at the fairgrounds, 1/2 mile west of U.S. 99.

COLORADO

Raceland

Denver, CO
1/2 Mile Semi-Banked Clay
Office Phone: (303) 651-2884
Track Phone: (303) 371-5505
I-70 east of Denver to Tower Road, north to 88th Ave., east 1 mile to Buckley Road then north.

GEORGIA

Lanier's Raceway

Gainesville, GA
3/8 Mile Semi-Banked Clay
Office Phone: (404) 446-0161
Track Phone: (404) 967-2131
I-85 to Highway 53 then north 5 miles.

ILLINOIS

Santa Fe Speedway

Hinsdale, IL
1/2 Mile Clay
Office Phone: (312) 839-1051
Track Phone: (312) 839-1050
I-55 to exit 276, south on County Line Road to 91st Street then east.

Tri-City Speedway

Granite City, IL
1/2 Mile Clay
Office Phone: (602) 839-3441
1/4 Mile south of I-270 on Highway 203.

INDIANA

Kokomo Speedway

Kokomo, IN
1/4 Mile Clay
Office Phone: (317) 452-5527
Track Phone: (317) 459-3877
Northeast of Kokomo, west of U.S. 31 on Morgan to Davis then north.

Mitchell Motor Speedway

Bloomington, IN
1/4 Mile High-Banked Clay
Office Phone: (812) 876-5786
Track Phone: (812) 824-7400
3 1/2 miles south of Bloomington on Highway 37 then east on Fairfax Road.

Paragon Speedway

Paragon, IN
3/8 Mile High-Banked Clay
Office Phone: (317) 342-3018
Track Phone: (317) 537-2366
1 mile south of Paragon on Highway 67 then north 1/2 mile.

IOWA

Knoxville Raceway

Knoxville, IA
1/2 Mile Clay
Office & Track Phone: (515) 842-5431
Located on Highway 14 at the north edge of Knoxville.

KANSAS

81 Speedway

Wichita, KS

$\frac{3}{8}$ Mile Semi-Banked Clay

Office Phone: (316) 744-1774

Track Phone: (316) 755-1781

3 miles north of I-235 on N. Broadway near 61st.

MINNESOTA

Fairmont Speedway

Fairmont, MN

$\frac{1}{2}$ Mile High-Banked Clay

Office Phone: (515) 287-5613

Track Phone: (507) 235-6996

U.S. 16 to west edge of Fairmont then north $\frac{1}{2}$ mile.

MISSOURI

I-70 Speedway

Odessa, MO

$\frac{1}{2}$ Mile High-Banked Clay

Office: (816) 421-3065

Office Phone: (816) 421-3065

Track Phone: (816) 633-4760

I-70 next to Lexington-Mayview exit (41), east on North Outer Road.

NEBRASKA

Eagle Raceway

Lincoln, NE

$\frac{1}{3}$ Mile High-Banked Clay

Office Phone: (402) 483-2234

U.S. 34, 11 miles east of Lincoln.

NEW YORK

Canandaigua Speedway

Canandaigua, NY

$\frac{1}{2}$ Mile Clay

Office Phone: (315) 834-6606

Track Phone: (716) 394-0961

I-90 to exit 43, south on Highway 21 to U.S. 20, east 1 mile to Town Line Road.

Lebanon Valley Speedway

West Lebanon, NY

$\frac{1}{2}$ Mile High-Banked Clay

Office Phone: (518) 794-9965

Track Phone: (518) 794-9606

U.S. 20, 18 miles east of Albany.

New York State Fairgrounds

Syracuse, NY

1 Mile Clay

Office Phone: (315) 834-6606

Track Phone: (315) 487-8636

1 mile south of I-90 exit 39 on I-690 to fair exit.

Orange County Fair Speedway

Middletown, NY

$\frac{5}{8}$ Mile Clay

Office Phone: (315) 834-6606

Track Phone: (914) 342-2573

Highway 17 to Highway 211 (exit 120), west to Carpenter Avenue then southwest.

NORTH DAKOTA

Red River Valley Speedway

West Fargo, ND

$\frac{1}{2}$ Mile Clay

Office Phone: (218) 773-2120

Track Phone: (701) 282-2200

I-94 to exit 85 then north to fairgrounds.

OHIO

Wayne County Speedway

Orrville, OH

$\frac{3}{8}$ Mile Semi-Banked Clay

Office Phone: (216) 682-4691

Track Phone: (216) 683-5266

9 miles east of Wooster on U.S. 30 then 1 mile north on Carr Road (County Road 84).

OKLAHOMA

Lawton Speedway

Lawton, OK

$\frac{1}{4}$ Mile Clay

Office & Track Phone: (405) 355-6417

$1\frac{1}{2}$ miles south of Lee Blvd. on Sheridan Road.

Oklahoma City Fairgrounds Speedway

Oklahoma City, OK

$\frac{1}{2}$ Mile Clay

Office Phone: (405) 946-0422

Track Phone: (405) 946-1122

$\frac{1}{2}$ mile north of I-40 on May Avenue.

Track Directory

PENNSYLVANIA

Grandview Speedway

Bechtelsville, PA
1/3 Mile High-Banked Clay
Office Phone: (201) 381-4050
Track Phone: (215) 754-7688
10 miles north of Pottstown on Highway 100 then east on
Passmore Road up hill.

Lernerville Speedway

Sarver, PA
1/2 Mile Clay
Office Phone: (412) 353-1511
Track Phone: (412) 353-1350
9 miles southeast of Butler on Highway 356.

Lincoln Speedway

Hanover, PA
1/2 Mile Banked Clay
Office Phone: (717) 637-1101
Track Phone: (717) 624-2755
U.S. 30 between Gettysburg and York, south 1/2 mile at
speedway sign.

Williams Grove Speedway

Mechanicsburg, PA
1/2 Mile Banked Clay
Office Phone: (717) 766-4778
Track Phone: (717) 766-4779
Pennsylvania Turnpike to exit 17, south on U.S. 15 to
Lisburn Road. Turn right, go to second stop sign and turn
left. 1/4 mile on right is backstretch seating entrance,
frontstretch entrance at next intersection.

SOUTH DAKOTA

Black Hills Speedway

Rapid City, SD
1/2 Mile Semi-Banked Clay
Office Phone: (605) 348-2732
Track Phone: (605) 342-4657
Highway 44 4 miles east of Rapid City.

Huset's Speedway

Sioux Falls, SD
1/4 Mile Banked Clay
Office Phone: (515) 287-5613
Track Phone: (605) 582-3536
Highway 67 4 1/2 miles east of Sioux Falls.

TEXAS

Big H Motor Speedway

Houston, TX
1/4 Mile Banked Clay
Office Phone: (713) 635-2440
Track Phone: (713) 458-2490
5 miles east of U.S. 59 on Mount Houston Road.

Devil's Bowl Speedway

Mesquite, TX
1/2 Mile Banked Clay
Office & Track Phone: (214) 222-2421
I-20 east of Dallas to Lawson Road, 3 miles south.

Lone Star Speedway

Kilgore, TX
3/8 Mile High-Banked Clay
Office & Track Phone: (214) 983-3666
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WORLD of Outlaws NEWSLETTER

VOL. 1 NO. 11

DECEMBER 16, 1983



WOLFGANG SYRACUSE MASTER

SYRACUSE, Wolfgang came Nationals with win to help disappointing season. Wolfgang got snared the 10 around the New York track Saturday Skool Bandits. The South pair of WoO/Skoal his credit on showdown even the lock on second standings. H. doubters that cl. winning touch. But pilot in Chassis house Woodruff, Wolfgang winning desire. 23rd circuit and collect \$17,375. The win was career WoO/Skoal. He also became the this event's sixth. Trailing Wolfgang in the Hamilton finished a close the fleet Wolfgang payoff was also. Third went Nance Speed Equi the Swindell by straight solid worth \$6,910. In the Gaerte E \$4,000. Fifth the Stanton/Trom Heartbreak candidates. For who led the or



WORLD of Outlaws NEWSLETTER

VOL. 1 NO. 4

APRIL 28, 1983

Trio Head Southwest Swing

HOUSTON, TX (April 20) - For quite a while at Big H Motor Speedway's World of Outlaws program, it appeared as though Steve Kinser's luck was all against him. But by the time the checkered fell on the 40-lap feature, the Indiana veteran had collected his 100th career WoO main event win.

Reaching the 100-win milestone in just over five years marks the quickest any major series driver has reached the plateau. During this time, Kinser has claimed three WoO titles.

Kinser's night started off on the wrong foot when a tangle occurred in front of him during his heat. His Gaerte Engine/Yalvoline 11 suffered front end damage with a new front axle in order. Then, while crewmen were repairing his mount, Kinser was accidentally hit near the eye with a nerf bar. Despite the wound, Kinser elected to start the race.

Crew chief Karl Kinser set the car up to run the high groove around the quarter-mile clay oval. Kinser was the only driver initially to choose that line and he quickly worked his way to third from 11th. Jeff Swindell led from the green with Doug Wolfgang moving into second. The younger Swindell lost the handle in turn one just past the ten-lap mark, giving Wolfgang the lead with Kinser right behind. (Continued on Page 2)

OKLAHOMA CITY, OK (April 24) - Brad Doty was really wondering what next would go wrong for him on the WoO trail after his grinding crash at Devil's Bowl Friday. But for the personable western Pennsylvania native, everything on Sunday at the Oklahoma City Fairgrounds Speedway was good as Doty captured the first series feature win of his career after a year and a half of trying.

Doty's triumph in the Western Wheels Spring Nationals was popular with the fans and competitors alike. Last season, Doty had several wins within his reach until a variety of problems took the triumphs (Continued on Page 2)

MESQUITE, TX (April 22) - Doug Wolfgang was among the most surprised people to be leading the 30-lap World of Outlaws feature at Devil's Bowl Speedway Friday night.

With just three laps remaining, Doug was a half straight behind Sammy Swindell. However, Swindell tangled with Jack Hewitt while lapping him in the second turn which inflicted front end damage to Swindell's Old Milwaukee mount. This left Wolfgang in front and he didn't let the opportunity to record his first WoO win of the year get away.

"You don't have to always be speedy to win," the driver of the Kenny Rogers Gambler Chassis 18 said in victory lane. "But if you are always running second, you will win 25% of the races as the leaders run into trouble."

Ron Shuman put in his best performance of the season in the OXICO 21X as he nosed out Keith Kauffman coming down for the flag. Kauffman took third in the Pennzoil/Shaver Engines 75. Bobby Allen rode the low groove the entire feature on the track that quickly dried out due to a strong wind. This gave him fourth in the CBB Mushroom 1A ahead of Jac Haudenschild in the Dick Trondson Engine 4.

Crashes left some favorites out of the hunt and others with quick repairs to (Continued on Page 2)



Steve Kinser - Reaches 100 (Fred Fohlhaber Photo)



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Owners & Mechanics

This is the first article on the people behind the scenes of the World of Outlaws. The piece covers just a few of those involved, others will be profiled in subsequent issues.

While a driver basks in the glory of a victory lane or the headline of an article, the background people should also receive a piece of the spotlight.

The nature of World of Outlaws car owners would lend one to believe that many of their "other lives" would vary greatly. And they do.

Take Gary Stanton and LaVern Nance for instance. Both are sprint car constructors and thus have a somewhat vested interest in the circuit. But for Emery and Kitty Wisenbaker, Gil Suiter and Merle Thomason, the love of the sport has drawn them into the ranks.

Stanton began building cars in 1969 and moved into his construction business in 1974. Currently six employees crank out 125 completed cars and kits during a season from the Phoenix, AZ shop.

The Nance Speed Equipment building in Wichita, KS is also busy year-round. An annual total of 75 sprinters roll out of the shop with another 30 dirt champ car "hundred inchers" also produced. This has been the basis for the business that began in 1956. "I built three midgets," La Vern recalls. "But I decided to stick with the sprints and hundred inchers since then."

The Houston, TX-based Wisenbakers have been involved with sprints for six years. Their Blazer Plumbing business concentrates on doing work for general contractors.

"If she quits, I wouldn't have any reason to continue," Emery says of wife Kitty. "Neither one of us was involved in sprints but once we started watching them we decided to go buy one."

Suiter is a former boat racer who captured national titles while driving. "It got boring after a while though," he says.

Thus came his sprint car involvement. "I went to the

local races here in Phoenix and got hooked." In his fourth year as a car owner, Suiter's car won the state title in 1981 and has been a WoO regular.

Suiter's Gil's Drilling Co. uses large diameter drill rigs to create four to eight foot openings that may reach 100 feet deep. Most of the work is for heavy construction such as in skyscrapers.

Merle "Crockett" Thomason raced sprints in the Kansas area in the 1950's. After seven years at the wheel, he formed the B&L Electric Co. in Missouri that handles high voltage electricity. Thomason has owned cars for three years.

The mechanics' story is often just as interesting. Gary "Deuce" Turrill has worked on sprints since his start with Rick Ungar in Ohio in 1972. For six years he assisted Ungar then went to work for Butch Bahr in 1978. He rejoined with Ungar in 1979 and 1980, spent 1981 with Brad Doty and then Al Hagar, got back together with Ungar on Merle Thomason's team in 1982 and joined with the Blue Max sprint team in 1983.

His nickname came about in a different manner. "My dad liked to play cards," Gary recalls. "So he called my brother Ace, me Deuce and my sister Trey. Rick began calling me by that name and it just stuck."

Say the name Steve Brannon in a WoO pits and nobody will know who he is. Say "Maynard" and everyone will know. Brannon, one of the circuit's happiest and funniest people, earned his nickname long ago.

"I had a beard for nine years," he recalls. "I was working for supermodified driver Junior Taft, and he started calling me Maynard 'cause he thought I looked like the beatnik. It has just stuck."

After working with Darrell Brazeal, Maynard landed his present job with Lloyd Stephens' OFIXCO team.

Daryle Saucier helped Brad Doty record his first WoO wins a year ago. "I drove a race car one night, sure didn't do anything good," he remembers. "I knew then that I wasn't cut out to be a driver."

Daryle was Jeff Swindell's mechanic at the first ever WoO race in 1978. He worked for three years around his native Memphis and built cars. He worked on the Davis Electric team car for Bobby Davis Jr. then joined the Sam Bowers team in 1982.

Mark Todd was a high school classmate of Steve Kinser. Part a driver and part a mechanic, Mark still yearns for the right deal so he can return to driving. As a driver, he has qualified for every WoO race except once when an engine blew.

Danny Smith drove for Todd in 1979 with the team paired up again in 1980. Part of 1980 and 1981 was spent with Speedway Motors. In 1981 and 1982 he drove in central Indiana and last year joined the Nance Speed Equipment team.

"I like to be with the best so I can contribute," he says. "And by the way, I've not yet retired as a driver."



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Beryl Christian

Being the sole authority as to the running of a World of Outlaws/Skoal Bandits Shootouts race is a major chore. Add to this a hectic concession business and the operation of a printing shop "back home" and the result is Beryl Christian.

Officially, Beryl is the Director of Competition for the World of Outlaws and owner of the World of Outlaws Concession Enterprises operation that offers series merchandise at each race. What this amounts to is a full-tilt workday for Christian each time WoO stages a race.

Christian, a former driver and track official in Texas, worked a few WoO's midwestern 1982 programs as chief steward. When 1983 rolled around, Beryl was given his title and told to "run the races."

With the concession business also to handle, Christian's typical "night at the races" often begins shortly after noon on raceday. Once he has arrived at the track, the concession trailer has to be parked in place and the merchandise unloaded and counted.

At some tracks, an infield trailer is also utilized. When this is the case, the concession preparation is doubled. Once completed, it is time for Beryl to change roles and begin his Director of Competition duties.

He oversees the sign-in procedure at each track, an activity that may begin as early as 4 p.m. Each team that appears draws a number for their time trial position with a complete list kept by Christian.

As the time for warmups approaches, Beryl moves to the pit area to get this part of the program moving. After time trials are completed he assists the scorers in arranging the heat race lineups.

During the actual competition, his main duties include maintaining a properly run show and viewing the competition for any possible infractions.

Once the program is completed, Beryl's night still has a couple more hours left. The concession trailers must be disassembled and all of the merchandise packed away for the trip down the road. With this, and some fans



Beryl Christian

stopping by wanting to talk, an "average" night may conclude at 1 a.m.

Beryl is known for his no nonsense approach for running a race. He is stern about rules infractions, no matter who the offending party is.

"When Beryl took over in 1983, the drivers would come to me and want me to change a ruling Beryl had made," claims WoO head Ted Johnson. "I would just tell them to go back and see Beryl, it is his area. After a few races they wouldn't even bother coming to me because they knew Beryl wouldn't change his mind."

In addition to the triple duties Beryl carries on, a fourth one of "Daddy" became part of his routine in 1983. Beryl's wife Linda presented him with twin boys, Andrew and Matthew, who joined the tour for last fall's California swing.

With his energetic attitude, the World of Outlaws is certainly much the better with Beryl aboard.

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Bill Hill

The advertisements for the upcoming event. The stories leading into the race. The interviews on radio and television. And finally, the postrace result stories. How does all the publicity work get done?

Several of the promoters hosting World of Outlaw/Skoal Bandits Shootout events this year will utilize the services of Bill Hill, regarded by many as a master of the publicity and public relations trade. And it is through Bill that many of the necessary promotional efforts are achieved.

Bill resides in Tulsa, OK with his wife Ruby. After working for associations and tracks on a full-time basis, Bill has turned to freelance public relations work.

Working on large special events at many of the nation's short tracks is the mainstay of Bill's current status. With many of his events being WoO/Skoal Bandits Shootout shows, there is a "game plan" for each promotional effort.

Hill breaks down his promotional efforts to those that need to be completed more than two weeks before a race and those that should be done within the 14-day period leading up to the event.

"All the basics have to be done more than two weeks ahead of the race," he said. Among the list of promotional items that need to be completed and press releases about the race to be sent to all appropriate racing trade newspapers, advertisements be placed in many of these same papers, a program to be completed for the event and flyers touting the event to be distributed.

"You can cover a lot of ground with flyers," Hill comments. "By handing them out at trade and auto shows, and at the track in the weeks leading up to a special race, flyers put all the information right in the fans' hands."

Bill accomplishes many of these tasks from his Tulsa home. This lays the groundwork for his personal efforts that take place in the two weeks prior to the event.

He has a basic routine that he follows leading up to a show. The region around the track is studied and all newspapers within a 100-mile radius are provided with releases about the show. Radio and television stations within a 25 to 30-mile radius are also invited.

"From my standpoint, nothing beats the legwork and personal contacts one to two weeks before a race," claims Hill. "Many think this sounds easy, but you get up early and get back to the motel late at night."

Using guide books as to circulation and costs involved, Bill chooses what he feels will be the most beneficial newspapers to place advertisements in. He considers all the daily newspapers, the larger weekly publications and shoppers of more than 4,000 circulation.

While Bill is at a newspaper placing an ad, he uses the opportunity to visit with the sports editor. A press release about the event is handed directly to the sports editor along with a press kit on the show and organization. This kit contains statistics, history and other pieces of news that may be of interest.

These visits to sports editors are carried on all day. Sometimes Bill will make nearly 100 stops to hand deliver the material. And it is through these contacts that many sports stories get to print.

"I follow up on the initial visit and call back. I see everyone at least three times. This way I can answer questions they may have and on each return visit, I deliver another story about the show."

Radio and television coverage usually depends on the use of a driver or personality that will participate in the upcoming race. "I like to work with a race driver that is a national name," Hill comments. "It makes it easier to get such a person on the air."

Reaching the grassroots level is often achieved by using radio call-in sports shows. Many times this arouses the race fans' interests and results in their phone calls. Also, it serves as an education source for those not familiar with auto racing.

But Bill's work doesn't end when the race is held. Among the post-race chores are providing the media with race results and other items of interest from the show. "This followup is important," Hill claims. "Sports editors and broadcasters need the results after the race and by helping them out, it gains credibility for the next time you are in the area."

While his work usually covers the publicity area, Bill may often be found behind a microphone at the track. His specialty is pitside interviews, an art which can bring the fans right into the trackside action.

While racing has always been a part of Hill's life, the development into a public relations person was almost accidental. The Rocky Mountain Midget Racing Association was in need of someone to do race result stories for their club while Hill was involved as a car owner of two midgets.

Bill's work for the club led to other offers to do publicity work at area tracks. Following this was Bill's own television and radio shows covering racing in the Mile High City.

Hill also recalls one of his most memorable publicity persons, Blair Ratliff. Ratliff handled Dayton and New Bremen Speedways years ago and was noted for outrageous methods to gain attention for an upcoming race.

Several of his antics would end up drawing the police force to a downtown area, but right with them was the press corps. And the final outcome of his actions always ended up with added publicity for his event.

"I think that if there is ever an award made to auto racing PR people, it should be named after Blair. His style may not work as well today, but he was always looking for that something extra to gain attention for his client. I admire that attitude, it is one that is disappearing."

So when you see an advance story leading up to a race, an advertisement or hear about an upcoming event, Bill Hill may have been the legwork behind it.

Jack Miller

"I could talk, nobody else could." This is how Jack Miller, one of the most popular World of Outlaws/Skoal Bandits announcers, got his initial job behind the microphone. And it is obvious that Jack can talk as witnessed by his work across the country.

Miller has been a mainstay at the Knoxville Nationals for several Augusts now. So popular is he with the fans that after missing one Nationals, letters and phone calls flooded the track office wanting his return.

"It is just fun announcing," he claims. "You can see the results of your labor."

His career got off to a humble beginning. "I was based at Rantoul, IL in the Air Force," he recalls. Bubby Jones was racing motorcycles back then and I rode in the area also.

When I didn't qualify for the feature, I would go to the stand and do the announcing of the race. They paid more money for that than I could have ever won racing."

Miller's announcing career then kicked off with the two-wheelers. "Bobby Baugh, who was one of the best ever, got me started announcing," Jack comments. "I did several motorcycle shows for him when he had another job somewhere else."

A move to Oklahoma City, OK placed Miller in the position of promoter in local motorcycle shows. "Bud Carson got me involved in auto races while I was doing the motorcycle programs.

"Bud was one of the greatest promoters ever," Miller recounts. "Before he would let me announce any of his shows, I had to learn every job at the track. It gave me a much better view of what was really going on."

Jack began announcing more motorcycle national events in addition to branching out into auto racing. But 1973 was when he discovered sprint cars.

"I really got hooked on sprints," he states. "I was working some shows for Devil's Bowl promoter Lanny Edwards and all the action and excitement really appealed to me."

The love affair continued the next year. "Al Sweeney, who used to run the IMCA sprints at the Florida State Fairgrounds in Tampa asked me to announce an old timers race."

In 1975 he went to work at Knoxville and was their regular announcer and public relations person until 1978 when he moved to Florida.

Early in 1978 a call from Edwards landed Jack what could be a most historic job, announcing the first World of Outlaws race. Miller followed most of the tour that season, building his reputation as "the World of Outlaws announcer."

Much of Miller's current style was gained from two clients he worked for, the Joie Chitwood Thrill Show and Evil Kneivel.

"I've learned that show business is a heck of a big part of auto racing," he says. "The announcer brings in the show business."

"You want the fans to go away saying 'Boy, I want to come back.' An announcer should talk with the fans, not at them."

"Announcing is the one true thing that I enjoy." And countless fans around the country enjoy listening also.



Maynard, Jack Miller, Bill Hill

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John Sawyer

Sprint car racing has one person to thank for helping the sport gain coverage in years before claiming you were a sprint car fan was fashionable. And fitting right in the mold of the outlaw sprint people he wrote about, John Sawyer has always taken what may not have been the beaten path.

Sawyer has written more articles on the outlaw sprint ranks and the World of Outlaws organization than anyone else. He is currently Senior Editor of Open Wheel magazine and Sawyer-penned articles can be found in nearly every issue.

In addition, two books penned on the sport have hit the bookstores through Sawyer's efforts. Probably more than anyone else, his work has helped the sport advance.

Sawyer's individualist attitudes have helped him mesh and be part of the free spirits that comprise this form of motorsports. "Racers are the last individualists in the world," Sawyer claims.

Among those that the former social studies teacher and football coach admire are Jan Opperman and Gary Patterson. The direction of their racing careers and lives fit perfectly in Sawyer's personal style of writing.

Sawyer's introduction to auto racing came when he traveled with his uncle who owned a sprint car. It was at this point that many of his favorite subjects to write about were met.

"I love to write about the old timers," he states. "But you have to be careful, the old time drivers were harder to interview. The drivers of today are very conscious of their images and are often more willing to talk."

Sawyer's writing career began in 1972 and 1973 when noted columnist Flip Fritch asked him to contribute to the Calvalcade trade paper. The main article was on midget great Bob Tattersall with other short profiles also printed.

His first paid job was a story penned for Carl Hungness' Indianapolis 500 yearbook. John's article was on the Little 500 sprint car race and how it related to the great classic. "I guess I never had enough confidence before to ask for money."

Sawyer's association with Stock Car Racing (of which Open Wheel was born) was in 1975 when an article on the Florida sprint car series was submitted. His unique writing style captured the imagination of the stock car oriented readership and the magazine's circulation began to grow.

"I take credit for the accomplishment of being the first guy to sell articles to national media about sprint car racing," Sawyer says. "This came after I left school-teaching and I needed something to boost my ego."

When Sawyer looks to a possible interview subject, his method may vary "I like to capture race drivers as people, include their hobbies and the like. My approach to a Jan Opperman interview would be totally different than for maybe a Mel Kenyon."

"I think of a title before I do the interview," Sawyer comments. "It may not even be related to racing, something just clicks."

Sawyer's published books, *Dusty Heroes* on the sport and *Dailed In*, a biographical look at Opperman, may increase by one more in the near future. He has plans for a book covering some of this era's sprint car heroes.

From his years in the sport, John has some interesting views. And they follow his independent train of thought.

"Winged sprint cars appeal to kids. Sprints never looked fast without wings. They make it more appealing to the younger fans. Kids relate to wings and aerodynamics, and after all, they will be the fans sitting in the stands a decade or two from now."

Sawyer even has firm convictions about great drivers. "I consider Steve Kinser the greatest driver of our time," he states. "In any era he would have been a great driver."

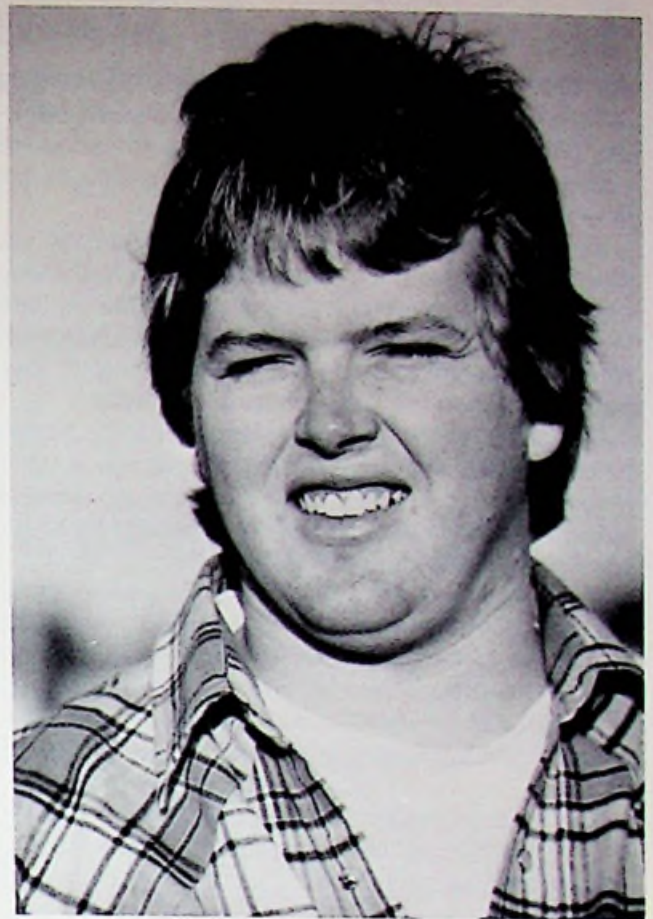
"I have a lot of friends in racing. It's what keeps me going. I owe everything to racing." And sprint car racing owes as much to John Sawyer.



John Sawyer



Keith Kauffman



Danny Smith



Nashville Network Television

Television & Sprint Cars

Television coverage of World of Outlaws/Skoal Bandits Shootout has grown in recent years. The advent of expanding cable television systems have increased the time the series appears on the air.

But the problems associated with televising sprint car races are varied and the solutions carry nearly as many options as the number of problems. By the time the 1984 WoO season concludes, NBC, ESPN, The Nashville Network and several local stations will have applied their trade and shown the World of Outlaws in action.

One of the people who carries ideas not on the beaten path regarding sprint car television coverage is John Mullin, Diamond P Sports' Vice President and General Manager. Mullin's role with Diamond P includes hands-on work as a producer and director.

Diamond P covers more motorized competition sports than any other firm in the country. The bulk of their efforts are for the "American Sports Calvalcade" program on The Nashville Network. However, the company also is hired by other networks to cover events for them. Diamond P also syndicates some of its programming each year.

"We have as much of a commitment to motorsports and its promotion as the sanctioning body," claims Mullin. "We become partners with the organization in promoting the event."



Ron Shuman & Brock Yates

It is with this philosophy as a basis that Mullin looks at sprint car racing and its relationship with television. Making the situation more difficult is that in order to have enough light for proper coverage, each of the shows must be held during daylight hours.

With daytime dirt track conditions often not what they would be at night, the result can often be a less than exciting telecast. But racing action is not the main ingredient Mullin seeks.

"The biggest thing we want to do is tell the story of the event," he says. "We want to relay this to everyone. More than likely, the guy I want to tell the story to is not the wild-eyed sprint car fan but someone who has never been to a race."

"One of the reasons I like daytime events is that we can show the crowd's reaction to the events going on. We can pick up the people jumping up and down during the day, but at night the stands are in the dark and by missing this, it takes a lot away from the telecast."

The entire operation of covering a sprint car race begins months prior to actual race date. A site survey is conducted to determine the best camera locations and to solve logistical problems before the race weekend arrives.

"First, fundamentally, you want to be able to cover all of the track," Mullin continues. "A lot of people go high, wide and handsome. They put a couple of cameras up high so they don't miss any of the action."

"But let's not forget that we are trying to bring a story to the viewer at home. This is not getting done with a pair of cameras above the grandstand."

Special camera positions can be a major difference in covering an event. "We try to find those angles that enhance the sport," Mullin commented. "We know that we can't do the sound like at the track, so we have to make up for it visually."

An innovation used on the American Sports Calvalcade is stereo. "You will hear the car's engine sound go from your left speaker to the right."

Speed is another difficult aspect to relay through a television screen. High camera shots distort speed and take away its feeling. "We try to use as many low-angle speed shots as we can," Mullin states. "A sprint car looks small when viewed from a high camera, so we try to bring it back into perspective with the track-level speed shots."

During the actual racing, Mullin is buried inside the control unit. His only view of the proceedings is through his camera angles which are controlled by Mullin. The catch 22 syndrome restricts the coverage by many networks.

However, Mullin uses a spotter on a direct line to him to be his "eyes." The spotter's duties are solely to describe the racing action to Mullin, where the battles are and who is involved and any other tidbits that should have camera coverage.

While the other cameras cover any battles that are occurring, even if for fifth place, Mullin isolates one camera on some other action than is being shown on the remaining units. This isolated camera is sometimes put on a specific car at the spotter's request with the camera operator usually having a free reign to "seek out" action if not instructed to cover one item.

Ed Bruce, Steve Evans and Brock Yates are the usual Nashville Network announcers and ultimately it is up to them to relay the story to the viewers.

"We spend a lot of time talking to each other during a race," Mullin comments. "They are professionals. I see things, they see things and we discuss ideas all day long. It is a constant communication of ideas.

"We look for stories of any kind. Talking to someone and his kid is just as important as the racing. We open ourselves to a lot of extra work but it is worth it."

Mullin and his Diamond P crew received their awards by being named the winner of the Ace Award, cable television's equivalent of an Emmy, for the production work and completed effort on the American Sports Cavalcade series. With the attitude toward covering sports that Mullin and Diamond P carry, this surely won't be the last honor they will receive.

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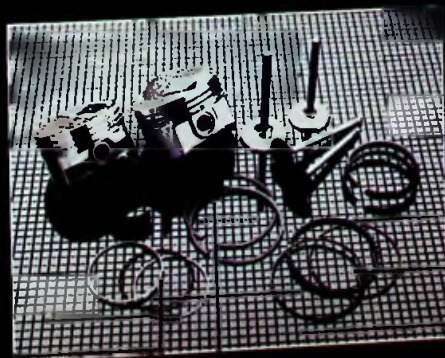
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