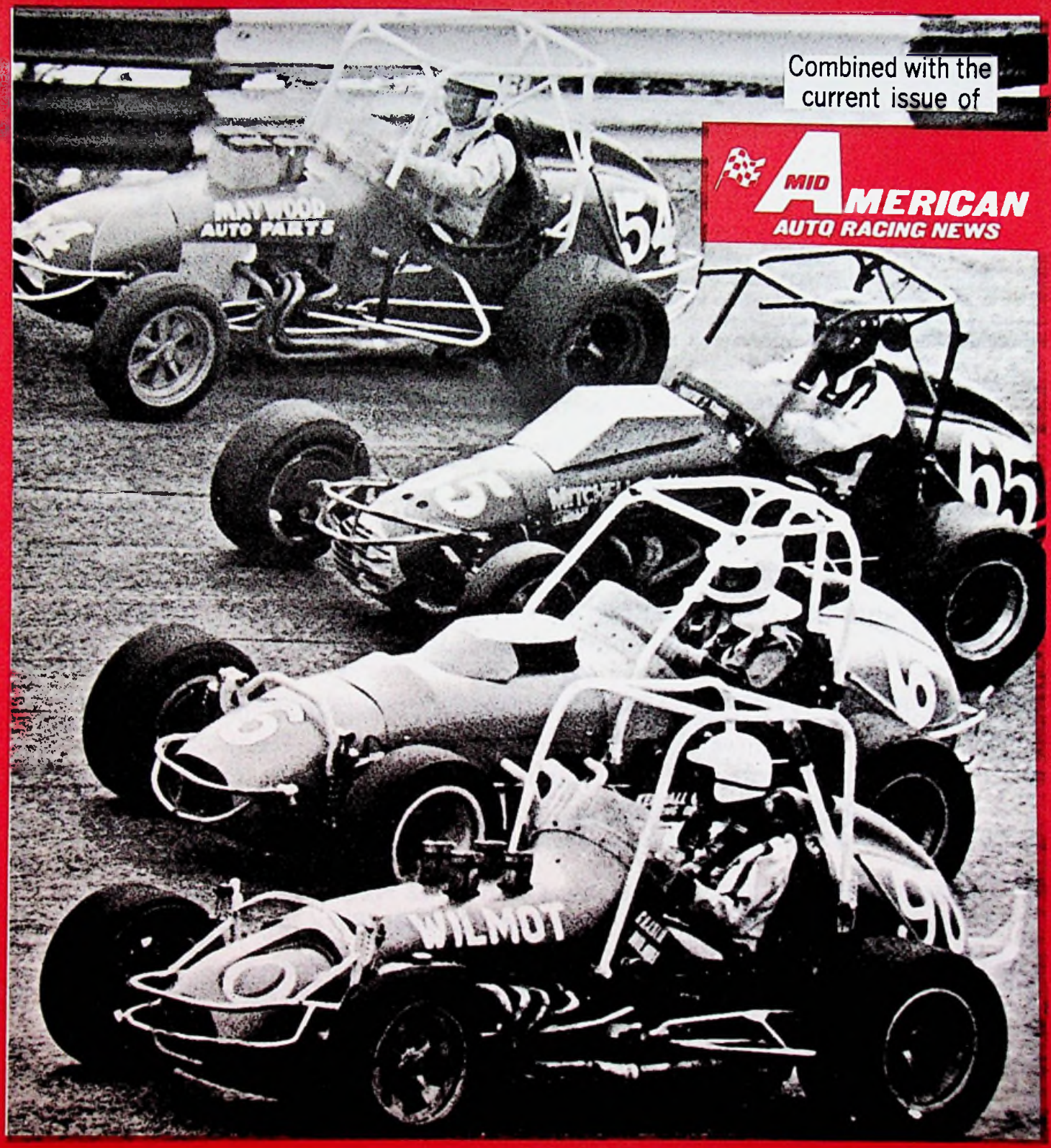
OFFICIAL PROGRAM

75¢

SALEM SPEEDWAY



Combined with the current issue of

MID AMERICAN AUTO RACING NEWS

SALEM SPEEDWAY
1975 SCHEDULE

Located 1 Mile West of Salem, Indiana on Hwy. 56

MARCH

March 16 Open Competition Sprint Cars, "Frostbite 50" 50 Lap Feature (Rain Date March 23)

APRIL

April 6 ARCA New Cars — 100 Lap Feature (Rain Date April 13)
April 27 USAC Sprint Cars — 40 Lap Feature

MAY

May 26 (Monday, Memorial Day) USAC Midgets— 40 Lap Feature (Rain Date June 1)

JUNE

June 8 USAC Stock Cars — 100 Lap Feature (Rain Date June 15)

JULY

July 6 ARCA New Cars — "National 200" 200 Lap Feature (Rain Date July 13)

AUGUST

August 17 ASA Late Models — "Raider 100" 100 Lap Feature (Rain Date August 24) "Circuit of Champions" Series Event

SEPTEMBER

September 28 USAC Sprint Cars — 23rd Annual, "Joe James/Pat O'Connor Memorial Race" 50 Lap Feature

OCTOBER

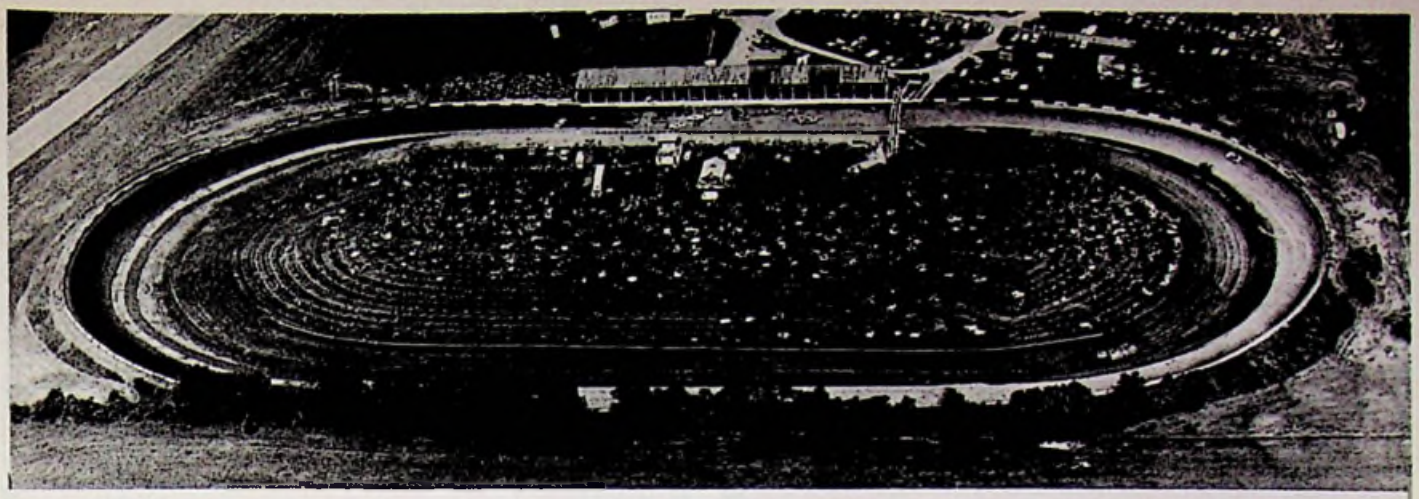
October 12 ASA Late Models — 4th Annual, "Midwest 300" 3-100 Lap Features "Circuit of Champions" Series Event (Rain Date October 19) Qualifying Saturday, October 11

October 26 Open Competition Sprint Cars, 3rd Annual, "Frostbite 50" 50 Lap Feature

TIMES FOR ALL EVENTS: Gates Open at 12 Noon; Qualifying, 1 PM; First Race 2:30 PM (Except October 12, First Race at 1:30 PM). All events run on local (Eastern Standard) time.

FOR INFORMATION OR RESERVATIONS: Call (502) 367-6468 Weekdays, (812) 883-3781 on Race Days.

IF WEATHER THREATENING: Tune to WHAS Radio, Louisville, Ky. (840 on your dial, 50,000 watts clear channel) for periodic announcements about the races.



WELCOME TO SALEM SPEEDWAY

Welcome to Salem Speedway and a 1975 season that promises some of the finest racing action ever in this area. Our 1975 schedule, included elsewhere in this program, is made up of ten events we sincerely believe are the finest types of auto racing available in the Midwest. As always, we are dedicated to bringing you the best possible auto racing entertainment at the lowest possible price. Salem Speedway intends to "hold the line" on admissions this year and will continue to do so as long as humanly possible.

We are constantly interested in your suggestions and comments regarding what we can do to bring you the best races promptly run off in as convenient a facility as we can make it. Management of Salem Speedway is always available to hear your comments, so seek us out at the track office or drop us a line at P.O. Box 21255, Louisville, KY. 40221.

Many fans have commented to us in the past that they missed a race or became aware of it very late because they saw no advertising in their area. We are constantly working on the problem of better informing our fans and for this reason stretch our advertising dollar and coverage over as wide an area as possible. This year, as in the past, we are emphasizing our Mailing List which is sent directly to any fan just for asking. To make getting on the Mailing List as simple as possible we are offering POST PAID postcards to everyone that need only your name and address and t be dropped in any mailbox in the U.S.

Starting this year, the Salem Speedway Newsletter will be a tabloid type newspaper offering more information about coming events plus photos and ticket order blanks. In the style of a weekly racing newspaper, the Newsletter will provide interesting reading in addition to the latest information about upcoming races. Please allow us to serve you better by making certain your name and address gets put on the Mailing List. Fans should also note that once your name is on the Mailing List you need not resubmit again...we keep it that way until you send us a change of address notification.

The Mailing List Reply Cards are available at the Ticket Office, Track Office and all concession stands. If you don't get it filled out and returned on raceday, do it at your leisure and the postage is on us.

Salem Speedway fans are the nicest people around as far as we're concerned. We appreciate your patronage and hope that we'll always be worthy of it. Here's to a safe and prosperous racing season for all!

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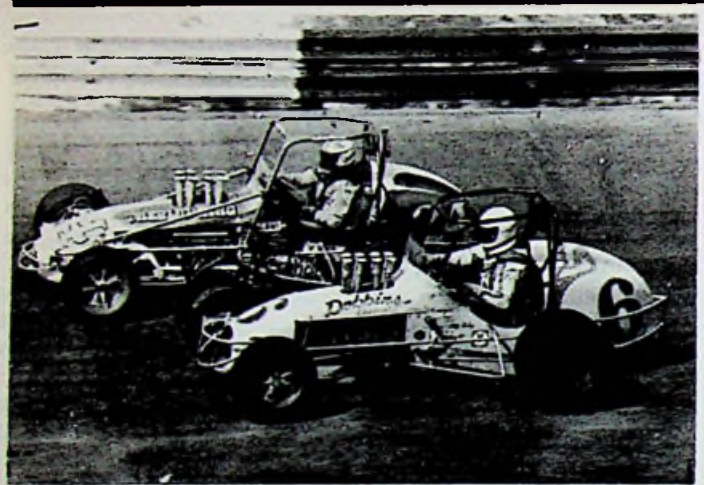
Event No. 1 -- Qualifications

CAR No.	DRIVER	TIME

CAR No.	DRIVER	TIME



Half-brothers no matter, Pancbo Carter (#6) and Johnnie Parsons, Jr., battle wheel to wheel into a turn during last year's "James/O'Connor Memorial Race." Carter went on to win the race and the 1974 USAC Sprint Championship.

Bob Kluesner Photo

Two coming young chargers in the USAC Sprint ranks, Lee Osbourne (#81) and Billy Engelhart (#51) run side-by-side in the 23rd Annual, "Joe James/Pat O'Connor Memorial Race" last Oct. 27.

Bob Kluesner Photo

CAR No.	DRIVER	FINISH

CAR No.	DRIVER	FINISH

Event No. 2

CAR NO.	DRIVER	FINISH

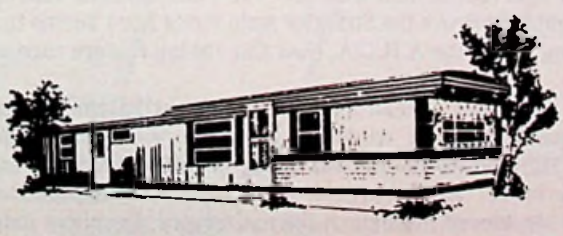
Event No. 3

CAR NO.	DRIVER	FINISH

Tiny Lund, the stock car racing giant from Cross, S.C., attends to his car before the "Raider 100." Although Lund's car was damaged in a race the night before, he still finished third in the "Raider" with a slipping clutch.

Darrell Waltrip samples the bubbly after having it poured over his head at the conclusion of the 1st Annual, "Raider 100," which he won going away. The NASCAR ace made it nine feature victories at Salem.

Edward Deaux Photo



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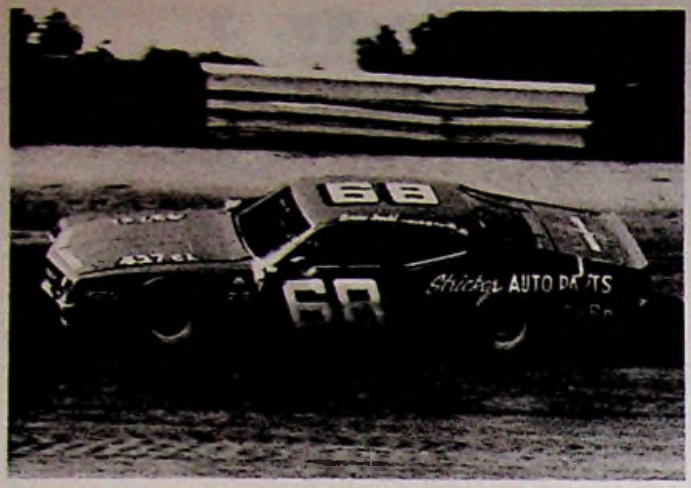

Bruce Gould, of Milford, Ohio, demonstrates his effortless style on the way to winning the "A.R.C.A. 100" in June. Later in the season, Gould returned to win the 7th Annual, "Salem 500."
Bill Lavender Photo

Lisa Childress, Miss Indiana, helps LaMarr Marshall to a king-size helping of champagne after he won the season opening "A.S.A. 100" of 1974. For the popular, Louisville, Ky., driver, it was his first Salem victory after 12 years of trying.
Jack Harris Photo

Event No. 4

CAR No.	DRIVER	FINISH

Event No. 5

CAR No.	DRIVER	FINISH

Marshall Makes It!

LaMarr Marshall, the veteran Louisville, Ky., car builder and driver extraordinaire, had been trying for twelve seasons to win a race over the unforgiving Salem highbanks and on April 28 in the A.S.A. opener, he did it. In fact, Marshall literally motored off from the rest of the field to win the race by more than a lap over the 100-lap feature disance.

For Marshall, it was the beginning of a fine season, as he eventually won the Fairgrounds Motor Speedway (Louisville, KY.) Late Model Championship and placed high in the final A.S.A. "Circuit of Champions" Series points race.

If Marshall finally broke the luck barrier at Salem last April 28, perennially luckless Salem veteran, Bill Kimmel, of Clarksville, Ind., left his string unbroken. Running near the front of the pack early in the race, Kimmel was forced to spin to avoid another spinning car and was hit solidly in the driver's door by another machine. Bill was knocked unconscious and the wreck kept him out of all action for another three weeks.

Gould Dominates A.R.C.A.

Bruce Gould has never raced at Salem Speedway without winning a race or at least leading for a long time before being sidelined with mechanical troubles. The Milford, Ohio, master of the highbanks drove the Strickler Auto Parts Ford Torino to a convincing win in the A.R.C.A. New Car 100 lap feature race on June 9.

Gould made it a "clean sweep" in June at Salem, setting fastest qualifying time, winning a preliminary and finally the feature. Hard-nosed racing was going on behind him all the while, however, as A. Arnold and Larry Clemons battled furiously for second throughout the main event. Despite a hair-raising spin, Arnold, from Brooks, Ky., finally clinched second behind Gould when Clemons had a tire go flat on his AMC Javelin late in the chase. Clemons, a Sellersburg, Ind. resident, was third at the finish.

CHAMPIONS

JOE JAMES MEMORIAL RACE WINNERS

1953—Larry Crockett
1954—Pat O'Connor
1955—Bob Sweikert
1956—Eddie Sachs
1957—Pat O'Connor

JOE JAMES-PAT-O'CONNOR MEMORIAL RACE WINNERS

1958—Eddie Sachs
1959—A. J. Foyt
1960—Parnelli Jones
1961—Parnelli Jones
1962—A. J. Foyt
1963—Roger McCluskey
1964—Mario Andretti
1965—Bobby Unser
1966—Mario Andretti
1967—Sonny Ates
1968—Rollie Beale
1969—Sam Sessions
1970—Gary Bettenhausen
1971—Rollie Beale
1972—Lee Kunzman
1973—Tom Bigelow
1974—Duane Carter, Jr.

SALEM 500 WINNERS

1968—Roy Wathen & Jerry Norris 1966 Chevrolet
1969—Ramo Stott 1969 Plymouth
1970—Ramo Stott 1970 Plymouth
1971—Ramo Stott 1970 Plymouth
1972—Ron Hutcherson 1971 Ford
1973—Dave Dayton & Bruce Gould 1973 Camaro
1974—Bruce Gould 1971 Ford

A.A.A. 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

U.S.A.C. MIDWEST SPRINT CHAMPIONS

1956—Pat O'Connor
1957—Elmer George
1958—Eddie Sachs
1959—Don Branson
1960—Parnelli Jones

U.S.A.C. NATIONAL SPRINT CHAMPIONS

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
1973—Rollie Beale
1974—Duane Carter, Jr.

"MIDWEST 300" WINNERS: 1972, 1st "100" Dave Wall; 2nd "100" Chuck Engel; 3rd "100" Darrel Waltrip. 1973, 1st "100" John Anderson; 2nd "100" Terry Bivens; 3rd "100" Anderson; 1974, 1st "100" Carl Smith; 2nd "100" Joe Ruttman; 3rd "100" Neal Sceva.

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BLACK FLAG — Stop next lap for consultation to driver designated.
BLUE FLAG — Orange diagnol stripe. Move over, you are being lapped.
WHITE FLAG — You are entering last lap.
CHECKERED FLAG — You are finished.

A.S.A. SPRINTS TO PUTERBAUGH

Bill Puterbaugh, of Indianapolis, "jumped ship" from his customary U.S.A.C. affiliations on June 30 to collect the winner's share in the 50-lap main event of a super-competitive A.S.A. sprint car card.

A fantastically competitive early portion of the feature event found Puterbaugh, Chuck Booth and Larry Dickson mixing it up in a banzai charge through slower traffic. Booth led early, but Dickson sent the crowd wild with his cut-and-thrust passes to become the leader after ten laps. No sooner than he took the lead, Dickson's car belched smoke from a split oil line and Booth regained the lead. Booth appeared to be on his way to the win until his right rear tire began to blister late in the race. With Booth reducing his pace, Puterbaugh motored into the lead and never relinquished it, taking his first ever win at Salem.

Impressive eastern newcomer, Buck Buckley, of Kennet Square, Pa., was third in the feature behind Booth.

THE KEOKUK GANG RETURNS

After a three year layoff from the Salem highbanks, Ramo Stott of stock car racing famous Keokuk, Iowa, a former three-time "Salem 500" winner, returned in a big way to win the "Coca-Cola 100" for USAC Stocks on July 7.

To win the Salem stop on the USAC Trail, Stott was forced to take on the best USAC could offer plus the added challenge of Bobby Allison and Charlie Glotzbach, visiting from NASCAR. It was a miserable day for both of the NASCAR vets, with Glotzbach retiring early with severe carburetor problems and Allison forced to quit with the out-sized, USAC type tires rubbing against the frame of his "Coke Chevy." Heartsick at his abortive attempt in the race, Allison stayed for two hours in the pits after the race to talk to fans, sign autographs and show off his beautifully prepared car.

Multi-time USAC stock car champ, Butch Hartman, took an early lead in the race but had to pit early to change rubber. From that point, Larry Moore, of Dayton, Ohio, appeared to be a sure winner but his distributor failed late in the race and Stott barreled past into the lead and held on to win. Vern Schippers, Kalamazoo, Mich., was second, and Norm Nelson, Racine, Wis., was third.

Ramo Stott (top left) on his way to winning the "Coca-Cola 100," and (bottom left) whooping it up in victory lane with announcer, Garry Poindexter and "Miss Coca-Cola 100." To win the June A.S.A. sprint race, Bill Puterbaugh (#73, top right) first had to battle with Larry Dickson, who led until he broke an oil line. Dickson (below right) heads low on the track to pass Fran Wewers (#16) and Kermit House. Stock car photos by Edward Deaux, sprint car photos by Bob Kluesner.

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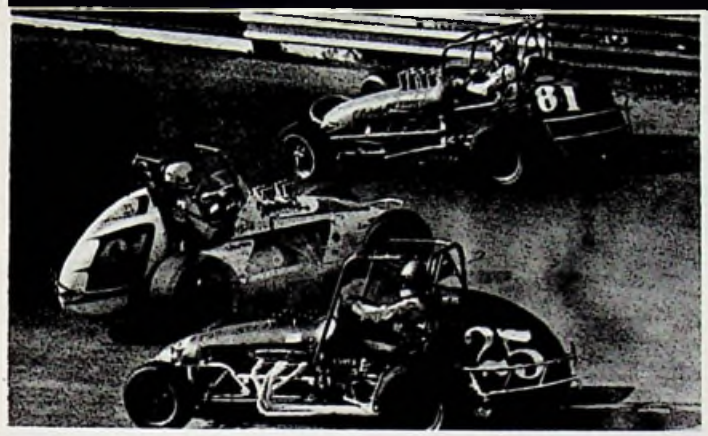


In the 22nd Annual, "Joe James/Pat O'Connor Memorial Race," a frenzy developed when Lee Osbourne (#81) drilled a stalled Tom Bigelow (out of the photo), causing Rich Leavell (#61) to loop in the middle of the turn and former classic winner, Sonny Ates (#25) to take evasive action. No injuries resulted, but Osbourne and Leavell were out of the chase.

Waltrip...Who Else!

A North/South confrontation was the whole idea behind the 1st Annual, "Raider 100" for A.S.A. "Circuit of Champions" late models on August 18. The "southern contingent" was well represented by Salem Speedway's winningest-ever driver, Darrell Waltrip, Franklin, Tenn., and by legendary charger, Tiny Lund, of Cross, S.C. Pete Hamilton, the former "Daytona 500" winner, was set to join this team but had his car destroyed the night before at a race in Indianapolis. In fact, that same race played havoc with the cars of Mssrs. Waltrip and Lund, too. Both driver's crews worked throughout the night after the Indy race to make the cars ready for Salem, albeit battered.

The irrepressible Waltrip, formerly from Owensboro, Ky., made it nine feature wins at Salem over a five year period by jumping out to an early lead and never looking back. Rodney Combs, of Hamilton, Ohio, did a superb job of keeping Waltrip in sight and finished second in the 100-lap main event. Lund kept the fans holding their breath all afternoon by starting the feature dead last and charging through the pack to third before a slipping clutch kept him from closing in on Waltrip and Combs. With one "Raider" history the score is: South 1, North 0.

Event No. 6

CAR NO.	*DRIVER*	FINISH

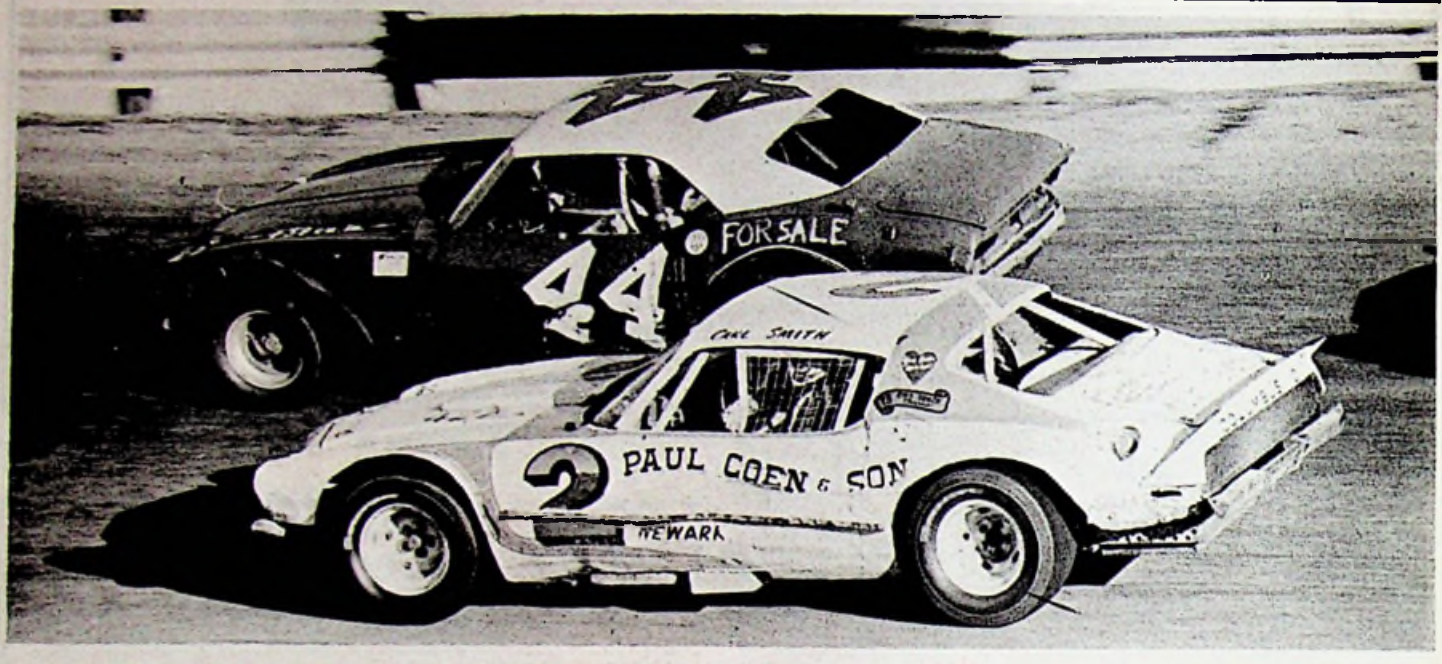
Si! Pancho Rides Again

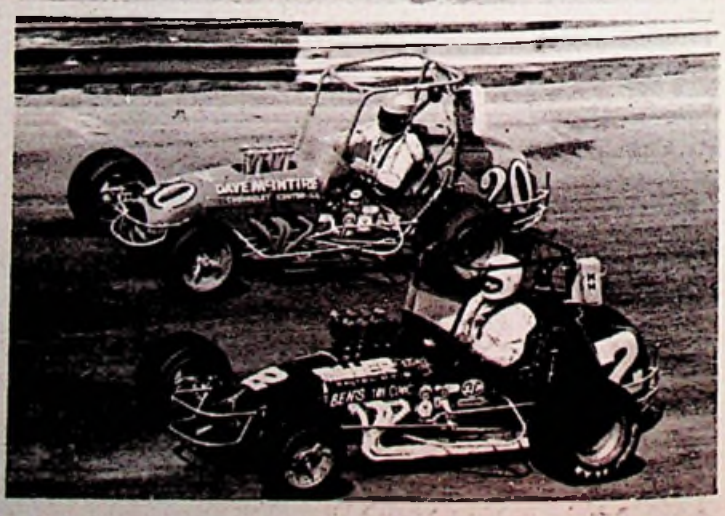
Duane "Pancho" Carter, Jr., demonstrated that he is as much a master of the Salem highbanks as his famous father was in the 'Fifties. running away with the 22nd Annual, "Joe James/Pat O'Connor Memorial Race" 50-lapper for USAC Sprints on October 27. Originally scheduled for September 29, rain forced postponement of the event for nearly a month.

With the 1974 USAC Sprint crown clinched coming into the race, Carter made it that much more convincing by blasting out of the pack early in the race to grab the lead. After early race tussles with George Snider and Tom Bigelow, Carter was gone. Only rapidly ascending star, Joe Saldana, of Lincoln, Neb., could keep the young Californian in sight and Saldana was nearly a third of a lap back at the finish. Very impressive in his first Salem start, Chuck Gurney, of Hayward, Calif., finished third in the feature event.

Carter's win puts him among a very exclusive group of drivers who are past winners in the nation's oldest, continuous such event.

Picture Parade





Carl Smith (#2, top), won one 100-lap leg of the "Midwest 300" and Joe Ruttman (#44), handily won the other. Both drivers are acknowledged masters of the highbanks. Tom Bigelow (#55, above left), is always a factor when the USAC Sprints run at Salem. Neal Sceva (#51, above right), won the overall victory in the "Midwest 300" but had problems in an earlier "100" when he tangled with A.S.A. regular, Ray Fullen (#42). Two men who built reputations on dirt tracks (right), George Snider (#2) and Sheldon Kinser (#20), also fly on the banks. Kinser won the 1974 Jones' Smorgasbord "USAC Sprint Division Sportsmanship Award." Stock car photos by Dick Brizzolara, sprint car photos by Bob Kluesner.

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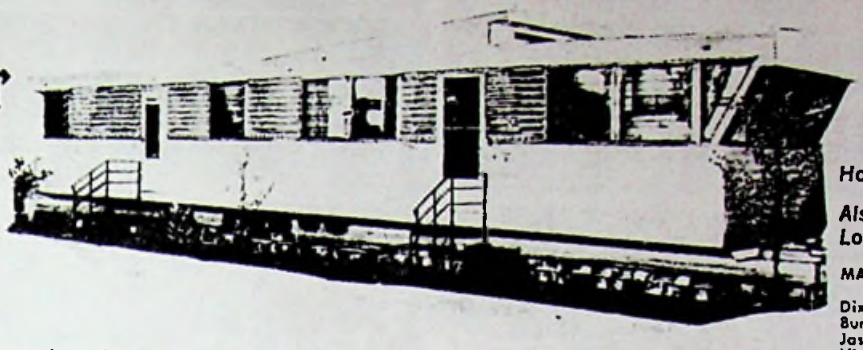

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At just 51 years of age and with just 30 years of racing experience, Neal Sceva (left), won the "Midwest 300" in a finish that would do credit to a Hollywood screenwriter's plot. Sceva (#51) and Joe Ruttman (right), literally drove door-handle-to-door-handle for the last three laps of the final "100" and crashed across the finish line in a hail of wreckage at the checkered flag. Sceva was declared the winner in another issue of this unforgettable annual A.S.A. race. **Dick Brizzolara Photos**

Gould Is Gone In "500"

Bruce Gould made it two for two at Salem Speedway for the 1974 season by dominating the 7th Annual, "Salem 500" with a virtual wire-to-wire leading performance. For Gould, the win made him only the second man in the history of the race to win it twice...having co-drove with Dave Dayton to victory in 1973. The October 6 event was contested under blue skies and mild temperatures, allowing Gould to go the distance on three efficient pit stops.

Behind Gould the last half of the race was the previous year's co-winner, Dave Dayton, of Indianapolis. Dayton pushed his Camaro hard late in the race but it was a futile effort as Gould had a remarkable 11 lap lead after 500 gruelling laps. Leonard Blanchard was third, with relief help from Ron Hutcherson, who was a factor early in the race before crashing on lap 88.

Wild As Ever..."Midwest 300"

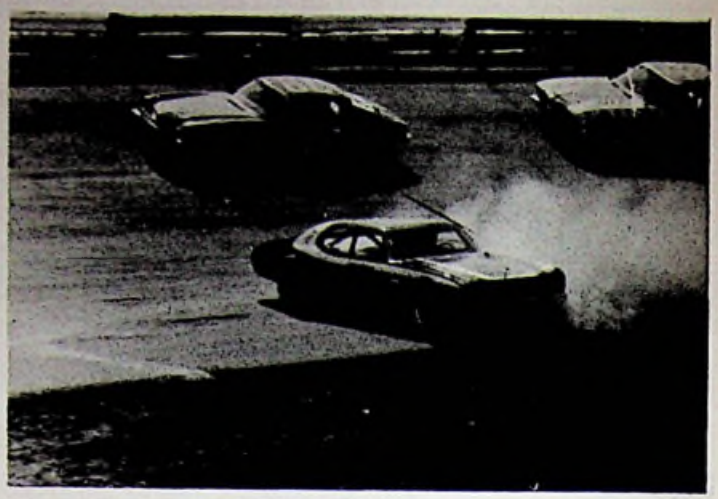
As the legendary "race that has never been finished," the Midwest "300" lived up to its' madcap reputation as eventual winner, Neal Sceva and Joe Ruttman battled in a 100-mph free-for-all the waning laps of the final "100" to provide one of the most incredible finishes in Salem Speedway's history.

Amid much fender-bashing and door-rattling, the leading pair crashed across the finish line on the last lap of the championship event and it was two hours later before Sceva was declared winner of the October 20 race and Ruttman was penalized five positions for what A.S.A Officials termed, "rough driving."

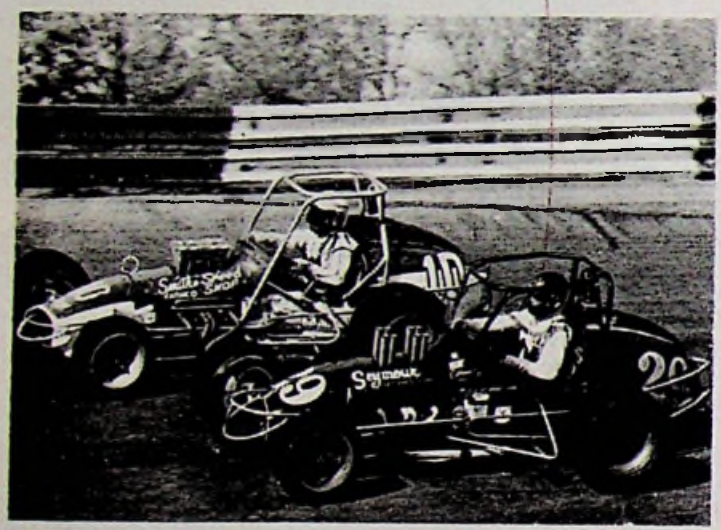
Earlier in the day, Carl Smith, of Columbus, Ohio, won the first "100" in an exciting finish when he zipped past former "300" winner, John Anderson, of Detroit, who slowed for a spinning car in anticipation of a yellow flag. With just two laps to go, the caution signal did not appear and Smith snuck by Anderson for the win. Anderson was second, with Sceva third.

Joe Ruttman totally dominated the second "100," leading all the way for the win. Dave Sorg took second place after a race-long battle with Salem favorite, Larry Moore.

Behind Sceva in the standings of the final "100" were: Carl Smith, second; Dave Dayton, third; Gene Christie, fourth, and Neal Neds, fifth.



Tiny Lund (standing, top left), has just finished "psyching" Darrell Waltrip before the latter went out to qualify. Car battered from the night before, Waltrip responded by setting quick time and winning the "Raider 100." Lund was third. In early season ASA action (top right), former A.S.A. champ, Denny Miles, goes into a spin while John Sommerville (#99), sneaks by on top followed by Don Keevin.



Two youngsters in the USAC Sprint ranks (above, left) rapidly becoming acclimated to the highbanks and constantly among the front-runners are Joe Saldana (#10), and Billy Cassella (#29). Saldana finished third in the "James/O'Connor Memorial Race." Also in the USAC season finale (above, right), Tom Sneva (#47) drove his roadster to the front only to be sidelined by engine problems. Here he sets up Steve Chassey (#32) and Gordy Lee (#27).

Bob Kluesner Photos

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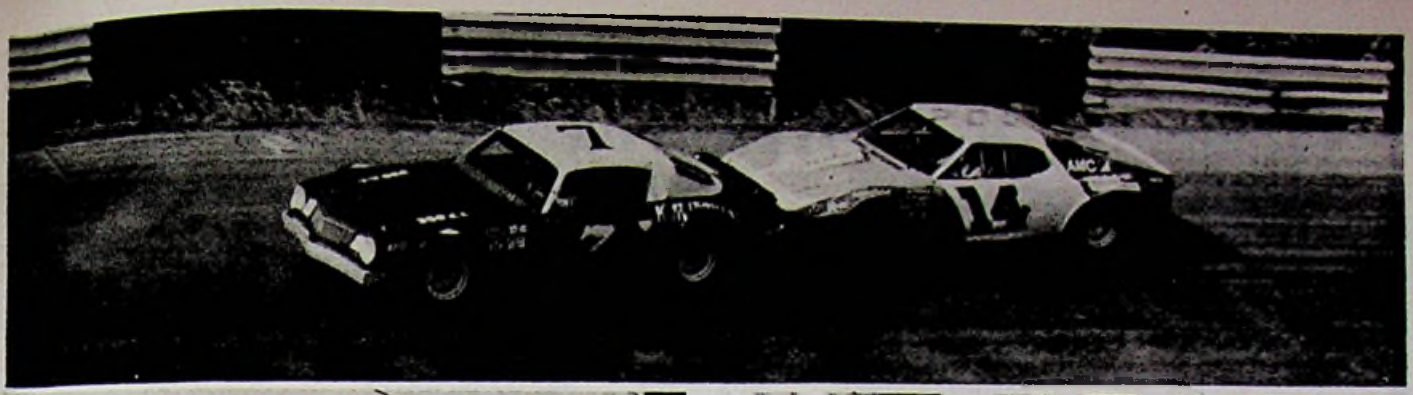

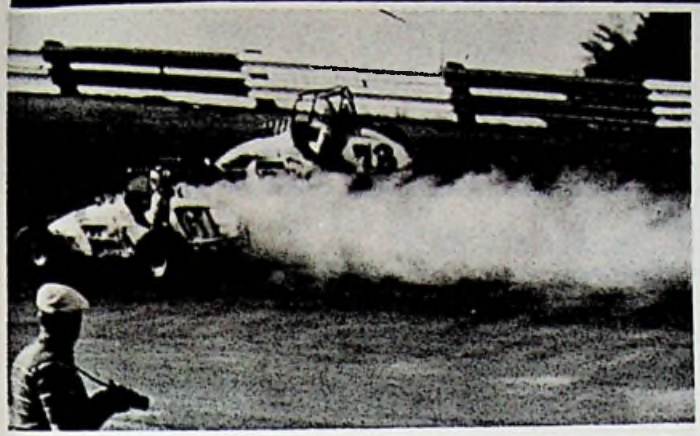

Who says close-coupled "drafting" only happens in NASCAR... A. Arnold (#7) and Larry Clemons "hook up" in an early season ARCA event (top). Rich Leavell's (#61) engine lets go under Bill Puterbaugh in a USAC scrap (bottom left). The two men who took the 1974 USAC Sprint crown; builder, Steve Stapp (left) and driver, Pancho Carter (bottom right).

Top photo, Edward Deaux; left, Lenzy Griffey; right, Bob Kluesner.

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Event No. 7 -- Feature

CAR No.	DRIVER	FINISH	CAR No.	DRIVER	FINISH

SALEM SPEEDWAY

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Time/Speed Conversion Table For Half Mile Track

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

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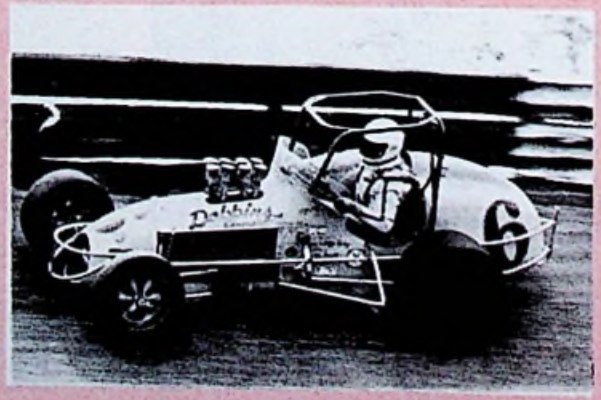

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