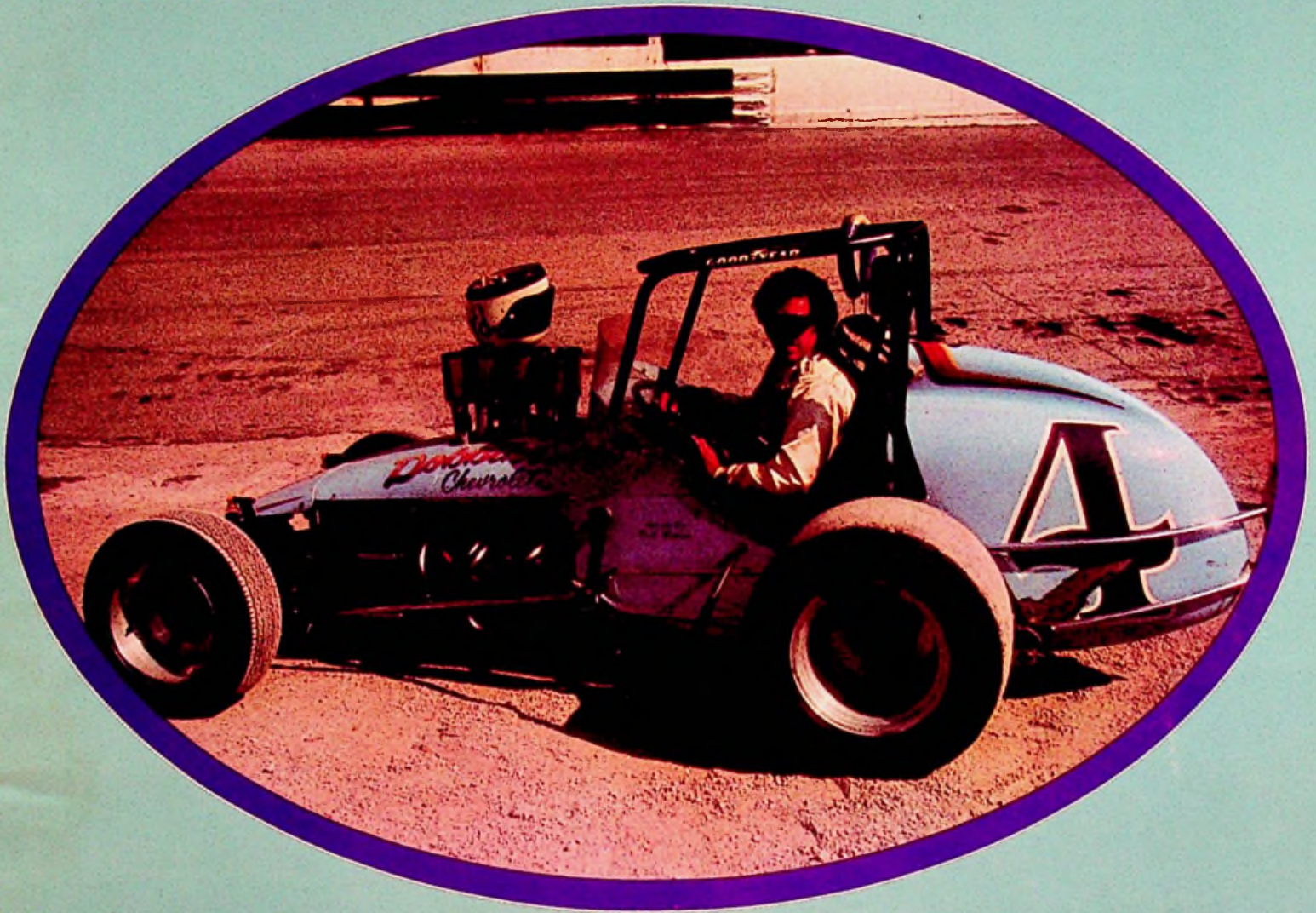


May 1977

8th  
Annual



# Indy Sprints



Indianapolis Raceway Park  
a KING PRODUCTIONS RACE      PRICE \$1.50



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dba KING PRODUCTIONS

**May 14, 1977**

### To Our Racing Friends:

Welcome to the 8th annual "Indy Sprints." We appreciate all the help we've received in the running of this annual classic. Our special thanks go to our program advertisers, lap prize and trophy donors, car owners, drivers and crews, push truck drivers, Indianapolis Raceway Park personnel and, most of all, to you fans.

Those of us who love auto racing see a threat to our sport. Without dealing in politics, we're concerned about President Jimmy Carter's energy conservation program. We doubt that higher prices, increased federal taxes and voluntary cutbacks in the use of energy will reduce energy demands very much.

It seems to us that an unfair burden is being proposed for motorists, especially those who depend on their cars and trucks for a living. No provisions have been made for them. Nor do we believe that excise taxes on low gas mileage vehicles and rebates on high gas mileage vehicles would be equitable.

The cost to the motoring public for the bureaucracy to administer this program will be staggering. Added to this will be the higher prices charged for our everyday needs by companies to offset their higher energy costs. It means that each of us will be able to afford less of everything, not just gasoline.

We urge each of you to write your Congressmen opposing this program. Ask why automobiles, which use less than 18% of the nation's energy, should be penalized so heavily. At the same time we ask you to do your best to conserve as much energy as possible.

In answer to critics of auto racing, let us point out that most racing does not use petroleum-based fuel. Much more petroleum has been wasted by emission control devices on motor vehicles and by failure to enforce strict measures to prevent oil tanker spills.

Wider use of coal, development of new energy sources such as solar and nuclear power, expansion of programs to develop fuel from grain and waste materials offer a more positive step toward a long-range solution.

If you are concerned as we are, join us in seeking policies which will advance our freedom to grow and prosper.

Sincerely,

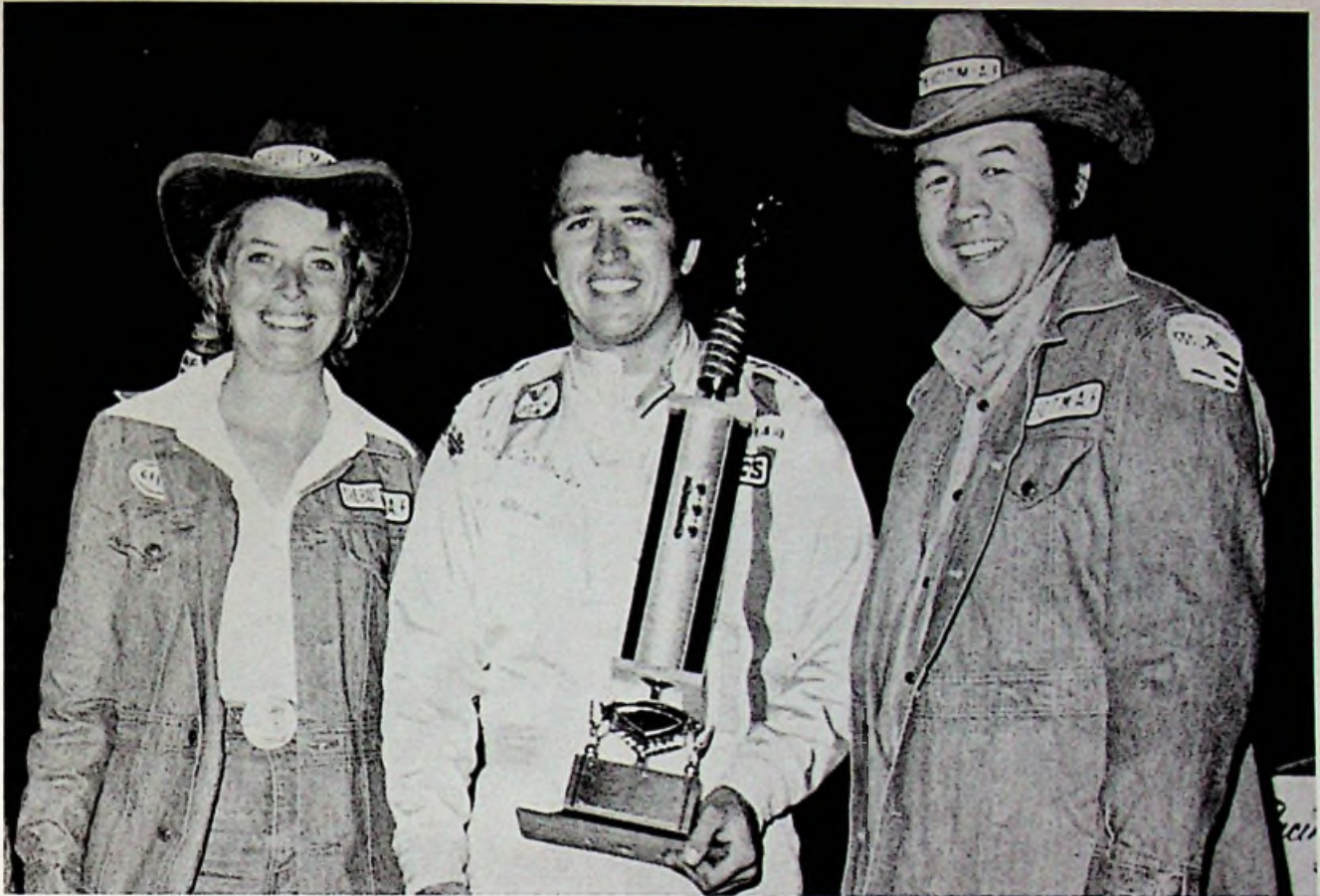


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**WINNER AND WELL-WISHERS**—It isn't hard to tell that Pancho Carter was the feature winner . . . and promoters Grant and Doris King seem just as happy after the race.

*(Photo by William H. Reser)*

# 8TH ANNUAL INDY SPRINTS May 14, 1977

## SCHEDULE OF EVENTS

6:00 PM	Gates Open	9:10 PM	8-Lap Heat Races (4 Races, 7 cars each, starting inverted.)
6:30 PM	Warmups and Practice	10:30 PM	10-Lap Semi-Feature (12 cars, starting straight up.)
7:30 PM	Qualifications (2 Laps per Entry)	10:40 PM	Intermission (Trophy Presentations)
8:40 PM	Pre-Race Festivities featuring interview with fast qualifier, invocation and National Anthem.	11:00 PM	40-Lap FEATURE (20 cars, first 6 inverted)
9:00 PM	Trophy Dash	11:30 PM	Winner's ceremonies, presentation of trophies.

## Indianapolis Raceway Park



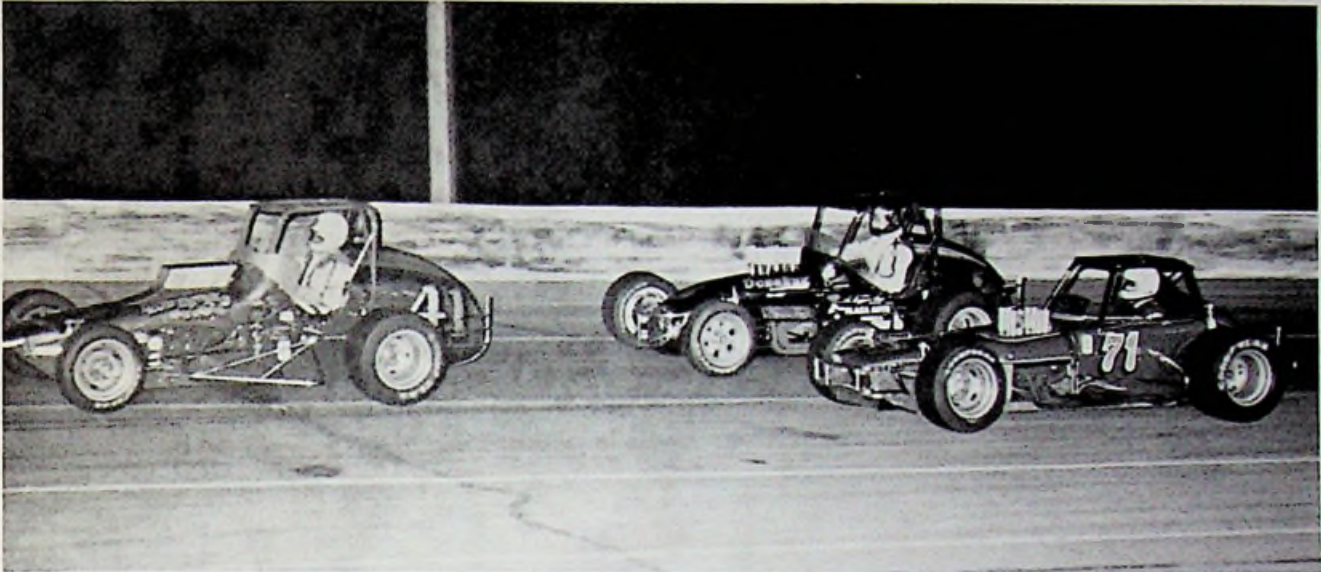
**SHUCKS, IT WASN'T ANYTHING—Modest Marvin Carman seemed almost embarrassed to be interviewed after setting a new track record in qualifying for last year's "Bicentennial Indy Sprints."**

*(Photo by William H. Reser)*

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# WIN WORTH THE WAIT, Pancho Perfect in Postponer



**FIRST HEAT ACTION HEATED**—Qualifications record-setter Marvin Carman (71) duels with Bob Frey (41) and Billy Cassella (3) in the battle for 4th. Carman lost.

*(Photo by Pat Taylor)*

Like the postman of the fabled past, neither rain nor dark of night could stay Pancho Carter from the successful conclusion of his rounds in the "Bicentennial Indy Sprints." The talented second generation driver showed the rest of the field of USAC'ers the fast way 'round the 5/8ths oval at Indianapolis Raceway Park in the rain-postponed feature.

A gully-washer forced the program to be reset for Sunday night, May 16th. The delay gave young Carter a chance to unwind following his 2nd row qualification run for the Indianapolis 500 on Saturday at a speed of 184.824 miles per hour. Whether or not that had anything to do with his "Indy Sprints" win is questionable.

Pancho qualified 2nd fastest behind Marvin Carman's eye-popping 22.337 clocking in the Max Dowker roadster (since obsoleted by rules changes). He was only .005 of a second slower and also nearly .2 of a second faster than George Snider's year-old record.

Both averaged better than 100 miles an hour on the timing chart, felt by most insiders to be a less-than-accurate gauge of speeds on the lightning-fast 5/8ths. Joining Carman and Carter in runs below the old mark were Tom Bigelow, Gary Bettenhausen, Billy Cassella, Larry Dickson, Sheldon Kinser, Sleepy Tripp, Bill Engelhart and Bruce Walkup.

In just one year speeds had advanced so much that the old record would have been good only for 11th starting position! The next mark to fall was the trophy dash clocking with Bettenhausen lowering it by nearly a second in 4 laps. Bigelow finished 2nd, Carman 3rd and Carter 4th.

Larry Rice piloted the "Aviators' Sprinter" to victory in the opening heat followed by Snider, Cassella and Bob Frey. Carman was able to make it only to 5th from his 7th starting position in the 8 laps.

Defending sprint champ Dickson took the 2nd heat in the record time of 3:04.35 followed by Carter, Greg Lefler and Jackie Howerton. The third heat lowered the 8-lap time to 3:03.08 with Dana Carter first across the finish line, veteran Rollie Beale, Johnny Parsons and Jeff Bloom close behind.

Tripp took the final heat with Joe Saldana 2nd, Gary Gray 3rd and James McElreath 4th as youth was served. That put 6 of the 10 fastest qualifiers into the semi with only 4 feature spots to be decided.

In the "straight-up" start Bigelow zoomed to the front with Carman, Bettenhausen and Engelhart finishing behind to qualify for the 40-lap main. Kinser, 7th fastest qualifier, and Walkup, 10th fastest, were relegated to the sidelines.

For the feature, Dickson had the pole with Cassella outside the front row. In row 2 it was Bettenhausen and Bigelow, row 3 Carter and Carman, row 4 Tripp and Engelhart, row 5 Frey and Bloom, row 6 Lefler and Dana Carter, row 7 Beale and McElreath, row 8 Rice and Howerton, row 9 Parsons and Gray and row 10 Snider and Saldana.

Billy Cassella jumped into the lead from his outside front row starting spot, passing Dickson coming out of turn 2 on the first lap. Bettenhausen, Bigelow, Carter and Carman were close behind. On lap 2, Cassella's teammate, Sleepy Tripp, got by Carman for 6th, running fast.

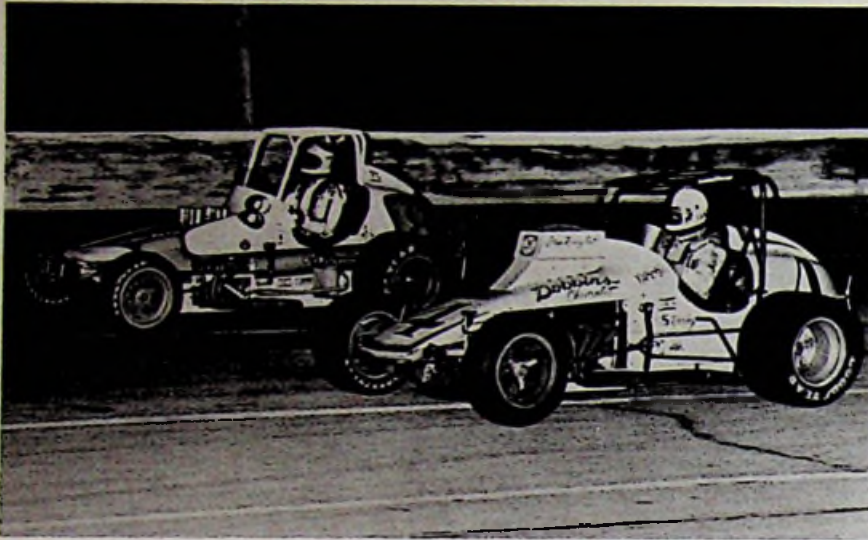
Carter passed Bigelow in the 2nd turn of the 5th lap for 4th place and Tripp followed suit in the 4th turn pushing Bigelow back to 6th. Three laps later, Bettenhausen took 2nd beating Dickson in turn 1, then Carter passed Dickson going through 3 and 4. At this point it was still Cassella leading, Bettenhausen 2nd, Carter 3rd, Dickson 4th and Tripp 5th.

Sleepy dropped Dickson another spot on the next circuit beating him in turn 1 for 4th. Bigelow followed the pattern on lap 11 taking Dickson and moving back to 5th. Cassella, Bettenhausen, Carter and Tripp continued to duel nose to tail until the 17th lap.

*Continued on next page*

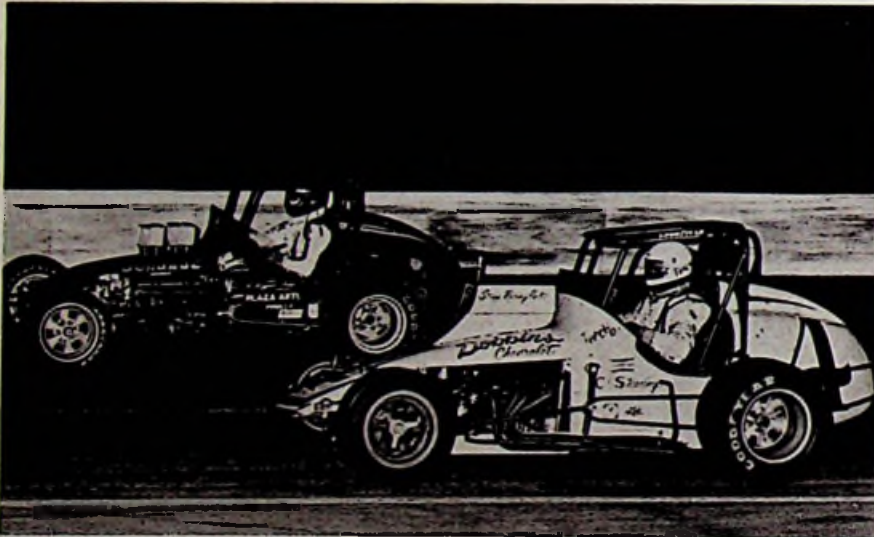
## Worth the Wait

Continued from page 5



**MOVING BY FOR SECOND . . .** Pancho Carter (4) gets inside Gary Bettenhausen (8) in 17th lap feature duel for 2nd place. Carter managed the pass and went on to win.

(Photo by Pat Taylor)



**HEADING FOR FIRST PLACE . . .** Pancho Carter (4) got by Billy Cassella (3) on the 22nd lap to win the "Bicentennial Indy Sprints" feature last year. Cassella wound up 3rd.

(Photo by Pat Taylor)

At this point, Carter put on a burst of speed which carried him past Bettenhausen for 2nd place on the front straight. Applying the pressure to leader Cassella, Carter finally got around him on the back stretch of the 22nd lap. Bettenhausen lost 3rd to Tripp in the 3rd turn of the same lap, but regained the show position in the 3rd turn of the next lap when Tripp went in too fast and slid up toward the wall.

Bettenhausen passed Cassella for 2nd the next time around making it by at the start-finish line. That made it Carter, Bettenhausen, Cassella, Tripp, Bigelow and Dickson. While dueling with the others on the 32nd lap, Tripp blew a radiator hose coming out of the 4th turn and retired for the night.

At that point, Carman was still running 7th, but mechanical problems forced him steadily back to wind up 15th. For Pancho it was smooth sailing the rest of the way. Failing to finish were Johnny Parsons, Gary Gray, James McElreath and George Snider, in addition to Tripp.

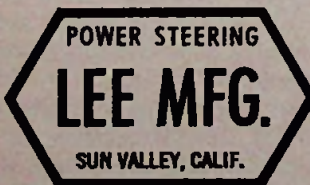
Following Carter, Bettenhausen and Cassella were Bigelow 4th, Dickson 5th, Engelhart 6th, Dana Carter 7th, Bloom 8th, Beale 9th, and Rice 10th.

Becoming the first driver to win 2 features in 1976, Pancho passed Dickson for the points lead, then went on to win his 2nd sprint championship in 3 years. He won 10 more features to tie Dickson's record of 12 victories in a single season.

Carter also had more 2nd place finishes than any other driver, a total of 6. And his 8 fast qualifications were far more than anyone else could manage. He and Kinser shared the runnerup spot in features started with 36 behind veterans Cassella and Beale and rookie James McElreath with 37 each.

Taking the points lead for good on July 11th with a win at New Bremen, Ohio, Pancho wound up 369 points ahead of runnerup Tom Bigelow despite exceedingly bad luck during the 4-race California swing in November. His 26 career sprint feature wins rank him 3rd among active drivers behind Bettenhausen's 37 and Beale's 32.

Veteran observers compare Carter's drive and ability with those of all-time great A. J. Foyt, who won 28 features in the sprints. A third sprint title and the record 43 feature wins by Dickson, now retired from the sprinters, are well within his grasp. And it appears only a matter of time until he gets the breaks necessary to win the Indianapolis 500. There certainly is no doubt about his ability in a race car . . . any race car.



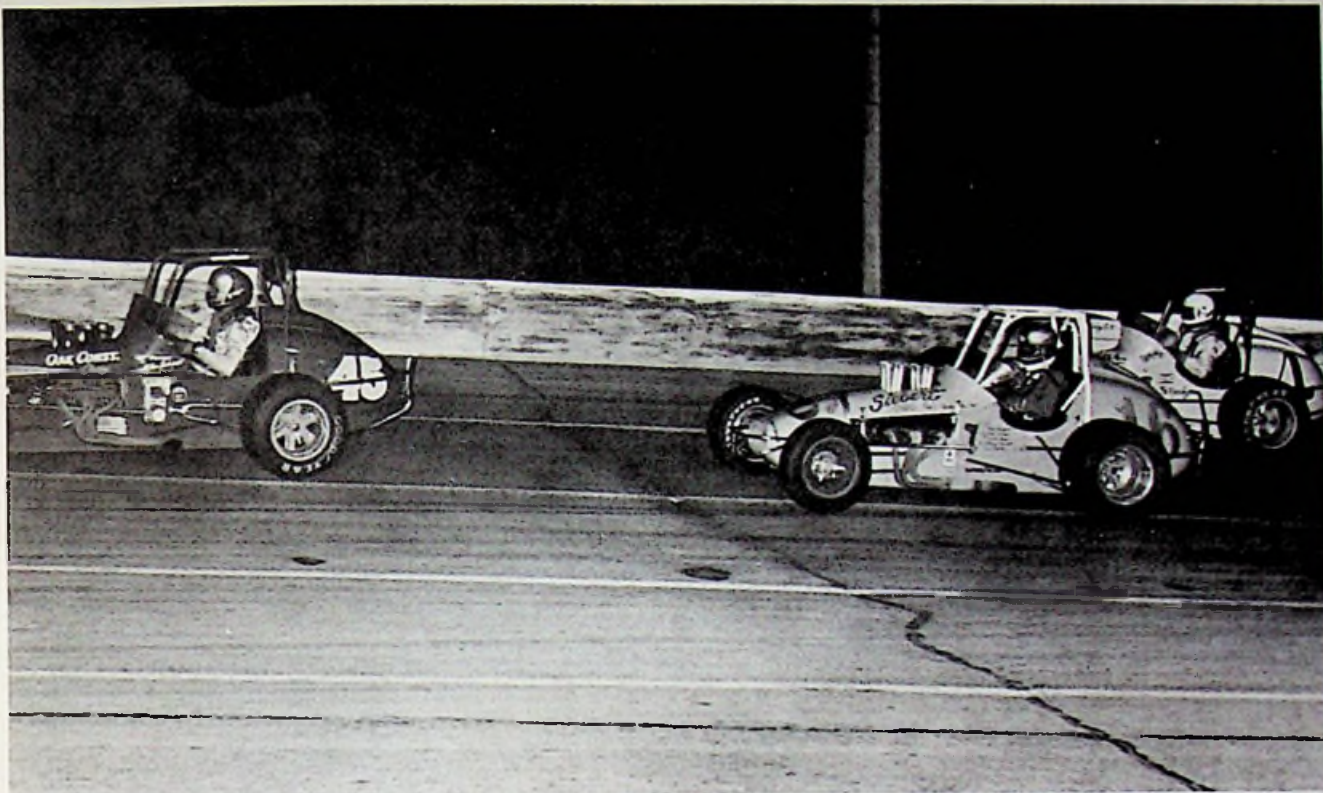
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## Worth the Wait



FROM 7TH TO 2ND IN 8—Mike Schlesel (45) leads Chuck Gurney (16) and Pancho Carter (4) in the 2nd heat. Carter got by both to wind up second behind Larry Dickson.  
*(Photo by Pat Taylor)*



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# MANY INDIVIDUALS, ONE TEAM...

"As racing becomes more and more expensive, it becomes more difficult for us independents to participate. But thanks to people like Aggie (J. C. Agajanian), Evel (Kniefel), Bobby (Riggs of Scio Cabinet), Dick (Hammond of Gohr Distributing and Genesee Beer), Usona (Purcell), Doris (Mrs. King), our crew and drivers, plus a lot of friends, we always seem to manage."

These thoughts by Grant King, head honcho of Grant King Racing, one of the largest independent builders and operators of all kinds of racing equipment, are the basis of his philosophy these days. "You can't go it alone, anymore," he continues. "It takes thousands of dollars and barrels of sweat to keep a first class racing operation going."

And King is looking forward to going well in 1977 with Gary Bettenhausen heading his driving contingent. He signed "Peter Perfect" to drive his championship car on the basis of some very impressive performances in a newly-built King midget for Doug Caruthers indoors.

His judgement was borne out in a hurry-up run to Trenton for the pre-500 championship warmup. "In just 2 laps, Gary told me how the car was reacting to the track and what needed to be done to make it go faster," Grant enthused. "After the adjustments he was running with the fastest of the Offies."

Which brought him to another subject, that of engines. "With all the big money teams running V-8's, either Foyts or Cosworths, the Offy is in big trouble. Unless that V-8 the Offy people have been talking about gets developed soon, they're dead. The 4-banger still has reliability on its side, but the weaknesses of the Cosworth will be discovered and corrected soon.

"I'd race a Cosworth if I had one, but as an independent, I just can't afford one. What do they cost . . . \$30,000? And to run my 3 cars at Indianapolis I'd need a minimum of 4 engines, plus the extra parts to repair them. We're talking about \$125,000 to \$150,000."

But King stops short of predicting that the Cosworth and other rising costs will kill championship racing. "Ever since I can remember people have been talking about the high cost of racing and how it's getting higher all the time. But we always find a way.

"It used to cost \$15,000 to \$25,000 to field a good, competitive racer for the 500, back in the days of the front-engine cars. A top mechanic could do it for as little as \$10,000. Now it takes a minimum of \$100,000 to do it," he explains.

"We've just got to go out and find new blood, new people who have the money to put into racing. And another thing, purses haven't kept pace with rising

costs. Sure, they're bigger than ever . . . at least at the Speedway. But some of the big teams are spending a million dollars a year and more with no way to get that much back even if they won all the races."

Regardless, King predicts the smaller operators will find a way to keep running. "Ten years ago, if someone had told me I'd have 3 cars of my own running at Indianapolis I'd have said they were crazy. But I did it last year. In fact, I was the only owner with 3 cars in the field for the 500. Lots of other people with one and two-car entries didn't even get in."

That was the highlight of King's 1976 championship season, putting 3 cars in the Indianapolis 500 field. But their showings there and at other tracks were disappointing. "I felt we had cars which were as good as any, but we didn't run as fast as I thought we should. I look for Bettenhausen to change that situation."

King has a 4-car entry for this year's 500 with Sheldon Kinser driving the Genesee Beer Dragon. How Bettenhausen and Kinser do on the first weekend of qualifications will determine whether the other two, sponsored by Riggs' Scio Cabinet Company and Usona Purcell, will be qualified.

He'd like to put all 4 into the field, but the major effort is with the cars driven by Bettenhausen and Kinser. However it goes, Grant is determined that Riggs and Purcell receive a fair shake as part of the overall team. "These people have been too good for us to just sluff them off," he explains.

The team's proudest achievement of 1976 was Kinser's 3rd place finish in the USAC sprint standings, just 3 points behind runnerup Tom Bigelow with 2 feature wins. "We missed 6 races," he pointed out. "If we had made all of them it's possible we might have been in contention for the title. To me, sprint car racing is the toughest racing in the world."

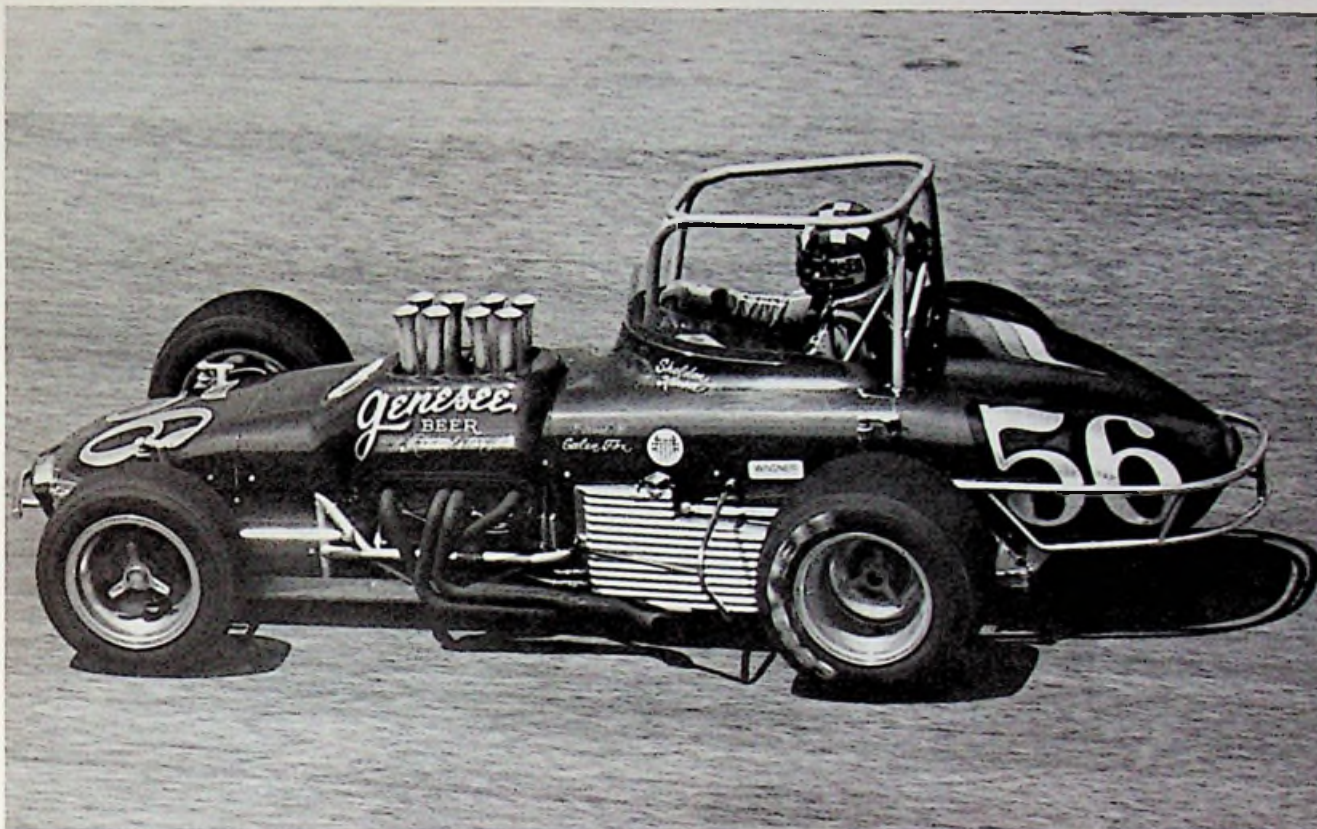
For 1977 King built Kinser a new roadster within the newly-passed wheelbase restrictions to run in pavement races. In its 1st outing, in the "Ice-breaker 50" at Salem Super Speedway, Sheldon qualified 7th fastest, won his heat from 5th starting position, and was battling for 2nd place in the feature when he spun coming off the 4th turn.



**NEW ROADSTER A-BORNING** — Surrounded by parts from other King cars, the new Genesee Beer roadster begins to take shape in the Kings' Clermont facility.

(Photo by Jerry Weeks)

# KING TEAM JOINT EFFORT



**IN ACTION AT SALEM** — Sheldon Kinser wheels the new King-built Genesee Beer roadster on the high banks at Salem Super Speedway in the "Icebreaker 50," the March 20th sprint opener. *(Photo by Jack Gladback)*

He improved in the next pavement race at Winchester, qualifying 4th fastest, winning his heat and finishing 3rd in the feature after leading early. At Indianapolis Raceway Park Kinser got his 1st feature win in the new car getting by Billy Engelhart and early leader Bob Frey late in the race.

The following week he repeated the victory in almost identical fashion getting by Frey and Johnny Parsons on the next-to-last lap. Earlier, Sheldon had posted fast time in qualifying and took second in his qualifying heat. So the erstwhile dirt specialist has marked himself and his new roadster the combination to watch in 1977.

And King has proven again that whatever type of racer he builds, he builds it well. Besides the new roadster for Kinser and the midget for Caruthers, he has cars running all over the country in various types of races, even so-called "heavies," the stock-bodied coupes they run out east.

His dirt championship cars are the most-respected in USAC with records

second to none. And he's built more of them in recent years than anyone else in the business . . . all of them contenders in every race. Last year he built a Can-Am racer and this year he's put together a motorcycle dragster and is contemplating building a top fuel dragster.

With a finger on the pulse of racing coast-to-coast, how does King think President Carter's energy conservation efforts will effect auto racing? He thinks it may have a slight affect at first, but he expects no long-range cutback in either races or attendance.

"I think the government is absolutely wrong," he states. "Taxing people won't force them to stop driving or to buy small cars. If it costs 15 or 20% more for gasoline, that's 15 or 20% less most families will spend on such things as food, clothing and other necessities.

"If they want to do something to conserve fuel they should remove the pollution control equipment from cars and trucks. Rather than figure the amount of pollution put out by a motor on a gallon of gas, they should consider the pollu-

tion per mile. When they cut the mileage of a car from 20 to 8 miles per gallon have they really cut the amount of pollution? I don't think so."

King believes racing fuel developments could provide an answer to the energy problem. Racing engines burn alcohol derived from grain instead of petroleum products.

"I'm no chemist," King states, "But if they went to work developing systems to produce alcohol economically and in large quantities instead of working to produce bombs, our scientists could come up with the answer in short order.

"Alcohol is a clean fuel and it's safer than gasoline . . . it isn't as explosive. Because it doesn't burn as hot as gasoline, mileage would not be as good, but if you're not burning up the world's supply of oil, it would be worth it.

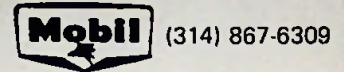
"I'm still not certain there's as much of a shortage of oil as we are told. I still relate back to the original "shortage" of 3 or 4 years ago. Just a week or so before the "shortage" I was buying gas

*Continued on page 30*



**WELCOME, EVEL KNEIVEL** — We are honored to have the world's most famous motorized daredevil at the 8th annual "Indy Sprints." Known and recognized everywhere, Evel this year joins J. C. Agajanian, Bobby Riggs (not the tennis player), Dick Hammond and Usona Purcell in sponsoring the Grant King racing team at the Indianapolis 500-mile race. We are honored to have this famous man join us here tonight.

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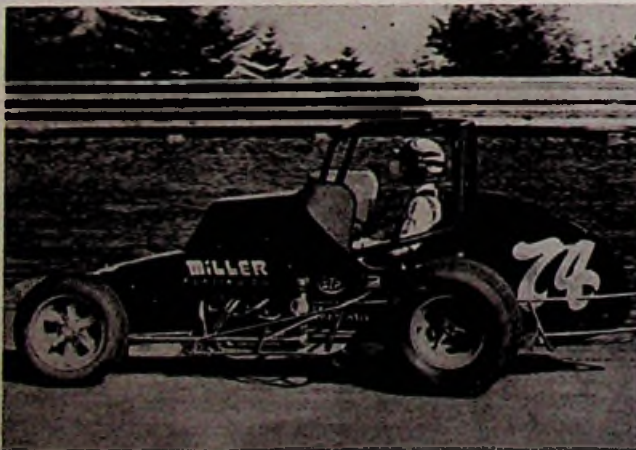
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# 1976 U.S.A.C. Sprint Standings

## CHAMPION



**PANCHO CARTER**  
1974-76 CHAMPION

**CARTER — 1165 POINTS**  
12 WINS (MOST IN DIV.)  
TIES DICKSON'S 1968 RECORD  
FAST QUALIFIER  
8 TIMES (MOST IN DIV.)

**BIGELOW — 796 POINTS**  
5 WINS

## RUNNER UP



**TOM BIGELOW**



**SHELDON KINSER**  
3RD  
793 PTS. — 2 WINS



**LARRY DICKSON**  
4TH  
784 PTS. — 3 WINS



**BILLY CASSELLA**  
5TH  
769 PTS. — 3 WINS



**ROLLIE BEALE**  
6TH  
746 PTS. — 1 WIN



**CHUCK GURNEY**  
7TH  
661 PTS. — 1 WIN



**JAMES McELREATH**  
8TH  
639 POINTS



**BRUCE WALKUP**  
9TH  
613 PTS. — 1 WIN



**JAN OPPERMAN**  
10TH  
484 PTS. — 3 WINS

# THE INDY SPRINTS ENTRY LIST

QUALIFYING TIME	CAR	DRIVER/HOMETOWN	CAR NAME	QUALIFYING TIME
23.057 (22.724)	①	Pancho Carter, Brownsburg, Ind.	Dobbins Chevy	23.309 (23.907)
22.993 (23.170)	③	Jerry Weeks, Anaheim, Calif.	Dave McIntyre Chevy	<del>23.289</del> (23.907)
22.960 (22.574)	⑤	Sleepy Tripp, Costa Mesa, Calif.	Donahue Chevy	Bump 24.127 (23.934)
22.853 (22.815)	⑦	Chuck Gurney, Livermore, Calif.	Niebel Special	_____
_____	8	James McElreath, Arlington, Texas	Amax Coal Sprinter	22.766 (22.471)
(22.792) 22.799	⑨	Bruce Walkup, Sullivan, Ind.	Siebert Olds Sprinter	Bump 24.370 (24.257)
(22.823) 22.917	⑪	Joe Saldana, Brownsburg, Ind.	Weaver Special	Bump 23.369 (23.061)
Bump 23.940 (23.456)	⑫	Terri <sup>Terri</sup> Betty Bettenhausen, Monrovia, Ind.	Terre Haute 1st National Bank	23.829 (23.777)
Bump 24.130 (23.363)	⑭	lost, <sup>lost</sup> Albertain	Smith Speed Shop Special	22.727 (22.702)
22.831 (22.652)	⑯	Bob Frey, Elyria, Ohio	Midwest Auto Stores	Bump 24.549 (24.073)
Bump 23.525	⑰	Steve Cannon, Danville, Ill.	C.B.S. Special	22.843 (23.551)
22.700 (22.659)	⑱	Rollie Beale, Toledo, Ohio	Kershner Steel Sprinter	23.218 (23.899)
22.651 (22.415)	⑲	Billy Cassella, Weirton, W. Va.	Donahue Chevy	_____
23.111 (22.969)	⑳	Roger Rager, Mound, Minnesota	P.O.B. Sealants Special	23.111 23.791
_____	31	Roy Hicks, Memphis, Tenn.	Roberts Chevy	Bump 24.700 (24.125)
Bump 23.417 23.280	⑳	Dana Carter, Huntington Beach, Calif.	Marcello Steel Special	23.254 (22.981)
23.015 (22.757)	⑳	Gary Irvin, Lafayette, Ind.	Carmichael Trucking Special	23.271 23.888
23.058 (22.621)	⑳	Bubby Jones, Danville, Ill.	Longhorn Racing Hook 'em	Bump 24.611 (24.122)
Bump 23.336 (23.053)	⑳	Clark Templeman, Reseda, Calif.	Coulter Special	23.133 (22.586)
22.495 (23.153)	⑳	Tom Bigelow, Whitewater, Wisc.	Armstrong Mould Sprinter	Bump 23.379 (22.986)
Bump (23.437) 23.437	⑳	Mike Schiesel, Oak Creek, Wisc.	Oak Construction Special	_____
_____	48	Duke Cook, Sidney, Ohio	Salem Super Speedway Special	_____
22.723 (22.407)	⑳	Steve Kinser, Bloomington, Ind.	Martinsville Pizza Hut Special	_____
Bump 25.073 (24.520)	⑳	John Lucas, Speedway, Ind.	Georgetown Lounge Special	_____
22.990 (22.832)	⑳	Johnny Parsons, Speedway, Ind.	Elder Cadillac Special	_____
22.965 (22.601)	⑳	Sheldon Kinser, Bloomington, Ind.	Genesee Beer Wagon	_____
Bump 24.221 (24.108)	⑳	Gary Grissom, Anderson, Ind.	Wisconsin Industrial Testing	_____
22.970 (22.744)	⑳	Mark Alderson, Timber Lake, S. D.	Enslow Special	_____
23.007 (22.829)	⑳	Greg Leffler, St. Paul, Ind.	Owen Reed Chevy	_____
_____	71	Ed Lute, Columbus, Ohio	Lute Sprinter	_____
Bump 25.285	72	Fran Wewers, Milwaukee, Wisc.	Nau Special	_____
23.134 (22.854)	74	Billy Engelhart, <sup>more</sup> Madison, Wisconsin	Miller Plating Special	_____



# THE INDY SPRINTS ENTRY LIST

QUALIFYING TIME	CAR	DRIVER/HOMETOWN	CAR NAME	QUALIFYING TIME
23.057 (22.724)	1	Pancho Carter, Brownsburg, Ind.	Dobbins Chevy	23.309 (22.907)
22.993 (22.770)	3	Jerry Weeks, Anaheim, Calif.	Dave McIntyre Chevy	<del>23.309</del> (22.907)
22.960 (22.574)	5	Sleepy Tripp, Costa Mesa, Calif.	Donahue Chevy	Bump 24.127 (23.934)
22.853 (22.815)	7	Chuck Gurney, Livermore, Calif.	Niebel Special	---
---	8	James McElreath, Arlington, Texas	Amax Coal Sprinter	22.766 (22.471)
(22.798) 22.799	9	Bruce Walkup, Sullivan, Ind.	Siebert Olds Sprinter	Bump 24.370 (24.257)
(22.823) 22.917	11	Joe Saldana, Brownsburg, Ind.	Weaver Special	Bump 23.369 (23.061)
Bump 23.940 (23.456)	12	Gary Bettenhausen, Monrovia, Ind.	Terre Haute 1st National Bank	23.829 (23.777)
Bump 24.130 (23.363)	14	Bob Frey, Elyria, Ohio	Smith Speed Shop Special	22.727 (22.702)
22.831 (22.652)	16	Steve Cannon, Danville, Ill.	Midwest Auto Stores	Bump 24.549 (24.073)
Bump 23.535	17	Rollie Beale, Toledo, Ohio	C.B.S. Special	22.843 (22.551)
22.700 (22.659)	18	Billy Cassella, Weirton, W. Va.	Kershner Steel Sprinter	23.218 (22.899)
22.651 (22.415)	29	Roger Rager, Mound, Minnesota	Donahue Chevy	---
23.111 (22.969)	30	Roy Hicks, Memphis, Tenn.	P.O.B. Sealants Special	23.111 23.791
---	31	Dana Carter, Huntington Beach, Calif.	Roberts Chevy	Bump 24.700 (24.125)
Bump 23.417 23.280	32	Gary Irvin, Lafayette, Ind.	Marcello Steel Special	23.254 (22.981)
23.015 (22.757)	38	Bubby Jones, Danville, Ill.	Carmichael Trucking Special	23.271 22.888
23.058 (22.621)	40	Clark Templeman, Reseda, Calif.	Longhorn Racing Hook 'em	Bump 24.611 (24.122)
Bump 23.336 (23.053)	41	Tom Bigelow, Whitewater, Wisc.	Coulter Special	23.133 (22.586)
22.495 (23.153)	43	Mike Schiesel, Oak Creek, Wisc.	Armstrong Mould Sprinter	Bump 23.379 (22.986)
Bump (23.437) 23.437	45	Duke Cook, Sidney, Ohio	Oak Construction Special	---
---	48	Steve Kinser, Bloomington, Ind.	Salem Super Speedway Special	---
22.723 (22.407)	49	John Lucas, Speedway, Ind.	Martinsville Pizza Hut Special	---
Bump 25.073 (24.520)	53	Johnny Parsons, Speedway, Ind.	Georgetown Lounge Special	---
22.990 (22.832)	55	Sheldon Kinser, Bloomington, Ind.	Elder Cadillac Special	---
22.965 (22.601)	56	Gary Grissom, Anderson, Ind.	Genesee Beer Wagon	---
Bump 24.221 (24.108)	60	Mark Alderson, Timber Lake, S. D.	Wisconsin Industrial Testing	---
22.970 (22.744)	66	Greg Leffler, St. Paul, Ind.	Enslow Special	---
23.007 (22.829)	69	Ed Lute, Columbus, Ohio	Owen Reed Chevy	---
---	71	Fran Wewers, Milwaukee, Wisc.	Lute Sprinter	---
Bump 26.285	72	Billy Engelhart, Moore, Madison, Wisconsin	Nau Special	---
23.134 (22.854)	74		Miller Plating Special	---

# THE INDY SPRINTS ENTRY LIST

CAR	DRIVER/HOMETOWN	CAR NAME	QUALIFYING TIME
(78)	Mack McClellan, Dayton, Ohio	Stenger's Ford/Dale's Goodyear	23.309 - (22.907)
79	Ken Nichols, Indianapolis, Ind.	Mutual Pipe Supply Special	---
(80)	Malcolm Lovelace, Springfield, Ohio	Kar Gard Muffler & Shock Special	---
81	Lee Osborne, Jamestown, Ind.	Stauffer Construction Special	---
(82)	Tom Steiner, Orland Park, Ill.	Fighting Irish Racing Special	---
(84)	Rick Montgomery, Denver, Colo.	Brand Special	---
(85)	Ronnie Shuman, Phoenix, Ariz.	Bruce Cogle Ford Sprinter	---
(87)	Tom Crump, Greenwood, Ind.	Crump Special	---
(90)	Jim Hettinger, Ypsilanti, Mich.	Jack Shick Special	---
(96)	David Fair, Anaheim, Calif.	Padre Freight Lines/Clay Smith Cams Special	---
(98)	Larry Rice, Indianapolis, Ind.	Gatorade Sprinter	---
(109)	Eddie Leavitt, Kearney, Mo.	Siebert Olds Sprinter	---
	21. Vogler	---	---
	27. Roa, Ron	---	---
	35. Chassey	---	---
	43. Englehart	---	---
	73. St John	---	---
	62. Casanova	---	---
	83. Mary Gray	---	---



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# 8th ANNUAL "INDY SPRINTS"

## IRP 5/8 Oval Time and Speed Conversion Chart

SECONDS	10ths	MPH	SECONDS	10ths	MPH
21	0	107.143	22	0	102.273
	1	106.635		1	101.810
	2	106.132		2	101.351
	3	105.634		3	100.897
	4	105.140		4	100.446
	5	104.651		5	100.000
	6	104.167		6	99.558
	7	103.687		7	99.119
	8	103.211		8	98.684
9	102.740	9	98.253		
23	0	97.826	24	0	93.750
	1	97.403		1	93.361
	2	96.983		2	92.975
	3	96.567		3	92.593
	4	96.154		4	92.213
	5	95.745		5	91.837
	6	95.339		6	91.463
	7	94.934		7	91.093
	8	94.538		8	90.726
9	94.142	9	90.361		
25	0	90.000	26	0	86.535
	1	89.772		1	86.175
	2	89.250		2	85.875
	3	88.913		3	85.551
	4	88.575		4	85.227
	5	88.200		5	84.906
	6	87.863		6	84.586
	7	87.525		7	84.270
	8	87.188		8	83.955
9	86.850	9	83.643		

### USAC SPRINT RECORDS AT INDIANAPOLIS RACEWAY PARK

1 Lap 5/16/76	Marvin Carman	22.337	100.730 MPH
4 Laps 5/16/76	Gary Bettenhausen	1:30.84	99.075 MPH
8 Laps 4/16/77	Pancho Carter	3:01.30	99.294 MPH
10 Laps 5/10/75	Sam Sessions	3:46.49	99.342 MPH
40 Laps 5/10/75	Lee Osborne	15:30.53	96.719 MPH

### 1976 "Indy Sprints"

<b>FAST QUALIFIER</b>	Marvin Carman	22.337	100.730 MPH (N.T.R.)
<b>TROPHY DASH</b>	Gary Bettenhausen	1:30.84	99.075 MPH (N.T.R.)
<b>HEAT RACES</b>	Larry Rice	3:04.93	97.335 MPH
	Larry Dickson	3:04.35	97.643 MPH (N.T.R.)
	Dana Carter	3:03.08	98.339 MPH (N.T.R.)
	Sleepy Tripp	3:05.18	97.192 MPH
<b>SEMI-FEATURE</b>	Tom Bigelow	4:01.97	92.975 MPH
<b>FEATURE</b>		18:20.70	61.788 MPH (Yellow Flag)
	1. Pancho Carter		6. Bill Engelhart
	2. Gary Bettenhausen		7. Dana Carter
	3. Billy Cassella		8. Jeff Bloom
	4. Tom Bigelow		9. Rollie Beale
	5. Larry Dickson		10. Larry Rice

TROPHY DASH -- Inverted			
Time:			4 cars 3 laps
Pos.	No.	Driver	Fin.
1			
2			
3			
4			

HEAT #1 -- Inverted			
Time:			7 cars 8 laps
Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			

HEAT #2 – Inverted			
Time:		7 cars	8 laps
Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			

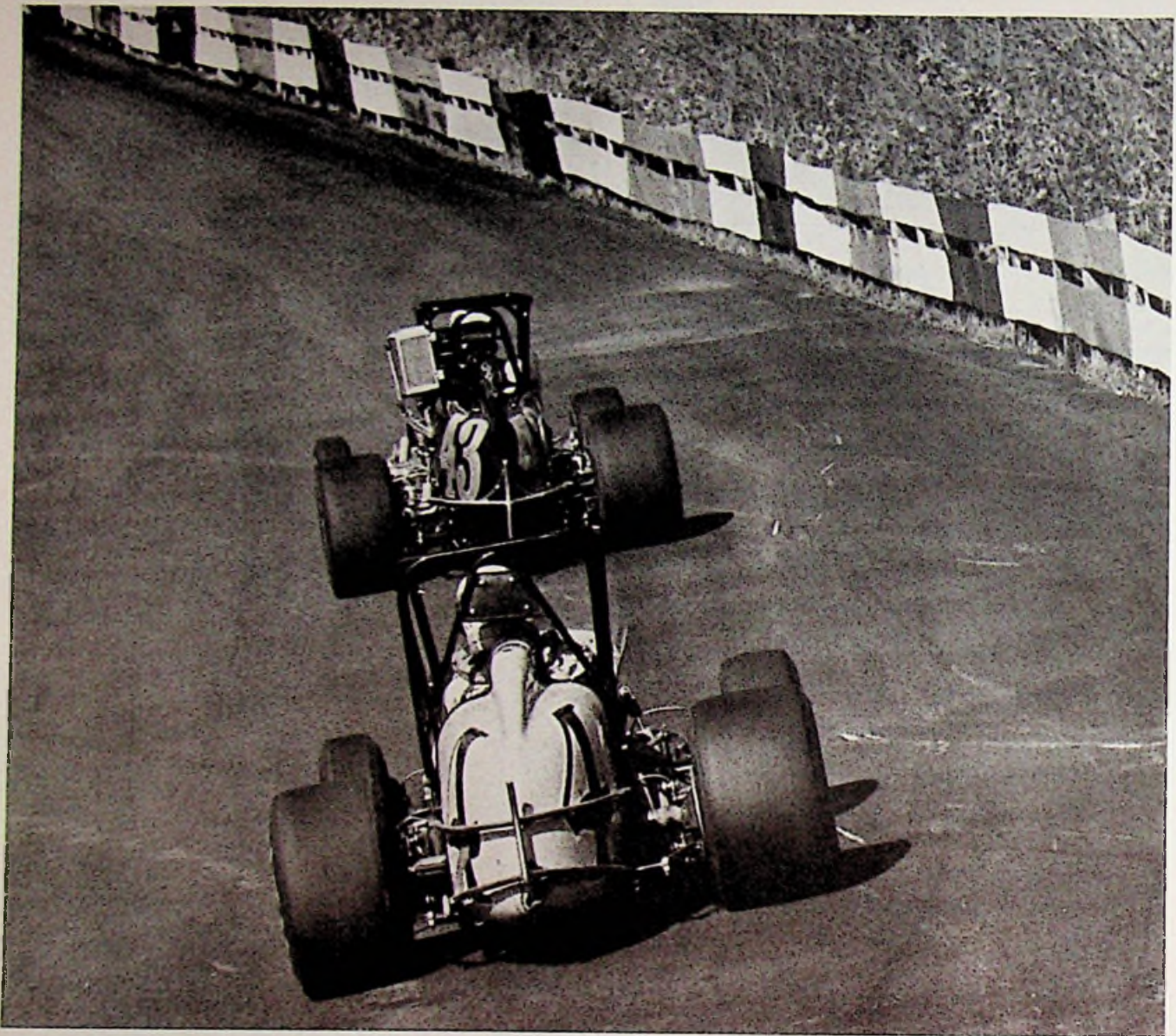
HEAT #4 – Inverted			
Time:		7 cars	8 laps
Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			

HEAT #3 – Inverted			
Time:		7 cars	8 laps
Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			

FEATURE EVENT (First 6 cars Inverted)			
Time:		20 cars	40 laps
Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			

CONSOLATION RACE Straight up			
Time:		12 cars	10 laps
Pos.	No.	Driver	Fin.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

# Highlights of 1976



**SECOND OF WINNING STRING** — Pancho Carter (4) sets up Rich Vogler (43) at Salem, Indiana, heading for his 2nd win in a string of 6 out of 7 features October 3rd. Carter ran 2nd the next week, then put together 4 wins in a row at Eldora and Winchester.

*(Photo by John Mahoney)*



**TITLE-WINNING TEAM TRIUMPHS** — Gary Bettenhausen (24), back in the cockpit of Willie Davis' sprinter, gets by Tom Bigelow (55) en route to his win at New Bremen, Ohio, April 18th.

*(Photo by John Mahoney)*



**TO THE VICTOR** — Super promoter Earl Baltes congratulates Pancho Carter after handing him \$1,000 for winning the Eldora points title October 10th.

*(Photo by John Mahoney)*



**GUESS WHO JUST WON** — Gary Bettenhausen is all smiles as he accepts pit steward Hank Cook's congratulations after winning his 9th Terre Haute feature August 1st. (Photo by John Mahoney)



**SURPRISE WIN BRINGS HAPPY GRINS** — Pancho Carter poses with race queen Mary Clark, wife Carla, Bruce Stauffer and Lee Osborne after borrowing Osborne's Stauffer Construction sprinter and winning the 34-lap finale from last place at the Indiana Fairgrounds July 31st. (Photo by John Mahoney)



**NEW GARY AND LARRY SHOW** — Gary Bettenhausen looks like the winner as Bob Forbes interviews him after the June 4th rain-delayed "Hoosier Sprints" at the Indiana Fairgrounds. Actually, Larry Dickson won as Gary spun while leading on the last lap. Gary came up to explain to the angry crowd that Dickson had not spun him out. (Photo by John Mahoney)

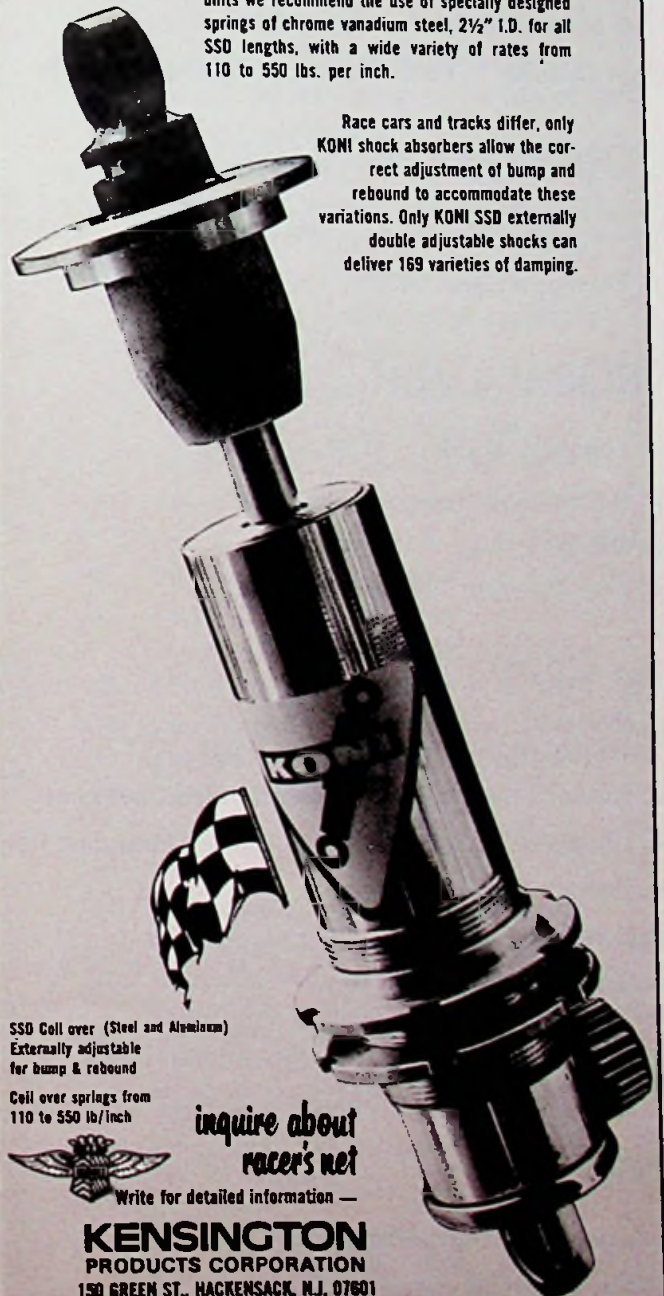
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Trophy Dash — Don Shepherd's Marathon

1st Heat — Smith & Son Heating & Air Conditioning

2nd Heat — Inland Machinery Co., Inc.

Fast Qualifier — Eldon Rasmussen Racing Products

## TOUGH LUCK AWARD

Driver — Don Mussetters — White Knuckle

Enterprises, Inc. \$25.00

## TROPHY DASH

1. Longhorn Racing — Midland, Texas
2. Ramada Inn — Airport
3. C & F Plating
4. Sears DieHard Racing

## 1st HEAT

1. Longhorn Racing — Midland, Texas
2. Rosner's Rexal Drugstore — Main St., Speedway
3. Goodyear Service Store — Speedway Shopping Center
4. Ramada Inn — Airport
5. C & F Plating
6. Goodyear Racing
7. Jack Rhoades Aircraft Sales, Inc.
8. Sears DieHard Racing

## 2nd HEAT

1. Longhorn Racing — Midland, Texas
2. Bear Wheel Service — Applied Power, Inc.

3. Champion Spark Plug Highway Safety Team
4. Compliments of Leader Card Racers
5. Jack Rhoades Aircraft Sales, Inc.
6. Goodyear Racing
7. Swage Tube Fitting — T. Callahan
8. Schroeder Steerings — Burbank, Calif.

## 3rd HEAT

1. Longhorn Racing — Midland, Texas
2. Champion Spark Plug Highway Safety Team
3. A. J. Foyt Chevrolet — Houston, Texas
4. Compliments of Leader Card Racers
5. Sears DieHard Racing
6. Goodyear Racing
7. Weld Wheels, Inc. — Kansas City, MO
8. Jack Rhoades Aircraft Sales, Inc.

## 4th HEAT

1. Longhorn Racing — Midland, Texas
2. Goodyear Service Store — Speedway Shopping Center
3. C & F Plating
4. Champion Spark Plug Highway Safety Team
5. Bear Wheel Service — Applied Power, Inc.
6. A. J. Foyt Chevrolet — Houston, Texas
7. Compliments of Leader Card Racers
8. Goodyear Racing

## SEMI-FEATURE

1. Longhorn Racing — Midland, Texas
2. A. J. Foyt Chevrolet — Houston, Texas

3. Compliments of Leader Card Racers
4. Jack Rhoades Aircraft Sales, Inc.
5. Sears DieHard Racing
6. Burgess Truck Sales — Hammond, Ind.
7. Goodyear Service Store — Speedway Shopping Center
8. C & F Plating
9. Goodyear Racing
10. Champion Spark Plug Highway Safety Team

## FEATURE

1. Genesee Beer — Gohr Distributing (\$50.00)  
Dick Hammond — Buffalo, New York
2. Sears DieHard Racing  
A. J. Foyt Chevrolet — Houston, Texas
3. C & F Plating  
Red Carpet Lounge — 2030 Lafayette Road
4. Goodyear Racing  
Billy "The Kid" Throckmorton
5. Bear Wheel Services — Applied Power, Inc.  
John Osberg — Buffalo, New York
6. Aristocrat Products — John Vance  
Bill Anthony — Buffalo, New York
7. Wilbur Snyder — Championship Wrestling
8. Aviator Racing  
Burgess Truck Sales — Hammond, Ind.
9. Goodyear Service Store — Speedway Shopping Center  
Kimberly and Kent Carpenter
10. Bell Helmets — Choice of Champions
11. Buckeye Auto Race Fan Club  
Dixon Morgan Racing Films — Bloomington, Ind.
12. Champion Spark Plug Highway Safety Team
13. Frank and Annetta Delroy
14. A. J. Foyt Chevrolet — Houston, Texas  
Brian, Sue & Ricky Hinton
15. Gus Hoffman Auto Racing
16. Team 69
17. Good Luck Janet Guthrie  
Carrillo Industries — San Juan Capistrano

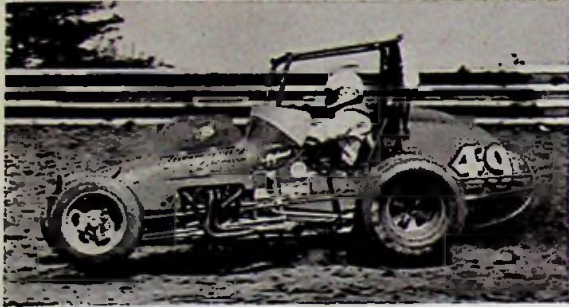
18. Longhorn Racing — Midland, Texas  
Swage Tube Fittings — T. Callahan
19. Friends of Jim Malloy  
Pair of Jacks Restaurant and Lounge
20. Genesee Beer — Gohr Distributing (\$50.00)  
Dick Hammond — Buffalo, New York
21. GAPCO, Inc. — Rufus Gray  
Inland Machinery Co., Inc.—Leo VanSell
22. John D. Gould, Jr.  
Jack Rhoades Aircraft Sales, Inc.
23. Purcell Garden Center — Vincennes, Inc.  
Ken & Mary Pollitt
24. Compliments of Leader Card Racers
25. Schroeder Steerings — Burbank, California  
Longhorn Racing — Midland, Texas
26. Curtis and Drew Woytowich  
Pair of Jacks Restaurant & Lounge
27. Good Luck Dick Simon
28. Longhorn Racing — Midland, Texas  
Carl Sandy — Lafayette, Indiana
29. Louis Seymour — Marlboro, Mass.
30. Rollie Schroeder — Speedway Golf Pro  
Smith & Son Heating & Air Conditioning
31. Stewart Warner — Alemite Sales Co., Inc.
32. Todd "Lil A.J." Thomas  
Merrill Stearns — Buffalo, New York
33. USAC Sprint Car Officials
34. Carrillo Industries — San Juan, Capistrano  
Wabash Valley Auto Race Fan Club
35. Lloyd Weaver Excavating Co.  
Joe Sykes — Buffalo, New York
36. Murray & Geraldine Williams
37. Weldwheels, Inc.—Kansas City, Mo.  
Red Carpet Lounge — 2030 Lafayette Road
38. I.M.S. Safety Patrol — Garage 27  
Lee Elkins Enterprises — Kalamazoo, Mich.
39. Tom Bigelow Fan Club
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CHIEF-MECHANIC—BOB THOMPSON**

**Highlights of 1976**

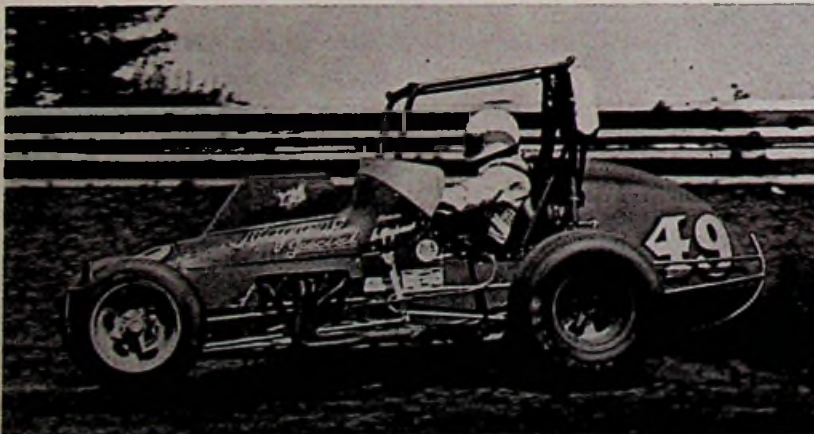


**AGGIE AND BILLY HAPPY** — You'd never know that promotor J. C. Agajanian lost money, but it's easy to see that Billy Cassella won the feature at El Cajon, near San Diego, California, November 14th, before a sparse turnout.

*(Photo by John Mahoney)*

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# Great Expectations Coming Closer Rookie Making His Mark

In recent years second generation drivers have become almost a commonplace item at the nation's race tracks . . . the Bettenhausens, Carters, Parsons, Cassellas, Voglers, Parkinsons, Kinners, Beales, Templemans, and McElreaths, to mention just those currently running with USAC. But last year's USAC sprint division "rookie of the year" Roger Rager may be the only third generation driver currently active.

Originally from Nebraska, now living in and commuting from Mound, Minnesota, the 28-year-old Rager proudly points out that his father, Bob, and his step-grandfather, Jack Coons, were race car drivers. His father, Bob Rager, who hails from Mitchell, Indiana, drove hot rods following World War II, Coons ran stock cars.

The elder Rager's driving career was cut short by the insurance company

which carried the liability on his business. So for the next few years he had to be satisfied with campaigning hot rods and sprints as an owner-operator leaving the driving to others.

During this period, son Roger, then 4, talked Dad into building him a miniature racer. It was made from a World War II airplane wing tank and powered by a 4-horsepower Cushman engine and capable of 20 miles per hour.

As he watched his young son tool around their home-made track at Lincoln, Nebraska, Rager began to formulate plans for the boy's future. He listed as his greatest ambition: "To see my son go on to win the Indianapolis 500."

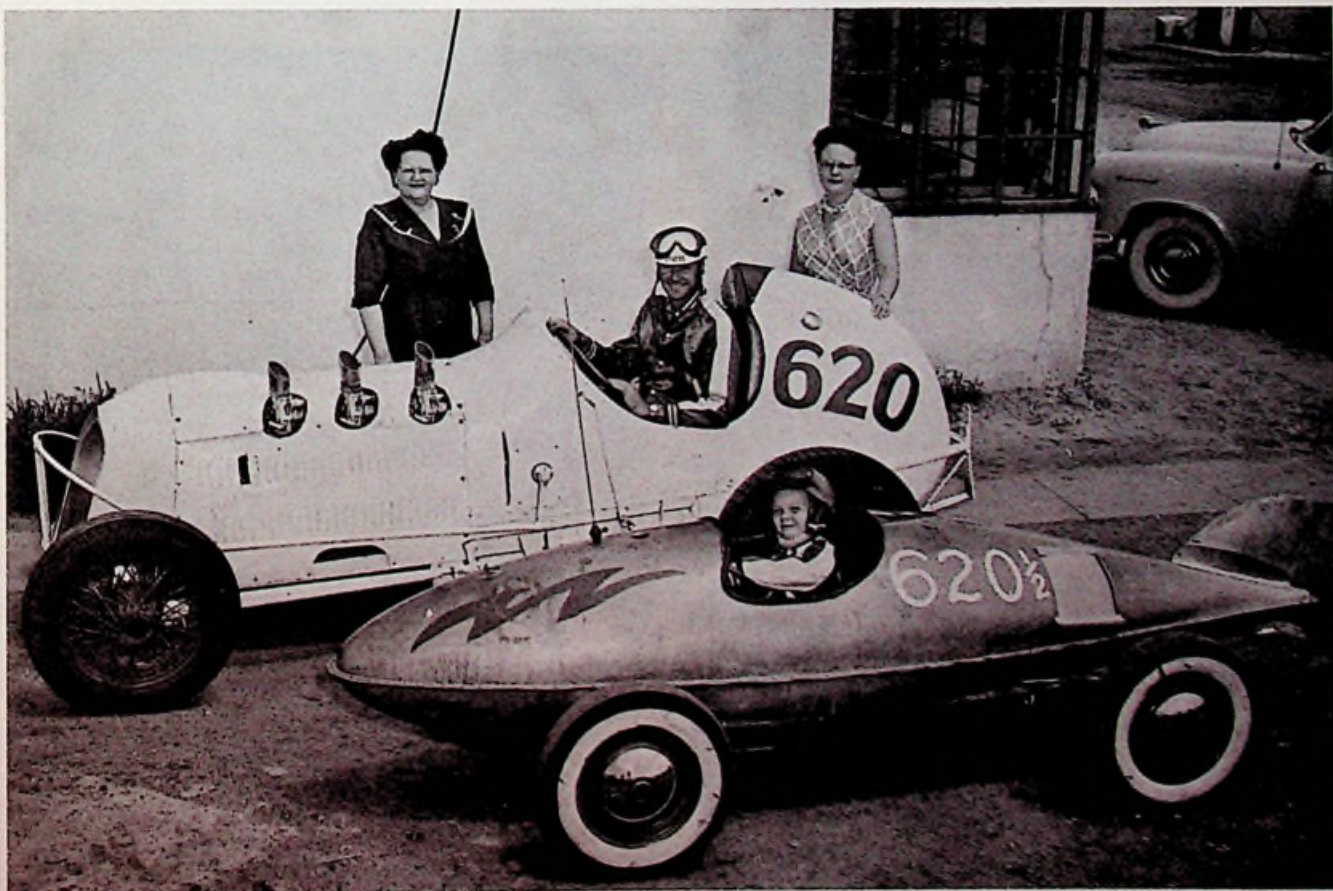
Much of what followed in the ensuing years has been aimed at achieving that ambition. At the age of 5, Roger was racing go-carts around his hometown. As he grew and matured, the horizons

widened and he began racing farther from home. He was Nebraska state go-cart champion in 1961 and 1962 winning 7 feature races the latter year and setting track records twice.

In 1963, at the tender age of 15, Roger began racing hobby stocks on both dirt and pavement running a '48 flathead Ford in the western part of his home state. From that he advanced to a couple of late model hobby stock rides in the Nebraska state championships at Lincoln.

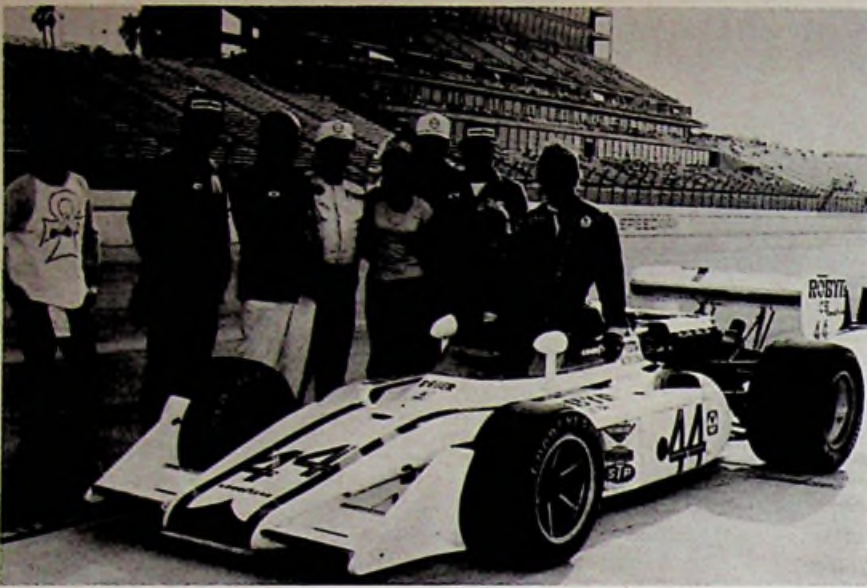
From 1964 through 1966 Rager was a drag racer running B stock, A modified production and a lot of D stock. In B stock he drove a modified '55 Chevy, the D stock was a '64 Impala Super-Sport in almost stock condition. He was the frequent winner in his class, but

*Continued on next page*



**WHERE IT STARTED** — Back in 1953, Roger Rager sat proudly in the wing-tank racer his father Bob, seated in the Rager Ranger, made for him with proud mom and grandmother looking on at Lincoln, Nebraska.

*(Photo from Rager collection)*



**NEARING FAMILY GOAL** — Last September Rager ran his first "500," at Ontario, California. Posing with him are wife Gail, car owner Dick Simon and the Robyn C. B. crew. Rager ran three other championship races in 1976.

*(Photo by Dennis Torres)*

## Great Expectations

*Continued from page 21*

never won "top eliminator" at any of the meets.

During this time, Roger was still in high school, at Gering, Nebraska, where, surprisingly, he found time to play football, run track and wrestle a little in his

freshman year. As an offensive fullback and a defensive halfback, occasionally guard, he also was the team's kickoff and extra points specialist.

In his senior year he was elected captain of the football team and was selected as a member of the North-South all-star team, but got married before the game.

An excellent sprinter, Roger ran the 50 and 100-yard dashes and was a member of the 440-yard relay team. He considers his start, getting out of the blocks, as his strongest point in track and had a 9.9-second clocking in the 100 for his best.

While an underclassman he broke a bone in his wrist when another runner fell tripping him during a track meet. Forced to lay out of active sports, he undertook coaching the girls' football team. It was an enjoyable season, if not a superior one.

An outstanding athlete, Rager admits he was only an average student academically. He did, however, excel in both woodworking and metal shop, his favorite subjects.

Moving into supermodifieds, Rager wasted no time establishing himself as a winner. He won the 3rd race he ever ran in a chopped-down, souped up flathead Ford. This was in 1967. His car was ruled illegal and Rager decided to switch to another racing group.

With a new owner he put together an Edmunds chassis bought from Chuck Amati. Entering a race at Williams, Iowa, he was thrown into competition against such well-known racers as Joe Saldana, Lee Kunzman, Jerry Blundy and Dick Sutcliffe.

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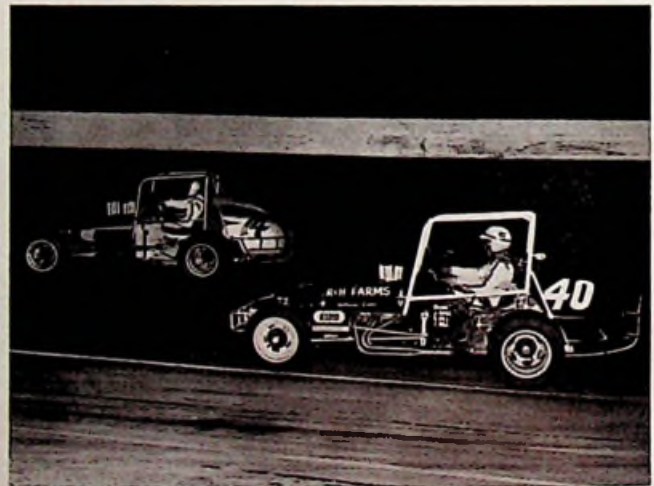
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**ANOTHER RIDE, ANOTHER STATE**—Rager campaigned the R & H Farms sprinter on the pavement at Denver's Mile-High Speedway in 1972 in his first professional asphalt start.

*(Photo from Rager collection)*

Too slow in qualifying to make a heat race, he started at the back of the consolation race and won it. He then advanced to the "B" heat and won that race. That put him into the feature, again at the back. Running well against the veterans, he also won the feature.

At the Nebraska State Fair in 1968, Roger broke into IMCA (International Motor Contest Association) racing and, before his 22nd birthday, qualified 2nd in a record field of 45 entries. He took second in his heat passing veterans Chuck Lynch, Ray Lee Goodwin and Hank Smith, before rain washed out the feature.

During the season he had run super-modifieds in Arkansas, Missouri, Indiana, Kentucky, Iowa, and Tennessee, in addition to his home state. Already he was becoming well-known for his racing exploits throughout the midwest.

In 1969, Roger won "Rookie of the Year" honors at Knoxville, Iowa, and was named "Most Improved Driver" at Eagle Raceway, Lincoln, Nebraska. He quit his job in the GMC body shop at Lincoln to devote more time to racing, competing in 13 states that year. His part ownership of a used car business helped pay expenses.

*Continued on page 24*



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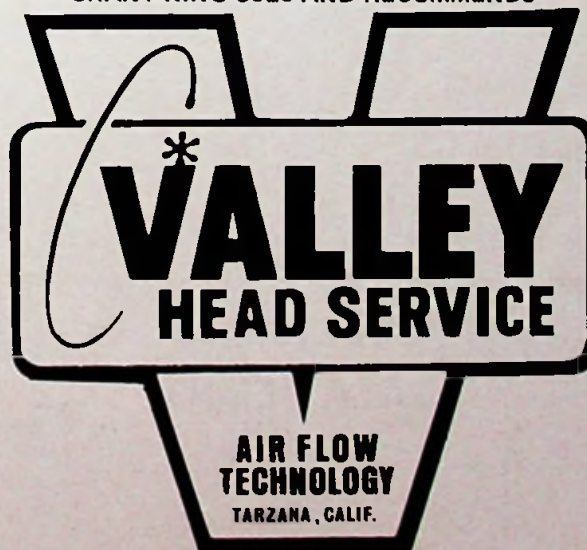
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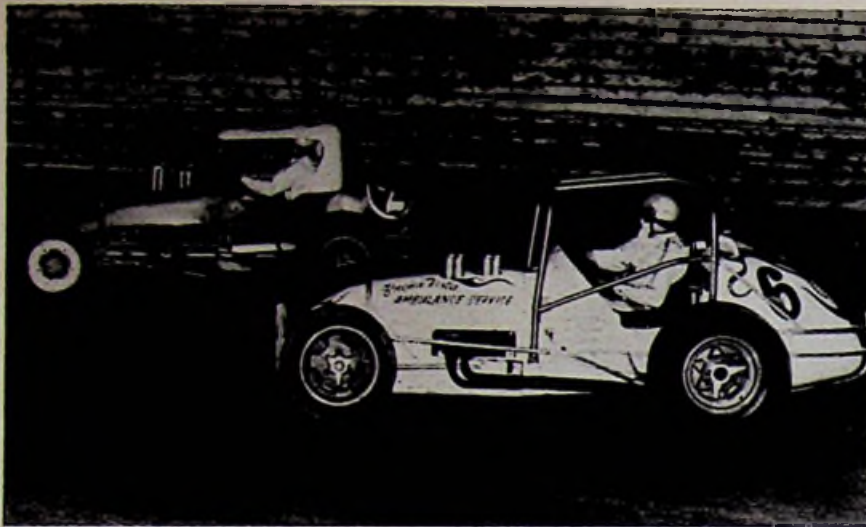


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**IT'S THE CIRCLE 2 TO THE FRONT** — In April of 1969, Rager showed his super-modified "Circle 2" to the hotdogs at Manzanita, outside Phoenix, Arizona, one of 13 states in which he ran that year.

*(Photo from Rager collection)*

## Great Expectations

*Continued from page 23*

He campaigned in the Edmunds which had a coupe body and ran in super-modified competition. The "Circle 2" as it was known was one of Rager's favorite cars. Before Marv Copple bought him the car it had won more than

100 features. And with it he became nearly unbeatable on his home track. He also was becoming a fixture at the Knoxville, Iowa, track, one of the area's hotbeds of super-modified competition.

He was regularly beating the likes of Saldana, Blundy, Sutcliffe and Jon Baklund there. In one race he finished 2nd to Blundy after suffering a broken

nose while winning his heat race. A clod of dirt had flown into the cockpit during the competition.

By now Rager had formulated a racing philosophy: "Go fast, come in first, out-think and out-drive the guy in front." He also learned to watch the people in front of him, to determine their patterns, to worry them by changing his own patterns, then to capitalize on their mistakes.

In 1973, Roger gave up his excellent midwest ride and went east to tackle the (KARS) Keystone Auto Racing Stars circuit. Moving to Lebanon, Pennsylvania, he tackled the east's best on the tricky tracks at Williams Grove, Selingsgrove and Penn National and made occasional forays elsewhere winning at the Winter-national Sprints in Florida.

He explained his move: "I'd raced all over the place picking up experience, but kept hearing that the Pennsylvania drivers were the best in the country on dirt. If I wanted to be the best, I'd have to beat the best."

Rager didn't do too badly. At Penn National he won the Capitol City 50, leading all the way and snapping Kenny Weld's 6-race win streak. He also won at Selingsgrove topping the likes of Kramer Williamson, Lee Osborne, Jan Opperman and Gary Gollub.

After the season, he was among 4 KARS drivers invited to race in South Africa by the man who owned most of the tracks there. The deal was too good to pass up. The promoter paid to transport the team's cars to South Africa, paid the drivers round trip air fare and paid each driver a salary, room and board for competing. And after the racing was completed, he bought Rager's car.

Running in some 40 races during the 3 months he was there, Rager won roughly half of them, 18 to 20 dirt races, all they ran, and the first pavement race. That one was run in the rain and Rager ran dirt track tires while the others had only pavement rubber.

The tracks in South Africa were generally smaller than ours, most of them 1/3rd or 1/4th mile ovals. And Rager's car, built for use on the Pennsylvania dirt only, just wasn't competitive on the pavement.

The South African trip provided Roger with an unexpected bonus . . . a bride. He ran into her in the hotel where both were staying in Johannesburg and they were married 10 days later. While it may not have been love at first sight, it didn't miss it very far.

*Continued on page 26*

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on Trenton, New Jersey's kidney-shaped track, Roger was 17th fastest qualifier. Running well, he was sidelined after only 68 laps with mechanical problems.

He improved to 16th fastest in qualifying at the Wisconsin State Fair, in Milwaukee, for the "Tony Bettenhausen 200." His finish also improved as he was still running at the conclusion completing 180 laps and placing 10th.

On September 5th Rager started 28th in the "California 500" at Ontario. He was running 11th with just 9 laps to go when his engine lost oil pressure and he had to settle for 17th place.

In the "Michigan Grand Prix," a 150-mile race on the super-fast high-banks of Michigan International Speedway, he qualified 21st, advanced to 12th but ran out of fuel on the 60th lap of the 75-lap chase. He was placed 16th.

As this was being written Rager was looking for a ride in this year's Indianapolis 500. He may have found it by now in his quest to realize his father's greatest ambition, to win the 500. If not this year, some year soon Rager will be in the field for "the big one."

Like so many fine drivers before him, he may never catch the gold ring at the end of the 200-lap merry-go-round. But it won't be for lack of trying.

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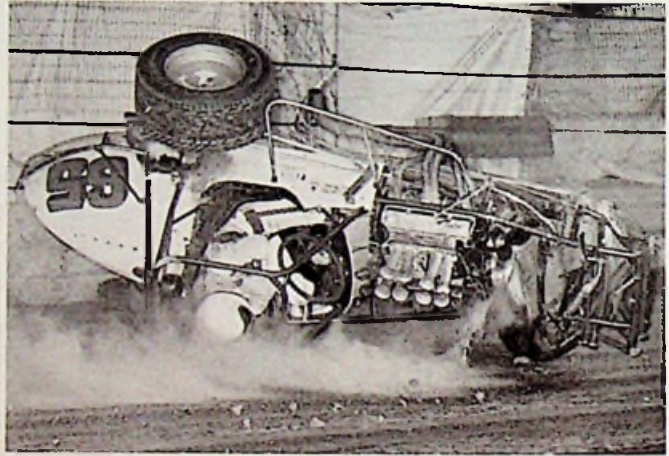
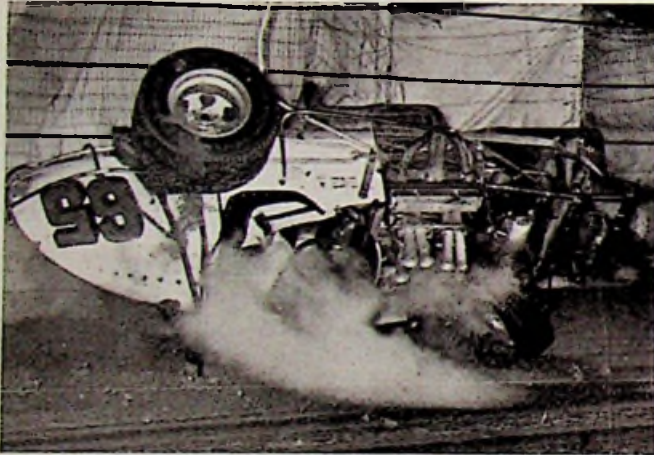
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## Highlights of 1976

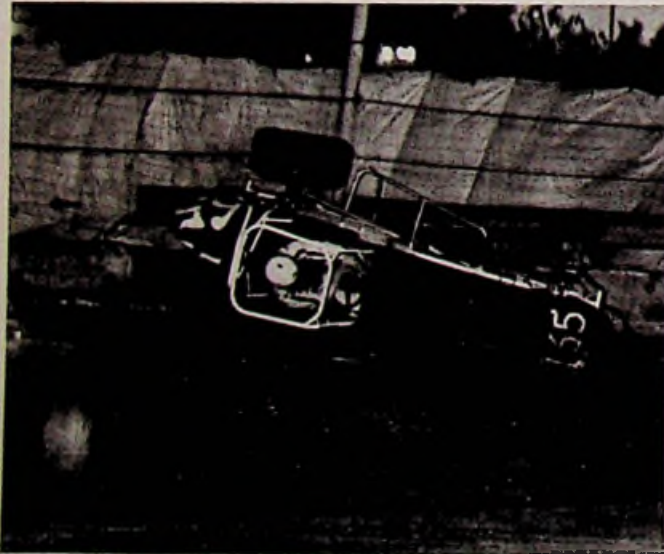


**HOT TIME ON HIGH BANKS** — Joe Saldana (7) and Jackie Howerton (6) dueled like this lap after lap in the feature at Eldora (Rossburg, Ohio) June 9th with Howerton finally winning his first sprint main.  
*(Photo by John Mahoney)*

# THRILLS, CHILLS AND SPILLS OF '76

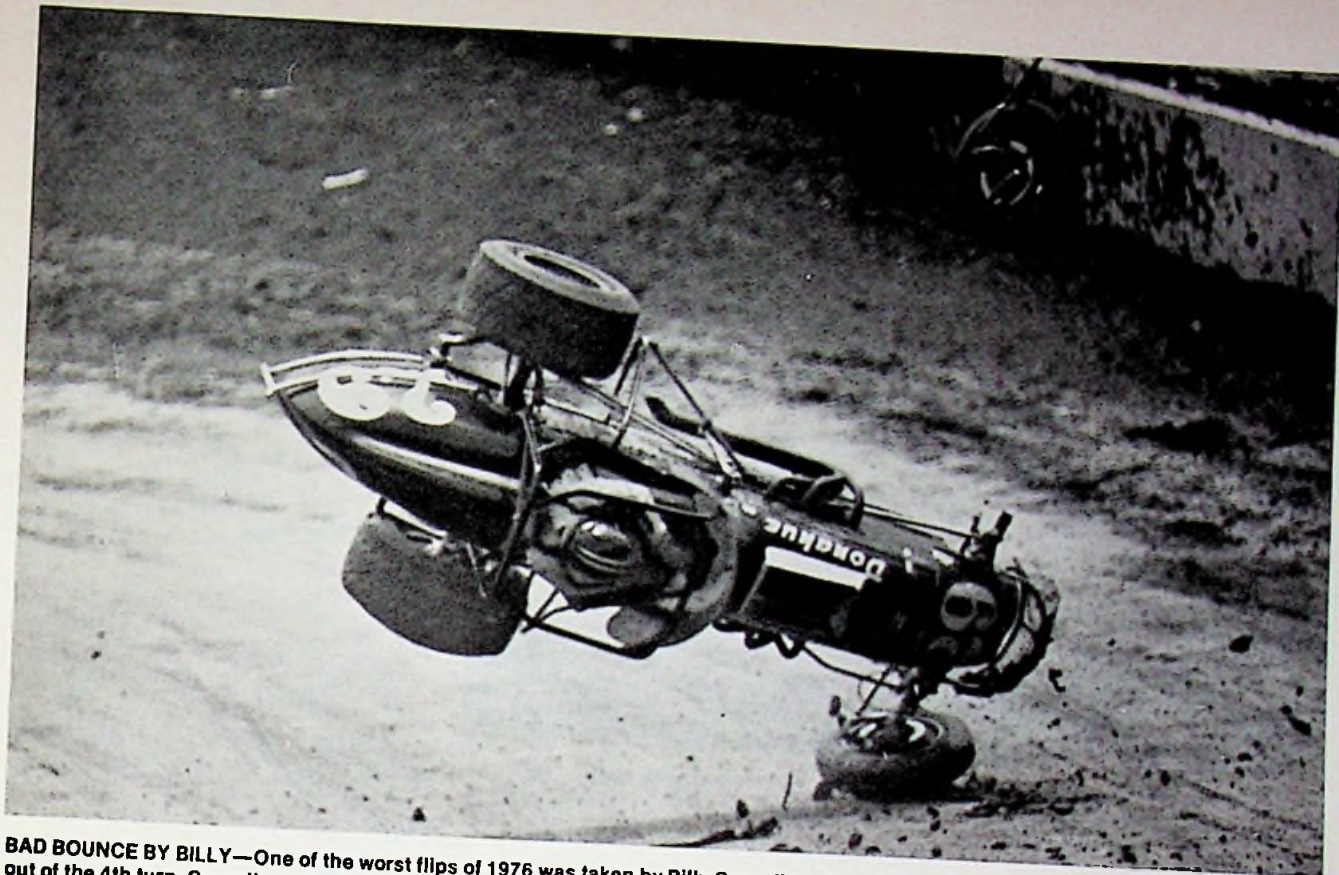


**A NIGHT TO FORGET** — Young Jack Hewitt, of Troy, Ohio, took not one, but two frightening flips at the Indiana State Fairgrounds in almost the same spot. The first, shown in this sequence by photographer Tom Dick, took place in the rain-delayed "Hoosier Sprints" on June 4th, in the consolation race. Miraculously, Hewitt escaped without injury. Notice in the final picture Hewitt holding onto his shoulder harness to keep his hands and arms inside the cockpit.



**HEWITT AGAIN AT FAIRGROUNDS** — Back at the Indiana State Fairgrounds again on July 31st, Hewitt finds trouble again just beyond the location of his June flip. His car, rebuilt from the earlier crash, wasn't so badly damaged this time. And again Hewitt comes out shaken, but uninjured.

*(Photos by Tom Dick)*



**BAD BOUNCE BY BILLY**—One of the worst flips of 1976 was taken by Billy Cassella at Eldora, Rossburg, Ohio, after he hooked a rut coming out of the 4th turn. Cassella suffered cracked ribs which kept him from action only 2 weeks.

*(Photo by John Mahoney)*



**OTHER WAY, KARL** — Veteran Karl Busson seems to be headed the wrong way on Terre Haute's (Ind.) flat dirt. Actually, he was going the right direction until the crash wall grabbed him.

*(Photo by John Mahoney)*

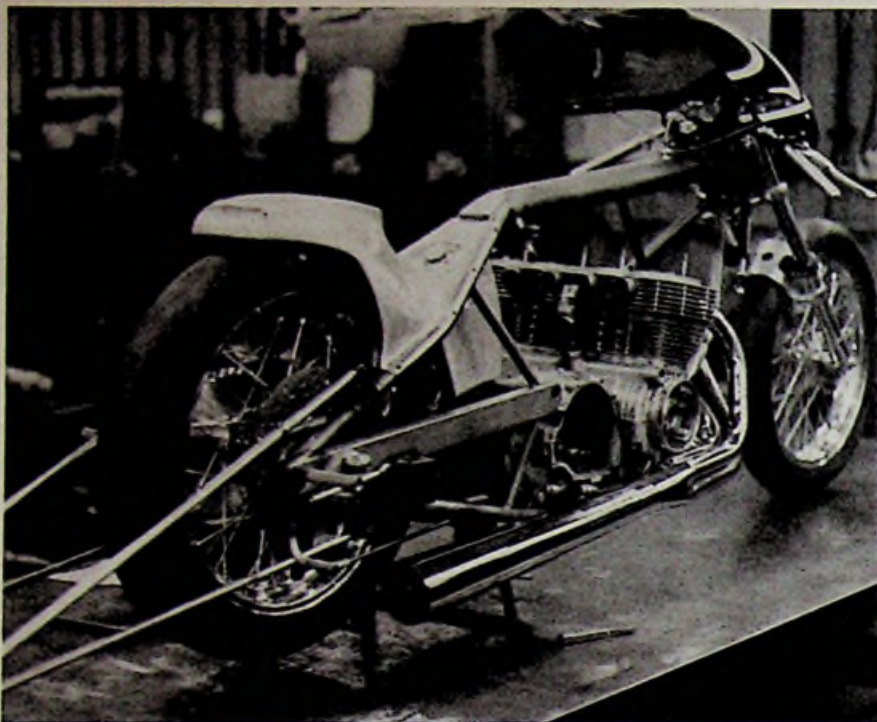


**BOOTH BANGS BARRIER** — Veteran Chuck Boloth (21 on side) had his problems in the first night race at Eldora (Rossburg, Ohio) June 19th in a tangle with Steve Chassey (35). Booth came out unhurt and with only minor damage to his racer.

*(Photo by Tom Dick)*

**GARY GOUGES GUARDRAIL**-Gary Bettenhausen came out of this wallbanger at the Terre Haute (Ind.) "Action Track" unhurt last August. Boulder-mechanic Paul Lefler rebuilt the front suspension and Gary went on to win his 9th "Action Track" feature.





**TWO WHEELS, A FRAME AND A MOTOR** — Grant King's first drag motorcycle is all efficiency with little attention to comfort. It takes an extra brave man to ride one of these rockets down a quarter-mile strip.

*(Photo by Jerry Weeks)*

## One Team

*Continued from page 9*

for 26.9¢ a gallon . . . they were having a "gas war" here. You can't convince me that there was so much gas one month that there was a price war and a super shortage the next month.

"Even so, I realize that we are burning up our supply of petroleum. It can't last forever. But the answer isn't legislation to force prices up by taxing gas. That won't create more oil or make the big oil companies explore for more. Let's remove the controls and let the market set the price. The free enterprise system is still the best."

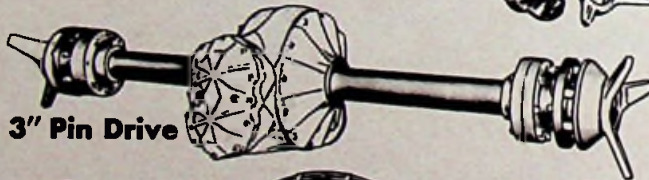
King fears the government may attempt to dramatize its efforts by banning auto racing, but he feels that would be short-sighted since racing doesn't use gasoline. In answer to the argument that fans do use gas to get to the races, he points out that baseball, basketball, football and hockey fans also use gasoline. And many of these sports transport their teams coast-to-coast on airplanes which burn tremendous amounts of petroleum-based fuel.

Even with its problems, Grant is convinced that auto racing will survive

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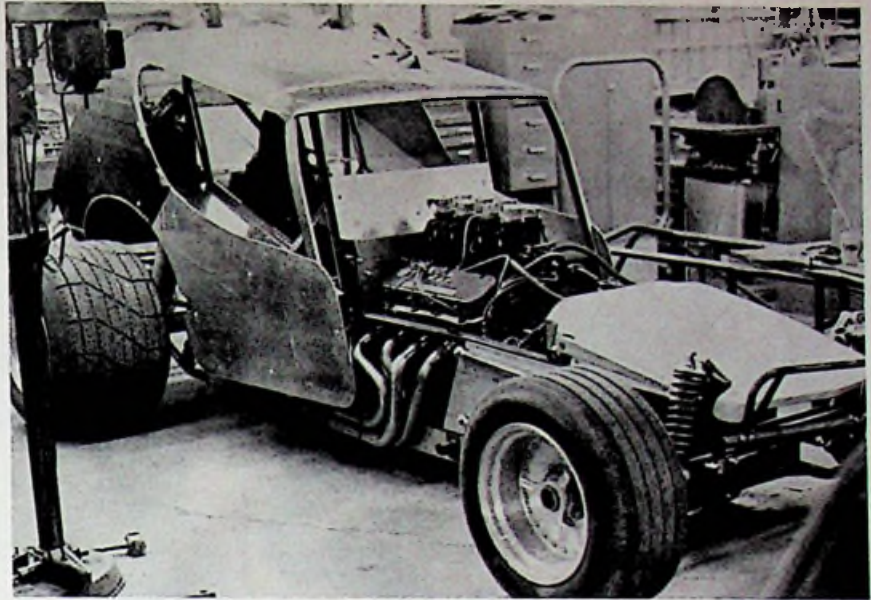
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because of the dedication to and love of the sport by so many people. "Racers will continue to race as long as we're alive and long after," he states unequivocally. "There needs to be some change in the setup. One of our biggest problems today is that the factories, many of them, provide their products free to the rich teams but the poor teams have to buy everything they need.

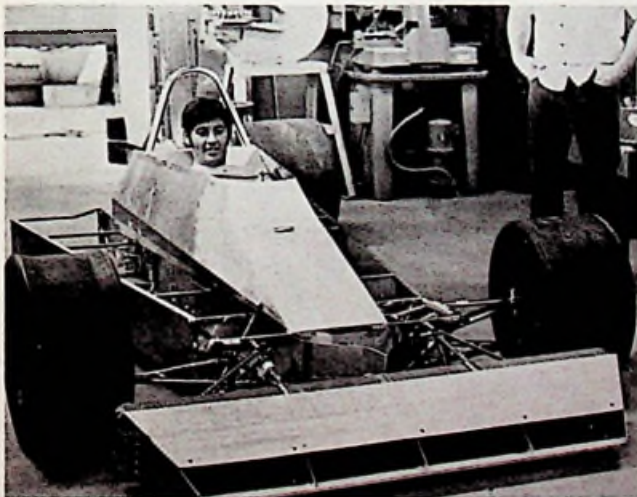
"I understand the parts many teams play in development of products, but some of the smaller teams could help in that development. And they're the ones who really need the help. This might help equalize the competition, too."

The message from King is clear. Auto racing has its problems, some from within, some from outside. But as always, racing people will meet these problems head on and will solve them because there is too much at stake for everyone involved in racing to let them be defeated.

And just like the King team concept, it takes many individuals to make one team. Whether or not we realize it, we all are part of the overall racing team . . . owners, drivers, mechanics and fans.



**BIRTH OF A "HEAVY"** — Even sitting still, unpainted and with part of its "skin" missing Gremlin-bodied "heavy" looks potent. King has built several of these cars to race out East.  
*(Photo by Jerry Weeks)*



**IT FITS LIKE A GLOVE** — Still missing one wheel and considerable "skin," the Genesee Beer champ car seems to meet with driver Sheldon Kinser's approval. This is one of 4 King cars entered in this year's Indianapolis 500.  
*(Photo by Jerry Weeks)*



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## Highlights of 1976



**BIG WIN FOR BIG MAN** — Sheldon Kinser (56) gets under Greg Leffler (69) and Rollie Beale (2) at Eldora (Rossburg, Ohio). Kinser won the season opener March 28th.

(Photo by John Mahoney)

## Highlights of 1976



**WRENCHING MAKES A MAN THIRSTY** — Jan Opperman, racing's erstwhile "hippie," is all smiles after his July 10th feature win at Eldora (Rossburg, Ohio), but mechanic Donnie Ray Everett is more interested in thirst-quenching Gatorade.

(Photo by John Mahoney)

**BIG WIN BRINGS BIG SMILES** — Photographer Gene Crucean horns in on the victory picture after Clark Templeman's June 20th feature win at Eldora (Rossburg, Ohio) for Ray and Cissy Smith. Templeman came from 16th position for his 1st USAC victory.

(Photo by John Mahoney)



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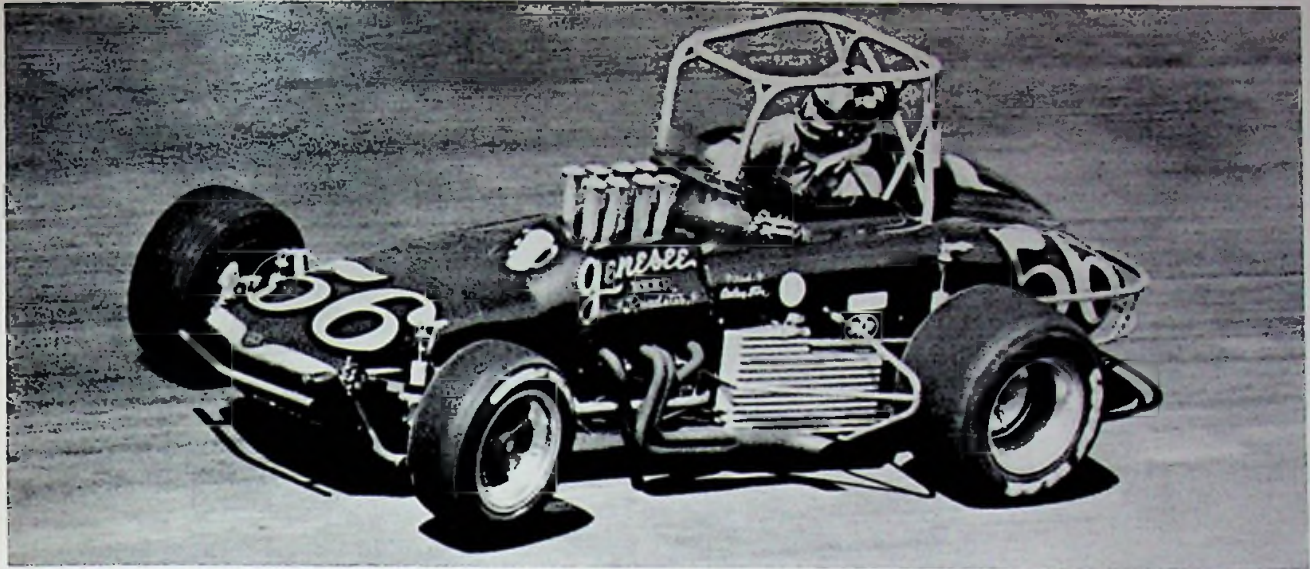


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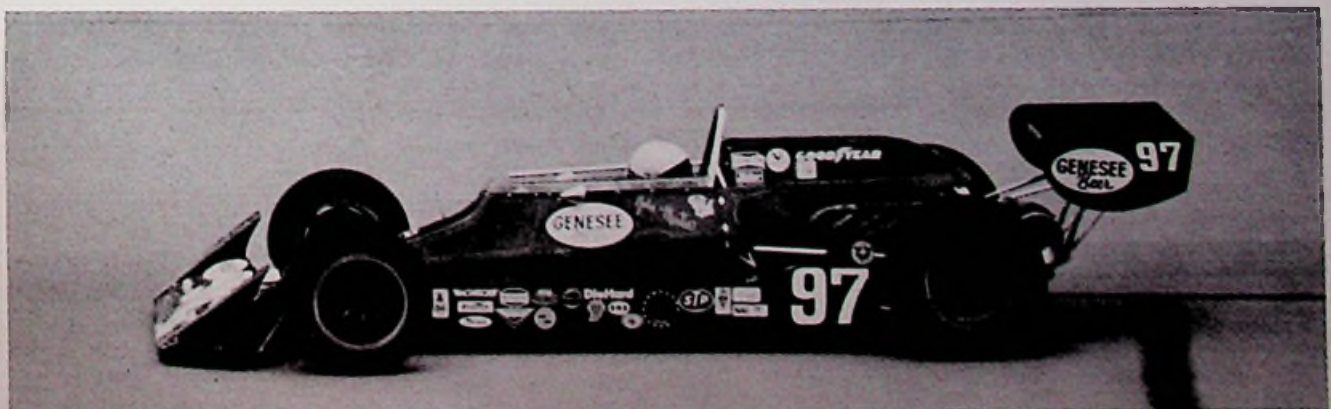
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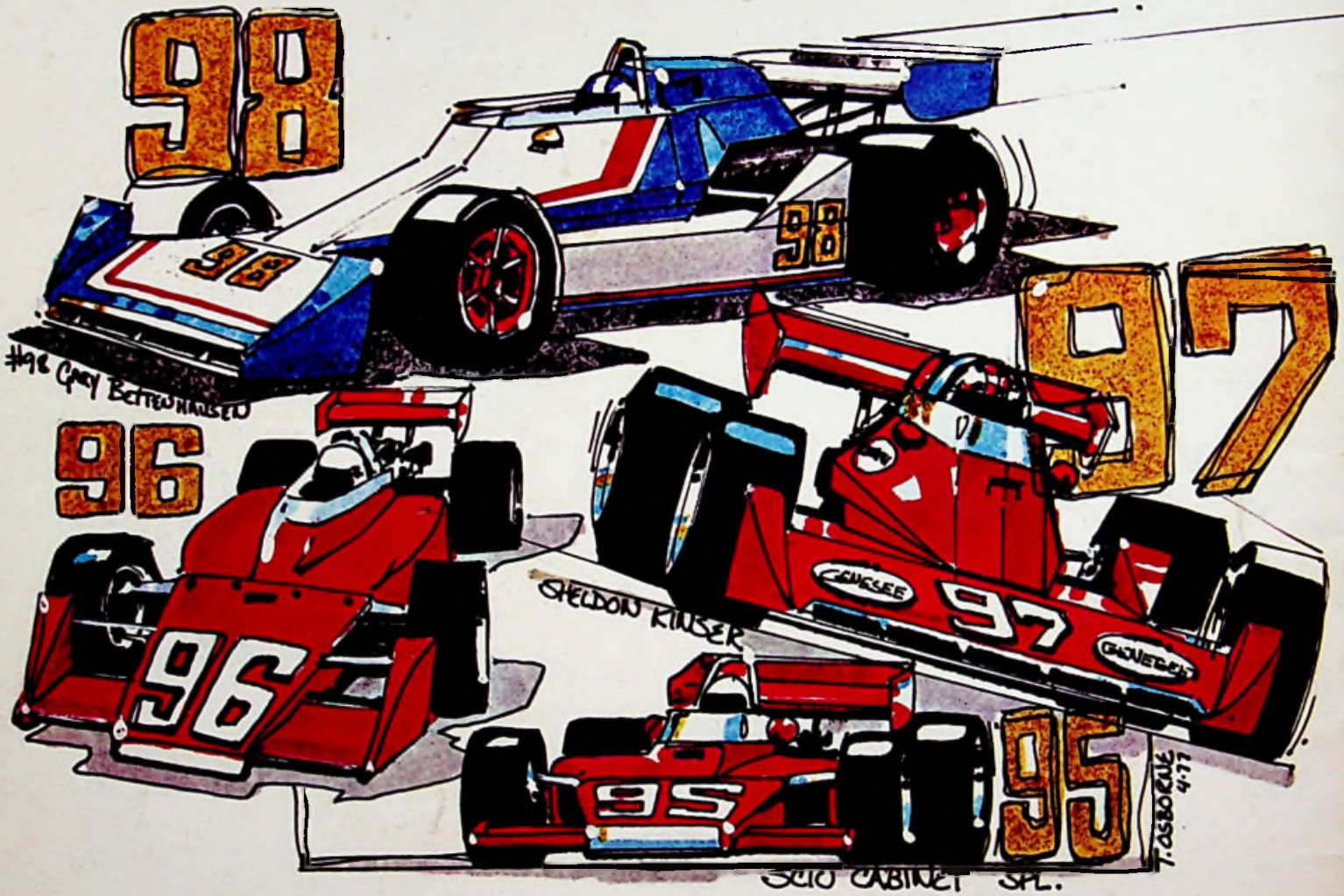
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# ONE TEAM