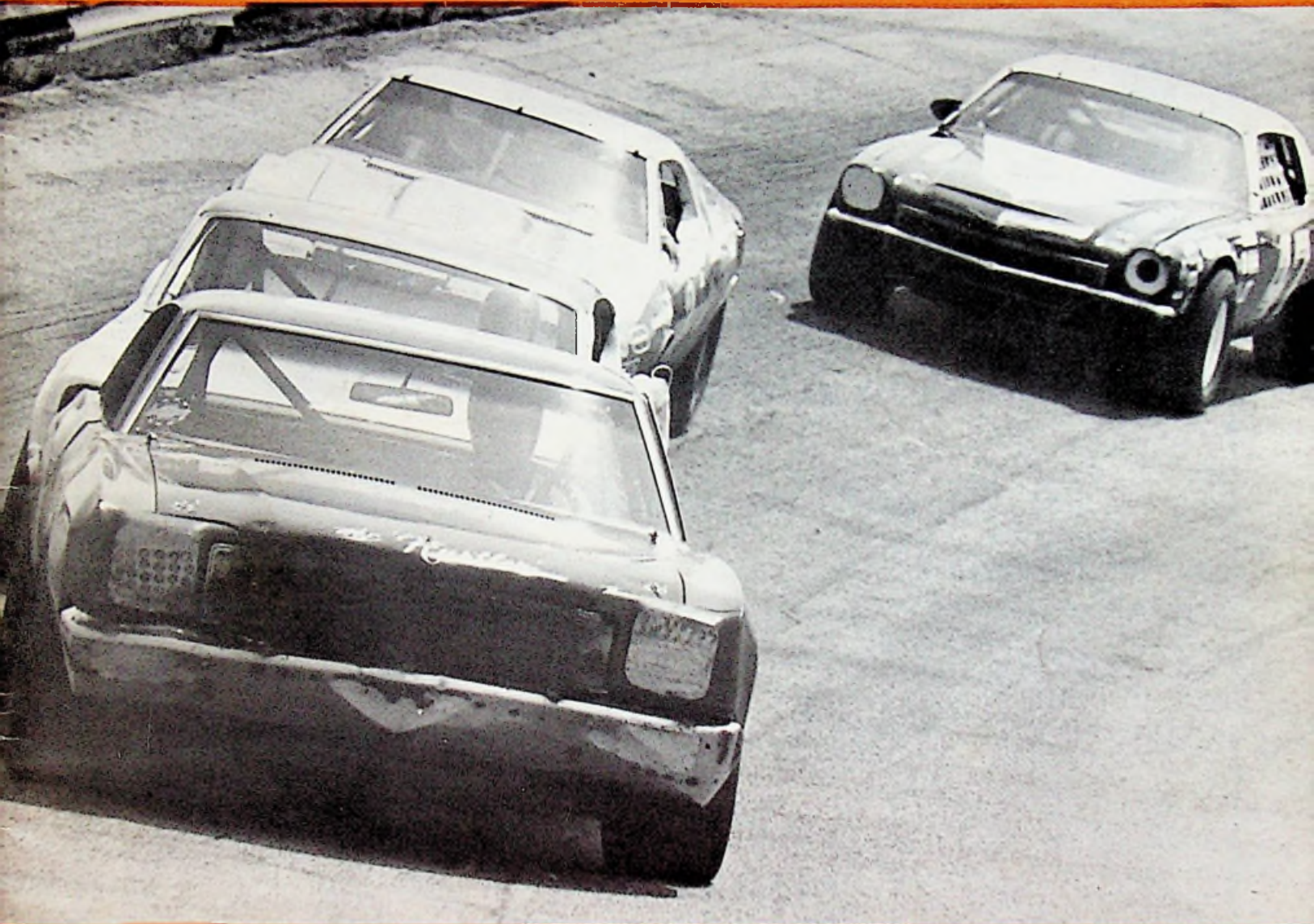


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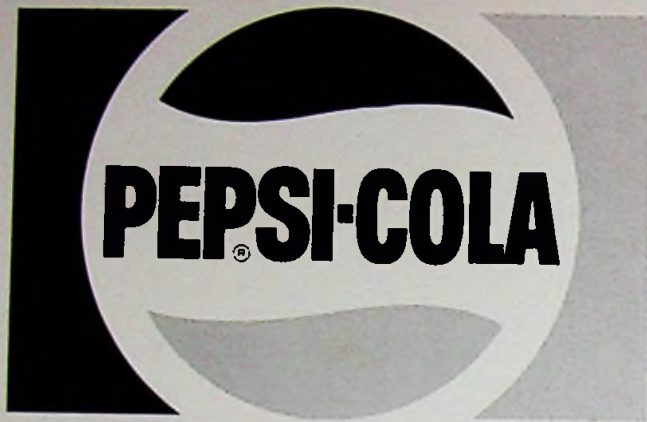
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# SALEM '73



The year 1972 wrought many changes at Salem Speedway. Because of circumstances surrounding the sale of the property at mid-year, the originally planned schedule of twelve races was shortened to eight. All of the events that were contested, however, proved to be memorable ones.

In June of 1972, the Don Chapmans of Phoenix, Arizona, purchased Salem Speedway and operated the facility through the end of the season. Because of pressing business commitments in Arizona, the Chapmans have leased the track to Fairgrounds Motor Speedway Corporation of Louisville, who previously operated Salem Speedway from 1970 through early 1972.

We are very pleased to again operate Salem Speedway and are looking forward to a busy season of top quality racing

programs. The schedule this year reflects our desire to provide the best possible racing action at Salem Speedway.

General refurbishment is being planned in many areas of Salem Speedway this year for your added comfort and convenience. As always, we are very interested in hearing your comments and suggestions regarding the Speedway facility.

We are enthusiastic about 'Salem '73', and hope you will visit with us at every opportunity this year. To receive information about upcoming Salem Speedway events at your doorstep, please fill out the mailing list blank at the bottom of this page and leave it at or mail it to the Speedway Office.

Please accept a hearty Hoosier Welcome to the "World Famous One-Half Mile Banked Paved Speedway"!

Steve Stubbs  
General Manager

---

## SALEM SPEEDWAY

### MAILING LIST

If you'd like to receive up-to-the-minute racing information and reminders of coming events both at Fairgrounds Motor Speedway and Salem Speedway, please fill out this coupon and leave at or mail to the Speedway Office.

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Every racing event presented at SALEM Speedway in 1973 will be nationally sanctioned by a major organization. Each offers bright prospects for a fantastic year of competition.

U.S.A.C.'s "thunder and lightning" sprint cars will have a new look this year as a "rear engine revolution" looms likely in thier ranks. Highbanked paved tracks like Salem will no doubt showcase the new generation of sprinters.

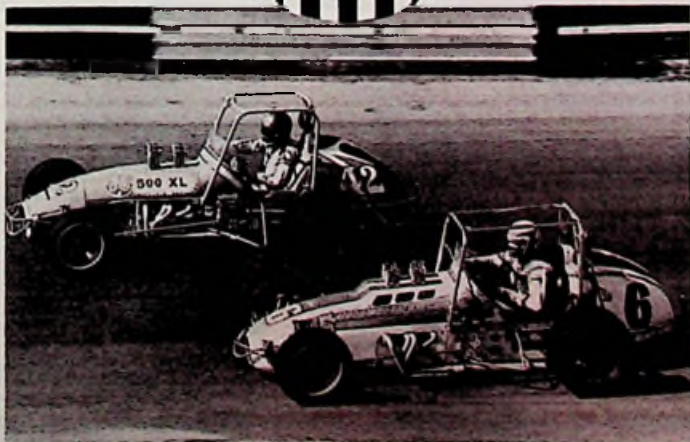
As one of the newest and most exciting racing organizations in the nation, American Speed Association (A.S.A.) will provide competition at Salem in both the "Circuit of Champions" Late Model Stock Division and the National Sprint Division this year.

A.S.A. inaugurated the "Circuit of Champions" Series at Salem last year with the 1st Annual, Mid-West 300" which was won by the phenomenal Darrell Waltrip, of Franklin, Tenn. If that race was a preview, super competition can be expected from the "Circuit of Champions".

September of 1972 debuted the A.S.A. sprinters on the Salem banks and rematches this year will have a hard time topping that event. If you enjoy "old fashioned" wheel-to-wheel sprint car competition, you'll love A.S.A.

Also returning this year will be the new cars of Johnny Marcum's Automobile Racing Club of America. As always, A.R.C.A. will feature some of the top stock car talent in the nation plus a strong representation of Kentuckiana area driving talent.

With a busy schedule planned, Salem '73 will be the "year of the professionals".



# MILES WINS 1972 OPENER

On his way to winning the 1972 A.S.A. Stock Division Championship, Dennis Miles, of Muncie, Indiana, annexed a victory in the Salem Speedway "open competition" event on April 30.

Jerry Long, of Woodbine, Tennessee, led the early stages of the 50-lap feature until rain brought a temporary halt at 17 laps. Shortly after the restart, Long cut a tire and turned the lead over to Miles.

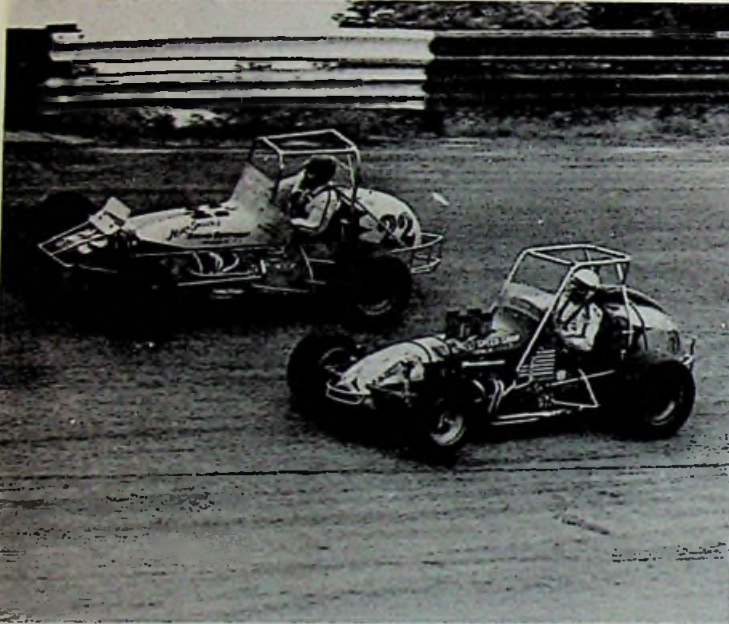
Although Miles' engine was smoking badly and Louisvilleian, LaMarr Marshall was closing the gap rapidly, the A.S.A. driver held on to collect Salem's first checkered flag of 1972.

Behind Marshall, in second, were Gene Payne, Owensboro, Kentucky; Lonnie Breedlove, Indianapolis; and Ellis Herbert, Rushville, Indiana.



Dennis Miles (52) claimed the laurels in the May "open competition" stock car show.

Jack Harris Photo



ASA sprint feature winner, Dick Gaines (22) duels with third-place finisher, Jim Linder during the September ASA event.

Tom Dick Photo

## A.S.A. SPRINTS

## SPECTACULAR

American Speed Association's National Sprint Division made an auspicious debut on Salem Speedway's highbanks in September with a stirring three-car battle for the lead the entire 50-lap distance of the feature event. When the dust had cleared veteran Dick Gaines, of Bloomington, Ind., had the win but Butch Wilkerson and Jim Linder were hanging on his tail.

A.S.A. introduced Salem fans to sprint car competition without the use of the "move over" flag--which A.S.A. does not utilize--and the results were unforgettable. Throughout their 50-lap dash to the checkered, the trio of Gaines, Wilkerson and Linder often used all of the racing surface and then some to lap slower cars, treating fans to a rare display of heads-up traffic driving. Behind the leaders were Bob Kinser, fourth, and Bob Frey, who finished fifth.



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# MIDGET MAIN TO KENYON

Demonstrating the form that took him to an unprecedented four USAC National Midget Championships, Mel Kenyon, of Lebanon, Indiana, drove the Kenyon Brothers SESCO to victory in the 40-lap feature on May 29.

Although rain delayed the program and threatened to cancel it altogether, it didn't dampen the competitive spirit of Tom Bigelow, as the Whitewater, Wisconsin driver posted a Salem Speedway one-lap track record for midget cars of 18.68 seconds (96.360 mph).

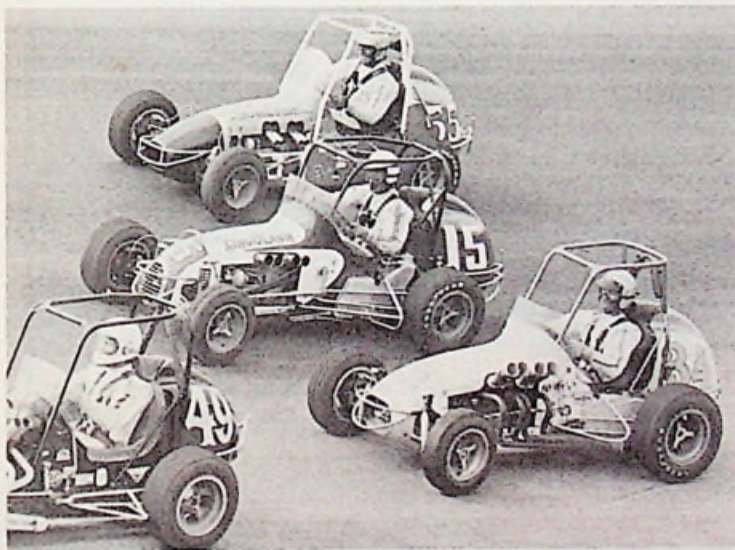
It was Bigelow who provided most of the competition for Kenyon in the feature race, although Sellersburg's Sonny Ates led the race early and ended up third behind Bigelow at the finish.

Sam Sessions took fourth and Californian, Bob Evans, finished fifth.



Mel Kenyon collected the feature win in the Kenyon Brothers SESCO at the May midget match.

Tom Dick Photo



Count on the midgets to mix it up thoroughly as in this action during the Memorial Day, 1972, program.

Wayne Doebbing Photo



Tom Bigelow (25) slips under early leader, Sonny Ates during USAC midget feature, May 29.

Tom Dick Photo

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### Time/Speed Conversion Table For Half Mile Track

TIME	SPEED	TIME	SPEED	TIME	SPEED
16.50	109.091	18.35	098.093	20.20	089.109
16.55	108.761	18.40	097.826	20.25	088.889
16.60	108.434	18.45	097.561	20.30	088.670
16.65	108.108	18.50	097.297	20.35	088.452
16.70	107.784	18.55	097.035	20.40	088.235
16.75	107.463	18.60	096.774	20.45	088.020
16.80	107.143	18.65	096.515	20.50	087.805
16.85	106.825	18.70	096.257	20.55	087.591
16.90	106.509	18.75	096.000	20.60	087.379
16.95	106.195	18.80	095.745	20.65	087.167
17.00	105.882	18.85	095.491	20.70	086.957
17.05	105.572	18.90	095.238	20.75	086.747
17.10	105.263	18.95	094.987	20.80	086.538
17.15	104.956	19.00	094.737	20.85	086.331
17.20	104.651	19.05	094.488	20.90	086.124
17.25	104.348	19.10	094.241	20.95	085.919
17.30	104.046	19.15	093.995	21.00	085.714
17.35	103.746	19.20	093.750	21.05	085.511
17.40	103.448	19.25	093.506	21.10	085.308
17.45	103.152	19.30	093.264	21.15	085.106
17.50	102.857	19.35	093.023	21.20	084.906
17.55	102.564	19.40	092.784	21.25	084.706
17.60	102.273	19.45	092.545	21.30	084.507
17.65	101.983	19.50	092.308	21.35	084.309
17.70	101.695	19.55	092.072	21.40	084.112
17.75	101.408	19.60	091.837	21.45	083.916
17.80	101.124	19.65	091.603	21.50	083.721
17.85	100.840	19.70	091.371	21.55	083.527
17.90	100.559	19.75	091.139	21.60	083.333
17.95	100.279	19.80	090.909	21.65	083.141
18.00	100.000	19.85	090.680	21.70	082.949
18.05	099.723	19.90	090.452	21.75	082.759
18.10	099.448	19.95	090.226	21.80	082.569
18.15	099.174	20.00	090.000	21.85	082.380
18.20	098.901	20.05	089.776	21.90	082.192
18.25	098.630	20.10	089.552	21.95	082.005
18.30	098.361	20.15	089.330	22.00	081.818

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# KUNZMAN JOINS

## LIST OF ELITE

Brilliant youngster, Lee Kunzman of Guttenburg, Iowa, won the 20th Annual, Joe James-Pat O'Connor Memorial Race for USAC sprints and added his name to a list of previous winners including greats like Bob Sweikert, A.J. Foyt, Parnelli Jones, Bobby Unser and Mario Andretti.

Kunzman battled the entire afternoon with one of sprint car racing's all-time greats, Larry Dickson - a man who has yet to win the Memorial classic. In fact, Dickson was the leader as the race was red-flagged at 28 laps when Ronnie Burke, of Houston, Texas, flipped over the third turn rail in a nasty-looking accident. Miraculously, Burke escaped with minor injuries after his hair raising aerial display.

On the restart, Dickson led briefly but the former national champion's pace was slowed by a blistering tire. Kunzman slipped by for the lead but the race became a five-car free for all between Kunzman, Sam Sessions, Dickson, Tom Bigelow and Bob Pratt.

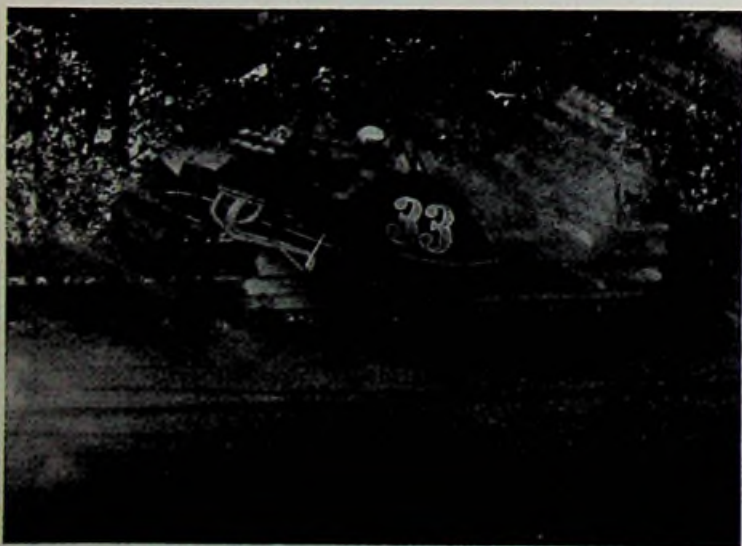
After fifty flat-out laps of intense competition, Kunzman in his Clamato Sprinter was first, followed by Sessions, Pratt, Bigelow and a limping Larry Dickson.



This was the story in the 20th Annual James - O'Connor Memorial . . . Kunzman taking the win.

Bob Kluesener Photo

# JOE JAMES - PAT O'CONNOR MEMORIAL RACE



Ronnie Burke took the hard way out of the track during the October USAC sprint program but fortunately escaped serious injury.

Tom Dick Photo



Eventual James - O'Connor Memorial winner, Lee Kunzman (5) scoots under Chuck Booth (21) and Rollie Beale on his way to victory.

Harry Goode Photo

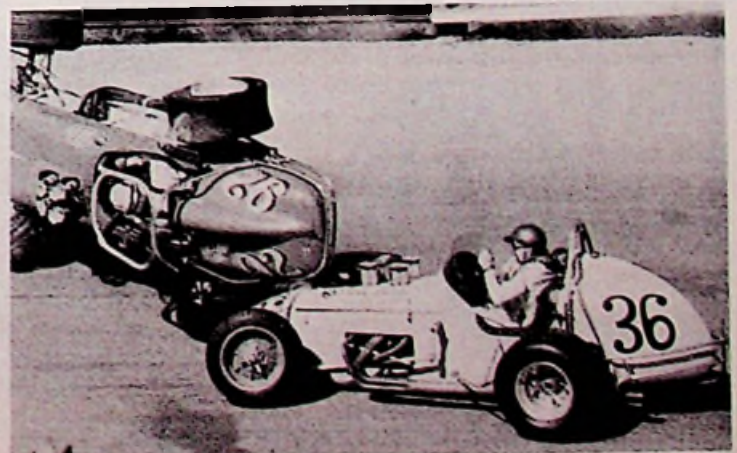
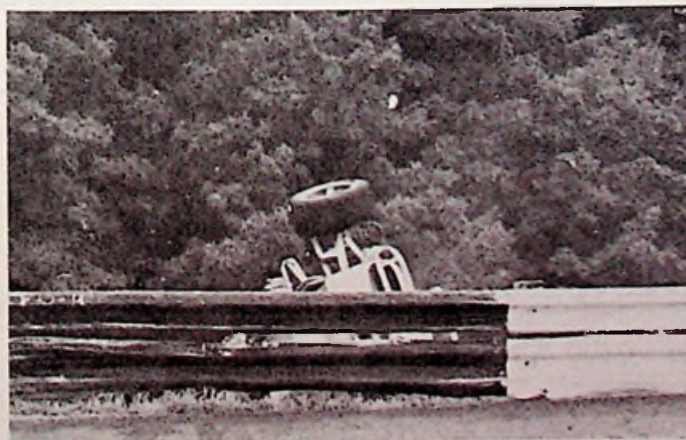
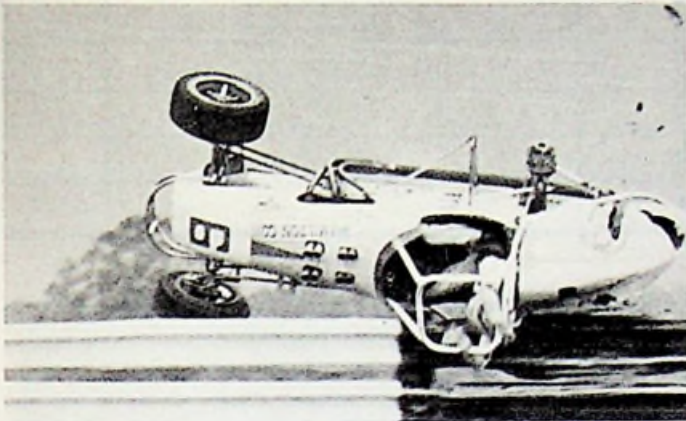
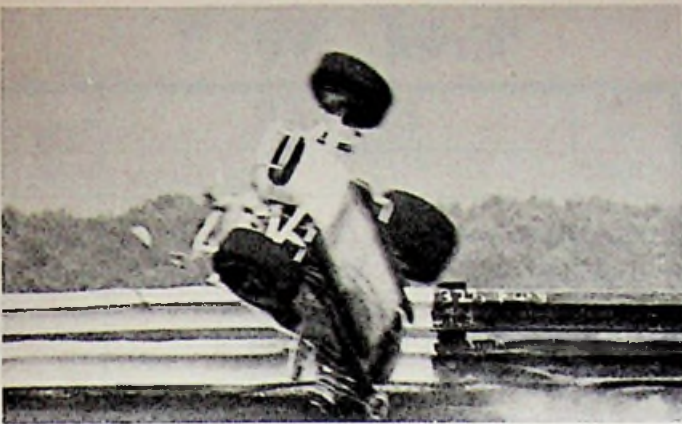
# CHAMPIONS

## MIDWEST SPRINT CHAMPIONS

1947--Johnny Schackleford  
 1948--Spider Webb  
 1949--Jackie Holmes  
 1950--Duane Carter  
 1951--Troy Ruttman  
 1952--Joe James  
 1953--Pat O'Connor  
 1954--Pat O'Connor  
 1955--Bob Sweikert  
 1956--Pat O'Connor  
 1957--Elmer George  
 1958--Eddie Sachs  
 1959--Don Branson  
 1960--Parnelli Jones  
 (Changed in 1961 to  
 National Sprint Championship)  
 1961--Parnelli Jones  
 1962--Parnelli Jones  
 1963--Roger McCluskey  
 1964--Don Branson  
 1965--Johnny Rutherford  
 1966--Roger McCluskey  
 1967--Greg Weld  
 1968--Larry Dickson  
 1969--Gary Bettenhausen  
 1970--Larry Dickson  
 1971--Gary Bettenhausen  
 1972--Sam Sessions

## JOE JAMES - PAT O'CONNOR MEMORIAL RACE WINNERS

1953--Larry Crockett\*  
 1954--Pat O'Connor\*  
 1955--Bob Sweikert\*  
 1956--Eddie Sachs\*  
 1957--Pat O'Connor\*  
 1958--Eddie Sachs  
 1959--A.J. Foyt  
 1960--Parnelli Jones  
 1961--Parnelli Jones  
 1962--A.J. Foyt  
 1963--Roger McCluskey  
 1964--Marlo Andretti  
 1965--Bobby Unser  
 1966--Marlo Andretti  
 1967--Sonny Ates  
 1968--Rollie Beale  
 1969--Sam Sessions  
 1970--Gary Bettenhausen  
 1971--Rollie Beale  
 1972--Lee Kunzman



Cy Fairchild (36) seems a bit startled as Greg Weld "drops in" during a 1969 sprint race.

Sam Sessions heads for the Salem Airport without landing instructions during a 1971 USAC sprint event. Durable Sam was shaken but not seriously injured.

Lloyd Masing Photos

Lloyd Masing Photo



# Event No. 6

# SALEM RACING SCHEDULE

CAR No.	DRIVER	FINISH

- March 18 USAC Sprint Cars  
Nationally Sanctioned 40 L Feature
- April 29 ARCA Stock Cars  
National Championship 100 L Feature
- May 20 ASA Stock Cars  
"Circuit of Champions" Series Twin-50 L Features
- June 24 ASA Sprint Cars  
National Sprint Division 50 L Feature
- July 1 ASA Stock Cars  
"Circuit of Champions" Series (To be announced)
- July 8 USAC Sprint Cars  
Nationally Sanctioned 40 L Feature
- August 19 ASA Stock Cars  
"Circuit of Champions" Series "Sterling 100"
- September 3 ASA Sprint Cars  
National Sprint Division 50 L Feature
- September 30 USAC Sprint Cars  
Nationally Sanctioned 50 L Feature  
(21st Annual Joe James - Pat O'Connor Memorial Race)
- October 7 ARCA Stock Cars  
National Championship 500 L  
(6th Annual "Salem 500")
- October 28 ASA Stock Cars  
"Circuit of Champions" Series 3-100 L Features  
(2nd Annual "Midwest 300")
- November 11 ASA Sprint Cars  
National Sprint Division 50 L Feature  
(1st Annual "Frostbite 50")

## HUTCH WINS MAY A.R.C.A. GO

Winning his first race of what was to be a Championship winning season, Ron Hutcherson, of Keokuk, Iowa, headed a strong A.R.C.A. field to the checkered flag on May 21.

After early tussles with Andy Hampton in Bill Clemons' Javelin and hard-charging Les Snow, Hutcherson broke into the lead just before half-distance in the 100-lapper to win convincingly.

Kentuckiana area drivers fared well, with A. Arnold (Brooks, Ky.) finishing second, Bobby Watson (Prestonburg, Ky.) fourth and John Sommerville (Clarksville, Ind.), fifth. Dave Dayton, of Indianapolis, claimed the show position.



Ron Hutcherson won two events at Salem in 1972 on his way to the ARCA championship.

## HAMPTON'S FORD IN JULY

Popular veteran Andy Hampton, of Louisville, returned with the touring ARCA stars in July driving the Tom Bowsher-prepared, 1969 Ford he won the 1972 "ARCA 300" in at Daytona International Speedway.

Although young Ron Hutcherson kept the pressure on all day, Hampton and the blue Ford were unbeatable and "Hutch" was forced to settle for second place.

Louisville's LaMarr Marshall drove brilliantly in his Chevelle to finish second behind Hutcherson. The late John Stout finished fourth with Billy Clemons, fifth.

# KEOKUK GANG TAKES "500"

Salem Speedway's longest-distance annual event, the "Salem 500", appeared to be a brilliant win for Charlie Glotzbach, of Georgetown, Indiana, as the NASCAR "super-speedway" ace took the checkered flag with an apparent half-lap lead over Ron Hutcherson.

With the grinding 500-laps contested like a sprint race, the afternoon saw continuous competition between Glotzbach, Hutcherson and newcomer Dave Sorg, of Ft. Wayne, Indiana.

Pit stop action was furious all afternoon as the leaders dashed in and out for fuel and tires to complete the 250-mile distance. Both Glotzbach and Hutcherson's crews did yeoman work in getting their respective drivers in the pits and back out into the fray rapidly.

After the race and Glotzbach's apparent victory, scoring personnel discovered that one of Hutcherson's laps had been missed and that he completed 501 laps to Glotzbach's 500.

Glotzbach was awarded second place; Dave Sorg, third; Kentuckianan, Dave Kulmer, fourth; and Ed Richardville, fifth.

Hutcherson's win kept four of five "Salem 500" trophies in the small community of Keokuk, Iowa, as the preceding three races had been won by Ramo Stott, also of Keokuk!



Salem's own Dennis Caves (9) mixes it up with Jerry Norris (120) and both are pounced upon by Harold Fair (84) in this sequence of action during the "Salem 500."

Wayne Doebbling Photo

Charlie Glotzbach (inside) and Dave Sorg pace field just before start of the "Salem 500".

Wayne Doebbling Photo



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# WALTRIP UNCONQUERED IN MADCAP "MIDWEST"

It may have been the wildest, most spectacular stock car race in the history of Salem Speedway . . . the 1st Annual, "Midwest 300" took two weeks to run, actually was 279 laps long, finished in darkness and marked the inaugural A.S.A. "Circuit of Champions" Late Model Stock Series event.

Originally set for October 29, a pre-race practice session was underway that day when Don Seaborn and Lonnie Breedlove tangled, crashed through the fourth turn guardrail to alight outside the track. Amazingly, neither driver was seriously injured but nearly 150-feet of rail lay twisted among the two cars. As the program had already been delayed because of rain, the severe rail damage and estimated time of repair necessitated postponement of the event until the following Sunday, November 5.

With a record 68 cars qualified, the first 100-lap "heat" heralded a wild day of action on November 5. Bobby Watson took command of the first "100" during the early going and appeared a sure winner when he spun exiting the last turn for the white flag. Closely trailing Watson were Larry Moore and Dave Wall, who managed to squeak by the stalled Watson car without incident. Battling for fourth place, Chuck McWilliams and Andy Hampton saw the motionless Watson car too late, crashing into Watson to start a nine-car pileup. Although much crushed sheet metal resulted, there were no injuries. Moore took the combination yellow and white flags signalling the end of the race first, but a later discovered pit stop violation gave the first "100" victory to Kansan, Wall.

Veteran Chuck Engel scored a victory in the second qualifying "100" after pitched battles with James Climer and Dave Sorg. Early leader, John Sommerville, provided exciting moments when his car lost a wheel and vaulted out of the track midway through the race. The plucky, Louisville Fairgrounds Motor Speedway Champion was not injured.

Thirty-two survivors of the first two "100's" comprised the lineup for the final, championship "100" and scratch position on the tail of the field was occupied by Darrell Waltrip, of Franklin, Tennessee, who barely made the final "100" because of mechanical problems in his qualifying race.

Coming into the "Midwest" unbeaten in five straight races on the Salem highbanks spanning two seasons, the 25-year old maestro from the NASCAR ranks immediately went to work as the finale started. In a brilliant display of traffic driving ability, Waltrip wound through the overflow field of stock car racing talent relentlessly and secured second position after only 40 laps of competition. Just four laps later, Waltrip dove under a very surprised Larry Moore to take the lead.



Eventual "Midwest 300" winner, Darrell Waltrip, pirouetted in front of John Sommerville (9) during second 100-lap leg after his transmission locked.

Dick Brizzolara Photo



Bobby Watson (8) and Larry Moore (17) sandwich a slower car while battling during the "Midwest 300."

Dick Brizzolara Photo

Though pressed hard by Moore, Waltrip gamely held onto the lead until the checkered flag was unfurled at lap 80. The combination of delays and change from daylight to standard time conspired to produce darkness before a full 100 laps could be run.

Following Waltrip in the championship "100" were: Larry Moore, second; Jack Shanklin, third; James Climer, fourth; and Dave Sorg, fifth.

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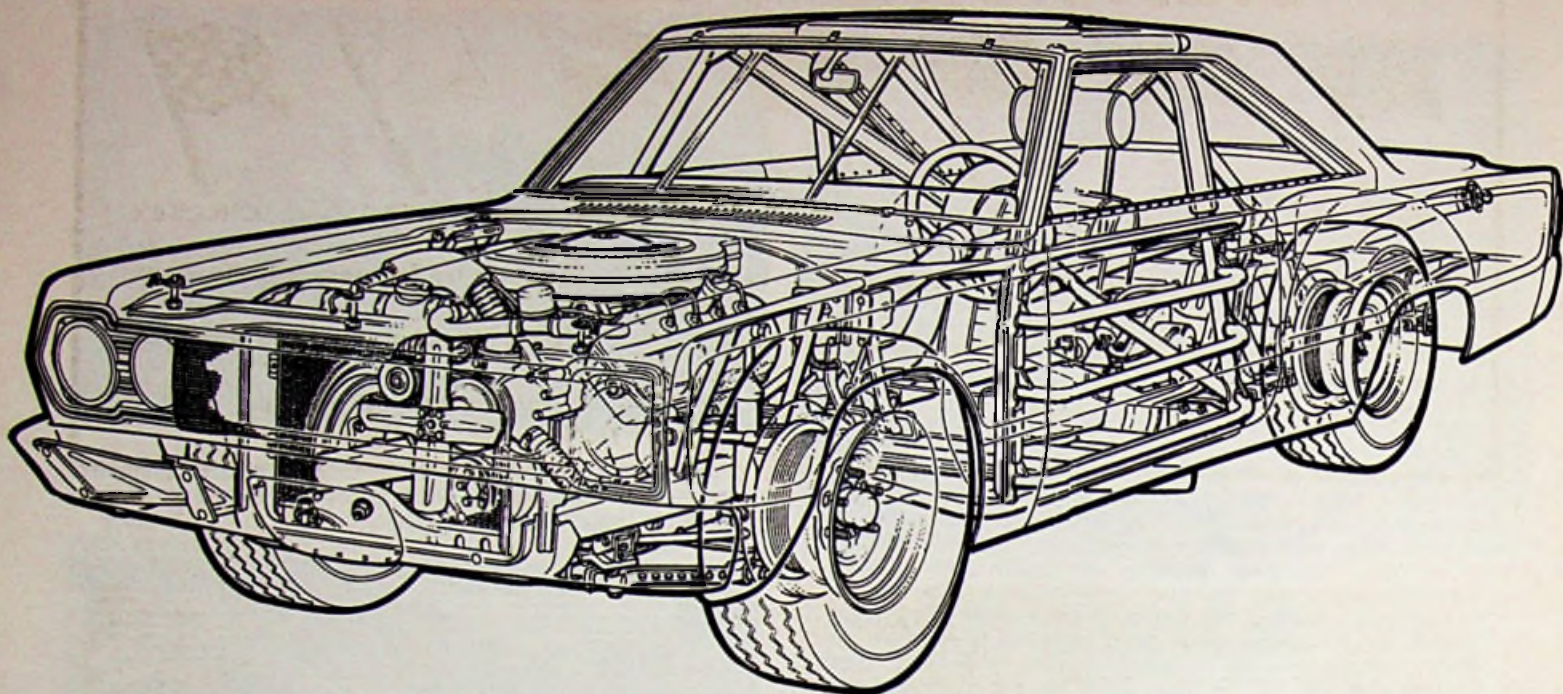
RACE FANS MEET

HAVING A PARTY?

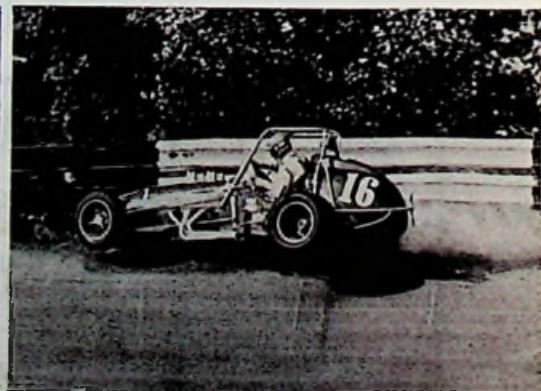
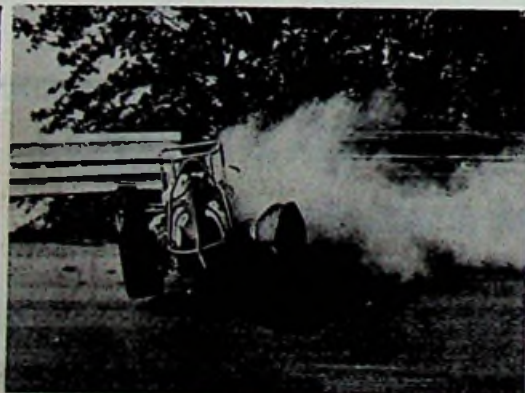
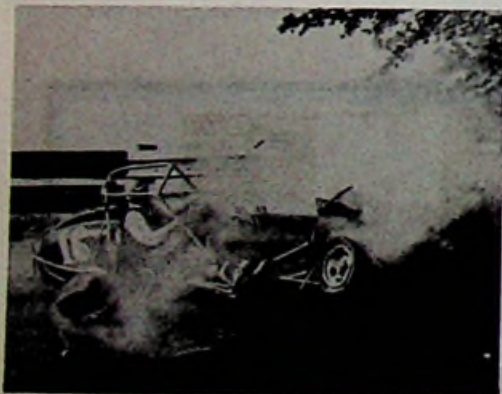
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# INSIDE A LATE MODEL STOCK CAR



This illustration depicts the numerous modifications necessary to transform a standard sedan into a racing stock car. Starting from a "body in white," (stripped body devoid of interior, lighting, side glass, trim, insulation and wiring) a complex tubular structure is welded into the car from the cockpit area forward and aft to mounting points for suspension components. This structure, called the "roll cage," serves to protect the driver in case of rollover or side collision (note the "door bars" beside the driver's door) but also greatly stiffens the chassis to aid handling. Virtually all welds in the car body and chassis platform are re-welded for maximum strength. All suspension components are "beefed" or replaced with extra heavy duty, specially designed parts to withstand the tremendous stresses and pounding of competition. Racing hubs, spindles and springs are over four times stronger than the stock items. Special heavy duty steel wheels approximately twice as wide as stock wheels are mounted with racing tires up to 11-inches wide. The engine is painstakingly "blue-printed" to assure that every critical tolerance is perfect. Although engines are basically stock, special racing parts and attention from expert mechanics results in power output of over 600 horsepower! Gulping gas at 4 to 5 miles per gallon, a properly-prepared engine will run hours at maximum RPM! Increased engine power and the heat of competition necessitates special, extra capacity radiators for both coolant and engine oil. Engine sumps are modified to carry up to 12 quarts of oil. Even the transmission and rear axle lubricant must be pumped through special coolers to "live" throughout a race. Finally, the stock gas tank is replaced by a special fuel cell that holds the gasoline in a foam-filled bladder extremely resistant to impact damage. The cost of the car? Just the necessary components alone will add up to nearly \$10,000. With the skilled labor, spare parts and hauling rig required to put a competitive car on the track, tap your piggy bank for upwards of \$15,000!



Dee Jones meets "Harvey Wallbanger" firsthand in a 1971 race captured in this sequence by Lloyd Masing.

# Starters FLAG SIGNALS



GREEN



YELLOW



RED



BLACK



BLUE



WHITE



CHECKER

**GREEN FLAG** — Used to start race — indicates track is clear.

**YELLOW FLAG** — Caution; hold position. Parade lap speed.

**RED FLAG** — Stop; race is halted.

**BLACK FLAG** — Stop next lap for consultation to driver designated.

**BLUE FLAG** — Orange diagonal stripe. Move over, you are being lapped.

**WHITE FLAG** — You are entering last lap.

**CHECKERED FLAG** — You are finished.



Weird suspension geometry resulted after this tangle between Joe Saldana (25) and Benny Rapp (34).

Bill Lavender Photo



Darrell Waltrip (48) and Dave Wall (12) lap a slower car during the "Midwest 300."

Dick Brizzolara Photo

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