



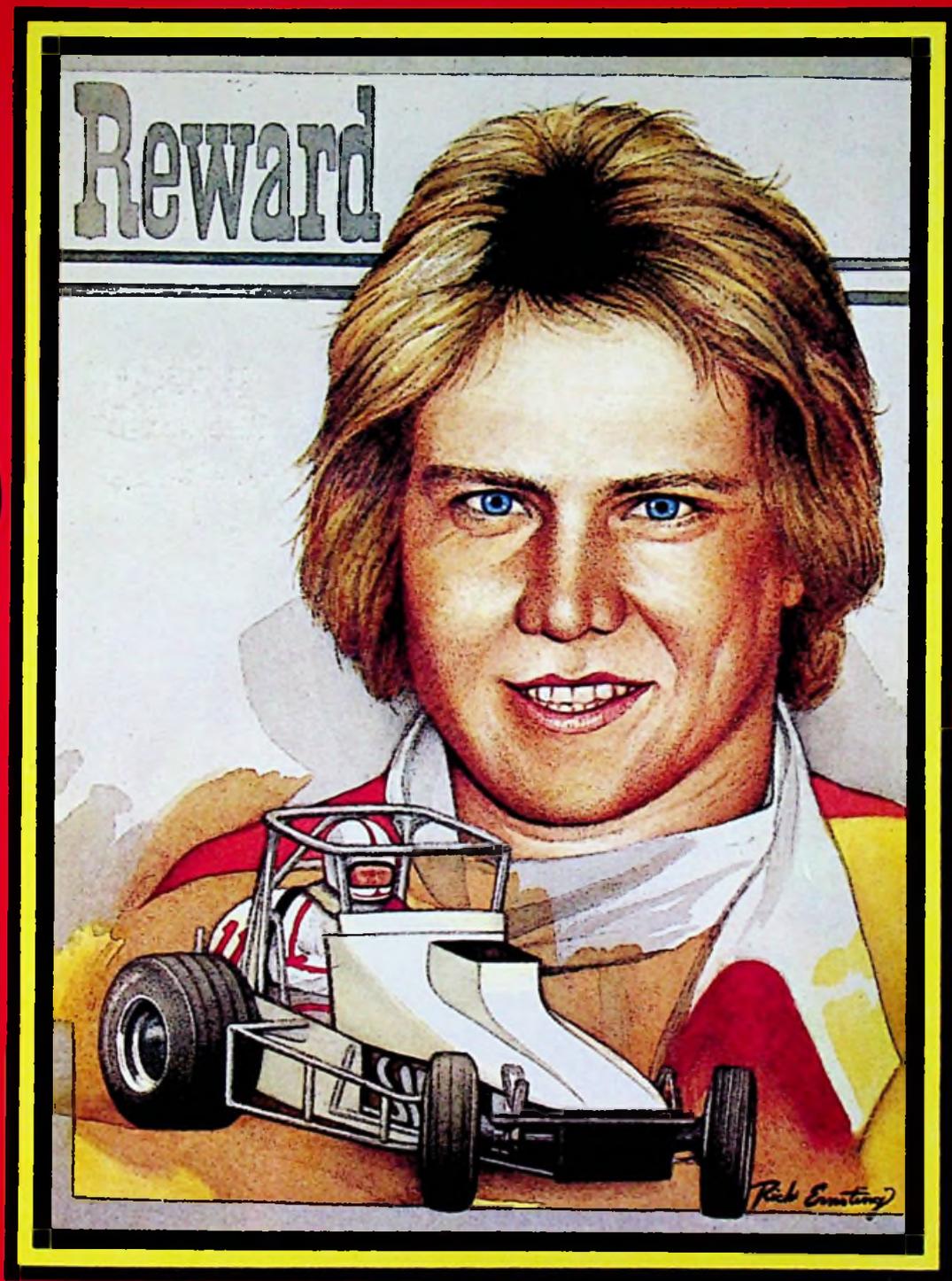
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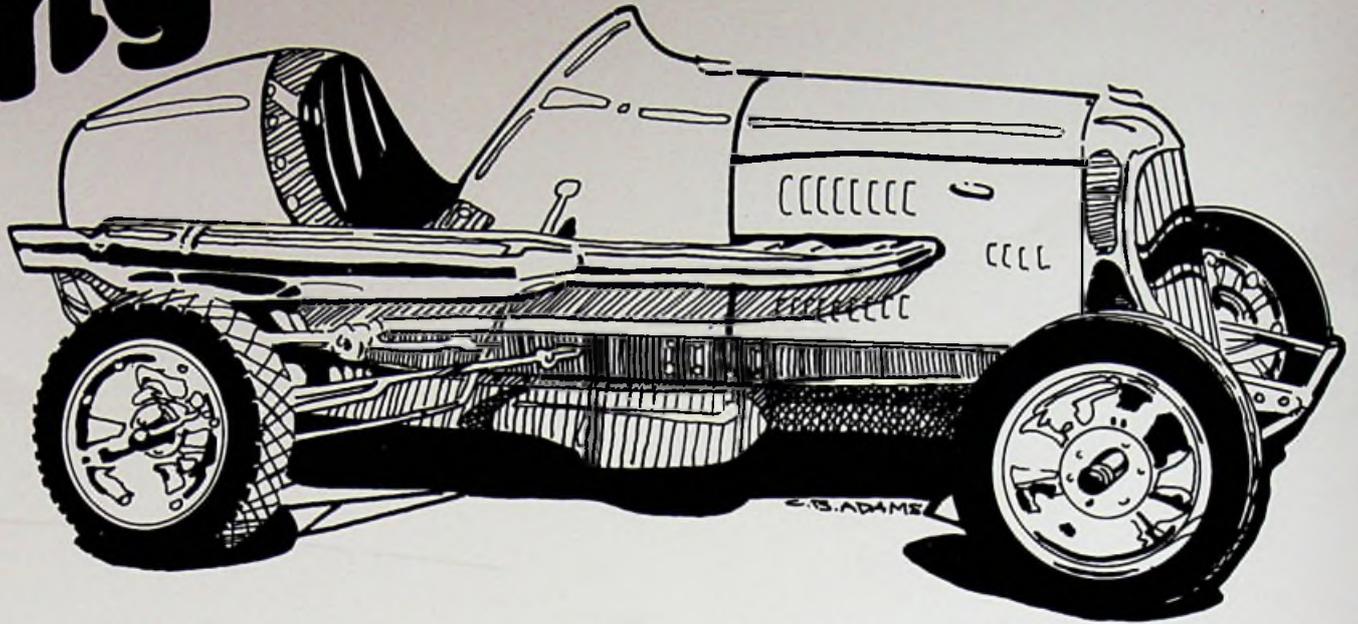
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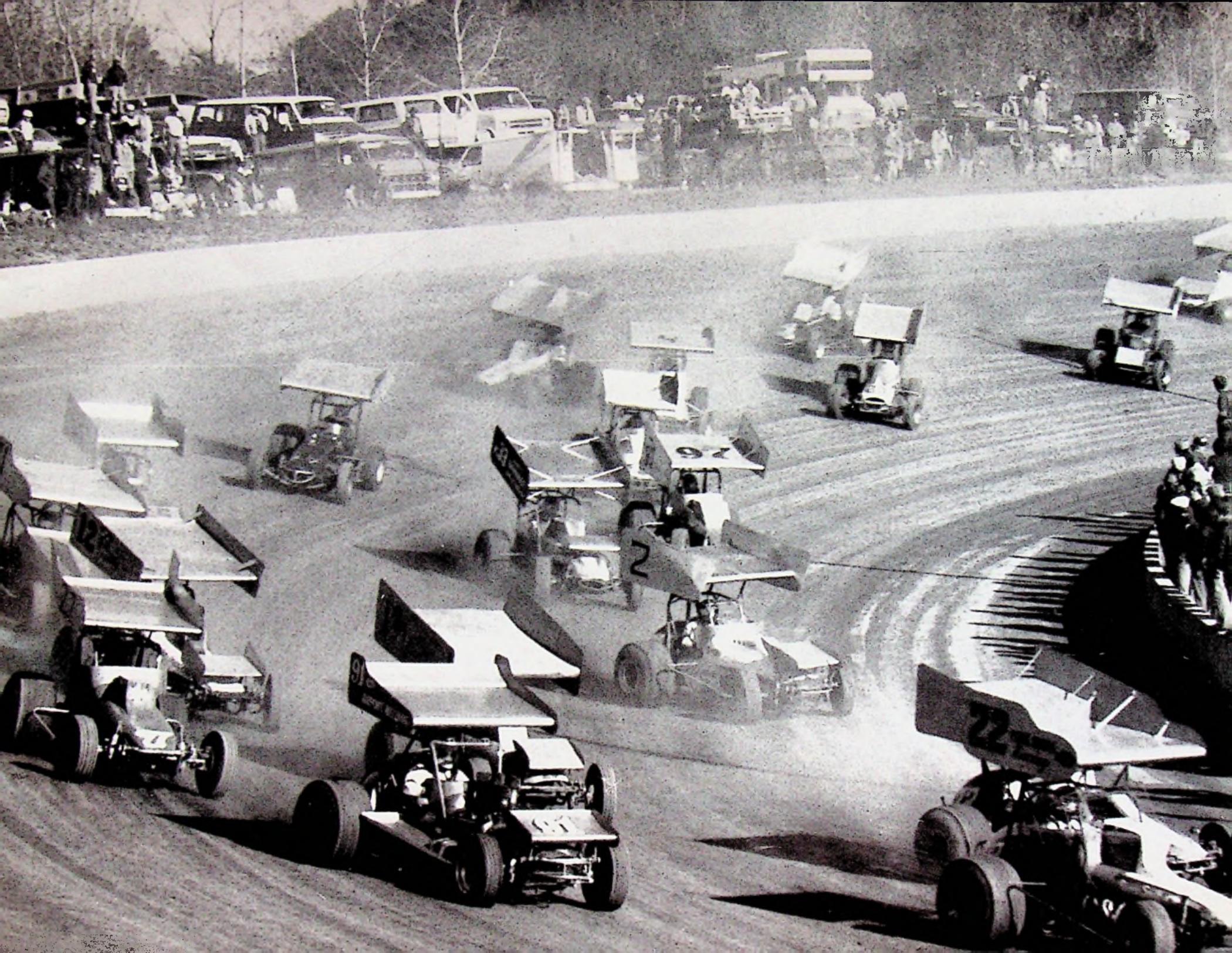
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Official World of Outlaws Annual 1978 Season

PUBLISHER

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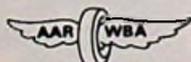
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The Official World of Outlaws Annual
is published by Carl Hungness Publishing
P.O. Box 24308; Speedway, IN 46224
Telephone: (317) 244-4792
Single copies \$3.75 through the mail
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American Auto Racing
Writers and Broadcasters
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THE RING



**1978 World of Outlaw
Champion: Steve Kinser**

BUDDY TAYLOR



Best wishes
To my good friend
Buddy Taylor

Leroy Byers photo courtesy Bill Hill

On September 23rd, Sprint car racing lost a legend. Buddy Taylor, in typical fashion, was charging to the front in the third heat at Phoenix' Manzanita Speedway when he was trapped in a third turn tangle which sent his car into a violent series of flips. He died en route to the hospital. In a career that spanned

some 30 years, Buddy had recorded more than 200 feature wins and at least a dozen track championships across the Southwest. He confined most of his racing to the New Mexico-Arizona area and the name Buddy Taylor will stand for everything that's great about Sprint car racing.

Birth of the World of Outlaws

By Jerry Clum

American Outlaw Jesse Woodson James was born in Clay Co., Mo. in 1847. Tempted by the 10,000 reward, two members of the James gang killed Jesse in 1882. Little did the world's most famous Outlaw know that some 96 years later the "World of Outlaws" would be born, only this time the nation's top sprint car race drivers would be competing in a 40 lap race for a prize of \$10,000.

The term "Outlaw" is not new to auto racing. As early as 1934 race drivers who went against the regulated and organized racing clubs were termed "Outlaws" or "Outsiders." Some drivers referred to themselves as Independents, men who raced when and where they pleased, not controlled puppets of a sanctioning body.

It's only fair to credit the idea of the recently formed "World of Outlaws" to race drivers Bobby Allen and Dub May. For several years they had discussed various ways of counting wins by Outlaw drivers so that a true "King of the Outlaws" could be determined. In 1973 the hottest shoe around belonged to Jan Opperman who captured 44 feature wins in the sprints during a single year in races from coast to coast. Jan was the first uncrowned King and his competitive style and total wins were to become the standard to shoot for to be considered the King. In 1975 Doug Wolfgang dethroned Opperman when he won 45 main events in a single season. Even though Wolfgang was a top driver many of those 45 wins were at his home track in Knoxville, IA. Although "the Wolf" had outraced the best drivers on many occasions, several of those wins were strictly "no contest." Allen, May, and Rick Ferkel along with several other drivers debated their plight many times during the months that followed Wolfgang's best year. A system to organize racers without being "organized" was usually the topic.

Ted Johnson, a former midget driver and traveling salesman, was an avid fan of the Outlaw sprints. In his pursuit to further their cause, Johnson made several attempts to promote big Outlaw races. Events were scheduled in the heart of stock car country, places like Phoenix City, Alabama, and Shreveport, La. The races turned out to be financial failures. Johnson then started a short-lived race club known as "The Racers." As self-appointed agent, Johnson arranged deal money for several drivers and sold a few T-shirts. Being close to the drivers, Johnson sat in on many of the late night, post race meetings and added some ideas to those of Allen, May and Ferkel. One of the first ideas was to give a driver one point for every dollar earned and at year's end total up the points and announce the King. Sorting through the hundreds of annual sprint shows and calculating points per dollar earned was ruled out as an impossibility. The thought of counting only races that paid a minimum of \$1,000 to win was considered, until someone realized that many tracks presently paid that amount for weekly shows. A driver could stay home at tracks like Knoxville or Lincoln, never leaving town, and be crowned the King. Now really, how many Outlaws worked their hometown even in the

days of Jesse James?

At last the magic figure \$2,000 to win came up. Yes, this might be it. Too much for a weekly show, yet enough to draw the traveling Outlaw and make the race more on the spectacular side.

The next problem was actually the most difficult: convincing a promoter to increase his purse 40-50 percent on something new an unproven when that promoter knew he could make a profit with his present purse.

Then there was those annual sprint car classics like the Winter Sprint Florida Nationals, the Spring show in Texas, Knoxville, The Gold Cup, and all the rest. Why should a promoter share the fame of his established event? Normally these shows paid between \$2,000 and \$5,000 to win, attracting the best drivers in the country and plenty of spectators. Giving even part of this glory to the World of Outlaws was very unlikely.

In March 1978 the annual Spring Sprint Nationals was held at Devil's Bowl Speedway in Mesquite, Texas. Out of the record field of entries, a handful of top drivers had paid the token fee of \$10.00 to Ted Johnson and became members of the newest racing club around: the "World of Outlaws." On March 18, the winner of the main event was Jimmy Boyd (who was one of those new members) thus becoming the first point leader in the new series. Even though this event was listed and scored as the first point race for WoO, none of the pre-race advertising mentioned the group and Ted Johnson's new outfit got little mention in any of the national press coverage after the race. The "World of Outlaws" was born, but the breath of life had yet to be blown into it's lungs.

A meeting that I take pride in arranging between Eldora Speedway's Earl Baltess and Johnson resulted in the breath of life that the Outlaws needed. On April 16th, the WoO staged their second race at Baltess' famous Ohio oval. The grandstands were full, the field represented twelve states, and one of the best races ever was the result. Bobby Allen won that first WoO race in Ohio and the trade papers were again filled with photos and stories of the Outlaws. The World of Outlaws returned to Eldora on April 30 and this time the winner was Rick Ferkel. All of Darke County, Ohio had been plastered with "Wanted" posters featuring a mean looking Earl Baltess holding a six gun. Again the ink flowed from New Jersey to California and the World of Outlaws were becoming well known to race fans (and promoters) across the nation. One by one, track operators boasted \$2,000-to-win sprint shows and Outlaw points in their ads and, as the summer wore on, the dirt slinging Outlaws were hauling in more loot than Jesse's best train job. A strong heart beat was heard and the World of Outlaws was very definitely alive and kicking up a storm.

The Season ...

BY JOHN MAHONEY

Buried on page 10 of the March 8, 1978 edition of National Speed Sport News was an inconspicuous article titled " 'King of the Outlaws' For the Sprinter Ranks." A guy by the name of Ted Johnson of Wichita Falls, Texas announced his plan for tabulating "outlaw" sprint points nationwide so that the long dreamed-of Outlaw Sprint Champion could be crowned at the end of the season. The first "point race" was scheduled for the Spring Nationals at the Devil's Bowl Speedway near Dallas, Texas. It is interesting to note that "World of Outlaws" was never mentioned in the race write-up for the inaugural show. As the season wore on, however, the World of Outlaws became one of the biggest success stories in sprint racing ever. A resume of that memorable first season follows.



The Devil's Bowl Speedway was the scene of the first WoO point race.

Photos by John Mahoney



Jimmy Boyd will go down in history as the first WoO feature winner.



Norm Martin (51) and Sammy Swindell staged a torrid battle for fourth spot at the 'Bowl. Swindell prevailed.



The Devil's Bowl series was highlighted by close competition every night. Johnny Suggs (77) dives under three rivals.

Devil's Bowl

Californian Jimmy Boyd passed Devil's Bowl regular Norm Martin on the 24th circuit of the 50 lap main to become the first World of Outlaw feature winner. It was a hotly contested race from the start, with Martin, Boyd, Tom Corbin and Doug Wolfgang running in a tight pack. Corbin's drive was truly spectacular as he used the high groove from his 15th starting spot to finally finish third after holding second spot briefly. Wolfgang, who took the place position, never had a moments rest as he pressed Boyd all the way but also had to contend with the charging Corbin. Fourth position went to fast timer Sammy Swindell and '76 Devil's Bowl champ Martin was fifth.

The evening's preliminary qualifying features were won by Darrell Dawley, Mike Brooks, Junior Parkinson and Chuck Amati. Time trails were held Thursday and Friday nights and more than 90 cars participated. Martin and Wolfgang won the feature events following trials.

Eldora

Next stop of the World of Outlaw schedule was the famed half mile high banked dirt of Earl Baltes' Eldora Speedway and easterner Bobby

Allen pocketed the \$2,000 winner's pay. Rick Ferkel, who knows every inch of the track, looked like a sure winner until his right rear tire let go, sending him to the pits. Ferkel started the day off with a blazing qualifying lap of 15.989, demolishing Fred Linder's old standard of 16.637. The "Buckeye Traveler" continued his domination by taking the first heat easily. Other heat wins were recorded by Larry Helms, Charlie Swartz and Tommy Dickson. Allen took the semi. Trailing Allen in the 40 lap main were Steve Kinser and Jim Linder who tied for second spot, Jimmy Boyd was fourth and Dub May rounded out the top five. With his Eldora finish, Jimmy Boyd continued to lead the standings with a 76 point margin over Steve Kinser.

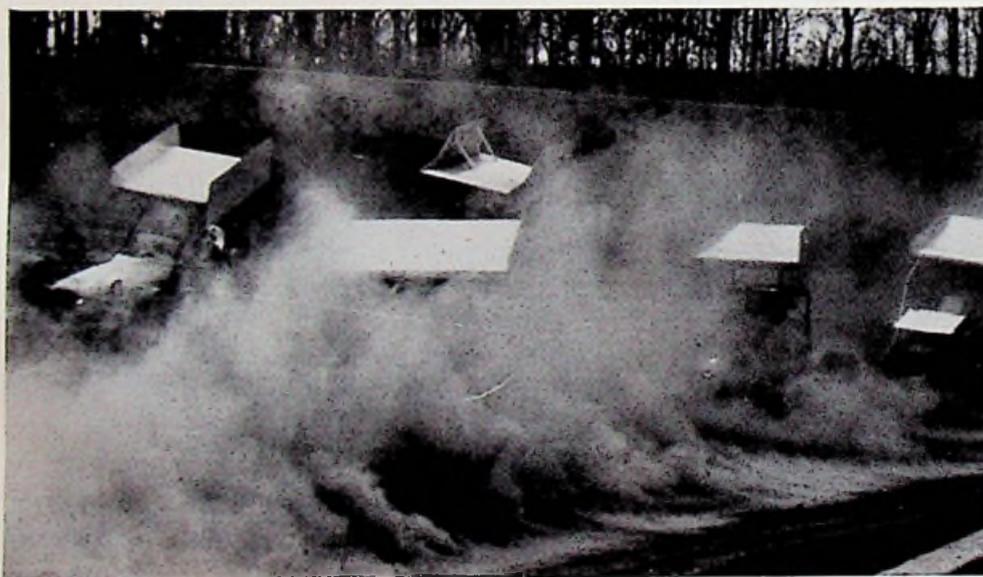
Eldora

Returning to the Eldora Speedway, Rick Ferkel put everything together and copped the 40 lap feature. Ferkel and his Daugherty "O" were the combo to beat and no one could. Rick lowered his two week old track record in trials to 15.745 and won his heat. Despite late-race problems with a wing brace and visor shield, Ferkel held on to win over Charlie Swartz, Jim Linder, Doug Wolfgang and Donnie Mack.



Mahoney

Doug Wolfgang wheels out the rubber at Eldora.



Don's

A pack of winged sprinters churn the dirt and dust heading into Eldora's second turn.



Mahoney

An aerial view (from Ray Smith's helicopter) of Eldora's pits at the August meet.



Rick Nichols did well in midwest races.

Also posting heat wins were Tommy Dickson, Swartz and Duane Leiber. Danny Smith was first in the semi.

Eldora

The third point race in a row at the Eldora Speedway was won by Steve Kinser in his Karl Kinser II. Up-front finishes in the other Eldora events enabled the Hoosier lead foot to also take the lead in the season standings. It was a dog fight all the way as Kinser and Jim Linder swapped the lead spot several times. Linder wound up second, Rick Ferkel was third, Bobby Allen was fourth and Rick Nichols took fifth.

Ferkel (who else?) again established a new track record over the tacky half



Dub May makes adjustments at Eldora.



Jac Haudenschild looked great in Eldora action.



Bobby Allen (11) and Dub May in Eldora action.

with a time of 15.614 and won his heat. Kinser, George Harbour and Charlie Swartz were also heat winners. Don Miller was first in the semi.

Limaland

Rick Ferkel won the second annual Doc Dawson Memorial at Lima Ohio's Limaland Motor Speedway. In a crash-filled evening which saw four drivers get upside down, Ferkel bested Fred Linder, Johnny Beaver, Duane Leiber and Butch Bahr at the finish and took the point lead away from Steve Kinser who dropped out on the 30th lap with mechanical woes.

Ferkel quick-timed the 50 car field and prelims were won by Rick Nichols, Steve Linskai, Mark Caldwell, Roger Campbell and Kinser.

Ascot Park

Lealand McSpadden used lapped traffic to his advantage as he won the 50-lap Summer Sprint Car Nationals at J.C. Agajanian's Ascot Park. Gary Patterson and Steve Kinser got boxed in behind slower traffic allowing McSpadden to high-groove by. Patterson came back to challenge within inches, but lost considerable ground at the finish when he ran low on fuel. Following the "Tempe Tornado" to the checker were Ascot regular Rick Goudy, Kinser, Patterson and Mike Shaw. The race was red flagged twice on the third lap when Rod Gilchrist and Lee James flipped in separate incidents. Both were uninjured.

Patterson won the trophy dash which was stopped after one lap when the other three starters piled up. Rick Goade took the consi and Wayne Bennett was tops in the semi. Dean Thompson out-timed the 54 car field in the previous night's qualifications.

Calistoga

The World of Outlaws bunch invaded NARC territory and Rick Ferkel came out on top at the Calistoga Speedway. Bobby Allen had paced the field for 22 laps, but Ferkel used the cushion to slip by for the win. Allen held on for second. Jack Hewitt was third, Gary Ponzini fourth and Jimmy Sills fifth. Rick Horton and Terry Crousore both flipped on the first lap but were OK.

Ferkel was fast qualifier over the 54 car field. Perennial NARC Champion Leroy Van Connert won the trophy dash and Augie Grube, Don Meyer, Ron



Goudy finished second in the June Ascot event.

Horton and Ferkel took the heats. Gary Ramsier was first in the consi and Johnny Anderson won the semi.

West Capital

Rick Ferkel padded his wallet and point lead with a convincing win on the quarter mile dirt of West Sacramento's West Capital Speedway. The point spread between Ferkel and runner-up Steve Kinser now stood at 272 as Steve tagged the third turn wall hard on lap 16, eliminating him from the race. Second through fifth places were taken by Doug Wolfgang, Jimmy Boyd, Jack Hewitt and Charlie Swartz.

Entering the record books as heat winners were Bobby Allen, Gary Patterson, Ferkel and Lealand McSpadden. Also recording preliminary wins were Smokey Stover (dash), Barry Lewis (consi), and Hank Butcher (semi). Jack Hewitt was fast timer.

Mercer

Johnny Beaber collected the \$2,000 first place money at the Mercer (PA) Raceway. Local favorite Lou Blaney couldn't muster enough steam to catch Beaber after two yellow flags that slowed the feature. Third behind Blaney was Dub May, followed by Steve Smith and Buddy Cochran.



• Steve Kinser and Danny Smith in Kokomo pits.

Skagit

Doug Wolfgang started a great two-day spree by taking the 18-lap Karr's Korral "Race of the States" on the 3/10 mile dirt of the Skagit (WA) Speedway. Wolfgang passed early leader Jimmy Boyd on the third lap and held on for the win. Bobby Allen and Rick Ferkel got past Boyd in the late stages with Boyd settling for fourth and Steve Kinser home in fifth spot.

Heats were won by Mike Wasina, who also set fast time, Mike Andreatta, Kinser and Johnny Anderson. Earl Kelly won the consi.

Skagit

Doug Wolfgang returned to the Skagit Speedway's winners circle, this time as Northwest Super Dirt Cup Champion with a thrilling win in the 50 lapper. The race was highlighted by a classic side-by-side battle between Wolfgang and Rick Ferkel as the two traded the lead several times for seven laps. Finally "Wolfie" got a lock on first spot and held it to the end. Ferkel was second, Bobby Allen third, Jimmy Boyd fourth and Jerry Edson fifth.

The track's largest crowd in it's history watched as Jimmy Boyd won the dash, Irv Westby won the first C Main, Mike McCreary the second C Main, and Jerry Day the B Main.

Lincoln

Steve Smith, who virtually owns the Lincoln Speedway winners circle, visited once again to score his 74th win at the half mile dirt in



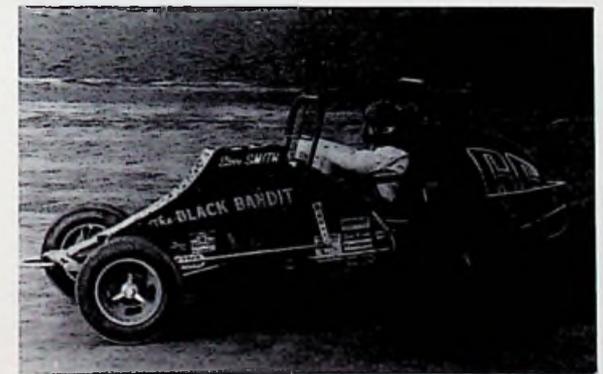
Hoosier legend Dick Gaines retired late in '78.



Butch Wilkerson hikes his left front wheel high coming out of the Kokomo Speedway second turn.



Steve Kinser totally dominated the field at the WoO stop in Kokomo. Two-wheel action is in second turn.



Steve Smith has 74 career victories at Lincoln.



Mahoney

Ohio's Jack Hewitt followed the WoO Trail in '78.



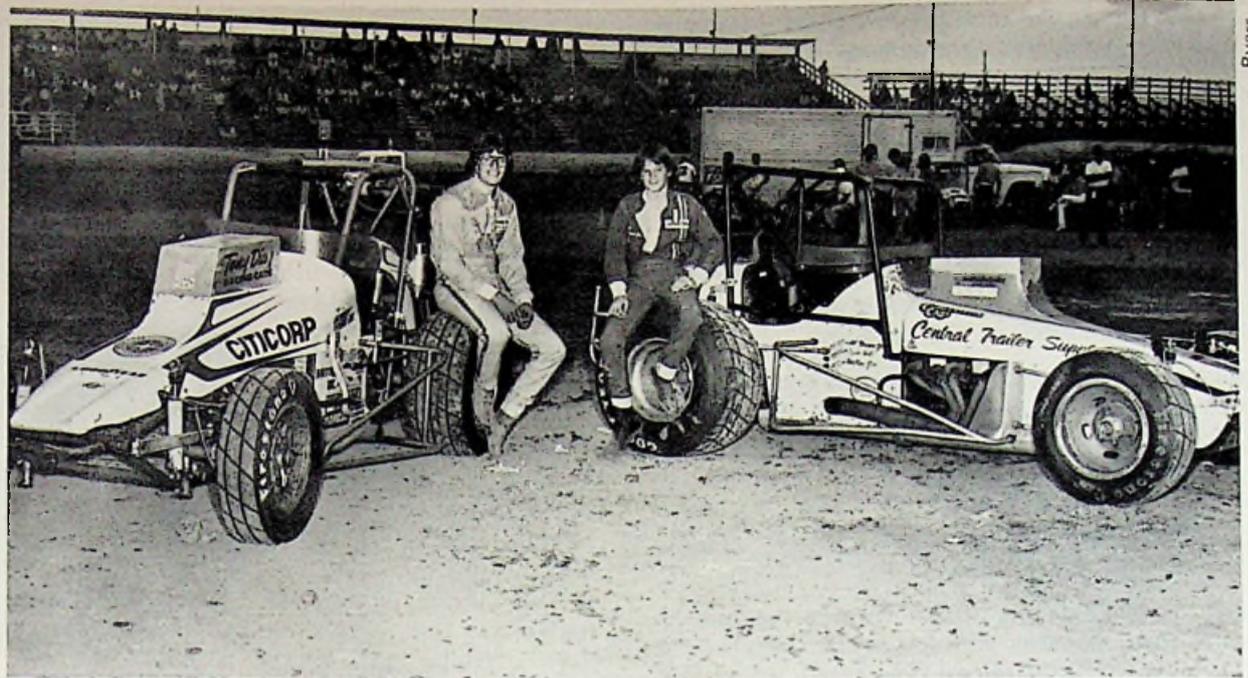
Dr. Hunter

Bob Trostle builds some very successful sprinters.



Kawasinski

Chuck Amati "The One-Armed Bandit" ran with WoO.



Byers

Another generation of the Unsers are coming along well in their young careers, Bobby Jr. (L) and Al Jr.



Dr. Hunter

Knoxville action finds Mike Brooks (12), Jack McCorkell (98A), Lee James (15) and Tom Corbin four abreast.



Dakota

The stars of today were the wall bangers of yesterday as this rare Dakota Area Racing News photo shows. Doug Wolfgang, then 19 years old, rides the Husets Speedway wall in the first super he built. The action was in August '72.



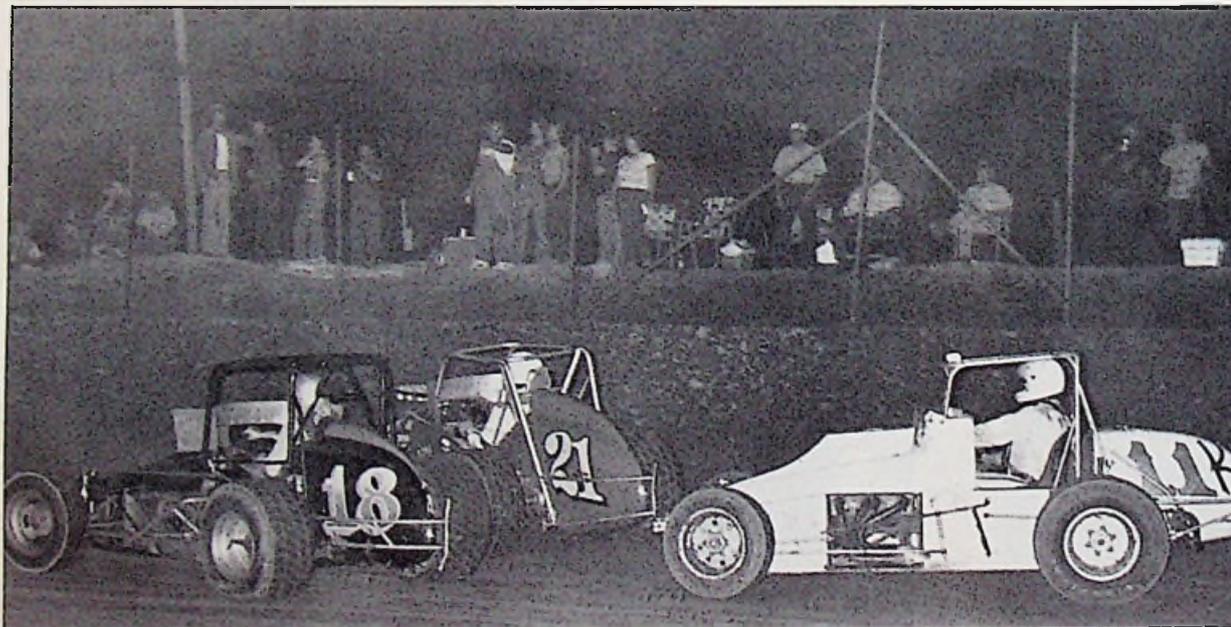
Creason

Knoxville action is viewed from a "tire bleacher."



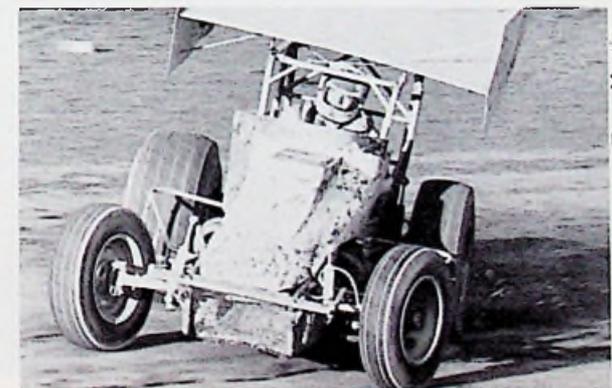
Mahoney

Pennsylvania "hot shoe" Paul Pitzer at Eldora.



Jack Gladback

Bob East (21) and Bobby Adkins (18) tangle in front of eventual winner Steve Kinser at Kokomo.



Tony Martin

Steve Kinser sets track mark of 15.568 at Eldora.



Don's

Bobby Allen (L) and Jan Opperman.



Don's

Haudenschild (75) battles Swindell for Eldora heat win.



Don's

Doug Wolfgang flips during Eldora "A" Main in August.

Hanover, PA. Steve Kinser broke first from his pole spot to lead for nine laps until being overhauled by the flying Smith. Third through fifth places were taken by Larry Krimes, Rick Ferkel and Dub May.

Heat wins were posted by Sammy Swindell, May and Smith. Ferkel grabbed fast time honors along with a win in the semi.

Eldora

The World of Outlaws gang returned to the Eldora Speedway for the fourth time in '78 and Rick Ferkel took home the \$2,000 first place dough. Rick battled his way to first on the fifth lap from his tenth starting spot and was never headed. Second through fifth went to Steve

Kinser, Sammy Swindell, Bobby Allen and Kenny Jacobs.

Heat victories went to fast qualifier Charlie Swartz, Kinser, Ferkel, Jacobs, Swindell and Paul Rochelle. Lee Osborne captured the semi.

Limaland

Steve Kinser closed the gap in his point battle with Ferkel to 260 with a win at the Limaland Speedway. Ferkel's luck was all bad as he rolled the Daugherty "O" while going for the lead. Rick was not injured. Behind Kinser at the checker were Bobby Allen, Johnny Beaver, Mark Caldwell and Rick Nichols.

Ferkel was fast timer, Beaver won the dash

and Jerry Nemire, Bucky Boughan, Roger McClain and Kinser won the heats.

Sedalia

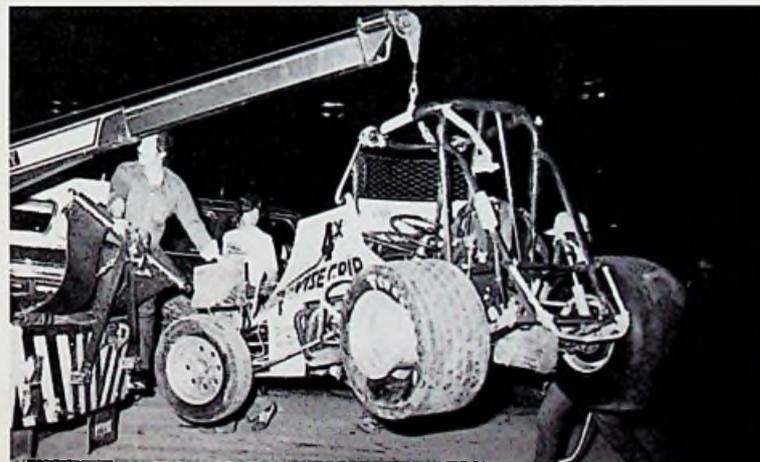
Rick Ferkel posted his sixth World of Outlaws victory with his win at the Missouri State Fairgrounds at Sedalia, MO. With seven laps to go in the 30 lapper, Ferkel squeezed by Charlie Swartz for the lead and won by a large margin. Swartz, Bobby Allen, Steve Kinser and Bobby Layne rounded out the top five.

Jimmy Boyd was first in the dash and Ricky Weld, Rick Montgomery, and Doug Stambaugh won the supporting features. Kinser out-timed the 62 car field in trials.



Clum

Ronnie Shuman powers through Knoxville's fourth turn.



Don's

Wolfgang's Visegrip 4X rides the hook after Eldora flip.



Easterner Bobby Weaver in action at Lincoln.

Limaland

Steve Kinser picked his way through the dust and ruts of a dry Limaland Speedway to post his third WoO win of the season. Rick Ferkel, who finished second, maintained a 300 point advantage over Steve in their season-long struggle. Johnny Beaber was third, Kenny Jacobs fourth and Jack Hewitt fifth.

Rick Ferkel clocked fast time on the quarter mile clay, newcomer Chris Dukes won the trophy dash and the three heat winners were Jerry Nemire, Gary Griffith and Larry Helms.

Lincoln

Steve Smith continued his domination of the traveling Outlaw band with another win at



Ferkel (L) and Ford won Eldora prelims.



Bobby Adkins was 3rd at Kokomo.

Lincoln Speedway. It was Smith's ninth win in a row at the Hanover, PA half, and he did it in a borrowed car after his Fletcher 66 quit during a heat. Rick Ferkel looked like a sure winner until a late-race caution allowed Smith to close in for the kill. Behind Ferkel at the finish were Gary Patterson, Van May and George Bischof. Steve Kinser dropped out of the running midway in the feature with engine trouble.

Kokomo

With the Outlaw regulars loading up and heading for Eldora's three day affair, promoter Bill Lipkey scheduled the clan for his quarter mile Kokomo Speedway, and Steve Kinser picked up \$2,000 traveling money. Steve clearly

was the fastest man on the track as he bested his father Bobby by half a lap at the finish. Speaking of Kinser's, brother Randy wound up tenth. Third through fifth went to Bobby Adkins, early leader Fred Linder and Hoosier legend Dick Gaines.

Bobby Kinser topped qualifying and USAC star Ronnie Shuman won the dash. Heat cash was pocketed by Bobby Kinser, Steve Kinser, Ed Angle and Doug Wolfgang. Indiana favorite Butch Wilkerson was boss in the semi.

Eldora

Kicking off the first of a three day program at Eldora Speedway was surprise winner Randy Ford. After leader Roger McClain dropped out



Hoosier lead foot Butch Wilkerson (66) and Doug Wolfgang duel in Kokomo action.



Jack Hewitt and Doug Wolfgang (4X) do their wheel-to-wheel act in Kokomo hot laps.



Kalwasinski

Texan Bobby Marshall ran several WoO races.



Byers

Osborne's mount went up in flames at Knoxville.



Kalwasinski

Steve Kinser (11) chases Jim Linder at Eldora.



Don's

Heavy traffic jams Eldora Speedway's first turn.

late in the 25 lap feature, Ford had to withstand challenges in the person of Dub May who had started last in the 20 car field. Behind May at the completion of the event were Junior Smalley, Jac Haudenschild, and Gary Patterson. Haudenschild, a slim 20 year old and new to the "banks" of Eldora, was spectacular in both his heat and the feature, battling some of the real "heavyweights" of sprint racing without the aid of power steering.

Heats went to May, Haudenschild, Paul Pitzer and Charlie Swartz. May also recorded quick time.

Eldora

The misfortune of Steve Kinser paved the way for an easy victory for Rick Ferkel in Friday night's 25 lapper at Eldora. Kinser started by blazing to a new track record in trials with a 15.568 clocking and easily winning his heat. The Bloomington (IN) flyer was working his way through the pack in the feature, when a second lap squeeze play caused him to dump the Kinser

II in front of the mainstretch crowd. He was done for the evening. Trailing Ferkel at the end were Rick Unger, Doug Wolfgang, Jim Linder and Danny Smith.

Besides Kinser, heat winners were Ferkel, Al Liskai and Wolfgang.

Eldora

Rick Ferkel got by Dub May and Jac Haudenschild on the 13th lap, stopped by victory circle and headed straight for the bank with 5,000 of Earl Baltes' bucks for winning the 40 lap finale to Eldora's three nights of Outlaw racing. Second place Haudenschild and third place Steve Kinser were the only ones finishing on the same lap as Ferkel. Charlie Swartz nailed down fourth spot coming out of the fourth turn on the last lap ahead of Paul Pitzer. The event was red flagged on the second lap when Doug Wolfgang flipped in turn two. "Wolfie" was OK.

The transfer races were taken by Kenny Jacobs (D Main), Sammy Swindell (C Main), and Fred Linder (B Main).

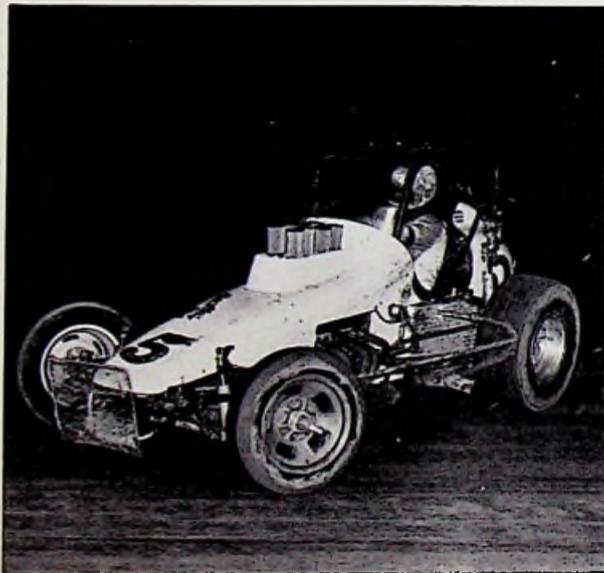
Knoxville

Doug Wolfgang was the winner of the prestigious Knoxville Nationals held annually since 1961 in the small town of Knoxville, Iowa. Doug lost his brakes midway through the 30 lap main and had to hold off a charging Steve Kinser for the win. Third place went to former USACer Eddie Leavitt, fourth to Shane Carson and taking fifth was Danny Smith. Always a sell out, the race was contested before a cheering throng of 10,000.

Preliminary mains went to Paul Pitzer, and Bobby Allen. The three trophy dashes were taken by Robert Smith, Ed French and Sammy Swindell. Wolfgang as fastest qualifier of the previous two nights of action which saw some 120 cars take time.

Bloomington

Hometown favorite Steve Kinser took the marbles before the largest crowd ever to see a sprint race at the Bloomington (IN) Speedway.



Wayne Bennett churns the Erie, Colorado clay.

Kinser took the lead from fellow front row starter Gary Patterson in the second turn and lead to the finish. Rick Ferkel, who earned a feature berth by winning both prelims was second, Ron Dorsett was third, Bobby Kinser fourth and Bobby Adkins fifth.

Heat wins were posted by Patterson, Steve Kinser, Kerry Norris, Bobby Kinser and Jack Hewitt.

Warsaw

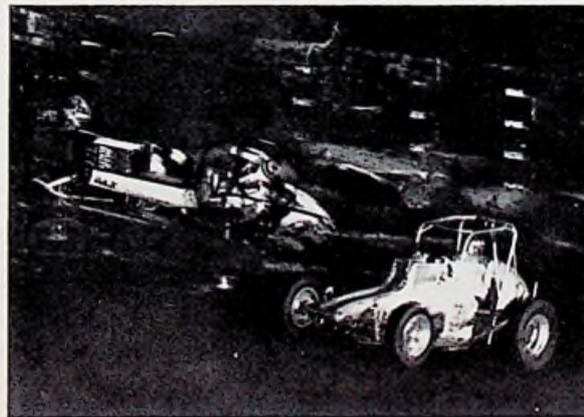
Bobby Allen used the cushion to pass leader Steve Kinser on the 20th lap to take the WoO 50 lapper at the Warsaw (IN) Speedway. Allen had started in the middle of the field and delighted the large crowd with his rim ride. Behind Allen at the checker were Kinser, Gary Patterson, Danny Smith and Rick Ferkel.

Dick Liskai, Bernie Graybeale, Kinser and Fred Brownfield won heats and Steve Smith took the dash. Patterson was fast qualifier.

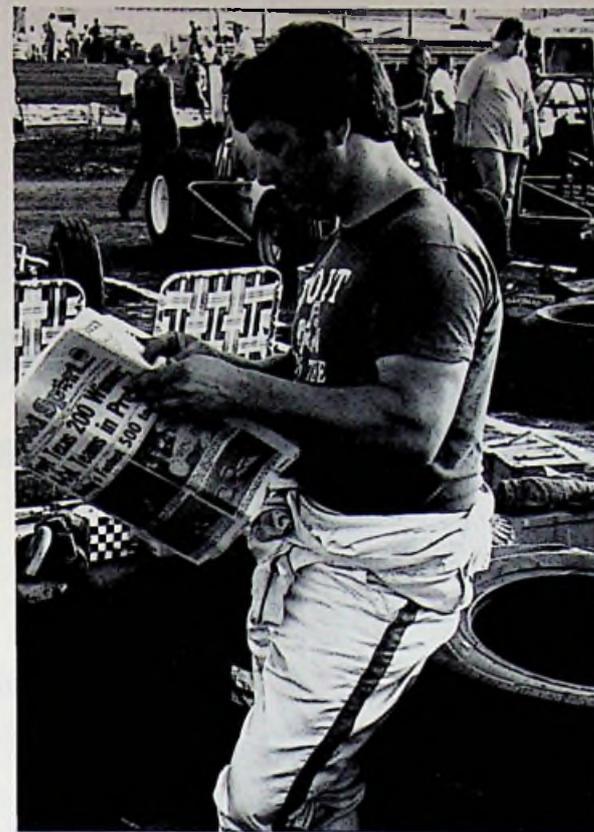
Oakshade

Steve Kinser lost a right front wheel and the race, as Steve Smith took command and the win at the Oakshade Raceway in Oakshade, Ohio. Kinser had led until lap 23. Trailing the Pennsylvania star at the finish were Bobby Allen, Gary Patterson, Johnny Beaber and Jack Hewitt.

The four heats went to Kenny Jacobs, Robert Smith, Bob Firson and Dean Mackey. Ed Angle took the semi and Smith was boss-man in trials.



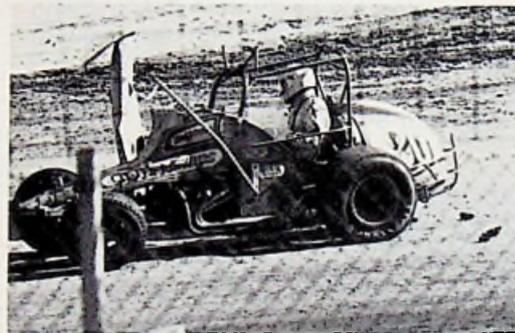
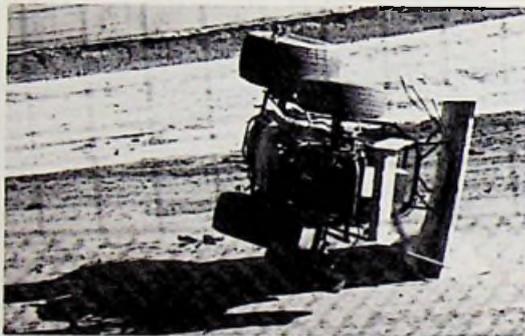
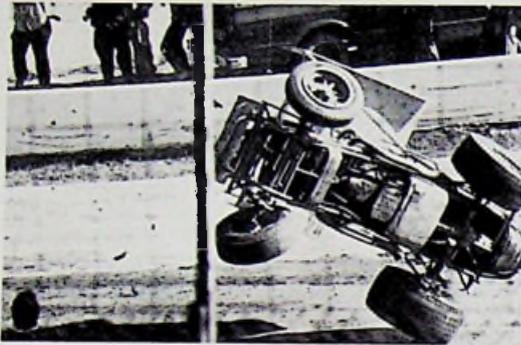
Gary Scott's Knoxville ride was an exciting one.



Lee Osborne takes a reading break at Knoxville.



Knoxville celebs include (from left) Grimes, Allen, Pitzer, Kinser, Wolfgang (winner), Leavitt and Miller.



Bobby Weaver takes a tumble during the second heat of the October closer at the Eldora Speedway. Weaver was OK. The World of Outlaws' first season was marked by highly competitive racing on some of the toughest dirt tracks in the country with no serious injuries.

Photos by Tom Dick



Tim Green dumps his sprinter at West Sacramento.



Jerry Edson (76), Billy Yon (85), Danny Smith (4) and track champion Joe Hill at West Sacramento.

Goodwin

Goodwin

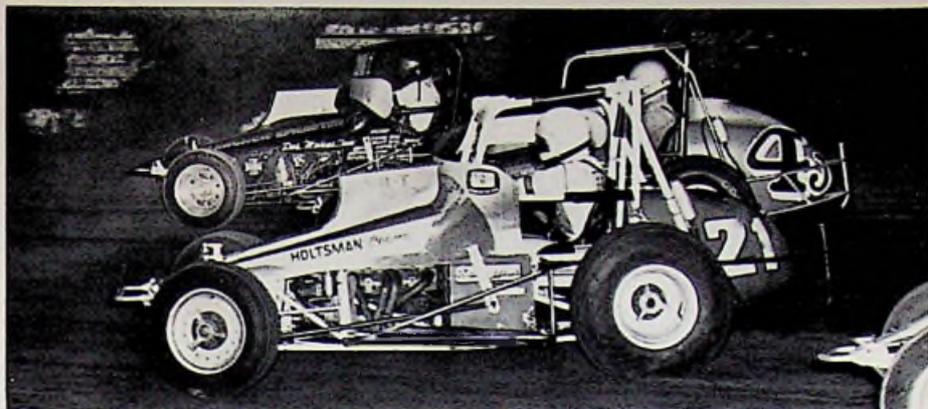


Crucean

Eldora's World of Outlaws finale was dominated by Ferkel (L), Carson (C) and Kinser.

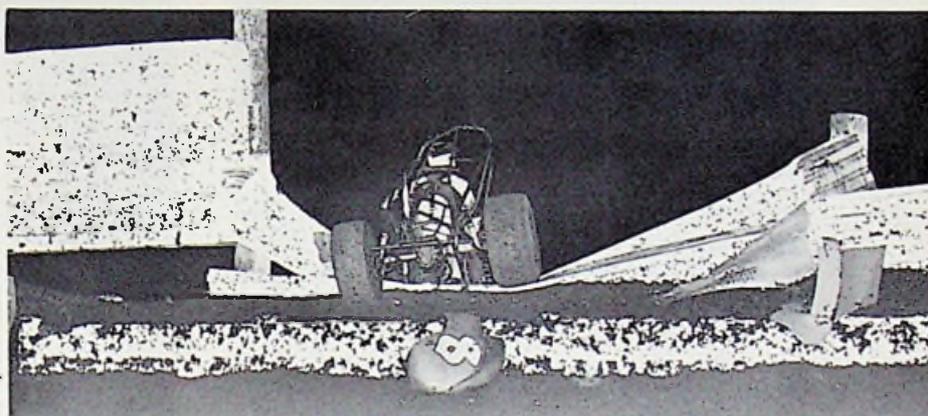


Sprint racing lost a true champion when Buddy Taylor lost his life in a non-WoO show at Phoenix' Manzanita Speedway. The veteran won hundreds of features during his career.



Byers

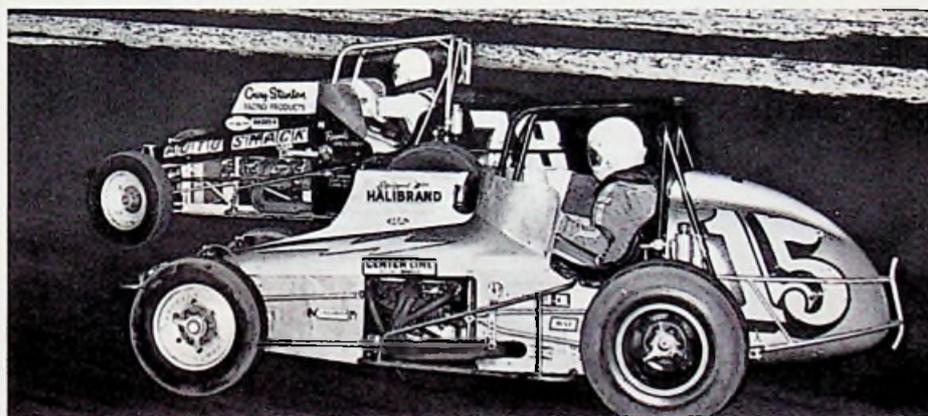
Close Manzanita action stars Johnny Anderson (21), Roger Rager (4J) and Mike Brooks



Byers

Byers

Ron Milton not only bent his race car badly but also rearranged Manzy's fence.



Byers

Larry Clark (78) and Lee James caught in some side-by-side action at Manzanita.

Paragon

Steve Kinser gained valuable ground on point leader Rick Ferkel with a win in the annual 150 lap marathon at the Paragon (IN) Speedway. Ferkel dropped out of the race with mechanical trouble. Finishing second after a stirring duel with Bobby Allen for a good part of the race was Chuck Amati, Paul Pitzer was third, Allen fourth and Lee Osborne fifth.

Steve Kinser won the dash and Keith Ford took the semi. Kinser was fast qualifier.

Eldora

Taking the win and the point lead was Steve Kinser as Earl Baltes once again played host to the Outlaws at the Eldora Speedway. Kinser now held a slim 40 point bulge over Rick Ferkel who blew an engine in his heat. Kenny Jacobs, Jac Haudenschild, Bobby Allen and Gary Howard followed Kinser to the flag.

Heat winners included Kinser, Haudenschild, Danny Smith, C.J. Holly and Jacobs. Mark Keegan won the B Main and Kinser was fastest in qualifying.

Colorado National

Making it three wins in a row, Steve Kinser dominated the field at the Colorado National Speedway in Erie, Colorado. The event was delayed three hours by high winds and rain and Kinser didn't take the checker until after 2 A.M. Finishing second through fifth were Jimmy Sills, Doug Wolfgang, Joe McCarthy and Larry Clark. Rick Ferkel's string of bad luck was lengthened as he first spun, then worked his way back to sixth spot only to run out of fuel on the last lap.

George Bischoff won both the C and B Mains. Wolfgang won the dash.

Devil's Bowl

Sammy Swindell started last and finished first in one of the finest drives of the season. The action took place at the famed Devil's Bowl Speedway near Dallas, Texas. Swindell had won the B Main, placing him on the tail of the A race. Besides his thrilling charge through the pack,

Doug Wolfgang challenged the leader in great side-by-side racing for the final ten laps. The "Wolf" held on to second, Bobby Marshall was third, fourth went to Rick Ferkel and fifth spot belonged to local favorite Johnny Suggs.

Danny Smith won both the D and C Mains, but dropped out of the B Main, eliminating him from further competition. Marshall lead all qualifiers.

Lawton

Making it two WoO wins in a row, Sammy Swindell bested the field at the Lawton (OK) Speedway. Following the West Memphis, Ark. ace were Doug Wolfgang, Chuck Amati, Ronnie Shuman and Rick Ferkel. Steve Kinser dropped out of the action, thus tightening the point race once again.

Taking the C Main was Danny Smith and B Main honors went to Shane Carson.

Calistoga

Early leaders Eddie Leavitt and Jimmy Boyd eliminated each other on the 16th lap, paving the way for crowd favorite Johnny Anderson's win at the Calistoga Speedway on the Napa County Fairgrounds in California. Only seven cars were running at the end with several eliminated through crashes, none of which resulted in injury. Surviving were Hank Butcher, Gary Patterson, Earl Kelley, Danny Smith, Mike Andreetta and Rendy Boldrini.

Prelims were taken by Anderson, Andreetta, Wendell Anderson, Dick Rauser, Bill Deschamps and Doug Wolfgang.

Williams Grove

Kramer Williamson, a favorite of the Williams Grove fans, won the 16th running of the National Open at the popular Mechanicsburg (PA) track.



Chuck Amati (14) and Mark Caldwell at Paragon.



Paragon winners Karl Kinser (L) and Steve Kinser.



Mahoney

Jack Gladback

Although it was billed as a WoO point race, the top ten in the standings were still on the West Coast after running the Calistoga event. Williamson finished ahead of Smokey Snellbaker, Tommy Spriggle, Allen Klinger and Rod Gross.

Ed Zirkle won the B Main and Klinger took first in the C Main. Snellbaker topped all qualifiers as 73 cars signed in.

West Capital

It was all Steve Kinser as the Hoosier Hot Shoe won the 30 lap Invitational at West Capital Speedway. The race included the top ten qualifiers from Thursday and Friday trials. A combined total of 173 qualifying runs were made. The race was halted twice for flips involving Jerry Edson and Mike Andreetta with both drivers walking away. Behind Kinser at the finish were Johnny Anderson, Rick Ferkel, Jack Hewitt and Lealand McSpadden.

Anderson recorded fast time and won the first heat. Other heat wins were notched by Doug Wolfgang, Nick Rescino, Sammy Swindell and Mike Wasina.

West Capital

Steve Kinser recorded his tenth win of the WoO season and widened the point gap over Rick Ferkel to 130 with his win in the 25th running of the Gold Cup Race of Champions at West Capital Speedway in West Sacramento, CA. Kinser had to fight off the repeated challenges of Sammy Swindell for the first 30 laps before Sammy dropped out. For the next 20 laps it was all Kinser as he led Ferkel, Johnny Anderson, Mike Wasina and Lealand McSpadden at the finish.

Bobby Allen won the B Main and Dave Bradway was tops in the C. Winning non-qualifiers races were Jan Opperman and Mike Pinckney. Anderson was first in the dash and also garnered qualifying honors.

Syracuse

Bentley Warren and Jimmy Edwards recorded

wins on the mile dirt of the New York State Fairgrounds in Syracuse. The races attracted a wide variety of machines including roadsters, uprights and USAC Champ Dirt cars. Warren was piloting a roadster; Edwards an upright. The two-race affair turned into a demo derby with several drivers demolishing their mounts in violent flips which resulted in hospital trips for a few. None were injured seriously. Most vicious mishap involved Randy Wolfe who was trapped in a back stretch melee which completely

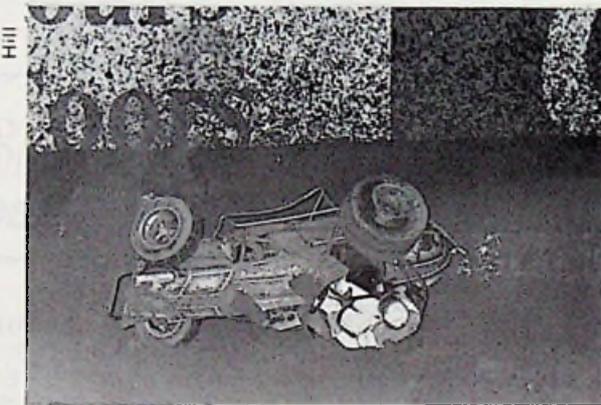
Byers



Manzanita aces Leavitt (40), Venard (7) and Rager.



Earl Wagner coaches Mike Brooks at Mazanita.

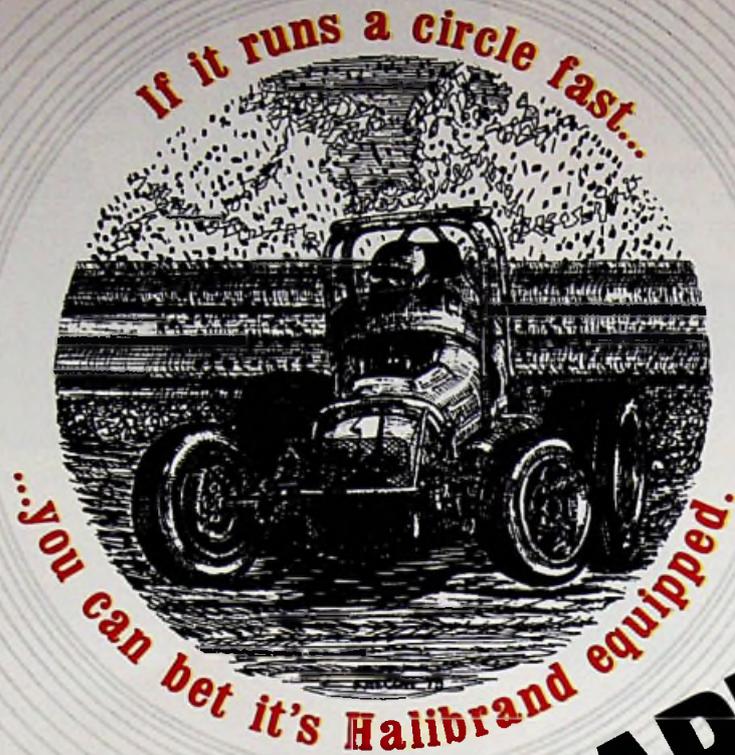


Wayne Bennett crawls out after Ascot tumble.



West Sacramento snafu involved Terry Crousore (17).

Goodwin



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destroyed his sprinter. Only the cage remained intact confining his injuries to a few broken vertebrae.

Trailing Warren in the first feature were Bob Stelter, Allen Klinger, Smokey Snellbaker and Gary Gollub. Behind Edwards in the second main were Keith Kauffman, Snellbaker, Warren and Paul Rochelle. Stelter was the fastest of 52 cars taking time.

Santa Clara

Continuing his late season drive, Steve Kinser once again visited the winners circle, this time at the Santa Clara County Fairgrounds. Kinser topped chief rival Rick Ferkel, who now trailed by 150 points in the standings. Third through fifth places went to Jack Hewitt, Johnny Anderson and Doug Wolfgang.

Cecil Walker won the C Main and Jan Opperman scored a popular victory in the B feature. Shane Carson copped the dash and Bobby Allen out-timed the field in trials.

Manzanita

Lealand McSpadden scored the biggest win of his career when he captured the Valvoline-Western World event at Phoenix, Arizona's Manzanita Speedway. McSpadden had to do battle with Sammy Swindell for the first half of the 50 lapper until the latter retired with rear end troubles. Dub May halted proceedings on the 34th lap when he dumped his Stanton sprinter in the second turn. "Dubbie" was OK. Trailing McSpadden at the end were Mike Brooks, Johnny Anderson, Roger Rager and Eddie Leavitt.

Darrell Dockery and Gary Rush won the qualifying mains.

Ascot Park

Buster Venard became the latest driver to earn a WoO feature win as he bested Steve Kinser by inches at the checker to win the rich Datsun Pacific Coast Championship at J.C. Agajanian's Ascot Park. Kinser actually took the lead coming out of the last turn, but Venard found

enough steam to win by the slimmest of margins. Behind Kinser came Jimmy Oskie, Rick Goudy and Rick Ferkel. Wayne Bennett red flagged the race on the 14th lap when he flipped, climbing out uninjured.

Jack Hewitt was home first in the consi and Bennett grabbed the semi. Venard was fast qualifier.

Speedway 117

West Coaster Rick Goudy sped to victory in the 30 lap feature at the Speedway 117 in Chula Vista, CA. Goudy led every lap, topping Buster Venard, Rick Ferkel, Kenny Jacobs and Jack Hewitt at the checker. WoO point leader Steve Kinser blew his engine on the ninth lap, setting up a real confrontation for the final race of the season at Eldora. Ferkel now trailed by only 56 points. Outlaw standout Sammy Swindell flipped violently in the semi, sustaining a possible concussion and arm injury.

Heats went to Johnny Anderson, Goudy, Venard and Kinser. The dash was taken by Venard and the semi was copped by Paul Sylvester. Anderson was quick timer.



Venard "hauls 'er in" en route to Ascot win.

Eldora

The World of Outlaws capped their spectacular 41 race season in equally spectacular fashion at Earl Baltes' Eldora Speedway. With \$10,000 to go to the winner and 12,000 fans in the stands, the stage was set for a Hollywood finish. It was. The Ferkel-Kinser point showdown was the war, but coming out victorious in the battle was Shane Carson. The "fast Oakie" inherited the lead after first Steve Kinser was eliminated by an errant tire and then Rick Ferkel's engine let go. When the dust had cleared it was Carson, Charlie Swartz, Doug Wolfgang, Dub May and Fred Linder across the line for the checker. Quick tabulations by World of Outlaws, organizer Ted Johnson showed that the first ever "King of the Outlaws" was Steve Kinser. After 41 shows and thousands of miles of travel, a mere 54 points separated Kinser and Ferkel. Kinser was appropriately crowned "King" by a bevy of belly dancers in post-race ceremonies.

Heat winners were Swartz, Jac Haudenschild, Danny Smith, Jerry Nemire and Ed Haudenschild. Al Liskai won the C Main, May took the B Main and Swartz was the fastest qualifier.

It was only fitting that a truly memorable race crowned the memorable first season of the "World of Outlaws."



Eldora "King" Carson with Johnson (L) and Baltes.



Newcomer Buster Venard was tops in the Ascot show.



Goudy leads a pack of broadsliders at Chula Vista.



Shane Carson heads for a \$10,000 pay day at Eldora.



Manzanita promoter Kieth Hall interviews Leavitt as Brooks (2nd), McSpadden (1st) and Anderson (3rd) look on.



Sammy Swindell(44) and Lealand McSpadden battled for several laps at Manzy until Swindell's mount retired.

Creason

Hill

Kalwasinski

Byers

Byers

A Look At

THE KINSERS

BY JIM KOHLMAYER

During the past few years the names of Wolfgang, Ferkel, Swindell, Opperman, Jones, Shuman and Allen have been the headliners traveling the outlaw Sprint car circuit from one coast to the other.

But the 1978 season found another name...Kinser...Being added to this select group of "Who's Who" in the non-sanctioned world of Sprint car racing.

Twenty-four year old Steve Kinser from Bloomington, Ind., became the hottest thing to strap on a shoulder harness. He won 39 feature events, the most of any Sprint car driver in the country. He also edged out Rick Ferkel for the championship of Ted Johnson's newly-created "World of Outlaws" circuit.

Kinser became a familiar name to racing fans everywhere. Midwestern racing fans had been watching a Kinser manhandle sprint cars for almost the past three decades.

This Kinser was Steve's father, Bob, a burley, cigar-chomping legend at places like Bloomington, Paragon and Kokomo Speedways. The elder Kinser captured track titles at both Paragon and Kokomo this past season.

Steve's cousin is Sheldon Kinser, the 1977 United States Auto Club Sprint car champion who went from the clay-banked bull rings of central Indiana to the starting line-up in the Indianapolis 500-Mile Race.

Steve's brother, Randy, also races Sprint cars plus drives for his second cousin, Karl Kinser, of Oolitic, Ind.

So you see, racing is a family tradition for the Kinsers.

"Some fathers hope that their sons will become doctors or lawyers," Steve said, "Not mine. My dad always wanted me to be a race car driver."

Although Steve had been going to races since his diaper days, he didn't drive a Sprint car until he had already celebrated his 21st birthday.

"I got to be pretty good in go-karts, but really

didn't have the money to buy my own car so I really didn't think much about driving until Randy bought his own car about four years ago. I started helping him with his car and then started bugging other car owners for a chance to drive," smiled Steve.

"Late in the 1975 season driver Bobby Black and his car owner Bob Thompson had a small disagreement and Thompson parked his car for a couple of weeks. I finally convinced Thompson to give me a chance at the Paragon Speedway one Saturday night."

Steve won his heat race and finished ninth in the feature race that night, but Black and Thompson patched up their differences and Steve was looking for another opportunity to drive. Finally late in the season, his dad's car owner, Jerry Shields, allowed Steve to drive his second car. It was enough for Steve to know that he had caught the racing bug.

Thompson hired Steve to drive the 1976 season. The young Kinser captured nine feature victories and bested both his father and brother to win the 1976 Bloomington Speedway track point championship in his first full year of racing sprints.

Looking to follow in Sheldon's footsteps, Steve left the bull rings for the greener pastures of the USAC Sprint circuit, but things weren't that easy. He competed in USAC sprinters for the first half of the 1977 season before sneaking back to win the outlaw event at Paragon while racing under another driver's name. The USAC brass heard about it and suspended Steve from any more USAC racing that season.

Steve just took-up where he left off the year before, winning another eight features at the end of the 1977 campaign.

As it turned out, this USAC ruling could have been a blessing for Steve. Over the winter he signed on with Karl Kinser. With Karl turning the wrenches on his own designed-sprinter and Steve pressing the pedal, this duo did it all in

1978.

The 39-year old Karl is no stranger to racing. He started in 1955 in another facet of the sport, drag racing. He built and raced down Hoosier quarter-mile strips for almost 10 years before switching to the oval tracks in 1965.

"I wanted to buy some big block 427 cubic inch Chevrolet engines from the factory and they wouldn't sell them to me so I just quit drag racing. There wasn't much money in it those days anyway," Karl explained.

"I bought my first car from Diz Wilson and got Larry Miller to drive it. We won with it that first time at Bloomington and probably won seven or eight more that first year."

The Kinser-Miller combination was a real tough one to beat at the Hoosier ovals through 1970 when veteran Dick Gaines replaced Miller as Karl's driver.

But Gaines just picked-up where Miller left off and this team was almost unbeatable before Steve took over driving duties for the '78 season.

"I have no idea how many races I have won, but I know that it is a bunch. We have always run fast. If you run fast you're going to win some races," added Karl.

Karl wouldn't rate Miller, Gaines and Steve, but said that Steve uses the same stand-on-the-gas and poke-it-in-the-corner style trademarked by Gaines.

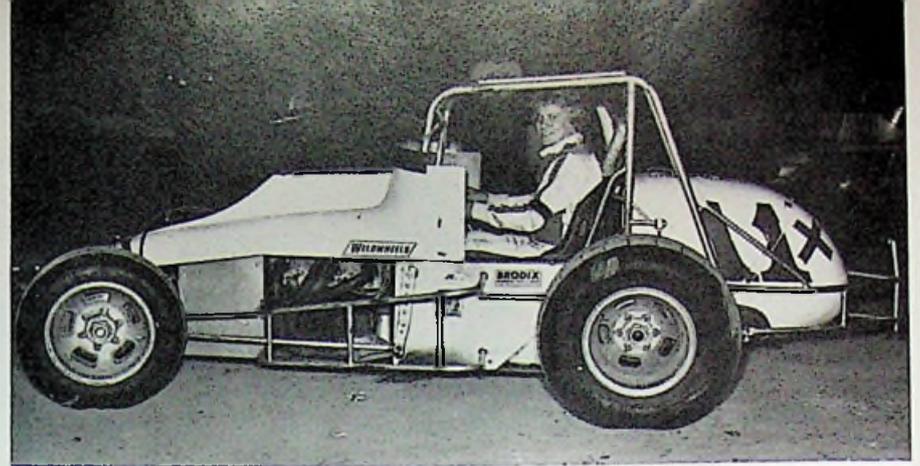
"Steve goes a beautiful job...he's a natural. What he wants to do in racing, he can do. I think that he will win the Indy 500 Race within the next seven years," added Karl.

Although he doesn't have any time table for switching from sprinters to another form of racing, Steve confesses that he'd like to become the second Kinser to race at the Indianapolis Motor Speedway. He's also interested in NASCAR stock car racing.

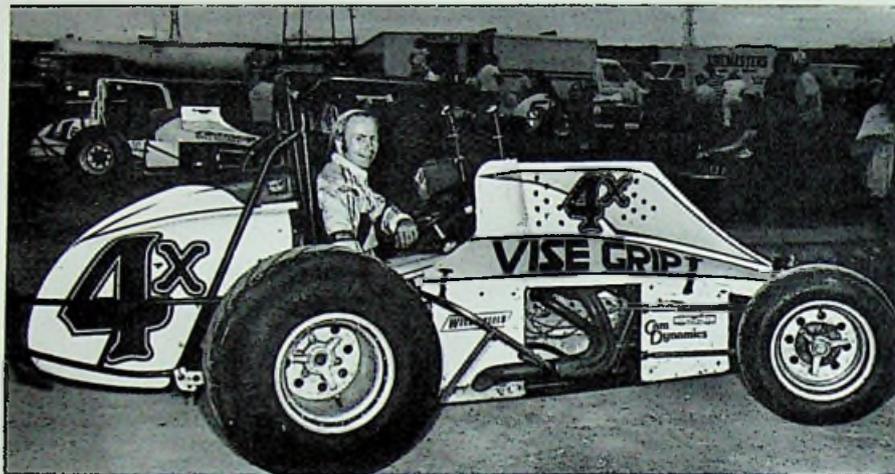
But for the present, he's looking forward to winning the 1979 World of Outlaws title.

Cars & Stars *

PHOTOGRAPHY BY LEROY BYERS



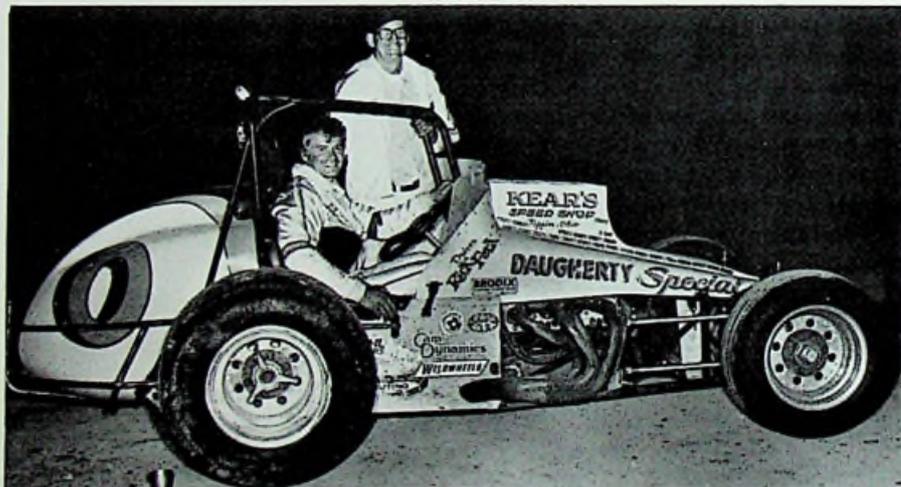
STEVE KINSER



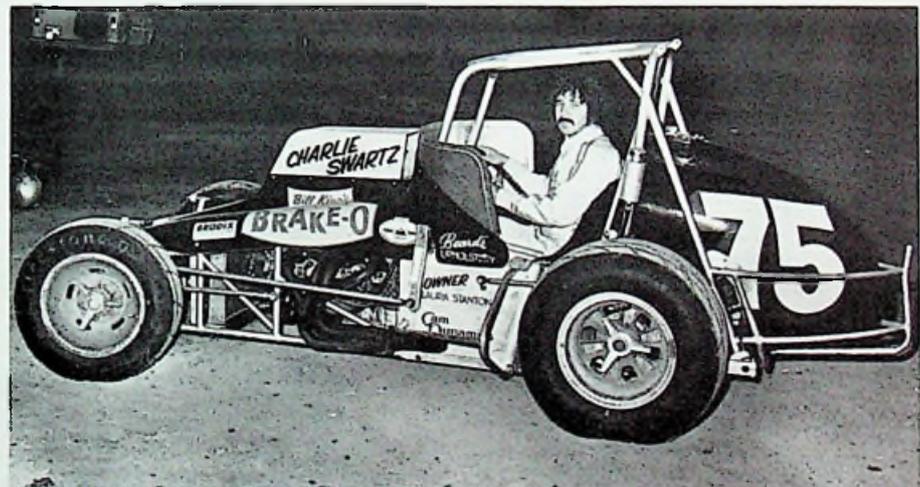
DOUG WOLFGANG



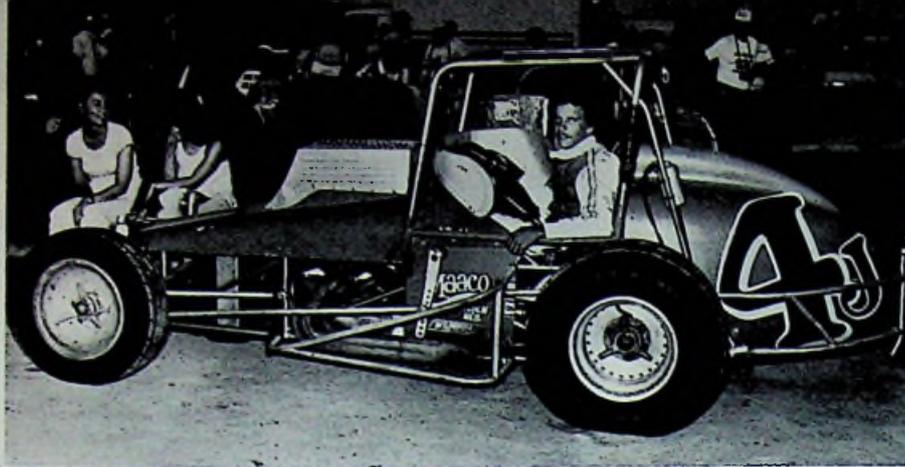
DANNY SMITH



RICK FERKEL



CHARLIE SWARTZ



JIMMY SILLS



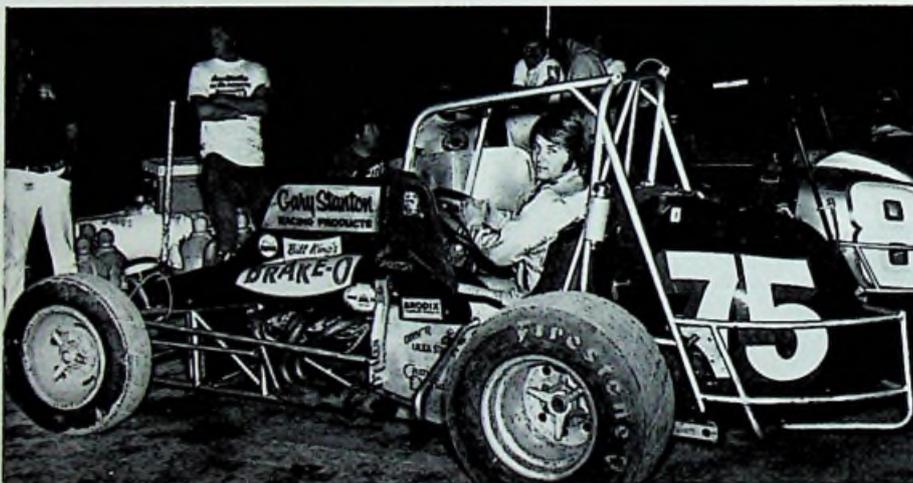
FRED LINDER



BOBBY ALLEN



LEE OSBORNE



DUB MAY



SAMMY SWINDELL

A Candid Look At '78



some memorable photos from the 'World of Outlaws' first season.

Clockwise from top left: Manzanita buddies Jimmy Oskie (L), Tim Coffeen (C) and Duke Cook; Johnny Beaber listens intently to sage advice offered by Rick Ferkel; Beaber and crew await their qualifying turn at Kokomo; Lavern Nance, one of the most prolific and successful car builders in the business, poses with four of his beauties at the Colorado National Speedway in Erie; WoO organizer Ted Johnson joined by four of his "shoes" at Kokomo. Left to right are Rick Ferkel, Lealand McSpadden, Gary Patterson and Bob Christian.

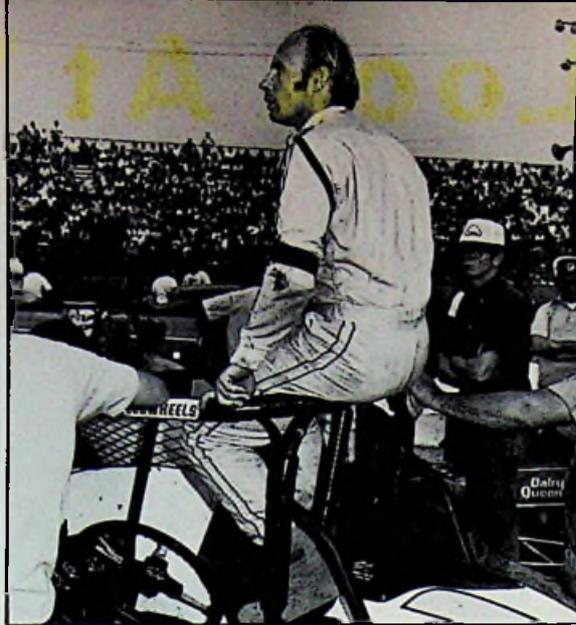


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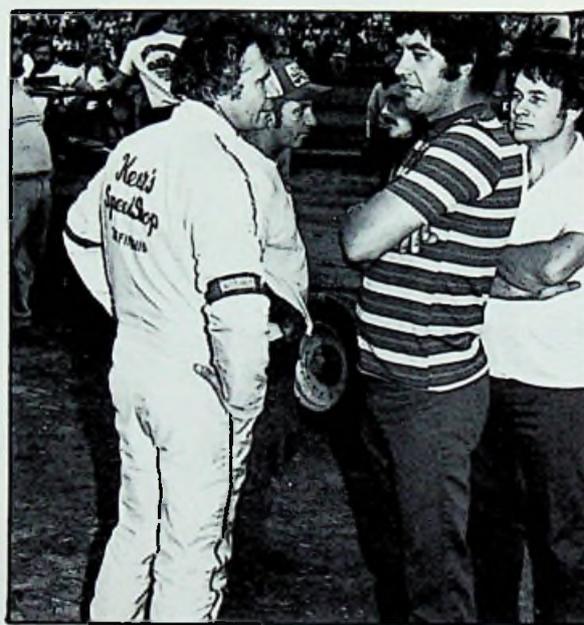


Mahoney

Clockwise from top left: Rick Ferkel awaits the action aboard his Daugherty "O;" Doug Wolfgang gets a better perspective on the situation atop his cage; motel parking lot repairs are a common sight in the vicinity of Knoxville during the Nationals; Karl Kinser (L) changes gears on champ Steve Kinser's mount; WoO honcho Ted Johnson and lensman Jerry Clum get together for an Eldora confab; Outlaw "graduate" Sheldon Kinser and Rick Ferkel discuss Kokomo track conditions Ricky Weld relaxes during a Knoxville nationals lull.



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Clum



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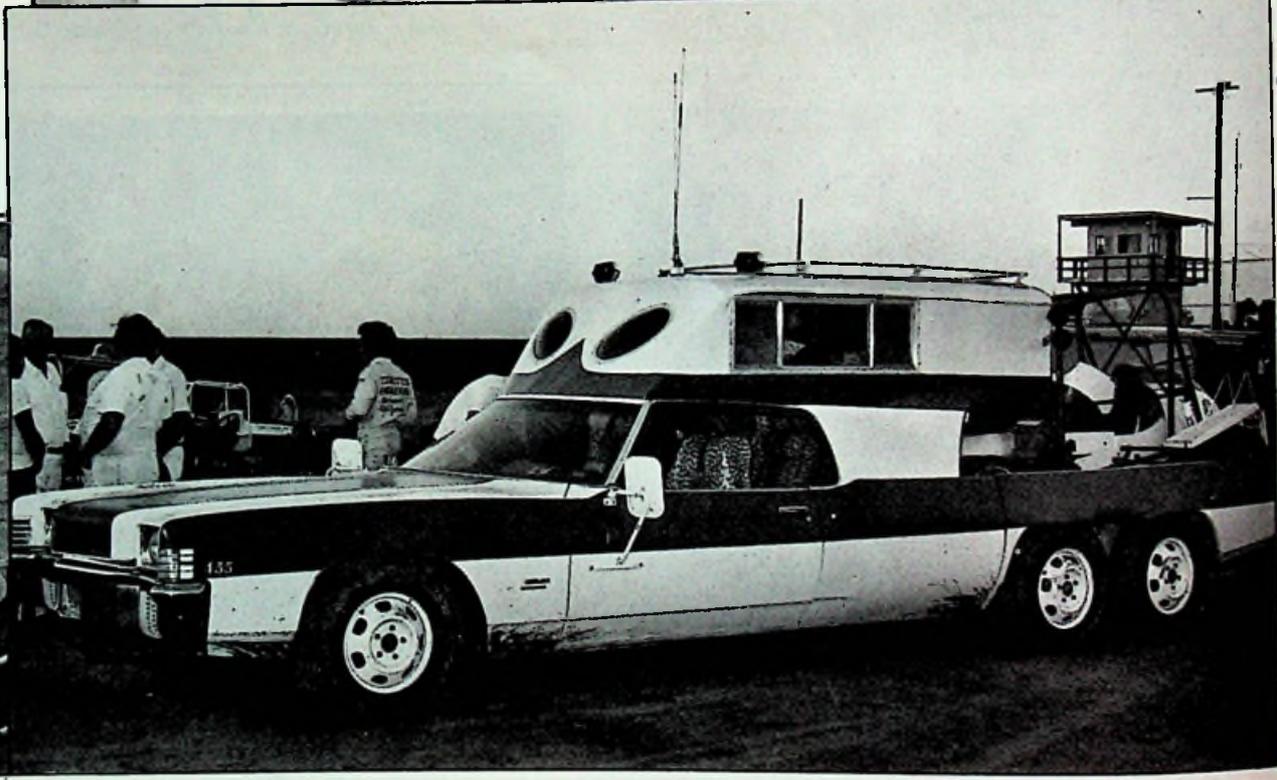
Hill



Mahoney

Clockwise from above: Jac Haudenschild (R) and crew member get a better bite on Eldora Speedway's infield "boulders" by using Jac's wing; Chula Vista's trophy girl added class to WoO event held at Speedway 117; Steve Kinser in a reflective moment at the Kokomo (IN) Speedway; Gene Nix of Santa Fe, NM built one of the most unique car haulers we've ever seen. Not only does it take the family sprinter from track-to-track, but it also seats five passengers and has a sleeper above; Ed Angle has a constant reminder in the cockpit while he blasts around the midwest's speedways. "Hey! You Snooze, You Lose!"

Mahoney

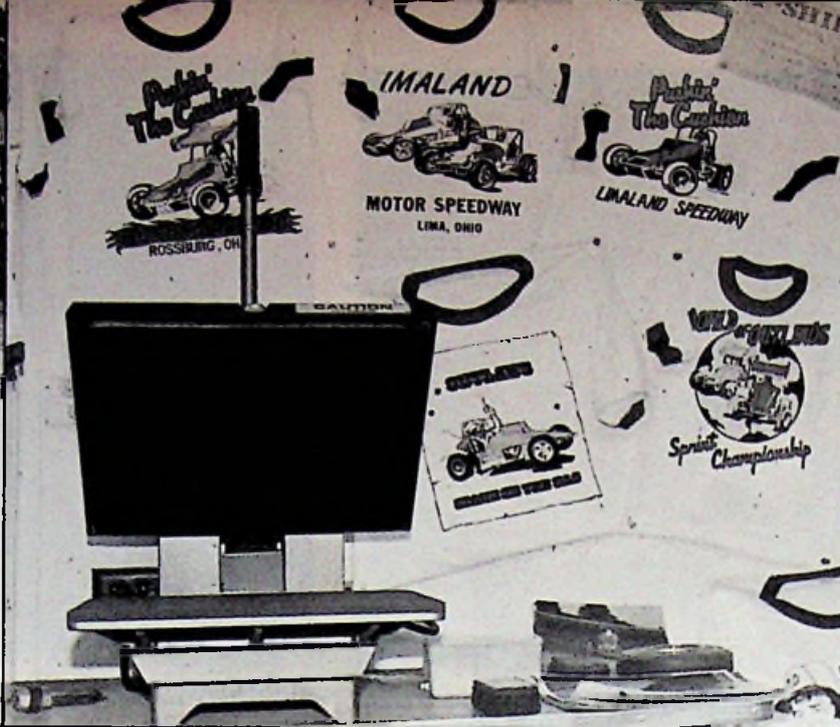


Byers



Mahoney

Clockwise from above: The qualifying line at Kokomo; the T-shirt concessions followed the Outlaw circuit; Outlaw "heavies" Kinser (L) and Wolfgang confer at Kokomo during the midwest WoO swing; Dub May chats with crewman under his wing; Paul Pitzer (L) and Lee Osborne in a lighter moment during the Knoxville Nationals; sight seen many times in '78.

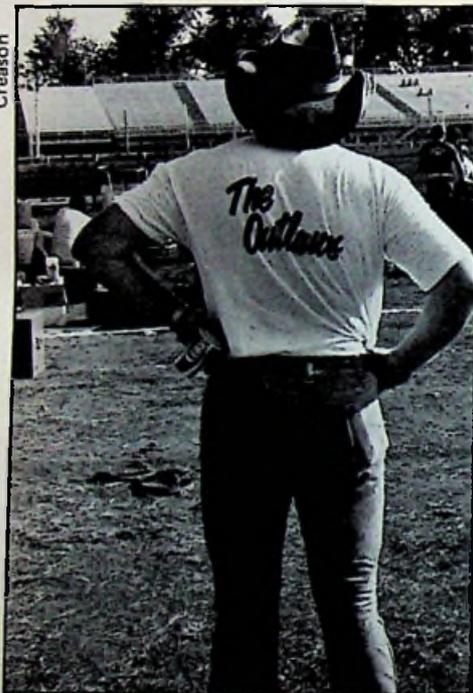


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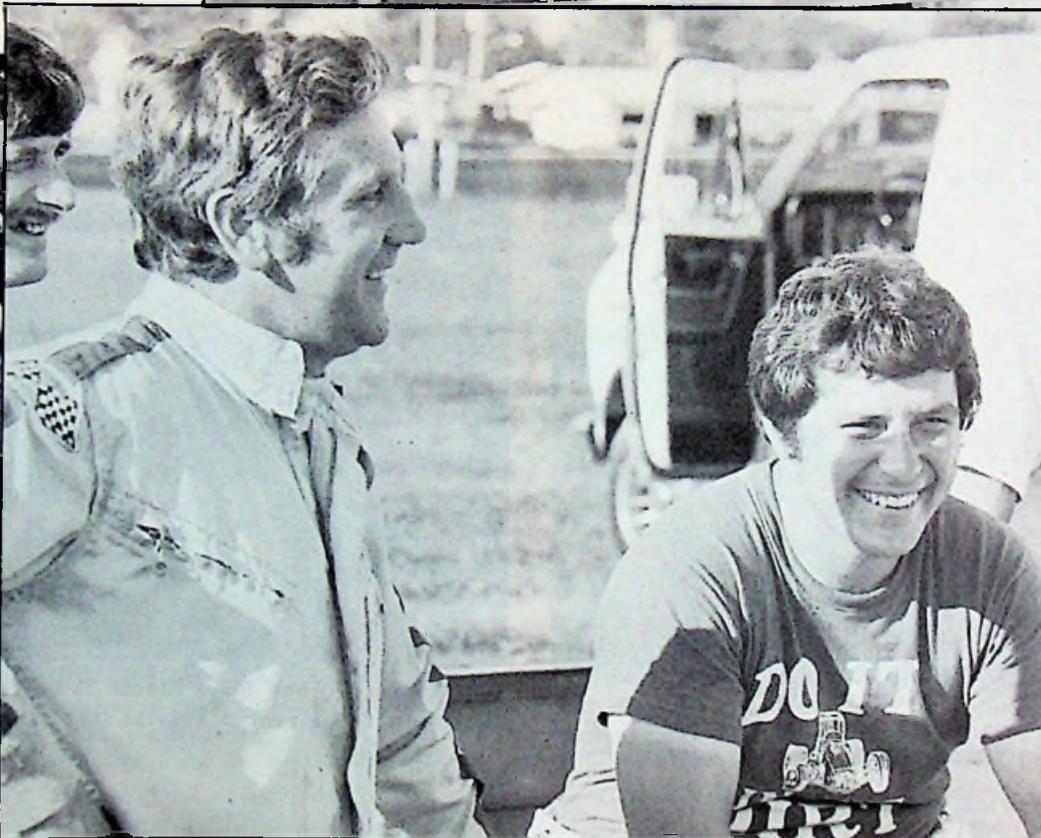


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Devil's Bowl

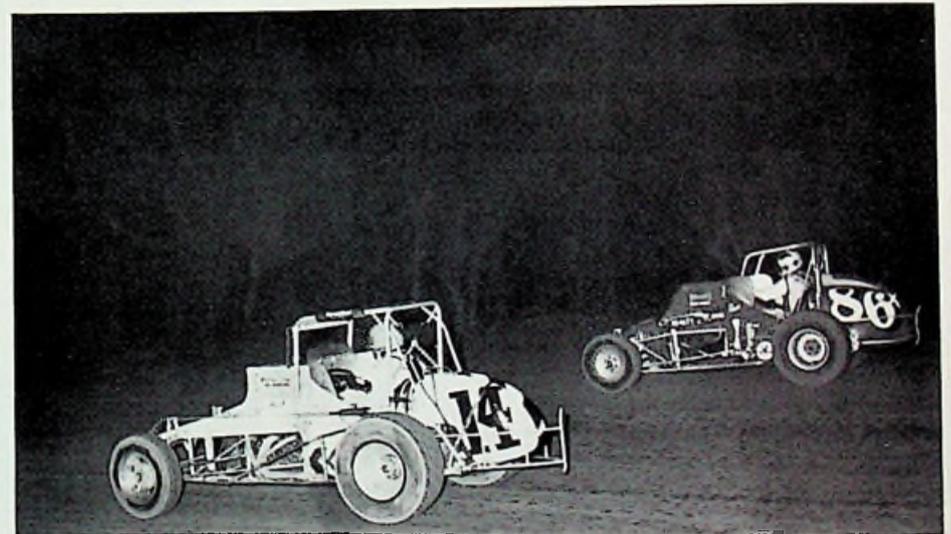
Devil's Bowl Speedway near Dallas, Texas was the scene of the first point race for the World of Outlaws in 1978. Jimmy Boyd won the inaugural event.



The infield pit board keeps everyone apprised of race line-ups and qualifying times. It's a popular spot.



Fans from across the nation follow the signs that lead to the Devil's Bowl Speedway.



Tom Corbin (14) and Steve Kinser battle coming out of the second turn. The backstretch is elevated several feet affording the fans an excellent view.



All track personnel are dressed in flashy purple tuxedos. When was the last time you said "fill 'er up" to a gas station attendant in formal attire?



Doug Wolfgang (4X) used every trick in his book to try to get around Jimmy Boyd for the win, but had to be content with a second place finish.



Sprint caravans from every corner of the country have passed by this sign directing them to the sign-in shack. Anyone notice "pit" is misspelled?



Pit crews and drivers sign in for the final evening's races of the annual three-day Spring Nationals, the first point race for the World of Outlaws.

Ascot

J.C. Agajanian's famed **Ascot Park Speedway** in Gardena, CA played host to the Outlaws twice during their initial season.



MacLaren



MacLaren

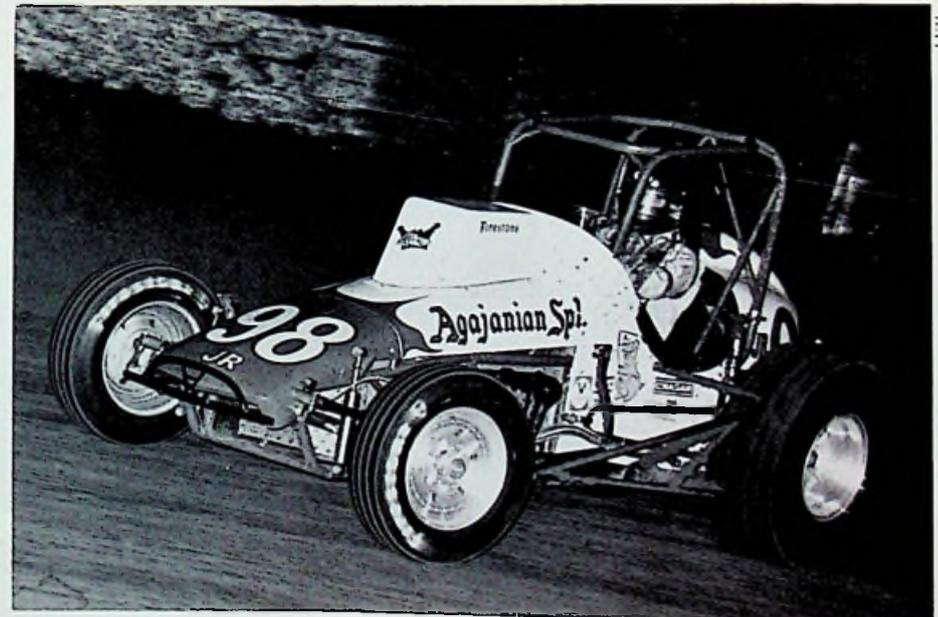
Goudy, Jones, and Kinser felt the Ascot chill.

Gurney (R) and Wolfgang contemplate.



Hill

The famous Ascot Speedway sign has been seen in movies and television shows.



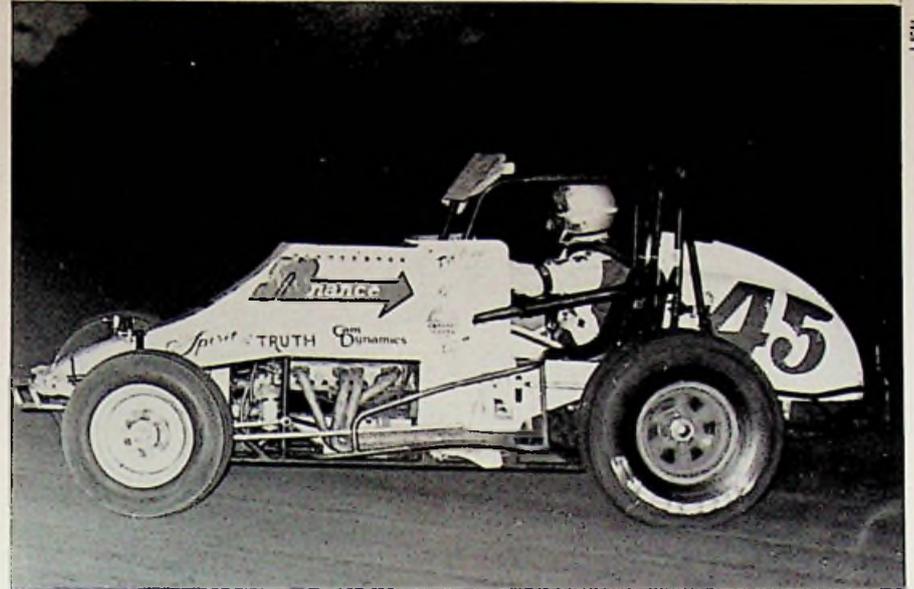
Hill

Doug Wolfgang piloted J.C. Agajanian's "Used Food Spl." in the October show.



Hill

Many an Indy hopeful in the CRA sprint ranks have signed in at Ascot's pit building.



Hill

Jan Opperman returned full-time to the sprint wars in '78 and won a couple of races.



Mike Shaw (20) and Mike Brooks display an Ascot tradition, the classic broadside.



Hill

Palm trees and backstretch bill boards mark the famed Gardenia oval's infield.

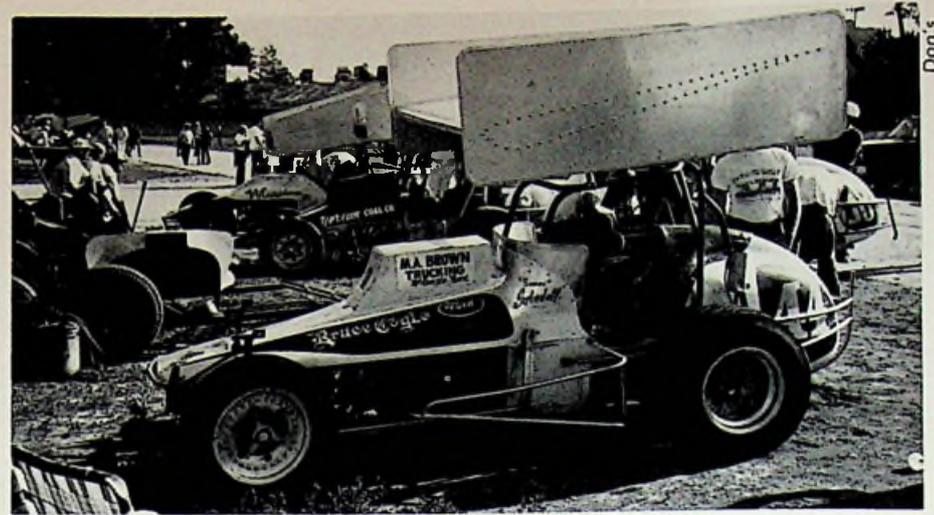
Eldora

The Outlaws ran the banks of Earl Baltes' **Eldora Speedway** nine times during the '78 season. Earl's \$10,000-to-win extravaganza closed the World of Outlaws season.



Mahoney

The famed Eldora Speedway near Rossburg, Ohio as seen from Ray Smith's helicopter



Don's

Above: Sammy Swindell's Bruce Cogle sprinter at rest in the pits; Right: Rick Ferkel has hundreds of miles of competition at the "Big E"; Below: wings galore head for turn 3.



Kalwasinski



Mahoney



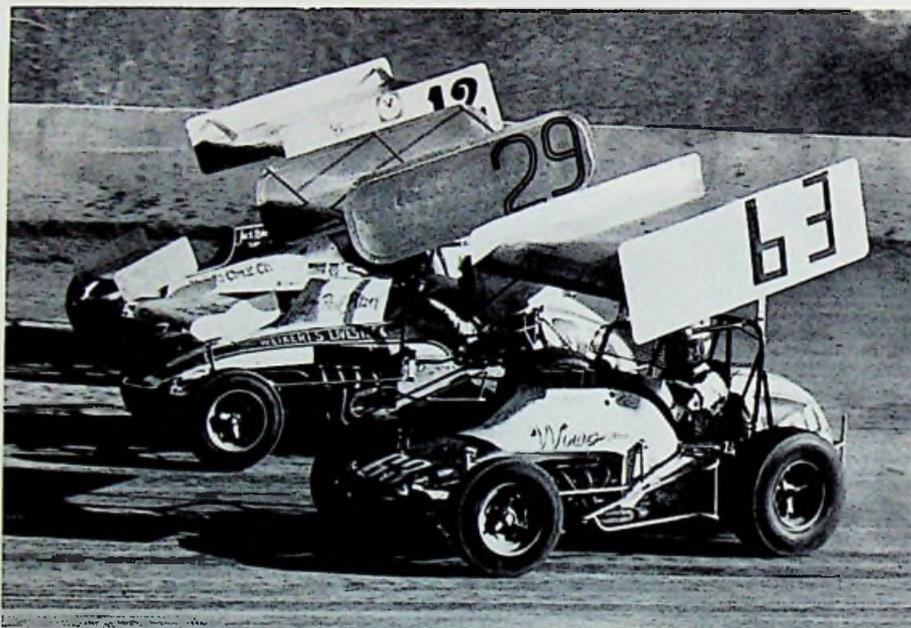
Mahoney

Sprint car haulers of all sizes and designs congregated at Eldora in August.



Kalwasinski

Ever the showman, Baltes (cowboy outfit) had belly dancers at the WoO finale.



Kalwasinski

Three abreast action is often the rule rather than the exception at "Earl's place."



Mahoney

You could buy almost anything in the infield from T-shirts to sprint car kits.

Knoxville

The **Knoxville** (IA) Speedway's traditional "Nationals" became a World of Outlaws point race in '78. Doug Wolfgang won the prestigious race.



Don't's

Fans from every corner of the nation converge on the tiny town of Knoxville (IA) for the annual "Nationals" in the middle of August.



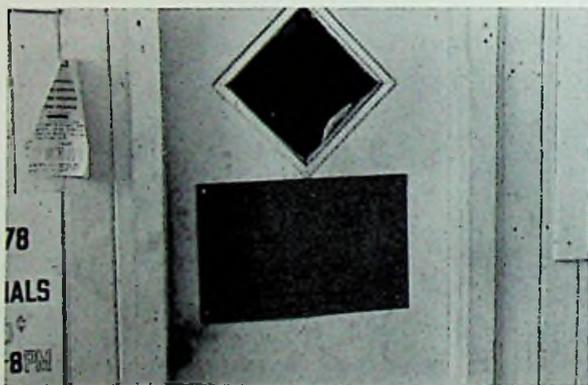
Sharp

Knoxville Marion County Fairgrounds cow barns house many of the sprinters.



Marsden

The local gendarmes have all but shut down the legendary Knoxville poker games.



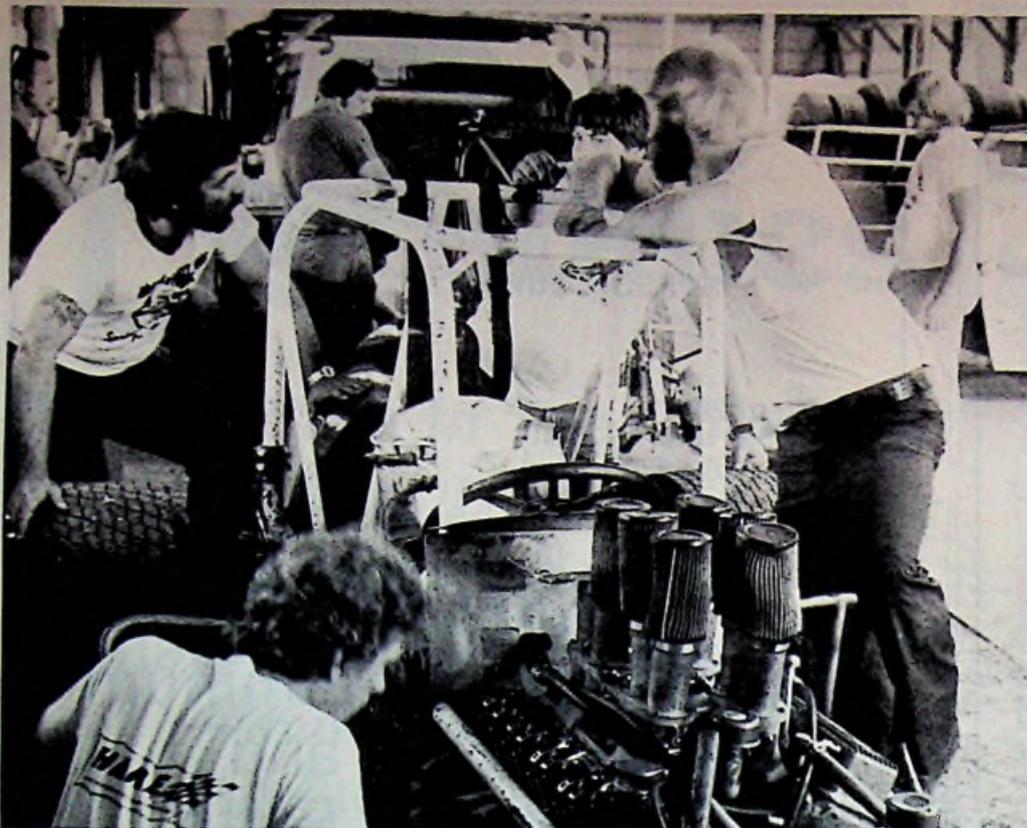
Dr. Hunter



Dr. Hunter

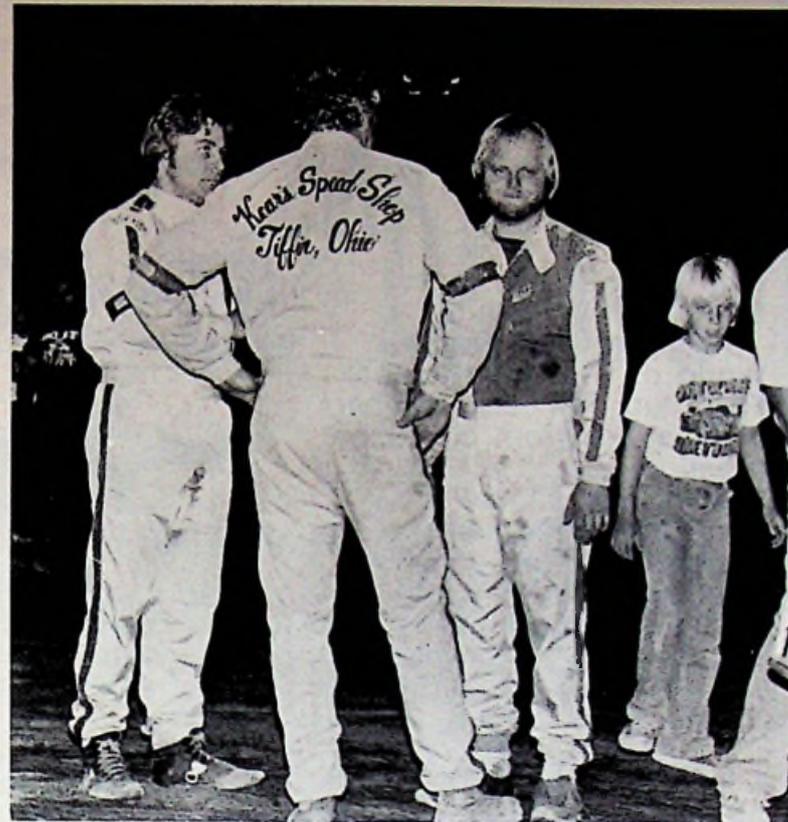
World of Outlaws regular Shane Carson was the 1978 track champion at Knoxville.

Saturday night's final events are always a sell-out.



Clum

Bucky Baughan's crew makes adjustments on the Fat Jack's Pizza #27 in the "Ohio" barn.



Clum

Steve Smith (L), Rick Ferkel (C) and Bobby Allen in Knoxville confab.



Dr. Hunter

Jack Hewitt relaxes in his cut-offs.



Clum

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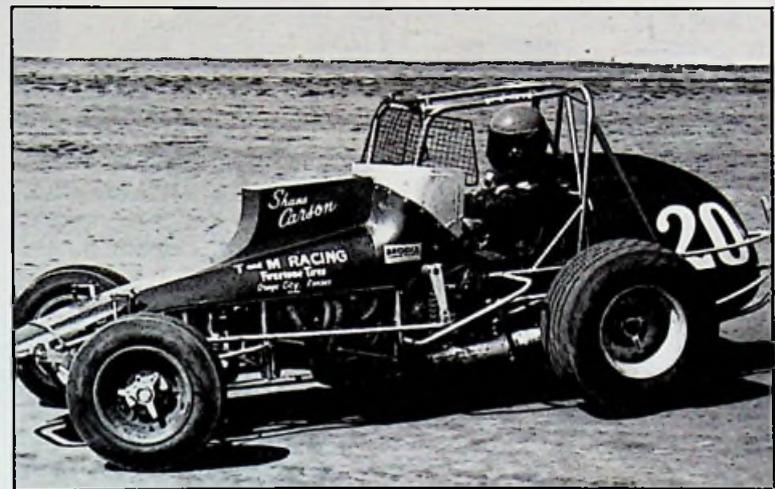
Final Point Standings '78

—World of Outlaws—

- 1 Steve Kinser
- 2 Rick Ferkel
- 3 Bobby Allen
- 4 Doug Wolfgang
- 5 Jack Hewitt
- 6 Lee Osborne
- 7 Charlie Swartz
- 8 Danny Smith
- 9 Sammy Swindell
- 10 Gary Patterson

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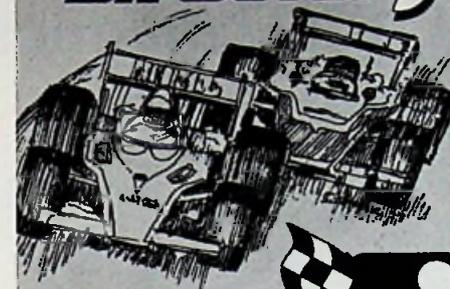


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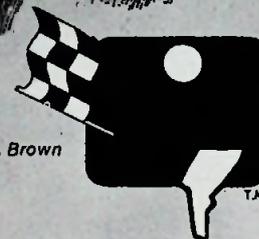
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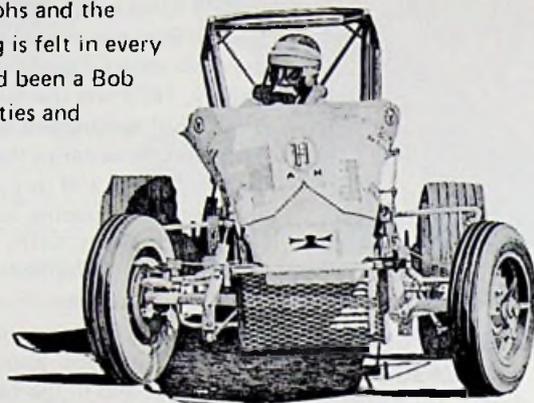
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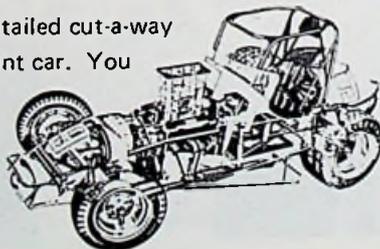
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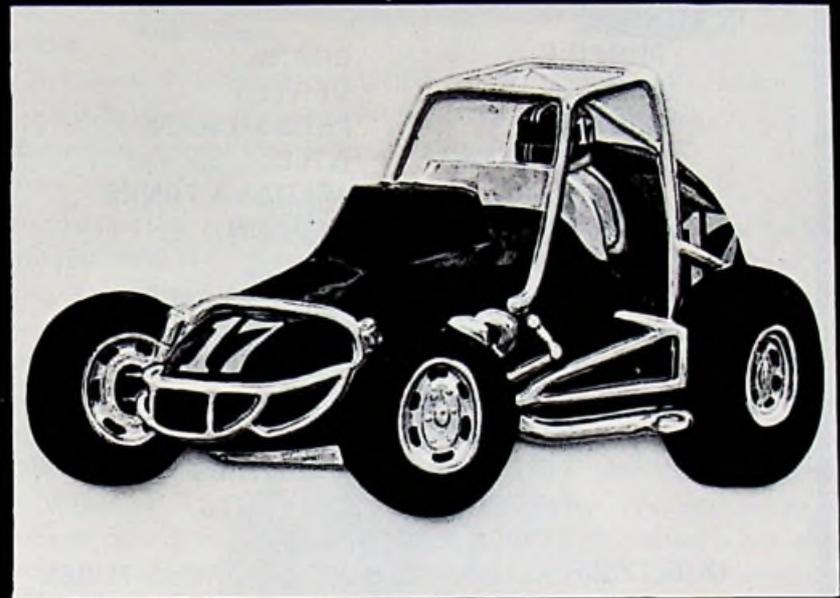
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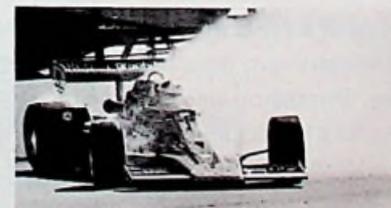
May, 1978 was the fastest ever, often wet, full of speculation (how would Mario Andretti get his car in the race), controversy (Jim Hurtubise and race officials in a finish line showdown), some accidents, new faces (Rick Mears, Larry Rice), and some missing faces (Tony Hulman, Lloyd Ruby and Billy Vukovich).

The 1978 Indianapolis 500 Yearbook shows and tells you about all the events at the track and in the Indianapolis area in one of the most exciting months of May yet.

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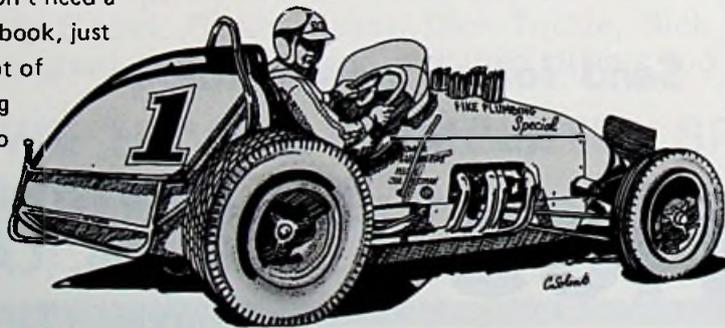
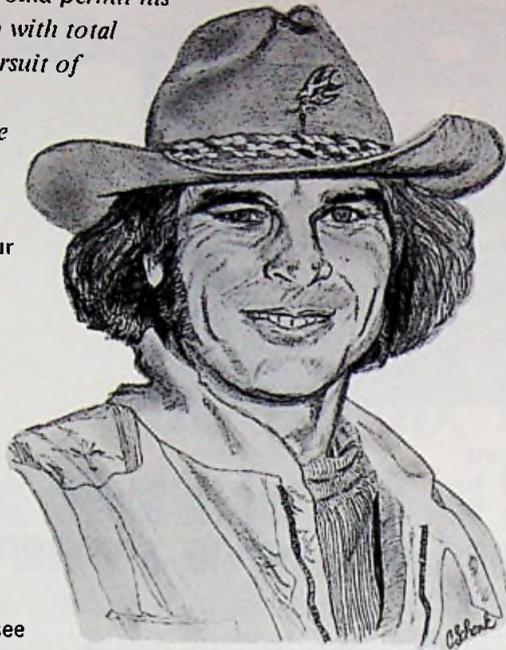
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This is the book that tells the story of the cars, the stars and even the race tracks of America . . . all on dirt. It covers the years 1960 thru 1976 most specifically, and as you read your way through over 30 chapters, you'll see that we've been living in a wonderful Age of Dirt Track Racing.

We know that you don't need a long sales pitch about a book, just as you don't require a lot of talk before the green flag drops, so we just want to mention a few of the names and places you'll get to know intimately after reading *The Dusty Heroes*.



You remember when Parnelli Jones smoked 'em in the Sprinters? We've written about it, with great photos, too. How about Jud Larson, Don Branson, Johnny Rutherford, Roger McCluskey, Mitch Smith, (and Williams Grove) Jan Opperman, Gordon Woolley, Bubby Jones, Sammy Swindell, Kenny Weld, Larry Dickson, Gary Bettenhausen, Ralph Ligouri, Pancho Carter. And more.

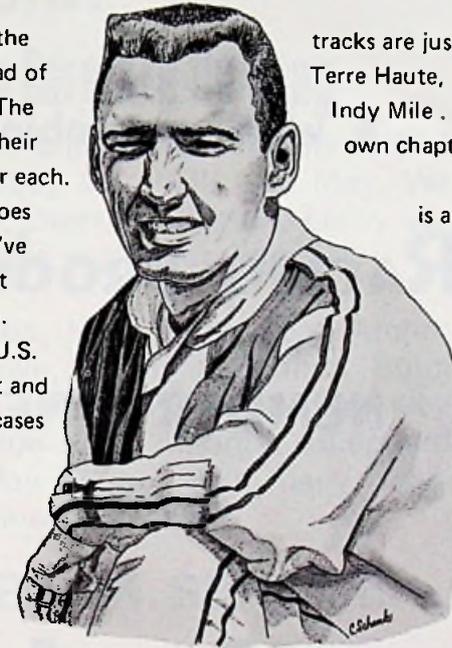


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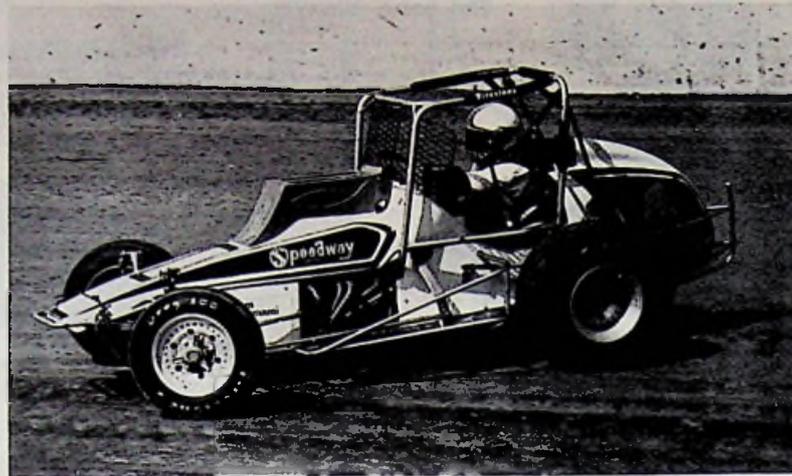


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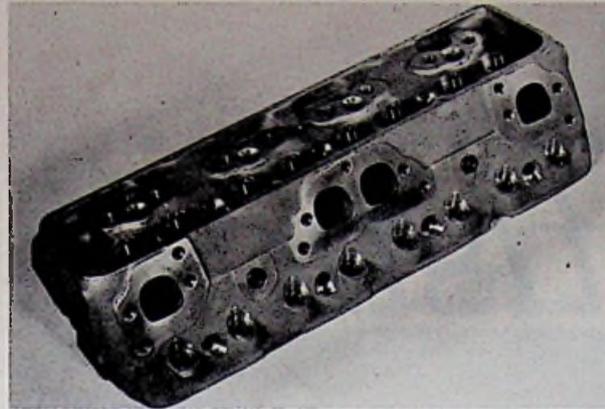
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Statistics

FINAL STANDINGS

1. Steve Kinser.....	5,172
2. Rick Ferkel.....	5,118
3. Bobby Allen.....	3,688
4. Doug Wolfgang.....	3,024
5. Jack Hewitt.....	2,698
6. Charlie Swartz.....	1,974
7. Lee Osborne.....	1,908
8. Danny Smith.....	1,858
9. Sammy Swindell.....	1,856
10. Gary Patterson.....	1,816
11. Lealand McSpadden.....	1,750
12. Jimmy Boyd.....	1,622
13. Dub May.....	1,492
14. Fred Linder.....	1,372
15. Johnny Beaber.....	1,302
16. Shane Carson.....	1,178
17. Johnny Anderson.....	1,082
18. Kenny Jacobs.....	1,010
19. Jimmy Sills.....	1,000
20. Rick Nichols.....	946

RACE-BY-RACE

Date	Location	Distance	Winner	Car
March 18	Devil's Bowl Spd., Texas.....	50 Laps	Jimmy Boyd	Woodruff 21
April 16	Eldora Speedway, Ohio.....	40 Laps	Bobby Allen	Allen 1a
April 30	Eldora Speedway, Ohio.....	40 Laps	Rick Ferkel	Daugherty 0
May 21	Eldora Speedway, Ohio.....	40 Laps	Steve Kinser	Kinser Bros. 11
May 29	Limaland Motor Spd., Ohio.....	50 Laps	Rick Ferkel	Daugherty 0
June 10	Ascot Park, Calif.....	50 Laps	Lealand McSpadden	Stanton 75a
June 10	Calistago Fgds. Spd., Calif.....	25 Laps	Rick Ferkel	Daugherty 0
June 11	West Capital Spd., Calif.....	50 Laps	Rick Ferkel	Daugherty 0
June 14	Mercer Raceway, Pa.....	50 Laps	Johnny Beaber	Kenemah 3x
June 16	Skagit Speedway, Wash.....	18 Laps	Doug Wolfgang	Speedway Motors 4x
June 17	Skagit Speedway, Wash.....	50 Laps	Doug Wolfgang	Speedway Motors 4x
June 24	Lincoln Speedway, Pa.....	50 Laps	Steve Smith	Fletcher 66
July 3	Eldora Speedway, Ohio.....	50 Laps	Rick Ferkel	Daugherty 0
July 8	Limaland Motor Spd., Ohio.....	50 Laps	Steve Kinser	Kinser Bros. 11
July 15	Missouri St. Fgds. Spd.....	30 Laps	Rick Ferkel	Daugherty 0
July 22	Limaland Motor Spd., Ohio.....	30 Laps	Steve Kinser	Kinser Bros. 11
July 29	Lincoln Speedway, Pa.....	50 Laps	Steve Smith	Slaybaugh 61
Aug. 1	Kokomo Speedway, Ind.....	50 Laps	Steve Kinser	Kinser Bros. 11
Aug. 3	Eldora Speedway, Ohio.....	25 Laps	Randy Ford	Ford 10
Aug. 4	Eldora Speedway, Ohio.....	25 Laps	Rick Ferkel	Daugherty 0
Aug. 5	Eldora Speedway, Ohio.....	40 Laps	Rick Ferkel	Daugherty 0
Aug. 12	Knoxville Speedway, Iowa.....	30 Laps	Doug Wolfgang	Speedway Motors 4x
Aug. 18	Bloomington Spd., Ind.....	50 Laps	Steve Kinser	Kinser Bros. 11
Aug. 22	Warsaw Speedway, Ind.....	50 Laps	Bobby Allen	Allen 1a
Aug. 23	Oakshade Raceway, Ohio.....	50 Laps	Steve Smith	Fletcher 66
Sept. 2	Paragon Speedway, Ind.....	150 Laps	Steve Kinser	Kinser Bros. 11
Sept. 3	Eldora Speedway, Ohio.....	50 Laps	Steve Kinser	Kinser Bros. 11
Sept. 9	Colorado Natl. Speedway.....	50 Laps	Steve Kinser	Kinser Bros. 11
Sept. 16	Devil's Bowl Spd., Texas.....	50 Laps	Sammy Swindell	Brown 44
Sept. 21	Lawton Speedway, Okla.....	50 Laps	Sammy Swindell	Brown 44
Sept. 23	Calistago Fgds. Spd., Calif.....	40 Laps	Johnny Anderson	Woodruff 21
Sept. 24	Williams Grove Spd., Pa.....	100 Laps	Kramer Williamson	Apple House 41
Sept. 29	West Capital Spd., Calif.....	30 Laps	Steve Kinser	Kinser Bros. 11
Sept. 30	New York St. Fgds. Spd.....	50 Laps	Bentley Warren	Snyder 77
Sept. 30	New York St. Fgds. Spd.....	50 Laps	Jimmy Edwards	Moskat 71
Sept. 30	West Capital Spd., Calif.....	50 Laps	Steve Kinser	Kinser Bros. 11
Oct. 7	Santa Clara Fgds. Spd., Calif.....	50 Laps	Steve Kinser	Kinser Bros. 11
Oct. 14	Manzanita Speedway, Ariz.....	50 Laps	Lealand McSpadden	Bailey Bros. 01
Oct. 21	Ascot Park, Calif.....	50 Laps	Buster Venard	Venard 7
Oct. 22	Speedway 117, Calif.....	30 Laps	Rick Goudy	Morales Bros. 2
Oct. 29	Eldora Speedway, Ohio.....	40 Laps	Shane Carson	Nickles Bros. 31

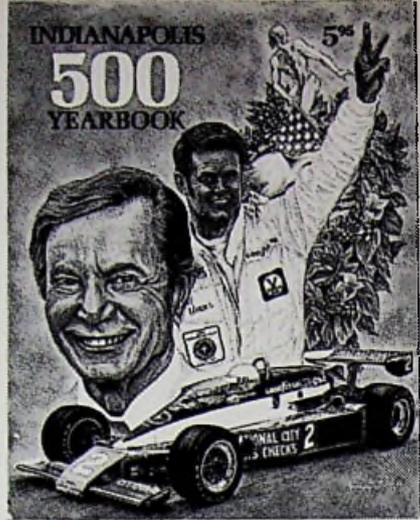
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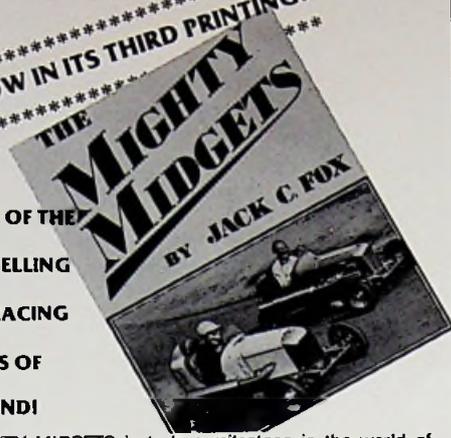
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