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Annual



Indy Sprints



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Welcome to the 4th Annual "Indy Sprints", the premier pavement stop on the USAC sprint schedule. No other regular race program on this rugged circuit (without television money) pays as large a purse as the "Indy Sprints" each year.

As in each preceding year, the leader of every lap of every race will receive a bonus of at least \$20, a total of over \$2,000 in lap prizes alone. The added incentive of the lap prizes results in each driver trying a little harder for the lead.

We're certain you'll agree that the IRP 5/8 oval is one of the fastest in mid-America with plenty of room to pass on the turns as well as in the straights. The addition of the rear engined sprinters this year adds another dimension to the excitement of the "Indy Sprints".

Our thanks to the many contributors, advertisers, USAC officials, the management of Indianapolis Raceway Park, the drivers, mechanics and car owners and, last but not least, the push truck operators without whose help in tonight's program would not be possible.

Sincerely,

Grant and Doris King

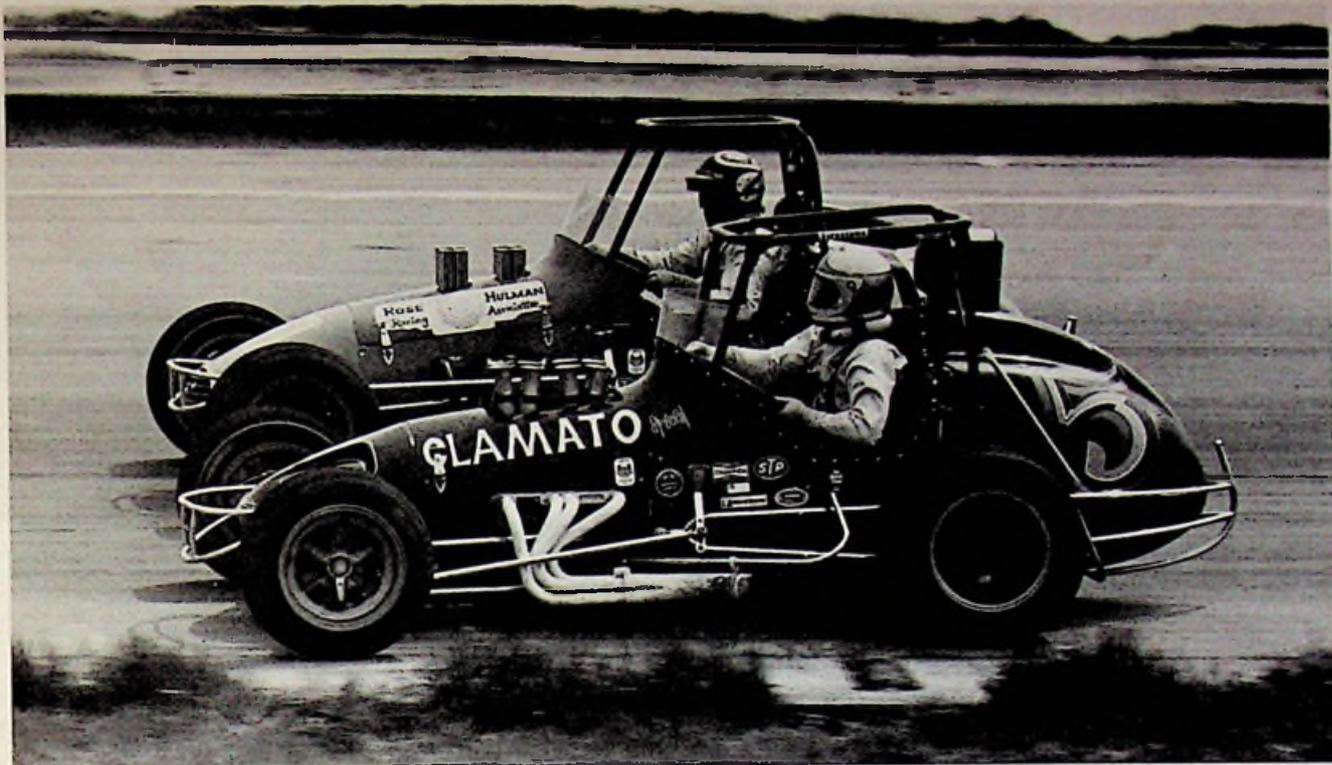


Grant King



Doris King

DESIGNER AND BUILDER OF "INDY" CHAMPIONSHIP, SPRINT AND MIDGET RACE CARS



CURRENT POINT LEADER in the sprints, Lee Kunzman, No. 5, battles Johnny Parsons, in car No. 10, at New Bremen in 1972 track action. (PHOTO BY JOHN MAHONEY)

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MISS "INDY SPRINTS"



"Miss Indy Sprints 1973", Dana Cochran, although only 19, is a veteran beauty contestant. A graduate of Manual High School in Indianapolis, Dana was runnerup to Miss Indiana in the "Little Miss Universe" pageant when only 13 years old.

Following in the footsteps of her sister, June, the 1962 "Playboy Playmate of the Year", Dana also models and worked with June last year as a Hurst "Hurstette". She has appeared on television, was featured on the cover of the Indianapolis Star Magazine, and has ridden on several floats in the annual "500 Festival" Parade.

In fact, her three other sisters, Diana, 21, Toni, 18, and Debbie, 14, as well as June, have been models on "500 Festival" floats. Beauty runs in the family as all five Cochran girls are striking.

Dana's favorite sport is swimming. Intent on a career in modeling, the future certainly looks bright for Dana Cochran, "Miss Indy Sprints 1973".

SAMMY SHOWS PERSEVERANCE PAYS,

Sprint Title Comes Year Late!



TO THE VICTOR BELONG THE SPOILS . . . Champion Sam Sessions didn't get all the hardwood in 1972, but he won the crown he's been looking for. (PHOTO BY TOM DICK)

From hard luck guy to sprint champion. That's the story of Sam Sessions, the 1972 titlist of USAC's most closely-contested division. It was a far cry from 1971 when it appeared the popular Nashville, Michigan, pilot would win the championship going away only to stumble in mid-season, finally finishing fourth.

Although he won only four features last year, Sessions was the soul of consistency earning points in 26 of the 29 features in which he competed. Only he, runner-up Rollie Beale, and 4th place finisher Larry Dickson made every feature of the season. And no one could match his 18 top-five finishes.

He also enjoyed an excellent finish in the championship division with his best ever at the Indianapolis Motor Speedway, a fourth, coupled with fourths at Michigan International and Ontario. This gave him ninth place in the final standings. And he was 10th in championship dirt racing.

A racer's racer, Sammy gave a hint of things to come by winning the first sprint race of the year, at Cincinnati's Tri-Counties Speedway, leading most of the way. And just as he was throughout the March-to-November chase, Sessions was pushed hard by Rollie Beale.

He finally wrapped up the title on that rain-shortened swing through California, reduced from five races to only two. At that, he still needed a good finish in the final show at Ascot to be assured the championship. Beale kept up the pressure by winning the next-to-last race on the same track for his seventh feature of '72.

What a difference a year made! 1971 turned sour on Sam with a flip over the wall in the first turn at Salem Speedway, July 11th. At that point, he had won five of the first 15 features

(Continued on page 6)

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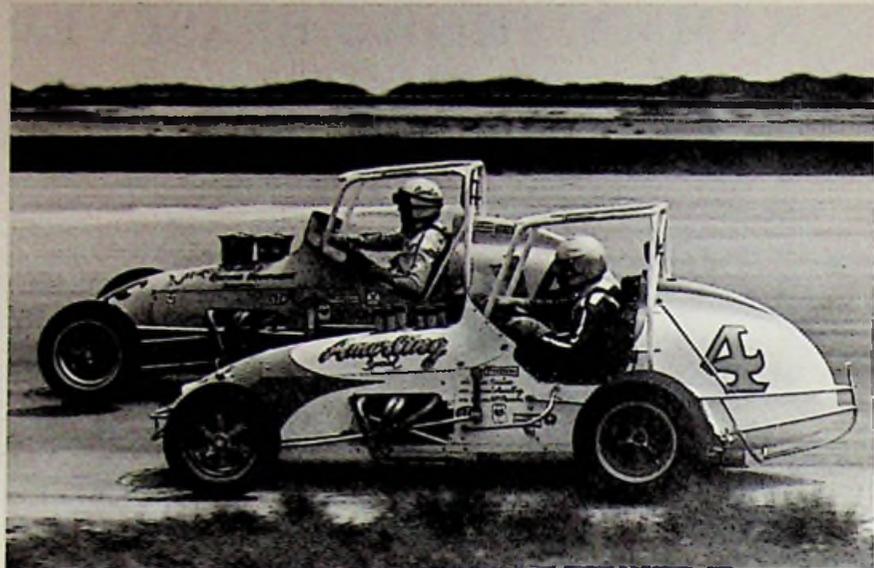
and had a 100 point lead over his nearest pursuer. But a dispute with car owner, Paul Leffler, after that dido left Sessions without a ride.

Driving a variety of sprinters, he was unable to score more than a point or two until late September when he finished 10th at Williams Grove, Pennsylvania. By then, he had watched Gary Bettenhausen, the eventual champion, Larry Dickson and Rollie Beale pass him in the standings.

Indicative of his luck, or lack thereof, after the Salem flip, was an event in mid-October at historic Winchester, Indiana, Speedway. In the second of the twin-50 features, Sessions was leading the field on the final lap. Bettenhausen, who had started last in the 20-car field, was right on his push bumper.

As they came down the home stretch to the checkered flag, Sammy got boxed behind a car they were lapping and Gary whizzed by to take the win by a nose. That set the stage for Bettenhausen's second title and Sessions' fourth place finish.

A lesser man might have given up then and there. But not Sam. Even though it was the second time the title eluded him (he finished second to Greg Weld in their first season, '67) he gritted his teeth and looked forward to '72.



LOW GROOVE TO THE FRONT . . . At New Bremen, Sammy in his No. 4 Amerling Special gets under George Snider's sprinter and heads for the lead.

(PHOTO BY JOHN MAHONEY)



OUT OF HARM'S WAY . . . As Tom Bigelow, in No. 84, tangles with Cy Fairchild's No. 12, Sessions slips by on Winchester's high banks.

(PHOTO BY JOHN MAHONEY)

He was almost a prophet when he said, "I think I can win it this time." And he named his challengers, Bettenhausen, Beale, Dickson, Lee Kunzman and Johnny Parsons, Jr. All led the points' chase at one time or another.

At 36, Sessions believes his best racing years are just ahead. Track savvy has taken the place of youthful bravado. These days he looks for ways to avoid trouble and does his best to steer clear. While he charges just as hard as ever, he waits for his openings now rather than forcing his way through the pack.

(Continued on page 7)



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(Continued from page 6)

In his 18th racing campaign, Sam would like nothing better than to repeat as national sprint champion. That's the division he most enjoys. But he's realistic enough to know that the big money is in the championship-division. If he's going to get his share, he'll have to do it in the next few years. He has an excellent ride for the "big circuit" and he looks forward to an even better season in USAC's premier division.

HAIR FASHIONS

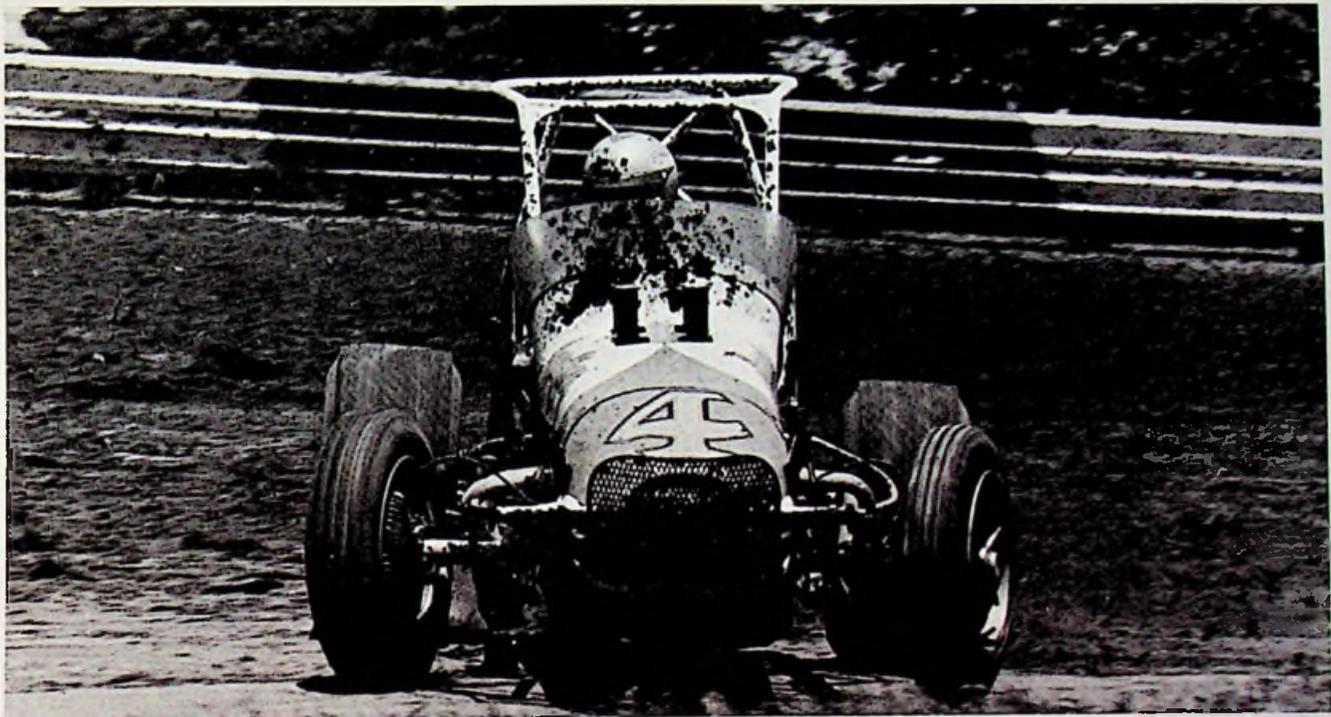
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BROADSLIDING ON THE "ACTION TRACK" . . . Sideways is the fast way for Sessions in "Tony Hulman Classic" at Terre Haute, Indiana. (PHOTO BY JOHN MAHONEY)

Like most racers, Sam's major goal is victory in the Indianapolis 500. He's been heading that direction since starting in super-modifieds back in 1956. In the next 10 seasons he won so many races he lost count.

Sessions is equally at home in mid-gets, sprints, dirt championship and championship cars. During the winter, when most racers relax and look forward to the next season, he is busy racing snowmobiles. Regardless of his success, Sam won't be found resting on his laurels.

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May 12, 1973



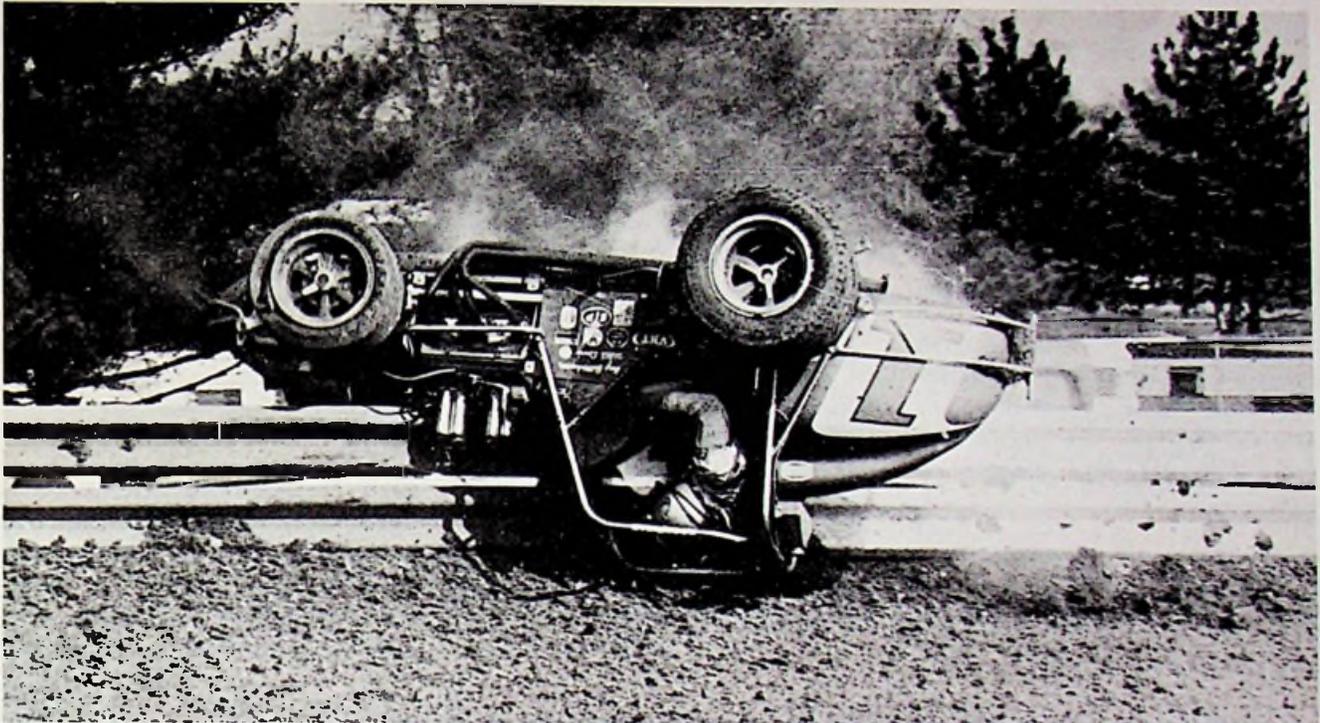
SCHEDULE OF EVENTS

- 6:00 PM Gates Open
- 6:30 PM Warmups and Practice
- 7:30 PM Qualifications (2 Laps per entry)
- 8:40 PM Pre-Race Ceremonies
Interview with fast qualifier and
trophy presentation, introductions
of V.I.P.'s, introduction of "Miss
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officials.
Introduction of Drivers
Invocation
National Anthem
- 9:00 PM Trophy Dash (Trophy Presentation)
- 9:10 PM 10-Lap Heat Races
(4 Races, 7 cars each starting in
inverted order. Trophy presented
after each)
- 10:30 PM 12-Lap Semi-Feature
(12 cars, straight-up)
- 11:00 PM FEATURE
(40 laps, 20 cars, first 6 inverted)
Pace car driven by Jim Hurtubise

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IT'S A WHOLE NEW BALLGAME

BY DICK JORDAN, ASSISTANT DIRECTOR
USAC NEWS DEPARTMENT



GOOD OL' ROLL CAGE . . . Gary B. escaped injury in spectacular "Action Track" early season crash during "Tony Hulman Classic" at Terre Haute's

(PHOTO BY LLOYD MASING)

Larry Dickson and Gary Bettenhausen are both graduates of the "minor leagues" of auto racing. For four years they burned up the opposition in the "majors" as they rewrote the record books with their "grand slams". But last year turned out to be a whole new ball game for the winningest drivers in the history of the USAC sprint car circuit.

There was a time when there was not a "park" that one of these two couldn't handle. And their "mitts" used to gather in most of the payoff pitches. But the emergence of a number of "high sliders" lately has changed all that. The USAC Sprint car circuit has changed from a "Larry and Gary Bandbox" to a park where the field is virtually "wide open".

For four years the trip around the bases was relatively elementary for the "Buckeye Flyer" and the "Tinley Park Express", but a new set of "field-

ers" is now guarding the base-paths so closely that it has been hard for either one to score.

During the 1968-1971 period, these two connected for 56 blasts in 128 trips to the plate, a percentage of .438, not bad in anyone's league. Since then the "strikeouts" have outnumbered the "hits". In the past two years, their combined batting average (won-lost percentage) has dipped to .097.

This means, simply, that a lot of scoring is being done by their fellow teammates, and that all adds up to just one word — Competition. Spring training is over and the rookies are flexing their muscles.

The USAC Sprint circuit has finally shed the "Larry and Gary Show" tag and has developed into an old-fashioned extra-inning affair with the final outcome uncertain until the final out has been made.

The pair managed only three wins between them in '72, Bettenhausen taking two and Dickson but one although that made Larry's remarkable record of 35 in a sparkling career unequalled by modern day pilots. An August 12th tan-

(Continued on page 10)

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(Continued from page 9)

gle with veteran Rollie Beale while battling for the feature lead at Toledo sidelined Gary for the rest of the season and relegated him to a 19th place finish in the standings.

Dickson remained in the thick of the chase until the latter stages of the campaign winding up fourth behind Sammy Sessions, Beale and the rapidly-maturing Lee Kunzman.

Beale's seven feature victories led the division with Kunzman next with five, including three in a row. Although Beale took the final checkered flag at Gardena's venerable Ascot half-mile, it was Sessions' good fortune to be ahead when rain cut short a California tour added to the schedule late in the season.

For Gary, it was a season of frustration, crashes and a final frown from Dame Fortune. Early in May he es-



PONDER PROBLEMS . . . Former sprint champions, Larry Dickson and Gary Bettenhausen discuss problems of the '72 season at New Bremen, Ohio. (PHOTO BY JOHN MAHONEY)

aped injury in a spectacular flip literally at the feet of his championship car owner, Roger Penske, who was working as a commentator on a nationally - televised sprint race at Terre Haute's Action Track.

half of the rich Indianapolis 500, only to have his engine go sour in the latter stages of the race. Some six weeks later his brother, Merle, lost an arm when his racer slammed into, then

Later that month, he led well over

(Continued on page 11)

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This new group of "young lions" and experienced veterans has provided the USAC Sprint racing fan with the most diversified lineup to ever take the field and the pennant race has never been so hotly contested.

In 1972, Sam Sessions and Rollie Beale threw back-to-back no-hitters at

(Continued on page 12)

(Continued from page 10)

ground along the wall of Michigan International Speedway in his first championship start.

Before his August crash, Gary managed only four finishes in the top five. Although, in fairness, he ran only 11 races. Dickson had 12 top-five placings in 29 feature starts. Both announced over the winter they would curtail

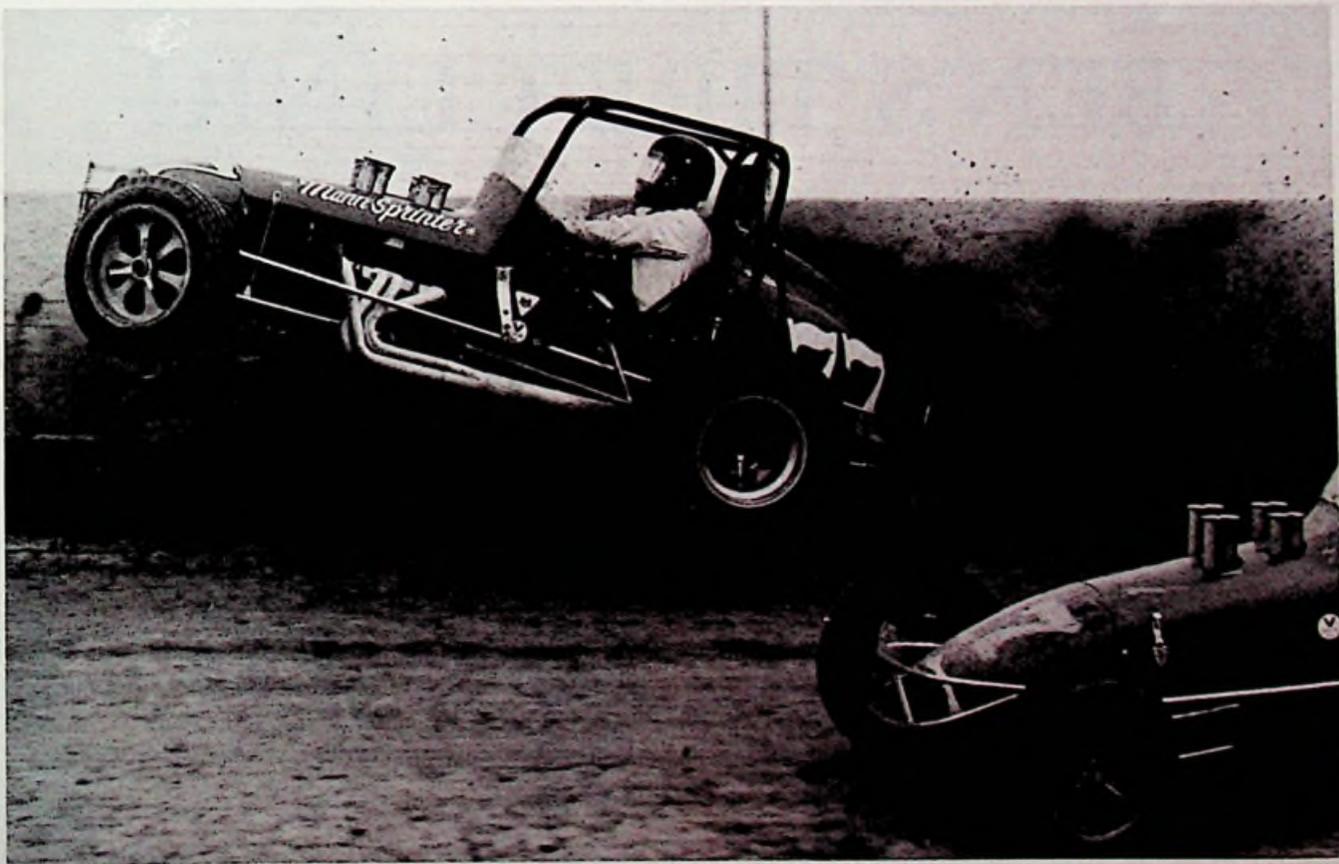
their sprint activity this season and neither professed a desire to seek a 3rd national sprint crown.

Names like Parsons, Bigelow, Poland, Kunzman, Sessions, Cannon, Beale, Walkup, Snider, Masters and Nordhorn are beginning to bury their cleats into home plate. For four years, these men were settling for third base and home was only a bag you stole every now and then.

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JERRY MANN TAGS THE WALL AFTER THROTTLE STUCK AT ELDORA, 4/29/73.

(Continued from page 11)

Larry and Gary and it marked the first time in five years that either one had missed the "playoffs". Larry won the title in 1968 and 1970 with Gary the runner-up. In 1969 and 1971, the roles were reversed.

So, just as the Yankees finally saw their dynasty crumble, Dickson and Bettenhausen must face the fact that

their duopoly, at least for the moment has been tagged out.

The youthful spirit of the Oakland A's which propelled them to the 1972 World Championship has found its way to the USAC Sprint trail and with it comes some of the finest racing in the history of the circuit.

Considering the competitive spirit

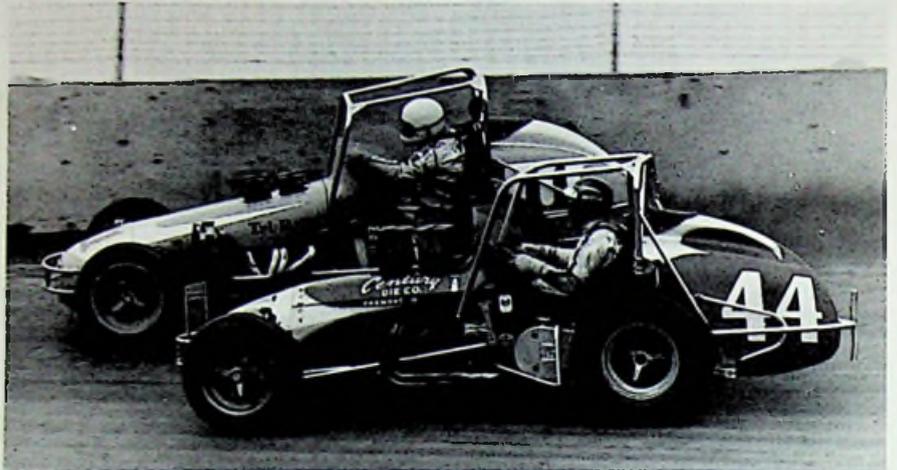
of Gary and Larry, don't believe they would have it any other way. They are bound to "connect" from time to time and now the sense of accomplishment and the "thrill of victory" will be just that much more intense.

After all, they are the Ruth and the Aaron of the USAC Sprint set and it will be some time yet before anyone replaces them in the lineup.

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Darl Harrison, No. 44, and No. 11, Larry Cannon battling on the dirt at Eldora.

BEN'S TIRE CLINIC



(Photo by Tom Dick)

5 - Lee Kunzman

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NICE GUYS DO FINISH FIRST

Biggest '73 Winner Proves It

Some years ago, a baseball figure, more renowned for his "lip" than his pennants commented, "nice guys finish last". This was long before Tom Bigelow came on the United States Auto Club scene and disproved the remark.

Anyone who has come to know Tom realizes the fallacy of the idea. They'll agree that there's not a nicer guy in racing . . . or any other sport, for that matter. And his 11 feature victories last year were far and away the most of any driver in USAC.

The defending champion of the "Indy Sprints" won two other sprint features, seven in the midget ranks and the opening National Dirt Track Championship event at DuQuoin, Illinois. He wound up in the top 10 in three open cockpit divisions . . . eighth in sprints and fourth in both midjets and Dirt Track standings.

His excellent record gained the attention of Championship car builder, Rolla Volsted. Over the winter, Volsted contacted Bigelow and offered him a ride for the Indianapolis 500. The duo has obtained the sponsorship of Bryant Heating and Cooling and a solid future looms on the horizon.

It hasn't been all that easy for Bigelow. At the age of 16, in his first midget race, he flipped on the seventh lap when, he admitted, he got too eager. He was bruised and scraped, but undaunted. After two weeks of mending, he got a stock car ride and ran only three laps before getting upside down.

"I still hold the record at Jefferson Speedway," Tom admits rather sheepishly. "Sixteen flips in 14 races. In the final program of the season, I flipped in hot laps, I flipped in my heat and I flipped in the feature."

Bigelow isn't proud of the record, but he talks about it because he knows



THERE'S NOTHING LIKE WINNING . . . Tom Bigelow, owner Ray Smith and their wives celebrate victory in 3rd annual "Indy Sprints." Tom set records in qualifying, his heat race and the feature last year.
(PHOTO BY TOM DICK)

it amuses his followers who can't imagine him as a wild teenage driver. He tried hydroplanes for three races, but saw a fellow competitor get chewed up by a prop and nearly drown. Since he isn't any great shakes as a swimmer, Tommy decided to confine his racing to solid ground.

His climb to the top began with a ride in a midget owned by Dick Jones,

later to become his brother-in-law and an excellent midget chauffeur in his own right. But amazingly, he didn't win a race until '62, seven years after he started.

It was his move to sprints which made his first midget victory a possibility. After driving the sprinter the better part of two years, the midjets

(Continued on page 14)

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(Continued from page 13)

seemed easier to him. That first checkered flag came at Sun Prairie, Wisconsin, not far from his Whitewater hometown.

By now, Bigelow had acquired quite a following, which included a wife and two sons. The lives of Tom and Randy Bigelow have been linked to racing from the beginning. They met on Memorial Day and listened together to a broadcast of the Indianapolis 500. Tom had offered Randy and a girlfriend a ride from the Whitewater cemetery where they had played in the high school band at the Memorial Day celebration.

In an unusually talkative mood, Tom told Randy that someday he would drive in the "big race". Although at the time she knew almost nothing about racing, Randy humored him and agreed that he probably would. Bigelow had seen his first race only a couple of years earlier at Milwaukee, where the immortal Tony Bettenhausen won. It so inspired him that he decided then and there to become a race driver.

Even as he began his climb up the racing ladder, Tom worked as a milk man, a mechanic and a truck driver to support his growing family, racing on weekends and using his vacation to make the more distant meets. In 1966,



DU QUOIN MIDGET WIN A BIG ONE . . . A Labor Day weekend sweep of the midget races at the DuQuoin State Fair by Bigelow made owner, Junior Knepper (Hand on roll cage) and crew very happy. (TOM REEL PHOTO)

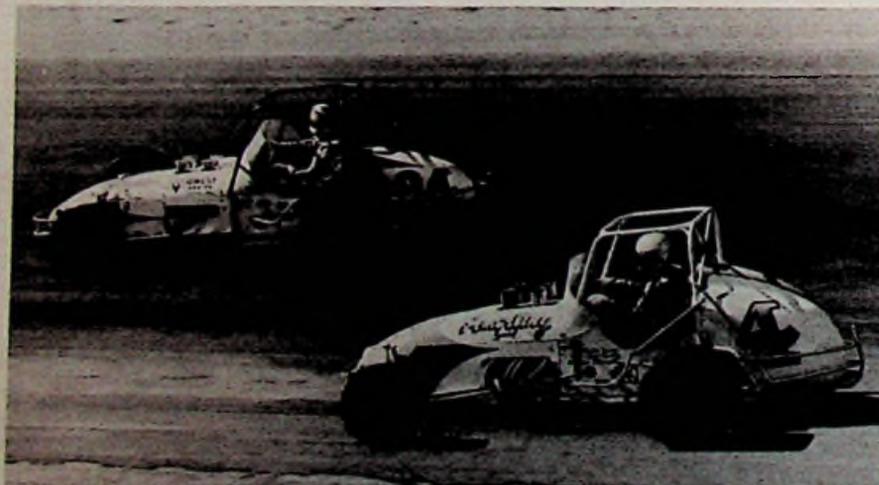
he won the Florida "Winner Take All" midget competition at Tampa, was first across the finish line at several races around home, then repeated in '67 at Tampa.

He started running midgets with USAC in 1965 and expanded to the sprints in '68. That latter year he won his first USAC sprint feature. It was to be four years before he won another.

Through his racing exploits, his family has followed him. Wife Randy, sons Don and Allen, and daughter Becky frequently travel with Tom's

sister, June, her husband, Paul Pettit, and their two youngest sons in a converted school bus Paul has rebuilt. It's fitted out with a stove, a refrigerator and several bunks.

(Continued on page 15)



RIDING HIGH GROOVE AT SALEM . . . Bigelow in No. 84 and Sessions in No. 4 zoom down the backstretch in close action at Salem Speedway. (PHOTO BY JOHN MAHONEY)

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(Continued from page 14)

It was Paul who got Tom started driving in homemade little cars out behind the barn when he was only 13. Later, Tom would join his brother, Charles, and still later, brother-in-law, Dick Jones would get into the family racing act.

A versatile driver, Bigelow is equally at home on dirt or paved tracks, high-banked or flat. Although all three of his sprint wins in '72 were on pavement, the majority of his midget victories came on dirt, including big ones at the Indiana, Illinois and Du Quoin State Fairgrounds, and the 1½-mile paved oval at Trenton, New Jersey.

Randy has grown accustomed to running the household alone while her husband travels to distant tracks. In the fall, when the children return to school, it's a little tougher because they've been traveling together throughout the summer.

She's written a poem . . . actually two poems . . . about her husband, Tom, the driver . . . and herself, his wife. They're reprinted here for the first time.

THE DRIVER . . .

The green flag is dropped,
There's a deafening din,
Each racer bursts forth
Eager to win.

The cloud of dust rises,
They're off and away.
Which man will victory
Name today?

Why are they there?
What force makes them race,
Lap after Lap
At a fantastic pace?

What drives them on,
This spectacular breed,
Tempted by chance,
Addicted to speed?

There's a challenge of glory
That calls every man

And each makes his bid
The best that he can.

. . . HIS WIFE

Then there's the woman,
The race driver's wife,
What goes through her mind
While he gambles his life?

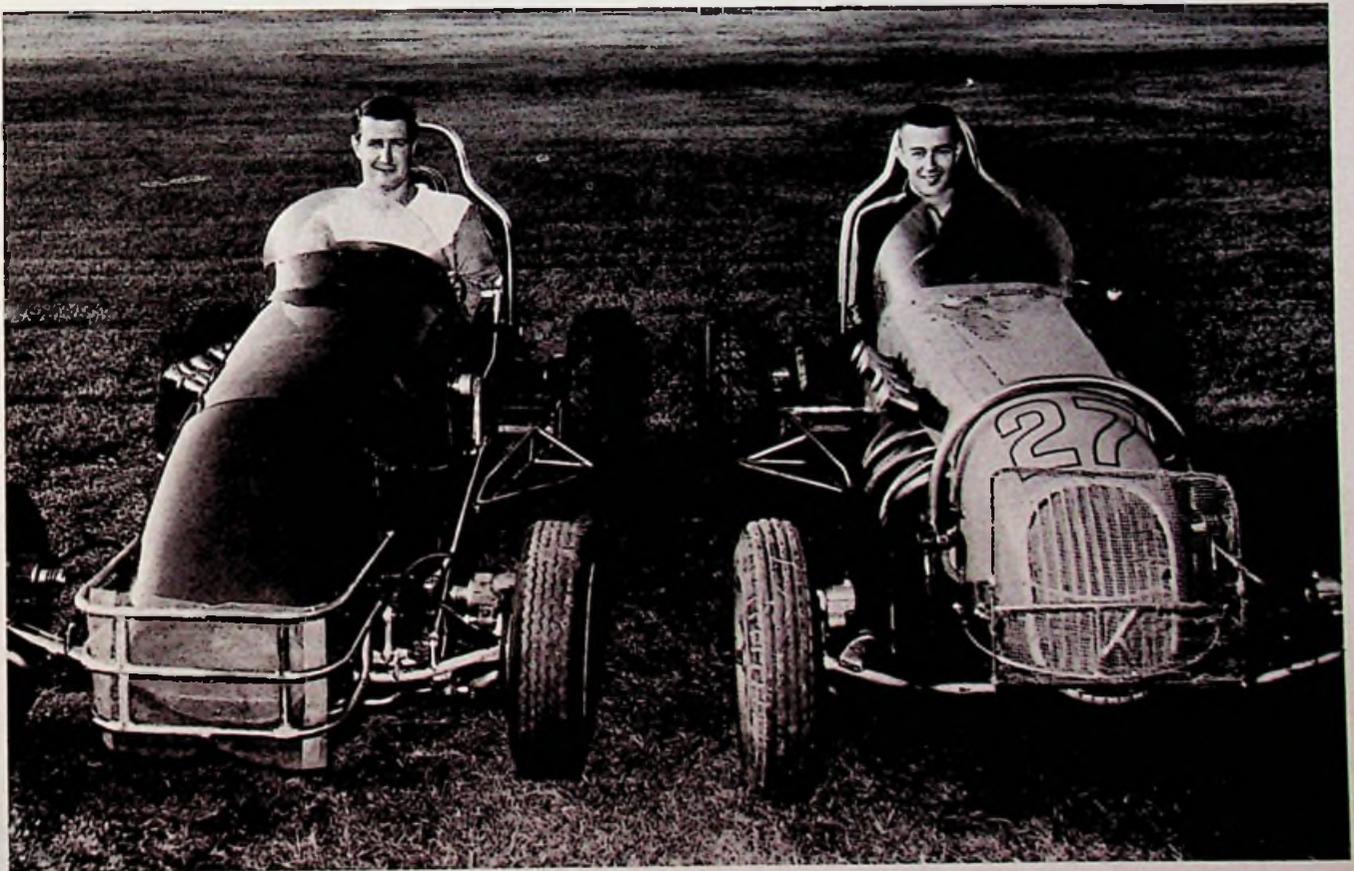
Well, my feelings are mixed,
Though I'm proud of his aim
There are times when I wish
He were out of this game.

I want him to win,
But my mind can't erase
The possible danger
That rides with each race.

He's after a dream,
A conquest of speed,
I'll just have to wait
And hope he'll succeed.

But I'm naturally selfish,
So way deep down in
I'll first pray that he'll finish,
Then hope he might win.

— RANDY LOU BIGELOW

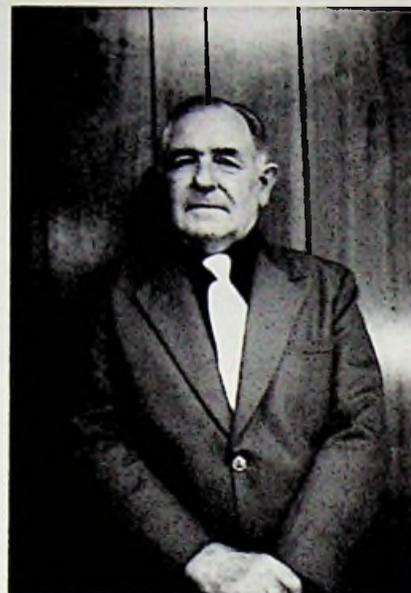


STRICTLY A FAMILY ACT . . . Back in 1965, Tom Bigelow and brother-in-law, Dick Jones, raced midgets together in the Milwaukee area. Note the narrow rear tires. (PHOTO BY "ARMY" KRUEGER)

BELOFF PONTIAC PACES

"INDY SPRINTS"

WE SALUTE!



The backbone of automobile racing is the fan who pays the admission and supports the sport. Grant and Doris King join with Al Beloff in saluting one of the most faithful, Farrell Brower, of Peru, Indiana. A retired farmer, Mr. Brower has spent much of his life following the races.

This will be his 38th year at the Indianapolis 500. He saw his first "500" in 1923 when Tommy Milton took the checkered flag at the then tremendous speed of 90 miles per hour. Nor has Mr. Brower confined his interest to the "big one". With the exception of 1958, he has seen every "Hoosier Hundred".

He maintains a fine collection of automobile racing memorabilia as any individual in the country. In fact, he has more photographs, autographs, and racing mementos than most display collections. A longtime fan of the late great Tony Bettenhausen, Mr. Brower started the Gary Bettenhausen fan club a few years ago.

As "Mr. Typical Fan", we salute Farrell Brower for his support of and dedication to auto racing.

Again this year, a specifically-constructed Pontiac will pace the field for the "Indy Sprints". For the second year in a row, Al Beloff, owner of Beloff Pontiac-Cadillac, in Peru, Indiana, is providing the pace car. It's a 1973 Pontiac Grandville equipped with a 455-cubic inch Tri-Power V-8.

"This is the first such engine out of Detroit since 1966," explains Beloff. "The performance of this machine is incredible. This unique setup of three 2-barrel carburetors ordinarily is available only on Corvettes. While we're not at liberty to say how we put together this package, all of the equipment is Pontiac."

"It includes special intake manifolds, carburetors and linkage, high-performance, low resistance mufflers, safety-track differential, high-performance axles, a specially-tuned suspension system, heavy duty sway bars and heavy duty shock absorbers and springs."

As last year, this year's pace car is a beautiful red, Florentine by name, with white top and interior. It looks, sounds and runs like a pace car. You're invited to take a closer look in the pits after the racing action this evening.

THE ORIENTAL SLANT ON SPRINTS. . .

Very Clever, These Chinese

Oriental's are not generally associated with auto racing. But there is a big exception — Grant King — born of oriental parents and a fixture on USAC's big time auto racing scene for over a decade. A look at last year's USAC sprint standings reveals the contribution he's made to this division.

Both the winner, Sammy Sessions, and third-place finisher, Lee Kunzman drove racers built by King. His creations could be found at the head of the pack in practically every racing association where this type of chassis is used.

Including the dozen sprinters built by King and his crew at their shop northwest of Indianapolis over the the winter, some two dozen are in action in various sections of the country this season. The Victoria, British Columbia, native estimates he's built 25 to 30 sprinters in the past five or six years.

They all have one thing in common—they're built to win. In USAC alone, King-built sprinters won nine of the 31 features and were fast qualifiers five times in 1972. This year, Kunzman's King is the only double winner thus far. Kings have won countless races and track championships.

Grant's car-building experience goes back to when he was only 15 years old. It was the first aluminum-bodied racer ever built in the Pacific Northwest. The talented teenager styled it after a KurtisKraft midget he'd seen and liked. It had a Model A front end and a Model V Miller-Schofield engine.

King teamed up with another oriental, Bung Eng, dubbed "the Mad Chinaman" and only one of a handful of Chinese ever to race. The team ran well in their first feature against very tough competition that produced the like of Indianapolis drivers Art Pollard, Billy Foster and Bob Christie.



A casual visit to a race in 1948 started it all. King gets misty-eyed when he talks about it. "I went to this race out home . . . it was on May 24th . . . and took a seat in the stands," he reflects. "Before the heats were over, I had to get into the pits. I found something to do there and I haven't seen a race from the stands since."

The oriental team was broken up before competing a full season. Eng got hurt in another car and gradually lost interest in racing. But not King. He began building a series of what were

(Continued on page 18)

mcl
where the accent is on good food.



(Continued from page 17)

called stockers in those days. They were more like modifieds, high-powered engines slipped into chopped and channeled '34 coupe frames and bodies. King built both cars and engines.

He received his training from an older brother Len, who had a back yard garage when Grant was just a sprout. "Len could repair anything", King boasts, "carburetors, generators, rear ends, transmissions, engines, anything. And I helped him. When he built a real garage away from home I started full time."

Consequently, King can do any job there is in a garage from operating drill presses, grinders and shaping machines to preparing jigs to designing and building his own parts. He's an artist with a welder and exotic metals take on wonderful new shapes at his hands.

He estimates his cars won 60 or 70 features in the northwest. He was associated with countless top drivers.

And he is credited with starting Billy Foster, his favorite driver and person, on his drive to the top by convincing a car owner to give him a ride after Foster had sort of dropped out of racing.

"He did so well," King recalls, "that I knew he had the makings of a real champion. With good equipment, he was almost unbeatable. So after a couple of seasons of Foster's winning everything there was in the northwest, I talked Indianapolis car-builder, Rolla Volsted into letting Billy try his hand in the "500".

"Rolla was building a new car for Len Sutton and I worked day and night putting together the previous year's car for Billy to qualify. I loaned him the money to help his wife while we were gone and we headed for Indy. The rest is history."

"Billy took to the Speedway like a duck to water. Not only did he qualify but he barely missed the front row with an Offenhauser-powered car when everyone else was using the more ex-



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otic Ford. And he did so well in the race, too, until mechanical problems sidelined him."

The death of Billy Foster, in a stock car crash at Riverside, California, hit King harder than any other in racing. Since that, King has had many fine drivers, but none whom he felt as close as with Foster.

(Continued on page 19)



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(Continued from page 18)

His environment is partially responsible for King's desire to do his own work. "I don't know how much satisfaction I could get just writing a check for whatever was needed for my cars," he muses. "If I didn't build my own cars, I wouldn't be able to afford to race. But even if I had plenty of money I couldn't see paying \$50,000 for a car without an engine. I think the salvation of racing is a guy building a car with his own ideas incorporated into it, using ingenuity instead of a check book."

Today, Grant King is a highly-respected member of USAC's prestigious board of directors, elected as the mechanics representative and serving also as a member of the rules, safety, nominating, sprint competition committees. And he is a privileged "life member" of the United States Auto Club. These are impressive cre-

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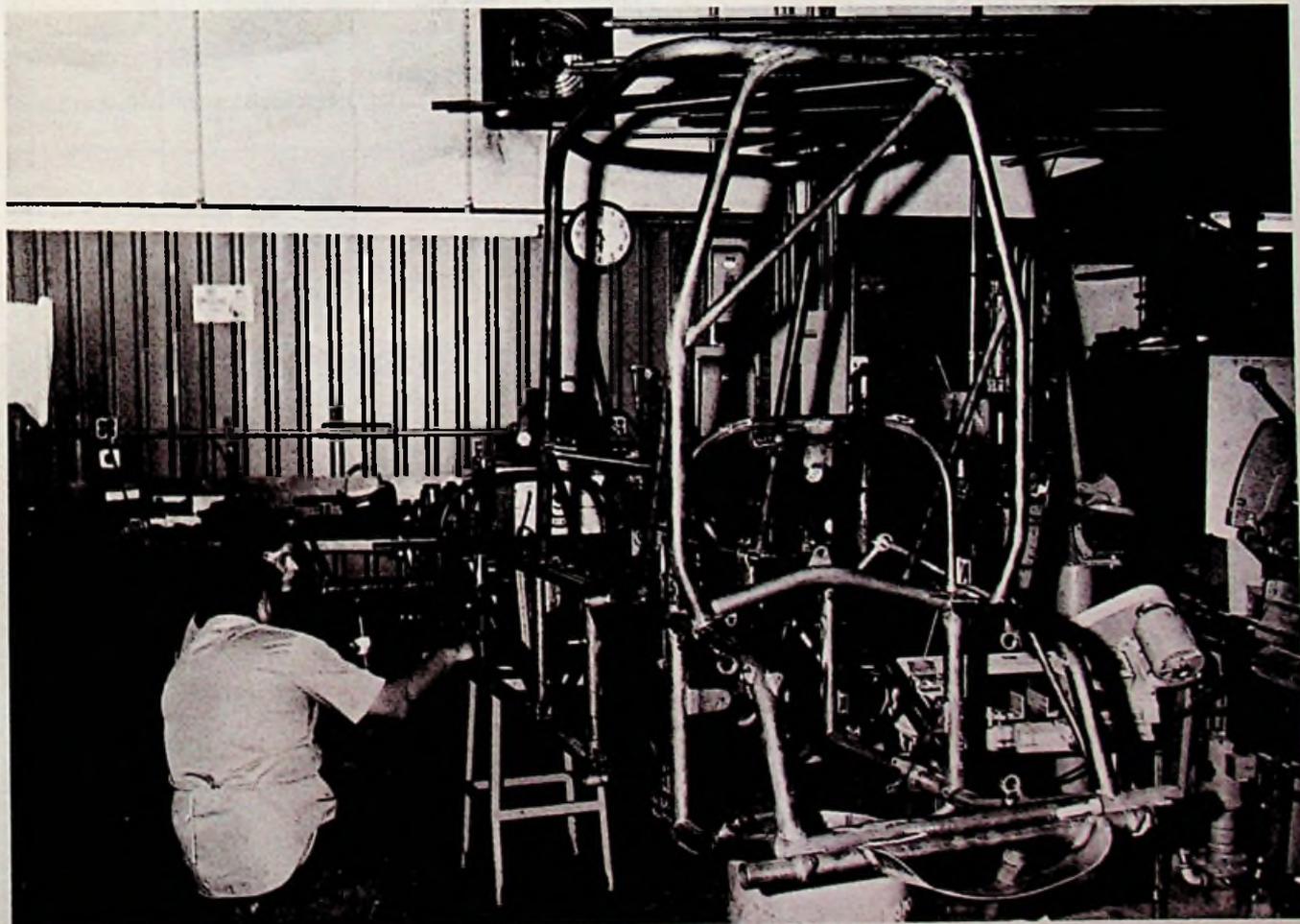
dentials for someone who has only a ninth grade education.

Despite the rear-engine revolution in championship racing, King's favorite race car is the dirt car he built in 1969. Powered by a Plymouth engine, it sat on the pole for every race it entered that year. And he built it in just two weeks!

cognizes progress and he's converted a rear-engined Mongoose to run on the paved sprint tracks. It has undergone extensive changes including relocation of the suspension points to accommodate a stock block Chevrolet engine for the shorter track.

(Continued on page 20)

Preference notwithstanding, King re-



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For Indianapolis this year, King has built three new cars; low sleek creations which promise to be exceptionally track-worthy. At Trenton, a new "King-fish" right off the trailer was qualified 12th by young Steve Krisiloff ahead of such talent as national champion Joe Leonard and Johnny Rutherford. Steve had it up to sixth place before being sidelined by engine problems.

King is confident his new cars are capable of competing with the "big money" teams. And this may just be his year to return to the winner's circle. But he's not depending on luck, preferring to put his trust in planning and hard work. Even if he finds success and fortune, King will still be his own man, preferring to operate the way he always has — improving, innovating, building, changing and always working harder than he'll ask any of his crew to work.

ORIENTAL SLANT ON SPRINTS Very Clever, These Chinese (CONTINUED FROM PAGE 19)





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QUALIFYING TIME	CAR NO. - DRIVER
23.06	23.86 - 1 SAM SESSIONS
23.63	23.29 - 2 ROLLIE BEALE
23.34	23.22 - 3 LEE KUNZMAN - 9
23.91	23.56 - *51 LARRY DICKSON
23.85	23.70 - 5 LARRY CANNON
24.43	24.07 - 28 Jim McElreath
Scratched	
23.62 -	23.67 7 DON NORDHORN
23.70	23.60 - *25X BILL PUTERBAUGH
23.55	23.48 - 14 JOE SALDANA - 11
23.63	23.53 - 15 JERRY POLAND - 5
24.21 -	24.23 16 JERRY NEMIRE - 10
23.37 -	23.65 17 CY FAIRCHILD
24.36	24.02 - 75 David Harrison
23.83 -	24.01 18 Greg Leffler
24.18 -	24.22 21 CHUCK BOOTH - 6
28.15 -	28.30 *57 Bill Burkow
23.94 -	24.46 26 BILL KOEPFER Bob Pratt
	*74 BOB EVANS Tom Sewer
25.09	24.67 - 29 BILL CASSELLA
25.03	25.00 - 59 Chassey, Steve
23.61	23.32 - 33 CHARLIE MASTERS
24.80	24.20 - 67 BENNY RAPP
	35 DAVE ROAHRIG
23.56	23.46 - 41 LARRY RICE
23.42 -	23.61 42 GARY PONZINI - 7
23.87	23.70 - 44 JACKIE HOWERTON - 8
23.93	23.73 - 45 DEE JONES
23.36	23.36 - 52* GEORGE SNIDER - 3
24.24 -	24.43 56 Danny Johnson
23.36*	23.00 - 60 BRUCE WALKUP
24.19	23.74 - 61 RICH LEAVELL - 4
	73 JOHN BATTS
24.27	24.05 - 74 TONY SIMON
	80 Waters - 1
	77 JERRY MANN
24.16	23.71 - 84 Cooks, Duke
25.21 -	25.36 96 JOHNNY TOTH
24.27	23.84 - 98 MEL CORNETT
24.40	24.15 - 43 Boncho Carter - 2
	* DENOTES REAR ENGINE CAR.
23.87	23.77 - 63 - Barklin
24.91	24.75 - 70 - Bill Koepfer
23.60	23.33 - 12 - Englehart
25.30	24.72 - 46 - Hanson
23.84	23.75 - 8 - Weld, 22 Greg
	43 -

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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

Distance	Date	Driver	Time	Speed
1 Lap	5/13/72	Tom Bigelow	22.67	99.250
3 Lap	5/17/70	Johnny Parsons	1:11.23	94.760
10 Lap	5/13/72	Tom Bigelow	3:54.97	95.757
12 Lap	5/15/71	Sonny Ates	4:44.37	79.122
40 Lap	5/13/72	Tom Bigelow	15:43.34	95.406

i-11-23 record

TROPHY DASH - Inverted 3 laps - 4 cars			
Pos.	No.	Driver	Fin.
1	12	Engelhart	1
2	3	Lee	2
3	60	Walburn	4
4	1	Sessions	3

HEAT #1 - Inverted			
Time:			7 cars 10 laps
Pos.	No.	Driver	Fin.
1	26	Bratt	
2	8	Weld	2
3	5	Larry Boom Boom	
4	51	Dickson	1
5	42	Bonzini	
6	52	Smider	4
7	1	Sessions	3

HEAT #2 - Inverted			
Time: 3.56.92			7 cars 10 laps
Pos.	No.	Driver	Fin.
1	75	Harrison	
2	63	Backlund	
3	84	Coop	
4	25X	Butterbaugh	1
5	41	Rice	2
6	2	Beale	3
7	60	Walburn	4

out

HEAT #3 - Inverted				7 cars 10 laps
Time:				
Pos.	No.	Driver	Fin.	
1	74	Simon 2nd start		
2	18	Leffler Jr. Revo		
3	45	Jones	1	
4	7	Nordhorn Spin		
5	14	Saldana	2	
6	33	Masters	3	
7	3	Kunzman	4	

93.225

HEAT #4 - Inverted				7 cars 10 laps
Time: 4:01.35				
Pos.	No.	Driver	Fin.	
1	28	McElreath		
2	98	Cornett	1	
3	61	Leavell		
4	44	Hewerton	3	
5	15	Poland		
6	17	Fairchild	2	
7	12	Engelhart	4	

4.44.37

12 cars CONSOLATION RACE				Straight up Time:
12 laps				
Pos.	No.	Driver	Fin.	
1	42	Ponzoni	3	
2	15	Poland (Scratched)		
3	7	Nordhorn	1	
4	5	Jarry Cannon	2	
5	84	Cook		
6	61	Leavell	4	
7	63	Backlund		
8	26	Gratt (Scratched)		
9	75	Harrison		
10	74	Simon		
11	21	Booth		
12	67	Rapp		
12	16	Nemire		

FEATURE EVENT				40 laps 20 cars
Time:				
(First 6 cars inverted)				
Pos.	No.	Driver	Fin.	
1	2	Beale	#	
2	52	Smider	3	
3	12	Engelhart	2	
4	3	Kunzman	1	
5	60	Walby		
6	1	Sessions	4	
7	33	Masters		
8	17	Fairchild		
9	42	Ponzoni		
10	41	Rice		
11	14	Saldana		
12	51	Dickson		
13	25	Pittsburgh		
14	7	Nordhorn		
15	44	Hewerton		
16	5	Cannon		
17	45	Jones		
18	61	Leavell		
19	8	Weld		
20	98	Cornett		

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(Continued on page 27)

(Continued from page 26)

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3.	Leader Card Racers Edrich Ltd. — Men's Wear	40.00

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11.	Goodyear	20.00
12.	Northfield Casting Co. — John Toth, Sr. Vel's Parnelli Jones Racing	

(Continued on page 28)

(Continued from page 27)

FEATURE

1.	USAC Sprint Car Officials	\$ 20.00
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10.	Moran Electric Service, Inc.	20.00
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IT'S THE CHALLENGE —

Rookie Used To Hard Work

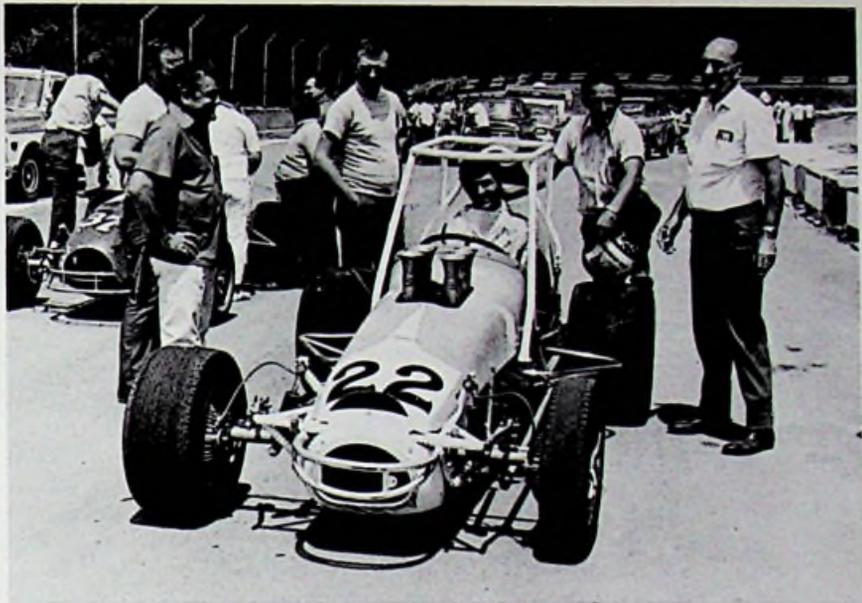
For the 1972 USAC sprint "Rookie of the Year", it was a frustrating season. Young Bill Cassella knew he'd be facing some rugged competition when he joined the premier racing group in the nation, but he had no idea how tough it would be.

But then, it wasn't the first time Bill had faced rough going. In his senior year of high school, he'd been forced to go to work to help his family when his father, Pete, was badly burned in a racing accident. That ended his scholastic sports career including playing center on the Weirton, West Virginia, football team, catching on the baseball team and wrestling in the 148-pound class. He was good enough in the latter sport to finish second to the state champion.

Even before that, Bill had suffered a broken collar bone playing football.

After pumping gas at a local service station for a year and a half, Bill joined the Army. Following basic training he became, of all things, a tank driver.

"It sure was a lot different than driving a car," he remarked. "The tanks were so heavy they required a whole new approach."



IT TAKES A TEAM . . . At Winchester, Bill Cassella, his father, Pete, with foot on tire, and part of the Forberg crew get ready to tackle the high banks. (PHOTO BY JOHN MAHONEY)

After getting out of the service, Cassella returned to racing, a sport his father had engaged in for 20 years in the western Pennsylvania-Eastern Ohio area. Not yet 20, he decided to run in the wild and woolly Williams Grove - Selinsgrove, Pennsylvania circuit. Driving a Trevis-built super sprinter powered by a 377 cubic inch Chevy, he finished eighth in the Williams Grove standings.

The next season, 1971, Bill took on the IMCA sprint circuit and won a pair of features. Things were looking up when he finished second to Herman Wise in the "Little 500" that season. Before turning to USAC last season, he ran the Florida Winter-nationals finishing second.

Cassella decided to come to USAC as a means of eventually getting into the lucrative championship trail. "Out in Pennsylvania," he recalls, "whoever had the money got the best equipment and won most of the races. There was quite a wide separation between the rich operations and those with limited finances."

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He feels the USAC competition is much closer because of the number of good drivers and cars. Without a ride at the beginning of this season, Cassella has landed a good one with Louis Seymour, who also has a dirt championship operation.

(Continued on page 30)

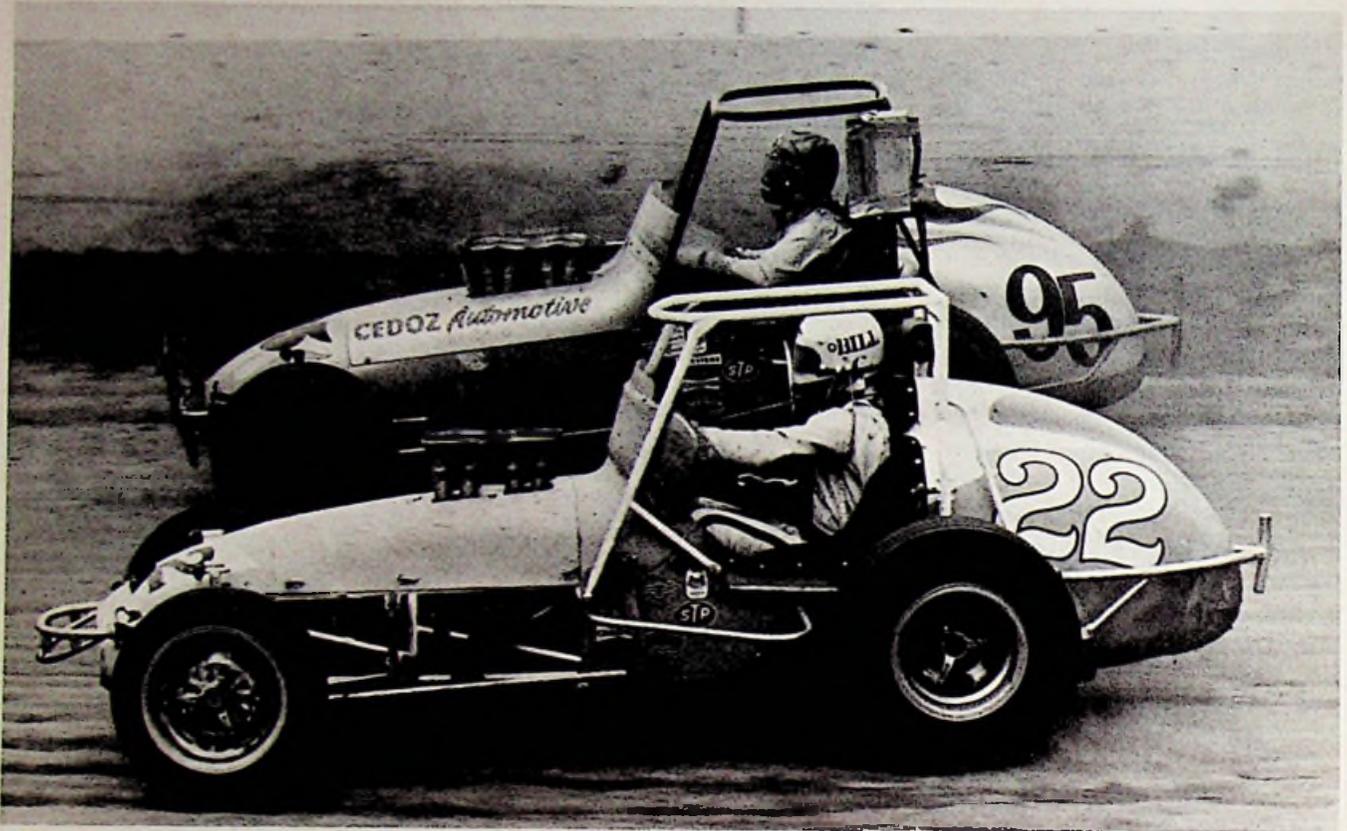
(Continued from page 29)

So '73 may turn out even better than '72 for the 24-year old steel-worker. But it probably be some time

before he can quit his job rolling steel at the Weirton Steel mill. And there is his family to consider—wife Sharon, his high school sweetheart and son Billy.

Like most other race drivers, Bill

enjoys the challenge of the sport, each driver pitting his skill and wits against the others. Having faced challenge all his life he'll meet this one with the same dedication with the hope it will lead to the 500 pot of gold at the end of the racing rainbow.



WHEEL TO WHEEL ON THE DIRT . . . Cassella, in No. 22, engages Karl Busson, in car 95, in tight duel on Eldora's high

banked dirt. (PHOTO BY JOHN MAHONEY)

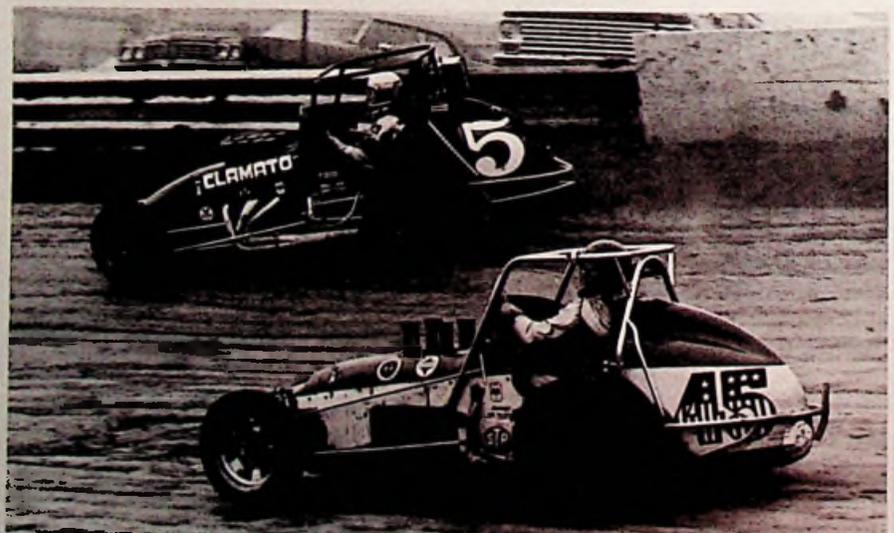
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No. 5, Lee Kunzman and No. 45, Dee Jones at Eldora Speedway in 1972.

THE YOUNG LIONS ARE ROARING

This May Be Their Year



CHECKERED FLAG BRING SMILES... Happy Lee Kunzman with "Miss USAC Sprints", Patty Bogan, after winning at Winchester. (PHOTO BY JOHN MAHONEY)

In auto racing, as in the animal kingdom, the older members always must give way to the younger, the stronger and the braver. The older drivers may remain out front for a few years because of their experience and knowledge. But eventually, the young chargers will take over and fan allegiance will switch to the new kings of the track.

Heading the standings again after nearly winning the sprint crown in 1972, is versatile Lee Kunzman, of Guttenberg, Iowa. Lee is the first to win two features this season, taking the opener at Salem, Indiana, on March 18th and repeating at historic Winchester, Indiana, Speedway on April 8th.

The third ranking USAC sprinter last year behind champion Sammy Sessions and Rollie Beale, Kunzman's five feature victories were second only to Beale's total of seven. He led the standings from mid-season, when he strung together three wins, until the latter part of the year.

At 28, Lee seemed destined to achieve the success this year that so many in racing had predicted for him before a near-fatal crash at the I-70 Speedway near Odessa, Missouri, in 1970. A stuck accelerator caused his sprint racer to slam into the first turn wall with frightening force, climb atop it in a series of wild gyrations and catch fire as it flipped outside turn two.

Few who viewed his burned and

battered body gave Kunzman much of a chance to return to racing at all, let

(Continued on page 32)

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(Continued from page 31)

alone the following season. But return he did to make his mark in mid-gets and championship racing as well as in the sprints. His first comeback race in a midget at Cincinnati's Tri-County Speedway resulted in victory. And Lee was back in the groove.

Another of the young lions in the thick of the battle for supremacy of the USAC ranks is Johnny Parsons son and namesake of the 1950 Indianapolis winner. Still well below the 30-year mark, he has been racing literally all of his life beginning in a quarter midget as a child. Parsons has been racing professionally since 1964, but didn't get really serious about it until 1967.

That's when he left a promising career as a police officer in Los Angeles to return to the midwest to go racing full time. Concentrating on

midgets and sprints he began to make his mark quickly. In 1970, Johnny sat on the pole for the "Hoosier Hundred", the world's richest dirt track.

That same year he won his first USAC midget feature. The following season he took both features in the DuQuoin State Fair "Twin-50's" midget race and won his first sprint feature at New Bremen. In a somewhat disappointing 1972 season, Parsons failed to win a sprint feature, but finished sixth in the point standings after leading the chase early in the year.

Driving a brand new sprinter this year, Johnny put his name in the record book at Winchester with a world record of 16.35 seconds, a speed of over 110 miles per hour. He broke the old mark set by Rollie Beale two years earlier by .07 seconds.

And he has a ride for this year's Indianapolis 500. This won't be his

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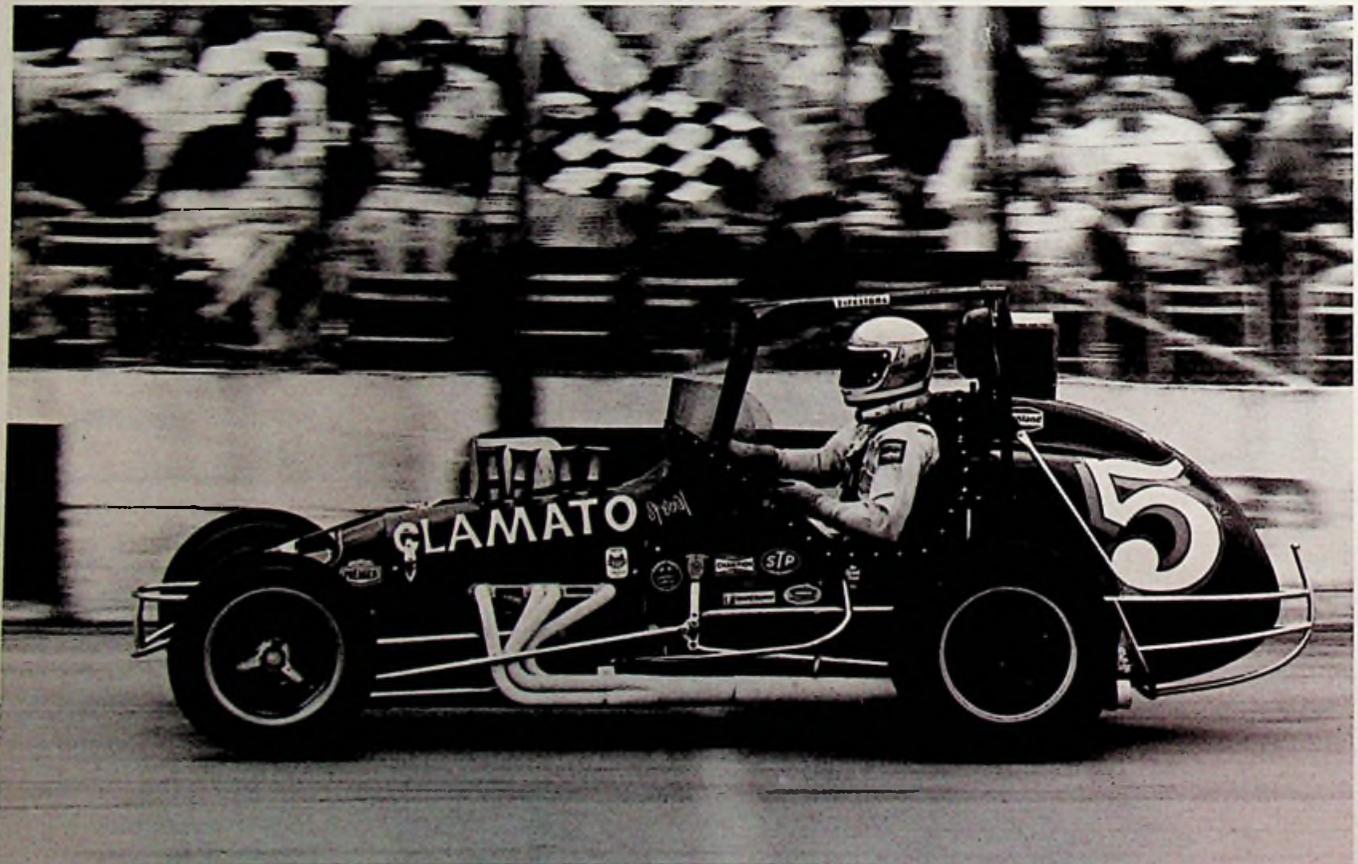
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first 500. He started 33rd in last season's California 500, running 88 laps before being sidelined with engine problems.

Already making a mark at the tender age of 22 is another son of a

(Continued on page 33)



THREE IN A ROW . . . Other sprint drivers began wondering when they'd get a chance after Lee Kunzman put together a trio of wins,

this one was at New Bremen.

(PHOTO BY JOHN MAHONEY)

(Continued from page 32)

famous driver, Duane Carter, Jr., who prefers to be called "Pancho". The step-brother of Parsons, Pancho won the USAC midget crown last season with a virtuoso performance which included eight wins and 22 top-five finishes in just 34 starts, 10 fewer than runnerup Bill Englehart.

Moving into the sprint and national championship dirt divisions young Carter did fairly well, also finishing 28th in sprints with four top-10 finishes in 10 races and winding up 14th in championship dirt standings with a fourth in the first DuQuoin 100-miler as his best.

With a regular ride in the sprints this season, Pancho won the second race of the season, outdistancing the field on the flat dirt of the dangerous Reading, Pennsylvania, fairgrounds track. Now in eighth place in the sprint points and with a brand new car, he will be a factor in the title chase.

It will be surprising if Carter doesn't have a championship ride before the end of the year. Young as he is he shows amazing savvy on the track. But then, he's been racing since he was five. Preparing for another career, Pancho attends the University of California's Long Beach branch, majoring in business administration. This requires a lot of commuting during the early and late parts of the racing season.

Scoring his first USAC win in last week's rich Tony Hulman Classic at the "Action Track" at Terre Haute, Indiana, Joe Saldana seems ready to begin achieving some of the greatness predicted for him. "Little Joe", as he is known to his friends, is in his third season in the big time, migrating from the dirt tracks of his native Lincoln, Nebraska, area.

As could be expected, he did relatively well on the dirt tracks, but it took a while for him to become accustomed to pavement running. Nor was his luck the best, a series of mech-

anical ailments and untimely tangles taking him out of several races.

Saldana began moving toward the last season with a third place finish for his best. He was in the top-twelve in half the 24 features he started to rank 14th in the final standings. He did even better in the championship dirt division with a sixth, a ninth and a 10th in three of the four races run, good for 11th place. Turned down for a championship license last season, he'll probably get it this year.

Enjoying a new lease on racing with a new ride this season is Bruce Walkup, a transplanted Californian, now living in St. Paul, Indiana, where his wife presented him with a new son this spring. Now in his 10th season, he is hardly a graybeard at 28, but his racing career has been marking time for the past couple of seasons.

Except for last year's win in the Tony Hulman Classic sprint race and a 10th place finish in that division, 1972 was not an exceptional season. Bruce did not start a single championship or championship dirt race. It had to be discouraging for a young man who had driven in the 1969 and '70 Indianapolis 500's and the '70 and '71 California 500's.

Walkup and his friends are still wondering what happened. In his first USAC appearance, a sprint race at Gardena, California, late in 1966, he finished fifth. The next year he set

a record and took the pole for the "Hoosier Hundred", then did the same at Sacramento.

But he hasn't hit on the right combination in championship racing. Including the dirt track races formerly included in the division, Bruce has made 35 championship starts in five seasons. And while nothing has turned up so far for him this year, he knows he's still a young driver and good enough to make it big.

As these young lions have moved onward and upward, another group is just over the horizon, waiting to take their places in the sun and become kings of all they survey. Because that's the way racing and life are.

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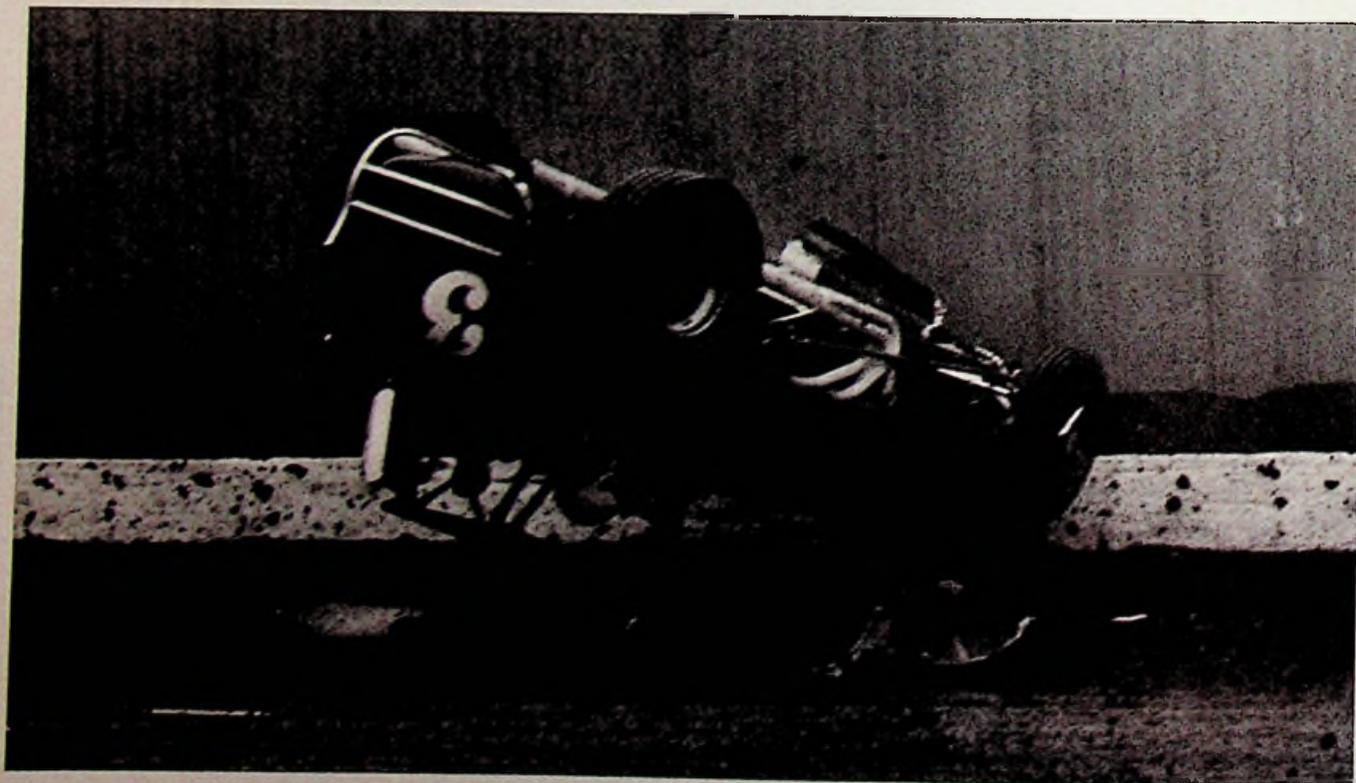
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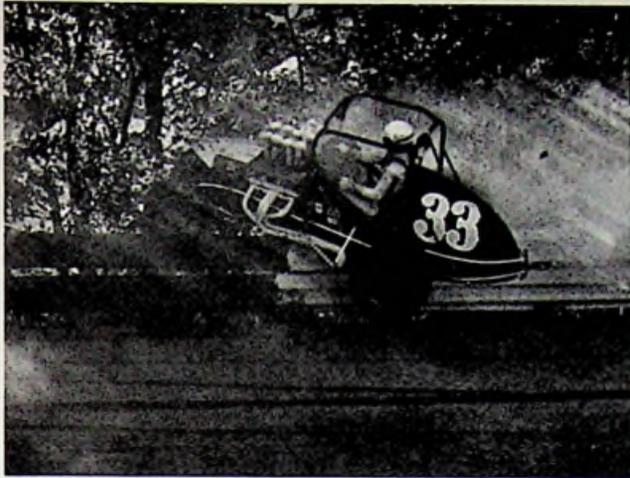
THRILLS AND SPILLS!



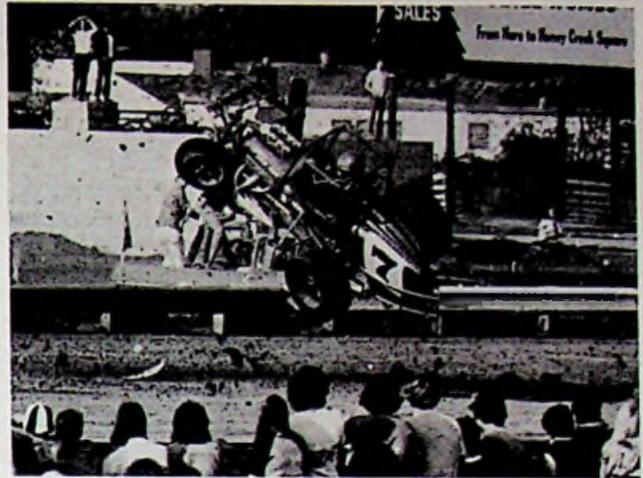
HANG ON, GARY . . . Upside down Gary Bettenhausen provided thrills in Terre Haute Action Track spill. (GENE CRUCEAN PHOTO)



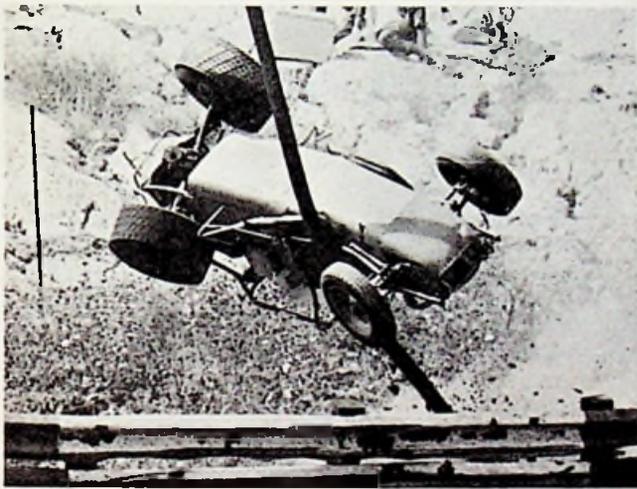
'73's WORST TO DATE . . . Lee Kunzman gets on his head in crash with Karl Busson (Out of camera range) at Reading, but comes out unscathed. (JIM CHINI PHOTO)



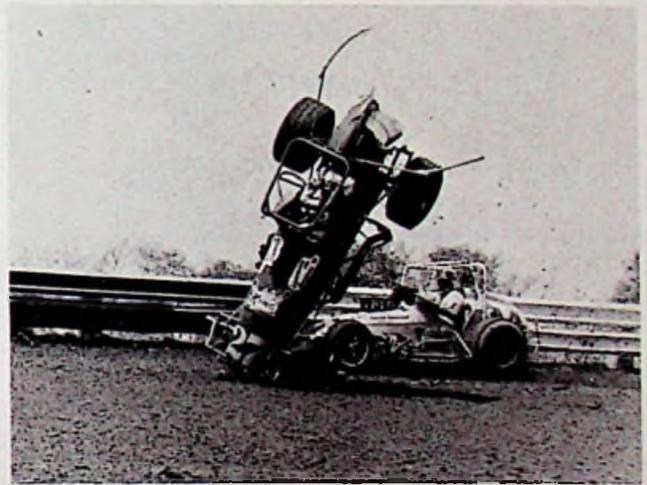
'72's WORST CRASH . . . Houston's Ronnie Burke goes over the wall on the backstretch at Salem, loses roll cage, suffers broken left arm. (TOM DICK PHOTO)



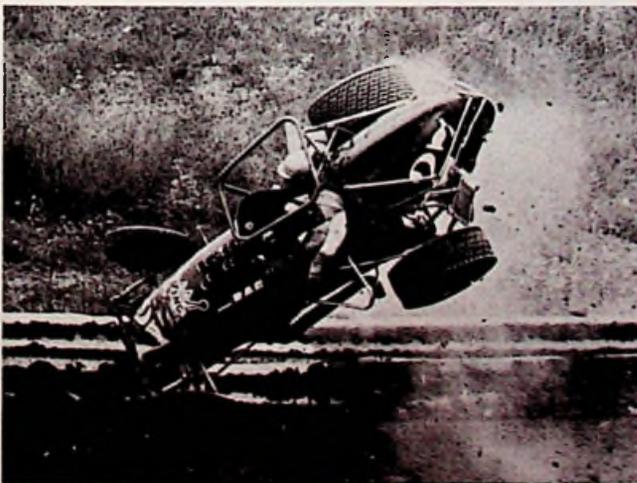
SHOOTING THE MOON . . . Like a rocket heading for outer space, "Toby" Tobias blasts off Terre Haute dirt after 3-car tangle. (TOM DICK PHOTO)



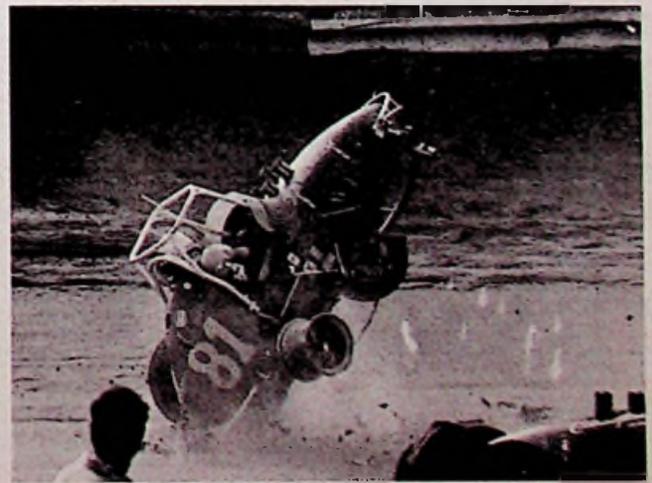
BILLY BANGS LIGHT STANDARD . . . Qualification crash at Eldora by Billy Koepfer bends light pole, knocks down fixture, bends racer, but driver not hurt. (LLOYD MASING PHOTO)



LOOK OUT GEORGE! . . . As Jackie Howerton gets airborne at Terre Haute, George Snider tries to decide which way to go. (JOHN MAHONEY PHOTO)



RALPHIE'S RACER RUINED . . . Tangle at Eldora resulted in wild flip by Ralphie "The Racer" Liguori which destroyed Grant King sprinter, shook up driver. (LLOYD MASING PHOTO)



CAR WIPED OUT, ROLL CAGE HOLDS . . . Nearing completion of wild series of flips, Charlie Masters returns to terra firma at Eldora. (LLOYD MASING PHOTO)



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1972 USAC SPRINT STANDINGS

1. SAM SESSIONS	818
2. ROLLIE BEALE	771
3. LEE KUNZMAN	701
4. LARRY DICKSON	673
5. LARRY CANNON	540
6. JOHNNY PARSONS	515
7. DON NORDHORN	471
8. TOM BIGELOW	470
9. CHARLIE MASTERS	436
10. BRUCE WALKUP	396

1973 USAC SPRINT STANDINGS THROUGH MAY 7

1. LEE KUNZMAN	222	11. GEORGE SNIDER	88
2. DON NORDHORN	195	12. BILLY CASSELLA	85
3. ROLLIE BEALE	193	13. JOHNNY TOTH	71
4. SAM SESSIONS	178	14. LARRY DICKSON	63
5. BRUCE WALKUP	175	15. BILL PUTERBAUGH	62
6. JOHNNY PARSONS	151	16. CHARLIE MASTERS	61
7. JOE SALDANA	132	17. TOM BIGELOW	57
8. DUANE CARTER	110	18. MEL CORNETT	52
9. LARRY CANNON	104	19. JIM MC ELREATH	49
10. JERRY POLAND	96	20. GREG WELD	45

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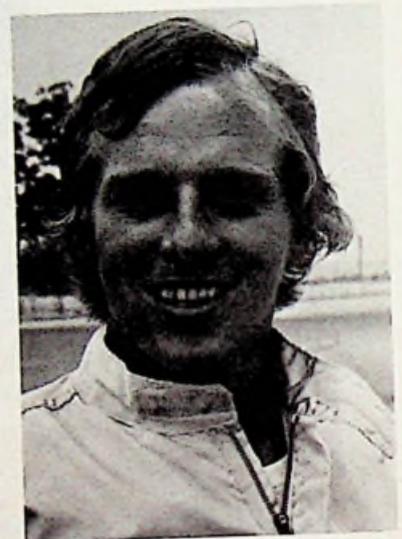
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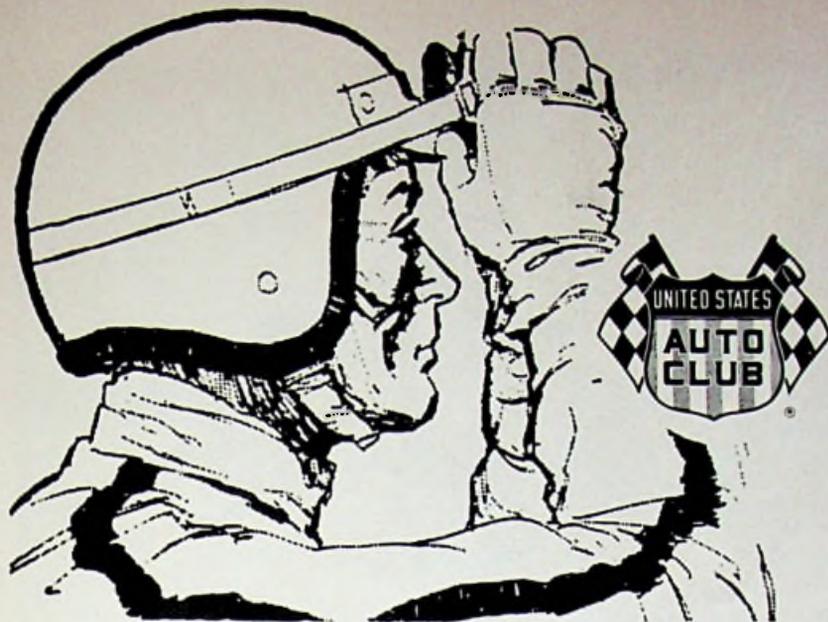
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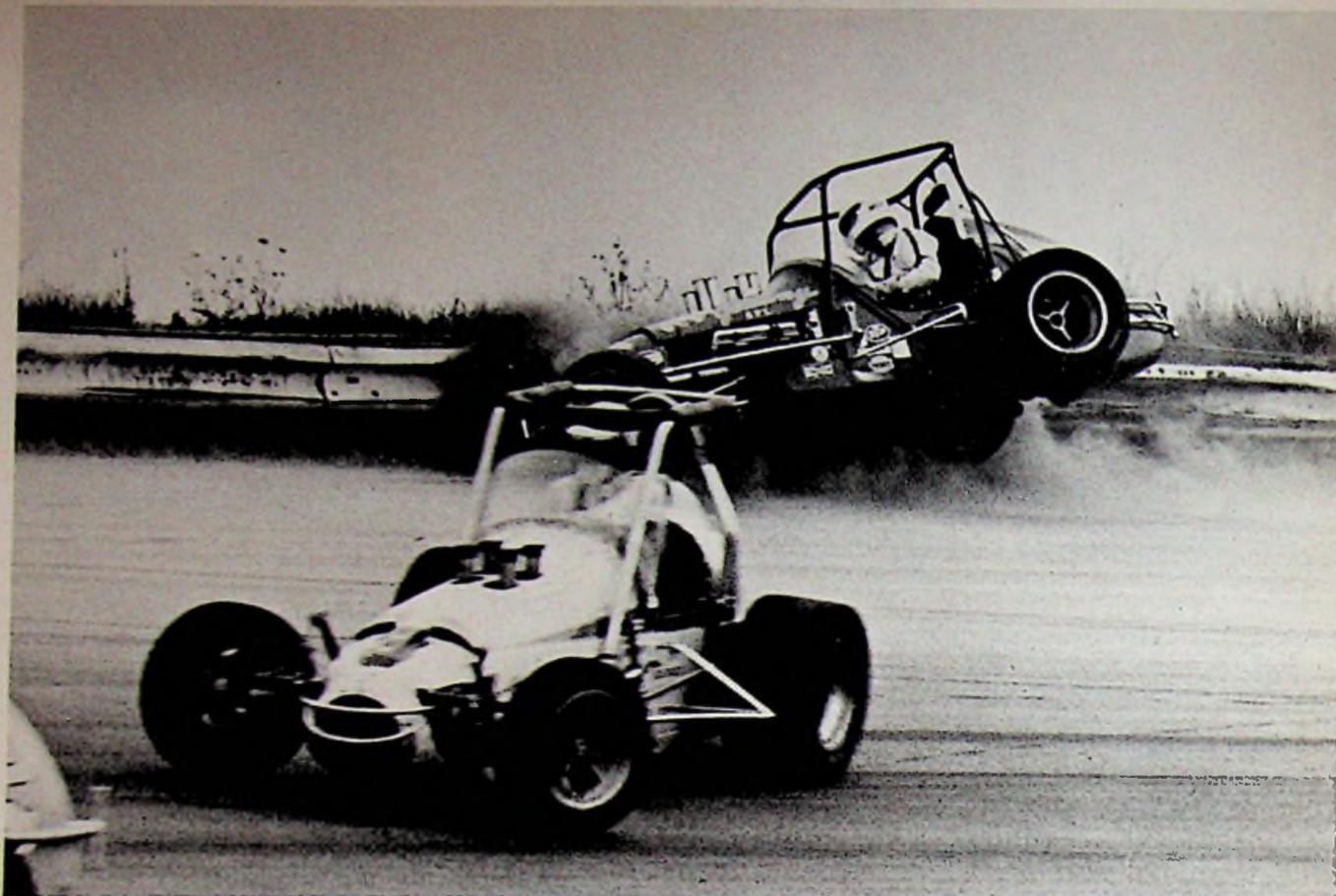
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5/12	CLERMONT, INDIANA	INDPLS. RACEWAY PARK	5/8 paved/night
5/26	Indianapolis, Indiana	Indiana State Fairgrounds	1 dirt/night
6/2	Knoxville, Iowa	Knoxville Speedway	1/2 dirt/night
6/9	Terre Haute, Indiana	Action Track	1/2 dirt/day
6/15	Grand Rapids, Michigan	Berlin Raceway	7/16 paved/night
6/16	Toledo, Ohio	Toledo Raceway	7/16 paved/night
6/17	Winchester, Indiana	Winchester Speedway	1/2 paved/day
6/23	Williams Grove, Pa.	Williams Grove Speedway	1/2 dirt/night
6/24	Selinsgrove, Pa.	Selinsgrove Speedway	1/2 dirt/night
7/3	Reading, Pennsylvania	Reading Fairgrounds	1/2 dirt/night
7/4	Cincinnati, Ohio	Tri-County Speedway	1/2 paved/night
7/8	Salem, Indiana	Salem Speedway	1/2 paved/day
7/13	Hartford, Ohio	Sharon Speedway	1/2 paved/night
7/14	Toledo, Ohio	Toledo Raceway	1/2 paved/night
7/21	Rosburg, Ohio	Eldora Speedway	1/2 dirt/night
7/22	New Bremen, Ohio	New Bremen Speedway	1/2 paved/day
7/27	Heidelberg, Pa.	Heidelberg Raceway	1/2 paved/night
7/29	Winchester, Indiana	Winchester Speedway	1/2 paved/day
8/5	Terre Haute, Indiana	Action Track	1/2 dirt/day
8/10	Hartford, Ohio	Sharon Speedway	1/2 paved/night
8/11	Toledo, Ohio	Toledo Raceway	7/16 paved/night
8/12	New Bremen, Ohio	New Bremen Speedway	1/2 paved/day
8/18	Rosburg, Ohio	Eldora Speedway	1/2 dirt/day
8/26	St. Paul, Minnesota	Minnesota State Fairgrounds	1/2 paved/day
8/27	St. Paul, Minnesota	Minnesota State Fairgrounds	1/2 paved/day
9/16	Rosburg, Ohio	Eldora Speedway	1/2 dirt/day
9/22	Williams Grove, Pa.	Williams Grove Speedway	1/2 dirt/night
9/29	Cincinnati, Ohio	Tri-County Speedway	1/2 paved/night
9/30	Salem, Indiana	Salem Speedway	1/2 paved/day
10/7	New Bremen, Ohio	New Bremen Speedway	1/2 paved/day
10/14	Winchester, Indiana	Winchester, Speedway	1/2 paved/day
10/21	Rosburg, Ohio	Eldora Speedway	1/2 dirt/day

*This schedule is subject to change.



RACING ACTION IN 1972 caught Merle Bettenhausen kissing the retaining wall at the New Bremen Speedway.

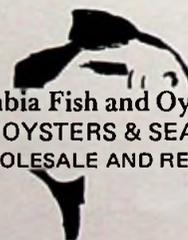
In foreground, Rollie Beale slides through the turn. (Photo by John Mahoney)

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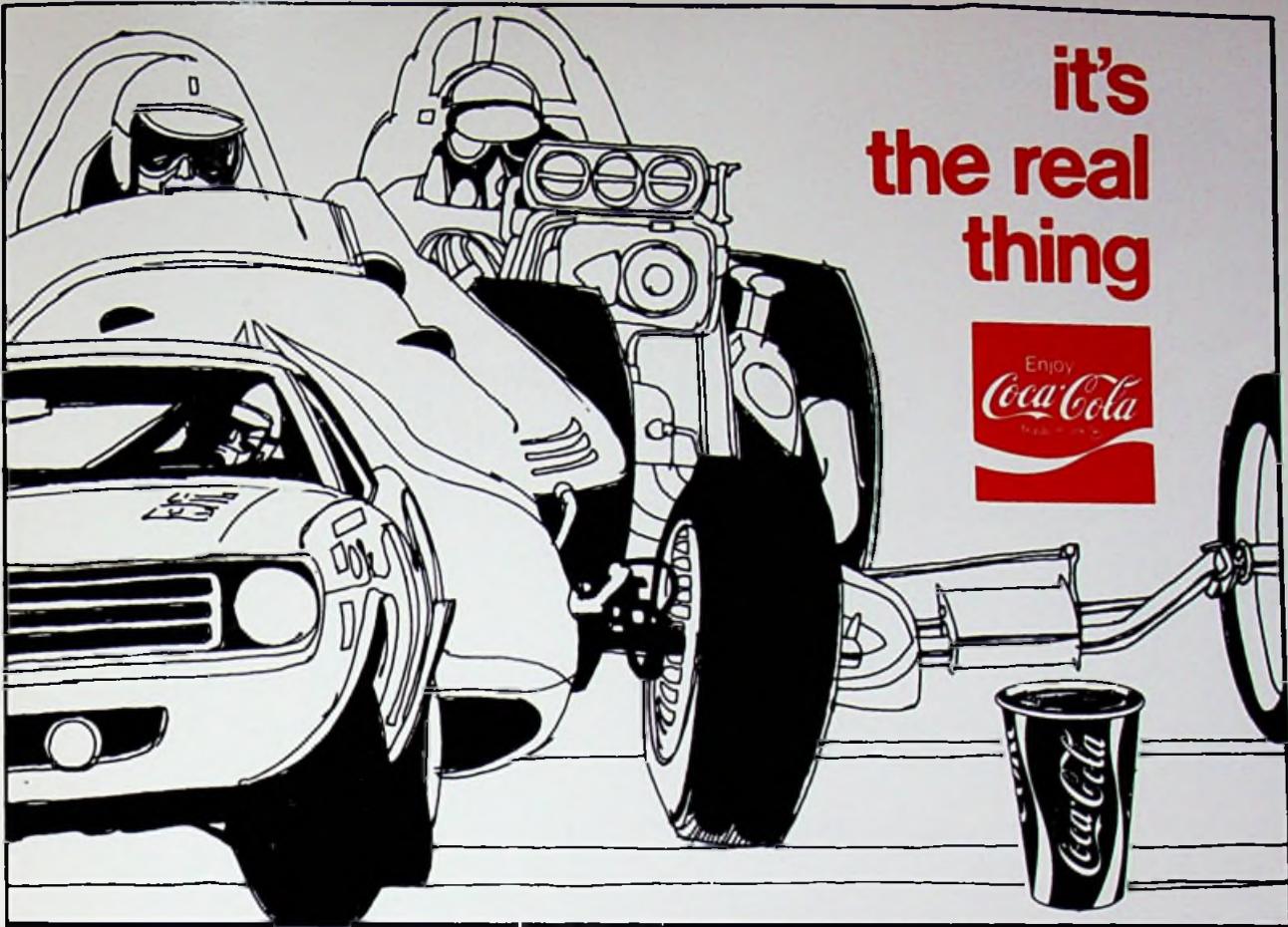


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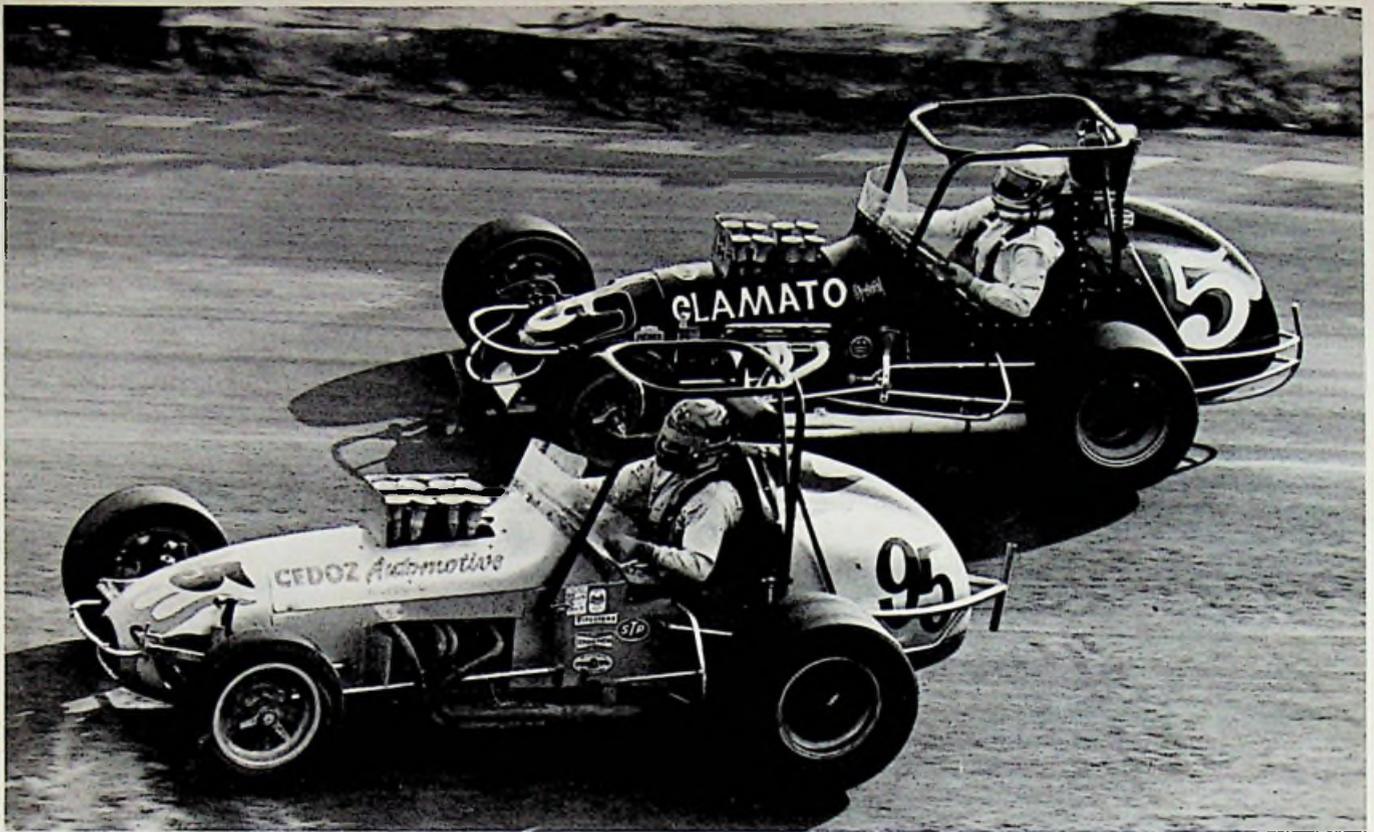
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