

WORLD of OUTLAWS

20 Years

1978-1998



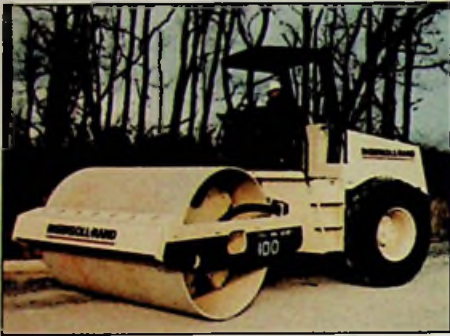
Souvenir Yearbook

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INGERSOLL-RAND
CONSTRUCTION & MINING

Welcome to the World of Outlaws' 20th Anniversary Season. We expect to exceed all of our previous expectations in terms of series exposure and racing excitement as we celebrate our 20th anniversary this year.

We're thrilled to have Pennzoil back as our title sponsor and TNN: The Nashville Network televising many of our events again. Pennzoil, the #1-selling motor oil in the United States, enjoyed a banner year with the World of Outlaws last season and is expecting even more growth and popularity this year.

The 20th Anniversary Season

With the World of Outlaws' 20th Anniversary season featuring 72 events over 102 race dates at 47 facilities in 25 states and more than \$10 million in purses, contingencies and point fund awards, business is booming.

Television has also become a big part of the world's premier sprint car racing series. TNN is already committed to televising 11 Pennzoil World of Outlaws Series events this season, and with ESPN2 and Fox Sports also interested in airing "greatest show on dirt" action, that number could double.

Officials are also considering other networks for live World of Outlaws coverage this season. "Greatest show on dirt" action will continue being featured on the cable motorsports news shows "RaceDay," (TNN) "SpeedWeek" (ESPN) and RPM2Nite (ESPN2) as well.

The World of Outlaws will also continue to be a fixture on the Internet. More than 25,000 fans per day visited the series' home page on the world wide web last year. The address is "http://www.goracing.com/outlaws/". The interactive page allows the Internet's 50 million members to learn more about the world's largest sprint car racing series, pick up the latest-breaking news and leave e-mail for the World of Outlaws' officials and their favorite drivers.

Starting this year, CompuServe will be the series' official commercial online service. The

World of Outlaws' CompuServe email address is 110363,3057.

The Pennzoil World of Outlaws Series is scheduled to visit three new facilities in 1998: Dixie Speedway in the Atlanta suburb of Woodstock, GA, Paducah International Raceway in Paducah, KY and Route 66 Raceway in Joliet, IL, near Chicago.

Last season, Sammy Swindell won his third World of Outlaws championship. The Kinser cousins - Mark and Steve - lead a group of strong contenders who are capable of replacing Sammy as champion. Sponsorship and experience will fuel the efforts of title contenders Stevie Smith and Greg Hodnett. Smith signed a two-year sponsorship agreement with Ingersoll-Rand last October, while Hodnett inherited Vivarin sponsorship from Dave Blaney, who

enters NASCAR's Busch Grand National ranks this season.

Other 1998 World of Outlaws championship contenders include 1995 runner-up Jac Haudenschild, 1989 runner-up Jeff Swindell and former Rookies of the Year Andy Hillenburg, Joe Gaerte and Johnny Herrera.

Seven-time Knoxville Raceway champion Danny Lasoski, Lance Bleivins and 1997 Rookie of the Year Donny Schatz are also expected to be frequent front-runners during the World of Outlaws' 20th Anniversary season.

Dave Blaney's brother, Dale, is one of four prime candidates for 1998 Pennzoil World of Outlaws Series Rookie of the Year honors. Kenny Woodruff, owner of the car Jimmy Boyd drove to victory in the World of Outlaws' inaugural race at Devil's Bowl Speedway on March 18, 1978, will be the crew chief on the #93 Amoco J&J Dale will drive. Tyler Walker, Craig Dollansky and Garry Brazier are also expected to race for the \$10,000 prize.

Pennzoil World Of Outlaws Series Staff

Founder and President	Ted Johnson
Vice President	Stacy Johnson
Director of Administration	Carlton Reimers
Director of Public Relations	Richard Day
Director of Competition	Bob Jackson
Technical Inspector	Don Grabey
Manager of Road Concessions	Patty Jackson
Concessionaires	Jack and Sue Ward
Secretaries	Lesa Reimers and Carolyn Kuisis

ABOUT THE CENTERSPREAD...

Dennis Krieger and Fred Fehlhaber, photographers who have captured the World of Outlaws on film since its inception in 1978, provided the photos for the centerspread which features the original World of Outlaws drivers and the first race - won by Jimmy Boyd at Devil's Bowl Speedway on March 18, 1978. The car Boyd drove was owned by Kenny Woodruff, who is now the crew chief for Hylton/Blaney Motorsports.

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- PBS Bushings
- Nields Steering
- Simpson Safety
- Wilwood
- Winters Performance

Pennzoil... Our Title Sponsor

Pennzoil Products Company, America's #1-selling motor oil, recently completed its first year as sponsor of the Pennzoil World of Outlaws Series. The bright Pennzoil yellow is as familiar to race fans as tire smoke, speed and excitement, and the company's partnership with the World of Outlaws demonstrates its strong commitment to sprint car racing. Pennzoil Chief Marketing Officer Tom Floyd expressed his feelings about the successful 1997 season.

"We're very excited about how well Ted Johnson and his organization have incorporated our sponsorship into the program for the World of Outlaws," Floyd said. "We're very pleased with the media exposure and general good press that has resulted from our partnership. And we also appreciate all of the support that we've gotten from TNN.

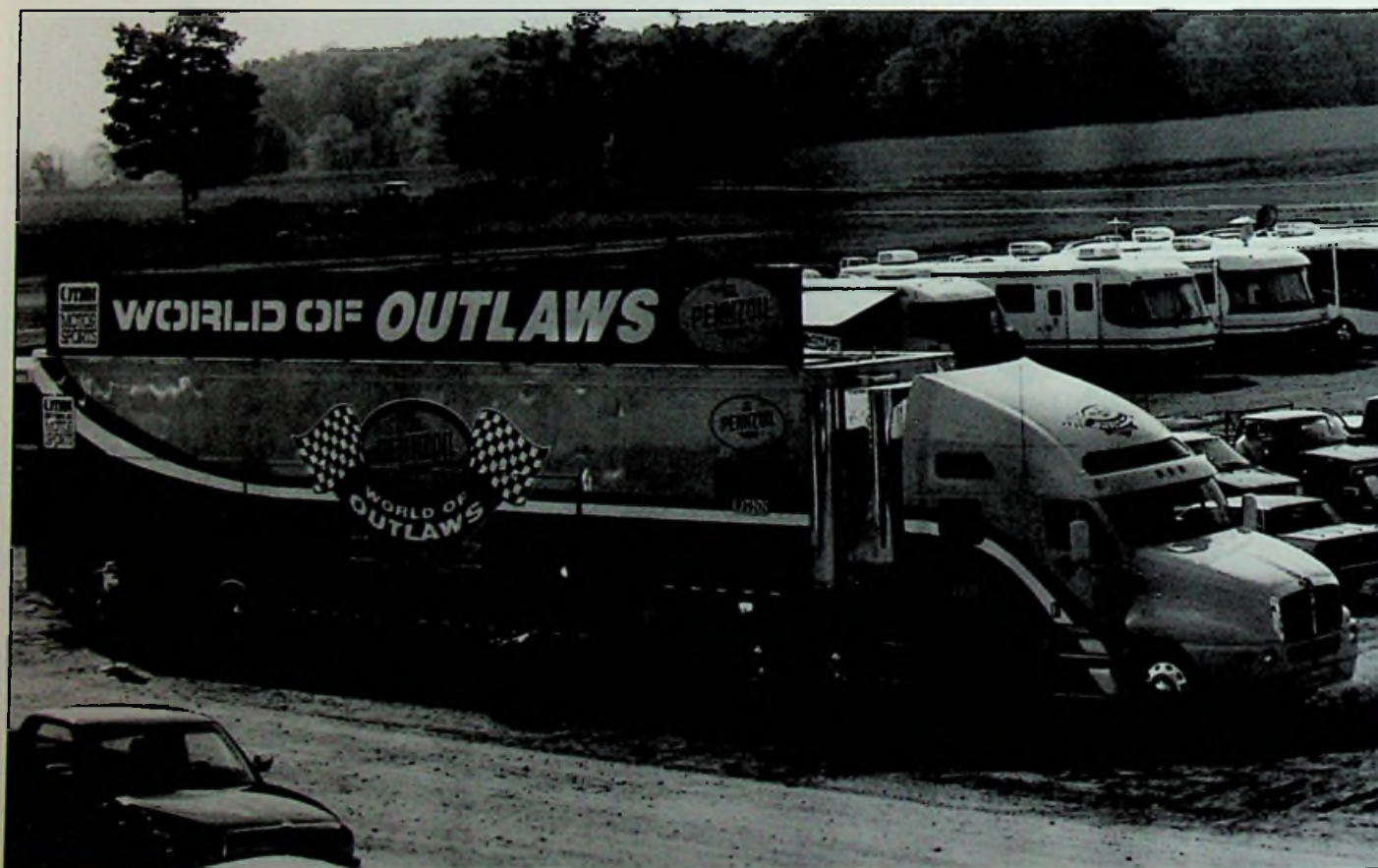
"Our customers like auto racing. It makes sense for us to make our customers happy, but we also like the competition on the track, where we can prove the quality of Pennzoil.

"We look forward to even greater results and excitement in the upcoming Pennzoil World of Outlaws Series season."

Johnson, who founded the World of Outlaws in 1978, is equally impressed with Pennzoil, and looks forward to a long relationship with America's leading oil company.

"We're thrilled to have a company so closely identified with major auto racing as our sponsor," Johnson said. "We're proud to have Pennzoil celebrate our 20th Anniversary with us in 1998.

"The World of Outlaws is enjoying incredible growth and popularity. I'm confident that we can both continue to benefit from the grass roots popularity of our cars and drivers and from the growth of our sport on television."



Thanks to Texas Kenworth and Featherlite, the World of Outlaws transports and sells its souvenirs in this big, beautiful truck and trailer (Photo by Mike Nelligan)

WORLD OF *Outlaws* 1998

MAJOR SPONSORS

GOODYEAR

Year after year, more champions race on Goodyear tires than all other tire brands combined. Goodyear believes that the company that races the most learns the most. Racing tire technology can improve the high performance radials on your car. That's why Goodyear supports more kind of racing than any other tire company.

CHANNELLOCK

Channellock, the official tool of the World of Outlaws, is expanding its involvement and support of the series in 1998.

While the Meadville, PA, company will continue to sponsor Sammy Swindell, driver of the #1 Channellock Stealth, it will also sponsor the World of Outlaws' dash race and "Mechanic of the Year" awards.

In addition to the dash race, a special four-piece tongue- and-groove Channellock plier set in a commemorative case will be given to one lucky fan at each event. In another drawing at the end of the year, each winning fan will have a chance to win a \$1,000 tool set, courtesy of Channellock.

VIVARIN®

Vivarin, the world's leading alertness aid, is a World of Outlaws sponsor for the sixth consecutive year. In 1998, Vivarin will sponsor the "Fast-Time" award, a \$300 cash bonus to the fastest qualifier at each World of Outlaws event, and the Perseverance Award. The division of SmithKline Beecham Consumer Healthcare is also the major sponsor on the #11H sprinter driven by Greg Hodnett. Free Vivarin samples are available at all World of Outlaws events. For a fast pickup as safe as coffee, revive with Vivarin.

FEATHERLITE TRAILERS

Featherlite, the nation's largest specialty trailer manufacturer and a major supplier of race car transporters and car trailers to professional auto racing teams, is the official trailer of the World of Outlaws.

Featherlite is an innovative leader in designing, manufacturing and marketing high-quality specialty trailers.

To get an idea of Featherlite's craftsmanship, check out the World of Outlaws' souvenir trailer.

RACING CHAMPIONS

Racing Champions, the official die cast of the World of Outlaws, is sponsoring the series' Heat Races in 1998. Quality, selection and affordability make Racing Champions the best in the business.

Racing Champions produces a complete line of officially licensed World of Outlaws products, including 1:64- and 1:24-scale sprint cars that can be purchased at major retail stores.

TKW

TEXAS KENWORTH

With five full-service branches in two states and more than 200 trained parts and service technicians, Texas Kenworth has the ability to handle every need for Caterpillar, Cummins and Detroit Diesel Series 60 engines. Texas Kenworth has been incorporated since 1967, with professional experience in the areas of Kenworth sales, financing, parts and service. Texas Kenworth is your total truck center. A 1998 Kenworth T-2000 pulls the Pennzoil World of Outlaws Series souvenir trailer from race-to-race.

RACETECH

RACING COMMUNICATIONS

Racetech Racing Communications offers high-quality, communications equipment at a reasonable cost. For more than 10 years, Racetech has supplied communications equipment to all types of racing - Circle Track, Indycar, Off Road and Off Shore. Racetech can provide you with the good, crisp, clear communications you are looking for. Racetech Racing Communications is the official radio communications supplier of the World of Outlaws.

MBNA

MotorSports

MBNA America is the leader in credit-card sports marketing, with endorsements from more than 350 organizations and athletes representing every major sport. MBNA is also the recognized industry leader in affinity marketing, with thousands of endorsements from membership groups, corporations and financial institutions. The world's largest issuer of the Gold MasterCard sponsors the World of Outlaws' "Most Improved Driver" award.

WORLD OF *Outlaws* 1998

MANUFACTURERS ROOKIE OF THE YEAR SPONSORS

The Manufacturers Rookie of the Year is a sponsorship program entering its second year in 1998. With contributions from Bob Hilbert Sportswear, CSI Racewear, Crane Cams, Gaerte Engines, J&J Auto Racing, Maxim Chassis, MSD Ignitions, Proshocks, Shaver Specialties and Schoenfeld Mufflers, the 1998 Rookie of the Year will receive a sizeable cash bonus at the World of Outlaws Awards Banquet.



Bob Hilbert Sportswear is proud to be a part of the World of Outlaws' family of sponsorship in 1998. The company carries a complete line of custom crew and official apparel. The Best Appearing Crew at the 1997 Amoco Knoxville Nationals went to Wahlie Motorsports, which was wearing Bob Hilbert-designed and manufactured uniforms.



CSI Racewear is a premium quality apparel supplier to the motorsports industry featuring the latest in styles, colors and artistic design. The company is dedicated to profiling the very finest in embroidered racewear and apparel to racing facilities and promoters, sanctioning bodies, teams, fan clubs, special events and corporate sponsors. To maintain the style and quality advantage over your competitors and increase your sales volume, call Don Crusius at CSI Racewear.



Crane Cams is the winningest camshaft company in the history of the World of Outlaws. Crane Cams has powered more World of Outlaws winners and points champions than any other brand. All Cam Dynamics cam profiles are computer designed using the latest state-of-the-art technology designed by Crane Cams.



When Earl Gaerte opened the doors to Gaerte Engines in 1969, his goal was to build high-performance racing engines for sprint and late model race cars. Through the years, Gaerte Engines has strived to provide its customers with the most reliable and technologically advanced engines and engine components. This has enabled the company to stay at the front of the engine manufacturing business for more than 26 years.



A growing list of Pennzoil World of Outlaws Series feature winners depend on J&J Auto Racing for their chassis and performance parts. Great service and prompt delivery put J&J at the top of the list with sprint car race teams across the country. Former World of Outlaws champions as well as Rookies of the Year look to J&J.



Pennzoil World of Outlaws Series championship car owner Karl Kinser depends on Maxim to continue his winning ways. Maxim sprint cars and components set the industry standard and are truly "The Choice of Champions."



MSD is the ignition of choice for many Pennzoil World of Outlaws Series stars. The same spark discharge ignitions that give top perfor-

mance to 800-horsepower sprint car engines are available for your car or truck. MSD ignitions provide engines with more power, easier starting and better fuel economy. Look for MSD Ignitions at most high-performance retail stores.



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Shaver Specialties is a leader in sprint car engines which consistently produce phenomenal torque and horsepower combined with rock-solid reliability. Shaver's aggressive research and development program with more than 25 years experience creates an unbeatable racing combination.



Schoenfeld Mufflers, established in 1974, builds racing mufflers for Saturday-night racers to Winston Cup champions. Schoenfeld is the choice of the Pennzoil World of Outlaws Series. Schoenfeld has a complete line of headers and mufflers for dirt and asphalt sprint cars, late models, V-8, V-6, Four-Cylinder, Ford, Chevy and Mopar engines.

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WORLD OF *Outlaws* 1998



Donny Schatz (#15) and Danny Lasoski (#1W) steer clear of flipping Paul McMahan at Tri-State Speedway (Photo by Mark Funderburk)

Is that really Marilyn Monroe modeling one of Mark Kinser's T-shirts? Maybe he'll get Elvis to model his 1998 shirt. (Photo by Cyndi Craft)



Steve Kinser takes an Indianapolis 500 qualifying lap in Sinden Racing's #44 One Call Communications Dallara Oldsmobile Aurora (Photo by Randy Jones)

(from left) Greg Hodnett, Sammy Swindell and Dion Hindi listen intently during a drivers' meeting at I-55 Raceway (Photo by Bill Klingbeil)



PLANO, TX (December 10) - The Pennzoil World of Outlaws Series will begin celebrating its 20th anniversary with the Spring Shootout at Kings Speedway, series President Ted Johnson announced Wednesday.

The February 13th event will mark the World of Outlaws' first season opener in California since 1990. Defending series champion Sammy Swindell has won the Pennzoil World of Outlaws Series' last two races at Hanford's semi-banked, 3/8-mile oval.

From Hanford, the series' fire-breathing, mud-slinging sprint car racing teams are scheduled to head to Perris Auto Speedway for another \$40,000 event on Valentine's Day, February 14th.

Pennzoil World of Outlaws Series to Open at Kings

The Second Annual A.J. Foyt Cavalcade of Sprints scheduled for February 20-21 will be the first event with live national television coverage. TNN: The Nashville Network will capture the action of the February 20th race for its TNN Motor Madness show.

TNN will also televise the February 27th event live from the Second Annual Silver State Shootout at Las Vegas Motor Speedway.

A.J. Foyt's Featherlite Winged Thunder race, scheduled for May 15-16 at the Terre Haute Action Track, will be televised live on The Nashville Network, as will the Second Annual Channellock Spring Classic at Williams Grove Speedway (May 21-22).

Red River Valley Speedway will receive its first national television coverage on TNN when the World of Outlaws runs a triple-program event at the high-banked, 1/2-mile oval July 9-11. TNN will televise both programs when the World of Outlaws visits Eldora Speedway for the 15th Annual King's Royal July 17-18.

TNN's television cameras will capture two of the four Amoco Knoxville Nationals racing programs for the second consecutive year, August 14-15. The Nashville Network is scheduled to join the World of Outlaws in Greenwood, NE, September 25-26 for its first live telecast from I-80 Speedway.

Las Vegas Motor Speedway, host of the Pennzoil World of Outlaws Series' season finale for the third straight year, will have its Las Vegas Shootout taped for the November 6th TNN Motor Madness show.

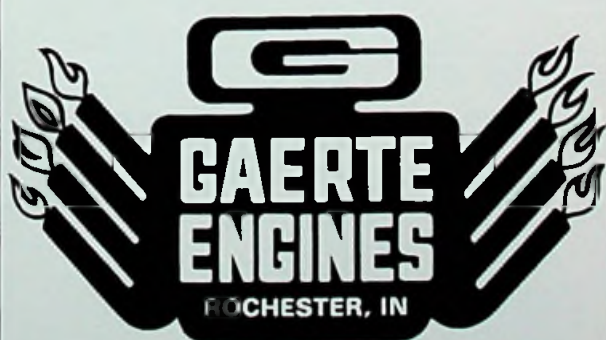
The Pennzoil World of Outlaws will invade Dixie Speedway in the Atlanta suburb of Woodstock, GA, for the first time March 7th.

Events scheduled for other new facilities on the 1998 schedule are Paducah International Raceway in Paducah, KY, April 17th and a July 26th stop at Route 66 Raceway in Joliet, IL.

Other high-paying events on the World of Outlaws' 1998 schedule include the June 1st event at Lebanon Valley Speedway, the Third Annual Iowa Ethanol Classic at Knoxville Raceway July 3-4, the Seventh Annual Don Martin Memorial Silver Cup at Lernerville Speedway July 28th, the Sixth Annual Harvest Classic at Calistoga Speedway September 4-6, the 45th Annual Gold Cup Race of Champions at Silver Dollar Speedway September 17-19, the 36th Annual Williams Grove National Open October 2-3, the 25th Annual Winter Nationals at Devil's Bowl Speedway October 16-17 and the 31st Annual Action Performance Western World Championships at Manzanita Speedway October 23-24.

In all, the Pennzoil World of Outlaws Series is scheduled to run 72 events over 102 race dates at 47 facilities in 25 states during its 20th anniversary season.

By Richard Day



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1998 World of Outlaws Track Directory

ARIZONA

Manzanita Speedway
Phoenix, AZ
Semi-banked, 1/2-mile oval
Track phone: (602) 276-7575
Take I-10 to 35th Avenue (exit 141) and go four miles south to West Broadway

CALIFORNIA

Calistoga Speedway
Calistoga, CA
Semi-banked, 1/2-mile oval
Track phone: (707) 942-5111
Take SR 29 to Calistoga, then go northwest on Fair Way to the Napa County Fairgrounds

Kings Speedway
Hanford, CA
Semi-banked, 1/3-mile oval
Track phone: (209) 582-3478
Take SR 198 to 10th Avenue exit, then go south a half-mile (located on the Kings County Fairgrounds)

Perris Auto Speedway
Lake Perris, CA
Semi-banked, 1/2-mile oval
Track phone: (909) 940-0134
Take I-215 southeast of Riverside to SR 215, go south to the Ramona Expressway/Cajalco turn-off, east two miles to Lake Perris Drive, north 1/4-mile to 18700 Gate "C," then east

San Jose Speedway
San Jose, CA
High-banked, 1/3-mile oval
Office phone: (408) 462-6101
Track phone: (408) 294-7223
Take U.S. 101 to the Trully Road exit, a half-mile south on Senter, then a half-mile west on Umbarger Road

Santa Maria Speedway
Santa Maria, CA
High-banked, 1/3-mile oval
Office phone: (805) 466-4462
Track phone: (805) 922-2233
Take U.S. 101 to the SR 166-E exit, west to the Frontage Road, then north

Silver Dollar Speedway
Chico, CA
High-banked, quarter-mile oval
Office phone: (916) 969-7484
Track phone: (916) 891-6535
Take Park Avenue a half-mile southwest of SR 99, then go west to the Silver Dollar Fairgrounds

GEORGIA

Dixie Speedway
Woodstock, GA
High-banked, 3/8-mile oval
Track phone: (770) 926-5315
Six miles east of I-75 (exit 120) on SR 92 (.8 miles east of SR 205)

ILLINOIS

Illinois State Fairgrounds Speedway
Springfield, IL
Semi-banked, one-mile oval
Office phone: (217) 764-5418
Track phone: (217) 524-0869
Take I-55 to exit 100, then head west to Sangamon Avenue

LaSalle Speedway
LaSalle, IL
High-banked, 1/4-mile oval
Office phone: (773) 582-3776
Track phone: (815) 223-6900
Take I-80 to I-39 (exit 79-A), go south to exit 57, then east on U.S. 6

Route 66 Speedway
Joliet, IL
Semi-banked, 1/2-mile oval
Track phone: (815) 722-5500
From Chicago, take I-55 south to I-80 east to Chicago Road exit and go south three miles on Route 53

Tri-City Speedway
Granite City, IL
Semi-banked, 1/2-mile oval
Office phone: (314) 947-7287
Track phone: (314) 931-7836
A half-mile south of I-270 on SR 203

INDIANA

Bloomington Speedway
Bloomington, IN
Semi-banked, 1/4-mile oval
Track phone: (812) 824-7400
Take SR 37 south of Bloomington to Walnut Street, go 1 1/2 miles north to Fairfax Road, then 1/3-mile

Terre Haute Action Track
Terre Haute, IN
Semi-banked, 1/2-mile oval
Office phone: (812) 466-2234
Track phone: (812) 232-9627
A half-mile south of I-70 (exit 7) on U.S. 41 (at the Vigo County Fair)

Tri-State Speedway
Haubstadt, IN
High-banked, 1/4-mile oval
Office phone: (812) 768-6025
Track phone: (812) 768-5995
Three miles north of I-64 on U.S. 41

IOWA

Knoxville Raceway
Knoxville, IA
Semi-banked, 1/2-mile oval
Office phone: (515) 842-5431
Track phone: (515) 842-3220
On the north edge of Knoxville on SR 14 (located on the Marion County Fairgrounds)

KENTUCKY

Paducah International Raceway
Paducah, KY
High-banked, 3/8-mile oval
Office phone: (618) 532-3734
Track phone: (502) 898-7469
Take I-24 to exit 11, go 1/4-mile south on Husband, two miles east on Lydon, 1.3 miles south on Oaks, then .7 miles west on Shermwell

MARYLAND

Hagerstown Speedway
Hagerstown, MD
Semi-banked, 1/2-mile oval
Office phone: (301) 582-0643
Track phone: (301) 582-0640
Five miles west of I-81 (exit 6-B) on U.S. 40

MICHIGAN

I-96 Speedway
Lake Odessa, MI
Semi-banked, 1/2-mile oval
Track phone: (616) 642-6500
Take I-96 to exit 64, go 1/2-mile south, then 3/4-mile west

MISSISSIPPI

Pike County Speedway
Magnolia, MS
High-banked, 3/8-mile oval
Office phone: (601) 684-9230
Track phone: (601) 783-2500
Take I-55 to exit 8 (Magnolia exit), then go 2 east on Gillsburg Road (SR 568)

MISSOURI

I-55 Raceway
Pevely, MO
High-banked, 1/3-mile oval
Office phone: (573) 431-2699
Track phone: (573) 756-2593
Take I-55 to Herclaneum exit (#178), head east on U.S. 61/67, go north to Herky-Horine Road, then 1/2-mile west

State Fair Motor Speedway
Sedalia, MO
Semi-banked, 1/2-mile oval
Office phone: (816) 747-7027
Track phone: (816) 826-1600
A half-mile south of U.S. 50 at U.S. 65 (on the Missouri State Fairgrounds)

West Plains Motor Speedway
West Plains, MO
Semi-banked, 3/8-mile oval
Office phone: (501) 994-7447
Track phone: (417) 257-2112
Six miles southeast of West Plains on U.S. 63

NEBRASKA

Eagle Raceway
Eagle, NE
High-banked, 1/3-mile oval
Office phone: (402) 488-1844
Track phone: (402) 420-7223
Eleven miles east of Lincoln on U.S. 34 at SR 63 (exit 420)

I-80 Speedway
Greenwood, NE
High-banked, 4/10-mile oval
Office phone: (402) 593-0942
Track phone: (402) 944-2233
Take I-80 to exit 420, then .4 miles north on SR 63

NEVADA

Las Vegas Motor Speedway
Las Vegas, NV
Semi-banked, 1/2-mile oval
Office phone: (702) 644-4443
Track phone: (702) 644-4444
Take I-15 northeast of Las Vegas to exit 54, then head east

NEW MEXICO

Southern New Mexico Speedway
Las Cruces, NM
Semi-banked, 5/16-mile oval
Track phone: (505) 524-7913
Take I-10 west of I-25 to exit 132, go left to Love's, then west on the south frontage road (on the Dona Ana Fairgrounds)

NEW YORK

Canandaigua Speedway
Canandaigua, NY
Semi-banked, 1/2-mile oval
Office phone: (315) 834-6606
Track phone: (716) 394-0961
Take U.S. 20 1.5 miles east of SR 21, then go 1.4 miles north on CR 10

Lebanon Valley Speedway
West Lebanon, NY
High-banked, 1/2-mile oval
Office phone: (518) 766-5771
Track phone: (518) 794-9606
Eighteen miles southeast of Albany on U.S. 20

Orange County Fair Speedway
Middletown, NY
Semi-banked, 5/8-mile oval
Office phone: (914) 424-3855
Track phone: (914) 342-2573
Take SR 17 one mile north of I-84 to exit 120, go 3/4 mile west on SR 211, then a half-mile southwest on CR 96

Rolling Wheels Raceway
Elbridge, NY
Semi-banked, 5/8-mile oval
Office phone: (315) 834-6606
Track phone: (315) 689-7809
Two miles west of Elbridge on SR 5

NORTH DAKOTA

Red River Valley Speedway
West Fargo, ND
High-banked, 1/2-mile oval
Office phone: (701) 232-2990
Track phone: (701) 282-2200
Take I-94 west of Fargo to exit 343, then go 3/4-mile east on U.S. 10 (on the Red River Valley Fairgrounds)

OHIO

Eldora Speedway
Rossburg, OH
High-banked, 1/2-mile oval
Office and track phone: (937) 338-3815
2 1/2 miles north of Rossburg on SR 118 (60 miles northwest of Dayton)

OKLAHOMA

State Fair Speedway
Oklahoma City, OK
Semi-banked, 1/2-mile oval
Office phone: (405) 948-6796
Track phone: (405) 948-6752
A half-mile north of I-40 on May Avenue (exit 147-C)

Tulsa Speedway
Tulsa, OK
Semi-banked, 3/8-mile oval
Office phone: (918) 437-3006
Track phone: (918) 425-7551
Take I-75 north of Tulsa, then go east on 66th Street

OREGON

Riverside Speedway
Cottage Grove, OR
Semi-banked, 1/4-mile oval
Track phone: (541) 942-7561
Take I-5 to exit 174, .7 miles west, left on first road after viaduct, .2 miles on Chamberlain, then .4 miles north on Douglas

Southern Oregon Speedway
Medford, OR
Semi-banked, 1/3-mile oval
Office phone: (541) 772-6264
Track phone: (541) 826-6825
Take I-5 to exit 30, go 5.6 miles north on SR 62 (Crater Lake Highway), 2.3 miles west on SR 140, .4 miles south on Kershaw Road, then east

PENNSYLVANIA

Lernerville Speedway
Sarver, PA
High-banked, 1/2-mile oval
Office phone: (412) 353-1350
Track phone: (412) 353-1511
Eleven miles southeast of Butler on SR 356

Lincoln Speedway
New Oxford, PA
Semi-banked, 3/8-mile oval
Office phone: (717) 697-1321
Track phone: (717) 624-2755
Take U.S. 30 1.7 miles east of SR 94, then go a half-mile south on Kineman Road

Williams Grove Speedway
Mechanicsburg, PA
Semi-banked, 1/2-mile oval
Office and track phone: (717) 697-5000
Take U.S. 15 seven miles southwest of I-76, go northwest 1 1/2 miles on SR 74, then west on Park Place

SOUTH DAKOTA

Huslet's Speedway
Sioux Falls, SD
High-banked, 3/8-mile oval
Office phone: (605) 582-3819
Track phone: (605) 582-3536
Take I-90 east of Sioux Falls to exit 406, then go south three miles on SR 11

TEXAS

Battleground Speedway
Houston, TX
High-banked, 3/8-mile oval
Track phone: (713) 946-7223
Take I-10 east of Houston to Highland (exit 787), then go four miles north

Devil's Bowl Speedway
Mesquite, TX
High-banked, 1/2-mile oval
Office phone: (972) 222-2818
Track phone: (972) 222-2421
Take U.S. 80 six miles east of I-635, then go three miles south on Lawson Road

WASHINGTON

Grays Harbor Raceway Park
Elma, WA
High-banked, 3/8-mile oval
Track phone: (360) 482-3068
One-half mile east of Elma on Elma-McCleary Road at the Elma Fairgrounds

WISCONSIN

Beaver Dam Raceway
Beaver Dam, WI
High-banked, 1/3-mile oval
Office phone: (414) 887-1600
Take U.S. 151 .4 miles east of U.S. 151 Dam on SR 33, then go south on Raceway Road


Cedar Lake Speedway
Somerset, WI
High-banked, 3/8-mile oval
Office phone: (715) 246-5631
Track phone: (715) 248-7119
Take SR 64 one mile east of SR 35, go 4.2 miles north on CR "C" to CR "CC," then 1.8 miles west

WYOMING

Sweetwater Speedway
Rock Springs, WY
High-banked, 3/8-mile oval
Office phone: (307) 352-6791
Take U.S. 191 (Elk Street) one mile north of I-80 (exit 104), go west one mile on Yellowstone Road (located on the fairgrounds)



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on
TNN



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and attitude.



1998 World Of Outlaws

Race Date	Race Name	Time
2/20/98	Pennzoil WoO Spring Classic	8:00 PM
2/27/98	Silver State Shootout	8:00 PM
5/15/98	Pennzoil WoO Winged Thunder	8:00 PM
5/22/98	Channellock Spring Classic	8:00 PM
7/10/98	TBA	8:00 PM
7/17/98	King's Royal	8:00 PM
7/18/98	King's Royal	9:00 PM
8/14/98	Amoco Knoxville Shootout	8:00 PM
8/15/98	Amoco Knoxville Nationals	10:00 PM
9/25/98	TBA	8:00 PM
11/6/98	Las Vegas Shootout(wt)	8:00 PM

All Times Eastern

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<u>Date</u>		<u>Event/Track</u>	<u>City</u>
February	13	Kings Speedway	Hanford, CA
	14	Perris Auto Speedway	Lake Perris, CA
	20-21	Manzanita Speedway	Phoenix, AZ
March	27-28	Silver State Shootout/Las Vegas	Las Vegas, NV
	7	Dixie Speedway	Woodstock, GA
	13	Pike County Speedway	Magnolia, MS
	14	Battleground Speedway	Highland, TX
	20-21	Spring Nationals/Devil's Bowl	Mesquite, TX
April	27	Tulsa Speedway	Tulsa, OK
	28	State Fair Speedway	Oklahoma City, OK
	10-11	Eldora Speedway	Rossburg, OH
	17	Paducah Int'l Raceway	Paducah, KY
	18	West Plains Motor Speedway	West Plains, MO
	24-25	Knoxville Raceway	Knoxville, IA
	26	Huset's Speedway	Sioux Falls, SD
May	30-	I-80 Speedway	Greenwood, NE
	1	I-80 Speedway	Greenwood, NE
	3	Beaver Dam Raceway	Beaver Dam, WI
	8	State Fair Motor Speedway	Sedalia, MO
	9	Tri-City Speedway	Granite City, IL
	10	Tri-State Speedway	Haubstadt, IN
	15-16	Terre Haute Action Track	Terre Haute, IN
	19	Lernerville Speedway	Sarver, PA
	21-22	Spring Classic/Williams Grove	Mechanicsburg, PA
	23-24	Hagerstown Speedway	Hagerstown, MD
June	29	Williams Grove Speedway	Mechanicsburg, PA
	30	Lincoln Speedway	New Oxford, PA
	31	Orange County Speedway	Middletown, NY
	1	Lebanon Valley Speedway	West Lebanon, NY
	3	Rolling Wheels Raceway	Elbridge, NY
	4	Canandaigua Speedway	Canandaigua, NY
	7	Illinois State Fair Speedway	Springfield, IL
	12	Bloomington Speedway	Bloomington, IN
	13	Eldora Speedway	Rossburg, OH
	17	Beaver Dam Raceway	Beaver Dam, WI
	19	LaSalle Speedway	LaSalle, IL
	20	Tri-City Speedway	Granite City, IL
	21	Tri-State Speedway	Haubstadt, IN
	23	State Fair Speedway	Oklahoma City, OK
	26-27	Eagle Nationals/Eagle Raceway	Eagle, NE



World of Outlaws President Ted Johnson (left) and Director of Competition Bob Jackson discuss racing procedures (Photo by Cyndi Craft)



(from left) Danny Lasoski, Greg Hodnett, Sammy Swindell and Mark Kinser lead the Pennzoil World of Outlaws Series' famous "Four Abreast" parade lap at the Amoco Knoxville Nationals (Photo courtesy of Visser Racing Images)

1998 Racing Schedule

July	3-4	Iowa Ethanol Classic/Knoxville	Knoxville, IA
	7	Huset's Speedway	Sioux Falls, SD
	9-11	Red River Valley Speedway	West Fargo, ND
	13	Cedar Lake Speedway	Somers, WI
	17-18	King's Royal/Eldora Speedway	Rossburg, OH
	20	I-96 Speedway	Lake Odessa, MI
	22	Knoxville Raceway	Knoxville, IA
	24	State Fair Motor Speedway	Sedalia, MO
	25	I-55 Raceway	Pevely, MO
	26	Route 66 Raceway	Joliet, IL
	28	Silver Cup/Lernerville	Sarver, PA
	30-31	Williams Grove Speedway	Mechanicsburg, PA
	1	Hagerstown Speedway	Hagerstown, MD
	7	Night Before The Big One/Eldora	Rossburg, OH
August	12-15	Amoco Knoxville Nationals	Knoxville, IA
	18	Sweetwater Speedway	Rock Springs, WY
	21-22	Grays Harbor Raceway Park	Elma, WA
	24	Riverside Speedway	Cottage Grove, OR
	26	Southern Oregon Speedway	Medford, OR
	28-29	San Jose Speedway	San Jose, CA
	4-6	Harvest Classic/Calistoga	Calistoga, CA
Sept.	11	Kings Speedway	Hanford, CA
	12	Santa Maria Speedway	Santa Maria, CA
	17-19	Gold Cup/Silver Dollar Speedway	Chico, CA
	25-26	I-80 Speedway	Greenwood, NE
October	2-3	Williams Grove National Open	Mechanicsburg, PA
	9-10	Dirt Nationals/I-55 Raceway	Pevely, MO
	15	Fall Nationals/Battleground	Highland, TX
	16-17	Winter Nationals/Devil's Bowl	Mesquite, TX
	20	Southern New Mexico Speedway	Las Cruces, NM
	23-24	Western World/Manzanita Speedway	Phoenix, AZ
	31	Auto Speedway	Lake Perris, CA
Nov.	3-4	Las Vegas Motor Speedway	Las Vegas, NV



Ralph Sheheen (left) and former racer Brad Doty describe World of Outlaws action on TNN: The Nashville Network (Photo by Cyndi Craft)

Pennzoil World of Outlaws Series 1998 Television Schedule

<u>Date/Time</u>	<u>Track</u>	<u>Network</u>
February 20, 8-11 (ET)	Manzanita Speedway	TNN
February 27, 8-11 (ET)	Las Vegas Motor Speedway	TNN
May 15, 8-11 (ET)	Terre Haute Action Track	TNN
May 22, 8-11 (ET)	Williams Grove Speedway	TNN
July 10, 8-11 (ET)	Red River Valley Speedway	TNN
July 17, 8-11 (ET)	Eldora Speedway	TNN
July 18, 9-11 (ET)	Eldora Speedway	TNN
August 14, 8-11 (ET)	Knoxville Raceway	TNN
August 15, 10-12 (ET)	Knoxville Raceway	TNN
September 25, 8-11 (ET)	I-80 Speedway	TNN
November 6, 8-11 (ET)	Las Vegas Motor Speedway	TNN

All telecasts will be live except the November 4th race, which will be aired November 6th

Stop. Go. Pennzoil. This familiar advertising phrase took on a whole new meaning in 1997. While the World of Outlaws took the world's leading oil company to more markets, Pennzoil's title sponsorship provided the world's premier sprint car series with all it needed to grow as a well-lubricated racing machine.

The Pennzoil World of Outlaws Series' 20th season produced more excitement and exposure at the track and on television than any in its history. Four drivers exchanged the lead 15 times in the series' most competitive championship race ever. One six-week period in July and August featured eight lead-changes in 12 events. Although Donny Schatz and Paul McMahan exchanged the Rookie of the Year points lead five times - piling only in comparison to the championship race - their battle was the tightest in series history.

The World of Outlaws initiated a new Rookie of the Year sponsorship program last season. The program, called the Manufacturers Rookie of the Year, is funded by Crane Cams, J&J Auto Racing, Gaerte Engines, MSD Ignitions, Maxim Chassis, Pro Shocks, Schoenfeld Mufflers and Shaver Specialties.

While attendance at the track increased in

Dave Blaney put Vivarin in victory lane at such prestigious events as the Amoco Knoxville Nationals and the Gold Cup Race of



As son Kevin grins from ear-to-ear, Sammy Swindell gets a victory kiss from wife Amy (Photo by Bill Wadley)

Champions in his first year as a driver and co-car owner. The world's leading alertness aid

Although McMahan was only a rookie in 1997, he overcame adversity like a veteran. He left the #83 Beef Packers car for Gary Stanton's #75 Mopar team in early May and didn't miss a beat. He recorded 13 top-10 finishes, including a ninth-place run at the Amoco Knoxville Nationals. His seventh-place finish in the prestigious Gold Cup Race of Champions pushed him back into the lead for Rookie of the Year honors.

Schatz enjoyed one of the most successful rookie seasons in World of Outlaws history. He drove his family's #15 Blue Beacon Gambler into the top 10 17 times, including a career-best fourth-place finish at Ransomville Speedway. He led the Manufacturers' Rookie of the Year standings for 46 events.

Schatz delivered the most emotional speech at the World of Outlaws' 20th Annual Awards Banquet when he received the Rookie of the Year Award.

"I really appreciate this award," he said, fighting back tears. "I'm excited. There should be three (awards). It was a lot of fun racing with Paul and Dion this year. I'm looking forward to coming back next year."

Pennzoil World of Outlaws Series Enjoys

record numbers, three national television networks - TNN: The Nashville Network, ESPN2 and Fox Sports Net - beamed "greatest show on dirt" action into millions of homes across the country. Thirteen live, two tape-delayed and seven cameo appearances on prime-time television kept the World of Outlaws at the forefront of auto racing.

Sprint car racing's premier series continued to grow on the Internet as well, with 25,000 fans a day surfing into World of Outlaws Online to check out the latest-breaking news, results and statistics.

Goodyear, the world's leading tire manufacturer, continued its distinction as the World of Outlaws' longest-running sponsor. Goodyear tires carried sprinters to victory in all but two World of Outlaws "A" Features in 1997.

Channellock and Vivarin enjoyed their dual roles as car and series sponsors. Sammy Swindell rewarded Channellock with a championship in his second year with the tool company. Channellock's cash awards provided the incentive for World of Outlaws drivers to break 34 single-lap records.

also sponsored the World of Outlaws' dash race for the fifth straight year.

MBNA Marketing Systems, Inc., the World of Outlaws' official MASTERCARD provider, sponsored the series' Most Improved Driver Award last season.

Featherlite Trailers and Texas Kenworth combined to provide the World of Outlaws with a luxury, state-of-the-art souvenir sales vehicle.

While the series, its sponsors and its television coverage were more impressive than any year in World of Outlaws history, it was the drivers who stole the show in 1997.

Defending series champion Mark Kinser, 14-time champion Steve Kinser, 1995 titlist Dave Blaney and eventual winner Sammy Swindell combined to produce the most exciting points battle in Pennzoil World of Outlaws Series history.

Danny Lasoski opened the season with the Conn West Freight Systems team. He ranked eighth in the point standings when he left. "The Dude" recorded 36 top-10 finishes - nine in the top five - including a third-place run at the Amoco Knoxville Nationals and a 10th in the Gold Cup Race of Champions.

Craig Dollansky joined Jim Wahlie's Conn West team in late July. He responded quickly, with seven top-10 finishes in his first 16 events, including a seventh-place run at the Amoco Knoxville Nationals and fifth-place finishes at Grays Harbor Raceway Park and Riverside Speedway.

Dion Hindi hit the World of Outlaws' tour for the first time in 1997. Although he didn't qualify for every race, Hindi maintained a top-20 ranking with eight top-15 finishes, including a 10th at Riverside Speedway. He finished third in the Rookie of the Year standings and received the Vivarin Perseverance Award at the World of Outlaws' 20th Annual Awards Banquet in Las Vegas.

Although the Two Winners team battled engine woes all year, Jeff Swindell always found a way to keep himself in the top 11 in the points race. He drove the #7TW Gold Eagle Maxim into the top 10 25 times, including eight in the top five. Jeff won both races at Las Vegas Motor Speedway, the Silver State Shootout in February and the season-ending Gold Eagle Nationals in November.

Swindell left Las Vegas quickly after taking the checkered flag, as his wife, Sissy, went into labor during the Gold Eagle Nationals' championship feature and delivered their first son, Asa Jeffrey, November 6th.

In his second year as a driver/owner with the Pennzoil World of Outlaws Series, Joe Gaerte overcame all kinds of obstacles, including the loss of crew chief, Scott Benic. Through it all, he battled his way back into 10th place driver standings by recording 26 top-10 finishes. Joe set single-lap records at Tulsa Speedway and West Plains Motor Speedway.



Mark Kinser (left) watches closely as his father, Karl, makes some last-second adjustments on the #5M Wirtgen Maxim (Photo courtesy of Visser Racing Images)



The pits are full of sprinters at Huset's Speedway (Photo by Jeff Bylsma)



Art and Carol Malies were on the job as co-pilots of the World of Outlaws' official push vehicle for the 10th straight year in 1998 (Photo by Dennis Krieger)

Although he took himself out of contention for a second straight series championship when he tried to qualify for several NASCAR Truck races, Mark Kinser still led the Pennzoil World of Outlaws Series with 24 "A" Feature victories and 31 Channellock Fast-Time Awards. He led the point standings after sweeping the feature races at Perris Auto Speedway in mid-February. He was largely responsible for his father, Karl, capturing his 16th World of Outlaws owners

Landmark Year

championship, driving the #5M Wirtgen Maxim in all but five events last season.

The highlight of the year for Mark was the birth of his son, Karl, Jr., March 4th.

Although engine problems plagued the Casey's General Stores team for much of the season, Johnny Herrera battled his way into eighth place in the point standings. He won the New York tour finale at Canandaigua Speedway, leading all 25 laps. Herrera led the World of Outlaws with 33 heat race victories.

Stevie Smith's first year as driver/owner of his own #19 "Black Bandit" sprinter has been one of the most memorable of his career. He won four main events and signed a lucrative sponsorship agreement with Ingersoll-Rand. Stevie's \$10,000 victory at Orange County Speedway in early June was timely, as his wife, Kendra, delivered their first child, Shaylee Suzanne, May 28th. Smith set the qualifying standard at Las Vegas Motor Speedway in February.

Greg Hodnett drove the #11H Selma Shell Maxim into sixth place in the point standings by finishing in the top 10 47 times, including a second-place run at the Amoco Knoxville Nationals and a victory at Sweetwater Speedway in the Wild, Wild Northwest Tour opener. Greg finished in the top 15 in all but 11 main events. He set the single-lap record at Missouri International Race Park. The series "Most Improved Driver" signed a sponsorship agreement with Vivarin late in the 1997 season.

Andy Hillenburg was among the Pennzoil World of Outlaws Series' most consistent drivers in 1997. He finished in top five 37 times after recording 26 the year before. Andy drove his #2 STP J&J to victory from inside the sixth row in the July 28th main event at Ransomville Speedway. He also won the Preliminary Feature at the Eagle Nationals.

Jac Haudenschild and "Mechanic of the Year" Guy Forbrook combined to make the #22

Pennzoil Maxim one of the fastest cars on the World of Outlaws' tour in 1997. Haudenschild earned more Channellock Fast-Time Awards last season than in his previous 16 years with the World of Outlaws combined. His 18 fast-times included 10 single-lap records. "The Wild Child" also recorded 57 top-10 finishes, including 38 in the top five. After winning a main event at Williams Grove Speedway in late May, Haudenschild executed a last-lap pass to win the Iowa Ethanol

Classic at Knoxville Raceway. "Haud" also won the second Preliminary Feature at the Amoco Knoxville Nationals.

"King of the Outlaws" Steve Kinser has a knack for making history. Although he won a career-low five "A" Features, Kinser picked the right times to take over the spotlight. He won his fourth Kings Royal championship as TNN's television cameras captured the action live from Eldora Speedway on July 19th. After qualifying for the 81st Annual Indianapolis 500 earlier in the day, Steve won the "A"

Feature at Tri-State Speedway on May 11th. Sixteen days later, he made the World of Outlaws proud when he finished 14th in the prestigious race. He was in ninth place with 12 laps remaining when a crash put him out of the race. Kinser was the leader in the point standings four different times.

Blaney's first season as a World of Outlaws owner/co-owner was definitely a memorable one. Although a pair of muffler disqualifications hurt him early, "The Buckeye Bullet" recovered quickly. He was the leader in the point standings three different times. A weekend in mid-June saw him sandwich Pennzoil World of Outlaws Series "A" Feature victories at Bloomington Speedway and Eldora Speedway around an eighth-place finish in an ARCA race in Michigan. In August, he won the "The Historic Big One" and the Amoco Knoxville Nationals on successive weekends and

announced a three-year sponsorship agreement with Amoco in between. In all, Blaney won 10 World of Outlaws main events and two Preliminary Features. He also set the single-lap record at Sweetwater Speedway.

Blaney announced that he will enter NASCAR competition as driver of the #93 Amoco Ultimate Pontiac on the Busch Grand National tour in 1998. After two years in Busch competition, the Bill Davis' Amoco team plans to enter the Winston Cup series. He and Keith Hylton will co-own the #93 Amoco Ultimate sprint car his brother, Dale, will drive on the World of Outlaws' tour.



Here is Dave Blaney racing in an ARCA event at Atlanta Motor Speedway in March (Photo by Randy Jones)

Dave's wife, Lisa, gave birth to their third child, Erin, March 12th.

Sammy Swindell saved the very best for his silver anniversary season in sprint car racing. He won 19 "A" Features, including his first Williams Grove National Open championship. He also won 11 Preliminary Features and made his major sponsor - Channellock - proud by earning 13 Channellock Fast-Time Awards.

Sammy burst into the points lead as the season opened in late January, winning the first three feature races, including a sweep of the "A.J. Foyt Cavalcade of Sprints" at Manzanita Speedway. He regained the lead three months later at another Foyt-group production at the Terre Haute Action Track. He rose to the occasion in May when Channellock unveiled a silver car to commemorate his 25th racing season, streaking to victory at Lernerville Speedway.

Swindell quickly turned the points race into a chase after crashing out of the lead in the Amoco Knoxville Nationals, winning seven straight features, including a clean sweep of the annual Harvest Classic at Calistoga Speedway. He recorded no worse than a ninth-place finish in every main event after the Nationals en route to his third World of Outlaws championship. His 15 years between championships is a record among major auto racing series. He also became the first driver/owner to win a World of Outlaws championship.



Sammy Swindell (#1) races wheel-to-wheel with Johnny Herrera (Photo by Mark Funderburk)

By Richard Day

World of Outlaws Director of Public Relations Richard Day asked series announcer and yearbook salesman Johnny Gibson to point out the attractions of the racing facilities the series visited in 1997. Here are his views

I-55 Raceway, Pevety, MO - facility features a great track layout; the high-banked bullring produces for constant action; track is co-owned by NASCAR Winston Cup star Kenny Schraeder

Southern Oregon Speedway, Medford, OR - the layout is similar to Memphis Motorsports Park; site of the Wild, Wild Northwest Tour finale; the tires that mark the infield are very solid (just ask Mark Kinser)

World of Outlaws Tour Stops Offer Wide Array of Attractions

Manzanita Speedway, Phoenix, AZ - home of the Western World Championships; has plenty of south-of-the-border flavor; you can feel rich racing tradition as soon as you walk through the gates; the burritos are delicious

Calistoga Speedway, Calistoga, CA - home of the Harvest Classic; one of most beautiful settings for race track in the country; there's a nine-hole golf course behind the back straightaway

Kings Speedway, Hanford, CA - site of the World of Outlaws' 1998 season opener; promoters are Robert Lawton and former racers Ron Shuman and Dave Swindell; a nearby dairy sells the best ice cream on the tour at the track

Perris Auto Speedway, Lake Perris, CA - one of the most state-of-the-art facilities in the country; includes a wine garden, great lighting and a concert-like sound system; the facility is reminiscent of Ascot Park

San Jose Speedway, San Jose, CA - there's a stadium-like atmosphere in grandstands, which are filled by the most vocal fans in California

Santa Maria Speedway, Santa Maria, CA - it's the only track in California the World of Outlaws visits that's not located at a state fairgrounds; track produces very tight bull-ring racing.

State Fair Raceway, Sedalia, MO - when the World of Outlaws returned to this facility in 1997, it was the first time the series visited it since 1985; it's a high-speed, 1/2-mile oval when plenty of racing tradition

West Plains Motor Speedway, West Plains, MO - this track is almost completely round; it's the home of one of late-model racing's highest-paying races, "The Show-Me 100," a showcase for open-wheel winged sprinters to show off in front of hard-core late model fans

Eagle Raceway, Eagle, NE - home of the Eagle Nationals, 40 laps of non-stop action on some of the highest banks in sprint car racing; it's the world's fastest 1/3-mile oval

I-80 Speedway, Greenwood, NE - only 15 miles from Eagle Raceway; this facility is growing into one of the best in the country; only place the World of Outlaws races that has large inflatable novelty balloons around track (King Kong showed up in 1997)

Las Vegas Motor Speedway, Las Vegas, NV - features downtown Las Vegas-like lighting and a strong sound system; it's probably Jeff Swindell's favorite track; the only facility on tour offering off-track wagering; the dirt track is one of 23 venues at the Las Vegas Motor Speedway complex

Southern New Mexico Speedway, Las Cruces, NM - there's plenty of south-of-the-border flavor here; World of Outlaws events are promoted by former car owners Casey and Beverly Luna

Canandaigua Speedway, Canandaigua, NY - called the Land of Legends; site of the World of Outlaws' annual New York tour finale; get there early unless you want to stand

Lebanon Valley Speedway, West Lebanon, NY - produces more T-shirt sales than at any other facility on the World of Outlaws' tour; a super-fast high-banked, 1/2-mile oval; after the races, you'll probably see as many racers in the clubhouse outside turn one as in the pit area; the "Meat Ball Grinder" is one of best sandwiches on World of Outlaws' tour

Orange County Fair Speedway, Middletown, NY - site of the World of Outlaws' annual New York tour opener; terraced drive-in viewing area on the back straightaway allows for an amazing display as fans blink the lights on their cars during the "Four Abreast" parade lap; features a large, delicious food selection

Lernerville Speedway, Sarver, PA - site of the annual Don Martin Memorial Silver Cup, the highest-paying single-program event on the World of Outlaws' tour; features a consistently fast racing surface, combining the speed of a big track with the tight corner racing of a smaller track; try the fish sandwiches



The stands are full of fans and the infield full of sprinters at Santa Maria Speedway (Photo by Bill Wadley)

Lincoln Speedway, New Oxford, PA - french fries, french fries, french fries; Stevie Smith's home track; it's the smallest Pennsylvania facility the World of Outlaws visits

Williams Grove Speedway, Mechanicsburg, PA - attracts the most vocal crowd on the World of Outlaws tour; fans come to see the Pennsylvania Posse beat the Outlaws; it's the only facility with a bridge connecting the infield and the grandstands; features more different views of the track than at any other facility the World of Outlaws visits, with stands on both straightaways and in turn three; one of three tracks to host a World of Outlaws event every year since Ted Johnson founded the series in 1978

Husert's Speedway, Sioux Falls, SD - produces some of the best bull-ring racing on the World of Outlaws' tour; attracts plenty of community support; draws more fans than any other track smaller than a 1/2-mile; spectators will occupy any available space inside the gates

Battleground Speedway, Highland, TX - produces plenty of exciting, wheel-to-wheel racing; it's the southern-most racing facility the World of Outlaws visits

Devil's Bowl Speedway, Mesquite, TX - site of the World of Outlaws' inaugural race on March 18, 1978; serves the best burritos on the tour; owned by colorful promoter Lanny Edwards; one of most unique track layouts on the World of Outlaws' tour - the back straightaway is 15 feet higher than the front stretch

Grays Harbor Raceway Park, Elma, WA - it's a 3/8-mile oval built inside a horse-race track; the temporary seats lining the front stretch of horse track are filled for World of Outlaws events; serves the best espresso on the tour; the salmon is delicious, too

Beaver Dam Raceway, Beaver Dam, WI - the new site of Gerry Olson's Beertown Showdown; lively fans make sure the race lives up to its name; it's a very clean, state-of-the-art facility

Cedar Lake Speedway, Somerset, WI - features seating from turn three almost to turn one; the track was completely round at one time, and it's almost round now

Sweetwater Speedway, Rock Springs, WY - joined the World of Outlaws' tour as site of the Wild, Wild Northwest Tour opener in 1997; has a beautifully designed track layout, with very wide sweeping turns



Steve Kinser's #11 and Joe Gaerte's #3G cars show off their ground effects while Dave Blaney's #10 and Andy Hillenburg's #2 remain unchanged for the race at Illinois State Fair Speedway (Photo by Bill Klingbeil)



Father Steve, daughter Shaylee and wife Kendra help Stevie Smith celebrate his victory at I-96 Speedway (Photo by Bill Zmirski)

Silver Dollar Speedway, Chico, CA - home of the Gold Cup Race of Champions; host the best bikini contest on the World of Outlaws' tour; more cars bicycle at this track than at any other.

Illinois State Fair Speedway, Springfield, IL - only mile race track the World of Outlaws races, making it the fastest on the tour

LaSalle Speedway, LaSalle, IL - this Chicagoland racing facility was built over what was once a drive-in theater, with the screen still visible behind turns one and two

Tri-City Speedway, Granite City, IL - it takes nerves of steel to pass on the outside at this track; the winner is usually the driver who manages to do just that

Bloomington Speedway, Bloomington, IN - laps are turned quicker there than at any other facility on the World of Outlaws' tour; track produces the most demanding lapped traffic

Terre Haute Action Track, Terre Haute, IN - there's tons of racing tradition there; features some of the fastest corner speeds on the World of Outlaws' tour

Tri-State Speedway, Haubstadt, IN - the wheelie capital of the Midwest; more Open Wheel magazine covers have been shot there than at any other track on the World of Outlaws' tour

Knoxville Raceway, Knoxville, IA - home of the Nationals, the most prestigious event on the World of Outlaws' tour; upgrades every year by Ralph Capitani and the Marion County Fair board make this a tremendous facility; one of three tracks to host a World of Outlaws event every year since Ted Johnson founded the series in 1978; has hosted more World of Outlaws events (74) than any other facility; the National Sprint Car Hall of Fame and Museum is located behind turn one

Hagerstown Speedway, Hagerstown, MD - the racing surface is smooth and sticky; the facility is right across the parking lot from the best seafood on the tour at "Gateway Seafood House"; try the fresh Chesapeake Bay crabs

I-96 Speedway, Lake Odessa, MI - not far from Detroit, birthplace of American horsepower

Pike County Speedway, Magnolia, MS - the only speedway on the World of Outlaws' tour that sells crawfish at the concession stand; no thicker Cajun accents can be found at any other track on the tour



ESPN2 commentators Larry Rice (left) and Bob Jenkins chat with Andy Hillenburg at Las Vegas Motor Speedway (Photo by Jim Cooper)

Rolling Wheels Raceway, Elbridge, NY - produces an engine program stress test as cars rarely slow on the flat, 5/8-mile oval

Red River Valley Speedway, West Fargo, ND - site of some of the best night life on World of Outlaws tour, try the bar at the Kelly Inn; more Donny Schatz T-shirts are worn there than at any other facility on the World of Outlaws' tour

Eldora Speedway, Rossburg, OH - the world's fastest half-mile oval; owned by colorful promoter Earl Baltes; hosts some of the highest-paying races in auto racing; one of three tracks to host a World of Outlaws event every year since Ted Johnson founded the series in 1978

State Fair Speedway, Oklahoma City, OK - promoter is racer Shane Carson; the grandstand is one of the largest on the tour; the winds there are some of the strongest on the World of Outlaws' tour

Tulsa Speedway, Tulsa, OK - home track for Oklahoma front-runners Andy Hillenburg and Lance Blevins; more Hillenburg T-shirts can be seen there than at any other facility

Riverside Speedway, Cottage Grove, OR - a very tight bullring; moisture quickly rises to the racing surface after sunset which tightens the race cars and produces many wheelstands, more wheelies in the feature race than in hotlaps; the wooded area round facility makes it reminiscent of summer camp

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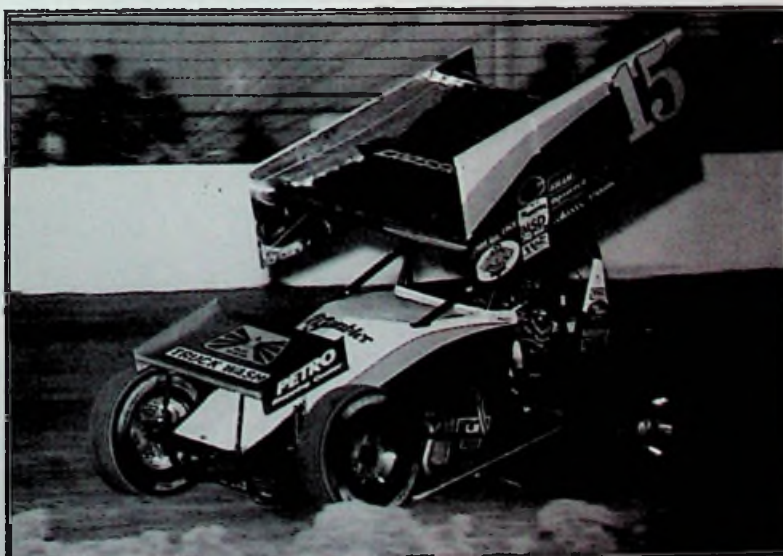
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Sammy Swindell (#1), Jac Haudenschield (#22), Mark Kinser (#5M) and Andy Hillenburg lead the Pennzoil World of Outlaws Series' famous "Four Abreast" parade lap at Huset's Speedway (Photo by Doug Johnson)



Two lovely Hooters girls point out the painted #11 on Steve Kinser mega-fan Scot Whittington's head (Photo by Dennis Krieger)



Memphians Greg Hodnett (#11H) and Jeff Swindell race side-by-side at Las Vegas Motor Speedway (Photo by Mark Funderburk)

Nationals queens join champion Dave Blaney (center), runner-up Greg Hodnett (left) and third-place finisher Danny Lasoski following the 37th Annual Amoco Knoxville Nationals (Photo by Cyndi Craft)





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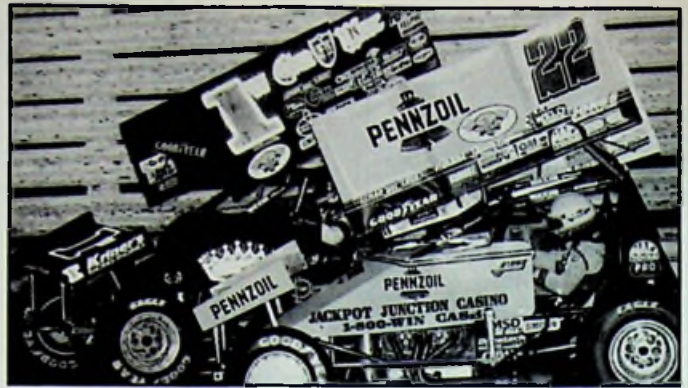
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Williams Grove announcer Bruce Ellis looks on as Stevie Smith signs his two-plus-year sponsorship contract with Ingersoll-Rand (Photo by Mark Miefert)



Craig Dollansky (#1W) and Jac Haudenschild battle for position at Knoxville Raceway (Photo courtesy of Visser Racing Images)



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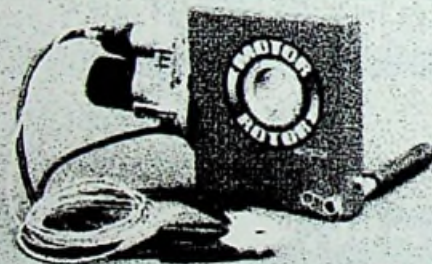
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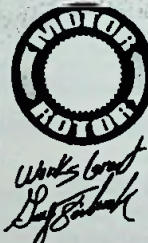
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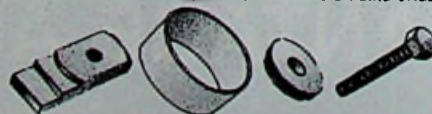


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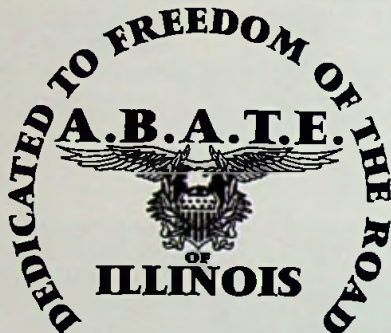
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RACING



Sammy Swindell

"Any time you win 30 races (19 main events and 11 preliminaries) and win a championship, you have to be happy," Sammy Swindell said soon after he claimed the third Pennzoil World of Outlaws Series championship of his career. "Winning our third championship was a good way to celebrate my 25th year in sprint car racing."

"We felt like we had a good car just about all year. The Gaerte engines and everything worked well for us. We really appreciate all Channellock has done for us these last two years. I have to thank Goodyear, too."

"I also have to thank my crew. The guys did a great job for me all year. Keith Lani, Glenn Stewart and Richard King worked really hard. We couldn't have won the championship without them."

"It's been quite a while since we had a strong car and a good team so we could run all the races. The year before last (1996), we had a pretty good season. We had a few things happen, but we were still third in the points. I look forward to coming back with Channellock for a third year and I think we'll be stronger."

"We'll have more inventory and some more things going for us. It just takes a while to start a team and be really competitive. We're still growing here. Next year, I expect us to be even stronger."

"We're changing to Stealth chassis, and I think that will help us. We're going to have more

Residence: Cordova, TN
Birth date: October 26, 1955



of the equipment we need to run the whole season. Working with John Godfrey at Stealth, we changed a couple of things that should make the car better. I think we'll be even better this coming year."

"We started off really strong last year, winning the first three races. We had the fourth one pretty well locked up, but a mechanical problem put us out of the race. We had some good runs early. We were up near the front just about every time."

"In the middle part of the year, it seemed like we were just in the wrong place sometimes. The Channellock car was always strong. There were quite a few races there in the middle of the summer we should have won but we didn't. We had a few parts fail on us here and there that probably kept us from getting quite a few more points and a few more wins. There were probably seven more races we should have won, but we fell out of them when things happened to us. There for a while, it seemed like every time something happened, it was in front of us."

"But we never quit. We just kept going and did what we could. There were other cars out there that finished more races, but we were up front as much as anybody. We usually had the car to beat when we left even if we didn't win. We had a car that was going to be in the top three almost every night."

"We thought we had a pretty good car for the Amoco Knoxville Nationals. We thought we were the ones to beat there, but some more circumstances got us. You just don't have much control over those things happening, so you just have to keep going."

"After that, we went out and won seven in a row. We probably should have won an eighth one, but I tipped it over there at San Jose. That was a driver error. We had some good runs after that."

"We had never won the Williams Grove National Open before. It's always good to get one at 'The Grove.'"

"We had a pretty strong season. The only thing that hurt us was falling out of some races and having some problems that got us a little behind."

"We were able to capitalize when a few mistakes other people made, but there were some people who cashed in on some of our mistakes or problems, too. We won 30 races, but I figure we probably should have won 50."

"We just want to come back and do it again. We're going to have more equipment and personnel, so we should be better. We're looking to hire another guy or two and win another championship."



Dave Blaney

"Overall, I was really happy with the way we ran last season," Dave Blaney said as he prepared to make the transition between the Pennzoil World of Outlaws Series and NASCAR's Busch Grand National Series.

"Keith Hylton and I started the new team. We had the same people, but we had different equipment. We switched to Chevy engines. For it being our first year, I was really happy. We won some good races, but we weren't quite consistent enough to have a chance to win the point championship."

"We were really happy to win 'The Big One' and the Amoco Knoxville Nationals in August. We've always run well at Eldora. We've always had a shot in every race we've run up there. We finally had a night where we put it all together."

"We haven't run that well in the past at Knoxville, not good enough where you can go over there and expect to win every night. It just seemed like we were always a little bit off there and had to have a little help to win. It turned that way again. We were right there in the top three and the other guys (Sammy Swindell and Mark Kinser) had trouble. Whether we could have beaten them, who knows. We were sitting in the right place at the right time."

Residence: Cortland, OH
Birth date: October 24, 1962



"I also won the Gold Cup Race of Champions last year. That's a tough race to win. There are local guys who run so well out there and that race track (Silver Dollar Speedway) is tough to get around and it's hard to finish. You have to have a few breaks to win that race."

"We were really happy to win those, especially now that I have an opportunity in NASCAR. Who knows how much sprint car racing I'll get to do in the future. Whether it's a little or alot, I'll always have those wins. I was really glad to win those."

"I really don't know how much sprint car racing I'll be able to do the next few years. They (Bill Davis Racing and Amoco) haven't put any restrictions on me. I can go and race (sprint cars) whenever I want to race or feel I like I should race. It's hard to tell. Right now, I don't know how much I want to race sprint cars. I'm worried about getting going in a stock car and making sure I can do the job there first. Stock car racing is my main priority now. I have plenty to learn there."

"I'm going to do all I can to help Hylton and Kenny Woodruff give Dale (Blaney) the right equipment and the right guidance to get him up front."

"I think Dale is ready for the World of Outlaws, and Keith and Kenny do, too, or we wouldn't have put him in this situation. It's still going to take some time. He hasn't raced with the World of Outlaws that much to get a feel for them or them to get a feel for him. There's definitely a respect factor. You need to earn some respect and you need to give some. There are some things a rookie goes through we know are going to happen. With Kenny around, we know we'll give him a good car. Kenny can also give him a lot of coaching that very many people can. As long as everybody is dedicated, we know they can get the job done."

"Amoco is giving both of us a great opportunity. We have a great company behind us with two well-funded teams and good people taking of those teams. The pressure is on both of us to get the job done."

"I've always put pressure on myself to get the job done every time I race. I don't feel any from Amoco or from my team. They have set this up to where it's a developmental thing. They're bringing me a long slow. They're not expecting huge things from the start, but I want to do the best job I can."

"Sprint car racing is what I've grown up doing. If it wasn't for all the help I've had from Vivarin and Amoco and Casey Luna, Kenny and Keith Hylton and the World of Outlaws getting on television, I wouldn't have gotten the shot I have."





Residence: Bloomington, IN
Birth date: June 2, 1955

"We had a hectic year, but when you look back on it, it wasn't as bad as it felt," Steve Kinser said as he prepared for the Pennzoil World of Outlaws Series' 20th Anniversary season.

"I'm a little disappointed in last season. I brought some problems on myself. We just need to dig down deep and try to fix some things. We're going to get right back after it, try it again and hope to make it a little better. We still have the support of everybody on my race team, all my sponsors and we're going to go at it again. We're hoping to do a better job for Quaker State.

"May was a fun month for us. We spent a lot of time

flying back and forth between Indianapolis and where the World of Outlaws was racing. It was tiring, but a lot of fun, too. It was an enjoyable time. I got enough fun out of it that I was probably more excited about racing that month than any other month last year.

"Any time you do something different like racing an Indy car, you get quite a sensation out of it. I guess the biggest thrill was the first day the Indy 500 lined up. The stands were full. It was incredible to see that many people all the way around that race track (Indianapolis Motor Speedway). It was a shame it was rained out, but to drive around there and start that race and see that many people (more than 300,000), it's unbelievable, especially when you've been there a whole month and race around that track without that many people watching. Then on race day - boom - it's packed. There were so many people in the infield and on the straight-aways, it was like racing in a tunnel.

"We had a great run going. I pretty well knocked myself out of the race in a restart when I knocked the nose off my car. Up until then, I had a car that was capable of running in the top five. If I could have hung in there and stayed out of trouble, I think we could have run in the top five. Once we did that and messed the car up, I was just out there for the ride the rest of the day. We were still going to finish eighth besides that, until I got into that car at the end.

"Coming back and winning the Kings Royal was good. We had a car that was strong enough to stay up front. We just didn't have a car that could win as often as we'd like. We basically had a third-or fourth-place race car last year. We could run in the top five (43 top-fives in 71 main events), but that was about it. We had trouble getting into victory lane.

"There were some races where we were leading and fell out, too. There were a couple when we were running away with it that we fell out. It seemed like when we fell out of one, it was when we were running well.

Steve Kinser

"We're going to do the same thing next year; we just hope to do it better. We're working hard this winter, putting our heads together and going over our notes and keep plugging away. I'm still going to have Scott (Gerken) with me. I'm not sure right now who else will be traveling with us, but we'll hire somebody else before the season starts. We're staying with Maxim chassis."

Looking back at 1978 when he won his first Pennzoil World of Outlaws Series championship, "The King of the Outlaws" said, "Racing was more fun back then, but the sport is a lot more professional now. There's a lot more work, a lot more business and a lot less fun now. Actually, racing is just as much fun as it ever was. The business part of it makes it tougher.

"I felt like the World of Outlaws had one of its best years last year. I was quite impressed with the whole season. I felt like the banquet was bigger, better and more professional than it ever was. The past few years I've felt like corporate sponsors are foolish to overlook a series like this. As far as the money they put into it and what they get out of it nationally, and actually worldwide now, it's unbelievable. I think it's the best market place a sponsor could go right now."



Residence: Wooster, OH
Birth date: April 7, 1958

"Jack Elden's Pennzoil car was a lot faster last year," Jac Haudenschild said as he prepared to race his son, Justin, in a December quarter-midget race. "We changed motor programs, and those Gaerte motors really ran good for us. We also got a good crew chief. (Channellock Mechanic of the Year) Guy Forbrook really did a good job for us. Everything just turned around really good for us.

"We didn't win nearly as many races as we wanted to, but we won a couple of World of Outlaws races. We set the track record and won at Williams Grove in May. I've always liked running 'The Grove.' We've always had pretty good luck there. It's a racy

track and it's a lot of fun racing there. We like places like that.

"We ran well at Knoxville Raceway (especially in the Iowa Ethanol Classic) last year, too. Guy won some (eight) track championships there, so he really knows how to set up a car there. That definitely helped us out. That was the most comfortable I had been at Knoxville in a long time.

"We were pretty quick all year. We had a lot of top-fives (38) and top-10s (57). We also set more quick-times (18) and track records (10) than we ever have. In 1986, we had 10 quick-times, but this year we were fast every night. Quick-times really show how well your motor is running, so that proved our Gaerte motors were running as well as anybody's.

"Guy and I have always gotten along and we think a lot alike on setups. You know, if the driver and the mechanic think alike, it just seems like everything clicks a lot better.

"After the (1997) season ended, Guy wasn't sure what he wanted to do, but he and Jack Elden got together and worked things out. He's going to be back with us again next year.

"We're looking forward to having another good season next year. We've been working on the cars since the season ended. We've never stopped, really. We just want to be ready. We're just concentrating on getting more cars built so we can be better prepared.

"Guy and Dave (Kinnard) have been working hard on the cars and Jack Elden is doing what he can to get us the best equipment. Jack has always given us the best equipment, and I'm sure he'll do the same this year.

"I've had some really good car owners, but Jack Elden is the best. He's stuck with me through the good years and the bad years. We've had one good year and one not-so-good year so, hopefully, we can put two good ones together in a row.

"We're definitely going out there to win the championship next year. We think we have

Jac Haudenschild

a good shot at it. We thought we had a good shot at it last year, too. We kept up with them all year. Going into California, we were right on those guys - Sammy (Swindell), Dave (Blaney) and Steve (Kinser) - but they got away from us right there at the end of the year.

"Usually, we pick it up at end of the year. But this year, when we needed to, we didn't do it. Usually the second half of the year is better for me, but last year it was worse. I think we'll be strong all next year."

When the conversation turned to the off-season, Haudenschild said, "It's going pretty well. I plan on racing my boy (Justin) in quarter-midgets a couple of times this winter, so I've been working on getting those cars ready."

When asked what he was doing when the World of Outlaws ran its first season in 1978 (when he was 20 years old), Jac said, "I was racing sprint cars all over the country then, too. I ran probably 80 or 90 races that year. We were just hitting USAC races, All-Stars races and anything else we could. In my first World of Outlaws race (on August 5, 1978) we ran second at the Eldora Nationals. Rick Finkel won the race, and I wasn't far behind him."



Andy Hillenburg

"We had one of our most consistent seasons last year," Andy Hillenburg said as he prepared to start the Pennzoil World of Outlaws' 20th Anniversary season.

"We'd have been better, but we just didn't qualify well. We didn't have any fast times, therefore we were starting quite a ways back. We started at the back way more than we started at the front. That put a hurt on us.

"Considering where we started, we were usually right in there if we didn't totally drop out of the race. We had more DNFs (did not finish) last year (five) than ever, I think. We had more of those than we had ever had in the past.

"We also had a lot of top-fives (37), too, so things are getting better. We're not winning as much as we used to, but we're consistent. It goes back to qualifying. When you start up front, it's a lot easier to win than when you start at the back.

"We made all the races again (for the fifth straight year, running his qualifying streak to 392) and we won a preliminary and one main event. We lucked into winning at Ransomville. Three guys (Sammy Swindell, Greg Hodnett and Mark Kinser) crashed ahead of us. We were in a position to win and we were fortunate to stay out of the incident. I've won them and lost them the same way. That's not the way I like to win them, nor do

Residence: Broken Arrow, OK
Birth date: December 14, 1965

you like to lose them that way. We want to win them leading every lap.

"The way we won the Eagle Nationals preliminary (leading the final 13 laps) is the way we like to win them. I like it when we can skunk everybody.

"I guess my long streak of qualifying for the 'A' Feature makes me the biggest supporter of the World of Outlaws. It means we've been fortunate to be at all the races and fortunate enough to make them. Race cars are easy to come by - we have plenty of those around here - but it makes me feel good that I've been so loyal to the series. There have been times I've crashed in hot laps, but I got in somebody else's car and made the show.

"We're looking for a big year this year. We're going to be back in our old colors (black with gold trim). We're going to be kind of going back to where we started. We're hoping that will make a difference.

"Keith Carlson and Doug Runkle will be my crewmen. Doug joined us about half-way through the year and Keith has been with me for several years now.

"STP is back with us, but as an associate sponsor now. John Christner Trucking is another associate sponsor. We have a new associate sponsor - Klein Engines. They will be supplying the horsepower this year. J&J will be back with us as our chassis company.

"We're staying with McCreary tires. I feel more comfortable with those. I like them. They work well when it's really wet or really slick. We're working on the in-between stuff, too.

"We're searching for a primary sponsor right now. We haven't had any meetings yet, so we're a long way from receiving a check. I think with the way the series growing, we'll be alright.

"After I left the Amoco Knoxville Nationals last year (where he learned that STP would not be back as his major sponsor), I was definitely worried that I wouldn't be able to run every race in 1998. That's changed now - we have three associate sponsors in place - so we're definitely going to be there the whole season. Now we have the finances to do it.

"I'm looking forward to being a part of the World of Outlaws' 20th Anniversary season. We didn't know much about sprint cars around here in 1978. I was going to every race I could watching Ray Crawford race my dad's car. I was racing motorcycles back then. We were rodeoing pretty heavy back then, too.

"Like everybody else, I just want to win more races this year. I'd like to move up some in the points, too."



Stevie Smith

"We really had a good year in 1997," Stevie Smith said as he and his team prepared for the 1998 season. "Putting together our own team, it started off a little slow, but everybody worked hard and we came back and I was really pleased with everything.

"I would liked to have finished better in the point standings, but I guess everybody says that. We'll just take what we learned last year and try to improve on it next season.

"We won four races last year (at Orange County Fair Speedway, State Fair Speedway, Red River Valley Speedway and I-96 Speedway). We've won more in a year than last (10 in 1993, seven in 1992 and six in 1995), but I feel like the competition is better now. There are more teams now, and they're tougher.

"It was great to win at Orange County. My father, Steve, and Devin (Delugio) were working really hard and they got the car going better. It just worked out to be about the time Shaylee was born. It couldn't have happened at a better time. My wife (Kendra) happened to miss that race. She didn't miss very many. She was excited for us and she wishes she had been there to see us win. She was taking care of more important things.

"Winning at Red River Valley was big, too. We almost won on opening night, then things

Residence: New Oxford, PA
Birth date: May 26, 1966

went our way on the second night. Winning those gave us a big boost and let us know that all the hard work paid off. Then we progressively got a little bit better and a little bit better. We got more and more consistent as the year went on, and that's what it's all about. You know you can't win every race, but when you're consistent it feels good. It sure helps when you're working so hard in the winter time.

"We wanted to win more races, but overall we're happy with what we did. We won two televised races, which helped, and a couple of \$10,000-to-win races.

"Of course, next year, we want to win more. We're not greedy; we just want to win our share.

"There are several pieces to this big puzzle of racing. We felt like we had a dedicated team, which is a big factor. I'm dedicated - I try to do my best every night - and that's another big part of the puzzle. The part we were missing through most of the year was the sponsor. These days, it's tough for a guy like me to field a team in this sport. I did make it one year without a sponsor. When Ingersoll-Rand came along (in early October), that filled the biggest part of the puzzle. They let us keep the black car and the #19, which was nice, too. It was like something you dream about. Since we've gotten to know the people, I couldn't ask for a better program.

"Next year, we're looking to win the championship. I haven't done that yet, and I think we have a good chance. We're going to give it our best shot. We want to be consistent and win races and have fun. That's what it's all about. But winning that championship is what drives everybody.

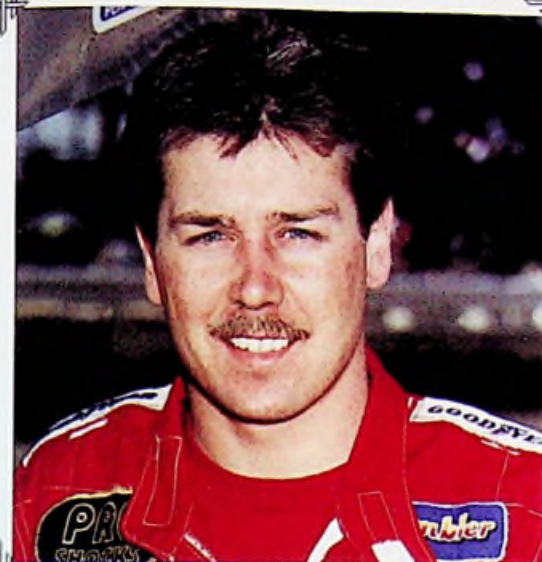
"Ted (Johnson) has done a great job. I don't know what we would have done without him. I'm just glad he got us to where we are now. With the money the championship pays and the television races, there's a lot to look forward to. Still, it's that title that really drives us.

"We're not planning to change a thing on the car. We're trying to step up our motor program a notch. We're just gathering new parts and trying to get organized. We weren't organized last year. We started off behind and never got caught up. Part of that was the financing; it was hard to buy parts ahead of time. We tried to do a lot on our own, too, and we're going to continue to do that. We think there's an advantage to that. Having a year behind us, things should be much better.

"Shaylee is doing great. She's starting to follow her daddy around now. She's a lot of work, but she's well worth it. She's a big part of my life and I wouldn't change it for anything."



20 YEARS OF MEMORIES



Greg Hodnett

"We were really happy with the way we ran last season," Pennzoil World of Outlaws Series' Most Improved Driver Greg Hodnett said a couple of weeks after marrying the former Laura Hess. "It was a big improvement from 1996 when I think our best finish was seventh. The year before that, we had 25 top-10s (had had 47 in 1997) and a victory. This year was definitely much better than the last two."

"Toward the end of the season, we kind of fell off a little. We averaged an eighth-place finish most of the year, but we fell below that. We've changed some things to cure that problem."

"All in all, we were really happy with the way things went. We had a really good Amoco Knoxville Nationals (second place), then we went to Rock Springs (WY) right after that and won. We were fast and we had to drive by a bunch of guys to get there. Unfortunately, Steve (Kinser) had a motor let go, but we were in position to take advantage of his misfortune. We didn't get to race Steve for it, but we had to pass Sammy (Swindell) and some other good racers. We had to work for it."

"We also finished second three other times, so we were pretty happy the way things went for us. We had several goals, and they were pretty lofty considering what we had done the

Residence: Memphis, TN

Birth date: June 8, 1969



year before. One of them was to be on the podium (in the top three) at Knoxville. Another goal was to win a race. We also set a goal for the amount of money we wanted to earn and we accomplished that (with \$217,665). The only goal we didn't accomplish was finish in the top five in points. We were there for a quite a while, but then at the end, Stevie (Smith) got going really good. Andy (Hillenburg) started running better than he had earlier in the year, too. With the exception of the point standings, we accomplished everything we wanted to, so we were pretty pleased."

"Toward the end of last year, our motor program was scattered everywhere, so we're looking to improve. That we had a few blow-ups and had to scramble."

"It used to be where everybody saved their best stuff for the Amoco Knoxville Nationals. Now, the way we're racing, everybody looks at every day being the Amoco Knoxville Nationals. You can't have anything mediocre and get away with it anymore. It used to be you could just drive hard and you could finish in the top 10. Qualifying is so important now, you can't give up anything there because you'll put yourself behind for the rest of the race."

"So, we're working like everybody else, trying to get the car lighter and getting our motor program together so we can be the lightest and best we can be. It looks like everything is coming together for us."

"Getting Vivarin and NicoDerm CQ to sponsor us is really going to help. With Dave (Blaney) getting the Amoco sponsorship and leaving anyway, SmithKline Beecham was going to have to do something else. We were very fortunate that SmithKline Beecham chose us to sponsor. It's going to help out a lot."

"Our car owner, David Helm, deserves a lot of credit. As soon as he signed the deal with Vivarin, he ordered a new motor. As long as I've been with him, he's utilized what he has wisely. He puts his money into places he thinks will benefit the team. He wants to win as badly as anybody. He's willing to do whatever it takes to do that."

"As long as I can keep my owner happy, I can keep racing and that's what I want to do. I just want to keep my job and be competitive for as long as I can. Hopefully, all this will come together and we can do Vivarin a good job, keep Dave (Helm) happy and keep the Selma Shell Racing Team going like we planned to two years ago."

"The team is getting the car ready and I'm working out and enjoying married life right now. Laura and I bought a house in June and just got back from our honeymoon. Everything is great."



Johnny Herrera

"Last year, we had a trying season," Herrera said as he prepared to start the Pennzoil World of Outlaws Series' 20th Anniversary season. "We struggled all year long. We started out having some motor problems, which related back to the fuel line. It got a little bit better, but we never really got over the edge. We just had an up-and-down season."

"We did win a race, (the New York tour finale) at Canandaigua. That was a good race for us. We had been struggling. That was in the middle of the year. Everything worked out great that night. We got some breaks and started on the front row. We led the whole race. Winning that race boosted everybody's morale."

"I knew we were capable of winning. Our big problem was just getting everything in order."

"We had a really good Amoco Knoxville Nationals. We did pretty well at all the TV races. Looking back at the results, we hardly ever qualified well. We never started at the front and went backwards. We'd start 14th, 16th, 18th and went forward. That doesn't give you a chance to win."

Residence: Tempe, AZ

Birth date: September 11, 1966



"There are different ways to look at it. Sure, I always went forward, but the only way you're going to have a chance to win is to start up front."

"Our motor program was hurting last year, but the guys are working hard trying to get things better for this year. I'm working on myself to keep myself more focused. When we had problems last year, I'd get down. When we qualified bad, it stayed bad the rest of the night most of the time. Instead of overcoming these problems, we just had bad finishes."

"This is something I'm working on. This is something you have to do whether it's your business, driving a race car, playing racquetball or any extracurricular activity. You have to stay focused all the time."

"I know I can do it, but there were times when I had a mental block. You got out there knowing you can race with those guys, but since you've had motor problems you already think you're beaten. If you believe your motor isn't quite as good as the other guys', you're already beaten. You have to keep an open mind. Even if you're having problems, you have to make yourself believe everything is OK and you can overcome it."

"We just weren't consistent last year. It was like we were either really good or really bad. There was no real in-between for the Casey's General Stores team."

"We're working hard on the cars during the off-season so we can improve our qualifying. That means the motor program will have to get better and me getting better. I feel like we're going to have all our ducks in a row this year."

"We're not changing engine builders. We're just changing the combinations around. We're buying the heads, injectors and camshafts from Jones Engineering. We're assembling the motors ourselves and working on the dyno to see if we can get them running better."

"We never really had any parts failures. We didn't blow up or anything like that, but there were a lot of times when we were underpowered. Our motor program hurt us more than anything."

"I know I'm a better racer than we showed last year, and I think everybody knows that. At the same time, this is a team thing and it's getting more that way. One guy can't do it all. It takes everybody getting along, working hard and striving for the same thing."

"There were rumors that the team was splitting up, but that's not going to happen. We're staying together and we're looking forward to having a much better season next year."

"I've set some personal goals. I want to win more races than we won last year. I also want to be more consistent and keep the winning instinct all the time. I'm going to be focused."





Residence: Oolitic, IN
Birth date: May 5, 1964

Mark Kinser

"We won a lot of races and had a good year, so we were pretty happy with it," Mark Kinser said as he helped his father, Karl, prepare the #5M Wirgen Maxim for the 1998 season.

"It was a great year all around for us. Cindy and I had our first child, Karl, Jr. We broke him into going on the road and he didn't miss many races. We were glad to have him there. That's a good thing about the World of Outlaws; for a while, you can really bond with your family because you can take them with you."

When the conversation turned back to racing, Mark discussed his decision to race trucks in 1997. "I always wanted to keep my word. I started running the

trucks, and I could have gone back on my word and I might have won the World of Outlaws championship again. But that's not what I wanted to do. I can live with that. I still have my pride and my word, but it hurt my wallet some.

"We knew we could still make a living off sprint cars. I knew when I started racing the trucks that I wouldn't be able to make a living at that for a few years. I didn't think it would be as bad as it was. I knew that even if I ran well in the trucks that I'd have to race the sprint car quite a bit to make a living.

"We won 24 main events, but I think Don Martin's anniversary race (at Lernerville Speedway) was the biggest one we won all year. That race pays well, but the biggest thing about it is prestige. That one stands out the most in my mind, just to be associated with the memorial to Don Martin makes it nice. We've won it two years in a row. It's a great event to win. They have a fine race track. I think so much of it, I think that was the highlight of my year.

"It was also good to win at San Jose. Any time I can win in a sponsor's home town, it makes it nice. San Jose is right in Ray Williams' back yard. That was a race to win, too.

"It was pretty tough from the Amoco Knoxville Nationals on. We only won one or two races in the California tour and were involved in a lot of accidents. That was a trying time for the team. There was a time there when Sammy (Swindell) started creeping up on Dad in the car owners' standings. I thought I was letting the team down. After we got out of California, we stayed out of accidents and he recouped his points lead.

"I'm no longer involved with the truck team. That was just a three-race deal. If I ever try that again, I'll be a little bit wiser, if not a lot more. I'll take a better look at what I do. I guess I thought I could drive anything and carry any team. All in all, the truck deal was a very humbling experience. I just wish I had had more time to learn and practice racing the trucks. I

feel like I'm still a good race car driver; maybe not a truck driver.

"You have to dedicated to one form of racing. When I went to try the trucks, I knew that I really couldn't do that. When you're dedicated to one form of racing, you just can't go jumping around. I thought I could make it work, but being a rookie in the trucks and a defending champion with the World of Outlaws, it was tough. I just couldn't make it work.

"We're getting ready to go full-time again with the World of Outlaws this year. Wirgen will still be our major sponsor. We're not changing anything.

"We talked to Gary Stanton about taking over the Mopar team, but I guess that's not going to happen. I was pushing that thing. I thought that would be my only shot at a Fortune 500 company.

"My dad is the best mechanic out there, so I don't see the need to change anything. I don't think I could do without him, but I think he could do without me.

"We're going out to win another championship. We've just been around here preparing for the season. Dad's been working on the motors all winter. Dennis (Kohler) is building the wings and Jamie (Adrian) has been working on the trailer. We've been as busy as bees."



Residence: Rochester, IN
Birth date: February 28, 1966

Joe Gaerte

"Last year was kind of tough," Joe Gaerte said following his second season as a World of Outlaws driver/owner. "We lost our crew chief and we struggled with different cars all year long. We were just trying to find something that would match my driving style.

"It was just one of those things where the mechanic and driver weren't seeing eye-to-eye, so we went our separate ways.

"Scott Benic (his former crew chief) and I have been good friends for a long time, and we didn't have any personal problems last year. It might have become personal had we not eliminated it so we

could remain friends. He felt like he was holding me back and I thought he needed to do something different because the way the team was going was making him look bad. I think it worked out for the best.

"The rest of the year, I tried to make it as the driver and crew chief. I had a few key guys to help me with maintenance. It seemed alright, but it was really tough. Once you get behind (with the World of Outlaws), it's hard to ever catch back up. The way we were switching car brands and crew members, it was especially tough. You need to get one type of car and a good crew and go all year with that. We started with Stealth and ended up with Maxims cars.

"We ran pretty well in California last year, like we usually do. The tracks out there, except for Calistoga, are a lot like the short tracks we have in Indiana. Those are the kind of tracks I grew up racing. I like that state. I get going good there. I'm not sure why, except that the tracks are small and tacky.

"It was nice to have a good Amoco Knoxville Nationals last year. We got a lot of help from the Maxim chassis people there. Plus, we had a totally new car and motor for the race. We hadn't ever done that before. That's what it's coming down to on the bigger races; you're going to have to have special cars for them.

"We ran well the rest of the month of August, too. I like that area, too. We always run well on Fred Brownfield's tracks. It's the same deal; short tracks.

"I'm not sure what the deal is with big tracks. I didn't grow up racing on them, but I'm getting better on them. I finished sixth at Knoxville (in the Nationals) and I won an All-Stars race at Eldora. I guess I just don't have a setup that suits me. I run my car too tight most of the time. On the big tracks, you have to be able to utilize every bit of the horsepower you have. When you strap it down like that, you lose a lot of horsepower.

"Junior Holbrook and I are getting together for next year. He's primarily going to own

all the equipment and he will be listed as the owner. We're going to keep everything at my race shop and work out of (Rochester) Indiana. He's going to take the financial burden off me.

"He and I started keeping in touch ever since he started buying motors from us. He decided to make a change about half-way through last season. I actually approached me about it and originally we were just talking about racing with the All-Stars because that's what he's done for so long. I talked him into racing with the World of Outlaws because I've done it and I know what it takes to do it. He told me I needed to handle everything if we're going to race the World of Outlaws' tour. I'm buying everything and he's writing the checks.

"We're going to use Eagle and Maxim chassis. I have friendships with Jerry Russell and Chuck Merrill, and I don't want to cut any ties with them. We're going to run Goodyear tires. Everything will be like my car from last year except we're going with his colors and paint scheme - red frame and a yellow body - and his number - 8H.

"We just want to be consistent. If we can get in the top 10 every night, I think we'll be happy."



Jeff Swindell

"Last year was a trying year for our team," Jeff Swindell said after Two Winners Racing finished out of the top 10 in the point standings for the first time since the team hit the Pennzoil World of Outlaws Series tour in 1989.

"It was tough transition, swapping the engine program over. We changed motor builders and went to the Ford motors. We won a race early, then had a lot of engine failures in the middle of the season which got us behind. But we hung tough, Ford got more involved and we started getting the program straightened out. It wasn't the year we expected, but you have to take the bad with the good. That was just a tough year for us, but it's behind us now. We won the last race and Ford has decided to help us more this year, we plan on making the Ford the best motor out there.

"Jack Comett will be building the Ford motors for us this year. He rebuilt several engines and made some changes for us through the latter part of last season. Actually, the motor that was in the car when we won the last race (the Gold Eagle Nationals at Las Vegas Motor Speedway) was one he built.

"I believe things happen for a reason, and with Gold Eagle sponsoring the event, it being the last televised race of the year and the Ford people being there, winning that last race was some

Residence: Memphis, TN
Birth date: January 6, 1962



of the glory coming back from the tough year we had. We definitely needed that last win to give us a better feeling going into the winter. That shed some light on what we're doing. I think our program is getting better. It's taken some time to adjust things, but I think we can get it straight.

"I've heard and read a lot about that race. Even the head guy (Herb Fishel) at GM (General Motors) was quoted in Chris Economaki's column as saying that was one of the best race he'd seen all year. That's a big compliment coming from a guy from the other side of the tracks.

"There about mid-race, the car started running really good. I found a groove down in three and four, and that's what won the race for us. We just started gaining serious momentum on those guys down the front straightaway. We passed Mark (Kinsler) in turn three and Steve (Kinsler), Sammy (Swindell, Jeff's older brother) and Dave (Blaney) in the next corner. We were really going good. When things are supposed to go right, they go right, I guess.

"It was great to win that race for Gold Eagle. They have been a great sponsor for us for five years now. They probably do more at more at more events than any other sprint car sponsor out there. They utilize sprint car racing more than any other sponsor. They're definitely vital to our team.

"After winning the race, I went to my motor home to call home and there was a message on my phone. A buddy of mine flew out to drive back to Memphis with me so I could get back quickly. Before we got back to the motel, we found out she (Jeff's wife, Sissy) was at the hospital and had already gone into labor. We hauled it straight home and when I got home, we had a new baby boy (A.J.).

"Sissy and the baby had a couple of problems for about a week afterward. It was tough, but everything is working out.

"Winning the first race was quite a bit different from the first one (in February). We didn't qualify well, but we finished fourth in the feature on the first night. We didn't have to qualify the second night and started fourth in the feature. We got a good start in the feature. Sammy was in the lead and Dave was running second. Dave and I ran side-by-side for four or five laps and finally I cleared him. I started inching up to Sammy and when he broke that opened up the door for me. I led the rest of the race pretty easily.

"Next year, we want to go out and run in the top five regularly. I think we should win at least 15 races. The main thing for us to do is get the Ford motor program straightened out, and I think we'll have that done by the time we start."



Donny Schatz

"We were really excited to be out with the World of Outlaws last year," Donny Schatz said following his Rookie of the Year season.

"We did what we wanted to do. We hoped to have more top finishes, so we'll have to come back next year and try harder.

"Racing at the Springfield (IL) mile was a different experience for me. I had a lot of fun. Everybody warned me - I think they were trying to scare me a little bit - but it wasn't quite what everybody made it out to be. It was a really fast place, and fortunately we did all right.

"I probably remember the races we didn't make a lot more than the others because I was trying to figure out why. We had a lot of fun in some races and we also had some disappointments. There were some we really wanted to shine in and one of those was the Amoco Knoxville Nationals. We qualified well - second-quick. Then you start 10th in your heat race and wonder if you can make it. Then when we got up to second, something broke. That was a helpless feeling I've never had before. That was tough to deal with. There were a lot of races, but they all have a place in the back of my mind. "I actually don't know how we did that well at the Williams Grove National Open (10th). When

Residence: Minot, ND
Birth date: August 10, 1977



I left there the time before, I was hoping we'd never go back there. I was hoping they would cancel all the World of Outlaws races there. But that didn't happen, so I had to cope with that. We went back there and had a strong finish. It could have been better, but we were just glad to be in the race and finish in the top 10.

"Paul McMahan and I had a lot of fun last year. It's an experience I'm sure I'll never forget. Racing with Paul and Dion (Hindi) and all the other guys will always have a place in my heart. It's hard to explain how you feel toward somebody else when you both get the chance to do something like this. You have a lot of fun and at other times you're just racing each other. Paul and I had some instances where all we were doing was racing each other. I think it taught both of us a really good lesson.

"At the same time, we were good friends and never had a bad word for each other. I don't think we ever will, either.

"We helped each other out a lot. I can remember four or five times when we were struggling to make it back into the race and Paul was there helping us. I've seen him do that for a lot of people. He doesn't have any bad feelings for anybody out there.

"Racing with Paul was fun. We tried to put on a good show for the fans and make it close all year long. Not that we wanted it to be that close all the way down to the end, but I guess that's what the fans want to see.

"I had never been to anything like the World of Outlaws' Awards Banquet. If I hadn't been watching the video and they hadn't been saying my name, it would have been a different story. It made me really proud to be there with that group of guys, to have the success we did and to be honored in that way. On my way up there, I started feeling really emotional. They handed me the microphone, and I couldn't talk. I watched the Winston Cup banquet the other day and Jeff Gordon did the same thing. My emotions came out and I just happened to be standing up there. That's something I'll never forget.

"The people in this town (Minot, ND) don't get to see that much racing, and they're really interested in the World of Outlaws. They have gotten together and set aside December 13th as Donny Schatz Day. It might be pushing it, but it's quite an honor. It's really nice to have the people behind me.

"We're going to run with the World of Outlaws again next year. Blue Beacon has helped us out tremendously so far, but we still don't have the big, major sponsor we need.

"Instead of being 12th in points, we want to be a lot closer to the front next year. We'd like to win a couple of races, too."



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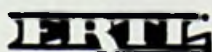
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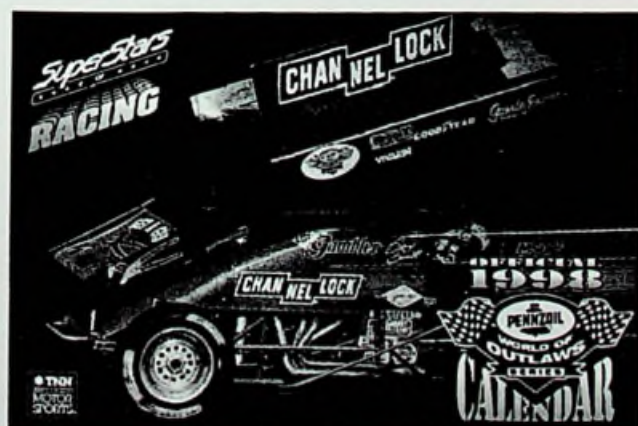
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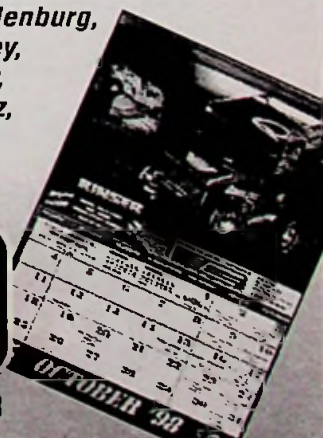
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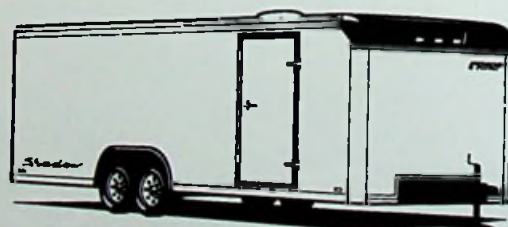
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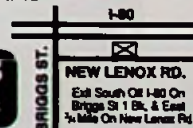
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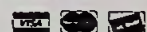
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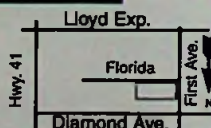


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Cousins Lance Blevins (#21) and Andy Hillenburg race for position at Huset's Speedway (Photo by Doug Johnson)

These Gold Eagle representatives gave Jeff Swindell a victory lap on their shoulders after he won the Gold Eagle Nationals at Las Vegas Motor Speedway (Photo by Bill Wadley)



Dave Rieff (left) and Bobby Gerould do an excellent job of covering the activity in the pit area during World of Outlaws telecasts on TNN: The Nashville Network (Photo by Cyndi Craft)



(from left) Stevie Smith, Sammy Swindell, Dave Blaney and Mark Kinser lead the Pennzoil World of Outlaws Series' famous "Four Abreast" parade lap at Perris Auto Speedway (Photo by Ken Simon)

Dave Blaney and crew chief Kenny Woodruff hug after winning the 37th Annual Amoco Knoxville Nationals (Photo by Cyndi Craft)



Dion Hindi (#11D), Danny Lasoski (#1) and Jeff Swindell race down the back straightaway during the Gold Eagle Nationals at Las Vegas Motor Speedway (Photo by Bill Wadley)



Steve Kinser's children (from left) Kraig, Stevie and Kurt help him celebrate his \$50,000 King's Royal victory (Photo by Cyndi Craft)

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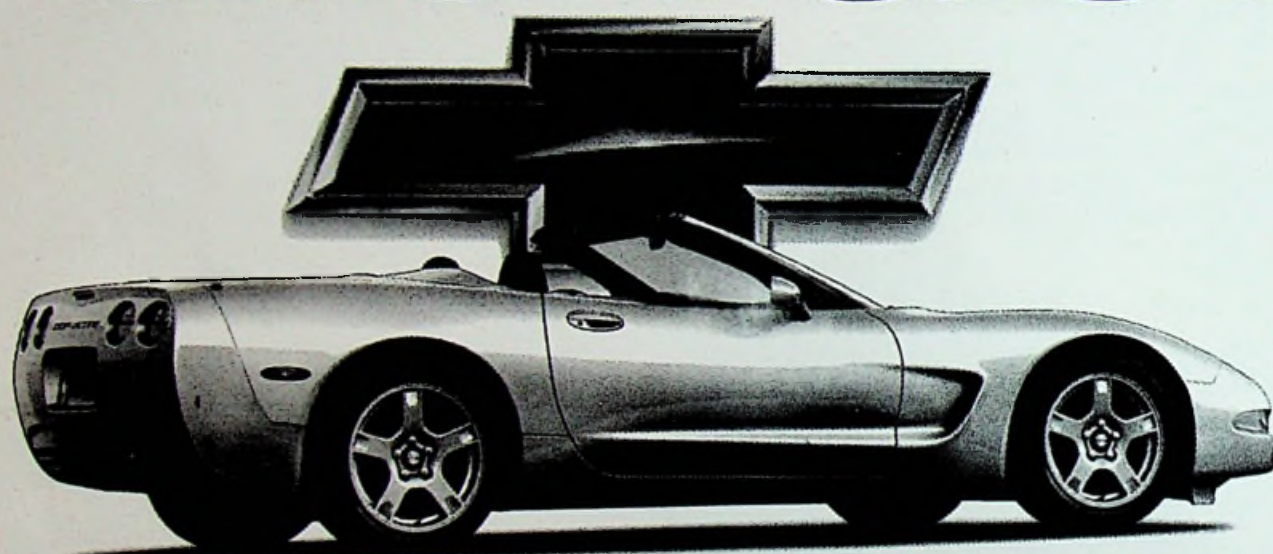
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Pennzoil World of Outlaws Series

1978 Winners

Date	Event/Track	Feature Winner
3/18	Devil's Bowl Speedway	Jimmy Boyd
4/16	Eldora Speedway	Bobby Allen
4/30	Eldora Speedway	Rick Ferkel
5/21	Eldora Speedway	Steve Kinser
5/29	Limaland Motor Speedway	Rick Ferkel
6/10	Ascot Park	Lealand McSpadden
6/11	Calistoga Speedway	Rick Ferkel
6/12	West Capital Speedway	Rick Ferkel
6/14	Mercer Raceway	Johnny Beaber
6/17	Skagit Speedway	Doug Wolfgang
6/18	Skagit Speedway	Doug Wolfgang
6/24	Lincoln Speedway	Steve Smith
7/3	Eldora Speedway	Rick Ferkel
7/8	Limaland Motor Speedway	Steve Kinser
7/15	Missouri State Fairgrounds Speedway	Rick Ferkel
7/22	Limaland Motor Speedway	Steve Kinser
7/29	Lincoln Speedway	Steve Smith
8/1	Kokomo Speedway	Steve Kinser
8/3	Eldora Speedway	Randy Ford
8/4	Eldora Speedway	Rick Ferkel
8/5	Eldora Speedway	Rick Ferkel
8/12	Knoxville Nationals/Knoxville Raceway	Doug Wolfgang
8/18	Bloomington Speedway	Steve Kinser
8/22	Warsaw Speedway	Bobby Allen
8/23	Oakshade Raceway	Steve Smith
9/2	Paragon Speedway	Steve Kinser
9/3	Eldora Speedway	Steve Kinser
9/9	Colorado National Speedway	Steve Kinser
9/16	Devil's Bowl Speedway	Sammy Swindell
9/21	Lawton Speedway	Sammy Swindell
9/23	Calistoga Speedway	Johnny Anderson
9/26	Williams Grove Speedway	Kramer Williamson
9/29	West Capital Speedway	Steve Kinser
10/1	New York State Fairgrounds Speedway	Bentley Warren
10/2	New York State Fairgrounds Speedway	Jimmy Edwards
10/7	Santa Clara Speedway	Steve Kinser
10/14	Manzanita Speedway	Lealand McSpadden
10/21	Ascot Park	Buster Venard
10/22	Speedway 117	Rick Goudy
10/29	Eldora Speedway	Shane Carson

1997 Winners

Date	Event/Track	Feature Winner
1/31	A.J. Foyt Cavalcade/Manzanita	Sammy Swindell
2/8	Silver State Shootout/Las Vegas	Jeff Swindell
2/15	Perris Auto Speedway	Mark Kinser
3/14	Pike County Speedway	Steve Kinser
3/15	Battleground Speedway	Dave Blaney
3/22	Spring Nationals/Devil's Bowl	Speedway Mark Kinser
3/28	Tulsa Speedway	Sammy Swindell
4/4	Eldora Speedway	Sammy Swindell
4/13	State Fair Raceway	Mark Kinser
4/18	West Plains Motor Speedway	Kelly Kinser
4/19	Missouri International Race Park	Sammy Swindell
4/26	Knoxville Raceway	Mark Kinser
4/27	Huset's Speedway	Sammy Swindell
5/4	Beaver Dam Raceway	Mark Kinser
5/9	Terre Haute Action Track	Sammy Swindell
5/10	Tri-City Speedway	Dave Blaney
5/11	Tri-State Speedway	Steve Kinser
5/18	I-55 Raceway	Mark Kinser
5/20	Lernerville Speedway	Sammy Swindell
5/23	Channellock Classic/Williams Grove	Mark Kinser
5/24	Hagerstown Speedway	Mark Kinser
5/30	Williams Grove Speedway	Jac Haudenschild
5/31	Lincoln Speedway	Mark Kinser
6/1	Orange County Speedway	Steve Smith
6/2	Lebanon Valley Speedway	Sammy Swindell
6/4	Rolling Wheels Raceway	Dave Blaney
6/5	Canandaigua Speedway	Johnny Herrera
6/8	Illinois State Fair Speedway	Sammy Swindell
6/13	Bloomington Speedway	Dave Blaney
6/14	Eldora Speedway	Dave Blaney
6/15	I-96 Speedway	Steve Kinser
6/18	Beertown Showdown/Beaver Dam Raceway	Dave Blaney
6/20	La Salle Speedway	Mark Kinser
6/21	Tri-City Speedway	Steve Kinser
6/22	Tri-State Speedway	Sammy Swindell
6/24	State Fair Speedway	Mark Kinser
6/24	State Fair Speedway	Stevie Smith
6/28	Eagle Nationals/Eagle Raceway	Mark Kinser
7/3	Huset's Speedway	Mark Kinser
7/5	Iowa Ethanol Classic/Knoxville Raceway	Jac Haudenschild
7/6	I-80 Speedway	Mark Kinser
7/12	Red River Valley Speedway	Stevie Smith
7/14	Cedar Lake Speedway	Mark Kinser
7/18	Eldora Speedway	Dave Blaney
7/19	King's Royal/Eldora Speedway	Steve Kinser
7/23	Knoxville Raceway	Mark Kinser

Date	Event/Track	Feature Winner
7/28	Ransomville Speedway	Andy Hillenburg
7/29	Silver Cup/Lernerville Speedway	Mark Kinser
8/1	Williams Grove Speedway	Mark Kinser
8/2	Hagerstown Speedway	Mark Kinser
8/8	Night Before The Big One/Eldora	Sammy Swindell
8/16	Knoxville Nationals/Knoxville Raceway	Dave Blaney
8/19	Sweetwater Speedway	Greg Hodnett
8/23	Gray's Harbor Raceway Park	Sammy Swindell
8/25	Riverside Speedway	Sammy Swindell
8/27	Southern Oregon Speedway	Sammy Swindell
8/31	Harvest Classic/Calistoga Speedway	Sammy Swindell
9/6	San Jose Speedway	Mark Kinser
9/12	Kings Speedway	Sammy Swindell
9/13	Santa Maria Speedway	Brent Kaeding
9/20	Gold Cup/Silver Dollar Speedway	Dave Blaney
9/27	I-80 Speedway	Sammy Swindell
10/4	National Open/Williams Grove Speedway	Stevie Smith
10/7	I-96 Speedway	Sammy Swindell
10/11	U.S. Dirt Nationals/I-55 Raceway	Mark Kinser
10/16	Fall Nationals/Battleground Speedway	Mark Kinser
10/18	Winter Nationals/Devil's Bowl Speedway	Mark Kinser
10/21	Southern New Mexico Speedway	Dave Blaney
10/26	Perris Auto Speedway	Mark Kinser
11/1	Western World/Manzanita Speedway	Mark Kinser
11/6	Gold Eagle Nationals/Las Vegas	Jeff Swindell

Some Things Change...

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1. \$2,000	1. \$200	1. \$60
2. \$1,000	2. 150	2. 50
3. 700	3. 100	3. 40
4. 500	4. 80	4. 30
5. 400	5. 70	5. 25
6. 300	6. 60	6. 20
7. 250	7. 50	7. 15
8. 200	8. 40	8. 15
9. 125	9. 30	9. 15
10. 100	10. 25	10. 15
11. 100	11. 25	11. 15
12. 100	12. 25	12. 15
13. 100	13. 25	\$315
14. 100	14. 25	x4
15. 100	15. 25	\$1,260
16. 100	\$930	
17. 100		
18. 100		
19. 100		
20. 100		
\$6,625		

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2. 4,000	2. 20	2. 20
3. 3,000	3. 20	3. 125
4. 2,500	4. 20	4. 100
5. 2,300	5. 200	5. 80
6. 2,200	6. 180	6. 70
7. 2,100	7. 150	7. 60
8. 2,000	8. 110	8. 50
9. 1,700	9. 90	9. 40
10. 1,600	10. 80	10. 35
11. 1,200	11. 60	11. 30
12. 1,150	12. 50	12. 30
13. 1,100	13. 50	13. 30
14. 1,050	14. 50	14. 30
15. 1,000	15. 50	15. 30
16. 700	16. 50	16. 30
17. 600	17. 50	17. 30
18. 500	18. 50	18. 30
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21. 500		
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23. 500		
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LAS VEGAS, NV (November 6) - The Pennzoil World of Outlaws Series' 20th Annual Awards Banquet took on a futuristic look as the series celebrated its 20th season at the Monte Carlo Resort and Casino Thursday.

"Unless I'm talking to a driver who raced with us in the early years, I'm always looking to the future," World of Outlaws President Ted Johnson said as shimmering showgirls posed among the crowd of 500. "We've come a long way in 20 years, and we're always looking for ways to make the World of Outlaws better."

Johnson thanked Pennzoil for being such an outstanding title sponsor in its first year with the series.

MBNA, the World of Outlaws' official MASTERCARD provider, rewarded Greg Hodnett with the Most Improved Driver Award and \$4,000.

"I appreciate MBNA for sponsoring this award," Hodnett said. "The guys (the #11H Selma Shell Maxim crew) really worked hard. I think I'm the same driver I was a year ago, but they tell I'm getting a little bit smarter. I owe the improvement we saw this year to my car owner, Dave Helm. He spent his money as wisely as anybody could. Our crew chief, Sonny Kratzer, does a great job. When we're communicating well, we can usually finish up front. Sonny and our crew worked very hard to make this possible for me."

Outlaws Look at Future While Celebrating

"Pennzoil is proud and excited to sponsor the World of Outlaws," Pennzoil's Chief Marketing Officer Tom Floyd said. "I don't see anything but growth here. I went to the race last night (the finale at Las Vegas Motor Speedway), and was it exciting. It was a great example of what the series is all about. It's something we can take our Pennzoil customers to see, and our whole organization is tremendously excited about the series. We're looking forward to many years of involvement with the World of Outlaws."



Team Pennzoil. (from left) Driver Jac Haudenschild, crew chief Guy Forbrook (seated), Pennzoil's Chief Marketing Officer Tom Floyd and car owner Jack Elden (Photo by Tom Bailey)

Also representing Pennzoil was legendary Indycar racer Johnny Rutherford, who started his career racing sprint cars.

Johnson praised the efforts of TNN: The Nashville Network, which entered into a joint venture with the World of Outlaws 1 1/2 years ago and is responsible for the series' growing presence on national television. Representing TNN at the banquet were Director of Programming Brian Hughes, Vice President of Cable Networks Paul Morris, Director of Corporate Relations Nancy Neil and Director of Motorsports Mark Kuchan. Representing TNN's parent company, CBS Cable, were Peter Weisbard, Senior Vice President of Sales, and Walter Bodkin, Vice President of Advertising Sales.

"We have seen great growth in the World of Outlaws this year, and we're looking forward to a very exciting 1998," Hughes said.

Diamond P Sports producers Jim Roller and Jeffrey Green were also in attendance.

Johnson also applauded the series' car owners, calling them "the unsung heroes" of the sport.

The Pennzoil World of Outlaws Series rewarded more drivers with special awards than ever before.

"When we decided to run the tour this year, this wasn't exactly what we were working toward," Vivarin Perseverance Award winner Dion Hindi said. "It's really nice that our efforts were recognized though. Until you get out on the tour, you never really know just how tough it is to run with the World of Outlaws."

"I want to congratulate guys like Sammy (Swindell). I don't know how he's done this for 25 years. I'm only 27, so he's been doing this since I was two. I also want to thank Sammy. He helped us out a lot at the race track."

"The only problem I have is that next year I probably won't be eligible for this award, so if I could get MBNA to cancel my fiancée's (Laura Hess) credit card right now, I'd really appreciate it."

Hodnett added he looked forward to racing with SmithKline Beecham products Vivarin and Nicoderm CQ as the team's sponsors next season.

Guy Forbrook, first-year crew chief on the #22 Pennzoil Maxim, received the Channellock Mechanic of the Year Award.

"Last year, when Jack Elden asked me to join his team last year, I didn't really know if I could take the miles the series involves. I had a lot of fun."

"I'd like to thank Jack and Carol Elden, Pennzoil, Jac and Patty Haudenschild and especially the guys who work for me. It's not easy. I can only do so many things and they have to do the rest. I owe this to all the guys who helped me out there."



Sammy Swindell's crew, family and representatives from his sponsor, Channellock, congratulated him for winning the World of Outlaws championship at the series' 20th Annual Awards Banquet (Photo by Tom Bailey)

The Manufacturers' Rookie of the Year Award, sponsored by Crane Cams, Gaerte Engines, J&J Auto Racing, Maxim Chassis, MSD Ignitions and Schoenfeld, rewarded Donny Schatz and Paul McMahan for their fine rookie seasons on the World of Outlaws' tour.

"I'd just like to thank Donny Schatz," said McMahan, the runner-up in the rookie race. "It's been a lot of fun racing with him this year. Toward the end, we fell off and he kept it going."

Schatz delivered the most emotional speech of the evening when he received the Rookie of the Year Award.

"I really appreciate this award," Schatz said. "I'm excited. There should be three. It was a lot of fun racing with Paul and Dion this year. I'm looking forward to coming back next year."

Jeff Swindell, who finished 11th in the driver standings, had a good



World of Outlaws President Ted Johnson and a futuristic showgirl "strike the pose" at the series' 20th Annual Awards Banquet (Photo by Tom Bailey)

quet. His wife, Sissy, went into labor during the Gold Eagle Nationals' championship feature and delivered their first son, Asa Jeffrey, Thursday.

Tenth-place car owner and driver Joe Gaerte thanked his friend, Scott Benic, for starting the year as his crew chief. "Things just weren't working out for us at the start of the year, so we thought it would be best for both of us to go our separate ways. He helped me tremendously getting the team started."

Defending World of Outlaws champion Mark Kinser thanked his sponsors, including Wirtgen America, and added, "I appreciate Chuck Merrill, who believed in me when nobody else did."

Rating '97 Season



Racing legend Johnny Rutherford (right) was Pennzoil Chief Marketing Officer Tom Floyd's guest at the World of Outlaws' 20th Annual Awards Banquet (Photo by Tom Bailey)

Gil Sonner, owner of the #47 Casey's General Stores Maxim, thanked Art and Carol Malies, calling the co-pilots of Workin' Woody the least appreciated people on the World of Outlaws' tour.

Sonner had an interesting description of how it is competing with the Pennzoil World of Outlaws Series.

"My sponsor told me one day we weren't doing very well, and I told him, 'racing with the World of Outlaws is like having a basketball team and having to play the Chicago Bulls every night.'"

Stevie Smith, who ranked sixth in driver points and seventh in car owner points, congratulated Sammy Swindell for winning his third World of Outlaws championship and noted that it takes a family and a total team effort to race with the series.

Fifth-ranking driver Jac Haudenschild thanked Jack and Carol Elden for giving him "a ride for so long. It's nice not to have to look for a ride. They've been great car owners for the five years we've been together. I also want to thank Pennzoil, Guy Forbrook and the rest of the crew for all the hard work they did this year."

Elden thanked all the crew members, crew chiefs, drivers and World of Outlaws officials.

"This is an unbelievable undertaking every year," Elden said. "Most of these people have to be away from home for nine months and they work 80-to-100 hours a week. It's unbelievable that all of you and all of us are getting this done. I'm very proud to be part of this, and it's been a great experience in my life."

Elden thanked Forbrook for the improvements he made to his team. He also congratulated Forbrook on his engagement to Janelle Wolfe.

Steve Kinser, who won the first Pennzoil World of Outlaws Series championship in 1978, said the 1997 season was one of the best he had ever seen with the series.

Keith Hylton, co-owner of the #10 Vivarin J&J with Dave Blaney, said he will miss "The Buckeye Bullet" when he heads to NASCAR's Busch Grand National series next season. Hylton and Blaney will continue to co-own the #93 Amoco J&J, which will be driven by Blaney's brother, Dale.

"I've really enjoyed racing with the World of Outlaws, but now it's time to give something else a try," Blaney said. "Vivarin has been a great sponsor these last seven years."

"We had a good year, winning the Amoco Knoxville Nationals and 'The Big One.' We just had a hard time keeping up with Sammy and Mark a lot of the time."

Blaney added that his Busch Grand National commitment is for 21 races, so he will be able to drive another Amoco-sponsored sprinter in select World of Outlaws events.

Sammy Swindell received \$75,000 for winning the drivers' championship and another \$37,500 for finishing second in the owners' standings.

"We're really happy to win our third World of Outlaws championship," Sammy said. "It's something we set out to do, and we're glad we achieved it. We won two championships with Laverne Nance in 1981 and 1982. That was a long time ago. We haven't run for the championship many times since then."

"We really appreciate all Channellock has done for us these last two years. We're glad to win a championship for them. I have to thank Goodyear. We've had a close relationship ever since they got back into dirt racing. Gaerte Engines has been with us for a long time, and has always supported us."

"I also have to thank my crew. The guys a great job for me all year. Keith Lani, Glenn Stewart and Richard King worked really hard. We couldn't have won the championship without them."

Donny Schatz delivers his emotional Rookie of the Year acceptance speech (Photo by Tom Bailey)



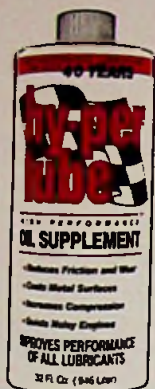
Guy Forbrook displays the hardware he received from Channellock for being chosen the World of Outlaws' Mechanic of the Year (Photo by Tom Bailey)

"That's the most I've ever heard Sammy talk at one time," Bill DeArment, Chief Operating Officer of Channellock, said. DeArment presented Swindell with a banner emblazoned with the word, "Congratulations" and the signatures of all 550 Channellock employees.

Many of the promoters who own or lease the tracks the World of Outlaws visits were in attendance. They met with series officials earlier in the day to finalize plans for the 1998 season.

By Richard Day

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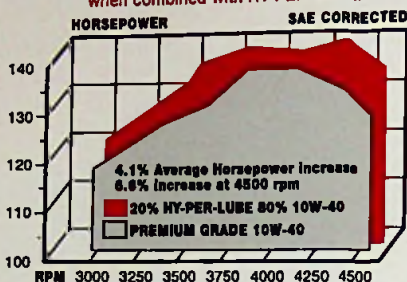


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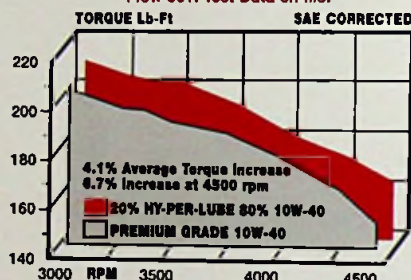
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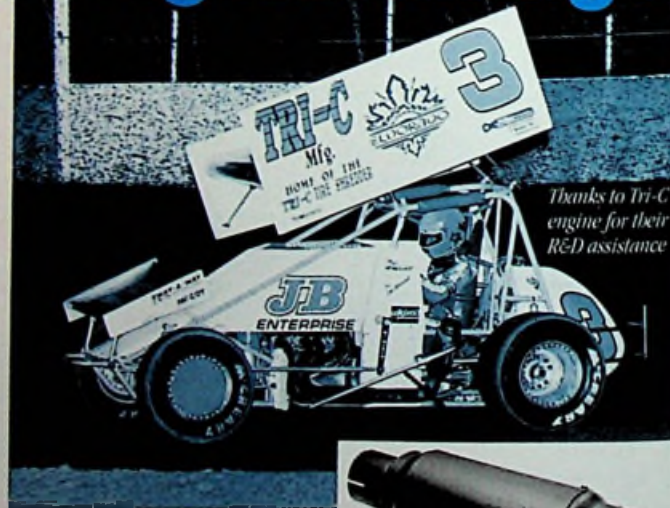
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World of Outlaws

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

FIRST HEAT

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

FOURTH HEAT

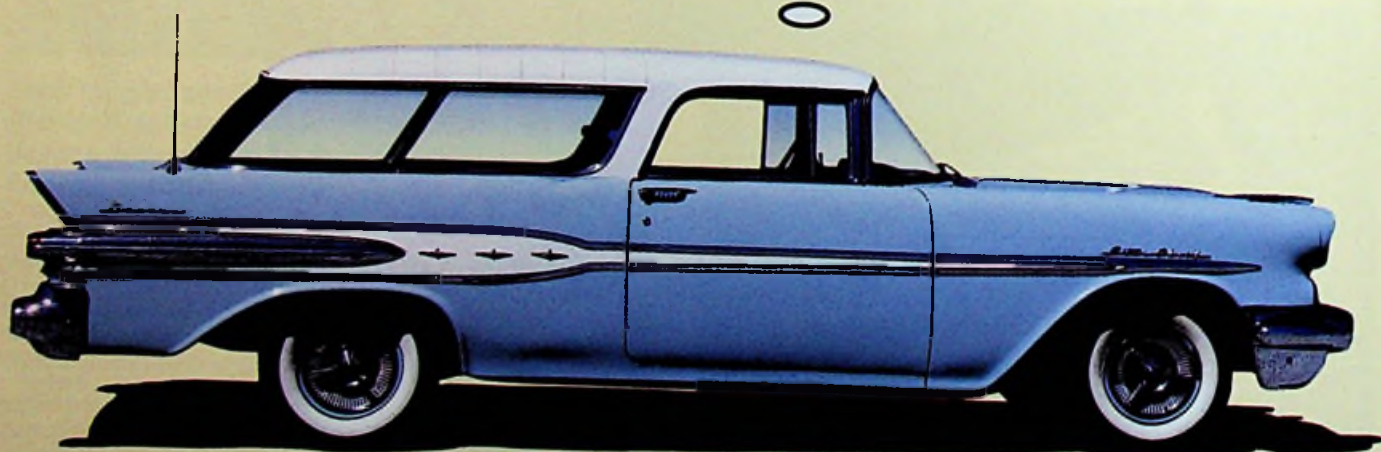
Car No.	Driver	Car No.	Driver
1. _____	_____	2. _____	_____
3. _____	_____	4. _____	_____
5. _____	_____	6. _____	_____
7. _____	_____	8. _____	_____
9. _____	_____	10. _____	_____
Finish: 1. _____	2. _____	3. _____	4. _____
6. _____	7. _____	8. _____	9. _____
			10. _____

"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. _____

"A" 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.	11.	12.
13.	14.	15.	16.
17.	18.	19.	20.
21.	22.	23.	24.



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Ted Johnson Voted Most Powerful for Seventh Time

Ted Johnson, founder and president of the Pennzoil World of Outlaws Series national sanctioning body, has been voted sprint car racing's most powerful leader for the seventh consecutive year, according to latest special edition of the National Sprint Car Poll. Johnson claimed 24 of the 30 first-place votes cast by the national voting panel of sprint car racing promoters, sanction officials, manufacturers and media members.

The top four leaders of the sport remain the same as 1996, with Knoxville Raceway director Ralph Capitani, Eldora Speedway promoter Earl Baltes and All-Star Circuit of Champions president Bert Emick in positions 2-3-4, respectively. Championship owner/mechanic Karl Kinser is ranked fifth, as he was in the initial edition of the special poll in 1991. David Hall, president of communications and marketing giant Gaylord Entertainment, ranks sixth in his first-ever appearance on the "power poll." Hall received two first-place votes, with Capitani and Baltes each earning one first-place vote. Rounding out the top 10 are Dick Berggren, Steve Kinser, Chuck Merrill and Tom Schmeh.

Besides Hall, other individuals making giant strides forward in the 1997 poll are Tom Floyd of the Pennzoil Company, driver-turned-promoter Norman "Bubby" Jones of Perris Auto Speedway, drivers Sammy Swindell and Mark Kinser, World of Outlaws Administrative Director Carlton Reimers, videographer Greg Stephens, Sprint Car Racing Association (SCRA) President Glenn Howard and Northern Auto Racing Club (NARC) business manager Jim Allen.


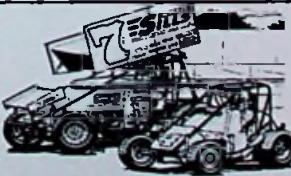
United Expressline American Sprint Car Series (ASCS) President Emmett Hahn also received two first-place votes and moved up to 12th in the poll.

By Tom Schmeh

Sprint Car Racing's 30 Most Powerful Leaders

Rank	Name	1st-pl. votes	Affiliation	Points
1.	Ted Johnson	(24)	World of Outlaws	2,560
2.	Ralph Capitani	(1)	Knoxville Raceway	1,132
3.	Earl Baltes		Eldora Speedway	828
4.	Bert Emick		All-Stars Circuit	698
5.	Karl Kinser		Wirtgen #5m	505
6.	David Hall	(2)	Gaylord Entertainment	466
7.	Dick Berggren		Open Wheel magazine	253
8.	Steve Kinser		Quaker State #11	183
9.	Chuck Merrill		Maxim Chassis	179
10.	Tom Schmeh		Nat'l Sprint Car HoF	172
11.	Mark Kuchan		The Nashville Network	164
12.	Emmett Hahn	(2)	American Sprint Car Series	152
13.	Tom Floyd		Pennzoil Company	114
14.	Norman "Bubby" Jones		Perris Auto Speedway	103
15.	Chris Economaki		Nat'l SpeedSport News	102
16.	Earl Gaerte		Gaerte Engines	99
17.	Jack Elam		J&J Auto Racing	87
18.	John Padjen		Silver Dollar Speedway	85
19.	Wayne Kindness		Sprint Car newspaper	70
20.	Sammy Swindell		#1 Channellock sprinter	69
21.	Mark Kinser		#5m Wirtgen sprinter	55
(tie)	Carlton Reimers		World of Outlaws	55
23.	Lanny Edwards		Devil's Bowl Speedway	53
24.	Dave Bowman		World of Outlaws	48
25.	Ron Shaver		Shaver Specialties	45
26.	Alan Kreitzer		Williams Grove Speedway	40
27.	Greg Stephens		Motorsport Video	39
28.	Glenn Howard		Sprint Car Racing Assn.	37
29.	Johnny Capels		United States Auto Club	36
30.	Jim Allen		Northern Auto Racing Club	32

Also receiving votes: Cary Agajanian, Dave Argabright, Dave Blaney, Fred Brownfield, Brad Chaffee, Bill DeArment, Dave Despain, Brad Doty, Kevin Eckert, Jack Elden, C. Ray Hall, Bobby Jackson, Ken Jenkins, Bob Jones, Dan Kazarian, Larry Rice, Tommy Sanders, Gary Sokola, Gary Stanton, Bob Wesphal.

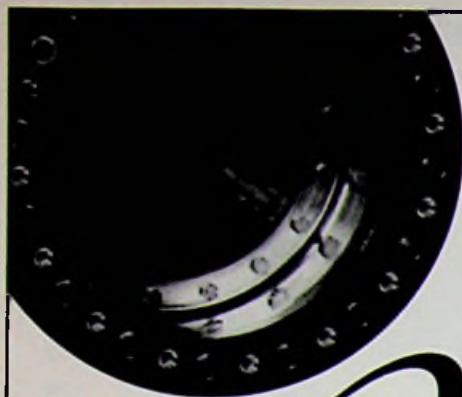



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TNN: The Nashville Network came out in full force last season, televising 10 Pennzoil World of Outlaws Series events (Photo by Randy Hertzog)

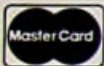


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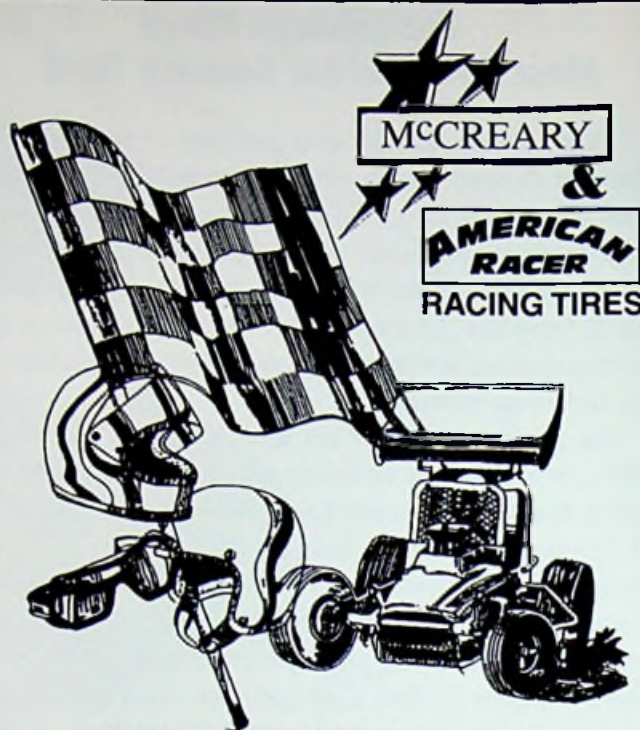
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Dion Hindi drove his family's #11D Galles Chevrolet J&J into third place in the Pennzoil World of Outlaws Series' Rookie of the Year standings last season (Photo by Mark Funderburk)



Richard Petty (right) and Knoxville Raceway promoter Ralph Capitani got together at the Amoco Knoxville Nationals for the third straight year (Photo by Doug Johnson)

Mark Kinser is joined by a pair of beautiful Budweiser girls after winning the Vivarin Dash at Santa Maria Speedway (Photo by Greg Tyler)



Dave Blaney (#10) and Jac Haudenschild (#22) race wheel-to-wheel with Sammy Swindell in tow (Photo by Jim Compton)



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1997 Pennzoil World of Outlaws Series Final Point Standings & Statistics

Driver Point Standings & Car Owner Point Standings

DRIVER	OWNER
1. Sammy Swindell.....10,850	1. Karl Kinser 5M10,984
2. Dave Blaney10,727	2. Sammy Swindell 1 ..10,850
3. Steve Kinser10,664	3. Blaney/Hyllton 1010,727
4. Jac Haudenschild ..10, 432	4. Steve Kinser 1110,664
5. Andy Hillenburg10,246	5. Jack Elden 22.....10,432
6. Stevie Smith10,076	6. Andy Hillenburg 2.....10,246
7. Greg Hodnett10,020	7. Smith Racing 19.....10,076
8. Johnny Herrera.....9,629	8. David Helm 11H10,020
9. Mark Kinser9,554	9. Gil Sonner 479,629
10. Joe Gaerte9,489	10. Joe Gaerte 3G9,489
11. Jeff Swindell9,390	11. Jim Wahlie 1W9,416
12. Donny Schatz9,060	12. Two Winners 7TW.....9,390
13. Paul McMahan8,863	13. Danny Schatz 159,060
14. Dion Hindi.....7,410	14. Gary Stanton 758,393
15. Danny Lasoski6,325	15. Dion Hindi 11D7,410
16. Lance Blevins4,834	16. Joe Blevins 215,334
17. Craig Dollansky4,534	17. Dennis Roth 83.....3,255
18. Joey Saldana3,158	18. Brad Gray 512,152
19. Randy Hannagan3,158	19. Bob Walker 352,152
20. Garry Brazier2,461	20. Dan Oswalt 1J1,100

Top 10 Driver Earnings

1. Mark Kinser	\$429,920
2. Sammy Swindell.....	\$420,295
3. Dave Blaney	\$381,630
4. Steve Kinser	\$311,115
5. Jac Haudenschild ..	\$247,570
6. Stevie Smith	\$229,460
7. Greg Hodnett	\$217,665
8. Andy Hillenburg ..	\$202,530
9. Johnny Herrera.....	\$150,890
10. Danny Lasoski	\$149,770

"A" Feature Winners

1. Mark Kinser	24
2. Sammy Swindell.....	19
3. Dave Blaney	10
4. Steve Kinser	5
5. Stevie Smith	4
6. Jac Haudenschild	
(tie) Jeff Swindell	2
8. Andy Hillenburg	
(tie) Greg Hodnett	
(tie) Johnny Herrera	
(tie) Kelly Kinser	
(tie) Brent Kaeding.....	1

Pennzoil World of Outlaws Preliminary Feature Winners

1. Sammy Swindell	11
2. Mark Kinser	7

Vivarin Dash Pole Leaders

1. Sammy Swindell	18
2. Mark Kinser	16

Channellock Fast-Time Award Winners

1. Mark Kinser	31
2. Jac Haudenschild	18

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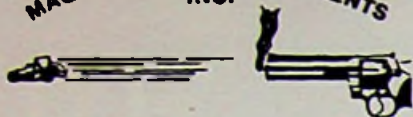
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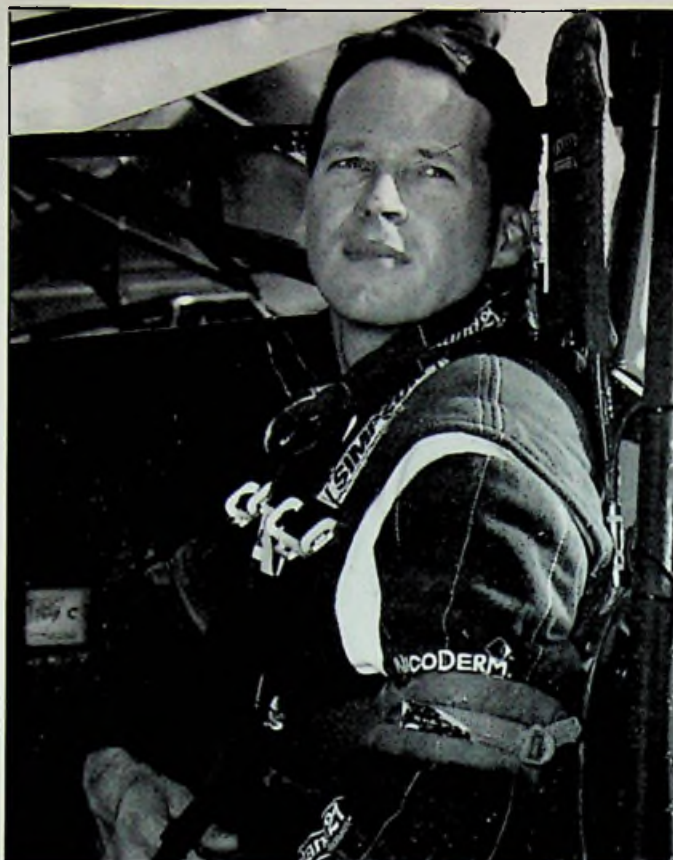
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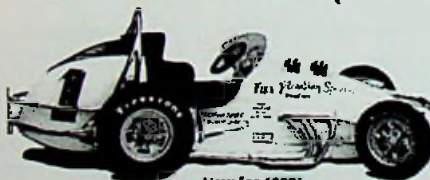
The World of Outlaws will keep a close watch on Dave Blaney as he starts his stock car racing career in the Busch Grand National division in 1998 (Photo by Cyndi Craft)

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WORLD OF *Outlaws* 1998

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WORLD OF *Outlaws* 1998

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Without the generous contributions of the photographers listed below, the World of Outlaws would not be able to publish its annual souvenir yearbook. The World of Outlaws' Public Relations staff chose the photographs in this publication on the basis of quality and content.

The World of Outlaws would appreciate its sponsors and fans contacting these loyal photographers for the best in action and still photography of "greatest show on dirt" racing.

The World of Outlaws Souvenir Yearbook is a year-round production. World of Outlaws fans are encouraged to submit photographs throughout the season for publication in the 1997 yearbook.

World of Outlaws headquarters is located at 624 Krona Drive, #115, Plano, TX 75074. The office telephone number is (972) 424-2202 and the fax number is (972) 423-3930.

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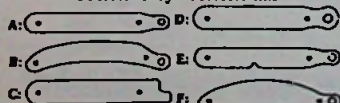
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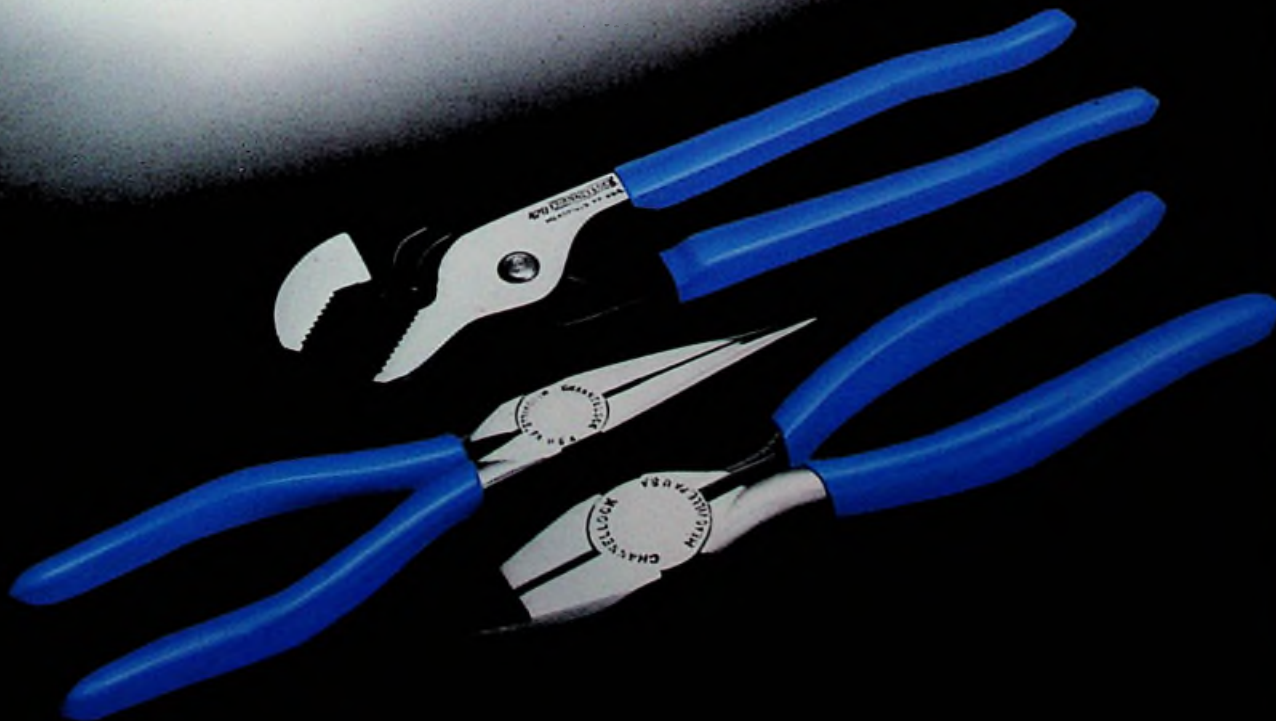
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OF THE
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Outlaws





This season's gonna be a wild one!

We are excited to be back for another year as sponsor of the Pennzoil World of Outlaws Series. And why shouldn't we be? This year, there's going to be more races, more TV coverage and more drama. That means more engine-revving, dirt-flying, nerve-racking excitement than ever before! Plus, we've got Jac "The Wild Child" Haudenschild, the driver of the Pennzoil #22, who finished 4th last year. And knowing Jac, that's about three spots shy of his goal for '98. We wish all the drivers and teams lots of luck. Well, not quite as much as Jac, but plenty. Strap yourselves in tight, 1998 promises to be the best year ever!



Driver Roster

Rt. 66 Raceway July 26, 1998

0--Bruce Oldenburg	11--Steve Kinser	27G--Donny Goeden
1--Sammy Swindell	11H--Greg Hodnett	28--Todd Hepfner
1M--Kim Mock	14--Randy Kinser	29--Terry Chesak
1Y--Scott Young	14K--Joe Kristan	29L--Eddie Lynch
2--Andy Hillenburg	14S--Wayne Sternberg	29N--Larry Neighbors
2A--Bobby Adamson	15--Donny Schatz	30--Jim Moulis
2W--Scotty Nietzel	15P--Paul Ptasienski	35--Tyler Walker
3C--Greg Curzon	18--Dion Hindi	35S--Mike Stefka
3JR--Bill Waite, Jr	19--Stevie Smith	41--Dennis Spitz
4D--Dan Dittrich	19D--Todd Daun	47--Johnny Herrera
4K--Kelly Kinser	20--Kurt Winker	51M--Jim Melis
4KS--Chris Spitz	20M--Dave Moulis	54--Scott Grissom
5B--Randy Butler	21--Lance Blevins	61--Joe Roe
5M--Mark Kinser	21AU--Garry Brazier	73--Tim Engler
7--Fred Boso	21B--Bob Burkle	75--Paul McMahan
7K--Brooke Tatnell	21G--Craig Dollansky	82--Troy Hepfner
7S--Travis Whitney	22--Jac Haudenschild	83--Danny Lasoski
8--Dave Hanna	23--Jon Trudeau	88--Terry Babb
8J--Rocky Hodges	24--Paul Anderson	88F--Mike Frost
8H--Joe Gaerte	25--Butch Bahr	93--Dale Blaney
9--Kevin Olsen	25S--Al Schmidt	104+--Jeff Swindell

Scorecard in program contains space for late entries. Not all drivers listed will compete.

Don't forget to check out all of the great items available at the Pennzoil World of Outlaws Featherlite souvenir trailers.