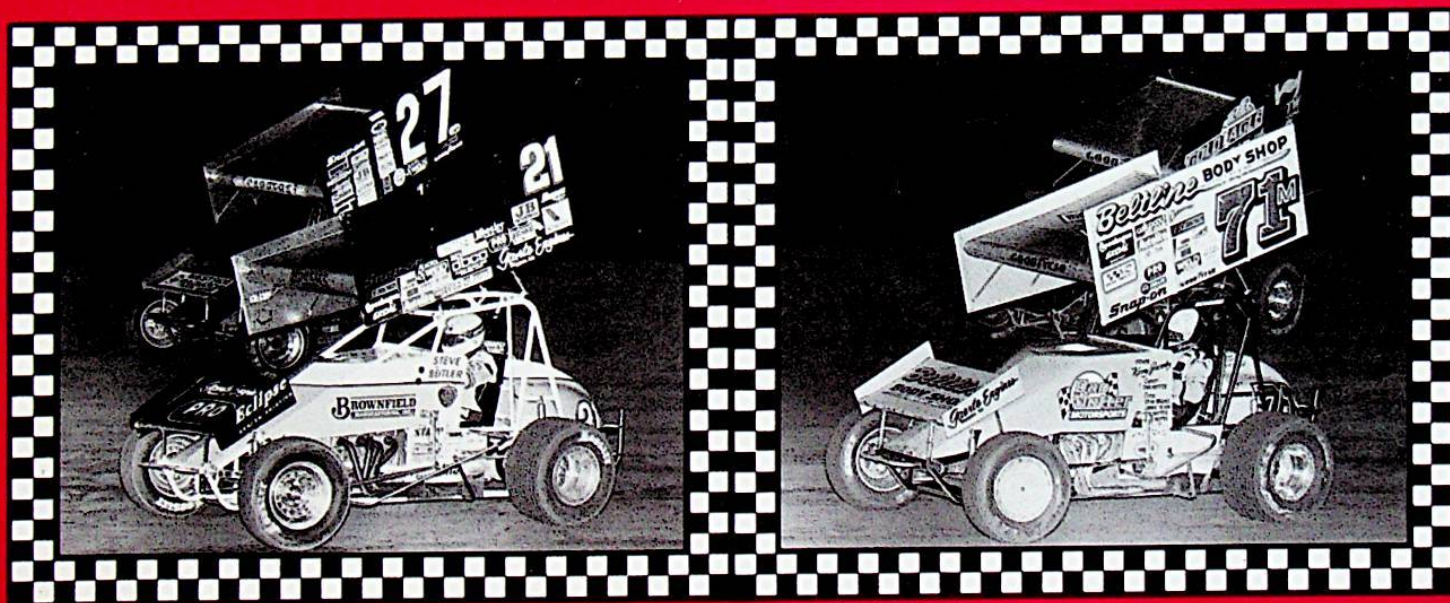


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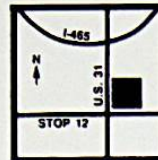
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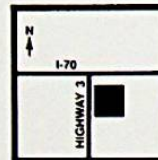
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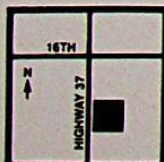
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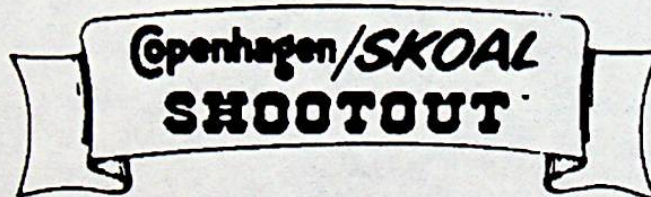
*A special thanks to all of those wonderful people who have volunteered their time to  
work at the Action Track to make sure that racing stays in Terre Haute.*

# Terre Haute Action Track

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The World of Outlaws is running a \$32,325 sprint car racing event at the  
Terre Haute Action Track tonight  
WoO U.S. Dirt Nationals ( wing and non-wing Sprint Cars)  
Will be run October 15 & 16.

Previous World of Outlaws "A" Feature winner:  
1980 - **Rick Hood** on July 13. (photo page 6)

WoO

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## WORLD OF OUTLAWS STAFF

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World of Outlaw Promotor .....	Gerry Olson

Photos courtesy of Eric Thompson Ron McQueeney Gordon Gill  
Programs provided by Susan Marie Karg

WoO

## Copenhagen-Skoal Shootout Driver Point Standings

1. Steve Kinser .....	1,894
2. Dave Blaney .....	1,889
3. Kenny Jacobs .....	1,829
4. Mark Kinser .....	1,793
5. Joe Gaerte .....	1,786
6. Stevie Smith .....	1,763
7. Johnny Herrera .....	1,756
8. Andy Hillenburg .....	1,721
9. Bobby Davis, Jr. ....	1,693
10. Jac Haudenschild .....	1,672
11. Greg Hodnett .....	1,656
12. Aaron Berryhill .....	1,531
13. Steve Beitler .....	1,486
14. Danny Lasoski .....	1,445
15. Craig Keel .....	1,442
16. Jim Carr .....	1,318
17. Terry McCarl .....	1,171
18. Danny Smith .....	1,119
19. Fred Brownfield .....	1,058
20. Garry Lee Maier .....	1,041

## TERRE HAUTE ACTION TRACK TRACK RECORDS

### NON-WINGED SPRINTS

#### 1-lap Qualifications

Cary Faas ----- July 12, 1992  
21.239

#### 8-laps Heat Race

John Sharp ----- June 19, 1983  
3:06.96

#### 12-laps Last Chance/Semi

Jack Hewitt ----- July 12, 1992  
4:41.32

#### 30-laps Feature

Roger McCluskey ----- June 6, 1963  
12:14.25

### Midgets

#### 1-lap Qualifications

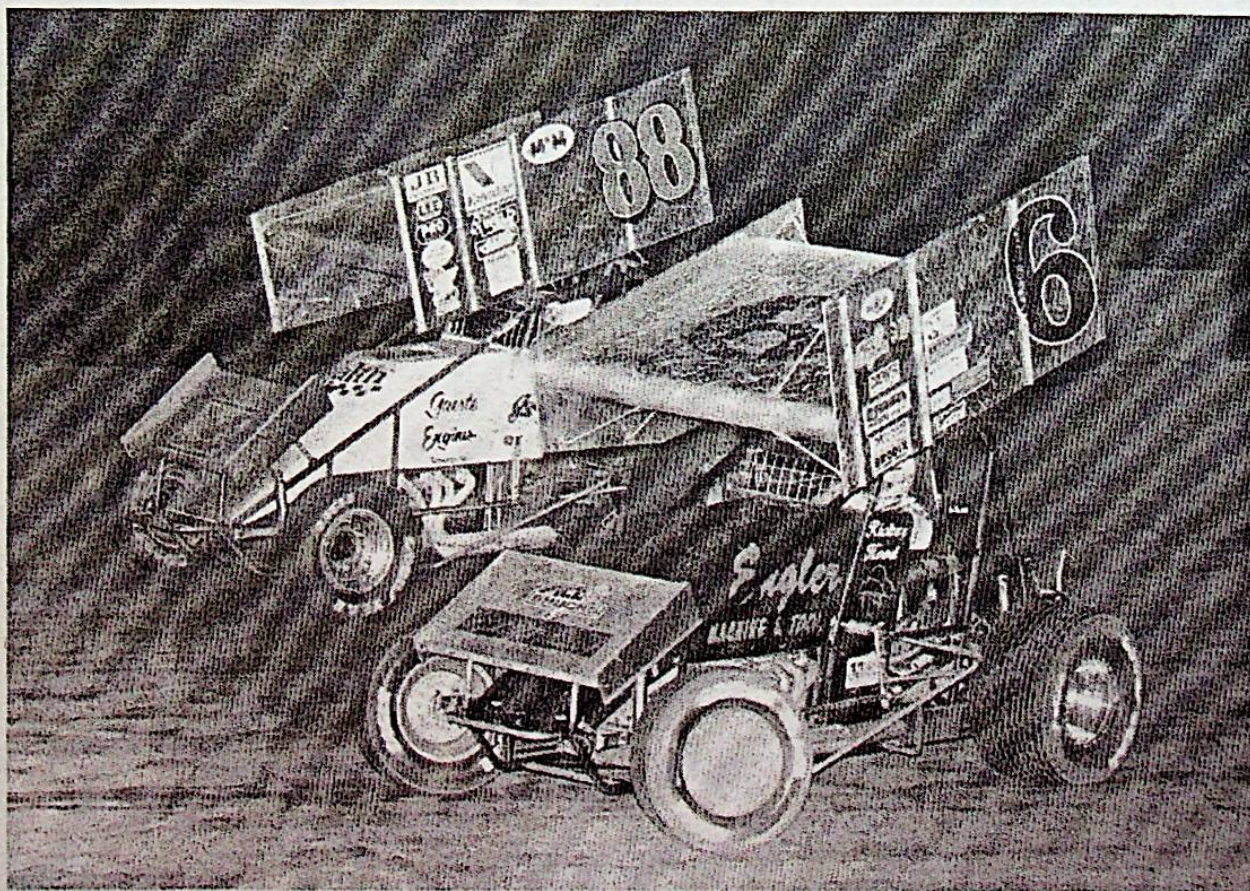
Stan Fox ----- Sept. 14, 1991  
22:409

#### 15-laps Last Chance

Jim gates ----- Sept. 14, 1980  
6:13.40

#### 100-lap Feature

Bob McLean ----- Oct. 2, 1960  
43:51.65



# The Evolution of Sprint Car Racing and the World of Outlaws

by Richard Day

**I**n the early days of sprint car racing, world-renowned drivers A.J. Foyt, Al Unser, Johnny Rutherford and Mario Andretti steered the then-wingless wonders amid dreams of securing Indianapolis 500 rides.

"Run what ya brung" was the early theme of sprint car racing. Dirt race tracks built into the sides of mountains attracted cars looking more like dune buggies and midgets than the modern aerodynamic sprinters.

These racing gypsies crisscrossed the country in search of the highest-paying races they could find. There were no rules governing where, when or how they raced. Thus, they were dubbed outlaws.

The outlaw image made sprint car racers instant heroes of the fans. Most often, it was the romantic, old-west lifestyle, rather than racing for four-digit payoffs before small crowds, that kept the early drivers going.

Sprint car racing might have continued with this hit-and-miss pattern or simply died out altogether had it not been for the efforts of Ted Johnson, a former midget racer who grew up in Madison, WI. As a part-time racing promoter, Johnson believed that unifying the sprint car racing under a set of basic rules, scheduling a calendar of races and acquiring corporate sponsorship would save the sport.

With the goal of giving the fans the most exciting wheel-to-wheel racing on dirt and at the same time emphasizing safety and more prize money for the racing teams, Johnson formed the World of Outlaws in 1978.

In choosing his sanctioning body's moniker, Johnson wanted to keep the outlaw connotation the fans loved while, at the same time, let it be known that the world of sprint car racing was united under one set of rules and regulations.

The World of Outlaws raced wingless during its first two seasons before Johnson made a safety breakthrough that changed sprint car racing and escorted the sport into its modern age. Adding wings to the front and top of the sprinters made them much more aerodynamic, which kept them from flipping end-over-end as much as they had in the past. The top wing also acted as a cushion for the drivers' heads when they did happen to "get upside down".

Corporate sponsorship, headed by Firestone Tires and Busch Beer, helped the World of Outlaws increase its awards to the drivers in the early years. United State Tobacco started its long, uninterrupted run as the series' major sponsor in 1982, thus the Copenhagen-Skoal Shootout was born. The smokeless tobacco company was joined by Stroh's Beer and Dodge Trucks a couple of years later, before giving way to series sponsors Fram/Autolite and Goodyear Tire and Rubber Company. Today, Snap-on Tools, Turns and the Imperial Palace have joined Ford Trucks as the World of Outlaws' series sponsors.

Steve Kinser, recognized as the greatest driver in sprint racing history, has won 12 of the first 15 World of Outlaws championships. His string was interrupted by Memphis, TN, drivers Sammy Swindell in 1981 and 1982, and by Bobby Davis, Jr., in 1989.

With the Slick 50 Sprint Car World Series' 10-race package being televised live on TNN-The Nashville Network last winter, the World of Outlaws is racing through the 1990s with a bright future ahead.

WoO

# VICTORY LANE

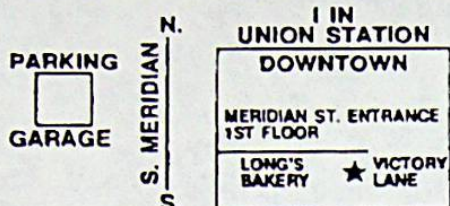
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# World of Outlaws

## *Invade Terre Haute Action Track*

by Richard Day  


**TERRE HAUTE, IN** (April 8) - The Outlaws are coming! The Outlaws are coming! Head for the Terre Haute Action Track on May 14th to see "the greatest show on dirt" at the semi-banked, half-mile oval for the first time in 13 years.

Yes, "the greatest show on dirt" has finally been lured back to the Terre Haute Action Track. The facility has not seen the World of Outlaws' fire-breathing, mud-slinging sprint car racing teams since July 13, 1980.

As has been the case since Ted Johnson founded the World of Outlaws in 1978, Indiana's Steve Kinser will be the man to beat when the green flag galls at Terre Haute. Kinser has won 12 championships and 338 "A: Geatures in the series' 15-year history.

"The King of the Outlaws" anticipates a fierce battle as he races for his 13th Copenhagen-Skoal Shootout championship.

"There are some good teams out there that have been together for a while," Kinser said during an off-season interview. "It's not going to get anything but tougher".

Bobby Davis, Jr., the only other driver besides Kinser and Busch Gand National's newest driver, Sammy Swindell, to win a World of Outlaws championship, has driven the #7TW Gold Eagle Gambler into sixth place in the Copenhagen-Skoal Shootout point standings this season.

Dave Blaney is another versatile pilot with NASCAR aspirations. He's so excited about the prospects of the upcoming season with #10 Vivarin J&J team that he's put his stock car plans on hold.

"I'm still going to be involved in the stock cars a little bit this year," Blaney said recently. "I don't know how much. It's not all finalized yet. But I'm going to run all of the World of Outlaws' point races."

"The Buckeye Bullet," the current leader in the Copenhagen-Skoal Shootout point standings, is the only driver to finish among the top 10 in all isx World of Outlaws main events this year.

Stevie Smith, the runner-up in the 1992 Copenhagen-Skoal Shootout point standings, is bidding to become only the second Rookie of the year to capture a World of Outlaws point standings this season.

Johnny Herrera, the series' Rookie of the Year in 1986, made his move into World of Outlaws elite status with his remarkable victory at State Fair Speedway on March 21st.

Jac Haudenschield will be piloting the #22 Pennzoil Maxim when the World of Outlaws invades Terre Haute this time around.

Oklahomans Andy Hillenburg and Aaron Berryhill, the World of Outlaws' 1992 Rookie of the Year, will be joined by Terry McCarl, Craig Keel, Steve Beitler and Fred Brownfield in the 30-lap battle for the \$5,200 first prize.

The Terre Haute Action Track's \$32,325 show is one of 73 events, encompassing 100 race dates at 44 tracks in 20 different states on the 1993 Copenhagen-Skoal Shootout racing schedule.

The World of Outlaws is scheduled to race at Tri-State Speedway in Haubstadt, IN, on May 16.

# DON SMITH: RACE FAN and RESPECTED BUSINESS LEADER IN THE TERRE HAUTE COMMUNITY

*Born and raised in Terre Haute, Don Smith conveys great joy in communicating about his town.*

Mr. Smith, along with wife Mary their two daughters and five grandchildren, look at the future of the Terre Haute Action Track with pride and great hope. After all, Mr. Smith, a well respected business leader here in Terre Haute since joining the Terre Haute 1st National Bank in 1965, has seen it all at the Terre Haute Action Track.

Anyone who knows Don Smith realizes he is not shy about discussing the history of the race track. "I have been involved with the fairgrounds since 1951. In the late 40's a group got together and bought the property we now know as the Terre Haute fairgrounds. Joe Quinn, who was safety director at the Indianapolis Motor Speedway, thought it would be a good idea to have auto racing brought back to the Terre Haute area," Mr. Smith begins.

Almost without a breath he continues to soar through five decades of fact and experience.

## THE RACE SCHEDULE

"In 1951 we scheduled our first race on November 4, a AAA event. The United States Auto Club (USAC) was not formed as yet. We were snowed out and so the first actual competition was June 1952. Our schedule at that time—the first sprint car race after the "500". Back in those days, if you could imagine, we used to pay the "500" mile winner \$500 to come to the track and AAA Midwest Drivers Champion \$500 and the National Champion \$500. You can imagine what it would cost us today! But we had great fields.

In 1955 AAA decided to withdraw from racing. USAC was formed. Duane Carter was the first competition director and president.

We ran IMCA here, we ran the Outlaws before they were officially the World of Outlaws. We ran the Hut 100, which started as a 200-lapper/100 mile event. It was grueling thing! Duke Nalon won the last 200-lapper. Then we cut it to 50 miles/100 laps".

## TRACK DESIGN and PREPARATION

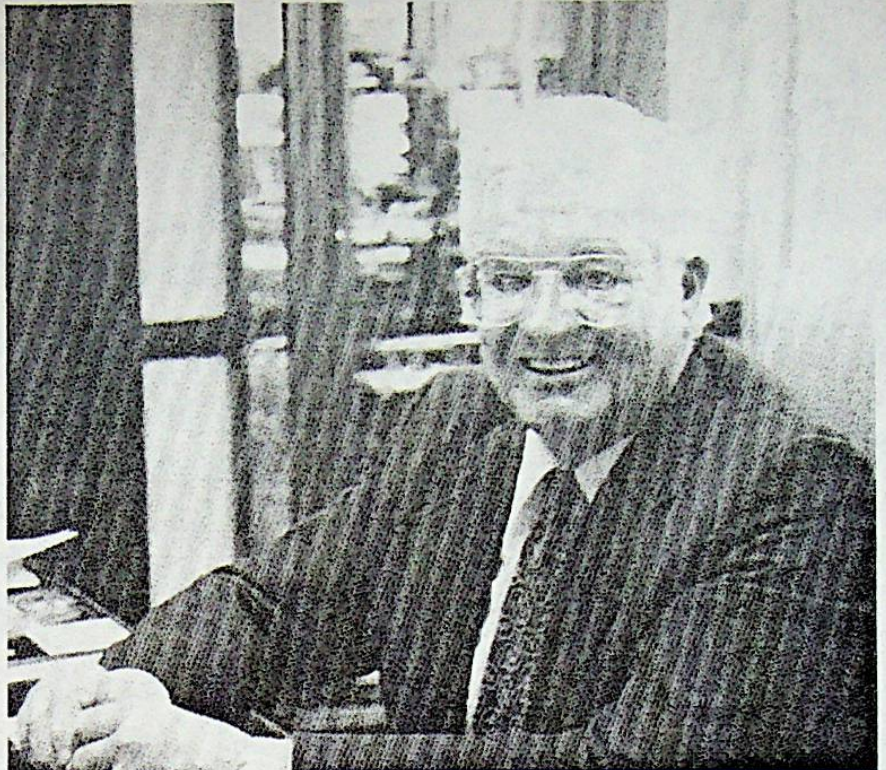
"A wood fence on the outside and wood fence on the inside. The configuration of the track was actually set up for harness racing. A pure 1/2 mile. Thirty inches off the pole of the inside guardrail. An actual, true 1/2 mile with a 9 degree grade. At that time most all your name drivers competed.

Track preparation today is a problem. Today, we cannot get the surface to the point drivers can throw the dirt like they used to. Back then, the guys ran on 16" narrow treads. The hot sun means dust. I think running at night is salvation. The moisture will stay in the ground. To me dirt racing is still the ultimate thrill.

I watched Cary Faas win the Hulman classic last year. I have not met anyone who did not like that kind of racing. Race fans could not believe what they were seeing. It was like the good ole days. I am anxious to see what the wings will do. The Outlaws will flat fly around that track. It is going to be exciting. Since Bloomington, Kinser country, is only a few miles from here they should bring a good crowd, too.

Grinning ear-to-ear he continues, "Years ago we put on exciting racing on the dirt. Frankie Luptow, Joey James, Troy Ruttman, Duane Carter, Tony Bettenhausen Snr. all ran good races. I was there when Jimmy Bryant won 3 races in a row here and never came back. Parnelli Jones and other USAC drivers of the 60's were all here. Tommy Hinnershitz was one of the most exciting drivers! They raced in front of a pack house every time.

Back then, though, race promoting wasn't very lucrative. For \$2.00 you could get into the grounds (bleachers or infield) and for \$1.00 more you could sit in the grandstands. During the Korean conflict and right after it a 20% entertainment excise tax was placed on every ticket. As a result, every Monday morning after the race we always had to go up to the federal court house to the I.R.S. and present them



with 20% off the top. If we grossed \$12,000 for the race why we'd present them a check for \$2,400. It wasn't very lucrative, but we did have nice crowds."

In the 60's we widened the race track, put up a steel guardrail on the outside giving more surface for errors. We still had a wooden inside guardrail until Ralph Ligor stuck a wheel into it. We put up a steel guardrail inside and built a new tower."

### THE NAME: THE TERRE HAUTE ACTION TRACK

"In the late 50's Gene Powlen came here and ran on the high side passing Foyt, Parnelli, everyone else who was running low. He returned to the National Speed Sport News to write his article about the 'Action Track'. That article, written by Gene, named the track.

### FAVORITE MEMORIES

The people, drivers, equipment. The entire era. These are my favorite memories.

The people who ran the water trucks. The people who ran the push trucks. The people who donated their time, all working together to insure Terre Haute would have auto racing. I feel the boys who are managing the track today are going to bring that feeling."

He continues to reflect, "The Offenhauser, stock block engines are among my favorite memories. Then, Foyt, Parnelli, Hurtubise, Elmer George and the Chevrolet engine came along. All the great midget drivers have won here—Foyt, Kenyon. In fact, Foyt nearly missed the show once qualifying 34 for a 33 car field. He bought the 33rd position for \$100. Foyt started 33rd, by lap 50 he was leading, and won! Watching him go through the field like that was incredible. We had good times, I can remember. The 60's were the highlights. Hurtubise won 5 in a row against other fantastic drivers. We had a kind of special group. Most everyone at that time donated their effort. Our fire crew was 2nd to none. Most worked at the IMS, at the Indianapolis Fairgrounds and other tracks. The guys risked their own lives to save drivers. It was always tragic when a driver was hurt or lost his life. Sprint racing at that time was very violent. They did not have the safety standards we see today such as cages, arm restraints, shoulder harnesses, the big tires that take some of the impact out of the crash. I see violent crashes today and people often walk away from them. The drivers then were altogether different than today. Many drove from racetrack to racetrack, usually strapped for cash or money to live on. They had to buddy up and travel together. You did not see the big fancy rigs you see today pulling the race cars in town. You

usually just had an open trailer. Maybe 4-5 in a car. The race car was just sitting on the back of a trailer. They would come to the track, race, pack up and go somewhere else. They were kind of a wild and woolly bunch. The future for racing is much brighter today."

### TV: IMPACTING THE TERRE HAUTE ACTION TRACK

"ABC came along and started running our race on Saturday in 1971. For 10 years in a row it ran on ABC wide World of Sports. The Tony Hulman Classic became one of the premiere racing events of the Country. We ran on Easter, Mother's Day, in conjunction with the Kentucky Derby on the 1st Saturday in May. ABC went to the Derby, then around 4 p.m. came to Terre Haute to show some of the qualifying, back to cover the official running of the Derby, then return to Terre Haute for the feature. Our little town of Terre Haute getting national television coverage. That was exciting!"

### A FUN STORY

As a long-time race fan it was a few funny stunts and shared laughs with the drivers early in his race promoting career that hooked Don Smith and helped really commit him to the sport. He sights one example, "Foyt, Branson, Lou Myer . . . Then, at the last moment Mayor Tucker of Terre Haute, myself and a few others got involved with a match race. We planned to drive race cars ourselves. In full drivers garb, we acted as though we were going to get into the race cars. A kind of rhubarb with the USAC officials ensued (staged, of course). The officials stated we could not drive as they brought out the paddy wagon. We all acted irritated, so they threw us in. Also, in the

paddy wagon were Foyt, Branson, Myer, McCluskey and two other drivers—all dressed like we were. Naturally, the crowd cheered and demanded the amateurs be allowed to race the high powered cars. So, they backed the paddy wagon out and the real drivers emerged with helmets on. The real drivers jumped in the race cars and were adept enough to put on some moves! My father was in the stands with Mr. Tony Hulman stating aloud 'That guy there is gonna kill my son.' At the same time Tony was worried about ruining the cars before the feature. Two different perspectives/two different concerns.

### AN INDY CAR OWNER

A buddy and I bought an Indianapolis car in 1952. We named it SUE-MAR RACE TEAM, after our wives, to satisfy them because of the expense of it. Sue Root and Mary Smith, our wives. All of us really got into racing mainly due to getting to know a lot of the people. The fun part was having a good day and no one getting hurt."

### CONCLUSION

"I have great memories of the Terre Haute Action Track. Great times with great people! I do support the track in a big way. I figure it is part of being in Terre Haute. And the association is good for Terre Haute First National Bank.

Thank you all for your continued support as well.

*Now, let's go racing! !"*

.....



# WOLFGANG:

## NEARING FULL RECOVERY



By Dave Argabright

SIOUX FALLS, SD - Like the fabled Arabian Phoenix bird, Doug Wolfgang has risen from the ashes.

On an April morning in 1992 when the touring World of Outlaw teams arrived at Lakeside Speedway in Kansas, Wolfgang was a legend in sprint car racing, enjoying a brilliant career that had spanned over 20 years of racing in every corner of America. By evening, it appeared that his career was over, cut short by a fiery crash into the Lakeside concrete amid a scene that onlookers will never forget.

He refused to relent to his critical injuries, as he lay unconscious in a Kansas City hospital bed. From somewhere deep inside came the desire, the hope, that is the key element in any medical recovery.

Now the cockpit of a race car is within his reach, and while he isn't certain his skills will propel him back to the top of

a young man's sport, he knows he must try.

"I've got a little ways to go, so I've got to

try harder for a while," says Wolfgang, who has handled his crisis with a superb degree of courage, honesty, and tenacity. "I just need more time, I've got to rehabilitate my body a little further before I can get it done again."

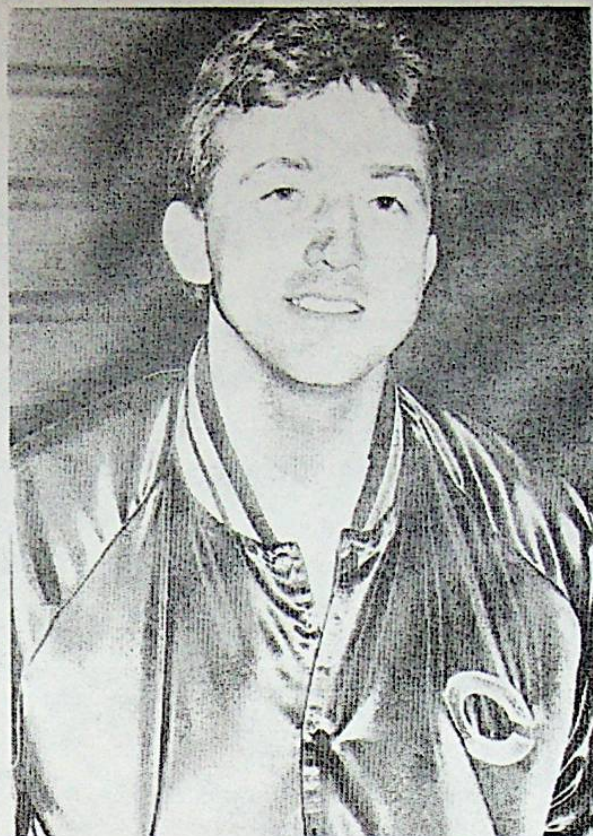
For this man, it isn't a matter of if, but when. He awoke from his crash-induced coma nearly a month after the accident, two days before the birth of his fourth child, the first son after three daughters. Amid the tragedy and near-destruction of his body, came the hope that new life brings.

He assessed his injuries, and faced his new challenge. He was badly burned on his legs, feet, and hands, and also suffered a broken vertebrae in his neck. He inched toward recovery, fighting the small daily battles that lead to victory. He took life one breath, one step, one day at a time.

His recovery has actually been in two stages. The first was to get to the level of a normal man, able to enjoy life with his family. The second stage, in which he currently finds himself, is to return his driving skills to their earlier form. That, he admits, could

be significantly more difficult. He got his first visit back to the cockpit

early in March, when he reunited with his car owners Max Rogers and Phil Durst to test tires at Devil's Bowl Speedway near Dallas, Texas, a week prior to the World of Outlaw opener at Big H Speedway in Houston.



"I didn't feel that emotional," he admitted of the tests. "I kind of figured I wasn't 100%, but there was only one way to really know, that was to just go try it."

So as his wife Jeri and their children looked on, he reached the first plateau of the resumption of his career. Like any long journey, it will take many days to complete.

As he circled the oval carved into the Texas dirt, Wolfgang explored. The accident affected his body, but it certainly didn't dull his knowledge of just how sharp a man must be to drive a competitive sprint car. He continued to think about that sharpness a week later when he finished seventh in both his heat and the B-feature at the WoO opener at Big H.

He knew he wasn't ready.

"It isn't that my body isn't capable, but I've got a problem with my balance," he explained. "It's like motion sickness, when I get going fast I feel dizzy."

Wolfgang has insisted for many months that, while the burns were

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***"I've got a little ways to go, so I've got to try harder for a while"***

---

life-threatening and painful, perhaps the worst injury was the neck injury and the violent blow to his head.

After the Houston race, he and his family headed north toward Sioux Falls, and as the sprint cars bellowed in Texas he spent a quiet weekend at home.

But don't give up yet.

Durst and Rogers are his car owners. But they are also devoted friends, with a fierce loyalty to their guy that you can't quite explain in simple terms. They have a competitive team, but they want to wait on Doug Wolfgang.

"They've been pretty patient so far," admits Wolfgang. "More patient than I probably would have

been. My goal is to come back and be a reputable race driver. Even if it isn't this year, I'd still like to do it next year.

"They told me they would wait on me, but I wouldn't blame them if they wanted to make a change. I don't really know why they want me to drive, if I were them I'd probably get somebody else."

So it is back to the weights and exercise, back to his quest to rebuild his body to its pre-accident form. He was a fit man, one who believed strongly in taking care of your body and keeping in shape.

Whether or not he returns as a sprint car superstar remains to be seen. It could well be an uphill battle, but one might not be wise to bet

against him.

Across the nation, people still believe. They have seen his courage, his grace. Wolfgang is puzzled at such loyalty and affection, and it makes him more than a little uncomfortable.

He insists that he is just a regular guy, nothing special. He believes his situation has caused the media to portray him as some kind of immortal, a bigger-than-life hero. He feels like he can't possibly live up to such lofty portrayals.

His is now a private battle, one in which he alone must fight. Cheer quietly for the everyday guy from Sioux Falls. He won't give up.

Neither should you.

.....

## **SALE OF WOLFGANG PRINTS TO BENEFIT BURN CENTER**

SIOUX FALLS, SD (May 1) - Doug Wolfgang and artist Ray Kelly have joined forces to raise money for the McKennan Hospital Burn Unit in Sioux Falls.

Kelly's drawing of "Wolfie" has been transformed into 750 limited edition prints and 75 proofs which will be sold for \$19.95 each before the World of Outlaws' May 8th races at Huset's Speedway.

Wolfgang is expected to be at Huset's to sign the numbered lithographs on acid free paper. Steve Rubin, co-owner of Huset's Speedway, says a table will be set up near the concession stand where "Wolfie" will autograph the prints.

There will be no second printing. "That would be unfair to the buyers," Kelly said.

The burn unit and its workers hold a dear place in Wolfgang's heart. The treatment he received at the McKennan Hospital Burn Unit after being critically hurt in a crash in April, 1992, was incomparable.

"All of the people were super humans," Wolfgang said. "They treated me with respect and caring. I have wanted to give something back for a long time. If my wife (Jeri) and I were millionaires, I'd cut a big check right now.

"I'll do anything needed to help sell this (print)."

Kelly, who owns a gallery in Centerville, SD, drew the antique graphite print to help prove his talents as a professional artist. His payback is exposure.

WoO

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# BLANEY WINS AT CEDAR LAKE, CROWDS KINSER FOR POINTS LEAD

NEW RICHMOND, WI (May 9) - Dave Blaney has turned up the heat on Steve Kinser in their World of Outlaws' points lead.

His victory, coupled with Kinser's third-place finish in the Copenhagen-Skoal Shootout "A" Feature at Cedar Lake Speedway Sunday, narrowed the gap to five points.

"The Buckeye Bullet," whose 11.854-second (113.886-m.p.h.) qualifying lap was the fastest in the 29-car field, earned the right to start the 40-lap feature on the second row by following Jac Haudenschield, Andy Hillenburg and Aaron Berryhill across the finish line in the Vivarin Dash.

"The Wild Child" drove the #22 Penzoil J&J into the lead immediately after the green flag was thrown. But his first-place run was short-lived.

Blaney steered the #10 Vivarin J&J to the deepest point in turn four to pass Hillenburg for the runner-up spot late in the first lap. Then, half-a-lap later, he took the high road around Haudenschield in the second corner for the lead.

"The Buckeye Bullet" entered lapped traffic with a six-car-length advantage five laps later ... right before the fireworks started.

Mike Reinke started the raucous display by flapping over the retaining wall in the second corner. Within a lap after the race resumes, Steve Beitler was in fourth place when his #21 American Challenger suffered a broken front end. Beitler spun into the front straightaway fence setting off a four-car crash involving Berryhill, Terry McCarl and Mark Kinser. McCarl's #27 Sander Engineering Maxim flipped over the #5 C&S Enterprises American Challenger driven by Danny Lasoski, and landed in front of Mark and the #5 Maxim.

Within seconds after the green flag replaced the red, "The Wild Child" passed Blaney on the front straightaway, only to have Dave return the favor deep in the second corner.

One lap later, Craig Keel brought out the caution flag when his #8 J&J suffered a broken front end as he spun in turn four.

When the race resumed, Hillenburg steered his #2 J&J under Haudenschield in the fourth corner for second place.

Blaney reentered lapped traffic midway through the 12th lap, and opened a straightaway advantage two laps later.

"The Wild Child" reeled in Hillenburg during the next three laps, and regained the runner-up spot early in lap 17.

Stevie Smith took third place from Steve Kinser midway through the race, but lost the position three laps later when the #77 Snap-on Tools J&J suffered a flat left rear tire.

The ensuing restart allowed Haudenschield to catch Blaney. The leaders raced wheel-to-wheel for two laps before Hillenburg stopped in the second corner with a blown engine.

"The King of the Outlaws" made it a three-way battle for the lead when he reeled in Blaney and "The Wild Child" during the 25th-lap restart.

"The Buckeye Bullet" beat his pursuers back into lapped traffic with 10 laps remaining, and opened a 10-car-length advantage within three laps.

Haudenschield narrowed the gap to three car-lengths with five laps remaining, but was never able to make another serious run at Blaney. WoO

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1 _____	Row 1	2 _____
3 _____	Row 2	4 _____
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## 1993 WORLD OF OUTLAWS / COPENHAGEN-SKOAL SHOOTOUT

### Drivers Roster (Numerical Order)

#	Driver	Residence	#	Driver	Residence
1a	Bobby Allen	Hanover, PA	11	Steve Kinser	Bloomington, IN
2	Andy Hillenburg	Broken Arrow, OK	21	Steve Beittler	Sedro-Woolley, OH
4a	Greg Hodnett	Memphis, TN	22	Jac Haudenschild	Wooster, OH
5	Danny Lasoski	Lexington, KY	27	Terry McCarl	Des Moines, IA
5M	Mark Kinser	Oolitic, IN	29	Johnny Herrera	Albuquerque, NM
5W	Gary Wright	Hooks, TX	49	Doug Wolfgang	Sioux Falls, SD
7C	Joe Gaerte	Rochester, IN	65	Jim Carr	Sumas, WA
7TW	Bobby Davis, Jr.	Memphis, TN	71M	Kenny Jacobs	Holmesille, OH
8	Craig Keel	Weedsport, NY	77	Stevie Smith	New Oxford, PA
10	Dave Blaney	Cortland, OH	97B	Aaron Berryhill	Broken Arrow, OK

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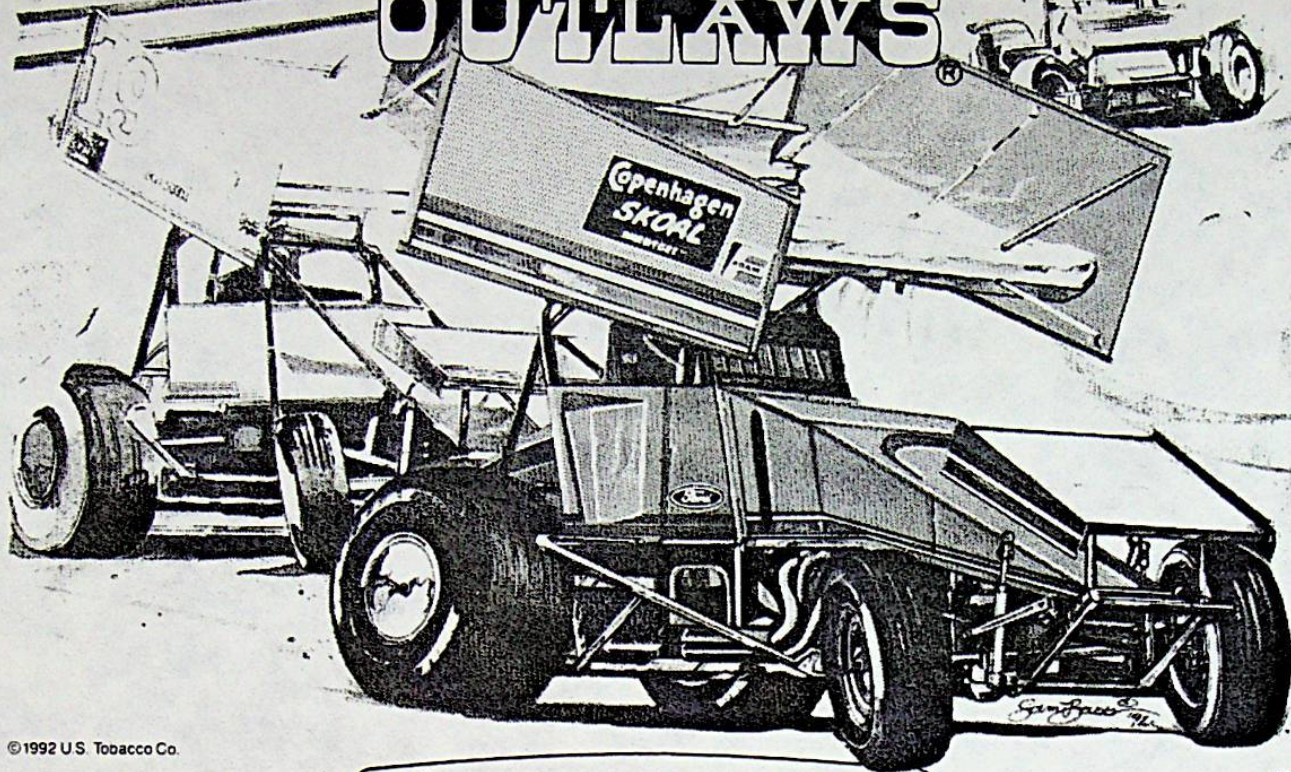
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# WORLD OF OUTLAWS



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## ALL IT TOOK WAS THE BLOOMINGTON SPEEDWAY SEASON OPENER TO GET STEVE KINSER BACK ON TRACK!!

JUSTICE FINALLY PRE-VAILED FOR THE TENACIOUS **STEVE KINSER** AT BLOOMINGTON SPEEDWAY'S SEASON OPENER FRIDAY, APRIL 23. LAST YEAR, KINSER'S FINAL LAP BATTLE WITH JAC HAUDENSCHILD SENT THEM BOTH HURDLING OUTSIDE THE BLOOMINGTON CLAY BOWL LEAVING THE VICTORY SWEETS TO STEVIE SMITH. THIS YEAR STEVE KINSER, DETERMINED NOT TO SHARE THE SPOILS WITH ANYONE, TOOK THE CHECKERED FLAG IN KINSER-FASHION. STEVE KINSER'S VICTORY AT BLOOMINGTON SPEEDWAY ENABLED HIM TO SLIP BY PREVIOUS WORLD OF OUTLAW POINTS LEADER DAVE BLANEY. STEVIE SMITH, CHAMPION IN LAST YEAR'S BLOOMINGTON OPENER, FINISHED THE NIGHT WITH A WIN IN HIS HEAT RACE AND A 10TH SPOT DURING THE FEATURE.

### BLOOMINGTON SPEEDWAY APRIL 23 WoO RESULTS:

**A-MAIN RESULTS:** Feature Winner **STEVE KINSER**, Joe Gaerte, Kenny Jacobs, Danny Smith, Andy Hilenburg, Randy Kinser, Steve Beitler, Craig Keel, Larry Bland, Stevie Smith, Ricky Hood, Frankie Kerr, Bobby Davis, Jr., Kelly Kinser, Jimmy Carr, Greg Hodnett, Terry McCarl, Kevin Huntley, Mark Kinser, Joey Saldana, Dave Blaney, Dnny Lasoski, Brad Deveraux and Jac Haudenschild. **FOUR HEAT WINNERS:** Mark Kinser, Terry McCarl, Stevie Smith, Kevin Huntley. Jason Smith and Randy Kinser won C-Main and B-Main features respectively. Winner of the VIVARIN Dash was Danny Smith.



# THE LARRY AND GARY SHOW

by Linda Holdeman

For those of us who have been around racing for more than a few years, our version of "LARRY AND GARY SHOW" was Larry Dickson and Gary Bettenhausen tearing around race tracks throughout the country.

The 1990's version of "LARRY AND GARY SHOW" is quite different, even though both have done their share of tearing around race tracks.

Larry Rice and Gary Lee, ESPN's popular twosome, have provided commentary for the widely acclaimed ESPN "Saturday Night Thunder" Series the past few seasons. The "fun and funny" duo are joined each telecast by Thunder host, Dave Despain.

Doing a live telecast is a complex operation. A lot of credit has to be given to this trio as they make it look easy, providing a smooth package of racing entertainment enjoyed by a world-wide audience.

Larry and Gary's many years as race

fans and their experiences behind the wheel gives them a rich knowledge of the sport which serves them well in the broadcast booth. They share a close friendship away from the glare of the television cameras, with Gary stating, "I was an only child and Larry is the brother I never had."

They are very much at ease in each other's company and enjoy needling each other for a good laugh. Both have very diversified backgrounds and are highly accomplished individuals.

Born in Crawfordsville, Indiana on March 24th, 1946, Larry grew up in Indiana where he attended school and played a variety of sports, including basketball. His love of racing was instilled at an early age. "My dad bought a car from LeRoy Warriner right after the war. I found it exciting and really enjoyed it. When I was about four, my mother made him sell the car because she didn't want me getting too interested. Well, it was

already too late, I was very interested."

It would be a few years before Larry could pursue his desire to race. "I worked on a farm, baled hay, and by the time I was thirteen, I had saved up \$200 to buy my first race car, a half-midget."

He began racing at Covington, Indiana. Following a stint in the half-midget, he bought a micro-midget and raced it in the Logansport, Indiana area. Larry laughs when talking about his impatience to run a midget with USAC. "In the ancient days when I was racing, you had to be 21 to get a USAC license. It is no surprise that as soon as I reached that magic age, I bought a midget. That was in 1968 and I've pretty much spent my whole racing career with USAC."

Interspersed with his obsession for racing was a college education at Ball State University where he obtained his teaching degree. At first, his teaching profession did not interfere with racing as he had summers free to hit the race circuit.

He faced a major decision at the end of the 1972 school year. "The Shannon Brothers offered me a ride, on the condition I go racing with them full time. Well, I was young and single and figured I could eat hot dogs as well as steak. I quit teaching and went racing."

While he felt he'd made the right decision, he did miss some of the rewards of teaching. "I taught 5th and 6th graders. They were good students and I enjoyed being in the classroom. The closest track to my students at that time was Terre Haute and they used to come to the races and cheer for me. I enjoyed having them there."

It probably didn't take long for Larry to become comfortable with his decision to become a professional race driver. Following his first full year, he emerged the National USAC Midget champion.

An illustrious career followed as he racked up wins in sprints, midgets and the Silver Crown series. Two more USAC titles were realized when he captured the Silver Crown championship in 1977 and again in 1981. Larry has not raced since 1991. Has he retired? "I don't want to say yes. I'll just say I don't know at this time. It's tough to say I'll never race again."

In addition to his work with ESPN, Larry is an Account Executive with K & K Insurance which keeps him on the road a lot. His assessment of his life at this juncture, "I am happy. I enjoy my family and both jobs. I've had a pretty good life."

While Larry is quite laid-back, Gary Lee is outgoing, quick-witted and somewhat of a clown. He was born in Indianapolis in

1950. He attended schools on the east side of Indy. His love of racing also started at a very early age.

When he was in grade school, his parents would take him to the old Riverside Amusement Park, where a roller rink had been converted to a race track. "It was at the time guys such as Carter and Parsons were running quarter midgets. It was like 'wow' I want to do this." His fascination with what he witnessed at the local track prompted him to ask his parents to get him a quarter midget. His mom's reply, "Son you are not going to get a quarter midget."

Disappointed, Gary told his parents, "When I have kids, they'll have quarter midgets." Sticking to her guns, mom's reply to that statement was "Gary when you grow up and have your own children, you will change your mind."

The irony is, the closest his parents would let him get to racing was competing in Soap Box derbies, which would be his first introduction to broadcasting several years later.

When Gary reached high school, he decided he wanted to be a mortician. "At 16, I was the youngest apprentice embalmer in the State of Indiana. The law has changed now, but at that time if you wanted to enter the profession, you could serve an apprenticeship in high school on up through college."

He spent summers working at the mortuary, learning every phase of the business. He planned to go to IU to get a BS degree and go on to mortuary school. Gary feels what happened next was destiny. "As it turned out, my cousin's wife was Assistant Director of Financial Aid at Vincennes College, and she helped

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me obtain financial aid."

"I received a couple of scholarships and a performing arts grant to play the saxophone and clarinet. I figured when I graduated from Vincennes, I would go on to IU and then mortuary school. Ironically, Vincennes is now a top school for Mortuary Science, which was not the case when I attended."

Having been involved in Soap Box derby competition for several years, eventually you could become a junior official. Channel 6 in Indianapolis was the race sponsor and would cover the race for a tap-delayed broadcast the next day.

"When asked what junior official duty he would like to try, Gary replied, "I told them I would like to work with the television crew. Following the audition, I got the job as color commentator for the next few years."

Gary never thought at that time he was on his way to career which would be much different than becoming a mortician, but the seed was planted. While in college, he went to the Director of Student Activities to ask if he could emcee the fall variety show. He was told he had to audition along with several others. He got the job. "For the next two years, I was the emcee for all activities, including the concerts, variety show, dances-and pageants. I got to work with Kenny Rogers, John Denver and a host of other stars who performed on campus."

The incident which propelled his career towards broadcasting came when a priest watched him emcee a variety show. About a week later, Gary was surprised to receive a message from the priest who asked to meet with him. "The priest headed up the Catholic Youth Organization on campus. he told me they were sponsoring a weekly talk show on a local cable station. I had no idea at that time what cable television was an was too stupid to ask."

Gary was surprised when asked to host the show, "I took the job and it was at that point I realized I was doing all of this stuff on campus and hosting a TV show, so what I doing going into the mortuary business."

He had been enrolled in the Liberal Arts program at Vincennes, but began to realize a future in broadcasting. When he changed his major, he figured he could be a disc jockey during the week and drive race cars on weekends.

"When I got out of school with my Associates degree, I went to work for a radio station in Shelbyville, Indiana and the first thing I bought after graduation was a go-cart, and I would be at the race track where I could meet the people who might be able to help me get into midgets and sprints."

The juggling act began as he was offered more opportunities to announce at different tracks and to emcee racing functions. "Tom Carnegie who had totally forgotten he had been the one to hire me years before to do the Soap Box derby show, asked me if I wanted to announce at Indianapolis Motor Speedway, which I did for several years."

Gary got a job at Channel 4 doing weekend sports in the 70's. He also got his opportunity for a test in a sprint car at Raceway Park. "The car was pretty much sled. We went out and ran faster than what their regular driver had during qualifying for the last USAC race. After I blew their engine and took a long looping slide down into turn three, the chief mechanic came over and asked me if I would like to run the car the rest of the season up in Michigan."

Now faced with the same decision Larry Rice had to make a few years earlier, Gary realized he was at a turning point. "I knew my television job was a sure bet, but running a sled in Michigan wasn't."

"Gary's next opportunity to satisfy his continuing desire to race came in 1981. He had by now been racing go-carts for some ten years and got an opportunity to compete in a sprint car on dirt at Terre Haute. "It was a two-car sprint team. Mike Johnson was their lead driver, and I agreed to run for a couple of years whenever my schedule allowed, knowing that if Mike needed the second car it would be his."

"My debut was to be in June of 1981. Needless to say I was ecstatic. I got a call on Monday night and it's Terry Lingner, calling me from ESPN headquarters in Bristol, Ct. At that time he was Executive Producer for Motorsports. He asked me what I was doing for the weekend and I was smart enough to say nothing why?" Terry said, "We're going to do our first live Indy car race at Milwaukee and we'd like you to cover the pits."

"That postponed my plans to race for a week, but began my thirteen year association with ESPN. "Gary did race off-and-on, but lack of time due to career

commitments stifled a full time racing effort. "As every race driver knows, you have to have laps in a race car and you need to race more often than I was able to in order to have any kind of career in racing. Sure, I would like to be introduced as a three time USAC champion or be a Steve Butler or Robbie Stanley, but it didn't work out that way."

When Larry joined the broadcast team in mid-season 1990, he recalls how it came about, "I was working for the USAC Properties Division and I was out in California doing some testing. Terry Lingner called me at 6 o'clock on a Thursday morning. he said they were making a change in their broadcast team and asked me if I would like to give it a try."

Larry admits he was thrilled, "When they first started in 1986, I had inquired about the possibility of being involved when talking to a few people like Bob Jenkins, thinking maybe I could handle the pit interviews, but nothing came of it then." When asked how one walks in pretty much cold turkey to do a live television show and handles it, Larry smiles, "Quite honestly, it was easy for me because I was too stupid to know any different. I just talked whenever I felt like it and Gary having the experience, watched out for me. I know that sounds funny but that is the truth. I didn't know what I was supposed to do and I didn't know what I wasn't supposed to do. My training for this was a meeting with Terry Lingner. He told me to wear a blue coat and a tie and show up at the race track!"

Larry gives plenty of credit to his partner, "Gary watches out for me. He leads and I follow. His experience allows him to know the right questions to ask. If I get stuck or screw something up, he's always there to help bail me out."

"One thing, to this day, I have not been able to handle is when we go to break. When they start counting down and get to one, you have to finish your thought and be out of there. Gary is great at it and I always make sure it's in his hands when we go to break."

What television viewers may or may not realize is those headsets worn by the on air telecasters are for the producer to talk with the broadcast crew. More often than not, constant information is being pumped into their ears even as they are talking to an audience.

It is hard to imagine how they handle listening and talking at the same time. They both laugh about it, but know that even though it is part of the deal, it is difficult. Larry's comment on the subject, "I really cannot talk with someone shouting directions in my ear. One time I was paying attention to what the producer was saying and I ended up answering him on the air. Of course, the viewers had no idea what I was talking about!"

"Jim Kecker and Johnny Parsons were racing. They had identical yellow cars and the only way to tell them apart was their helmets. I'm calling the race and I kept referring to Kecker as the guy making the move on Parsons. I did that several times and I kept hearing in my headset 'THAT'S PARSONS-THAT'S PARSONS' ... finally I yelled, no it's not, it's Kecker - The next thing I hear through my headset is "Don't talk to me you idiot, talk to your viewers."

Another time, out at Ventura Raceway, a wheel came off a car and producer Lingner started singing "You Picked a Fine Time to Leave Me Loose Wheel". Hearing this in his headset, Larry started to sing the same thing on the air. "I can't believe I did that... I don't even sing in private, or in the shower for that matter!" Gary feels that Larry is being modest about the role he plays. I've worked with about ten drivers as color analysts, and he and Derek Daly are the best. He doesn't realize how much I lean on him each telecast. He is so articulate, and he's the guy with three championships. He has a way of taking a situation, analyzing it, and relaying it to the viewers so they understand everything that is taking place."

Just as there are the fun times, there are also the difficult times. Both feel handling a serious accident situation is tough. Larry's thoughts, "I would have to say one of the toughest times I've had since I began working on the show was the Rich Vogler accident. If you are driving a race car and something like that happens, you out it out of your mind and focus on the race. When you are sitting in the booth, you not only have to think about it, you have to talk about it."

Larry continues, "It is very difficult. You say some things that can be taken the wrong way by you viewers, when it is not how you really meant it to come across." Gary picks up the conversation, "As a

track announcer, you are viewing the track and everything that is going on. With television, we are looking at the monitors. For whatever reason, the tape operator did not get it on tape for a replay, so we never see what really happened."

The emotion was evident as Gary continues, "Without benefit of the replay, we looked out over the stands and everyone was standing, crying, and holding onto each other. You start to guard every word you say because it is obvious this is not a good situation. I did not know at that time that Rich had made contact with another car and made the comment that maybe something broke on the car, which was offensive to the Hoffman family. What I would like them to understand is, that if they were in our position at the time and knew the circumstances as they were, it was not meant to be an offense to them." Both feel Terry Lingner is the best producer in the business. States Gary, "Terry has an incredible eye for this. He instinctively knows what the viewers want and has fine-tuned the Saturday Night Thunder Series. He is great to work with because he is such a professional. The whole Thunder crew works hard to bring the best show possible to the audience." They also have great respect for ESPN on air teammate Dave Despain. "Dave totally lacks ego. The three of us do have a good chemistry. He pokes fun at us up in the booth, but he knows it will come back his way somewhere down the line. That's the fun of working with people when the chemistry is right. That is not always the case in the television business. When people work with others they do not have a rapport with, sometimes the tension show on the broadcast. Fortunately, that is not the case with our team. Larry continued, "Dave is really good in the pits. He does good interviews with the drivers and owners. We feel lucky that it works so well."

Gary is the father of twin boys, Sean and Jason. Contrary to what his mother told him about a change of attitude when he was a parent, he did buy his sons a racer. They are now 12, but when they turned 3, he had a miniature sprint car built for them. "We had a dirt track out in our backyard. I worked with them for a couple of years. We got out of it for a few years, but they were eight when I bought them a quarter midget which I told them they

would have to share."

The boys shared their car for the first season and when they were nine, Gary got two cars, an enclosed trailer and sponsorship from Valvoline and Simpson. "We went racing that season, but unfortunately, their mother decided they shouldn't be doing this and retired them. She felt if they still wanted to do this when they were 18, they'd have to wait until then, even though she probably would not have stopped them if they were set on continuing."

While Gary is single at this point in his life, he spends considerable time with his two sons, taking them places and playing a variety of sports with them including golf and baseball.

Larry also has two sons, Robbie and Zachary. "At 16, Robbie is the racing fanatic. He worked for ESPN last summer and worked in a race shop as well. He races a modified midget at local tracks. I didn't really push him to get involved, but he really enjoys the sport."

Zachary is not interested in racing, he enjoys many other sports, basketball, baseball he's a pretty good athlete, but he just is not particularly interested in racing. That's not all bad, I couldn't afford two race cars anyway."

Larry and Gary not only have an excellent rapport with their ESPN team, but with the drivers, owners, crews and race fans. The many letters and phone calls they receive each year are almost all positive. "We feel good when people enjoy what we do." Larry and Gary lead active, busy lives. Their dedication to the sport of auto racing is evident. They often speak at banquets, fan club gatherings and other racing functions.

For 1993 GILLETTE and KROGER have put together a sponsorship package for a "LARRY AND GARY ROAD SHOW." The twosome will be making about 20 appearances to sign autograph cards, compete in match races and get a chance to meet and enjoy the race fans.

Both feel ESPN's Saturday Night Thunder Series is strong and will be around for fans to enjoy for many years. A lot of credit goes to Terry Lingner and his crew and to ESPN for giving USAC's Saturday night racers a chance to be in the spotlight. "THE LARRY AND GARY SHOW" of the 90's provides enjoyment to millions of viewers each season. We look forward to "THE ROAR OF THUNDER" for many more seasons.

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