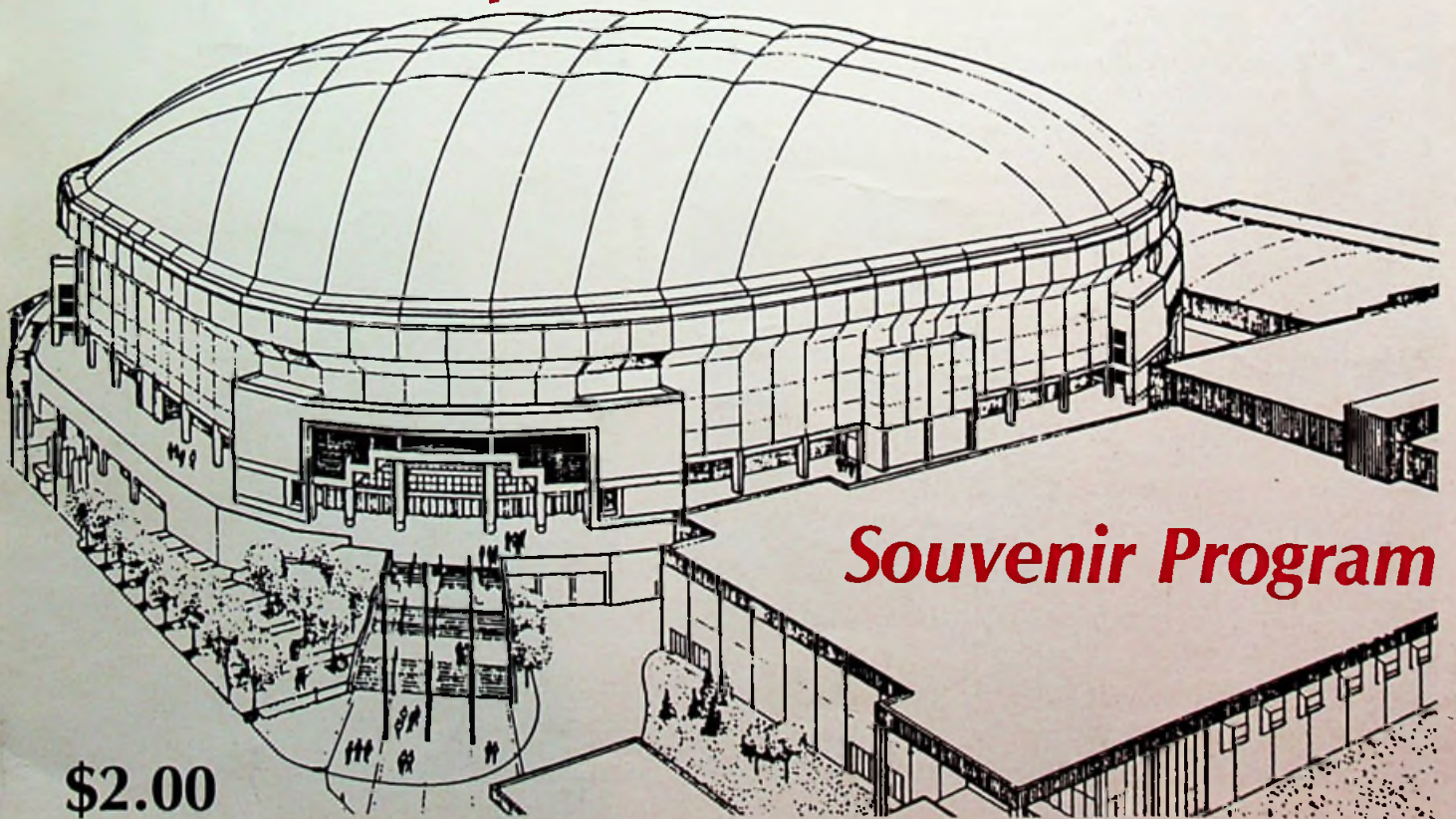




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Entertainment & Sports Promotion, Inc. would like to welcome you to the SECOND ANNUAL HOOSIER DOME INVITATIONAL to be held in this marvelous facility.

We would also like to offer our most sincere thanks once again, to those of you who were here last year and endured the coldest night in Indianapolis' recorded history to see what has been proclaimed by many racing historians, as one of the greatest indoor midget races ever.

It is our wish that the second race will equal, if not surpass that of last January. We feel that this year's field of forty-eight drivers lives up to the standard we established last year and pledge to offer you the best indoor midget racing in the country.

In the coming years we hope to offer the drivers and car owners the largest purse ever paid for a midget race. With your continued support, I know we can reach this goal.

Cordially yours,

T. H. Hollingsworth  
President



Rich Vogler, happy winner of the 1985 Hoosier Dome Invitational, accepts congratulations and the trophy from promoter Ted Hollingsworth.



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### DREYER YAMAHA INVITATIONAL

Twenty-Five Laps

- 1 T. J. Hollingsworth
- 2 Rick Knights
- 3 Earl Cornwell
- 4 Jeff Berger
- 5 Johnny Parsons III
- 6 Andy Unverzagt
- 7 Greg Wright
- 8 Steve Bordner
- 9 Jeff Horton
- 10 Jeff Ellis
- 11 Sam Henderson
- 12 Bill Brummett



This is the starting field . . . the starting line-up will be by draw just before the start of the race .

T. J. Hollingsworth, son of promoter Ted Hollingsworth, blew away the competition to win the first annual go-kart race. The event preceded the Hoosier Dome midget invitational.



# UNITED STATES AUTO CLUB



## 2ND ANNUAL HOOSIER DOME INVITATIONAL 100-LAP MIDGET CHAMPIONSHIP FEATURE EVENT

### Program of Events

**Drivers' Meeting—4:00 p.m. Warmups—4:30 p.m. Go Karts—6:40 First USAC Race—7:00 p.m.**

Each team shall run three (3) heats of 12 laps each, one (1) semi each of 25 laps and one (1) Final Team Elimination of 40 laps after which the nine (9) finalists from each team, plus one promoter's option from each team for a total of 20 starters, shall compete in the 100-lap Championship.

**HEATS: (6)—8 starters, 12 laps each.** The 24 drivers from each shall draw to determine starting positions in the heats. Drivers drawing 1 through 8 shall start in heat one, 9 through 16 in heat two, etc. with the lower number on the pole. The top four finishers in each heat shall advance to the Final Elimination; 4, 5 and 6 to the Team semi.

**SEMIS: (2)—12 starters, 25 laps each.** The fourth place finishers in each heat shall start 1 through 4 in their respective Team Semi determined by a draw, followed by the 5th place finishers in each Heat occupying starting positions 5, 6, 7 and 8 (by draw) and 6th place finishers in each Heat occupying starting positions 9, 10, 11 and 12 also by draw.

**TEAM FINAL ELIMINATIONS: (2)—16 starters, 40 laps each.** The winner of each Team Heat starting 1 through 4 according to draw, followed by Team Heat runners-up starting 5 through 8 according to draw, etc. The top four finishers from the respective Team Semi shall start 13th through 16th according to draw.

**FEATURE: 20 starters, 100 laps.** The top nine finishers from each Team's Final Elimination Race lined up according to the finish with the winner on the front row of the flank, runnerup in the second row, etc., followed by one added promoter's option from each team making up the final row. The winners of the two Final Elimination Races will toss a coin to decide which Team will start on the inside flank.

### PRIZE MONEY DISTRIBUTION

#### TEAM USA Semi—Finishers 1, 2, 3 & 4 transfer to Team Final Elimination.

5. \$80	7. \$70	9. \$60	11. \$55	<b>TOTALS</b>
6. \$75	8. \$65	10. \$55	12. \$55	
				<b>\$ 515.00</b>
<b>TEAM INDIANA Semi—Same as Above</b>				<b>\$ 515.00</b>

#### TEAM USA Final Elimination

1. \$300	5. \$150	9. \$90	13. \$80	<b>\$ 2,060.00</b>	
2. \$250	6. \$125	10. \$80	14. \$80		
3. \$200	7. \$110	11. \$80	15. \$80		
4. \$175	8. \$100	12. \$80	16. \$80		
<b>TEAM INDIANA Final Elim.—Same as Above</b>					<b>\$ 2,060.00</b>

#### 100-LAP CHAMPIONSHIP

1. \$3,000	6. \$800	11. \$350	16. \$300	<b>\$14,850.00</b>	
2. \$2,000	7. \$700	12. \$350	17. \$300		
3. \$1,500	8. \$600	13. \$325	18. \$300		
4. \$1,200	9. \$500	14. \$325	19. \$275		
5. \$1,000	10. \$425	15. \$325	20. \$275		
					<b>\$ 5,000.00</b>

\* \* Plus \$500 per driver to the winning team

### GRAND TOTAL—\$27,650

(Includes \$2,500 Lap Money)

Leader of each lap receives \$15.00; Second place \$10.00

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## WELCOME

Welcome to the second annual HOOSIER DOME INVITATIONAL Midget auto race. The response to last year's program proved that the team concept of racing you will witness tonight is tremendously exciting. Forty-eight of the most competitive midget drivers in the country will prove that this is the best place to be on a cold January evening. Thanks for coming. And we look forward to seeing you again next year. Have a safe and happy year!

HOOSIER HOSPITALITY wishes to thank John Mahoney and K. S. and Jack Gladback for allowing us to use their pictures. Copies are available. Information and prices can be obtained by writing:

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## Summary of 1985 USAC/ Jolly Rancher National Midget Race Winners

Date	Location	Driver	Car
1/6	Ft. Wayne, IN	Rich Vogler	Lowe #1s
1/27	Ft. Wayne, IN	Rich Vogler	Lowe #1s
5/17	Hinsdale, IL	Russ Gamester	Gamester #46
5/18	Springfield, IL	Mel Kenyon	3-K #66
5/23	Indianapolis (Speedrome)	Steve Lotshaw	Plasclik #12
5/25	Clermont, IN	Nick Fornoro, Jr.	Rieder #81
5/27	Winchester, IN	Bruce Field	Wells #41
5/31	Hales Corners, WI	Rich Vogler	Lowe #1s
6/13	Indianapolis (Speedrome)	Barry Reed	Reed #16ec
6/14	Putnamville, IN	Kevin Olson	Wilke #11ec
6/19	Paragon, IN	John Andretti	Helmling #4
6/29	Kokomo, IN	Rich Vogler	Lowe #1s
7/3	Seekonk, MA	Mel Kenyon	3-K #66
7/4	Lee, NH	Drew Fornoro	Angellillo #45
7/5	Williams Grove, PA	Bruce Field	Kaelin #75
7/6	Binghamton, NY	Nick Fornoro, Jr.	Rieder #81
7/27	Terre Haute, IN (Twin features)	Rich Vogler Rick Vogler	Byrd #3 Byrd #3
8/17	Springfield, IL	Ken Schrader	Schroeder #20ec
8/18	Springfield, IL (Mile)	Johnny Parsons	Weeks #71
8/30	St. Charles, MO	Rich Vogler	Lowe #1s
8/31	Granite City, IL	Mel Kenyon	3-K #66
9/8	Terre Haute, IN	Rich Vogler	Lowe #1s
9/13	Indianapolis (Speedrome)	Rich Vogler	Lowe #1s
9/14	Indianapolis (Speedrome)	Tom Bigelow	Sandy #1
10/6	Rosburg, OH	Rich Vogler	Lowe #1s
11/28	Gardena, CA	Brent Kaeding	Hagoplan #14n

## 1985 USAC/Jolly Rancher Midget Driver Final Point Standings

1	Mel Kenyon, Lebanon, IN	609
2	Rich Vogler, Glen Ellyn, IL	486
3	John Andretti, Brownsburg, IN	440
4	Tom Bigelow, Whitewater, WI	309
5	Dave Ray, Davenport, IA	204
6	Kenneth Nichols, Indianapolis, IN	203
7	Larry Hillerud, Arlington Heights, IL	142
8	Kevin Doty, Milan, IL	133
9	Russ Gamester, Peru, IN	131
10	Jim Hines, New Castle, IN	115
11	Don Tyler, Glenview, IL	112
12	Steve Cannon, Danville, IL	111
13	Johnny Parsons, Speedway, IN	107
14	Sam Isenhower, Lebanon, IN	107
15	Bob Cicconi, Prospect Park, PA	106
16	Barry Reed, Indianapolis, IN	93
17	Mack McCellan, Vandella, OH	91
18	Kevin Olson, Rockford, IL	78
19	Rick Hood, Memphis, TN	71
20	Kevin Koch, Madison, WI	69
21	Mike Gregg, Ft. Collins, CO	66
22	Joe Corrigan, Loves Park, IL	64
23	Robby Flock, City of Industry, CA	54
24	Bobby Allen, Carmel, IN	51
25	Eric Moore, Edinburgh, IN	48
26	Steve Lotshaw, Indianapolis, IN	48
27	Ken Hopkins, Riverdale, IL	47
28	Eddie Griffith, Indianapolis, IN	43
29	Todd Holderfield, Mahomet, IL	43
30	Terry Wenthe, St. Peters, MO	42

# Dana Carter Performance Memorial Award

A \$100 cash award and trophy donated by Bill's Unclaimed Freight will be presented to the driver demonstrating the best driving performance in either of the team feature 40 lap races by Dana's father, Duane Carter, Sr., successful driver of midgets, sprints and Indianapolis 500 fame.

Dana Carter was a young man in a hurry, and it appeared to most of the racing fraternity that it would just be a matter of time for Dana.

The midgets were conquered first as Dana was spectacular in the little bangers. He finished second with USAC in 1975.

He then quickly evolved into he sprints and champ dirt cars, and showed equal ability and abandon in those larger machines. He was competitive in both, and finished third in the USAC sprints five racing seasons back.

Indy should have been beckoning, he thought, but it was not to be. The inferior equipment he tried to qualify in in 1979 just couldn't get the job done. He did, though, that year get two tenth place finishes, at Ontario and Texas International. A year later he cracked up his Indy ride during practice.

Then the bottom fell out. He said "to hell" with racing and took off for California and tried working a normal job. But that didn't last very long. "It was driving me crazy," he said later. "I just wasn't cut out for an 8-to-5 job. Really, though, I think that a lot of it came from the fact that I really missed racing."

He missed it so badly, in fact, that the summer of 1983 Dana chucked those sunny climes and came back home again to Indiana.

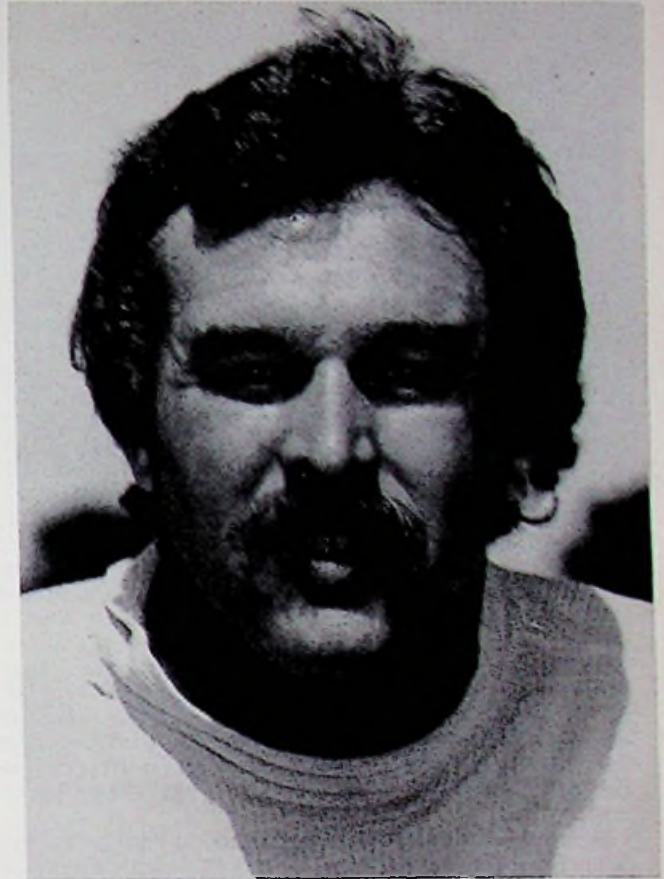
Basically, he was starting over again with the USAC Midgets. He was doing well, being near the top of the point standings.

He had an impressive win indoors at Dayton to his credit. Dana was back and the old confidence and skills were back with him. Once again, people were starting to say that it was just a matter of time for Dana. After all, he still was only thirty years old.

But as before, the Dana Carter time table was interrupted. Following a midget race May 10th, 1984 in Indianapolis—a race in which he finished second—Dana's heart failed.

We'll miss him, but we know that wherever he is—he's still thinking about going fast. ●

*(Excerpts taken from article "Dana Carter Remembered" by Bill Holder of Open Wheel Magazine)*

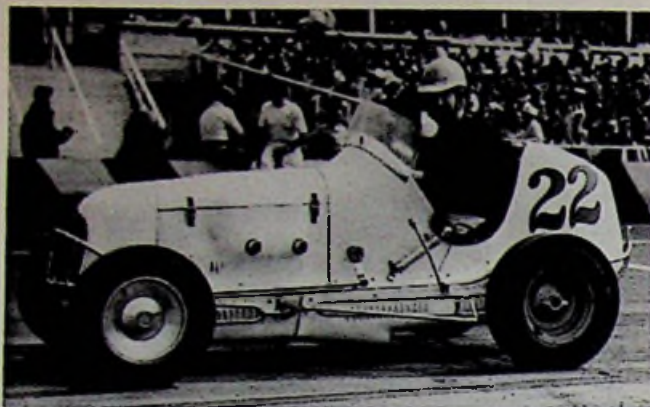


**Dana Carter**  
1952-1984



**On the comeback trail—  
Summer 1983**

# USAC Midget Racing—A Brief History



This midget was nearly ten years old when Henry Banks drove it in 1946 and it was very typical of the pre-WWII cars. Plenty of driver protection offered by the tail! Mortality rate was understandably high. Don Mohr photo from Henry Banks' Collection.

Midget racing provides just about the closest competition there is to be found anywhere among the many phases of motorized sports and it has been thrilling crowds for half a century.

Although frequently confused with a "three-quarter" midget (also known as a "TQ") or even a quarter-midget (which restricts the age of the driver to 15), the USAC Midget is a highly potent piece of machinery and is only slightly smaller than a USAC Sprint Car. It weighs around 850 pounds and utilizes wheels that are restricted to a diameter of either 12 or 13 inches. Most midgets are currently powered by Volkswagen engines of 140 cubic inches, and considering that the races are usually conducted on oval tracks of one quarter mile in length or less, driving one, to quote retired driver Freddie Agabashian, is "Like trying to hold a tiger by its tail."

Some claim that the beginning of midget racing dates back prior to WWI, when scaled-down versions of the Stutz, Fiat and Duesenberg Championship cars of the day appeared in southern California in 1914 and prior to the Vanderbilt Cup and American Grand Prize held at San Francisco's Panama-Pacific International Exposition in 1915. Others point to the "cycle" cars that raced at about the same time. But the generally accepted date for the birth of midget racing as we know it is June 4, 1933, when miniature versions of "big cars" (forerunners of Sprints) participated in some short races at Sacramento's junior college (now Hughes Stadium).

Word spread quickly and the National Midget Association was hurriedly formed. Other groups cropped up in the Midwest and the East and midget racing was in full swing nationally by the end of the year. By the late 1930's, successful midget drivers began showing up at Indianapolis, and although treated with caution at first, it wasn't long before they proved that they had been receiving the very best of training. For the next thirty years, almost every driver in the "500" lineups had come up through the midget ranks and many of the top veterans were continuing to run the cars to "keep sharp."

In 1934, AAA, then the major sanctioning body in the United States, began to run midget races in the Midwest as numerous independent clubs came into existence. Crowds on the West Coast cheered teenager Billy Betteridge to the 1934 West Coast Championship as names like Curly Mills, Bob Swanson, Karl Young and Sam Hanks came into the limelight. Back in the Midwest, indoor racing was discovered and played to packed houses in the Detroit Coliseum, in Chicago at

the 124th Field Armory and in the Indianapolis Coliseum, where Jimmy Snyder, Harry McQuinn, Ronney Householder, Duke Nalon and Tony Willman starred.

Racing was terminated during the war years, but late in 1945 the action began once more. On the West Coast, URA was formed and separate divisions were established with Offies competing in one division and the Drakes and V-8's in the other.

Bill Vukovich, Mack Hellings, Johnnie Parsons, Walt Faulkner, Johnny Mantz and numerous other Indianapolis drivers-to-be were running several nights a week on the West Coast, while the ARDC organization was fielding Bill Schindler, Henry Banks, Paul Russo, Mike Nazaruk and Len Duncan in the East.

The so-called post-war boom was simply phenomenal, with midget racing playing to packed stands everywhere. Drivers would pick out certain circuits to follow and they didn't have to travel far in order to be able to race seven nights a week, some earning upwards of a \$1,000 weekly with regularity. AAA, ARDC, and URA were conducting hundreds of races annually, Bill Schindler, for instance, staying East in ARDC and winning no less than 106 features in two years. Midget racing even found itself into the Los Angeles Coliseum and also Pasadena's Rose Bowl, where a 1946 presentation was attended by 75,000 fans.

Sadly, the tremendous popularity began to wane, perhaps for several reasons. There was considerable over-exposure, which helped speed up the wearing off of the novelty, coupled with the rising popularity of short-track stock car racing (which a promoter could put on for a smaller purse and less expense) and the rapid increase of television sets in homes. The slide came fast, with 1949 paling next to 1948 and 1950 being a mere shell of '49. Most of the smaller associations folded as AAA, URA and ARDC, plus BCRA up in northern California, continued to race before considerably depleted audiences and on a steadily decreasing number of dates.

AAA had declared an East Coast Champion as early as 1938, but it was not until 1948 that a National Champion was named, Roy Sherman being the first, followed by Hanks, Vukovich, Art Cross, Johnny Tolan, Leroy Warriner and Jack Turner, all of whom won the AAA title with Banks, Chuck Stevenson, Cal Niday, Neal Carter and Bill Homeier as their principal rivals. At the end of 1955, AAA withdrew from racing completely and USAC was formed as a not-for-profit organization to fill the gap. The new club took over the Indianapolis championship cars, sprint cars, stocks and midgets.

Shorty Templeman won the first USAC Midget



By 1948 almost all the top drivers had Offenhauser-powered Kurtis-Krafts with graceful lines and a headrest. This is Bill Schindler in a 1947 version. Bob Mlour photo from Cracky Wright's collection.

Championship in 1956. In all, Templeman won the title three straight years before bowing to Gene Hartley in 1959. In 1960, Jimmy Davis took over and won three titles back to back.

In 1960, USAC dispensed with the sectional divisions, Eastern, Midwest and West Coast, concentrating on the national championship. Until the end of 1961, both AAA and USAC paid points only to the top 12 finishers of the feature event according to the distance. For the 1962 season, a new system was introduced to reward all feature starters and to prevent long races from being top-heavy with points.

In 1963, Bob Wente won the championship after having been runner-up to Davies for three years, only to reverse positions with Mel Kenyon in 1964. Kenyon looked like a repeat winner in 1965 until burns received in a championship car accident put him on the sidelines for the rest of the season.

Californian Mike McGreevy then took over Kenyon's car, won the championship in 1965 and barely defeated the recuperated Kenyon in 1966. In 1967, Kenyon won back the title with a record-breaking 17 victories to defeat McGreevy. The pair finished the same way in 1968 with Kenyon champion for the third time. Kenyon made a valiant attempt to become the first-ever four-time champion in 1969, but had to be content with second place as veteran Bob Tattersall of Streator, Ill., earned his first title after coming close several times.

Jimmy Caruthers, son of long-time car owner Doug Carythers, took over his father's mount in 1970, shortly after completing a two-year stint in the Army, and won the 1970 title by nosing out Dave Strickland in the final race. The following year Jimmy had to play second fiddle to his 21-year-old brother, Danny Caruthers, who came back to the Midwest hopeful of winding up somewhere in the top five. Danny won 12 races and had already iced the title when his brief but brilliant career tragically came to an end with fatal injuries sustained in an accident just before the season closed.

A revised point system came into effect in 1972 and is virtually the same as the one currently employed. The season was just as tight as ever, with 22-year-old Pancho Carter almost deadlocked with Billy Engelhart going into the last race. Carter came out the winner by nine points.

Larry Rice, a former school teacher, was the winner of a three-way struggle in 1973, besting Tommy Astone, the brother-in-law of Billy Vukovich, and Bobby Olivero, who as a boy had raced quarter-midgets against the Caruthers brothers and others. Olivero's mount was on its way to revolutionizing midget racing, for just as the Offenhauser-powered Kurtis Kraft midgets dominated the post-war years and then were superseded in the late 1960's by the SESCO (one bank of a V-8 Chevrolet), so the SESCO found itself being beaten by Olivero's car, powered of all things by a Volkswagen. Unlikely as it may have seemed at first, it wasn't long before the "Vee dubs" reigned supreme.

Mel Kenyon's record-breaking fourth title came in 1974. Then for the next two years, nobody could stop Ron "Sleepy" Tripp, another Californian who had raced quarter-midgets almost before he had started school. In 1977, Kenyon was back to take a fifth title and in 1978, Rich Vogler sat atop the standings.

In 1979, Steve Lotshaw, a two-time runner-up, pulled an upset by coming from behind to outscore Mel Kenyon in the final race by only four points. If that wasn't a heart-breaker, Kenyon lost by an even closer margin, three points, in 1980, when Rich Vogler came back to claim a second title. Kenyon's unprecedented sixth championship, after those two consecutive painful squeakers, came in 1981. Kevin Olson managed to win the 1982 title on consistency without the aid of a single victory while Kenyon, second yet again, made history during the season by scoring his 100th USAC National Midget feature.



Roll bars came in during the mid-1950's and provided some protection in the event of a roll over. Jim Hines here. USAC News photo by Jim Chini.



Roll bars were superseded by full roll cages and they became mandatory in USAC in 1971. This is Rich Vogler utilizing Volkswagen power in 1979. USAC News photo by Ralph Tippy.

In 1983 it was Rich Vogler back on top for the third time, and in 1984, Tom Bigelow, a USAC Midget campaigner of twenty years' standing but chasing the full circuit only for the second time, moved from second in '83 to first, with none other than Mel Kenyon forced into the runner-up position for the seventh time.

Perhaps the greatest boost the sport received after its heyday of the 1940's came in 1969, when two days of USAC Midget racing were held in the Houston Astrodome for a gigantic purse of \$62,000. This increased interest to the extent that other great enclosed facilities began looking toward conducting such events. More recently, sponsorship of USAC Midget racing by the Jolly Rancher Candy Company of Wheatridge, Colorado has done much to enhance the sport.

The entry of USAC Midgets into the Hoosier Dome in Indianapolis in 1985 also ranks as one of the most significant happenings of recent years.

In 1985, the amazing Mel Kenyon moved into an early lead, won his 103rd, 104th and 105th career National USAC Midget features and captured the National title for a seventh time.

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Pos.	No.	Driver	Fin.
1	51	McKendry	24
2	74	Jany	11
3	11	Hines	1
4	5	Harsh	23
5	15	Wellson	15
6	73	Rice	6
7	6	Leahman	
8	1	Harsh	

RACE NO. 2		8 Cars 12 Laps	
Pos.	No.	Driver	Fin.
1	0	McKendry	0
2	16	Boylan, Tom	5
3	50	Caruthers	12
4	8	Alan B	16
5	93	Holliman	2
6	2	Satohau	23
7	12	Griffith	
8	52	George	

RACE NO. 4		8 Cars 12 Laps	
Pos.	No.	Driver	Fin.
1	38	Barman	
2	47	McKendry	
3	4	Samson	
4	75		
5	70		
6	78	Caruthers	
7	7	Harsh	
8	20		

RACE NO. 5		8 Cars 12 Laps	
Pos.	No.	Driver	Fin.
1	11	Shades	5
2	5	Olson	12
3	1	Carter	9
4	28		
5	33		
6	54		
7	44		
8	57	Sutton	

RACE NO. 3		8 Cars 12 Laps	
Pos.	No.	Driver	Fin.
1	6	Baker	1
2	16	Reed	
3	90	Hurst	
4	8	Harsh	
5	35	Jany	
6	2	Voader	3
7	69	Wood	2
8	4	Benson	

RACE NO. 6		8 Cars 12 Laps	
Pos.	No.	Driver	Fin.
1	21	Rutherford	81
2	81	Griffith	7
3	61	Wellson	59
4	7	Harsh	2
5	2	Barman	
6	59	Sutton	
7	50	Doty	
8	25	Wentz	

RACE NO. 7—SEMI-FEATURE				RACE NO. 8—SEMI-FEATURE			
12 Cars—25 Laps		Time:		12 Cars—25 Laps		Time:	
Pos.	No.	Driver	Fin.	Pos.	No.	Driver	Fin.
1	4	J.P.	49	7	8	Harsh	
2	15	Wellson	4	8	52	George	
3	2	Satohau	2	9	5	Duffie	
4	6	Leahman		10	25	Jany	
5	93	Holliman		11	51	McKendry	
6	69	Wood		12	8	Alan B	

12 Cars—25 Laps		Time:		12 Cars—25 Laps		Time:	
Pos.	No.	Driver	Fin.	Pos.	No.	Driver	Fin.
1	50	Doty	58	7	41	Wellson	
2	7	Harsh	4	8	4	Macki	
3	33	Wentz	1	9	44	Carman	
4	54	Wentz		10	14	Carter	
5	20	Samson		11	21	Rutherford	
6	26	Wentz		12			

RACE NO. 9—TEAM FEATURE				RACE NO. 10—TEAM FEATURE			
Sponsored by Babes Show Girls				Sponsored by Babes Show Girls			
40 Laps		Time:		40 Laps		Time:	
Pos.	No.	Driver	Fin.	Pos.	No.	Driver	Fin.
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

40 Laps		Time:		40 Laps		Time:	
Pos.	No.	Driver	Fin.	Pos.	No.	Driver	Fin.
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

# 100 Lap Midget Championship Feature

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100 Laps				Time:			
Pos.	No.	Driver	Fin.	Pos.	No.	Driver	Fin.
1				11			
2				12			
3				13			
4				14			
5				15			
6				16			
7				17			
8				18			
9				19			
10				20			



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## Team Indiana

Car #	Driver	Car Owner
1	Mel Kenyon	3-K Racing
2	Rich Vogler	Jonathan Byrd
2	Steve Lotshaw	Tom Piascik
4	Johnny Parsons, Jr.	Rollie Helmling
5	Charles Wilson	Bob Wilkins
5C	Roy Caruthers	Gene Crucean
6	Sam Isenhower	Sam Isenhower
8	Steve Chassey	Cliff Cornell
8	Alan Bigelow	Marvin Chambers
11	Jim Hines	Jim Hines
12S	Wayne Arnold	Paul Hieb
15	Beverly Griffis	Bob Wilkins
16	Tom Bigelow	Carl Sandy
16	Barry Reed	Barry Reed
28C	Les Scott	Jim Hettlinger
51	Roger McCluskey, Jr.	Roger McCluskey
69	Rick Hood	John Young
73	Larry Rice	Bryan Holderfield
74	Gary Bettenhausen	Bob Lowe
85	David Potter	Ralph Potter
90	Mike Hurst	Mike Hurst
93	Blake Hollingsworth	Blake Hollingsworth
0	Kenny Nichols	Kenny Nichols
	Tony Bettenhausen	

## Team USA

Car #	Driver	Owner
4	Mack McClellan	Mack McClellan
4S	Bobby Seymour	Louis Seymour
5	Kevin Olson	Jerry Hatton
7	Rick Harrell	Rick Harrell
7	Mike Seymour	Louis Seymour
7	Stan Fox	Jim Fiscus
8s	Sammy Swindell	Jim Stricher
11	Kenny Schrader	Greg Wilke
21	Johnny Rutherford	Charles Patterson
22	Brad Marvel	Klaus Wever
25	Mike Wentz	Bob Wentz
33	Terry Wentz	Terry Wentz
38WC	Rusty Rasmussen	Ron Rasmussen
44	Steve Cannon	Joe Vallone
50	Kevin Doty	Bud Doty
54EC	Bob Wentz, Jr.	Charles Rencurrel
57	Guy Cicconi	Louis Cicconi
58	Wally Pankratz	Ralph Potter
59EC	Bob Cicconi	Louis Cicconi
64	Ben Gustafson	Ben Gustafson
68	Jerry Russell	Keith Kunz
78	Lonnie Caruthers	Judy Grubbs
81	Nick Fonoro, Jr.	Jim Riesenschneider
	Ralph Liguori	

# Meet the Drivers



**Wayne Arnold**

If Wayne Arnold ever decided to pursue USAC Midget racing to a greater extent than he has and found it necessary to pass up regular appearances at the Indianapolis Speedrome, his adversaries there would be thrilled. Wayne has won the track's Pro-Stock title for four consecutive years and was runner-up in 1985, having won 137 features during that time! He won 24 features in 1981 (14 on the figure-eight track and ten on the oval), 30 in 1982 (22 figure-eights and eight ovals), 32 in 1983 (23 figure-eights and nine ovals) and a record 34 (21 figure-eights and 13 ovals) in 1984. In 1985 he won the track's marathon three-hour enduro for the second time in three years. In June, 1981, he decided to try a USAC Midget race at the Speedrome for the first time and finished second to Tom Bigelow in the main, the only time he ran a Midget all year, except for the 500-lapper! In 1983, he ran one more feature at the Speedrome, the season closing 100-lapper, and he finished second to John Andretti in that! In 1984 he upped his Midget series effort and wound up 13th in the Speedrome final standings with a 2nd, a pair of 4ths, a 5th and a 6th. At the end of the season, he started in the Speedrome Midget 500-lapper and placed 9th, drawing plenty of praise from the midget regulars. He scored eight top-five finishes in 1985 "regional" events and on August 1 won his first Midget main event by holding off Rich Vogler! He ranked 3rd in the final points behind Vogler and Steve Lotshaw.



**Gary Bettenhausen**

They don't come any tougher or braver than Gary Bettenhausen, who continues to win in spite of having virtually no use of one arm. The 2-time Sprint champion and "almost" 1972 Indianapolis winner might have ended his career in July 1974 as a result of an accident at Syracuse. But his extraordinary spirit overcame all and had him behind a wheel in six months. When Gary made his comeback at the Fort Wayne indoor midget event which opened the 1975 season, he had his brother lift his lifeless arm onto the steering wheel. He won the feature. Since then he has twice won the Silver Crown title with one Hoo-

ster Hundred win, two at Springfield, and four at DuQuoin. After leading for 138 of 182 laps in the 1972 500, Gary had his transmission fail. Some of his distance records at the Speedway still stand. His best finish came in 1980 when he moved all the way from the final row to third at the checker. Last year his Hoosier Dome appearance was his first midget race in a couple of years, but he achieved a 2nd in the opening heat.

**Tony Bettenhausen**



Kid brother of Gary and Merle Bettenhausen as well as son of the legendary Tony Bettenhausen, Sr., not to mention son-in-law of Jimmy McElreath, Tony Lee (who is also named for Lee Wallard) has now driven in the Indianapolis "500" five times himself. He finished 7th as a "rookie" in 1981, the same year he placed 2nd to Pancho Carter in the inaugural Michigan "500". He raced go-karts as a teenager and then, while living in Houston was befriended by former "500" car owner Gordon Van Liew who sponsored him in NASCAR for the next several seasons. He was voted Most Popular Driver in Late Model Sportsman racing in 1972, the year he finished 2nd in the standings to Jack Ingram. Two years later he ranked 20th in the Grand National standings before heading north to try USAC. In 1976 he finished 25th in the USAC Midget standings and in 1979 he won the Championship division Rookie-of-the-Year award as his Indianapolis career got underway.



**Tom Bigelow**

Few racers have achieved the popularity enjoyed by Tom Bigelow. In spite of Tom's achievements on the race tracks, he has never become distant from the fans. Whenever a driver is needed for an appearance before a charity or a fan club or a track promotion, Tom is always there to give unselfishly of his time and energies. His mild manner belies his aggressiveness on the track, where his successes have been voluminous. He is the "winningest" Sprint driver in USAC history with 52 wins. He has been a 3-time runner-up for the Silver Crown Championship and has won 6 of that series' races. Tom was the 1982 Speedrome Regional champ. Although Tom had often driven USAC midgets since 1965, he never ran the circuit until 1983 when he placed second in the rankings to Rich Vogler. In 1984 he won four USAC Midget races to nose out Mel Kenyon for the Jolly Rancher title. Between 1974 and 1982, he competed in every one of the Indianapolis 500s, placing 6th in 1977 and 8th in 1980. Tom won the 1985 Speedrome 500-lapper, which helped place him in the final standings.



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## Steve Cannon

Steve Cannon, younger brother of Larry "Boom Boom" Canon, is perhaps one of the most underrated drivers in USAC Midget competition. The Danville, Illinois fireman has won 21 feature events since 1971. Including six from 20 starts in 1974, the year he placed fifth in the final standings. He also won five events in 1973 and three in

1976, ranking in the leading one dozen point scorers in eight different years including 1985. He campaigned USAC Sprints in the early 1970's and in recent years has been a regular in the Silver Crown series, highlighted by placing tenth for the 1978 season after finishing fifth in the Springfield 100-miler that year. Steve can hold his own on the big tracks, but it seems that the smaller the track, the tougher he is to beat.



## Lonnie Caruthers

Lonnie Caruthers, cousin of Jimmy and Danny Caruthers, both past USAC Midget champions, is a product of the heyday of West Coast quarter-midget racing. He did not begin racing in USAC until 1977, but was a mainstay of the Midget series for the next five years, finishing 8th in the 1977 standings, 6th in 1978 and 1979, and 4th in

1980 and 1981. Lonnie won a pair of features in 1979 and three more the following year. In 1982 he cut back his racing activity, but outfoxed everyone in the Speedrome 500-lapper by going the entire distance without a pit stop to win. As a result the rule requiring a mandatory pit stop was initiated. But in his only start of 1984, Lonnie still finished 2nd in the Speedrome 500. He raced very little in 1985 but was an invitee for the Hoosier Dome race, making it to the end of the 100-lap finale where he placed 9th.



## Roy Caruthers

Roy Caruthers, bearing a surname that is just about synonymous with USAC midget racing, is the adopted son of the late Doug Caruthers. Roy's stepfather is Johnny Capels, crew chief for Johnny Rutherford's Indy cars. Roy raced go-karts for several years before moving into full midgets. He began pursuing USAC midgets in 1982 and

was 32nd in the 1983 point standings with 6 starts. Roy also placed 15th in the Speedrome Regional series and finished 14th in the 500-lapper. He placed second in the 1984 feature to Mel Kenyon. In 1985 Roy qualified for 6 USAC National Midget features and three others in Speedrome "regional" activity.



## Steve Chassey

Vietnam veteran Steve Chassey departed California for the Midwest after a career with CRA in 1973 but had a tough time of it at first. Gradually things came together and in 1977 he finished 10th in the USAC Sprint standing after placing second three times. His first feature win came near the end of the 1978 season at Cincinnati and in 1979

he broke into the win column seven times. Five more Sprint wins came in 1980 and with 17 finishes of fifth or better he finished second to Rich Vogler for the Championship. Also in 1980, he was fourth in the Championship Dirt Car points, finishing second to Gary Bettenhausen in the Hoosier Hundred after leading the first 76 laps. He was second again to Bettenhausen at DuQuoin in 1982, and in 1983 realized an ambition harbored since the age of five by qualifying for the Indianapolis "500." He took the checker in 11th place, driving a V-8 Chevrolet-powered car, the only normally aspirated (non-turbocharged) engine in the race. In September, 1984 he led all 100 laps on his way to annexing the Hoosier Hundred, his most significant win. He had eight starts in CART competition in 1985 but still campaigned the USAC Silver Crown series and a few Sprints. He finished 3rd in the DuQuoin 100 and was 4th in the Hoosier 100.



## Bob Cicconi

Bob Cicconi has been competing with the USAC Midget series on an occasional basis since 1977, the year after he won the ARDC Midget Championship. His best ranking so far has been 15th, which he managed in 1984 from only seven starts. He made the top ten in all but one of them, scoring a first, a second, a third and a fourth. In April, 1977

he was part of a historic first by being in the lineup of the Mini Indy race held at Trenton, the first ever conducted under USAC sanction. He finished sixth. The following year, he finished second in a September race at Trenton and with three other finishes in the top half dozen, finished sixth in the 1978 Mini Indy Championship. In 1982, he started competing in the Silver Crown series and placed ninth at Springfield in 1984.

He finished 6th in the May Silver Crown race at the Indiana State Fairgrounds in 1985, and ranked 15th in the Midget standings with five top-ten finishes including a 5th in the Speedrome 500-lapper. He won the Team USA finale at the Hoosier Dome and placed 8th in the 100-lap main.

## Guy Cicconi



From Malvern, PA. Guy is the middle of the three Cicconi brothers (Bob & Lou being the other two) all of whom race cars.

After racing go-karts for several years, Guy graduated to the 3/4 Midgets and full size midgets which he has been racing for nine seasons. Nineteen Eighty-four saw Guy make his debut in the tough Eastern Pennsylvania Sprint Car Circuit. Guy has raced midgets extensively in the East, and also has several USAC races under his belt. Three seasons ago, Guy was severely injured during hot laps for the "Hut 100" USAC Midget Race. Despite taking almost a full year to recover, he showed his resilience by winning the first race he entered in Zanesville, Ohio.

Career highlights include Rookie of the Year honors in the 3/4 and Midget Divisions in the East, 10 feature wins, and being crowned 1983 Jamaican Champion where he won five of six races for a decisive series victory.



## Kevin Doty

Kevin Doty is the offspring of Donald "Bud" Doty whose #50 USAC Midget has been a familiar sight at Mid-western tracks since the mid-1960's with drivers like Tom Bigelow, Roger West, Greg Weld, Bill Engelhart, and Johnny Parsons running up literally several hundred feature starts. Now 23 year-old Kevin is the driver. He had his first try in

1981 but was unable to qualify for any USAC features. That changed in 1982 when he managed three starts that resulted in finishes of 7th, 10th and 11th. Nineteen eighty-three saw him in five events with a 5th and a 7th topping his performances as he cracked USAC's top 25 with a 23rd place finish for the season. He won the MARA midget title in 1985 and was the 1984-85 Skoal dash champ. He is still looking for his first USAC feature win but he was runner-up twice in '85 and climbed to 8th in the final standings.

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## Bill Engelhart

Bill Engelhart rarely appears in a USAC Midget anymore, but he has been one of the very best, as his total of 24 feature wins will attest. The National title always eluded him, but he came close in 1972, being edged by just a handful of points by Pancho Carter. He scored pretty much of an upset by winning the 1971 "Turkey Night" Midget

Grand Prix at Ascot Park in Gardena, CA at a time when the Mid-Western drivers were considered to be at a disadvantage against the locals, and he came back to win it again in 1973!

Moving up into the Championship Dirt Car series, Billy won the 1978 Hoosier Hundred and a year later was runner-up to Bobby Olivero for the series title. He achieved a lifelong ambition by qualifying for the 1980 Indianapolis "500" (he finished 11th) and he was also in the lineup at Pocono and Ontario that year. In recent years, his racing has pretty much been limited to appearances in the Silver Crown division.



## Nick Fornoro, Jr.

It was quite a moving moment for the Fornoro family when Nick, Jr. won the 1982 ARDC Midget driving crown. His father had been the club titlist in 1950, six years before Nick, Jr. was born. The elder Fornoro had retired to become one of racing's top flagmen by the time his son made his debut on the 3/4 mile paved oval inside of the Pocono International Speedway at an ARDC race in 1972. He went on to become the NEMA Midget Champ in 1981 and followed up his '82 ARDC title with another in '83. He drove four USAC Silver Crown races in 1984 and has also snared a pair of USAC Midget feature wins during eastern "swing" one at Binghamton, NY in 1983 and another at Fulton, NY in 1984. In 1985 he won no less than four midget titles, snaring the championships of ARDC (For the fourth straight year), All Star, ESMRA and SMRC. He won two USAC features (including the Night Before The "500" at IRP), and dominated the first half of the Speedrome 500-lapper before dropping out.

## Stan Fox

Stan Fox is an extremely accomplished performer who has been successful with several midget organizations. He has placed in the top 12 in USAC Midget standings in five different years in spite of never having followed the full circuit. He has won six USAC mains, two of which came in 1982, his best USAC season. He had only 11 starts

but won two, and was in the top five all but three times. He finished 5th in points. In 1984, he had to wave off a qualification attempt for the Indianapolis "500" but had five starts in CART competition.

## Beverly Griffis

Beverly Griffis is the 24 year-old married daughter of veteran driver Bob Wilkins. Since she had been raised around racing one might assume that she had raced either go-karts or quarter-midgets, yet the first time she ever raced anything at all was a full midget in 1983! She went to a year-end Sandusky, Ohio event with her father, planning only

to hot-lap the car but ended up taking part in the full program. She made 11 appearances at the Speedrome in 1984 and was never able to qualify for a main event but placed 33rd in points. She did make the main in the '85 opener and qualified for seven more during the year. She won four semis and had three top ten feature finishes including a 6th and a 7th. She qualified for four USAC National Midget features, the first being at Paragon, Indiana on June 19. She slipped during qualifying but came back to win her heat over Tom Bigelow, Jim Hines and Kenneth Nichols! She spun out of the main while running 7th. Bev won the 1984 CORA Rookie-of-the-Year award by finishing 8th in the standings and in 1985 was tied for 5th in CORA points.

## Ben Gustavson

Ben is pretty diversified in his choice of circuit and seem to be just as at home in a front-engine midget as he is reclined in a Mini-Indy car on a road course. In 1983, for instance, he ranked 11th in WWAR midget points and also 10th in the SCCA Mini-Indy series. He also made a lone USAC appearance in the Night Before The 500 Midget program at IRP and finished 10th in the feature. He was co-rookie-of-

the-year with WWAR in 1981 and climbed to runner-up spot the next year. He was 12th in the Mini-Indy standings in 1984, 12th in WWAR midgets in 1985 and earlier in '85, placed 7th in the Hoosier Dome 100-lapper. In May he was 7th in the IRP Night Before The 500 feature.

## Rick Harrell

Son of Rollie Beale's 1970's Sprint Car crew chief, Donnie Harrell, Rick is yet another graduate of quarter-midget racing, having run the cars from 1974 to 1977. In 1979 he tried a full midget in WWAR for the first time and finished 5th in WWAR points in 1982, winning the Most Improved Driver award. He won two features the

next year, climbing to 5th in the standings. He also tried an ICAR sprint in a few races and finished 6th in a feature at Flat Rock, Michigan. In 1984 he took part in a USAC Midget program in Cleveland and finished 4th in the main.

## Jim Hines

Veteran Jim Hines almost came away with the 1985 season opener at Ft. Wayne, IN, holding Rich Vogler at bay until the 87th lap of the 100 lap contest. He hung on for 2nd. He almost won a Fort Wayne race back in 1969 but ended up being awarded 2nd after a controversial finish. Jim has competed with USAC on and off since 1964, usually making a handful appearances during season, but in 1985 he made enough good showings to land 10th in the final standings, his highest ranking ever. He also won the CORA championship in 1984 and was runner-up in '85. Jim's liking for short, paved tracks has paid off at the Indianapolis Speedrome as he has been a top ten point finisher in all five seasons of the "Regional" Midget series there. Contending with his son Ted Hines, who has also done well at the Speedrome, Jim has placed 8th in 1981, 8th in '82, 6th in '83, 5th in '84 and 9th in '85.

## Blake Hollingsworth

One of several drivers who cracked the Speedrome winner's circle for the first time in 1985, Blake Hollingsworth (who is in no way related to Hoosier Dome race organizer Ted Hollingsworth), had his big night on June 20. His points for the year ranked him 10th in the final standings. He has raced in a few USAC National point races in the midget series, his best showing being a 12th place finish in the prestigious Hut Hundred at Terre Haute's Action Track in October 1984.

## Rick Hood

The record over the past two seasons by second-generation driver Rick Hood has been quite phenomenal. He had six 1sts and seven 2nds in 20 starts on his way to winning the 1984 USAC Spring championship yet came back even stronger in 1985. This time he had nine 1sts, five 2nds and four 3rds in 25 starts to win for a second time by a huge margin. Not only that but Rick dominated the Silver Crown circuit to become the first driver ever to win both crowns in the same year. He won three straight Silver Crown races and a total of four out of seven starts to complete two amazing seasons with the Fortune family team. He certainly owes plenty of thanks to Ken Schrader for it was Kenny who recommended Rick to the Fortunes as his own replacement at the end of the 1983 season. It was also Kenny who arranged for Rick to drive the Wilke brothers USAC Midget in three 1984 races, the result being a 1st and two 2nds!

## Mike Hurst

Mike Hurst, who is the manager of Action Track Raceway at 52nd and Lafayette Road, estimates that he won more than 200 go-kart races between 1975 and 1983. Most of his racing was done in Indiana but with a few excursions to Ohio and Illinois plus treks to the Winternationals in Memphis, Tennessee. Down there he placed 2nd in the 125cc McCullough class in 1977 and was 2nd again in the 100cc class in '78. In 1976 he was the Southern Indiana Racing Association's McCullough "Heavy" champion and has won street races at Pendleton, Shenandoah High School, Greenwood, and Greenfield (all in Indiana) plus an airport race at Harrisburg, Illinois. He turned to full midgets with Robin Miller's Stanton Chevy II at the Speedrome in 1984, finishing 8th in a

feature and placing 24th in the final standings. He had a 6th and two 7ths on his way to 19th in 1985 with an ex-Nuckles Brothers VW, and he also made the lineup for the Speedrome 500-lapper. He placed 7th in the CORA standings.

## Sam Isenhower



Sam Isenhower has been racing USAC midgets on and off since 1969, but it was not until 1983 that he began racing steadily. He spent 1983 and 1984 as Tom Bigelow's teammate on the Carl Sandy team, finishing 9th in the 1983 standings and 11th in 1984. Sam had 9 top ten finishes in 1983 and nine more in 1984. He has competed in quite a few Speedrome "regional" events and had his best year in 1984 with a 4th place finish in the final standings. In 1985 Sam purchased the car he had driven from Sandy and ran it himself. He twice was a runner-up in Speedrome features, including the season-closing 100-lapper where he scored enough points to lock up 5th-place ranking. He also made the top 20 in National Midget competition and placed 10th in the Inaugural Hoosier Dome feature.



## Mel Kenyon

No midget driver during the last quarter of a century has had a record that comes anywhere near to comparing with the one compiled by the amazing Mel Kenyon. Since joining USAC Midget competition in 1962 he has placed either first or second in the final standings no less than 14 different times, with seven National titles and seven other "almosts" resulting in runner-up rankings. He has won 105 features, way more than any other driver in USAC Midget history, and has also placed second 123 times and third 96 times, for a total of 324 finishes of either first, second or third in feature events that counted towards the USAC National Championship.

Once an Indy car regular, Mel was in the starting lineup for the eight consecutive Indianapolis 500 mile race classics held between 1966 and 1973, with finishes of third in 1968, fourth in 1969 and 1973 and fifth in 1966. In July of 1972, he apparently had the Michigan 200 won, only to run out of fuel while leading with two laps to go.

Kenyon's accomplishments become even more remarkable when one is aware that he has no fingers in his left hand, the result of several operations following severe burns sustained during a fiery accident in a Championship car at Langhorne, Pa. in June, 1965. His father and brother designed a special glove with a rubber grommet sewn into the palm that could fit over a stud on the steering wheel and this, combined with the faith of a born-again Christian, soon propelled Kenyon back to the level he had previously reached, and beyond.

## Ralph Liguori



This popular performer was never able to qualify his way into a "500" lineup, but he earned the nickname "Ralphie the Racer" because of his spirited efforts on race tracks in the 1960's. His career dates all the way back to 1949 and it comes as a surprise to many to learn that Ralph was a regular on the NASCAR Grand National circuit for several

years, ranking 9th in 1954. He was 6th in USAC's Eastern Sprint Car standings in 1957, winning a 50-mile feature at Langhorne, PA. In the spring of 1958 he was 4th in a Championship race at Trenton, NJ and went on to drive in the Hoosier Hundred at the Indiana State Fairgrounds in 14 different years, finishing 2nd to Al Unser in 1970. He won a pair of USAC sprint races on his way to 9th in 1967 and another on his way to 10th in 1970.



## Steve Lotshaw

Steve Lotshaw's racing career goes back to his boyhood when he used to race quarter-midgets with Pancho and Dana Carter and Johnny Parsons. When he wasn't challenging the racers, he was selling the *National Speed Sport News* during races at Midwestern tracks. Steve moved up to full midgets in 1971 and in 1976 was runner-up to

Sleepy Tripp for the USAC title. He placed second again in 1978, and in 1979 came from behind in the final race to outscore Mel Kenyon and add his name to a championship list of drivers that included many of his boyhood idols. Steve and his father build luxury homes in the Indianapolis area, so there have been times when his racing was interrupted. Although he ran only a few USAC National Midget events in 1985, they were limited to appearances at the Speedrome where he won a feature, had seven finishes of 5th or better and wound up 2nd in points to Rich Vogler.



## Brad Marvel

Brad Marvel is the 31-year-old son of USAC's Bill Marvel and brother of the late Billy Marvel. He started driving against his brother in quarter-midgets at the age of four, also competing against Johnny Parsons, Steve Lotshaw, Pancho and Dana Carter around the Indianapolis area during their pre-teen years. In the early 1970's, while

working at the Pocono International Speedway, Brad took up racing motorcycles and went on to compete in AMA-sanctioned events at Daytona, Riverside and Talledega. He drove in a couple of USAC Midget races in 1979 and later began competing in area sprint car races. While serving as President of Bill's Unclaimed Freight Store in Indianapolis, he placed second in the 1983 Lincoln Park (Putnamville) Sprint Championship to Bobby Kinser with several wins and in 1984 made some USAC Sprint appearances. He moved to California in 1985 and spent the summer competing with CRA, but planned to race in the Mid-west again in 1986.



## Mack McClellan

There is no doubt that Mack McClellan would like to recapture the form he displayed back in 1981. That was the year that he won the first Speedrome Regional Midget series going away by scoring four firsts and a pair of seconds in the last six races. Not only that, but he won the Speedrome's first 500-lapper right after the Regional season closed. He dropped to fourth in the '82 standings, but after an up-and-down season in 1983, entered the final race with a chance to win the title back. He blew an engine. He has won five USAC National Midget events and also a pair of Sprint features, having been a Sprint regular at one time with rankings of 9th and 8th in 1979 and 1980 respectively. He has also competed in a number of Silver Crown events. In 1985, he finished 11th in the Speedrome series and ended the year with a 2nd place finish in the 500-lapper.

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### Roger McCluskey, Jr.



Roger is the 21 year-old son of the USAC driving great, turned Vice-President and Director of Competition. He is another who might be expected to have raced quarter-midgets or go-karts. In fact, he never raced anything on four wheels until 1985!

From the age of nine until he was 19, he raced moto-cross, mostly in Arizona, moving from several seasons of 80cc minis to 100cc and finally the 125cc class. He ventured out of state on occasion and once competed at the Los Angeles Coliseum. In 1985, he campaigned a full midget in the Speedrome series and made the feature lineup eight times. He finished the season by outqualifying several veterans for a spot in the 500 lapper, and was flagged off in 15th at the finish.



### Kenneth Nichols

It is understandable that there might be a little confusion over the identity of Ken Nichols, because USAC actually has two drivers by that name. One, out of San Carlos, CA, ran in the Midwest extensively in the mid-1970's. The other is a former Pittsboro, IN resident who now lives in Indianapolis and runs the full Midget schedule. He

drove his first USAC Midget race in 1978. He performs extremely well on smaller tracks and three of his four career runner-up finishes in USAC National Midget competition have come at the Fort Wayne indoor track. He won the Most Improved Driver award of 1983 for registering ten finishes in the top ten as well as being the fastest qualifier twice on his way to 4th in the seasonal standings. In 1984 he was up to 17 showings in the top ten and appeared as if he might finish third in the point standings. He decided not to make the trip west for the final races, however, and was pipped at the post by Rich Vogler. He was 6th nationally in 1985 and has ranked among the top 12 in points for all five seasons of the Speedrome Regional Midget series. He was 6th in the 1985 Hoosier Dome 100 lapper.

### Kevin Olson



Nineteen eighty-two USAC Midget champion Kevin Olson was within three points of overhauling leader Tom Bigelow in 1984 when a bad flip at Hales Corners, Wisconsin in July left him with a cracked neck and several broken bones. He had only returned to racing for a matter of weeks in 1985 when he and car owner Nick Gojmeric were

severely injured at the side of a freeway after having stopped to aid a stricken motorist. Undaunted, he is back again. Kevin managed to claim the 1982 title without the aid of a single feature win but came back to score three times in '83 including in the "Turkey Night" Grand Prix at Ascot. He won two more before his injuries in 1984. In '83 he drove the Wilke Brothers car in some Silver Crown races and finished 8th in the Hoosier Hundred.

### Wally Pankratz



Race fans of the old school who remember the early and mid-1950's should recall the black Malloy Special that Jimmy Reece used to drive in AAA Championship races. That car, among others, was constructed by post-war midget driver Bob Pankratz who is Wally's dad. Wally has been racing on the west coast for quite a few years and made his first USAC midget start out there in 1971. He has been in the lineup of the "Turkey Night" Grand Prix at Ascot Park several times and finished 5th in the most recent running. Nineteen eighty-five would rank as by far his best season with USAC. He was runner-up to Chuck Gurney in the inaugural USAC Supermodified standings with a pair of wins and a total of six finishes in the top three. He also won four Western States Midget races including three consecutively near the season's end. He was in the top four in ten races, passed up some dates but still ranked 5th.



### Johnny Parsons

Son of 1950 Indianapolis 500 winner Johnnie Parsons, Johnny has now equalled his father's tenure with 10 Indy 500 starts of his own. His best finish was in both 1977 and 1985 when he finished 5th. This year, subbing for Jacques Villeneuve, he qualified solidly for the race in a car which had not even approached racing speeds during 500 practice. Johnny has won 26 Midget races, 10 of which came in 1977 when he was runner-up to Champion Mel Kenyon. He has won five sprint mains and finished 2nd on three occasions in Silver Crown competition. Johnny is a past master of indoor midget racing, having tied Bob Wente Sr. for the 1979 Indoor Midget title. He was outstanding in last year's Hoosier Dome event, coming from back in the pack to finish 2nd, and thrilling the crowd by hiking his front left wheel for much of the way.

### David Potter



One of five sons of Kurtis Kraft quarter-midget "King" Ralph Potter, David raced the quarter-midgets from the time he was five years old until he turned 14. He won the Grand Nationals in Huntsville, Alabama in 1972. He was "retired" from racing for a few years but moved into full midgets in 1980. In 1982, he had eight starts in Speedrome "regional" competition with a 4th and a pair of 5th place finishes. He was 5th in the 500-lapper with his brother Tracy driving relief. He scored 3rd in a 1983 Speedrome main and moved up to 4th in the 500-lapper with another brother, Kevin in relief. He made his first starts in USAC National Midget racing in 1985 and registered an 8th place finish in an Indoor main at Ft. Wayne in January.

### Rusty Rasmussen



All the way from Fresno, California comes Rusty Rasmussen who wrapped up 2nd to Sleepy Tripp in the 1985 USAC Western States Midget championship before he had celebrated his 22nd birthday. He had 23 starts in that series, won the main at Madera on August 31 and finished 7th or higher in 19 other features! He ran a pair of USAC National events in 1983 and placed 4th in his only Western States outing (at 19!). He towed to Indianapolis Raceway Park for the Night Before the "500" Midget classic in 1984 and placed 6th. He was also 7th in a main at Ascot Park and was 4th and 5th in his only Western States appearances of '84. He was a hot qualifier in 1985 WSR action, never once ranking slower than sixth!

### Barry Reed



Barry Reed, one of six drivers to have qualified for the Speedrome 500-lap USAC Midget race in all five runnings, had his best season in 1985. He finished 6th in the 500-lapper, won a USAC National points race at the Speedrome on June 13, and placed 6th in the "regional" standings. Barry was one of the original 12 contestants who showed up for the first Speedrome "regional" ever held, on May 7, 1981. He has been a regular ever since then, 9th ranking in 1983 being his before this past year.

## Larry Rice



Larry Rice is a Linden, Indiana native who attended races with his family as a boy and dreamed of becoming a race driver, someday to compete in the "500." Many others have dreamed of it. Rice made it. He started with his father's USAC midget in 1968 and between 1969 and '75 won 14 main events. He won the USAC National

Midget championship in 1973 and was 3rd in 1972 and '74. He began to cut back on midgets after that as he was not regularly competing with sprints and dirt cars. He ranked in the top ten of the Dirt Car (now Silver Crown) standings eight times in 11 seasons between 1975 and 1985, winning the title in 1977 and 1981, the latter being the year that he won the Hoosier Hundred. He has never been able to win the Sprint crown although he has come close several times being runner-up to Sheldon Kinser in 1983, and ranking in the top five in five different years. It was in 1978 that he qualified for his first of two Indianapolis 500's. He lost an engine right at the finish but wound up 11th and split the Rookie-of-the-Year balloting with Rick Mears. In October 1985 he pulled off a "double" at the 4-Crown Nationals at the Eldora Speedway by winning both the Silver Crown and Sprint portions, coming from behind to beat Rick Hood in both events.



## Jerry Russell

Jerry Russell is part of a huge racing family from Springfield, IL. Jerry's uncle being Chuck Weyant, who drove in four Indianapolis races between 1955 and '59. The conglomeration of cousins, nephews, uncles and so forth, all of whom have raced under the USAC banner, closely encompasses Duke DeRosa, Rusty Kunz, Chuck

Kunz, Gene "Stooge" Weyant, and Tony Weyant, plus Loague Yount as a relative through marriage! Jerry started out as a youngster on motorcycles and was a regular in several classifications at Joe Shaheen's "Little" Springfield track. He tried to qualify a USAC Midget there in 1977. He drove five USAC races on a temporary permit license in 1983 and finished second in a feature at Godfrey, IL. He moved into the Sprint division in 1984 and had eight top-ten finishes (including a third, a fourth and a fifth), finishing fifth in the point rankings as a rookie. He also drove in four Silver Crown events and placed 17th at the year's end. He finished 2nd in a USAC Sprint feature at "Little" Springfield in 1985 after turning the fastest qualifying time, was 3rd in another feature and finished 9th for the season.



## Johnny Rutherford

One of the most illustrious careers in the history of motorsports belongs to popular three-time Indianapolis "500" winner Johnny Rutherford. The Fort Worth, Texas driver has now driven in 21 Indianapolis races with only fellow Texan A. J. Foyt having started more times. Johnny's early Indy career was beset with misfortune. In 1970

he had a strong showing for the first time, qualifying for the front row and running 2nd for many laps. He won the pole in 1973 and then the race itself in '74. He was runner-up to Bobby Unser in '75 and then was winner for the second time (from the pole) in '76, both races being shortened by rain. He won from the pole again to score his third win in 1980. His career was hampered for several years while shaking off the effects of a serious accident in a sprinter at Rossburg, OH in early 1966. He had won the Atlanta 250-mile Championship race and the USAC Sprint title the previous year and was seemingly headed for even greater things when the accident (in which he broke both arms) struck him down. It took about five years for him to return to the original plateau and continue on, his real break coming when he signed on with Team McLaren in 1973. He has won a total of 25 Championship races to date, scoring at least one for nine straight seasons between 1973 and 1981. He has been without question one of the greatest spokespersons and ambassadors racing has ever had.



## Ken Schrader

Of all the race drivers there are in the world, there can't be any more than a couple who even attempt a schedule that compares with Ken Schrader's. The friendly, unflappable Missourian normally runs in the region of 100 races per year and he has planned as many as 120. He has been USAC Silver Crown Champion (1982), USAC Sprint Car Cham-

pion (1983), third-place man in the Midget standings (1982 and 1983), and third in the Stock Car standings (1981), just to list some of his accomplishments within USAC. In other endeavors, he has managed to

win three out of four features in a "quadruple-header" comprising four different classifications of race cars in a single night, and he thinks nothing of racing in different states on the same weekend and even at two different race tracks on the same day! Two dozen or more appearances per month during the summer is the rule rather than the exception, and no amount of success during that time seems to change his pleasant manner. He won the main the first time he raced professionally, in a hobby stock the weekend he turned sixteen, and he has been winning ever since. He competed in five NASCAR Grand Nationals in 1984 and in 1985 realized a lifelong ambition by competing on the full NASCAR schedule. He was the top-finishing race "rookie" 20 times in 28 starts and ran away with the seasonal "rookie" title, winding up 16th in the final standings.



## Les Scott

One of the real veterans not only of midget racing but motorsports in general is Les Scott, who has been racing since 1949. It has been more than a decade since he has followed the USAC circuit other than for an occasional appearance, but he still shows up at indoor tracks to "have a go." He has taken the green flag in no less than 382 USAC

Midget features since 1957 and has finished in the top ten in 181 of them. He has won seven main events. He placed among the leading dozen in final points for seven consecutive seasons between 1965 and 1971, with a seventh-place ranking in '71 his highest. In the early days of USAC Les also was a regular in the Stock Car division, placing ninth in the 1957 standings. He also took three shots at Indianapolis in 1967, '68 and '69, but was unable to get into the lineup for a "500," although he did compete in four Championship events during those years.

## Mike and Bobby Seymour



Mike and Bobby are sons of the famed "Boston" Louis Seymour, strong supporter of USAC racing for well over 20 seasons. Louis no longer campaigns a USAC Spring car, but the family Silver Crown car is still seen at most of the races, Mike and Bobby hard at work as crew members. Add their names to the fast-growing list of former

quarter-midget drivers. They raced from the ages of 4 until 15, usually in the east but with occasional trips to the mid-west where they raced against Johnny Parsons, Pancho Carter and Steve Lotshaw. Louis wouldn't let them race while they attended ISU college but having graduated, they began racing full midgets with NEMA in the north-east. They ran one-two in the first half of 1985 but fell back to 3rd and 5th after missing several races to crew the USAC Silver Crown entry. Bobby raised quite a few eyebrows in September, 1984 when he qualified for the outside of the front row for the Speedrome 500-lapper next to Rich Vogler and John Andretti.



## Sammy Swindell

One of the most frequent winners in motorsports on an annual basis is Sammy Swindell of Memphis, Tennessee, the two-time World of Outlaws Champion. He has recorded as many as 43 sprint car wins in a single season under different organizations, he won a record of 28 point-paying events on his way to his first WoO title in 1981, finally

unseating Steve Kinser after coming close several times and he successfully defended his championship in 1982. He made a run at Kinser at the end of 1984 and won the final three races of the year, bringing his season total to 13, but his point total fell just short and he finished as runner-up to Kinser as he had several times previously. He has been racing since 1971, almost exclusively in sprints, and has made a few appearances with USAC, having competed in the 1978 Hoosier Hundred, the 1978 Hut Hundred midget race, and also twice in the "Turkey Night" Midget Grand Prix at Ascot.



## Rich Vogler

The last time that 1985 Hoosier Dome winner Rich Vogler tried to win the USAC Midget title was in 1978. Having done it, he decided thereafter to compete only when his schedule allowed, but it turned out that he was able to make enough successful appearances in 1980 to win the title back. In 1983, still picking and choosing his races, he

won it for a third time. Nineteen eighty was a phenomenal year for him, because he also won the Sprint title (only the second driver to win both titles in a career, let alone in the same year), and was third in the Silver Crown series. The following year, he was runner-up in both Silver

# Results of the 1st Annual Hoosier Dome Invitational

January 19, 1985

1/16 mile indoor track

Race organizer: Ted Hollingsworth

Purse: \$27,250 Distance: 100 laps

Pos	Driver	Car	Car number
1	Rich Vogler	Lowe	1s
2	Johnny Parsons	Cornell	8
3	Ken Schrande	Wilke	11ec
4	J. R. Armstrong	AMI	43
5	Mel Kenyon	3-K	66
6	Kenneth Nichols	Nichols	0
7	Ben Gustafson	Gustafson	64
8	Bob Cicconi	Cicconi	57x
9	Lonnie Caruthers	Grubbs	78
10	Sam Isenhower	Sandy	6
11	Nick Fornoro, Jr.	Rieder	81
12	Steve Cannon	Heerboth	48
13	Les Scott	Scott	10
14	George Snider	Nuckles	59
15	Bobby Went	Wente	25
16	John Andretti	Helmling	4
17	Tim Richmond	Saligoe	5ec
18	Rick Harrell	Harrell	7x
19	Bill Engelhart	Hudson	44a
20	Steve Kinser	Calvert	35

Crown and Sprints, plus third in Midgets, while in 1982 he was runner-up again in the Sprint series. In 1984 he made a shambles of the Speedrome Regional Midget series, winning the first five races of the season and losing only in the sixth because another commitment kept him away from the track! He ended up winning nine features in 11 starts, to win the title by a huge margin. He also dominated the Speedrome 500 lapper to win that event for the second year in a row, in spite of having finished fifth earlier in the day at the Hoosier Hundred and amazingly enough, nursing a broken shoulder blade while doing it! Two weeks later, he won the Hut Hundred at Terre Haute for an unprecedented fourth time and wound up third in the 1984 Midget standings despite running in less than half of the races. He started only ten times but won five features. He kept on rolling in 1985, successfully defending his Speedrome title with eight more wins while also placing 2nd to Mel Kenyon in the Jolly Rancher National standings. His 10 wins in 17 starts moved his all-time National Midget career win total to 64, third on the all-time list behind Mel Kenyon and Bob Wente, Sr. In May 1985, through the efforts of his friend Jonathan Byrd, he participated in the Indianapolis "500".



**Bobby Wente**

Bobby Wente is the eldest of three racing sons of Bob Wente, the 1963 USAC Midget Champ whose career total of 78 National Midget wins rank second only to Mel Kenyon. Bobby started racing in the St. Louis area in the early 1970's and has had his greatest successes there before his hometown friends. He made his USAC debut in '75 and earned his way into 7 features in 1976, making the top ten three times. Bobby made 3 features in 1977, achieved a 4th place feature finish in 1978, and had 12 starts in 1979 with 6 finishes in the top ten. Bobby's sense of humor was evident following a 1973 roll-over when he said, "Getting upside down doesn't bother me and doing it in front of a crowd doesn't bother me. What I hate is having to go home and tell my old man about it." His only USAC appearance in 1985 came in the Hoosier Dome where he made it into the main event and placed 15th for Team USA.

**Mike Wente**



Yet another son of 1963 USAC Midget champion Bob Wente, Mike is the younger brother of Bobby and Terry Wente. He has been racing for five years and, like his brothers, started right off the bat with full midgets. Most of his racing to date has been with SLARA (St. Louis) and MARA. He started off 1985 in fine style by winning two of the first three mains in MARA and ended up 5th in the final standings. His lone appearance in a USAC main thus far is a memorable one, a strong 3rd in the feature at Godfrey, IL in August 1983 behind Ken Schrader and Jerry Russel.

**Terry Wente**



Number two son of 1963 USAC Midget champ Bob Wente is Terry Wente who began his midget career with the St. Louis Auto Racing Association in 1976. He climbed all the way to second ranking in 1977 and repeated the year after that. He also raced extensively with the Mid-west Auto Racing Association, finishing either 2nd or 3rd in that group's points in several different years. He made six USAC starts in 1979, two resulting in top ten finishes, then in January 1980, he pulled off a main event win at the Fort Wayne indoor facility. In 1981 he had six more USAC starts and scored top ten finishes in five of them, piling up enough points to rank 25th for the season.



**Charley Wilson**

Charles participated in over 200 go-kart races throughout the midwest between 1973 and 1979, accumulating 36 wins and finishing 6th in the World Karting Association's national point standings in '79. In 1978 he was judged the best student of his class at the Jim Russell racing school at Ontario Motor Speedway after which he sat on the pole and won his first Formula Ford race there in record time. Continuing with FF's at Russell schools in the east and in Canada, he won rookie-of-the-year with a 6th ranking in '80 and then was 2nd in '81. He had 35 races in those two years, winning 14 and placing 2nd in nine. In 1984 he started 18 races in SCCA's new Pro Mazda series, winning four and placing 2nd seven times. He recently had a bit part in a racing episode of the TV show "Simon and Simon" and hopes his USAC Midget debut here will be another step towards achieving his goal of being the first black driver to qualify for the Indianapolis "500."



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# AAA Midget Champions

## Midget Champions 1948-55

1948 Roy Sherman  
1949 Sam Hanks

1950 Bill Vukovich  
1951 Art Cross

1952 Johnnie Tolan  
1953 Leroy Warriner

1954 Jack Turner  
1955 Jack Turner


## USAC Midget Champions 1956-1985

Year	First		Second		Third	
	Driver	Points	Driver	Points	Driver	Points
1956(a)	Shorty Templeman	3701	Chuck Rodee	2733	Eddie Sachs	2027
1957	Shorty Templeman	1674.5	Rex Easton	1084.25	Gene Hartley	1019.5
1958	Shorty Templeman	1038	Rex Easton	1029.75	Gene Hartley	919.5
1959	Gene Hartley	1092	Jimmy Davies	889.8	Shorty Templeman	753.1
1960	Jimmy Davies	1337.25	Bob Wente	1327.5	Gene Hartley	1001.5
1961	Jimmy Davies	1265.2	Bob Wente	964.7	Gene Hartley	785.1
1962(b)	Jimmy Davies	474.96	Bob Wente	416.35	Tommy Copp	264.6
1963	Bob Wente	411.05	Mel Kenyon	322.4	Tommy Copp	319.35
1964	Mel Kenyon	456.55	Bob Wente	399.65	Tommy Copp	383.1
1965	Mike McGreevy	448.4	Bob Tattersall	372.6	Chuck Rodee	327.7
1966	Mike McGreevy	392.7	Mel Kenyon	361.07	Don Meacham	350.27
1967	Mel Kenyon	492.55	Mike McGreevy	368.2	Gary Bettenhausen	244.92
1968	Mel Kenyon	491.55	Mike McGreevy	368.6	Bob Tattersall	296
1969	Bob Tattersall	499.12	Mel Kenyon	453.75	Dave Strickland	434.57
1970	Jimmy Caruthers	409.7	Dave Strickland	397.22	Bob Tattersall	266.67
1971	Danny Caruthers	398.76	Jimmy Caruthers	338.75	Dave Strickland	298.17
1972(c)	Pancho Carter	711	Bill Engelhart	702	Larry Rice	668
1973	Larry Rice	735	Tommy Astone	705	Bobby Olivero	699
1974	Mel Kenyon	602	Tommy Astone	490	Larry Rice	477
1975	Sleepy Tripp	830	Dana Carter	537	Mel Kenyon	492
1976	Sleepy Tripp	717	Steve Lotshaw	532	Tommy Astone	442
1977	Mel Kenyon	953	Johnny Parsons	666	Sleepy Tripp	647
1978	Rich Vogler	880	Steve Lotshaw	625	Mel Kenyon	495
1979	Steve Lotshaw	805	Mel Kenyon	801	Rich Vogler	574
1980	Rich Vogler	644	Mel Kenyon	641	Sleepy Tripp	598
1981	Mel Kenyon	480	Steve Lotshaw	382	Rich Vogler	365
1982	Kevin Olson	370	Mel Kenyon	308	Ken Schrader	300
1983	Rich Vogler	439	Tom Bigelow	298	Ken Schrader	295
1984	Tom Bigelow	430	Mel Kenyon	378	Rich Vogler	323
1985	Mel Kenyon	609	Rich Vogler	486	John Andretti	440

(a) First year of USAC  
(b) Change in point system  
(c) Introduction of current point system

### BOB STROUD MEMORIAL USAC NATIONAL MIDGET SERIES 'ROOKIE OF THE YEAR' AWARD

1969 Bill Engelhart	1977 Lonnie Caruthers
1970 Danny Brown	1978 Tommy Thomas
1971 Danny Caruthers	1979 Barry Butterworth
1972 Tommy Astone	1980 Trevor Boys
1973 Mike Gregg	1981 Sherman Armstrong, Jr.
1974 Richard Powell	1982 Chris Maxson
1975 Larry Patton	1983 John Andretti
1976 James McElreath	1984 Russ Gamester
	1985-To Be Announced



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# PROFILE—Multi Champion Mel Kenyon

Seven-time USAC National Midget Champion Mel Kenyon really enjoyed running in the 1985 inaugural HOOSIER DOME INVITATIONAL. "It was very similar to running at the Indianapolis Speedrome," he commented. There was enough room to run conventionally and it was really like running in a climate-controlled outdoors."

Mel explained that most indoor tracks have narrow, short and tight turns and the racing is often more like a rodeo than a race. Mel says that last year "he" was running about 15 minutes behind everyone else during the preliminaries and it wasn't until the feature that his crew got his car working correctly. Although a faulty tire caused him trouble during the race, Mel likes this particular style of indoor racing.

The team concept is not new for those drivers like Mel who have run overseas, especially in Australia and New Zealand. In those countries the team concept is the "norm" and those American drivers who have driven down under are used to it. Mel believes the team concept is good spectator watching. However, he feels "it works better overseas because they have small teams of three racers each. Then, if a driver isn't working well or having some problems, he blocks the other team's drivers to help his own teammates. Here you have 12 members on each team in the feature race, and it sometimes loses its team personality because an individual becomes more concerned for himself and his own place."

Mel went on to say that he likes the team style of racing because the luck of the draw depends upon how you do in the preliminaries and how you're working depends upon how you finish. "You've got to get work-



USAC 1985 National Midget Champ Mel Kenyon's helmet visualizes for fans Mel's commitment to the Lord Jesus Christ, whom he says gave him the strength and courage to come back to a full life after a near-fatal fire while racing at Langhorne in 1965.

ing early to do well," he commented, "or you won't finish well."

The quiet, gentle man who has dominated USAC midget racing over the past 24 years loves the sport because so much depends upon the driver: "You have to make the right guess not only on the stagger and the tires, but on the car. Then you have to keep it pointed in the right direction."

Mel spends his non-racing time preparing approximately sixty other midget machines for racing. "I don't have time to run any other division," he commented, "I've got all I can handle here to properly prepare these cars." He and his brother Don work together and equally distribute the work. According to Mel, "It's a nice arrangement."

When asked if he is going to race forever, Mel replied, "Sure." After chuckling a bit, he said that as long as he is comfortable and happy while racing, he is going to race. "I don't feel old yet, but when I do, I'll stop."

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