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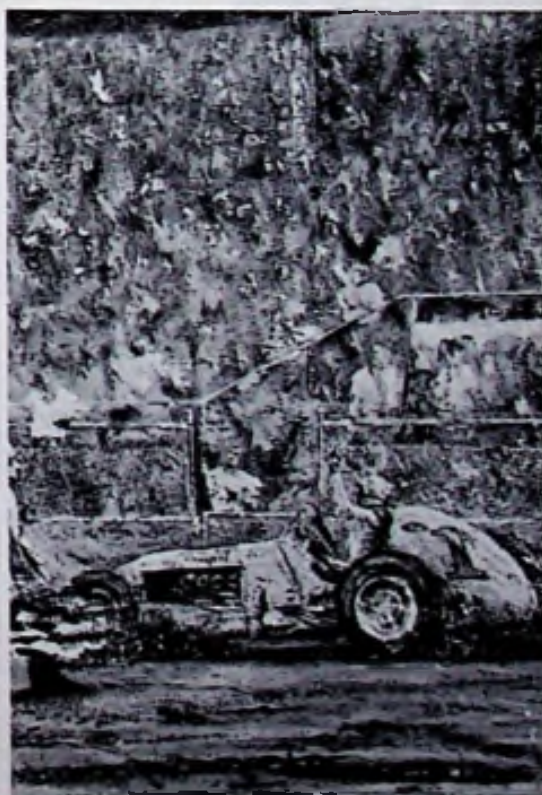
Championship dirt-cars race through the turns in last year's Hoosier Hundred.

ABOUT THE COVER

The cover of this program is from an original painting by artist Ron Burton. Commissioned by the Indiana State Fair especially for this program, Burton has pictured the late Jimmy Bryan taking the checkered flag from Bill Vanderwater (also deceased). True to habit the late-great Bryan has both hands in the air signifying victory as he crosses the finish line.

Burton, Speedway, Indiana, is the nation's leading painter in auto racing. His works hang in homes, offices and business establishments of racing enthusiasts across the country.

Born in Spiceland, Indiana, he comes by his racing interest naturally as his father, Everett Burton, was a noted race driver.



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1973 HOOSIER HUNDRED LAP SPONSORS

Hancock Standard Service Station 1 lap
Roger McCluskey Fan Club 1 lap
Richard W. Guthrie 1 lap
Joseph B. Essex 1 lap
Muriel J. Gardner 1 lap
Mike Kurtz, Kurtz Kart 1 lap
Gapco, Inc. 1 lap
Leo (Tony) Minnick 1 lap
Bill Shand's Grandstand View 1 lap
Palmer Dodge Incorporated, Indianapolis 1 lap
Gene Flesch, Noblesville 1 lap
Don McIntire 1 lap
John E. Messick 1 lap
William A. Carson 1 lap
Kitchen Machinery, Panke Division 2 laps
Stark, Wetzel Foods, Inc. 1 lap
Kennedy Tank and Manufacturing Co. 1 lap
William H. Hicks, Brazil 1 lap
Mechanic's Laundry and Supply Company 4 laps
Todd & Bindner, Inc. 1 lap
Henry Marr, Columbus 1 lap
Klincher Locknut Co. 1 lap
Dalton & Payne, Columbus 2 laps
Hoyt Machine Company, Indianapolis 1 lap
Terre Haute First National Bank 2 laps
Carter's Concessions 4 laps
WTTV-TV, Channel 4 1 lap
Hawthorn Enterprises 1 lap
Indianapolis Motor Speedway Motel 4 laps
Russell Pace 1 lap
500 Festival Committee 2 laps
WRTV-TV 6 (Lap 6 and 66) 2 laps
Dr. Bill B. Smiley, M.D. 1 lap
Mathews Sign Company 1 lap
Wabash Valley Auto Racing Fan Club 1 lap
J & S Incorporated 2 laps
Stringer-Lingenfelter Photo of Terre Haute 1 lap
Joe Baker 1 lap
Butcher Funeral Home 1 lap
Parsons Sales, Incorporated 4 laps
Firestone Tire & Rubber Company 10 laps
WIBC Radio, Indianapolis 8 laps
Station Inn, Inc., Indianapolis 1 lap
R. N. Morgan, D & W Sales and Service, Inc. 3 laps
J. D. Gould Company 1 lap
Mr. George M. Ober 1 lap
Earl "Bud" Shaw 1 lap
Kenny's Drive-In, Shelbyville, Ind. 1 lap
Cardinal Industrial Contractors 2 laps
Dick Bowman, Mooresville 1 lap
Automotive Armature Company, Mooresville 1 lap
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Baker Engineering Company 1 lap
Robert D. Boone, Indianapolis 1 lap

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Dirt Division Champion

by Jep Cadou, United States Auto Club,
Director of News Dept.

A. J. Foyt, who has long been recognized as the unchallenged "King of Dirt Track Racing," won official claim to that title in 1972 despite a serious accident.

When he finished second to Al Unser in the Hoosier Hundred, A. J. nailed down the crown for the type of cars which are virtually unchanged during the last 30 years.

Technically, the cars of the USAC Championship Dirt Division are restricted to a minimum 96-inch wheelbase. Power limits are the same as those for the short sprint cars. 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.

The division was a four-race series in 1972. All were 100-milers.

In the opener at DuQuoin, Ill., on May 28, 1972, Foyt was leading by a lap when he made a fuel stop after 86 laps. In his haste to get back into action, he pulled away before the fuel hose was completely disengaged.

His car caught fire. He bailed out with only slight burns, but the car ran over his left ankle and fractured it. He still had enough laps for a 10th place finish. Tom Bigelow, running second when the accident occurred, was the winner.

Although the injuries caused him to miss four National Championship races, Foyt managed

continued on p. 7

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continued from p. 6

somehow to get back for the second dirt-track race at Springfield.

Hobbling to his car, Foyt made a spectacular comeback. Starting from 6th position, he took over the lead in only 11 laps and held it until the 28th circuit when Al Unser passed him. Foyt battled fatigue and held on for the runner-up spot only six seconds behind Al.

The dirt track cars were back at DuQuoin on Labor Day, Sept. 4, and Foyt was not to be denied this time. Starting in third place, A. J. took over the lead on the fifth lap and held it through Lap 52, when the race was red flagged for rain. It could not be restarted.

In the Hoosier Hundred, on Sept. 9th, Foyt started from fifth spot and took over the lead from Al Unser on Lap 8. Unser got it back on the 20th circuit and led the rest of the way, with Foyt 11 seconds behind him at the finish.

But Foyt's first, two seconds and 10th were good for 550 points and the title. Al, with two victories and an eighth place at DuQuoin's second show finished in the runner-up point slot. Unser's passing up of the DuQuoin opener the day after the Indianapolis 500 proved fatal to his title chances.



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Don Hawley careens into the wall on the third turn in last year's race.

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ALL TIME

1. A. J. Foyt, Jr.	2,270
2. Roger Ward	1,030
3. Don Branson	970
4. Al Unser	860
5. Mario Andretti	850
6. Jimmy Bryan	780
7. Jimmy McElreath	680
8. Jud Larson	580
9. George Snider	548
10. Tony Bettenhausen	480

ACTIVE DRIVERS

1. A. J. Foyt, Jr.	2,270
2. Al Unser	860
3. Mario Andretti	850
4. Jimmy McElreath	680
5. George Snider	548
6. Roger McCluskey	420
7. Ralph Ligouri	370
8. Arnie Knepper	340
9. Billy Vukovich	320
10. Sammy Sessions	300

NUMBER OF RACES

1. A. J. Foyt, Jr.	15
2. Roger Ward	12
3. Ralph Ligouri	12
4. Don Branson	10
5. Roger McCluskey	10
6. Jimmy McElreath	9
7. Mario Andretti	9
8. George Snider	8
9. Tony Bettenhausen	7
10. Bob Harkey	7
11. Carl Williams	7

NUMBER OF WINS

1. A. J. Foyt, Jr.	1960-1-4-5-8-9
2. Jimmy Bryan	1954-55-56
3. Al Unser	1970-71-72
4. Roger Ward	1959-63
5. Mario Andretti	1966-67
6. Bob Sweikert	1953
7. Jud Larson	1957
8. Eddie Sachs	1958
9. Parnelli Jones	1962

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 plane.

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 on the Salt Beds at Bonneville, Utah. In short, USAC extends 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, lubricant, 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 (open-wheel-type) cars, stock, sprint, dirt track and road racing cars 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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Al Unser Wins Third Hoosier Hundred

Somebody has obviously forgotten to tell Al Unser that the Hoosier Hundred belongs to A. J. Foyt. In fact, Unser is getting to the point he is starting to believe the World's richest dirt track race belongs exclusively to him.

This is easy to understand as the man from New Mexico ripped off his third straight Hoosier Hundred last year and tied the late Jimmy Bryan for the most consecutive victories ('54-'55-'56).

While Unser may have won the battle, Foyt won the USAC dirt track title—his first ever—with his second place finish in the Sept. 9th race. As for the race itself it was pretty much the same all the way, Unser put his No. 7 Viceroy Foyt special on the pole at 104.926 and led nearly the entire race.

The only other leader was Foyt, naturally. The Texan, driving his No. 3 ITT-Thompson-Foyt, started on the inside of the third row. Not known for riding in the pack, A. J. took just seven laps to move around the three cars sep-

arating himself from Unser, slipped by the latter on the eighth circuit.

Unser, who isn't all that fond of running second, rode right on the super Texan's tail until finding an opening on the 20th lap. That was all it took, as Al beat A. J. to the checkered flag and the \$11,410 first place portion of the richest ever, \$60,684 purse.

For Al, who was winning everything on asphalt, this victory proved to be his fourth dirt victory in just 3 weeks. He won both dirt and stock at Springfield, Illinois, then dominated the Indiana State Fair Century just the week before.

It could be said the younger Unser has developed a very profitable love affair with the Indiana State Fair Track—the fastest dirt mile oval in the country.

There was some question if Foyt's still injured left foot (he was seriously injured at DuQuoin, Illinois 2 days after the '72 500) slowed him

continued on p. 11

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continued from p. 10

down. The proud and often controversial Foyt said no. "I did have some suspension problems but Al was tough, don't forget that." Other than the Unser-Foyt duel the only other real excitement came when Arnie Knepper came in for his second pit stop on lap 24. Just as he was ready to step back in his car (USAC rules require drivers leave their cars while being refueled) the fuel tank let go with an explosion that engulfed the car in flames. Knepper escaped injury, however, all of his crewmen and a fireman were burned, one seriously.

There was a rather heated debate that USAC should not have allowed Knepper's car on the track since it was generally known the machine's fuel tank had a leak. However, since there was not (and still isn't) a specific USAC rule against running a car with a known fuel tank leak, the matter was dropped.

Two drivers had trouble in negotiating turns No. 2 and No. 4. Joe Saldana skidded around turn No. 2 seriously damaging the suspension on the left side during qualifications. However, his crew got it back in racing form in time for a 9th place finish in the feature.

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Channel 4 Sports Director Chuck Marlowe chats with USAC Dirt Champ A. J. Foyt.

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Indiana National Corporation



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 September 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.

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 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 Joe Quinn.

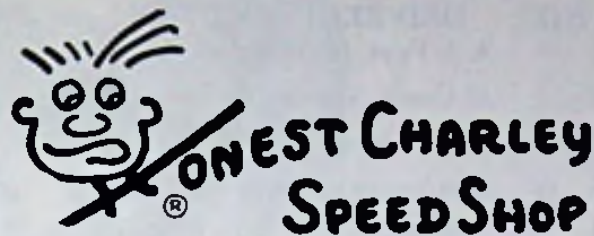
They searched for something which would reflect Mr. Wolcott's interest in the fine arts, as well as the sincerity and the dignity which marked his connection with the sport of auto racing, and they found it among a collection of museum pieces on display in a New York silver shop. It's the George III Irish silver cup and cover, bearing the arms of St. George, and created in Dublin in 1805 by William Ward.

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



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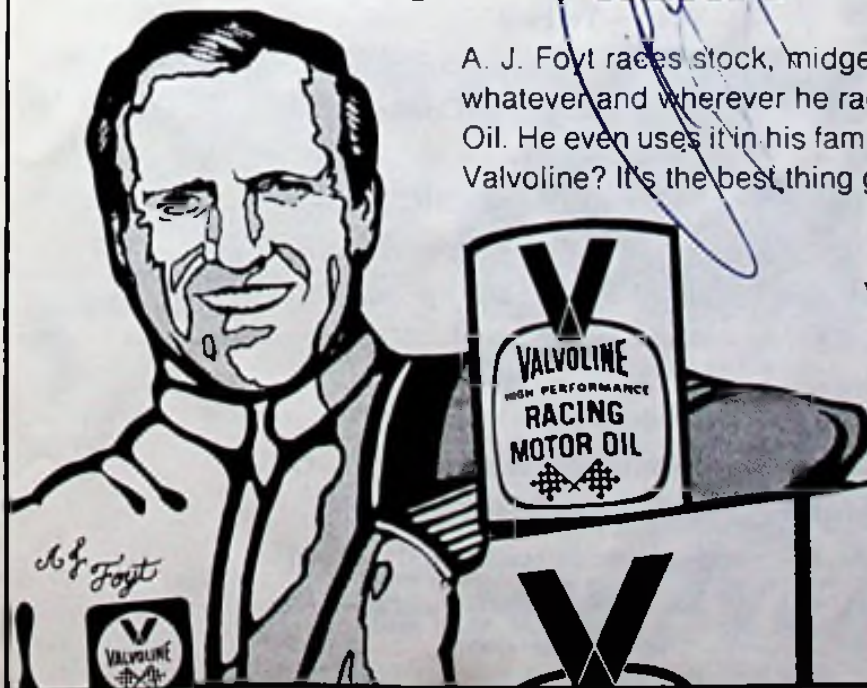
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1973 Hoosier Hundred Entry List

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1	A. J. Foyt, Jr., Houston, TX	Gilmore Racing Team—Foyt
6 2	Al Unser, Albuquerque, NM	Viceroy Special—DOHC Ford
3	Arnie Knepper, Belleville, IL	Elder Cadillac Special—Chevy
9	* Sam Sessions, Nashville, MI	MVS Racing, Inc.—Foyt
10	Tom Bigelow, Whitewater, WI	Midwest Manufacturing Co.—Chevy
11	Joe Saldana, Brownsburg, IN	Federal Engineering Special—Offy
3 12	Lee Kunzman, Guttenburg, IA	Spotnails Special—Chevy
14	Gary Bettenhausen, Tinley Park, IL	Roger Penske Chevrolet—Chevy
15	Mario Andretti, Nazareth, PA	Viceroy Special—DOHC Ford
16	Merle Bettenhausen, Tinley Park, IL	Marathon-Steed Special—Offy
8 17	Bob Foyt Indianapolis, IN	Windmill Truckers Center Special—Offy
19	Bob Harkey, Indianapolis, IN	Harkey Special—Offy
21	Curt Waters, Sautee, CA	Crower-Beck—Chevy
22		Grant King Racers, Inc.—Chevy
23	Jim McElreath, Arlington, TX	McElreath Special—Chevy
24	Billy Vukovich, Fresno, CA	City of Syracuse (United Championship Racers)—Offy
25	Gary Ponzini, Indianapolis, IN	Snow's Speed Shop Special—Chevy
28	* Jimmy Caruthers, Indianapolis, IN	D. J. Caruthers Racing Ent.—Offy
29	Bill Cassella, Wintersville, OH	Seymour Enterprises Special—Chevy
31	Billy Shuman, Tempe, AR	Mataka-Raceweld—Offy
33	Ronny Burke, Houston, TX	Mike Burke Special—Chevy
36	Mel Cornett, Milwaukee, WI	Rogala—Offy
38	Jigger Sirois, Hammond, IN	Riley—Turbine
54	Don Nordhorn, Wadeville, IN	Speedway Motors Special—Chevy
58	Karl Busson, Northwood, OH	Sugar Creek Golf Course—Chevy
64	Bill Engelhart, Madison, WI	Conklin—Offy
5 65	Jerry Miller, Indianapolis, IN	Miller Special—DOHC Ford
9 69	Larry Dickson, Marietta, OH	McClure Plastics Special—Offy
70	Bill Puterbaugh, Indianapolis, IN	Smith Speed Shop Special—Chevy
7 73	John Rydman, Houston, TX	McNamara Special—Offy
81	Duane "Poncho" Carter, Huntington Beach, CA	Rieder Racers—Offy
85	Ralph Liguori, Tampa, FLA	Enterprise Machine Special—Offy
95	Johnny Hubbard, Johnstown, PA	Vatis Special—Offy
6 98	Johnny Parsons, Indianapolis, IN	Lodestar Special—DOHC Ford
99	Bob Evans, Long Beach, CA	Joe Hunt Magneto Special—Offy
LATE ENTRIES:		
11 91	Darl Harrison, Tiffin, OH	Harrison-Roth Special—Offy



DRIVE THE GOODYEAR STEELGARD RADIAL AND GET THE 5 GUARD FEELING OF CONFIDENCE

The new Custom Steelgard Radial has 5 guards to help protect you 5 ways

What the 5 guard feeling means to you.

In a word, confidence. The new Goodyear Custom Steelgard radial gives you the confidence of superb ride, strength, traction, cornering and response.

No other radial offers you this combination of features. Five specific guards are built into every Custom Steelgard radial to help protect you 5 ways — to give you the 5 guard feeling of confidence.

And when you're behind the wheel, that's a mighty good feeling.



1 Guard 1: Against Rough Ride. A shock-absorbing polyester cord body cushions the bumps for a smooth, comfortable ride.



2 Guard 2: Against Penetration Under the Tread. Double steel belts help guard against hazards on the toughest roads you'll come up against.



3 Guard 3: Against Wet Skids. A computer-designed tread with four deep grooves channels the water from under the tire.



4 Guard 4: Against Loss of Road Contact on Curves. Two special outer grooves help the tread and the sidewall to work independently for firm tread contact on curves.



5 Guard 5: Against Sluggish Handling. Two special stabilizers stiffen the lower sidewall and help allow recovery on sudden swerves.

The Custom Steelgard Radial

GOODYEAR

Custom Steelgard TM The Goodyear Tire & Rubber Company, Akron, Ohio

Available in the following sizes: DR 78-14 • HR 78-14 • GR 70-15 • JR 78-15 • LR 78-15 • HR 78-15

Gene Crucean



Greg Weld and Billy Englehart send the dirt flying as they slide into the turn.



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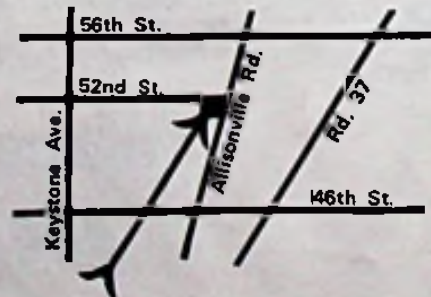
Egg Roll House

52nd & Allisonville Rd.

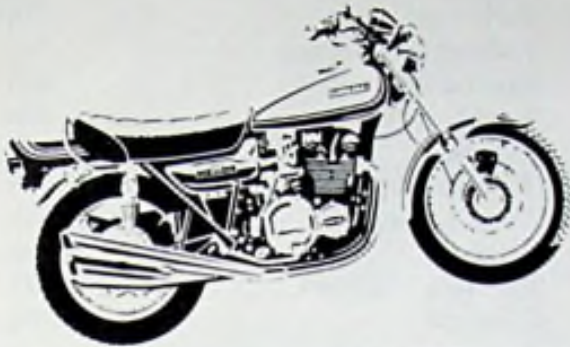
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TRADITIONAL CHINESE ROLLS 3 For \$1.00	
HO-MING'S EGG ROLL (Sprung Roll)39
MEAT CAKE39
DUMPLINGS (5 per serving)98
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SHRIMP FRIED RICE (8 oz. serving)	1.08
SPICY CHICKEN (3 pc. with Rice)99
RIBS HWENG SHAO (7 pc. with Rice)	1.30
SHRIMP SHANGHAI (6 Shrimp with Rice)	1.79
SPICY BEEF (with Rice 15 oz.)	1.92

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DRIVE UP TO NOBLESVILLE AND TAKE
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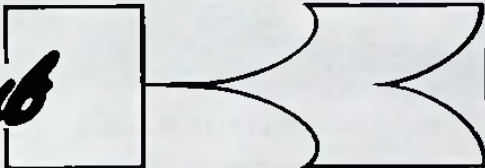
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end tomorrow at the New Fun Club
Action MOTO-X Course in Clermont.



GRAND OPENING RACE

Midwest's Newest and Most
Challenging Moto-X Course

12:00 NOON: PRACTICE
1:00 P.M. : RACES
A.M.A. SANCTIONED

Fun Club MOTO-X COURSE

INDIANAPOLIS RACEWAY PARK

CLERMONT, IND.

INFORMATION - CALL 773-6000

HOOSIER HUNDRED ROOKIE OF THE YEAR

YEAR	DRIVER	CAR OWNER	FINISH
1961	Bobby Marshman	Competition Engineering	2nd
1962	Ronnie Duman	Wyandotte Tool	10th
1963	Johnny White	Performer	7th
1964	Bud Tingelstad	Federal Engineering	5th
1965	Red Riegel	Central Excavating	5th
1966	Dick Atkins	Agajanian Rev 500	6th
1967	Billy Vukovich	Agajanian	4th
1968	Gary Bettenhausen	Thermo King	4th
1969	Mike Mosely	Zecol-Lubaid	17th
1970	Sammy Sessions	Walther	4th
1971	Merle Bettenhausen	Joe Hunt Magneto	10th
1972	Lee Kunzman	Clamato	19th

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**Queen Pageant
Aug. 14, 9:00pm**



**Cheerleaders Contest
Aug. 17, 8:00pm**



**Janie-Cowboy Bob-Sally Jo
Daily, Mon. - Fri.**

**Harness Racing
Aug. 23, 8:00pm**



**Band Day
Aug. 26, 7:00pm**



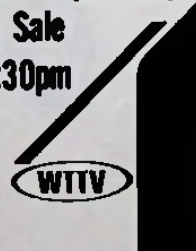
**Ole Fiddlers Contest
Aug. 18, 9:00pm**



**Farmer's Day Parade
Aug. 21, 8:30pm**



**Grand Championship
Spotlight Sale
Aug. 20, 6:30pm**



One of the Nation's Leading Independent TV Stations

Score Card

Starting
Position

Driver

Lap

10

20

30

40

50

60

70

80

90

100

1 Car No. _____

2 Car No. _____

3 Car No. _____

4 Car No. _____

5 Car No. _____

6 Car No. _____

7 Car No. _____

8 Car No. _____

9 Car No. _____

10 Car No. _____

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24 Car No. _____

25 Car No. _____

26 Car No. _____

27 Car No. _____

28 Car No. _____

29 Car No. _____

30 Car No. _____

Starting Line-Up

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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WEST COAST: 8203-5 South Avalon Boulevard, Los Angeles, California.

HOOSIER FENCE

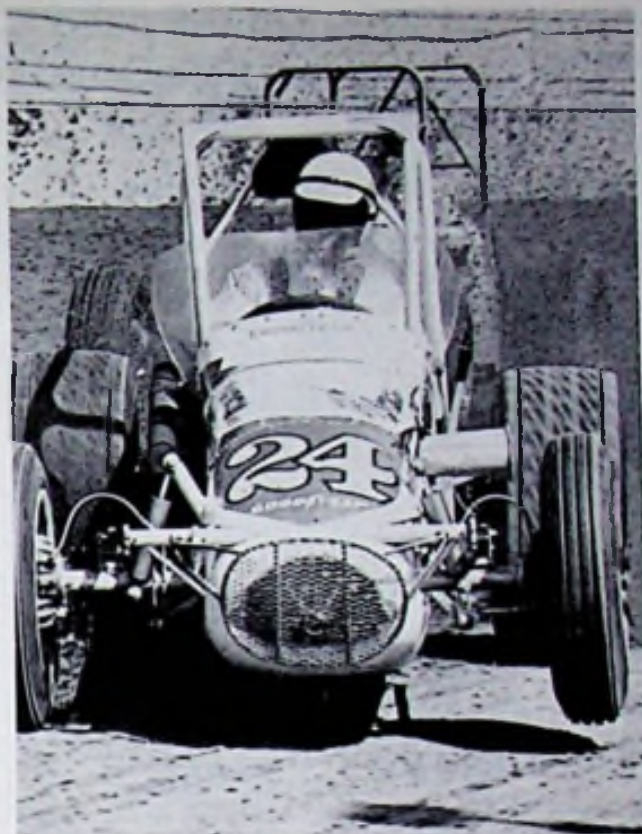
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Roger McCluskey in last year's race.



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Time-Speed Conversion Table For One Mile Dirt Track

TIME	SPEED	TIME	SPEED	TIME	SPEED
33.00	109.091	35.00	102.857	37.00	097.297
33.10	108.761	35.10	102.564	37.10	097.035
33.20	108.434	35.20	102.273	37.20	096.774
33.30	108.108	35.30	101.983	37.30	096.515
33.40	107.784	35.40	101.695	37.40	096.257
33.50	107.463	35.50	101.408	37.50	096.000
33.60	107.143	35.60	101.124	37.60	095.745
33.70	106.825	35.70	100.840	37.70	095.491
33.80	106.509	35.80	100.559	37.80	095.238
33.90	106.195	35.90	100.279	37.90	094.987
34.00	105.882	36.00	100.000	38.00	094.737
34.10	105.572	36.10	099.723	38.10	094.488
34.20	105.263	36.20	099.448	38.20	094.241
34.30	104.956	36.30	099.174	38.30	093.995
34.40	104.651	36.40	098.901	38.40	093.750
34.50	104.348	36.50	098.630	38.50	093.506
34.60	104.046	36.60	098.361	38.60	093.264
34.70	103.746	36.70	098.093	38.70	093.023
34.80	103.448	36.80	097.826	38.80	092.784
34.90	103.152	36.90	097.561	38.90	092.545

Auto Racing Fans Don't Forget

The Christamore Grand Spree

Indianapolis Raceway Park, Saturday, Sept. 22 & Sunday, Sept. 23

Road Racing Action at its best.

The Christamore Grand Spree is a National Series of road races with nationally ranked Sports Car Club of America drivers racing in 22 classes of cars competing in 10 twenty lap races around the 15 curve IRP course. Qualifying done European style will fill the action on Saturday, while the quick-start races take the spotlight Sunday. For those who like their racing varied the Spree is a must.



TICKETS ARE

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\$5.00 at the gate

Children under 12 admitted free when accompanied by a parent.

Paddock tickets also available on race days.

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Winner of the '72 Hoosier Hundred, Al Unser, waves as he takes his victory lap.

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