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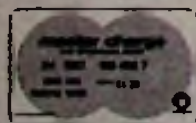
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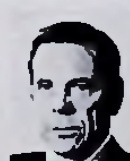
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**YOUR
1975
INDIANA
STATE FAIR
BOARD**

INDIANA STATE FAIR OFFICIAL PROGRAM

Published By

PUBLICITY DEPARTMENT

State Fairgrounds
Indianapolis, Indiana 46205

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WTTV CHANNEL 4
YOUR STATE FAIR
TELEVISION STATION



DON SMITH, Director
Indiana State Fair Board
Auto Racing Department



ON THE COVER

This year's program cover is a 4-color lithographic reproduction of an original oil painting by artist Ron Burton, Speedway, Indiana, considered America's foremost painter of auto racing action.

Burton pictures the three leaders fighting it out on the last lap in turns 3 and 4.

Jackie Howerton, last year's winner and his first victory is pressed by Al Unser, who had his string of 4 victories broken, and Mario Andretti, who at the time was the 1974 USAC dirt track champion.

The 8½ x 11 inch cover is suitable for framing. Burton's works hang in the homes, offices and business establishments of racing enthusiasts across the nation.

HOOSIER HUNDRED POINT LEADERS

ALL TIME

1. A. J. Foyt, Jr.	2,270
2. Al Unser	1,240
3. Rodger Ward	1,030
4. Mario Andretti	990
5. Don Branson	970
6. Jimmy Bryan	780
7. Jimmy McElreath	680
8. George Snider	648
9. Jud Larson	580
10. Arnie Knepper	490

NUMBER OF RACES

1. A. J. Foyt, Jr.	17
2. Ralph Ligouri	13
3. Rodger Ward	12
4. Jimmy McElreath	11
5. Don Branson	10
6. Roger McCluskey	10
7. Mario Andretti	10
8. George Snider	10
9. Arnie Knepper	9
10. Al Unser	8

ACTIVE DRIVERS

1. A. J. Foyt, Jr.	2,270
2. Al Unser	1,240
3. Mario Andretti	990
4. Jimmy McElreath	680
5. George Snider	648
6. Arnie Knepper	490
7. Roger McCluskey	420
8. Ralph Ligouri	380
9. Billy Vukovich	320
10. Sammy Sessions	300

NUMBER OF WINS

1. A. J. Foyt, Jr.	1960-61-64-65-68-69
2. Al Unser	1970-71-72-73
3. Jimmy Bryan	1954-55-56
4. Rodger Ward	1959-63
5. Mario Andretti	1966-67
6. Bob Sweikert	1953
7. Jud Larson	1957
8. Eddie Sachs	1958
9. Parnelli Jones	1962
10. Jackie Howerton	1974



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Sized Ice—Blocked Ice—Crushed Ice—Ice Cubes

TO POSTPONE OR RUN!

Postponement is the nemesis of the racing world!

Everybody comes out a loser when a race is called off, regardless of the reason. Unhappiness happens instantly! If a crowd has assembled it becomes surly. If the race is rescheduled in advance, fans who planned to attend the race on a given date get their noses out of joint. If the race is just delayed everyone gets edgy and enthusiasm dims.

But, think of the poor guy who has to make the decision to postpone. Even if an earthquake happens, he gets blamed for it. If it rains, it's his fault. He's meaner than the Grinch Who Stole Christmas. He's worse than rain on a parade. He's as popular as a flat tire on a rainy day.

Rain is the usual reason for postponement, but there are others. Rain at the wrong time can turn a dirt track into a quagmire. Even a paved surface is unsafe at any speed for racing traffic when it starts to pitter-patter.

The drivers and car owners are hard hit by a rainout or postponement. Most travel on a tight schedule from event to event, and rescheduling a race to another date creates king-sized headaches. Picking an alternate date never satisfies everyone's schedule.

The promoter of the event is usually the fall

guy, and he's usually the poor soul who has to make the big decision—to postpone or not to postpone? Any decision that he makes is wrong. Any date or rescheduling is wrong for some of the fans, drivers or owners, and there is no guarantee that the weather will be any better on the alternate date. The promoter also stands to lose a bundle on returned tickets if the event has to cancel out.

Believe it or not, first consideration is given to the racing fan when it comes to postponement or rescheduling. The alternate date will be as soon as possible following the original date, on a weekend or holiday to enable as many ticketholders to return as possible.

The first question that occurs to most fans is; if the race is postponed can I get a refund on the price of my ticket? The answer is no. The ticket is valid on the alternate date, but no refund is made. This is standard policy for all outdoor events, as indicated on the admission ticket.

However, if the event is cancelled, which is always a last resort, ticket money is refunded starting the first business day following the cancellation date.

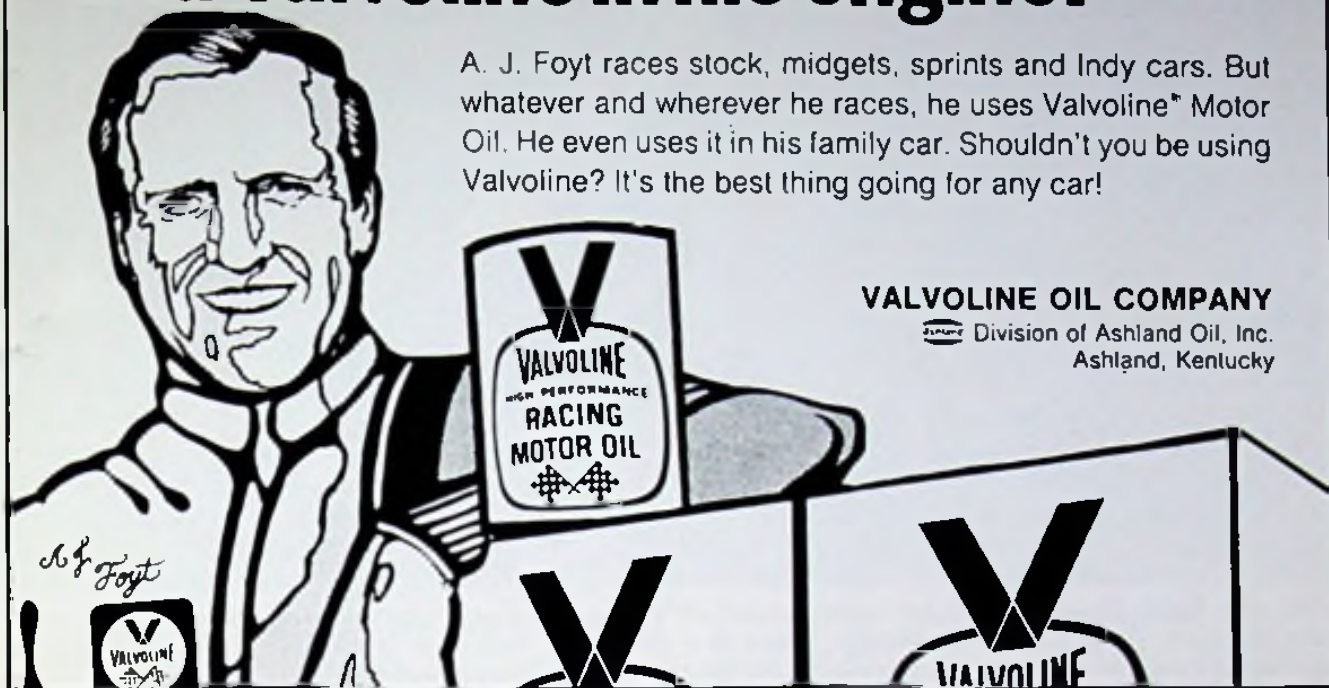
Let's all have a good day today, right on schedule—OK?



Photo by Don Hartman

The last lap and a more exciting one couldn't be found as Jackie Howerton (No. 42), Al Unser (No. 1) and Mario Andretti (No. 2) are all jammed up in the third turn running 1-2-3. By virtue of his third place finish Andretti was the 1974 USAC dirt champion.

A.J. Foyt has racing in his blood and Valvoline in his engine.



A. J. Foyt races stock, midgets, sprints and Indy cars. But whatever and wherever he races, he uses Valvoline™ Motor Oil. He even uses it in his family car. Shouldn't you be using Valvoline? It's the best thing going for any car!

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Photo by Major Baynes

On the start Jackie Howerton and his turbo-charged Offy (No. 42) took an immediate lead and in the process buried his fellow front row starter Sheldon Kinser in a shower of dirt. As a result Kinser, Jim McElreath and John Hubbard were all eliminated in an accident. No one was seriously hurt however.



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Aug. 13 — 8pm

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Aug. 18 — 7pm

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Aug. 23 — 3pm

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Aug. 24 — 630pm

R.F.D. 4
Weekdays — 6:30am

JANIE
Weekdays — 7:30am

STUDIO FOUR
Weekdays — 11am

COWBOY BOB
Weekdays — 12noon

PEGGY
Weekdays — 3:30pm

STATE FAIR VARIETY SHOW
Aug. 14—24 — 9pm

WTTV
ONE OF THE NATIONS LEADING
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The Roger G. Wolcott Cup

When members of the 1959 Indiana State Fair Board established the Roger G. Wolcott cup as a perpetual award for the annual Hoosier Hundred, they provided well-deserved recognition for the Indianapolis sportsman who did so much to make this 100-mile championship race the finest of its kind in the nation.

It was Mr. Wolcott who led the movement which brought auto racing back to the Indiana State Fairgrounds in 1953, after a lapse of six years, and he served as chairman of the Fair Board's committee for that first Hoosier Hundred Presentation in September of that year. Safety was his chief concern. But he also worked tirelessly to establish a comprehensive pattern of operation which would assure the continued success of the event in future years.

Racing lost one of its staunchest supporters when he died suddenly in the fall of 1958, as the result of a coronary occlusion; and the Fair Board took official action to honor his memory by authorizing a perpetual Hoosier Hundred award in his name. Final decision concerning the form of such a trophy was delegated to Speedway President Tony Hulman, who was one of Mr. Wolcott's closest friends, and Director Joe Quinn.

They searched for something which would reflect Mr. Wolcott's interest in the fine arts, as well as the sincerity and the dignity which marked his connection with the sport of auto racing, and they found it among a collection of museum pieces on display in a New York silver shop. It's the George III Irish silver cup and cover, bearing the arms of St. George, and created in Dublin in 1805 by William Ward.

As a perpetual trophy, emblematic of everything that is best in racing, it will be on display at the Bank of Wolcott, pending Restoration of the Wolcott home. The names of all Hoosier Hundred winners are inscribed on the silver band which circles the base. Each year, however, the Hoosier Hundred winner will receive a miniature replica of it with his other awards.

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Our Record

It began 43 years before the phonograph was invented.

Indiana, 1834. A young state on the "untamed frontier."

The record begins.

From those unstable times to the present day, Indiana National Bank has been an important part of Indiana history. A model bank of our country in those times, it set a tempo for the economic growth of the state, its people, its business and commerce—a tempo that has never slowed during our 140-year history.

Between Edison's first "talking machine" and today's sophisticated quadraphonic sound systems, Indiana National has remained the state's leading bank through continuous development of more and better ways to serve the needs of people.

And ours is a record just beginning.

Indiana National Bank

Imagine the past without us.
Imagine the future with us.

HOOSIER HUNDRED LAP PRIZE DONORS

Automotive Armature Co., Mooresville, Ind.	1 lap
Dick Bowman, Mooresville, Ind.	1 lap
Baker Engineering Company	1 lap
Bill's Unclaimed Freight, Eagledale Shopping Center	1 lap
Dr. & Mrs. Phillip Bly	1 lap
Robert D. Boone	1 lap
Burgess Truck Sales & Service, Hammond, Ind.	1 lap
Butcher Funeral Home, Knightstown, Ind.	1 lap
William A. Carson, Marion, Ind.	1 lap
Bill & Louise Cooper, Greenwood, Ind.	1 lap
D & W Sales & Service, Louisville, Ky.	3 laps
Firestone Tire & Rubber Company, Akron, Ohio	10 laps
500 Festival Committee	2 laps
Gene Flesch, Noblesville, Ind.	1 lap
Gapco, Incorporated	1 lap
Miss Muriel Gardner	1 lap
General Auction Company	1 lap
Golden Foundry Company, Columbus, Ohio	1 lap
"Bob" Hancock Standard Service	1 lap
Wayne G. Henderson	1 lap
Hooks Drug Company	4 laps
Hoosier Auto Race Fans	1 lap
Hoyt Machine Company	1 lap
Indiana National Bank	1 lap
J & S Incorporated	2 laps
Kennedy Tank & Manufacturing Company	1 lap
Klincher Locknut Corporation	1 lap
Marr Grain Company, Columbus, Ind.	1 lap
Don McIntire	1 lap
John E. Messick, Jr.	1 lap
Metropolitan Printing, Bloomington, Ind.	2 laps
Tony Minnick	1 lap
George M. Ober	1 lap
Ontario Corporation	2 laps
Russell Pace	1 lap
Steve Panke, Zionsville, Ind.	2 laps
R. Merrill Reece	1 lap
Parsons Sales, Incorporated	4 laps
Precision Piston Rings	1 lap
Earl "Bud" Shaw, Hamilton, Ohio	1 lap
Siebert Oldsmobile, Inc. Shelbyville, Ind.	1 lap
Bill Smiley, Decatur, Ill.	1 lap
State Bank of Waldron, Ind.	1 lap
Jeff, Scott & Kevin Struble, Terre Haute, Ind.	1 lap
Terre Haute First National Bank	4 laps
Truck & Trailer Refrigeration Company	4 laps
Unlimited Racing, Incorporated	1 lap
Gene White Firestone	2 laps
WIRE Radio	8 laps
WTHI TV & AM-FM Radio, Terre Haute, Ind. ..	4 laps
WTTV Channel 4	2 laps
Settle & Kean Construction, Camby, Ind.	1 lap
Owen Reed Chevrolet, Franklin, Ind.	2 laps
Gatorade	1 lap

The Official Flags . . . and Their Meaning



GREEN FLAG—Indicates race is officially started, and is shown during race to state track is clear.



CROSSED FLAGS—Indicates half-way point in race. Color of flags is insignificant as Starter holds cloth of the flags along handle so meaning is not confused. If it's a "hundred miler", this signal means only fifty to go.



BLUE FLAG WITH DIAGONAL STRIPE—The "passing flag," which indicates car is about to lap another. This flag tells the driver of slower car to hold his position until pass is completed.



YELLOW FLAG—The "caution flag," telling all cars to slow down and maintain their positions. This flag indicates an accident on track, or that track is partially blocked. Flag remains out until officials have determined that track is clear. If there is a "safety car," all cars must remain in line behind it until either red or green flag is displayed.



RED FLAG—The danger signal! When this flag is showing it means STOP . . . and immediately. There may have been a bad spill, perhaps someone has been hurt, or track is completely blocked. Whatever reason, when red flag is out all cars stop and remain so until green flag is shown.



BLACK FLAG—The "consultation flag" telling particular driver to pull over into pits on next lap. It is often called the disqualification flag, but doesn't necessarily mean that driver has done something wrong. It could mean a part is hanging loose from car and about to fall on track. If driver ignores this flag more than twice, he can be disqualified.



WHITE FLAG—The "one more lap," signal. This flag is shown to the driver or drivers who have one lap to go to finish the race.



CHECKERED FLAG—The "winning signal." The flag every driver wants to finish under. The driver who crosses the finish line with this flag showing, is the official winner of the race.

MPS

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Hoosier Hundred Rookie of the Year

YEAR	DRIVER	CAR OWNER	FINISH
1961	Bobby Marshman	Competition Engineering	2nd
1962	Ronnie Duman	Wyandotte Tool	10th
1963	Johnny White	Performer	7th
1964	Bud Tingelstad	Federal Engineering	5th
1965	Red Riegel	Central Excavating	5th
1966	Dick Atkins	Agajanian Rev 500	6th
1967	Billy Vukovich	Agajanian	4th
1968	Gary Bettenhausen	Thermo King	4th
1969	Mike Mosely	Zecol-Lubaid	17th
1970	Sammy Sessions	Walther	4th
1971	Merle Bettenhausen	Joe Hunt Magneto	10th
1972	Lee Kunzman	Clamato	19th
1973	Duane (Poncho) Carter	Lee Glessner	4th
1974	Jackie Howerton	STP Oil Treatment	1st

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1975 HOOSIER HUNDRED ENTRY LIST

CAR NO.	DRIVER/HOMETOWN	SPONSOR/ENGINE
2	Tom Bigelow, Whitewater, WI	Leader-Card Loadstar Ford
3	Al Unser, Albuquerque, NM	Viceroy Offy
5	Arnie Knepper, Belleville, IL	Patterson Driveshaft Chevy
6	Jackie Howerton, Speedway, IN	Sinmast Special Chevy
7	Darl Harrison, Tiffin, OH	Harrison-Routh Offy
8		Klein Special Chevy
10	Duane "Poncho" Carter, Jr., Brownsburg, IN	Dobbins Chevrolet Co. Chevy
14	A. J. Foyt, Houston, TX	Gilmore Racing Team
15		DJC Racing Ent. Inc. Offy
16	Lee Osborne, Lebanon, PA	Smith Speed Shop Chevy
17	Sam Sessions, Nashville, MI	Smith Speed Shop Chevy
18		West Coast Pool Service Offy
20	Sheldon Kinser, Bloomington, IN	Dave McIntire Chevrolet Center Chevy
22	Rollie Beale, Toledo, OH	Glass City Chevy
23	James McElreath, Arlington, TX	King's Brak-O Chevy
28	Bill Engelhart, Madison, WI	Scio Cabinet Chevy
29	Bill Cassella, Weirton, WV	Donahue Chevrolet Co. Chevy
33		Mike Burke Chevy
35	Johnny Anderson, Sacramento, CA	Snow's Speed Shop Chevy
36		Rogala Offy
48	Bruce Walkup, Sullivan, IN	Longhorn Racers Chevy
53	Danny Frye, St. Louis Co., MO	Ozark Bomb Ford
54	Roger McCluskey, Tucson, AR	Patterson Driveshaft Chevy
55	Jimmy Caruthers, Anaheim, CA	Pizza Hut of St. Louis Foyt Ford
56	Jim Hurtubise, Indianapolis, IN	Moran Electric of Indy Ford
59	Larry Rice, Indianapolis, IN	Lefevre Automotive Chevy
61	Roy Hicks, Socoro, NM	Hicks Special Chevy
62	Steve Lotshaw, Indianapolis, IN	Schutz & Thompson, Inc. Chevy
72	Dave Gable, Muncie, IN	Polak Special Foyt Ford
74	Bill Vukovich, Fresno, CA	Ben's Tire Clinic Chevy
77	Jerry Miller, Indianapolis, IN	S & M Electric Chevy
83		Sohm Special Chevy
84	Richard Powell, Enid, OK	Midwest Manufacturing Chevy
85	Joe Saldana, Brownsburg, IN	McGinty Conveyor Special Offy
87	Steve Chassey, Indianapolis, IN	Bettenhausen Racing Ent. Chevy
91	Spike Gehlhausen, Jasper, IN	Midwest Manufacturing Chevy
93	Johnny Parsons, Indianapolis, IN	VATIS Special Chevy
96	Lee Kunzman, Guttenburg, IA	Linne Special Chevy
97	Gary Bettenhausen, Indianapolis, IN	City of Syracuse Moser Chevy
99	Bob Harkey, Indianapolis, IN	Joe Hunt Magnetos Offy



Old favorite Jim Hurtubise who was a spectator last year but is a competitor this year.



The brothers Andretti during a break in the action. That's Aldo in the wild pants.



A. J. Foyt after he broke a half-shaft and rode up along the fence.



A. J. Foyt dirt tracking as only he can do it. This was during the time trials and before the engine change.



Jimmy Caruthers sits patiently waiting to qualify in his father's dirt car. Jimmy led the 1975 dirt championship point standings through at least the first three events.



Rollie Beale the old pro dueling with the young lion Duane "Poncho" Carter.

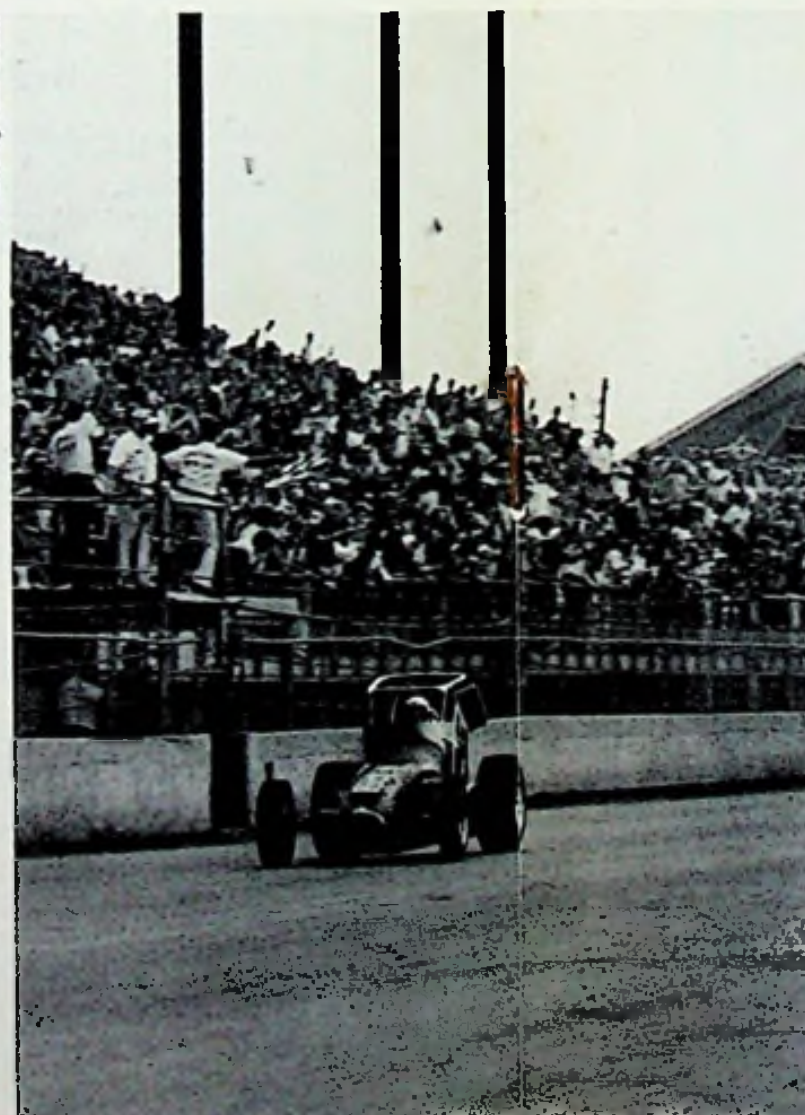


Tom Bigelow winner of the 1975 DuQuoin 100 dirt championship race.

HIGHLIGHTS FROM THE 1974 HOOSIER HUNDRED



Aftermath of Sheldon Kinser's problems in the first turn on the first lap. A bent race car and a shaken Sheldon.



A roaring crowd greets Jackie Howerton as he takes his first checker in USAC.



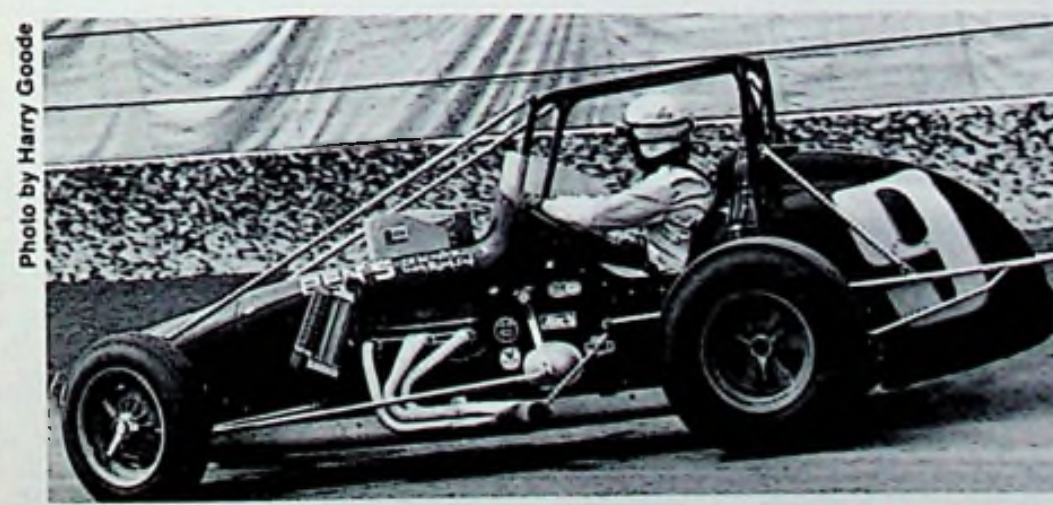
A cooler George Snider, shades and all, strolling through the pits. Unfortunately, George, the 1971 dirt titlist will not drive today due to injuries.



Jackie Howerton stepping from his car in victory circle as his jubilant wife and crew surround him. That's his crew chief George Huening in the foreground.



Lee Osborne leading Al Unser (No. 1), Tom Bigelow (No. 98) and Mel Cornett (No. 36).



George Snider really getting it on in the Ben's Tire Clinic car.



Master mechanic and former driver John Capels being interviewed by Sid Collins.



Greg Weld making one of his rare appearances in a race car these days.



Al Unser (No. 1) shadowing Tom Bigelow (No. 98) through a corner as seen from behind.

Score Card

Starting Position	Driver	Lap	10	20	30	40	50	60	70	80	90	100
1	Car No. _____											
2	Car No. _____											
3	Car No. _____											
4	Car No. _____											
5	Car No. _____											
6	Car No. _____											
7	Car No. _____											
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26	Car No. _____											
27	Car No. _____											
28	Car No. _____											
29	Car No. _____											
30	Car No. _____											

Time-Speed Conversion Table For One Mile Dirt Track

TIME	SPEED	TIME	SPEED	TIME	SPEED
33.00.....	109.091	35.00.....	102.857	37.00.....	097.297
33.10.....	108.761	35.10.....	102.564	37.10.....	097.035
33.20.....	108.434	35.20.....	102.273	37.20.....	096.774
33.30.....	108.108	35.30.....	101.983	37.30.....	096.515
33.40.....	107.784	35.40.....	101.695	37.40.....	096.257
33.50.....	107.463	35.50.....	101.408	37.50.....	096.000
33.60.....	107.143	35.60.....	101.124	37.60.....	095.745
33.70.....	106.825	35.70.....	100.840	37.70.....	095.491
33.80.....	106.509	35.80.....	100.559	37.80.....	095.238
33.90.....	106.195	35.90.....	100.279	37.90.....	094.987
34.00.....	105.882	36.00.....	100.000	38.00.....	094.737
34.10.....	105.572	36.10.....	099.723	38.10.....	094.488
34.20.....	105.263	36.20.....	099.448	38.20.....	094.241
34.30.....	104.956	36.30.....	099.174	38.30.....	093.995
34.40.....	104.651	36.40.....	098.901	38.40.....	093.750
34.50.....	104.348	36.50.....	098.630	38.50.....	093.506
34.60.....	104.046	36.60.....	098.361	38.60.....	093.264
34.70.....	103.746	36.70.....	098.093	38.70.....	093.023
34.80.....	103.448	36.80.....	097.826	38.80.....	092.784
34.90.....	103.152	36.90.....	097.561	38.90.....	092.545

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A. J. Foyt lost an engine during qualifying last year and still made the race. In a show of skill and determination he and his crew changed the engine right



in the pits. Four photos here record this event and are, 1. The whole crew hard at it as a crowd gathers. Identifiable are A. J. Foyt Sr. and Cecil Taylor on the left and Sam Sessions on the right. With a tie and coat in the background is 1974 Indiana State Fair Board president Oren Wright. 2. Foyt showing the strain of the fast job. 3. A. J. Sr. working from the bottom up and 4. We are finished and here we come . . . let's race.



Photos by Dave Thomas, Jerry Phillips and Jim Chini



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LOOK FOR THE "BIG STATUE"

Jackie Wins a Thriller

By Robin Miller

It's just been a year since Jackie Howerton introduced himself to racing fans everywhere.

That was the afternoon that Howerton outfought Al Unser and Mario Andretti at the Indiana State Fairgrounds to capture the 22nd Hoosier Hundred and his first United States Auto Club victory.

There were over 20,000 people present and another couple of million looking on from the Wide World of Sports telecast and most had never heard of the handsome, young man from Tulsa, Oklahoma.

It wasn't because Jackie didn't have the talent before that day but it was because that was one of the first "first" class rides he'd ever acquired.

Oh sure, it was the only turbo-charged Offy dirt car in the field (or ever for that matter) and he had some extra horsepower.

But it wasn't the easiest machine to handle and Jackie did a super job of controlling the tempo and the lead for all 100 laps.

He's back again this season with the same mount—but he's just got a plain, old Chevy under the hood like most everybody else.

"Yeah, not having that turbo-Offy puts us even with everyone else this time," states the 32-year-old Okie in his western accent. "The turbo gave us an advantage but it was awkward too. It was hard going into the first and third corners and you had to be extra smooth with the throttle."

Howerton built up as much as 17 second leads during the race but near the end (with the help of a yellow flag), Unser and Andretti slid right up behind him. Unser even bumped into him coming off the second turn of the final circuit but Jackie never lifted, scooted past Al and took the checkered flag.

It was a popular victory because everyone in the racing fraternity likes the fella who works as a full time race car fabricator for George Bignotti.

"I told my wife Becky before the race that if we didn't do real good, we were packing up and going back to Oklahoma," confides Howerton.

"Well, obviously it was my biggest victory ever and George made it possible for me."

Jackie, after mopping up the Oklahoma super-modified competition for five seasons,



Photo by Jim Chini

A very happy and surprised Jackie Howerton after his smashing upset win in the 1974 "Hoosier Hundred".

came to USAC in 1971 to run the sprinters.

"I've always been kind of a pessimist so when I came back here I didn't expect to run any higher than sixth place," he recalls. "But the car I built handled so bad that I was terrified to drive it. It scared me so bad I felt like a rookie."

"I'd never seen a cushion before I came here either and I tried too hard for a long time. That first year I was in a complete daze."

"But ya know, I've never been very confident and I'm just now getting over being impressed with everything in USAC," said the father of three.

Howerton, who finished third at Springfield this season and dropped out of DuQuoin with a broken motor, got to drive one of Bignotti's champ cars during a tire test at Phoenix in 1974 and hopes to get a real ride some day.

"It's kind of hard for me to ask George if I can run," states Jackie. "I was kind of hoping to drive his third car at Indy and Pocono this year but we've had a lot of motor problems and it just didn't work out."

"But I'm just waitin' til next year to see what happens."

He deserves a chance and Bignotti probably wouldn't ever regret giving him another ride.

Ralph "The Racer" Liguori, one of the great favorites of any "Hoosier Hundred" crowd, was into the field with room to spare last year and then a little slip on the second lap and crash . . . with the great firecrew on the job.

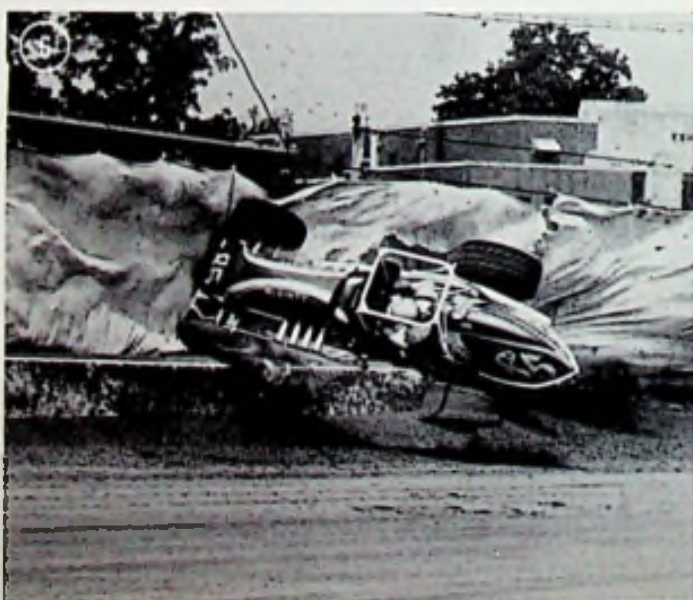
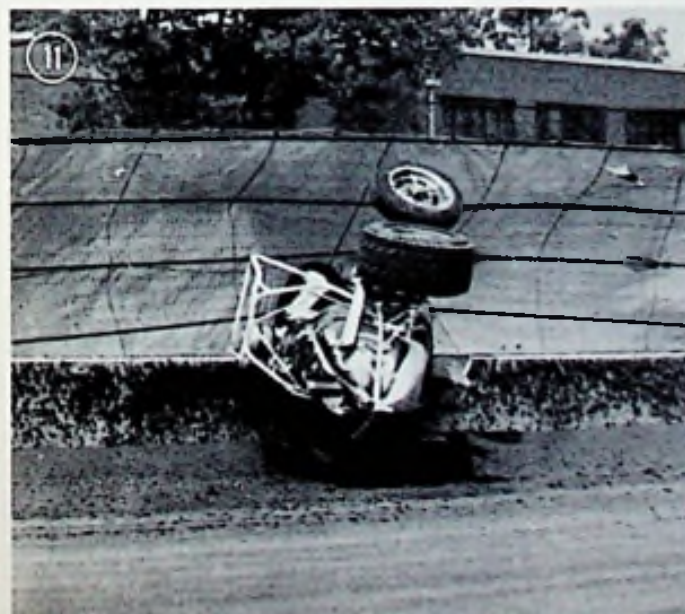


Photo sequence by Tom Dick





Photos by Jerry Phillips and Paul Castagnoli

The Wabash Valley of Indiana was well represented as 1. Terre Haute resident and Indianapolis Motor Speedway owner Tony Hulman entered into a conversation with announcer Sid Collins that brought smiles to both and 2. Sullivan resident Bruce Walkup who qualified for the race and finished in the top ten.

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'74 HOOSIER HUNDRED

In the beginning there was motor racing over dirt courses—because that's all there was!

Inevitably, speed seekers developed faster, safer, more dependable surfaces to race over, including bricks, boards, concrete and various compositions. But, dirt track racing remains as one of the most thrilling, challenging and demanding of the motor sports. It takes a perfect match of man and machine to win in championship dirt competition.

The type of cars that race in the USAC Championship Dirt Division have remained virtually unchanged over the past thirty years. Technically, championship dirt cars are restricted to a minimum 96-inch wheelbase. Power limits are the same as those for the short sprint cars. An engine utilizing an overhead camshaft design is restricted to 256.284 cubic inches and stock block engines are permitted to go as high as 305.1 cubic inches.

The type of men who drive these ground-bound projectiles has also remained the same—a composite of guts, gall and stamina with a propensity for racing sideways.

The first "big time" championship dirt event was held here in 1946, a 100-miler won by the fans' man, Rex Mays. The popular driver won two national championships and drove in twelve 500's before he was killed at Delmar, California in 1949.

Seven years elapsed before the big machines took to a dirt course again to run 100 miles. In 1953 the Hoosier Hundred resumed to become an annual event. Bob Sweikert, destined to win the Indy-500 in 1955 and to die on a race track in Salem, Indiana, the following

year, won the first race at a speed averaging 87.192 miles an hour. Over the past twenty years the average speed has increased at a rate of ½-mile per hour per year.

Jimmy Bryan, one of the most fearless competitors in the history of racing and winner of the 1958 Indy 500, put together a string of three consecutive wins at progressively slower speeds during 1954-55-56. He was killed at Langhorne in 1960.

Jud Larson was the first driver to break the 90 mile per hour barrier in 1957 when he averaged 91.751 mph. Larson died while running at Reading, Pa., in 1966.

It was Eddie Sachs, the amiable "Clown Prince of Racing," in 1958, and Rodger Ward in 1959. Sachs died in a flaming crash at the Indianapolis Motor Speedway during the 1964 race. Ward won the Hoosier Hundred again in 1963. During six consecutive races he finished 1-2-3-1-4-2.

A. J. Foyt, who started his first Hoosier Hundred as a 23-year-old newcomer in 1958 (finished 10th), found the quickest way around the track in 1960—and he never forgot it! He won again in '61, '64, '65, '68 and '69 to become the acknowledged King Of The Dirt Tracks. Parnelli Jones and Mario Andretti sandwiched wins in between Foyt's victories. Jones won in 1962 and Andretti in 1966-'67.

Foyt found his match in 1970 when the youngest of the Unser brothers won his first of four consecutive Hoosier Hundreds. A fifth victory for Al was denied by newcomer Jackie Howerton driving a Turbo-charged Offy dirt car.

A great array of rookies in the '74 "Hoosier Hundred" including from the left Jan Opperman, Lee Osborne, Billy Cassella, Sheldon Kinser, and eventual victor Jackie Howerton.



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ROGER WOLCOTT

Community activist, successful businessman, Indiana State Senator, patron of the arts, political advisor, well known sports enthusiast, founder of the "Hoosier Hundred;" this highlights the resume of Roger G. Wolcott, a third generation Hoosier that carried on a family tradition of community service and leadership to the State of Indiana.

The Wolcott family involvement in Indiana began in the mid-nineteenth century, when, because of the prairie's wildness, its fierce windstorms, prairie fires, and murky swamplands threatening the lives of travelers and would-be settlers the land was offered for sale by the government for about \$1.00 per acre. This once uncivilized and seemingly tameless prairie encompassed the area now known as Benton, Jasper, Newton, Tippecanoe, Warren and White Counties in Northwestern Indiana.

Dreams of financial promise and the challenge of conquering the rough prairie brought entrepreneurs and men of considerable foresight from the East to Indiana. With this migration came the first influences of the Wolcott family.

The prairie's blue-joint grass provided ideal grazing pastures for cattle and sheep, and grain crops thrived in the rich soil, as they do today. The men who tamed this prairie are not forgotten. Fowler, Kentland, Earl Park, Boswell, and Wolcott are only a few of the numerous Northwestern Indiana towns and communities that still bear the family names of these land barons and founding settlers.

The Wolcott community proudly points to its heritage and the contributions to this state made by the Wolcott family.

The Wolcott name has been prominent in the early settlement of the country as well as the state of Indiana. Henry Wolcott emigrated to the American Continent in 1630 and was one of the founders of Hartford, Connecticut, and served as one of the Colonial Governors. Oliver Wolcott is probably the most illustrious member of the family, as he served in the Connecticut Council, Continental Congress, signer of the Declaration of Independence, Lt. Governor of Connecticut, and in 1796 was elected Governor.

The pioneer spirit has always been part of this prominent family, so it is no wonder that in the mid-nineteenth century Anson Wolcott

bought large tracts of untamed prairie land in Northwest Indiana and set out to tame this wilderness and make it prosper; and prosper it did. In 1861 he founded the town of Wolcott and began buying and selling grain. As his grain business grew he erected a corn crib that was reputed to have been the largest in the world at that time, having a capacity of 45,000 bushels of ear corn. Wolcott's business interests grew and with it his reputation. During the Civil War he was one of the main grain suppliers to the Union Army.

Following the war, Wolcott served quite ably in the Indiana State Senate and was Chairman of the Senate Finance Committee. In 1876 he was a candidate for Governor in a three-way race with General Benjamin Harrison, and "Blue-jeans" Williams. Wolcott ran on the Greenback party ticket, a strong third party of the day, after splitting with the Republican party over financial issues of the post Civil War reconstruction period.

Eben Wolcott, the second generation, carried on his father's business interests in Wolcott, as well as distinguishing himself in the area of finance. He served as an appointment of two Governors on the State Board of Tax Commissioners, and the State Bank Commission. He was also the president of the State Savings and Trust Company of Indianapolis. The second Mr. Wolcott was likewise active in politics and served as a State Senator from Jasper, Newton, and White Counties. He was also a principle organizer of the Western Motor Company at Marion which later became the Reutenber Manufacturing Company. Mr. Wolcott married Lida L. Brown of Indianapolis and two sons, Ryland and Roger were born, hence a third generation came into service to community and state.

Ryland and Roger Wolcott were both educated at Wabash College and Harvard School of Business Administration, as was their father. Ryland, the elder of the two brothers, was engaged in the real estate and insurance businesses and later made his home in Winnetka, Illinois.

Roger G. Wolcott was active in numerous business affairs around the country; he worked in Texas and Oklahoma for the Phillips Petroleum Company, then returned to Indianapolis to

(Continued on page 24)

(Continued from page 23)

become vice-president of the Victory Bearing Co., and later a salesman for Indianapolis Bond and Share Co. For three years he managed the Miami (Fla.) Income Properties, Inc., and then came back to Indianapolis in 1929, with the investment firm of Stone, Webster, and Blodgett. In 1936 he established the Indianapolis office of Hemphill Noyes and Co.

Roger Wolcott was also active in Public Service affairs and served in the State Senate from Marion County.

He was well known as a racing enthusiast and entered many cars in the famous Indianapolis 500 mile classic, but he is probably best known as the founder of the "Hoosier Hundred" championship race. He also served in capacities on the Indiana State Fair Board and as a trustee of Wabash College.

On November 1, 1958, Roger G. Wolcott suffered a fatal heart attack, and with his passing ended a dynasty of great Hoosiers, with a rich heritage, and a sensitivity for service to their fellow man.

With his passing Mr. Wolcott left a legacy for all Hoosiers to enjoy in the form of the Wolcott family home in Wolcott, Indiana. This gracious Itallionate home, which served the family for three generations, was started in 1858 and completed probably about 1861. The home is one of the finest expressions of Itallionate architecture in the State of Indiana, and its detailed workmanship is exuberant. Two of the most exciting features are the ornate cupola atop the house, and the parapet wall above the eaves, which are apparently unique to architectural styles in this State.

This magnificent home has withstood the ravages of 117 years of use, but not without evidence. The home is in an advanced stage of deterioration and action must be taken quickly to save it. The Anson Wolcott Historical Society is planning a complete restoration of the house and are hopeful of beginning the work within a year. This effort needs the help of concerned people from all across the State. Many contributions have already been made to the restoration, with the most notable coming from Nancy Wolcott Ebsen, the niece of Roger Wolcott and wife of television star Buddy Ebsen. For more information concerning this project write: Anson Wolcott Historical Society, Inc., P.O. Box 294, Wolcott, Indiana 47995. Any effort is neither too small nor too great, please write today.



Photo by Tracie

Jan Opperman loses a wheel during the race. The wayward wheel finally wound up against a horse barn.

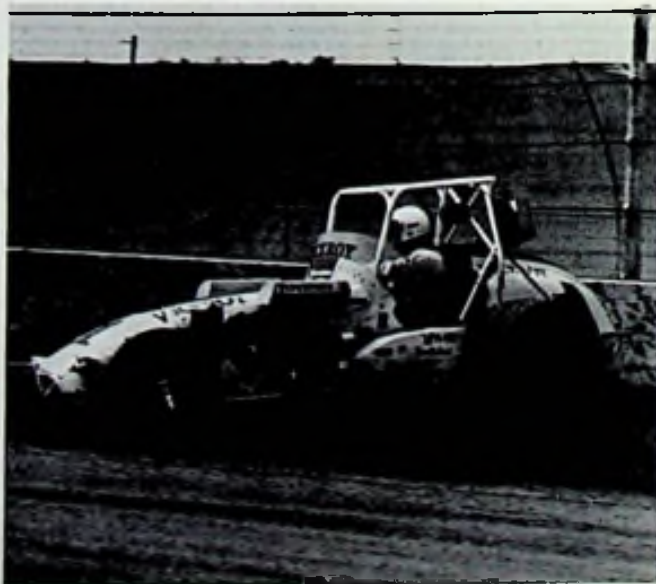


Photo by Tom Reed

Al Unser tuckered up against the wall and standing on the gas.

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