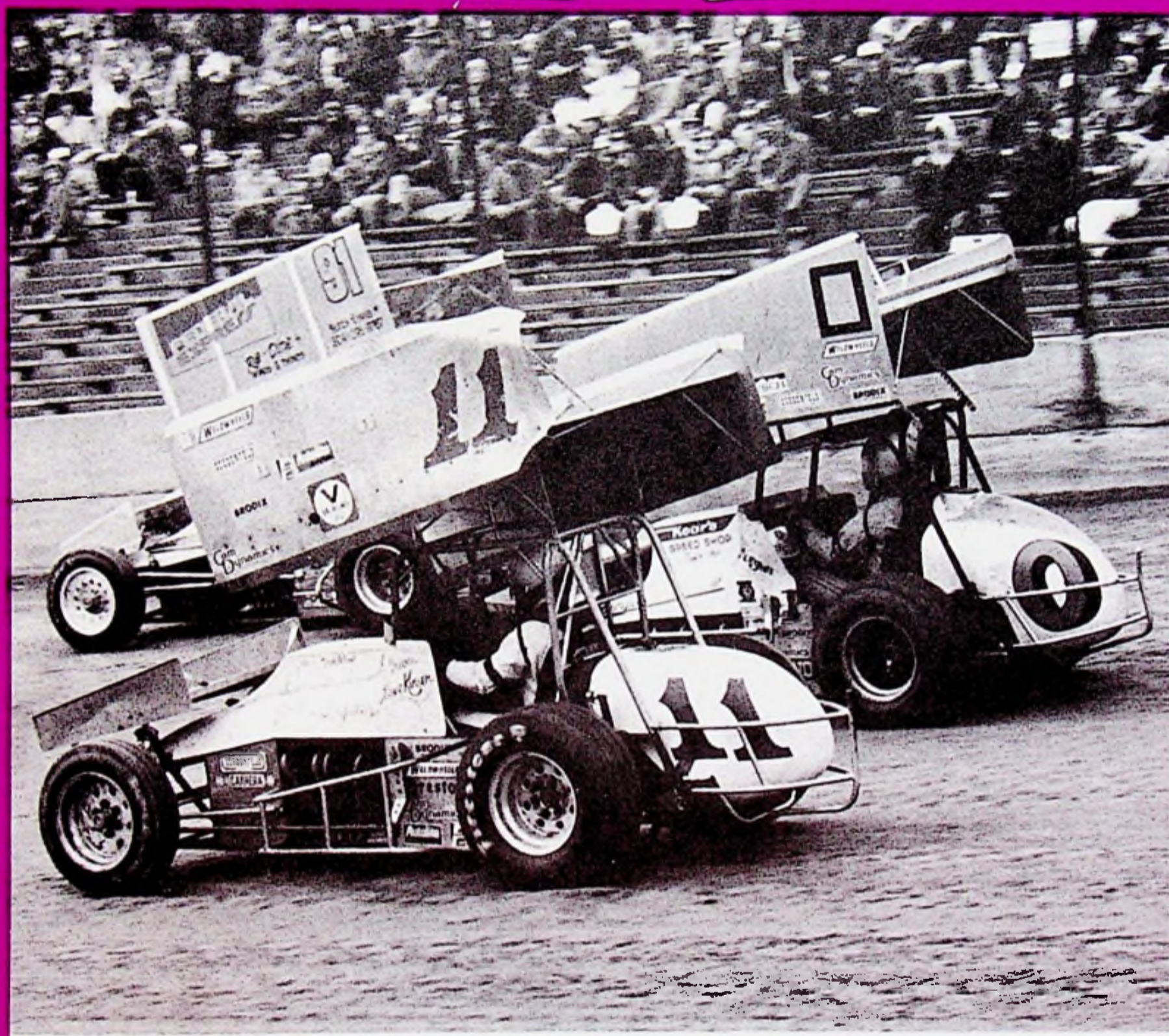
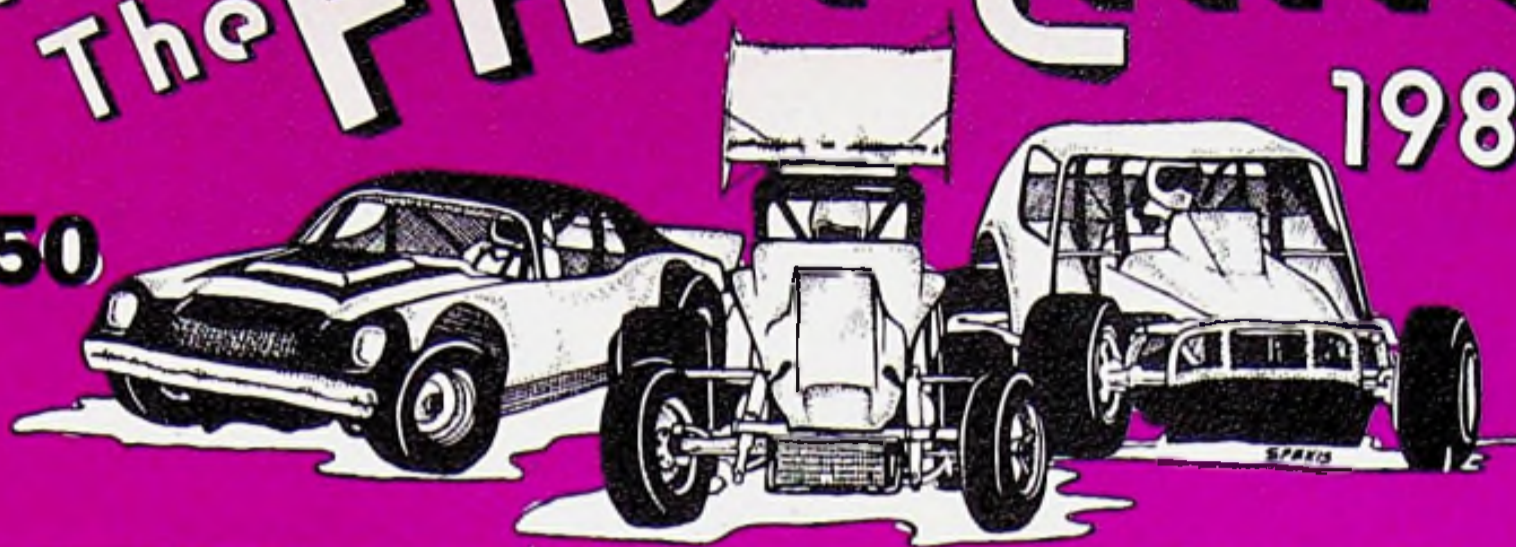


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STEVE KINSER (11), RICK FERKEL (0), and SAMMY SWINDELL (91)...SPEKIS BROS. PHOTO

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- 4/4 Opening Night - Regular Show
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- 4/11 Regular Show
- 4/18 Regular Show
- 4/25 Regular Show
- 5/2 Regular Show
- 5/9 Regular Show & Demolition Derby
- 5/14 (Wed.) "World of Outlaws" Sprint Show
- 5/16 Regular Show & Late Model Trailway's Qualifier
- 5/23 Regular Show & Arby's Trophy Night-Modifieds
- 5/30 Holiday Races - Butler Eagle News Carriers Night
- 6/6 Kiddies Night & Bike Races for Kids & Regular Show
- 6/13 Regular Show & Demolition Derby
- 6/20 Regular Show & Arby's Trophy Night - Sprints
- 6/27 Holiday Races & Fireworks
- 7/4 Semi Late Mid Season Championship & Regular Show
& ARCH Fan Club Night
- 7/11 Late Model Mid-Season Championship &
Syracuse Super Nationals Qualifier
& Regular Show
- 7/16 (Wed.) "World of Outlaws" Sprint Show
- 7/18 Regular Show & Demolition Derby
- 7/25 Schaefer Qualifier & Mid-Season Modified
Championship & Regular Show
- 8/1 Kiddies Night & Bike Races for Kids & Regular Show
- 8/6 Clalmer Mid-Season Championship &
Regular Show - Valley News Carriers Night
- 8/15 Regular Show & Arby's Trophy Night - Late Models
- 8/22 Williams Grove Qualifier & Mid-Season
Championship for Sprints & Regular Show
(ALL POINTS END UNLESS RAIN—OUT)
- 8/23 (Sat.) "CHITWOOD THRILL SHOW" & Demolition Derby
& Spectator Drags
- 8/29 Regular Show & Demolition Derby - Season Ends



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"OUTLAWS" MEET KARS DRIVERS ON NEUTRAL GROUNDS AT LERNERVILLE SPEEDWAY



In 1979 the World of Outlaws made their way across the United States, stopping in 21 states and Canada. Many strides were made in the sport of dirt track Sprint racing, many track records were broken and many stars were born. Steve Kinser became the 'Outlaw' to beat as he found himself in the winner's circle on 23 occasions while defending his title as "King of the Outlaws". Lee James became the rookie sensation as he raced his way across the country for the first time, mastering the art of running with a wing. Sammy Swindell, made a valiant effort as he took a run for the championship title. He had a total of 11 feature wins, but engine problems which plagued him frequently, played a crucial role in the outcome. The man who was to finish third in the overall point standings had a disappointing and frustrating year, constantly fighting a battle with mechanical problems, Rick Ferkel struggled to finish the season with five wins, dropping from many features while leading.

But the "Outlaws" met their match when Lynn Paxton from

York Springs, Pa., took the wind out of their sails on an East Coast swing in July. The 18 year veteran driver went up against the Outlaws in seven shows. He won three and had a second, third and two fourth place finishes in addition to setting fast time at three shows.

Here at the Lernerville show last August 29, Keith Kauffman set fast time, but Kinser took home the \$2,000. Kramer Williamson, who finished in the runner-up spot is still looking for a ride this season but most of the other KARS drivers who were on hand are expected to return. Last year they included Smokey Snellbaker, Paxton and Randy Wolfe.

As an added incentive, this year promoter Don Martin and KARS President, Jack Gunn have posted a bonus for combined points for their WoO shows for their members. The top Lernerville or KARS driver will receive an added \$500, with \$300 for second and \$200 for third.

Jean Lynch



Port Royal's two-time Sprint Champion, Keith Kauffman, has an outstanding ability to adapt to new tracks. Kauffman has been to Lernerville twice before. In last year WoO he set fast time...SPEKIS BROS. PHOTO



Lynn Paxton, who became the first driver in 2 years to beat the "Outlaws", is hot again this year. He and No. 91 Sammy Swindell each led laps in last year's WoO show here....SPEKIS BROS. PHOTO



Smokey Snellbaker, winner of the 79 National Open at Williams Grove and the Syracuse Super Nationals is due to a win this season. He will appear in Charlie Lloy's own car.....SPEKIS BROS. PHOTO



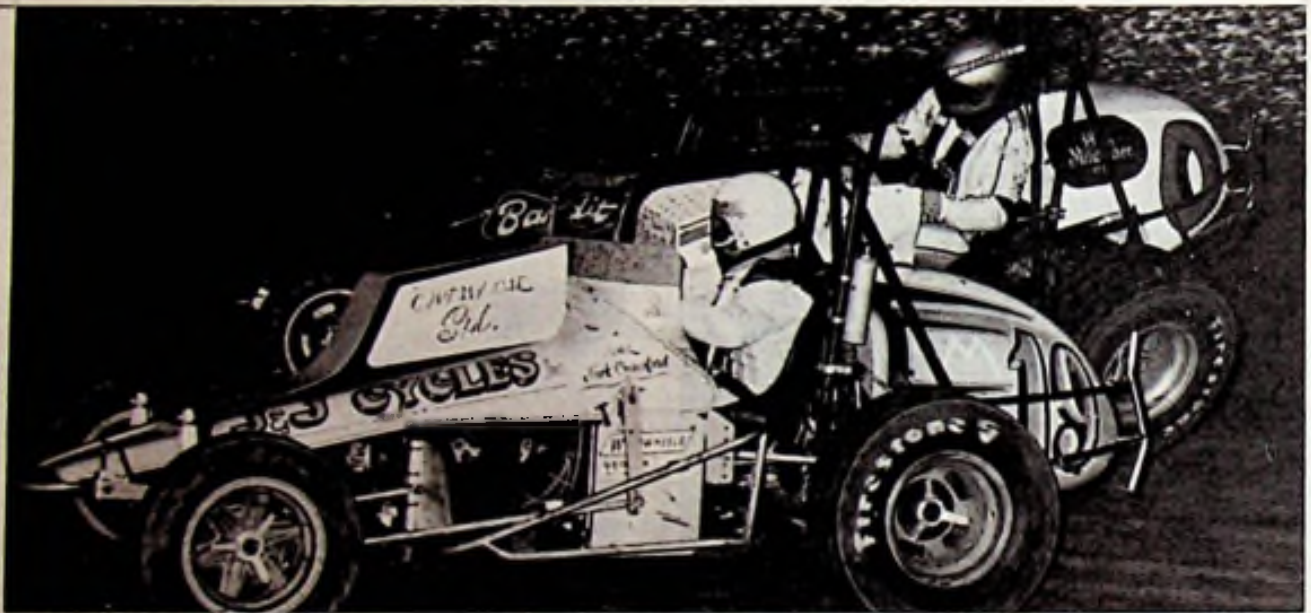
Randy Wolfe is riding in Bob Weikert's No. 29 this season. He has already scored a victory with the Trevis-bull machine...SPEKIS BROS. PHOTO



Doug Wolfgang makes contact with Sammy Swindell's 91 and gets his 4x on its front wheels....SPEKIS BROS. PHOTO



A Forlorn Rick Ferkel surveys the damage to his famous Zero after flipping on the opening lap of last year's Lernerville Outlaw show..SPEKIS BROS. PHOTO



Rick Ferkel (0) pops up between Dub May (19) and Stevie Smith (19) in WoO action early this year in Florida....JIM SMITH PHOTO



World of Outlaws Sprint Car Action finds Chuck Amat, the one arm bandit, crashing his car at East Bay in Florida....JIM SMITH PHOTO

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WORLD OF OUTLAW FEATURE WINNERS

1978

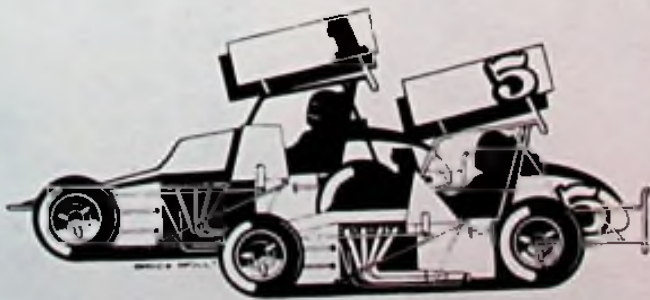
Date	Location	Distance	Winner
March 18	Devil's Bowl Spd., Texas	50 Laps	Jimmy Boyd
April 16	Eldora Speedway, Ohio	40 Laps	Bobby Allen
April 30	Eldora Speedway, Ohio	40 Laps	Rick Ferkel
May 21	Eldora Speedway, Ohio	40 Laps	Steve Kinser
May 29	Limaland Motor Spd., Ohio	50 Laps	Rick Ferkel
June 10	Ascot Park, Calif	50 Laps	Lealand McSpadden
June 10	Calistoga Fgds Spd., Calif	25 Laps	Rick Ferkel
June 11	West Capital Spd., Calif	50 Laps	Rick Ferkel
June 14	Mercer Raceway, Pa	50 Laps	Johnny Beaber
June 16	Skagit Speedway, Wash	18 Laps	Doug Wolfgang
June 17	Skagit Speedway, Wash	50 Laps	Doug Wolfgang
June 24	Lincoln Speedway, Pa	50 Laps	Steve Smith
July 3	Eldora Speedway, Ohio	50 Laps	Rick Ferkel
July 8	Limaland Motor Spd., Ohio	50 Laps	Steve Kinser
July 15	Missouri St. Fgds Spd	30 Laps	Rick Ferkel
July 22	Limaland Motor Spd., Ohio	30 Laps	Steve Kinser
July 29	Lincoln Speedway, Pa	50 Laps	Steve Smith
Aug. 1	Kokomo Speedway, Ind	50 Laps	Steve Kinser
Aug. 3	Eldora Speedway, Ohio	25 Laps	Randy Ford
Aug. 4	Eldora Speedway, Ohio	25 Laps	Rick Ferkel
Aug 5	Eldora Speedway, Ohio	40 Laps	Rick Ferkel
Aug 12	Knoxville Speedway, Iowa	30 Laps	Doug Wolfgang
Aug. 18	Bloomington Spd., Ind	50 Laps	Steve Kinser
Aug. 22	Warsaw Speedway, Ind	50 Laps	Bobby Allen
Aug. 23	Oakshade Raceway, Ohio	50 Laps	Steve Smith
Sept. 2	Paragon Speedway, Ind	150 Laps	Steve Kinser
Sept. 3	Eldora Speedway, Ohio	50 Laps	Steve Kinser
Sept. 9	Colorado Natl. Speedway	50 Laps	Steve Kinser
Sept. 16	Devil's Bowl Spd., Texas	50 Laps	Sammy Swindell
Sept. 21	Lawton Speedway, Okla	50 Laps	Sammy Swindell
Sept. 23	Calistoga Fgds. Spd., Calif	40 Laps	Johnny Anderson
Sept. 24	Williams Grove Spd., Pa	100 Laps	Kramer Williamson
Sept. 29	West Capital Spd., Calif	30 Laps	Steve Kinser
Sept. 30	New York St. Fgds. Spd	50 Laps	Bentley Warren
Sept. 30	New York St. Fgds. Spd	50 Laps	Jimmy Edwards
Sept. 30	West Capital Spd., Calif	50 Laps	Steve Kinser
Oct 7	Santa Clara Fgds. Spd., Calif	50 Laps	Steve Kinser
Oct. 14	Manzanita Speedway, Ariz	50 Laps	Lealand McSpadden
Oct. 21	Ascot Park, Calif	50 Laps	Buster Venard
Oct. 22	Speedway 117, Calif.	30 Laps	Rick Gaudy
Oct. 29	Eldora Speedway, Ohio	40 Laps	Shane Carson

1979

Date	Location	Distance	Winner
Feb. 10	East Bay Raceway, Fla.	50 Laps	Doug Wolfgang
March 11	Big H Speedway, Texas	50 Laps	Steve Kinser
March 25	Tulsa Speedway, Okla.	40 Laps	Doug Wolfgang
March 31	Devil's Bowl Speedway, Texas	50 Laps	Steve Kinser
April 6	Fairgrounds Speedway, Tenn.	50 Laps	Rick Ferkel
April 7	Riverside Speedway, Ark.	50 Laps	Ron Shuman
April 14	Champaign Motor Speedway, Ill.	40 Laps	Johnny Anderson
April 15	Eldora Speedway, Ohio	40 Laps	Ron Shuman
April 21	Knoxville Raceway, Iowa	25 Laps	Sammy Swindell
April 22	Hartford Speedway, S.D.	30 Laps	Ron Shuman
May 6	Champaign Motor Speedway, Ill.	40 Laps	Doug Wolfgang
May 11	Lawrenceburg Speedway, Ind.	50 Laps	Steve Kinser
May 12	Paragon Speedway, Ind.	50 Laps	Steve Kinser
May 13	Tri-State Speedway, Ind.	50 Laps	Lee James
May 18	Bloomington Speedway, Ind.	50 Laps	Rick Ferkel
May 19	Indiana State Fairgrounds	35 Laps	Sammy Swindell
May 23	Tri-City Speedway, Ill.	40 Laps	Steve Kinser
May 27	Eldora Speedway, Ohio	40 Laps	Dub May
May 29	Limaland Motor Speedway, Ohio	40 Laps	Steve Kinser
June 2	Tapoka Fgds. Speedway, Kan.	40 Laps	Dub May
June 6	Colorado National Speedway	35 Laps	Rick Ferkel
June 9	West Capital Raceway, Calif.	50 Laps	Steve Kinser
June 10	Silver Dollar Speedway, Calif.	40 Laps	Steve Kinser
June 14	Skagit Speedway, Wash.	25 Laps	Jack Hewitt
June 15	Skagit Speedway, Wash.	25 Laps	Sammy Swindell
June 16	Skagit Speedway, Wash.	50 Laps	Doug Wolfgang
June 23	Winnipeg Speedway, Man., Can.	30 Laps	Sammy Swindell
June 24	North Starr Speedway, Minn.	30 Laps	Steve Kinser
June 27	Lincoln Park Speedway, Ind.	40 Laps	Steve Kinser
July 1	Limaland Speedway, Ohio	50 Laps	Sammy Swindell
July 3	Eldora Speedway, Ohio	40 Laps	Steve Kinser
July 6	Santa Fe Speedway, Ill.	40 Laps	Dub May
July 7	Paragon Speedway, Ind.	50 Laps	Bobby Allen
July 11	Tri-City Speedway, Ill.	40 Laps	Steve Kinser
July 14	Eldora Speedway, Ohio	40 Laps	Sammy Swindell
July 18	Hagerstown Speedway, Md.	35 Laps	Smokey Snellbaker
July 19	Penn National Speedway, Pa.	35 Laps	Steve Kinser
July 20	Smedley Speedway, W. Va.	40 Laps	Rick Ferkel
July 21	Lincoln Speedway, Pa.	50 Laps	Rick Ferkel
July 24	Five Mile Point Speedway, N.Y.	50 Laps	Lynn Paxton
July 25	Port Royal Speedway, Pa.	40 Laps	Lynn Paxton
July 27	Williams Grove Speedway, Pa.	35 Laps	Lynn Paxton
July 28	Selinsgrove Speedway, Pa.	35 Laps	Allen Klinger
July 29	Wayne Co. Speedway, Ohio	50 Laps	Steve Kinser
Aug. 4	Eldora Speedway, Ohio	40 Laps	Steve Kinser
Aug. 6	Sunflower St. Expo Grounds, Kan.	25 Laps	Steve Kinser
Aug. 11	Marion Co. Fgds., Iowa	30 Laps	Ron Shuman
Aug. 12	North Starr Speedway, Minn.	30 Laps	Doug Wolfgang
Aug. 17	Mid-Continent Raceways, Neb.	35 Laps	Doug Wolfgang
Aug. 19	Tri-State Speedway, Ind.	40 Laps	Larry Gates
Aug. 21	Kokomo Speedway, Ind.	50 Laps	Sammy Swindell
Aug. 22	Tri-City Speedway, Ill.	40 Laps	Sammy Swindell
Aug. 26	Riverside Spd., Ark.	50 Laps	Steve Kinser
Aug. 29	Lernerville Speedway, Pa.	40 Laps	Steve Kinser
Sept. 1	Eldora Speedway, Ohio	40 Laps	Doug Wolfgang
Sept. 2	New Bremen Speedway, Ohio	40 Laps	Steve Kinser
Sept. 3	New Bremen Speedway, Ohio	40 Laps	Sammy Swindell
Sept. 5	I-30 Speedway, Ark.	50 Laps	Steve Kinser
Sept. 8	Devil's Bowl Speedway, Texas	50 Laps	Sammy Swindell
Sept. 15	Manzanita Speedway, Ariz.	30 Laps	Steve Kinser
Sept. 21	Speedway 117, Calif.	30 Laps	Steve Kinser
Sept. 27	West Capital Raceway, Calif.	30 Laps	Tim Green
Sept. 28	West Capital Raceway, Calif.	30 Laps	Jimmy Sills
Sept. 29	West Capital Raceway, Calif.	50 Laps	Steve Kinser
Oct. 6	Santa Clara Co. Fgds., Calif.	40 Laps	Shane Carson
Oct. 13	Manzanita Speedway, Ariz.	50 Laps	Tim Green
Oct. 18	Tri-City Speedway, Ill.	35 Laps	Doug Wolfgang
Oct. 19	Fairgrounds Speedway, Tenn.	40 Laps	Sammy Swindell
Oct. 21	Eldora Speedway, Ohio	40 Laps	Shane Carson

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TIMMY GREEN-SPRINT CAR RACING'S NEWEST STAR

Despite Tim Green's sudden emergence on the national sprint car scene, the 23 year-old driver from Carmichael, Calif., is no newcomer to going fast.

His history at the wheel of racing machines dates back to 1967 when he began his career driving Go-Karts at age 11. He established himself as one of the nation's top racers by his teens, winning the California State Go-Kart championship twice before capturing the coveted U.S. National crown in 1975.

In 1976, Green switched to Super Modifieds at the tough West Capitol Raceway in Sacramento. He improved throughout the year and was named "Rookie of the Year."

In 1978, Tim's racing career began to move toward the sprint cars, as he split his time between the Super Modifieds and the sprinters. Late in 1978, Green received his first ride in a sprint car, the Ken Woodruff-prepared machine from Sacramento, which he promptly put in the winners' circle in an Open Competition event in Chico, Calif.

The race opened the eyes of many sprint car experts in Northern California, and made Green one of the top young sprint car prospects.

Tim decided to travel to the Midwest in search of a competitive sprint car ride for the 1979 circuit. This type of move is not recommended for a newcomer to the sprint car world, but Green proved quickly that he was no ordinary pilot.

A driver had left a popular racing team and Green asked for the driver's seat. The Jensen Construction Co. Special is known throughout the Mid-west as one of the finest sprint cars and the line of drivers ready to jump into the vacant seat was a long one.

However, it was Green who was given a chance to drive the vacated machine at the famed Marion County Fairgrounds in Knoxville, Iowa, the home of the U.S. Nationals.

"I knew I'd have to drive the car well in the first race," explained Green, "because there were a lot of guys who were trying to get the ride. So, I just drove the car as hard and as fast as I could in that very first race, and I got fourth in the main event. Then the owners gave me another chance the next week and that's all I really needed to nail down the regular driving job."

Unlike his counterparts who failed in the Midwest, Green proved immediately that he belonged with the nation's best drivers and once he gained some confidence, there was no stopping him.

After only a half dozen races in the Jensen Construction Co. Special, Green found himself in the winner's circle at Knoxville, and the word was out to watch out for the "kld from California" driving the no. 55 machine.

By mid-summer, Tim had notched seven feature wins with his new ride when he entered the tough Knoxville Nationals. Over 150 of the nation's best drivers converged on the small town outside of Des Moines, and over 40,000 fans jammed the Marion County Fairgrounds during four days of the most spectacular competition the sprint car sport has to offer.

Green made his presence felt quickly by setting the fastest qualifying time during the Thursday night action. Then, Timmy captured his qualifying heat race over an outstanding field and wrapped up the evening by winning the feature event. All in all, Green scored 500 qualifying points out of a possible 500 to become the first driver in the history of the Knoxville Nationals to receive a 'perfect' score.

By virtue of his perfect total, Tim started the Nationals on the pole position. The youth grabbed the lead at the top of

the green flag and began to pull away from the rest of the field. However, fate was not on his side, as on the 14th lap, the engine gave up and Green coasted into the pit area.

Fate paid him back later in the season when he captured another major sprint car championship, the Western World crown at Phoenix, Arizona, over one of the strongest fields ever at the Western World Open.

Green completed his "rookie" season with a sensational record of 12 main event victories in 58 races and finished second overall in the final Knoxville point standings.

In his first year with the World of Outlaws, Green already has a 30-lap feature win to his credit from Lakeside Speedway, Kansas City, Kansas. If you get here early, you may catch a glimpse of Tim in his usual attire, bib overalls. He looks like a farmer that just stepped away from his tractor, but instead, he plows his furrows with unlimited horsepower under the nose of his sprint car.



The new kld on the block in the Outlaw circuit out of California Timmy Green...SPEKIS BROS. PHOTO



The orange and yellow Jensen Construction Co. special with it young chauffeur Timmy Green...SPEKIS BROS. PHOTO

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LATE MODEL DIVISION—Full bodied cars manufactured within the last 10 years such as Camaros, Firebirds, Novas and Buick Regals make up these fields. Cars are allowed minor modifications and quick-change rear-ends. Engines must be in body manufacturer's line, i.e. GM in GM, Mopar in Mopar, Ford in Ford.



MODIFIED DIVISION—Made up mostly of Gremlins, Pintos, Chevettes and Vegas with a few of the early Coupe bodied cars remaining in this "Mod Squad" class. Cars use high horsepower engines with standard carburation. Basic cars weigh around 2650 lbs.

SEMI-LATE DIVISION—May be an older American made, mass produced body style than the 10 year limit on Late Models and these cars are not permitted quick-change rears. One 2-barrel carburetor is permitted on big block engines or a 4-barrel on small blocks.

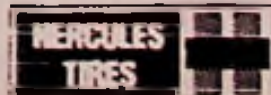


CLAIMER DIVISION—Full bodied cars are permitted an older shell. Basically a low-budget class and a good starting point for young drivers. The engine and transmission may be claimed for \$300; thus the name "Claimer." Most cars are stock appearing and are running on 11" tires.

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THE 1979 WORLD OF OUTLAWS SHOW AT LERNERVILLE

Steve Kinser will probably never come closer to being a spectator instead of a driver at a World of Outlaws sprint show than he was last year at Lernerville Speedway.

His Kinser-built No. 11 had gone to Gaerte Engines in Rochester, Ind. straight from his West Memphis win for a fresh 350 engine and it arrived too late for time trials. He then failed to qualify through his heat, missing the cut-off mark by one, finishing sixth. He gained a starting spot in the "A" main by finishing 2nd in the "B" main after starting 14th, but had to start last in the 24 car field of the finale because he had no time trial mark to slot him.

In spite of all this adversity, he took the lead from Kramer Williamson in the Kramer-Kraft Weikert No. 29 on the 34th lap of the 40 lap feature and stayed there for his 18th WoO win.

Behind Williamson in 3rd was local point leader, young Johnny Lewis in a Cicanese built black and red no. 81 owned by his father Jack. Another regular here, Steve Travers brought Tom Quinn's no. 19 home 4th ahead of visiting Keny Jacobs in the yellow no. 34X.

Buddy Cochran was the only other local around at the finish, ranking the Kosior Bros. no. 8 in 6th. Down one lap were Jackie Hewitt in the Kemenah no. 3X and Randy Wolfe's own 5W. Only eight cars were around for the checkered.

After qualifying through heats, the starting line-up for the "A" Main reverted back to time trials with the front six inverted, thus Lynn Paxton and Sammy Swindell made up the front row. Lee Osborne and Smokey Snellbaker were next followed by Kramer Williamson and fast timer of the night Keith Kauffman.

As the field attempted to complete the first lap, Rick Ferkel, also a late arrival who timed 10th fastest with no practice laps, recieved a bump in turn 4 that broke his steering. As he approached the flagstand, his uncontrollable mount spun, setting up a blockade to on-coming traffic. Gus Linder, who started 15th, met Ferkel's no. 0 and both cars flipped while Dave Brown and Ed Lynch each received severe front-end damage in the jam-up that followed.

Linder was just four points away from his first track championship at Lernerville, but received a shattered left knee cap and underwent surgery at St. Clair Hospital in Pittsburgh and then wore a cast for six weeks. Other drivers were OK but all four cars were erased for the night.

The field had just completed their first lap when Snellbaker brought out the yellow with in and out box trouble which sent him to the pits.

The restart saw Paxton continue as the aggressive one leading the first 10 laps. Swindell was constantly with him, however, and set Paxton up using the inside groove off turn 4 and put the Federal Express no. 91 in the lead on the 11th round. Once in front, Swindell literally flew on the 3/8 mile heavy clay surface building a four second advantage by lap 16.

Along the way Dub May had torsion bar problems and left on lap 6 while Clark Kothera, who was also mixed up in the Ferkel/Linder 1st lap scramble, exited with the same trouble. Johnny Beaber took the new Stanton chassis of Frank Crash to its trailer just after Ed Murphy called it quits on lap 12.

Osborne held his 3rd place starting spot through lap 18 when he dropped from contention advancing Kauffman to 3rd with Williamson next.

Sammy put five lapped cars between himself and Paxton by lap 26 when Brad Doty spun in no. 1 and Paxton and Kaufman both made contact. Kaufman was out for the night and

Paxton went to the pits for a tire change. Williamson, who was running 4th advanced to second now making Kinser 3rd and Lewis 4th.

Paxton's return was short lived as he apparently had more problems than originally thought leaving just 11 cars to complete lap 27.

On lap 29, Swindell burned a fork in his troublesome gearbox which the crew had pieced together and locked in place for the feature after having problems with the car jumping out of gear in his heat. Sammy came to a halt going down the back stretch and brought out the yellow. Four cars trailing him unlapped themselves as the new leader became Williamson.

Kinser, who had been on Williamson's tail, followed him for 5 laps. Bill Bowser and Jerry Matus vacated their spots about this time and on lap 34, it was Kinser into the lead.

Kinser commented, "I knew this car was working good enough to get by Kramer. At first we were lugging a little. Then finally when we got the ledges kicked off the track and the corners stayed heavy and tacky, I felt I could go. It was quite an experience for me, because I had never missed a qualifying time trial before. The car is my old one...the one Dick Gaines crashed. We had planned on bringing the new car until I crashed it at Kokomo."

The 35 cars entered ran a Helmet Dash won by Snellbaker and four heats going to Linder, Snellbaker, Murphy and Lynch. Osborne, Kinser, Hewitt and Bowser advanced from the "B" Main.



Lernerville owner Don Martin congratulates Steve Kinser who started dead last and came on to win the main event...SPEKIS BROS. PHOTO



The top three finishers from last years World of Outlaws race at Lernerville (L-R) third place Johnny Lewis, Second Kramer Williamson, Miss Outlaw Donalyn Joiner and winner Steve Kinser...SPEKIS BROS. PHOTO



KEITH KAUFFMAN.



SHANE CARSON.



JACK HEWITT.



The Outlaws run 4 wide! Jim Shackelford (39), Steve Kinser (11) Rick Ferkel (0) and Sammy Swindell (91) battle for position...SPEKIS BROS. PHOTO



Danny Smith (18) dives the Kenny Roger's "Gambler" to the inside of Tim Green (55) and Lee Osborne (81)...SPEKIS BROS. PHOTO



Sammy Swindell (91) leads Doug Wolfgang (4x) and Lee Osborne (81) in World of Outlaws Sprint car racing...SPEKIS BROS. PHOTO



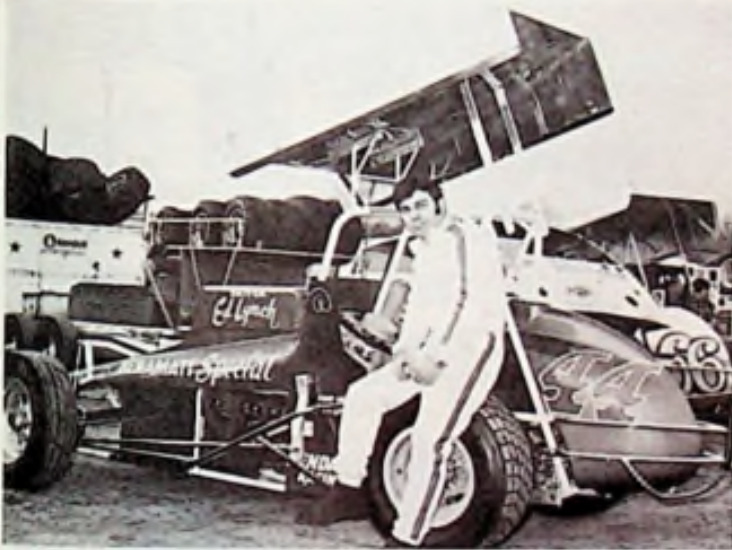
Young Timmy Green (55) battles with Rick Nickols (7) in Sprint car action...SPEKIS BROS. PHOTO



Johnny Beaver, became the 3rd different winner in Sprints in the Hamshire owned car out of Gibsonburg, O...SPEKIS BROS. PHOTO



Johnny Lewis won Lernerville's opening night feature in his family-owned Cicanese Sprinter...SPEKIS BROS. PHOTO



Ed Lynch, "The Apollo Rocket" with his 1980 version of the J & J Enterprises chassis, owned by Attilio Benamati...SPEKIS BROS. PHOTO



Five time Lernerville Track Champion Lou Blaney is driving a new Barnett car out of Tempe, Arizona. Blaney and Bill Thomas are the owners....SPEKIS BROS. PHOTO



One of the most impressive and inspiring moments in racing is the traditional 4 abreast parade lap that precedes every World of Outlaws feature event....SPEKIS BROS. PHOTO

RICK FERKEL...NEW CAR, NEW OWNER, NEW AMBITIONS

Rick Ferkel, always a favorite in the Sprint Car racing world, is sporting a brand new sprinter that recorded a second place finish in its maiden voyage at Riverside Speedway in West Memphis, Arkansas in the Thanksgiving championship.

Rick has a new car owner and benefactor that resides in Tampa, Florida, Paul Morgari who heads Consolidated Credit. Paul was a former neighbor of Ferkel in Findlay, Ohio and has long been another Ferkel race fan. Most of last year, Ferkel was feeling the "drought" when it came to winning the big events on the World of Outlaws circuit. This handsome, ex-football star, was definitely the inspiration to Ted Johnson that led to the World of Outlaws organization.

Now with his brand new sprint car, Ferkel has his sights set on becoming the King of the Outlaws, of which he should be considered the father. However, the best laid plans of mice and men have oft' gone astray, and the beginning of this year's World of Outlaw series got off to a rocky start for the "Ohio Traveler."

At the 4th Annual Southern Sprint Car Nationals held in Gibsonton, Fla., on the finest dirt surface in the state, Rick had a brutal amount of punishment to his body, especially his head, in a bad flip between no. 1 and 2 turn on the 1/2 mile oval. His helmet had bounced off the roll cage too many times and he suffered contusions and a severe concussion which had him hospitalized for 48 hours. Even on his release, he had strict orders from the doctors...no driving for a while.

He is driving again, but one of the after-effects from his Florida accident still follows him. According to his dentist, the jar of the crash loosened his teeth and he must wear a special mouth piece when he drives, until there has been adequate healing time.

Good thing for Rick that he's a real tough guy, because he's been on his head twice since Florida.



A serious and determined Rick Ferkel gets down to business as he readies himself for racing....SPEKIS BROS. PHOTO



Outlaw Racing is not all glamor and glory as Rick Ferkel changes an engine at a roadside rest area prior to a WoO race at Eldora Speedway...SPEKIS BROS. PHOTO



The number Zero of Rick Ferkel gets upside down in Florida at East Bay Raceway in World of Outlaws Action....JIM SMITH PHOTO

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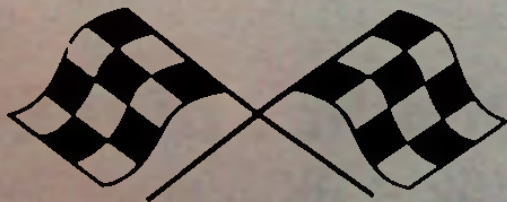
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Steve Kinser, age 26, hails from Bloomington Ind. Driving the Kinser Bros. No. 11, he has captured the "King of the Outlaws" title 2 years in succession. Starting his Sprint racing career in 1976, he already has over 100 feature wins. Steve spent the winter racing "down under" in Australia and added 6 more feature wins there...SPEKIS BROS. PHOTO



"Slammin" Sammy Swindell, age 24, started racing in his hometown, Memphis, Tenn. at the age of 16. His career includes over 150 feature wins, numerous track records and is the only winner of a WoO International race at Winnipeg, Can. Sammy finished second in '79 driving A.J. Jeffery's No. 91 sprinter sponsored by Federal Express...SPEKIS BROS. PHOTO



Rick Ferkel, age 40, from Findlay, Ohio is often referred to as the "Ohio Traveller." Since his start in 1965 he has amassed more than 300 feature wins, including the 74 Western World Championship. His familiar No. 0 is owned by Paul Morgan and sponsored by Kear's Speed Shop. He finished 2nd in WoO in '78 and 3rd in '79....SPEKIS BROS. PHOTO



Doug Wolfgang calls Sioux Falls, S.D. his home. Driving Bill Smith's No. 4x sprinter, he was the repeat winner in the Southern Sprint Nationals in Florida. Doug, 27, started in 1974 and has over 150 features to his credit. A two time winner at the Knoxville Nationals, 5th in WoO in '79, he also matched his skills with the drivers in Australia this past winter....SPEKIS BROS. PHOTO



Shane Carson, age 25, is from Oklahome City, Okla. and drives the No. 20 car owned by Bob Trostle and sponsored by Vise Grip. He ran with the WoO on a limited basis in '78 and '79, nevertheless, finishing in the top 20 both years. He captured both final point race each year at Eldora Speedway to the tune of \$21,000.....SPEKIS BROS. PHOTO



Lee James, 26, head of the "James Gang" racing team is a California transplant to Lizton, Indiana. His Sprint career began in 1975 with the California Racing Association. 1979 found Lee in No. 15 owned by Dale Pettet. The WoO short tracks and wing shows were totally new to him, but he managed a 4th place in the point standings. The "James Gang" rides again!....SPEKIS BROS. PHOTO



STEVE KINSER.



DOUG WOLFGANG.



SAMMY SWINDELL.



Don Mack (4), Sammy Swindell (91) and Doug Wolfgang (4x) stack them up 3 wide in the straightaway...SPEKIS BROS. PHOTO



Outlaw action at its best! A tight 3 abreast finds Rick Ferkel (0), Timmy Green (55) and Lee Osborne (81) dueling...SPEKIS BROS. PHOTO



Lernerville Photographer Bob Spekis, hang it out to capture the Outlaws doing their thing at Eldora Speedway in Rossburg, Ohio.....SPEKIS BROS. PHOTO

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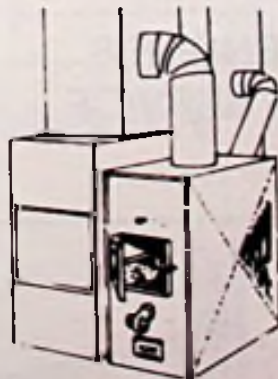
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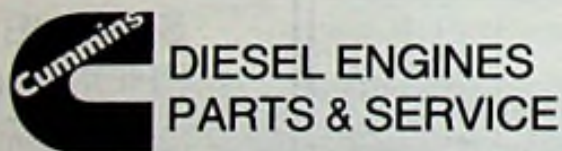
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THE WINNING WAYS OF A SOUTHERN GENTLEMAN-SAMMY SWINDELL

He was born in Memphis, Tennessee in 1956 and was carried to the race track at a very early age, because his Daddy was a racer. The home track for the Swindell family was Riverside Speedway at West Memphis, Arkansas.

Sammy's first appearance on the "black gumbo" river-bottom surface was at age 15. He was a natural, winning 11 "B" Modified features the first year and 28 the next. By 1973 he placed in the top five in both Modified and Sprints.

His ability to set new track records started in 1974, when he was the first man in the 13 second bracket at West Memphis. Another first was the fact that he won both Sprint and Modified Track Championships that year. Now, venturing away from home, he finished 11th in the "B" Main at the Knoxville Nationals and participated in the Western States Race at Phoenix and the Pacific Coast Championship at Ascot Park.

This quiet, bashful lad repeated the double championship in 1975 and earned the Sprint Title in the Delta Racing Association at Greenville, Mississippi as well. A total of 22 Sprint features and 15 Modified features were won in five states.

Branching out in '76, driving the M.A. Brown owned J&J-built sprinter, Sammy set a bunch of records again and traveled to the Sprint Nationals at Dallas, finishing 9th in the "A" Main. He won an All-Star Show at Eldora and became the youngest driver to make the "A" Main at the Knoxville Nationals where he finished 11th. An excellent time-trialer, this shy speedster qualified 3rd in the Cajon Nationals at Shreveport; was fastest at the West Capital Gold Cup Championships at Sacramento and at the Western States Championship at Manzanita. He was 5th fastest in the Pacific Coast Championship at Ascot Park. He appeared in 12 states and won features in 10 of them.

Starting 1977 in winning style, he made a clean sweep of the Dallas Sprint Nationals in March and the Oklahoma City Spring Nationals following that. When he won the Big Muddy Spring Nationals at West Memphis, it meant three out of four Sprint National events held in March had Sammy in victory lane.

The Missouri Sprint Nationals were next, where he was runner-up and in June he had another clean sweep at West Capital Speedway in Sacramento. After setting a new track record for a 10 lap heat race, he went on to win the Eldon Forrester Invitational at Des Moines, Iowa in July. In an Over-All Championship meet for Sprinters at Denver, he won both feature events. Midgets were part of that show, so Sammy climbed behind the wheel of one of these racers for the first time and won the first night and finished 2nd the second night.

Piling up his winnings, he added the Jerry Weld Memorial and two features at Lincoln, Nebraska, while at the Knoxville Nationals that year, he came through every feature to qualify for the Main event, where he finished 9th. His record shows he started 51 Sprint events and won 30 of them. He traveled to 16 states and won in 13 of them.

During 1978 and '79, "Slammin' Sammy" as he is affectionately referred to by many writers, followed the "World of Outlaws" circuit finishing 9th in '78 and 2nd in '79. Among his 11 WoO wins was the one-mile in Indianapolis. His career includes over 150 feature wins and he has the distinction of being the only driver to win an International World of Outlaws race at Winnipeg, Canada. His no. 91 Federal Express

sponsored car is owned and mechanized by two of the real "nice guys" in racing today, C.J. and A.J. Jeffery, look-alike twins who, like Sammy, remain quiet, taking all this winning in their stride.

Sammy still returns to West Memphis occasionally. He recalls with a broad smile, "Once we were late getting to the track because of airplane connections when I was at a USAC Dirt Champ race. My car was there, but I wasn't, so my Daddy substituted for me and won the feature. My brother Jeff has started winning now, too."

Sammy's style of racing was a real treat to fans at the Southern Sprint Nationals in Gibsonton, Florida in February and last year he nearly won the WoO show here before going out with gear box problems.



The Memphis Mudslinger, Slammin Sammy Swindell stands next to his Federal Express 91....SPEKIS BROS. PHOTO



The youthful Memphis star, Sammy Swindell was the early WoO point leader. His No. 1 fan, Amy, looks over his right shoulder...SPEKIS BROS. PHOTO

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SPRINT HEAT	
Driver	
1	
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3	
4	
5	

LATE MODEL HEAT	
Driver	
1	
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3	
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MODIFIED HEAT	
Driver	
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SEMI-LATE HEAT	
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SPRINT HEAT	
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CLAIMER FEATURE	
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5	10

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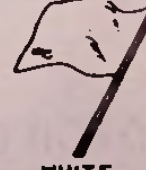
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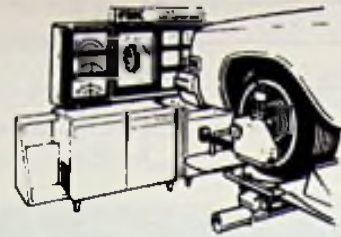
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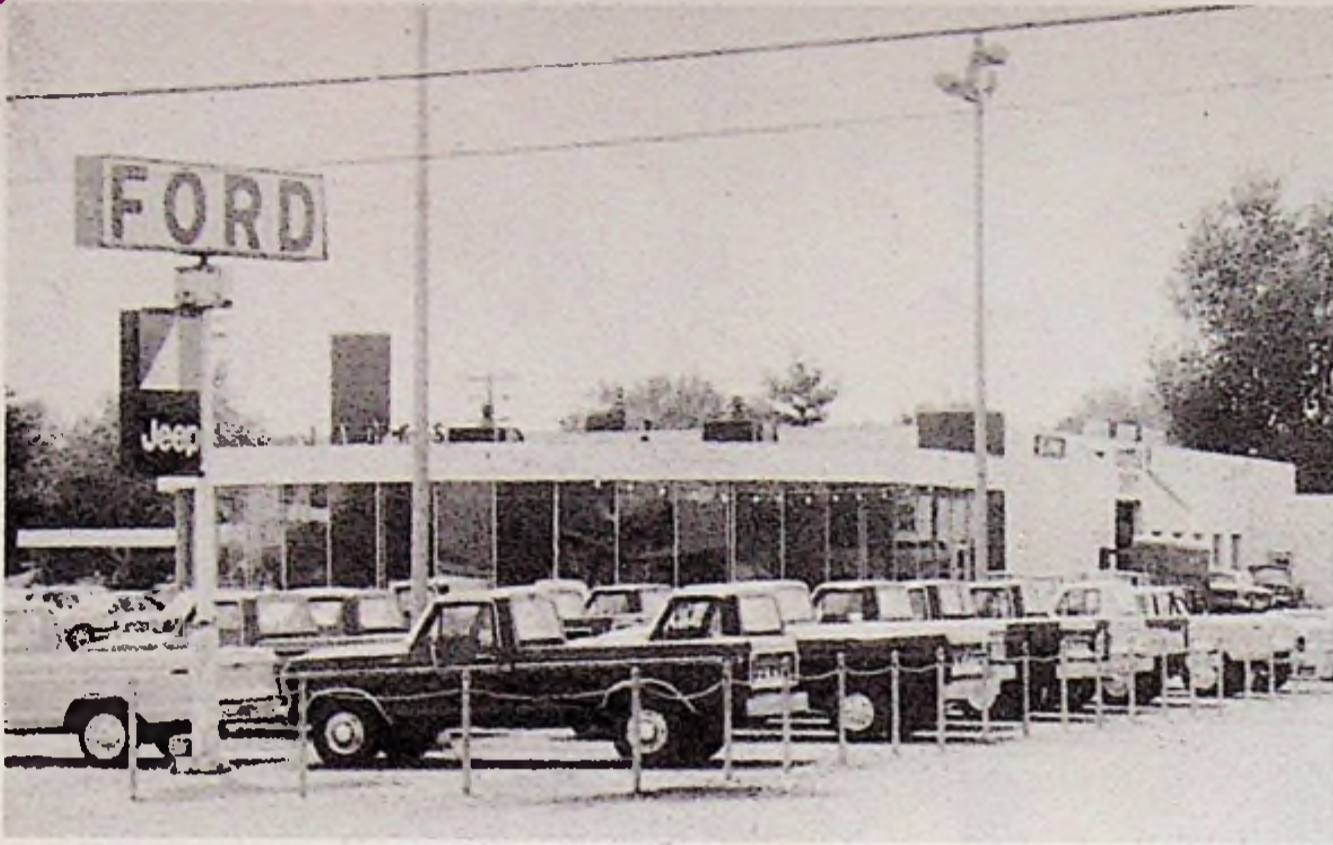


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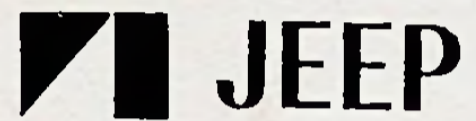
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76 - Jones - 17.12 16.58	⑩ 1N - Peters - 16.55 16.43
1N - Kiegen - 18.01 17.79	⑥ 20 - Wolfgang - 16.43 16.05
81X - Osborne - 16.59 16.84	69 - Linder - 17.64 18.77
④ K33 - Kaufman - 15.95 15.87	15 - Matus - 17.67 17.50
⑩ 19 - Smith - 16.67 16.37	⑦ 55 - Green - 16.40 16.12
② 11 - Kinser - 15.81 16.18	15 - James - 16.90 16.54
⑮ 0 - Ferrell - 16.38 16.35	42 - Murphy - 16.95 17.07
⑪ 3X - Hewitt - 16.59 16.24	T-1 - Trevera - 16.51 16.73
● 10 - Blaney - 16.68 16.95	88 - Bouser - 17.07 17.43
⑫ 21 - Williamson - 16.24 16.34	⑤ 1 - Paxton - 16.10 16.02
⑬ 23 - Sedeman - 16.62 16.26	28 - Bailey - 18.27 18.49

⑭ 11 - Swindel - 16.36
16.32
① 44 - Lynch - 16.20
15.59
⑩ 81 - Lewis - 16.21
16.56
③ 4 - Mack - 15.84
16.19
79 - Siegel - 18.15
18.14
66 - Quartersen - 16.80
16.81

32 cars

FINISH

20 - Wolfgang
11 - Kinser
55 - Green