Page 8 THE BATTALION Future looks bright for raceway

By WAYNE NELSON What is the future of the Texas

World Speedway? The racetrack, which has had its share of problems since it was built six years ago, is under new management and according to United States Auto Club (USAC) President Dick King, the status of the track is beginning to live up to its original expectations.

The speedway has had some hard luck over the past few years, partly because of the weather and

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partly because of the location," King it's location was thought to be ideal said

'For some reason weather has not been on the side of Texas World Speedway (TWS) very often and I think that it's about time that the rain and auto racing got together and worked out some kind of time to run a race' King also said that the location

has not helped the TWS as much as originally expected. "When the speedway was built,

because College Station was cen-trally located between Houston, Dallas, Austin, and San Antonio, but the crowds just have not travelled the distances that we originally expected to see the races," he and worked out some kind of noted. "We have had similiar prob-agreement so that we might have lems at a racetrack in Michigan, but with time the people began to rec-ognize speedway and the people began to show," King said.

As soon as the media recognizes that we have a major raceway in College Station, then we feel that the people will soon follow," he said

King was instrumental in bringing Dick Conole to TWS after the first two owners were unable to keep the speedway out of the red.

"I felt that Conole would be a good man for getting the speedway on its feet, so I talked with him about the job, never telling that it would be easy. But he had done such a good job at Pocono I knew he could do a good job here," King

King also discussed the advantages that a major speedway could have to the College Station area.

Andretti's Car wins at Smithsonian

United Press International WASHINGTON — The backup racing car that was taken out of storage and driven to victory by Mario Andretti when his own car failed in the 1969 Indianapolis 500 is on dis-play at the Smithsonian Institution's Museum of History and Technology.

Silent Screamer," the controver-sial turbocar Parnelli Jones raced in the 1967 Indy 500, is also on display. Fitted with a light turbine engine that ran on kerosene, the car led every lap until the 197th when it failed with a broken gearbox bearing and finished sixth.

The gift of the STP Corp., they will remain on view until Labor Day.

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"This raceway could put College Station on the map as much Texas A&M football has," King noted. "Great races have been and will continue to be conducted here." The people of this area are not as

well educated in auto racing as are other parts of the country," he said. Another to comment on the problems of the speedway came from champion USAC driver Johnny **Rutherford**

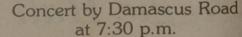
The biggest problem for TWS from the drivers standpoint has been the weather," Rutherford said. "It seems like every time we plan a race here we always get rained out." Rutherford said what the speed-

ay needs most is time. "If you look at it, sure Indy at-tracts 300,000 people but it has been around 60 years," he noted. "Maybe in another 55 years TWS will be that popular.





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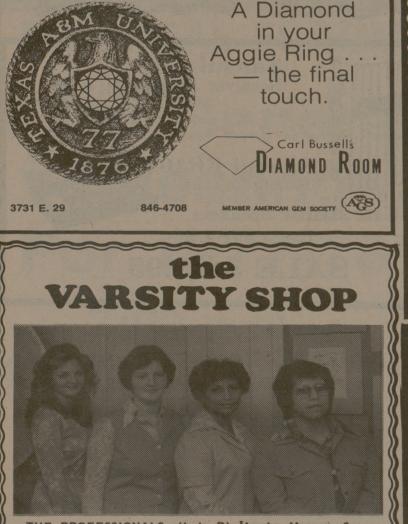
Service starts at 8:00 p.m. Sponsored by The Wesley Foundation and the Student Y





Texas A&M football coach Emory Bellard may not realize it, but he may have a new training technique for his athletes: Fishing. Wednesday morning, Steve Robinson and A&M athletes Tony Franklin and Robert Bonner went fishing in the Brazos River and returned with a 23-pound blue catfish.

This Week At Wyatt's Cafeteria Chicken and Dumplings Thursday \$1.59 Served with two vegetables. 4/7 Seafood Platter \$2.10 Friday 2 fried fish sticks, 2 fried shrimp, 2 fried crab rolls, hush puppies, 4/8 french fries and tartar sauce. Wyatt's Cafeteria **Child's Plate** .84 804 Texas Ave.



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