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YOUR  
1974  
INDIANA  
STATE FAIR  
BOARD

# INDIANA STATE FAIR OFFICIAL PROGRAM

Published By

## PUBLICITY DEPARTMENT

State Fairgrounds  
Indianapolis, Indiana 46205

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OFFICIAL  
STATE FAIR CARS  
ARE  
1974 OLDSMOBILES



DON SMITH, Director  
Indiana State Fair Board  
Auto Racing Department



This year's program cover is a 4-color lithographic reproduction of an original oil painting by artist Ron Burton, Speedway, Indiana, considered America's foremost painter of auto racing action.

Burton pictures Al Unser at the wheel of the car he has driven to four consecutive Hoosier Hundred victories ('70, '71, '72, '73). The roll bar which is prominent in the painting was opposed as compulsory equipment by Unser. It probably saved his life when he flipped the car earlier this year during a 100-miler at Sedalia, Missouri.

The 8 1/2 x 11 inch cover is suitable for framing. Burton's works hang in the homes, offices and business establishments of racing enthusiasts across the nation. The original was commissioned by Lodestar Enterprises and is now on loan to the Indiana State Fair.

## HOOSIER HUNDRED POINT LEADERS

### ALL TIME

1. A. J. Foyt, Jr. ....	2,270
2. Al Unser .....	1,080
3. Rodger Ward .....	1,030
4. Don Branson .....	970
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 .....	1,080
3. Mario Andretti .....	850
4. Jimmy McElreath .....	680
5. George Snider .....	548
6. Arnie Knepper .....	440
7. Roger McCluskey .....	420
8. Ralph Ligouri .....	380
9. Billy Vukovich .....	320
10. Sammy Sessions .....	300

### NUMBER OF RACES

1. A. J. Foyt, Jr. ....	16
2. Ralph Ligouri .....	13
3. Rodger Ward .....	12
4. Don Branson .....	10
5. Roger McCluskey .....	10
6. Jimmy McElreath .....	10
7. Mario Andretti .....	9
8. George Snider .....	9
9. Arnie Knepper .....	8
10. 7 Tied With .....	7

### NUMBER OF WINS

1. A. J. Foyt, Jr. ....	1960-61-64-65-68-69
2. Al Unser .....	1970-71-72-73
3. Jimmy Bryan .....	1954-55-56
4. Rodger Ward .....	1959-63
5. Mario Andretti .....	1966-67
6. Bob Sweikert .....	1953
7. Jud Larson .....	1957
8. Eddie Sachs .....	1958
9. Parnelli Jones .....	1962



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# TO POSTPONE OR NOT TO POSTPONE

Nobody, but nobody likes to have a racing event cancelled or even postponed because of any reason, no matter how valid. Unfortunately, however, it does happen and the hideous villain usually comes in the form of rain, lots and lots and lots of rain. And everybody knows what happens to a dirt track when it rains. The usually resilient clay turns into a quagmire of sticky, messy mud, unfit for even the lightest pedestrian traffic, let alone high speed racing.

There are other reasons a race can be cancelled or postponed, but for the sanity of all of us, let's just pass over those possibilities. The point is that when a race is cancelled or postponed everyone comes out a loser and gets uptight. The promoter is out of a ton of dough which he has to pay out again on the rescheduled date. The same is true for the racing fraternity as it costs the owners, drivers, etc. just to come to the track. And you, the racing fan, are rightly disgruntled if not flat out mad for a lot of the same reasons.

The most frustrating thing is, Mark Twain's famous quote notwithstanding, there isn't a thing anyone can do about it . . . if it rains, it rains. Since racing is generally run outside, when it rains everything comes to a screeching halt. And everyone, quite naturally, gets upset. A lot of people even cry and for good reason. Yet it does happen and the question is, "what happens now?"

After the unprintable words are uttered, the tears of frustration shed and the general feeling of wild hysteria calms to the relatively mild "why me," the promoter has to make a decision. Usually it's pray that the rain will stop, the sun will reappear, the track will dry (which can be done relatively quickly here under the proper conditions) and the race will go on, even if delayed.

Failing in this, the next step is to postpone the race to another date. This, for obvious reasons, creates a whole new set of problems guaranteed to cause headaches.

Believe it or not the first consideration is the racing fan. What day will be best for him or her, generally it is the same weekend. Yet, if the race is scheduled originally for Saturday and the weather forecast for the next day, Sunday, is even more dismal than the actual weather on race day, it would be pointless to make that the rain

date. Needless to say this does not endear the fan from out of town, but if it is any consolation to these people, no one is more unhappy about it than the promoter or anyone involved for that matter.

The next logical move is the closest possible weekend (this includes Friday night). Or, if there is a holiday coming up in the near future it may well be chosen as the postponement date. The general idea is to have the race when you, the guy who laid down his hard cash can, in fact, come and see what you originally paid for—namely the race.

So, the next obvious question is, "if the race is postponed and I can not come back on the new race day, will I get a refund?" Unfortunately, the answer is no. This being the policy of most all outdoor events and is clearly printed on the ticket that there will be no refunding.

Only as it appears with a final degree of authority that someone up there is determined to make sure there isn't going to be a race will the promoter take the last resort—cancel. In this case ticket money will be refunded at the Administration Building on the grounds, starting the first business day following the cancellation, to the holders of valid rain checks for that race. Remember however a race is cancelled only as the last recourse. And this is the only time money will be refunded.

Now that we've gotten past the unpleasant part, let's just hope there is no need to even have to think about the subject today. The weather is going to be very good, right? Of course that's right.

To make sure, all prayers are gratefully appreciated.

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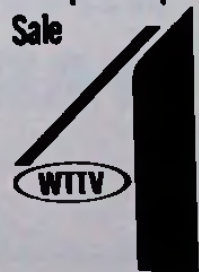
Ole Fiddlers Contest



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Photo by Gerald Walker

A. J. works on his dirt car as well as drives it. He is known as one of the better engine and chassis builders in the business.



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# 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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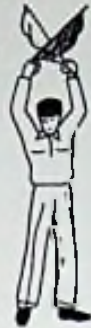
## HOOSIER HUNDRED LAP SPONSORS:

Gene Flesch .....	1 lap
Jerry Butcher .....	1 lap
Parsons Sales, Incorporated .....	4 laps
Richard W. Guthrie .....	1 lap
Precision Piston Rings .....	1 lap
John E. Messick .....	1 lap
Joseph Essex, Golden Foundry .....	1 lap
Harry Marr .....	1 lap
Muriel J. Gardner .....	1 lap
Dr. Phillip Bly .....	1 lap
Capco, Incorporated .....	1 lap
Dalton & Payne, Incorporated .....	2 laps
W. C. Henderson .....	1 lap
William A. Carson .....	1 lap
Bill Fowler .....	1 lap
Kenny's Drive-In .....	1 lap
Tony Mennick .....	1 lap
Hancock Standard Service Station .....	1 lap
Russell Pace .....	1 lap
Hoyt Machine Company .....	1 lap
Thomas L. Meacham .....	1 lap
Station Inn .....	1 lap
D. R. McFarland .....	2 laps
George M. Ober .....	1 lap
Baker Engineering Company .....	1 lap
Bill & Louise Cooper .....	1 lap
Cardinal Industries .....	2 laps
500 Festival Associates .....	2 laps
R. N. Morgan .....	3 laps
Klincher Locknut .....	1 lap
WIRE Radio .....	8 laps
Robert D. Boone .....	1 lap
D. A. McIntire Company .....	1 lap
Automotive Armature .....	1 lap
D. T. Alumbaugh .....	1 lap
Helsel Metallurgical .....	1 lap
Kennedy Tank .....	1 lap
Wabash Valley Auto Racing Fan Club .....	1 lap
Todd & Bindner .....	1 lap

# The Official Flags . . . and Their Meaning



**GREEN FLAG**—Indicates race is officially started, and is shown during race to state track is clear.



**CROSSED FLAGS**—Indicates half-way point in race. Color of flags is insignificant as Starter holds cloth of the flags along handle so meaning is not confused. If it's a "hundred miler", this signal means only fifty to go.



**BLUE FLAG WITH DIAGONAL STRIPE**—The "passing flag," which indicates car is about to lap another. This flag tells the driver of slower car to hold his position until pass is completed.



**YELLOW FLAG**—The "caution flag," telling all cars to slow down and maintain their positions. This flag indicates an accident on track, or that track is partially blocked. Flag remains out until officials have determined that track is clear. If there is a "safety car," all cars must remain in line behind it until either red or green flag is displayed.



**RED FLAG**—The danger signal! When this flag is showing it means STOP . . . and immediately. There may have been a bad spill, perhaps someone has been hurt, or track is completely blocked. Whatever reason, when red flag is out all cars stop and remain so until green flag is shown.



**BLACK FLAG**—The "consultation flag" telling particular driver to pull over into pits on next lap. It is often called the disqualification flag, but doesn't necessarily mean that driver has done something wrong. It could mean a part is hanging loose from car and about to fall on track. If driver ignores this flag more than twice, he can be disqualified.



**WHITE FLAG**—The "one more lap," signal. This flag is shown to the driver or drivers who have one lap to go to finish the race.



**CHECKERED FLAG**—The "winning signal." The flag every driver wants to finish under. The driver who crosses the finish line with this flag showing, is the official winner of the race.

# MPS

**Metropolitan Printing Service, Inc.**  
720 SOUTH MORTON, BLOOMINGTON, INDIANA 47401

# 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
1973	Duane (Poncho) Carter	Lee Glessner	4th

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- ★ COMPLETE dinners served in your car
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# 1974 HOOSIER HUNDRED ENTRY LIST

CAR NO.	DRIVER/HOMETOWN	SPONSOR/ENGINE
1	Al Unser, Albuquerque, NM	Viceroy—Foyt
2	Mario Andretti, Nazareth, PA	Viceroy—Foyt
3	Johnny Parsons, Speedway, IN	Bryant Heating—Chevy
5	Arnie Knepper, Belleville, IL	Elder Cadillac—Chevy
9	George Snider, Bakersfield, CA	Ben's Tire Clinic—Chevy
10	Duane "Pancho" Carter, Brownsburg, IN	Rieder Racers—Offy
11	Lee Osborne, Lebanon, PA	Smith Speed Shop—Chevy
14	A. J. Foyt, Jr., Houston, TX	Gilmore Racing Team—Foyt
18	Tommy Astone, Fresno, CA	Delrose—Offy
20	Sheldon Kinser, Bloomington, IN	Grant King—Foyt
21	Jimmy Caruthers, Anaheim, CA	D. J. Caruthers Racing Ent.—Offy
22	Rollie Beale, Toledo, OH	Glass City—Chevy
24	Jan Opperman, Beaver Crossing, NE	City of Syracuse—Moser Chevy
26	Sam Sessions, Nashville, MI	M. V. S.—Foyt
29	Bill Cassella, Wintersville, OH	Seymour Enterprises—Chevy
31		Mataka-Raceweld—Offy
32	Jim McElreath, Arlington, TX	Windmill Truckers Center—Offy
33	Ronnie Burke, Houston, TX	Mike Burke—Chevy
36	Mel Cornett, Milwaukee, WI	Rogala—Offy
40	Bill Vukovich, Fresno, CA	Thermo King, Vega R. V.—Foyt
41	Wally Dallenbach, Basalt, CO	STP Double Oil Filter—Gurney-Weslake Ford
42	Jackie Howerton, Indianapolis, IN	STP Oil Treatment—Turbo Offy
52	Bob Harkey, Indianapolis, IN	Harkey—Offy
54	Larry Cannon, Danville, IL	Wiese—Chevy
55	Greg Weld, Kansas City, MO	Pizza Hut—Foyt
56	Thad Doshier, Topeka, KA	Duerst Automotive—Chevy
62	Steve Lotshaw, Indianapolis, IN	Schultz & Thompson, Inc.—Chevy
69	Mike Gregg, Vancouver, WA	McClure Plastics—Offy
70	Joe Saldana, Lincoln, NE	Smith Speed Shop—Chevy
73	Bill Puterbaugh, Indianapolis, IN	McNamara—Offy
83		Charbonier Shell—Chevy
84	Gary Ponzini, Speedway, IN	Midwest Manufacturing—Chevy
85	Ralph Ligouri, Tampa, FLA	McGinty Conveyers—Offy
91	Darl Harrison, Tiffin, OH	Harrison-Routh—Offy
94	John Hubbard, Johnstown, PA	Vatis—Chevy
98	Tom Bigelow, Whitewater, WI	Lodestar—Foyt
99	Bob Evans, Long Beach, CA	Hunt Magneto—Offy



Photo by Harry Goode

Mario Andretti, who won the other two dirt races in 1973, leading Jerry Miller in some mid race going.



Photo by Rick Lane

The art of broadsliding demonstrated by Al Unser (in the foreground) and Lee Kunzman.



Photo by Ken Coles

The start of the 21st Annual Hoosier Hundred as seen from the roof of the Communications Building in turn 1. Weld leads Unser at the moment.



Photo by David Kings

Another corner shot showing Al Unser putting a real twist to the chassis of his dirt car.

**HIGHLIGHTS  
FROM THE  
1973  
HOOSIER  
HUNDRED**



Photo by Gerald Walker

Jerry Miller leads Ralph Liguori and Mel Cornett through the first turn during last year's race.



Photo by Trefly Heck

Lee Kunzman is shown through corners 1 and 2 in a beautiful drift.



Photo by Don Hartman

This time it's Cornett down low and George Snider working hard to get around him.

Photo by Trefly Heck



Photo by Don Hartman

Sid Collins who handles the announcing chores along with Bill Donnella and Bob Forbes, interviews fast qualifier Greg Weld.



Photo by Steve Lingenfelter

Gentlemen, start your engines! L. to R., Indianapolis Motor Speedway owner Tony Hulman, Indiana State Fairgrounds Motorsports Director Don Smith, 1973 Indiana State Fair President William McClamrock.



Photo by Ken Coles

Greg Weld in his Grant King owned car, pulling away from the pits as the last qualifier of the day.



Photo by Rick Lane

Another early race shot of a crowd in the corner. That's George Snider (18), Karl Busson (58), and Darl Harrison (91).



Photo by Jim Chini

Young John Parsons churning up the dirt during last year's race. Parsons finished second.



Photo by Troily Heck

Rookie of the race, Duane "Pancho" Carter doing a magnificent job on his way to a fourth place finish.



Photo by Ron McCusney

The winning team Unser, owner Parnelli Jones and Chief Mechanic Johnny Unser with Miss Hoosier Hundred looking on.



Photo by Harry Goode

Billy Shuman having trouble staying in front of Ralph Liguori during some late race action.

# 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. _____											
11	Car No. _____											
12	Car No. _____											
13	Car No. _____											
14	Car No. _____											
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17	Car No. _____											
18	Car No. _____											
19	Car No. _____											
20	Car No. _____											
21	Car No. _____											
22	Car No. _____											
23	Car No. _____											
24	Car No. _____											
25	Car No. _____											
26	Car No. _____											
27	Car No. _____											
28	Car No. _____											
29	Car No. _____											
30	Car No. _____											

## 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

# A.J. Foyt has racing in his blood and Valvoline in his engine.

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1960-61-63-64-67 Champion



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1970 Champion



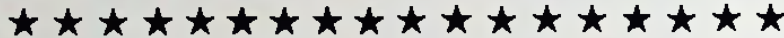
**MARIO ANDRETTI**  
1969 Indy 500 Winner  
1965-66-69 Champion



**WALLY DALLENBACH**  
1973 California 500 Winner



**BILLY VUKOVICH**



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MEMBER FDIC

# Has Unser Found a Short Cut?

By Dick Greene

Some clown suggested that Hoosier Hundred officials just mail 1st Prize money to Al Unser and run the race for second place. Unser set a record for consecutive wins at last year's rain-delayed Hoosier Hundred ('70, '71, '72, '73), surpassing the late Jimmy Bryan's three-in-a-row ('54, '55, '56) string of victories.

The man from New Mexico will have to beat the best dirt car drivers in the world again today to extend his streak to five-in-a-row, and should he win, A. J. Foyt's record of six championships will still confront him.

Unser cut a blistering 100.5 qualification run last year to briefly hold the pole position. Greg Weld, the last qualifier of the day, turned the circuit at 101.37 to bump him into the second starting spot.

Weld squirted into the lead when the green flag dropped with Unser in pursuit probing for an opening. He found racing room going into the third turn on the eleventh lap and went in under Weld to take the lead. Once up front the No. 2 Viceroy Ford Special never relinquished the lead, finishing first with an average speed of 91.625 miles an hour.

After the race Unser admitted that he would have been in real trouble if challenged seriously late in the race. He finished with no brakes.

Al Unser wants this race; make no mistake about that! A win today would put his "consecutive" record out of reach and place him in position for a shot at A. J.'s all-time win record. Then there is first place money in this richest of all dirt track races. Last year Unser banked \$12,127 of the total \$53,467 purse.

Unser campaigned vigorously this year. He finished second to brother Bobby at Ontario in March to start off the season and led the race for fifteen laps at Phoenix before going out on the 29th lap with a broken turbo hose. Al started 3rd at Trenton, on April 7, and settled for 10th place after being forced out of the race in the 31st lap with valve trouble.

The youngest of the Unser brothers started way back in the pack at the Indianapolis 500 (26th) and worked his way up to 18th before hanging it up in the 131st lap—again, with valve trouble. He started 9th and finished 5th at Milwaukee in June.



Photo by Ken Collins

*The victorious Unser waves to the crowd as Sid Collins smiles approvingly.*

Team-mate Mario Andretti dueled Unser for 97 laps on the dirt at Syracuse on the 4th of July before Al took the lead for the final 3 laps. The race looked like a continuation of last year's dirt track season, when the two Viceroy cars dominated dirt competition.

Starting 6th at Pocono, Unser finished 22nd after going out with a broken connecting rod in the 64th lap.

It was "chase Bobby" again at the Michigan International on July 21st. Al was on big brother's tail when they finished 1-2 for the second time this year.

Al's dirt track string ran out during the first lap of a 100-miler at Sedalia, Missouri, on August 18th. Tailing Andretti out of the second turn his car went into a slide, he overcorrected, hit a rut and flipped.

The 1973 Dirt Division Champion missed the Springfield race, but the car has been rebuilt and is ready to charge.



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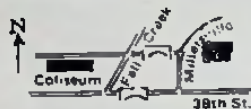
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# From Horses, To Autos . . . To Both

Auto racing at the Indiana State Fair may have taken a back seat to the Indianapolis Motor Speedway over the years, but if it had not been for the Indiana State Fair, the famed "brickyard" and the "Indy 500" might not exist at all.

It all goes back to 1908 when a "fine auto racing meet" was held at the fair grounds. According to one source, however, one car driver/owner was not overly enthused about racing his auto on a "horse track" and decided to do something about it. That man was Carl Fisher, who, with several other gentlemen built the Speedway.

Although there were other auto races held at the fair grounds, the sport never caught on until 1953 when the Hoosier Hundred had its birth.

There are a lot of reasons for auto racing having a delayed start at the Fairgrounds, but the most popular theory is that, while Mr. Fisher didn't like racing his auto on a horse track, horse owners were not particularly overjoyed about autos racing on their tracks, either. In fact, the horse people didn't like it at all. As far as they were concerned, the auto belonged on the road, at best, and certainly not on horse tracks in general and the Indiana State Fair track in particular.

So, although there are no quotable statements on record to the fact, the horse owners probably were delighted with Fisher's project. Not so much because they wanted success for auto racing (probably feeling the contrary), but to protect the sanctity of the State Fair prized mile oval horse racing track—which was and still is one of the finest and fastest in the country.

So with the building of the Indianapolis Motor Speedway and other tracks in the area, the horsemen won out. From that auto meeting until 1953, the Indiana State Fair track, for all intents and purposes, was a "horse" track.

However, again for a variety of reasons, auto racing returned to the track with the 1953 Hoosier Hundred auto race. Since then the track has grown steadily to the point that today's "Classic" is one of six major racing events held on the mile oval. (For those interested, the mile on this track is measured 3 feet from the rail.)



*Horse owners and auto racers, (like Carl G. Fisher), disliked sharing the Fairgrounds track, hence the birth of the Indianapolis Motor Speedway.*

In the 21 years since the return of motor racing, the Indiana State Fair track has continued to be one of the finest and fastest mile dirt tracks in the world for harness horses, and for motor racing as well. It is also one of the richest in terms of purses for both. For instance, the 1971 Hoosier Hundred (the world's richest dirt track race) had a purse in excess of \$70,000, and the Classic has paid over \$20,000.

One obvious question remains—how are the relationships between the auto racing fraternity and the horse racing fraternity? The answer might well be a broad statement that they tolerate one another. While they are not kissing cousins they do occasionally speak in a civilized manner. In fact, one wild rumor has it that they even have smiled at one another.

On a serious note, the only real complaint from the horse people is that the motor races tend to make the track too hard, and the engines often scare the horses stabled (over 100, year around) just to the east of the track. Now that the money's right and the track has become nationally known, the motor racing people have relatively few complaints about much of anything.

Now everyone's happy, fans, car owners and horse owners . . . that is, unless it rains. Then everyone gets uptight—very uptight.



Photo by Rick Lane

*Are they really whispering something about A. J. prior to last year's race? L. to R. Foyt, Al Unser and Mario Andretti.*

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## BEST WISHES



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# Dirt Track Racing: the classic way!

By Dick Greene

In the beginning there was motor racing over dirt courses—because that's all there was!

Inevitably, speed seekers developed faster, safer, more dependable surfaces to race over, including bricks, boards, concrete and various compositions. But, dirt track racing remains as one of the most thrilling, challenging and demanding of the motor sports. It takes a perfect match of man and machine to win in championship dirt competition.

The type of cars that race in the USAC Championship Dirt Division have remained virtually unchanged over the past thirty years. Technically, championship dirt cars 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 and stock block engines are permitted to go as high as 305.1 cubic inches.

The type of men who drive these ground-bound projectiles has also remained the same—a composite of guts, gall and stamina with a propensity for racing sideways.

The first "big time" championship dirt event was held here in 1946, a 100-miler won by the fans' man, Rex Mays. The popular driver won two national championships and drove in twelve 500's before he was killed at Delmar, California in 1949.

Seven years elapsed before the big machines took to a dirt course again to run 100 miles. In 1953 the Hoosier Hundred resumed to become an annual event. Bob Sweikert, destined to win the Indy-500 in 1955 and to die on a race track in Salem, Indiana, the following year, won the first race at a speed averaging 87.192 miles an hour. Over the past twenty years the average speed has increased at a rate of ½-mile per hour per year.

Jimmy Bryan, one of the most fearless competitors in the history of racing and winner of the 1958 Indy 500, put together a string of three consecutive wins at progressively slower speeds during 1954-55-56. He was killed at Langhorne in 1960.

Jud Larson was the first driver to break the 90 mile per hour barrier in 1957 when he aver-



Photo by Tom Reed

During the early going a group thunders past the filled Grandstand. It's Arnie Knepper (3), Mel Cornett (36) and Mike Gregg (84).

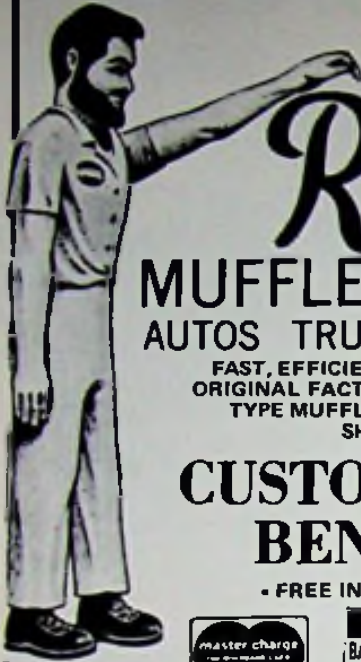
aged 91.751 mph. Larson died while running at Reading, Pa., in 1966.

It was Eddie Sachs, the amiable "Clown Prince of Racing," in 1958, and Rodger Ward in 1959. Sachs died in a flaming crash at the Indianapolis Motor Speedway during the 1964 race. Ward won the Hoosier Hundred again in 1963. During six consecutive races he finished 1-2-3-1-4-2.

A. J. Foyt, who started his first Hoosier Hundred as a 23-year-old newcomer in 1958 (finished 10th), found the quickest way around the track in 1960—and he never forgot it! He won again in '61, '64, '65, '68 and '69 to become the acknowledged King Of The Dirt Tracks. Parnelli Jones and Mario Andretti sandwiched wins in between Foyt's victories. Jones won in 1962 and Andretti in 1966-'67.

Foyt found his match in 1970 when the youngest of the Unser brothers won his first of four consecutive Hoosier Hundreds. Al Unser will defend his 1973 title today. A. J., still King to many fans, will be defending his, too.

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Photo by Trinity Heck

*Weld doing the impossible by setting quick-time as last qualifier. As you can see, he did it in spectacular action by running on the outside.*

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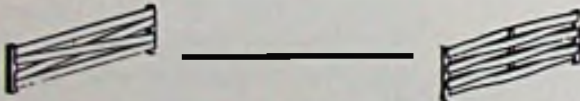
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Photo by Don Hartman

*Miss Hoosier Hundred, June Cochran, awaits the winning Unser in Victory Circle.*

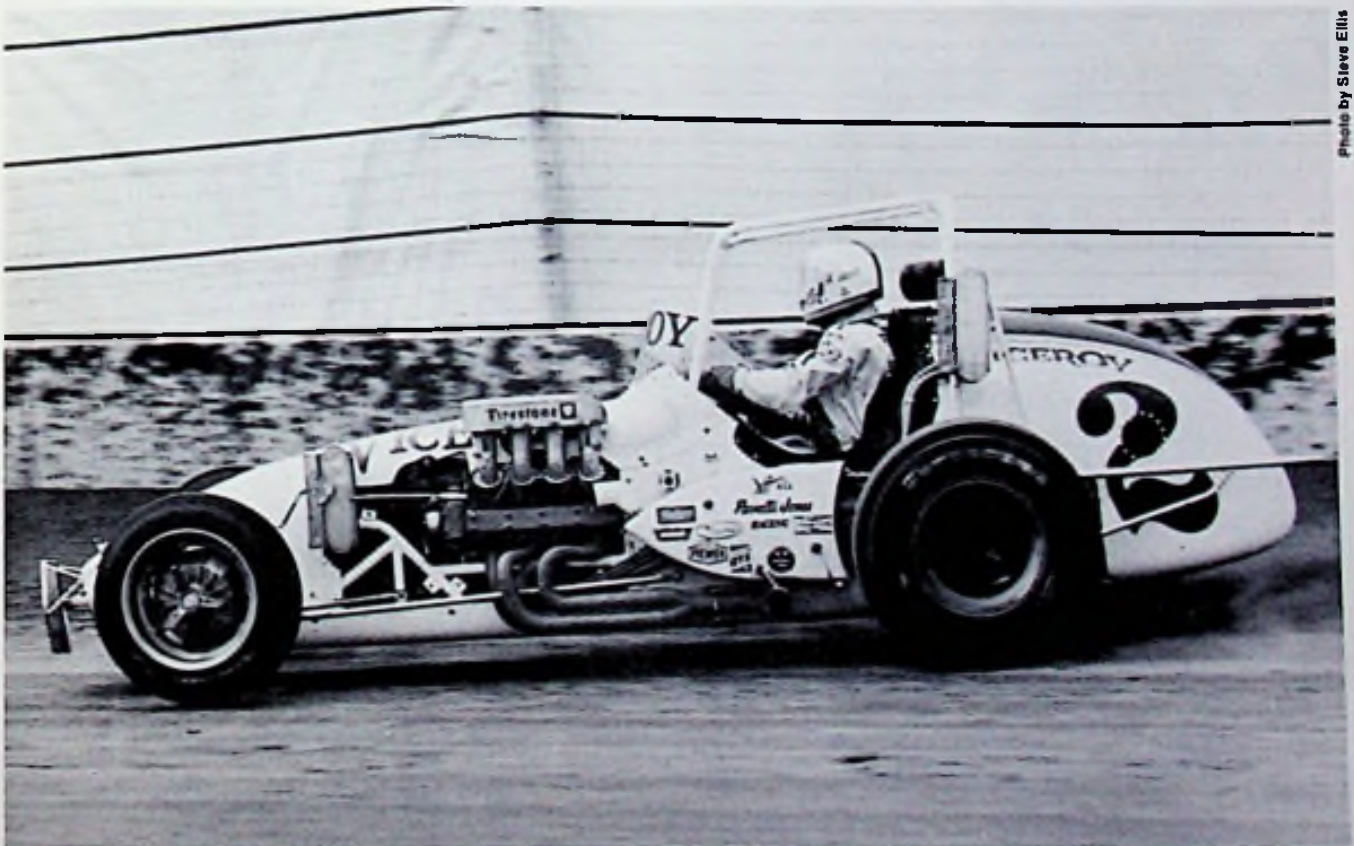


Photo by Steve Ellis

*A photograph showing the real beauty of a dirt car as seen with the Viceroy Ford powered machine of Al Unser's. Shortly after Unser received the checker for his fourth straight Hoosier Hundred victory.*



Photos by Major Baynes

The winning Unser heads for victory lane after his precautionary lap.

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