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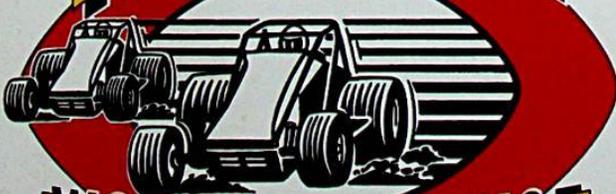
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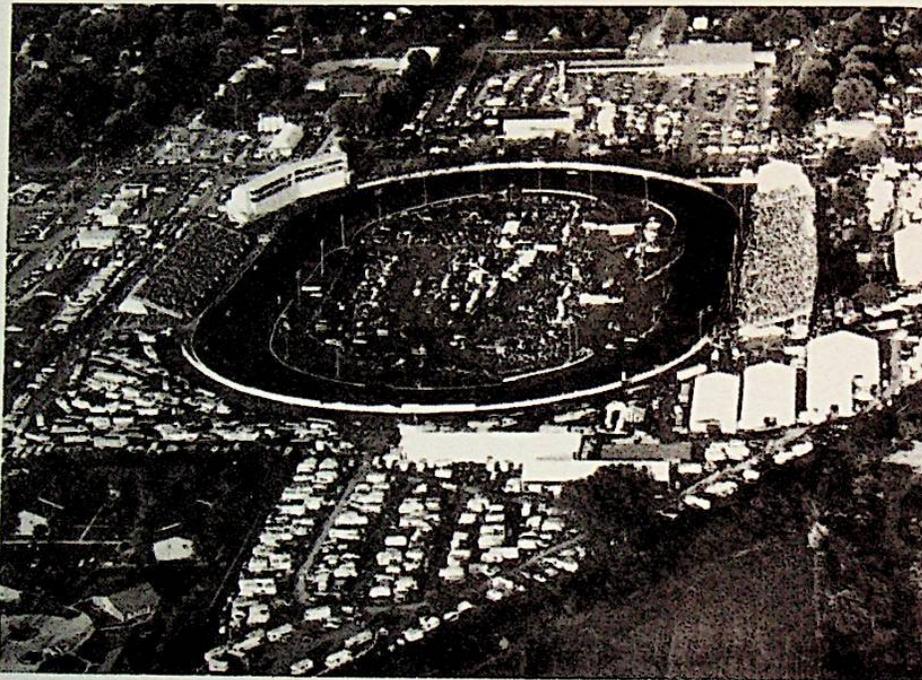
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PROGRAM

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OTHER TENTATIVE 1993 DATES AT KNOXVILLE

| | | |
|------------------------------------|--------------------------------|------------------------------------|
| April 17- Practice Night | June 12- Open Sprints | July 31- Open Sprints |
| April 24- Season Opener | June 19- Open Sprints | Aug 7- Open Sprints |
| April 30 & May 1- World of Outlaws | June 25 & 26- World of Outlaws | |
| May 8- Open Sprints | July 3- Open Sprints | Aug 14- Open Sprints |
| May 15- Open Sprints | July 10- Open Sprints | Aug 27 & 28- 360 Cu. In. NATIONALS |
| May 22- Open Sprints | July 17- Open Sprints | Sept 4- SEASON CHAMPIONSHIP |
| May 29- Open Sprints | July 21- World of Outlaws | Sept 24 & 25 World of Outlaws |
| June 5- Open Sprints | July 24- Open Sprints | |

Welcome To Phoenix, Arizona, Manzanita Speedway & The Slick 50 Sprint Car World Series

Dear Race Fans,

On behalf of the management, staff and officials of Slick 50, Eagle One, the World of Outlaws, TNN: The Nashville Network, Patterson International, Southeastern Communications Group and Manzanita Speedway, **WELCOME** to the history-making **Slick 50 Sprint Car World Series** and **Slick 50/Eagle One Midget World Challenge Series**.

You are an integral part of the first live, nationally-televised series of winged Sprint Car races in America.

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Their cousins, despite the diminutive name Midgets, provide no less a challenge to the drivers and mechanics as they vie for the **Slick 50/Eagle One World Challenge** honors that will earn them recognition by sponsors, owners and fans and possibly a move up to the Sprint Cars.

You can expect to see the boldest, fastest drivers in the world challenging themselves to find the outer edge of safety with their powerful, mud-flinging cars, searching for an advantage that will move them ahead of the fire-belching competition.

In a sport already recognized for its intensity, drivers and crews will be spurred on by competing in front of the largest group ever to witness — live — winged Sprint Cars in action on the surface — clay — they were built for.

We hope you will enjoy watching as they slide their howling, wicked cars high and low within inches of each other and the infamous walls of this historic speedway, missing disaster by the slimmest of margins at speeds topping 120 miles per hour. We will.

Behind the grandstands, concessionaires offer the latest in souvenirs of your participation in these historic events and collectibles for the serious race fan ... as well as snacks, foods and drinks to ease your appetite and quench your thirst.

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So browse, watch, cheer and most of all, enjoy. We're glad you came.

Pat Patterson
Executive In Charge



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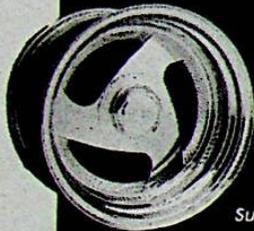
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Inside The Slick 50 Sprint Car World Series Program

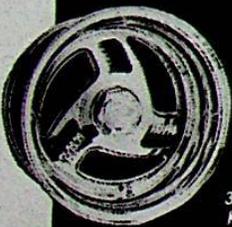
Slick 50 – Reaching Consumers Through Racing
What Is A Sprint Car? What Is A Midget? Diagrams Explain
Steve Kinser – Just Picture 'The King Of The Outlaws'
Stevie Smith – Is He The Next 'King'?
Scenes From 1992 – Photo Centerspread
Sammy Swindell – Haulin' It To The Bank In 1992
Lealand McSpadden – Veteran Gets Better With Age
Mark Kinser – Making His Own Name, Fame, Glory
Andy Hillenburg – Owner/Driver Carves His Own Nitch
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Danny Lasoski – Back In The 'Five' & Winning
Dale Blaney – Takes Over Wimmer/Kramer 7TW
Jerry Stone – Still Going Strong After 25 Years
Terry McCarl – Radiating Confidence



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Producer

Greg Larrimore
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Keith Hall
Manzanita Speedway Director

Bill Stapp
Infield Coordinator

Larry Haupman
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World of Outlaws

Ted Johnson
President

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Slick 50 Sprint Car World Series Schedule

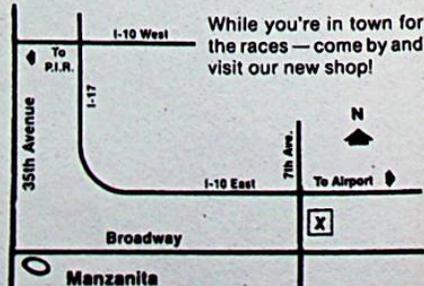
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|-------------|-------------------|-------------------|---------------|
| Opening Day | November 8, 1992 | Sprint Car Winner | Midget Winner |
| Round II | November 15, 1992 | Sprint Car Winner | Midget Winner |
| Round III | November 22, 1992 | Sprint Car Winner | Midget Winner |
| Round IV | December 6, 1992 | Sprint Car Winner | Midget Winner |
| Round V | December 13, 1992 | Sprint Car Winner | Midget Winner |
| Round VI | December 20, 1992 | Sprint Car Winner | Midget Winner |
| Round VII | January 3, 1993 | Sprint Car Winner | Midget Winner |
| Round VIII | January 10, 1993 | Sprint Car Winner | Midget Winner |
| Round IX | January 17, 1993 | Sprint Car Winner | Midget Winner |
| Round X | January 24, 1993 | Sprint Car Winner | Midget Winner |



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Grass Roots Racing Is Slick 50's Target Market

With the backing of the Slick 50 Products company of Houston, Texas, the Slick 50 Sprint Car World Series is able to come to life as a viable winter racing series.

The company's main product, Slick 50 Engine Formula, is targeted as a grass roots type of product and the involvement with the weekly type racing series is what peaks the company's interest.

"I can't tell you how pleased we are to be involved with the first Sprint Car World Series," Hill Ryer, the national sales manager for Slick 50, said.

"Slick 50 Engine Formula has been around for 14 years and the product's popularity really did start on the dirt tracks," Ryer said. "It was designed as grass roots product and was sold through multi-level marketing."

Ryer said the company has a long history with racing to various degrees.

"As the company and the product has grown — most significantly in the past three years — our involvement has blossomed," he said.

"The best way to put it is certainly since the income from our sales has begun to grow it affords us the opportunity to get more involved in racing. Also the fact is that racing is from where we come and that is our consumer. They support us, they support racing, therefore we should support racing as well."

He said in the recent years the company has been able to support racing quite a bit more than before, "more than giving the guy a quart to stick in his engine."

We Have some partial sponsorships with some stock car racers and we also have an offshore boat that's done exceedingly well this year," Ryer said. "And, we have Steve Johnson, who's a drag biker. We've had him for several years and he's a great spokesman for Slick 50 and for racing."

Ryer said the company also recently became involved with the National Hot Rod Association.

"It started several years ago with partial sponsorships, but this past March we sponsored the Slick 50 Grand Nationals in Houston and that

went really well and gave us good exposure."

A policy the company has is to try different types of involvement in racing.

"One thing we did this past year with drag racing is we looked at 'what are the obstacles, what are the barriers, what can we break through?' Well everyone was up to 285, 290; they were going fast but everyone within the industry thought 300 miles per hour was never gonna happen.

"Well, we bet on that ... poorly!"

Company officials came up with the Slick 50 Breakthrough award which offered \$50,000 to the first driver to bust the 300 mph mark.

"We were just sitting there fat, dumb and happy, figuring we'll ride this (promotion) out for a year or two," Ryer said. "The announcers would come on and say these guys are going for that Slick 50 Breakthrough 50.

"We figured every race, every series, every run down the track the announcer would comment on the Slick 50 Breakthrough," he continued. "Well, Kenny Bernstein took it (the award) a couple of weeks later at the Gator Nationals.

He had the inspiration (\$50,000) and we had the money (\$50,000). He took our \$50,000 with a smile.

"It was nonetheless very good for us and that's the type of thing we do with racing and that's why we're here with Sprint Cars and not channeling funds into the big series and big sanctioning bodies where you're one of many.

"Sprint Car racing is a very accessible sport to many," Ryer said. "It's certainly a growing sport; its costs are not extreme and its accessible to our consumers. It personifies what we're after, which is supporting our consumers."

Ryer said the company officials like the opportunity the winter televised Sprint Car series afforded them with the consistency of the weather, the quality of the lighting and time of day and the quality of Pat Patterson's (the series producer) programming.

"It brings Sprint Car racing to a higher level," Ryer said.

"I don't want to say we add credibility to it by any means; but a sponsor brings the support to it that adds legitimacy to it. It could have been anyone else; but the fact that there's a significant branded sponsor supporting the sport will do volumes for its exposure.

"Our commitment and hope is that it gets more and more and more exposure."

The company has sold more than 16 million bottles of Slick 50 around the world in the past few years, "and that kind of sales volume doesn't come from smoke and mirrors advertising. It comes from consumer satisfaction.

"We get countless letters from consumers saying how using Slick 50 has diminished maintenance costs on their car," Ryer said. "People are taking better care of their cars now ... they change oil regularly and for whatever reason they buy Slick 50 and they love it."

"Our people love racing," Ryer said, talking about his company. "Our CEO (chief executive officer Bill Jeter) has a firesuit and a helmet. Our marketing vice president and sales vice president all get really excited about racing. It's the aspect of winning and the tremendous energy of racing that are attractions."

With the top executives' ardent support of racing, it's no wonder they were a little excited a few months ago when Mickey Gibbs drove an ARCA (Automobile Racing Club of America) stock car sponsored by Slick 50 to victory in the company's backyard at Texas World Speedway in College Station.

"Everybody was pumped up for weeks," Ryer said. "Our CEO was child-like for several days."

Ryer said many of the company officials would be visiting the Slick 50 Sprint Car World Series to further show their support.

"As we grow I know our support will grow," Ryer added. "Our consumers are the racing fans. And, racing's a lot of fun."

World Of Outlaws Completes 15th Season In '92

In 15 years, Ted Johnson has built the World of Outlaws into the largest Sprint Car sanctioning body in the United States. The Copenhagen-Skoal Shootout is the fourth-largest racing series in the world.

Johnson was born on February 5, 1934, in Beloit, WI. Growing up in Wisconsin, he started going to races as soon as he was able to walk because his father raced motorcycles. Johnson tried his hand at midget racing as a teenager, but that was a short-lived adventure.

Johnson bounced around motor-sports for a while before leaving his full-time job as a china salesman and organizing the World of Outlaws in 1978. In fact, Johnson was away from his then-Wichita Falls, Texas, home running a WoO event when a tornado

destroyed much of the town.

Today, Johnson and his wife, Stacy, the behind-the-scenes driving force behind the series' success, live in Plano, Texas, four miles from WoO headquarters.

During its early years, the WoO brought about a metamorphosis in Sprint Car racing. Heavy, non-winged cars were run for peanuts before evolving into the strong, light-weight, high-tech, winged warriors Sprinters are today. When Johnson said the WoO would run winged races exclusively in 1984, his decision was based on extending the lives of the cars themselves. It was later determined that winged Sprinters are far safer than their non-winged counterparts. The advent of the 25-square-foot top wing also enhanced the marketing of

the World of Outlaws, as the Sprinters started resembling flying billboards.

While the purists screamed that putting a wing on a sprinter gave the driver a crutch, the racing skill of Copenhagen-Skoal Shootout pilots has done nothing but soar. It's surprising when a WoO driver competing in a non-winged Sprint race doesn't win.

Racers who compete on the Copenhagen-Skoal Shootout tour are, without a doubt, the most talented short-track racers in the world.

Much of the credit for the growth in both the talent of its drivers and the impact of Sprint Car racing through his efforts with the World of Outlaws should be given to Ted Johnson.

☐

Ted Johnson Guides The World Of Outlaws

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

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

Under Johnson's guidance, the WoO has grown into the richest and most-often-attended Sprint Car racing series in the world.

"The greatest show on dirt" has produced the most talented Sprint Car racers in the world. Steve Kinser is recognized as the greatest driver in Sprint Car racing history. "The King of the Outlaws" has written the World of Outlaws record book — 11 Copenhagen/Skoal Shootout championships, more than 300 A feature victories and over three million in career earnings.

Sammy Swindell, who along with Kinser and Doug Wolfgang form the WoO "Big Three", won World of Outlaws Copenhagen/Skoal Shootout titles in 1981 and 1982. "Slammin Sammy" set the world record for speed on dirt with a 25.550-second lap (141 mph) around New York State

Fair Speedway's mile oval on October 9, 1987.

Wolfgang, the winningest driver in the history of Knoxville Raceway, has never won a WoO Copenhagen/Skoal Shootout title but has been the runner-up four times. "Wolffie" is proud owner of five Knoxville Nationals championships.

In 1989, Bobby Davis, Jr., became the only driver besides Kinser and Swindell to win a WoO Copenhagen/Skoal Shootout championship. Davis is also the youngest driver — 18 years, 346 days old — to win a WoO A feature.

Young guns who are armed and ready to take Kinser's place on the WoO throne include Stevie Smith, Dave Blaney, Mark Kinser, Danny Lasoski, Kenny Jacobs, Andy Hillenburg, Lee Brewer, Jr., and Gary Wright.

The Sprint Cars these pilots drive at tracks across the United States more than 100 nights a year are the most awesome in auto racing. 800-horsepower engines send these 1,200-pound cars around tracks at gut-wrenching speeds reaching 175 mph.

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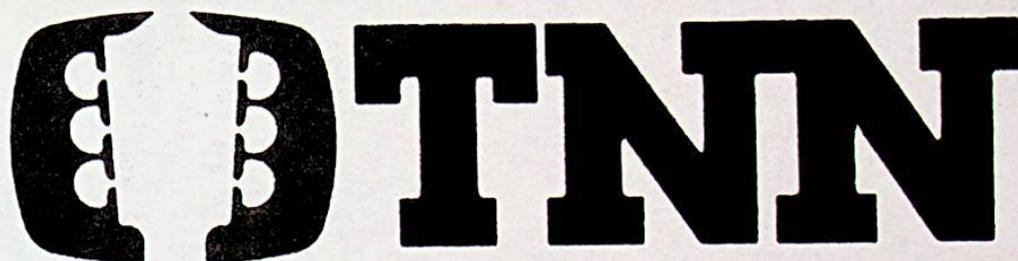
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Watch The Late Edition Of *RACEDAY* Immediately Following
The Slick 50 Sprint Car World Series In November, December and January.

What Is A Sprint Car?

Body

Fiberglass hoods, aluminum side panels and rubber tail tanks

Wings

Front — 2 feet by 3 feet
Top — 25 square feet

Suspension

Usually torsion bars but some coil springs acting on straight axles

Chassis Chromemoly steel

Fuel and Capacity

Straight alcohol, 18-27 gallon tall tank

Steering Power

Engine

700-800 horsepower, all aluminum, fuel injected, American V8

Wheelbase 83-87 inches

Wheels — Front 15 inch bead diameter by 10 inches wide

Right — 15 inch bead diameter by 16-18 inches wide

Left — 15 inch bead diameter by 12-15 inches wide

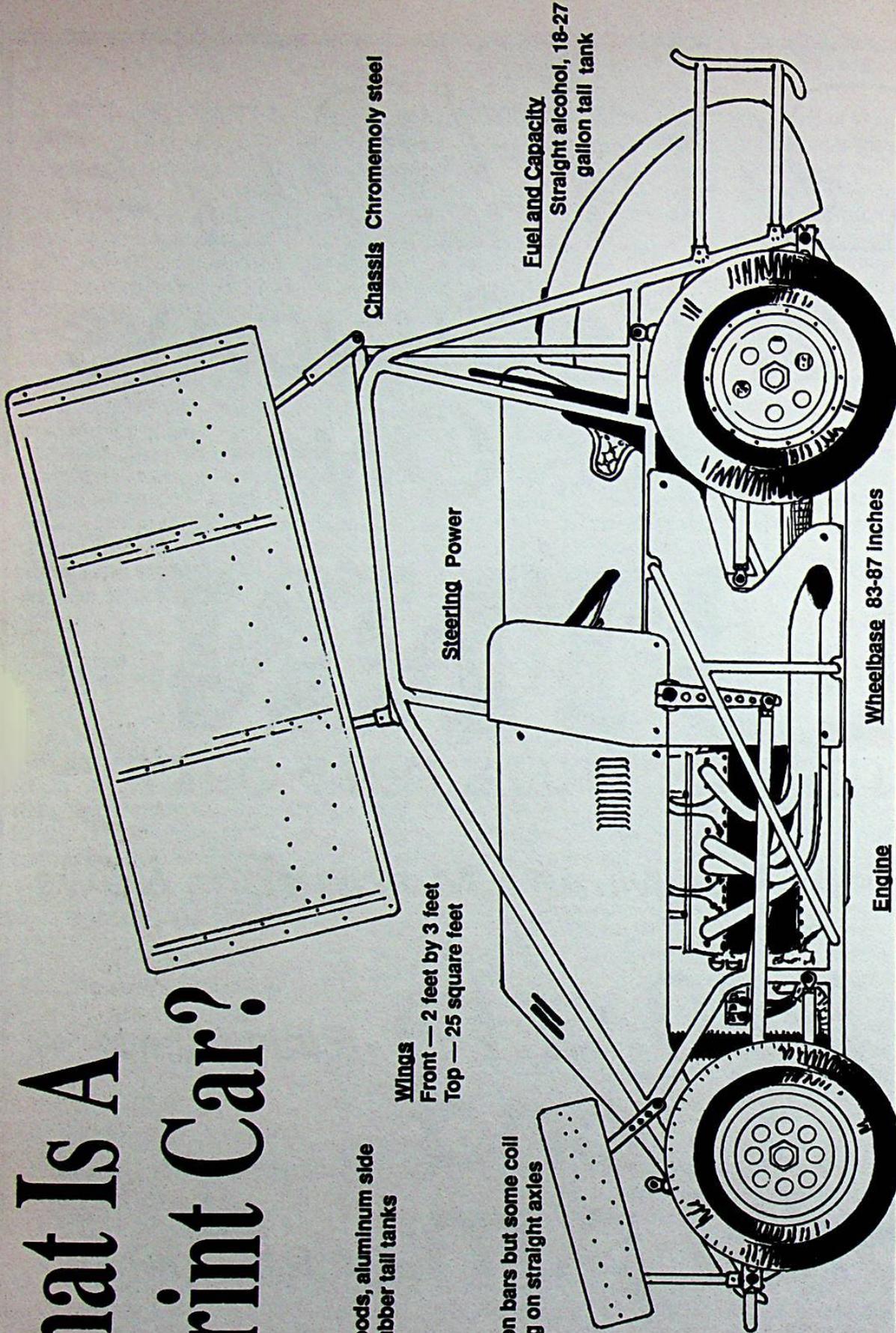
Driveline

Direct-drive, no clutch, quick-gear-change live axle

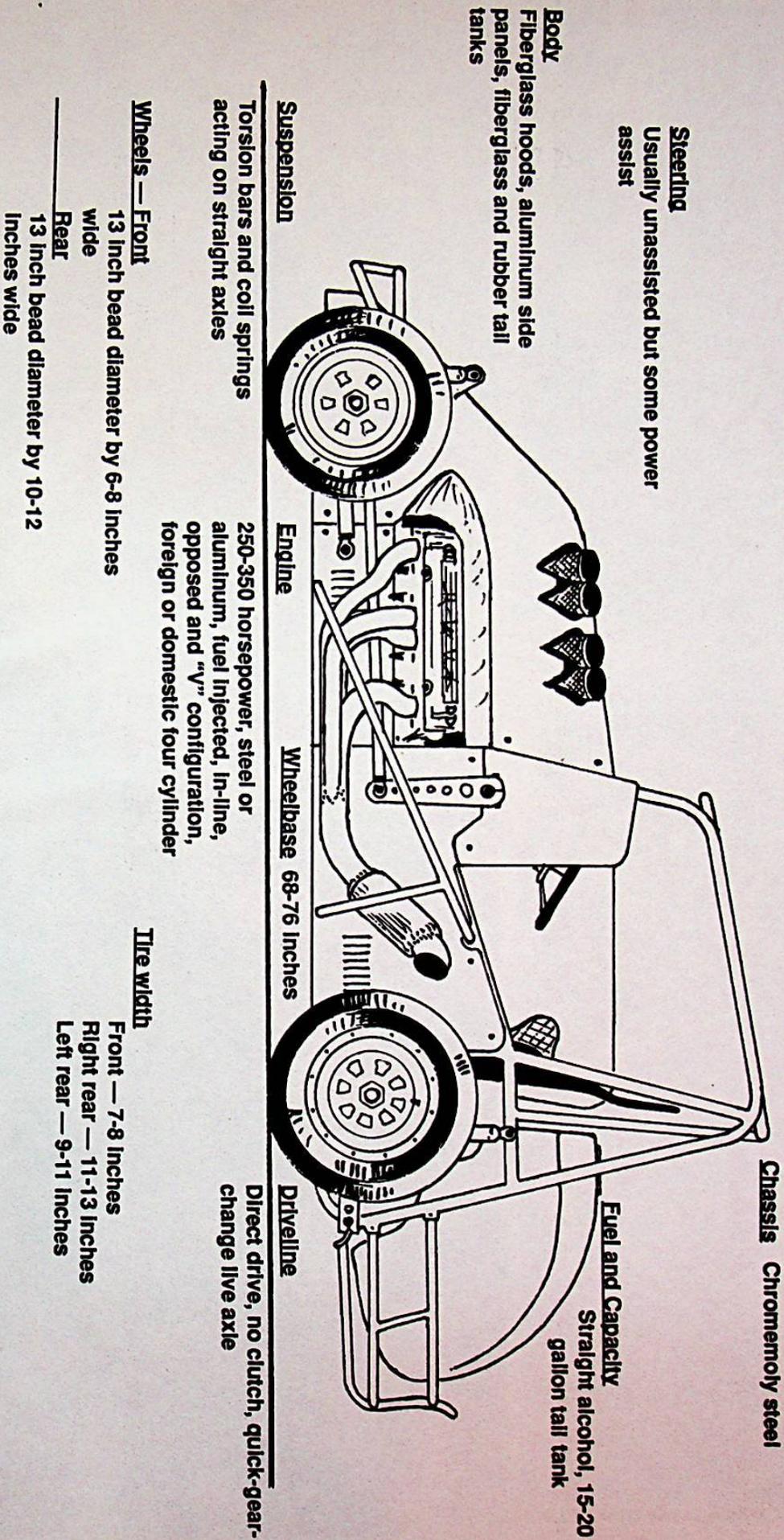
Tire width Front — 8-10 inches

Right rear — 16-20 inches

Left rear — 13-15 inches



What Is A Midget?

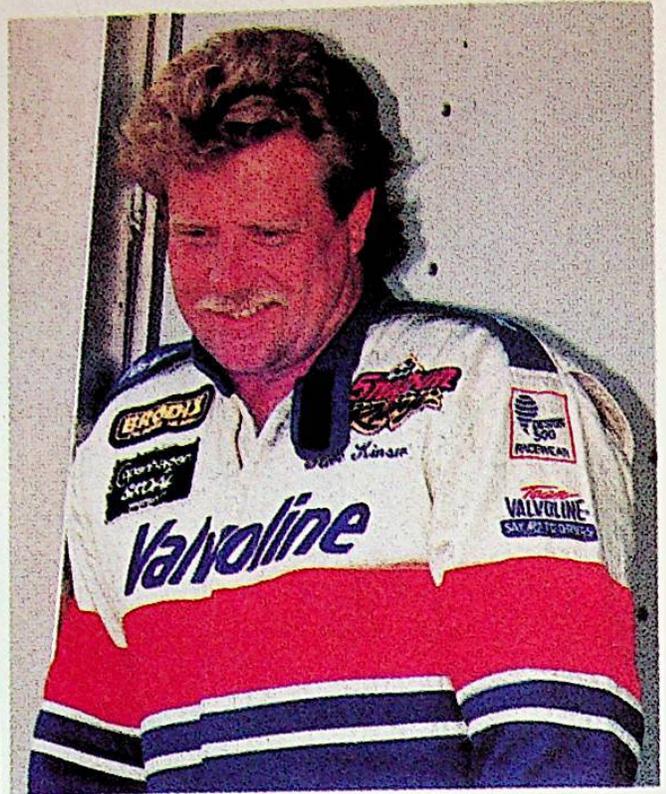


Steve Kinser – 12-Time 'King of the Outlaws'

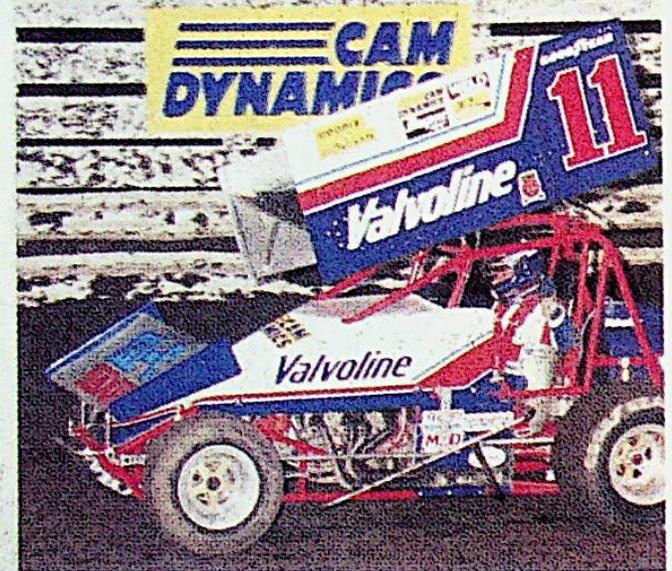


Above, RANDY JONES Photo

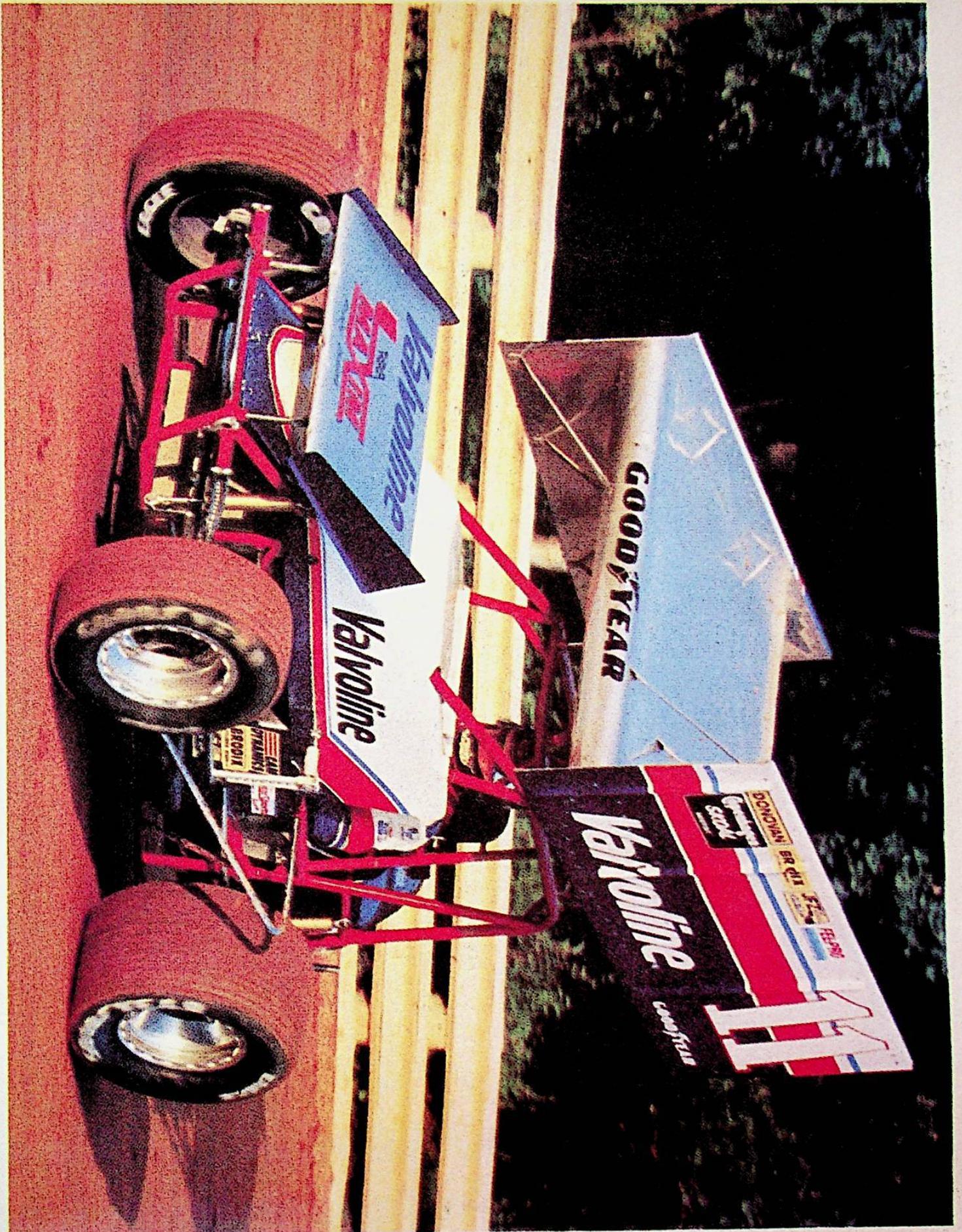
At right, WAYNE KINDNESS Photo



Above, LARRY McTIGHE Photo



Above and at right, CYNDI CRAFT Photos



LARRY McTIGHE Photo

Stevie Smith – One Step Away From WoO Title

A second-generation racer from Central Pennsylvania is being touted as the next "King of the Outlaws."

Stevie Smith of New Oxford, Pa., finished second in the 1992 World of Outlaws Copenhagen-Skoal Shootout Series point standings, right behind the current "King" — Steve Kinser.

The '92 season was the most successful for Smith on the nation's premier short-track travelling circuit. The driver of the Al Hamilton Motorsports No. 77 notched seven main event wins and one preliminary feature victory over the course of the season. His successes were literally coast-to-

By CHRIS BLAIR
Reprinted From *SprintCar*

coast, with victory lane visits occurring in California, Texas, Indiana, West Virginia and Pennsylvania.

Smith was third in the World of Outlaws in main event laps led, as he was at the point for 190 circuits.

The 26-year-old has been on the WoO circuit for three full seasons, finishing fifth, fourth and second in the final standings. The performance in the 1990 season earned Smith the WoO Rookie of the Year award.

Prior to this year, Smith had four career World of Outlaws main event wins, including three before he started touring with the group.

Smith's training ground before entering regular WoO competition is noted as one of the strongest in all of Sprint Car racing.

Breaking into the winner's circle of tracks such as Williams Grove, Susquehanna, Lincoln and the numerous speedplants of Central Pennsylvania is considered one of racing's toughest tasks.

Truly a testing ground for racing talent, being successful in Pennsylvania is usually an indication of more success with the traveling Sprint tours.

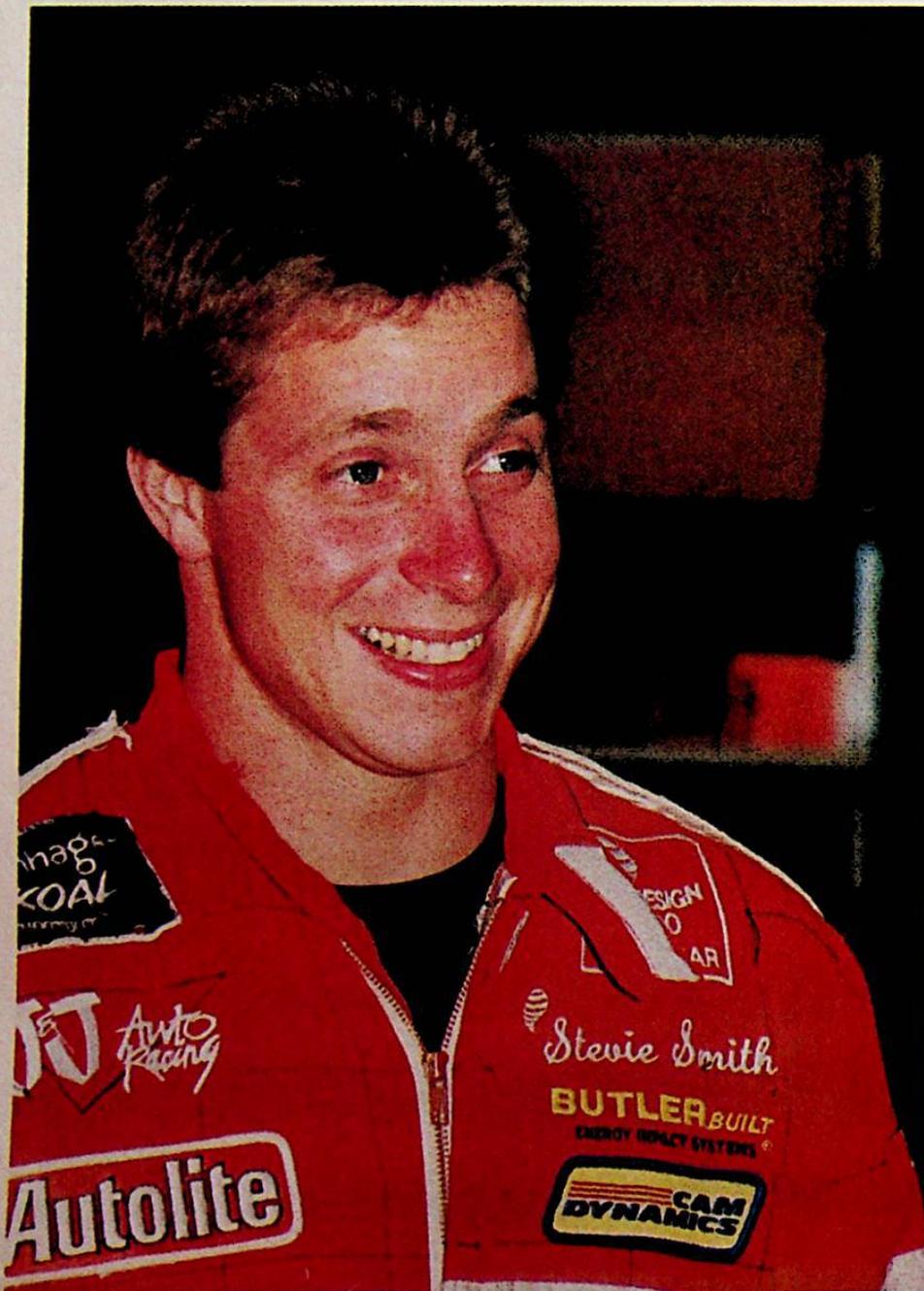
Stevie Smith is just one example of the successful Keystone State competitors who have moved on to compete in the WoO Copenhagen-Skoal Shootout Series.

Confidence and dedication, along with a wealth of experience from America's toughest tracks are making Smith one of the most highly-praised drivers to come along in several years.

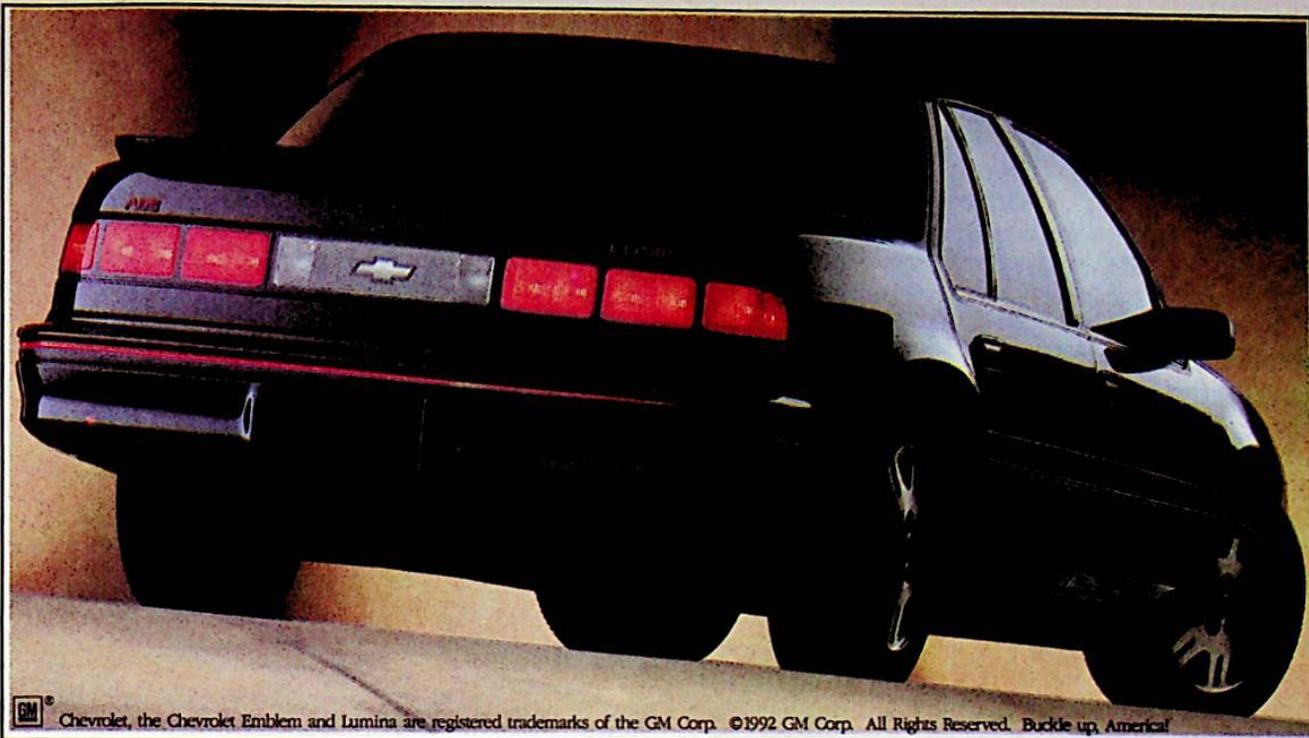
"Stevie Smith is part of the immediate future of World of Outlaws Sprint Car racing," praised motorsports television commentator Larry Nuber while watching Smith at the one-mile Indiana State Fairgrounds track in Indianapolis. "When you think of this family's racing heritage and all his wins, he could probably do whatever he wants. If he ever wants to move on, unlike his father, who never did, Stevie would probably have an opportunity offered to him."

"It's not a question of 'Will Stevie Smith make it in Sprint Car racing?'," continued fellow Pennsylvania driver Bobby Allen. "He's already there. He proved himself against some very tough competition from the start. Once he gets more familiar with the different tracks, he will be an even tougher driver to beat in the World of Outlaws."

Most of the praise directed toward Smith usually goes unnoticed by Smith. Rather than wasting time basking in the praise of



Is Stevie Smith the heir to the throne of "King of the Outlaws"? Many people seem to think so, and his continually-improving record is providing credibility to that thought. PAUL ARCH Photo



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Great engineering, however, goes
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Admiring the Lumina's clean, angular shape doesn't make you a shallow person. But to discover its real beauty, we suggest you make a more thorough investigation.

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The road of life is strewn with potholes. Fortunately, the



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Lumina has more

interior space than Accord, Camry, or even Taurus. So let the Lumina's good looks turn your head.



But be forewarned: this is one automobile that's engineered for a lasting relationship. What else would you expect from the Heartbeat of America?



**THE HEARTBEAT
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his peers, Smith would rather prove himself on the race track in America's top short track racing organization.

In 1983, with the aid of local sign painter/race car letterer Jeff Creasy, Smith put together his first team. Running on a shoestring budget and relying on some used parts from his legendary father, Steve Smith, the then 17-year-old set off on his career as a professional driver.

"I raced Go Karts for a few years and when I decided to go Sprint Car racing I didn't get things handed to me," Smith explained. "I had to find my own sponsors and put together my own team. Dad didn't have the money to buy me a car so I could get in and go racing.

"He did help by giving me my first motor," Smith added. "There was also a few times when I needed a part and couldn't afford to get it and he would loan it to me at the last minute. He always made me work to get what I needed, but if something didn't come through, he would always help me out."

Smith's first win came at Lernerville Speedway in Sarver, Pa., in 1984, and he followed that with dozens of victories over the next four seasons. In that time span Smith also captured the Central Pennsylvania Busch points series, his first World of Outlaws feature and the attention of Sprint Car racers across the Northeast.

At the end of the 1988 season Smith and car owner Creasy parted ways. For the first time in his young and illustrious career, Smith found himself without the finances to continue racing.

During the Christmas season of 1988, Smith was offered his greatest racing gift to date from longtime Sprint Car owner Al Hamilton. Hamilton, who has fielded cars for drivers such as Keith Kauffman and Jan Opperman, presented Smith with the opportunity to fill one of the most envied seats in all of Sprint Car racing.

"After I spent five years on my own, Al came along and really put me on my feet," said an appreciative Smith. "Now I've got the best equipment that money can buy."

The Hamilton-Smith combination picked up 15 wins in their first season together, including two more World of Outlaws victories at Williams Grove Speedway in Mechanicsburg, Pa. With success against the World of Outlaws to his credit, Smith went on the road in 1989 in pursuit of the WoO series championship.

In his first year on the road, Smith earned enough points with one win and consistent finishes to claim the 1990 Rookie of the

Year title and a final finish of fifth in the series points.

"I should have done better," Smith recalled of that first year. "I was disappointed that we didn't win more races. I felt as though I let myself, the crew and Al down.

"Al was used to winning nearly every night out. He had some good drivers behind the wheel of his cars, but none of those guys raced with the World of Outlaws like we did."

Naturally, some people would think that

Smith just became weary of racing night after night and living on the road.

Smith, on the other hand, believes the competition at home prepared him for that aspect of outlaw racing.

"I didn't have a hard time adjusting to racing 60 times a year when I started racing with the Outlaws," Smith said. "I raced that much when I raced in Pennsylvania. I was just having a hard time getting used to all of the different tracks that we run.

"I like all of the tracks that we've been to



Above, Stevie Smith talks with his car owner Al Hamilton prior to a race at Eldora Speedway in Ohio. Below, Smith's Sprinter is one of the prettiest on the WoO tour. GARY SHREY, RANDY JONES Photos



_____ **Heat Race #** _____, **Starting Lineup:**

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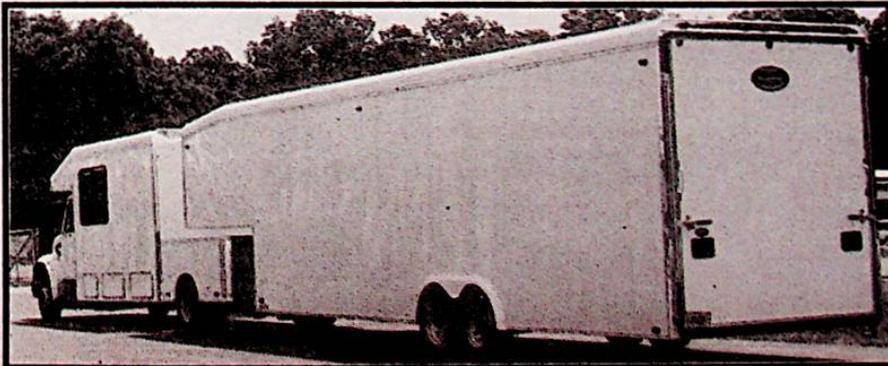
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Half-Mile Track One-Lap Track Record: 16.450 seconds, 109.4 mph; Sammy Swindell, 10/18/89
Half-Mile Track Three-Lap Track Record: 51.63 seconds, 104.6 mph; Sammy Swindell, 4/8/89



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1992 World of Outlaws/Copenhagen-Skoal Shootout Series Schedule/Results

| DATE | TRACK | WINNER | DATE | TRACK | WINNER |
|------------|-----------------------------------|-------------------------------|------------|---|-------------------------------------|
| Feb. 7-8 | Florida Suncoast Dome | Steve Kinser/Sammy Swindell | Jan. 3 | Canandaigua Speedway | Jac Haudenschild |
| Feb. 10-11 | Charlotte County Speedway (paved) | Dave Blaney/Dave Blaney | Jan. 5-6 | Eldora Speedway | weather/weather |
| Feb. 23 | Autopista Juarez | Steve Kinser | Jan. 10 | I-55 Raceway | Steve Kinser |
| Feb. 29 | Bakersfield Speedway | Steve Kinser | Jan. 12 | Big H Speedway | weather |
| Mar. 4 | Kings Speedway | Stevie Smith | Jan. 13 | Devil's Bowl Speedway | Sammy Swindell |
| Mar. 6-7 | San Jose Fair Speedway | weather/Stevie Smith | Jan. 14 | State Fair Speedway | weather |
| Mar. 11 | Placerville Speedway | Jac Haudenschild | Jan. 15 | 81 Speedway | Mark Kinser |
| Mar. 13-14 | Silver Dollar Speedway | Steve Kinser/weather | Jan. 18 | Hales Corners Speedway | weather |
| Mar. 20 | Big H Speedway | Doug Wolfgang | Jan. 19-20 | Knoxville Raceway | Sammy Swindell/Steve Kinser |
| Mar. 21 | Devil's Bowl Speedway | Stevie Smith | Jan. 23 | Topeka Raceway Park | Kenny Jacobs |
| Mar. 28 | State Fair Speedway | Steve Kinser | Jan. 24 | State Fair Speedway | Steve Kinser |
| Apr. 4-5 | Lakeside Speedway (paved) | Sammy Swindell/Sammy Swindell | Jan. 26-27 | Eagle Raceway | Steve Kinser/Sammy Swindell |
| Apr. 11-12 | Eldora Speedway | weather/Sammy Swindell | Jul. 1 | Rocky Mountain Speedway | Kenny Jacobs |
| Apr. 17 | Bloomington Speedway | Stevie Smith | Jul. 4 | Black Hills Speedway | Sammy Swindell |
| Apr. 18 | I-55 Raceway | weather | Jul. 8 | Huset's Speedway | Steve Kinser |
| Apr. 25-28 | Knoxville Raceway | Steve Kinser/Sammy Swindell | Jul. 10,12 | Red River Valley Speedway | Steve Kinser/Steve Kinser |
| May 1 | I-30 Speedway | Sammy Swindell | Jul. 13 | Cedar Lake Speedway | Sammy Swindell |
| May 2 | Tulsa Speedway | Jerry Stone | Jul. 15 | Kokomo Speedway | Stevie Smith |
| May 3 | Hutchinson Raceway Park | Steve Kinser | Jul. 22 | Knoxville Raceway | Steve Kinser |
| May 6 | Tri-City Speedway | Steve Kinser | Jul. 23-24 | Santa Fe Speedway | Sammy Swindell/Sammy Swindell |
| May 8 | Indiana State Fairgrounds | Steve Kinser | Jul. 25 | Tri-City Speedway | Steve Kinser |
| May 10 | Tri-State Speedway | Gary Wright | Jul. 26 | Tri-State Speedway | Sammy Swindell |
| May 15-16 | West Virginia Motor Speedway | Steve Kinser/Stevie Smith | Jul. 28 | Lernerville Speedway | Sammy Swindell |
| May 20 | Lernerville Speedway | Sammy Swindell | Jul. 30-31 | Williams Grove Speedway | Steve Kinser/Steve Kinser |
| May 21-22 | Williams Grove Speedway | Mark Kinser/Don Kreitz Jr. | Aug. 1 | Hagerstown Speedway | Sammy Swindell |
| May 23-24 | Hagerstown Speedway | Sammy Swindell/weather | Aug. 2 | Susquehanna Speedway | Stevie Smith |
| May 25 | Lincoln Speedway | Steve Kinser | Aug. 3 | Lebanon Valley Speedway | Steve Kinser |
| May 29 | Williams Grove Speedway | Don Kreitz Jr. | Aug. 5 | Orange County Fair Speedway | Steve Kinser |
| May 30 | Lincoln Speedway | weather | Aug. 7 | Attica Raceway Park | Joey Allen |
| May 31 | Orange County Fair Speedway | weather | Aug. 8 | Fremont Speedway | Frankie Kerr |
| Jun. 1 | Lebanon Valley Speedway | weather | Aug. 10 | Tri-City Speedway | Sammy Swindell |
| Jun. 2 | Rolling Wheels Speedway | Steve Kinser | Aug. 12 | Knoxville Raceway (Knoxville Nat's Prelim) | Steve Kinser |
| | | | Aug. 13 | Knoxville Raceway (Knoxville Nat's Prelim) | Sammy Swindell |
| | | | Aug. 14 | K'ville Rowy (Knoxville Nat's Prelim) | D.L. Lasoski/J. Swindell/G. Brazier |
| | | | Aug. 15 | Knoxville Raceway (Knoxville Nationals) | Steve Kinser |
| | | | Aug. 17 | Farley Speedway | Sammy Swindell |
| | | | Aug. 19 | Hales Corners Speedway | Steve Kinser |
| | | | Aug. 21-22 | Huset's Speedway | Sammy Swindell/Sammy Swindell |
| | | | Aug. 24 | Eagle Raceway | Steve Kinser |
| | | | Aug. 25 | Rocky Mountain Speedway | weather |
| | | | Aug. 28-29 | Santa Maria Speedway | Sammy Swindell/Sammy Swindell |
| | | | Sep. 2 | Kings Speedway | Sammy Swindell |
| | | | Sep. 5-6 | Calistoga Speedway | Stevie Smith/Steve Kinser |
| | | | Sep. 11-12 | San Jose Fair Speedway | Sammy Swindell/Jac Haudenschild |
| | | | Sep. 17-19 | Silver Dollar Spdy (Gold Cup) | Dv. Blaney/J. Swindell/S. Kinser |
| | | | Sep. 23 | Rocky Mountain Speedway | Steve Kinser |
| | | | Sep. 25-26 | Knoxville Raceway | Steve Kinser/Steve Kinser |
| | | | Sep. 30 | Lernerville Speedway | Steve Kinser |
| | | | Oct. 2-3 | Wms Grove Spdy (National Open) | Keith Kauffman/Steve Kinser |
| | | | Oct. 9-10 | New York State Fair Speedway | Steve Kinser |
| | | | Oct. 10 | Rolling Wheels Raceway | Mark Kinser |
| | | | Oct. 16-18 | Indiana State Fairgrounds (U.S. Dirt Nationals) | Sammy Swindell |
| | | | Oct. 22 | Big H Speedway | Steve Kinser |
| | | | Oct. 23-24 | Devil's Bowl Speedway | Andy Hillenburg/Steve Kinser |



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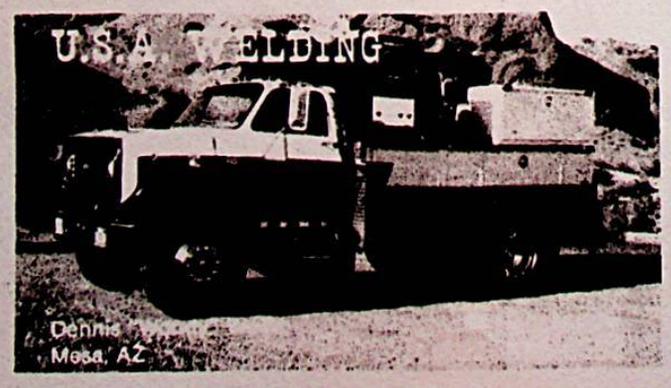
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|---|---|---|

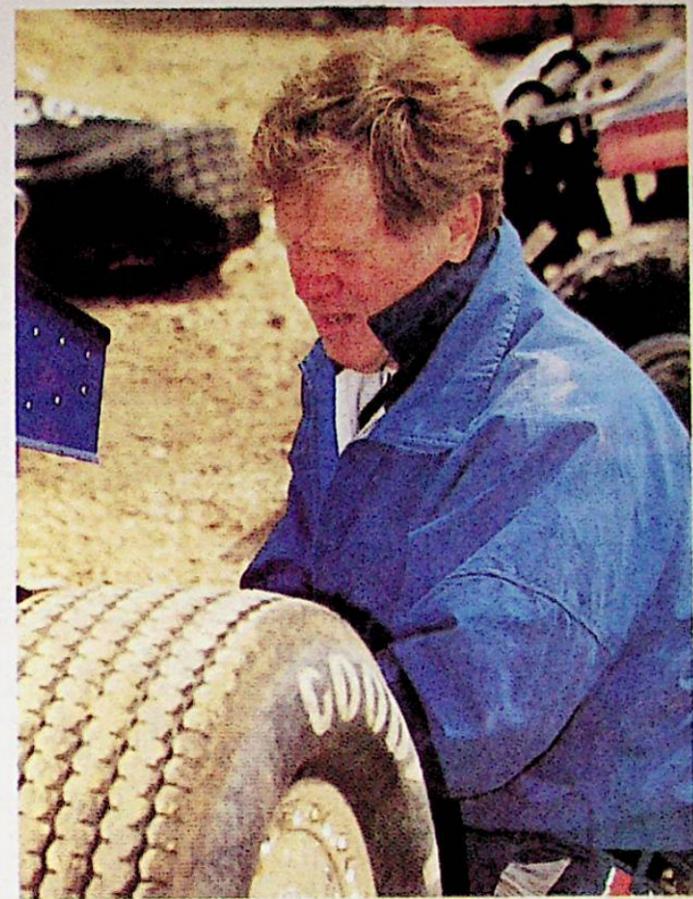
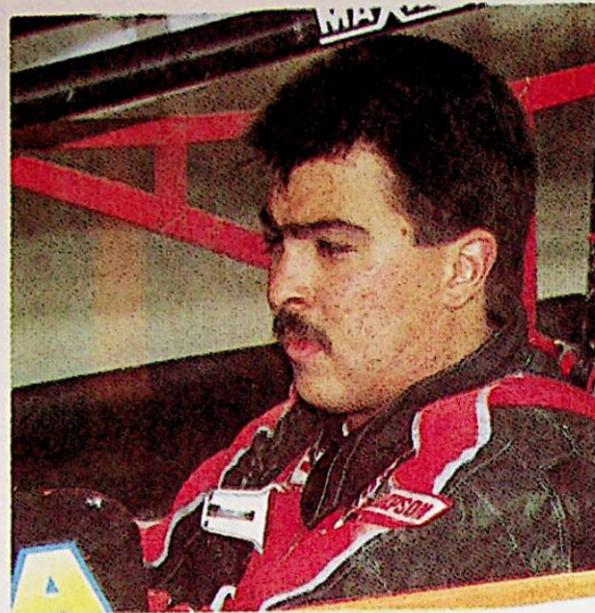
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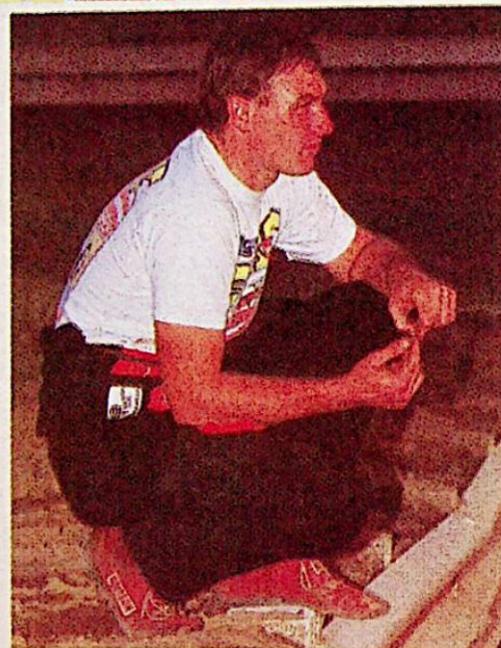




Above, Jac Haudenschild has been seen in several different race cars in recent years; and the talented racer is the new driver for the Jack Eiden No. 22. CYNDI CRAFT Photo

At left, Gary Cameron II ran with the Outlaws in 1991 before trying USAC Sprints in 1992. CYNDI CRAFT Photo

Above left, Johnny Herrera didn't start out the 1992 season with the World of Outlaws after moving into the G&W Trucking No. 29 (above); but after he did, he ran well enough to finish 10th in the points. PAUL ARCH, RANDY JONES Photos



At left, Texas Gary Wright studies the race track and contemplates his car setup. Wright scored one World of Outlaws victory in 1992 — in Indiana. CYNDI CRAFT Photo

Below, Kenny Jacobs poses with his new ride, the Dan Motter Motorsports No. 71, which Jacobs took over late in the '92 season. CYNDI CRAFT Photo

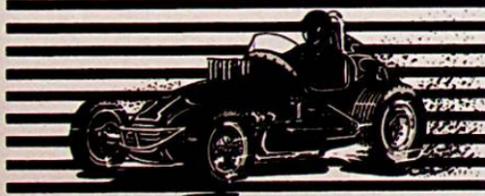


Even when injured, Steve Beltler still knows how to promote his sponsors. PAUL ARCH Photo

Karl Kinser has been the "magic hands" for Steve Kinser, preparing him top-flight race cars. RICK SPROWL Photo

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Main Event Starting Lineup:

| Pos. | Car No. | Name | Pos. | Car No. | Name |
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Laps Completed Main Event: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Laps Completed B Feature: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

B Feature Starting Lineup:

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Sammy Swindell – Going For The Big Money

Sammy Swindell started off the 1992 racing season with a brand new car

By **WAYNE KINDNESS**
SprintCar

hauler. It was big — real big. The same size as the haulers the NASCAR Winston Cup stock car racers use. Even with two complete Sprint Cars inside, there's a lot of extra room.

As the season progressed, many people believe they found out why the Bartlett, Tenn. racer needed all the extra room — it was to haul money to the bank!

And it indeed has been a lot of money, when you think of what short track racers normally win on any given weekend.

During one span of about 15 days this past summer, among the major first-place awards Swindell pocketed were \$50,000, \$25,000, \$8,000 and \$12,000. All for racing less than 75 miles.

The driver of Harrold Annett's familiar black and gold TMC No. 1 Swindell Chassis won one of the most prestigious races of the season — the Kings Royal at Eldora Speedway in Rossburg, Ohio, to earn the \$50,000. The \$25,000 came 10 days later at Lernerville Speedway in Sarver, Pa., when Swindell won the speedway's 25th anniversary race — the Silver Cup Classic. Later that week, he went to Hagerstown (Md.) Speedway to collect the \$8,000 winner's prize ... and, the next day was in Orrville, Ohio, at Buckeye Speedway to claim the \$12,000 first-place money.

Oh yes, and he also won about \$13,000 for three other race victories in the same time frame. Plus ... that doesn't count the money he won for finishing second, fourth, fifth, etc., in other feature races during the same period.

Late in the '92 campaign — as he registered his 20th and

final victory of the regular World of Outlaws season — Swindell pocketed another high-figure first-place prize as he won the Snap-on Tools U.S. Dirt Nationals at the one-mile Indiana State Fairgrounds Speedway in Indianapolis, Ind.

Maybe it should say Brinks or Wells Fargo on the side of his big (money) hauler instead of TMC (his sponsor).

For the season Swindell's prize money winnings in the World of Outlaws races was \$295,435. That wasn't as much as WoO champ Steve Kinser, who cashed in to a total of \$446,195. But then, Kinser ran all of the Outlaws races and posted 11 more feature wins in WoO main event competition that Swindell did.

And, Swindell's total doesn't include the 50 grand at the Kings Royal or the \$12,000 at Buckeye Speedway or other ventures into non-WoO events.

He has earned well over \$2 million in his 14-year racing career ... and that includes winning both \$65,000-to-win



Sammy Swindell assists his son Kevin (above) up the ladder to the top of their big, shiny race car hauler. Below, Swindell enjoys one of his many winner's circle visits. LARRY MCTIGHE, RANDY JONES Photos



WoO Fram Dash events held in 1990 and 1991.

While Swindell hasn't been racing for the points championship in recent years, he still managed to wind up 11th in the final 1992 WoO points parade. And, since the WoO policy is to deduct points when you miss a race, the points he actually did earn would have pushed him well into the top 10.

Even though he missed about 20 WoO races during the 1992 Copenhagen-Skoal Shootout Series schedule, he did place first in the main event lap led category. Swindell was in front of the pack for 694 laps compared to 673 for runnerup Steve Kinser.

The 37-year-old has a pair of World of Outlaws championships to his credit. He won the points crowns in both 1981 and 1982.

Swindell doesn't have any trouble mashing the gas pedal, especially in qualifying. He holds track records at more than a dozen different speedways.

He set a world record for speed on dirt with a lap of 25.550 seconds (around 141 mph) at the New York

State Fair Speedway in Syracuse on Oct. 9, 1987.

Sixteen fastest qualifier awards were garnered by Swindell during the '92 WoO season. And, in addition to his 20 WoO main event triumphs, Swindell also visited the winner's circle following eight WoO preliminary features.

The 1992 season was the fourth year Swindell has driven for Annett; and, the two get along very well.

Annett said he likes Swindell's professionalism and attention to detail ... in addition to his ability to hit the throttle and turn left!

The big black (money) hauler is always very neat and clean. Swindell has even been seen sweeping up around the hauler ... where it was sitting on a dirt surface (now that's a no-win proposition!).

Over the years Swindell has ventured off to try his hand racing Indy Cars, NASCAR Winston Cup cars, NASCAR Late Model Sportsman and American Speed Association Late Models. And, since he is one of the top Sprint Car racers in the country, his fellow competitors flash a big grin

when he does compete in other circuits, knowing there's one front-runner they don't have to try to beat.

But, apparently he likes the big checks he collects while racing Sprint Cars and he keeps returning to his first love.

Swindell builds his own race car chassis in his shop in Bartlett. His wife Amy runs the Swindell Motorsports souvenir business out of the showroom in the front of the building. And, their young son, Kevin, probably likes to think he runs the whole show.

Swindell plans to run all of the Slick 50 Sprint Car World Series events, and, on a big, fast half-mile like Manzanita Speedway (where he holds the one-lap and three-lap track records for winged Sprint Cars), this intense competitor should be counted among the favorites every time the green flag is waved.

SWINDELL

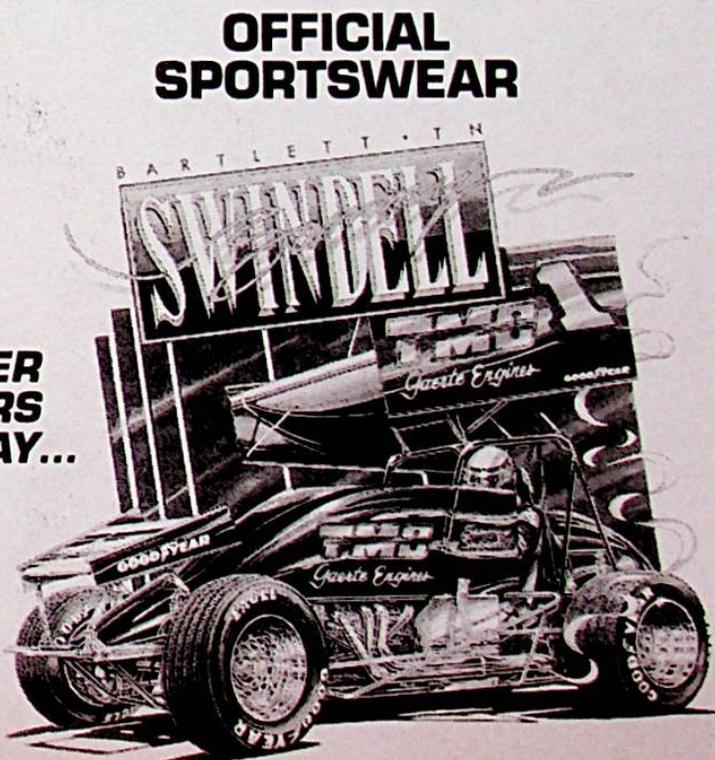
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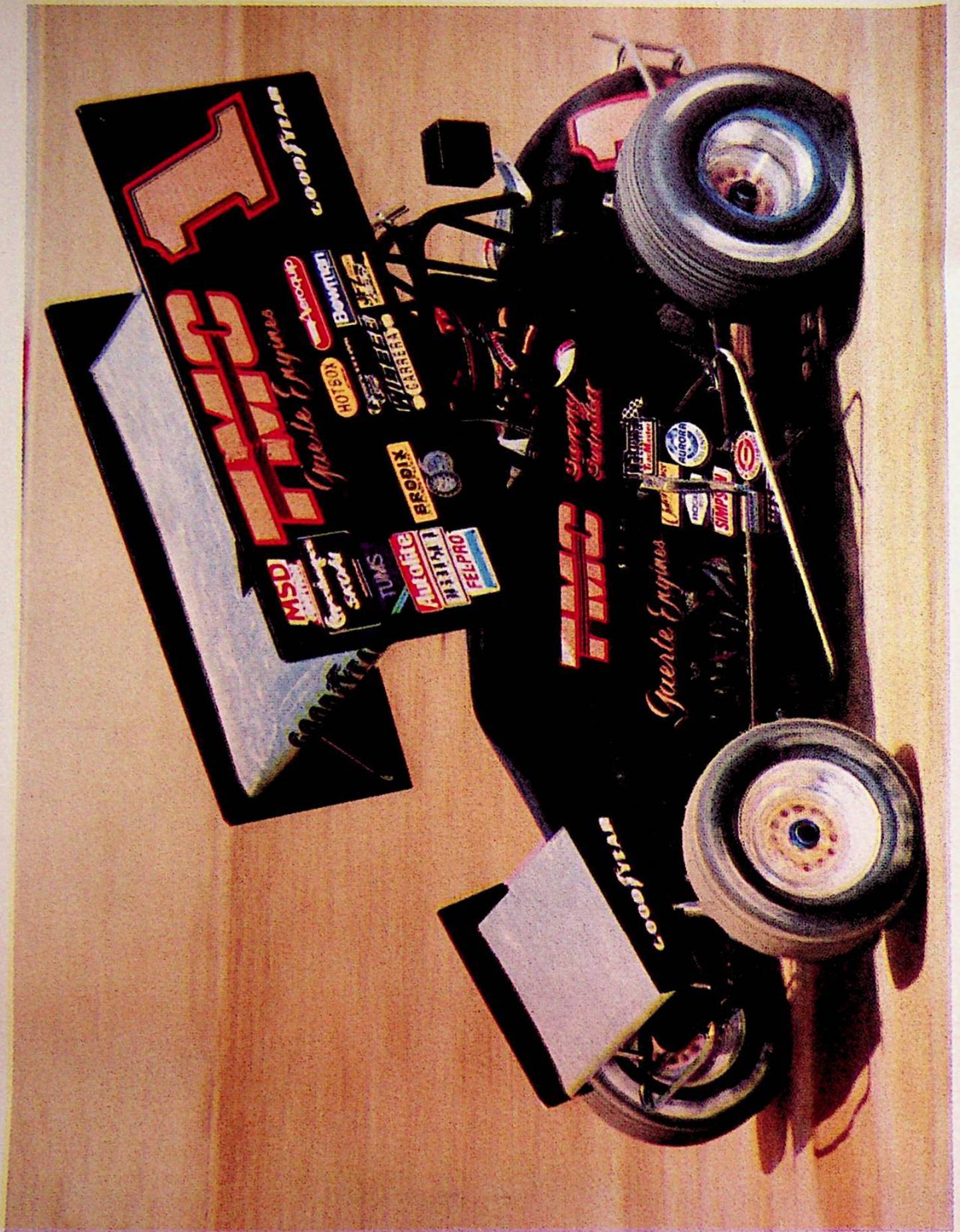
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RANDY JONES Photo

Lealand McSpadden Gets Better With Age

Some Sprint Car drivers just seem to get

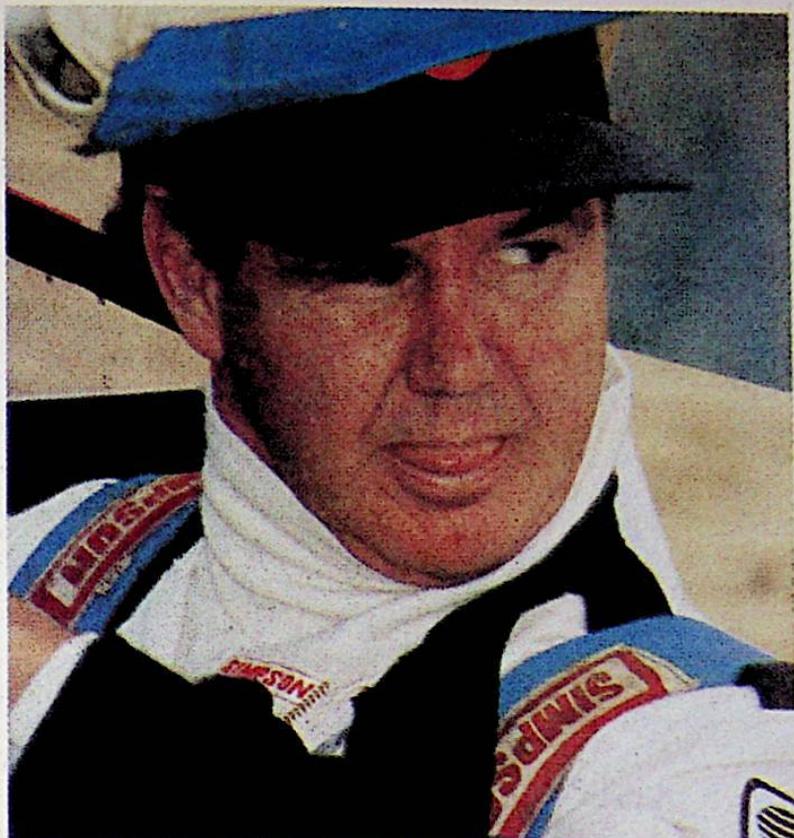
By BILL HOLDER
Reprinted From *SprintCar*

better as they get older and older. Meet Lealand McSpadden, 45 years young, who continues to be one of the best there is in the Sprint Cars ... mostly the non-winged variety in this case.

McSpadden is one of Sprint Car racing's elder statesmen and has been driving these machines for 21 years. Much of this illustrious career has been with the California Racing Association and there has been an amazing total of 57 checkered flags with the west coast-based organization ... and ... about 100 Sprint Car feature wins overall. In his entire career, in all different types of machines, he's taken the checkered flag first well over 200 times.

McSpadden is one of the real nice guys in Sprint Car racing, taking time to talk with fans and reporters alike. Through the years he's also been a great help to a number of young drivers ... this guy really gives of himself.

McSpadden has driven just about every kind of racing machine including Quarter Midgets, Champ Dirt Cars, Super Modifieds, stock cars, off-road vehicles and sand buggies. There's also been a long career in the Midgets where he's also enjoyed considerable

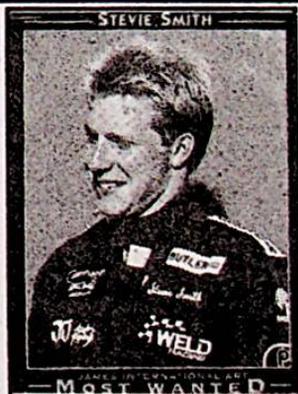


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success. Lealand McSpadden does it all!

He'll tell you that the driver is a much more important factor with the non-winged cars when compared with the winged Sprints.

"The driver has to really control these cars because that big wing isn't up there pressing you down to the track," McSpadden said.

He figures that about two-thirds of his Sprint Car wins have come without a wing.

With 700 horsepower driving a 1,300-pound Sprinter, McSpadden said these cars are really a handful.

"You have to work hard to keep them going around the track," he explained.

It's a strange situation — with all his victories — that this skilled driver has never won a championship.

"That's not important to me," he said. "I race for the fun of it. It's still a thrill for me every time I step into one of these cars. Put a dime with a championship and you've got that cup of coffee.

"Heck, I'm 45, so I don't have to prove myself and my abilities by winning a championship. I don't like to get hooked into deals which really tie me down. Heck, I was leading the CRA points in 1991 by a ton and only had to go to the final three races to win the title, but I didn't."

That's just this guy's style!

"Hey, I might get the bug to go run a Midget some night and I want to be able to do it," he said.

The situation may have been repeated in the 1992 season. As this is being written, McSpadden leads the CRA standings "by a ton" with a few events yet to be run. Did he manage to elude his first championship crown or did they finally reward this great driver with the title "champion?"

An aircraft machinist by trade, McSpadden has a deal with that job that allows him to get off when he wants to go racing.

He still loves to go fast ... does he ever!

"I like being on the big fast tracks like Eldora where you can let it all hang out. I also like the tracks where you can pass other cars. I like tracks where the driver can determine the winner, and not where the track is the main factor."

McSpadden demonstrated that love of fast speed when he took his Champ Dirt Car to a victory in the Hulman 100 at the Indiana State Fairgrounds in May.

This "people person" is a big fan of meeting the fans.

"Heck, if it weren't for the fans, I think I'd just load up the car and go home," the Tempe, Arizona driver confided.



Lealand McSpadden does the bulk of his racing without a wing overhead. He recorded more than 10 feature wins in the Frank Lewis No. 91. JIM BUTLER Photo

Although most of his racing is done without one, McSpadden still bolts on a wing once in awhile. He won three races with the World of Outlaws during that series' early days.

And, also in his earlier days, McSpadden finished second in one of the top Sprint Car races of the year — the 1977 Knoxville Nationals.

For McSpadden, it doesn't really matter what type of open wheel machine as far as his preference.

"It doesn't make any difference to me," he said. "I remember one night I started the night out with a non-winged Sprint Car, then jumped into a Super Modified with a wing, and finally I finished out the evening with a non-winged Midget.

"It doesn't make any difference to me, just so the car is working right and I'm going fast!"

McSpadden said there isn't one win that

really stands out in his mind.

"I'm excited anytime I win a race. Every one of those checkered flags was great!"

He's doing just exactly what he wants to do; and, has been doing it for a long time, showing no indication of changing a thing.

He thinks he could have made it in the stock cars had he given them more attention in his younger days.

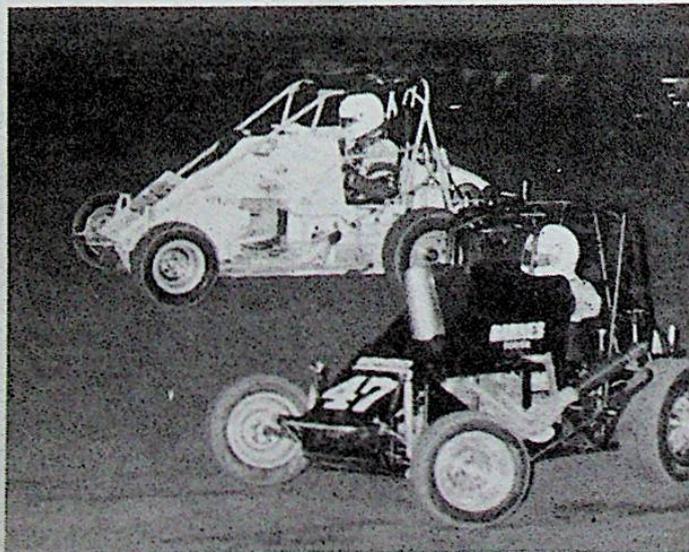
"I probably should have tried to make the NASCAR Southwest series. That way, I might have had a shot at the Winston Cup cars. I wouldn't have minded running with the Busch Series or ARCA either.

"But that's all behind me now, and I'll probably finish my career in the Sprint Cars. But don't get me wrong, there's nothing wrong with that situation."

There are certainly a lot of Lealand McSpadden Sprint Car fans that would agree with that option.

☒

Lealand McSpadden, shown at right in the No. 47 Midget during a race on Manzanita Speedway's third-mile track, is happy in any type of race car. WAYNE KINDNESS Photo



Mark Kinser – Racing For His Own Success

When you come from a family whose name is well known

By **CYNTHIA EVERMAN**
Reprinted From *SprintCar*

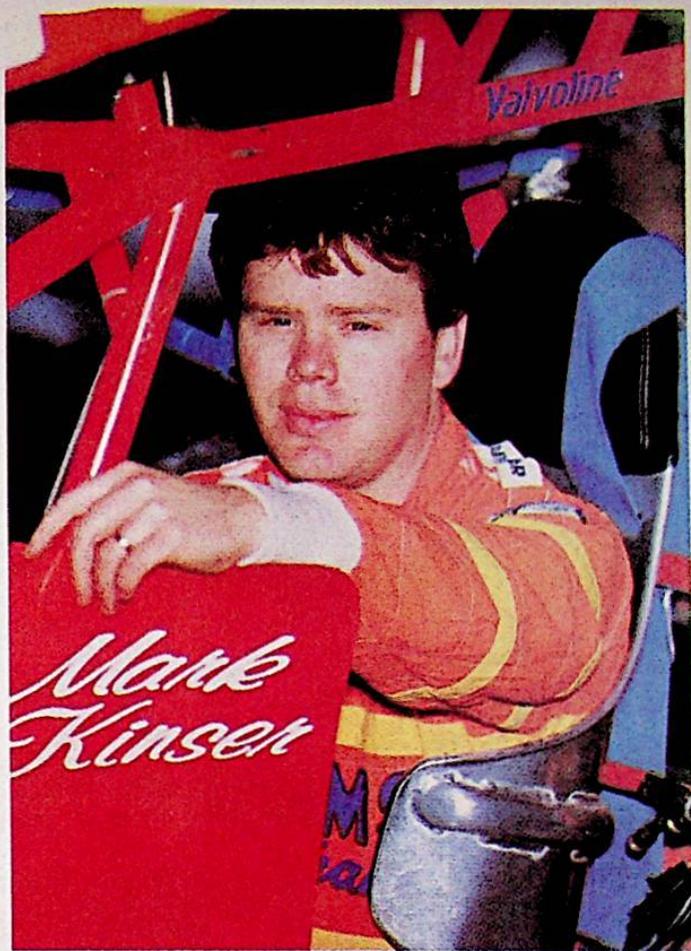
in the racing business and success seems to be the first word associated with it, it's hard to be remembered on a first-name basis.

Mark is the first name of a Kinser born May 5, 1964 in the little town of Oolitic, Ind., to Diane and Karl Kinser. Developing into a successful racer, Mark Kinser is regarded as one of the top racers on the World of Outlaws/Copenhagen-Skoal Shootout Series tour along with his second cousin Steve Kinser (whose car is owned by Mark's father).

By having the Kinser name were there ever any great expectations from him?

"No, not really. I always knew when I got into racing what my name was and what it would do," he replied with a realistic laugh. "I was always aware that there would be people asking me about Dad and Steve and I never really had a problem with it. Of course, there is some expectation on a lot of people's part with just having the name and being

Mark Kinser posted two main event victories in a season that had its ups and downs. RANDY JONES
Photo



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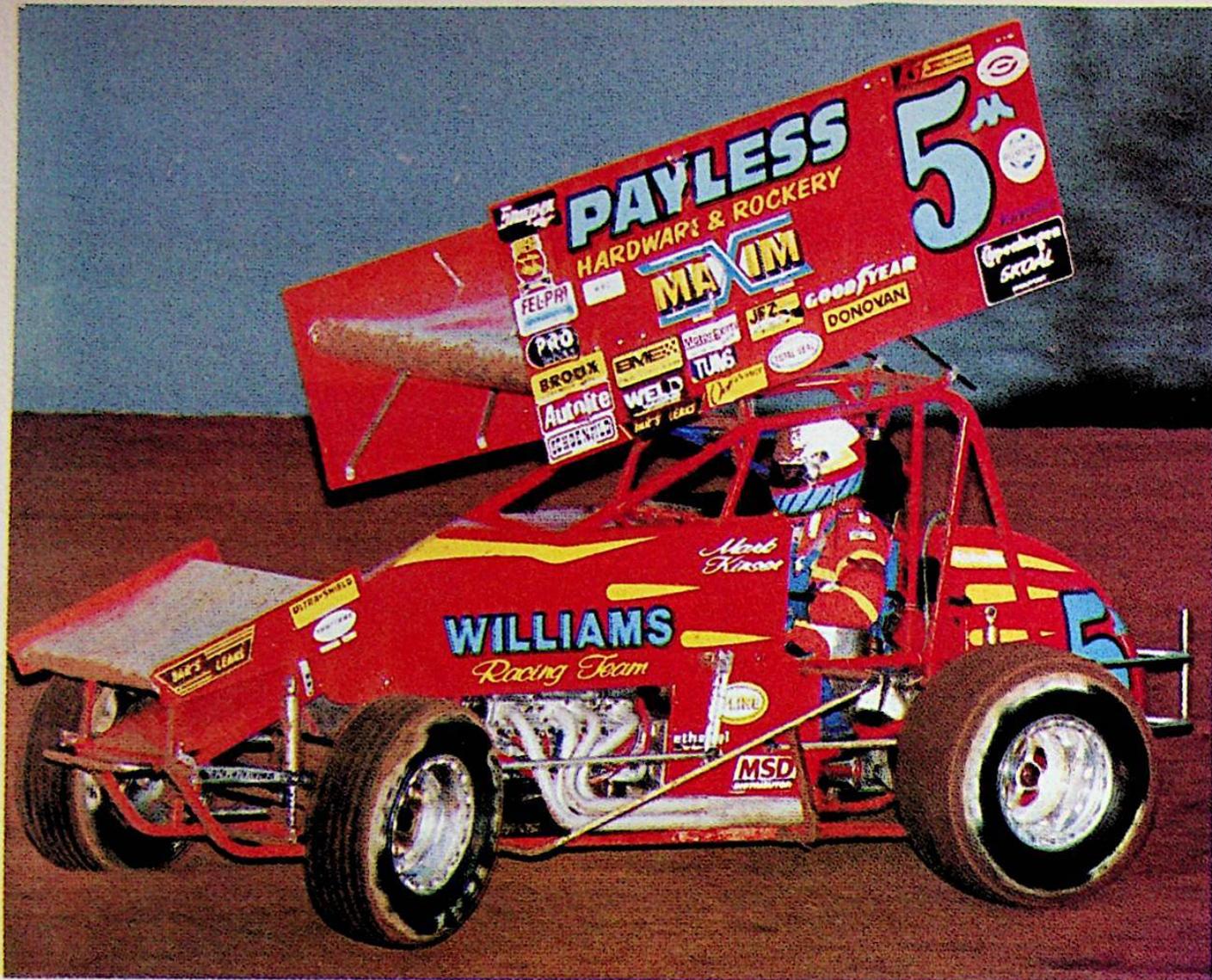
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Mark Kinser has wheeled to victory lane 14 times in main events in his World of Outlaws career. In addition, Mark is usually one of the favorites to turn in the fastest lap in qualifying. RANDY JONES Photo

om the shop that I am.

"All the sponsors we have give us a lot of money and products and they expect a good job," he continued. "Every sticker that is on my race car is a tremendous amount of help. Without the product sponsors — Brodix Heads, Weld Wheels, PRO Shocks ... those are probably my three biggest ... and Goodyear — I don't think a team could afford to do it. Even the team that I'm on.

"I also get a lot of help from Clyde Lamar of the Tri-C Machine Shop in Sacramento. He gives us support in California and at the Knoxville Nationals. Plus, there's Paul Elrod who builds my wings and Doug Brown of Jocko's Auto Parts in Newton, Iowa."

When did Mark know that he wanted to be a race car driver?

"Well, I was 20 years old and of course my dad always had a race car and I wanted to be a race car driver for a long time. Finally I got my chance. I was out of high school for a year or so and realized that

that's exactly what I wanted to do.

"My family would have rathered I did something else for a living," he replied.

"You know, it's really strange because a lot of people think I would be pressured in to it, but by no means was I.

"When I first started racing, my family wasn't really a hundred percent into the deal. Bud Barret, my uncle Larry Kinser and a friend of mine, Steve Brassine, were sitting with me at the shop one day. Those three guys decided they would help me as much as they could.

"If it wasn't for those three, I wouldn't be racing today."

Kinser related how the first car came together.

"There were quite a few cars laying around that Dad and Steve had crashed. We just took those cars and straightened them out and went racing," he explained. "The equipment was good, but it was used. The stuff we ran was definitely good

enough for a beginner because if you're gonna try at all, then you're gonna crash."

"I started racing in '83 or '84 at home. I didn't race anything besides Sprint Cars. I ran like 30 races around here (Lincoln Park Speedway in Putnamville, Ind., and Bloomington Speedway) and then went out on the road until I went broke. We just tried to do it by going day by day to see if we could cover our bills."

Many people think because Karl Kinser is Mark's father that it was an easy ride to where Mark sits now, but it wasn't exactly that way. When he made the decision to race he knew he'd face Karl and Steve as opponents and not just family members.

"You know that Dad's pretty well one hundred percent with Steve and he couldn't take that much time away from Steve's car or they wouldn't be the champions that they are," Mark said. "I pretty well have my own organization and Dad and Steve have theirs. But, if we're behind or clearly wrong



Mark Kinser posted a preliminary feature victory at Williams Grove Speedway in Mechanicsburg, Pa., in May. DAVID GILES Photo

on something, he (Karl) will come over and say you need to change this or you need to drive this way. He's always watching me and keeps a real good eye on me and knows when I'm going to do something wrong generally before I do it.

"They (Steve and Karl) were together 10 to 12 years before I started racing. We work out of the same shop in Oolitic and we run our own motors. Scott Gerkin, from home here, builds our motors and does all our motor work. That's one reason why we were able to run first and second in the ('91 WoO) championship, because at the end of the year when everybody was having to send their motors back, we had all the motors we needed and our own motor man."

Mark Kinser's career has put him in about four different cars so far, with the first one being the No. 51 Kinser car. Mark said some people had a misconception that the No. 51 was Steve's backup car if he needed it.

"He (Steve) drove it one time at Knoxville, but it was virtually my car. I didn't like the decision very well that he did drive it at Knoxville. It was kind of a bad deal and at the time I wasn't very good or consistent and of course they were going after the championship.

"My dad wasn't even there, and if he was, it wouldn't have been much different. They crashed their car and needed a car.

"It wouldn't have been so bad if it was in Bloomington, I could have been home in five minutes. But, I drove all the way to Iowa and it kind of hurt my feelings," he

said.

In 1988 Mark picked up the reins of Jim Reid's Sprint Car and finished fifth in WoO points. His performance in the No. 6R Reid Sprinter made a statement of his driving style and just how much he intended to keep pursuing his dream of becoming a professional race car driver.

In 1989, Mark Kinser raced with the United Sprint Association, a rival of the WoO, in that circuit's only full season.

Upon returning to the WoO tour in 1990, he acquired the No. 5M Maxim chassis car, and along with cousin Steve, experimented with the chassis design.

Injuries, whether minor or serious, usually affect a driver in the point standings and can be hard to overcome the setback and get back to business. When Mark suffered his broken shoulder in Texas in 1990, he went home to recuperate for six weeks.

"I totally fell out of the points race and I didn't go to California at the end of the year. I stayed up around home and we also went to run that \$50,000-to-win race at Selinsgrove (Pa.). We ran second there; then we ran the Sharon Nationals. We just had a real good ending part of the year."

In 1991, car owners Ray and Jay Williams teamed with Kinser and he responded by finishing second in the WoO points. At one point in the year it looked like Mark could catch Steve for the title.

"We were like 30 points away from Steve at the mid-point of the year and I was having the best year that I've ever had. I was running really consistent. The downfall from there started when we were racing at

Selinsgrove. I crashed in my heat race so I had to run the B. Then, I ended up turning over in the B, so I never made the A.

"So, there's like a loss of a hundred points near the end of the year."

The No. 5M Williams team earned three WoO main event victories in 1991.

Kinser continued to run the Williams car in 1992, winning two main events and one preliminary event. He dropped a spot in the standings with a third-place finish.

"It's one of the best rides out there," Kinser said of the orange No. 5M. "There again I consider myself lucky to have driven for Chuck Merrill, Jim Reid and Ray and Jay Williams. I honestly think those were three of the best rides there ever was and they're just real good people to race for."

With all the traveling necessary to follow the WoO circuit, how does it affect a team?

"It's really tough to get along all year. I've been into it with people on my team virtually every year. It's just so long and tough and when you're not running very good, it's real easy to get mad at one another."

Kinser said the traveling didn't bother him in the early years.

"I lived in a small town all my life and thought, 'Wow, this town's really neat.' I'd never really been to any big cities, so it was pretty neat there for a couple of years. Now it's getting a little tougher. I've seen everything there is to see and a guy gets really homesick."

Kinser thinks the key ingredient to a successful racing career is good communications — "a team that can talk with each other.

"Especially on the World of Outlaws trail, it takes a car owner that has got to be able to accept defeat. There's gonna be one guy that's going to win 70 percent of the races and a handful of guys that have to split the other 30 percent."

Mark feels that many people think because he is a Kinser that he always goes along with his father and cousin.

"Some people think that whatever they say I agree with and that's not always true," Mark said.

But, family is an important part of Mark Kinser's life. In addition to all the Kinsers directly involved in racing, Mark has a very supportive wife, Cindy, an encouraging sister, Karla, and he will even tell you "how much I love my mother."

Summing in one word why he races, Mark Kinser replied instantly, "Glory. That's what it's all about for me."

Andy Hillenburg – Carving His Nitch In WoO

In the town of Broken Arrow, Okla., the name Hillenburg goes hand in hand with the sport of open wheel racing and Sprint Cars. Harold Hillenburg Jr., and wife Marilyn, along their two children Andy and Kim, have spent their leisure time involved in auto racing.

Born and raised in Broken Arrow, Andy Hillenburg made the choice to follow in his father's footsteps and continues to make an effort of 110 percent to reach his goals in racing.

This year a full-time effort with the World of Outlaws resulted in a fourth-place finish in the final Copenhagen-Skoal Shootout Series point standings, the highest finish for a driver who is also the car owner. And, not afraid to put his foot in the throttle, Hillenburg recorded 10 fastest qualifier marks, too.

Racing has been a part of Hillenburg's life for a long time.

"It started out in Oklahoma. My dad started going to the race track before I was in high school, with a buddy of his named Ray Crawford," Hillenburg said. "Then in 1975, he purchased a car and he owned some cars from '75 all the way up until 1988.

"I was always around it all my life. My dad never drove em, he just owned them. They were cheap cars and it was a division right here in Oklahoma.

"I started when I was 15," he said. "In 1981 I ran a few races, then in '82 I started running full-time in Micros, then Modified Midgets. I ran those a couple of years.

"I ran that National Modified Midget Association for one year in 1983, then in 1984 I moved to Champ Cars (a longer-wheelbased Sprint Car run in the Oklahoma area). I ran those for three years. Then in 1987, we purchased a Sprint Car and a Champ Car. We ran those in 1987 and in 1988 I went on to the Outlaws."

In Hillenburg's first year with WoO he captured the Rookie of the Year title and was sixth in points.

For any competitive race car driver, nothing is better than placing first, however there are highlights to everyone's careers. In 1988 Hillenburg beat Joey Allen, Joe Gaerte and Jeff Gordon for the WoO rookie title.

"It was an accomplishment for me. It was kind of neat to get," he said. "As far as setting your standards, it doesn't put you as the so-called, 'One of the guys.' You still make mistakes and you still have problems even after that. But, it still helps."

The '89 season found Hillenburg back on the Outlaw tour. Although he suffered an injury to his eye during a race at Memphis (Tenn.) Motorsports Park, he came back af-

By CYNTHIA EVERMAN
Reprinted From *SprintCar*

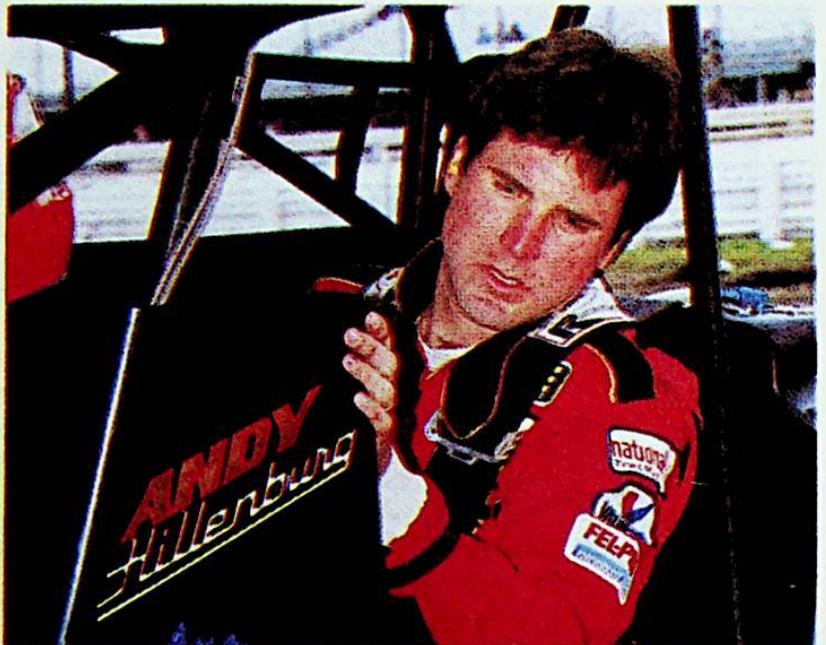
ter missing only one race and finished the season seventh in points.

During the '89 season, though, he posted two WoO feature victories — one at Ascot Park (in Gardena, Calif., where he led every lap) and the other at Duke City Raceway (in Albuquerque, N.M., where he won the Albuquerque Classic).

Hillenburg said his first impression of his initial run with the Outlaws in 1987 was intimidation, "because you always heard about all these people ... there's Steve Kinser and all the big-name guys. You're the new kid and you're scared because you're supposed to stay out of the way. That's kind of what they expected of you."

In 1991, Hillenburg took a year off to pursue a possible chance of driving

Andy Hillenburg (below) wound up the 1992 WoO season in fourth place in the final point standings. TONY CIPOLLETTI Photo



Andy Hillenburg powered his black No. 2 to 10 fastest quallifier honors during the 1992 season. RANDY JONES Photo

in the NASCAR Busch Grand National ranks. It was an individual decision on his part and he went in alone.

"I went to a school and did a test session for BGN and that was it. It was at the Fast Track Driving School in Charlotte (N.C.) ... and believe it or not, the other Andy Hillenburg (from Indiana) is running that school right now. He wasn't running it when I was there, though.

"I didn't have anything. All I did was go to all the races and try to get sponsorship and try to get something going down there. I never did."

The experience in stock car country was a disappointment for Hillenburg, but he didn't let it crush his racing spirit.

"It takes a lot of money. There's no other preparation because running a Sprint Car on pavement and dirt doesn't help ... I mean I'm sure it helps you in stock cars, but it doesn't have anything to do with them. It's totally different.

"It was a disappointment never getting to do anything, but I wanted to go down there and see what it was all about. I took a whole year off to devote all my time to that and I lost the experience of Sprint Cars. That's a full year I'll never get back. I knew that if I didn't try something, I would be mad at myself. I just wish it would have gone through, but it didn't."

Hillenburg said his sponsors have helped him quite a bit.

"The main one is Laney Directional Drill out of Houston, Texas," he said. "Then there's J&J Enterprises (race car chassis) out of McKenzie, Tenn., and National Race Products and McCreary tires. I picked up NRP out of Milwaukee, Wis. in 1988 at the Knoxville (Iowa) Nationals. I ran the first-ever rearend they ever produced and we've been with them since."

Hillenburg said Sprint Car racing is his first love.

"I love to do it more than anything, but if something came along in stock cars I'd like to try it," he said. "I think it's (Sprint Car racing) promoted right and I do think there's a bigger future for it. But, I don't think there's a future as far as in the standards of NHRA or Winston Cup. As far as making a living off of it? You can do that pretty easily."

Whoa! ... make a living out of Sprint Car racing? Is it because he owns his car and gets the full payout?

"I get it all, but I gotta pay the bills, too! Sometimes it's good and sometimes it's bad. I can spend every dime that I make real easily. I think I'm conservative as an owner.

"I would like to drive for someone else because I could be in better quality shape and better mind. I might not be as tired and I think I could race better. It's tough paying all the bills and doing all the work and driving too. I'd like to start another team if I could and drive one and own the other."

Hillenburg doesn't work on the No. 2 J&J Sprinter alone, he has the help of crew members David Daniels and Don Conley. Hillenburg's wife DeAnn travels full-time along with their 18-month-old daughter Sawyer. His parents make an effort to see their son race every chance they get.

What drives Hillenburg to continue racing?

"I've had people ask me why I do what I do what I do," he said. "It's just different people that ask that, like the ones that sit at home on Saturday night and watch 'Hee Haw.' We have a good time doing it and I just love the competition."

Preparation, according to Hillenburg, is the most important ingredient for a good year of racing

"As far as I'm concerned that's where it's all at. Physical conditioning and work in the shop. The shop is where all the races are won."

With over 10 years of racing under his belt, Hillenburg goes back to his first Sprint Car race for his most memorable moment in the sport.

"I've only won two A's (main events) and in 1990 we had seven or more second-place finishes," Hillenburg said. "Little Rock (I-30 Speedway in Arkansas) was my very first Sprint Car race ever. This guy here in town told me he had a car and said I could take it and go run it at Little Rock. I didn't have any spare parts and I didn't have any idea of Sprint Cars. I flipped the thing in the heat race. It was Steve Carbone's car. He's an engine builder here in Tulsa and he gave me this thing and said that he thought I could do good. I turned the thing over in the first lap of the heat race.

"It had a 388 motor in it instead of a 410 or a 430 like they were running. We started dead last in the feature and won the thing."

Hillenburg didn't have to go back to his first days of racing to remember his least fondest memory.

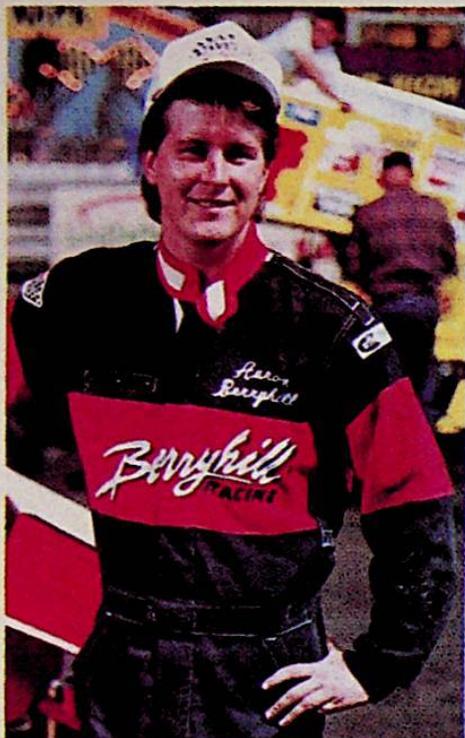
"That was when I pulled out on the yellow flag. It was in New York somewhere and we were leading and I pulled out," he laughed. "I thought it was the checkered flag. I guess I had brain fade. I don't know."

Those who have paid attention to Hillenburg over the years, know he keeps his car and equipment as up-to-par as he can. The black colors and the number two are family traditions. Even though he received his initial support from his father, Hillenburg has moved on to fully owning and operating his own car.

Regardless of his backing, through his own efforts and with the emotional support from family and friends, Hillenburg is becoming one of the top drivers with the World of Outlaws tour.

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Aaron Berryhill – '92 WoO Rookie of the Year



Aaron Berryhill has a bright future in Sprint Car racing. BILL WOODSIDE Photo

In the highly competitive world of Sprint Car Racing, drivers dream of the "Big Time." Few are successful in fulfilling their dream.

The "Big Time" in Sprint Car Racing is undoubtedly the experience of racing competitively with the World of Outlaws' sanctioning organization. From February to October, the touring group travels from coast to coast, racing in more than 20 states at more than 60 different race tracks.

Aaron Berryhill is living the dream of hundreds of Sprint Car drivers. In only his second season as a Sprint Car pilot, Berryhill quietly made his mark with the World of Outlaws. And, that mark will be recorded in World of Outlaws history as Berryhill earned the 1992 WoO Rookie of the Year award.

Ironically, the Tulsa, Okla. based team called Berryhill Racing wasn't even in existence last season.

"We really didn't have a team last year,"

By BILL WOODSIDE
Reprinted From *SprintCar*

Berryhill explained. "I was a rookie out trying to get his feet wet.

"Last year (1991) I drove with the NCRA (National Championship Racing Association) and partially with the World of Outlaws," Berryhill said.

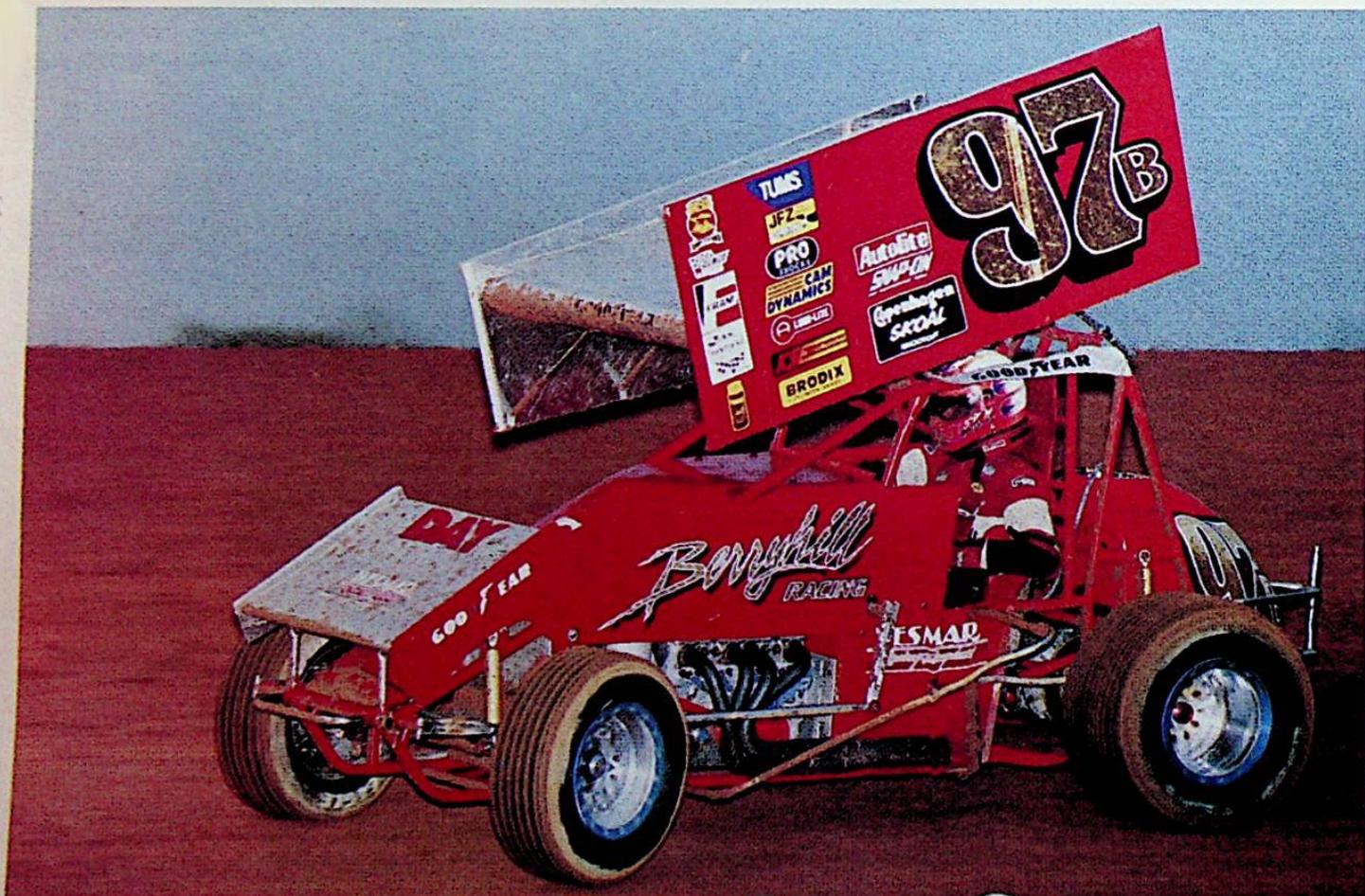
Berryhill's rookie season in 1991 came to an abrupt and painful halt during the WoO fall tour of California, but the lesson learned was an important one.

Berryhill was injured in a non-racing accident that left him with a broken clavicle and a fractured foot.

"We were at Pismo Beach riding four-wheelers on the dunes," he recalled. "A friend referred me to that place with the advice that when you see a dune, you go for it."

As he went for it on his four-wheeler, he crested a dune that turned out to be a cliff. Off the cliff he drove, falling 60 feet in the accident.

"I went for it, and I got hurt. The point is, we had no brains, and we paid for it," relat-



Aaron Berryhill drove this good-looking machine to the World of Outlaws' rookie of the year title in 1992. RANDY JONES Photo

ed Berryhill, referring to the injuries that he sustained that sidelined his team for the balance of the 1991 season.

During his painful recovery, and through the winter months, Berryhill Racing was formed, with veteran mechanic Jimmy Jones joining Berryhill and Mike Myers with the intent to compete full time with the World of Outlaws in 1992.

While Myers has been with Berryhill since his Mini-Sprint days, the addition of Jones, who spent a number of years wrenching for Mark Kinser's Sprint Cars, has accelerated the team's success and the driver's confidence on the circuit.

"We're just trying to learn and go forward. We're sticking together, and learning together," Berryhill said. "With a deal like the Outlaws, you've got to think positive."

What the team lacks in experience as a unit, it more than makes up for in equipment.

Berryhill is quick to credit his father as the biggest supporter of his endeavors, and realizes that he has been given a very unique opportunity.

"My father has been a big influence. He used to race when I was a child and I used to help out with the car. He couldn't afford the best equipment at the time, but he was

a good racer.

"Priorities dictated that racing for him should take a back seat, as he was trying to build his business," explained Berryhill.

The elder Berryhill was very successful in building that business, and also was involved with the original promotions of the highly successful "Chili Bowl" race for Midgets, held each January inside the spacious Tulsa (Okla.) Exposition Center.

Today, the Chili Bowl is the premier Midget event in the country, attracting top-notch drivers who use the event as a kick-off to their season of Sprint Car racing.

"It makes it a lot easier when the car owner is your father," Berryhill continued explaining his racing situation. "And when the car owner loves what he's doing, that really helps. When I came along, he could afford the good equipment, so essentially I'm going to live through him, and do the best I can do for him. He loves Sprint Car racing as much as I do and I appreciate the chance I have been given to do it."

The 27-year-old Berryhill finished in seventh place in the 1992 Copenhagen-Skoal Shootout Series point standings.

Early in the '92 season, he set the fastest time during qualifications at the Mexico Outlaw race in Juarez, Mexico, setting a

one-lap track record.

Berryhill is quick to recognize his major drawback — laps ... or race experience. But, with the lap time he's getting with the Outlaws, he realizes it is quality lap time, racing with the likes of the Kinsers, Swindells and other established veterans who have followed the circuit for years.

"You only learn from the best. If you go to high school, you'll be a high school graduate. If you're going to go to college, you're going to be a college student. If you want to be a doctor, you're going to have to make the grades. I'm trying to upgrade myself and my team together through racing with the World of Outlaws. We're getting the best experience and schooling we can in Sprint Car racing."

As the '92 points season drew to a close, Berryhill's studying began to pay off as he recorded six of his season's seven top-10 finishes in the latter part of the schedule.

With the experience and schooling that Berryhill Racing is gaining, don't be surprised when the team garners the rewards of their efforts. The biggest reward that the team will earn is a World of Outlaws victory, a checkered flag that will spell success ... success in fulfilling a dream.

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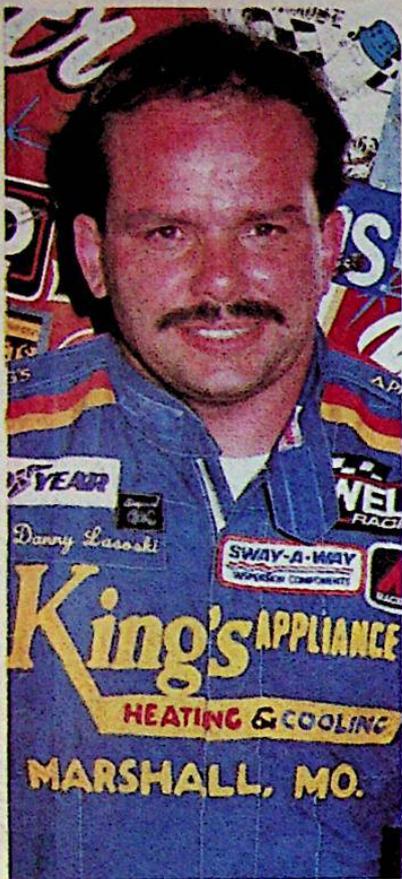
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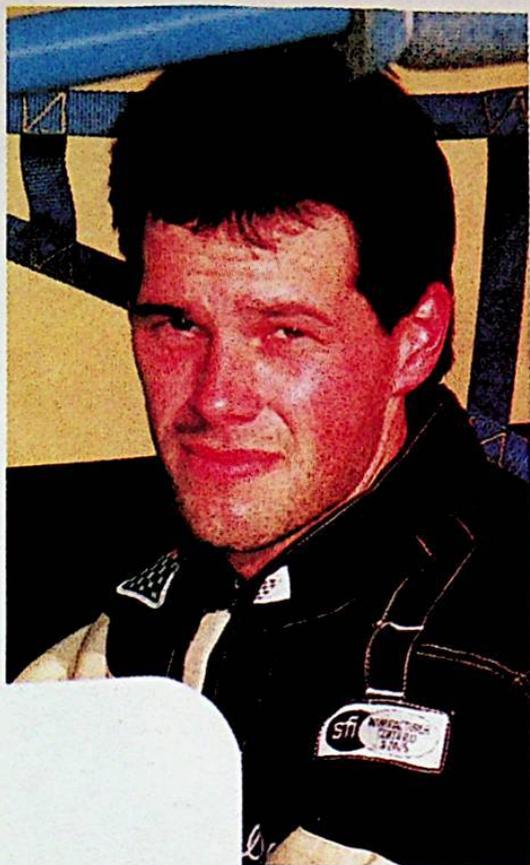


Danny Lasoski (left) returned to the cockpit of the Guy Forbrook No. 5 (above) after a brief stint on the WoO trail. Upon his return, Lasoski proceeded to capture the 1992 Knoxville (Iowa) Raceway title. KARL KAMMERER, RANDY JONES Photos



Car owner Guy Forbrook (left) and driver Danny Lasoski picked up where they left off — visiting victory lane on a regular basis at Knoxville (Iowa) Raceway and other midwestern tracks— when Lasoski returned to the No. 5. CYNDI CRAFT Photo

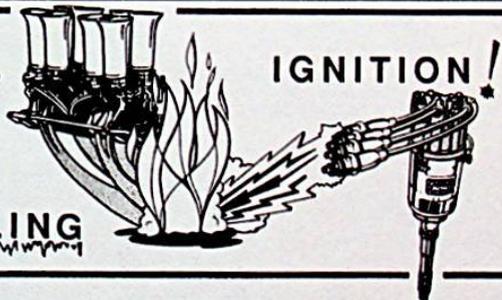
Dale Blaney Joins Brother On WoO Tour



Dale Blaney was tabbed to take over the Wimmer/Kramer Gold Eagle No. 7TW Gambler late in the season. PAUL ARCH Photos

Dale Blaney is one of the tallest drivers in Sprint Car racing. He was a star basketball player at the University of West Virginia and played briefly with the NBA's L.A. Lakers.

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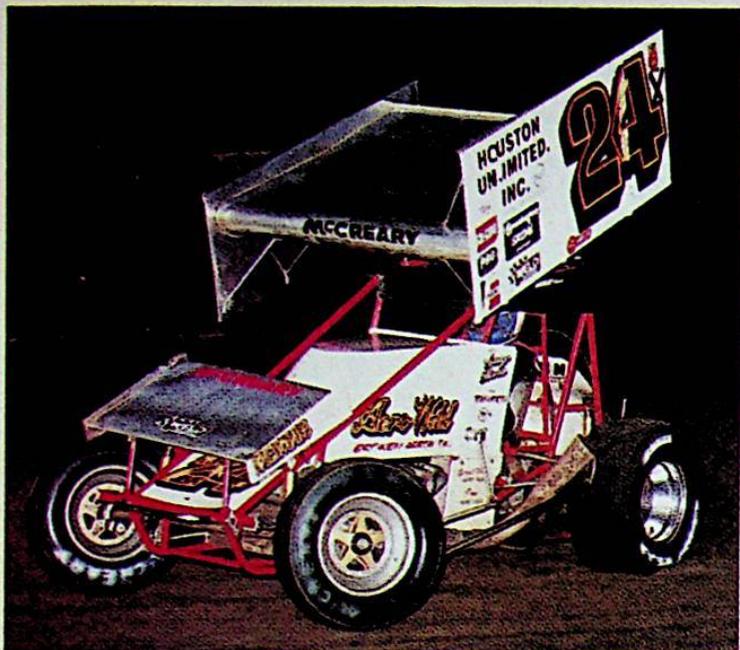
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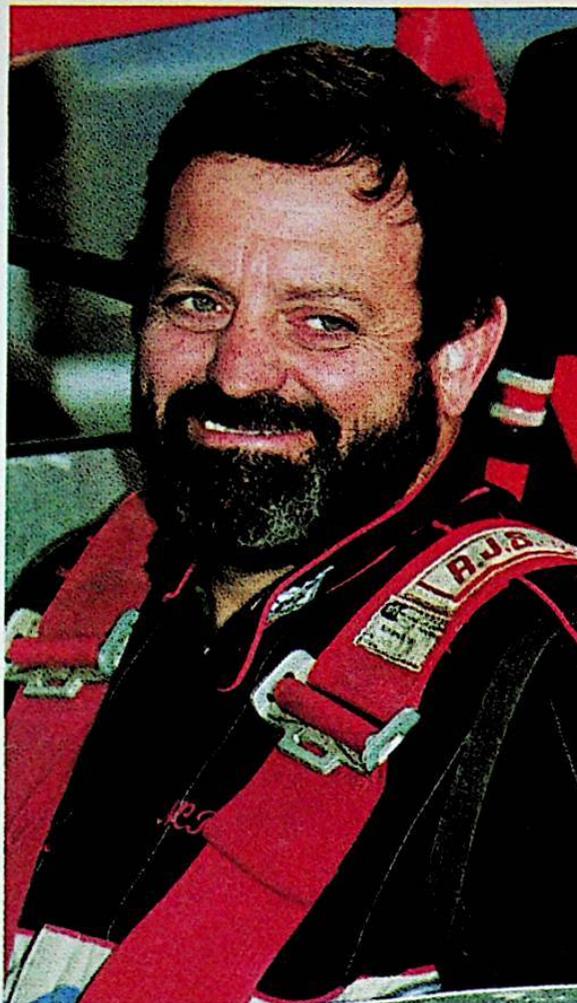
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SAFETY WITH STYLE

Jerry Stone – A Quarter-Century Of Racing



Oklahoma racer Jerry Stone (right) is a multi-time champion with the midwest-based National Championship Racing Association. The Tulsa veteran is not tied to the Midwest, however, and when he takes his AeroWeld No. 24 (above) on the road, he can be found near the front of the pack. PAUL ARCH, MIKE SKELLY Photos



It seems Jerry Stone has been around the open wheel sport forever, and when he thinks that he started back in the 1950s with Go-Karts, he just shakes his head.

By **BILL HOLDER**
Reprinted From *SprintCar*

But, he asserts that he's still at the very top of his game after all those years.

"I'm as good as I ever was. I don't have any plans to quit anytime soon, that's for sure," the five-time National Championship Racing Association champion said. "I don't like working a regular job and I don't care much for fishing, so I guess I'll stick with what I'm good at."

During the 1992 season, Stone didn't rack up the number of victories he normally does and just missed a sixth NCRA championship. One of his wins in 1992 he will savor for quite awhile. That came in May at Stone's hometown track, Tulsa (Okla.) Speedway, where he ambushed the invading World of Outlaws Sprinters.

An illustrious Kart career, though, really laid the groundwork for the Sprint Cars where he was a winning machine.

"I ran the Karts for about 10 years and won over 300 races," he recalled. He also won two International Karting Federation national events. "I ran just about every type of Kart from the Juniors on up to the really fast twin-engined machines.

"I really didn't think that there would ever be much for me in racing beyond the Karts when I was racing them."

One might wonder if he'd been told at the time that he'd still be in racing in 1992, that he wouldn't have believed it in his wildest dreams.

Racing was the only extra-curricular activity Stone participated in during his teenage years.

"I was too short, too heavy and too slow to do any high school sports, so it was always racing for me," Stone said.

Suddenly, things changed for Stone.

"There was this one night that I went to a Sprint Car race in Wichita, Kan., and nothing has been the same in my life since. I saw this ex-Kart

guy out there driving a Sprinter. I told my dad right then that if he could do it, I sure could!"

Stone ran his first Sprint Car race at age 17 in a short wheelbase Sprint Car in Kansas City. There were several years of learning in old equipment before things started to fall together for him in 1974. He was the track champion at Five State Fairgrounds Speedway (in Liberal, Kan.) along with also taking the NCRA Sprint Car title.

Two years later, with two feature wins, Stone took the runnerup position in points at 81 Speedway in Wichita. "It was that year that I really started making a living from this sport," he said.

In 1977, he showed up on the NCRA points-race board for the first time with a surprising third-place finish in the standings. It was only the beginning of what he would do with that organization in the years to come. Add to that a fifth in points at Tulsa Speedway, and it was evident that Stone was on his way.

From time to time, he's dabbled in the Midgets, and in the 1977 season, he scored his biggest Midget feature win, taking the checkered flag first in a 100-lap United States Auto Club Midget race in the Seattle (Wash.) Kingdome.

Nine wins came in a very active 1978 season when he scored at four different venues. Add to that the track championship at Five State Fairgrounds, second place in

points at both Tulsa and 81 speedways, and finally, a fourth-place finish in the NCRA season points and one might ask did he ever sleep that year?

In a move of monumental proportions, Stone then ran with the World of Outlaws during the 1979 season. It turned out to be a one-year deal, but don't get the idea that he was just a backmarker filling up the fields. He finished a very respectable 11th in the points and was voted the sanctioning body's Rookie of the Year.

Nine more wins came in 1980, along with that elusive first NCRA championship. The wins continued to mount with a dozen recorded in 1981 to accompany a championship at Dewey (Okla.) Speedway and a second in the points at Tulsa.

The best year of his career — with regards to number of victories — was the 1982 season when he collected 15 checkered flags and scored a sweep of the track titles at Tulsa Speedway and State Fairgrounds Speedway in Oklahoma City and his second NCRA title. A year later, there were 13 more wins, a track title at Five State Fairgrounds and runnerup finishes in the points at Oklahoma City and Tulsa. The 1984 scoreboard was 10 more wins and NCRA title number three along with seconds again at Tulsa and Oklahoma City.

In 1985, Stone made another big move. The move in this case was an actual physical location move from racing in Oklahoma to Sprint Car racing in the Sprint Car hotbed of Central Pennsylvania. During the period, he stood his ground with the Keystone State runners and was voted Sportsman of the Year at both Hagerstown (Md.) and Selinsgrove (Pa.) speedways. The Pennsylvania stay ended in 1988 and he was back to Okie country for the 1989 season.

There was a runnerup finish in the points back at Tulsa, and in

1990, he won the title.

In the 1991 season, Stone really got back on track in a big way by winning his fifth NCRA championship.

The '91 title came with a team owned by Tom Worth, and the team remained intact in the 1992 season using Shaver Engines.

Stone's paid the price over the years and has endured some horrendous injuries.

"I've had broken knees, legs, ankles and a number of concussions," he said. "But, the worst came in one accident where I broke my back, both shoulder blades and smashed a back disc."

He will tell you that over the years he's driven a lot of other people's cars, "and I must admit that I like it that way. I'll tell you, though, that really good owners are hard to find, but let me tell you that I've really got a good one now with this deal."

Even though he's driven other people's cars, he always has done a lot of the mechanical work himself.

"I really don't know how you could figure to be a good driver if you didn't understand the inner workings of the car under you," Stone said. "That's what made Doug Wolfgang a driver that I really admire. He's smooth as silk on the track, we all know that, but he's also a sharp chassis man. He does it all and it shows."

The father of three grown kids, Stone said he owes thanks to a lot of folks for helping him out when things were looking pretty low. It was people like Barry Grabel, the Hurst Brothers, Charlie Sumner and owner Worth that have kept him going. He also said his wife Judy has been a solid supporter through the years of his racing endeavors.

He's won a "ton" of races, that's for sure, but this wily veteran probably has a few more tricks up his sleeve before he hangs it up!

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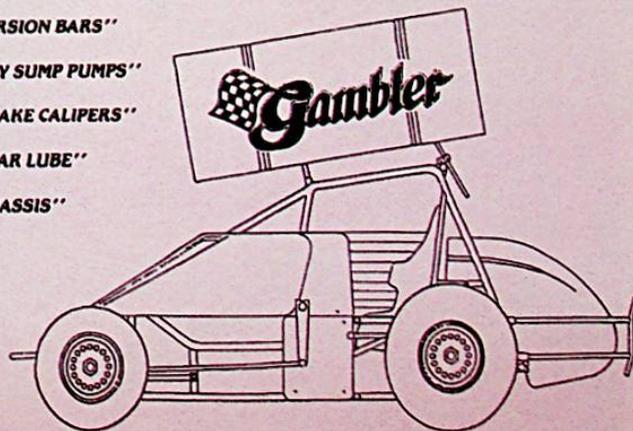
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Terry McCarl – He Radiates Confidence

Meeting Terry McCarl is like meeting the most confident man on the planet. He radiates confidence in everything he does.

By CHRIS LOVETT
Reprinted From *SprintCar*

ran at on a weekly basis and grew up around was Knoxville Raceway and he believes that from a driver's standpoint "it is really a pretty easy track to drive. You pretty much flat-foot it all the time and you gotta have pretty big horsepower."

Residing in Pleasanton, Calif., McCarl ran the World of Outlaws circuit fulltime for the first time in 1992. In one of the closest Rookie of the Year races in WoO history, McCarl was edged by Oklahoma's Aaron Berryhill for the title.

In 1987 McCarl ventured west driving the Merrill Contractors No. 5M car, but he said he wasn't really prepared for running California's rough and sticky short tracks.

For the season, McCarl ended up ninth in the overall driver point standings.

"I had only driven a short track maybe once or twice in my life, ever," McCarl recalled. "The first place we got to was Hanford (Kings Speedway) and it was really rough and heavy. That and running at Chico (Silver Dollar Speedway) really intrigued me so I decided I wanted to run the short tracks because I feel like it takes more of a driver to be able to do it."

McCarl is also a man who says what he'll do and does what he says. For example, when he met his wife Lori when she was 12 and he was 14 he said he "told her ever since then I was going to be a race car driver."

Trying something new meant more than a different state with different tracks and different drivers. Racing for Weldon Offil meant doing something McCarl hadn't originally intended to do. He had never raced for points before and Offil wanted that track championship.

A native of Iowa, McCarl went to California to run the spring 1990 WoO tour for a new team made up of current car owner Weldon Offil and machine shop owner Al Liest.

"We didn't do very good at all," McCarl said, "I don't even know if we made any of the features — that's how bad it was."

"I've been more of a money racer," McCarl said. "A championship really didn't mean that much to me."

Offil must have seen something in McCarl though because he asked him to move to California and give the San Jose Speedway points championship a shot.

From Offil's perspective, the choice was simple. San Jose was close and had a good weekly field of competitive cars.

"I saw a lot in Terry I liked — his confidence, determination and loyalty," Offil said. "And, his optimism too, because he goes out there every time feelin' he'll win. He's the quickest thinkin' kid I've ever met."

"I really thought that Terry would be able to get good western exposure out of the deal," Offil said. "Honestly, I was

Now, leaving an almost sure thing to race somewhere you've only seen a few times may not seem like the wisest thing to do. However, McCarl saw it as the next step to doing what he always wanted to do, which was to go racing with the World of Outlaws.

"Actually I had a ride lined up to race Knoxville (weekly) but there wasn't really a whole lot going on," McCarl said. "It was kind of stagnant then (in Iowa) and I felt I had really reached a plateau.

"Sponsorship was really tough to come by in Iowa and it seemed that there were a lot more people spending a lot more money in California."

McCarl also looked forward to something different. The track that he



Terry McCarl (right) ran his No. 88 MaxlM (above) on the '92 WoO tour. He placed ninth in the points and narrowly missed the rookie of the year title. PAUL ARCH, RANDY JONES Photos

confident that we would be able to take the championship easily."

In 1990 McCarl kind of got off the hook as far as having to run for points at San Jose. The team's first nine weeks of points competition were met with disaster.

"We went nine weeks in a row without finishing a race, so we were pretty much out of the championship anyway," McCarl said. "In a way it turned out to be good because then he (Offil) started letting me run some of the NARC (Northern Auto Racing Club) races and some of the (weekly) Hanford shows."

The 1990 season ended with three wins and helped give McCarl and the team a needed boost of optimism.

The next year started with some differences again between what McCarl and Offil saw as the team's game plan for the season. McCarl wanted to run NARC/Golden State Challenge events. Offil wanted to make another run at the San Jose crown. Shortly before the season started an agreement was made.

"If I would run San Jose all year I would be able to run elsewhere when there wasn't a conflict," McCarl said, "such as to Skagit (Speedway for the Super Dirt Cup in Alger, Wash.) and Knoxville (for the Knoxville Nationals)."

This game plan produced an excellent season. In the march for the San Jose title, the win total was six. The biggest one came in the prestigious Johnny Key Classic 100 in which McCarl led every lap. Two other wins were picked up in weekly shows at Chico and Hanford.

However, there will always be that "what if" hanging over the season because the championship at San Jose was captured by Rick Martin. It seems the two missed points races came back and bit them on the last night of the season.

Consistent finishes and those six wins put McCarl in the lead of the championship points by a slim margin over Martin going into the last night. It only took until qualifying to signal trouble.

"We pushed off for qualifying and broke a roller down in the motor which isn't that big of a deal except it turned and we couldn't get it out," McCarl said. "We didn't have a spare motor so basically, we were done."

What ensued was a confusing series of decisions from the event officials that would take another three pages to explain. Basically the confusion was over what McCarl's options were. Could he requalify in someone else's car? Could he borrow a motor? Would it be for points? ... fun stuff like that. What ended up happening was that McCarl was loaned a motor by Danny Olmstead. However, by the time the motor was installed McCarl had missed his heat race.

This is where McCarl's confidence kicked in.

"We only had two heat races to put that motor in before they were going to run the C feature," he said. "I went out and won the C, transferred to the B feature and finished third. So, I get to start last in the main event, which is no problem because I've started in the back there before and the worst I finished was third."

"I only had to make the top 10 and I was still going to win the championship. So, I wasn't that worried about it. So, we pushed off for the feature and went about two laps before the power steering broke. God was not on my side that night."

One bit of irony is also part of the last night as well. Martin lost the '90 championship by one point. McCarl is the only driver who passed Martin on the last night of that season.

So, what do you do if you're Weldon Offil and your driver, after all that, failed to win the championship? The main reason McCarl was so enthusiastic about winning the championship was because he really believed Offil would want to go Outlaw racing if he was able to win it. So, what do you do?

"Luckily, I drive for a really great family and they treat me like

one of their sons." McCarl said of the Offils. "It really made me want to stay in California. But all I really wanted to do was go Outlaw racing and make a living driving Sprint Cars. Fortunately Weldon helped me do it anyway."

McCarl's team wasn't the best-financed on the '92 WoO tour. Additional sponsorship (besides Offil's Country Builders Construction) included Sander Engineering, Sunnyvale Lumber, Maxim, Santomauro Racing Products, Carrera Shocks, Weld Wheels and JFZ Brakes.

With a full season of WoO racing behind him, McCarl is looking forward with confidence to the 10-race Slick 50 Sprint Car World Series in Phoenix, Ariz.

"What I hope for the Slick 50 Sprint Car World Series to do is to expose Sprint Car racing to the non-racing public," McCarl said. "A lot of regions in the country will be able to tune in to TNN and Pat Patterson's program who normally wouldn't be able to see Sprint Car racing."

"This program will in turn make new fans for Sprint Car racing and the World of Outlaws," he continued. "It will help the general public recognize guys like me and Aaron Berryhill who usually run in the shadows of Steve Kinser and Sammy Swindell."

"The series will undoubtedly attract new sponsors both big and small."

Of course, McCarl wants to garner his share (or more) of fame and fortune ... and television exposure.

"Human nature dictates that everyone wants to see their name on TV," McCarl said.

And, with his looks, charm, personality and confidence — not to mention driving ability — Terry McCarl might just become a TV star!

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1992 World of Outlaws Copenhagen-Skoal Shootout Series Standings & Statistics

Driver Point Standings

| | |
|---------------------|--------|
| 1. Steve Kinser | 11,210 |
| 2. Stevie Smith | 10,701 |
| 3. Mark Kinser | 10,261 |
| 4. Andy Hillenburg | 9,967 |
| 5. Dave Blaney | 9,512 |
| 6. Kenny Jacobs | 9,367 |
| 7. Aaron Berryhill | 8,582 |
| 8. Jac Haudenschild | 8,403 |
| 9. Terry McCarl | 8,396 |
| 10. Johnny Herrera | 7,969 |
| 11. Sammy Swindell | 6,813 |
| 12. Craig Keel | 5,867 |
| 13. Steve Beitler | 5,417 |
| 14. Danny Smith | 3,811 |
| 15. Jeff Swindell | 3,318 |

Car Owner Point Standings

| | |
|------------------------|--------|
| 1. Karl Kinser 11 | 11,210 |
| 2. Al Hamilton 77 | 10,701 |
| 3. Verlin Chupp 7C | 10,282 |
| 4. Williams Bros. 5M | 10,261 |
| 5. Andy Hillenburg 2 | 9,861 |
| 6. Casey Luna 10 | 9,784 |
| 7. Wimmer/Kramer 7TW | 9,678 |
| 8. Jack Elden 22 | 9,202 |
| 9. Aaron Berryhill 97B | 8,582 |
| 10. Weldon Offill 88 | 8,396 |
| 11. Jeff Gilliam 29 | 7,969 |
| 12. Harrold Annett 1 | 6,813 |
| 13. Campbell/Keel 8 | 5,746 |
| 14. Steve Beitler 21 | 5,322 |
| 15. Guy Forbrook 5 | 2,585 |

Driver Earnings

| | |
|----------------------|-----------|
| 1. Steve Kinser | \$446,195 |
| 2. Sammy Swindell | \$295,435 |
| 3. Stevie Smith | \$205,895 |
| 4. Mark Kinser | \$175,850 |
| 5. Jac Haudenschild | \$175,130 |
| 6. Dave Blaney | \$166,050 |
| 7. Andy Hillenburg | \$150,350 |
| 8. Kenny Jacobs | \$137,005 |
| 9. Johnny Herrera | \$124,860 |
| 10. Danny Lasoski | \$109,405 |
| 11. Bobby Davis, Jr. | \$89,235 |
| 12. Danny Smith | \$78,675 |
| 13. Jeff Swindell | \$61,870 |
| 14. Aaron Berryhill | \$61,750 |
| 15. Craig Keel | \$58,520 |

| | |
|------------------|----|
| Steve Kinser | 31 |
| Sammy Swindell | 20 |
| Stevie Smith | 7 |
| Jac Haudenschild | 3 |

Main Event Feature Victories

| | |
|----------------|---|
| Kenny Jacobs | 2 |
| Mark Kinser | 2 |
| Don Kreitz Jr. | 2 |
| Joey Allen | 1 |

| | |
|---------------|---|
| Dave Blaney | 1 |
| Frankie Kerr | 1 |
| Jerry Stone | 1 |
| Doug Wolfgang | 1 |
| Gary Wright | 1 |

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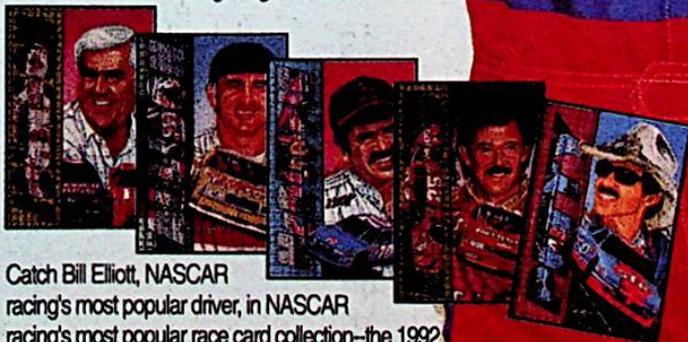
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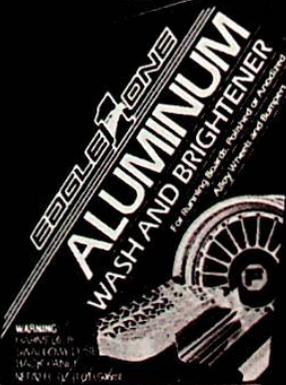
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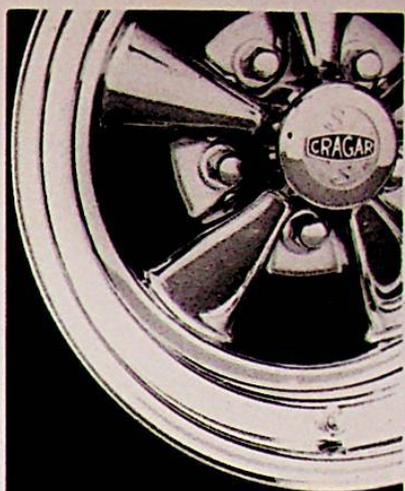
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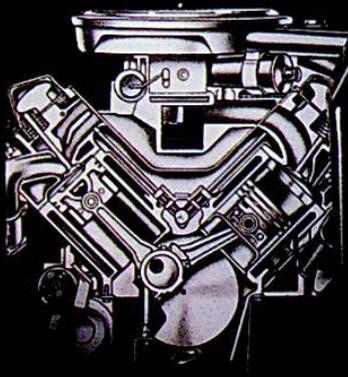
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