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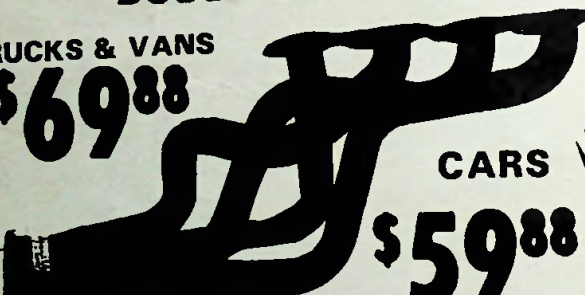
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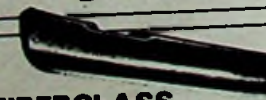


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# Super Dirt Week Part I

## USAC NATIONAL DIRT TRACK CHAMPIONSHIP

**100 Miles**

**N.Y.S. Fairgrounds -  
Syracuse, N.Y.**

**Sat. Oct. 2, 1976**



### Officials

PROMOTER	Glenn Donnelly
ANNOUNCER	Jack Burgess
PRESS	Jack Burgess, John Hill, Annette Lutz
PROGRAM CONTRIBUTORS:	
	John Hill, Editor
	Russ Mills
	Robert C. Rowe
	Bill Hartwell
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### Schedule of Events

Fairgrounds Gates Open All Four Days at 8:00 A.M.  
Grandstand Opens All Four Days at 9:00 A.M.

#### THURSDAY SEPT 30th

Registration & Warmups — 9:00 A.M. - 1:00 P.M.  
Time Trials 2:00 P.M. - 5:00 P.M.

#### FRIDAY OCT 1st

Registration & Warmups — 9:00 A.M. - 1:00 P.M.  
Time Trials 2:00 P.M. - 5:00 P.M.

#### SATURDAY OCT 2nd

Gates Open (USAC only) — 8:00 A.M.  
USAC Warmups — 10:00 A.M.  
Time Trials 11:00 A.M.  
USAC 100 mile Champion 1:00 P.M.  
(Modifieds will be allowed in pits after the conclusion of the USAC Main Event)  
2 - 15 lap 30 car Semi Finals for Modifieds 3:00 P.M.

#### SUNDAY OCT 3rd

All Race Cars in Pits by	10:00 A.M.
Warmups	11:00 A.M. - 12:00 Noon
20 lap Non-Qualifiers Race	12:30 P.M.
Super Series V Awards Presentation	1:15 P.M.
Weigh & Lineup Feature Cars	1:30 P.M.
Mandatory Drivers Meeting	1:45 P.M.
Introduction of Drivers and National Anthem	2:10 P.M.
Schaefer International 100	2:30 P.M.



# United States Auto Club Officials

## Syracuse, New York 100

Reynold C. MacDonald, Chairman of the Board  
 Richard King, President  
 Jack L. Martin, Director of Public Affairs

Russ Clendenen ..... Supervisor  
 Mutt Anderson ..... Chief Steward  
 Bob Laycock Sr. .... Director of Timing and Scoring  
 Henry Cook ..... Registrar  
 Ken Fowler ..... Chairman, Technical Committee  
 Bob Timme ..... Steward  
 Bob Laycock Jr. .... Timing and Scoring  
 Dick Sauer ..... Coordinator, Timing and Scoring  
 Tom Nicholson ..... Pit Steward  
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 Norm Philson ..... Technical Judge  
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- ★ MARCH 18-20, 1977 — SYRACUSE'S 17TH MOTORAMA — CENTER OF PROG. BLDG.
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# U.S.A.C. NATIONAL DIRT TRACK CHAMPIONSHIP OFFICIAL ENTRY LIST



Car #	Driver	Hometown	Car Name
2	Tom Bigelow	Whitewater, Wis.	Leader Card Racer
3	Larry Cannon	Champaign, Ill.	City of Champions Special
5	Bill Engelhart	Madison, Wisc.	Scio Cabinet Chevy
8	Sam Sessions	Nashville, Mich.	Ace Bolt & Nut Co.
12	Al Unser	Albuquerque, NM	Hook 'Em II
17	Larry Moore	Dayton, Ohio	Smith Speed Shop Special
20	George Snider	Bakersfield, Cal.	Jack L. Rhoades Aircraft Sales Special
22	Joe Saldana	Brownsburg, Ind.	Weaver Excavating
23	Jim McElreath	Arlington, Texas	Amax-Brake-O Special
29	Bill Cassella	Weirton, W. Va.	Donahue Chevrolet
34	Bruce Walkup	Sullivan, Ind.	Siebert Olds Chevy
35	Dana Carter	Brownsburg, Ind.	Sterling-Holt Racing
41	Bill Burks, Jr.	Marion, Ill.	Tag Hale Engine Co.
42	Gary Irvin	Lafayette, Ind.	Hodson Racing Ent.
48	Duane "Pancho" Carter	Brownsburg, Ind.	Dobbins Chevrolet Special
51	Bubby Jones	Danville, Ill.	Weiler-Farms/Bruce Cogle Ford
55	James McElreath	Arlington, Texas	St. Louis Pizza Hut Spl.
61	Roy Hicks	Indianapolis, Ind.	Lyle Dill Chevy
62	Steve Lotshaw	Indianapolis, Ind.	Schtz & Thompson Inc.
65	Jerry Miller	Indianapolis, Ind.	S & M Electric Syr., N.Y.
74	Chuck Gurney	Livermore, Cal.	Ben's Tire Clinic
75	Rollie Beale	Toledo, Ohio	Fuzzbuster
85	Mark Alderson	Brownsburg, Ind.	McGinty Conveyors
91	Spike Gelhausen	Jasper, Ind.	Spirit of Indiana
93	Johnny Parsons Jr.	Indianapolis, Ind.	Ayrway/Wire Special
97	Gary Bettenhausen	Indianapolis, Ind.	City of Syracuse
59	Larry Rice	Indianapolis, Ind.	LeFevre Automotive Special
78	Roger Rager	Mound, Min.	Hill-Prather Special
56	Sheldon Kinser	Bloomington, Ind.	Genesee Beer Special
---	Jim Hurtubise	Indianapolis, Ind.	-----
96	Steve Chassey	Sun Valley, Cal.	S & M Electric Chevy
7	Jackie Howerton	Tulsa, Okl.	-----
14	A.J. Foyt	Houston, Texas	Gilmore Racing Team
67	Lee Osborne	Indianapolis, Ind.	-----



# "CITY OF SYRACUSE" SPECIALS

Syracusan Pat Santello is really putting his hometown on the map. Since 1969 Pat has been sponsoring championship, sprint and dirt cars on the USAC trail with some of the most well known driver names in the sport.

His cars are all appropriately named, "City of Syracuse, N.Y. Special."

Santello owns and is president of, the S & M Electric Co., a large electrical contracting firm just outside the city. What does S & M stand for? His two children, Steve and Mary Santello.

This season Pat only partly realized a long time dream: that of having his own City of Syracuse car in the Indianapolis 500. He missed that dream in his first year of owning an Indy car but saw driver Lee Kunzman finish the Schaefer 500 and get up to tenth place before a broken valve spring sidelined Lee in the California 500.

Santello and partner Bernie Gerthoffer of BPG Plumbing and Heating, also in Syracuse, hit it big in their first year of sponsoring Gary Bettenhausen on the USAC sprint circuit. They won the title in 1969 and repeated in 1971, although the car was under a different sponsorship.

Also since '69 they have owned and raced a dirt championship car that George Snider, Billy Vukovich and now Bettenhausen drives. The car is unique in that it is powered by a stock block, Moser cylinder headed (double overhead camshaft) engine. But problems have plagued the team and this season they are out of the running for the title.

Santello also sponsors two other dirt championship cars on the trail. Jerry Miller in the S&M Electric Chevy Spl., who is in seventh place in the standings and could win the title. And Steve Chassey who drives the Howard Linne Chevy and is also called the S&M Electric Spl. Last season these three drivers ironically finished 16th (Bettenhausen), 17th (Chassey) and 18th (Miller).



Gary Bettenhausen



Merle Bettenhausen talks with City of Syracuse Car Owner - Pat Santello



Jerry Miller



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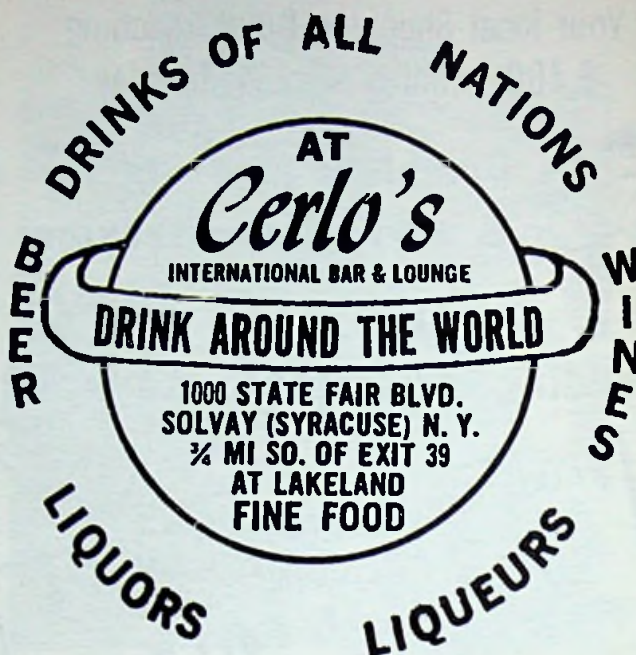
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# 1975 Championship Awarded to JIMMY CARUTHERS Posthumously



Since the inception of the United States Auto Club in 1956, only two of its National Champions in the club's five divisions ever were given posthumous awards.

Tragically, those two race drivers were brothers.

Danny "Kid" Caruthers, 21, the 1971 National Midget Car Champion, and defending National Dirt Car Champion 30 year old Jimmy Caruthers. To them, this program is dedicated.

Jimmy and Danny were sired by midget and dirt car owner Dan Caruthers of Garden Grove, California. Both began their careers at an early age driving microds and quarter midgets. Wherever they raced they won.

At the beginning of this decade the Caruthers brothers were the talk of USAC auto racing; they would be the next Andretti or Unser brothers of the future.

Jimmy was already the 1970 midget king when Danny joined him the following year on the busy midget car circuit. They drove identical yellow SESCO Chevy powered cars owned by their father.

Like Jimmy, Danny was an instant success in his first year, visiting winners' circles often while his second placing brother looked on from the sidelines with pride and a little chagrin.

The talk of midget racing that year was -- "If ya think Jimmy is good, well, just wait 'till ya see his brother, Danny!"

The "Kid" won 12 midget feature races that year to win the title. Jimmy was second in the standings in this most competitive USAC division.

But just one week and a day after he clinched the title, the throttle on Danny's midget stuck during a feature line-up at Corona, California, and he hit a retaining wall. The "Kid" died a few days later of head injuries.

He was the youngest champion in USAC history. Starting at three years old, Danny had compressed an 18 year career into a 21 year life span. But in

that one year in USAC his name was like a meteor, blazing across midget racing and then leaving behind only the glowing memories of his brilliant career.

His brother Jimmy gamely continued on in the sport he enjoyed so much. He did not feel that the sport had taken his brother's life - only a mechanical failure.

In 1972 he qualified 31st for his first Indy 500, racing the U.S. Armed Forces car to a ninth place finish. His career continued to rise in rear engine car racing and midgets as well.

Then, toward the end of the 1974 racing season, he began to feel ill. When he went to a doctor for help it was discovered that he had a cancerous tumor around the aorta of his heart. Cobalt treatments through the winter months seemed to be successful and by spring the bouncy, fun-loving Caruthers was back in harness - a race drivers' harness - and he was winning and living again.

During an early spring midget race at Phoenix, Arizona, he out-braved Gary Bettenhausen going into a corner. Later the impressed Bettenhausen remarked about the daring of Jimmy on that pass. Laughed Jimmy, "Don't ever try to out-brave a cancer patient!"

Last year he accepted the ride in the beautiful Pizza Hut of St. Louis, Foyt powered dirt car No. 55 and although he didn't win any of the five races in the series he piled up plenty of points.

Last year at Syracuse he drove the car to a solid fourth place finish behind winner Sheldon Kinser.

But at the Hoosier Hundred in September, he looked thin and pale after a hard session where he locked up the dirt car title with a third place finish behind winner Tom Bigelow and A.J. Foyt.

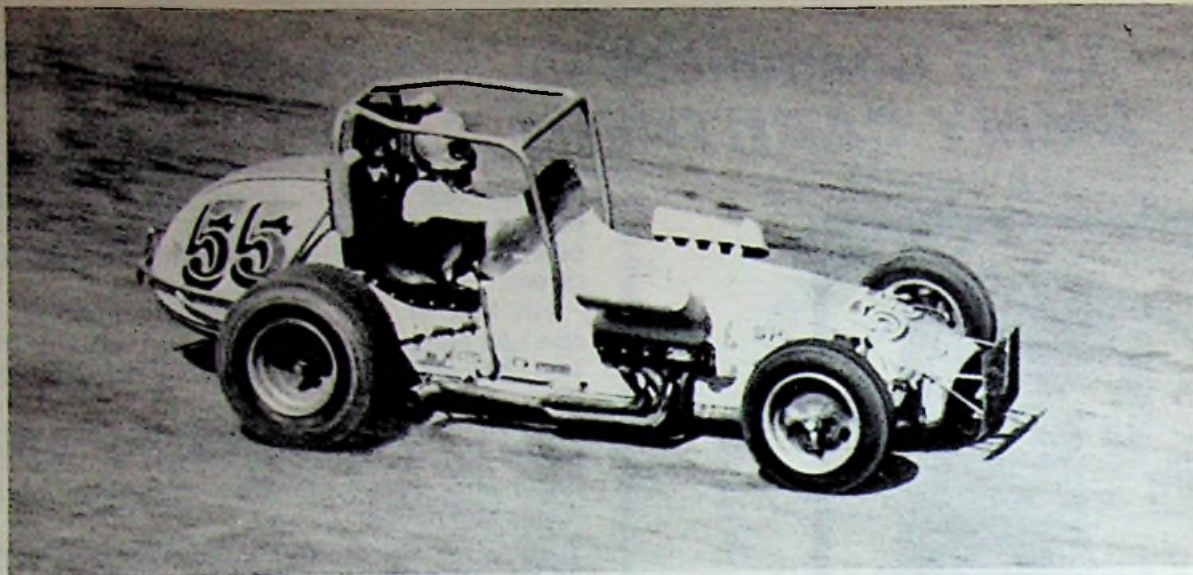
A month later Jimmy drove in his last auto race; the Trenton 200 for Indianapolis cars where he started eighth and finished seventh. The season and his career were over.

He was feeling ill again and when he was taken to the hospital it was found that the cancer was spreading. Chemotherapy was administered to Jimmy, but in late October pneumonia set in and his weakened condition couldn't stand it. The second racing Caruthers was gone.

Despite the dangers of his game, and he knew them all too well, Caruthers loved the life he led, proclaiming once that he wouldn't change places with anyone in the world. He could have quit racing, lived a more subdued life, and perhaps gained a few more years. But that was not Jimmy's idea of living. And, perhaps if he could, he might point out to racing's critics that, "it is a waste of life to do nothing with one's ability, for life is measured in achievement, not in terms of years alone." That is inscribed on a plaque that honors his brother Danny - in the Anaheim, California YMCA.

Last January in Indianapolis at the National Awards Banquet, a grief stricken father received for the second time, a son's National Championship diamond ring. Now, Jimmy and Danny are only fond and unforgettable memories.





## 1975 USAC DIRT CAR CHAMPIONSHIP POINT STANDINGS

1.	Jimmy Caruthers	Deceased	700
2.	Tom Bigelow	Whitewater, Wis.	640
3.	Arnie Knepper	Belleville, Ill	360
4.	Billy Cassella	Wierton, W. Va.	340
5.	Bill Engelhart	Madison, Wis.	290
6.	Sheldon Kinser	Bloomington, Ind.	270
7.	Jackie Howerton	Tulsa, Okla.	250
8.	Sam Sessions	Middleville, Mich.	240
9.	Al Unser	Albuquerque, N.M.	200
10.	Larry Rice	Linder, Ind.	190
11.	Jim Hurtubise	Speedway, Ind.	180
12.	Bruce Walkup	Sullivan, Ind.	170
13.	A.J. Foyt	Houston, Tex.	160
14.	Duane Carter Jr.	Huntington Beach, Calif.	140
15.	Darl Harrison	Tiffin, O.	90
16.	Gary Bettenhausen	Monrovia, Ind.	80
17.	Steve Chassey	Sunland, Cal.	80
18.	Jerry Miller	Albuquerque, N.M.	80
19.	Roy Hicks	Socorro, N.M.	80
20.	Ronnie Burke	Houston, Tex.	80
21.	James McElreath	Arlington, Tex.	70
22.	Johnny Parsons	Speedway, Ind.	70
23.	Spike Gehlhausen	Jasper, Ind.	60
24.	Joe Saldana	Lincoln, Neb.	50
25.	Larry Dickson	Marietta, O.	40
26.	Tommy Astone	Fresno, Cal.	40
27.	Rollie Beale	Toledo, O.	40
28.	Lee Kunzman	Guttenberg, Iowa	40
29.	Johnny Rutherford	Ft. Worth, Tex.	20

### Non-Point Scorers

Bill Vukovich, Fresno, Cal.  
 Johnny Anderson, Sacramento, Cal.  
 Richard Powell, Enid, Okla.  
 George Snider, Bakersfield, Cal.  
 Jim McElreath, Arlington, Tex.  
 Ralph Liguori, Tampa, Fla.

Lee Osborne, Lebanon, Pa.  
 Bill Puterbaugh, Indianapolis, Inc.  
 Mel Cornett, Wauwatosa, Wis.  
 Steve Lotshaw, Indianapolis, Ind.  
 Rich Vogler, Glen Ellyn, Ill.



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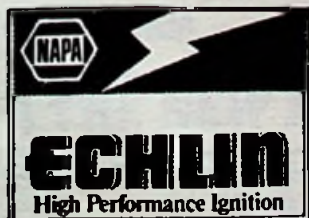
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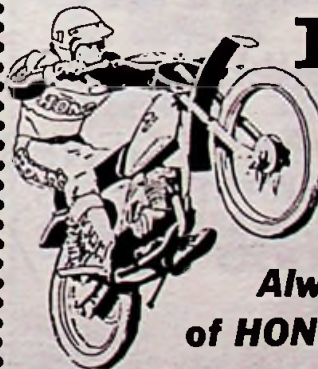
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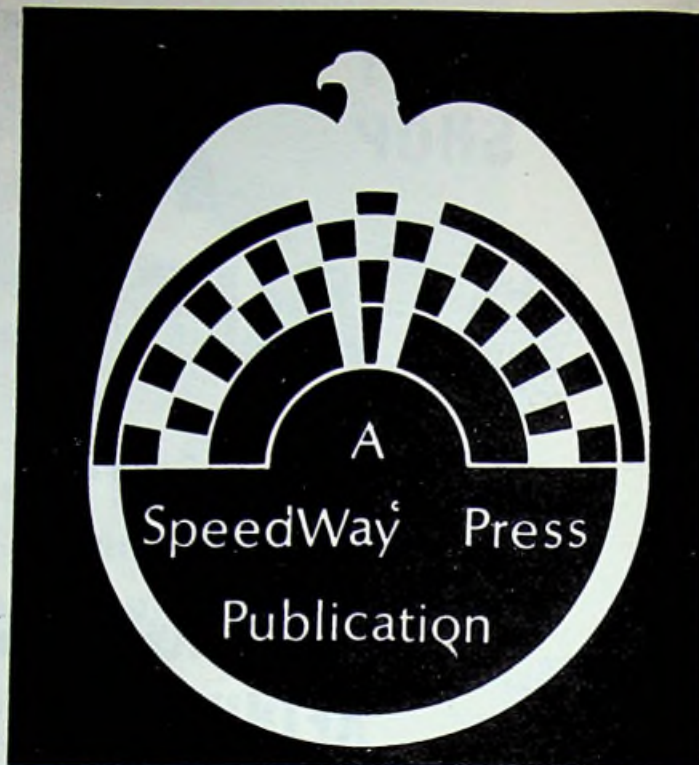
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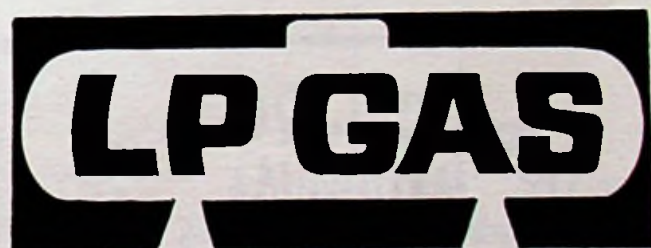
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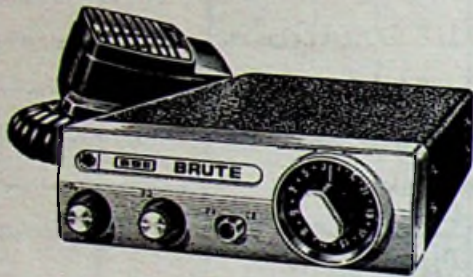
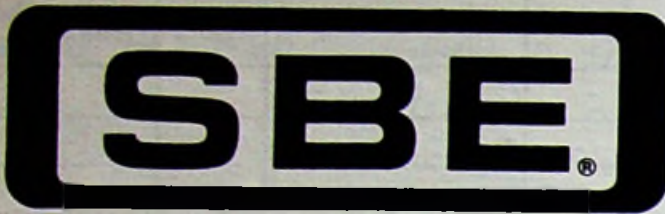
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Car	Driver	Time 1	Time 2	Qual. Pos.
42	Ward, Vernon	33.821	33.532	33.532
67	Delmonico	33.216	33.229	33.229
165	Stanton, William	34.181	34.006	34.006
48	Carton, Norman	33.794	33.532	33.532
75	Kunnen	33.927	33.660	33.660
2	King, David	22.312	22.142	22.142
91	Holthausen	33.621	33.976	33.621
72	Dickson	33.773	33.587	33.587
8	Sanderson	34.181	34.125	34.125
56	Kinross	33.602	33.552	33.552
3	Common	33.950	33.513	33.513
36	Chasson	33.911	33.641	33.641
5	Emalehart	34.299	33.818	33.818
59	Rice	34.256	33.861	33.861
12	Hansen, Al	34.023	33.493	33.493
20	Smider	33.015	33.006	33.006
78	Rogers	34.208	33.908	33.908
19	Walbrup	3	33.065	33.065
29	Cassella	34.507	33.727	33.727
93	Barson	33.659	33.495	33.495
85	Alderson	33.832	33.587	33.587
17	Morre	34.009	34.285	34.009
23	McElreath, Sr.	33.692	33.354	33.354
97	Bollenhausen	33.606		33.606
51	Bulley	33.859	33.654	33.654
57	Norke	33.858	33.915	33.858
22	Saldana	33.516	33.407	33.407
41	Reinke	35.229	35.889	
76	Jripp	34.689	34.785	
	Templeman			
55	McElreath, Jr.	33.450	33.194	33.194
32	Carton, Norm	34.371	34.094	(Bumped)

Car	Driver	Time 1	Time 2	Qual. Pos.
2	Burdelou			
20	Smider			
19	Walbrup			
67	Delmonico			
23	McElreath, Sr.			
22	Saldana			
76	McElreath, Jr.			
93	Barson			
3	Common			
42	Broxon			
48	Carton, B.			
56	Kinross			
72	Dickson			
85	Alderson			
97	Bollenhausen			
91	Holthausen			
36	Chasson			
51	Bulley			
75	Kunnen			
29	Cassella			
5	Emalehart			
57	Norke			
59	Rice			
78	Rogers			



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# Current Point Leader - **JOHNNY PARSONS Jr.**

Johnny Parsons Jr. has said that he would win a championship car race before the year was out. For this second generation driver who has been making steady gains on the USAC trail the proof of his words has almost come true.

The current point leader of the USAC National Dirt Championship trail drives for shipping magnate Tassi Vatis of New York City. His stable includes two rear engine turbo-charged Offenhauser Indianapolis cars and "Ole Herman" the Chevrolet powered dirt car Parsons will drive in today's race.

Parsons picked up the Vatis ride a couple of years ago when Bentley Warren vacated the ride for greener pastures. John performed well for the Vatis team making steady improvements with each succeeding race.

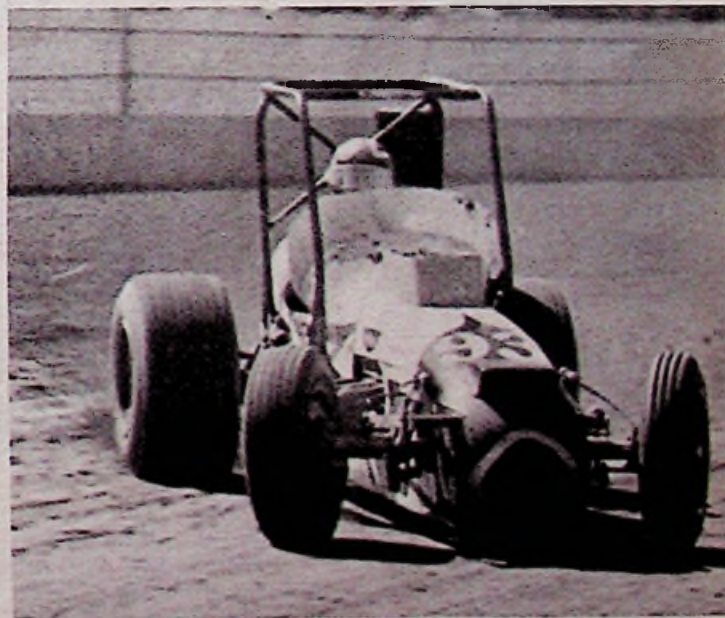
In last May's Indianapolis 500, he was running in the top ten when a mechanical problem sidelined his car to a 14th place finish before the rains came. But he has led an Indianapolis car race this season and led one in 1975; he's getting close.

In recent Hoosier Hundred, Johnny started from the pole position and led for 51 laps over Jan Opperman and Bubby Jones until the three had an accident that involved five cars.

Parsons has one of the more famous and "old school" chief mechanics preparing his First National City Travelers Checks sponsored cars. Bill Finley is one of a so-called last of the true chief mechanics."

Finley is one of the very few, if not the last, mechanics who builds his own Indianapolis cars. His latest creation was a copy of Dan Gurney's Eagle rear engine cars, called by Vatis, a "Fleagle."

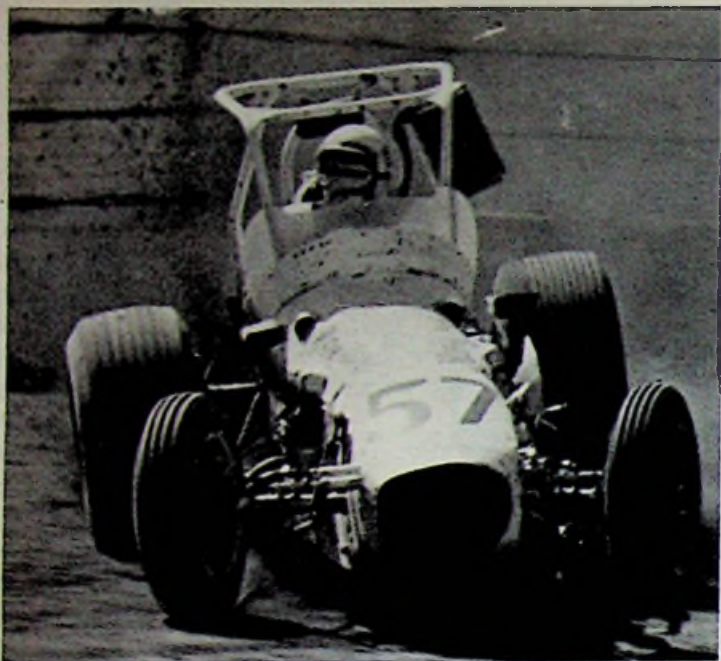
In addition to at least one full-time assistant mechanic, Bob Bunting and Matt Murphy from the New York City area work in the pits during the races. Bunting is one of the top golfers on the Indianapolis Speedway 18 hole course, during May.



**Johnny Parsons Jr.**



# JIM "HERCULES" HURTUBISE



Jim "Hercules" Hurtubise is one of the most gallant and determined race drivers who ever lived. Ever since he began driving race cars in 1951 he has left his marks in record books all across the nation; but more than that, has thrilled millions of fans with his daring and exciting drives. Even today, at 43, he commands respect of other drivers and lusty cheers from fans.

In 1964 "Herk's" career did an about face that has further endeared him to fans everywhere but greatly altered his rise to one of the premier drivers in the nation.

In the June Milwaukee 150 mile National Championship car race, he was closely following race leader Rodger Ward in a new Ford rear engine car and then, two-time Indy winner A.J. Foyt in his Sheraton-Thompson Offy roadster.

In the Indy 500 a week before, Jim's Tombstone Life Offy roadster had failed him when he was running strong in the top ten. And at Milwaukee he wanted to avenge his disappointment with a solid win in the classic.

Suddenly, Ward raised his hand as the trio exited the fourth turn when his trans-axle broke. Foyt swerved to the right to clear the slowing leader but Hurtubise rode over A.J.'s car's tail and glanced off

into the outer wall. Herk's roadster spun down the track on fire. A loose wheel crashed into the cockpit of the car knocking him cold, breaking ribs and collapsing a lung.

The burns he received were very severe and he spent painful weeks in the hospital at a burn center in Texas. His hands and face were the worst and when doctors told him his fingers would have to be set in a permanent position after skin grafting, Jim told them to fix them so he could grip a steering wheel. He was going to race again no matter what.

When he finally walked out of the hospital and to a track, he told his peers he would drive again. But they didn't think he ever could and walked away sadly. He begged rides wherever he could and made his way back slowly; finally winning a stock car race on the circuit. He had proved that he could do it and was a very happy race driver.

His was a lesson in human courage and writers picked up is courageous story.

Today, Hurtubise who electrified fellow drivers as well as fans at Indianapolis with his time trial and race drives, is in a good position to win this year's USAC Dirt Car Title. He has 230 points to leader Parsons' 340 and with a few breaks with his Louie Senter-Moran Electric Foyt powered car, could emerge the Champion today. He has never won a USAC title.

Hurtubise was one of the first drivers to make the switch from Offenhauser to Chevrolet engines after Parnelli Jones and mechanic Joe Pittman first blew off the Offies in 1959 in the sprint car division. Jim almost had the sprint title one year but a wreck relegated him to runner-up status.

His debut at Indianapolis is one few will ever forget. Driving the Travelon Trailer Special, a romantic name for racing, he was forced to time trial on the final weekend after the 33 car field had nearly been filled. Eddie Sachs already sat on the pole position with a 147 mph average for four laps.

But out came Herk seeking one of the few remaining spots. Driving without fear and sliding through Indy's four corners, cranked out a 149 mph average with one lap just missing the then magic 150 mph lap. It was a stunning performance that is still talked about.

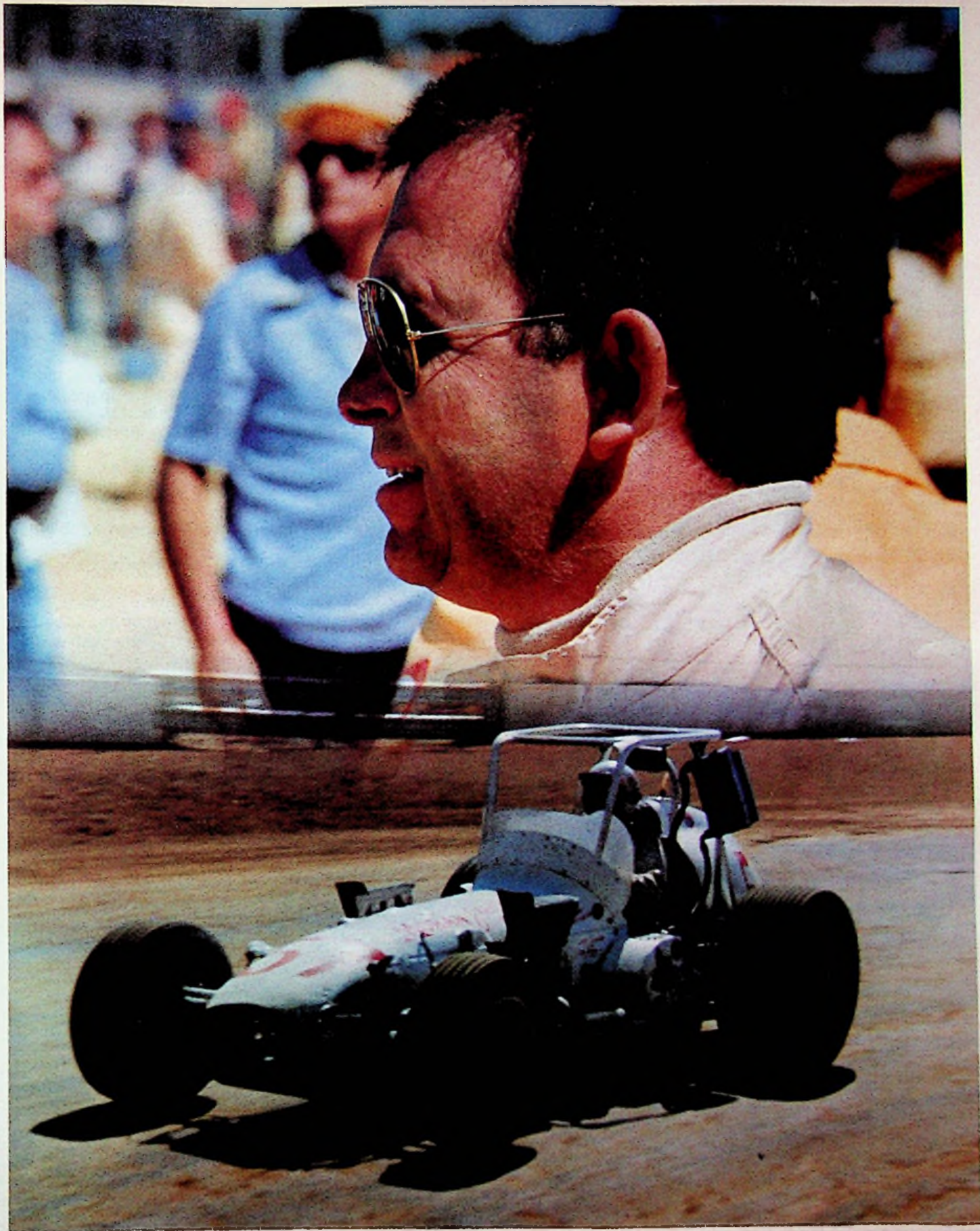
In 1963, when Parnelli Jones sat on the pole, Hurtubise was right on the front row too, with Andy Granatelli's revived Novi supercharged V-8. He bet Jones before the start of the race he would lead the first lap. Parnelli, who eventually won the race, bet him and lost as Herk had the beloved car screaming.

Hurtubise, of course, is famous for his square-looking roadsters that each year he tries to qualify at Indy. The nostalgic old roadster has missed the race for many years now and it just seems more a publicity effort than anything else.

But when the rail birds at the brickyard stand and cheer when he brings out the car, old Herk is surely giving it his best.

Let's hope he does well today. He's due.

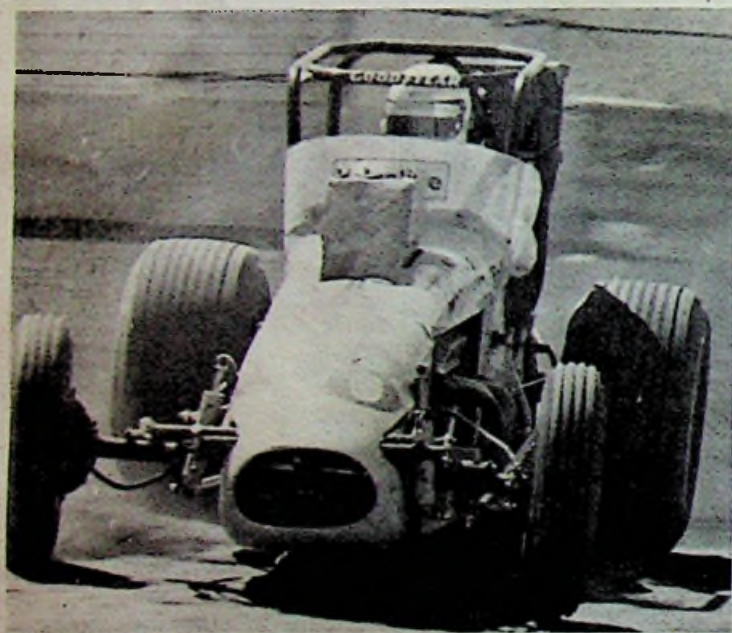
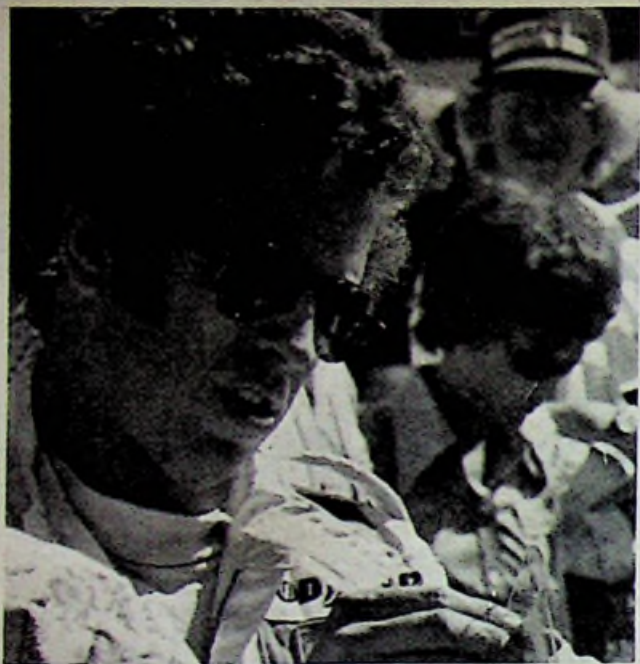




JIM HURTUBISE



# DUANE "PANCHO" CARTER



Duane "Pancho" Carter is not a political candidate, or the son of one. But Pancho is becoming known in United States Auto Club circles as the driver to succeed legendary A.J. Foyt in Indianapolis car racing in the future.

Pancho Carter is good. He drives sprint cars as well as anyone ever has and today he drives for Dan Gurney in his Jorgensen Steel Eagle-Offy on the Championship trail, one of USAC racing's top rides.

He is the only driver to ever win both the midget and sprint car titles in USAC, and he performed that feat in back to back years.

At 25 years of age, Pancho is one of the most proficient drivers in USAC competition. In his debut at Indianapolis he took a solid seventh place finish to

win the Rookie of the Year honors there. That was 1974 and it was the first time he ever sat in a rear engine car.

Last year's 500 mile race was one he almost wished he could forget. During Thursday's final car testing for Sunday's 500 miler, Pancho spun his Cobre Tire Eagle-Offy into the wall severely damaging the car's "tub" or chassis.

Rules of the race said that the car qualified must be used in the race; there could be no substitute. So chief mechanic Gary Bond and his crew (who also consisted of Lee Osborne then) spent the next three days and nights rebuilding the car.

Their efforts paid off as the car was finished at 8 a.m. on race morning. Pancho then went into the race, without even having a chance to test the nearly new racer, and raced from his 18th starting position to an amazing fourth place finish behind show driver A.J. Foyt.

This year when 1975 Indy winner Bobby Unser quit the Dan Gurney Jorgensen Steel racing stable to drive for Bob Fletcher's Cobre Tire team, Carter switched placed with him. Although the new team has not fared well this year, missing some of the trail events, they are expected to make great strides in the future.

Pancho is the half-brother of Johnny Parsons Jr. with whom he is a constant companion on the USAC racing trail. They often exchange points with one another on their racing and equipment.

Pancho is the oldest of two racing sons of Duane Carter Sr., a well known veteran of Indianapolis, USAC's first Director of Competition and a member of Champion Spark Plugs Highway Safety Team.

Brother Dana Carter is also one of USAC racing's future stars. Dana has captured several midget car feature races and finished second in the standings to Sleepy Tripp last year.

When ever the two brothers hook up on a race track, they are the ones to watch, no matter where they are running in the field. Last July at the Weedsport Speedway USAC midget event, the two were racing neck to neck during one event. Suddenly they came together in the first turn trying to out-battle each other for a position and wound up knocking both cars out of the event.

The following day at Syracuse for the Salt City 100, father Duane was told about the stunt and he replied with a smile, "Yes, I kind of worry every time they race each other. Young brother is not about to be shown up by big brother and big brother is not going to let junior beat him. But they get along well together."

In championship dirt and sprint car competition, Pancho drives cars built by the noted craftsman Steve Stapp of Speedway, Ind. Both cars are powered by Chevrolet V-8 stock block engines and sponsored by Dobbins Chevrolet Co.

Because of various problems during the three dirt events run this season, Carter is out of the title chase for this year. But you can be assured he will make a strong showing in the race today.





PANCHO CARTER

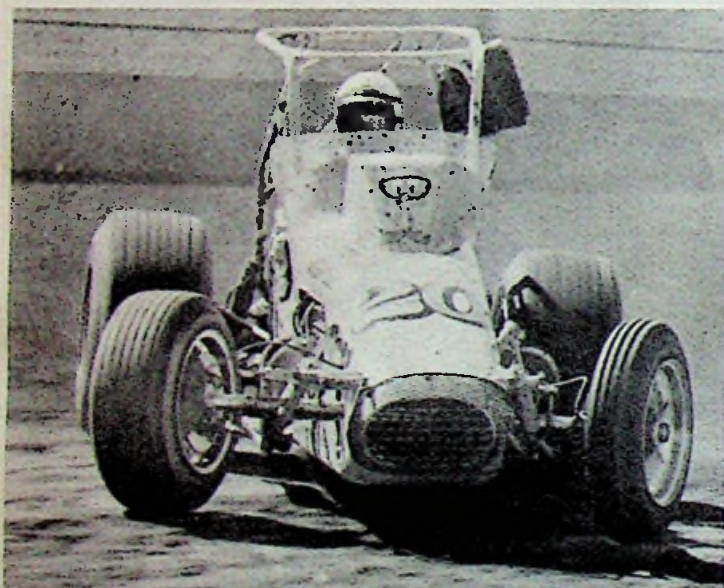




Billy Engelhart



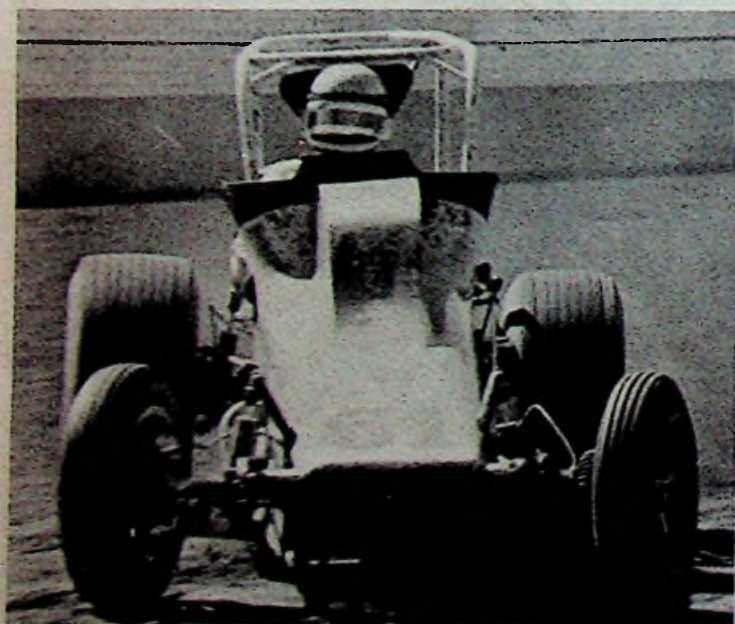
Bobby Olivero



George Snider



Sheldon Kinser



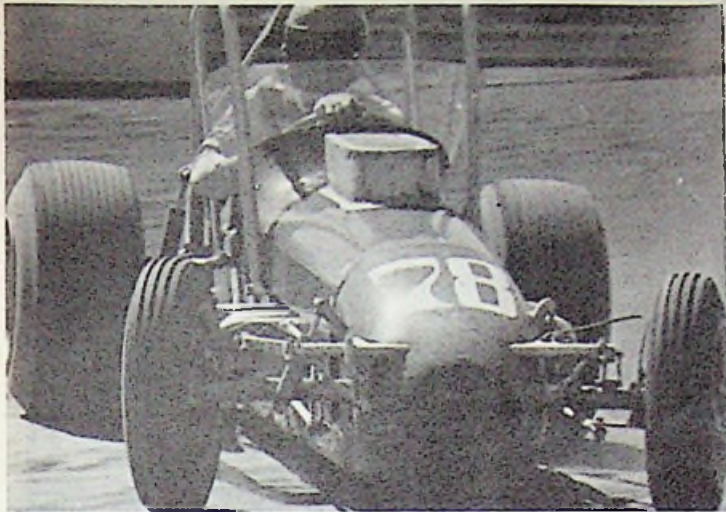
Roy Hicks



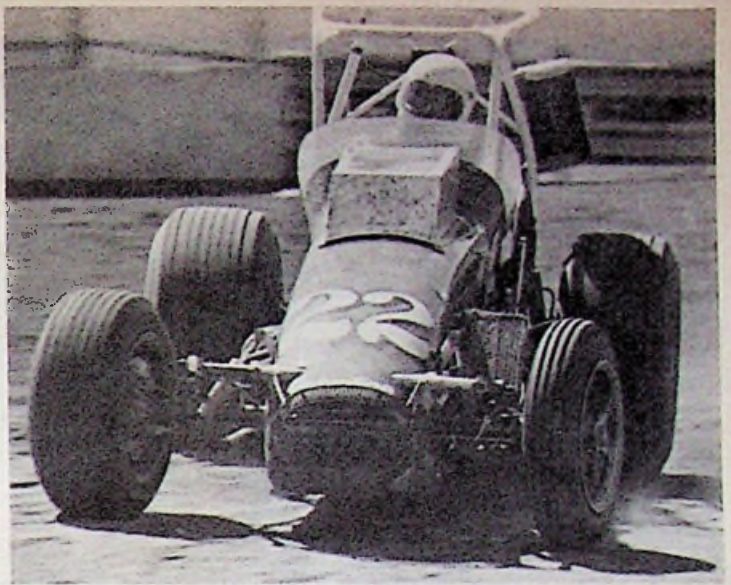
Tom Bigelow



# USAC REGULARS



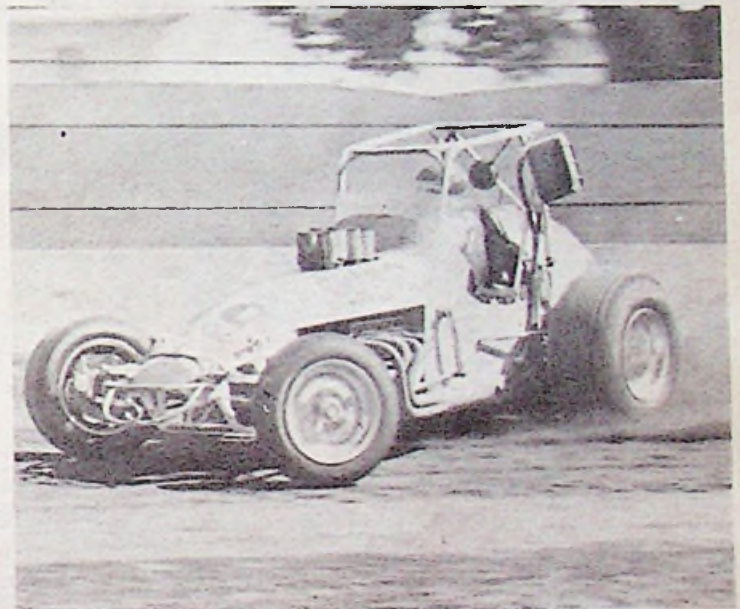
Roger Ragen



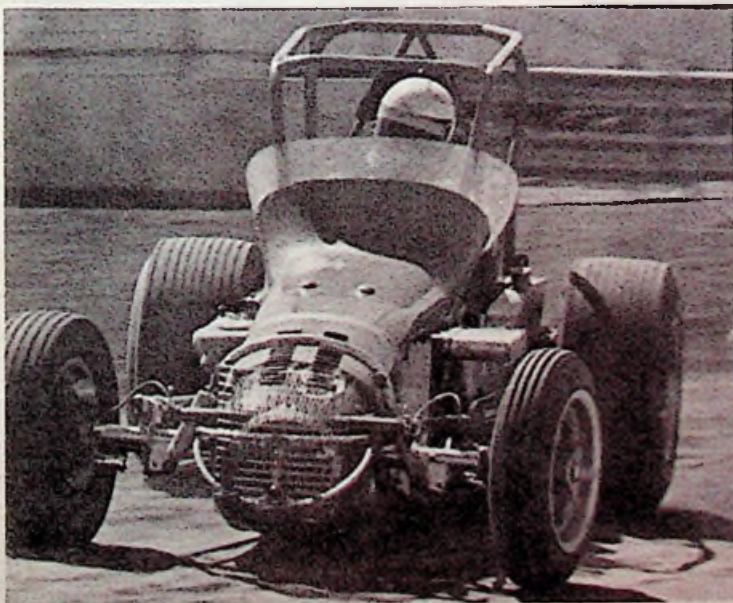
Joe Saldana



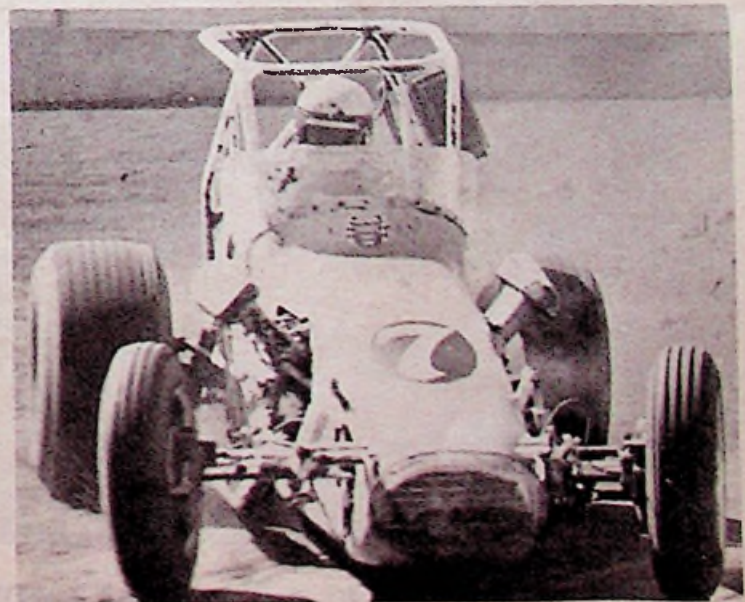
~~Spike Gehl~~  
SLEEPY TRIPP



Larry Rice



Danny Frye Jr.



Jackie Howerton





A.J. FOYT



# A.J. FOYT



What one can add about the man whom the Associated Press and other have called the Greatest Race Driver in History? His name, A.J. Foyt, is a household word in American and to many in foreign lands. His records of accomplishment has been told so many times that even casual race fans know of them and his desire to be Indianapolis' first four-time winner. It is about the only record he does not possess.

There have been books and articles and stories by the dozen written about A.J. telling of his storied career. And in that category the only thing that lacks is a movie.

A.J. Foyt is also in intense and very competitive man. He would have to be in order to accomplish the feats he has on a race track. Any less a person could not do these things and still remain the desire he has. It is not human nature.

There are not many people who understand A.J.

Foyt. Many believe they do but often they are wrong. The ones who most understand the man are his peers, fellow race drivers who live and breath for the same things he does; only Foyt does so more.

A.J. Foyt loves the competition that an auto race track provides. Hence, he like to win, only more so than anyone else. Parnelli Jones once said, "There isn't anyone who wants to win more than I do, except A.J. Foyt. SuperTex has said, "Winning may not be everything, but losing is nothing."

The gold and glory of winning do not seem to be his motive to continue racing because already he is a multi-millionaire and he accepts his winning trophies as he due, without great amounts of fanfare.

It is his desire to race. Everyone has desire, some more, some less. A.J. Foyt is loaded with desire. And you can't hate anyone for that.

Foyt not only drives race cars but he builds the cars he drives, including the engines. His names of "Coyote" on his chassis and "Foyt" on his engines are not just placed there, he personally designs and builds the equipment. Think about it.

But Foyt is called by some of the press as undisciplined and not cooperative. There is a reason for these charges. And they are, for the most part, unfairly directed at the big Texan.

for when other great drivers are talking to the press at functions and luncheons, Foyt is in his race shops preparing his cars. When other drivers are cutting up with each other or smiling to the press at the track A.J. will be found sweating over his engine or car with his mechanics, trying to make the machine as fast as possible. It is not that he doesn't want to talk to the press, it often is that he doesn't have time.

The people who know him and are closest to him know he doesn't possess a dishonest bone in his body. He doesn't cheat, he works the rule book to the closest line he can, which most others do.

Foyt also enjoys and forwards the sport he is in. The many he has gone out of his way to help is legion among racing people but not generally known by fans.

In order to help new drivers find themselves on a track and to, at the same time, make them safer, Foyt has gone to them and given advice. When some have been hurt he has helped them financially.

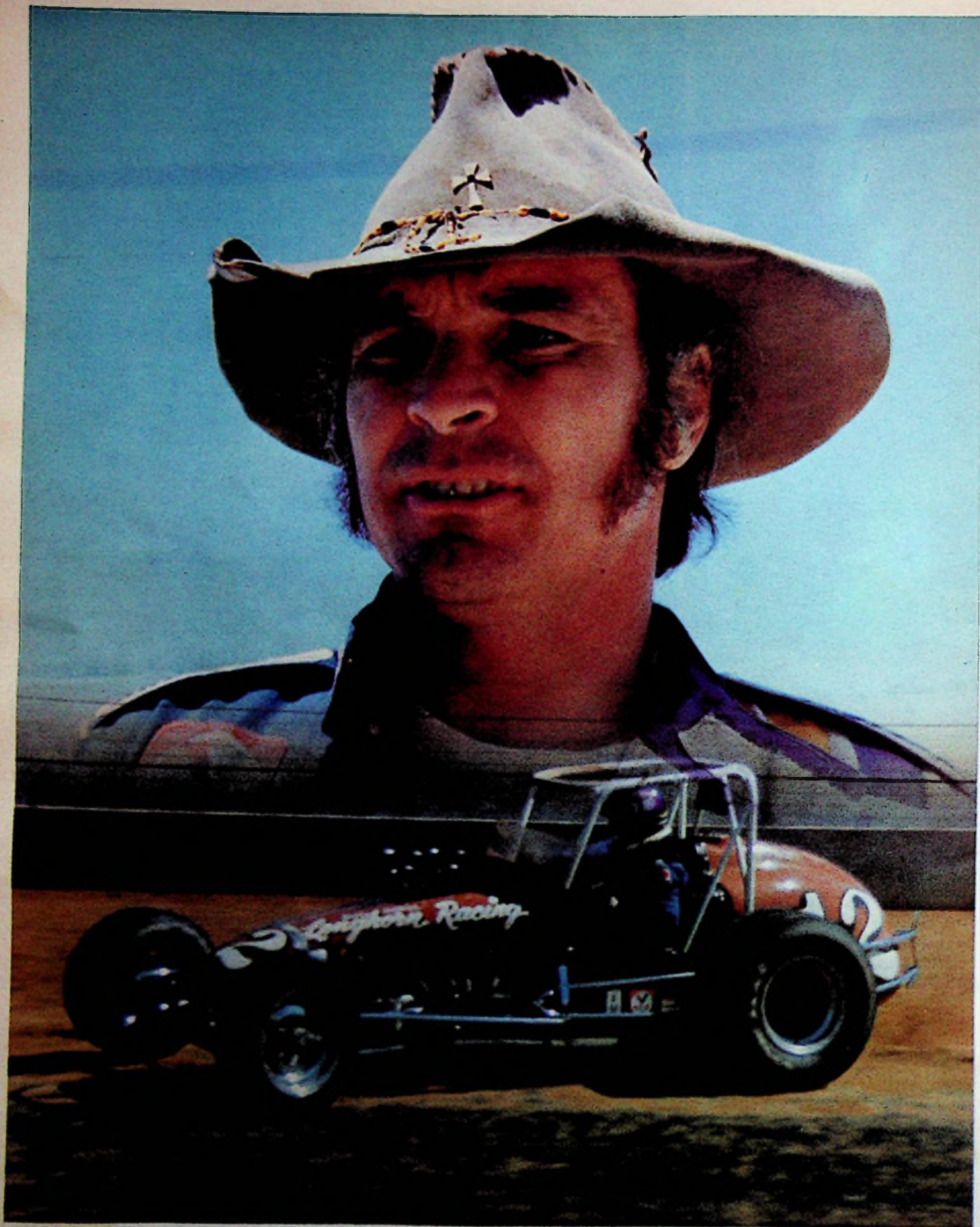
Many times he has helped other car owners and mechanics to sort out problems with their cars, lending advice, parts and his own hands to make them competitive.

Many fans know of the help he gave Janet Guthrie at Indy last May but few know about the help he gave Grant King's two drivers, Sheldon Kinser and John Martin, at Indy.

King had built two copies of Foyt's cars but with Offy power. When King and the drivers could not sort out handling problems in the new cars, A.J. took the machines into his own garage area and went to work on them with his own mechanics. Race day they were reported to be handling excellently by Kinser and Martin.

Perhaps is more of the press and fans were to know more of A.J. Foyt than just his exploits on the race track they know he was more than just the greatest driver in history.





JAN OPPERMAN



# JAN OPPERMAN



If there is anybody out there who thinks they can't make it in life, no matter how far out of the picture they are, take a lesson from Jan Opperman.

At one time in his life he was down and just about out. He was living on grass (the smoking kind) and such stuff and was generally screwed-up. During his bumming around he started to race motorcycles and later race cars for kicks.

Somewhere along the way he discovered he could drive pretty well for he found himself winning races. So he continued in the sport that was making him eating money and he got better and better. He moved his family from the west coast to the Nebraska plains and there it was through a down to earth, God fearing farmer he discovered Christ. And his life has changed ever since, he'll tell you.

With his racing sprint cars in the Mid-west Opperman began to make a name for himself. He was winning and making even more money when Central Pennsylvania super sprint car promoter, Jack Gunn decided the free spirit hippy turned Jesus freak would be just what the doctor ordered for his Selinsgrove/Williams Grove sprint car fans to relate to. A real, live long-haired hippy who wins by bombing around dirt tracks in sprint cars.

Pennsylvania is where Jan The Man really made himself known. He was running over 100 races a year and everywhere he took his potent, but rough looking Bogar Speed Shop sprint car, he won - well, almost. It was a case of - when he was running, he was winning.

And all the time he was winning he was telling folks his new way of life - a better life - with Christ. And people were listening to their hero. Jan Opperman, a former hippy was converting people to Christianity.

So it was natural that Jan would have to some day walk into the biggest speed joint in the country -- Indianapolis Motor Speedway.

When he arrived there he seemed out of place with his big prospectors' floppy hat, long hair and iron-cross pendant. No one would really look at him until a rear racer of the past, Parnelli Jones, decided that if he ran over 100 races a year and could win, why he must be some kind of a racer.

But before the USAC officialdom would even let him back into the hallowed Gasoline Alley and pit area of the Great Speed Emporium, he had to clean up his act a bit. Suddenly, there was Jan Opperman, Esq., sans floppy hat, long hair and impeccably dressed in Viceroy and Vels-Parnelli Jones racing uniform.

Now was the question: Could a race driver who had no experience on a big paved track - or a rear engine car - do the job? He did. He qualified a third Viceroy Offy to join Al Unser and Mario Andretti in the 500 lineup. Then he went to work in the race and drove into tenth place, looking like he'd been at the game for years.

But suddenly a tire was cut in the third turn and Jan wound up going into the wall and out for the day. But he had made still more legions of fans, establishment types, too.

He missed the 1975 500 because he had gone outlaw racing again when not enough bread could be put on the table racing in USAC. But he was back this past May.

He was bumped from the starting field and on the last day walking the pits looking for a last minute ride to make the race.

He found one in the twice-vacated Routh Packing Special wrenched by Todd Gibson.

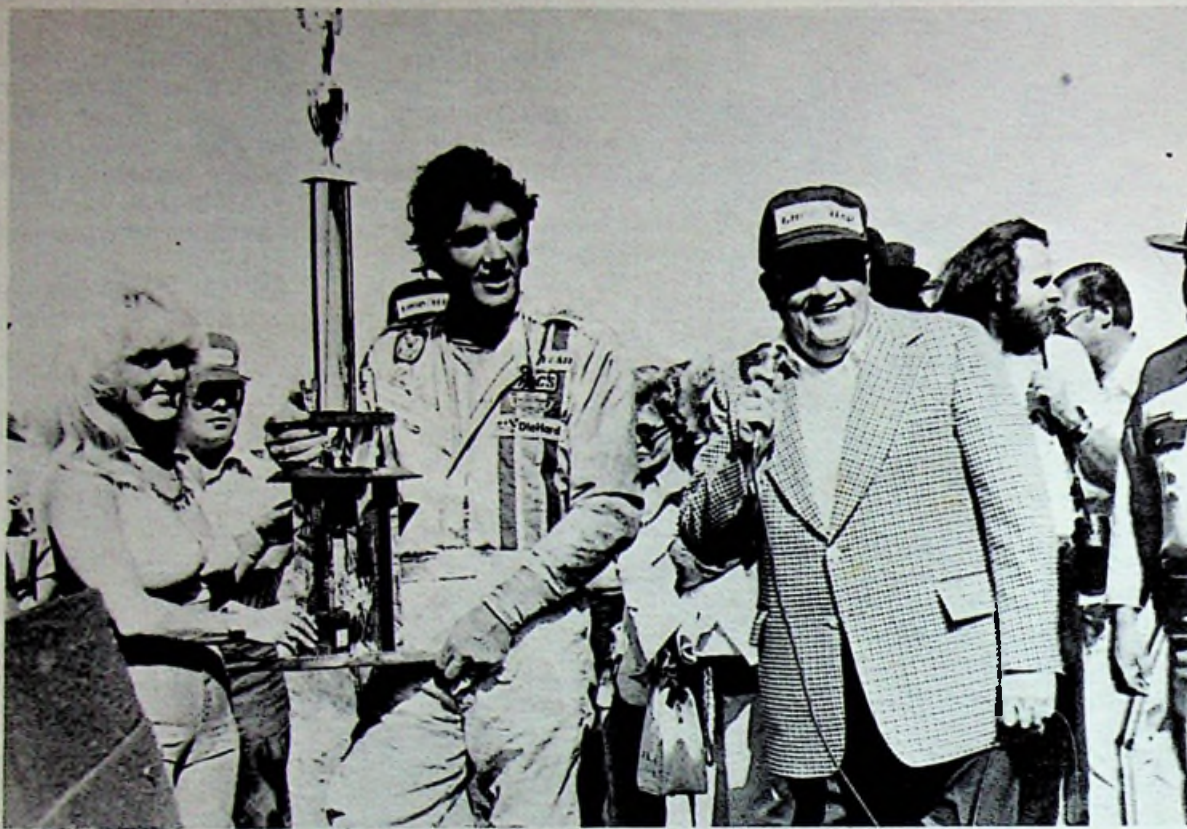
In a nerve-wracking, last second, go-for-broke try, Jan electrified the crowd at Indy and millions watching on television, as he took to the track just seconds before the gun, ending time trials for the year, went off. He put together four solid laps to bump Eldon Rasmussen from the 33rd and last qualifying position.

Unfortunately Jan will not be able to race here in the Salt City 100 miler today because he is still recovering from injuries received at the recent Hoosier Hundred.

Taking his place in the potent Longhorn Racing Chevy will be two-time Indianapolis winner and USAC National Champion, Al Unser. Al won the return opener of dirt car racing here in 1974. He has not driven the dirt car circuit this year because his Vels-parnell Jones team has not had a sponsor for the two-car team.



# 1975 USAC Championship to Sheldon Kinser



Tall and lanky Sheldon Kinser of Bloomington, Indiana won the biggest race of his career here last year when he raced Grant King's Dave McIntire Chevy Spl. to the Salt Lake City 100 victory.

A teammate of Bentley Warren last year Kinser made his Indianapolis debut, Sheldon was dogging race leader and pole sitter, Bruce Walkup, when the latter burned off his right rear tire. Kinser then took over the lead and was never headed.

"I'm plumb tuckered out," he said after the 100 mile grind in hot July weather. "That seemed like a 500-lap race out there."

Once in the lead, Kinser left his opposition in the dust of the one mile dirt track. Oddly, his lap times increased when he broke a right rear shock absorber on the 52nd lap. After the race king showed him the lap chart which showed that on the 64th lap he turned the mile in 34.70 seconds, faster than he had qualified for the race.

Gary Bettenhausen made his return to Syracuse a fruitful one, driving his City of Syracuse, NY Spl. Moser-Chevy powered car to a one-lap-behind sixth place finish. A year ago here, in 1964, Gary almost lost his life when he flipped end for end and onto a concession stand in the first turn while practicing for the race.

On the 48th lap of the race, a car slowed suddenly in front of Mel Cornett, racing on the narrow backstretch. He spun into the inside guard rail and bounced back into the path of Rollie Beale and Billy Cassella who crashed into him. No one was hurt.

## The finish of the 1975 Salt City 100 Mile USAC National Dirt Championship car race, July 4.

Finish	Start	Driver	Car Name/No.
1	3	Sheldon Kinser	Dave McIntire Chevy 20
2	6	Arnie Knepper	Patterson Drive shaft 5
3	10	Duane Carter Jr.	Dobbins Chevy 10
4	15	Jimmy Caruthers	Pizza Hut of St. Louis 55
5	12	Billy Engelhart	Scio Cabinet 28
6	9	Gary Bettenhausen	City of Syracuse 97
7	5	Sam Sessions	Smith Speed Shop 17
8	23	Roy Hicks	Lyle Dill 61
9	14	Joe Saldana	McGinty Conveyors 85
10	19	Darl Harrison	Harrison-Routh 7
11	4	Tom Bigelow	Leader Card-Lodestar 2
12	11	Johnny Parsons	Vatis 94
13	13	Ronnie Burke	Windmill Truckers 32
14	1	Bruce Walkup	Look 'Em 48
15	17	Richard Powell	Midwest Manufacturing 84
16	7	Al Unser	Viceroy 3
17	16	Bill Puterbaugh	D.J.C. Racing 15
18	8	Mel Cornett	Rogala 36
19	21	Billy Cassella	Seymour Enterprises 29
20	20	Rollie Beale	City Glass 22
21	2	Bill Vukovich	Ben's Tire Clinic 74
22	18	George Snider	Klein 8
23	22	Steve Lotshaw	Shutz and Thompson 62
24	24	Lee Osborne	Smith Speed Shop 16



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First Elevation W 20 ROWS A	Seats 1 - 71	ROWS W - W Seats 1 - 84 ROWS A - L Seats 1 - 42	ROWS W - W Seats 1 - 84 BOX SEATS ROWS A - L Seats 1 - 76 Seats 43 - 84	Seats 1 - 71

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- 3) Camper permits do not include admission - all persons with infield permits must have tickets for Thurs, Fri, Sat and Sun.

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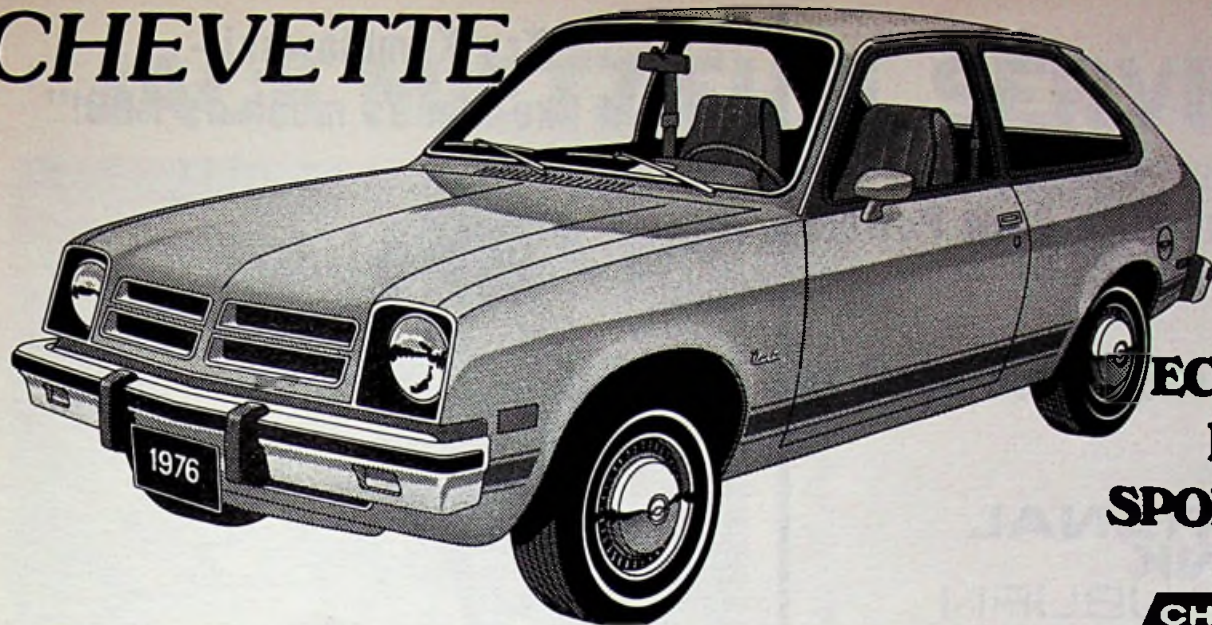
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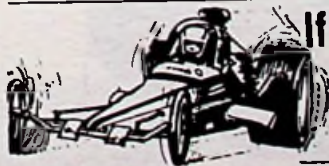


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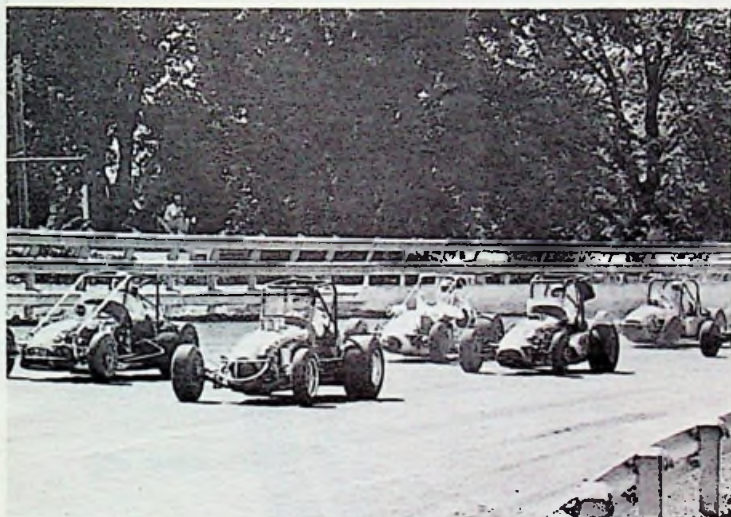
# HIGHLIGHTS OF THE 1975 USAC CHAMPIONSHIP



Gary Bettenhausen made his return to Syracuse and finished sixth. Here he awaits the order to fire up the cars for the beginning of the 100 miler.



The field waits for the start of the race.



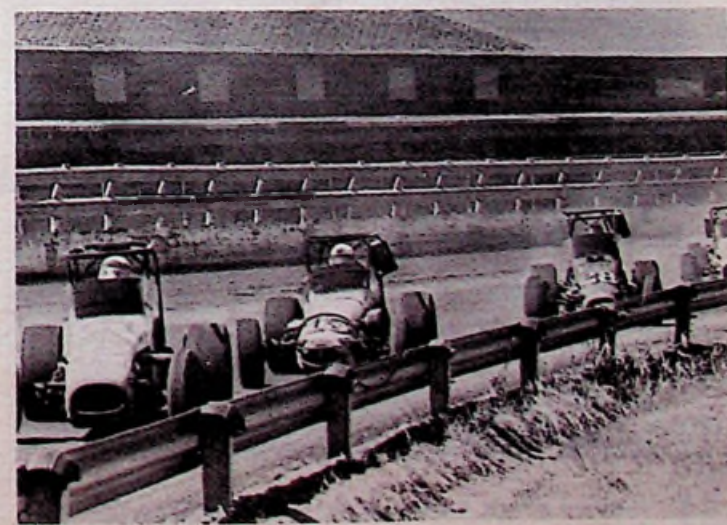
Bigelow and Vukovich pace the field as eventual winner Kinser rests third at the start.



Lotshaw and Parsons run bumper to bumper as they drift into turn four.

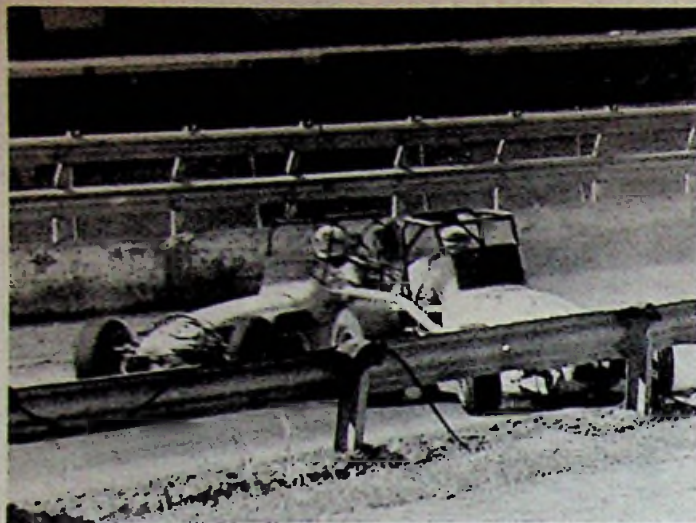


Under caution, the pit crews show their drivers the pit boards.



Burke leads Puterbaugh, Englehart and Carruthers through turn three.





Burke spins in turn three.



Walkup and Kinser hug the hub in the corner, but Vukovich rides the extreme outside.



Defending champ Al Unser battles Johnny Parsons before retiring late in the race.



The Viceroy Crew look over Al Unser's engine after Unser pulled out of the race.



Sheldon Kinser drifts around Tom Bigelow to take the lead.



Sheldon Kinser scored his first major victory here at Syracuse last July.



A black and white cartoon illustration of two anthropomorphic sausages. On the left is 'Mr. Frank', a dark-colored sausage with a simple, smiling face. On the right is 'Miss Snappy', a light-colored sausage with a more detailed face, including closed eyes with long eyelashes and full lips. They are both standing with their hands on their hips and are holding a large rectangular sign between them. Their bodies are simple, with thin arms and legs.

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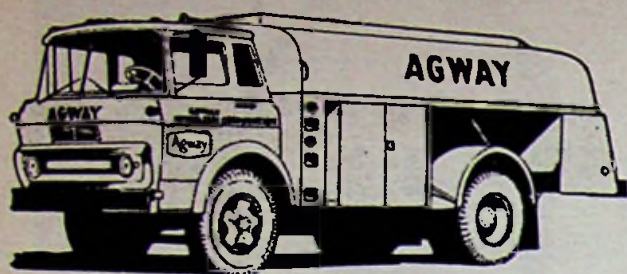
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# FACES OF THE STARS



Jackie Howerton



Larry Dickson



Bruce Walkup



Bill Puterbaugh



Sammy Sessions



George Snider





Spike Gehlhausen



Chuck Gurney



Mark Aldenson

## TIME TRIALS - 1975

Walkup	35.247	35.008
Harrison	36.337	36.367
Kinser	35.347	35.295
Burke	36.220	35.942
Lotshaw	36.658	36.571
Vukovich	35.344	35.189
Englehart	36.090	35.899
Bettenhausen	35.815	No Time-pulled in
Sessions	36.210	35.388
Snider	36.972	36.202
Caruthers	36.373	36.080
Parsons	35.819	35.944
Puterbaugh	36.092	36.663
Hicks	36.636	36.601
Beale	36.500	36.526
Cassella	36.521	36.636
Frye	38.669	37.669
Carter	36.129	35.818
Osborne	51.422	36.872
Gable	DNQ	

Gilhausen - Spun on first lap-hit inside wall-No injury to driver

Chassey	36.625	36.484
Knepper	35.771	35.480
Powell	36.384	36.150
Cornett	36.081	35.750
Saldana	35.979	35.971
Bigelow	35.315	35.650
Unser	36.099	35.650

~~Bigelow~~  
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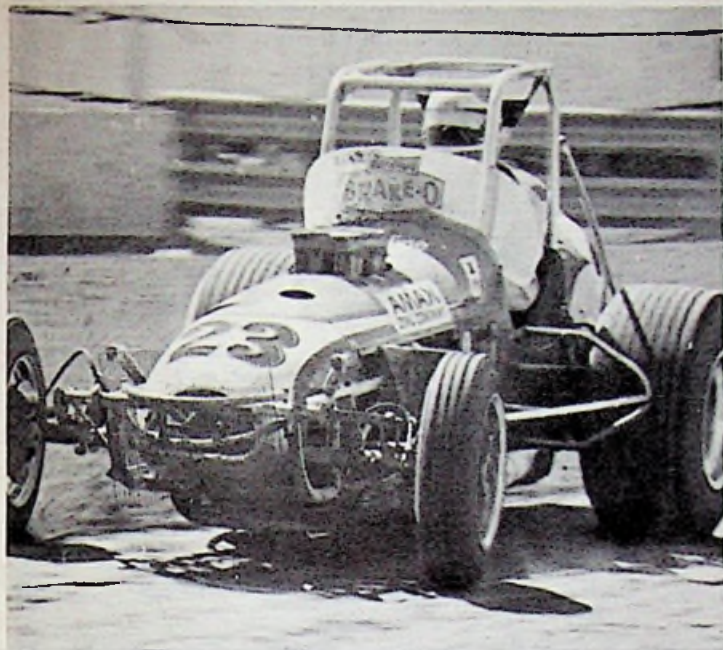


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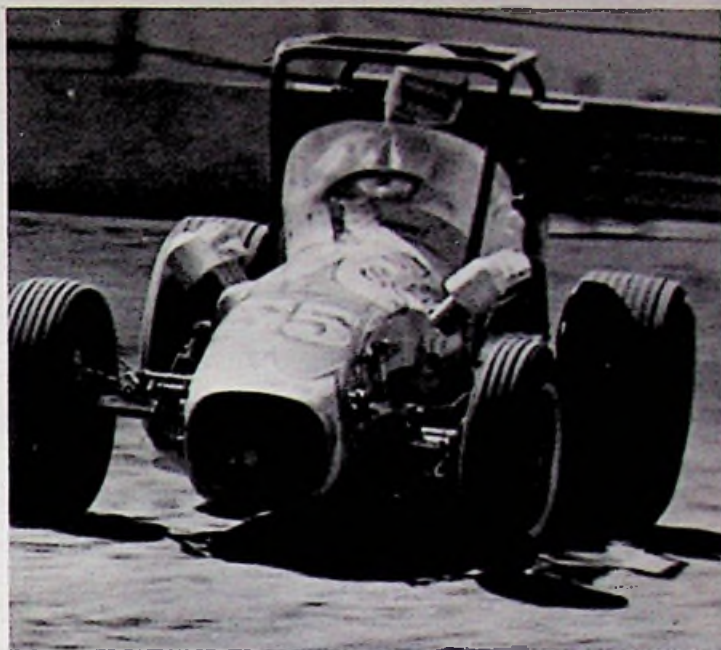
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# Like Father - Like Son - JIM and JAMES McELREATH



Jim McElreath



James McElreath

There are brother acts and second generation drivers by the score in auto racing today. But it's seldom one can see a father-son combination battling one another on a speedway - especially in the tough open cockpit leagues of the sport.

But to veteran Jim McElreath and son, James McElreath of Arlington, Tex., dirt tracking is a way of life on the United State Auto Club championship trail.

Like father, like son, both were brought up in racing on the rugged dirt tracks of the Southwest at early ages. Both were also winners in the "outlaw" leagues of sprint and modified racing before they packed their bags for the big leagues of auto racing travelling all over the nation.

Jim began his illustrious career in 1945 at the age of 17 driving at popular Devil's Bowl Speedway in Dallas. He was a bricklayer then and racing was just for the fun of it. His ability and success sent him into the sprint car ranks of the International Motor Contest Association where two years running he was one of their leading drivers.

In 1961, while leading the IMCA standings, he switched to USAC racing and in his first ride, at the Hoosier 100 in Indianapolis, he took a third place finish on the mile dirt. A rugged and tough race driver, Jim had earlier won the grueling 500 lap "Little 500" sprint car race at Anderson, Ind. Anyone who has ever lasted the distance in this famed classic will tell you they worked for every one of the 500 laps on the quarter mile.

In his first Indianapolis start, Jim was awarded the "Rookie of the Year" trophy for his fine sixth place finish. Early in that 1962 race he was running as high as second position.

Father Jim has five National Championship victories to his credit but the last one is the one he remembers best. That's when he drove A.J. Foyt's back-up Sheraton-Thompson ITT Coyote to a one second victory over the late Art Pollard in the inaugural California 500 in 1970. He became the Ray Harroun of that race.

Now 48 years old, Jim has been at his game for 31 years. HE is a very competitive driver who has put a lot into the sport and seldom has been recognized for his achievements. Today he still tows his own No. 23 sprint and dirt track cars to the speedways.

Son Jimmy also grew up on the Southwest's dirt bull rings, winning where his dad used to and probably before some of pop's fans too. He was being recognized as a chip off the old block so last year he "came on over" to the ranks of USAC.

James drove in late season sprint and dirt car events taking a 26th place in sprint car standings following four top ten race finishes. In the dirt car circuit he began with a solid eighth place in his dad's No. 23 car at Springfield and qualified for the remaining three events. He was listed in 21st position at seasons end. He was on his way.

This year, Jim will be back driving his own No. 23 Chevy powered dirt car on the four race circuit.

But James has the title winning Meskowski-built Foyt V-8 engined car of the late Jimmy Caruthers; the beautiful Pizza Hut of St. Louis racer that was A.J. Foyt's car in 1974.

Jim or James, who's going to be quicker today?

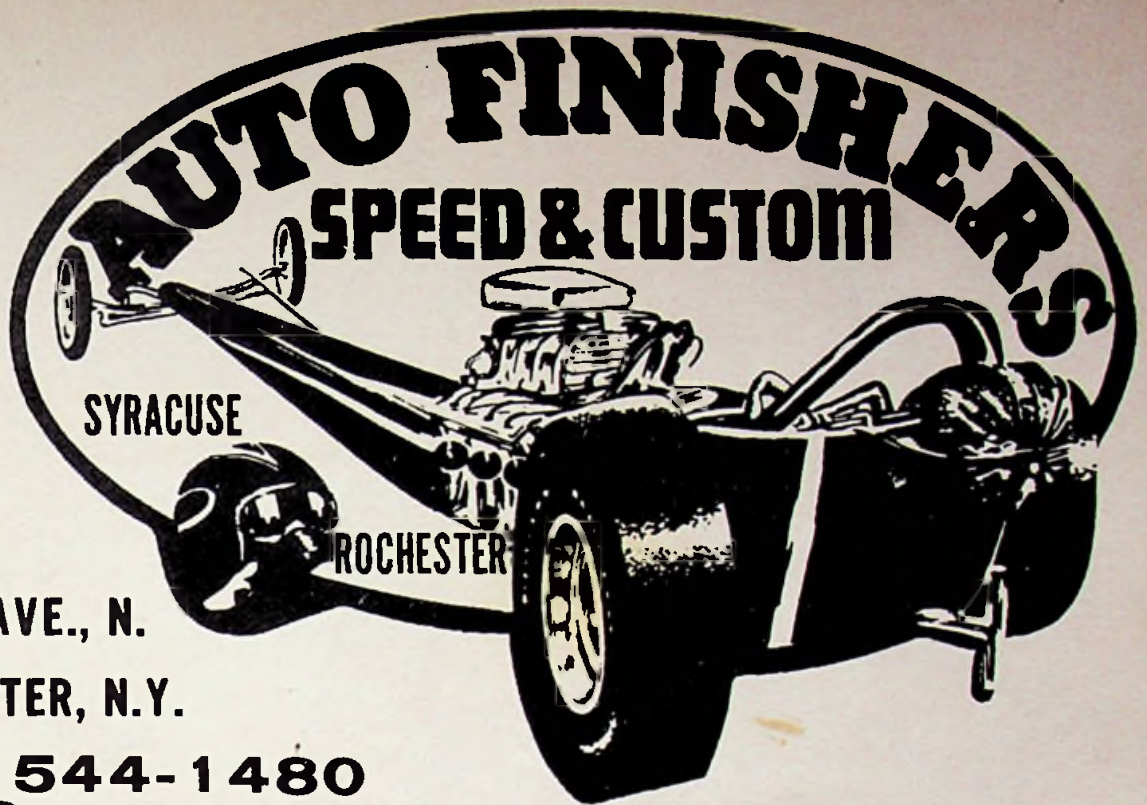


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44	Banchester	1	56	Kinross	3
72	Dickson		25	Adams	
97	Bottenhausen	2	91	Johnson	
36	Chase		51	Rehder	
25	Summy	5	29	Cassella	4
5	Engelhart		57	Hicks	
59	Bice	6	78	Reger	



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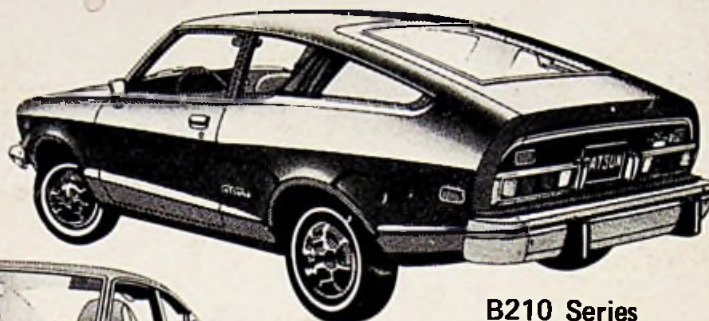


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