



**NATIONAL**  
Midget Auto Racing  
**Hall of Fame, Inc.**  
*Angell Park Speedway - Sun Prairie, Wisconsin*

Contributor's  
**NEWS**

*Preserving the Heritage of Midget Auto Racing*

**SUMMER 2005**

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# Alvis, Caruthers, Edelbrock, Wright to be Inducted August 28 at Angell Park

Two driving champions, a car owner/engine builder and a driver/historian are the latest four inductees into the National Midget Auto Racing Hall of Fame. Floyd Alvis, Danny Caruthers, Vic Edelbrock and Crocky Wright were selected by the election committee and will be formally inducted during ceremonies at Angell Park Speedway in Sun Prairie, Wisc., home of the Hall of Fame, on August 28 during the Hall of Fame Classic weekend.

The inductees were selected from a list of 33 nominees which were pared to 20 prior to final balloting. Their induction will bring the count of inductees to 114 since the Hall was established in 1984.

Alvis, who continues to compete in (BCRA) Bay Cities Racing Association and USAC events, owns seven BCRA titles (1978-79-80-87-2001-02-03) and in 2003 was named Open-Wheel Oval Track Driver of the Year by the West Coast Motorsports Association. He also earned Athlete of the Year honors in 1997 and Motorsportman of the Year honors in 2001 from the same organization. He scored his first BCRA feature victory at Santa Rosa, Calif. in 1971 and won the 2004 opener at Stockton, Calif.

Caruthers, the youngest of two brothers to win the USAC National Midget Championship, captured the 1971 title but was tragically fatally injured in one of the season's final races at Corona, Calif. At the age of 21 he was, at the time, USAC's youngest champion and the first to be so honored posthumously, succeeding his brother Jimmy, who had claimed the 1970 USAC title. He joins father Doug and brother Jimmy as members of the Hall of Fame.

**FLOYD  
ALVIS**



**DANNY  
CARUTHERS**



**VIC  
EDELBROCK**



**CROCKY  
WRIGHT**



Danny recorded a dozen USAC triumphs during his brief career and earned the nickname "Kid." He became a National quarter-midget champion, competing at his father's famed Jelly Bean Bowl, located on the property now occupied by Disneyland.

Edelbrock's #27 Midgets with V8-60 engines recorded epic upset victories over the famed Offenhauser powerplant and his list of drivers included Rodger Ward, Bill Vukovich, Walt Faulkner, Cal Niday, Perry Grimm, Allen Heath, Mack Hellings and Danny Oakes. The Edelbrock Corporation, located in Torrance, Calif., continues to supply the racing public with high quality speed equipment that has evolved from the days of the dry lakes and the halcyon days of midget racing.

Wright, who joined Evel Knievel as the only stuntmen to be featured in the famed Smithsonian Institution in Washington, D.C., has been involved with the sport of Midget racing for eight decades. A driver in his early days, he earned the Western

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### Note of Appreciation

At the December 2004 Board meeting, the Directors accepted the resignation, for personal reasons, of **JOHN COOPER**. We will miss John's wise counsel and guidance in our daily affairs but we are very pleased that he has agreed to continue his service as an active member of our Induction Committee.

Thank you, John.

# 2005 NMARHOF Inductees



**Floyd Alvis**

The Bay Cities Racing Association has been crowning champions since 1942, yet in the modern era of the midget racing Floyd Alvis has emerged as the most recognizable star in this proud organization. Floyd began his career driving the Fino Sacculo Offy in 1969 and continues as a front-runner to this day.

Alvis scored his first BCRA victory indoors at Santa Rosa, Calif. in January 1971 but by then he had already displayed a remarkable consistency that is imperative for those set on becoming a champion. Floyd secured his first BCRA championship in 1978 and he would snare the title again in 1979 & 1980. In winning three straight crowns Alvis joined an elite group of drivers led by Hall of Famers Johnny Baldwin, who won four straight titles in the 1950's, and Freddie Agabashian who hit for the trifecta in the late 1940's.

While always near the top of the point chart, Alvis finally reached the pinnacle of the BCRA ranks again in 1987 edging Glenn Carson for top-honors, but he was hardly ready to

hang up his helmet. When the calendar turned to a new century, Floyd Alvis was still ready to go racing. He would score back-to-back BCRA titles in 2001 & 2002, and would tack on a seventh championship in 2003. In 2004 Alvis finished sixth in BCRA points, won the season opener at Stockton, and as the 2005 season gains steam he shows no signs of slowing down.

The West coast Motorsports Association previously named Alvis Open-wheel Oval Track Driver of the Year (2003), Motorsportsman of the Year (2001) and Athlete of the Year (1997).



**Danny Caruthers**

Danny "Kid" Caruthers had a brief career on the national stage but, had spent all of his young life around the sport. The name Caruthers is synonymous with midget racing and few families have cast a larger shadow on the sport. Danny's father Doug Caruthers first fielded a midget for Jimmy Bryan, and at the time of his death in 1978 had recorded a USAC record of 98 wins as an owner and

four titles.

Doug Caruthers, who owned the Viking Trailer Company in Anaheim, California built a small race track on his property dubbed the JellyBean Bowl. It was here that Danny, who would become a National quarter-midget champion, and his brother Jimmy, learned the craft of racing. Danny attended Fullerton Junior College for a spell, but decided he was more interested in racing. In 1970 Jimmy Caruthers would capture the USAC National Championship while teamed with the legendary Bob Tattersall. Tattersall, who was gravely ill, was unable to compete in the season-ending Turkey Night Grand Prix at Ascot Park allowing Danny Caruthers to strap into a midget for his first USAC race.

In 1971 Danny Caruthers was prepared to make a full-fledged assault on the USAC National title and as fate would have it, his chief nemesis would be his own brother. Danny's first USAC win came at Lima, Ohio on May 15 where he beat his brother to the flag. In a harbinger of things to come, the duo would repeat the performance one week later in the Buckeye State. In what was a grueling 60 race season it soon became clear that the only question remaining was which Caruthers brother would wear the crown?

Danny would win 12 times on the season, tops on the circuit, and with

three races remaining in the season, the title was his. Meanwhile Jimmy had won eight features events, and as a result, the Doug Caruthers, Bill Cosby's "Man & Boy" sponsored cars would finish first and second in the owner's category. Yet, Danny was not piloting his father's car at Corona Speedway in Riverside, California on October 30. During a hot lap session Danny's throttle stuck and he slammed the wall suffering fatal injuries. Caruthers would become the youngest USAC champion in the organization's history and the first to claim this honor posthumously.

The family would suffer more heartache, but as a group their accomplishments loom large as Danny joins his brother Jimmy and father Doug as an inductee in the National Midget Hall of Fame.



**Vic Edelbrock**

When the Post World War II speed craze hit the gold coast of California Vic Edelbrock was ready. Edelbrock migrated from

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## President's Corner

**President, Les McBurney, Jr.**



In February 2005 the National Midget Auto Racing Hall of Fame held an election and adopted new bylaws to allow for a President, Vice President, Secretary and Treasurer. This structure allows the Hall of Fame to operate at today's business standards. The results of that election are as follows: Les McBurney of Sun Prairie, Wisconsin - elected President, Dick Jordan of Indianapolis, Indiana - elected Vice President, Bill Engelhart of Evansville, Wisconsin - elected Treasurer and Art Graham of Brownsburg, Indiana - elected Secretary. These four officers are committed to taking a positive long term

growth attitude for the Hall.

Each officer brings to the table an extensive racing background from administration within USAC and the Indianapolis Motor Speedway to a racing career that started with midgets and ended with appearances at the Indy 500.

I would also like to take a moment to thank former president Bill Marvel and Executive Director Ed Watson for their selflessness and countless hours they have put into the Hall of Fame to get it to where it is today.

The knowledge of the officers and the whole board of directors is very extensive. The Hall of Fame is for you, the midget race car fan. Our mission is to honor the men and women who have contributed to the sport we so love.

Our short term goals are to continue to grow the public awareness of the Hall of Fame, located in Sun Prairie,

Wisconsin and continue to add attractions that help preserve the history of midget racing.

Our long term goal is to someday construct and operate a National Midget Auto Racing Hall of Fame and Museum.

You will continue to see new ideas being implemented. Supporters will soon find a line of Hall of Fame apparel available for purchase on our website. Opportunities will also be available to purchase racing books and photos of interest to the open wheel fan from our website. A Recommendation form on our web page will allow fans and supporters, such as yourself, to identify to us people you feel deserve the honor of being inducted to the Hall of Fame. More history pages and pictures will be added to our site along with an online donation option.

Our goals are not attainable without the continued financial support from people like you. We currently receive two types of donations, building fund or the general operating fund. We have enclosed an envelope for you to make such a donation. Remember you can also go to our website [www.worthyofhonor.com](http://www.worthyofhonor.com) to make

a credit card donation.

Something else that will be new this year for the Hall of Fame, is the expansion of the Hall of Fame Classic. This has grown into a two day event. On Saturday, August 27th at Angell Park Speedway in Sun Prairie, Wisconsin, USAC will bring their National Midget show to the track and on Sunday, August 28th the Badger Midget club will take to the track, with inducements for drivers to run both races. During the early afternoon on Sunday we will again hold the induction ceremony in the upper pavilion located within the Angell Park grounds.

As with any successful business, we always welcome your input and suggestions. Please feel free to contact me by email at [president@worthyofhonor.com](mailto:president@worthyofhonor.com) or by mail at PO Box 747, Sun Prairie, WI 53590. I (we) thank you for your continued support of the National Midget Auto Racing Hall of Fame.

Respectfully,  
Les McBurney, Jr.  
President  
National Midget Auto Racing Hall of Fame

# “A Story From the Past”

## Remembering Doug, Jimmy & Danny Caruthers

By Bill Engelhart

I first saw Doug Caruthers in the fall of 1967 when we traveled to Manzanita Speedway in Phoenix, Arizona for a USAC Midget Show. I had just finished my rookie season with the Badger Midget Association and was a spectator in the infield. In 1967 Doug Caruthers and Bill Vukovich were the class of the field nearly everywhere they went with the beautiful Edmunds Offy midget.

Vukie lead the race from the pole until Gary Bettenhausen caught him on the last lap giving him a slide job to take the lead. Unfortunately, Vukie ended up in the backstretch fence as a result and demolished Doug's beautiful Offy Midget in the process. Doug was livid as he loaded up the remains of the car into his yellow Chevy pickup truck and headed back to sunny California.

Anyone who was ever around Doug can attest to his fiery temper when things would go wrong and even sometimes when they went right as I learned some years later when I won a USAC midget race at Angell Park in Sun Prairie, Wisconsin in 1971. After winning the race I parked on the front straightaway, as was the custom in those days, expecting a jubilant Doug Caruthers to come out and congratulate me. I had passed Danny, in Doug's number 5 car, who was leading at the time, to win the race. Danny had posted the fast time, won the trophy dash and his heat race. We had timed second, finished second to Danny in the dash and also won our heat race. However, Danny getting passed was something Doug had not really expected to have happen. After the race someone immediately protested the engine in the car Danny was driving. Doug was hot as a fire cracker. Not only did he hate working on engines, according to Jimmy, Doug didn't know how to work on them. Doug's forte was working on the chassis and that he really knew how to do. Doug threw a fit in the pits and when I handed him the winning trophy he threw it down in the seat of the car and stomped off to take the engine apart on the 5 car.

Jimmy was away racing the Indy cars. He and Doug had asked me to drive the number 1 car which Jimmy normally drove. On Friday night, at a USAC show at Chicago's Sante Fe Speedway, Danny had won the fea-

ture and we finished third. Doug was not happy that we finished third and unfortunately Danny's engine was about to expire. Unbeknown to me, Doug drove back to Indy, took the motor out of Jimmy's car and installed it into the number 5 car. He then put the spare motor, which they referred to as the mule, into Jimmy's number 1 car, and drove up to Angell Park in Sun Prairie, Wisconsin for the USAC race on Sunday night. After hot laps I asked Doug why the motor was so weak. He said, "I can take care of that" and promptly put in a couple of gallons of nitro-methane which, of course, did wake it up a bunch. Somehow, a few of the guys had gotten wind of what Doug had done with the motors and decided to protest the engine just so USAC would take it apart. Of course, Jimmy would then know what hap-

pened because he was in the habit of sealing the engine with fingernail polish so that he could tell if anyone had worked on it. Jimmy had developed this motor into something special and did not want Doug or Danny working on it. Doug knew he had been caught red-handed and would have to explain to Jimmy when they returned.

I mention that Jimmy was away racing the Indy cars. He was one of the best midget racers I have ever run against and was great in the Indy cars as well. Actually, Jimmy seemed to have no idea just how good he was. He was just having fun but many of the rest of us realized he was at the top of his profession. In addition to winning the USAC National Midget Championship in 1970, he also won the National Championship in the Dirt Car Division (now called Silver

## Lewis, Butcher, Coy Still Feeling Hall Honors

By Michael Harker

Almost a year after being inducted into the National Midget Car Hall of Fame, Steve Lewis, Hank Butcher and Johnny Coy continue to enjoy the attention and prestige earned by their accomplishments in Midget racing.

Lewis, a 10-time United States Auto Club car owner champion and the organization's winningest Midget car owner with 124 victories, continues to own cars today. He currently fields an entry for defending USAC Midget Car Series champion Bobby East, and adds a second car on various occasions.

Although he agrees the days are great when his team secures a win or championship, Lewis vividly remembers Aug. 29, 2004, when he was inducted into the Hall of Fame. He said initially he was shocked by the honor, but said later it was an honor to be among the inductees.

"For me, it was truly an honor to be selected," Lewis said. "When you look who's in there, those people are those who made the sport what it is. Those people sacrificed and did so many things to get the sport where it is. I knew a lot of those guys, and to be in there is a little added attraction. It really is an honor to be among

those that helped the sport progress."

Butcher won three Bay City Racing Association Midget titles in the 1970s, including back-to-back championships in 1976 and 1977. His BCRA win total, 79, was good enough for third all-time at the time of his induction.

The Californian, who also competed in USAC, WMRA and USRC midgets and NARC sprints, retired from competition in 1997.

Unlike Lewis and Butcher, Coy was an East Coast participant, competing in NASCAR's elite open-wheel division during the 1950s and early 1960s. Coy raced in multiple cars, but Midget racing became his forte. Coy won on several occasions and claimed the NASCAR crown in 1958. The New Jersey native also raced in ARDC - where he claimed the 1971 and 1972 titles - as well as NEMA. Coy also made a qualifying attempt for the Indianapolis 500 in 1962.

"It's nice to have it done," Coy said. "We worked very hard then."

Roy Sherman, who suffered and died of a heart attack in 1968, was also honored last year. Sherman was the first AAA National Midget champion in 1948.

Crown) in 1975. Had Jimmy lived longer there is no way to tell just what he could have accomplished in racing. Many of us feel he was very capable of winning at Indianapolis.

It is a tragedy that they all did not live to an old age. Racing would be better off if they had.

## Inductees...

--continued from page 1

Pennsylvania motorcycle championship in 1948. As a reporter, he helped found the Johnny Thomson Fan Club and began publishing motorsport books, including a four-volume history of Midget racing and a unique history of the famed Nutley Velodrome in New Jersey. He continues his involvement to this day as a constant supporter of the sport and a foremost authority and historian.

## Edelbrock...

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Kansas to the West Coast in 1931 and by 1934 he operated his own repair shop at the corner of Venice and Hoover in Los Angeles. Like many who became enchanted with the speed game, Edelbrock headed for the famed dry-lakes to test his after-market speed products in roadsters known as Slingshots, and turned a time of 121.42 just weeks before America's involvement in war.

When Midget racing hit America full-force after the war, those who had braved the dry lakes in track roadsters were ready. Vic, who had actually owned a midget

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## HELP!

We are planning a series of announcements about new developments and facilities at your Hall of Fame.

Help us to keep you up-to-date in a timely way by joining our electronic mailing list.

Simply send an e-mail to: [secretary@worthyofhonor.com](mailto:secretary@worthyofhonor.com) providing your name, mailing address and e-mail address.

This information will be private and used only for NMAR-HOF business.

DO IT NOW...  
and we'll be in touch.

# News From the Treasurer

By Bill Engelhart

Following our election in February of 2005, the new officer team of the Hall of Fame made a decision to lead the expansion operations in a number of key areas. To succeed, we must continue the financial credibility of our organization through the careful application of donated funds as was the policy of previous administrations.

You will also find that you can now make a cash donation to the Hall of Fame on line by utilizing Pay Pal. This is a new feature that should prove to be very convenient for you. If this is not an option for you, you may simply mail it to: The National Midget Auto Racing Hall of Fame, Mr. Bill Engelhart - Treasurer at 13930 W Northridge Drive in Evansville, WI 53536-8449.

Thus it is appropriate at this time to emphasize to you that the Hall of

Fame is totally dependent on the donations that you the racing fans, have made over the years. We are in the process of creating additional income streams to support the Hall of Fame, but will always be most dependent on the donations that you have been providing over the years to sustain this very worthwhile endeavor that we all share.

In keeping with this, we have adopted a new computerized book-keeping system called QuickBooks Premier 2005 for non profit organizations. With this new system we can electronically keep all of the financial records of the Hall of Fame within one system that is uniquely equipped for what we are doing. Within this system is the ability to generate a wide variety of reports that will allow us to develop some strategies for the future. It will record all of the donations, provide us with the name,

address, date and amount of the donations that you are making and also provide you, the donor, with an appropriate receipt for the donation. We have entered all of the financial data from 1999 to the present day. In essence, we have a record on file that is easily drawn upon to reveal all of the financial data as well as all of the donations you have made to date. In this way we are able to see at a glance who is supporting the Hall of Fame and to what extent and how often. This will prove helpful as we look to the future and devise methods to expand and reach our new goals and objectives.

We are also in the process of developing a system of recognizing those individuals who are supporting the Hall of Fame financially. We refer to this as our Donor Categories; individual, annual and life-time. You will be receiving a mailing in the near future which will lay all of this out for you as we embark on some fundraising events during the remainder of the year.

As we proceed in the months ahead, we will be sharing, with you, the vision for the future that, the present administration has for the Hall of Fame in a number of key areas. Constructing a building which could house the Hall of Fame and Museum is a long range goal of this Administration and the current Board of Directors. However, we recognize that this is an ambitious goal and that any thoughtful building program must also include a budget for the maintenance and support for this building when it is completed. This underlines the importance of your consistent and continual financial support of the Hall of Fame.

For instance, the Newsletter will soon be available on line. In addition there will be a place where you can provide your name, address and email address so that we can send you the Newsletter electronically. This could potentially save the Hall of Fame several hundred dollars in postage each time the Newsletter is mailed out. If this is not an option for you, simply send us your name and address and we will mail it to you by USPS.

Additionally, our plan calls for the expansion of the website to include, for sale, a line of clothing commemorating the Hall of Fame, the Badger Midget Racing Association and the United States Auto Club. We will also be making available to you on line; GMP die cast model cars, a gallery of historic photos of midget cars and his-

toric racing facilities, racing artwork and some human interest stories.

As we look to the future with this effort we hope to make other features available that are sure to be of interest to you. We hope you will check our website regularly for all of this new information.

Another opportunity we will be offering to you is the ability to recommend an individual to the Induction Committee that you feel deserves consideration for being placed on the nomination ballot for the Hall of Fame Induction process. By completing the form, that will be available on line, and forwarding it to the Hall of Fame Secretary, that person will receive consideration by the Induction Committee. You must understand that many factors are considered prior to a person being placed on the nomination ballot. Therefore it is important that you include, as a minimum standard, all of the information that is requested on the form. You may also include additional information if you have it available.

You should understand that this is merely a recommendation and that there is no guarantee that your candidate will necessarily be included on the next ballot. As you might expect, the competition is very keen for these few available positions. It may also be advisable for you to resubmit the information each year so that your candidate remains in the running for receiving consideration by the Induction Committee. It is our hope that, with your help, we can expand our horizon of choices to insure that the most deserving people receive this coveted honor. We ask that you be respectful of the lengthy process that is involved and remain diligent in your support of the Hall of Fame with your efforts. If you do not have access to our website, simply request this form from the Hall of Fame Secretary, Mr. Art Graham at 21 Carnaby Lane in Brownsburg, IN 46112 and we will send a form to you by USPS when it becomes available.

Please be aware that we appreciate your past support and hope that you will continue to support the Hall of Fame. Your involvement is what sustains the Hall of Fame and the goals that we all have for its success.

We want and need your input. Please feel free to offer your thoughts to us, formally, so that we can make the Hall of Fame something you can be proud of. After all, it is your Hall of Fame and it truly needs your continued enthusiastic support.

## Thank You for Your Support!

National Midget Auto Racing Hall of Fame Donors 2004

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John Cooper

## Edelbrock...

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before the war, purchased a new Kurtis Kraft machine and then fielded a top-flight car for some of the best open-wheelers this country has seen. Edelbrock's drivers included "The Little Dynamo" Walt Faulkner, Bill Vukovich, Danny Oakes, Mack Hellings, Allen Heath, Cal Niday, and Perry Grim. However, as a car owner he may well have had his greatest days with Rodger Ward.

After the introduction of the Offenhauser engine every other power plant was seemingly obsolete. However, Edelbrock decided to fight back. His hot V8-60 engines had been among the best, but it was difficult to match the power of the Offys. Becoming one of the first to understand the potential of nitromethane, or "pop", Edelbrock and Ward were prepared to shock the racing world.

On August 10, 1950 Ward took the beautiful cream and red number 27 to a complete sweep at Gilmore Stadium to become the first and only man to upset the Offys at this legendary oval since the introduction of the engine. Just to show they were serious, the Edelbrock crew traveled to the Orange Show Stadium at San Bernardino the following evening and triumphed again. The race not only propelled the career of Rodger Ward, but also solidified the growing reputation of the Edelbrock Corporation.

The Edelbrock Corporation continues to supply the racing public with high quality speed equipment that has evolved from the days of the dry lakes and the halcyon days of midget racing.

cycles, got his first taste of midget racing before World War II, and resumed his racing career after a stint in the Army. Wright would race with the ARDC and in "big cars" on the Penn-Jersey Association, while also finding time to carry his motorcycle to the Western Pennsylvania championship in 1948. Adding to his diverse interests Wright joined the Putt Mossman International Daredevils thrill show in the 1950's and has never officially retired from the stunt game.

Wright's stint in the Army also allowed him to serve as a reporter, and he has used his writing skills to file thousands of race stories and columns. Along with noted scribe Ernie Saxton, Wright founded the Johnny Thomson Fan Club and the latter's death led to a small book that was followed by others on drivers and race tracks from across the land, and even a racing novel.

Wright's four-volume history of midget racing provides a chronology of important races across the country, with an emphasis on East coast activities, and is much sought after by historians. In addition, Wright's love affair with the famed Nutley Velodrome led him to write the definitive history of the lightning quick high-banked oval. Wright's autobiography *Fate Guides My Destiny*, tells the tale of a man who has had a zest for living and is without question one of the true authorities on midget auto racing.

The tireless Wright continues to be a keen observer of the racing game and his restless fingers continue to tap out one high quality race report after another.



**Crocky  
Wright**

Few men have invested themselves in the sport of midget auto racing with more passion than Ernest "Crocky" Wright. Wright first caught the speed bug when exposed to motorcycle racing, and was particularly captivated by the exploits of Emerson "Crocky" Rawding.

Wright, who first raced motor-



## National Midget Auto Racing Hall of Fame

You are cordially invited to attend the  
2005 Inductions  
into the  
National Midget Auto Racing Hall of Fame

Sunday, August 28, 2005  
Reception 12:30 pm  
Luncheon 1:00 pm

Induction Ceremonies of:  
Floyd A. Ivis, Danny Caruthers,  
Vic Edelbrock & Crocky Wright

Angell Park Speedway - Sun Prairie, Wisconsin  
RSVP required for meal to  
treasurer@worthyofhonor.com or 608-882-4378.  
If you cannot attend please consider a donation.

Consult the Hall of Fame website for information  
regarding Hall of Fame Classic race tickets.  
[www.worthyofhonor.com](http://www.worthyofhonor.com)

Members of the Media  
Credential requests should be directed to:  
[www.worthyofhonor.com](http://www.worthyofhonor.com)

(click on Attend Induction Ceremony)

If not internet accessible please send for ticket request to:

Angell Park Speedway  
PO Box 747  
Sun Prairie, WI 53590-0747



HOME OF THE  
National Midget Auto Racing Hall of Fame



Proudly posing with 2004 National Midget Auto Racing Hall of Fame Induction plaques are (from left to right) Angie Lair, the daughter of inductee Roy Sherman; Howard Linne, accepting for Hank Butcher; Jim Long, accepting for Johnny Coy; and inductee Steve Lewis.

--Photo by Bob Cruse

President.....Les McBurney  
 Vice President.....Dick Jordan  
 Treasurer .....Bill Engelhart  
 Secretary .....Art Graham  
**317-852-0778**

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