



Tony Martin Photo

Jac Haudenschild

by Kathy Bell

Jac Haudenschild, who hails from Wooster, Ohio, is one of the sport's most beloved drivers. This is due, in part, to his ageless boy-next-door good looks, laid-back personality and the fact that he has a smile and kind words for everyone.

"Haud", who was born on April 7, 1958, began his racing career 35 years ago. He started out in a car

owned by his dad John. A second-generation racer, Haud grew up watching first his dad then his big brother Ed race. As a teenager, Haud raced at Ohio tracks such as Lakeville Speedway and Wayne County Speedway. He won his first feature win at Lakeville when he was 16 years old. He raced at numerous Ohio tracks. Some of his favorites included Attica, Fremont, Chillicothe and Limaland.

In 1980, he ventured away from Ohio a bit with the Nickles Brothers. They collected 12 feature wins and placed tenth in the All Star Circuit of Champions (ASCoC) standings. The team expanded their venue the following year adding Texas and Indiana to their schedule. Haud also drove for Bob Hampshire and earned his first non-winged event at Lawrenceburg. He then went with friend and competitor, Jack Hewitt, to Australia and won Australia's prestigious Grand Annual Sprintcar Classic at the Premier Speedway in Warrnambool, Victoria.

"Back when I started out, it wasn't easy finding a World of Outlaws (WoO) ride. So I raced anything I could; with the wing, without the wing, with the All Stars, United States Auto Club (USAC), Outlaws," Haud said. "We'd run a couple of nights without the wing, then a couple of nights with the wing. I did whatever I needed to do to get a ride, for whatever car owner, that had a ride for me, asked me to do. I had a lot of car owners, and we had a lot of top three finishes. It was a good time in my career."

The following year, while driving for Bob Hampshire, Haud won more than 30 times between the States and Australia racing with the All Stars and USAC. Due to that success, an established team owned by C. K. Spurlock noticed him. Spurlock offered him a ride in the Gambler 'house car' sponsored by country singer Kenny Rogers. He raced with both the All Stars and WoO and won his second Grand Annual Sprintcar Classic.

The next year, he drove for Doug Howells. In '84 he piloted Hampshire's car and the Beef Mobile for the late Bob Weikert. He continued collecting feature wins and the following year, he earned his first WoO main event in the number 78 Ed Watson car at Kokomo.

Earning the nickname "Wild Child" for his daring moves on the racetrack, Haud continued collecting car owners about as quickly as his fans collected his memorabilia. Haud competed in his first full WoO season for Daryl Saucier in the 1st car in 1986. The team finished fifth in the WoO standings. He upped the ante the following year, finishing fourth with the Outlaws in Ted Lee's number 2 car. He won his first major that year -- collecting \$50,000 at the fourth King's Royal at Eldora Speedway.

In 1988, Haud set a new track record at Eldora during a USAC event that he won in Les Kepler's Kodiak machine. The next year he piloted the #48 Coors Extra Gold sprinter for Ron Knott. He finished 6th with the Outlaws, while winning five main events. He also spent time in the cockpits of Max Rogers and "Red" Powell. "I learned early on to never burn bridges," Haud said. "You never know when you might need or want to drive for a car owner for a second or in my case, maybe third time. Any time I walked away, I tried to walk away still friends. It doesn't do any good to stay upset with people in this business since you're going to run into them somewhere else down the road."

Truer words were never spoken, as Haud found himself jumping around from ride to ride trying to find a home, trying to get back out on the road with the Outlaws the next couple of years. In 1991, he raced the full season for Guy Forbrook at the Knoxville Raceway, collecting a Knoxville Championship for

Forbrook. The twosome also hit the road, here and there, when possible. While driving for Forbrook the following year, Haud stepped up to another WoO ride in the 10 Casey Luna Ford sprinter and was eighth in the WoO standings and finished the year racing midgets in New Zealand.

"I started racing for Jack and Carol Elden in 1993. I raced with them longer than I did with anyone else in my career. That was a great ride and Jack got us the Pennzoil sponsorship deal and that gave us even more opportunities. I raced with the Eldens for eight years. That was one of the best times of my career," Haud stated.

Haud collected \$100,000 for the Eldens at the inaugural Historical Big One at Eldora in 1993. The team finished sixth in the WoO points standings. The following year, the team earned another crown at Eldora's King's Royal, but it was in 1995 that the team really stepped up to the plate. Haud and the Elden team finished second in the Outlaws standings behind Dave Blaney. The Pennzoil team earned ten wins; 17-second place finishes and finished third 19 times that season, Haud's best single-season finish.

The team continued to do well throughout the nineties and added another King's Royal title and Haud's first Gold Cup win in 1998. In '99, the team returned without Pennzoil's backing, yet they won another Gold Cup at Chico. The Wild Child also lived up to his name, as he became the first and only driver to win from the back at the Front Row Challenge in Oskaloosa, Iowa. Before parting ways, the team of Jac and Jack finished their final season together with two Outlaws feature wins and a tenth place finish in the point standings.

"I'd have to say, my three best rides were with Jack Elden, Bob Hampshire and Dennis Roth," Haud stated. "I've been fortunate to drive for a lot of good car owners but I guess those three were probably my best. Bob Hampshire helped me get started back in the beginning. Jack Elden gave me a ride for eight years and we were good friends, and Dennis Roth gave me a real good ride a couple of times when I really needed it. I can't forget the Nickles Brothers who gave me a ride several times when I first started out. I've been doing this for a long time because I've been lucky enough to get rides with good car owners over the years."

In 2003, Haud won the prestigious \$200,000-to-win, \$10,000-to-start 'Mopar Million Sprint at Eldora' for owner Larry Woodward. The race was a USAC Special Event for it's non-winged sprint cars. "That was one of my biggest wins," Haud said. "I won a lot of big races at Eldora, the Million, the Historical Big One, and a few King's Royals. I also won three Gold Cups at Chico. I haven't won the big race at Knoxville, yet, but I think winning at Chico and Eldora are some pretty good wins for my career."

Haud began 2004 in a local ride in Ohio with car owner Jamie Miller before ending up reunited once again with Guy Forbrook on the Outlaws circuit. Haud and Elden reunited briefly the following year before he rejoined Dennis Roth's two-car team driving the HR Cattle sprinter.

In 2006 Haud gave California car owner Rick Wright his first WoO win at U.S. 36 Raceway. The team collected four wins with the Outlaws, one with the All Stars and nabbed a Trophy Cup win. The team collected two more WoO wins the following year before Wright disbanded the team at the end of the 2007 season.

Not one to rest on his laurels, Haud shuffled into his current ride with Lon Carnahan. "I'm real happy with this ride with the R19," Haud said. "I'm glad I'm still out there racing. It's hard to find a car owner who can afford to run 80-90 races a year, and to have a good ride like this with Carnahan Motorsports at the age I'm at is really fortunate. I'd like to keep on racing for a few more years. I haven't won the Knoxville Nationals or the World of Outlaws (point) championship yet. Those are two things I'd still like to have."

"I'm real happy to be inducted into the Hall of Fame," he stated. "I'm happy Brad (Doty) and Kenny (Jacobs) are already in it. Brad and I grew up together as friends, and the three of us raced together for a long time. They're two of my best friends and to share something like this with them, well, I really don't have the words for it. All I can say is, it's a great feeling and good to be a part of the Hall of Fame with the two of them."

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