

FAIRGROUNDS MOTOR

SPEEDWAY

OFFICIAL
1972
PROGRAM

35¢



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WELCOME TO FAIRGROUNDS MOTOR SPEEDWAY!!

. . . Presenting the Sport of the Seventies in the City of the Seventies . . .

Diverse is a good word to describe Fairgrounds Motor Speedway's 1972 schedule of events. Presenting a veritable "smorgasbord" of auto racing action, fans will be treated to "supersprints" and midgets as well as weekly late model stocks, hobby stocks, figure eight and mini-stock racing throughout the year. American Speed Association's "Supersprints" will be making their first appearance at the Speedway on Wednesday evening, May 10th, with a rematch set for June 7th. Veteran Speedway fans will remember that sprint cars have competed before at the track, but not since the major remodeling and extension to a full third-mile last year. We expect the sprinters to capture the overall track record at Speedway as well as the imagination of many new fans.

The "ultimate" lap record at Speedway right now is 15.04 seconds, set last year by Les Scott in a USAC Midget event (they'll return on July 22nd). That clocking around a third-mile track represents an average speed of nearly 80 mph! Insofar as we know, Fairgrounds Motor Speedway is the world's fastest third-mile race track. Continued improvements to the surface are underway and lap times are expected to fall even further. Will the sprinters break the 15-second barrier? Regardless, count on these maneuverable cars to provide unforgettable wheel-to-wheel racing.

And speaking of speed, the new Super Mini Stocks are certainly providing their share of it. Grown from the old Volkswagen Division into a racing class for many types of imported cars, these diminutive racers are already into the seventeen-second bracket, conclusively proving that big engines aren't the ultimate speed "secret." Don Riley, last year's champ in the VW Division, has picked up where he left off by dominating early action. Don has remained faithful to the VW brand, but liberalized specifications have turned his old car into a real fire-breather. More and more "other" brands roll out of the shops every week, however, and Don's "dynasty" is being seriously challenged by the likes of Austin-Mini, Volvo and Capri.

In case you're thinking about joining the growing number of people who race as a hobby, please stop by the Speedway Office and pick up a rulebook for the Super Mini and/or Hobby Division. Both of these divisions provide an opportunity to "go racing" with a minimum expenditure for a maximum amount of fun and enjoyment.

We sincerely appreciate your reliance upon Fairgrounds Speedway to provide the finest possible racing action. Your suggestions and comments, as always, are welcomed. Take an extra moment to fill out the Mailing List information form on page 3 of the Official Program and leave it at or mail it to the Speedway Office. By doing this, you'll give us the opportunity to regularly send up-to-the-minute scheduling information and news directly to your doorstep.

FOR RESERVATIONS: Call 367-6468 for advanced reservations of chair seats. The Speedway Office is open Monday thru Friday, 9:30 A.M. to 5:00 P.M. and on race nights.

FOR RACE INFORMATION: When the weather is threatening, Radio Stations WTMT, WAKY, WAVE and WKLO will announce periodically from 5:30 P.M. to approximately 8:00 P.M. whether or not the scheduled event will be run.

RAIN POLICY: Races will not be called because of rain until 7 P.M. on race nights. Regular Friday and Saturday night programs will not be rain dated, however, certain special events are rain dated and those dates appear on the 1972 Fairgrounds Motor Speedway Schedule of Events located elsewhere in this program.

LATE MODEL STOCK CAR DIVISION ROSTER DRIVERS AND OWNERS

CAR NUMBER AND DRIVER

0 Bill Conley	24 Bob Goodfleisch	41 Andy Vertrees	69 Bill Kimmel	81 David Newman
1 Gerald Newman	Ray Wooten*	Everett Powell*	71 Larry Clemons	Tom Wilson*
2 Dave Kulmer	26 Tom Bush	43 Steve Winebrenner	Cathryn Powell*	83 Keith Cornetet
4 Billy Vincent	27 John Hendren	44 Billy Sutherland	72 Ken Kallin	84 Larry Newman
5 Gil Schildknecht	29 Hank Hartlage	47 A. Arnold	Mike Jennings*	86 Price Baird
12 Frank Dewboys	30 Ron Lewis	49 Walt Ragland	74 Al Straub	89 Ed Farris
17 James Abell	34 Darrell Basham	51 Gary Swiggum	75 Frank Clements	90 LaMarr Marshall
18 Freddie Holbert	35 Cliff Nasby	54 Sherwood Carter	76 Ray Tuley	94 Carl Elwanger
20 Jerry Norris	36 Jim Durham	55 Edwin Arnold	Hershal Powell*	95 Phil Branham
21 M. L. Hart	37 Bill Clemons	59 Norman Belden	77 Joe Blair	98 John Russell
22 Rae Johnson	38 Bud Toohey	64 Billy Smith	78 Daniel Weir	Price Baird*
	39 Joe Vincent	66 Roy Meadors	80 Charlie Chesser	99 John Sommerville

* Owner if other than driver listed.

FIGURE EIGHT DIVISION ROSTER

CAR NUMBER AND DRIVER

0 Terry Flake	21 Don Shain	45 David Arroyo	73 Roger L. Moore	X15 Robert Miller
1 Matt Keith	22 Ed Sweat	47 Jim Loafman	75 Robert Mehler	X16 Rance Harmon
2 Dave Kulmer	27 Robert Shain	48 Larry Holbert	77 Smokey Bishop	X17 Lawrence Harmon
4 Paul McNear	28 Bill Kyser	50 Jack Johnson	86 James Adair	X25 Butch Lehr
5 Billy Vincent	29 Donald Woodall	54 Daniel Rigdon	90 Kenny Smothers	X28 Homer French
7 James Taylor	30 John Perkins	56 Bill Riley	91 Richard Bloyd	X49 Ernie Chumley
10 Morris Wheatly	31 David Voss	58 Tom W. Priddy	94 John Tate, Jr.	X56 Chuck Jenkins
11 Jim Loafman	32 Louis Ward	61 Cecil W. Miller, Jr.	95 Gary Garrett	X58 James Cozzin
12 Matt Keith	34 James Pence	62 Edward Beavers	98 Steve Bowling	X70 Wayne Chumbley
14 Bill Bruner	36 Richard Jones	65 Fred Rudisill	99 Richard Reichmuth	X75 Duke Howe
18 Windell Nasby	37 Roy Smith	69 Ray Crain	X5 Ron Hanger	X77 Smokey Bishop
19 Dennis Hopkins	40 James Huff	71 Charlie Reichmuth	X7 Jack Capito	X88 Stephen Browne
20 J. J. Lord	44 Bob Burch	72 Dennis Sherman	X9 Wally Jones	X94 Jerry Gray

FAIRGROUNDS MOTOR SPEEDWAY

MAILING LIST

If you'd like to receive up-to-the-minute racing information and reminders of coming events both at Fairgrounds Motor Speedway and Salem Speedway, please fill out this coupon and leave at or mail to the Speedway Office.

Name _____ Age _____

Street Address _____

City/State _____ Zip _____

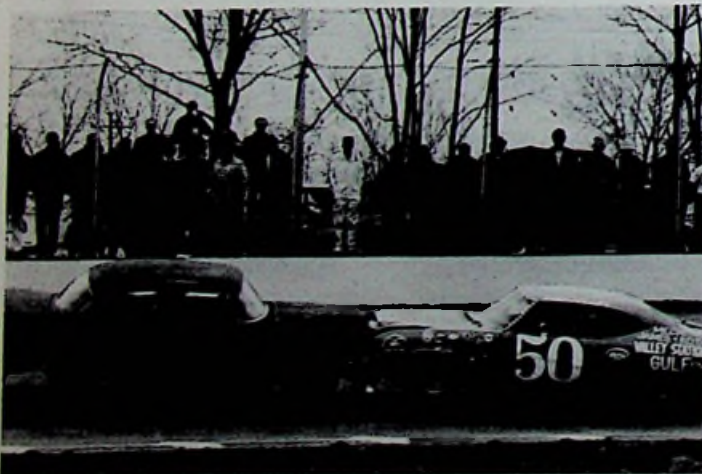
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Louisville, Kentucky 40221

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C	DEAN'S TIRE SERVICE A Stinger Racing Jacket	Inside front cover
D	GRADE LANE AUTO PARTS 2 Tickets to Speedway	Page #3
E	A-C BRAKE SERVICE 2 Tickets to Speedway	Page #22
F	TOOHEY'S AUTO SUPPLY 5 qts MacMillan X-tra Heavy duty Motor Oil	Back cover
G	BALES MOTORS \$5.00 Gift Certificate	Back cover
H	THE BLUE HORSE \$5.00 Gift Certificate	Inside cover

USE THE RACER'S GASOLINE UNION 76

Hobby Division regulars, Quentin Cummings (81) and James Phillips have disagreement regarding direction of travel in early season competition.



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What's involved in watching an auto race, you say? How complicated can a bunch of cars trying to complete a given distance in the shortest amount of time be?

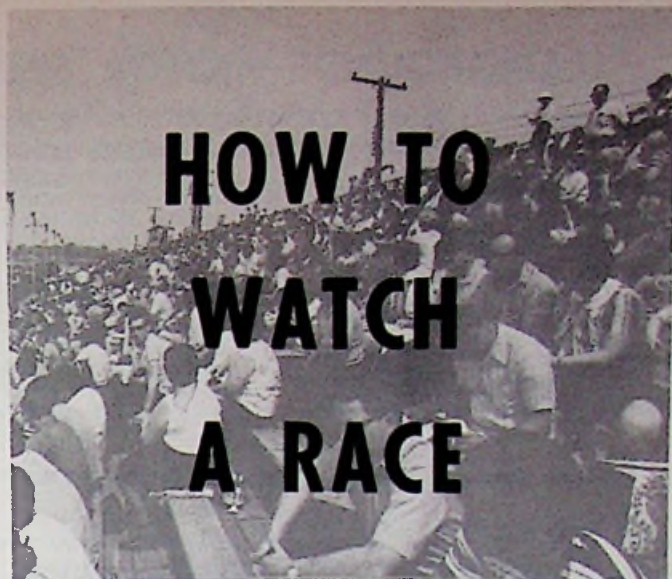
The "how" and "why" of auto racing is very complex, although the sport is very enjoyable to even the novice spectator. Racing's color, noise and dramatic spectacle are obviously attractive, but a basic understanding of the less obvious facets of the sport can open an entire new world of enjoyment to the spectator.

What makes a good race driver? Is it raw courage, consummate skill or all these and a dash of luck? Doubtlessly, all are important factors, but how can you, the race fan, recognize the traits identifying a first-rate driver? Driving a late model stock car around Fairgrounds Motor Speedway in fifteen and a fraction of a second involves far more than simply "flooring it and turning left."

Virtually all race tracks have a "groove" or certain path around the track allowing a car to reach optimum speed and achieve a minimum lap time. The "groove" is seldom the shortest measured distance, but is the smoothest radius or "line" through the turns. On paved tracks the groove is identifiable by the heavy concentration of rubber deposited by tires on the track. Compare the various lines that different drivers employ while "hot lapping" the race track. Some will run on the high (outside) of the groove, others down low or in the middle of the path that is seldom more than a car and a half wide. Different paths may be accounted for by different "set-up" of the cars or simply driver preference, however, the best drivers run one line CONSISTENTLY, hardly varying the car's position on the track more than several inches over many laps.

Overall "smoothness" demonstrated by a driver is perhaps the single most important factor in identifying the winners from the also rans. A driver appearing to "fight" the steering wheel may look like he's "charging" but the stopwatch will repeatedly favor the man handling the wheel a minimum amount. Engine sound is also a reliable indicator of driver performance. He who drives the track with the engine sound nearly constant, straightaway or curve, is likely to be "honking" and carding a rapid lap time.

Like any other athletic endeavor requiring high skill level, the very best drivers in auto racing make it all look very "easy," never appearing to be pressed. A properly driven race car laps a race track precisely on—not over and not under—the "borderline" of tire adhesion, "drifting" the corners with partial forward and sideways traction, thus maintaining maximum speed and engine revolutions to achieve the greatest possible straightaway speed after leaving the corner. This "balancing" act requires the driver to concentrate intensely and be in excellent physical condition. Drivers are subjected to tremendous "G" forces in a race car as centrifugal force constantly claws at arms, torso and neck. Steering effort, especially in a two-ton late model stock car with huge tires, requires an amount of raw strength. Such forces, in addition to high cockpit heat (often over 130 degrees), constant pounding and vibration (race car "ride" is notoriously rough), demand that the serious driver be conditioned as thoroughly as a professional football, basketball or baseball player. Aside from maintaining constant concentration and physical stamina, the competitive driver must ever "think" his race, observing instruments, track condition, flagman, pit signals and, of course, the competition. No two laps are ever alike in a race because ideal "line" is seldom possible in heavy traffic. Hundreds of minute decisions must be made and made correctly every lap. A racer's lot is not an easy one.



Vitally important as the driver's role is that of the mechanics. Frequently overlooked in the dark reaches of the pits, the mechanics toil countless days to prepare the cars for less than an hour a week on the track. Late model stock cars like the machines competing at Fairgrounds Motor Speedway represent a several thousand dollar investment and many, many manhours required to convert them from staid family sedans to 600 horsepower, lightning-fast race cars. The cars appearing on the track have been preened and fretted over for months before they are trailered to the Speedway for competition. Frame and chassis components are literally rebuilt to take the brutal punishment of racing and re-designed to aid "handling." Engines are painstakingly assembled with operating room precision to extract every possible amount of horsepower and reliability. Consider that the man who "blows" in tonight's event is quite likely "out" \$1500 to \$3000 for an engine!

Car type and "set-up" varies as much as driver technique. Some cars are "full-sized" sedans which are allowed larger engines than the "pony" cars (Camaros, Mustangs, etc.) which must compete with smaller engines but are permitted to weigh less than the larger cars. Rules have been established so a diverse variety of makes and models may compete equally as possible. The issue of which car make and size is the quickest will never be resolved as witnessed by the weekly scraps between Camaros, Dodges, Chevelles, Plymouths and Fords. Dominance of a make is unusual.

Once a car is built and "de-bugged" the battle is far from over. Hundreds of "variables" present themselves on a given evening to keep crew and driver continuously experimenting, trying to find the perfect "combination." Track condition is a critical variable. A car's "bite" (traction) is extremely sensitive to changes in temperature and even the amount of sunlight on the track. A "hot" asphalt track that has been in sunlight an entire summer day has a tendency to become "greasy" because the surface slightly liquifies. Resultantly, the cars are most likely to be near record lap times on cool and/or overcast days. Here at the Fairgrounds, the track is usually a bit faster after qualifying when the sun sets, providing that another great variable—oil—is not present. Often a car will leak oil from a overflow breather or experience the dreaded "blow," spilling oil on the racing surface. A relatively slight amount of oil on the race track can drastically reduce lap times, even with the tireless efforts of the track crew in spreading absorbent powder.

(Continued on Page 8)

FAIRGROUNDS MOTOR SPEEDWAY RACING DIVISIONS



LATE MODEL STOCK CAR DIVISION . . . Fastest and most expensive class of racing cars competing at the Speedway, featuring cars up to ten years old, though most are of the current three years manufacture. Wheelbase size is set at 108-in. minimum, permitting all of the popular "pony" cars (Camaros, Mustangs, etc.) to compete in addition to the "full size" cars. All cars must meet a certain weight which is determined by engine size and wheelbase of the car. Shorter wheelbase cars are required to weigh more than longer wheelbase cars, therefore providing an equalizing effect compensating for the smaller car's extra maneuverability. The largest engine available for a particular make or model may be utilized with one carburetor. Interior engine modifications are permitted as well as special racing equipment such as quick-change differentials, wide wheels and tires. Many of these cars develop over 600 horsepower and represent investments of 5 to 10 THOUSAND dollars! Mandatory safety modifications such as full roll cages and fire-retardant clothing are closely policed to keep these powerful cars as safe as possible.

HOBBY STOCK DIVISION . . . As a beginning racing class, newcomers have a chance to get into racing with a minimum investment and maximum opportunity to gather valuable driving experience. Restricted to drivers of three years racing experience or less, the Hobby Stock Division consistently produces the Late Model stars of tomorrow. Cars are limited to 1955 and newer hardtop models with stock engines. Regular passenger car tires must be used on rims a maximum of 6-inches wide. Safety requirements are carefully enforced. These cars can be prepared, "race ready," for a relatively small amount of money, thus allowing the aspiring racer to get into the sport with no other equipment than an approved helmet and lots of desire. Special "driving clinics" supervised by professionals are held throughout the year to aid young drivers by sharing the veteran's experience.



FIGURE EIGHT DIVISION . . . Limited to older model cars with special safety modifications required, the Figure Eight cars are subject to a "claiming" rule to prohibit excessive investments in the cars. A "claimed" car cannot be repurchased by a former owner so most competitors carefully limit the amount of money they put in their cars, however, most invest many hours of "hand" work. Although "tangles" at the intersection are not uncommon, injury to a participant is, owing largely to regulations which stipulate front ends may NOT be reinforced, therefore retaining an amount of "controlled crush" to absorb impact forces.

SUPER MINI STOCK DIVISION . . . As the newest racing division at the Speedway, the Super Mini Stocks are primarily foreign-built hardtop sedans with engines up to 1600 cubic centimeters (91 cu. in.) displacement, non-overhead camshaft type. Minimum weight regulations are imposed on all makes and models of cars based upon the performance potential of the particular car, thus equalizing competition between the 1600cc cars and the 1300 or 1400cc cars. As a variety of car makes are eligible to compete in this division, mechanics are challenged as much as the drivers in finding the perfect "combination" to "work" on the race track. Both front and rear-engined cars compete as well as front wheel and conventional rear-wheel drive types. Racing tires may be utilized on these cars and a full compliment of safety regulations are required.



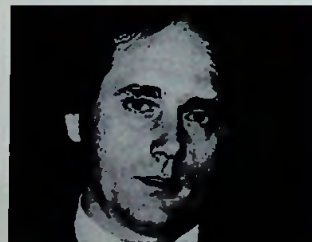
1971 FAIRGROUNDS MOTOR SPEEDWAY CHAMPIONS



KEN RETTER
1971 Late Model Champ



BUD TOOHEY
1971 Amateur Champ



DON RILEY
1971 Volkswagen Champ



RAY CRAIN
1971 Figure-8 Champ

HOW TO WATCH A RACE — Continued

Changing track conditions necessitates that drivers and crews make constant adjustments. A basic adjustment is changing the chassis "wedge" which is rapidly accomplished in the pits by deflecting the car's springs. Effectively, this adjustment varies the amount of car weight borne by each wheel, thus changing handling and "bite" characteristics to suit conditions. Tires provide another means of adjustment as racing tire manufacturers produce (at about \$70 each) a wide variety of tire sizes (both width and diameter) and rubber compounds. Tire size may be "juggled" to change overall gear ratio slightly (by changing the rear tire's rolling diameter) and "harder" or "softer" compounds may be tried depending upon track surface condition. Many other adjustments are necessary, some subtle and some "drastic." Rare is the racing team arriving at the track, unloading the car and proceeding to race without first making practice laps, adjustments and more laps before arriving at the perfect and elusive "combination."

Race strategy becomes a more important issue in longer races such as the "Bluegrass 300" and the "International 500," two important annual events held at Fairgrounds Motor Speedway. Pit stops, tire wear and fuel mileage, all critical elements in the longer races, are not quite so important in the weekly "sprint-type" races of the Late Model Division. Weekly races do, however, confront the drivers with another kind of strategy problem: how to get out front and stay there!

As the cars are lined up in heat races and the feature race in INVERTED (fastest to the rear) order of their qualifying times, passing strategy becomes critically important. Valuable championship points are awarded for qualifying performance, so "sandbagging" or purposely qualifying at a slower speed to reap a better race starting position is not wise.

A driver's reaction time and "racecraft" become major factors when the starter waves his green flag to begin a race. Watch how the drivers "manipulate" traffic to pass or keep from being passed, essentially using other cars to "run interference," like a football running back. Most of the cars are very close in performance potential and drivers can seldom "overwhelm" the opposition with horsepower but must rely on craftiness and skill to pass. All-important consistency becomes critical as the better drivers follow another car for several laps, waiting for the other driver to take a turn a little to high or low, "getting out of shape" by sliding a bit too far, allowing the pursuer to inch by.



Car contact or being "leaned on" is unavoidable on all but the largest speedways. An unwritten "code" understood by most drivers is that a man being passed will "give line" to a car coming up from behind if that car's nose is even with his door (or in view) going into a turn. In the heat of competition, of course, quite the opposite sometimes occurs, however, a majority of competitors maintain respect for the other man's equipment as well as his own. "Bashers" are seldom winners.

As a spectator, your enjoyment of racing will be increased tremendously watching a man "charge" from twentieth starting spot to first in a 30-lap race by knowing "how" and "why" that competitor is able to do it. Appreciation grows with understanding. Becoming an "expert" spectator takes time and exposure to a number of races, but an understanding of the elements of this "thinking man's sport" will pay dividends for a lifetime of race-spectating enjoyment.

LAMARR MARSHALL



PHOTO BY WAYNE DOEBLING

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NEW AND LATE MODEL CHAMPIONS

- 1961: ROY WATHEN
- 1962: BOBBY WATSON
- 1963: JESSE BAIRD
- 1964: ANDY HAMPTON
- 1965: ANDY HAMPTON
- 1966: ROY WATHEN
- 1967: ROY WATHEN
- 1968: JOHN SOMMERVILLE
- 1969: JESSE BAIRD
- 1970: ROY WATHEN
- 1971: KENNY REITER

BLUEGRASS 300 WINNERS

- 1967: CHARLIE GREENWELL, Owensboro—1957 Chev
- 1968: LEONARD BLANCHARD, Louisville—1967 Fairlane
- 1969: LAMARR MARSHALL, Louisville—1969 Chevelle
- 1970: DAVE KULMER, Louisville—1969 Camaro
- 1971: JESS BAIRD, Louisville—1969 Dodge

FIGURE 8 DIVISION CHAMPIONS

- 1961: ANDY HAMPTON
- 1962: ANDY HAMPTON
- 1963: ANDY HAMPTON
- 1964: RICHIE BISIG
- 1965: DAVE KULMER
- 1966: JIM TAYLOR
- 1967: JIM TAYLOR
- 1968: JIM TAYLOR
- 1969: RICHIE BISIG
- 1970: CHARLIE REICHMUTH
- 1971: RAY CRAIN

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Popcorn Plain 20¢ & 30¢			

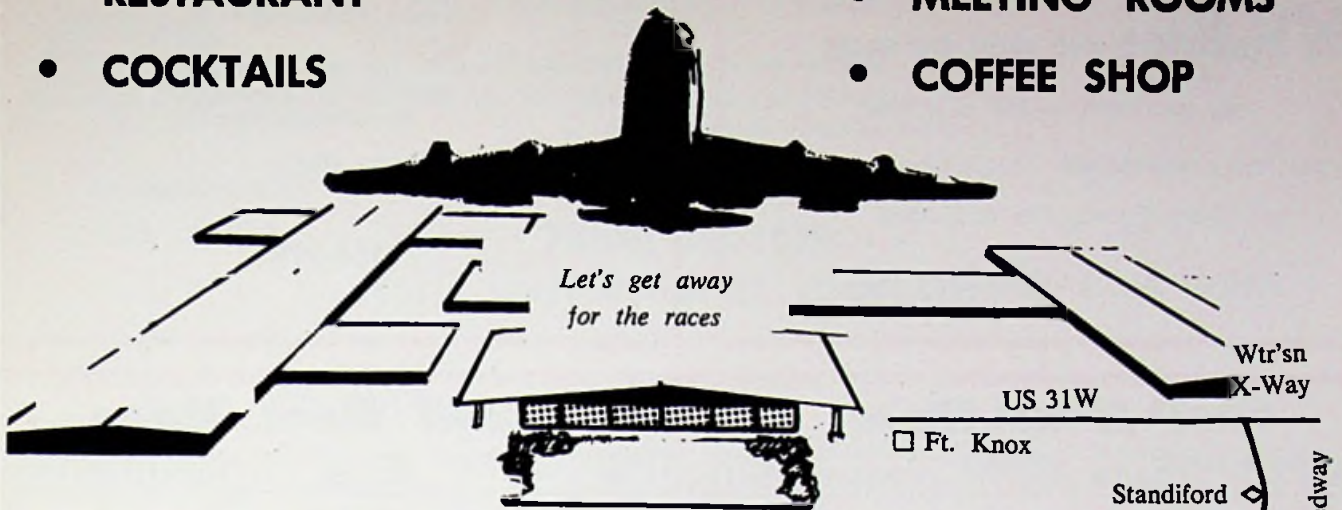
INTERNATIONAL 500 WINNERS

- 1961: ANDY HAMPTON - JACK PURCELL—1957 Chevrolet
- 1962: HAROLD SMITH, Dayton, Ohio—1961 Chevrolet
- 1963: JESSE BAIRD, Louisville—1963 Pontiac
- 1964: BOBBY WATSON, Louisville—1963 Ford
- 1965: ROY WATHEN, Louisville—1965 Chevrolet
- 1966: LES SNOW—1966 Dodge
- 1967: BILL KIMMEL & ANDY HAMPTON—1966 Fairlane
- 1968: JIM ROBINSON—1967 Chevelle
- 1969: BOBBY WATSON—1969 Dodge
- 1970: LAMARR MARSHALL—1970 Chevelle
- 1971: KENNY REITER—1969 Camaro

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Figure 8 action is not restricted to the intersection, as witnessed by this trackside action.

JACK HARRIS PHOTO



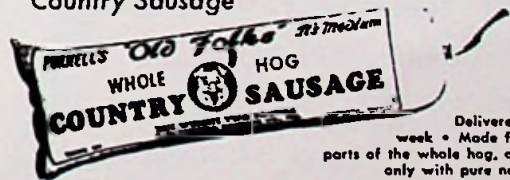
Don Pollard, Jr., duels with Mac Wood in Hobby Stock Division competition.

JACK HARRIS PHOTO

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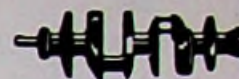
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4th Heat Race

CAR	DRIVER	FINISH	POINTS

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8:30 A.M. to 6:00 P.M.

2nd Semi-Feature

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CAR No.	DRIVER	FINISH

CAR No.	DRIVER	FINISH

Starters FLAG SIGNALS



GREEN



YELLOW



RED



BLACK



BLUE



WHITE



CHECKER

GREEN FLAG — Used to start race — indicates track is clear.

YELLOW FLAG — Caution; hold position. Parade lap speed.

RED FLAG — Stop; race is halted.

BLACK FLAG — Stop next lap for consultation to driver designated.

BLUE FLAG — Orange diagonal stripes. Move over, you are being lapped.

WHITE FLAG — You are entering last lap.

CHECKERED FLAG — You are finished.



MAJOR CLASSES OF AMERICAN RACING

LATE MODEL STOCK CARS Domestically produced sedans of the current three years of manufacture. Three major sanctioning bodies are: National Association for Stock Car Auto Racing (NASCAR), United States Auto Club (USAC) and Auto Racing Club of America (ARCA). Engines are restricted to maximum 429 cu. in. displacement in major sanctions and NASCAR penalizes larger engines by imposing carburetor throat restrictions. Only "full size" and "intermediate size" cars are permitted to compete in NASCAR's Grand National Division, however, USAC and ARCA permit "pony" cars (Camaro, Mustang, etc.) to compete with engines up to 350 cubic inches of displacement. Cars compete on tracks from one-half to two and one-half miles in length, usually ovals, both paved and dirt surfaces. Cars must retain stock body except for minor modifications and numerous safety modifications are required. Beefier suspension parts, wheels and tires are allowed to promote safety and performance. Engines are precisely built and tuned to produce over 600 horsepower, powering these cars to speeds in excess of 200 miles per hour on highbanked "super-speedways" like Daytona, Talladega and Atlanta. Definitely a "major league" class of racing, late model stock cars draw many of the world's finest drivers seeking to win purses often in the hundred thousands of dollars. Legendary NASCAR superstar, Richard Petty, has earned well over one MILLION dollars in his thirteen year racing career!



LATE MODEL SPORTSMEN Domestically produced sedans of up to ten years old. Sanctioned nationwide by NASCAR, but also very popular at independent tracks all over America. Many tracks subscribe to American Racing Congress rules which were established to standardize regulations on a national basis. Very similar in specifications and appearance to Late Model Stocks, although unlimited engine size and larger tires are often permitted. Bodies appear somewhat less "stock" than late models as fender openings are altered to accommodate larger tires and radical lowering of bodies is common. Cars compete on all types of tracks, but most commonly on quarter, third and half-mile speedways, both paved and dirt. Competition is characterized by very close, sprint-type races, although longer, "open competition" events are constantly gaining popularity. Many drivers find the Late Model Sportsmen cars to be a valuable stepping stone toward gaining a Late Model Stock Car "ride."

MODIFIED SPORTSMEN and "ALTEREDS" Older model cars, primarily pre-war bodies, although recent short supply of the latter has necessitated a switch to later model "compact" bodies which are mounted upon special racing frames. Engine size is virtually unlimited and huge, "steamroller" tires ride far beyond abbreviated fenders. Sanctioning is normally by individual tracks or local associations, especially in the East and Southeast where these cars are very popular. Races are normally run on half-mile speedways, both paved and dirt, but more and more races are now contested on one-mile, pave speedways such as the Trenton (N.J.) Speedway, Langhorne (Pa.) Speedway and Martinsville (Va.) Speedway. Sprint-type and longer races are both common and competition is characterized by wheel-to-wheel action and frequent "tangles."



SPRINT CARS Open cockpit (with roll cages to protect the driver), single-seat racing cars powered by highly modified, alcohol burning passenger car engines. These lightweight, extremely powerful cars are popular nationwide and, with minor rule differences, are also known as "supersprints" and "supermodifieds." A vast majority of sprint car races are held on half-mile tracks, both paved and dirt, although a large number of races are also run on quarter and third-mile speedways. Races are usually short—thus the term, "sprint-type" racing—and ruggedly competitive, with flat-out driving necessary at all times. Sprint car racing produces some of the most spectacular, soul-stirring racing in the world, with wheel-to-wheel, cut-and-thrust driving an absolute necessity to reach the winner's circle. Many drivers consider sprint cars to be an important part of their "apprenticeship" in striving to land a "ride" in the Championship Cars. Although recent, near-unanimous adoption of safety equipment such as full roll cages and fuel cells (special gas tank bladders that reduce fire danger in the event of an accident) have greatly reduced the incident of serious injuries, most drivers regard sprint car racing as extremely "hairy."

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SALEM SPEEDWAY 1972 SCHEDULE

April 30 NEW & LATE MODEL STOCK CARS AND SPORTSMAN-50 LAP
FEATURE
(Rain Date May 7)

May 21 NATIONAL SANCTIONED A.R.C.A. '100' - NEW CAR RACE

May 29 MONDAY, MEMORIAL DAY-NATIONAL SANCTIONED U.S.A.C.
MIDGETS

June 25 NEW & LATE MODEL STOCK CARS - TWIN 30 LAP FEATURES
(Rain Date July 2nd)

July 9 NATIONAL SANCTIONED U.S.A.C. SPRINT CARS

July 23 NEW & LATE MODEL STOCK CARS - TWIN 30 LAP FEATURES
(Rain Date July 30)

Aug. 20 STERLING '100'-NEW CARS, LATE MODELS, & SPORTSMAN PLUS
SUPER MINI-STOCK RACE
(Rain Date August 27)

Sept. 3 AMERICAN SPEED ASSOCIATION (A.S.A.) SPRINT CARS
(Rain Date Monday, September 4th)

Sept. 10 NEW & LATE MODEL STOCK CARS - TWIN 50 LAP FEATURES
(Rain Date September 17th)

Oct. 1 NATIONAL SANCTIONED U.S.A.C. SPRINTS
(20th Annual Joe James/Pat O'Connor Memorial Race)

Oct. 15 A.R.C.A. SALEM 500 NEW CAR RACE
(Rain Date October 22nd)

Oct. 29 MIDWEST 300 LATE MODELS-3 - 100 LAP RACES
(Rain Date November 5th)

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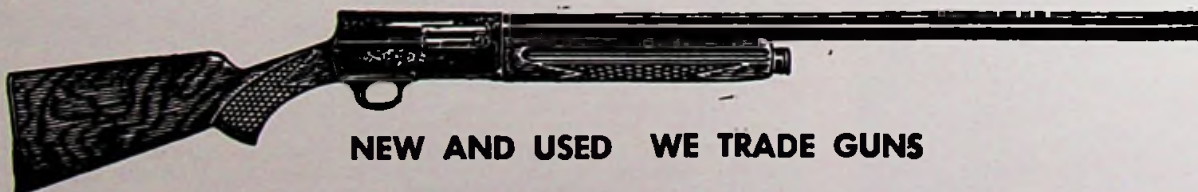
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MAJOR CLASSES OF AMERICAN RACING



CHAMPIONSHIP ("INDY") CARS The United States National Driving Championship, sanctioned by USAC, is won by the driver amassing the most points in a series of races contested with these cars at paved tracks of at least one-mile in length over each calendar year. Included on the "Championship Trail" are famous 500-mile races at Indianapolis, Pocono (Pa.) and Ontario (Cal.), as well as a host of other races at least 150 miles distance at tracks located in Milwaukee, Trenton and Phoenix. Considered to be the "major league" for drivers, this series pay several MILLION dollars in prize money during the season and requires cars of extreme technical sophistication. Virtually all "Indy" cars are rear-engined, all-independent suspension types, with chassis constructed of exotic materials as used in a supersonic aircraft. Similarity of construction with aircraft is not limited to materials, either, as the very high speeds (230-plus mph) of these cars requires that the builder pay close attention to the shape of the single-seat bodies to achieve a low drag, air-penetrating shape that creates "downforce" to literally keep the car on the track at racing speeds. Engines are specially-built, racing-only types of approximately 160 cu. in. displacement with turbosuperchargers driven by hot exhaust gases. Weighing only 1400 lbs. with up to 800 horsepower on tap, the Championship Cars require an extremely high degree of driving skill. Only the very best drivers reach this plateau of competition and space at the top is limited, thus producing many of the legendary and immortal names of the auto racing sport, like A. J. Foyt, Mario Andretti and Al Unser.



MIDGETS Midget racing cars are open cockpit (with roll-cages to protect the driver), single-seat types that appear very similar to sprint cars except they are slightly smaller and utilize a variety of smaller displacement engines. Popular nationwide, major sanctioning bodies include USAC, Car Owner's Racing Association (C.O.R.A.) and American Racing Driver's Club (A.R.D.C.). Midget in name only, these mighty little cars are capable of phenomenal performance and commonly stage some of the closest racing to be seen at any race track. A majority of midget races are held on quarter-mile tracks, both paved and dirt, although races are frequently run on half-mile and even one mile speedways. Midget racing has classically provided a "basic trainer" for aspiring professional drivers, however, a large number of drivers specialize only in midget racing and do so professionally. Extremely maneuverable machines, midgets provide fast-paced action with maximum passing on any type of race track.

CAN-AM RACERS But one of several types of "road racing" machines rapidly growing in spectator popularity, competing on circuits with left and right hand turns, up and downhill sections, often several miles in length. Highly specialized cars costing many thousands of dollars to construct, the Can-Am cars derive their name from a series of races run over circuits in both the United States and Canada. Attracting many of the world's finest drivers, the typical Can-Am race lineup may boast several top-flight USAC drivers, NASCAR stock car drivers and Grand Prix drivers from Europe. These cars are almost exclusively powered by highly modified engines derived from American passenger cars. Capable of producing upwards of 800 horsepower and weighing less than 1400 pounds, Can-Am cars reach 200 mph speeds on road courses and corner at fantastic velocity. As in Championship Cars, aerodynamics plays a very important role with Can-Am racers as the high speeds attainable necessitate extremely "slippery" shapes creating minimum drag and maintaining the car firmly on the road to realize maximum traction from power available. Large purses help make this highly specialized form of racing a challenge to automobile manufacturers and race car constructors the world over. Though dominated to date by European-built cars, many American builders are now producing competitive equipment for the series and American driving talent predominates as witnessed by Indy '500' star, Peter Revson's winning the 1971 championship in a McClaren car.

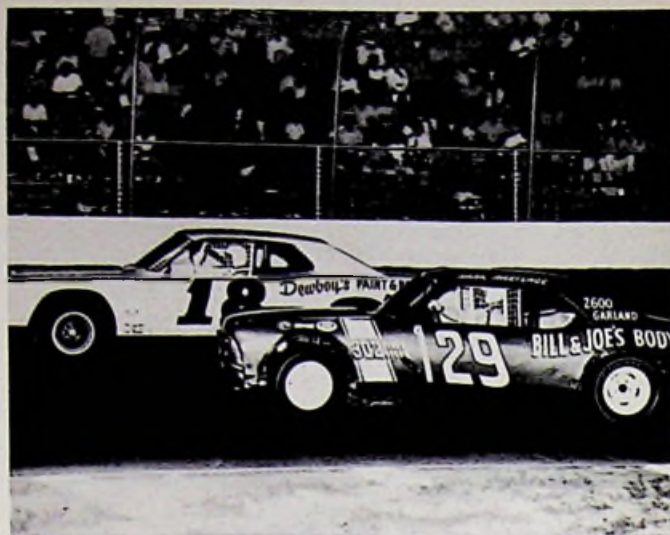


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Kenny Reiter, 1971 Late Model Champion, dives under Danny Dean on his way to winning the "International 500."



Most Improved Driver in the 1971 Late Model Division, Freddie Holbert, duels a challenging Hank Hartlage (No. 129).

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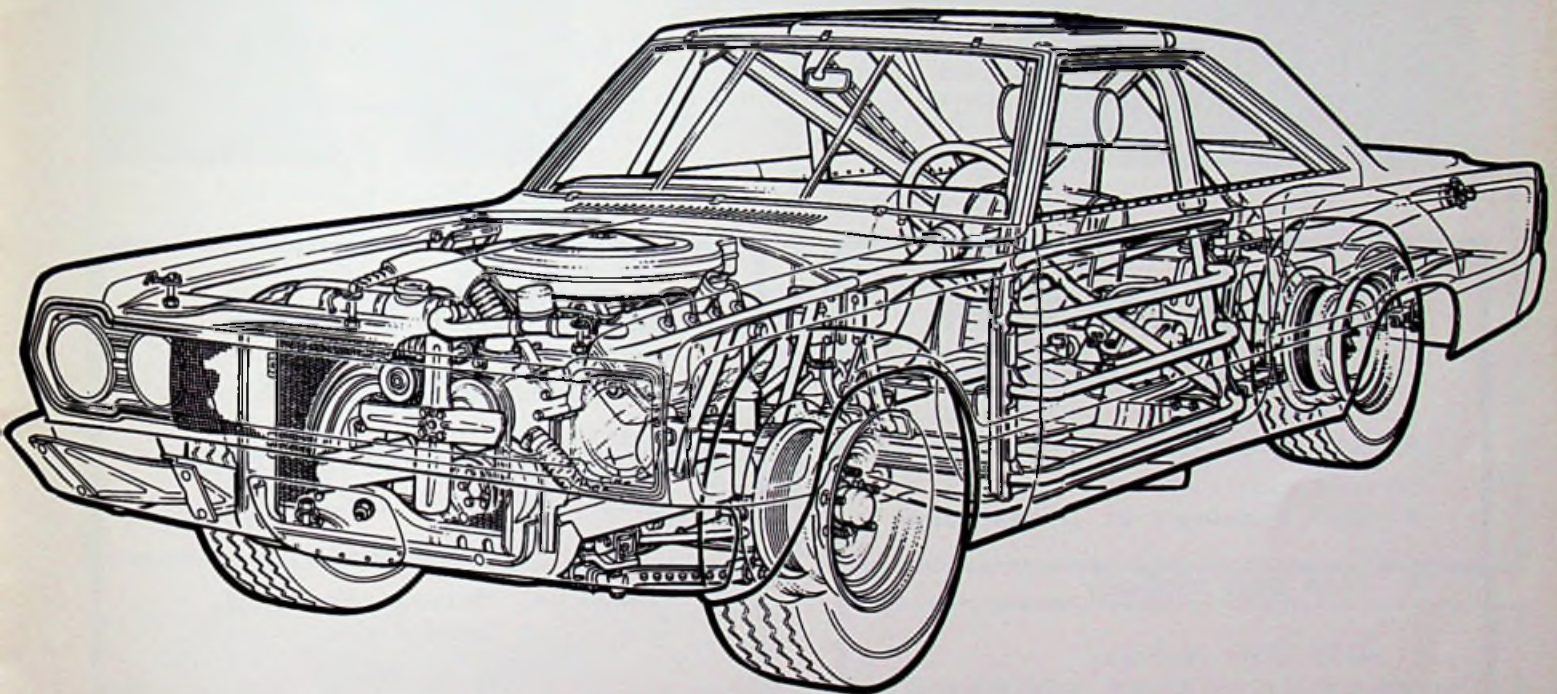
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INSIDE A LATE MODEL STOCK CAR



This illustration depicts the numerous modifications necessary to transform a standard sedan into a racing stock car. Starting from a "body in white," (stripped body devoid of interior, lighting, side glass, trim, insulation and wiring) a complex tubular structure is welded into the car from the cockpit area forward and aft to mounting points for suspension components. This structure, called the "roll cage," serves to protect the driver in case of rollover or side collision (note the "door bars" beside the driver's door) but also greatly stiffens the chassis to aid handling. Virtually all welds in the car body and chassis platform are re-welded for maximum strength. All suspension components are "beefed" or replaced with extra heavy duty, specially designed parts to withstand the tremendous stresses and pounding of competition. Racing hubs, spindles and springs are over four times stronger than the stock items. Special heavy duty steel wheels approximately twice as wide as stock wheels are mounted with racing tires up to 11-inches wide. The engine is painstakingly "blue-printed" to assure that every critical tolerance is perfect. Although engines are basically stock, special racing parts and attention from expert mechanics results in power output of over 600 horsepower! Gulping gas at 4 to 5 miles per gallon, a properly-prepared engine will run hours at maximum RPM! Increased engine power and the heat of competition necessitates special, extra capacity radiators for both coolant and engine oil. Engine sumps are modified to carry up to 12 quarts of oil. Even the transmission and rear axle lubricant must be pumped through special coolers to "live" throughout a race. Finally, the stock gas tank is replaced by a special fuel cell that holds the gasoline in a foam-filled bladder extremely resistant to impact damage. The cost of the car? Just the necessary components alone will add up to nearly \$10,000. With the skilled labor, spare parts and hauling rig required to put a competitive car on the track, tap your piggy bank for upwards of \$15,000!



Freddie Holbert claimed the Late Model Stock Division "Most Improved Driver Award" sponsored by Dean Tire Service. (Above)

1971 AWARDS BANQUET

Joe Lord accepts the Figure Eight Division "Guts Award." Quite an accomplishment in that Division!
(Below)



Matt Keith, Roy Smith and Duke Howe shared the Figure Eight Division "Most Improved Driver" Award. (Above)



James Phillips and Leon Teague shared Amateur Division, "Rookie of the Year" honors sponsored by Shaaf Auto Electric Co. (Left)

Mike Robichaud capped his first season in the VW Division with the "Rookie of the Year" Award.



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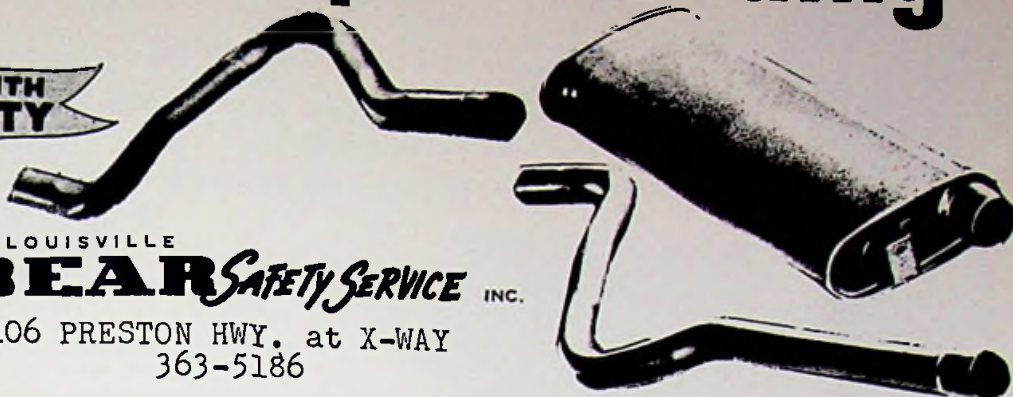
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2 Fuzzy Sharp	50 James L. Phillips
3 Hunter Hoffman	55 Clarence Jackson
8 Tony B. Johnson	56 Charles North
15 Frankie Hale	58 R. D. Sledge
18 Danny Riordan	69 Thomas Gittings
22 Robin Schildknecht	78 Robert A. Holt
23 Carlos Hicks	81 Quentin Cummings
34 Lloyd Priddy	91 Bill Clark
38 Ray Lanham	

MINI-STOCK DIVISION ROSTER

CAR NUMBER AND DRIVER

0 Bruce Griffis	70 Don Riley
1 Jim Gibson	71 Darrell Anderson
7 Doug Weber	72 Mike Robichaud
9 Carl Ziegler	82 Gerald Schleicher
11 Eldon Jones	85 Mike Littrell
12 Jerry Schaefer	86 Jay W. Sparks
21 Joe Marcus	87 Russell J. Topp
31 John Ohnimus	88 Pat Riehm
32 Lou Church	92 Jim Carpenter
39 Ray Jones	98 Michael Willoughby
42 Ed Erwin	99 Kip L. Hufman



NASCAR Superspeedway star, Charlie Glotzbach, a favorite with Kentuckiana Fans, drove this car at the Speedway in 1966.

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PETER J. VIVIANO . . . President of Fairgrounds Motor Speedway Corporation, is a dedicated auto racing enthusiast who has previously owned several race cars.

J. M. "MILT" HARTLAUF . . . Race Director of Fairgrounds Motor Speedway, has been actively involved in auto racing for 25 years, both as a racing director and formerly as a driver, reigning several years as the Kentucky Dirt Track Champion.



HARRY L. HARTMAN . . . Vice-President of Fairgrounds Motor Speedway Corporation, is a long-time racing fan who has been active as a racing official.

CHARLIE RYLE . . . Assistant Race Director of Fairgrounds Motor Speedway, has been associated with auto racing for 20 years in various capacities and is a veteran radio and television sports commentator.



RAYMOND L. SEXTON . . . Secretary-Treasurer of Fairgrounds Motor Speedway Corporation, is an enthusiast of a wide variety of sports and enjoys attending major stock car races throughout the U.S.

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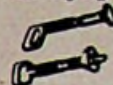
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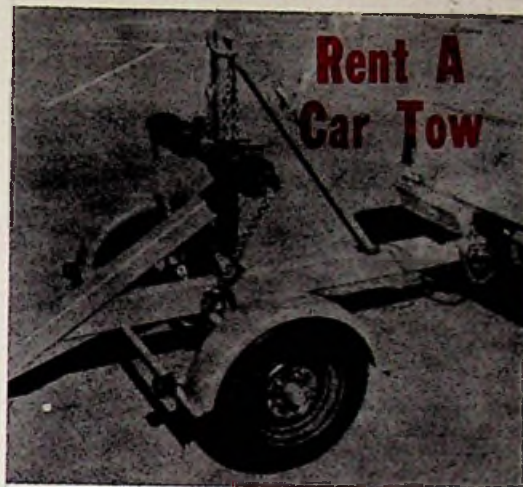
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