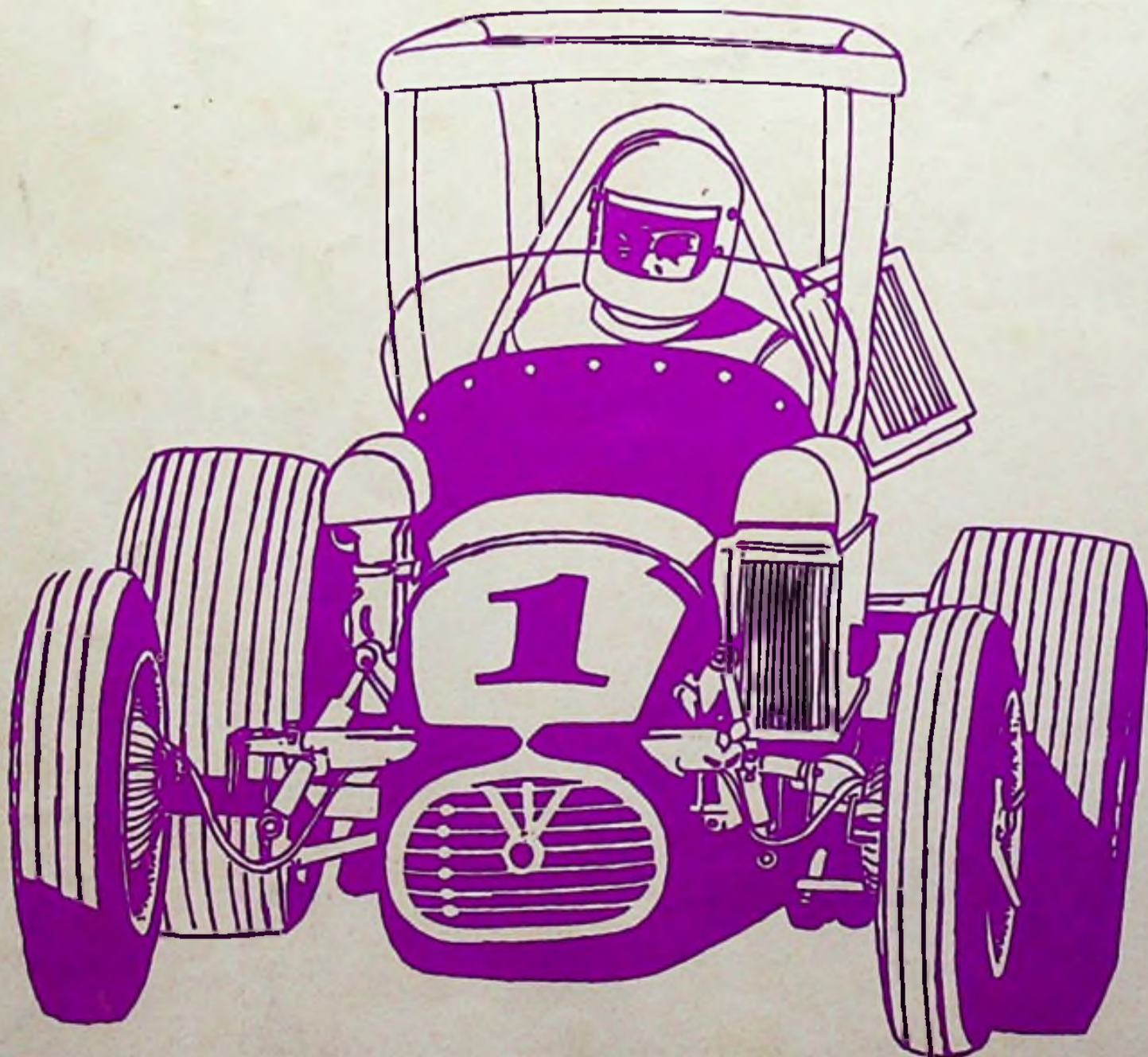




20th annual
HOOSIER HUNDRED
September 9, 1972



Price \$1.00

The Roger G. Wolcott Cup

When members of the 1959 Indiana State Fair Board established the Roger G. Wolcott cup as a perpetual award for the annual Hoosier Hundred, they provided well-deserved recognition for the Indianapolis sportsman who did so much to make this 100-mile championship race the finest of its kind in the nation.

It was Mr. Wolcott who led the movement which brought auto racing back to the Indiana State Fairgrounds in 1953, after a lapse of six years, and he served as chairman of the Fair Board's committee for that first Hoosier Hundred Presentation in Sept. of that year. Safety was his chief concern. But he also worked tirelessly to establish a comprehensive pattern of operation which would assure the continued success of the event in future years.

He was well qualified for such an assignment because of his broad racing experience as a car owner. He enjoyed the confidence and respect of the entire racing fraternity. And, at the expiration of his term as a member of the Fair Board, Mr. Wolcott was persuaded to return annually in the role of coordinator for the promoter and subsequent Hoosier Hundred committees.

Racing lost one of its staunchest supporters when he died suddenly in the fall of 1958, as the result of a coronary occlusion; and the Fair Board took official action to honor his memory by authorizing a perpetual Hoosier Hundred award of exceptional quality and character in his name. Final decision concerning the form of such a trophy was delegated to Speedway President Tony Hulman, who was one of Mr. Wolcott's closest friends, and Director Jo Quinn.

They searched for something which would reflect Mr. Wolcott's interest in the fine arts, as well as the sincerity and the dignity which marked his connection with the sport of auto racing, and they found it among a collection of museum pieces on display in a New York silver shop. It's the George III Irish silver cup and cover, bearing the arms of St. George, and created in Dublin in 1805 by William Ward. It is 16 $\frac{3}{4}$ inches tall and stands on a silver and ebony pedestal five inches high and 19 $\frac{1}{2}$ inches in circumference.

As a perpetual trophy, emblematic of everything that is best in racing, it will remain on continuous display in the Administration building at the Indiana State Fairgrounds with the names of all Hoosier Hundred winners inscribed on the silver band which circles the base. Each year, how-

ever, the Hoosier Hundred winner will receive a miniature replica of it with his other awards.

Mr. Wolcott's determination to provide maximum safety for Hoosier Hundred participants and spectators was evident from the very start of the annual series. Improvements for the first event in 1953 included the construction of a steel hub rail around the inside of the track and on the outside of both turns as well as along the backstretch; a concrete retaining wall along the outer edge of the main straightaway; a "recessed" pit area on the inside of the home stretch; and four sets of electrically-operated signal lights to warn drivers instantly of any hazardous condition anywhere on the course.

The racing fraternity responded by treating the spectators to the closest four-car finish ever recorded in the annals of championship competition. Bob Sweikert, Manuel Ayulo, Johnnie Parsons and Don Freeland received the checkered flag almost simultaneously—in that order—with Sweikert only eight-tenths of a second head of the fourth-place car for a purse of \$24,674.

Other Indianapolis "500" winners among the contestants in subsequent years—in addition to Sweikert and Parsons — included Jimmy Bryan, Sam Hanks, Rodger Ward, A. J. Foyt and Parnelli Jones and Mario Andretti and Al Unser. The Hoosier Hundred won immediate recognition as the nation's second most important racing event and almost every prominent driver of recent years

has appeared on the Indiana State Fairgrounds track.

Experienced race officials from the "500" staff at the Indianapolis Motor Speedway were selected to supervise all track activity under the sanction of the Contest Board of the American Automobile Association and its successor in 1956, the United States Auto Club.

Interest continued to mount with each succeeding year and members of the Indiana State Fair Board used a large percentage of the receipts for additional improvements. The race course was resurfaced in 1958, again during the winter of 1960-61 and again during the spring of 1969 at a cost of more than \$100,000.

Prize money also increased steadily to a record-breaking total of \$73,210 in 1969 and the prestige of the Hoosier Hundred can be traced directly to the sound principles established by the first Hoosier Hundred committee with Senator Wolcott as chairman.



The Roger G. Wolcott Cup

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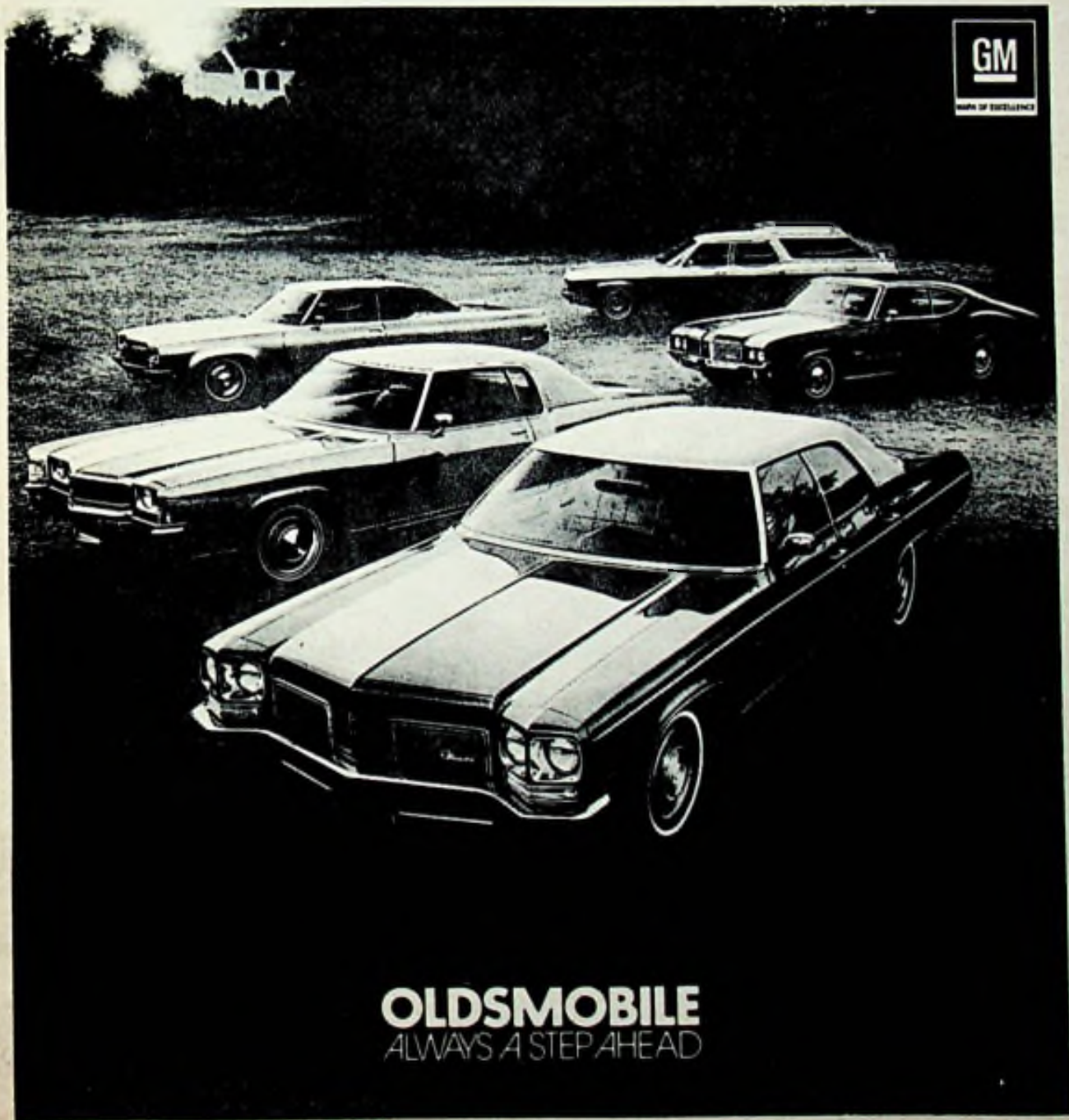
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HOOSIER HUNDRED

by
Donald Davidson

This is a historic day in auto racing folklore! It marks the 20th consecutive running of the famed Hoosier Hundred which, for two full decades now, has had the distinction of being "The World's Richest Dirt Track Race". No other dirt track event compares with this one in terms of prestige and prize money. In 1969, a gigantic purse \$73,250 was paid out to the 18 starting drivers and a year earlier, A.J. Foyt took home a record individual share of \$22,659 for a one hour and four minute demonstration of dirt track proficiency.

Even the casual race-goer knows that Foyt has virtually dominated this event in recent years. They expect him to win it and he usually does!

The five-time USAC National Champion has compiled an incredible record of success in the 100-miler and tops the list in just about every statistical category there is.

He has started in the last 14 races which is a record for both consecutive and total number of starts.

He has won it SIX times which is twice as many as anyone else, and in fact, has strung together a record of ELEVEN finishes in the first three positions.

Spectators who have attended the last 14 events have seen 1,400 laps of competition. Foyt was missing on just 78 of those laps. In 1958 he placed 10th as a 23-year-old new-comer and was two laps down at the

finish, and in 1971 was lapped once on his way to 4th place. The year 1962 stands out as the only occasion on which he did not make the first 10. He had to pull out after only 25 laps.

Just for good measure, he has led the race eight different years for a total of 577 laps both of which are double the figures recorded by any other driver.

While Foyt leads in all these categories it is interesting to note some of the other drivers who rank high. There are some surprises. For instance three other drivers have started the race 10 times or more. Rodger Ward and the late Don Branson are two, but can you guess the fourth? It is none other than Ralph Liguori who has started the Hoosier Hundred 11 times and ranks third only behind Foyt and Ward in this department. Ward started every race from 1953 until 1964 to set the original record of 12 which stood until Foyt made his 13th start in 1970. The late Don Branson started 10 straight times from 1957 until 1966.

Since that first race in 1953, 120 different drivers have taken the green flag to start the Hoosier Hundred, but surprisingly enough only 68 returned to start a second time. Other drivers up in the veteran status are Roger McCluskey with nine starts, Jim McElreath and Mario Andretti with eight, and Tony Bettenhausen and George Snider both with seven.

Facts About USAC

The United States Auto Club was founded in 1955 as a non-profit organization designed to carry on the finest traditions of the sport of automobile racing in America.

The club is made up primarily of car owners, drivers, mechanics, race organizers and officials, plus those who, like you, are interested in increasing public awareness and acceptance of the sport.

The Board of Directors of USAC is representative of the various groups that make up the sport. The Board members are elected to office and have a voice in the primary goal of the club, to provide qualified leadership and officiating at major automotive competitions, and to see that these competitions are conducted on the highest and safest plans.

As a member of USAC, you contribute to furthering the high principles of automobile racing through the standards set for competitors and

spectators alike. Your financial contribution and moral support aid greatly, not only to the sport itself, but its great contribution to the automobile industry.

The sanctioning of automobile racing is only one phase of the operation of USAC. It also sanctions and certifies record runs of the Salt Beds at Bonneville, Utah. In short, USAC attends every effort to aid the automotive industry in building better cars for the American motoring public.

Recently, USAC entered another field of endeavor, a "Seal of Approval" for automotive products. Under this program, various products are undergoing exhaustive and impartial tests by men in the organization who have the talent for this specialized type of work.

The automotive industry and allied suppliers have benefited greatly from the sport through such innovations as torsion bar suspension, disc brakes,

lubricants, fuels, tires, shock absorbers, safety belts, etc.

USAC is proud of its heritage, and of the acclaim it has received as "The Nation's Most Respected Record Keeper." Because of its jealously guarded integrity, USAC is certain that when the motoring public reads that a certain record run has been timed and sanctioned by them, that record is authentic. They are equally certain that when the "Seal of Approval" is displayed by a manufacturer, his statement about the product is authentic.

A non-profit organization, USAC's only source of revenue comes from sanction fees, competitor's licenses and membership such as yours. USAC sanctions events in championship (Indianapolis) type cars, stock, sprint, dirt track and midget autos, in addition to special record attempts on the Salt Beds of Bonneville, Utah, and hill climbing competition at Pikes Peak, Colorado.



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No driver comes close to Foyt's standard of 11 finishes in the first three. Ward managed it five times while Mario Andretti and Jimmy Bryan were included in the leading trio on four occasions.

Of the 17 drivers who have lead the race, Ward's 268 laps comes closest to Foyt's top-heavy 577. The late Bob Sweikert who competed in only the first three races but led them all, still ranks third with 168 laps while active drivers Al Unser and Mario Andretti are within striking distance at 160 and 145 laps respectively.

As previously mentioned, Foyt has led eight separate races. That is twice as many as Andretti who has run up front in four events at one time or another. Ward, Sweikert, Bryan, Jud Larson, Johnny Thomson, and Al Unser were pacemakers on three occasions.

Applying the USAC top 12 point system of 200 points for first, 160 for second, 140 for third etc., Foyt's 2,110 points is double Ward's 1,030. Branson has 970, Mario Andretti the next active driver has 850 and three-time winner Jimmy Bryan has 780.

Do you have a few minutes to spare?

Would you like to play a game of Hoosier Hundred trivia?

OK!

1. Who were the four drivers who finished under the time blanket finish of 9/10ths of a second apart in the inaugural race of 1953?
2. Did anyone place 19th prior to 1971?
3. What was the start-finish record of the 1969 Rookie-of-the-Year?
4. Who lead the opening lap of 1970?
5. Who were the pole sitters of 1967 and 1970?
6. What was Edgar Elder's unusual role in the 1955 event?
7. Who drove Car No. 1 in 1959?

Here are the answers.

1. The closely grouped first four finishers in 1953 were Bob Sweikert, Manny Ayulo, Johnnie Parsons and Don Freeland.

2. Wayne Weiler placed 19th in the 1960 race. When qualifications ended, Johnny Thomson found himself as first alternate starter with an identical qualifying time to Len Sutton who earned the 18th and last starting spot. Agreeing to a suggestion put forth by fellow driver Eddie Sachs, the officials allowed Thomson to start. Weiler was the first man to leave the race and was therefore, awarded 19th finishing position. In 1971 the field was increased from 18 to 24 starters.

3. Mike Mosley, 1969 Rookie-of-the-Year started 16th and finished 17th. He was the only rookie in the race!

4. Al Unser lead all but the first lap of the 1970 race. The honor of leading the opening lap fell to Sam Sessions.

5. The pole sitters of 1967 and 1970 were Bruce Walkup who broke the track record in qualifications for the 1967 race and the 1970 number one spot was earned by Johnny Parsons.

6. In 1955 Edgar Elder was the first man to attempt qualifying. He turned his opening lap in 38.18 seconds but lost control going into the first turn of the second lap and struck the guardrail. The car was damaged sufficiently to keep it from further competition that day and Elder watched with dismay as not a single driver was able to better his time. Bob Sweikert started on the pole with a 38.53 clocking which was almost half a second slower than the unfortunate Elder's effort.

7. In order to recall the driver of Car No. 1 in 1959 you have probably been racking your memory for



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national champions in that period. Fooled you! Tony Bettenhausen the previous year's national champion had been driving the John Zink dirt car during 1959 but accepted an offer to drive for Lindsey Hopkins one week before the Hoosier Hundred, leaving Zink without a driver. Without repainting the number Zink

brought in Buddy Cagle from Tulsa, Okla to drive in the event. Cagle did not exactly disgrace himself with a 10th place finish but certainly holds the dubious distinction of being one of the lesser known drivers to carry the elusive number one in a national championship race.

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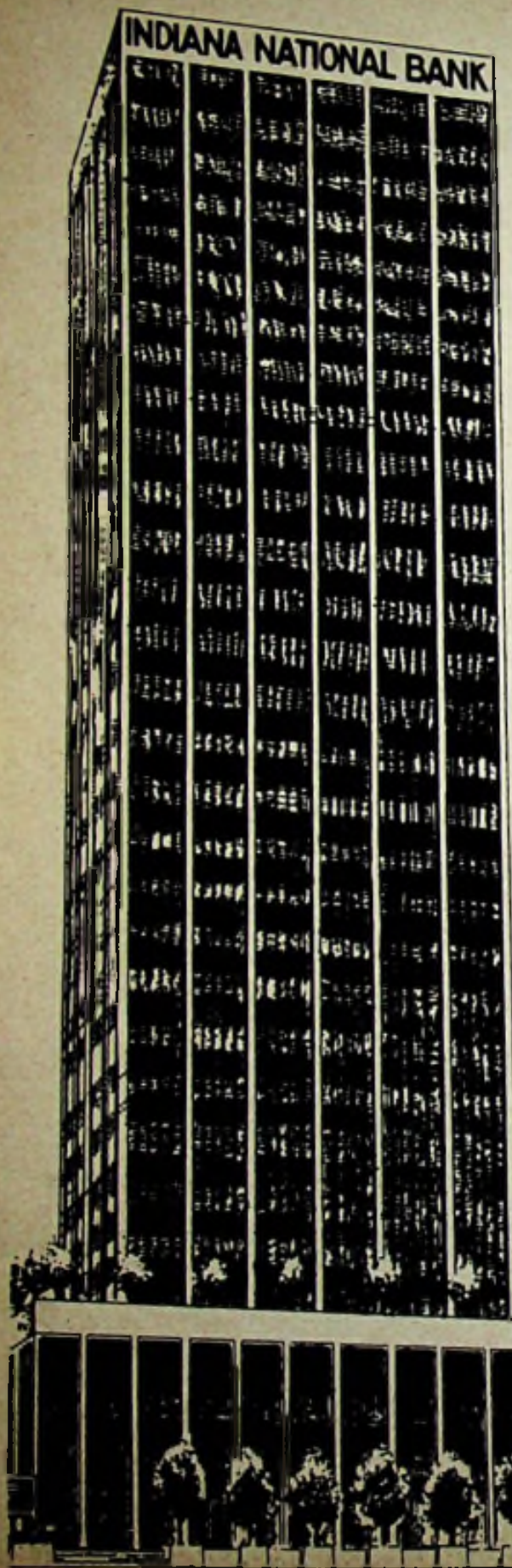
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2	Jim McElreath	McElreath Special	Chevy	Jim McElreath
3	A.J. Foyt	Sheraton Thompson Spl.	Ford	A.J. Foyt Ent.
5	Don Hawley	Ansen Automotive Center	Ford	Lou Senter
6	Arnie Knepper	Elder Cadillac Special	Chevy	C.H.E.K. Racing
7	Al Unser	Viceroy Special	Ford	Vels-Parnelli Jones
8	Bob Harkey	Harkey Special	Offy	Bob Harkey
12	Sam Sessions	King O'Lawn Special	Offy	Leonard Faas
14	Gary Bettenhausen	Thermo King Spl.	Chevy	Gary Bettenhausen
15	Jimmy Caruthers	Caruthers Special	Offy	Doug Caruthers
17	Chuck Allen	Spaulding Special	Chevy	Wib Spaulding
24	Bill Vukovich	United Racers Spl.	Offy	United Championship Racers
25	Rick Goudy	King O'Lawn Special	Offy	Leonard Faas
27	Dick Tobias	Windmill Truckers Spl.	Offy	Lee Glessner
29	Bruce Walkup	Seymour Enterprises Spl.	Chevy	Louis Seymour
31	Carl Williams	Mataka Bros. Spl.	Offy	Bill Mataka
33	Ronnie Burke	Burke Special	Chevy	Danny Burke
36	Charlie Masters	Rogala Special	Offy	Don Rogala
38	Art Pollard	Riley Turbine Spl.	Allison	Mike Riley
40	Larry Dickson	STP Oil Treatment Spl.	Plymouth	STP Corporation
44	Rollie Beale	Grant King Racers	Chevy	Grant King
55	Lee Kunzman	Clamato Special	Chevy	R & B Racers
58	Ralph Liguori	Enterprise Machine Spl.	Offy	Walt Flynn
59	Karl Busson	Cedoz Chevy Spl.	Chevy	Bernie Cedoz
60	Greg Weld	STP Double Oil Filter Spl.	Ford	STP Corporation
64	Don Nordhorn	Conklin Special	Offy	Harry Conklin
65	Jerry Miller	Miller Special	Chevy	Wayne Miller
70	Bill Puterbaugh	Smith Speed Shop Spl.	Chevy	Ray Smith
81	Duane Carter Jr.	Rieder Special	Offy	Jim Rieder
84	Tom Bigelow	Midwest Mfg. Special	Offy	Carl Gehlhausen
91	Darl Harrison	Harrison Special	Offy	A.L. Harrison
95	Johnny Parsons Jr.	City of Terre Haute Spl.	Offy	Tassi Vatis
98		Vivitar Special	Ford	Leader Cards
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1954, 1955, 1956**



**JUD LARSON
1957**



**EDDIE SACHS
1958**



ROGER WARD
1959, 1963



A. J. FOYT
1960, 1961, 1964, 1965, 1968, 1969



PARNELLI JONES
1962



MARIO ANDRETTI
1966, 1967



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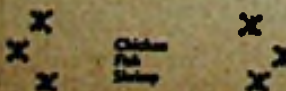
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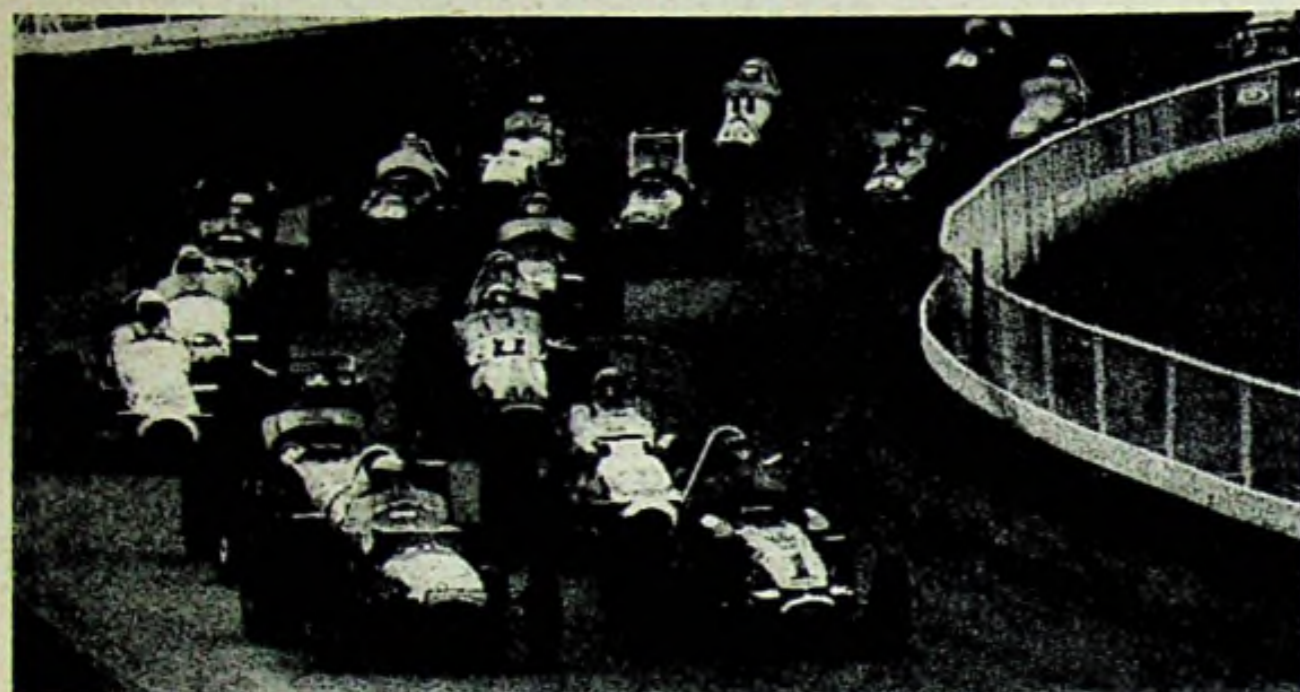
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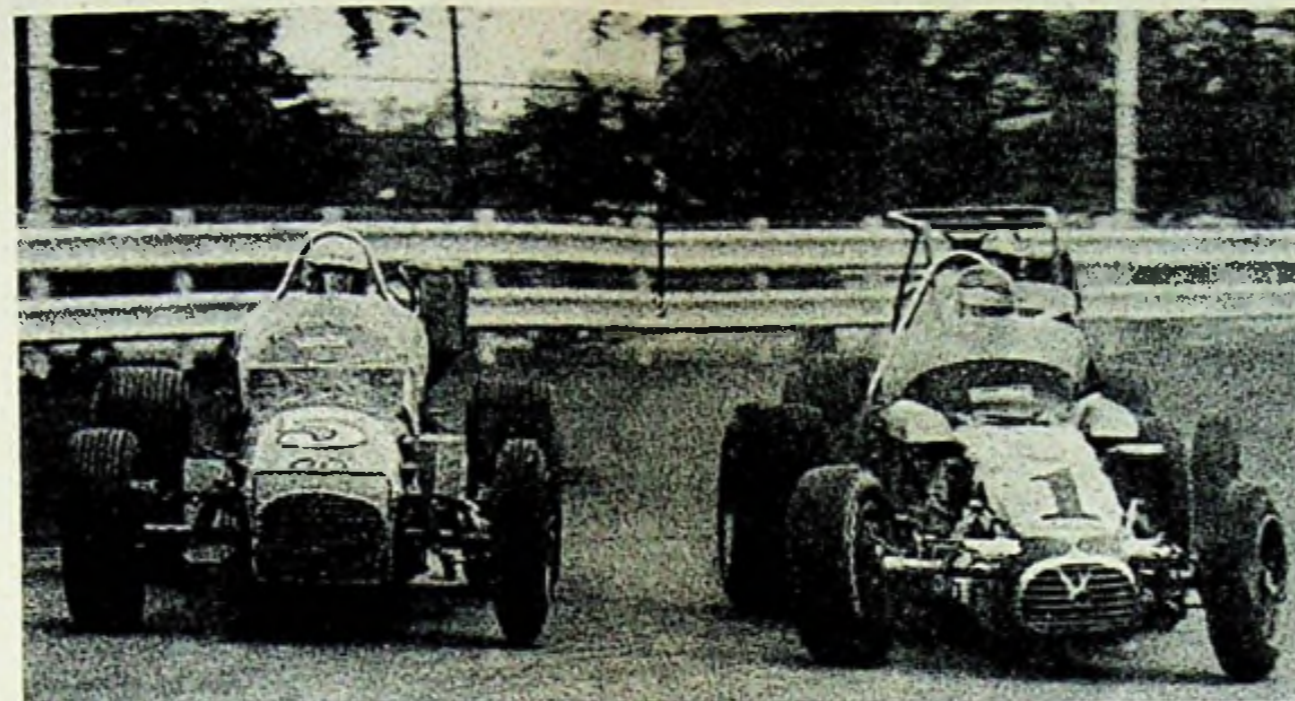
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A PICTORIAL REVIEW OF THE 1971 HOOSIER HUNDRED



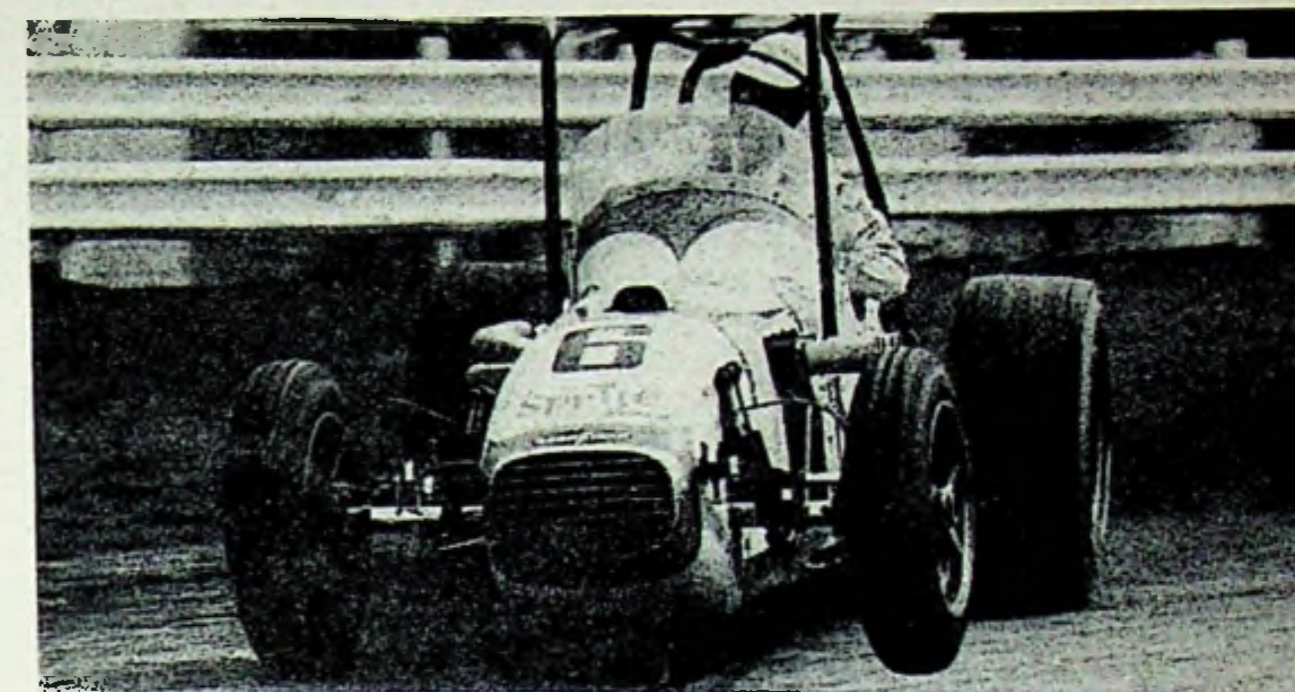
The start of the 1971 Race.

photo by Ken Coles



Winner Unser #1 and former winner Mario Andretti #5.

photo by Gene Crucean



Roger McCluskey stands on it in the turns.

photo by Gene Crucean



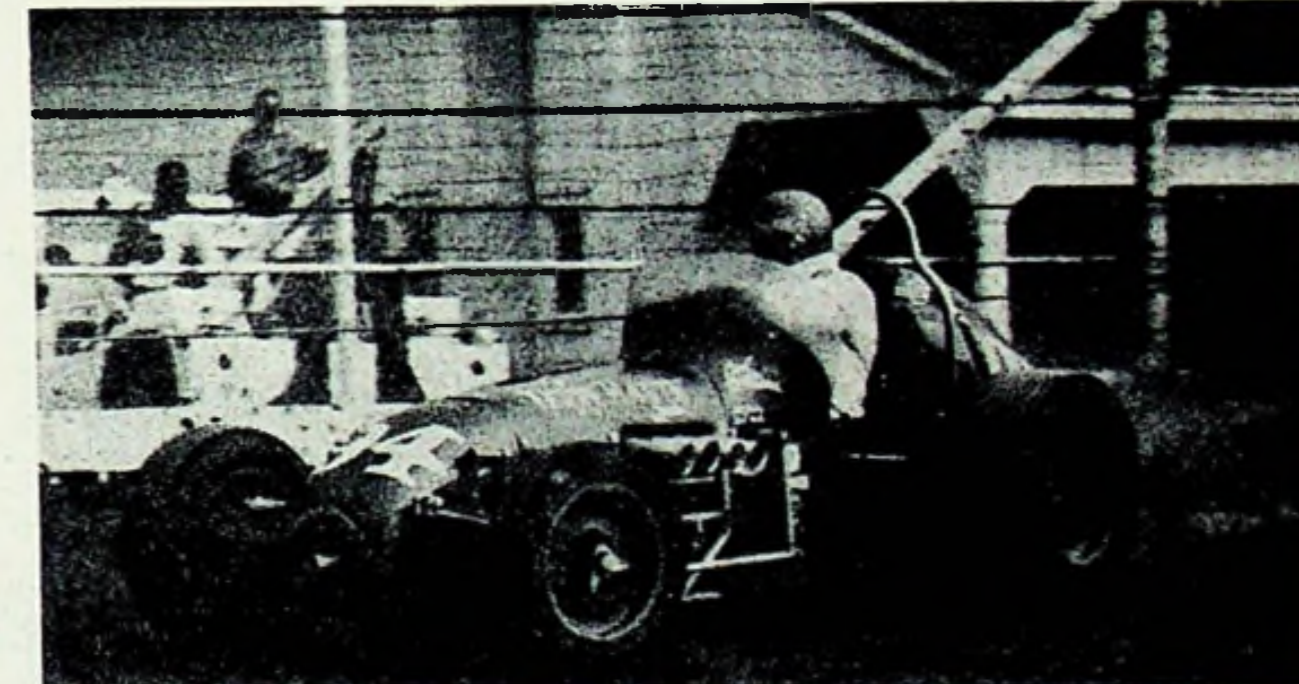
'71 Hoosier Hundred Winner Al Unser broadsliding thru the turns.

photo by Gene Crucean



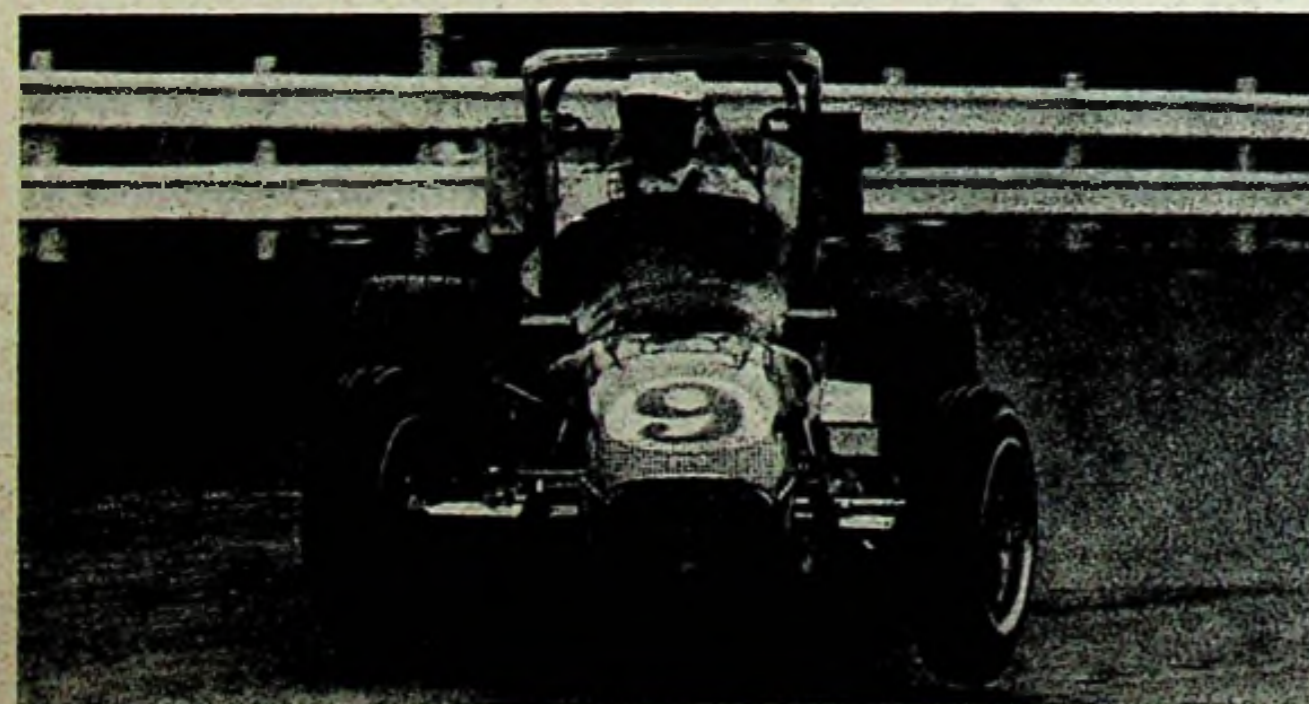
A different view of Johnny Rutherford #18 and A. J. Foyt #9.

photo by Gene Crucean



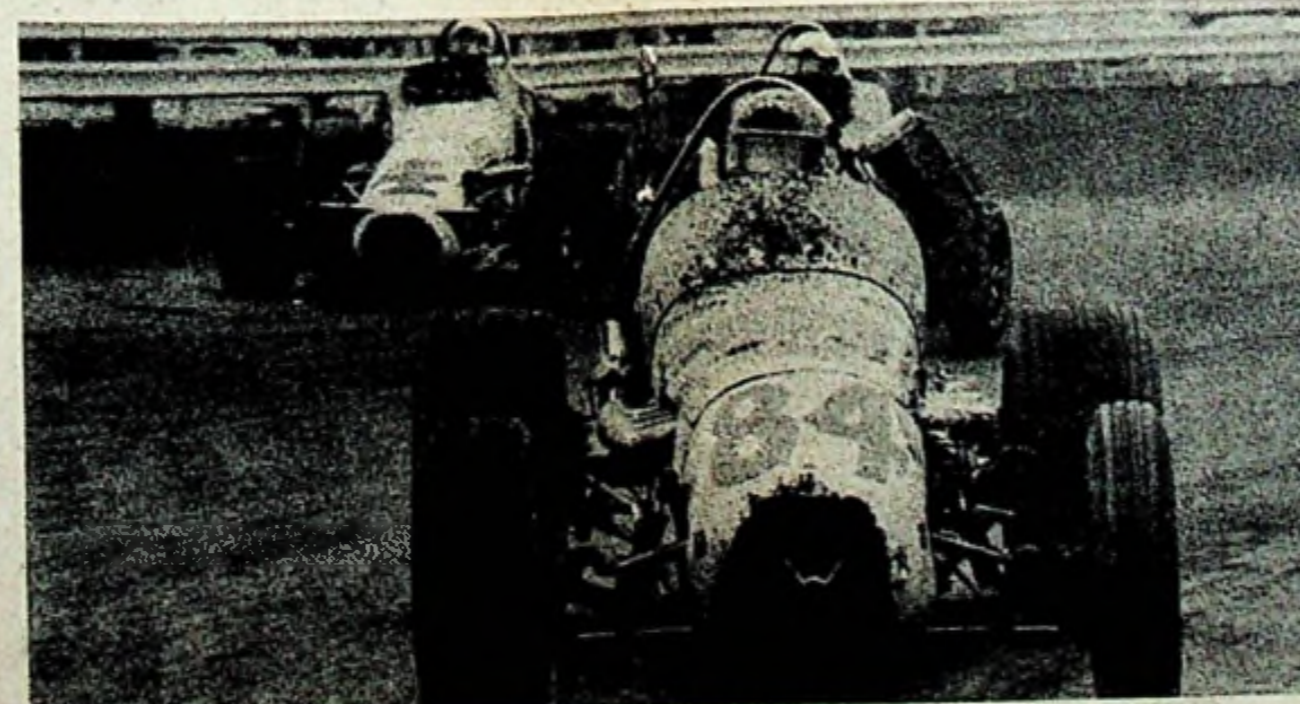
Carl Williams in the city of Terre Haute Special.

photo by Ken Coles



4 time winner A. J. Foyt.

photo by Gene Crucean



Jim Malloy #8 and 1971 Dirt Champion George Snider #4.

photo by Gene Crucean



1971 Winner Al Unser in Victory Lane.

21

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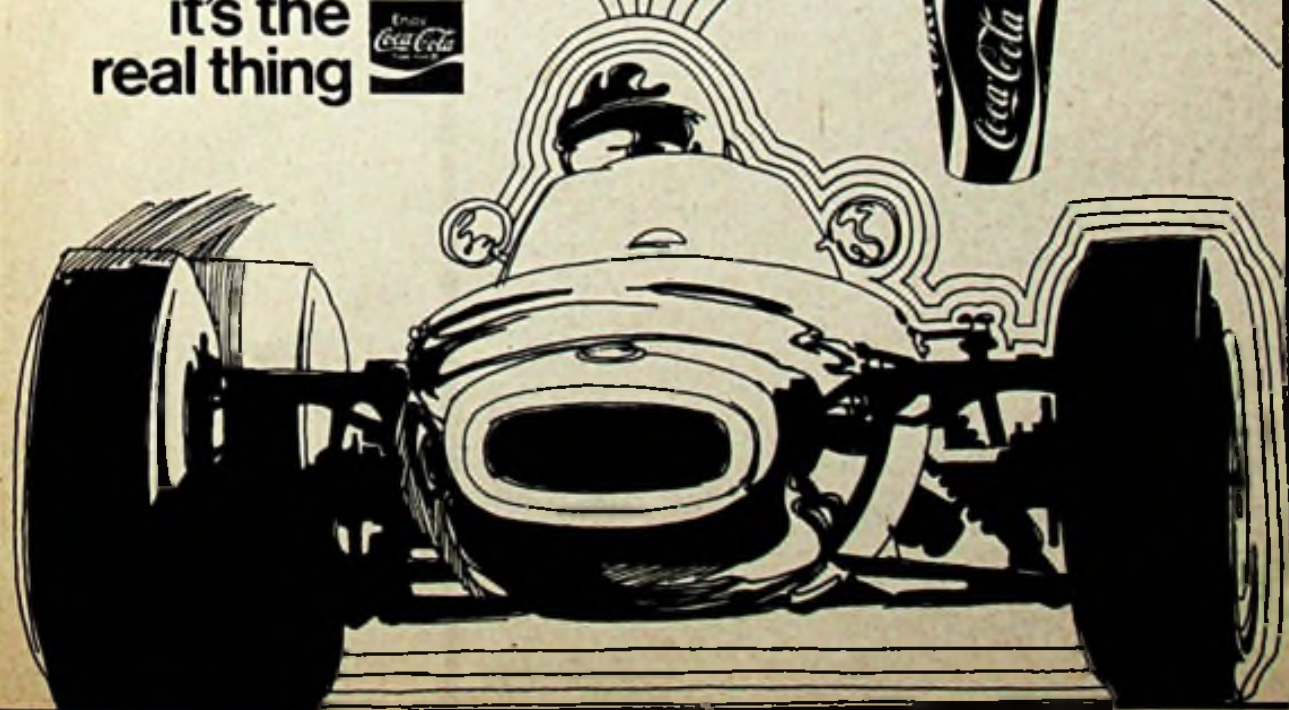
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When the snow is on the grandstand

BY
John Fugate

When the snow is on the grandstand and you and your friends are gathered around the fireplace with a glass of your favorite drink in your hand and conversation turns to the 1972 "Hoosier Hundred" everyone will remember this years race, but will they remember 1953? Now is your chance to lay the class on them pick up this program turn to this story and say "did you know that . . ." in 1953 Bob Sweikert won the first "Hoosier Hundred" and then only eighteen cars were allowed to start the race. The race was for Championship cars (Indianapolis type) and was run under the AAA sanction. This list of names that did not qualify for that first Hoosier Hundred is as impressive as those that did. Names that appeared in the did not qualify column were Walt Faulkner, Chuck Stevenson, Jimmy Reese, Cal Niday, Jack McGrath, Jimmie Davies, and Eddie Sachs, just to name a few. All of those names were to go down in Auto Racing History before their careers were over.

The 1954 Hoosier Hundred again saw the Dean Van Lines Special in victory lane but this time Jimmy Bryan was behind the wheel. Bryan and the Dean car were to win the next two "Hoosier Hundreds". It was September 14, 1957 when a new car came into the victory lane and it was the John Zink special with Jud Larson the driver. Jud also set a new track record for the 100 miles of 91.751 M.P.H. Oh by the way Bryan and the Dean car were second that year.

Ralph Liguori (He wasn't named Ralphie the Racer until 1967) started 18th in car 18 the Sumar Special in 1958 as a result of George Amicks mechanical problems that prevented him from taking his 11th starting position. Today's Director of Auto Racing should remember that day well, you see he was part owner of the Sumar racing team back then. Eddie Sachs brought the bright red and silver #44 of Pete Schmidt's home the winner that afternoon.

Roger Ward got his first "Hoosier Hundred" win in 1959 in the Leader Card Duo special. That year saw Buddy Cagle drive the #1 John Zink car to tenth place. Now before you start saying Buddy who, let me explain. Tony Bettenhausen was the defending National Champion and should have carried #1 on his car, but he moved from the drivers seat in the Zink car to the Hopkins #16 and they didn't get the number changed in time for the race. Eddie Sachs was second. It was a pattern now if you won the Hoosier Hundred one year the next year you would either win it again or finish second.

The 1960 saw this come to a halt when A. J. Foyt in the pearl white, candy red, and shiny black, Bowes Seal Fast special took the checker first followed by Tony Bettenhausen, Gene Force, Don Branson, and Johnny Thompson. The purse that year was \$39,905 and it was easy to see why this was the worlds richest dirt race.

The Bowes colors were back in victory lane the following year and once again the "shoe" was A. J. Foyt. Bobby Marshman was second in the red Competition Engineering special and a kid from Arlington Texas named Jim McElreath drove the gray-blue Hopkins car to third. Foyt's also did the 100 miles in a new rec-

ord time of 92.369 m.p.h. A. J. Shepard cleared the first turn rail in qualifications and ended up in the horse barns. It took several months of hospital sheet time to put "Shep" back on his feet. The orange & black #6 Bell Truck Lines special didn't race again that year either. Another "young" kid who looked like he had talent that day was Parnelli Jones who led the first 16 laps in the red, white, blue and gold J. C. Agajanian entry. The initial boys had quite a day. The purse was now up to \$41,425, and the racing was getting tighter with each dollar that was added to the prize list.

Parnelli Jones had his day in 1962 when he drove Aggie's #98 to first place. Don Branson drove Bob Wilke's car to second and Jim McElreath drove the red & white #4 of Bill Forbes to third. Allen Crow gave the fans in the grandstand a thrill and himself when he got on his head right in front of the main grandstand. If you will think about the #81 blue and white Central Excavating special you will remember it didn't have a head rest like the other cars, so it was a wild ride. Also Bobby Grim was relieved by Bob Mathouser on lap 33. They drove the Albany N.Y. special of Tassi Vatis.

Promoter Joe Quinn had the prize money up to \$52,850 by the year 1963 and now only the Indianapolis "500" paid more coins for a race. Rodger Ward drove car #1, started #1 and finished #1. There must be a story in that someplace. The white car was called the Kaiser Aluminum special, but Robert Wilke was the owner and A. J. Watson the nut and bolt twister. He put another new record in the books of 99.668 for 100 miles. Watson and Clint Brawner almost had a thing about winning the "Hoosier Hundred" for a while. Then Foyt and George Bignotti got into the act. Ralph Liguori once again started last due to someone else's misfortune, this time lady luck turned her back on Bobby Marshman who had qualified the Red #5 Econo-Car special for 16th starting spot only to burn a piston. Hang on fans Liguori was to have his day at the "Hoosier" Hundred".

The car was now pearl white Red and blue, but the driver was A. J. Foyt the story was the same as he won the 1964 race. Even though the weather was cool and cloudy Len Sutton was relieved by Bobby Marshman and Bobby Unser was relieved by Johnny Rutherford. The purse was now \$57,225.

Foyt liked winning in "64" so much he did it again in "65" but there was a new kid in town who was going to make it rough on anyone winning anything very soon and that was Mario Andretti who finished second to Foyt on that day. Chevrolet powered machines began to make their presence known as Carl Williams drove the blue McDermott to seventh spot. George Snider got relief from Ronnie Duman and Roger McCluskey got into Jim Hurtubise's car when Jim got too hot.

Mario Andretti got by A. J. Foyt and into the winners circle in 1966. It was a Clint Brawner prepared Dean Van Lines car he drove. Arnie Knepper drove a Central Excavating special to third spot.

Bruce Walkup put the racing world on its ear with a qualifying record of 104.076, in 1967. Walkup drove a

Ford V-8 powered car. He lead the first few laps and then it was the same story with Andretti first and Foyt second at the checkered flag.

In 1968 A. J. Foyt put his car in front at the finish again and Andretti was second. George Snider got third for a little change. The purse was a staggering \$66,750.

Foyt took the bright orange-red #6 into victory lane in 1969 and another name was added to the list of young chargers as Gary Bettenhausen was second with Bobby Unser third, Andretti was sixth. We now had Ford, Chevrolets, Plymouths and Offy's in the race.

Al Unser won the 1970 "Hoosier Hundred" but the day really belonged to one Ralph Ligouri, who everyone knows as "Ralphie the Racer". On this September af-

ternoon he beat A. J. Foyt and finished second in the "Hoosier Hundred" in Walt Flynn's dirt car. A. J. was third and Sam Sessions was fourth and it was going to be a long time before they forgot this race.

Al Unser showed he was made of the same stuff as Foyt and Andretti in 1971 when he made his second trip to the winner's circle and was followed across the line by George Snider who was to go on and become the National Dirt Car Champion.

So remember this winter what has happened the last twenty "Hoosier Hundreds". The color, warmth, and excitement of a lifetime are gathered in the memory of Hoosier Hundreds past.



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1971 USAC Dirt Champion George Snider

George Snider, USAC's newly crowned national dirt track champion, matured swiftly in auto racing. He drove in the first of his seven Indianapolis 500 races at age twenty-four, in 1965.

Dirt racing, however, remains the specialty of the Bakersfield, California, native. It is where he has shown to his best advantage, whether it be in the big cars, the slightly smaller sprinters or in the midget autos.

Snider, now thirty-one and the father of two, has placed among the top three in nine of ten major USAC races. These were 100-mile dirt races on all but one of the occasions.

The husky, dark-haired former garage owner didn't register a major score, however, until last Labor Day, September 6, when he came forth to pass Greg Weld with nine laps remaining and go on to win a 100-miler at DuQuoin, Illinois.

Snider also finished second to A. J. Foyt at Springfield, Illinois, and to Al Unser at the Indiana State Fairgrounds, Indianapolis, in earning his dirt track championship. He twice led the Springfield race before surrendering the spoils to Foyt in a fierce battle.

This hard-charging product of East Bakersfield High School drove in his first race, a stock car event, at the age

of twenty. The baptism occurred at Kearney Bowl, Fresno, California.

It was at the same track a year later, in 1961, that Snider registered his first feature triumph, also in a stocker.

Kearney Bowl, a famed San Joaquin Valley short track also provided him with his first USAC victory. It came in midget competition, shortly after George was introduced to the ranks in a similar race at San Jose (California) Speedway.

The year 1971—despite its rewards in the dirt track division, the sprints where he earned victories at Cincinnati, Ohio, and Terre Haute, Indiana, and the midgets, where he registered an early season win at Corona, California—was not without its monumental frustrations to Snider.

In the "Triple Crown" series of 500-milers on pavement he compiled an unenviable record. He was thirty-third and last at both the Indianapolis Motor Speedway and the Pocono International Raceway. In the series finale at California's Ontario Motor Speedway, an early crash relegated him to thirty-second position in a thirty-three-car field.

George's chief hobby is motorcycling, and he often enters weekend hill climbs and amateur cross-country events.

USAC's 1971 Dirt Championship In Review

Literally, USAC's Championship Dirt Division is one year old. Figuratively, it is the oldest regular form of auto racing in existence.

The "big cars," as they generally are known, have set the style for the sport of speed since the early part of the century. Until the advent of the rear-engined pavement cars within the last decade, their front-engine models exclusively dominated the championship circuit.

From the days of Harry Harkness in 1902 to Al Unser in 1970, the ability to drive a bucking, front-powered open-cockpit racer around mile-long dirt fairgrounds tracks was a prime requisite for a national driving champion.

Such AAA (the forerunner in sanctioning bodies) and USAC champions as Earl Cooper, Wilbur Shaw, Rex Mays, Ted Horn, Tony Bettenhausen and A. J. Foyt had been (and in the case of Foyt, still are) acknowledged masters of the art of dirt track racing.

Technically, the cars are restricted to a minimum ninety-six inch wheelbase. Power limits are the same as those for the shorter sprint cars, which campaign basically on the half-mile tracks. An engine utilizing an overhead camshaft design is restricted to 256.284 cubic inches; stock block engines are permitted to go as high as 305.1 cubic inches.

In 1971, what with the complexities of racing, the emergence of more and more paved speedways and an ever more crowded, sometimes expensive schedule to meet, the dirt cars were taken from the Championship picture and assigned a division of their own.

Only four races, each a 100-mile race, comprised the schedule. Yet, capacity crowds turned out at each of the four stops—Nazareth, Pennsylvania; Springfield, Illinois; DuQuoin, Illinois, and the Indiana State Fairgrounds in Indianapolis, Indiana—attesting to the perennial popularity of the sliding, thundering and extremely colorful dirt cars.

Each of the four events had a different winner. Jim McElreath captured the opener at Nazareth, Foyt scored at Springfield, George Snider won at DuQuoin and Unser at Indianapolis.

Snider, who also registered second-place finishes at Springfield and Indianapolis, clinched the driving championship of the division. McElreath, with the original win and a third place at Springfield, led the point standings until the DuQuoin result. He ultimately finished as runner-up to Snider.

Public response to the Championship Dirt Division, as reflected in the large attendances, contributed to a total purse of \$152,664. It also encouraged a growing schedule for the 1972 season. Before the new year dawned, two races each were on the schedule for the Indianapolis, Springfield and DuQuoin tracks and preliminary negotiations were also underway at other sites.



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M. Andretti (500) 1	—	—	—	—	—	—	—	—	—	—	—	10	2	(1)	(1)	2	6	11	17	8
Dick Atkins (R)	—	—	—	—	—	—	—	—	—	—	—	—	—	6	—	—	—	—	—	1
Manuel Ayulo	2	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Joe Barzda	—	—	—	—	—	15	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Rollie Beale	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	—	TS	TS	—	1
George Benson	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	—	—	—	1
G. Bettenhausen (R)	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	TS	4	2	TS	18	3
Tony Bettenhausen	6	—	4	18	11	5	15	2	—	—	—	—	—	—	—	—	—	—	—	7
M. Bettenhausen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	1
Tom Bigelow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	TS	—	0
Chuck Booth	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	11	TS	—	—	1
Johnny Boyd	—	TS	TS	11	14	—	—	TS	—	—	—	—	—	—	—	—	—	—	—	2
Don Branson	—	—	—	TS	5	4	17	4	8	2	2	3	13	4	—	—	—	—	—	10
Dale Breedlove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	—	—	—	0
Norm Brown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13	—	—	—	—	1
Jimmy Bryan (500) 1	11	(1)	(1)	(1)	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5
Ronny Burke	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	0
Karl Busson	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	TS	19	1
Buddy Cagle	—	—	TS	—	—	—	10	—	—	—	—	—	—	—	—	—	—	—	—	1
Will Cagle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9	—	1
Larry Cannon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	NT	—	0
Bob Carroll	—	13	TS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Duane Carter	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Jimmy Caruthers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21	1
Gary Congdon	—	—	—	—	—	—	—	—	—	—	—	—	11	TS	TS	—	—	—	—	1
Ray Crawford	—	14	—	TS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Allen Crowe	—	—	—	—	—	—	—	—	—	14	—	—	—	—	—	—	—	—	—	1
Wally Dallenbach	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	13	TS	BE	—	1
Jerry Daniels	—	—	—	—	—	—	—	—	—	12	—	—	—	—	—	9	TS	—	—	2
Don Davis	—	—	—	—	—	—	—	—	13	—	—	—	—	—	—	—	—	—	—	1
Larry Dickson	—	—	—	—	—	—	—	—	—	—	—	—	—	9	14	7	TS	TS	3	4
Lee Drollinger	—	—	—	—	11	10	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Ronnie Duman (R)	—	—	—	—	—	—	—	—	—	10	9	7	R	8	11	—	—	—	—	6
Rex Easton	15	12	TS	—	15	TS	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Ed Elisian	9	6	7	TS	7	9	—	—	—	—	—	—	—	—	—	—	—	—	—	5
Leigh Ernsshaw	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	NT	0
Cotton Farmer	—	—	—	—	—	—	—	TS	15	TS	TS	—	—	—	—	—	—	—	—	1
Gene Force	TS	—	—	—	—	—	—	TS	14	3	—	—	—	—	—	—	—	—	—	2
Billy Foster	—	—	—	—	—	—	—	—	—	—	—	—	12	15	—	—	—	—	—	2
A. J. Foyt, Jr. (500) 3	—	—	—	—	TS	8	3	(1)	(1)	16	3	(1)	(1)	2	2	(1)	(1)	3	4	14
Don Freeland	4	WR	6	9	16	16	7	—	—	—	—	—	—	—	—	—	—	—	—	6
Elmer George	—	—	—	14	6	10	—	—	—	—	—	—	—	—	—	—	—	—	—	5
Bobby Grim	—	—	—	—	—	—	6	16	TS	11	11	—	—	—	—	—	—	—	—	4
Norm Hall	—	—	—	—	—	—	—	—	—	—	—	11	—	—	—	—	—	—	—	1
Sam Hanks (500) 1	5	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Bob Harkey	—	—	—	—	—	—	—	—	—	—	14	18	9	—	TS	—	12	13	11	6
Gene Hartley	17	TS	TS	6	—	13	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Sonny Helms	—	—	—	—	—	—	—	—	—	—	13	—	—	—	—	—	—	—	—	1
Tommy Hinnershitz	—	7	—	17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Bil Homeier	—	—	TS	—	—	—	9	—	—	—	—	—	—	—	—	—	—	—	—	1
Jerry Hoyt	—	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Chuck Hulse	—	—	—	—	—	—	—	11	6	7	15	—	—	5	9	—	—	—	—	6
Jim Hurtubise	—	—	—	—	—	16	12	18	8	10	—	16	—	—	—	—	—	—	—	6
Bruce Jacobi	—	—	—	—	—	—	—	TS	TS	—	TS	—	18	—	—	TS	—	—	—	1
Gordon Johncock	—	—	—	—	—	—	—	—	—	—	—	14	TS	—	—	—	—	—	—	1
Eddie Johnson	—	—	12	WR	TS	TS	—	TS	—	—	—	—	—	—	—	—	—	—	—	1
Danny Jones	—	—	—	—	—	—	—	—	9	—	—	—	—	—	—	—	—	—	—	1
Parnelli Jones (500) 1	—	—	—	—	—	—	—	17	12	(1)	18	17	—	—	—	—	—	—	—	5
Johnny Kay	—	—	10	—	—	—	—	TS	—	—	—	—	—	—	—	—	—	—	—	1
Al Keller	—	TS	—	5	—	—	—	—	5	—	—	—	—	—	—	—	—	—	—	2
Bob King	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	—	—	—	0
Arnie Knepper	—	—	—	—	—	—	—	—	—	—	6	15	3	—	—	6	TS	WR	9	5
Ernie Koch	—	—	—	—	—	—	—	TS	—	9	—	—	—	—	—	—	—	—	—	1
Lee Kunzman	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0
Jud Larson	—	—	—	4	(1)	17	—	—	—	—	—	4	3	—	—	—	—	—	—	5
Joe Leonard	—	—	—	—	—	—	—	—	—	—	—	12	—	TS	—	—	—	—	—	1
Ralph Liguori	—	—	—	—	12	18	8	TS	7	12	16	TS	—	16	10	18	8	2	—	11
Andy Linden	16	TS	9	8	18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2

HOOSIER HUNDRED DRIVER HISTORY

Driver	1953	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	TOTAL
Mike Magill	—	—	16	10	TS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Jim Malloy	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14	—	12	13	3
Bobby Marshman (R)	—	—	—	—	—	—	—	—	2	6	BE	16*	—	—	—	—	—	—	—	3
Bobby Marvin	—	—	—	—	—	—	—	—	—	17	—	—	—	—	—	—	—	—	—	1
Bob Mathouser	—	—	—	—	—	—	—	—	11	R	—	—	—	—	—	—	—	—	—	2
Al Miller	—	—	—	—	—	—	—	—	—	—	—	—	—	11	—	—	—	—	—	1
Roger McCluskey	—	—	—	—	—	—	6	14	4	6	—	R	14	8	12	15	—	23	—	9
Jim McElreath	—	—	—	—	—	—	—	3	3	5	TS	TS	10	5	—	13	10	6	—	8
Jack McGrath	TS	4	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Jim McWithey	—	—	—	—	—	TS	4	—	TS	—	—	—	—	—	—	—	—	—	—	1
Mike Mosley (R)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17	5	—	2
Earl Motter	—	—	18	13	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Mike Nazurak	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Cal Niday	TS	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Don Nordhorn	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	12	1
Pat O'Connor	7	TS	5	2	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
Jim Packard	—	—	—	—	—	12	18	18	—	—	—	—	—	—	—	—	—	—	—	3
J. Parsons (500) 1	3	16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Johnny Parsons, Jr.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17	15	2
Jiggs Peters	—	18	TS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Jerry Poland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18	—	1
Art Pollard	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	18	—	24	3
Bill Puterbaugh	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15	—	16	16	8	4
Dick Rathmann	—	—	—	TS	—	—	TS	—	10	—	—	—	—	—	—	—	—	—	—	1
J. Rathmann (500) 1	—	—	—	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Jimmy Reece	TS	5	8	TS	8	7	—	—	—	—	—	—	—	—	—	—	—	—	—	4
Jim Reynard	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	TS	—	—	0
Red Riegel (R)	—	—	—	—	—	—	—	—	—	—	—	—	5	—	—	—	—	—	—	1
Lloyd Ruby	—	—	—	—	—	13	TS	TS	13	8	9	10	—	—	TS	—	—	—	—	5
Eddie Russo	—	—	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Paul Russo	12	—	—	—	—	14	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Johnny Rutherford	—	—	—	—	—	—	—	—	15	4	18+	6	—	16	—	TS	—	20	—	6
Eddie Sachs	TS	TS	TS	TS	—	(1)	2	13	TS	—	—	—	—	—	—	—	—	—	—	3
Joe Saldana	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	1
Colby Scroggin	—	—	—	—	—	—	—	—	—	17	—	—	—	—	—	—	—	—	—	1
Sam Sessions (R)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	NT	4	7	2
Jigger Sirois	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	—	—	—	0
George Snider	—	—	—	—	—	—	—	—	—	—	—	8R	17	17	3	7	14	2	—	6
Wib Spaulding	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	—	—	0
Chuck Stevenson	TS	—	—	—	—	—	—	8	—	—	—	—	—	—	—	—	—	—	—	1
Len Sutton	—	—	—	—	4	TS	5	7	4	—	—	8*	—	—	—	—	—	—	—	5
B. Sweikert (500) 1	(1)	2	17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Bob Tattersall	—	—	—	—	—	—	—	—	—	—	—	—	—	18	—	—	—	—	—	1
Shorty Templeman	—	—	TS	—	TS	TS	12	9	5	—	—	—	—	—	—	—	—	—	—	3
Don Thomas	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	—	—	—	0
Johnny Thomson	—	—	2	16	17	2	—	5	—	—	—	—	—	—	—	—	—	—	—	5
Bud Tingelstad (R)	—	—	—	—	—	—	—	—	TS	TS	—	5	14	7	TS	TS	9	—	—	4
Dick Tobias	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	NT	—	0
Johnny Tolan	—	8	TS	—	TS	11	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Jack Turner	—	—	WR	TS	9	TS	TS	TS	—	TS	—	—	—	—	—	—	—	—	—	1
Al Unser (500) 2	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	3	15	4	(1)	(1)	5
Bobby Unser (500) 1	—	—	—	—	—	—	—	—	—	—	—	15+	4	17	18	16	3	TS	—	6
Bob Veith	—	—	13	7	TS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Bill Vukovich, Jr.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	5	14	—	5	4
Bruce Walkup	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	TS	10	6	22	4
Rodger Ward (500) 2	8	9	14	3	13	3	(1)	14	17	5	(1)	2	—	—	—	—	—	—	—	12
Bentley Warren	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	—	1
Leroy Warringer	18	TS	TS	TS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Wayne Weiler	—	—	—	—	—	—	TS	19	—	—	—	—	—	—	—	—	—	—	—	1
Greg Weld	—	—	—	—	—	—	—	—	—	—	—	—	17	—	—	—	17	5	—	3
Bob Wente	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	—	0
Roger West	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	TS	—	0
Chuck Weyant	13	17	TS	—	—	TS	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Carl Williams	—	—	—	—	—	—	—	—	—	—	—	—	7	13	7	—	11	15	14	6
Johnny White	—	—	—	—	—	—	—	—	—	7	—	—	—	—	—	—	—	—	—	1

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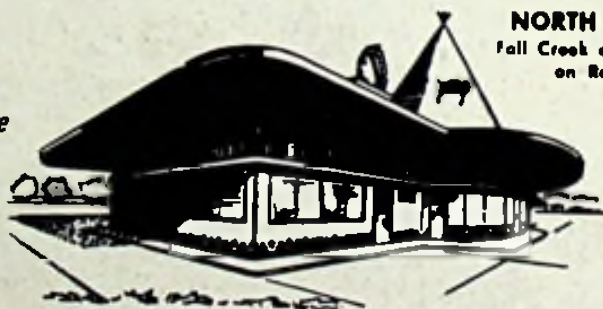
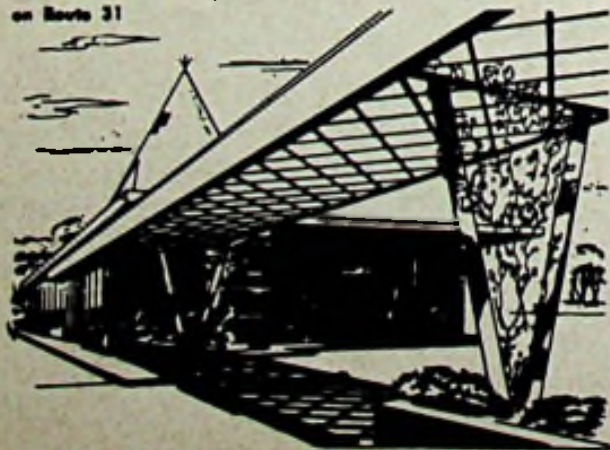
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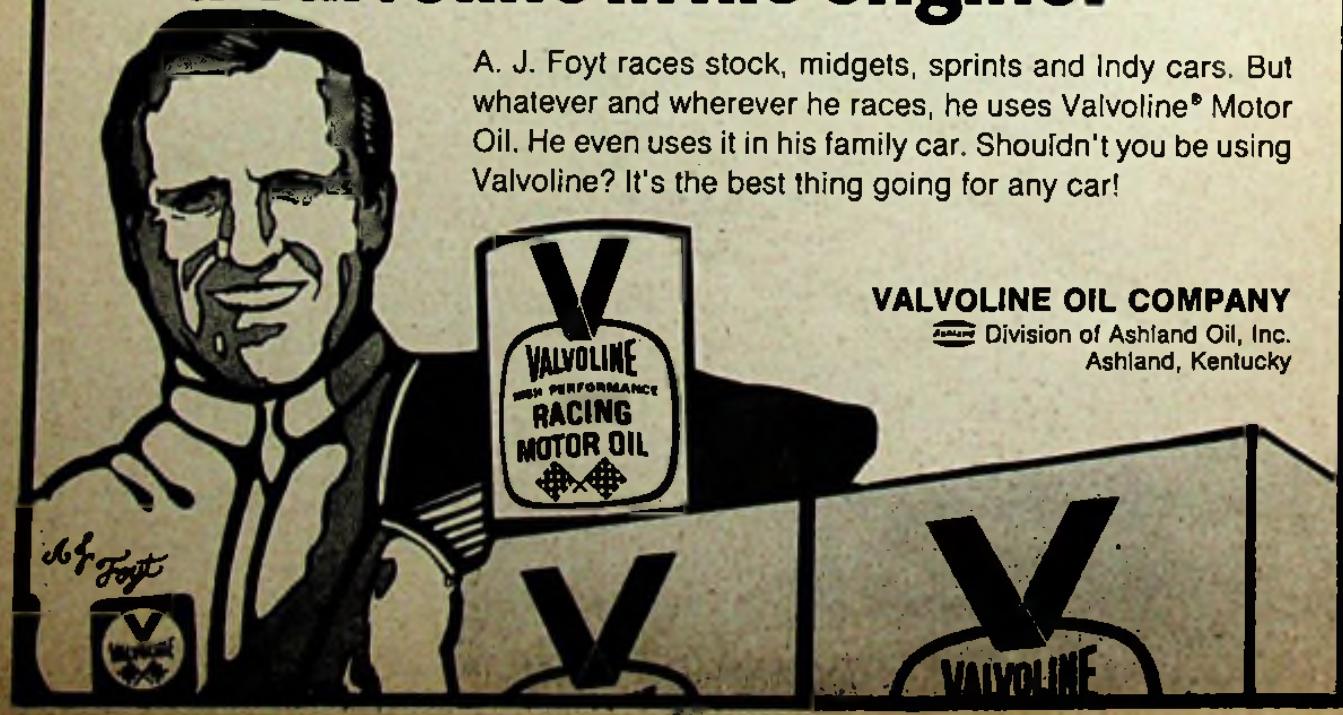
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POLE	NAME	TIME	OUTSIDE	NAME	TIME
Row 1 CAR NO. _____	_____	_____	Row 1 CAR NO. _____	_____	_____
Row 2 CAR NO. _____	_____	_____	Row 2 CAR NO. _____	_____	_____
Row 3 CAR NO. _____	_____	_____	Row 3 CAR NO. _____	_____	_____
Row 4 CAR NO. _____	_____	_____	Row 4 CAR NO. _____	_____	_____
Row 5 CAR NO. _____	_____	_____	Row 5 CAR NO. _____	_____	_____
Row 6 CAR NO. _____	_____	_____	Row 6 CAR NO. _____	_____	_____
Row 7 CAR NO. _____	_____	_____	Row 7 CAR NO. _____	_____	_____
Row 8 CAR NO. _____	_____	_____	Row 8 CAR NO. _____	_____	_____
Row 9 CAR NO. _____	_____	_____	Row 9 CAR NO. _____	_____	_____
Row 10 CAR NO. _____	_____	_____	Row 10 CAR NO. _____	_____	_____
Row 11 CAR NO. _____	_____	_____	Row 11 CAR NO. _____	_____	_____
Row 12 CAR NO. _____	_____	_____	Row 12 CAR NO. _____	_____	_____
Row 13 CAR NO. _____	_____	_____	Row 13 CAR NO. _____	_____	_____
Row 14 CAR NO. _____	_____	_____	Row 14 CAR NO. _____	_____	_____
Row 15 CAR NO. _____	_____	_____	Row 15 CAR NO. _____	_____	_____

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TIME	SPEED	TIME	SPEED	TIME	SPEED	TIME	SPEED	TIME	SPEED
33.00	109.091	36.40	098.901	39.80	090.452	43.20	083.333	46.50	077.419
33.10	108.761	36.50	098.630	39.90	090.226	43.30	083.141	46.60	077.253
33.20	108.434	36.60	098.361	40.00	090.000	43.40	082.949	46.70	077.088
33.30	108.108	36.70	098.093	40.10	089.776	43.50	082.759	46.80	076.923
33.40	107.784	36.80	097.826	40.20	089.552	43.60	082.569	46.90	076.759
33.50	107.463	36.90	097.561	40.30	089.330	43.70	082.380	47.00	076.596
33.60	107.143	37.00	097.297	40.40	089.109	43.80	082.192	47.10	076.433
33.70	106.825	37.10	097.035	40.50	088.889	43.90	082.005	47.20	076.271
33.80	106.509	37.20	096.774	40.60	088.670	44.00	081.818	47.30	076.110
33.90	106.195	37.30	096.515	40.70	088.452	44.10	081.633	47.40	075.949
34.00	105.882	37.40	096.257	40.80	088.235	44.20	081.448	47.50	075.789
34.10	105.572	37.50	096.000	40.90	088.020	44.30	081.264	47.60	075.630
34.20	105.263	37.60	095.745	41.00	087.805	44.40	081.081	47.70	075.472
34.30	104.956	37.70	095.491	41.10	087.591	44.50	080.899	47.80	075.314
34.40	104.651	37.80	095.238	41.20	087.379	44.60	080.717	47.90	075.157
34.50	104.348	37.90	094.987	41.30	087.167	44.70	080.537		
34.60	104.046	38.00	094.737	41.40	086.957	44.80	080.357		
34.70	103.746	38.10	094.488	41.50	086.747	44.90	080.178		
34.80	103.448	38.20	094.241	41.60	086.538	45.00	080.000		
34.90	103.152	38.30	093.995	41.70	086.331	45.10	079.823		
35.00	102.857	38.40	093.750	41.80	086.124	45.20	079.646		
35.10	102.564	38.50	093.506	41.90	085.919	45.30	079.470		
35.20	102.273	38.60	093.264	42.00	085.714	45.40	079.295		
35.30	101.983	38.70	093.023	42.10	085.511	45.50	079.121		
35.40	101.695	38.80	092.784	42.20	085.308	45.60	078.947		
35.50	101.408	38.90	092.545	42.30	085.106	45.70	078.775		
35.60	101.124	39.00	092.308	42.40	084.906	45.80	078.603		
35.70	100.840	39.10	092.072	42.50	084.706	45.90	078.431		
35.80	100.559	39.20	091.837	42.60	084.507	46.00	078.261		
35.90	100.279	39.30	091.603	42.70	084.309	46.10	078.091		
36.00	100.000	39.40	091.371	42.80	084.112	46.20	077.922		
36.10	099.723	39.50	091.139	42.90	083.916	46.30	077.754		
36.20	099.448	39.60	090.909	43.00	083.721	46.40	077.586		
36.30	099.174	39.70	090.680	43.10	083.527				



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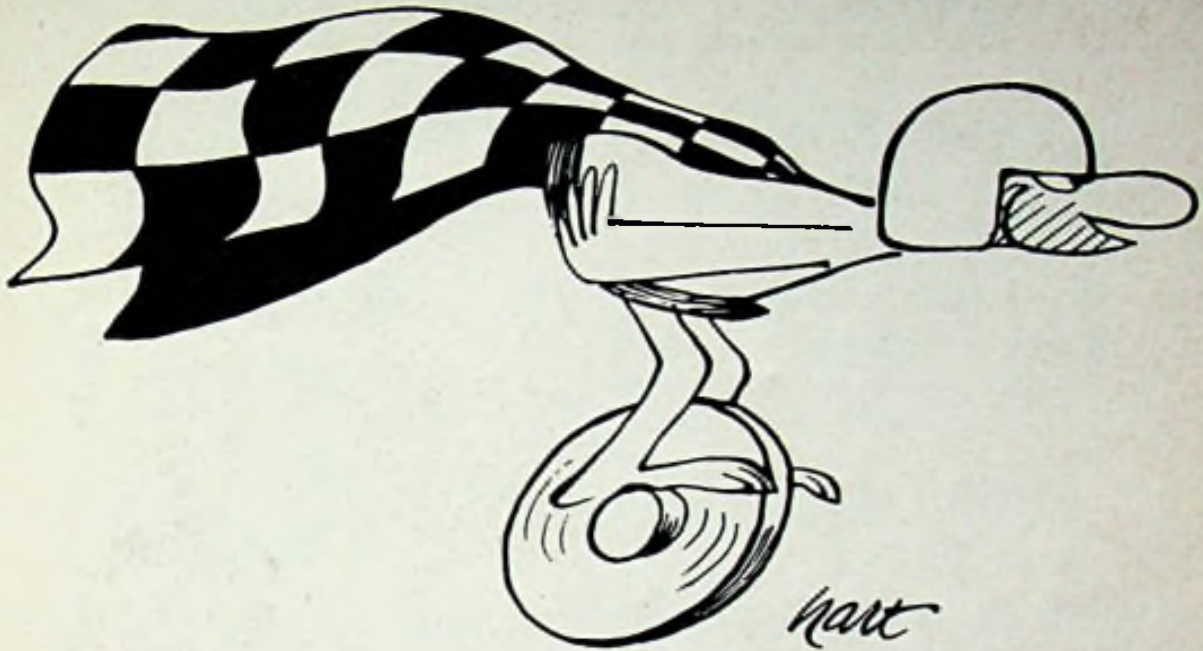
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Thomas W. Binford-----	1 lap	D. A. McIntire Co.-----	1 lap
Robert Daniel Boone-----	1 lap	Mechanics Laundry-----	4 laps
Bowes Seal Fast Corp.-----	4 laps	John E. Messick, Jr.-----	1 lap
Terry G. Butcher, Knightstown-----	1 lap	Mitchum-Schaefer, Inc.-----	1 lap
Butler Imports, Ltd.-----	1 lap	Monroe Motor Sales-----	1 lap
Cardinal Industrial Contractors, Inc.-----	2 laps	R. N. Morgan-----	1 lap
Carter's Concessions, Inc.-----	4 laps	George M. Ober-----	1 lap
Bruce Cogle, Jr., Thomasville, Alabama-----	1 lap	Mr. and Mrs. Russell E. Pace-----	1 lap
Custom Die Casting Co.-----	1 lap	Palmer Dodge-----	1 lap
William B. Dolton, Columbus, Ind.-----	2 laps	Parsons Sales, Inc.-----	4 laps
Firestone-----	10 laps	Peerless Machine & Tool-----	2 laps
500 Festival Associates-----	2 laps	Precision Piston Rings, Inc.-----	1 lap
Gene Flesch, Noblesville-----	1 lap	Red Carpet Restaurant-----	4 laps
A. J. Foyt Fan Club-----	1 lap	Merrill Reece-----	1 lap
GAPCO-----	1 lap	Sarkes Tarzian, Inc., Bloomington-----	1 lap
Muriel J. Gardner-----	1 lap	Earl Shaw, Hamilton, Ohio-----	1 lap
Golden Foundry Co., Columbus, Ind.-----	1 lap	Siebert Oldsmobile-----	1 lap
John D. Gould, Jr.-----	1 lap	Dr. and Mrs. Bill Smiley, Decatur, Ill.-----	1 lap
Richard W. Guthrie-----	1 lap	Station Inn-----	1 lap
Hancock's Standard Service-----	1 lap	Southeastern Supply-----	1 lap
W. G. Henderson-----	1 lap	Tee Pee Restaurant-----	1 lap
Hook Drugs-----	8 laps	Terre Haute First National Bank, Terre Haute	1 lap
Hoyt Machine Co.-----	1 lap	Time Oil Co., Clermont-----	2 laps
Indiana Business Forms, Inc.-----	1 lap	Todd and Bindner, Inc.-----	1 lap
J & S, Inc.-----	1 lap	WFBM-----	1 lap
Kennedy Tank and Manufacturing Co.-----	1 lap	WIBC-----	4 laps
Kennedy Equipment Co.-----	1 lap	WTTV-TV-----	1 lap
Kenny's Drive In-----	1 lap	Wabash Valley Auto Racing Fan Club-----	1 lap
Klincher Locknut Corp.-----	1 lap	Wake Up Oil Co.-----	2 laps
Libbertt Concessions-----	2 laps	Clem A. Warn-----	1 lap
Lonne's Market-----	1 lap	Westlake Drive In Theatre-----	2 laps
Woempner Trucking-----	1 lap		

HOOSIER HUNDRED ROOKIE OF THE YEAR

FASTEST QUALIFIER AWARD
PRESENTED BY

SEIKO WATCHCOMPANY
AND
HILLMAN JEWELERS
OF
TERRE HAUTE, IND.

Year	Driver	Owner	Car. No.	Fin. Pos.
1961	Bobby Marshman	Competition Engineering	44	2
1962	Ronnie Duman	Wyandotte Tool	91	10
1963	Johnny White	Pfrommer	21	7
1964	Bud Tingelstad	Federal Engineering	15	5
1965	Red Riegel	Central Excavating	81	5
1966	Dick Atkins	Agajanian Rev 500	98	6
1967	Bill Vukovich, Jr.	Agajanian	98	4
1968	Gary Bettenhausen	Thermo-King Special	11	4
1969	Mike Mosley	Zecol-Lubaid Special	90	17
1970	Sammy Sessions	Walther Special	77	4
1971	Merle Bettenhausen	Joe Hunt Magnero Special	99	10

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1. Big, straight, all-aluminum condenser coils. Balanced with compressor.
2. Spacious heat transfer area between coils . . . enables quiet air intake and disposal operation.
3. Two-speed fan. Quiet at high speed . . . slows to extra quiet at lower temperature, automatically.
4. Convex safety grille. Rising heat escapes easily.
5. Husky louvered steel side panels protect major parts.
6. Compressor and controls are isolated in fully insulated compartment.
7. Quality-built, full hermetic, Chrysler engineered, Airtemp compressor. Sealed in gasketless, welded steel shell.
8. Electrical controls fully isolated, easily accessible.
9. Adaptable fittings for tight connection of refrigerant lines.
10. Sight glass and moisture indicator.
11. Refrigerant filter and dryer.
12. Easy access front panel.
13. Sets up flush against a building wall.
14. Stays in place without boltdown.
15. Refrigerant lines and electrical lines feed direct to connection points.

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Airtemp Division of Chrysler Corporation warrants to the first user that it will provide a replacement part for any part of its new Airtemp room air conditioning equipment found defective in material and workmanship for a period of five years from date of original purchase.

This warranty also covers the cost of labor for repairing any compressor, condenser, evaporator or inter-connecting tubing found defective within the warranty period provided the unit is returned to an authorized Airtemp repair station.

This warranty does not cover (1) any charges for removal, transportation or re-installation of the unit or (2) the cost of labor required to replace other parts.

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