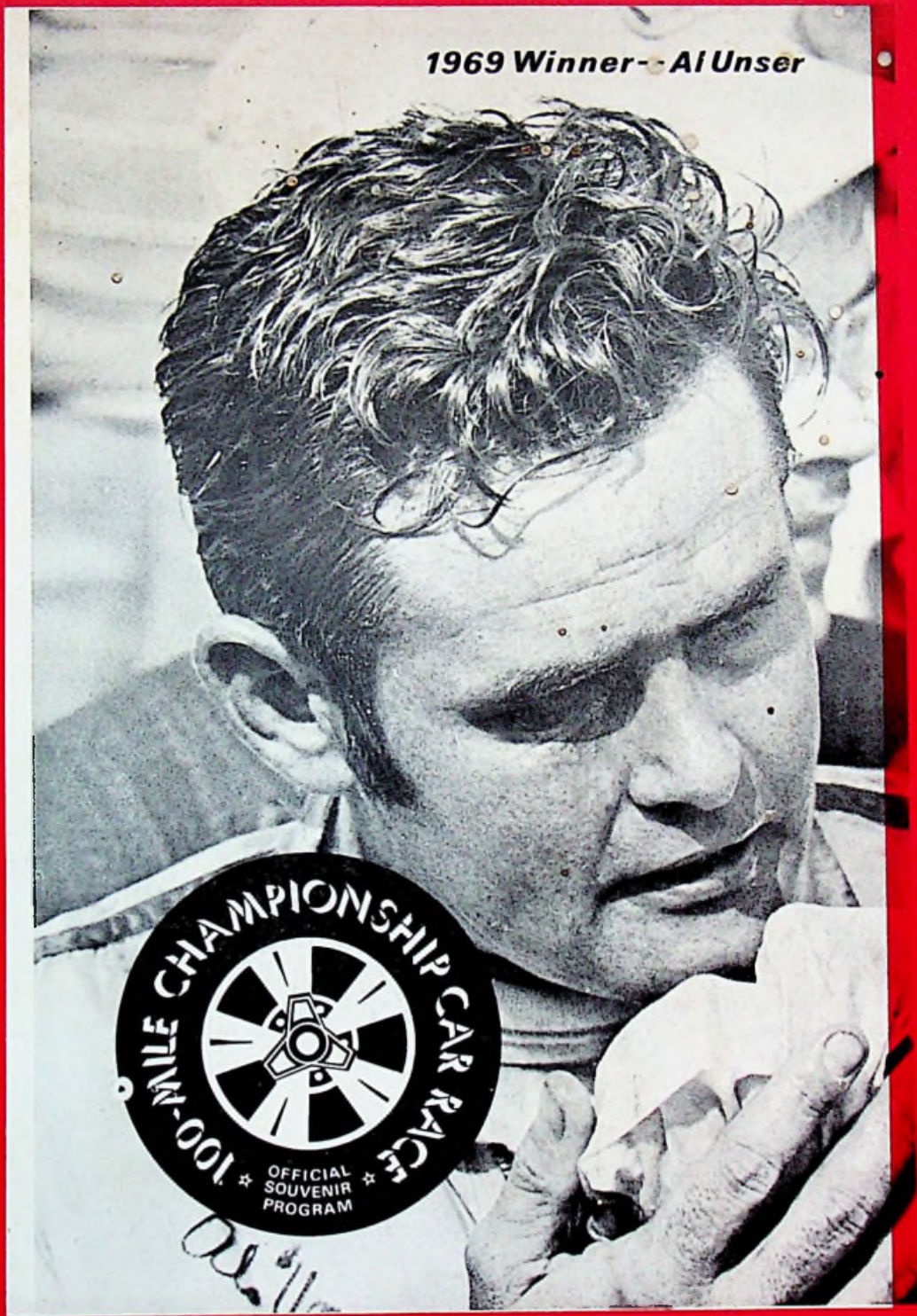


Sanctioned by the United States Auto Club

1969 Winner - Al Unser



DU QUOIN STATE FAIR

MONDAY, SEPT. 7, 1970

50 CENTS

AFTER THE RACE ...

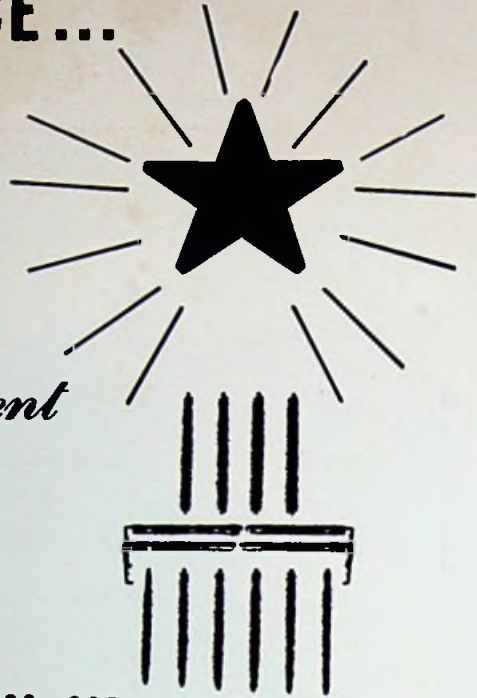
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SOUVENIR PROGRAM

for

**UNITED STATES
AUTO CLUB**

CHAMPIONSHIP EVENTS

**TWIN MIDGETS (50-Miles)
SATURDAY, SEPT. 5**

**STOCK CAR (100-Miler)
SUNDAY, SEPT. 6**

**CHAMPIONSHIP (100-Miler)
MONDAY, SEPT. 7**



Edited By:
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Publicity Assistant
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GENE GALLMEISTER

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KEN GRAY



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DU QUOIN TRACK RECORDS

<u>Distance</u>	<u>Date</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>	<u>Speed</u>
1 lap	9-7-64	Don Branson	Wynn's Friction Proofing Spl.	:33.95	106.040
100 miles	9-7-64	A.J. Foyt	Sheraton-Thompson Spl.	1:01:21.00	97.800

STOCK CARS

1 lap	8-31-69	A.J. Foyt	1969 Ford	:38.71	92.999
100 miles	9-4-66	Don White	1966 Dodge	1:09:50.42	85.910

MIDGETS

1 lap	8-30-69	Mel Kenyon	Thermo King Offy	:35.86	100.390
50 miles	9-3-66	Chuck Arnold	Gee-Rad Offy	30:48.73	97.364
100 miles	9-4-60	Jack Turner	Flatow Offy	1:05:14.29	91.970

SPRINT CARS

1 lap	9-2-61	Elmer George	Tony's Spl.	:34.38	104.712
10 laps	9-2-61	Jim Hurtubise	Barnett Brothers Spl.	6:00.37	98.983
12 laps	9-2-61	Bob Mathouser	The Rebel Spl.	7:44.75	92.953
25 laps	9-2-61	Elmer George	500 Platolene	15:13.00	98.574



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DU QUOIN STATE FAIR'S 1969 RESULTS

CHAMPIONSHIP AUTO RACE

Nat'l DuQ		Driver	Home Town	Car	Purse
Fin	Fin				
2	1	-- Al Unser	Albuquerque, N.M.	Vel's Jones	\$5,907.50
1	2	-- Mario Andretti	Nazareth, Penn.	STP Oil Treatment Spl.	4,017.10
7	3	-- A.J. Foyt	Houston, Texas	Sheraton-Thompson Spl.	2,599.30
8	4	-- Bill Vukovich	Fresno, Calif.	Agajanian's Wag.-L. B.F. Spl.	1,713.17
3	5	-- Bobby Unser	Albuquerque, N.M.	Bardahl Spl.	1,417.80
21	6	-- Larry Dickson	Marietta, Ohio	Weinberger Homes Spl.	1,181.50
17	7	-- George Snider	Bakersfield, Calif.	City of Syracuse Spl.	945.20
38	8	-- Tom Bigelow	Whitewater, Wisc.	Midwest Mfg. Co.	827.05
23	9	-- Jim McElreath	Arlington, Texas	McElreath Spl.	767.97
14	10	-- Gary Bettenhausen	Tinley Park, Ill.	Thermo King Auto A-C	708.90
33	11	-- Scratch Daniels	St. Paul, Minn.	Seymour Enterprises	649.82
22	12	-- Sam Sessions	Nashville, Mich.	Valvoline Spl.	590.75
39	13	-- Arnie Knepper	Belleville, Ill.	MVS Racers	531.68
11	14	-- John Rutherford	Fort Worth, Texas	Delrose Offy	472.60
37	15	-- Bill Puterbaugh	Roxana, Ill.	Windmill Truckers Spl.	413.53
13	16	-- Roger McCluskey	Tucson, Ariz.	G.C. Murphy Spl.	354.45
30	17	-- Greg Weld	Kansas City, Mo.	STP Gasoline Treatment Spl.	295.38
9	18	-- Mike Mosley	La Puente, Calif.	Zecol-Lubaid Spl.	236.30

Winning Time: 1:03:20.52 (94.724 mph)

Total Purse: \$24,874.00

STOCK CAR RACE

Nat'l DuQ		Driver	Home Town	Car	Purse
Fin	Fin				
2	1	-- A.J. Foyt	Houston, Texas	'69 Ford	\$5,475.23
1	2	-- Roger McCluskey	Tucson, Ariz.	'69 Plymouth	3,746.21
8	3	-- Al Unser	Albuquerque, N.M.	'69 Charger	2,593.53
10	4	-- Whitey Gerken	Melrose Park, Ill.	'69 Chevelle	2,017.19
11	5	-- Verlin Eaker	Cedar Rapids, Iowa	'67 Dodge	1,729.02
26	6	-- Frank Freda	Elmhurst, Ill.	'69 Chevelle	1,440.85
7	7	-- Dave Whitcomb	Valparaiso, Ind.	'69 Charger	1,368.81
17	8	-- J.J. Smith	Appleton, Ill.	'67 Plymouth	1,224.72
22	9	-- Jack Knippel	Brookfield, Wisc.	'67 Charger	1,008.60
20	10	-- Glenn Bradley	Lincoln, Ill.	'68 Dodge	936.55
13	11	-- Paul Feldner	Colgate, Wisc.	'67 Ford Fairlane	864.51
25	12	-- Roger Regeth	Appleton, Wisc.	'67 Plymouth	720.43
16	13	-- Dick Trickle	Wisconsin Rapids, Wisc.	'67 Ford	648.38
18	14	-- Bruce Sparrman	Excelsior, Minn.	'69 Road Runner	576.34
4	15	-- Jack Bowsher	Springfield, Ohio	'69 Ford	504.30
35	16	-- Leonard Blanchard	Louisville, Ky.	'67 Ford Fairlane	432.26
47	17	-- Lefty Robinson	Des Moines, Iowa	'69 Dodge	432.26
43	18	-- Fred Zack	Milwaukee, Wisc.	'67 Ford Fairlane	432.26
39	19	-- Jay Behimer	Pontiac, Ill.	'67 Dodge	432.26
--	20	-- Rick Oertel	Palatine, Ill.	'67 Ford	432.26
23	21	-- Bill Shirey	Dearborn, Ill.	'69 Road Runner	432.26
15	22	-- Bay Darnell	Deerfield, Ill.	'69 Dodge	432.26
33	23	-- Ed Hoffman	Niles, Ill.	'69 Chevelle	432.26
9	24	-- Gene Marmor	River Grove, Ill.	'69 Chevrolet	432.26
29	25	-- Joe Frasson	Golden Valley, Minn.	'69 Charger	200.00
3	26	-- Don White	Keokuk, Iowa	'69 Charger	200.00
21	27	-- Bob Wawak	Villa Park, Ill.	'67 Dodge	200.00
--	28	-- Eddie Meyer	Glenview, Ill.	'67 Dodge	200.00
37	29	-- John Martin	Bristol, Wisc.	'67 Plymouth	200.00
--	30	-- Tom Klipple	Wauwatosa, Wisc.	'68 Ford	200.00

Winning Time: 1:11:22.05 (84.073 mph)

Total Purse: \$31,597.00



1969 TWIN FIFTY-MILE MIDGET AUTO RACE

DuQ Race			Driver	Home Town	Car
Nat'l Finishes	1st	2nd			
2	1	*1	-- Mel Kenyon	Lebanon, Ind.	Thermo King Offy
5	2	3	-- Bob Wente	Normandy, Mo.	Elder Cadillac
13	3	5	-- Chuck Arnold	Indianapolis, Ind.	Bob's Body Shop Spl.
35	4	12	-- Sam Sessions	Nashville, Mich.	Guar. Fork Lift Inc.
25	5	15	-- Billy Vukovich	Fresno, Calif.	King O'Lawn Spl.
17	6	22	-- Gary Bettenhausen	Tinley Park, Ill	Linne Enterprises Ltd.
32	7	16	-- John Anderson	Sacramento, Calif.	King O'Lawn Spl.
15	8	14	-- Jim Caruthers	Anaheim, Calif.	D.J. Caruthers Rac. Enterprises
65	9	10	-- Todd Gibson	Marion, Ohio	Shelly's Racer
14	10	9	-- Larry Rice	Linden, Ind.	Wilman Offy
8	11	4	-- Les Scott	Livonia, Mich.	Scott Offy
76	12	20	-- David Ward	Indianapolis, Ind.	Bob Baker Chevrolet
29	13	dns	-- Roger Branson	Springfield, Ill.	Glass Specialty Co.
9	14	2	-- Lee Kunzman	Guttenberg, Iowa	Linne Enterprises Ltd.
48	15	dns	-- George Snider	Bakersfield, Calif.	Caruthers
12	16	7	-- Sonny Ates	Sellersburg, Ind.	Thermo King
27	17	dns	-- Jigger Sirois	Shelby, Ind.	L. Gene Hamilton Co.
38	18	24	-- Arnold Knepper	Belleville, Ill.	Bell City Battery Spl.
11	19	13	-- Bill Renshaw	Murphysboro, Ill.	Dairy Queen Offy
3	20	17	-- Dave Strickland	Walnut Creek, Calif.	Old Blue
1	21	21	-- Bob Tattersall	Streator, Ill.	Nowicke Spl.
19	22	18	-- Bobby Grim	Indianapolis, Ind.	Orhtopedic Equipment Co.
60	23	14	-- George Kladis	Chicago, Ill.	C & S Special
18	24	dns	-- Donald Vogler	Glen Ellyn, Ill.	Vogler Chevy

Additional starters for second race:

7	6	-- Bill Englehart	Madison, Wisc.	Vance E. Moore Offy
24	8	-- Johnny Parsons	La Porte, Ind.	E & L Rental Equipment
21	11	-- Ray Elliott	Lockport, Ill.	Cooper Falcon
39	19	-- Bruce Walkup	St. Paul, Ind.	Taylor Chevrolet Spl.
53	23	-- Bill Puterbaugh	Indianapolis, Ind.	King O'Lawn
16		-- Henry Pens	Joliet, Ill.	Linne Enterprises Spl.

Winning Time: First Race - 34:19.02 (87.420 mph)
 Second Race- 30:02.74 (99.850 mph)

Purse breakdown for both races: \$750-1st; \$550-2nd; \$400-3rd; \$300-4th; \$225-5th; \$175-6th; \$150-7th; \$135-8th; \$125-9th; \$110-10th; \$100-11th; \$90-12th; \$85-13th; \$75-14th; \$70-15th; \$60-16th; \$55-17th; \$50-18th; \$45-19th; \$42.50-20th; \$40-21st; \$35-22nd; \$32.50-23rd; \$30-24th. Total Purse: \$3,730.00

*Mel Kenyon established two new track records in winning the second race. Race time of 30:02.74 was a new 50-mile race record as was a single lap of :34.65 turned in by Kenyon.

DuQuoin State Fair's Headliners In Night Show Entertainment

SATURDAY & SUNDAY

September 5 - 6

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- Bobby Goldsboro
- The Brothers and Sisters



The Brothers and Sisters



Bobby Goldsboro



Diana Ross

Labor Day Night Only



Liberace



The Goldiggers



The Everly Brothers

All Shows Start at 8:00 p.m. - Tickets Always On Sale At Grandstand

And, congratulations to the United States Auto Club, its directors, officials, drivers and wonderful fans on the organization's 15th birthday. We here at the Du Quoin State Fair hope our relationship continues forever.

Sincerely,

Bill Hayes

W. R. Hayes II

UNITED STATES AUTO CLUB



The United States Auto Club (USAC) sanctions automobile racing in four divisions: Championship (referred to as the Marlboro-USAC National Driving Championship), Stock, Sprint and Midget.

USAC was founded in 1955 when AAA decided no longer to be involved in the sport of automobile racing. USAC is composed of car owners, drivers, mechanics, track operators, officials and fans.

A non-profit organization, the destinies of USAC are guided by a 21-man board of directors who represent the various groups which make up the club. The board members are elected to office and have a primary voice in the goal of the organization, to provide qualified leadership and officiating at major automotive competitions, and to see that these competitions are conducted on the highest and safest plan.

The sanctioning of major automobile races such as the Indianapolis 500, California 500 and in 1971 the Pocono 500, is only one phase of the operation of USAC. USAC sanctions all Land Speed record attempts at Bonneville, the Pikes Peak Hill Climb and certifies tests of various automotive products.

In short, USAC extends every effort to assist the automotive industry in building better and safer cars for the American motoring public, and to assure fans and competitors alike the continuance of the finest tradition in order to make the sport of automobile racing truly, "The Sport of the Seventies."

Charles Brockman _____ President
William J. Smyth _____ Executive Director
Bill Taylor _____ Administrative Coordinator
Henry Banks _____ Director of Industrial Relations
and Product Certification
Dick King _____ Chief Steward, Cnampionship Division
Russ Clendenen _____ Division Coordinator
Frank DelRoy _____ Chairman Technical Committee
Les Kimbrell _____ Director of Timing and Scoring
Shim Malone _____ Starter and Referee
Stan Worley _____ Registrar and Steward
Linn Hendershot _____ Public Relations Director

1969's TOP RANKING DRIVERS

CHAMPIONSHIP AUTOS

Pos	Driver	Points	Pos	Driver	Points	Pos	Driver	Points
1 --	Mario Andretti	5,025	18 --	Jim Malloy	780	35 --	Bobby Johns	150
2 --	Al Unser	2,630	19 --	Mel Kenyon	615	36 --	Carl Williams	130
3 --	Bobby Unser	2,585	20 --	Joe Leonard	600	37 --	Bill Puterbaugh	120
4 --	Dan Gurney	2,280	21 --	Larry Dickson	510	38 --	Tom Bigelow	110
5 --	Gordon Johncock	2,070	22 --	Sam Sessions	475	39 --	Arnie Knepper	100
6 --	Wally Dallenbach	1,795	23 --	Jim McElreath	400	40 --	Dave Strickland	90
7 --	A.J. Foyt	1,570	24 --	Steve Krisiloff	355	41 --	Ludwig Heimrath	65
8 --	Billy Vukovich	1,280	25 --	Rick Muther	330	42 --	Sonny Ates	61
9 --	Mike Mosley	1,220	26 --	Bill Simpson	320	43 --	Keith Rachwitz	60
10 --	Lloyd Ruby	1,190	27 --	Jerry Grant	290	44 --	Al Loquasto	60
11 --	Johnny Rutherford	1,130	28 --	Bruce Walkup	250	45 --	Jerry Karl	60
12 --	Art Pollard	1,110	29 --	Bob Harkey	215	46 --	Johnny Parsons, Jr.	60
13 --	Roger McCluskey	1,090	30 --	Greg Weld	210	47 --	Ralph Liguori	50
14 --	Gary Bettenhausen	940	31 --	Max Dudley	210	48 --	Johnnie Anderson	50
15 --	Bud Tingelstad	920	32 --	Al Smith	175	49 --	Les Scott	40
16 --	George Follmer	880	33 --	Jerry Daniels	160	50 --	Don Schisler	40
17 --	George Snider	840	34 --	Jigger Sirois	150			

STOCK CARS

Pos	Driver	Points	Pos	Driver	Points	Pos	Driver	Points
1 --	Roger McCluskey	4,184	18 --	Bruce Sparrman	526	35 --	Leonard Blanchard	100
2 --	A.J. Foyt	3,957	19 --	Parnelli Jones	500	36 --	Ray Bohlander	80
3 --	Don White	3,887	20 --	Glen Bradley	485	37 --	John Martin	80
4 --	Jack Bowsher	2,821	21 --	Bob Wawak	450	38 --	Les Heikkila	80
5 --	Bobby Unser	1,830	22 --	Jack Knippel	450	39 --	Jay Behimer	75
6 --	Butch Hartman	1,427	23 --	Bill Shirey	350	40 --	Jim Perry	60
7 --	Dave Whitcomb	1,383	24 --	Jerry Smith	345	41 --	John Christensen	60
8 --	Al Unser	1,270	25 --	Roger Regeth	322	42 --	Bill Nelson	60
9 --	Gene Marmor	1,140	26 --	Frank Freda	240	43 --	Fred Zack	60
10 --	Whitey Gerken	1,075	27 --	Ross Smith	218	44 --	Bob Miner	60
11 --	Verlin Eaker	924	28 --	Sal Tovella	190	45 --	Larry Baumel	55
12 --	Terry Nichols	875	29 --	Joe Frasson	140	46 --	Jim Lord	55
13 --	Paul Feldner	833	30 --	Herb Shannon	140	47 --	Lefty Robinson	50
14 --	Norm Nelson	644	31 --	Tom Jones	120	48 --	Dale Koehler	50
15 --	Bay Darnell	630	32 --	Woody Walcher	120	49 --	Paul Bauer	45
16 --	Dick Trickle	616	33 --	Ed Hoffman	105	50 --	Dick Beinlich	40
17 --	J.J. Smith	584	34 --	Dave Hirschfield	104			

MIDGET AUTOS

Pos	Driver	Points	Pos	Driver	Points	Pos	Driver	Points
1 --	Bob Tattersall	499.12	18 --	Don Vogler	103.35	35 --	Sam Sessions	48.45
2 --	Mel Kenyon	453.75	19 --	Bobby Grim	85.92	36 --	Tom Bigelow	47.98
3 --	Dave Strickland	434.57	20 --	Dick Jones	81.05	37 --	John Deering	46.55
4 --	Mike McGreevy	348.80	21 --	Ray Elliott	77.32	38 --	Arnie Knepper	46.50
5 --	Bob Wente	341.00	22 --	Dick Pole	72.80	39 --	Bruce Walkup	45.00
6 --	Merle Bettenhausen	307.47	23 --	Hank Butcher	71.95	40 --	Bob Hauck	44.70
7 --	Bill Engelhart	242.90	24 --	Johnny Parsons Jr	70.90	41 --	Don Brown	43.65
8 --	Les Scott	217.94	25 --	Billy Vukovich	69.90	42 --	Gary Irvin	27.90
9 --	Lee Kunzman	188.55	26 --	Chuck Weyant	63.70	43 --	Billy Mehner	26.80
10 --	Roger West	173.92	27 --	Jigger Sirois	62.57	44 --	Dean Roper	26.55
11 --	Bill Renshaw	172.38	28 --	George Benson	62.18	45 --	Bob Lithgow	24.70
12 --	Sonny Ates	167.42	29 --	Roger Branson	57.75	46 --	Tommy Copp	24.05
13 --	Chuck Arnold	123.35	30 --	Bob Hare	57.30	47 --	Rob Greentree	23.60
14 --	Larry Rice	122.32	31 --	Mel Cornett	54.00	48 --	George Snider	22.45
15 --	Jimmy Caruthers	118.92	32 --	Johnny Anderson	51.82	49 --	Jim McClean	22.40
16 --	Henry Pens	117.05	33 --	Larry Cannon	51.10	50 --	Chuck Amati	21.65
17 --	Gary Bettenhausen	106.75	34 --	Clark Templeman	50.20			

1970 MARLBORO-USAC NATIONAL CHAMPIONSHIP POINT STANDINGS - As of Sept. 1, 1970

Drivers	Points	Owners	Points
1. Al Unser	3290	1. Vel's Parnelli Jones Ford	3090
2. Bobby Unser	1540	2. Leader Cards, Inc.	1500
3. Mario Andretti	1485	3. STP Corporation	1485
4. Mike Mosley	1210	4. Oscar Olson	1315
5. Dan Gurney	1000	5. Leader Cards, Inc.	1180
6. A.J. Foyt	935	6. A.J. Foyt Enterprises	935
7. Jim McElreath	880	7. U.S. Racing	800
8. Lloyd Ruby	790	8. Gene White Co.	790
9. Roger McCluskey	740	9. Hayhoe Racing Enterp.	740
10. Gary Bettenhausen	630	10. Don Gerhardt	630
11. Bentley Warren	605	11. Greer-Foyt	600
12. Gordon Johncock	560	12. Johncock Race Team	560
13. Johnny Rutherford	450	13. Vatis Enterprises	505
14. Wally Dallenbach	440	14. A.J. Foyt Enterprises	500
15. Jerry Grant	420	15. Lindsey Hopkins	440
16. Jim Malloy	380	16. Michner Petroleum	430
17. Carl Williams	360	17. Jerry Grant	420
18. Mel Kenyon	340	18. Federal Automot. Assoc.	380
19. Dick Simon	320	19. Vel's Parnelli Jones Ford	300
20. Joe Leonard	300	20. Lindsey Hopkins	280
21. Bill Simpson	295	21. Bill Simpson	295
22. John Mahler	275	22. John Mahler	275
23. Rick Muther	250	23. Two-Jacks Inc.	250
24. Sam Sessions	210	24. U.S. Racing	240
25. Max Dudley	195	25. Vollstedt Enterprises	210
26. Bruce Jacobi	180	26. McLaren Cars	200
27. Steve Krisiloff	135	27. Vel's Parnelli Jones Ford	200
28. Karl Busson	100	28. Max Dudley	195
29. Dee Jones	100	29. Racing International	170
30. George Snider	90	30. Federal Automot. Assoc.	160
31. Jimmy Caruthers	80	31. Carl Williams	160
32. Art Pollard	70	32. Jim McElreath	140
33. Jerry Karl	65	33. American Racing Assoc.	135
34. Ludwig Heimrath	60	34. John Gregg	120
35. Tom Bigelow	60	35. Windmill Truckers Center, Inc.	120
36. Merle Bettenhausen	50	36. Bob Cavanagh	100
37. Arnie Knepper	40	37. Vatis Enterprises, Inc.	100
38. Bill Vukovich	15	38. Pat O'Reilly	100
39. Bob Harkey	10	39. Darwin Maxson	90
		40. Walmotor, Inc.	85
		41. Ken Brenn	80
		42. Jerry Karl	65
		43. Ernie Ruiz	60
		44. Lindsey Hopkins	60
		45. Heimrath Racing Enterp.	60
		46. Carl Gehlhausen	60
		47. Jim Robbins Co.	50
		48. Boyce Holt	50
		49. Debbie Drake	45
		50. Marvin Webster	45
		51. Caves Buick Co.	40
		52. Leader Cards, Inc.	40
		53. Race-Go Corp.	30
		54. Leader Cards, Inc.	30
		55. Michner Petroleum	20
		56. Bob Harkey	10

UNITED STATES AUTO CLUB
CHAMPIONSHIP OFFICIALS

Dick King.....Chief Steward
 Russ Clendenen.Coordinator
 Frank DelRoy...Ch. Tech.Comm.
 Stan Worley....Registrar, Steward
 Shim Malone....Starter & Referee
 Tom Scozzafava.Director Safety
 Les Kimbrell...Timing & Scoring
 Ted Lake.....Observer

TODAY'S ENTRIES

Car No.	Driver Owner	Home Town Name of Car	Qual. Time	Start Pos.	Finish
1--	<u>MARIO ANDRETTI</u> STP Corp.	Nazareth, Pa. Ford	35.33	2	---
2--	<u>AL UNSER</u> Vel's P. Jones Ford	Albuquerque, N.M. Ford	34.66	1	---
3--	<u>BOBBY UNSER</u> Leader Cards, Inc.	Albuquerque, N.M. 255 Offy	34.52	---	---
7--	<u>A. J. FOYT, JR.</u> A. J. Foyt Enter.	Houston, Texas Ford	35.65	---	---
9--	<u>MIKE MOSLEY</u> Leader Cards, Inc.	La Puente, Calif. 255 Offy	36.43	---	---
12--	<u>WILL CAGLE</u> G. White Co. of Indy	Tampa, Fla. Chevrolet	36.82	---	---
14--	<u>JIM McELREATH</u> Jim McElreath	Arlington, Texas Chevrolet	---	---	---
16--	<u>GARY BETTENHAUSEN</u> Don Gerhardt	Tinley Park, Ill. Drake Offy	36.55	---	---
18--	<u>JOHNNY RUTHERFORD</u> Mitchner Petroleum	Fort Worth, Texas Offy	36.16	---	---
19--	<u>BILL PUTERBAUGH</u> M.V.S., Inc.	Indianapolis, Ind. Offy	37.34	---	---
20--	<u>LARRY DICKSON</u> STP Corp.	Marietta, Ohio Offy	36.81	---	---
24--	<u>GEORGE SNIDER</u> Gerthoeffer-Santello	Bakersfield, Calif. Offy	36.35	---	---
31--	<u>JIM MALLOY</u> Fed. Automotive Assn	Denver, Colo. Offy	36.70	---	---
33--	<u>BRUCE JACOBI</u> Windmill Trkrs. Ctr.	Speedway, Ind. Offy	36.86	---	---
37--	<u>BUD TINGELSTAD</u> Wib Spalding	Speedway, Ind. Chevrolet	36.68	---	---
39--	Seymour Enter.	Chevrolet	---	---	---
41--	<u>GREG WELD</u> Grant King	Independence, Mo. Chevrolet	38.25	---	---

44-- <u>ARNIE KNEPPER</u> Arnie Knepper	Belleville, Ill. Chevrolet	<u>36.70</u>	_____	_____
47-- <u>LARRY CANNON</u> Larry Cannon	Danville, Ill. Chevrolet	<u>36.57</u>	_____	_____
48-- <u>KARL BUSSON</u> Ron Hart	Toledo, Ohio Chevrolet	<u>37.16</u>	_____	_____
52-- <u>BOB HARKEY</u> Bob Harkey	Indianapolis, Ind. Offy	<u>36.54</u>	_____	_____
57-- <u>LEIGH EARNSHAW</u> Ken Brenn	Tampa, Fla. Offy	<u>37.36</u>	_____	_____
58-- <u>RALPH LIGUORI</u> Walter Flynn	Tampa, Fla. Offy	<u>36.60</u>	_____	_____
70-- <u>JERRY POLAND</u> Ray Smith	New Carlisle, Ohio Chevrolet	<u>37.54</u>	_____	_____
74-- <u>RONNIE BURKE</u> Danny Burke	Houston, Texas Offy		_____	_____
77-- <u>TOBY TOBIAS</u> George Walther	Ford	<u>36.16</u>	_____	_____
82-- <u>CARL WILLIAMS</u> S & W Racing	Grandview, Mo. Offy		_____	_____
84-- <u>TOM BIGELOW</u> Carl Gehlhausen	Whitewater, Wisc. Offy	<u>36.25</u>	_____	_____
85-- <u>SAM SESSIONS</u> William Seidelman	Nashville, Mich. Offy		_____	_____
94-- <u>BENTLEY WARREN</u> Vatis Enter., Inc.	Gloucester, Mass. Offy	<u>37.02</u>	_____	_____
98-- <u>BRUCE WALKUP</u> Agajanian-Faas	St. Paul, Ind. Offy	<u>36.25</u>	_____	_____
<u>29 J. PARSONS</u>		<u>36.17</u>	_____	_____
			_____	_____
			_____	_____

PRESENTING TROPHY TO WINNER WILL BE "COWBOY" O'ROURKE

Attractive uniforms being worn by Du Quoin State Fair's 1970 hostesses in the main grandstand have been provided through the courtesy of Country Set, Inc., located just south of the Fairgrounds.



The 1970 USAC Season Past, Present and Future



AS OF SEPTEMBER 1, 1970

1970 MARLBORO-USAC NATIONAL DRIVING CHAMPIONSHIP RESULTS and SCHEDULE

1970 USAC MIDGET RESULTS and REMAINING SCHEDULE

DATE	LOCATION	WINNER
3/28	Phoenix, Ariz.....	Al Unser
4/ 4	Sears Point, Calif.....	Dan Gurney
4/26	Trenton, N.J.....	Lloyd Ruby
5/30	Indianapolis, Ind.....	Al Unser
6/ 7	Milwaukee, Wisc.....	Joe Leonard
6/14	Langhorne, Pa.....	Bobby Unser
6/28	Castle Rock, Colo.....	Mario Andretti
7/ 4	Irish Hills, Mich....	Gary Bettenhausen
7/26	Clermont, Ind.....	Al Unser
8/22	Springfield, Ill.....	Al Unser
8/23	Milwaukee, Wisc.....	Al Unser
DATE	LOCATION	WINNER
9/ 6	Ontario, Calif.....	500 Miles
9/ 7	Du Quoin, Ill.....	100 Miles
9/12	Indianapolis, Ind.....	100 Miles
9/19	Sedalia, Mo.....	100 Miles
9/27	Trenton, N.J.....	300 Miles
10/ 4	Sacramento, Calif.....	100 Miles
10/18	Bryan, Texas.....	200 Miles
11/21	Phoenix, Ariz.....	200 Miles
12/ 6	Riverside, Calif.....	300 Miles

DATE	LOCATION	WINNER
1/ 4	Fort Wayne, Ind.....	Ray Elliott
1/25	Fort Wayne, Ind.....	Henry Pens
2/22	San Jose, Calif.....	Johnny Parsons
3/14	Houston, Texas.....	A. J. Foyt
3/27	Phoenix, Ariz.....	Merle Bettenhausen
3/29	Gardena, Calif.....	Bill Vukovich
4/ 3	Vallejo, Calif.....	Bruce Walkup
4/11	Cincinnati, Ohio.....	Mel Cornett
4/17	Navasota, Texas....	Merle Bettenhausen
4/18	Oklahoma City, Okla..	Jimmy Caruthers
4/19	Lawton, Okla.....	Roger West
5/22	Sante Fe, Ill.....	Bill Engelhart
5/29	Clermont, Ind.....	Lee Kunzman
5/30	Kokomo, Ind.....	Dave Strickland
6/ 3	Joliet, Ill.....	Dave Strickland
6/ 5	Hales Corners, Wisc....	Bob Tattersall
6/11	Jefferson City, Mo.....	Jerry McClung
6/12	Springfield, Ill.....	Bill Engelhart
6/13	Lake Hill, Mo.....	Arnie Knepper
6/17	Flamboro, Ontario.....	Bob Tattersall
6/19	Santa Fe, Ill.....	Jerry McClung
6/20	Kaukauna, Wisc.....	Mel Kenyon
6/25	Lima, Ohio.....	Dave Strickland
6/27	South Bend, Ind.....	Henry Pens
6/28	Oxford, Ind.....	Mel Cornett
7/ 3	Springfield, Ill.....	Bill Engelhart
7/ 4	Lake Hill, Mo.....	Dave Strickland
7/ 5	Granite City, Ill.....	Larry Rice
7/10	Hales Corners, Wisc....	Chuck Arnold
7/12	New Bremen, Ohio.....	Bob Tattersall
7/15	Avilla, Ind.....	Jimmy Caruthers
7/16	Clermont, Ind.....	Jimmy Caruthers
7/17	Madison, Wisc.....	Gary Bettenhausen
7/19	Minneapolis, Minn....	Dave Strickland
8/ 1	Kokomo, Ind.....	Tom Bigelow
8/ 6	Santa Fe, Ill.....	Chuck Arnold
8/ 7	Avilla, Ind.....	Dave Strickland
8/12	Terre Haute, Ind.....	Bob Wente
8/14	Hales Corners, Wisc....	Jerry McClung
8/15	South Bend, Ind.....	Dave Strickland
8/19	Lima, Ohio.....	Dave Strickland
8/21	Springfield, Ill.....	Jerry McClung
8/23	Cortland, Ohio.....	Jimmy Caruthers
8/26	Fairbury, Ill.....	Roger West
8/28	Santa Fe, Ill.....	Dave Strickland
8/29	Gardena, Calif.....	Dave Strickland
8/30	Sun Prairie, Wisc.....	Larry Rice
DATE	LOCATION	WINNER

1970 USAC STOCK CAR RESULTS and REMAINING SCHEDULE

DATE	LOCATION	WINNER
4/12	Sears Point, Calif.....	Roger McCluskey
4/18	Phoenix, Ariz.....	A. J. Foyt
5/ 3	Clermont, Ind.....	A. J. Foyt
5/15	Cincinnati, Ohio.....	Jack Bowsher
5/24	New Bremen, Ohio.....	Dick Trickle
6/ 5	Kaukauna, Wisc.....	Roger McCluskey
6/ 6	Knoxville, Iowa.....	Don White
6/13	Syracuse, N.Y.....	Butch Hartman
6/20	Indianapolis, Ind.....	Norm Nelson
6/21	Cincinnati, Ohio.....	Don White
7/ 4	Irish Hills, Mich.....	A. J. Foyt
7/12	Milwaukee, Wisc.....	Roger McCluskey
7/19	Dover, Del.....	A. J. Foyt
7/25	Sedalia, Mo.....	Roger McCluskey
8/16	Milwaukee, Wisc.....	Don White
8/20	Milwaukee, Wisc.....	A. J. Foyt
8/23	Springfield, Ill.....	Norm Nelson
8/28	Indianapolis, Ind.....	Don White
DATE	LOCATION	WINNER
9/ 6	Du Quoin, Ill.....	100 Miles
9/13	Milwaukee, Wisc.....	250 Miles
10/ 4	New Bremen, Ohio.....	100 Miles
10/18	Bryan, Texas.....	200 Miles

DATE	LOCATION	WINNER
9/ 4	San Bernardino, Calif.....	100 Laps
9/ 5	Irwindale, Calif.....	30 Laps
9/5	Du Quoin, Ill.....	50 - 50

TODAY'S LINEUP

Row No.	Car No.	Driver	Finish	Car No.	Driver	Finish
1	2	A. UNSER		1	ANDRETTI	
2	7	Foyt		41	W.F.L.D	
3	20	DICKSON		77	TABIAS	
4	18	RUTHERFORD		39	PARSONS	
5	84	BIGLOW		98	WALKUP	
6	24	SNYDER		9	MOSLEY	
7	52	HARKEY		16	BETTMANSEN	
8	48	CANNON		3	UNSER	
9	58	LEGURI		37	TINGELSTAD	
10						
11						
12						
13						
14						
15						
16						
17						
18						

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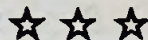
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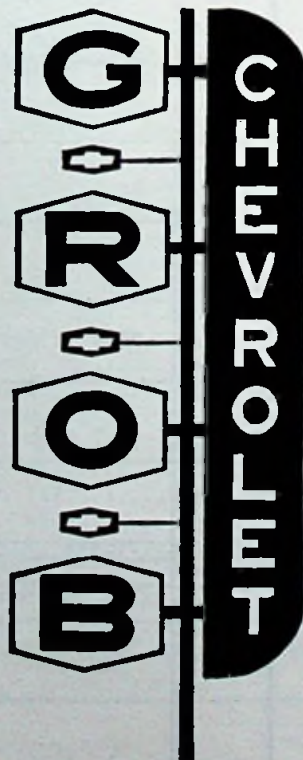
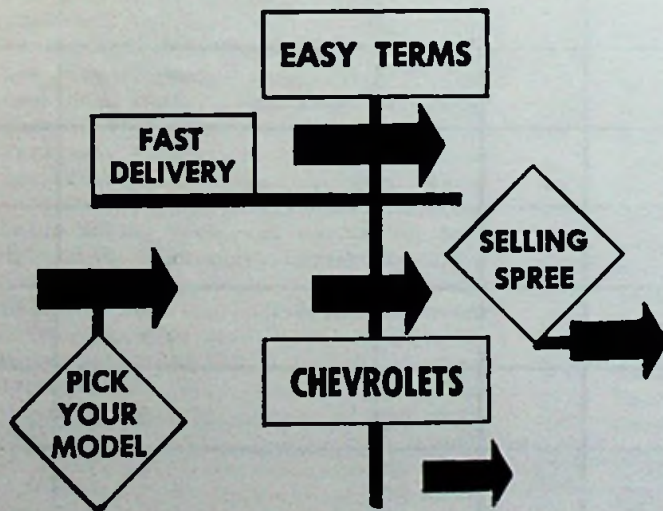
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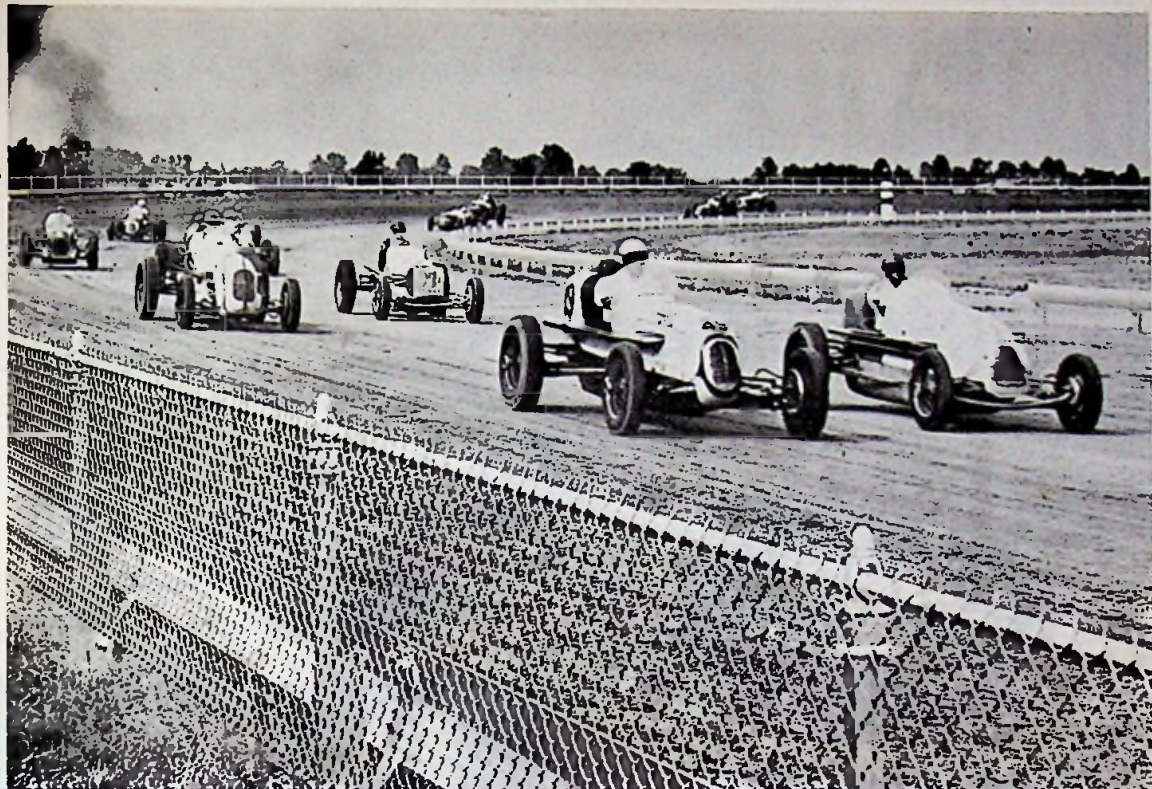
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PREVIOUS DU QUOIN STATE FAIR WINNERS



Lee Wallard won the first major "big car" race ever held at Du Quoin. Above picture shows the start.

CHAMPIONSHIP AUTOS

Year	Distance (miles)	Winner	Car	Time	Speed
1948	100	Lee Wallard	Iddings Special	1:07:53.28	88.381
1948	100	Johnnie Parsons	Kurtis-Kraft Special	1:11:47.70	83.572
1949	100	Tony Bettenhausen	Meyer-Drake Special	1:06:37.13	90.065
1950		No Race - Rain			
1951	100	Tony Bettenhausen	Belanger Special	1:07:56.48	88.311
1951	101	Tony Bettenhausen	Belanger Special	1:09:19.00	86.559
1952	100	Chuck Stevenson	Springfield Welding's Special	1:07:51.59	88.418
1953	100	Sam Hanks	Bardahl Special	1:06:40.71	89.984
1954	83	Sam Hanks	Belanger Special	No Time	
1955	100	Jimmy Bryan	Dean Van Lines Special	1:04:09.05	93.530
1956	100	Jimmy Bryan	Dean Van Lines Special	1:05:25.00	91.720
1957	100	Jud Larson	John Zink Special	1:05:58.29	90.948
1958	100	Johnny Thompson	D.A. Lubricant Special	1:03:19.36	94.753
1959	100	Rodger Ward	Leader Card Duo Special	1:04:19.86	93.267
1960	100	A.J. Foyt	Bowes Seal Fast Special	1:04:16.41	93.351
1961	100	A.J. Foyt	Bowes Seal Fast Special	1:04:41.19	92.755
1962		No Race - Rain			
1963	100	A.J. Foyt	Sheraton-Thompson Special	1:03:00.18	95.234
1964	100	A.J. Foyt	Sheraton-Thompson Special	1:01:21.00	97.800
1965	100	Don Branson	Wynn's Special	1:07:34.43	88.792
1966	100	Bud Tingelstad	Federal Engine Special	1:03:05.42	95.102
1967	100	A.J. Foyt	Sheraton-Thompson Special	1:04:07.05	93.579
1968	100	Mario Andretti	Overseas National Special	1:05:33.66	91.518
1969	100	Al Unser	Vel's Jones	1:03:20.52	94.724



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PREVIOUS DU QUOIN STATE FAIR WINNERS



A. J. FOYT

STOCK CARS

Year	Distance (miles)	Winner	Car	Time
1950	100	Jay Frank	'50 Oldsmobile	1:16:40.71
1954	100	Don O'Dell	'53 Packard	1:24:15.87
1955	100	Frank Mundy	'55 Chrysler	1:23:20.05
1956	100	Marshall Teague	'56 Chevrolet	1:18:20.50
1957	100	Jerry Unser	'57 Ford	1:18:34.17
1957	100	Jim Bryan	'57 Mercury	1:21:25.64
1958	100	Fred Lorenzen	'58 Ford	1:16:40.36
1959	100	Fred Lorenzen	'58 Ford	1:21:37.96
1960	100	Norm Nelson	'60 Ford	1:11:15.79
1961	100	Paul Goldsmith	'61 Pontiac	1:10:18.52
1962	100	Paul Goldsmith	'62 Pontiac	1:12:54.03
1963	100	Norm Nelson	'63 Plymouth	1:13:19.80
1964	100	Joe Leonard	'64 Dodge	1:13:05.14
1965	100	Paul Goldsmith	'65 Plymouth	1:16:04.48
1966	100	Don White	'66 Dodge	1:09:50.42
1967	100	Norm Nelson	'67 Plymouth	1:14:11.34
1968	100	Don White	'68 Dodge	1:18:11.69
1969	100	A.J. Foyt	'69 Ford	1:11:22.05

MIDGET AUTOS

Year	Distance (miles)	Winner	Time
1952	100	Alben Heath	1:12:11.55
1953	100	Mike Nazaruk	1:07:14.26
1958	100	Rodger Ward	1:10:18.25
1959	100	Tony Bettenhausen	1:06:10.76
1960	100	Jack Turner	1:05:14.29
1964	100	Don Branson	1:05:59.98
1965		No Race - Rain	
1966	50	Chuck Arnold	:33:30.45
1966	50	Chuck Arnold	:30:48.73
1967	50	Bill Vukovich	:33:50.34
1967	50	Bob Tattersall	:32:53.67
1968		No Race - Rain	
1969	50	Mel Kenyon	:34:19.02
1969	50	Mel Kenyon	:30:02.74

SPRINT CARS

Year	Distance (miles)	Winner	Time
1954	25	Pat O'Connor	:21:33.46
1955	30	Bob Sweikert	:18:57.30
1961	25	Elmer George	:15:13.00
1962		No Race - Rain	
1963	25	A.J. Foyt	No Time

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DU QUOIN, ILLINOIS

USAC Championship Racing History



MARIO ANDRETTI - 1969 CHAMPION

Along with victory in the Indianapolis "500" and the Formula One World Championship, the USAC National Championship is the most prestigious and historic title a race driver can attain. Behind it there is today a series of over 20 races which cumulatively pay the largest purses in the world. The 1969 USAC National Champion, Mario Andretti, for instance, earned a record \$343,283 in prize money alone.

The '69 title was won in a convincing manner, as Mario drove a Clint Brawner and Jim McGee built turbo-Ford powered Hawk to nine victories. In addition he posted three seconds and three more times finished in the first five. In 21 of his 24 races Mario was in the top 12, the positions for which points are awarded. As a consequence of such consistency, Mario became the first driver in the history of USAC to earn over 5,000 points in a single season. He is second in all-time USAC point standings, the only driver ahead of him being A.J. Foyt.

A.J. has a career which includes almost the total life span of USAC. During that time, he has rewritten the record books and has set marks he sincerely believes will never be topped. One of them is for the number of times one man has won the National Championship. In the case of Anthony Joseph Foyt, this number is five; and he took the title in 1960, 1961, 1963, 1964, and the year after some were saying he was "washed up," 1967. Another one of Foyt's records is for the greatest number of races won in a single season, it being ten. He did this in 1964, a season in which there were but 13 races. Foyt is also the holder of the record for the most championship victories under USAC. In this case the magic number is 42.

Andretti has himself scored quite a few victories while he was en route to his three National Championships and two second-place rankings for the six years he has been "on the Trail." In fact, Mario's total of 30 victories is second only to Foyt's and was scored during a period of time shorter by four years. Perhaps one of the most memorable accomplishments scored by the Italian-born driver occurred in 1966, when he led 650 consecutive miles of competition during four different races. Mario went on to win eight of 15 championship races that year and took home his second consecutive title.

To win three consecutive national championships has proven over the years to be quite an elusive thing. Actually, only one man has ever accomplished this feat. The driver who did it was the late Ted Horn, one of the true racing immortals, in the years 1946 through 1948. Several men have managed to win the title two years in a row. The first was Thomas Milton (1920-1), and he was eventually followed by Louis Meyer (1928-9), Rex Mays (1940-1), Horn, Jimmy Bryan (1956-7), Foyt and Andretti. As far as total National Championships are concerned, Foyt, of course, leads the field. After him comes Andretti, (1965-6, 1969) Bryan (1956-7, 1954), Horn, Meyer (1928-9, 1933) and Earl Cooper (1913, 1915, 1917).

The national championship can be traced as far back as 1902, at which time the American Automobile Association began sanctioning auto racing in the United States.

These races eventually merged into the Championship Trail, but this would not be until a point system was introduced in 1909. (Prior to this innovation, the national champion was selected by members of the press.) The early AAA races were often long distance affairs held on dusty road circuits, frequently over public roads the promoter had convinced local authorities to shut down for a few hours. Besides this type of race, there were some held on the horse tracks at state fairs. Eventually auto and horse racing was conducted on separate tracks, and for quite a few years these dirt miles were the backbone of the Trail - except for the Indy "500." During the 1920's, a new type of track was introduced to supplement the fairground miles and the brick one at Indy: the board track. These were steeply banked, wooden affairs of distances varying from one to 1.5 miles in length. High maintenance costs and the depression spelled an end to these circuits in the early 1930's.

Today the tracks of the Championship Trail are mostly constructed of asphalt and range in size from one to 2.5 miles. They come in all kinds of shapes, ranging from the flat-cornered oval at Milwaukee to the steeply banked mile course at Dover to the somewhat elliptical paved mile at Langhorne. These are only the paved closed courses, though. In addition, there are several road circuits each of which is a story in itself, and the old fairground miles. The reigning monarch of the Trail, though, is the 2.5 mile asphalt ribbon at Indianapolis. But now there is a co-monarch for the first time, since Ontario Speedway has been built as a duplicate of the world-famous Midwestern track.

Just as the tracks have changed through the years, so have the drivers, engines and chassis. Today's cars are 1350 pound, rear-engine creations capable of the finesse and grace of a ballet dancer because of their aerodynamic design and four-wheel independent suspension. The marquesses of Hawk, Coyote, Mongoose, Brabham, Lotus, Lola Gerhardt grace the Trail today, while yesterday the great names were Duesenberg, Frontenac, Murphy, Monroe, Miller. The Duesenberg and Miller chassis and engines dominated the Twenties and contributed greatly into making that age, when Tommy Milton, Billy Arnold and Frank Lockhart were the great name drivers, what racing historians have called "The Golden Age of Auto Racing."

Of course, there is good reason to think we are today in the middle of a second "Golden Age." Behind the wheels of today's turbo-Ford and turbo-Offy powered cars are some of the greater names of American racing history: Foyt, Andretti, Lloyd Ruby, Al and Bobby Unser, Dan Gurney. These are men well worthy of evoking the memories of such great past National Champions as Rex Mays, Mauri Rose, Wilbur Shaw, Jimmy Murphy, Ralph Mulford and Ralph DePalma.

It's against a standard such as they comprise that the USAC drivers will be contending. Regardless of who wins the title this year, his heritage will be a proud one. And his chapter will be one more in the rich legacy of The Championship Trail.

USAC Stock Car Racing History

Stock car racing is thought to be a relatively new form of auto racing. Actually it is one of the oldest. Until World War I, all race cars in this country were basically stock, and in fact all the early Indianapolis 500-mile racers fell into this category. Gradually the cars became more specialized and sophisticated and now bear little resemblance to the car on the street, other than having four wheels.

In the mid-1930's, a number of stock car events were held on the West Coast with considerable success. Indianapolis drivers competed and most of the cars that ran were Ford V-8 convertibles with riding mechanics.

After World War II, stock car racing resumed on the West Coast and became very popular in the southern states. The AAA, then the major sanctioning body, decided to sanction stock car racing on a national scale. Five point paying races were held in 1950 and Jay Frank emerged as the first AAA National Stock Car Champion. Only three events were held in 1951 when Rodger Ward became champion, but there was a boom from then on.

Marshall Teague and Frank "Rebel" Mundy swapped the title back and forth for the next few years with Teague the champion in 1952 and 1954, and Mundy the "king pin" in 1953 and 1955. At the end of 1955, AAA withdrew from race sanctioning and USAC was formed as a non-profit organization to fill the vacancy.

USAC introduced three stock car categories for 1956. The national crown was won by Johnny Mantz. In addition

there was a West Coast division won by Sam Hanks, and a short track championship won by Troy Ruttman. Since that time only the national champion has been recognized.

Jerry Unser won the title in 1957 but bowed to 23-year-old Freddie Lorenzen the following season. Lorenzen won again in 1959 to become the first man to win two straight years.

Veteran Norm Nelson, runner-up to Jay Frank in 1950, beat out Paul Goldsmith to win in 1960, but Goldsmith took over to win for the next two years. Don White earned the crown after a season-long struggle with A.J. Foyt in 1963. Indianapolis winner Parnelli Jones came out on top in the 1964 campaign. Nelson was a number one man in the 1965 point standings and in 1966 became the first man to win the stock car championship for the third time.

Don White, who has never been lower than third since 1961, won the championship in 1967.

A.J. Foyt became champion in 1968 beating out Roger McCluskey who was running stock cars for the first time. In 1969, Foyt, McCluskey and White locked up in a three-way battle for the championship which wasn't settled until the final race of the season. McCluskey led for most of the way but was passed near the end by White who in turn was displaced by Foyt with only one race remaining. Both Foyt and White were eliminated by minor accidents in the final race and a second place finish gave McCluskey the championship.

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