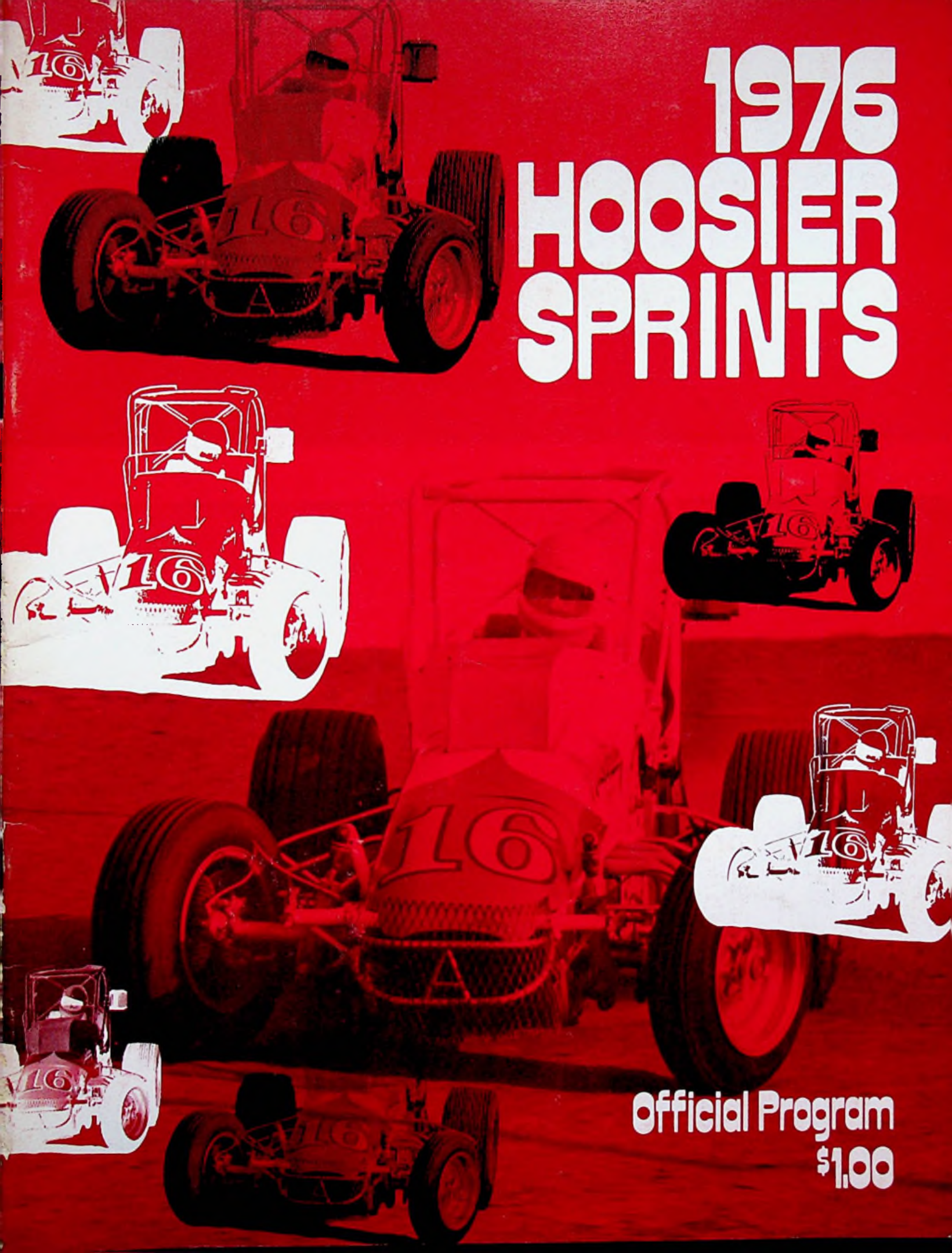


1976 HOOSIER SPRINTS



Official Program
\$1.00

TOMORROW NIGHT
See
The Mighty Midgets
of U.S.A.C.



“Night before 500”

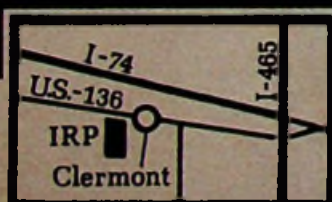
MIDGETS
SAT. MAY 29

QUALIFICATIONS AT 6:30 PM

RACING AT 8:00 PM

on I.R.P.'s $\frac{5}{8}$ Mile
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Published By

PUBLICITY DEPARTMENT

State Fairgrounds
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STATE FAIR CARS
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1976 OLDSMOBILES



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Photo by David Knox

ABOUT THE COVER

1975 "Hoosier Sprints" winner Joe Saldana
with a beautiful drift through a corner.

NOBODY LIKES TO POSTPONE

Nobody likes to have a racing event cancelled or postponed, no matter what the reason. However, it does occasionally happen—usually in the form of rain. And when this does occur, everyone comes out on the short end of things; the race promoter who has to pay again for a rescheduling date; the racing fraternity and costs to owners, drivers, etc. and most importantly, you, the loyal fan.

The fact of the matter is, there isn't a thing anyone can do about it. Or is there? We can all gather in prayer that the rain stops, allowing the track to dry enough to get the show on the road. Or if this fails, the race is postponed to another date, if not the next day (assuming we are discussing a weekend) then the succeeding weekend. 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 general idea is to have the race when you, the guy who laid down hard cash can, in fact, come and see what you originally paid for—namely the race.

Unfortunately, there is no refund for those fans who are not able to attend the rescheduled event, and this is printed on each ticket. And only as a last resort, will the promoter decide to cancel a race, in which case, money will be refunded at the Administration Building on the first business day following a cancellation. Remember, this is done only as a last recourse. **END OF SUBJECT . . . NOW ON WITH THE RACE!**



Photo by Bandy Crist

Tommy Astone No. 36 and Joe Saldana No. 16 getting through the first and second corners in beautiful fashion during the first warmup session.

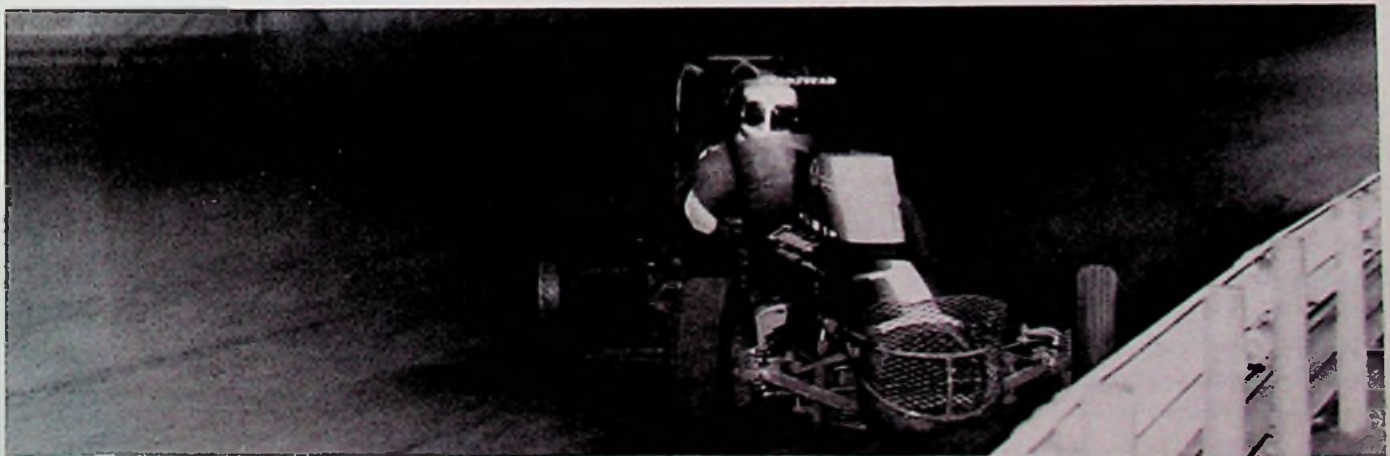


Photo by Gerald Walker

Duane "Pancho" Carter broadsliding through a corner with his nose against the rail. This is almost as hairy for the cameraman as it is for the driver.

HOOSIER SPRINTS—Lap Prize Donors

FIRST FIFTY

- Lap 1—Bill's Unclaimed Freight
- Lap 2—Gene Flesch, Noblesville, Ind.
- Lap 3—Quality Fasteners
- Lap 4—Horning Safety Products Co.
- Lap 5—Race Fan Larry Conrad for Governor
- Lap 6—Brada Miller Freight Systems
- Lap 7—Garfield Tavern
- Lap 8—Pregmatic Screw Products
- Lap 9—Circle Alarm Corp.
- Lap 10—Race Fan Larry Conrad for Governor
- Lap 11—Pikes Peak Auto Hillclimb Ass'n.
- Lap 12—Schwitzer Engineered Components
- Lap 13—Jeff, Scott & Kevin Struble
- Lap 14—Australian Race Fans on Tour
- Lap 15—Race Fan Larry Conrad for Governor
- Lap 16—Speedway Motors, Lincoln, Neb.
- Lap 17—Getz Gears—Gears with Guts
- Lap 18—Andretti Firestone
- Lap 19—Terre Haute First National Bank
- Lap 20—Race Fan Larry Conrad for Governor
- Lap 21—Speedway Motors, Lincoln, Neb.
- Lap 22—Getz Gears—Gears with Guts
- Lap 23—Terre Haute First National Bank
- Lap 24—Australian Race Fans on Tour
- Lap 25—Hoosier Auto Race Fan Club
- Lap 26—Ken & Mary Pollitt
- Lap 27—Gene White Firestone
- Lap 28—Terre Haute First National Bank
- Lap 29—Australian Race Fans on Tour
- Lap 30—Race Fan Larry Conrad for Governor
- Lap 31—Gapco, Inc.
- Lap 32—Owen Reed Chevrolet, Franklin, Ind.
- Lap 33—Speedway Motors, Lincoln, Neb.
- Lap 34—Getz Gears—Gears with Guts
- Lap 35—Terre Haute First National Bank
- Lap 36—Australian Race Fans on Tour
- Lap 37—R. Merrill Reece
- Lap 38—Gene White Firestone
- Lap 39—
- Lap 40—Central Auto Race Booster—Kansas City, Mo.
- Lap 41—
- Lap 42—USAC Sprint Car Officials
- Lap 43—Australian Race Fans on Tour
- Lap 44—Bruce Cogle Ford, Thomasville, Ala.
- Lap 45—On the Spot
- Lap 46—Terre Haute First National Bank
- Lap 47—Pregmatic Screw Products
- Lap 48—Park-Rose Press, Inc.
- Lap 49—Hungness & Associates
- Lap 50—Advance Automotive

SECOND FIFTY

- Lap 1—Gapco, Inc.
- Lap 2—Gene Flesch, Noblesville, Ind.
- Lap 3—East Way Inn
- Lap 4—Todd & Bindner
- Lap 5—Race Fan Larry Conrad for Governor
- Lap 6—Chuck Wiese Shell Station
- Lap 7—Mary Alice's Place
- Lap 8—Pregmatic Screw Products
- Lap 9—Steel Sales Corp.
- Lap 10—Race Fan Larry Conrad for Governor
- Lap 11—Pikes Peak Auto Hillclimb Ass'n.
- Lap 12—Jeff, Scott & Kevin Struble
- Lap 13—Webb Sound Service
- Lap 14—Australian Race Fans on Tour
- Lap 15—Race Fan Larry Conrad for Governor
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- Lap 30—Race Fan Larry Conrad for Governor
- Lap 31—Gapco, Inc.
- Lap 32—Owen Reed Chevrolet, Franklin, Ind.
- Lap 33—Len Ashburn & Family
- Lap 34—Friends of Jim Malloy
- Lap 35—Terre Haute First National Bank
- Lap 36—Australian Race Fans on Tour
- Lap 37—Mr. and Mrs. Robert Rooksby
- Lap 38—Gene White Firestone
- Lap 39—Robert Meyer, Atlanta, Georgia
- Lap 40—Central Auto Race Boosters—Kansas City, Mo.
- Lap 41—Steve Bell, Atlanta, Georgia
- Lap 42—USAC Sprint Car Officials
- Lap 43—Australian Race Fans on Tour
- Lap 44—Bruce Cogle Ford, Thomasville, Ala.
- Lap 45—Mandarin Inn
- Lap 46—Terre Haute First National Bank
- Lap 47—James H. Voyles
- Lap 48—Owen Reed Chevrolet, Franklin, Ind.
- Lap 49—Jim Kohlmeyer, Kohlmeyer & Associates
- Lap 50—Advance Automotive

1976 HOOSIER SPRINTS ENTRY LIST

CAR NO.	DRIVER/HOMETOWN	SPONSOR
1	Larry Dickson, Marietta, Ohio	Polak Sprinter
2	Rollie Beale, Toledo, Ohio	Weaver Special
3	Steepy Tripp , Costa Mesa, Cal. <i>Cassella</i>	Donahue Chevrolet Co.
6	Bruce Walkup, Sullivan, Ind.	Longhorn Racing Team
7	Joe Saldana, Brownsburg, Ind.	Amerling Special
8	<i>Astone</i>	Ace Nut & Bolt Co.
10	George Snider, Bakersfield, Cal.	Ben's Tire Clinic
14	Roger Rager, Mound, Minn.	Smith Speed Shop
16	Chuck Gurney, Hayward, Cal.	Siebert Oldsmobile Co.
18	Billy Engelhart, Madison, Wis.	Kershner Steel Co.
19	Dana Carter, Brownsburg, Ind.	Linsmeyer Special
20	Jerry Weeks, Indianapolis, Ind.	McIntire Chevrolet Center
23	James McElreath, Arlington, Texas	Bill King's Brake-O/Amax Coal
24	Battenhausen	City of Syracuse
25	Jim McElreath	Easton Special
27	Bob Evans, Long Beach, Cal. <i>Nature</i>	Nothing Special
28	Ron Eden, Crawfordsville, Ind.	Fred Watson Special
29	Billy Cassella, Weirton, W. Va. <i>Tripp</i>	Donahue Chevrolet Co.
30	Karl Busson, Toledo, Ohio	Gasket Sealants Special
33	Johnny Parsons, Indianapolis, Ind.	Jones Radiator Service
35	Steve Chassey, Indianapolis, Ind.	Bowen Oldsmobile Co.
36	Bill Burks, Jr., Marion, Ill.	Nagel Special
38	Ron Bea Sepulveda, Cal. <i>Rutherford</i>	Hodson Special
39	<i>Ron Bea</i>	Hodson Special
41	Bob Frey, Elyria, Ohio	Shores Racing
45	Mike Schiesel, Oak Creek, Wis.	Oak Construction Co.
46	Steve Schultz, Indianapolis, Ind.	Miss Blue Eyes Dodge
48	Jackie Howerton, Speedway, Ind.	Longhorn Racing Team
49	<i>Bob Hankey</i>	Mayhew-McAleer Special
50	Gordy Lee, Indianapolis, Ind.	Advance Automotive
53	Jim Hettinger, Ypsilanti, Mich.	Hettinger Racing Ent.
55	Tom Bigelow, Whitewater, Wis.	Elder Cadillac Co.
56	Sheldon Kinser, Bloomington, Ind.	Genesee Beer
58	<i>Jempelman</i>	Cookie's Special
59	Larry Cannon, Danville, Ill.	Hoffman Auto Racing
60	Rich Vogler, Glen Ellyn, Ill.	Balistreri Special
61	Rich Leavell, Elwood, Ind.	Welch Trucking Co.
62	John Lucas, Speedway, Ind.	P & L Racing
63	Larry Kirkpatrick, Wood River, Ill.	Sparks Construction Co.
64	Jan Opperman, Noxon, Mont.	Speedway Motors
65	Jack Hewitt, Troy, Ohio	Lubrication Engineers
66	Mark Alderson, Timberlake, S. D.	Enslow Special
69	Greg Leffler, St. Paul, Ind.	Pace Electronics
71	Marvin Carman, Union City, Mich.	Dowker Roadster Special
73		Baldwin Special
74	Ed Lute, Columbus, Ohio	Null's Garage
75		Forberg Tool
76	Steve Cannon, Danville, Ill.	B & R Racing
77	Dave Peperak, Clinton, Ind.	Peperak Special
78	Mack McClellan, Dayton, Ohio	Dale's Goodyear
79		George Watson Special
81	Roy Hicks, Socorro, N.M.	Lyle Dill Chevrolet Co.
83	Gary Gray, Indianapolis, Ind.	Capco, Inc.
84	Rick Montgomery, Denver, Colo.	Bland Special
85	Bubby Jones, Danville, Ill.	Bruce Cogle Ford Co.
86	Bobby Olivero, Lakewood, Cal.	Alex Foods
89	Lee Osborne, Jamestown, Ind.	Stauffer Construction Co.
90	Andy Brown, Indianapolis, Ind.	Brown Ford Special
98	Larry Rice, Indianapolis, Ind.	Gatorade Special
121	Chuck Booth, Indianapolis, Ind.	Georgetown Lounge
21	<i>Reiterbaugh</i>	
26	<i>Jerven</i>	
40	<i>Capp</i>	

(All Chevy powered except cars No. 46 and 90)

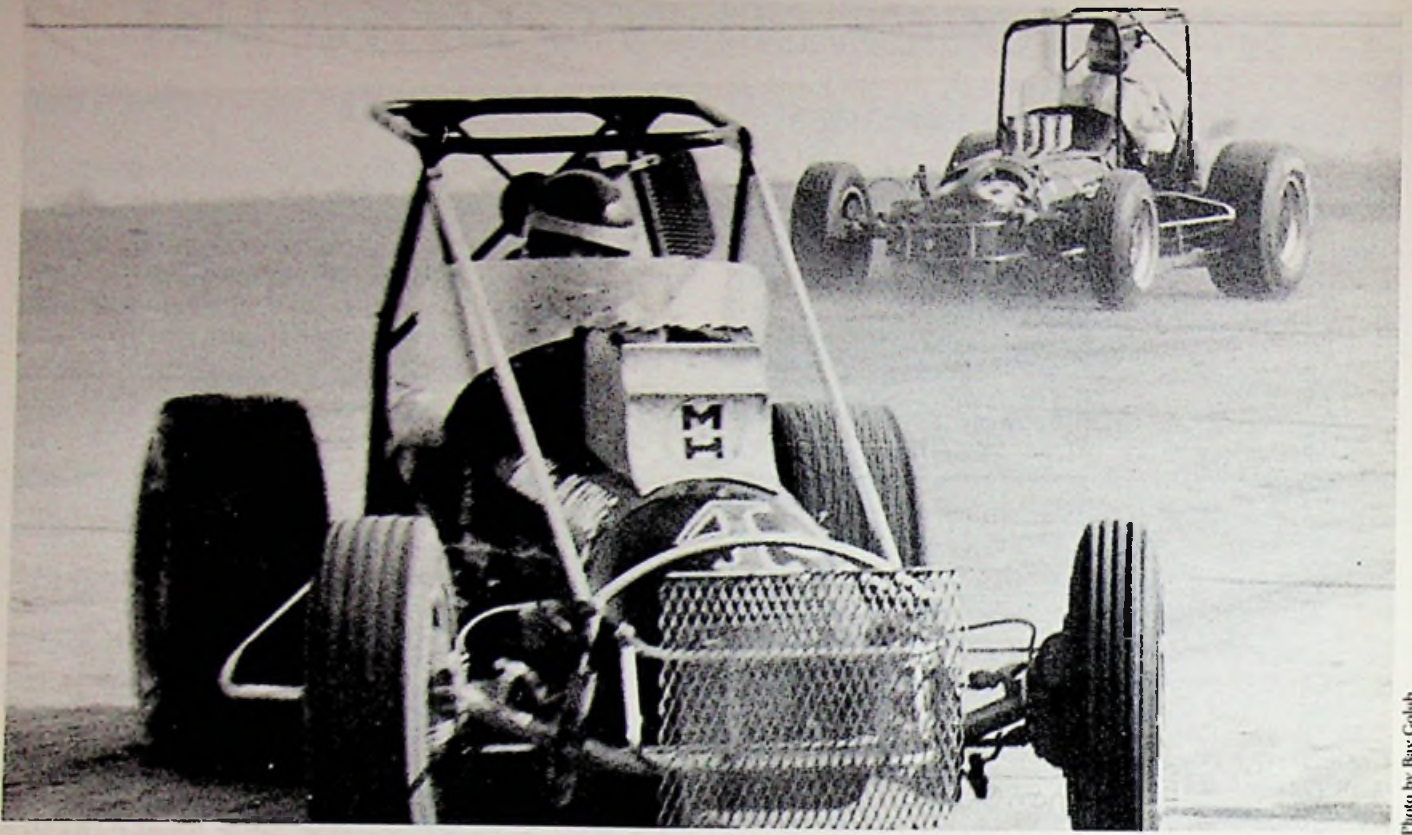


Photo by Ray Coluh

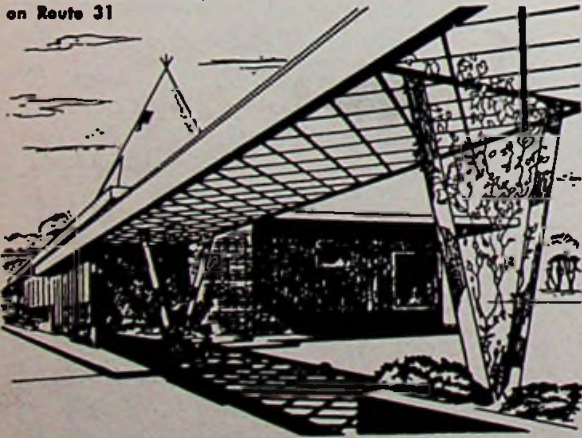
Bruce Walkup No. 4 going through a corner one way and Gary Irvin No. 38 going through in another manner.

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Open 6:30 A.M. to 1:30 A.M.

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- ★ COMPLETE dinners served in your car
- ★ BREAKFAST . . . served as you like it

RACE CARS ARE BUILT FOR SUCH THINGS

The sprint cars have "bitten" both George Snider and Joe Saldana.

But in typical fashion of the rugged men who wrestle these powerful little race cars, both are hard at it again this season. It takes more than broken limbs and concussions to keep them on the sidelines.

Snider, who at 35 already has driven in 11 Indianapolis 500s, was heading toward his first USAC sprint car title late last July when he took a haymaker to the chin that knocked him out of racing for the year.

Ziggy, as he's known in the racing fraternity, held a 441-403 point lead over Rollie Beale as the sprinters moved to the high-banked Winchester track near Muncie.

Zooming around the asphalt at 100 miles per hour, his sprinter hit the wheel of one driven by Darl Harrison, became airborne, skimmed over the wall and dropped to the ground nearly four stories below. He received two broken arms below the elbows and two black eyes.

Treated first at Ball Memorial Hospital in Muncie, he then was taken to Methodist Hospital in Indianapolis where the attending doctor was going to apply casts.

Snider's wife Joy, however, was contacted by A. J. Foyt, three-time winner of the 500 and for whom George had driven at Indy a number of times. Foyt told Mrs. Snider to hold off on the casts because he already had made arrangements in Houston for special surgery.



George Snider and his wife Joy in victory circle with Miss Dodes, car sponsor Bob Elder, car owner Junior Knepper and wrench Gary Theobald.

Photo by John Mahoney

Ziggy was flown to Houston at Foyt's expense, the surgery was performed and he recuperated a few days at Foyt's ranch before returning to his Bakersfield, Calif. home. Obviously, the surgery was a success because he was back racing at the start of the new season.

Snider was born in Bakersfield on Dec. 8, 1940 and started racing early in his life. He qualified for his first 500 in 1965. But most of his career he has been a backup driver, quite often for Foyt.

Oddly, last year's eighth place finish (he started 24th) was his best and that, along with his fine showing in the sprints, forecast a finest ever season.

"I want to win the sprint championship and next year I want to run the full championship trail," he said. Two days later it was all over.

Snider's only USAC title remains the 1971 dirt track championship.

Saldana, called "Little Joe" because of his size, can match Snider tale for tale about rides over the wall.

The 32-year-old Nebraskan twice has survived spectacular spills on the ½-mile dirt track at Knoxville, Iowa.

It was three years ago this week that Saldana got tangled up with Karl Busson during warm-ups and he wound up in the hospital with no memory of what happened.

"It's a miracle I'm alive, but race cars are built for such things," he said later.

Saldana saw Busson flipping in front of him and made a hard turn to the left to avoid him. He woke up in the hospital. The frame of the car was bent to the right 14 inches, the role



Joe Saldana after his victory ride being interviewed by announcer Bob Forbes as car owner Mauri Amerling and Trophy Queen Judy Dodes stand by.

Photo by John Mahoney

cage was ripped off by some railroad ties on the outside of the track, the steering gear was broken and the fuel tank busted.

Little Joe came out of the accident with a five-stitch cut on his forehead, two big lumps on the back of his head and sore wrists and elbows.

Another time at Knoxville he flipped "higher than the telephone poles" and the car was cut in two. Still he survived although "I was pretty sick for a few days."

There was a moment of glory at Knoxville for him, too. In 1970 he captured the national super modified championship there.

Saldana started racing modifieds at 16. In USAC, he has won four times, including once at the famed Terre Haute Action Track. He was seventh in the sprint standings last year and is in the top 10 again this season.

**Order State Fair Tickets
for July Sprints, AMA
Motorcycle Races
& Hoosier Hundred**



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Milk and Ice Cream

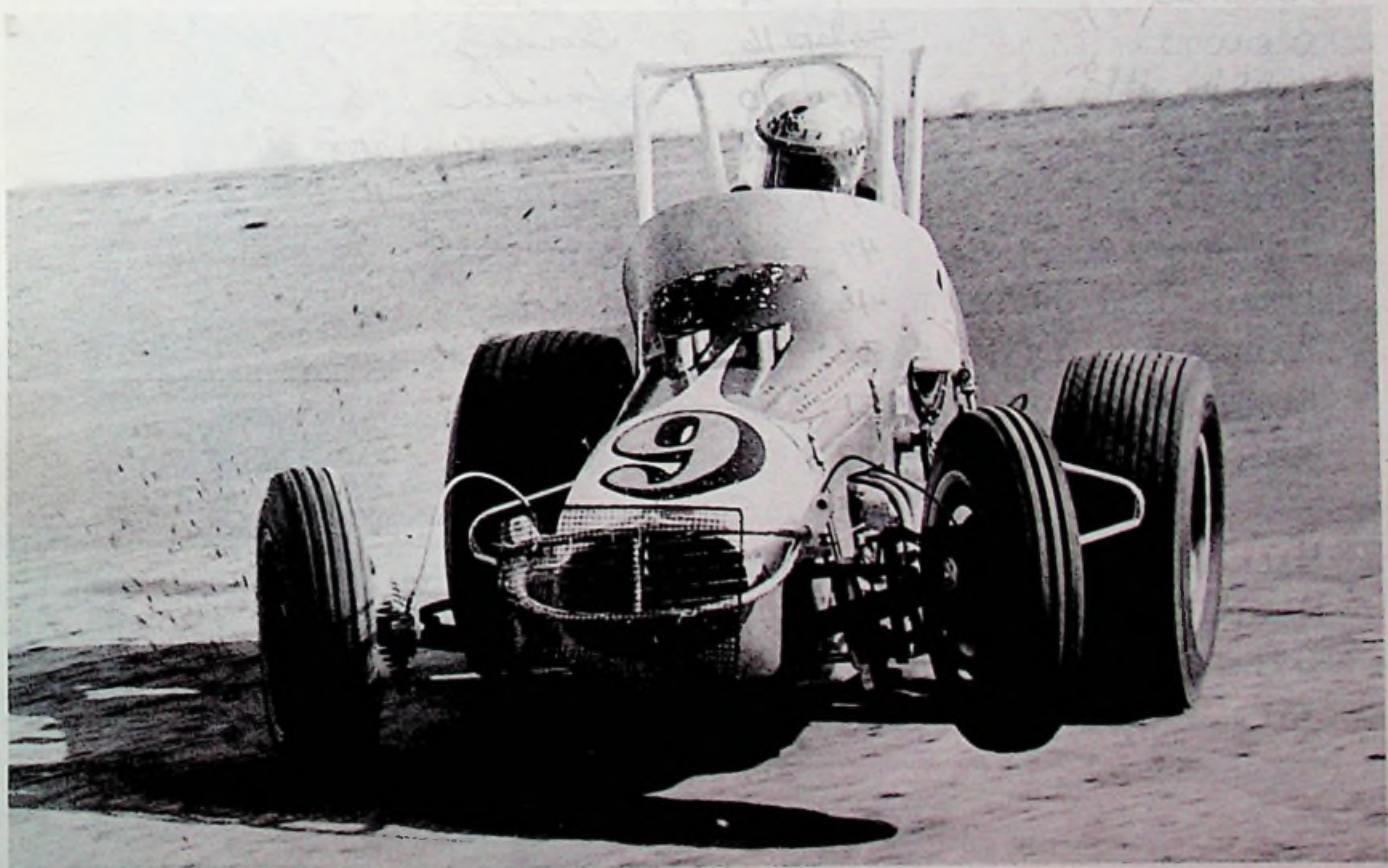
*while visiting
your great*

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Sam Sessions with his wheels cocked in a weird way. It apparently worked as Sam wound up with sixth quick time.

Photo by David Knox

Score Card

First 50

Second 50

Starting Position	Driver	10	20	30	40	50	Starting Position	Driver	10	20	30	40	50
1	Carter, Dana	47				44	1	Walkup	6				1
2	Parsons	61				54	2	Casella	3	out 3 laps			6
3	Bettenhausen	24				1	3	Opperman	64				18
4	Walkup	1				64	4	Dickson	1				
5	Carter, Pancho					3	5	Bettenhausen	24				
6	Dickson					6	6	Pancho	44				
→ 7	Bigelow out 36 th					33	7	Parsons	33				8
8	Casella					7	8	Saldana	7				
→ 9	Snider out 49 th lap					8	9	Astone	8				59
10	Astone					19	10	Dana Carter	19				30 9
→ 11	Harbey out 4 th lap					18	11	Engelhart	18				12/10
12	Beale					81	12	Nicks	81				
13	Gurney					2	13	Beale	2				
14	Brown					50 lap 16	14	Gurney	16				
15	McElreath					49 " 10	15	Snider	10				
16	Saldana					49 " 98	16	Rice	98				
17	Engelhart					49 " 23	17	McElreath	23				
18	Cannon					47 " 59	18	Cannon	59				
→ 19	Houvertom out 4 th lap					45 " 45	19	Schiesel	45				
→ 20	Tripp out 4 th lap					36 55	20	Andy Brown	90 peratch				
→ 21	Kinser out 6 th lap					31 90	21	Kinser	56				
22	Opperman					17 86	22	Charney	35				
→ 23	Schiesel out 4 th lap					65 65	23	Booth	121				
24	Nicks					49	24	Lusson	30				
→ 25	Newitt out 14 th lap					25	25	Ruterbaugh	21				
→ 26	Charney out 2 nd lap					48	26	Canna, Steve	56				
27	Rice					56	27	Rea	39				
28	Olivera					35	28	McClellan	78				
29							29						
30							30						

ORDER FUTURE RACING TICKETS NOW!

SPRINTS—Friday, July 2 QUALIFICATIONS 5:30 PM • RACES 8:00 PM

Reserved Grandstand: All Sections @ \$6.00 No. _____ Total _____

General Admission: Sold Day of Race
Uncovered Grandstand not Reserved. Sold Day of Race at \$5.00.
Infield at \$4.00, children (12 and under when accompanied by an adult) \$1.00.

Mail check or money order to Sprints, Indiana State Fair, State Fairgrounds,
Indianapolis, Indiana 46205. Please enclose self addressed, stamped envelope.

DO NOT WRITE HERE

Name _____
Address _____
City _____ State _____
Zip _____ Phone _____

AMA CHAMPIONSHIP MOTORCYCLE RACES—TWO BIG DAYS Saturday, August 28—Sunday, August 29

SATURDAY—QUALIFICATIONS 5:00 PM • RACES 8:00 PM
SUNDAY—QUALIFICATIONS 11:00 AM • RACES 2:00 PM
25 MILE USAC NATIONAL CHAMPIONSHIP DIRT RACE

Reserved Grandstand: All Sections, Saturday, August 28, 8:00 p.m. @ \$5.00 No. _____ Total _____

Reserved Grandstand: All Sections, Sunday, August 29, 2:00 p.m. @ \$5.00 No. _____ Total _____

Mail check or money order to Motorcycle Races, Indiana State Fair, State Fair-
grounds, Indianapolis, Indiana 46205. Please enclose self addressed, stamped
envelope.

DO NOT WRITE HERE

Name _____
Address _____
City _____ State _____
Zip _____ Phone _____

HOOSIER HUNDRED—Saturday, September 11

QUALIFICATIONS 11:00 AM • RACES 2:00 PM
100 MILE USAC NATIONAL CHAMPIONSHIP DIRT RACE

Reserved Grandstand: All Sections @ \$8.00 No. _____ Total _____

Uncovered Grandstand: @ \$7.00 No. _____ Total _____

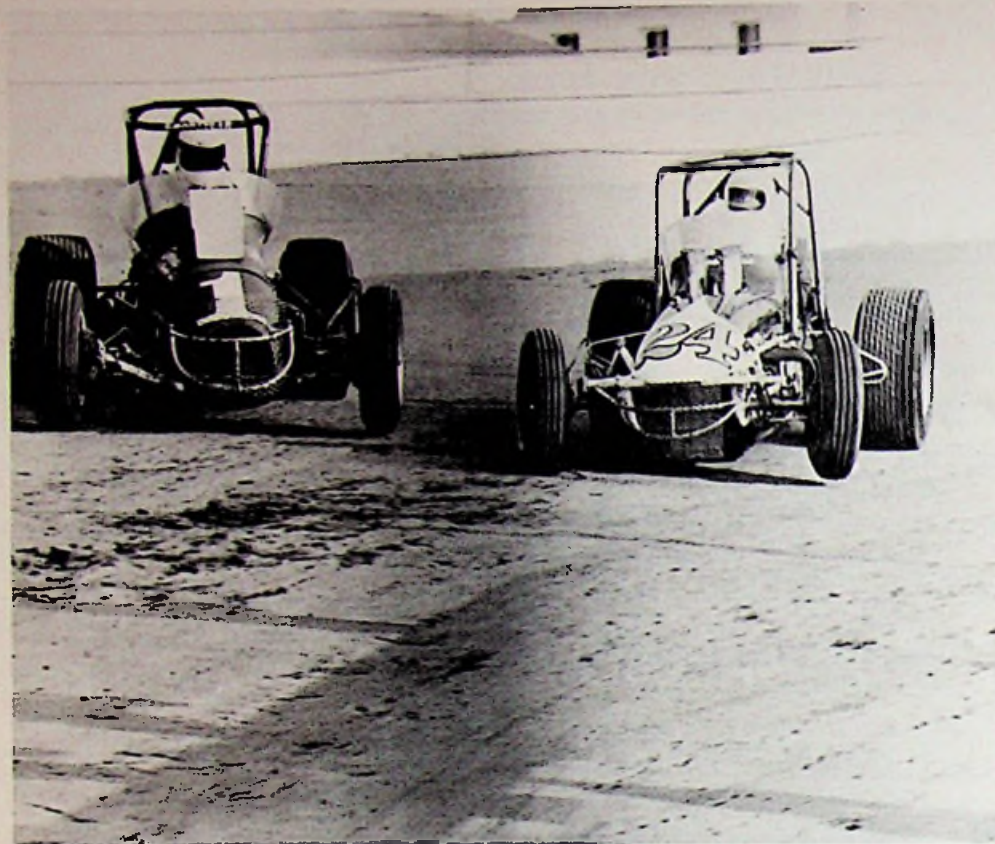
General Admission: Sold Day of Race
Infield at \$4.00 children (12 and under when accompanied by an adult) \$1.00.

Mail check or money order to Hundred, Indiana State Fair, State Fairgrounds,
Indianapolis, Indiana 46205. Please enclose self addressed, stamped envelope.

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HIGHLIGHTS FROM THE 1975 HOOSIER SPRINTS



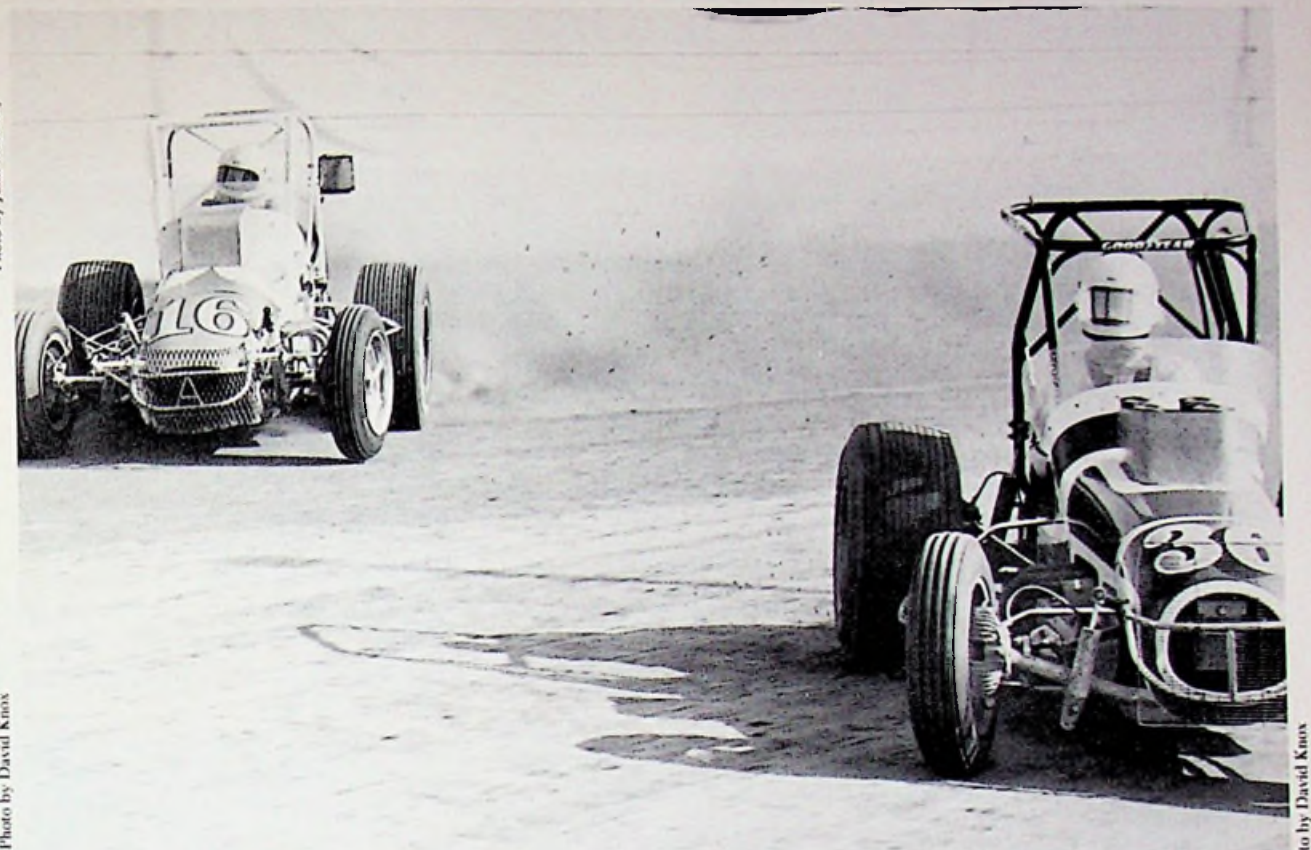
An excellent photo of the brothers Carter dueling on the mile. That's Pancho in No. 1 and Dana in No. 24.



Here they come at us this time and you can see how competitive the USAC sprints are.



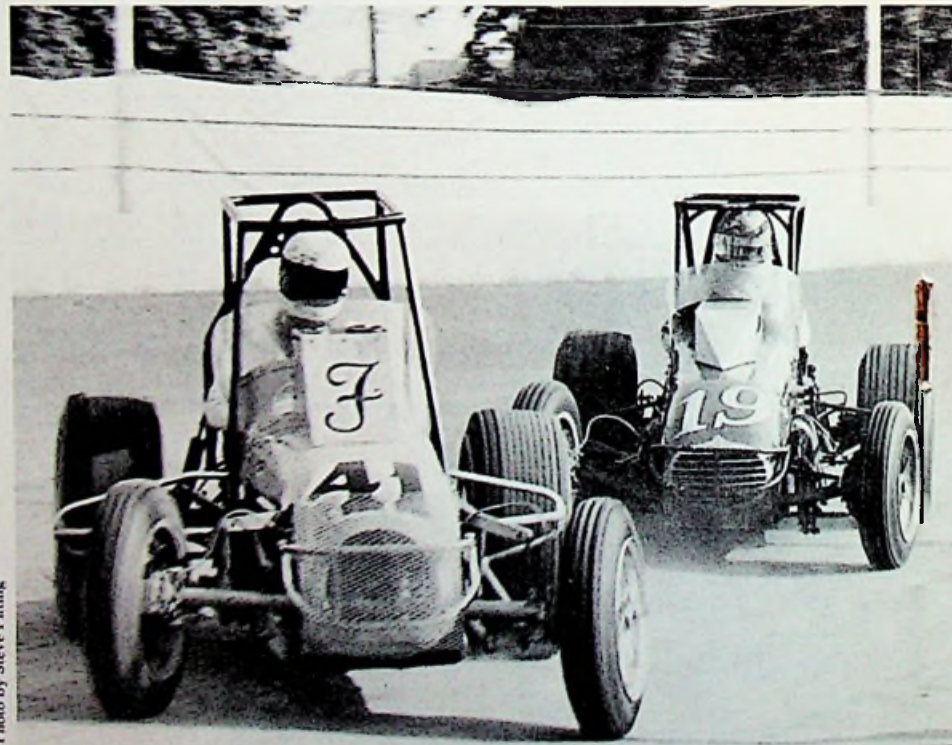
The 28 car field is away on the start of the first 50 lapper as Sam Sessions and Thad Doshier are wheel to wheel for the lead.



Winner of last year's first 50 Joe Saldana No. 16 moving around the outside of Tommy Astone, No. 36.



Someone getting ready for a space shot or maybe even to hold up a gas station? No, it's the former ISF one-lap sprint car record holder Billy Engelhart about ready to race.



Jackie Howerton, the 1974 Hoosier Hundred winner in the No. 41 car and Greg Leffler in the No. 19 car roar through a turn.



Winner of the second 50, George Snider No. 55 locked in combat with Pancho Carter in No. 1. For awhile it appeared Carter might win this half of the "Hoosier Sprints."



Fred Linder up tight against the wall searching for speed during the early warmups last year.



Gary Bettenhausen in the Bob Richards No. 15 all by his lonesome as he power slides through turns one and two during the 1975 "Hoosier Sprints" program.

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

The Terre Haute "Action Track"

THE NATION'S MOST COMPETITIVE HALF-MILE DIRT OVAL



Typical "Action Track" Wheel-to-Wheel Racing

1976 ACTION TRACK RACE SCHEDULE

Sun., June 6	USAC Sprints
Sun., July 28	USAC Midgets
Sun., Aug. 1	USAC Sprints
Sun., Aug. 15	AMA Motorcycles
Sun., Sept. 12	USAC Midgets

Ticket Orders To—
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Terre Haute, Ind. 47808

DRIVERS BLAZE TRAIL THROUGH 1975 USAC SPRINT CIRCUIT

By Bill Hill

INDIANAPOLIS—The United States Auto Club's "Thunder and Lightning" sprint car division lived up to its nickname in 1975 as "Lightning Larry" Dickson won the title and Rollie Beale "thundered" through for a league leading six victories and a close second in the final tally.

Third Title

For Dickson it was an unprecedented third USAC sprint car title bringing his career from the depths of despair, a place it had been ten months earlier.

Dickson didn't do it alone however. . . . Nice guy Ernie Ensign provided a Leffler built Chevy powered, "Torsion Bar" sponsored machine that ran like a Swiss watch under the touch of his wrenches. Together this fine combination won five features.

This crown gives the 37-year-old "Lightning Man" another chance at the Indianapolis 500, a race he has qualified for five times but never since 1971. On the road to his diadem Larry's five wins also put him far ahead on the all-time sprint victory hit parade with 40.

The race for the championship was in doubt right up to the final program of the year and could have been even closer had Beale and his car owners, the brothers Kilman, run a few more races. As it was Rollie's six main event triumphs put him third on the all-time list with 31.

For the more statistically minded a total of 29 programs were run which produced 34 features. A better mix this season than in years past showed with 18 on-pavement races and 16 on dirt. A total of

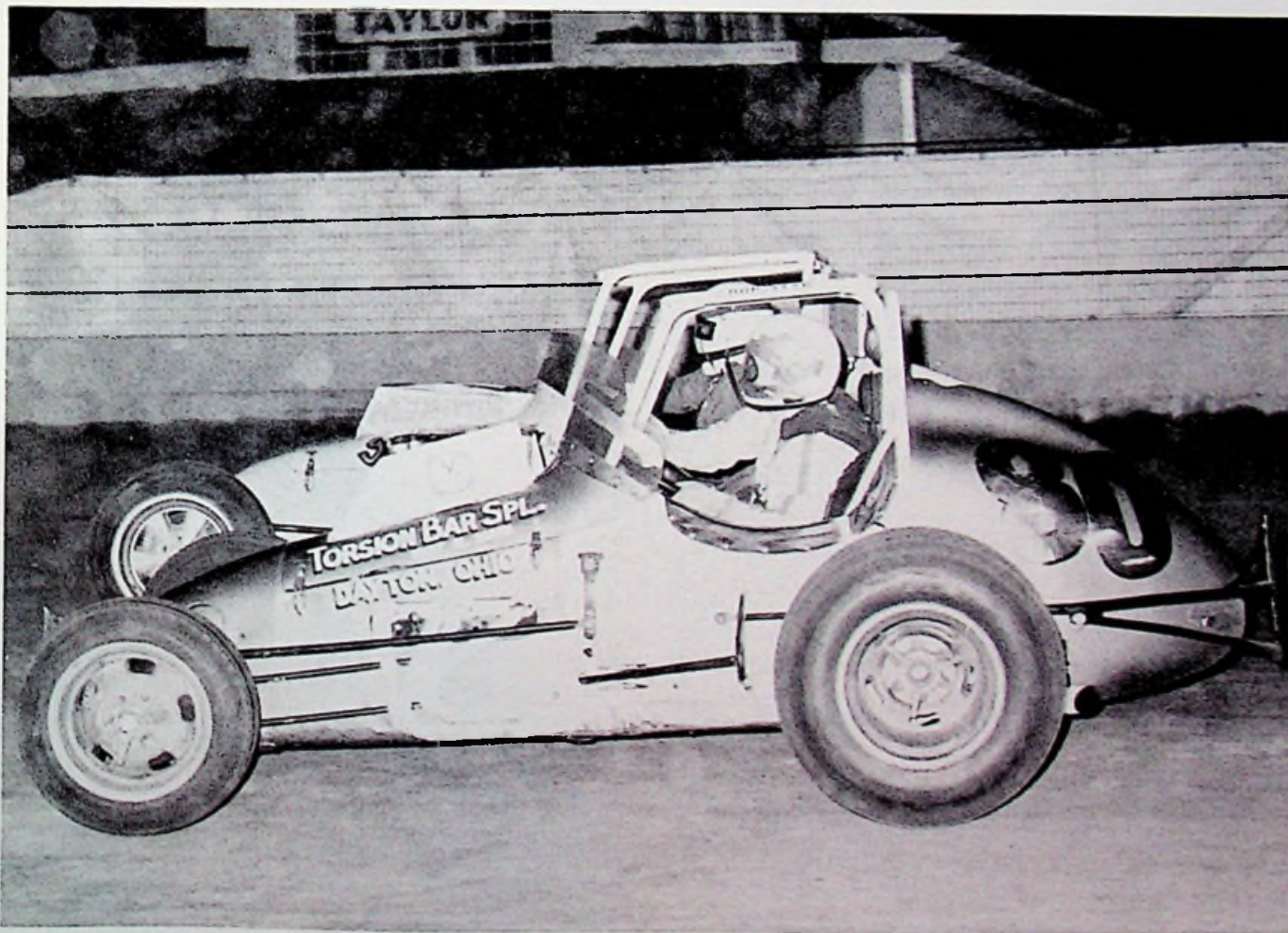


Photo by John Mahoney

Larry Dickson surprised many fans in 1975 by winning his third USAC national sprint car title. Here he is dueling another car in the Torsion Bar Special No. 80. The car owner Ernie Ensign won the USAC title in that category.

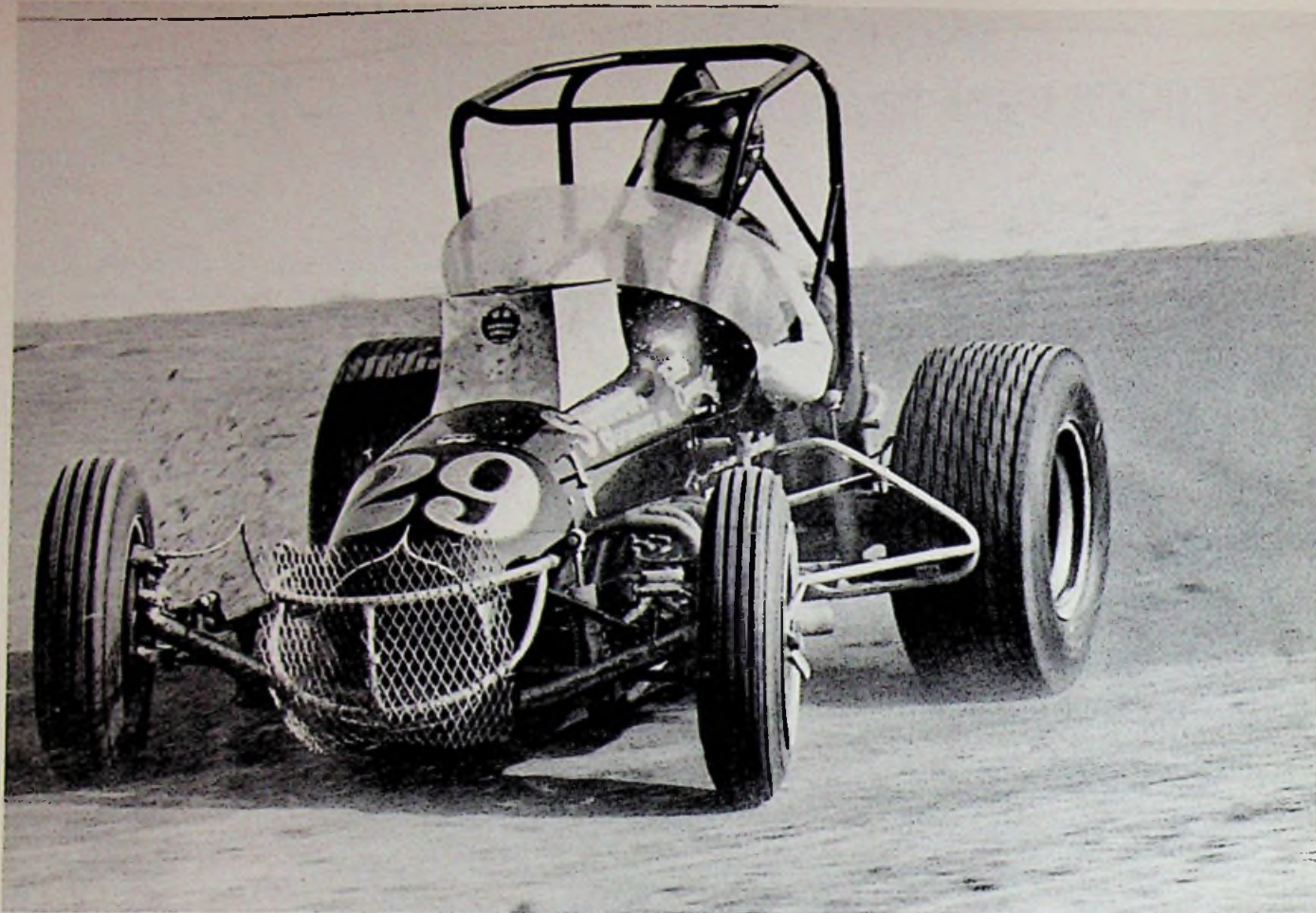


Photo by David Knox

To show you how competitive the USAC sprint circuit is this fine driver, Billy Cassella in the Seymour No. 29, could only win one feature last year.

eight drivers won on both surfaces which shows USAC sprint car pilots as the most proficient of all.

Billy Cassella finished third in points followed by "Pancho" Carter, Tom Bigelow, Bruce Walkup, Joe Saldana, Sam Sessions, Sheldon Kinser and George Snider.

Many Winners

Everyone in the top ten won at least one feature as 15 drivers including three first timers scored main event victories.

Dickson opened the season by winning for the seventh time in his career at Reading, Pa. then watched Rossburg, Ohio (Eldora Speedway) get snowed out the next weekend.

Another stop at Reading was next and Fred Linder won his first USAC feature in the J. T. Engines special after a stirring duel with Saldana. "Lil Joe" did become the new point leader.

Back to Rossburg and it was Bigelow, the Wisconsin strongman, in the Weaver No. 2 taking the victory as Linder flipped violently six or seven times without injury. Shortly afterwards Linder left USAC to return to his more lucrative open-competition ways.

The "Hills" of Winchester and Salem, Ind. were up

next and Dickson won the former with Sessions and the L. G. Hamilton Co. No. 9 taking the latter.

From there the troupe moved on to the Terre Haute "Action Track" and the nationally televised "Tony Hulman Classic." Carter won that one in the Dobbins Chevrolet No. 1 and appeared to be on the road to his second straight title. "Pancho" also became the fifth different driver in five races to win this prestigious event and take home the biggest portion of the \$34,000 purse. Jim McElreath was injured during the main putting him out for most of the year.

Lee Osborne then notched his first pavement victory as he won the "Indy Sprints" at Indianapolis Raceway Park before an SRO crowd. Lee was driving the Stauffer Const. No. 81. John Lucas suffered hand injuries in a crash that kept him out for a while.

SRO Crowd

Beale then won before another SRO crowd as the USAC sprints made their first appearance at Millstream Speedway in Findlay, Ohio. This was followed by the annual "Twin 50's" on the mile at the Indiana State Fairgrounds. Sharing the \$17,500 purse was Saldana in the Amerling No. 16 and

Snider in the Elder Cadillac No. 55. Larry ("Boom-Boom") Cannon boomed end for end a few times in the first 50 and broke his lower back.

Terre Haute was revisited and Saldana won as six drivers led a total of nine times. Gary Bettenhausen then ended a win drought which started 12 months earlier with his accident at Syracuse, N.Y. by winning the 40-lapper at Illiana Speedway in Sherrille, Ind. Finishing second to G. B. and his Miller Plating/Ben's Tire Clinic No. 4 was Snider. Dave Gable was unhurt in a flip.

Up to this point Dickson had been the only repeater in 12 programs. That's when Beale decided to go on a three feature binge which included Rossburg, Winchester and IRP. In doing so he pulled up close to point leader Saldana who had retaken first place when Carter fell on evil times. Larry Rice, subbing in the Kershner Steel No. 18, did a magnificent job for second at IRP.

Action moved east for the next program which was at Reading. This one lasted until the milkmen came out and Osborne won again. Lee was to last with USAC another six weeks or so before he too headed for more lucrative places.

Cassella and the Donohoo Chevrolet Co. No. 29 then won Rossburg before Dickson nailed down Toledo-Ohio and Beale repeated at Winchester. For Billy it was his first USAC dirt victory, for Larry his first ever win in the "Glass City" and for Rollie his first checker during an "Old Timers" program. The Winchester show was costly as both Snider and Gordy Lee was hurt. It may have cost George the championship as he was leading in points at the time. Dickson, however, was unscathed in a Rossburg tumble.

August dawned with Bettenhausen winning career sprint race number 33 at Terre Haute in Willie Davis' No. 24. This was also Gary's seventh sprint victory at the "Action Track." The next weekend it was pavement and dirt back to back with Kinser winning Illiana in the Genesee Beer No. 56 and Sessions taking the main event at Findlay. Sheldon and Sam also each had a second. Jimmy Caruthers was not injured in a flip at Illiana.

Double Header

A double header at New Bremen, Ohio made up a July rainout. Walkup in the Longhorn Racers No. 48 and Dickson were victorious. For Bruce it was his first New Bremen win but for Larry it was his fifth.

Twin features were on tap two weeks later at the Minnesota State Fair in St. Paul. Bigelow and Saldana took home the lion's share of the spoils. Both were in different cars than when they won their earlier races. Tom had returned to the Elder Cadillac Co./Junior Knepper No. 55 and Joe was in the Siebert Oldsmobile Co. No. 3.

Greg Leffler in the Larry Davis No. 69 became 1975's second first time winner as he won at Illiana. A three-week layoff set the stage for Bigelow's first

ever win at Terre Haute as Carter did the supposed impossible by breaking Johnny Rutherford's 10-year-old one lap mark. Carter then won Salem to make it two "James-O'Connor Memorial" victories in a row.

Controversy

Going down the homestretch it was Beale and Dickson sharing the "Twin 50's" at Rossburg before a huge crowd. Newcomer Marvin Carman then won both ends of a similar show at Winchester in Max Dowker's roadster and started another controversy. Should roadsters be banned? Actually it was the first time a roadster has won against the uprights in many a year. If you want to beat them schedule more dirt races. Lost in the hassle was the fact that Dowker had the car running and handling beautifully and Carman did an outstanding job of driving. Jeff Bloom finished second in the first half driving the Roberts Roadster but succumbed to mechanical problems in the second.

The season ended a long way from home a few weeks later—in Birmingham, Ala. Forced to return after a rainout Bigelow scored victory number four which added to his three dirt wins made for a fine year. Rice again finished second this time driving the Aviators No. 98.



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Photo by Gerald Walker

Gary Bettenhausen relaxing in the pits early in the afternoon before warm-ups. That chair he is in is the latest model from BRE.

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TWO WINNERS-TWO LOSERS

The 1975 Twin Sprints not only had twin winners they also had twin losers.

Little Joe Saldana and George Snider came away with the victory laurels after 100 miles of racing on the Indiana State Fairgrounds mile dirt track. They departed with smiles on their faces and heavier billfolds in their pockets.

The same couldn't be said for Larry "Boom Boom" Cannon and John Hubbard. They'll remember the night of May 23, 1975 for a long, long time.

Cannon, who already had experienced one sad happening during May when he failed to qualify for his second 500-Mile Race, started the chain reaction of mishaps involving himself

and Hubbard. Hubbard, actually, became an innocent victim.

The first 50-lapper was only into its third circuit when Boom Boom lost control heading into the third turn. His car flipped onto the wall pinning him in his machine for 20 minutes. When he finally was removed from under the steering wheel and rushed to Methodist Hospital, it was found that he had broken four lower lumbar vertebrae in his back, putting him out of racing action for six weeks.

Oddly, Cannon had crashed at the identical spot the year before.

Hubbard, who failed to make the semi, sat in the stands and watched the entire incident,

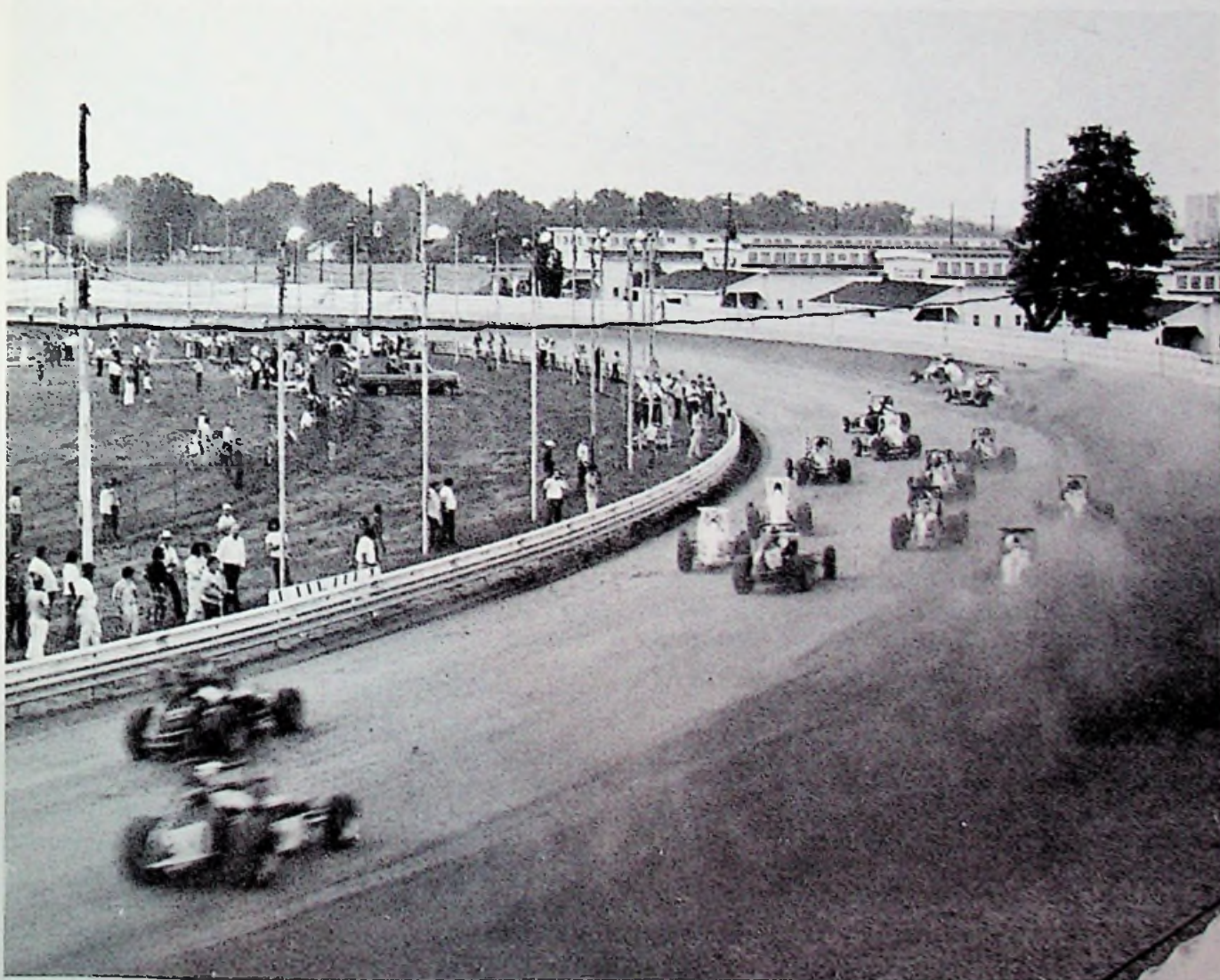


Photo by Ray Coluh

Very little in racing is as thrilling as the USAC sprint cars on a mile dirt track as seen here with the start of last year's semi-main. It's wheel to wheel action all night long.

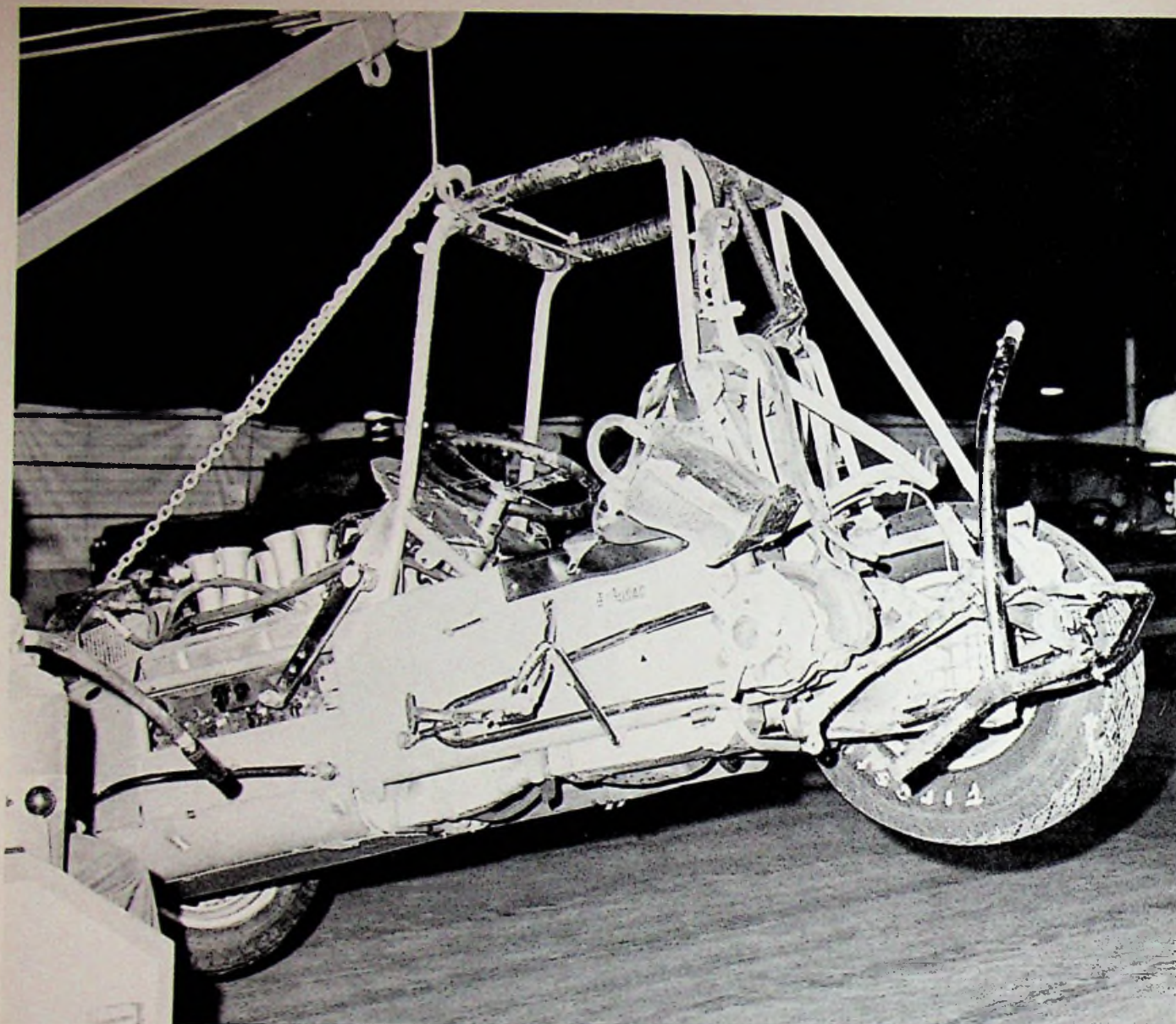


Photo by Steve Fitting

Thanks to the strong roll cage and other safety features Larry Cannon survived his bad accident during the first 50 lapper.

totally unaware that he was becoming a victim, too. The wheel and axle of Cannon's car sailed over the wall and the place it chose to land was on the hood and windshield of Hubbard's Mercedes.

It just wasn't Hubbard's night either.

But it certainly was Saldana's and Snider's.

Saldana won the opener and finished third in the nightcap. Snider placed fifth in the first race.

Thad Doshier, who sat on the pole in the initial feature, held off Saldana for two laps once the racing resumed following the red flag for Cannon's mishap. But the little Nebraskan couldn't be contained.

He played a waiting game through the first part of the race as the veteran Rollie Beale wrested the lead from Doshier on the sixth circuit and held it through the 14th. Then Gary Bettenhausen punched in front, but Saldana was right on his tail and he exploded by the Indianapolis 500 veteran on the following go-around.

The next 34 laps were all his as he refused to yield. Beale, Pancho Carter, Bettenhausen and Snider chased him to the checkered flag.

The crowd of 10,000 which contributed to a \$17,500 purse saluted Little Joe's triumph and then settled back for the second feature. It was on its feet seconds after the green dropped as a dandy duel developed.

Carter got the excitement underway. He had set a track record of 34.60 seconds in qualifying and started third. Still aching from a crash at the Speedway a few days before, he didn't let the soreness bother him as he whipped into the lead on the fourth turn of the first lap.

For the next 33 circuits it became a three-car battle as both Snider and Saldana tried to ease by the defending United States Auto Club sprint car champion. The chance came when Carter nudged the wall between turns 3 and 4, flattening his right rear tire. He was out of the chase two laps later.

Snider extended his lead and won easily, with Beale overtaking Saldana before the finish. Bettenhausen looped early in the race, charged back from 15th to fifth only to spin again on the 43rd lap. Sammy Sessions banged the wall avoiding him but neither driver was hurt.

For the fans, the Twin Fifties were twin delights.

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TOP TEN FINISHERS IN 1975 HOOSIER SPRINTS

First 50-mile Race

1. Joe Saldana
2. Rollie Beale
3. Pancho Carter
4. Gary Bettenhausen
5. George Snider
6. Tommy Astone
7. Sam Sessions
8. Larry Dickson
9. Steve Cannon
10. Ronnie Burke

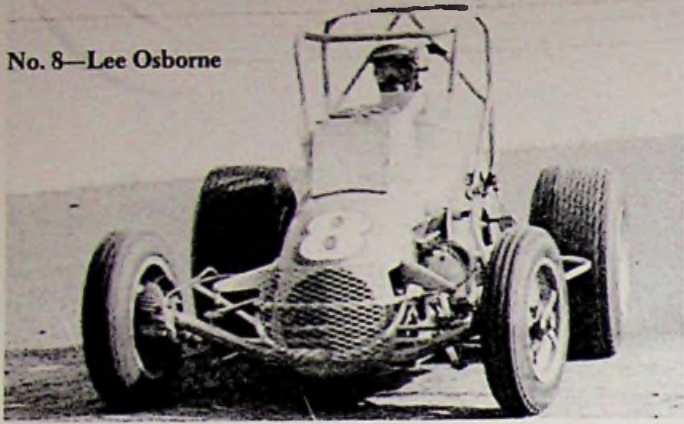
Second 50-Lap Feature

1. George Snider
2. Rollie Beale
3. Joe Saldana
4. Billy Cassella
5. Tommy Astone
6. Ronnie Burke
7. Larry Dickson
8. Lee Osborne
9. Karl Busson
10. Bob Evans

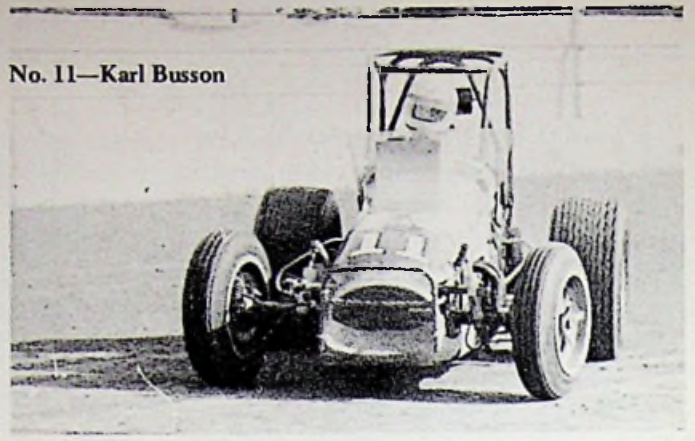
TRACK RECORD: Duane Carter, Jr., 34.60 Seconds, 104.046 MPH Qualifications 1975

MORE FROM THE 1975 HOOSIER SPRINTS

No. 8—Lee Osborne

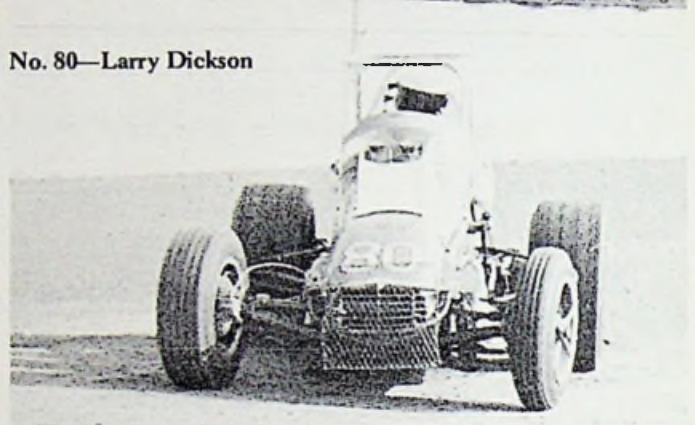


No. 11—Karl Busson



No. 16—Joe Saldana and No. 36—Tommy Astone

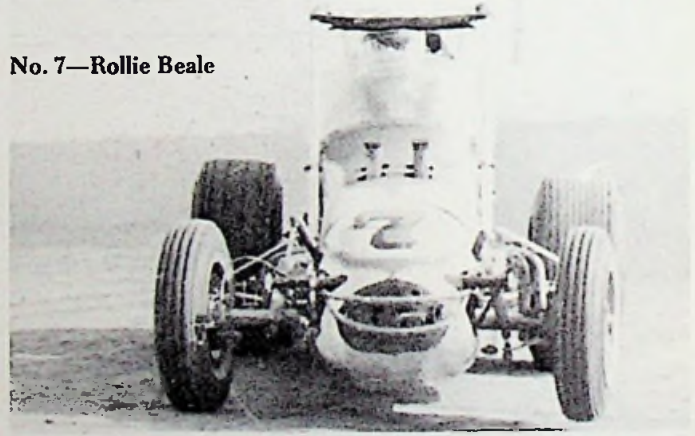
No. 80—Larry Dickson



No. 9—Sam Sessions



No. 7—Rollie Beale



No. 25—Sonny Ates



No. 19—Greg Leffler



All Photos by Stan Jeffrey

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MOTORRACING EVENTS BOTH PAST AND IN THE FUTURE AT THE INDIANA STATE FAIRGROUNDS



Photo by Lenzy Griffey

Last year's two indoor midget race feature winners Sleepy Tripp in No. 1 and Gary Bettenhausen No. 93.

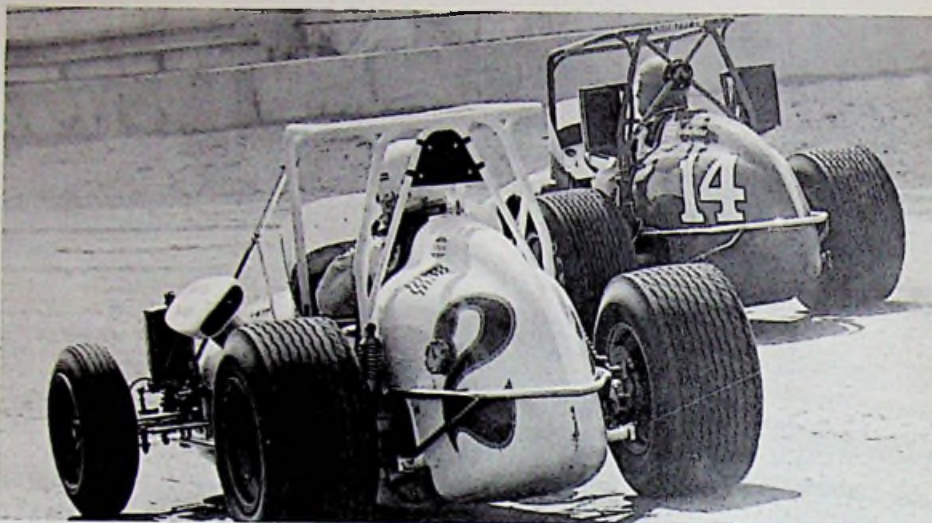


Photo by Bob Kluesner

Eventual winner Tom Bigelow No. 2 and A. J. Foyt No. 14 who finished second doing battle during last year's "Hoosier Hundred."



Photo by Scattergood-Christie

The parade lap for this season's "Hoosier Hundred" will be held on Saturday afternoon, Septembet 11. Ticket application blanks are available now.



Photo by Vern Platts

Gene Romero during last season's AMA National Championship Motorcycle Race program on the mile. This year an unprecedented double national, Saturday night, August 28 and Sunday afternoon, August 29, will be run.



Photo by Armin Krueger

USAC indoor midget racing as seen here will be back on the schedule for the Indiana State Fairgrounds Coliseum next February or March or whenever the snow flies.

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