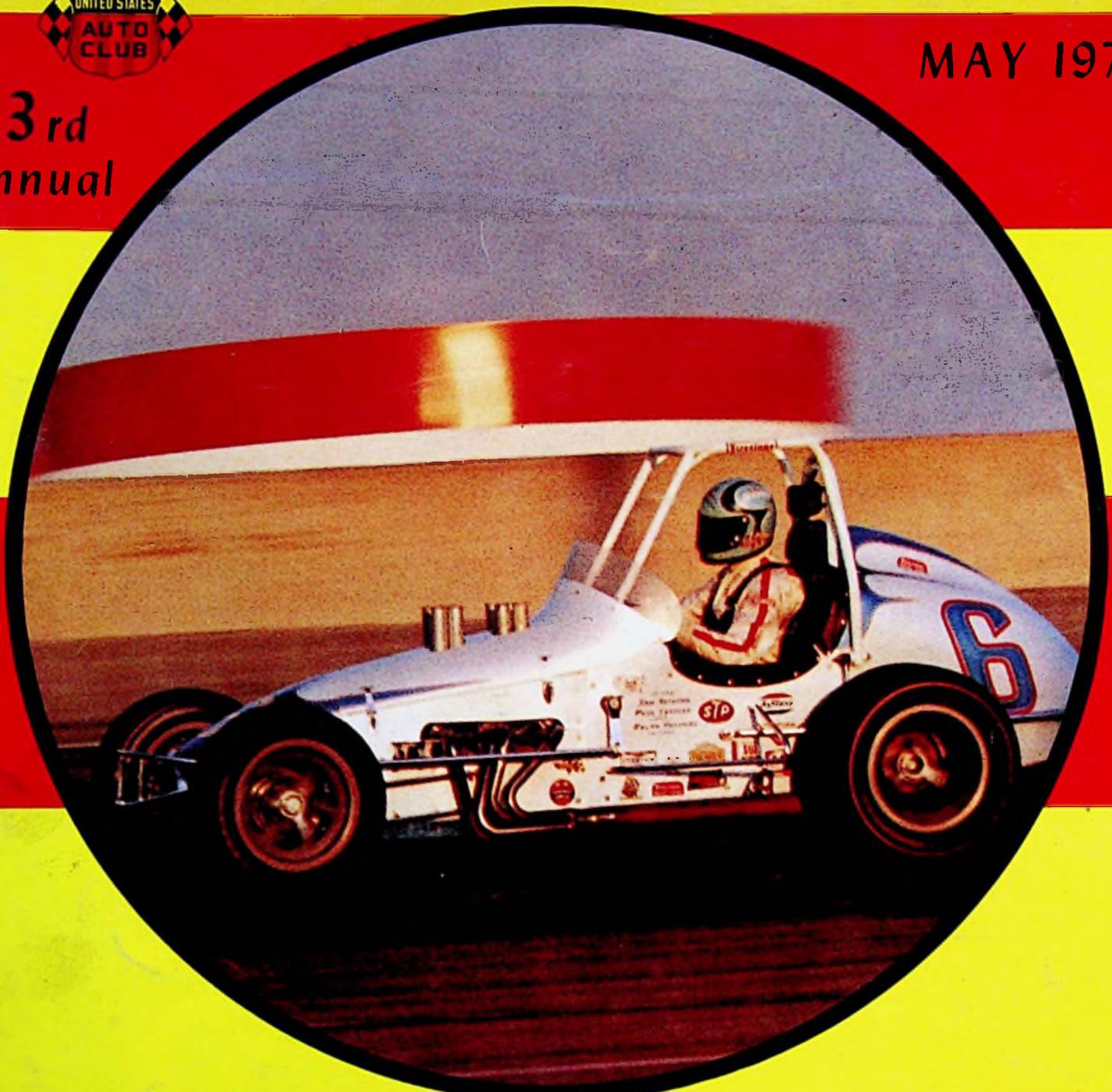




MAY 1972

3rd
Annual



Indy Sprints



Indianapolis Raceway Park

by KING PRODUCTIONS RACE

PRICE \$1.00



Grant King Racing, Inc.

8155 CRAWFORDSVILLE ROAD
INDIANAPOLIS, IND. 46224 317/244-2583
297-1209

dba KING PRODUCTIONS

May 13, 1972

TO OUR FRIENDS:

Welcome to the 3rd Annual "Indy Sprints," the richest stop on the U.S.A.C. sprint schedule. No other race on this rugged circuit (without television money) paid as much during the 1971 season as the "Indy Sprints." The purse, including \$2,200 in lap prizes, came to over \$12,000.

Again this year, we are happy to announce that lap prizes of \$20 per leading lap will be paid. Ours is the only race on the U.S.A.C. sprint circuit offering this extra incentive for leading.

If this is your first visit to the "Indy Sprints," we're sure you'll enjoy the action on this fine 5/8ths of a mile oval. Those who were here last year agree that our races featured fierce, keen, clean competition.

Our thanks again to our contributors, advertisers, members of the news media, U.S.A.C. officials, Indianapolis Raceway Park and last, but not least, the competitors. With their help we hope to make this the best event in sprint racing.

Sincerely,

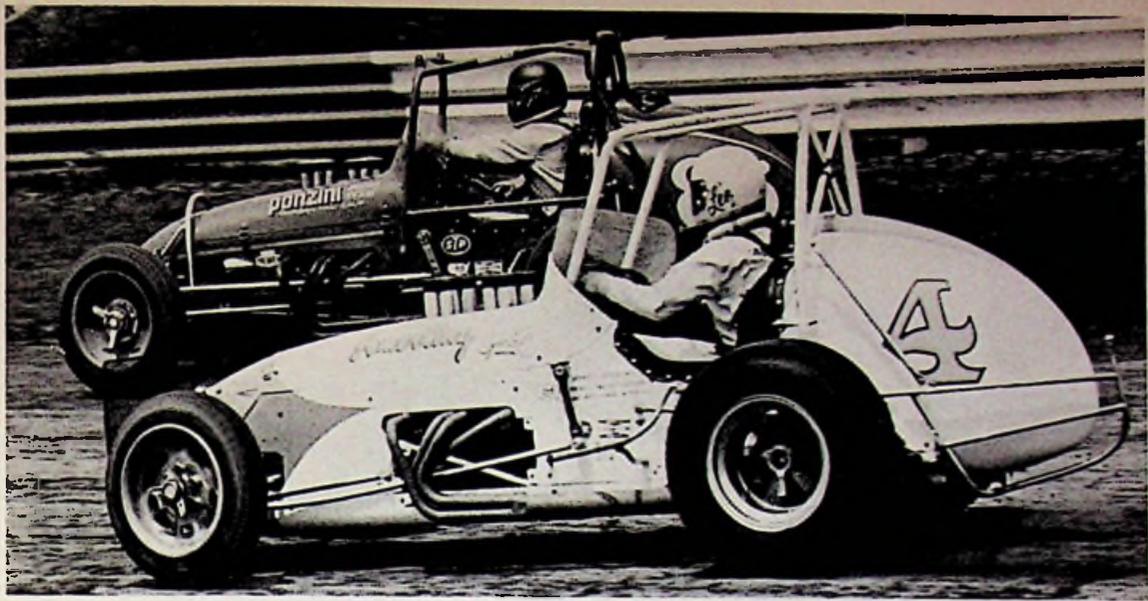
Grant & Doris King



Grant King



Doris King



Popular Lee Kunzman attempting to go under Gary Ponzini. Last year Lee notched his most successful Sprint season to date despite some bothersome side effects from a serious crash the year previous. Note he is wearing a neck brace. (Robert Kluesner photo)

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MISS "INDY SPRINTS"



(Photo by Bud Jones, "Studio 500")

MISS NANCY ELROD

Miss "Indy Sprints," lovely Nancy Elrod of Indianapolis, will award trophies to tonight's winners. An avid sports fan, Nancy attends Indiana University, majoring in Dental Hygiene.

HAIL THE CHAMPION . . .

Like Father, Like Son

By Bill Donnella

They call him "PeterPerfect." That's because Gary Bettenhausen seldom makes a mistake on or off the track. His record in the rugged sprint division is the equal of any driver, past or present. In less than 5 seasons, Gary has amassed 27 sprint feature wins and 2 national titles in USAC's most dangerous division.

Any doubts about his ability were dispelled last October 17th on Winchester's high banks. Nursing a narrow lead in points over defending champion Larry Dickson, Gary saw world record holder Rollie Beale tighten the chase even more by winning the first of the "Twin-50's" to pull within 18 points. Dickson remained 12½ back as both he and Bettenhausen fell out of the opener with mechanical ills.

Both hopped into unfamiliar cars, Dickson in 19th starting position, Gary 20th and last. As the green flag dropped, the eldest son of former National Driving Champion Tony Bettenhausen began moving through the field. By the 47th lap he was 3rd, a straightaway behind Sammy Sessions and Lee Kunzman.

By the final lap he was right behind the leader and passed him on the final stretch to the wire when a slower car blocked Sessions' path. Even fans whose loyalties belonged to heroes of bygone eras such as Duke Nalon, Tommy Hinnershitz and Don Branson, admitted they'd never seen a finer exhibition of driving.

That performance didn't wrap up the title, but neither Beale, who fell out of the race with engine trouble while leading, nor Dickson was able to catch up with the new "Tinley Park Express."

That was only part of the 1971 story of Gary Bettenhausen. Plagued by frequent mechanical problems on the Championship circuit, he finished high enough often enough to wind up in 7th place in the major league of auto racing. Combined with several midget victories, Gary's Champ and sprint winnings topped the \$100,000 mark!

And 1972 promises even greater heights. Signed by the very successful Roger Penske, Gary will have a new McLaren racer for the Championship circuit. His commitments with the Penske team are limiting his sprint appearances, but whenever possible he still likes to give the short wheel base "bombs" a ride.

Gary is the only son of a Championship race winner to win a Championship race. He's checkered twice on the "big car" circuit, at Phoenix in 1968 and at Michigan International Raceway in 1970. As the eldest of the immortal Tony B's three sons, Gary is blazing quite a trail for brothers Merle and Tony Jr.

Gary's racing career began in 1961, the year his father died in a practice crash at the Indianapolis Motor Speedway. He began in go-carts switching to USAC stocks 2 years later giving little promise of the talent he would display later.

Things took an upward turn in 1967 when the new "Mr. B" won 5 midget features and finished 3rd in the small car standings. He also ran his first sprint race and quickly developed a love for the powerful racers and the high banks. That love has led the youthful 30-year-old driver to the top 3 among sprintdom's all-time point standings with Dickson, the feature win rec-

ord-holder and the immortal Branson.

Bettenhausen, his wife Wavelyn and their twin sons Gary and Todd, still make their home at Tinley Park. However, Gary no longer works the family farm his father tended throughout his racing career. He's too busy with his various racing ventures.

One weekend last October, he raced in and won a midget feature at the well-known Manzanita Speedway, near Phoenix, on a Friday night after practicing that afternoon at Phoenix International Raceway in his championship racer. Next day, Gary placed 5th in the final Championship race of the year.

That night, he joined half-a-dozen other drivers flying in rough weather back to Dayton, Ohio, via Chicago for the rain-postponed sprint race at New Bremen, Ohio. There he finished high enough in the re-started feature to wrap up his 2nd national title.

On the ride from Dayton to New Bremen in a panel truck Gary B. expounded on chassis setups and his favorite subject, winning. He pointed out what he felt were the relative strengths and weaknesses of the racers riding with him.

Like most winners, he has studied the men with whom he competes. He has learned what it takes to beat them, how to pass, when and where to pass. He has little patience with those who are willing to give or accept less than their best.

This selfless determination, in just 4 seasons, moved Gary to within 1 feature win of the legend-

HAIL THE CHAMPION (Continued)

ary Don Branson's former record of 28, since eclipsed by Dickson's current mark of 34. Bettenhausen started the year in 5th place in the all-time point standings behind Branson, Dickson, Roger McCluskey and A. J. Foyt.

With less appearances in the sprinters likely, Gary has little chance of catching the points leaders, but he has made a mark not many will approach. And like his father, his name makes hearts beat faster whenever racers and race fans gather.



Gary Bettenhausen — Eldora 6-12-71

Gary B. shows style at Eldora, Ohio, which has made him a favorite of the fans.

Gary Bettenhausen #1 passes Bob Pratt — Winchester 10-17-71

At right — Fantastic charge from rear in 2nd Winchester, Indiana, "Twin 50" sees Gary pass Bob Pratt.

#2 Gary Bettenhausen, #6 Larry Dickson — New Bremen 10-24-71

At lower right — Passing Larry Dickson on inside, Gary clinches '71 sprint title at New Bremen, Ohio.

Below — Gary Bettenhausen at Eldora.



3rd Annual
INDY SPRINTS
May 13, 1972



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
Raceway Park" and U. S. A. C.
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

INDIANAPOLIS RACEWAY
PARK



RUSS CLENDENEN
Dirt-Sprint Supervisor

OFFICIALS-SPRINTS DIVISION

- Russ Clendenen - Chief Steward, Dayton, Ohio
- Ken Pollitt - Referee, Indianapolis, Ind.
- Bob Laycock Sr. - Chief Scorer, Indianapolis, Ind.
- Bob Laycock Jr. - Timer, Indianapolis, Ind.
- Gene Heeter - Registrar, Dayton, Ohio
- Ray Chaikie - Starter, Cincinnati, Ohio
- Ken Fowler - Technical Chairman, Dayton, Ohio
- Hank Cook - Steward, Indianapolis, Ind.
- Don Bright - Steward, Danville, Ill.

THAT'S RACING LUCK,

By Jep Cadou, USAC Director of Public Relations

Sam Sessions, the "Mr. Unlucky" of the USAC Sprint Division, is again in the thick of the point battle and hoping for an upturn in his fortunes for 1972.

Sam, the pencil-thin, rugged-looking Michigander with the crew-cut black hair, has a new ride in the Mauri Amerling sprinter for this season and he hopes to change the No. 4 on its tail to a big No. 1 for 1973 by virtue of his exploits.

Sessions got off on the right foot when he won the sprint opener on the dirt at Tri-County Speedway on March 12, after a hard-fought duel with Rollie Beale and young Johnny Parsons.

A touch of typical Sessions luck struck him in the second sprint outing

at Penn National on March 26. He was running well, but a clod shattered his windshield and face guard late in the race, forcing him to slow.

He finished fifth in the next one at Eldora Speedway, Rossburg, O.

And, he was fifth the following Sunday at Winchester (Ind.) Speedway.

That still left him behind Rollie Beale and Larry Dickson in the point chase.

Sam isn't really bitter about what happened to him following his accident at Salem in 1971. But, he isn't writing any "Ode to Joy" either.

Driving the Leffler sprinter, he had won five of the first 15 sprint features of 1971 and had a runaway lead of

more than 100 points over the runner-up in the standings.

But at Salem on July 11, Sam was leading the race by a full straightaway when he tangled with a car he was lapping and somersaulted up and over the first turn bank.

He sustained only a fractured thumb and bruises, but he also lost his "ride" and didn't place in the top 12 again until Sept. 25 when he was 10th at Williams Grove, Pa.

By then, his luck had eroded and he had to watch in envy as Gary Bettenhausen edged Larry Dickson and Rollie Beale for the championship which Sam had seemed so sure of winning in early June.

"Everything turned to ashes for me

after Salem," is a reasonably accurate quotation of Sam's summation of the season after his crash.

"I did almost manage to win one heat at Winchester."

That was on Oct. 17 and what happened was typical of the Sessions luck.

He and Bettenhausen were thundering down toward the wire on the final straightaway with Sam leading by about a wheel-width.

Unfortunately, they were lapping a slower car. Sam got caught behind it and Gary eased through on the inside to win by a matter of inches in a real "photo finish."

But Sam believes his fortunes may be changing in 1972.

"I think I can win it this time," he said.

Sam already has one championship under his belt. He won the Michigan Snowmobile title over the last winter.

"It's a lot different racing snowmobiles than sprint cars," Sam says.

Sessions is one driver who doesn't have any special preference between the dirt and asphalt for sprinters. "It doesn't make any difference to me . . . I like running both of them," he said.

He is the defending champion of the Pole Day sprints, staving off Lee Kunzman at the finish in the 1971 running last May 15.

That was the third of his five victories.

Two others were scored on pavement, at New Bremen, O., and Grand Rapids, Mich., and two were on dirt, at Tri-County and Eldora Speedway, Rossburg, O.

After his experience at Salem, Sam is very high on the roll cages which are mandatory on USAC sprinters, as well as midgets and championship dirt cars.

"The roll cage certainly got the job done," Sam said, "I'm really sold on them now."

Sessions figures there are "probably six or seven guys" who could win the sprint championship — including himself, of course.

He names Bettenhausen, Beale, Dickson, Lee Kunzman and Johnny Parsons Jr. as other top contenders.

But, judging from past performances, his top opponent for the title may be that fickle dame known as Lady Luck.

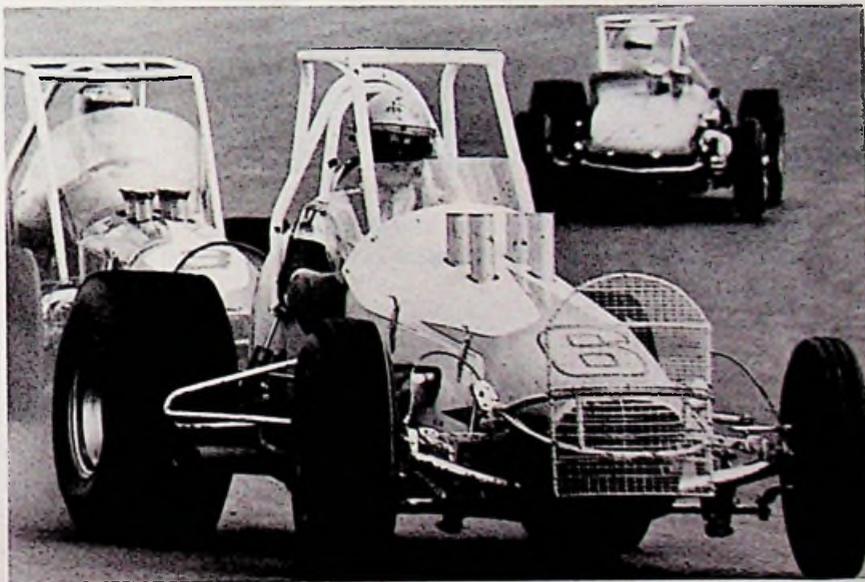


(Photo by Art Harris, The Indianapolis News)

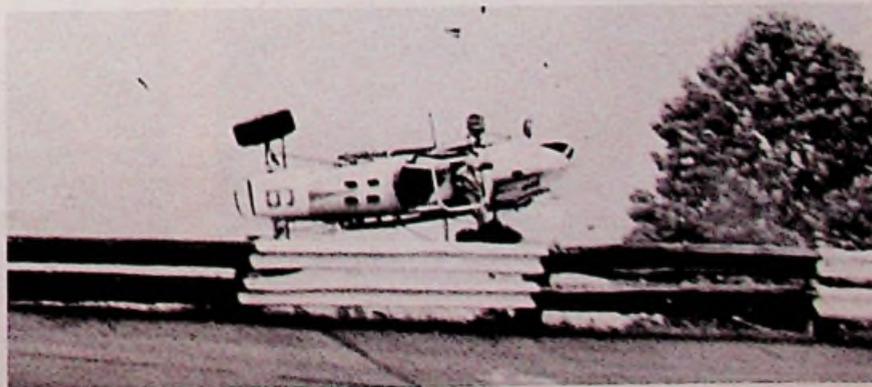
Looking ahead,
Sessions tries to forget '71.

At right Sam Sessions Salem 7-11-71

Nasty flip at Salem in July was start of hard luck string for Sessions.

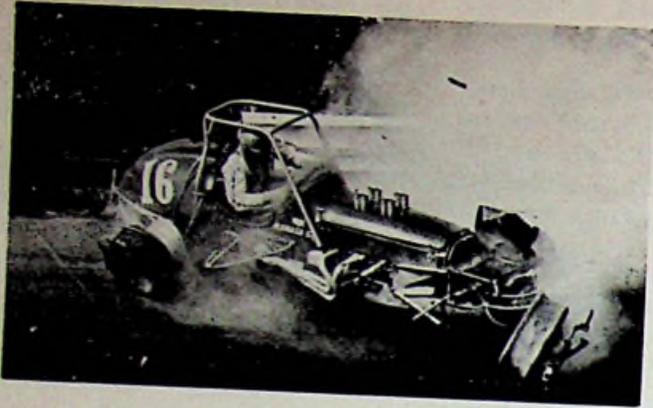


The early going saw Sammy Sessions jump into the lead in points



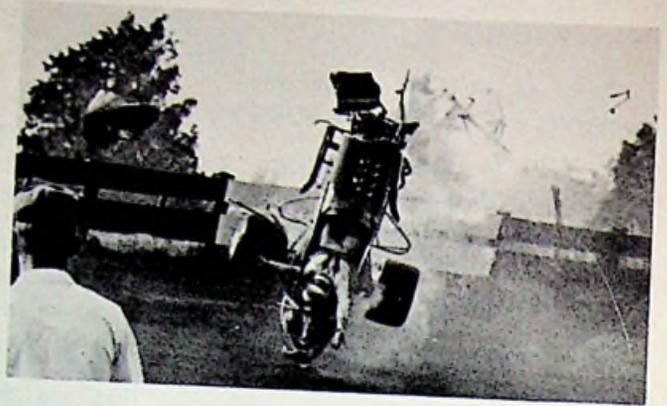
(Photo by John Mahoney)

THRILLS AND SPILLS OF '71'



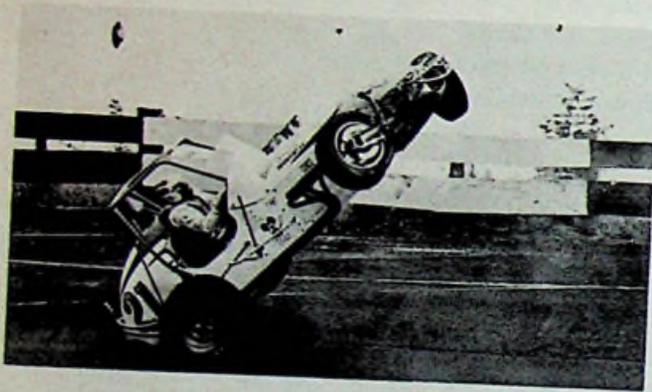
(Photo by John Mahoney)

Veteran Dee Jones hangs it on the wall.



(Photo by John Mahoney)

Spectacular crash at Winchester leaves Larry "Boom Boom" Cannon bruised but not broken.



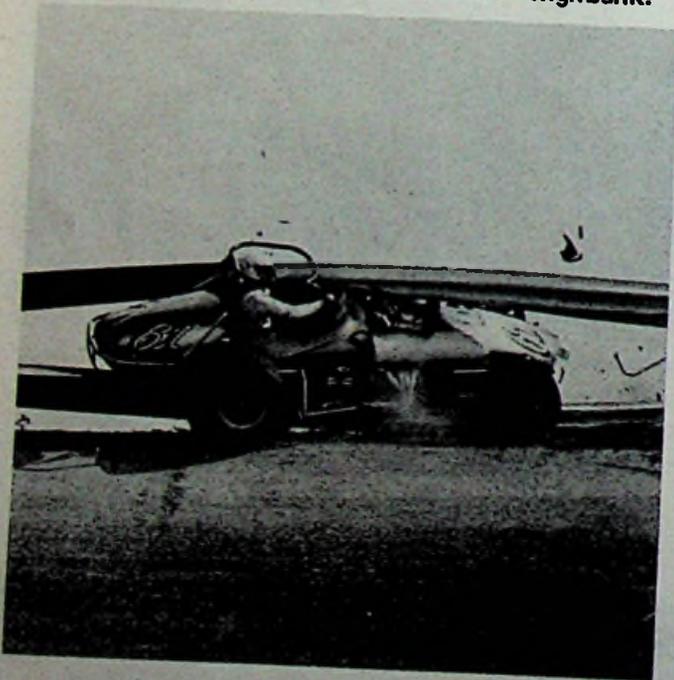
(Photo by John Mahoney)

Little Joe Saldana unhurt as broken sprinter bends guardrail on Winchester highbank.



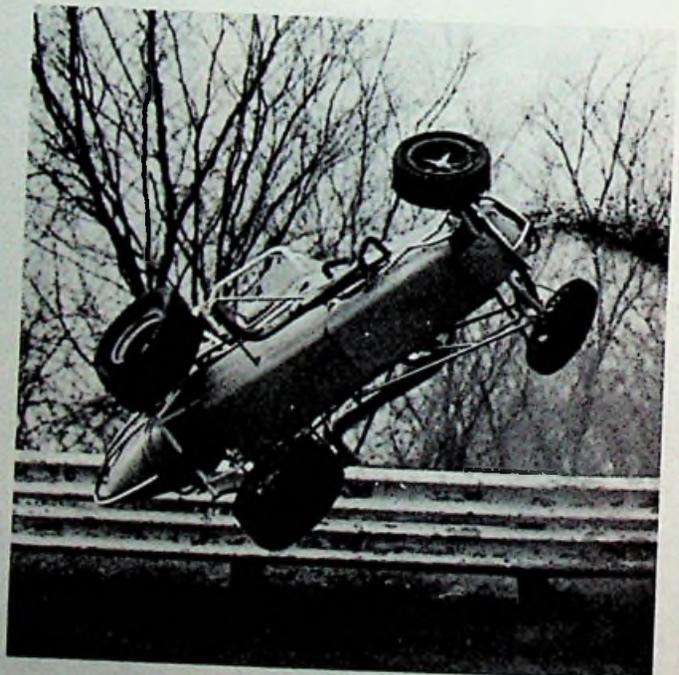
(Photo by John Mahoney)

Six-car crash finds Bentley Warren #37 in the air.



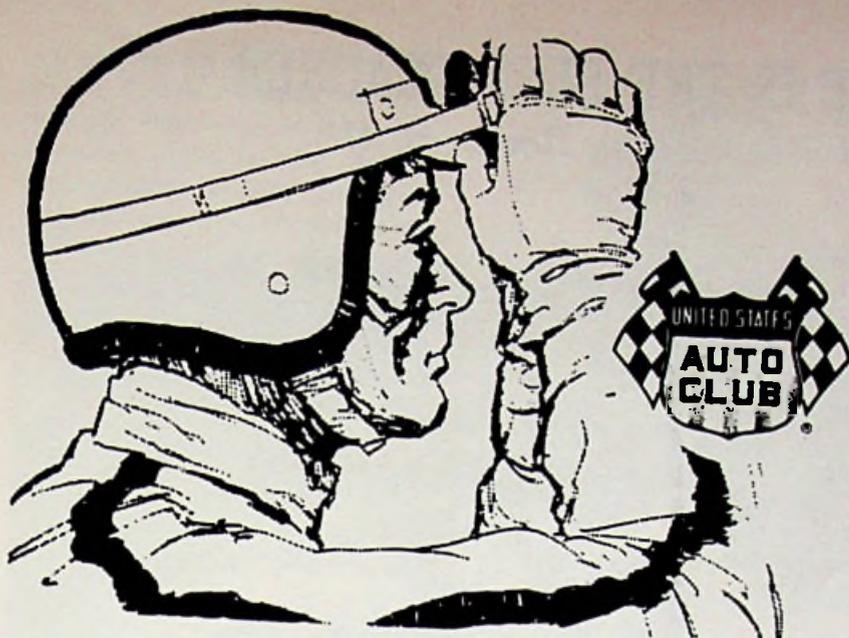
(Photo by Tom Dick)

Lee Brayton penetrates wall at Winchester.



(Photo by Tom Dick)

Salem flip over wall starts off Sam Session's bad luck.

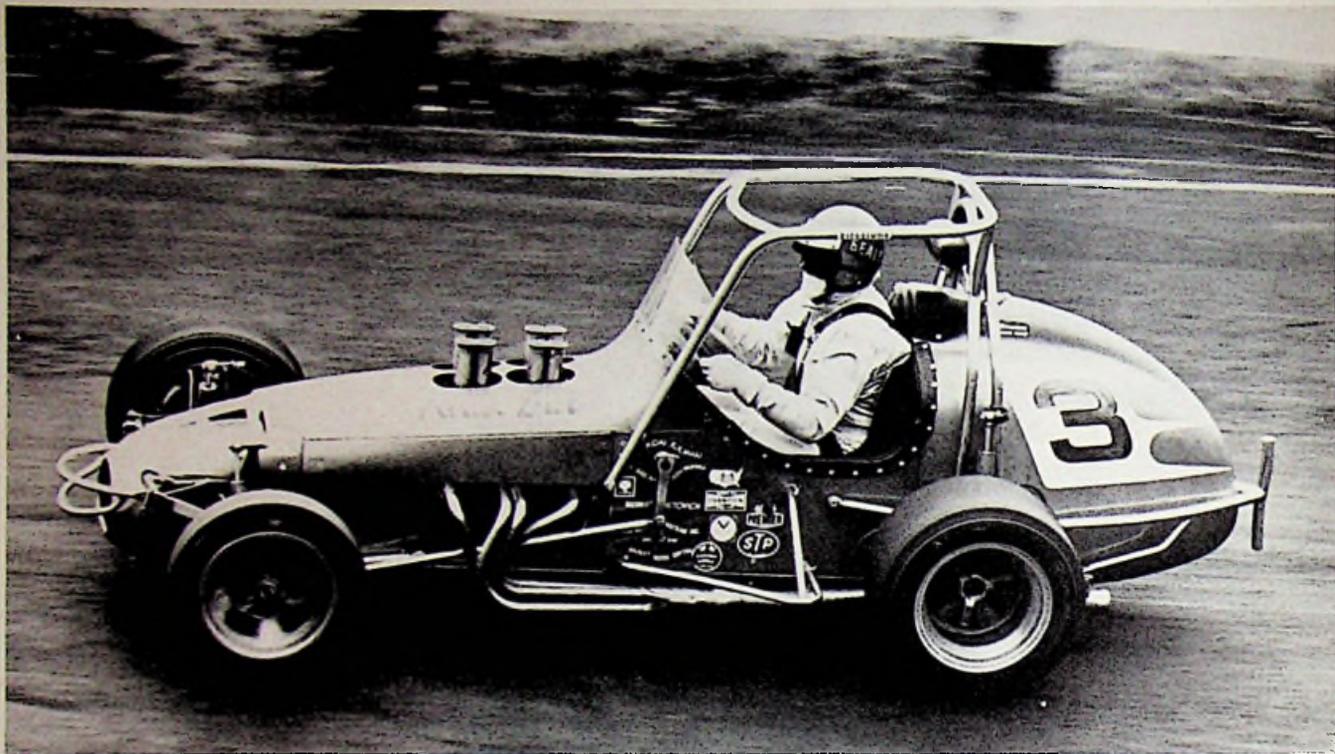


1972 SPRINT SCHEDULE

5/13	Indpls. Raceway Park	5/8 Paved	Night	40 Laps
5/30	Toledo, Ohio	1/2 Paved	Night	40 Laps
6/2	Denison, Iowa	1/2 Dirt	Night	40 Laps
6/3	Knoxville, Iowa	1/2 Dirt	Night	40 Laps
6/10	Rosburg, Ohio	1/2 Dirt	Night	40 Laps
6/11	Terre Haute, Indiana	1/2 Dirt	Day	40 Laps
6/2	Dennison, Iowa	1/2 Dirt	Night	40 Laps
6/16	Grand Rapids, Mich.	1/2 Paved	Night	40 Laps
6/17	Toledo, Ohio	1/2 Paved	Night	40 Laps
6/24	Williams Grove, Pa.	1/2 Dirt	Night	40 Laps
6/25	Selinsgrove, Pa.	1/2 Dirt	Night	40 Laps
7/1	Harrisburg, Pa.	1/2 Dirt	Night	40 Laps
7/9	Salem, Indiana	1/2 Paved	Day	40 Laps
7/22	Rosburg, Ohio	1/2 Dirt	Night	40 Laps
7/30	Winchester, Indiana	1/2 Paved	Day	40 Laps
8/6	Terre Haute, Indiana	1/2 Dirt	Day	40 Laps
8/12	Toledo, Ohio	1/2 Paved	Night	40 Laps
9/17	Rosburg, Ohio	1/2 Dirt	Day	40 Laps
9/23	Williams Grove, Pa.	1/2 Dirt	Night	40 Laps
10/1	Salem, Indiana	1/2 Paved	Day	50 Laps
10/8	New Bremen, Ohio	1/2 Paved	Day	40 Laps
10/15	Winchester, Indiana	1/2 Paved	Day Twin 50's	

EXPERIENCE IS THE BEST TEACHER

A World Record for Beale at 41



(Photo by John Mahoney)

Rollie Beale sets new world's record, Winchester 9-12-71

At an age when most drivers are ready to hang up their goggles, Rollie Beale seems to be getting his second wind. The Toledo, Ohio, speedster is making another run at USAC's 2nd most prestigious crown. He's had 3 runs at the sprint car title, but each time the bauble has eluded him.

Last year, Rollie had a golden opportunity to grab the championship. He'd won the first of the "Twin 50's" at historic Winchester in October to move to within striking distance of points leader Gary Bettenhausen. A win in the second race would have put him in the catbird seat.

That victory looked like a cinch. The holder of the world's half-mile record on the venerable track's high banks, Beale was easily the fastest man on the track that day. He had just taken the lead when

smoke began pouring from beneath the hood of his blue Rodeo Bar Sprinter.

Forced out with engine troubles, Rollie watched Bettenhausen bring a borrowed car from last place through the pack to nip Sammy Sessions at the wire and solidify his lead. That was to have been the final race of the season. But a rainout the preceding week at New Bremen, Ohio, and an added race at the moderately-banked half-mile when the following week's attempt to complete the program was also rained out kept alive his chance.

In the completion of the rained out feature, Rollie finished 8th, behind Bettenhausen's 5th and the season was history for the popular veteran. The regular card would be an anti-climax for him. But what an anti-climax!

Early in the feature, Rollie was moving up on the leaders when his throttle stuck going into the 1st turn. He said afterward he had two choices: Ram into the rear of Darl Harrison's racer or go headon into the wall. He took the former course putting both him and Harrison out of the race.

Talking with Beale following the race, Harrison said he was glad he was there to help Rollie avoid the more serious consequences of hitting the wall. Neither was hurt, but their cars were badly bent. Rollie went on to finish 3rd in the USAC sprint standings for the 3rd time and Harrison won "Rookie of the Year" honors.

Looking back on his 21st season, Beale could point with pride to some real accomplishments. He had won four features to push his total to 14, and moving up to 10th in

During the last winter, Rollie and several friends travelled up into Michigan frequently in search of snow for their favorite hobby, snowmobiling. In fact, a crackup on a trail chase through the woods laid Rollie up for several days.

Also last winter, Beale was named the winner of the coveted Pat O'Connor award from the Hoosier Auto Race Fans club given only when the selections committee feels someone has distinguished himself both on and off the track. There was not a single dissenting vote when his name was brought up.

Rollie, who passed his driver's test at the Indianapolis Motor Speedway in 1968, is still looking for his first ride in a rear-engine championship car. Before the division was split from the oval pavements, he drove several dirt track championship races and since has scored a 6th place finish in the 1971 Illinois State Fair 100-miler, at Springfield, as his best to date.

His sprint racing team headed up by Toledo bar owner Ron Kilman and chief mechanic Donnie Harrell is one of the closest-knit in all of racing. They've been together since Rollie's IMCA days. Theirs is a first-class operation which has become among the most popular on the circuit.

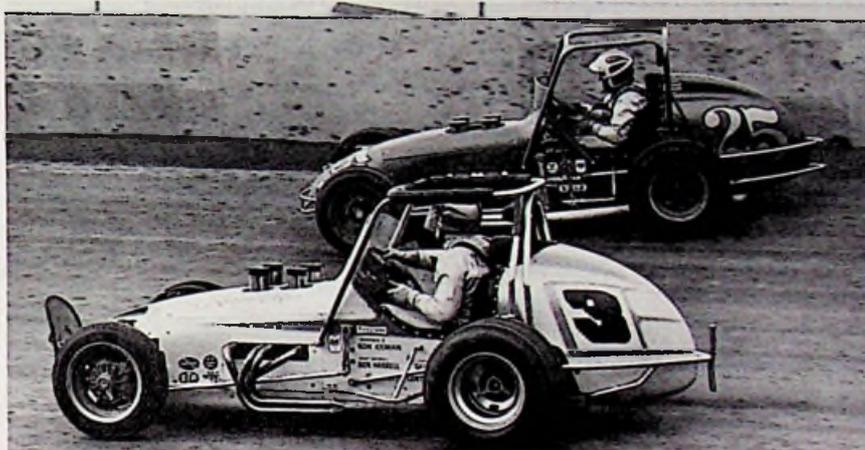
Beale continues to amaze his fans and fellow-racers with his stamina. When younger drivers finish a particularly gruelling race, they usually find Rollie to be much less tired than they are. Few remain with the volatile sprints as long as he has. And at 42, he still has no thought of retiring.

His many admirers wish that Rollie could capture that elusive championship ride before it comes time to hang up his goggles. They have confidence that his ability and racing savvy will put him on an equal footing with any racer, given comparable equipment.



(Photo by John Mahoney)

Bill Donnella and Rollie Beale after Rollie set new world's record in qualifications – Winchester, 9-12-71



(Photo by John Mahoney)

Rollie Beale #3 passes Joe Saldana for lead, Eldora 4-2-72



(Photo by John Mahoney)

Rollie Beale #3 tangles with Darl Harrison, New Bremen, 10-31-71

And Rollie Beale knows that he has what it takes to run with the best. He's done it for years in the

toughest competition in all of racing. And experience IS the best teacher.

(Continued on page 23)

THE GARY AND LARRY SHOW

ACT IV

By Bob Shafer, Assistant P. R. Director, U.S.A.C.

Several famous duels have marked the sprint car racing championship wars down through the years of the last quarter of a century.

Remember the Duane Carter-Troy Ruttman set-tos at the outset of the 1950s? . . . Pat O'Connor and Eddie Sachs in '56? . . . Elmer George and Andy Linden the following year? . . . Or how about Parnelli Jones and Jim Hurtubise in '61 and Jones, Roger McCluskey and Hurtubise again in '62? . . . Johnny Rutherford and Greg Weld throughout '65? . . .

All of them were tremendous. But for sustained, wide-eyed, hackle-raising titular wrestling on this competitive USAC circuit, nothing can quite match the give and take of the last four years between

Larry Dickson and Gary Bettenhausen.

Each has taken the crown twice and finished as runnerup as many times.

Act IV last season was typical. Dickson, a product of the historic Ohio river town of Marietta, forged to the point standings lead with a Saturday night triumph in late July at Eldora Speedway in Rossburg, Ohio.

Next afternoon it was Bettenhausen, son of the late two-time national driving champion Tony Bettenhausen and the most proficient of three racing brothers, who took the feature up the road a piece at New Bremen (Ohio) Speedway.

With it, the Tinley Park, Ill., speedster also captured the point

lead. It was for keeps, unsuspecting as that development was at the moment. But it was no cakewalk to the title from there home.

Dickson applied relentless pressure throughout the season. A victory on the banks at Winchester (Ind.) Speedway Sept. 12 left him a mere 1½ points back. Despite some ill luck in the next month, Dickson continued to supply the heat. He was a mere 12½ in arrears when the troops returned to Winchester that memorable afternoon of Oct. 17 for a pair of 50-lap features.

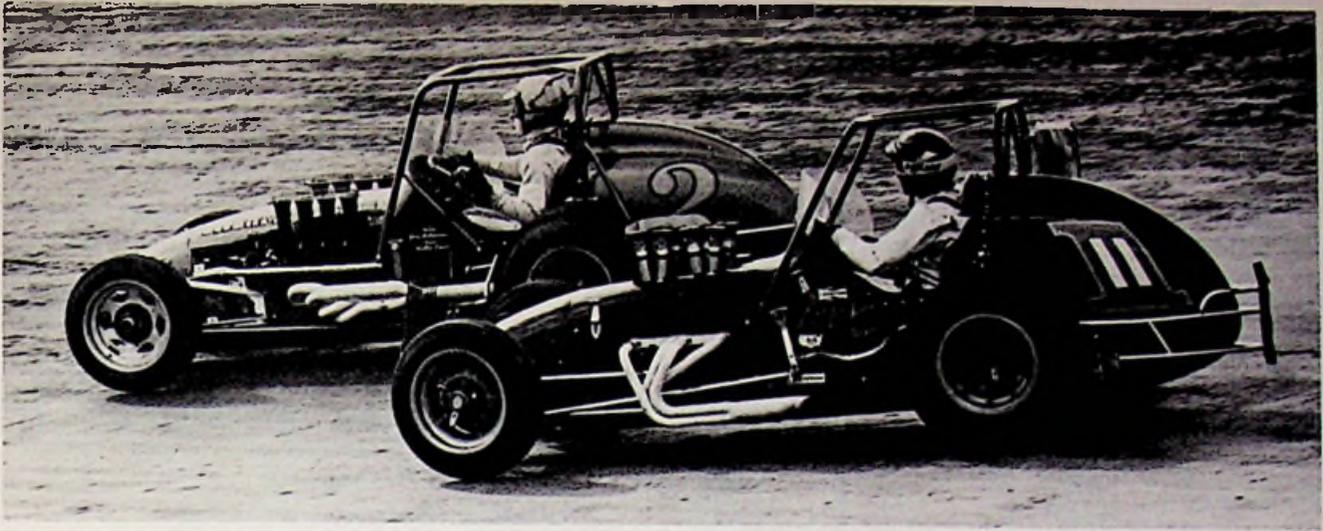
While Bettenhausen's car was limping, sputtering and finally calling it quits early in the opener, Dickson was roaring into the lead—only to have his own engine expire in front of him.

Both drivers hastily rounded up



Gary puts Ford on outside to pass Larry at New Bremen, Ohio

(Photo by D. Lynn Justis)



#2 Gary Bettenhausen, #1 Larry Dickson, Tri-County 3-14-71. The first 1971 sprint race at Tri-County, near Cincinnati, set the pattern.

(Photo by John Mahoney)

substitute rides, Dickson in a car that had carried Johnny Parsons to second place behind Rollie Beale in the opener; Bettenhausen in a mount that had gotten Greg Weld barely across the starting line as it stalled.

There they were, forced to the rear of the starting field by rules relating to car-hopping; Dickson 19th in the seemingly stronger of the two machines, with Bettenhausen alongside, 20th and last in a racer whose credentials were suspect.

Once the starting flag fell, however, it was a different story with one of the most incredible twists of all-time.

Bettenhausen, flying either low or high on the ominous banks, picked off car after car, some of them in bunches, like a man possessed. Dickson was having a more difficult time because of a failure in the power-steering system.

By the 25th lap, or the halfway point, Gary was fifth, a station that still was his five circuits later. Dickson, meanwhile, was a struggling 12th.

On Lap 31, Bettenhausen had moved into fourth and on Lap 47 he had moved to third. Victory, though, was too much to expect. Sam Sessions and Lee Kunzman,

were dueling for the lead almost a straightaway in front of him.

But victory he supplied, with one of his patented charges. He had moved right up on the pair going down the backstretch on the final lap and, choosing the low road in traffic, he caught them on the final turn.

It was a virtual dragster acceleration test to the finish line, with Bettenhausen barely edging Sessions, who was wedged behind a car he was lapping.

Stunned old-timers stood in disbelief, admitting they'd never quite witnessed a driving performance to match this one.

In a touch of the truest irony, the car Bettenhausen drove to this awesome triumph wore the big "1" on its tailfins and front, rebuilt as it was from the remnants of a car used regularly by Dickson until a crash at Toledo, Ohio, in mid-August had almost demolished it.

And, on this frenzied day at Winchester, Larry was being helped from his substitute car, a weary 10th in the race that told the story.

It didn't cinch the title for Gary, but it almost did. That milestone came a Sunday later at New Bremen when Bettenhausen finished fifth and Dickson seventh.

Gary thus regained a crown he'd first collected in '69. In his only other full seasons on the sprint circuit ('68 and '70), he'd finished as runnerup to Dickson.

Such brilliance might have been forecast for him, off that first time he climbed into a sprinter in 1967 at Ascot Park in Gardena, Calif.; won a trophy dash and sped home third in his very first feature.

Certainly similar greatness had been envisioned for Dickson from the time he came to USAC in 1966. He has more than lived up to it with those two titles, an all-time career mark for feature victories which had reached 34 through 1971 and which he continues to expand, and a record of 12 feature wins in one season—six of them in succession—which he accomplished in '68. He never has been below fifth in the final standings since his debut seven seasons ago.

But in all their furious dueling over the last four years, Gary and Larry hadn't quite come up with a narrow 45-point margin such as the one that separated them at the conclusion of the '71 schedule.

Who knows? Maybe they'll even improve on that in Act V of the well-known "Gary and Larry Show."

3rd ANNUAL "INDY SPRINTS"

IRP 5/8 OVAL TIME AND SPEED CONVERSION CHART

USAC Sprint Records at Indianapolis Raceway Park

Distance Date Driver Time Speed

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

1 lap	5-15-71	Sam Sessions	23.02	97.741
3 laps	5-17-70	Johnny Parsons	1:11.23	94.763
1 lap	5-15-71	Sam Sessions	23.02	97.741
3 laps	5-17-70	Johnny Parsons	1:11.23	94.763
10 laps	5-15-71	Sam Sessions	3:55.84	95.404
12 laps	5-15-71	Sonny Ates	4:44.37	93.6
40 laps	(No record - yellow flag)			

TROPHY DASH - Inverted 3 laps - 4 cars			
Pos.	No.	Driver	Fin.
1	10	Parson	1
2	18	Beale - Beale changed Driver	
3	5	Kunzman	2
4	12	Bigelow	4
	18		3

95.404 355.84

354.97

356.03

HEAT #1 - Inverted			
Time:			7 cars 10 laps
Pos.	No.	Driver	Fin.
1	44	Harrison	
2	65	Rice	
3	43	Bettenhauser - out	
4	29	Walker	2
5	34	Rapp	4
6	4	Session	3
7	12	Bigelow	1

HEAT #2 - Inverted			
Time:			7 cars 10 laps
Pos.	No.	Driver	Fin.
1	71	Porter	
2	19	Lucas	
3	84	West	
4	95	Bussen	4
5	81	Masters	3
6	2	Dixon	1
7	5	Kunzman	2

357.94

Time:		HEAT #3 - Inverted	7 cars 10 laps
Pos.	No.	Driver	Fin.
1	98	Poland	4
2	11	Larry - hit wall	
3	20	Koepfer	2
4	14	Smider	1
5	25	Saldana	3
6	42	Ponzini - Scratched	
7	18	Beale - Scratched	

357.90

Time:		HEAT #4 - Inverted	7 cars 10 laps
Pos.	No.	Driver	Fin.
1	32	Cook	3
2	22	Casella	2
3	17	Nowerton - Peaking out.	
4	72	Putterbaugh	3
5	6	Nordhorn	4
6	10	Bussen	1
7	88	McCune	

12 cars 12 laps		CONSOLATION RACE	Straight up Time:
Pos.	No.	Driver	Fin.
1	43	Bettenhausen	1
2	84	West	
3	65	Pice	
4	19	Lugone	2
5	32	Cook	
6	44	Harrison	3
7	71	Porter	
8	88	McCune	
9	93	Ates	
10	21	Booth	4
11	55	Lee	
12	30	Nolley - Scratched	

56- Elder

Time:		FEATURE EVENT (First 6 cars inverted)	40 laps 20 cars
Pos.	No.	Driver	Fin.
1	6	Nordhorn	
2	2	Dixon	2
3	4	Session	
4	10	Bussen	
5	5	Kunzman	
6	12	Buglew	1
7	34	Rapp	
8	81	Masters	
9	25	Saldana	
10	72	Pullerbaugh	
11	29	Walby	
12	95	Bussen	
13	14	Smider	
14	43	Bettenhausen	
15	20	Koepfer	
16	22	Casella	
17	19	Lugone	
18	44	Harrison	
19	98	Poland	
20	21	Booth	

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ENTRY LIST

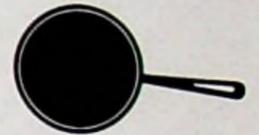
Order of Qualification

QUALIFYING TIME	CAR #	DRIVER	HOME TOWN	CAR NAME	ENTRANT
6- 23.82 (23.47) -6	-2	LARRY DICKSON	Marietta, Ohio	DUNSETH CHEVROLET	PAUL LEFFLER
24.69 (24.46)	88	ROLLIE BEALE 41 yrs -	Toledo, Ohio	RODEO BAR SPECIAL	RON KILMAN
5- 23.57 (23.38) -5	-4	7 SAM SESSIONS	Nashville, Michigan	AMERLING SPECIAL	MAURI AMERLING
23.57 (23.52)	10	LEE KUNZMAN	Guttenberg, Iowa	R. B. RACING ASSOCIATES	R. B. RACING ASSOCIATES
4- 23.38 (23.35) -4	-5	10 DON NORDHORN	Wadesville, Indiana	NORTH SIDE RADIATOR SPL.	SID VAN WINKLE, JR.
24.10 (24.33)	-6	13-JOHNNY PARSONS JR.	Indianapolis, Indiana	TRI-R CONSTRUCTION SPL.	JAMES R. JONES
1- 22.91 (22.67) -1	-10	LARRY CANNON - 35 yrs	Danville, Illinois	SMITH SPEED SHOP SPL.	RICHARD BLACKER & WINK BRIDGES
23.64 (23.63)	-11	11-TOM BIGELOW new track record	Whitewater, Wisconsin	STAPP RACING ENT. SPL.	RAY W. SMITH
24.13 (23.65)	-12	GEORGE SNIDER 31 yrs	Bakersfield, Calif.	WILLARD COIL SPRINTER	STEVE STAPP
3- 23.39 (23.33) -3	-14	20-JACKIE HOWERTON 28 yrs	Tulsa, Oklahoma	ROOT STORE GETAWAY SPL.	WILLARD COIL
23.89 (23.90)	-17	9- BOB PRATT	Union City, Indiana	W & W SPECIAL	WALLY MESKOWSKI
24.76 (24.60)	-18	BILLY KOEPFER	Fostoria, Ohio	BESECKER SPRINTER	W & W MOLD & TOOL CO., INC.
24.15 (23.95)	-20	12-CHUCK BOOTH not fast enough	Sacramento, Calif.	FORBERG SPRINTER	GENE BESECKER
23.74 (23.59)	-21	15-BILL CASELLA	Wintersville, Ohio	UNITED CHAMPIONSHIP RACERS	CHUCK BOOTH
23.75 (23.62)	23	JIM McELREATH	Arlington, Texas	NOTHING SPECIAL	CARL FORBERG
25.29 (25.17)	-25	16-JOE SALDANA	Lincoln, Nebraska	SEYMOUR ENTERPRISES SPL.	JIM McELREATH
25.98 (25.60)	-26	STEVE UNGAR	Belpre, Ohio	ANSEN AUTOMOTIVE ENG. SPL.	BILL EASTON
23.52 (23.52)	-29	4-BRUCE WALKUP	St. Paul, Indiana	LeFEVRE RADIATOR SPRINTER	W. MAX BRITTON
24.37 (24.40)	-30	21-DON HAWLEY	Gardena, Calif.	RUSSELL BROTHERS SPRINTER	L. A. SEYMOUR & SONS
7- 23.50 (23.67)	35	BILL THRASHER not fast enough not fast enough	Worth, Texas not fast enough	SAUDER'S TV SPECIAL	DAVID LeFEVRE
24.11 (23.67)	36	42 BENNY RAPP 42 yrs	Toledo, Ohio	STAHL BROTHERS SPECIAL	JOHN RUSSELL
24.58 (24.22)	71	RAY KENENS	Lafayette, Indiana	SWEET CHARIOT	LOWELL SAUDER
24.18 (24.13)	-42	CY FAIRCHILD	Indianapolis, Indiana	R-Z SPECIAL	STAHB BROTHERS
26.07 (25.60)	-43	DUANE CARTER JR. - 22 yrs	Huntington Beach, Calif. 17 yrs racing	WELCH SPECIAL	CHARLIE CHARIOT
24.99 (24.91)	-44	GARY PONZINI -	Chicago, Illinois	MALOY CHEVY	ROBERT ZIEGLER
24.04 (24.01)	-48	18-MERLE BETTENHAUSEN	Tinley Park, Illinois	RED CARPET LOUNGE SPL.	VIRGIL WELCH
23.68 (23.59)	-52	8-DARL HARRISON	Tiffen, Ohio	SHAW SPRINTER	L. A. MALOY
23.66 (23.52)	-55	32 DUKE COOK	Sidney, Ohio	VARNEY BROTHERS SPRINTER	SEB BALISTRERI
24.38 (23.76)	-65	19-BOB SHAW	Dundee, New York	D & H PERFORMANCE ENG. SPL.	BOB SHAW
23.91 (23.62)	-74	GORDY LEE - Bumped	San Francisco, Calif.	HOFFMAN SPRINTER	GORDIE LEE
24.57 (24.38)	-81	LARRY RICE - 26 yrs.	Linden, Indiana	FIRESIDE REALTY & BLDRS. SPL.	VARNEY BROTHERS
25.57 (25.38)	-84	BUBBY JONES - Carter	Danville, Illinois	MIDWEST MFG. SPL.	BILL DIXON
24.57 (24.54)	-95	BILL PUTERBAUGH -	Indianapolis, Indiana	WEAVER EXCAVATING SPL.	GUS HOFFMAN
24.23 (24.02)	-98	CHARLIE MASTERS - 36 yrs.	Waddy, Kentucky	CEDOZ AUTOMOTIVE SPECIAL	RICHARD HOFFMAN
		3- RODGER WEST -	Joliet, Illinois	MAGNAVOX SPECIAL	MEL MOFFETT & CHARLIE MASTERS
		JIM McEUNE gave car to Beale	Toledo, Ohio		CARL GELHAUSEN
		17- KARL BUSSON	Toledo, Ohio		LLOYD WEAVER
		JERRY POLAND	New Carlisle, Ohio		BERNARD CEDOZ
		56- Elder, Edgar			RALPH DePALMA
		93- Sonny Yates - Bumped			
		19- Ralph Superior - 45 yrs			

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"FOX" OFF TO FLYING START

It's a long road from the super-modified tracks to the bigtime of racing. For Darl Harrison, the gold at the end of the rainbow may be just a few laps away. As the USAC Sprint Division's "Rookie of the Year" for 1971, Darl is ready to move up.

He expects to be a regular campaigner on the Dirt Championship trail as well as on the sprint circuit. The purchase of a roadster to run on the dirt miles of Springfield, Illinois, the Indianapolis Fairgrounds and DuQuoin, Illinois, may lead to a ride for Harrison on the rich Championship schedule.

Racing since 1954, Darl has amassed an impressive string of titles along the way. Before turning to USAC in late 1970, he won the IMCA sprint championship in 1969. Twice Harrison outran the field for victories in the "Little 500" at Anderson's Sun Valley Speedway . . . in 1967 and 1970.

His first championship came in the modified ranks at Toledo in 1959. He was also the points titlist at Fremont, Ohio, Speedway in 1961 and 1962. And in 1967 Harrison won the MARC title.

Tabbed the "Silver Fox" because of prematurely gray hair and his crafty manner on the tracks, Darl

was fast qualifier in his 1971 USAC sprint debut at New Bremen, Ohio. He eventually wound up 4th in the feature after a wheel-to-wheel duel with Karl Busson, Gary Bettenhausen and Larry Dickson, an auspicious start.

Victory escaped Harrison in his initial sprint season, but he had a second at Grand Rapids and four thirds to help him amass sufficient points for 8th place in the final point standings, just 4½ points behind Dick Tobias, a 2-time winner in his sophomore season.

Harrison's best showings were on the pavement although most of his previous experience was on the dirt. Running a new sprinter, Harrison and his crew never did get it set up properly for the unpaved race tracks. A 5th place finish in the March 28th feature at Reading, Pennsylvania, was his best on the clay.

A quick wit and a ready smile make him one of the favorites of his fellow-drivers and racing fans. Even on those days when his luck hasn't been the best, he remains one of the most jovial pilots on the circuit.

Darl has a ready-made fan club among his wife Joyce and their 6 children who seldom miss a race.

A travel camper purchased late last season enables the Harrisons to make the circuit in style and comfort and to entertain many of their friends before and after the races.

As busy off the track as on, Darl drives a self-owned truck, does some farming, operates a service station and mechanics between driving assignments. He is an avid basketball fan.

An insight into his nature came in the final race of the '71 season. Running among the leaders in the rain-postponed feature, Harrison was rammed from behind by Rollie Beale, whose accelerator had stuck, putting both out of the race.

Afterward, Beale apologized saying it was either ram Harrison or "go out of the ballpark." Harrison's reply was that he was glad that he was there to save Beale from a potentially worse wreck.

That's the sort of man he is. With some luck and good rides, there's no doubt "The Silver Fox" will soon be among the top drivers in the nation. But wherever he is, he can be depended on to bring a smile and dedication to the sport he loves and the people who admire his style on and off the track.



DARL HARRISON

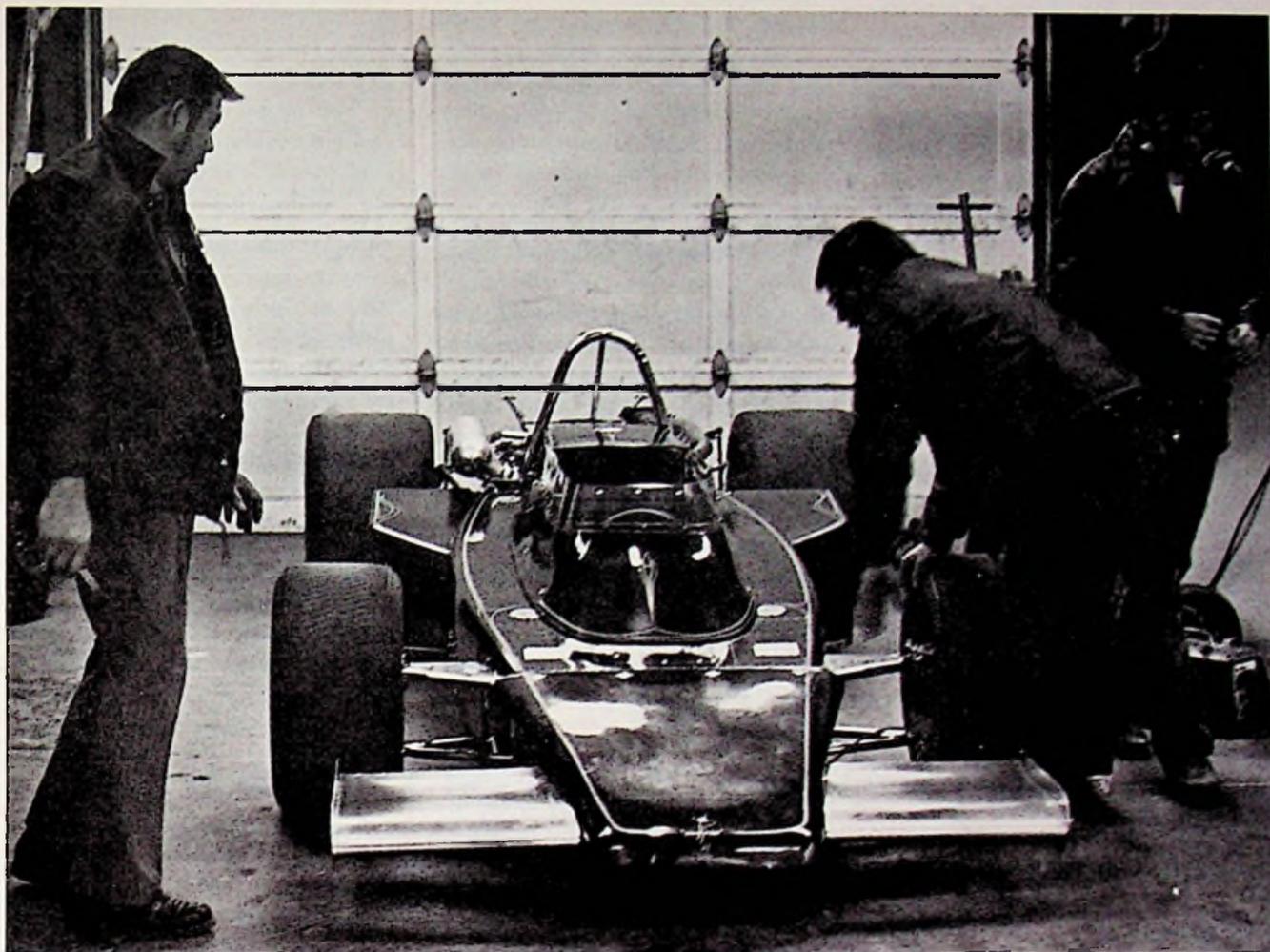


Darl Harrison, New Bremen, 10-31-71 (Photo by John Mahoney)

THERE'S MORE TO RACING THAN FUN...

Life with an Oriental Dynamo

By Doris King, wife of race car builder Grant King



(Photo by Tom Dick)

KING CREW AND NEW "KING-FISH"

It's hard to remember before Grant and racing. For the past 4 years, racing has been our entire life. For a former librarian, the change in my life has been unbelievable. If anyone had told me just 5 years ago that I'd be so deeply involved with racing I wouldn't have believed them.

Since becoming acquainted with Grant and all of the racing people, I have no other interests. If someone isn't interested in talking about racing I find it difficult to converse with them. Before, I could talk about politics, religion, music or

any of a number of things, but not anymore.

My involvement with racing began just a little over 4 years ago when I met Grant. He needed some help with his records and I was working for a C.P.A. firm here in Indianapolis. So he turned over to me the management of his books.

Soon we were having dinner together with other racing people and the next thing I knew we were married. It really didn't happen quite like that. We'd gone to the

first race at Michigan International in '68. On the way back the subject of marriage came up and we decided a good race to be married around was Riverside, in November.

We got married here in Indianapolis the week before Riverside, then honeymooned in California during and after race week. It really fouls me up now, because I remember things by what race was when. Now that Riverside is no longer on the schedule, I have trouble remembering our anniversary.

Despite what seems like a strange life to some, I wouldn't change places with any other woman in the world. Our life is full of excitement and travel and, yes, lots of work. It seems like we never get done.

As soon as one race is over, we begin preparing for the next one. If one of our cars has been damaged in the race, that has to be repaired. And that frequently means an around-the-clock schedule.

Sometimes I think Grant and his crew are tireless. Even under ideal conditions they work long, hard hours. But before each of the three 500's they never stop. Our house is like a dormitory sleeping as many as a dozen people . . . in shifts, if necessary . . . before these big races.

From early morning until late at night there are a million things for me to do . . . errands to the store, the airport, the anodizers, the parts suppliers and a hundred other places. I cook, clean house, inventory parts and work on the books and billing.

For each of the past two years there's been the additional work of the "Indy Sprints" which Grant promotes. The race comes on the night of the first day qualifications for the Indianapolis 500. That's right in the middle of Grant's busiest time, so much of the work is left for me and whatever friends I can get to help out. We did most of the solicitations for lap prizes last May. If it weren't for drivers Merle Bettenhausen and Duke Cook, I don't know how we'd have sold them all.

This year Grant is getting a lot of help on his new "King-Fish" racers from Ted Hall, Jackie Hower-ton, Wally Mescowski, Jim Drayton, Del Fanning, Ron Finley and Jim Holmes. The cars are really something! They look something like the McLarens which sat on the pole

at all 3 500's last year. But they're really Grant's own design with many of his ideas on suspension and streamlining.

He and his crew have been slaving for weeks . . . day and night . . . to get the cars ready for the "big show." We can't afford to pay all these people like the big, rich teams with fabulous sponsors do. But they work just as hard as if they were making big money.

Grant has been building cars since he was a teenager in Victoria, British Columbia. He's probably the only builder of Oriental parentage in racing. He's built midgets, sprints, supermodifieds, dirt track and championship cars. Many of them have been very successful and dozens of them are still running.

We're really enthusiastic about the new "King-Fish" cars built for this year's USAC championship trail. They're the best we've had. And with Steve Krisiloff and George Snider driving for us, 1972 looks like a great year!

Steve and Grant worked well together last season nearly winning the California 500, finally winding up 5th after an unscheduled pit stop dropped them from the lead late in the race. At Pocono, Steve was 10th and Larry Dickson 13th in our cars. "Ziggy," that's Snider's nickname, won the National Dirt Track championship last year.

It's fascinating to watch Grant and his team create a race car . . . from the drawings, to the frame, to the sheet metal, to the finished product. Grant is so creative! But he's had to work hard for anything he's ever gotten. Nothing has been given to him, so he's used to hard work.

Ours is the biggest independent operation in racing. If we had a sponsor, it wouldn't be necessary to work around the clock. It would be nice to take a few days extra at places like Phoenix and Ontario and just relax. But until we find

someone as dedicated as we are to help pay the bills, we'll continue to work 7 days a week.

Last Christmas my sister came over and fixed dinner for us. It was nice for Grant to be able to get away long enough to eat with us and talk for a little while. But then he had to get back to the garage and the never-ending effort toward our mutual objective, to turn out the best racing car possible.

That's been his dream since he came to Indianapolis in the early '60's as the mechanic on a championship car. Since 1966, he's built his own cars for the USAC championship trail. And they've come close to winning the big ones. But something always seems to keep us from Victory Circle.

Art Pollard won two races for us in 1969, at Milwaukee and at Dover, Delaware. Grant was preparing his car for STP that year. The Dover win was the first and, to this date, the only win for a Plymouth-powered racer in USAC.

That same year Greg Weld put a Plymouth-powered car built and prepared by Grant on the pole for 4 dirt races. In 1968, the King team was 10th on the championship trail. In the '67 "Hoosier Hundred" Bruce Walkup put a car that Grant built on the pole with a record-setting performance.

During his title-winning year of 1970, Al Unser swept all the dirt track races in a car built by Grant. My husband also built and handled the wrenches on the car Mario Andretti used to win the Pike's Peak hill climb.

It's been a tough grind for both of us. But we don't mind the work because we know it's going to pay off one of these days. When it does, we'll appreciate it all the more because we've earned it. I want this more for Grant than for myself. He deserves it.

the all-time standings behind such greats as record-holder Larry Dickson, immortal Don Branson, Bettenhausen, A. J. Foyt and Parnelli Jones.

But the real highlight of 1971 came on September 12th on the high banks of Winchester, the world's oldest half-mile track. On a mild, overcast day, with carburetion conditions near ideal, Beale set a world record in qualifying. He toured the oval in 16.42 seconds, an average speed of 109.622 miles per hour!

He had shattered the track record by more than half a second, the world mark claimed by Dayton's deteriorating longer half-mile by .39 of a second. Watching as he did so was Sonny Ates who had set both standards in 1968. Ates was one of the first to congratulate Rollie on his accomplishment.

Thus did Beale's name go into the record books alongside those of Ates, Gordon Johncock, Foyt (first to top 100 mph there), Roger McCluskey, Parnelli Jones, Bob Sweikert, Duane Carter, Troy Ruttman, Ted Horn, and Duke Nalon. Carter, just over 21 years earlier, had become the first man to break 20 seconds at the track that Funk built. That was the year Rollie began racing.

Beginning in Sportsman racing at the old Toledo dirt track in 1951, Rollie won 8 titles in that class and became a legend in his hometown with countless feature victories. Before turning to the potent sprinters with IMCA, he raced modifieds, late model stocks, midgets and even go-karts.

With IMCA in 1966, Beale won, in order, the Winternational Sprints at Tampa, Florida; the "Little 500" at Anderson, Indiana; and the Iowa State Fair Title at Des Moines.

The following season, he joined USAC's sprint division and very nearly won the title as a "rookie". He was well on his way when "Lady Luck" struck him a cruel blow. An accident at the dangerous Reading, Pennsylvania, dirt half-mile sidelined him for the final 7 races of the season with a broken leg. It took nearly all of them for eventual champion Greg Weld and runnerup Sammy Sessions to pass him in the points chase. He made another run at the title in 1970, but finished 3rd to Larry Dickson and Gary Bettenhausen as they dominated the division for the 3rd straight season.

A quiet-spoken family man, Rollie Beale and his wife Anna Mae have four sons and two daughters. For many years he's been a maintenance and heavy-equipment repairman on the Toledo and Lake Shore Railway. Next to racing, he most enjoys outdoor sports such as hunting and fishing.

UNITED STATES AUTO CLUB Sprint Division



GARY BETTENHAUSEN
1971 Sprint Champion



LARRY DICKSON



ROLLIE BEALE



SAM SESSIONS



LEE KUNZMAN



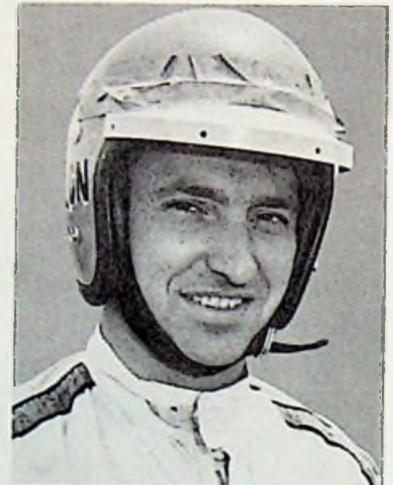
DON NORDHORN



DICK TOBIAS



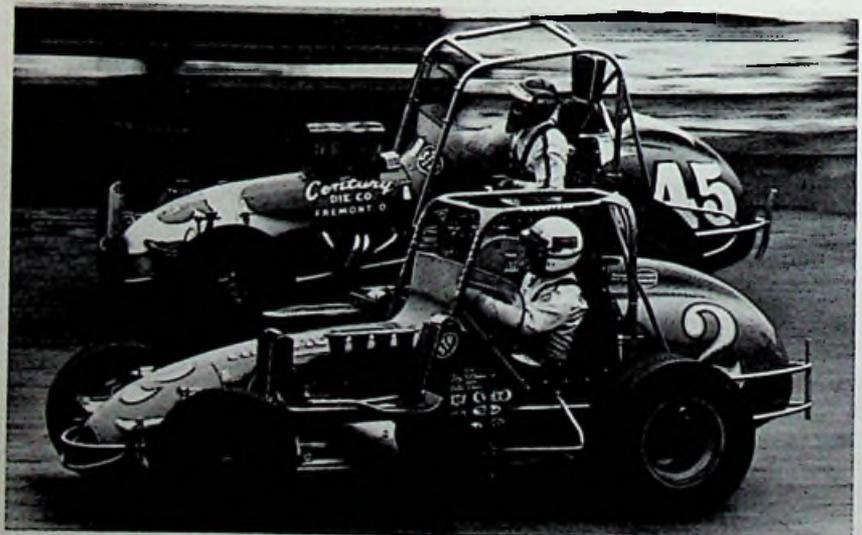
DARL HARRISON
1971 ROOKIE OF THE YEAR



KARL BUSSON



JOHNNY PARSONS



#2 Merle Bettenhausen, #45 Darl Harrison — Eldora 9-19-71
(Photo by Harry Goode)

NOBLE EXPERIMENT OF THE '70'S

A Rear-Engine Sprinter

By Paul Leffler

For quite a while I've been thinking about building a rear-engine sprint car. It seemed to me if a racer with the engine in the rear was faster on the USAC championship trail than one with the engine in the front, why wouldn't the same be true on the paved sprint tracks.

So after 3 years of thinking, I decided to do something about it. There are no real plans . . . just some scribbles on a piece of paper. After nearly 5 months, there was still a lot of work to do, but I'm hoping to have the car ready for this year's "Indy Sprints."

It's a little shorter and a little lighter than the Championship cars, but other than that it's almost identical. Wheel sizes will hurt us a little bit, but I think we'll go fast enough this year to make a lot of people think.

Like the Champ cars, it will have 4-wheel independent suspension. That should give quite an advantage in the turns. My biggest problem has been trying to find the time to get the car finished. Besides the car Larry Dickson is driving for me this year, I work on quite a few others.

Over the years, my reputation as a pretty good man at building and working on sprinters has brought a lot of people to my little place in St. Paul, Indiana. If a man is having trouble getting his car going, I'll help him all I can. If I didn't stop to help others, I believe I could put a racer together in about 7 weeks.

There aren't many people who put a car together by themselves, but I do everything myself . . . cutting, welding, forming the body

pieces and assembling. With this rear-engine car I've gone as far as I can within the rules. Wings and airfoils aren't allowed on sprinters, so there won't be anything like that on mine.

My involvement in racing goes back to the early '50's when a friend asked me to help out with a little quarter-midget he had. My dad had given me a pretty good basic education in mechanics. As



(Photo by John Mahoney)

Builder-designer Paul Leffler looks ahead to a possible rear-engine revolution in sprints.



(Photo by John Mahoney)

1970 midget champ Jimmy Carruthers bounces Leffler sprinter off Terre Haute "Action Track" wall.

far back as I can remember, I've worked with tools.

From the quarter-midget back in Tennessee, I got involved with a C.S.R.A. midget down in Columbus, Indiana. After we'd been running for a while, somebody took me to a sprint car race and from then on, I haven't been interested too much in anything but sprint cars.

Since 1968, I haven't done any other type of work. Besides building the cars, I also make parts, sell new and used parts for race cars with business clear across the United States now. Before that, I worked on heavy equipment, repairing just about anything that was brought in the door of the garage.

My garage is only about 3 miles from where I was born, at Waldron. That's where I went to school and graduated.

Besides my dad, I guess Cal Whitecraft out in Phoenix helped me more than anyone else in be-

coming a mechanic. I lived in Phoenix for a year and Cal probably helped me lots more than he realizes. We talk every now and then, but I've never told him how much he helped. But I could never put a price on what he taught me.

Before turning to the race cars, back in the days when I was too lazy to work, I hustled pool for a year and a half. That was right after I got out of the Navy. I made good money at it, but then my reputation started getting around and I had to travel too far to find a game.

There were two hitches in the Navy, the first from 1944 to '46. Then I got called back in during the Korean war in '50 and '51. I enjoyed my service, but I don't think I learned much as far as my business now. In the Korean war I was aboard the U.S.S. Essex, a carrier, in ordinance as kind of a gun repairman.

Over the years, I've had some of the finest drivers in the sprint

division. This season Larry Dickson, the all-time record holder for feature wins, is my driver. Larry joined me last year after he had demolished his car at Toledo. Before that, my car had been cracked up half-a-dozen times.

Sammy Sessions wiped it out at Salem when we were leading in the standings by a mile. Jimmy Caruthers flipped it at Terre Haute. Karl Busson crunched it at Winchester. And it got banged up pretty badly 2 or 3 other times. It really kept me and my son Gary busy straightening things out.

Gary does most of my engine work. He's a good mechanic. This year he's driving a car I gave him on the outlaw circuits. In a few years, he may be driving for me.

But right now, I'd like to get this rear-engine car finished. We won't be able to use it on the dirt, but it may cause a revolution on the pavements like the one which hit Indianapolis almost 10 years ago. I'd like to lead it.

1972 A WHOLE NEW BALLGAME

The current USAC sprint season gives signs of an even closer race for the championship than the 1971 battle in which Gary Bettenhausen edged Larry Dickson for the title. The familiar names of Bettenhausen, Dickson, Sammy Sessions, Rollie Beale and Bruce Walkup already have cropped up in the victory column.

But the defending champion may have to wait some weeks before returning to the short track action of the sprinters. Bettenhausen is committed to run only the championship cars this month and the first of next

month. And it's doubtful owner Roger Penske will want to permit Gary in a sprint race as long as he's driving the champ trail for him. Bettenhausen took a nasty flip right in front of Penske at Terre Haute's "Action Track" last month.

With a new ride, Sessions took the opening feature at Cincinnati's Tri-County Speedway March 12th setting a new record of 13:31.84 (88.687 mph) in the process. He was pushed at the finish by a hard-charging Beale who found a good bite in the latter stages of the race. Bill Redwine had

his banked dirt track well-groomed and records were set for all distances.

Under-rated Jim McElreath set a new mark of 19.23 seconds (93.604 mph) in qualifications. In the 2nd heat, Johnny Parsons lowered the 10-lap standard to 3:17.02 (91.361 mph). And Sessions copped the 12-lap semi in 4:00.29 (89.892 mph).

Conditions weren't nearly so ideal for the inaugural of the beautiful Penn National Raceway, near Harrisburg, Pennsylvania, the next weekend. Fans and drivers braved cold and biting

1972 A WHOLE NEW BALLGAME (Continued)

winds to see defending division champion Bettenhausen make his first 1972 sprint appearance a success.

Gary got around Beale on the 10th lap to win going away in the "rocky" 40-lap feature. Sessions got conked with one of the many rocks which worked to the top of the new surface but hung on for 6th place. McElreath finished second, Dickson 3rd, Parsons 4th and Charlie Masters 5th. His 2nd place finish put McElreath atop the points standings.

The following Sunday the sprinters had to race between the snow flurries at Eldora's high-banked bowl near Rossburg, Ohio. The hard, slick dirt surface made for tough passing for many of the field in the heats. But Johnny Parsons found things to his liking in the 3rd 10-lapper and set a record of 3:06.40 from his outside front row start.

Sessions put a new record in the book in the 12-lap semi, chopping nearly 3½ seconds off the old mark with a 3:48.22 clocking. Beale took his first win of '72 in the feature getting by Joe Saldana on the 9th lap and pulling away from the field. George Snider was 2nd, Saldana 3rd, Gary B. 4th, Sessions 5th and Dickson 6th.

1971 "Rookie of the Year" Darl Harrison copped 7th coming from 14th starting position, Jackie Hower-

ton was 8th coming from 12th and Parsons 9th from 17th for outstanding showings.

Winchester's historic high banks provided the division its first pavement program of the year and a juggling of the point standings. Parsons got another record winning the semi in 3:26.29 from the pole position. For the 4th straight race, it was a new feature winner. All-time feature record-holder Larry Dickson made it his 35th win starting on the pole and leading all the way to set a new record of 11:27.89 and chopping more than 20 seconds from the old mark.

Pavement specialist Cy Fairchild pressured Dickson toward the finish moving up to 2nd from 7th place. Beale took 3rd to move into the lead in the points just 2 ahead of Sessions who finished 5th behind Lee Kunzman.

The "Action Track" at Terre Haute lived up to its name on April 30th. The action was delayed from Saturday to Sunday by heavy rains. Qualifications were held on Friday to accommodate ABC-TV's "Wide World of Sports" which planned to televise the races "live."

During pre-qualification practice Jackie Howerton wiped out his new Grant King-built sprinter when he rode over one of Harrison's wheels and flipped several times. Fortunately,

Howerton was unhurt. Points leader Beale missed the show.

The feature had to be red-flagged twice, the first time on the 3rd lap when Gary Bettenhausen rode over a wheel of another racer and flipped into the guard rail in the 1st turn. The second halt in action came some 20 laps after the restart when Dick "Toby" Tobias, engaged in a duel with Sessions and George Snider, rubbed wheels with one of them and flipped on the back stretch. Neither Bettenhausen nor Tobias was hurt, but both cars were badly damaged.

Starting on the pole, Bruce Walkup led all but a few laps and won a dash for the checker by out-accelerating Snider who had pulled ahead of him in the 4th turn of the final lap. In the semi-feature, Karl Busson lost a wheel and overturned on the main stretch, but escaped injury.

ABC-TV taped the program for later telecast, but the date has not been set. If the camera is able to convey the excitement of the day's activity, the program should be one of the most interesting ever done on television.

Similarly, if the rest of 1972 produces as much action as that already seen on the USAC sprint trail, it will be one of the most exciting seasons ever.

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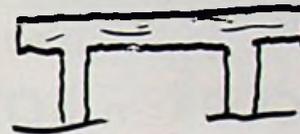
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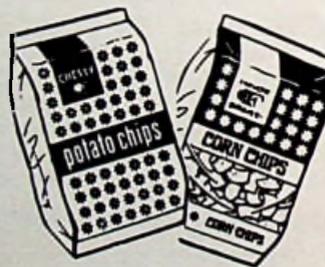
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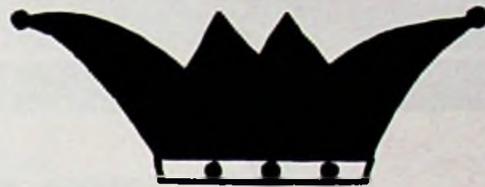
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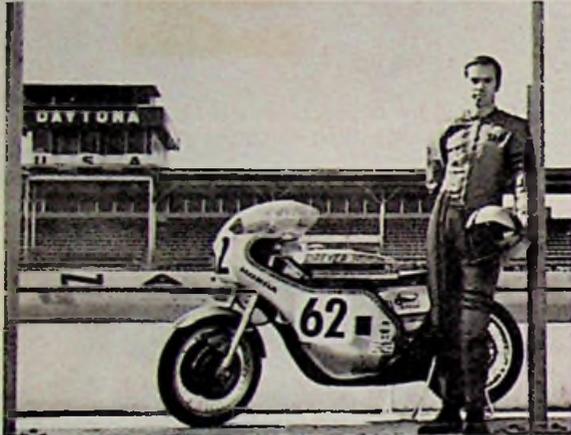
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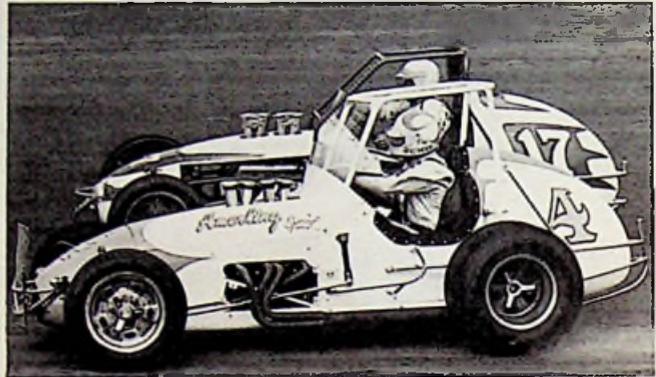
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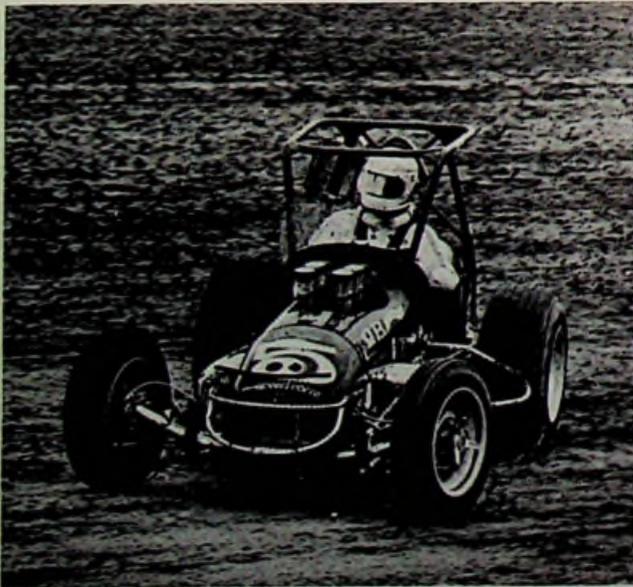


#3 Rollie Beale, #4 Don Nordhorn — Eldora 6-12-71
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#4 Don Nordhorn, #17 Dick Tobias — Tri-County 3-14-71
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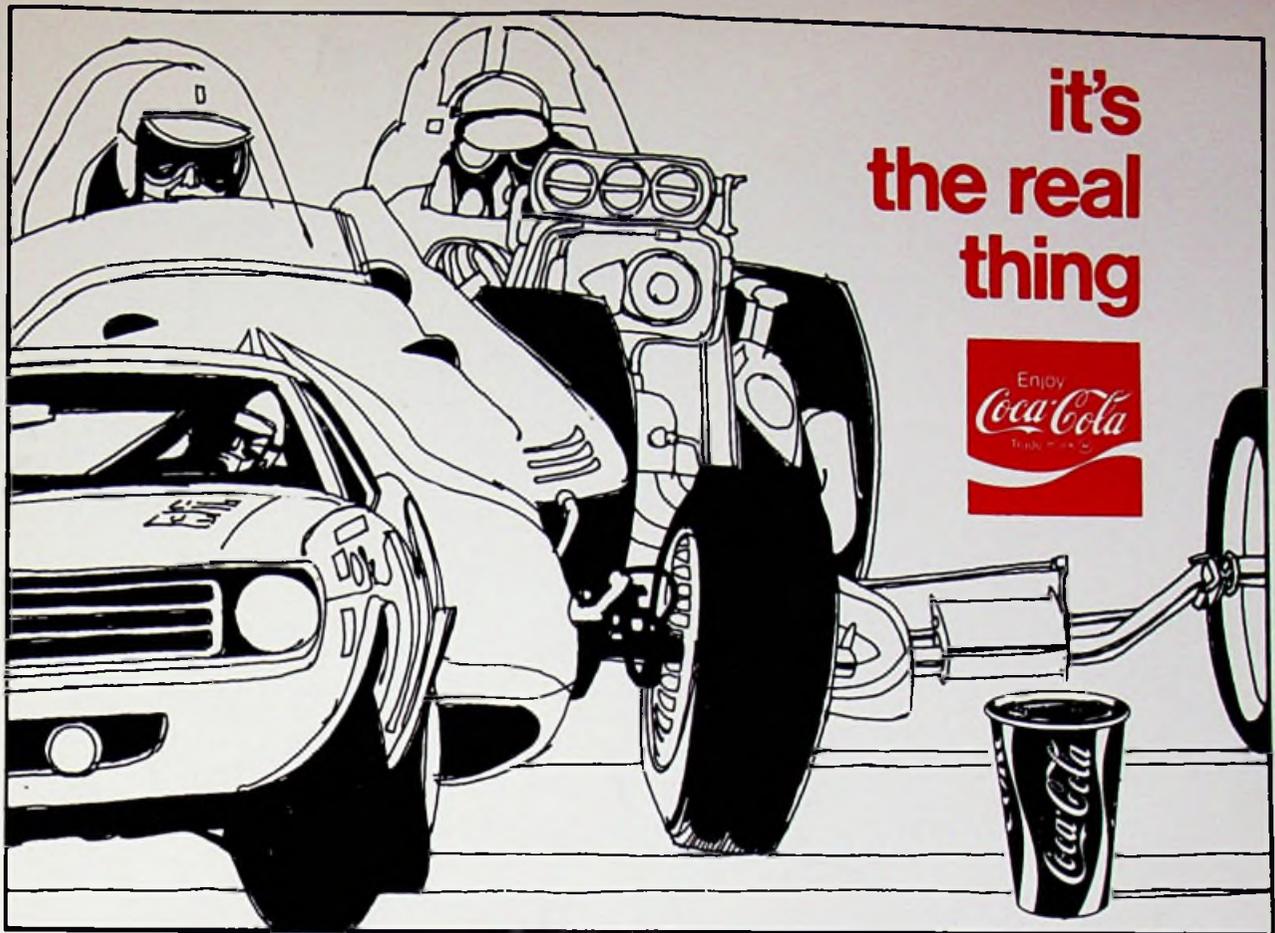
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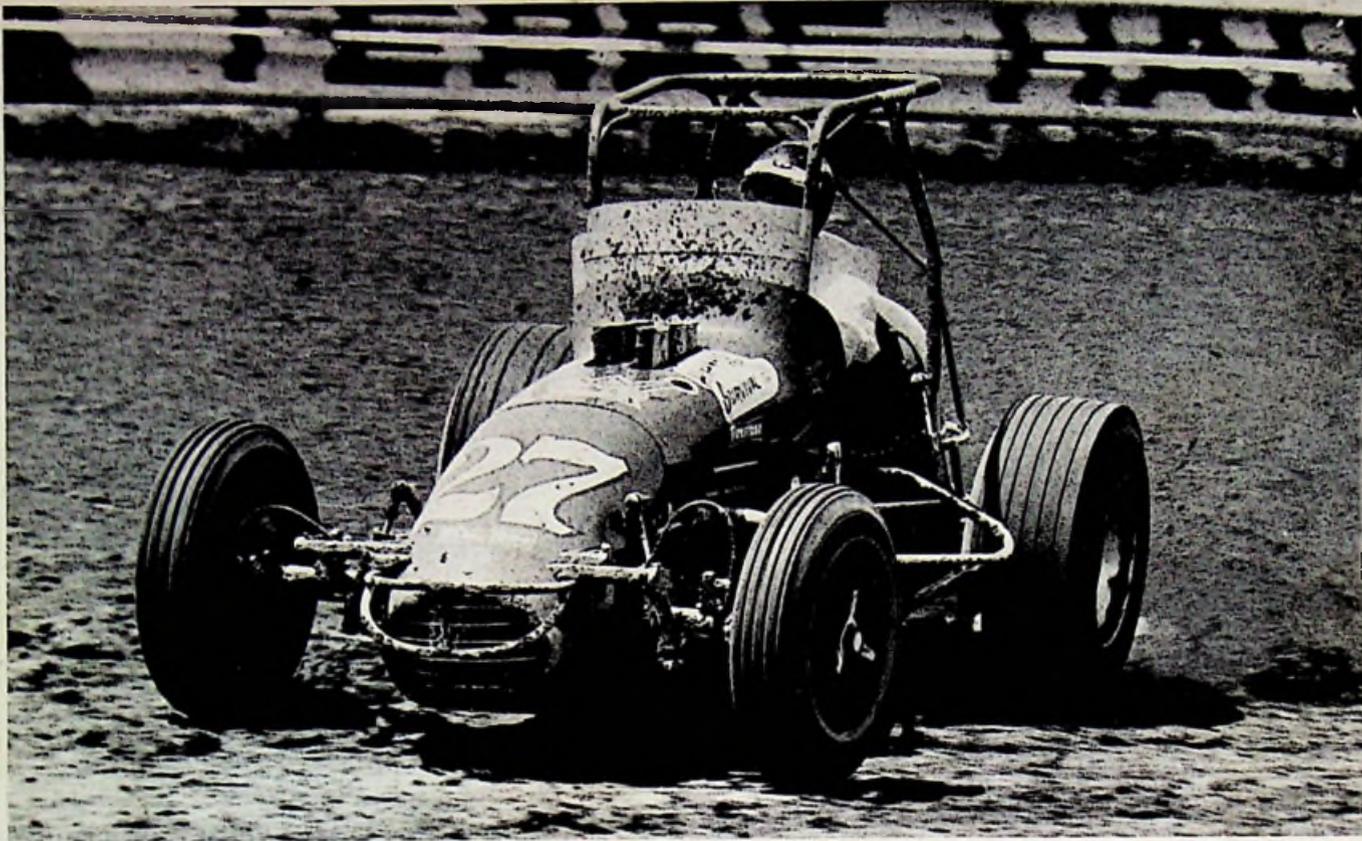
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