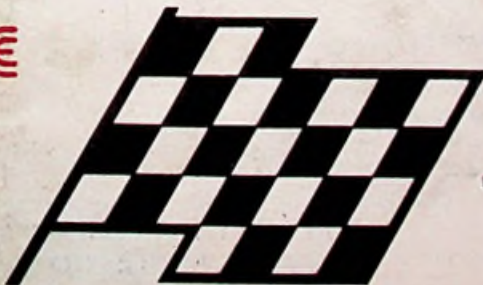


1975 Winner - Tom Bigelow

DU QUOIN STATE FAIR
100-Mile Championship
Dirt Car Race

OFFICIAL PROGRAM
Sunday August 29, 1976
50 Cents



Du Quoin State Fair

August 28 thru September 6
1976

Headliners



The MARTY ROBBINS FREDDY FENDER Show

MARTY ROBBINS

FREDDY FENDER

Sat., August 28



The ROY CLARK Show

ROY CLARK

BARBARA
FAIRCHILD

Sun., August 29



The JOHNNY CASH Show

JUNE CARTER &
JOHNNY CASH

TOMMY CASH

Mon., August 30



The CONNIE STEVENS Show

CONNIE STEVENS

GEORGE KIRBY

Tues., August 31 thru Fri., September 3



The NEIL SEDAKA Show

NEIL SEDAKA

Sat. & Sun., September 4 & 5

GRAND CIRCUIT
HARNESS RACING

September 1 thru
September 6

highlighted by

THE HAMBLETONIAN
Saturday, September 4

All shows start at 8 p.m.
with the exception of The
Roy Clark and Johnny Cash
Shows which start at 6 p.m.
& 9 p.m.

The BOBBY VINTON Show

Mon., September 6

BOBBY VINTON



FOR FURTHER TICKET INFORMATION CHECK BOX
OFFICE WINDOW OUTSIDE MAIN GRANDSTAND



LATE-MODEL STOCK CAR (100-Miler)
Saturday, August 28

CHAMPIONSHIP DIRT CAR (100-Miler)
Sunday, August 29

Du Quoin
State Fair's

★
★ 1976 ★
★ OFFICIAL
★ SOUVENIR
★ PROGRAM



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Searching for MARTY ROBBINS

SINGER, AUTO RACER, COWBOY



By Shirley Roney

Singing and auto racing aren't necessarily incompatible, according to country music artist Marty Robbins.

According to Robbins, a former amateur boxer who began his musical career on board ship while in the Navy, singing and racing are the same but different. The thrill is the same. The money is different.

Robbins, who drives four to six races a year, admits that music is a more practical endeavor in terms of monetary rewards since even a winning racing campaign can cost money. A blown racing engine can cost upwards of \$25,000, he notes.

Having posted fifteen first-place recordings, Robbins began his stock car racing career at a dirt track north of Nashville, Tenn. When asked if he is competitive by nature, the singer of sad ballads, replies quickly and emphatically. "You bet I am."

After six weeks of competition at Nashville, he broke all the records on that dirt track.

But the short races just weren't enough, he says. "The 30-lappers never satisfied me. I always wanted more. But when you drive a 500-miler, you get enough. It's tiring and you have to be in shape."

Robbins, who drove the pace car for the Indianapolis 500, at 144 miles per hour finished 12th in the National 500 in 1968 at the Charlotte Motor Speedway and was Rookie of the Southern 500 in 1972. He finished seventh in the Southern 500 at Darlington, S.C., and eighth in the Miller 500 at Ontario.

He recounts one of the "highlights of my career" as racing against Bobby and Donnie Allison in Nashville while piloting an auto powered by a 426 engine without weight restrictions. Robbins led the field until a hot tire slowed him down.



To be consistently at the front of the pack, Robbins admits that a racer probably has to be a full-timer. "If I'm in the top 25, I consider myself really lucky. I just want to make a race. That's what I love, driving against these fellows. Nobody likes the idea of my racing except me. But if I were afraid of something happening to me, I'd get in a closet and forget about life."

The singer isn't ready for the closet life yet. His "El Paso City" quickly climbed to the top of the charts, and he recently signed another recording contract with Columbia Records. He has starred in about a dozen movies and has his own television and movie production company with distribution through Universal Pictures of Hollywood. The first so-called country act ever to play the main showrooms in Las Vegas, he still holds the all-time attendance record at one of the big hotels in that city.

Born Sept. 26 in Arizona, it was Gene Autry and his singing westerns that sparked an early desire in Robbins to sing cowboy songs, which he still likes best.

While still in high school, he began boxing and continued the sport after enlisting in the Navy in 1943. His recording activity began in 1952 with "Love Me Or Leave Me Alone." A regular on the Grand Ole Opry since 1953, Robbins' popularity stems from his unique style of music and inimitable voice.

Often the voice and music of Robbins seem to express some vague longing for another time or another place or a woman that he once loved. "I do have a special feeling about El Paso," says the singer. "The song 'El Paso City' came quickly. I didn't even start out to write that song. I was going to write about an airline pilot."

But what he did write about was a man who had a cloudy intuition that perhaps in another time he had lived and died in El Paso.

Does he believe in reincarnation? "Not necessarily, maybe." He has wondered. The Bible speaks about incarnation, and he wonders about that, too. But he doesn't want to delve too deeply into the past.

In another time, he could have been a cowboy, and maybe he would like to have been. But in the present he is a successful singer of songs who drives racing cars and enjoys both—the man with a tear-drop in his voice and a competitive spark in his eye.

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COURTESY OF:

intuitions

(Ticket Office Staff)

Thank You

Du Quoin State Fair

AL UNSER & JOHNNY LIGHTNING ESTABLISH THEMSELVES AT DU QUOIN BACK IN 1970...

By Shirley Roney

In 1970, Johnny Lightning was almost a household word. Toy counters featured an assortment of plastic replicas of the blue car that won the Indianapolis 500 that year and liquor stores sold expensive ceramic decanters in the form of the race car.

That was the year, Al Unser, in the Johnny Lightning 500 Special, won ten races, including Du Quoin and Indianapolis from the pole position.

The Johnny Lightning Special has disappeared from the toy counters, from the liquor stores and from the posters--but not from the record books.

Unser set the 100-mile dirt car record at Du Quoin in September of 1970 at 1:01:07.66, averaging 98.115 miles per hour. In 1973, he set the one-lap record of :33.56 in the Viceroy.

Speeds have increased--for one-lap performances--but Unser's blue special still holds the 100-mile dirt car record at the Indiana State Fairgrounds, the Missouri State Fairgrounds and the Du Quoin State Fairgrounds.

Unser also holds the championship car records for 100 and 150 miles at Indianapolis Raceway Park, and the 200-mile record at Phoenix.

Born May 29, 1939, Al Unser is the youngest of the famous family of drivers to have gained prominence on the USAC trail.

He began his achievements with wins at the Pikes Peak Hill Climb in 1964 and 1965. In 1967, he was USAC "Rookie of the Year" in the stock car division.

The father of three children, Unser won the national USAC championship division in 1970,

with the first of two consecutive wins at Indianapolis Motor Speedway. He finished second in the Indy 500 in 1967 and 1972.

He has a pair of wins at Du Quoin and qualified on the pole last year.

In 1973 he won the USAC dirt track championship and finished second in 1972.

After a win this season in the 500-mile race at Pocono, Pa., in the Indy Cosworth, Unser is battling Johnny Rutherford for the 1976 national championship title and has won over \$121,000 this year.

OUTFITS WORN BY OUR GALS
COURTESY OF:

Country Set

(Head Usherettes)

Thank You

Du Quoin State Fair

...**but**

*** TOM BIGELOW**

*** REIGNS IN '75**

AL UNSER

By George Peters

Al Unser of Albuquerque, N.M. qualified in :36.788 to take the pole position for the 1975 Du Quoin Dirt Championship. Always a charger at Du Quoin, Unser has won the race twice--in 1969 and 1970. He still holds the track record of one hour and one minute set in 1970 when he averaged 98.115 miles per hour. The two-time Indy winner also holds the one-lap record of :33.56 (107.270 m.p.h.) set in 1973.

When the green flag dropped in 1975, Tom Bigelow, who qualified second, beat Unser into the first turn and held the lead throughout the race. In his relentless effort to stay with Bigelow, Unser banged the fence in the first turn on lap 46. He was unhurt but unable to return to the track.

Larry Rice, Rollie Beale, Jackie Howerton, Sam Sessions and Jimmy Caruthers stayed on the same lap with the leader until late in the race. Beale hit the wall on lap 80, and Howerton's Chevy engine let go with only three laps remaining. Rice offered the strongest challenge to Bigelow late in the race and crossed the finish line second.

Sessions placed third, Caruthers fourth and Arnie Knepper of Belleville came home fifth.

Caruthers captured the 1975 Dirt Car Championship points title, finishing no lower than fourth in the five USAC dirt races. The 30-year-old driver died of cancer shortly after running a full racing schedule in 1975.

Caruthers' bulldog determination was exemplified by his Du Quoin performance. Halfway through the race, a leak developed in the braking system causing fluid to spill out on the hot metal. As a



result, an ominous trail of smoke emerged from the right rear tire. The situation appeared menacing for Caruthers and his Pizza Hut Special. However, he was able to continue in the speed contest without the benefit of brakes. His unwillingness to quit was tangible proof of his dogged determination.

Bigelow put his auto racing act together at Du Quoin, wrapping up the dirt season with victories at Du Quoin, St. Paul and Indianapolis. However, he was unable to overtake Caruthers in the points race.

A unique twist last year was the appearance of a father-son combination--Jim McElreath, a USAC veteran, and his 21-year-old son James. James finished eleventh while the senior McElreath was twenty-first after experiencing overheating problems early in the race.

Another Du Quoin favorite, A. J. Foyt, was missing from the race for the first time in many years. The tough Texan decided to forego the dirt races last year with the exception of the Hoosier Hundred, in which he finished second to Bigelow and just ahead of Caruthers. Foyt's first USAC championship win was at Du Quoin in September of 1960.

The race purse was worth \$25,000 with the winning car, the Leader-Card Lodestar Special earning \$5,900.





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★ In Front of Exhibition Hall



UNITED STATES AUTO CLUB



DANA CARTER
Born July 6, 1952
Wife-Beverly
2nd USAC Midget division 1975



RON "SLEEPY" TRIPP
Born April 13, 1952
1975 USAC Midget Champion.



BOB OLIVERO
Born December 24, 1946
Wife-Harriet
3rd 1973 Midget division



SALT WALTHER
Born November 22, 1947
21st in National Championship
division in 1975



BILLY CASSELLA
Born January 8, 1949
Wife-Sharon; Children-William, Lynnette
3rd USAC Sprint car division 1975;
1972 USAC Sprint car "Rookie of the Year"



ARNIE KNEPPER
Born October 10, 1930
Wife-Wanda; Children-Peggy, Arthur, Tina
3rd 1972, 1975 Dirt car division



LEE KUNZMAN
Born November 29, 1944
3rd 1972 Sprint car division,
2nd 1973



ROY HICKS
Born April 15, 1941
Wife-Shirleen; Children-Suzanne, Kerry, David



TOM BIGELOW
Born October 31, 1939
Wife-Randy Lou; Children-Don, Alan, Becky
1969 overall winner Astro Grand Prix; 2nd 1974,
1975 Dirt car championship, tied 2nd 1973;
2nd 1974 Sprint car championship;
1975 Hoosier Hundred winner;
Dirt wins 4



JIM MCELREATH
Born February 18, 1928
Wife-Shirley; Children-Vicky, Shirley, James
1970 Ontario 500 winner; 1962 Indianapolis
500 "Rookie of the Year;" 3rd 1963, 1965,
1970 National Championship division, 2nd 1966;
1970 National Championship division, 2nd 1966;
2nd 1971 Dirt Track division; 8th in USAC
all-time Championship standings; Dirt wins 1



A. J. FOYT
Born January 16, 1935
Wife-Lucy; Children-A. J. III, Terry Lynn,
Jerry Zan
1960, 1961, 1963, 1964, 1967, 1975 USAC
National Champion, 2nd 1962, 1965, 1971;
1961, 1964, 1967 Indianapolis 500 winner;
1965, 1969, 1974, 1975 Indianapolis Pole
Position; USAC all-time winningest Championship
driver; 1968 USAC Stock Car Champion, 2nd
1963, 1969; 1972 USAC Dirt Track Champion;
winner 1967 LeMans 24 Hours; all-time Championship
point leader; Dirt wins 2

Today's Entries

Car No.	Driver	Car	Qual. Time	Start Pos.	Finish
2	TOM BIGELOW	Leader Card Racer Foyt ^{32.831 32.992}	<u>32.831</u>		
3	ARNIE KNEPPER	City of Champaign Chevy			
X	BILLY ENGELHART	S. C. Cabinet Chevy			
R	BILL VUKOVICH	Ace Bolt & Nut Ford ^{34.849 37.936}	<u>34.849</u>		
12	JAN OPPERMAN	Hook'en II Chevy ^{34.325}	<u>34.133</u>		
16	<u>Templeman</u>	Smith Speed Shop Chevy ^{34.0 33.997}	<u>33.997</u>		
17	<u>LARRY MOORE</u>	Smith Speed Shop Chevy ^{36.136}			
20	SHELDON KINSER SNIDER	Genesee Beer Special Chevy ^{34.368}	<u>33.817</u>		
22	JOE SALDANA	Reidling Chevy ^{33.856 34.}	<u>33.356</u>		
23	<u>Jim McElreath</u>	McElreath Chevy ^{34.084}	<u>33.820</u>		
25	BILL CASSELLA	Donahue Chevy ^{34.294 34.249}	<u>34.249</u>		
31	JOHN HUBBARD	Raceweld Co. Special Chevy			
32	JERRY KARL	Ted Kline Montgomery Offy			
33	RONNY BURKE	Burke Chevy ^{34.545 34}	<u>34.1</u>		
35	DANA CARTER	Sterling-Holt Racing Chevy ^{33.948 34.00}	<u>33.948</u>		
40	TOMMY ASTONE <u>Bill BORKS</u>	Tag Hale Chevy ^{36.194}	<u>35.167</u>		
42	GARY IRVIN	Armstrong Mould Inc. Chevy	<u>34.058</u>		
48	PANCHO CARTER	Doggins Chevy ^{33.682}	<u>33.220</u>		
51	BUDDY JONES	Wayne Weiler Farms Chevy ^{33.7}	<u>33.277</u>		
53	BOBBY OLIVERO	Indep. Garage Owners Ford ^{34.179 35.}	<u>34.179</u>		
55	JAMES McELREATH ¹⁵	Pizza Hut Special Foyt ^{34.280}	<u>33.960</u>		
59	LARRY RICE	LeFevre Chevy ^{33.931 33.971}	<u>33.931</u>		
61	ROY HICKS	Lyle Dile Chevy ^{34.824}	<u>34.111</u>		
62	STEVE LOTSHAW	Schutz & Thompson Chevy			
65	JERRY MILLER	S & M Electric Chevy ^{34.196}	<u>34.091</u>		
67	JIM McELREATH	Adrian & Griffith Chevy	<u>34.572</u>		
74	LEE KUNZMAN <u>CHUCK GURNEY</u>	Ben's Tire Chevy ^{34.286}	<u>34.073</u>		
78	ROLLIE BEAL	Fuzzbuster Chevy ^{34.599}	<u>34.28</u>		
76	SLEEPY TRIPP	Spirit of 76 Chevy ^{33.998 36.212}	<u>33.998</u>		

★ Today's Lineup ★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

Row No.	Car No.	Driver	Finish	Car No.	Driver	Finish
1	2	Bigelow		48	Pancho CARTER	wreck
2	51	Bobby JONES		22	Saldana	
3	72	DICKSON		57	AURTIENSE	
4	56	KINSEY		20	SNIDER	
5	23	JIM McELORATH		59	RICE	
X	35	DANA CARTER	oil not start	55	JAMES McELORATH	
7	16	Templeman		76	TRIPP.	wreck car 73
8	42	IRVIN		74	C. GURNEY	wreck
9	65	JERRY MILLER		61	ROY HICKS	
X	30	MORERTON	wreck 13	72	OPPELMAN	
11	33	RODNEY BURKE		53	B. OLIVEKO	
12	93	J. PARSONS		29	B. CASSELLA	
13						
14						
15						
16						
17						
18						

DU QUOIN STATE FAIR 1975 RESULTS

USAC Stock Car Box Score — DuQuoin, Illinois — August 23, 1975

Track: DuQuoin State Fairgrounds
 Type Track: 1 Mile Dirt
 Organizer: Bill Hayes
 Weather: Sunny

Avg. Speed: 84.250 mph
 Time: 1:11:13.00
 Distance: 100 Miles
 Event No. 11

Basic Purse: \$19,081
 Accessory: \$ 400
 Appearance: \$ 350
 P.F. Cont.: \$ 500
 TOTAL: \$20,331

FIN. POS.	ST. POS.	DRIVER	CAR MAKE/ NUMBER	PTS. WON	MONEY WON	LAPS COMP.	RUNNING/ REASON OUT
1	2	BUTCH HARTMAN	Dodge (75)	250	\$3,692	100	Running
2	20	SAL TOVELLA	Plymouth (8)	210	\$2,333	100	Running
3	3	IRV JANEY	Dodge (7)	180	\$1,596	100	Running
4	4	RAMO STOTT	Plymouth (3)	160	\$1,159	100	Running
5	8	BAY DARNELL	Dodge (12)	150	\$ 816	99	Running
6	10	DON WHITE	Dodge (5)	140	\$ 730	98	Running
7	6	LARRY MOORE	Dodge (14)	130	\$ 687	98	Running
8	19	HAROLD FAIR	Chevrolet (6)	120	\$ 644	97	Running
9	15	GORDON BLANKENSHIP	Plymouth (17)	110	\$ 601	97	Running
10	17	LEN GITTEMEIER	Chevrolet (41)	100	\$ 558	97	Running
11	7	FRED ZACK	Plymouth (72)	90	\$ 516	96	Running
12	18	PAUL FELDNER	Dodge (4)	80	\$ 472	95	Running
13	23	STEVE DRAKE	Dodge (9)	70	\$ 429	95	Running
14	29	DALE RICHARDSON	Chevrolet (97)	60	\$ 386	91	Running
15	28	GENE MARMOR	Chevrolet (55)	50	\$ 344	89	Running
16	26	JERRY SIFFORD	Ford (38)	40	\$ 301	83	Black flag
17	30	MARK DINSMORE	Ford (42)	30	\$ 258	82	Black flag
18	21	RUSS PETERSON	Chevrolet (64)	20	\$ 215	74	Engine
19	16	KEN ROWLEY	Dodge (27)	15	\$ 215	62	Ignition
20	13	KEN SIMPSON	Chevrolet (96)	15	\$ 215	51	Transmission
21	12	JIM SCOTT	Plymouth (03)	15	\$ 215	40	Overheating
22	24	LARRY COPE	Ford (29)	15	\$ 172	38	Oil line
23	5	TERRY RYAN	Chevrolet (61)	15	\$ 172	27	Accident
24	9	ERNIE DERR	Dodge (23)	15	\$ 172	27	Differential
25	25	GEORGE COONROD	Chevrolet (63)	15	\$ 172	25	Oil pressure
26	1	JACK BOWSHER	Ford (21)	15	\$ 172	20	Overheating
27	11	BUTCH GARNER	Dodge (24)	15	\$ 172	20	Overheating
28	14	RALPH LATHAM	Plymouth (70)	15	\$ 172	20	Overheating
29	27	DAVE WHITCOMB	Chevrolet (68)	15	\$ 172	9	Overheating
30	22	RAY BOLANDER	Plymouth (35)	15	\$ 172	0	Accident

FAST QUALIFIER: Jack Bowsheer -- 38.36 seconds (93.848 mph).

LAP LEADERS: Laps 1-13, Bowsheer, Laps 14-28, Hartman; Laps 29-48, Stott; Laps 49-100, Hartman

YELLOW LIGHTS: Laps 1-2, Dinsmore, Bolander spun; Laps 28-30, Ryan, Derr tangle; Laps 67-68, spin; Lap 98, Dinsmore spun.



USAC Championship Dirt Car Box Score — Ted Horn Memorial — August 24, 1975

Location: DuQuoin, Illinois
 Track: DuQuoin State Fairgrounds
 Type Track: 1 Mile Dirt
 Organizer: Bill Hayes
 Weather: Sunny

Avg. Speed: 92.776 mph
 Time: 1:04:40.30
 Distance: 100 Miles
 Event No. 3

Basic Purse: \$25,000
 Accessory: \$ 200
 P.F. Cont.: \$ 500
 TOTAL: \$25,700

FIN. POS.	ST. POS.	DRIVER	CAR NAME/ NUMBER	PTS. WON	MONEY WON	LAPS COMP.	RUNNING REASON OUT
1	2	TOM BIGELOW	Leader Card-Lodestar (2)	200	\$5,900	100	Running
2	7	LARRY RICE	Lefevre Automotive (59)	160	\$3,325	100	Running
3	4	SAM SESSIONS	Smith Speed Shop (17)	140	\$2,138	100	Running
4	16	JIMMY CARUTHERS	Pizza Hut of St. Louis (55)	120	\$1,722	99	Running
5	12	ARNIE KNEPPER	Patterson Driveshaft (5)	100	\$1,425	99	Running
6	8	STEVE CHASSEY	Bettenhausen Racing (87)	80	\$1,188	99	Running
7	13	DARL HARRISON	Harrison-Routh (7)	60	\$ 950	99	Running
8	22	JIM HURTUBISE	West Coast Pool Service (18)	50	\$ 831	99	Running
9	21	TOMMY ASTONE	D.J.C. Enterprises (15)	40	\$ 772	99	Running
10	9	BRUCE WALKUP	Hook 'Em II (48)	30	\$ 713	98	Running
11	23	JAMES McELREATH	Bill King Brake-O (23)	20	\$ 653	98	Running
12	17	JACKIE HOWERTON	Sinmast (16)	10	\$ 595	97	Engine
13	18	BILL VUKOVICH	Ben's Tire Clinic (74)		\$ 535	97	Running
14	15	JERRY MILLER	S & M Electric (77)		\$ 475	97	Running
15	24	LARRY DICKSON	Sohm (83)		\$ 416	85	Running
16	20	ROLLIE BEALE	Glass City (22)		\$ 356	80	Accident
17	1	AL UNSER	Viceroy (3)		\$ 297	46	Accident
18	5	GARY BETTENHAUSEN	City of Syracuse (97)		\$ 237	38	Engine
19	6	SPIKE GEHLHAUSEN	Midwest Manufacturing (91)		\$ 237	34	Transmission
20	11	SHELDON KINSER	Dave McIntire Chevrolet Center (20)		\$ 237	33	Radius rod
21	19	JIM McELREATH SR.	Patterson Driveshaft (54)		\$ 237	30	Overheating
22	3	DUANE CARTER JR.	Dobbins Chevrolet (10)		\$ 237	21	Fuel pump
23	14	BILLY CASSELLA	Donohue Chevrolet (29)		\$ 237	21	Wheel
24	10	JOE SALDANA	McGinty Conveyors (85)		\$ 237	8	Torque arm

FAST QUALIFIER: Al Unser -- 36.788 seconds (97.858 mph).

LAP LEADERS: Laps 1-100, Bigelow.

YELLOW LIGHTS: Laps 46-51, Unser hit wall in Turn 1; Laps 81-85, Beale hit wall in Turn 2.

NOTE: Roy Hicks qualified for 18th starting position but was unable to start.

Hours:

Sunday thru Thursday

*** 11:00 a.m. to 9:00 p.m.**

Friday and Saturday

*** 11:00 a.m. to 10:00 p.m.**



Family Menu

with Salad Bar

*** * * * ***

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MIDGET AUTOS

Year	Distance (miles)	Winner	Time
1952	100	Allen Heath	1:12:11.55
1953	100	Mike Nazaruk	1:07:14.26
1958	100	Rodger Ward	1:10:18.25
1959	100	Tony Bettenhausen	1:06:10.76
1960	100	Jack Turner	1:05:14.29
1964	100	Don Branson	1:05:59.98
1965		No Race - Rain	
1966	50	Chuck Arnold	:33:30.45
1966	50	Chuck Arnold	:33:48.73
1967	50	Bill Vukovich	:30:48.73
1967	50	Bob Tattersall	:32:53.67
1968		No Race - Rain	
1969	50	Mel Kenyon	:34:19.02
1969	50	Mel Kenyon	:30:02.74
1970	50	Jimmy Caruthers	:30:49.32
1970	50	Jimmy Caruthers	:31:25.88
1971	50	Johnny Parsons, Jr.	:34:27.44
1971	50	Johnny Parsons, Jr.	:32:59.72
1972	50	Tom Bigelow	:29:39.81
1972	50	Tom Bigelow	:29:21.35
1973		No Race	
1974	50	Duane Carter	:30:02.38

STOCK CARS

Year	Distance (miles)	Winner	Car	Time
1950	100	Jay Frank	'50 Oldsmobile	1:16:40.71
1954	100	Don O'Dell	'53 Packard	1:24:15.87
1955	100	Frank Mundy	'55 Chrysler	1:23:20.05
1956	100	Marshall Teague	'56 Chevrolet	1:18:20.50
1957	100	Jerry Unser	'57 Ford	1:18:34.17
1957	100	Jim Bryan	'57 Mercury	1:21:25.64
1958	100	Fred Lorenzen	'58 Ford	1:16:40.36
1959	100	Fred Lorenzen	'58 Ford	1:21:37.96
1960	100	Norm Nelson	'60 Ford	1:11:15.79
1961	100	Paul Goldsmith	'61 Pontiac	1:10:18.52
1962	100	Paul Goldsmith	'62 Pontiac	1:12:54.03
1963	100	Norm Nelson	'63 Plymouth	1:12:19.80
1964	100	Joe Leonard	'64 Dodge	1:13:05.14
1965	100	Paul Goldsmith	'65 Plymouth	1:16:04.48
1966	100	Don White	'66 Dodge	1:09:50.42
1967	100	Norm Nelson	'67 Plymouth	1:14:11.34
1968	100	Don White	'68 Dodge	1:18:11.69
1969	100	A. J. Foyt	'69 Ford	1:11:22.05
1970	100	Norm Nelson	'69 Plymouth	1:21:03.40
1971	100	Verlin Eaker	'71 Plymouth	1:10.56
1972	100	Jack Bowsher	'71 Ford Torino	1:02:52.34
1973	100	Butch Hartman	'73 Dodge	1:08:04.65
1974	100	Butch Hartman	'73 Dodge	1:06:29
1975	100	Butch Hartman	'75 Dodge	1:11:13.0

SPRINT CARS

Year	Distance (miles)	Winner	Time
1954	25	Pat O'Connor	:21:33.46
1955	30	Bob Sweikert	:18:57.30
1961	25	Elmer George	:15:13.00
1962		No Race - Rain	
1963	25	A. J. Foyt	No Time

PREVIOUS DU QUOIN STATE FAIR WINNERS

CHAMPIONSHIP AUTOS

Year	Distance (miles)	Winner	Car	Time	Speed
1948	100	Lee Wallard	Iddings Special	1:07:53.28	88.381
1948	100	Johnnie Parsons	Kurtis-Kraft Special	1:11:47.70	83.572
1949	100	Tony Bettenhausen	Meyer-Drake Special	1:06:37.13	90.065
1950		No Race - Rain			
1951	100	Tony Bettenhausen	Belanger Special	1:07:56.48	88.311
1951	101	Tony Bettenhausen	Belanger Special	1:09:19.00	86.559
1952	100	Chuck Stevenson	Springfield Welding's Special	1:07:51.59	88.418
1953	100	Sam Hanks	Bardahl Special	1:06:40.71	89.984
1954	83	Sam Hanks	Belanger Special	No Time	
1955	100	Jimmy Bryan	Dean Van Lines Special	1:04:09.05	93.530
1956	100	Jimmy Bryan	Dean Van Lines Special	1:05:25.00	91.720
1957	100	Jud Larson	John Zink Special	1:05:58.29	90.948
1958	100	Johnny Thomson	D. A. Lubricant Special	1:03:19.36	94.753
1959	100	Rodger Ward	Leader Card Duo Special	1:04:19.86	93.267
1960	100	A. J. Foyt	Bowes Seal Fast Special	1:04:16.41	93.351
1961	100	A. J. Foyt	Bowes Seal Fast Special	1:04:41.19	92.755
1962		No Race - Rain			
1963	100	A. J. Foyt	Sheraton-Thompson Special	1:03:00.18	95.234
1964	100	A. J. Foyt	Sheraton-Thompson Special	1:01:21.00	97.800
1965	100	Don Branson	Wynn's Special	1:07:34.43	88.792
1966	100	Bud Tingelstad	Federal Eng Special	1:03:05.42	95.102
1967	100	A. J. Foyt	Sheraton-Thompson Special	1:04:07.05	93.579
1968	100	Mario Andretti	Overseas National Airways Special	1:05:33.66	91.518
1969	100	Al Unser	Vel's Parnelli Jones	1:03:20.52	94.724
1970	100	Al Unser	Johnny Lighting 500 Special	1:01:07.66	98.155
1971	100	George Snider	G. C. Murphy Special	1:03:24.82	94.617
1972	52	A. J. Foyt	ITT Thompson Special	38.56	
1973	100	Mario Andretti	Vicerory Special	No Time Rain	
1974	53	Mario Andretti	Vel's Parnelli Jones R. Ford	No Time Rain	
1975	100	Tom Bigelow	Leader Card-Lodestar	1:04:40.30	

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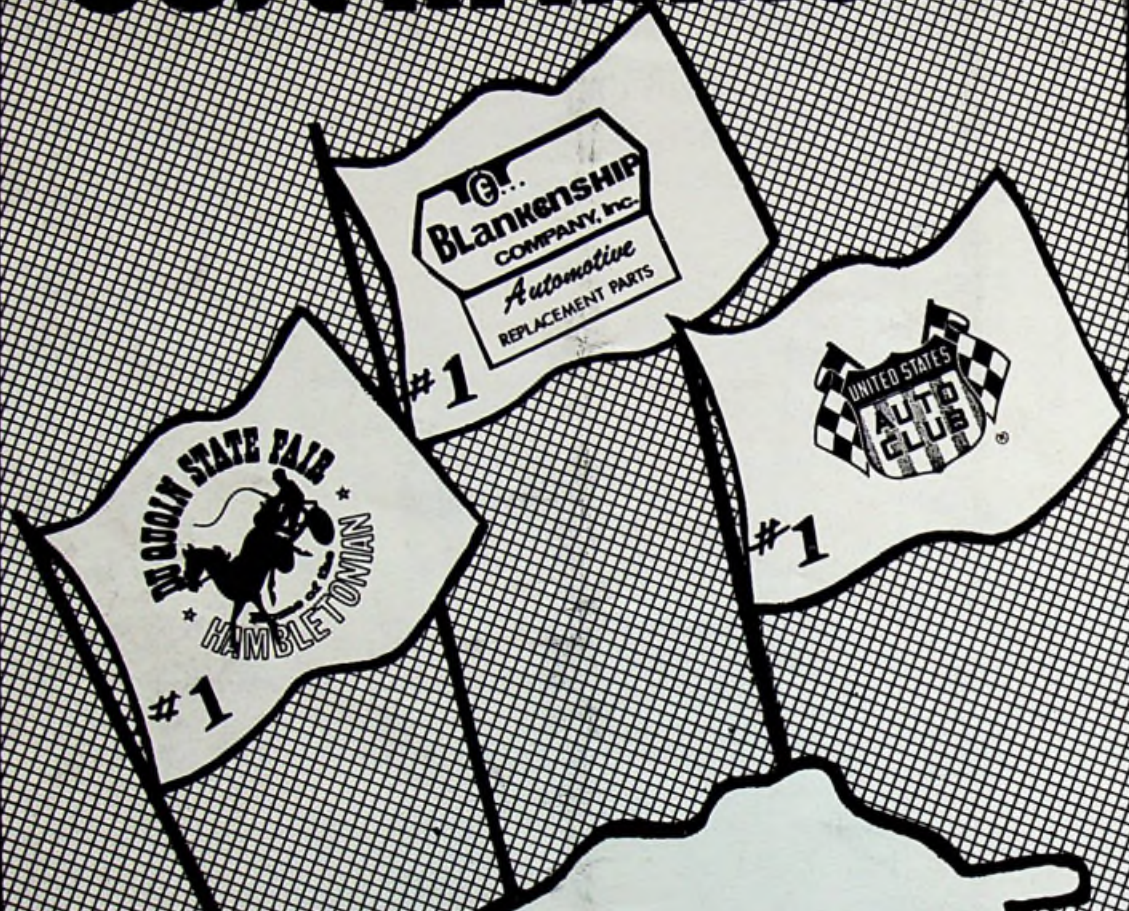
DU QUOIN TRACK RECORDS

<u>Distance</u>	<u>Date</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>	<u>Speed</u>
CHAMPIONSHIP					
1 lap	9-3-73	Al Unser	Viceroy	:33.56	107.270
100 Miles	9-7-70	Al Unser	Johnny Lightning 500 Special	1:01:07.66	98.155
STOCK CARS					
1 lap	9-3-72	Jack Bowsher	1971 Ford	:36.41	98.874
100 miles	9-3-72	Jack Bowsher	1971 Ford	1:02:52.34	95.432
MIDGETS					
1 lap	7-2-72	Larry Dickson	Tyler Special	:34.87	103.241
50 miles	9-2-72	Tom Bigelow	Elder Cadillac Co. Spl.	29:21.35	102.194
100 miles	9-4-60	Jack Turner	Flatow Offy	1:05:14.29	91.970
SPRINT CARS					
1 lap	9-2-61	Elmer George	Tony's Special	:34.38	104.712
10 laps	9-2-61	Jim Hurtubise	Barnett Brothers Special	6:00.37	98.983
12 laps	9-2-61	Bob Mathouser	The Rebel Special	7:44.75	92.953
25 laps	9-2-61	Elmer George	500 Platolene Special	15:13.00	98.574

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

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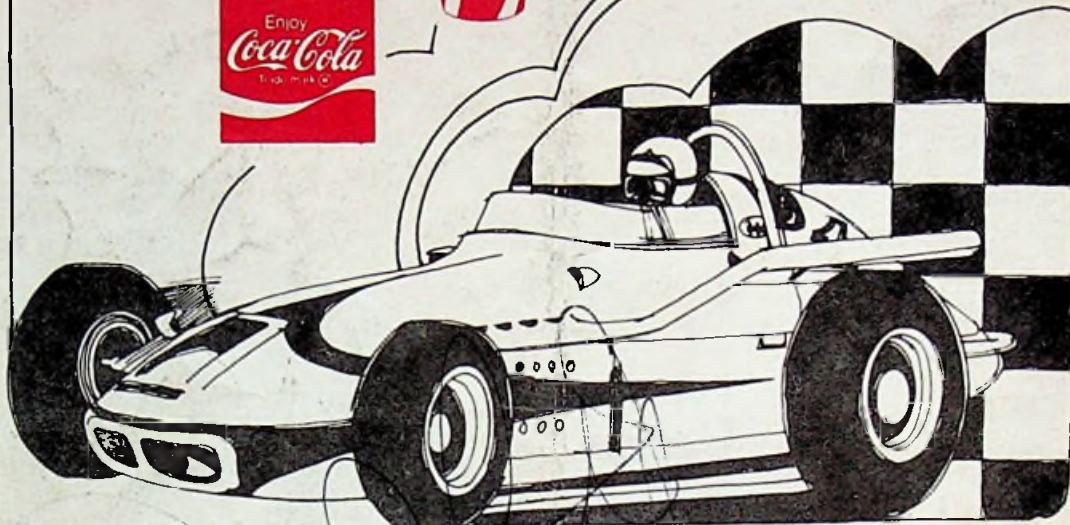


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