THE BATTALION Page 9

sports

By Mark Patterson A day at the races

For three hours Saturday I was a y playing in a man's world. Being someone who likes to stay

the move, I didn't think I could Texas World Speedway in the ands. So I watched the race from get queezy when I break 80. crew's point of view. I jour-

ace in time for the qualification uns by the drivers. This was the ne when the drivers can test their cars to see just how fast they really are. And the speeds recorded indi-

As I strolled onto pit row Danny Ongais was just rolling onto the ack for his qualification run. As he p airborn over Old Dime Box.

n Wednesday through Saturday.

made the course look easy as they red a 72-hole score of 1,134 — 18 mder par — which broke a tourna-

Brigham Young's Bob Clampett. The 17-year-old freshman who led

fter the first day with a tournament ecord tying 66, closed with a four

nder 68 to win by a shot over Georgia's Chip Beck. He also broke

ith his 277 total.

tournament record by a stroke

ment record of 1,148 set in 1957. The individual title was won by

The Cowboys of Oklahoma State,

Aggie golfers

finish tenth

ground and qualified at 211 mph, just three mph under the world record. I was in awe watching him through the entire Coors 200 out travel around the two-mile oval at

But what amazed me more was eved into the pits. I got out to the track three hours efore the scheduled start of the led into pit row, leisurely got out of his missile, and strolled towards the garage area like he had just driven around the block to the 7-11 for some milk and bread. He showed

absolutely no emotion after his run. But none of the drivers did after their laps. That job was designated igais was just rolling onto the their laps. That job was designed in the for the members of their pit crew. I for the members of their pit crew. I surely circled the track, scuffing this tires for better traction, I and tell how the car was operating, and tell how the car was operating. juddn't help but imagine his car as jet on wheels. The sleek construcand aerodynamic design going. As soon as the driver finished brought to mind the thought that if his car sprouted wings, he could end crew was on top of the car like ants on sugar. The crew took apart,

He somehow stayed on the checked and rechecked every part

of the car with gages, needles and whatever else car people use to work on cars. I couldn't help but wonder what a

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driver felt when he walked up to his car, three hours before he was going to risk his life in it and see it dismantled and lying in pieces on the ground.

So all I did all day was sit back and watch the men play with their cars. It was another world for me. I just learned how to pump my own gas at the self-serve islands at the local

But I got to meet some of my boyhood heroes from the racing scene while I was down among the men and machines. I shook hands with A.J., Mario, Tom Sneva and my local hero from back home, Johnny Rutherford. After meeting Rutherford for the first time and wishing him luck, I felt a little strange when he hit the wall and wrecked his car 18 laps into the race. Was it me?

I was like a little kid in a play ground among things I knew no-thing about and loving every minute of it. But my gaiety was abruptly cut short as the starting time came around around

As Mario Andretti put on his crash helmet and started to climb into his car I noticed some writing on the back of his helmet. As I got



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