

MAY 1975



6th
Annual



Indy Sprints



Indianapolis Raceway Park

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THE WINNING TEAM. . . Driver Tom Bigelow and owner Walter Knepper, Jr., are joined by crewman Gary Theobald and the "irregulars" after their victory in the 5th annual "Indy Sprints."
(Photo by Tom Reel)

6th ANNUAL INDY SPRINTS May 10, 1975

SCHEDULE OF EVENTS

- | | | | |
|---------|---|----------|--|
| 6:00 PM | Gates Open | 9:10 PM | 8-Lap Heat Races
(4 Races, 7 cars each starting in inverted order. Trophy presented after each) |
| 6:30 PM | Warmups and Practice | 10:30 PM | 10-Lap Semi-Feature
Trophy Presentation |
| 7:30 PM | Qualifications (2 Laps per entry) | 11:00 PM | FEATURE
(20 cars, first 6 inverted) |
| 8:40 PM | Pre-Race Ceremonies Interview with fast qualifier and trophy presentation.
Invocation
National Anthem | | Pace car driven by Lee Kunzman |
| 9:00 PM | Trophy Dash (Trophy Presentation) | | |

Indianapolis Raceway Park



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May 10, 1975

To Our Racing Friends:

Welcome to our 6th annual Indy Sprints, now a regular stop on the USAC sprint trail. Our general format will be the same, but with a different twist. Tonight is a "Salute to the Champions," featuring many of the past champions of the rugged sprint wars.

We thought our fans would enjoy seeing and hearing from the likes of Parnelli Jones, Roger McCluskey, Johnny Rutherford, Elmer George and Greg Weld, plus the recent and still running sprint champions such as Larry Dickson, Gary Bettenhausen, Sam Sessions, Rollie Beale and Pancho Carter.

For the first time since the inception of our race, inflation has forced an increase in admission prices. This year's admission of \$6 for adults and \$2 for children under 12 represents an increase of just \$1 in adult ticket prices. We hope this will defray increased expenses and permit us to pay a bigger purse.

Again this year we will sweeten the purse with \$2,000 or more in lap prize money. The leader of every lap of every race will receive a bonus of at least \$20. Despite a week's rain delay, which reduced our gate count considerably, the "Indy Sprints" still paid a purse of over \$10,000 including lap and contingency prizes.

We wish to thank all of those who helped in putting on tonight's race . . . our advertisers and contributors, USAC and its officials, the management and crew of Indianapolis Raceway Park, the fire and wrecker crews and the operators of the push trucks. Without the support of these fine groups and individuals, we couldn't present these programs.

Sincerely,

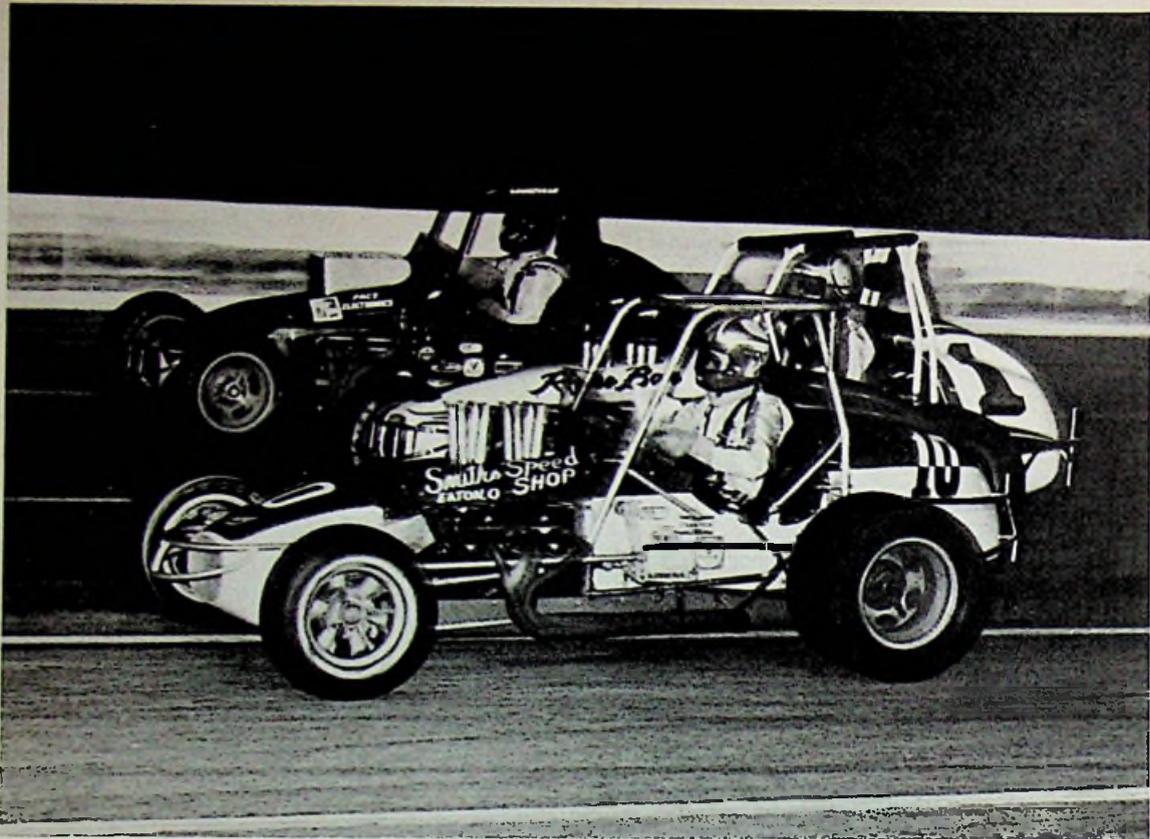


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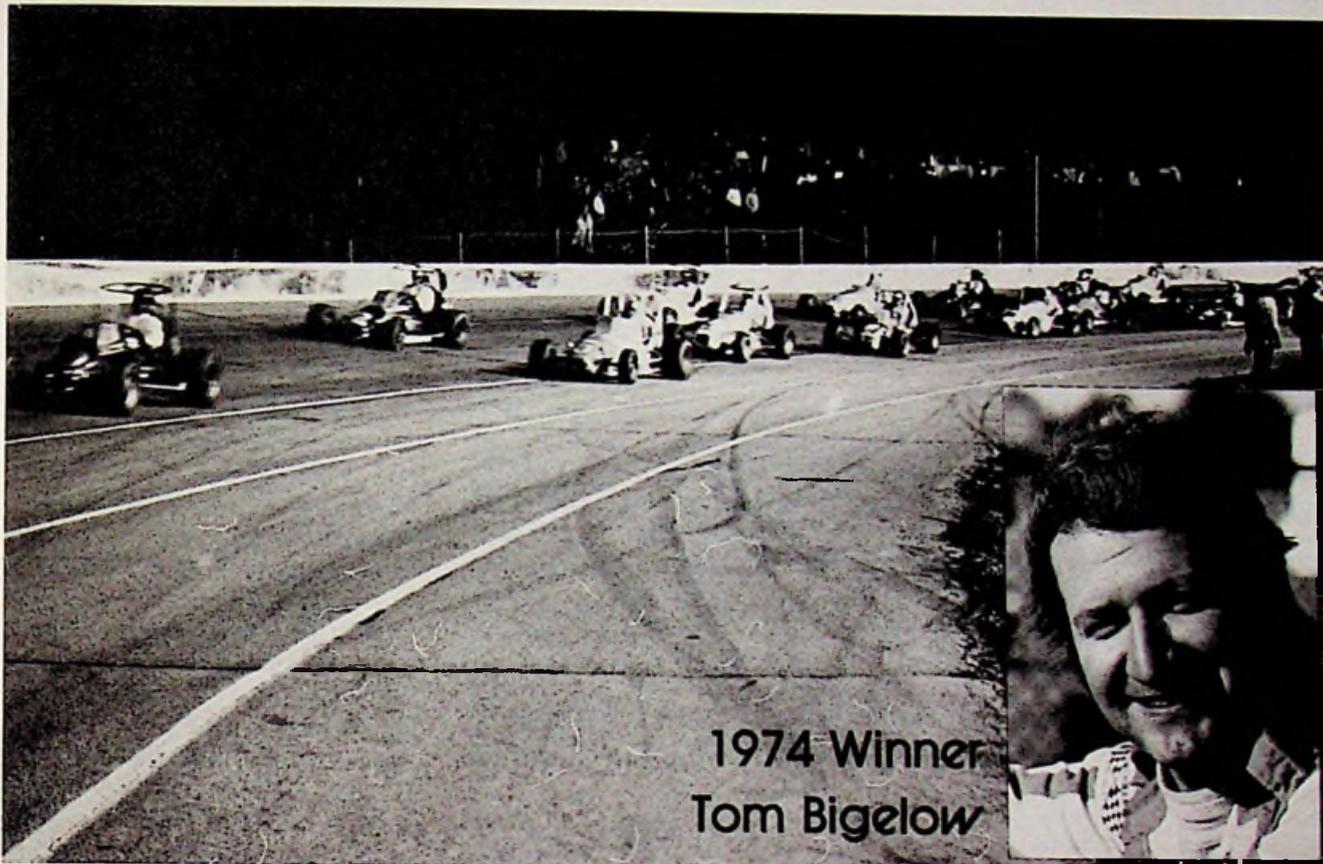


TYPICAL "INDY SPRINTS" ACTION . . . Joe Saldana in #10 has the inside groove as Rollie Beale in #1 tries to get between him and Greg Leffler in #79 proving it's not a one-groove track. (Photo by Tom Dick)

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Even Best-Laid Plans Go Astray. . . Rain Hits Indy Sprints



FAST FIELD STARTS 5TH "INDY SPRINTS" . . . Twenty of the nation's fastest sprinters begin the 40-lap feature with eventual winner Tom Bigelow in 8th starting position.
(Photo by Tom Dick) (Inset photo of Bigelow by John Mahoney)

The 5th annual "Indy Sprints" last May 18th at Indianapolis Raceway Park was a race of milestones. It marked the first repeat winner, the first major crash, a flock of records and the 2nd rain delay of the series.

The May 10th downpour which closed qualifications early at the Indianapolis Motor Speedway, some 5 miles to the southeast held off until shortly after the gates at I.R.P. opened, then inundated the facility on the outskirts of Clermont. The race was re-scheduled for the following Saturday night.

The cold weather and threatening clouds which reduced the expected crowd, proved ideal for the racers. In qualifications, Bill Puterbaugh zoomed his #73 McNamara Motor Express sprinter to a new track record of 22.64 seconds, a speed of 99.381 miles per hour!

Puterbaugh was joined by Rollie Beale, in the #1 Rodeo Bar car; George Snider, in the #2 Spotnails Chevy; and Sam Sessions, in the Amerling Special for the 3-lap trophy Dash. Snider got a good jump from his outside front row spot to lead all the way and set a new mark of 1:09.16, good for a speed of 97.599 miles an hour.

In the first heat, Jackie Howerton, driving Bill Easton's #25, took the lead from outside front row, to be passed by Don Nordhorn, in the #3 Don Siebert Olds entry on the 2nd lap. Nordhorn led the other 7 laps for the win with Puterbaugh taking 2nd from his 7th starting position followed by Howerton and Steve Chassey in a brand new racer built in Gary Bettenhausen's Monrovia, Indiana, garage.

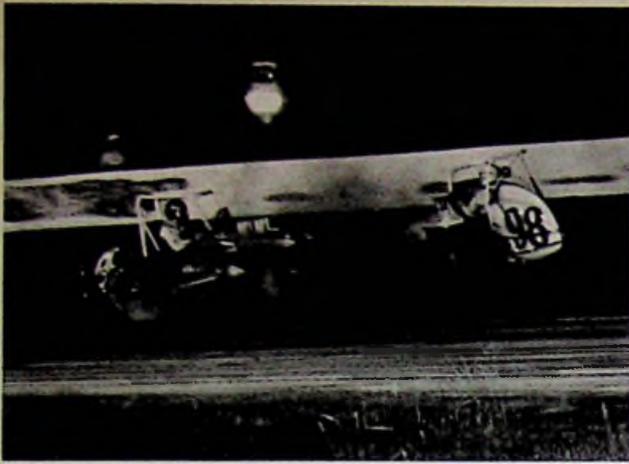
Nordhorn broke the oldest existing USAC sprint record at the track, set by Parnelli Jones in 1961 at 3:16.97. The

8-lap time set by the Wadesville, Indiana pilot was more than 10 seconds faster at 3:06.69, a speed of 96.545 mph. This was the first 8-lap heat in years at IRP.

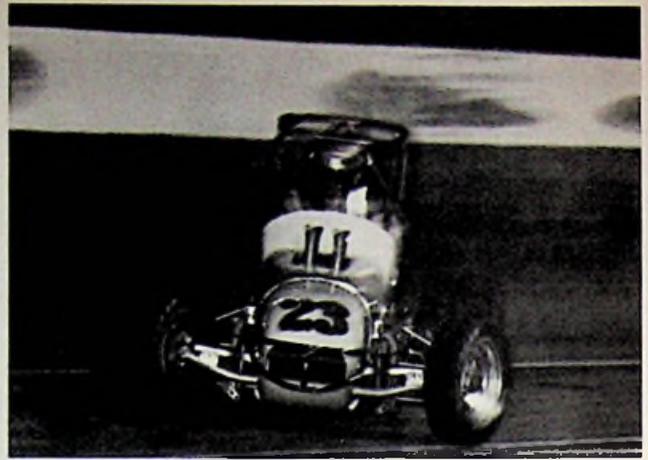
Heat race #2 brought the first red flag in the 5-year history of the "Indy Sprints." Benny Rapp got a good jump on the field in his #83 Nagel sprinter from 3rd starting position to lead the first lap. Charlie Masters, in the new #34 Siebert Olds entry, got around him on the 2nd lap, coming up from 4th.

On the 6th lap, a hard-charging Mel Cornett, up from 5th in the #98 Lode-star racer, tangled with Masters going into the 1st turn. With Masters' new bride of a week looking on in horror, his out-of-control car slammed into the wall in a shower of sparks, then vaulted over it. In a matter of seconds, with the crowd afraid to breathe, Charlie

(Cont. on pg. 6)



PRACTICE SPIN BY WALKUP . . . Bruce Walkup in #4 and Mel Cornett in #98 get together during "Hot laps" with Walkup spinning. Both cars continued in the action. (Photo by Tom Dick)



"RACING HIPPIE" IN FIRST INDY ACTION . . . USAC newcomer Jan Opperman does a little "dirt-tracking" in qualifying. Missing the show in his own car, he took over another for the feature finishing 19th. (Photo by Tom Dick)

Rain Hits Indy Sprints

(Cont. from pg. 5)

scrambled out of his disabled racer, climbed atop the wall and waved to the stands to show he was unhurt.

On the restart, Rapp inherited the lead and held on to win with Beale moving up to 2nd, Sheldon Kinser in the Dave McIntyre #20 took 3rd and Bill Cassella 4th in the #29 Louis Seymour car.

The 3rd heat race was won by Chuck Gurney piloting the #36 John Werglund sprinter. Moving to the lead from outside of the front row, the California speedster was in front all the way. Second went to Greg Leffler in George Watson's #79, coming from 4th. Joe Saldana moved up from 6th in the #10 Ray Smith sprinter to take

3rd and Snider was 4th from his 7th starting spot. Gurney's time was another record at 3:05.86, 96.847.

Some of the best racing of the evening came in the 4th heat. Pancho Carter, who qualified 27th with handling problems, started on the pole and led the first 5 laps. Meanwhile, Tom Bigelow was picking off cars from his 6th starting spot in the #55 Elder Cadillac racer. On the 6th circuit he got around Carter to win going away with another record of 3:05.70, a speed of 96.930. Carter was 2nd, 3rd went to Bill Koepfer in Jess Plummer's #31 with Merle Bettenhausen 4th in the Thermo King #24.

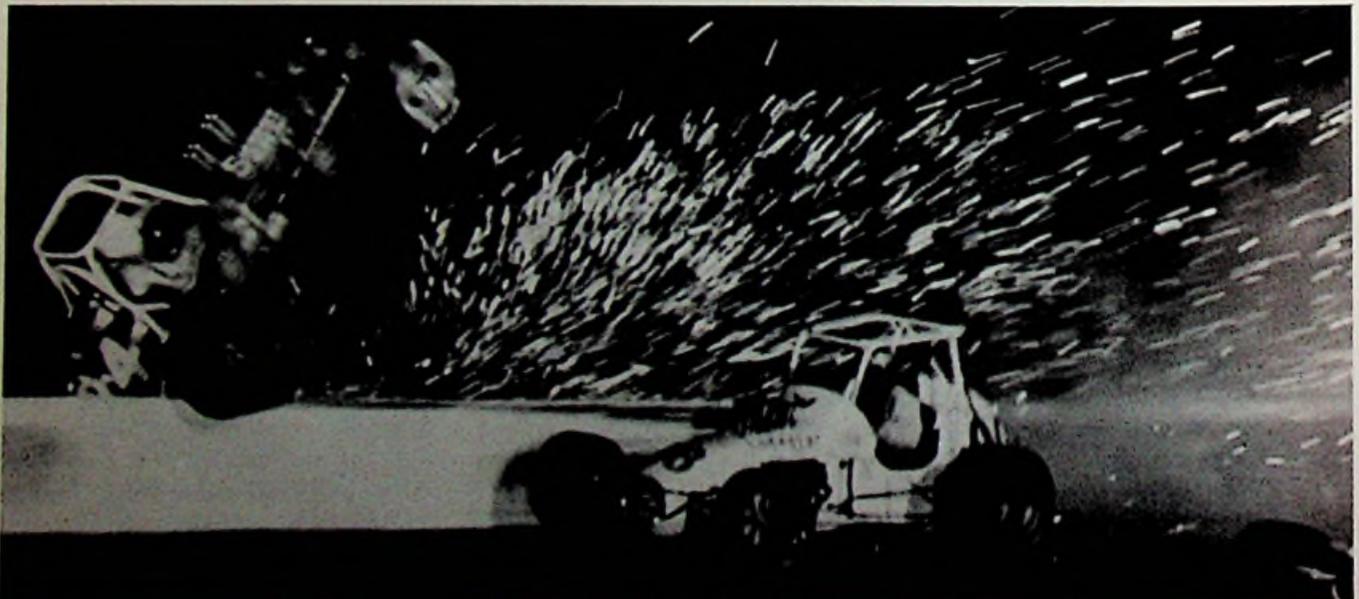
For the 10-lap semi-feature, Sammy Sessions had the pole as the fastest qualifier in the field. At the drop of

the green he was on his way improving his lead all the way to the checkered flag. Bill Engelhart brought the Mel Koehler #51 up from 5th to take 2nd, Bob Richards took 3rd in his #15 and Chuck Booth guided his #21 car to 4th.

Jan Opperman, the racing hippie making his first racing appearance in the Indianapolis area, barely missed a qualifying spot for the feature, finishing 5th in the semi in Howard Lehmann's new #23. However, Merle Bettenhausen, realizing that the fans had come to see Opperman race, gave up his ride in #24 to Jan. So Opperman started at the rear of the field.

The starting lineup had Cassella on the pole beside Nordhorn, Sessions and Snider in the 2nd row, Beale and

(Cont. from pg. 22)



MASTERS FIRST "INDY SPRINTS" WALL JUMPER . . . Charlie Masters goes over the wall in turn one in a shower of sparks after tangling with Mel Cornett, escaping injury. (Photo by Tom Dick)

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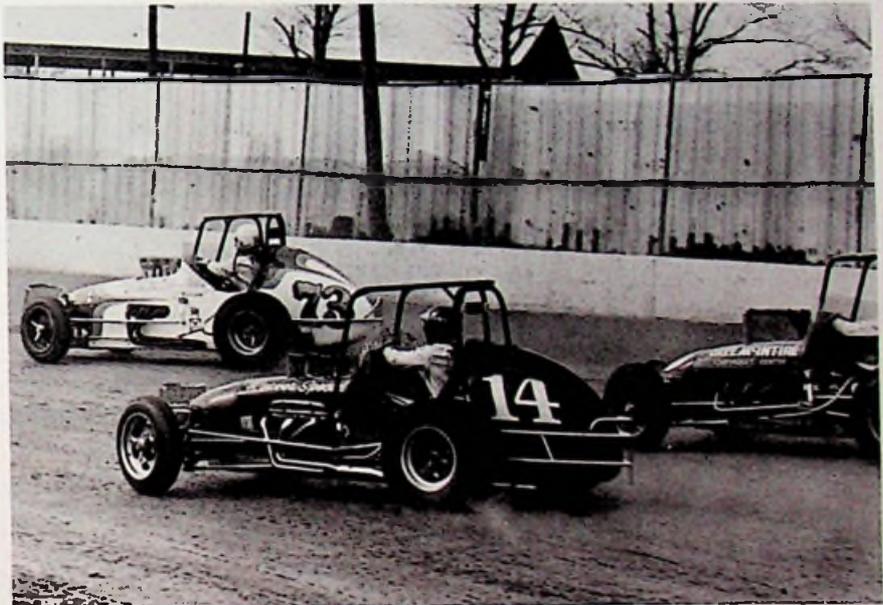
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BILL BEATS CHILL IN OPENER . . . Bill Puterbaugh, #73, racing Jerry Nemire, #14, and Sheldon Kinser (partially hidden) outdistanced the field to win the 1974 opener at the historic Reading, Pa., Fairgrounds. Bill also won at New Bremen and Cincinnati, Ohio.

(Photo by John Mahoney)

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YOUTH HAS IT'S DAY— 2ND GENERATION CHAMPION



HOT, TIRED AND HAPPY . . . Pancho Carter's face reflects his joy after winning the season's finale at Salem in October, his 7th victory of 1974.

(Photo by John Mahoney)

There may be no such thing as a "Born driver." But if there is, Duane Carter, Jr., known to racing fans from coast to coast as "Pancho," fills the bill. Not only is he the son and namesake of a top driver, he was born racing.

Carter was born en route to the 1950 Milwaukee race the weekend after the "500," the only one in those days. He began racing quarter-midgets in Indianapolis at the age of 5 winning 120 trophies in a 3 to 4-year "career." In those days as now, he was racing against older half-brother Johnny Parsons, Jr., and brother Dana Carter.

Nor does his association with racing stop there. Last year, Pancho married another 2nd generation racer, Carla Forberg, the lovely daughter of former race driver, now sprint car owner Carl Forberg. They have bought a home in Brownsburg, Indiana, close to the scene of the racing action, naturally.

Carter drove his first professional race in a three-quarter midget (TQ) at El Toro, California, at 17. He lied about his age since competitors were supposed to be 18 years old.

"I finished the race," he recalls. "But I don't remember much about it. I came in 6th or 7th, but I finished. That was in '67. I won my first feature the following spring in a TQ and my first in a full-sized midget the next year at El Toro, where I started."

By then he was enrolled in Long Beach State University realizing he needed something to fall back on in case racing didn't provide him with a living. Pancho started out in engineering, found it didn't hold his interest, then switched to business administration figuring it offered more opportunities for the future.

Between the switch in "majors" and his trans-continental racing activities, it took him 5 years to complete his higher education and get his diploma. He attained that goal in 1973 maintaining a near 2.5 scholastic average.

During the final two years, he flew thousands of miles from school to race tracks and back. It was a rugged grind.

"I'd fly out here for a weekend race, stay the week and race the following weekend, then fly back home for a week of classes, then go racing for another week," he recalls with a touch of tiredness in his voice.

"My professors helped me make it. They'd give me my work schedule and I'd have the week off between races to

study. When I'd get back to school, I'd catch up with what I'd missed the previous week."

While he was commuting back and forth, Pancho won USAC's midget title in 1972 at the tender age of 22. It was the first year he was eligible to compete in USAC! Among his victories was an impressive win in the famous "Hut Hundred," a 100-lapper on the rugged half-mile dirt of Terre Haute's "Action Track."

In 1973, Carter switched to the sprint division, running midgets only when they didn't conflict with the sprint schedule. Although it was a year of learning, he won 5 features including a late season sweep on the world's fastest half-mile at Winchester. In qualifying he set a world record.

He was ready as the 1974 season got underway. Good showings in the early races, plus a repeat win at Winchester, earned him a ride with Bob Fletcher's Cobre-Firestone racing team for the Indianapolis 500. He sailed through his rookie test, qualified 21st and finished 7th to earn "Rookie of the Year" honors.

Running the rest of the Championship trail, Pancho wound up 11th in the standings and was named the division's

(Cont. on pg. 33)



CHAMPIONS VIE ON HIGH BANKS . . . Pancho Carter in #6 sets up 1972 champ Sam Sessions for a pass en route to his first 1974 win at Winchester. *(Photo by John Mahoney)*

Secretary of State, Grand Marshal, Nice Guy



The Grand Marshal for the 6th annual "Indy Sprints" is Indiana's Secretary of State Larry Conrad. The choice is a logical one. A native Hoosier, Larry has been a race fan as long as he can remember. And he especially loves the sprinters.

Any weekend during the season you might find Conrad at Winchester, Salem, Terre Haute or Indianapolis Raceway Park or Rossburg or New Bremen, in Ohio. His major complaint with politics is that it interferes with his racing activities.

Between races he's found time to graduate from Ball State University, marry the Homecoming Queen, Mary Lou Hoover, of Ft. Wayne, receive a law degree from Indiana University, manage Birch Bayh's 1962 Senate election upset, work as chief counsel to the Senate Judiciary Subcommittee and help draft and get passed the 25th Amendment, providing for Presidential and vice-presidential succession. He also got himself elected Secretary of State twice.



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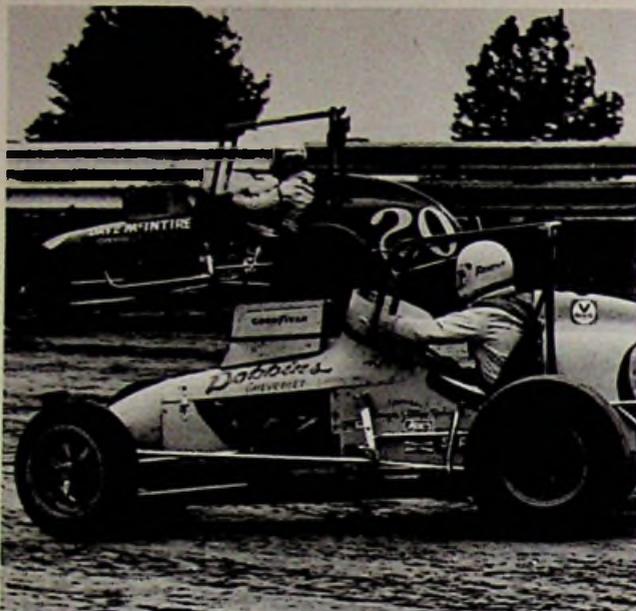
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Highlights of 1974



"SHELL GAME" WINS AT FAIR... Almost-rookie Sheldon Kinser, #20, got his first USAC feature during "Fair Week" at Terre Haute's "Action Track." The former super-modified star held off the hard charge of eventual champion Pancho Carter for more than half the 40 laps.
(Photo by John Mahoney)

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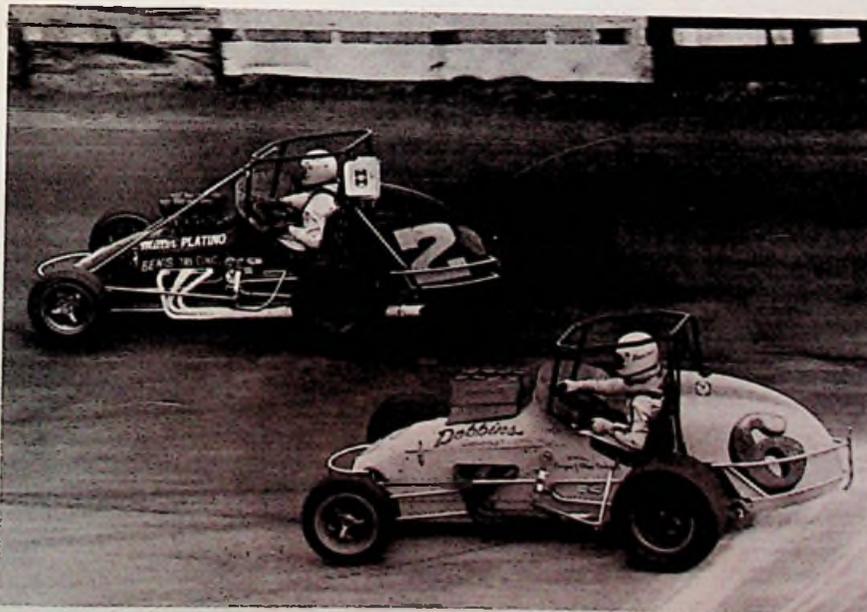


JAN THE MAN AT ELDORA . . . Racing hippie Jan Opperman lived up to his reputation winning his first as a USAC "regular" at Rossburg, Ohio, leading George Snider, in the black car, and Sam Sessions. After "500's" at Indy and Pocono, Oppie ran only a handful of USAC races, returning to super-mods.

(Photo by John Mahoney)

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Highlights of 1974



PANCHO HEAD HONCHO ON THE BANKS . . . Pancho Carter, #6, set up George Snider en route to the first of 7 sprint wins in the first pavement show at Winchester. Other wins came at Toledo, Reading, again at Winchester, St. Paul, Rossburg and in the season windup at Salem.
(Photo by John Mahoney)

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THE CHANGING SCENE

New Sprint Teams Outnumber Old

Race fans are finding it difficult to keep up with the many changes on the USAC sprint scene this season. Over the years there have been lots of driver switches, numbers changes and occasional switches in race dates. But for 1975 the shakeup is the biggest in years.

Even the winning combination of driver Pancho Carter, builder-mechanic Steve Stapp and owner John Conger has undergone some alterations. Carter's number has become 1, symbolic of his title, and the color has gone from yellow to black. The color is the same, but the number on '72 "Rookie of the Year" Bill Cassella's Louie Seymour sprinter has gone from 29 to 6, his finish position last year.

Last year's top rookie, Lee Osborne, has the same owner, the same color and the same #81 entry, but the 1 is so small it's almost invisible, leaving the 8 to signify his points standing in '74.

Sheldon Kinser, who ranked 10th, retains #20 on his Dave McIntyre Chevy and '73 "Rookie" Rich Leavell still has 61 on his racer. Rookie Chuck Gurney and Veteran Larry Cannon also are returning with the same rides.

But from there on you need a program to identify the teams. For example, Tom Bigelow, runnerup to Carter in both points and wins last season, is driving for Lloyd Weaver. The entry is painted yellow with the Whitewater, Wisconsin, racer's hard-earned #2 in red. The team notched its first victory at Eldora's high-banked half-mile dirt track April 13th.

George Snider and Bruce Walkup, who finished 3rd and 4th, respectively, in the 1974 standings, have switched rides. Snider has taken over the Don Siebert Olds entry, which has been repainted yellow, and "Brucie" has moved to the Ben Leyba Tire Clinic car.

Another major change involves the team which won the division title in '72. Sam Sessions has returned to the team of Paul Leffler, for whom he nearly won the title in 1971. Sessions' ride in Mauri Amerling's sprinter has gone to Joe Saldana. "Little Joe" responded by taking 2nd in each of the first 3 races to lead the points chase. Gary Ponzini is driving for Ray Smith, Saldana's erstwhile owner.

A revival of the "Gary and Larry Show," which dominated the USAC sprint scene from '68 through '71 has failed to materialize. Larry Dickson and Gary Bettenhausen are back with new rides. And Dickson, holder of the all-time feature win record, upped it to 36 in the Reading opener. But Bettenhausen is still recovering from arm injuries suffered in a flip at Syracuse last July 4th.

(Cont. on pg. 23)



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1974 U.S.A.C. Sprint Standings

PANCHO CARTER



CARTER — 922 POINTS
7 WINS (MOST IN DIV.)

CHAMPION

TOM BIGELOW



BIGELOW — 738 POINTS
5 WINS

RUNNER UP



GEORGE SNIDER
3RD
702 POINTS



BRUCE WALKUP
4TH
2 WINS — 668 PTS.



BILL PUTERBAUGH
5TH
3 WINS — 610 PTS.



BILL CASSELLA
6TH
3 WINS — 595 PTS.



ROLLIE BEALE
7TH
2 WINS — 587 PTS.



LEE OSBORNE
8TH
2 WINS — 499 PTS.



SAM SESSIONS
9TH
1 WIN — 494 PTS.



SHELDON KINSER
10TH
1 WIN — 386 PTS.

THE INDY SPRINTS ENTRY LIST

MAY 10, 1975

QUALIFYING TIME	CAR NO.—DRIVER	HOMETOWN
out 1 <u>24.73</u> <u>24.29</u> -	10 JERRY WEEKS	55-22.53
<u>22.95</u> <u>22.54</u> -	6 GARY BETTERHAUSEN	6-22.54
<u>23.13</u> <u>22.85</u> -	1 PANCHE CARTER	Brownsburg, Ind.
<u>23.11</u> <u>22.64</u> -TR	2 TOM BIGELOW	Whitewater, Wisc.
<u>23.31</u> <u>22.91</u> -	3 CHUCK GURNEY	Hayward, Calif.
<u>23.31</u> <u>22.88</u> -	4 BRUCE WALKUP	Sullivan, Ind.
<u>23.06</u> <u>22.94</u> -	7 ROLLIE BEALE	Toledo, Ohio
<u>22.90</u> <u>22.64</u> -TR	9 SAM SESSIONS	Nashville, Mich.
<u>23.44</u> <u>23.03</u> -	11 KARL BUSSON	Toledo, Ohio
<u>23.61</u> <u>23.36</u> -	14 Jackie Howerton	Tulsa, Okla.
<u>23.50</u> <u>23.17</u> -	15 BOB RICHARDS <i>Spun before green</i>	Lockport, Ill.
<u>23.29</u> <u>22.93</u> -	16 JOE SALDANA	Lincoln, Neb.
<u>23.47</u> <u>22.85</u> -	18 JIMMY CARUTHERS	Anaheim, Calif.
<u>23.36</u> <u>23.07</u> -	19 GREG LEFFLER	St. Paul, Ind.
out 2 <u>24.84</u> <u>24.24</u> -	20 SHELDON KINSER <i>Andy Brown</i>	Bloomington, Ind.
9 <u>23.80</u> <u>23.50</u> -	24 DANA CARTER	Huntington Beach, Calif.
<u>23.68</u> <u>23.39</u> -	25 SONNY ATEs	Sellersburg, Ind.
<u>23.94</u> <u>23.46</u> -	26 RONNIE BURKE	Houston, Texas
<u>23.29</u> <u>23.08</u> -	28 CHUCK MOSLEY <i>Steve Chassis</i>	Lapel, Ind.
<u>23.24</u> <u>22.76</u> -	29 BILL CASSELLA	Wierton, W. Va.
<u>23.26</u> <u>23.12</u> -	33 BOB FREY <i>out</i>	Elyria, Ohio
<u>23.41</u> <u>22.76</u> -	36 TOMMY ASTONE	Fresno, Calif.
no <u>24.48</u> <u>24.24</u> -	38 GARY IRVIN	W. Lafayette, Ind.
<u>23.90</u> <u>23.41</u> -	40 AARON CAPPS	Bremerton, Wash.
out 4 <u>24.05</u> <u>23.99</u> -	45 MIKE SCHIESEL	Oak Creek, Wisc.
<u>23.59</u> <u>23.08</u> -	48 THAD DOSHER	Topeka, Kansas
<u>22.99</u> <u>22.53</u> -NTR	51 BILL ENGELHART	Madison, Wisc.
out 5 <u>24.26</u> <u>23.90</u> -	53 ROCKY FISHER	Ft. Wayne, Ind.
out 7 <u>23.96</u> <u>23.79</u> -	55 GEORGE SNIDER <i>99.866</i>	Bakersfield, Calif.
out 3 <u>24.59</u> <u>24.15</u> -	60 RICH VOGLER	Glen Ellyn, Ill.
out 6 <u>24.11</u> <u>23.89</u> -	61 RICH LEAVELL	Elwood, Ind.
<u>23.82</u> <u>23.42</u> -	62 JOHN LUCAS	Advance, Ind.
<u>22.85</u> <u>22.81</u> -	68 FRED LINDER	Fremont, Ohio
<u>22.94</u> <u>22.81</u> -	72 MARVIN CARMEN	Union City, Mich.
<u>23.36</u> <u>23.29</u> -	77 DAVE GABLE	Muncie, Ind.
<u>23.70</u> <u>23.22</u> -	80 LARRY DICKSON	Marietta, Ohio
no <u>24.53</u> <u>24.41</u> -	81 LEE OSBORNE	Lebanon, Pa.
<i>pulled in</i>	96 LEE KUNZMAN	Guttenburg, Iowa
<u>25.17</u> <u>24.78</u> -	98 GORDY LEE	Indianapolis, Ind.
at 8 <u>24.07</u> <u>23.78</u> -	54 JERRY Poland - <i>Blower ENG.</i>	
	21 Chuck Booth	
	47 John Logan	
	56 Tom Rose	
	53 GARY Ponzini <i>out</i>	
	77 DAVE PePERAK	
	79 JERRY millER	
	99 Steve Cannon	

THE INDY SPRINTS ENTRY LIST

MAY 10, 1975



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6th ANNUAL "INDY SPRINTS"

IRP 5/8 Oval Time and Speed Conversion Chart

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		

USAC SPRINT RECORDS AT INDIANAPOLIS RACEWAY PARK

1 Lap 5/18/74	Bill Puterbaugh	22.64	99.381
3 Laps 5/18/74	George Snider	1:09.16	97.599
8 Laps 5/18/74	Tom Bigelow	3:05.70	96.930
10 Laps 5/13/72	Tom Bigelow	3:54.97	95.757
40 Laps 5/13/72	Tom Bigelow	15:43.34	95.406

1974 "Indy Sprints"

FAST QUALIFIER	Bill Puterbaugh	22.64	99.381
TROPHY DASH WINNER	George Snider	1:09.16	97.599
HEAT RACE WINNERS	Don Nordhorn	3:06.69	96.545
	Benny Rapp	No Time—Yellow Flag	
	Chuck Gurney	3:05.86	96.847
	Tom Bigelow	3:05.70	96.930
SEMI-FEATURE	Sam Sessions	No Time—Yellow Flag	
FEATURE:			
	1. Tom Bigelow	6. Rollie Beale	
	2. Bill Puterbaugh	7. Chuck Gurney	
	3. Chuck Booth	8. Pancho Carter	
	4. Don Nordhorn	9. Steve Chassey	
	5. Sam Sessions	10. Bill Engelhart	

TROPHY DASH – Inverted			
Time:			4 cars 3 laps
Pos.	No.	Driver	Fin.
4 X	55	Snyder	4
3 Z	6	Butterhausen	3
2 Z	9	Sessions	1
1 Z	2	Bigelow	2

HEAT #1 – Inverted			
Time: NTR - 304.41			7 cars 8 laps
Pos.	No.	Driver	Fin.
1	45	Schiesel	
2	21	Booth	2
3	51	Engelhart	
4	16	Saldana	3
5	1	Pancho	1
6	29	Cassella	4
7	55	Snyder	wall

HEAT #2 - Inverted				
Time: 3.05.35				7 cars 8 laps
Pos.	No.	Driver	Restart	Fin.
1	72	Gable	72	<i>pulled in</i>
2	98	Lee	98	
3	28	Chassis	28	2
4	7	Beale	7	1
5	18	Caruthers	38	3
6	38	Irvin	18	4
7	6	Bettenhausen	6	out

HEAT #4 - Inverted				
Time:				7 cars 8 laps
Pos.	No.	Driver	Restart	Fin.
1	24	Dana		3
2	25	Ates		
3	15	Richards	19	1
4	19	Luffler		4
5	3	Gurney		
6	80	Dickson		2
7	2	<i>[Signature]</i>	<i>squeezed</i>	out

HEAT #3 - Inverted				
Time: 3.04.60				7 cars 8 laps
Pos.	No.	Driver		Fin.
1	26	Burke		2
2	14	Howerton		1
3	36	Astone		4
4	11	Bussen		<i>pulled in</i>
5	4	Walkup		3
6	81	Osborne		
7	9	Sessions		

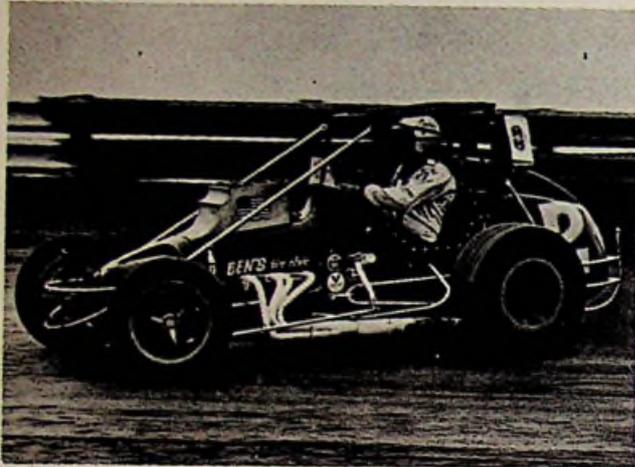
FEATURE EVENT (First 6 cars Inverted)				
Time:				20 cars 40 laps
Pos.	No.	Driver		Fin.
1	81	Osborne		
2	38	Irvin		
3	29	Cassella		
4	2	Tom		5
5	9	Sessions		
6	55	Snyder		
7	80	Dickson		
8	1	Bancho		
9	18	Caruthers		
10	4	Walkup		
11	3	Gurney		
12	16	Saldana		
13	7	Beale		
14	36	Astone		
15	15	Richards		
16	21	Booth		
17	14	Howerton		
18	26	Burke		
19	24	Dana Carter		
20	28	Chassey		

Straight up CONSOLATION RACE				
Time: NTR 3.34.49				12 cars 10 laps
Pos.	No.	Driver		Fin.
1	55	Snyder		4
2	9	Sessions		1
3	2	Sigelow		3
4	81	Osborne		2
5	11	Bussen		
6	19	Luffler		
7	51	<i>[Signature]</i>		
8	98	Lee		
9	45	Schiesel		
10	72	Gable		
11	99	Cannon		
12	61	Leavell		

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Highlights of 1974

LONG LIVE "THE KING" . . . Fans who came to the Indiana State Fairgrounds 2 nights before the "500" thought A.J. Foyt was out for a lark. "The King" proved he was serious, winning both 50-lappers on the big mile to tie Don Branson for 3rd on the all-time win list with 28 USAC sprint features.

(Photo by John Mahoney)



BIGGIE DAY AT TRI-COUNTIES . . . Trailing Pancho Carter early, Tom Bigelow, #55, went on to a sweep of the action at Cincinnati, his first '74 victory. Four more followed . . . "The Indy Sprints," Toledo and a pair of 75-lappers at the Minnesota State Fair.

(Photo by John Mahoney)

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Highlights of 1974



BRUCIE FINDS THE COMBINATION . . .
 Bruce Walkup led USAC's finest effort since returning to Williams Grove in 1970. Walkup set a new qualifying record and won the feature. He also won at Rossburg a week later tying Mario Andretti's total of 9 career sprint wins.

(Photo by John Mahoney)

LEAVE RACING TO THE RACERS



OLD FORM FOR SAM IN NEW RIDE . . . 1972 champion Sam Sessions scored his lone '74 win in his only ride in Lloyd Weaver's #14, outdistancing a rugged field including rookie Chuck Gurney. He ranks 4th among active sprint regulars with 20 victories.

(Photo by John Mahoney)

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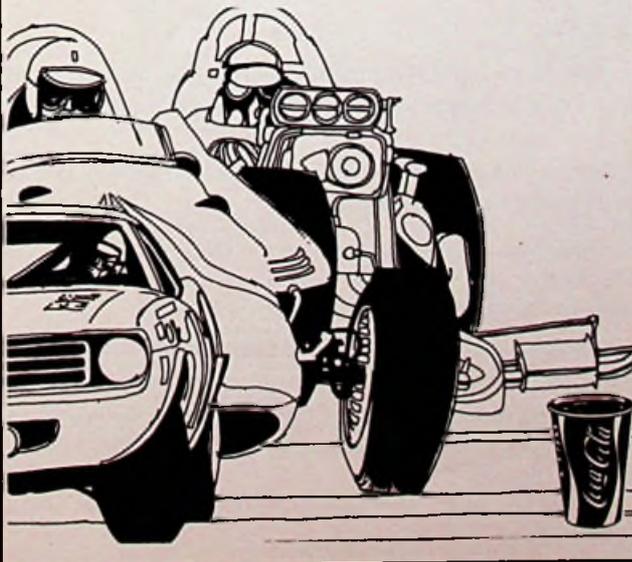


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SECOND HEAT RACE

- Lap 1 Lloyd Weaver Excavating Co.
- 4 C & F Racing
- 8 A. J. Foyt Chevrolet

THIRD HEAT RACE

- Lap 1 C & F Racing
- 4 Select Futures, Inc.
- 8 Bettenhausen Racing

FOURTH HEAT RACE

- Lap 1 Burgess Truck Sales
- 4 Cooper Bailey
- 8 Bettenhausen Racing

TROPHY DASH

- Lap 1 Tim, Daniel & Kim Darrossett
- 3 Jim Bob Lubbert

SEMI-FEATURE

- Lap 1 Ploughes Wrecker Service
- 3 Rosener's Pharmacy—16th & Main, Speedway
- 5 Burgess Truck Sales
- 7 The Wysocki Family
- 10 Ploughes Wrecker Service

FEATURE

- | | | | |
|---|------------------------------|------------------------------------|--|
| 1. Dan Gurney All American Racers | 11. Fletcher Racing | 21. Accurate Products Co. | 31. Leader Card Racers |
| 2. Johnny Rutherford | 12. Stapp Racing Enterprises | 22. Championship Race Films | 32. Bell Helmets |
| 3. Bigelow Fan Club | 13. Warren Machine | 23. Aristocrat Products—John Vance | 33. Larry McCoy, Sr. and Jr. |
| 4. Leader Card Racers | 14. A.J. Foyt Chevrolet | 24. Stewart Warner Corporation | 34. Rollie Schroeder—Speedway Golf Pro |
| 5. A. J. Foyt Chevrolet | 15. Freddie Agabashian | 25. Buckeye Auto Race Fan Club | 35. A. J. Foyt Chevrolet |
| 6. Wilbur Snyder—Championship Wrestling | 16. Spirit of Orange County | 26. Bigelow Fan Club | 36. GAPCO, Inc. |
| 7. Crower Cams, Chula Vista, Calif. | 17. Leader Card Racers | 27. Friends of Jim Malloy | 37. Championship Race Films |
| 8. Championship Race Films | 18. John John Anderson | 28. Pair of Jacks Lounge | 38. Pair of Jacks Lounge |
| 9. Leader Card Racers | 19. Lodestar Enterprises | 29. L. A. Seymour Enterprises | 39. Brian, Sue & Rick Hinton |
| 10. Lou Ligino | 20. Johnny Capels | 30. Gary Bond | 40. Bettenhausen Racing |

the SPIRIT of INDIANA

Race Fans . . .

Participation in the most prestigious sporting event in the world, THE INDIANAPOLIS 500, has traditionally been limited to a select few. As a result, the backbone of such events, the fan, is destined to participate in the role of the paying spectator.

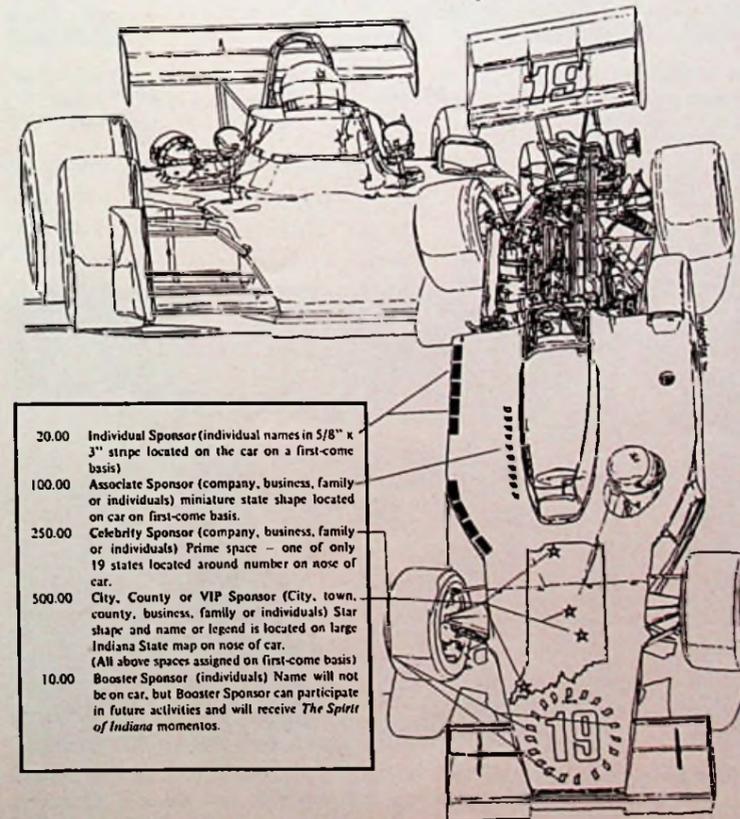
Now this role can have a much more personal meaning with the introduction of a sponsorship program in which Hoosiers and Hoosier-spirited people are invited and encouraged to participate.

Inspired by our nation's bicentennial, The Spirit of Indiana, representing the people of the State, is a Grant King Racers & Associates entry in the 1975 INDIANAPOLIS 500. The car, bearing the Hoosier State colors, legend, etc., carries the number 19, commemorating Indiana's admission as the 19th State of the Union in 1816.

We invite you to share in the emotion-filled 30 days of May by sponsoring The Spirit of Indiana Bicentennial Special. You can actually purchase space on the race car body and personally sign your name.

The Spirit of Indiana's race body (nose & cowl) bearing the signatures of fellow Hoosiers shall be given to the lucky participant whose receipt stub number is matched in a public drawing following the INDIANAPOLIS 500 and the Penn State 500.

Ron Burton



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Rain Hits Indy Sprints

(Cont. from pg. 6)

Puterbaugh in the 3rd, Saldana and Bigelow in the 4th, Richards and Lefler in the 5th, Engelhart and Rapp in the 6th, Howerton and Booth in the 7th, Gurney and Koepfer in the 8th, Kinser and Carter in the 9th and Chassey and Opperman in the 10th.

When the race began, Nordhorn moved to the lead followed by Snider, Puterbaugh and Bigelow, up from 8th. On the 2nd circuit, Bigelow got around Puterbaugh. He passed Snider on the 3rd go-around. On the 4th lap Snider dropped out and Engelhart, who had started 11th, was up to 4th.

Bigelow moved by Nordhorn on the 5th lap and led the rest of the way to take his 2nd "Indy Sprints" feature in 3 years. Puterbaugh, the fast qualifier, was runnerup and Chuck Booth, who had started 14th, drove one of his finest races to take 3rd. It was Nordhorn 4th, Sessions 5th, Beale 6th, Gurney 7th from 15th, Carter 8th from 18th, Chassey 9th and Engelhart 10th.

Besides his purse money, Bigelow had won \$970 in lap prizes. New records were set in qualifying, in the trophy dash and in 3 of the 4 heats. The only races which did not set records were the 2nd heat, red-flagged because of the Masters-Cornett tangle . . . the semi-feature and the feature, both slowed by yellow flags.

Only one race went to the pole-sitter. Sessions, qualifying 5th fast and nearly half-a-second faster than Rich-



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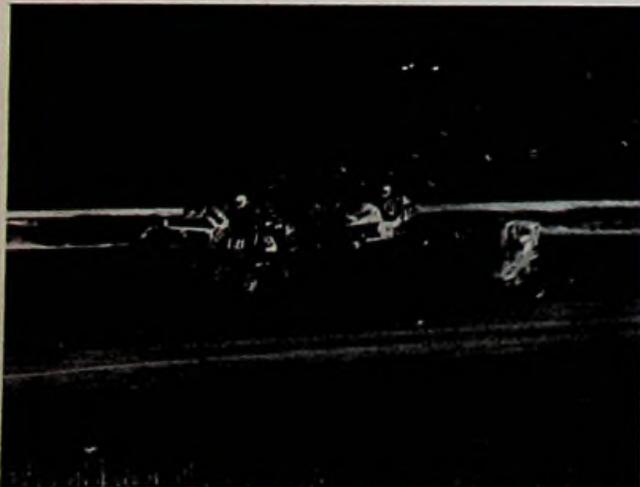


THE SWEET SMILE OF SUCCESS . . . After winning the 5th annual "Indy Sprints," Tom Bigelow is joined by trophy queen Sherry Rae and owner Walter "Hot Lips" Knepper, Jr., who has a firm grip on things.
(Photo by Tom Reel)

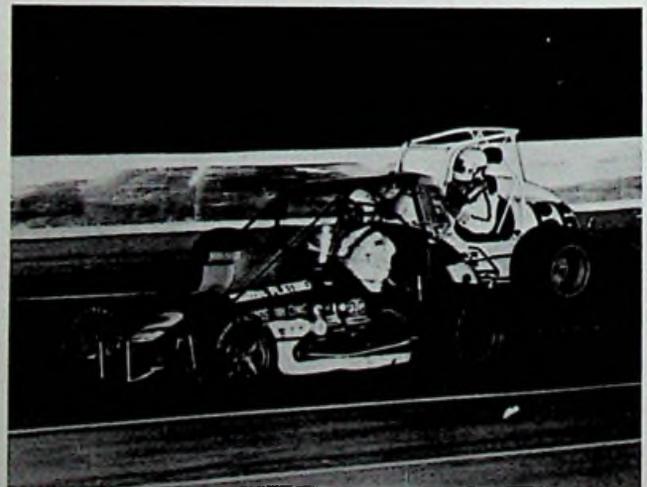
ards' 2nd fast semi entry, had no trouble leading all the way.

Those who braved the chill and threatening skies left Raceway Park

talking about the excellent quality of the racing competition. We hope you brought friends back with you this year.▲



FEATURE CRASH SIDELINES ROOKIE . . . First-year USAC sprinter Chuck Gurney bangs the wall going out of the action.
(Photo by Tom Dick)



"BIGGY" GETS BY "ZIGGY" . . . Tom Bigelow sets up George "Ziggy" Snider for a pass and eventually the lead and his second "Indy Sprints" victory.
(Photo by Tom Dick)



New Sprint Teams Outnumber Old

(Cont. from pg. 12)

Both have good equipment, Larry driving the Ernie Ensign sprinter in which he won the 1974 "Little 500," and Gary piloting the race-proven Elder Cadillac racer which has won 8 races and set several track records while driven by Bigelow last year and part of '73. Like Dickson a two-time champion, Bettenhausen is 2nd in all-time features with 31. Dickson wants 50 feature wins before calling it a day.

Also back to the sprint wars after an absence of several seasons is ace mechanic Don Shepherd, wrenching the new Kershner Steel sprinter. It's equipped with an on-board starter and automatic transmission. Dana Carter, Pancho's younger brother, will campaign the Willie Davis sprinter with which Bettenhausen won the 2nd of his championships.

Jackie Howerton, hot from his first USAC win, a wire-to-wire job in the 1974 "Hoosier Hundred," will be in the cockpit of Carl Forberg's racer, done over in yellow. Another new operation is being run by Gordy Lee, backed by a group of Allegheny Airlines pilots. They've purchased A. J. Watson's sprinter, campaigned by Mel Cornett last year.

Back with the division after an absence of more than a year is Freddie Linder. He responded to his ride in the

Jack Vitte sprinter with a win in the 2nd Reading race, his first victory in USAC. However, he all but wiped out his car in a crash at Eldora the next week, flipping it several times after the engine blew as he was power-sliding through the 4th turn. Linder was badly shaken but not seriously hurt.

For the first time since the early '60's, Rollie Beale has a new owner although it's all in the family. Ron Kilman, owner of the Rodeo Bar and Rollie's racing equipment, has turned over the latter to his brother Lowell. Don Harrell remains as chief mechanic, but the "Rodeo Bar" name has been removed.

Back for another go at USAC sprinting are Ronnie Burke, 1973 IMCA sprint champ Thad Doshier, Gary Ponzini, Greg Leffler and Chuck Mosley. New faces on the scene include Bob Frey and Tommy Rose, veteran super-modified stars in the Ohio and north-east areas, respectively; Marvin Carmen, of Michigan, and midget graduates Mike Schiesel, Rocky Fisher, Bill Davis and Dave Gable.

Gone is racing hippie Jan Opperman, back to the super-modified ranks after a short stint which brought him rides in the Indianapolis and Pennsylvania 500's and the Dirt Championship trail.

(Cont. on pg. 27)

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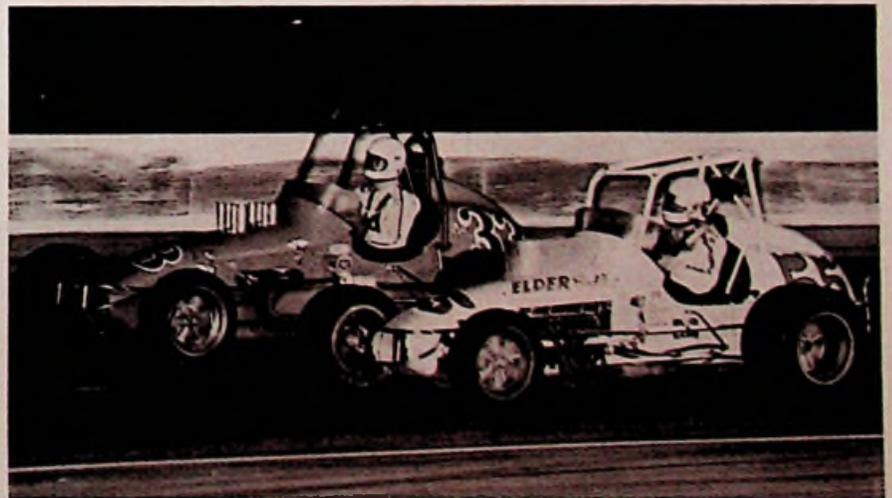
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A DOUBLE SWITCH FOR '75 . . . Tom Bigelow in #55 duels with Tommy Astone in #33. Both have new rides this year with George Snider succeeding Gary Bettenhausen in the cockpit of Junior Knepper's #55 and rookie Bob Frey tooling the #33. (Photo by Tom Dick)

A NEW SPIRIT IN RACING

King Innovates Again

When the field is wheeled out to begin the 1975 Indianapolis 500, there will be one car which stands out from all the rest. "The Spirit of Indiana," Grant and Doris King's #19, will have more sponsor identification than any of the rolling billboards in the history of the venerable Speedway.

For weeks before the world's greatest race, sponsors have been signing up for as little as \$20 each to show their "Spirit." Each has written his name or had his firm's name lettered on the body of King's sleek rear-engine racer. Company sponsorships were sold for \$100 each with special "star" sponsorship around the nose cone numbers priced at \$500.

It's all part of King's tribute to the upcoming 200th birthday of the United States. A Canadian of Oriental extraction, he is extremely proud of his U.S. citizenship. The number 19 was chosen for his car because Indiana was the 19th state in the Union.

To further the Hoosier theme, Indiana native Sheldon Kinser, of Bloomington, who has been driving King's sprint car the past couple of seasons was chosen as the driver. It's a big step up for Kinser and he's determined to make the most of it. He's been a winner in every type of racing in which he's competed.

The program was conceived at the suggestion of Ron Burton, the nation's premier racing artist. Ron had carried the idea around in his head for several



Driver Sheldon Kinser, owner Doris King and artist Ron Burton with the "Spirit of Indiana," the people's choice entry for the 1975 Indianapolis 500. (Photo by Tom Dick)

years. But until King, nobody considered it worthwhile. Ever ready to blaze a new trail, Grant saw the possibilities of Burton's brainchild.

"Most people who go to races dream of owning or sponsoring a car in the 500," he points out. "But until now, the cost has always been out of the reach of the average fan. Now everyone can participate. Our car will have more sponsors than any in the history of racing.

"And think how many people will be pulling for our car . . . their car,"

Grant enthuses. "We've got to be the people's choice. We decided on the 'Spirit of Indiana' because this is where Doris and I live and run our racing business. Indiana has been good to us and we'd like to do something in return."

Each sponsor will receive a Ron Burton "Spirit of Indiana" racing poster, a certificate of appreciation suitable for framing, a billfold size booster card, a qualification photo, a "Spirit of Indiana" yearbook showing the progress of the operation and a list of the sponsors.

(Cont. on pg. 25)



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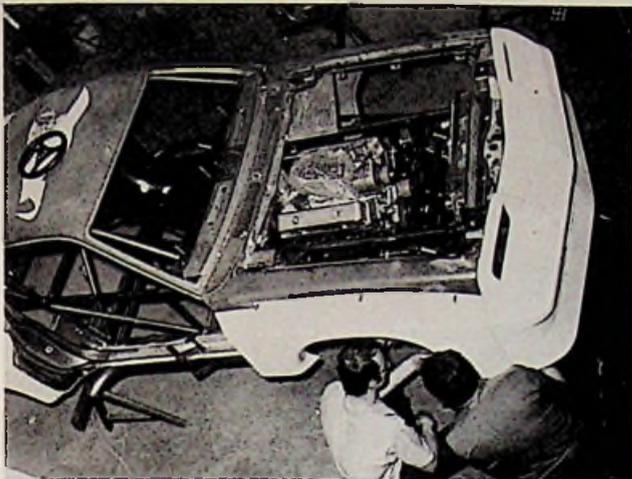
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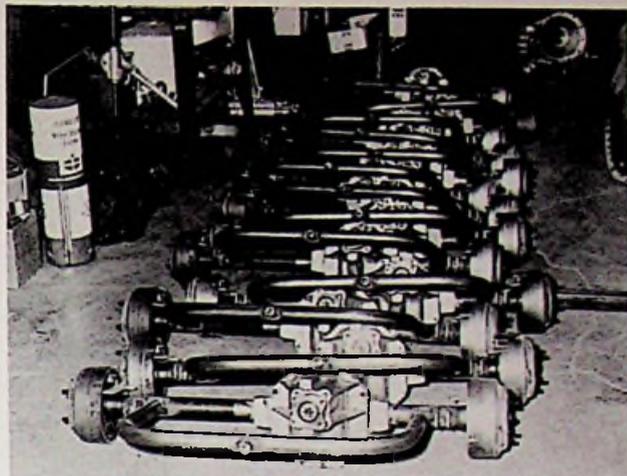
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King Innovates Again

(Cont. from pg. 24)



King and helper working on Chevrolet Monza-bodied American GT racer. Note tubular frame in body and engine compartments.
(Photo by Tom Dick)



Axle assemblies of Indianapolis-type concession cars being built by King.
(Photo by Tom Dick)

There also will be a "Spirit of Indiana" day at the Indianapolis Motor Speedway during which those sponsors in attendance may have their pictures taken with the driver. And after the Pennsylvania 500 at Pocono, a drawing will be held for the nose and cowl of the car from among the sponsors. The time and place will be announced later.

But that's only one of King's new directions this year. Over the winter he built a Chevrolet Monza-bodied car for IMSA's American GT series. Using a tubular frame and Indianapolis-type

front suspension, it took longer to build than a racer for the 500.

He built it for longtime friend Tom Nehl, a Jacksonville, Florida, G.M.C. dealer he'd known for years in the Pacific Northwest. It was finished just in time to run the first race in the series at Atlanta, Georgia. Right off the trailer and running against company-sponsored Porsches and BMW's, Nehl placed 8th out of a field of over 60 cars!

Chevrolet is interested in the car, but not enough so to help pay for its operation. In fact, King even had to

buy the body from General Motors. Even so, he is well-pleased with its initial outing. It's a whole new field for the versatile King.

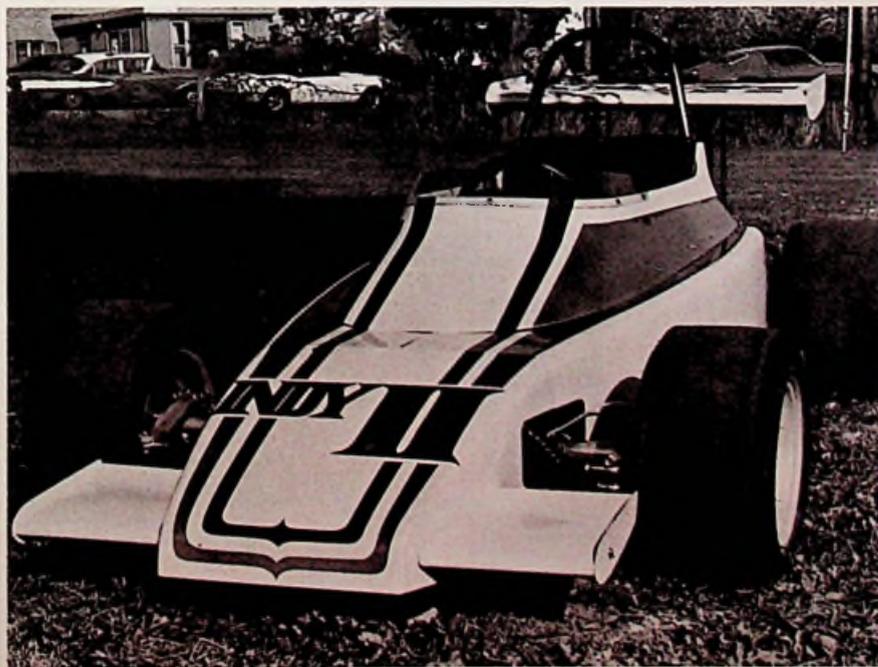
As if that weren't enough, King is involved in another completely new venture. He's building 2/3-scale championship car replicas for a new concession ride. Powered by small Wankel rotary engines, the cars will run on half-mile road courses individually against time, not one another.

One track already is in operation in California with a nationwide chain anticipated before the end of summer. King will build at least 100 of these concession cars . . . more if the demand develops as expected.

He continues building winning midjets, sprints and dirt championship cars to order. It's rare when a major race anywhere in the country doesn't have at least one King-built racer running. And likely as not, it will wind up at the front of the pack.

All of this is due to King's love of racing and the cost of maintaining an independent operation. As one of the last remaining major independents, he's finding it increasingly difficult to stay in the game. Tight money has forced him to reduce his work force to a fraction of former years.

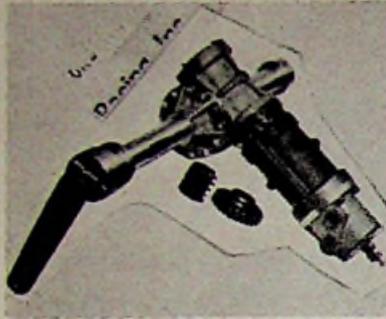
So Grant works longer and longer hours. He's forgotten the meaning of the words "day off" and "vacation." 1975 plans include entries in only the



The "Indy II" concession racer, a 2/3rds scale replica of the 500 cars, as it will look on half-mile road courses for amateurs to race against the clock.
(Photo by Tom Dick)

(Cont. on pg. 35)

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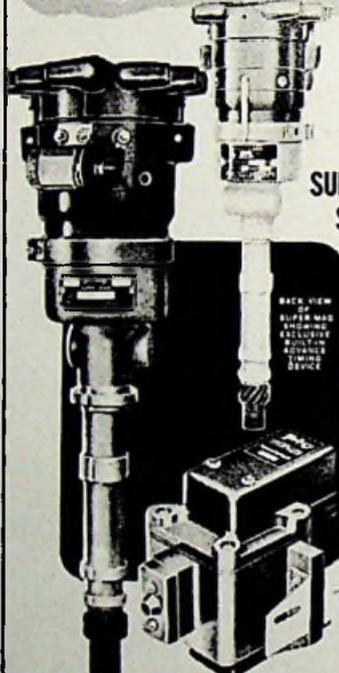
Highlights of 1974



BILLY'S BIGGEST DAY . . . Living up to predictions, Bill Cassella, #29, got by Greg Leffler and everyone else to win both his legs of Winchester's triple-33's. A former USAC sprint "Rookie of the Year," Bill also won at Indianapolis Raceway Park to wind up 6th in the '74 standings.
(Photo by John Mahoney)



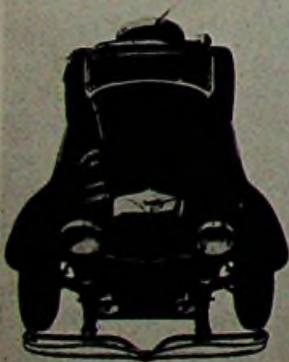
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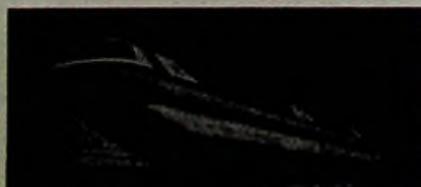
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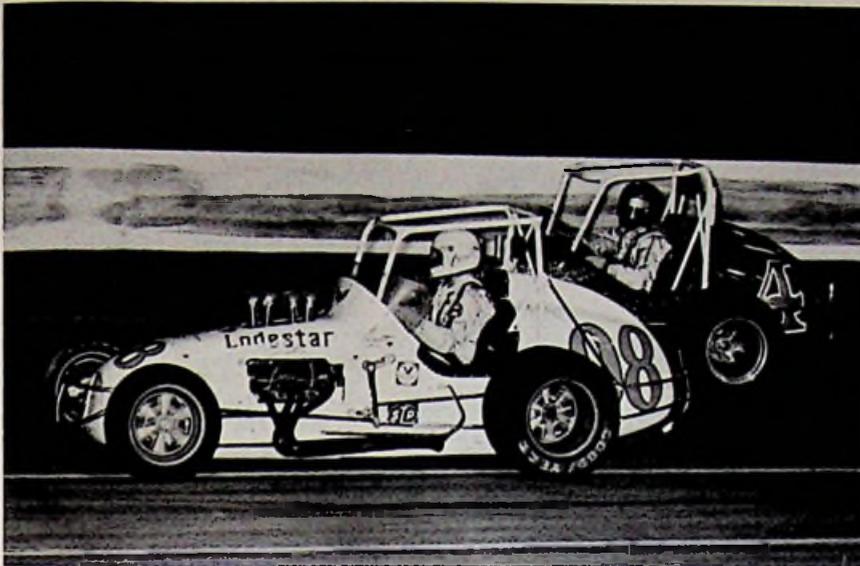





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EVEN THE NAME HAS CHANGED . . . Mel Cornett crashed in #98 in last year's "Indy Sprints." Gordy Lee has taken over the car and it's now the Rhoades Aircraft Special. Bruce Walkup has taken #4 with him to a new ride. It's now #3 driven by Chuck Gurney.
(Photo by Tom Dick)

New Sprint Teams Outnumber Old

(Cont. from pg. 23)

Also missing is Don Nordhorn, 3rd in the division in 1973 and a fixture for 5 seasons.

Tom Sneva, who won six features in '73 in a now-banned rear-engine racer, has yet to appear on the sprint scene. And Johnny Toth apparently has abandoned his own operation.

The schedule also has undergone some revisions. Gone are the annual treks to Jack Gunn's Pennsylvania ovals at Williams Grove, Selinsgrove and Penn National. Also absent from the schedule is the Tri-County Speedway, near Cincinnati. And the Minnesota State Fair weekend has only one sprint race, the Dirt Championship cars taking the other date.

A trio of races has been added at Schererville, a half-mile paved track in northwestern Indiana where the USAC midgets have run for several years. The 26 scheduled races represent the fewest in years.

Although few can remember a season of more changes, don't bet there won't be a lot more before it's over. Teams will come and teams will go, searching for that elusive crown only 17 men have won in USAC's previous 19 seasons. Parnelli Jones remains the only 3-time winner, one of those coming in 1960, last year of Midwest and East division split. Two-time winners include Tommy Hinnershitz, who also won five Eastern titles under AAA,

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This year's sprint ranks may include another Jones, Hinnershitz or Branson. 1974 winners included 12 different drivers and the first 3 races this year have produced 3 winners, one a first-timer. Champion Pancho Carter is the youngest titlist since Greg Weld turned the trick in 1967 at age 21, the earliest eligible at that time.

With the age requirement now lowered, there may be a teenage champion in the future. But with the difficulty of competition and the time needed for a driver to gain the experience, he'd have to be Superman.



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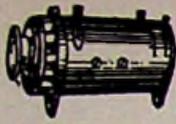
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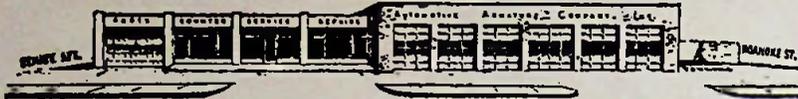
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Highlights of 1974



HISTORY-MAKING SUNDAY DRIVE . . . As tough on dirt as on pavement, Pancho Carter, #6, wrapped up the '74 sprint title by winning the first of twin-50's at Eldora. George Snider provided stiff competition as Carter became the first driver to win both midget and sprint titles.
(Photo by John Mahaney)

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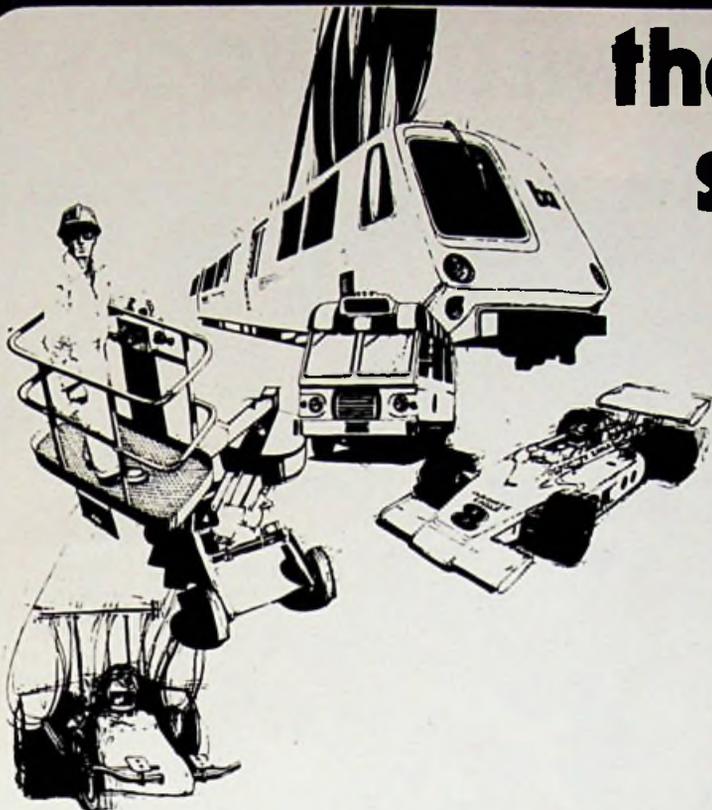
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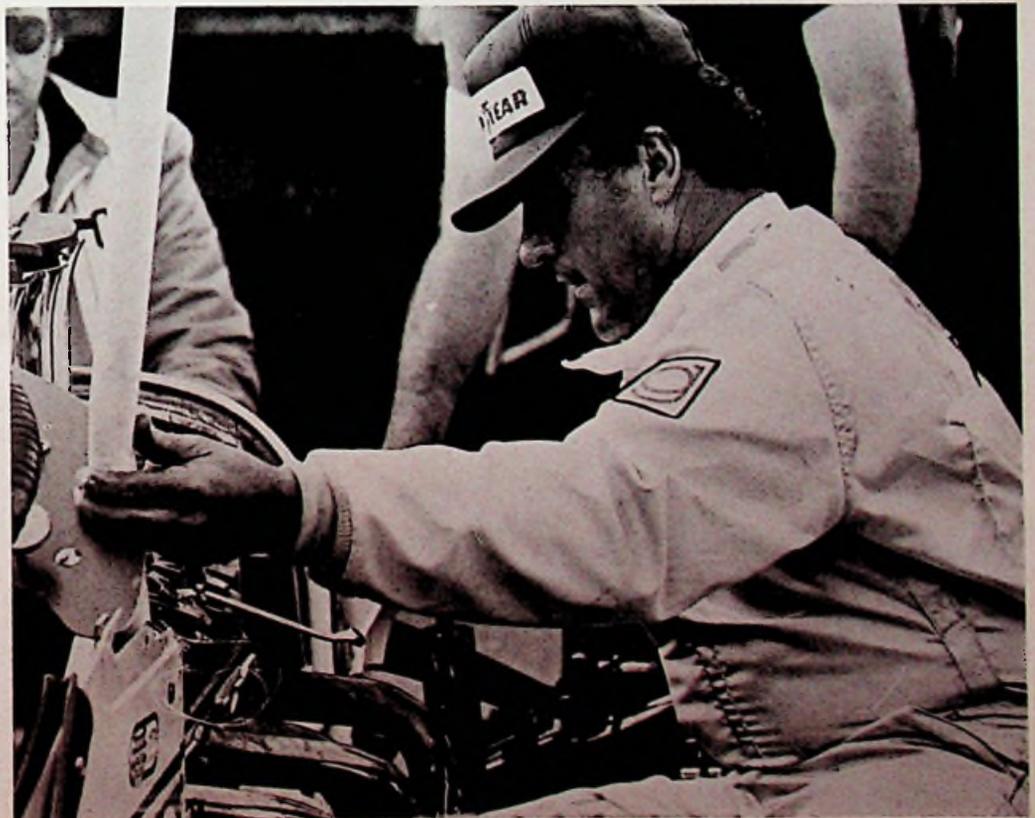
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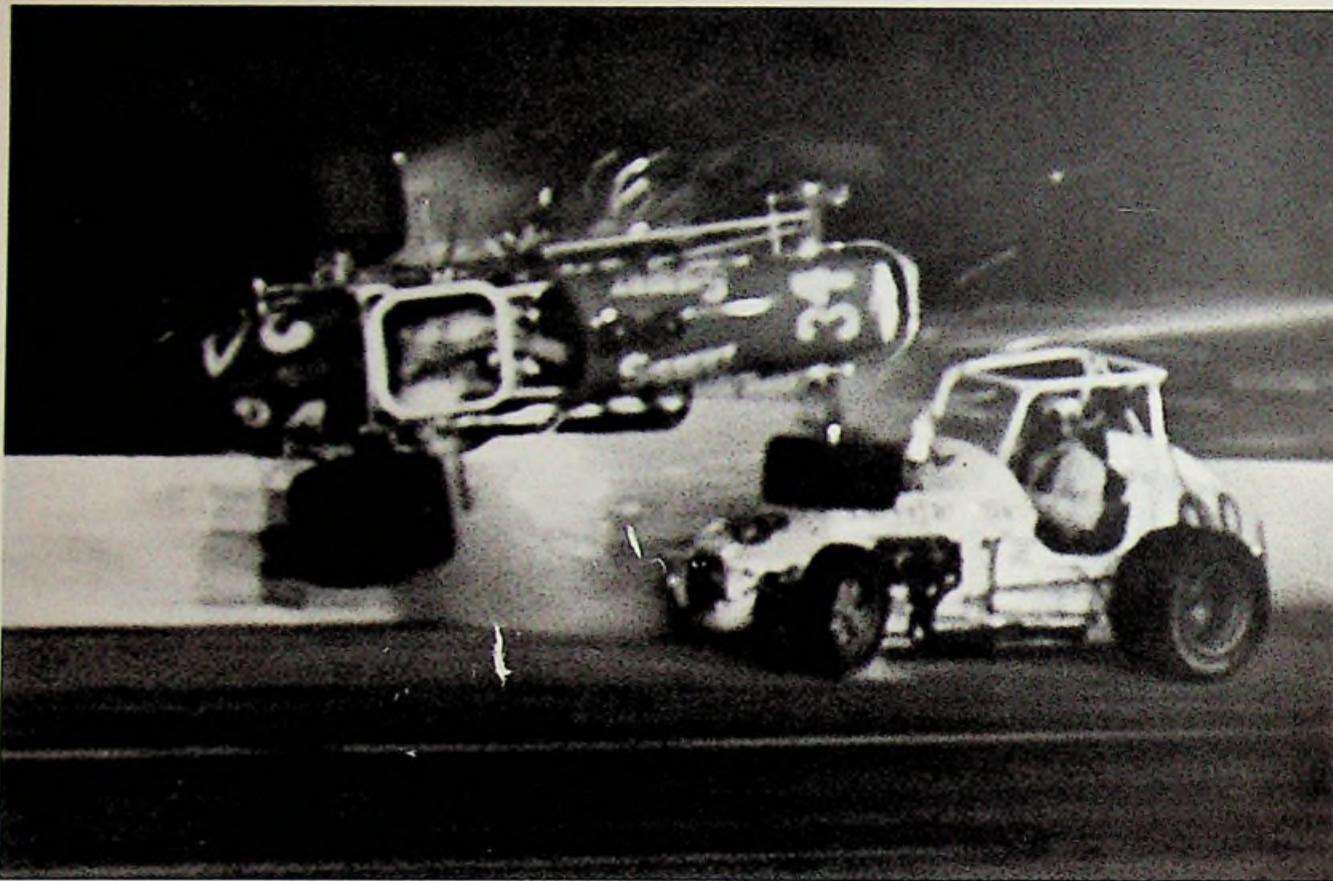
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Highlights of 1974

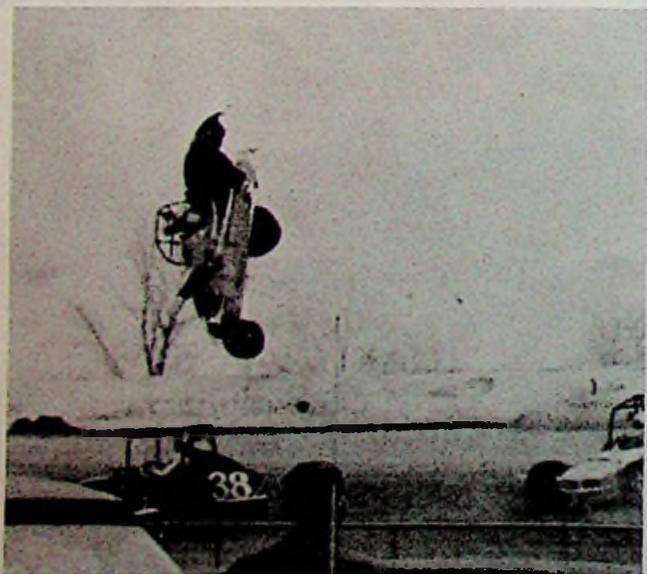


SUPERTEX DOES IT ALL . . . "The King," A.J. Foyt, does some fine tuning before his lone sprint appearance of 1974. He must have done it right because he won both 50-lappers in the "Hoosier Sprints" at the Indiana State Fairgrounds 2 nights before the 500. *(Photo by Tom Dick)*

1974 ACTION WILD & WOOLY



MASTERS STONEWALLS IT AT I.R.P. . . . After a tangle with Mel Cornett, pavement specialist Charlie Masters became the first to clear the wall in the "Indy Sprints." Both cars were badly damaged, but both drivers came through unhurt. *(Photo by Tom Dick)*



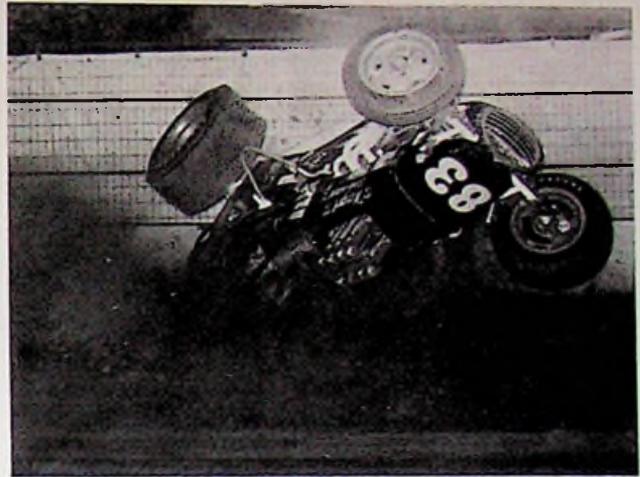
WHAT GOES UP MUST COME DOWN . . . Jerry Poland heads earthward after a tangle with Tom Sneva's roadster and the wall at New Bremen, Ohio, as Gordy Lee goes by in #38. Poland suffered only a minor shoulder injury. *(Photo by John Mahoney)*



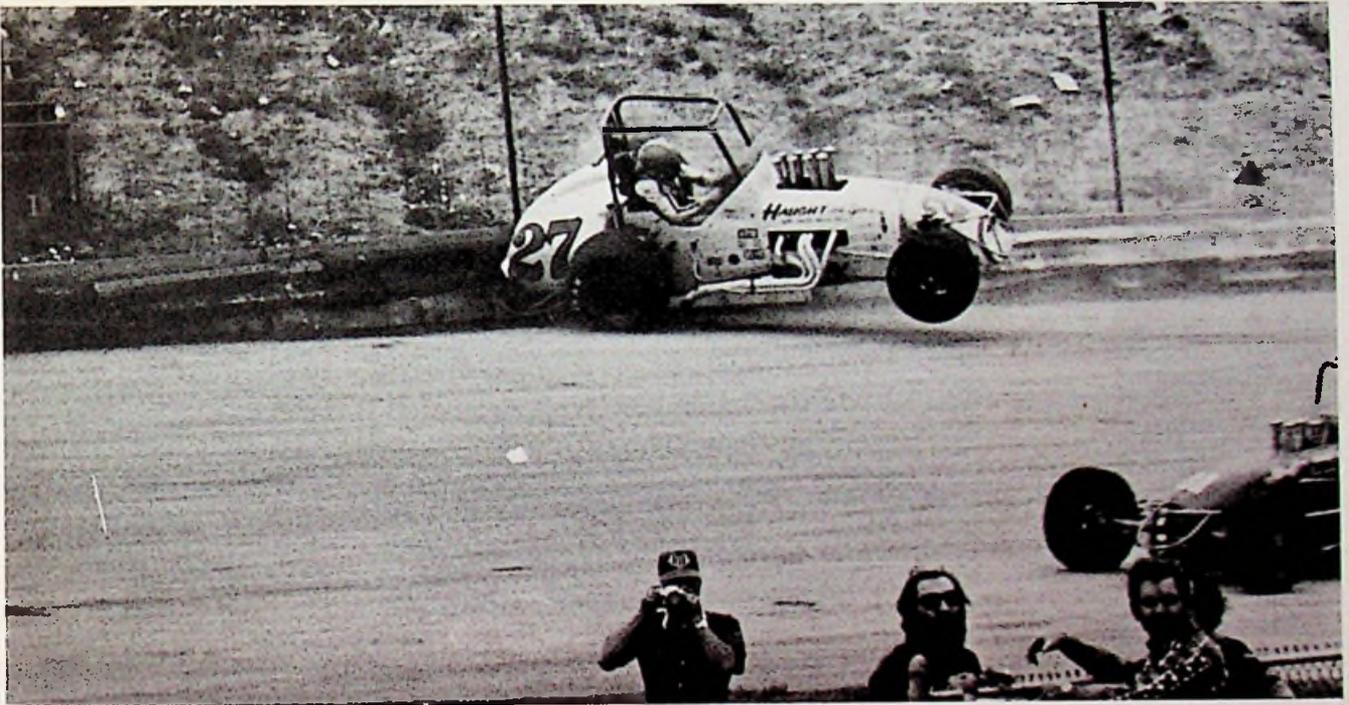
UP IN A CLOUD OF DUST . . . Winchester looks more like a dirt track than pavement as Steve Cannon tangles with the wall and gets airborne. Steve walked away. They had to tow his car. *(Photo by John Mahoney)*



ONE DOWN, TWO TO GO . . . It was a sudden stop on the wall at Winchester for Bruce Walkup in #4 as George Snider in #2 and Bill Cassella in #29 squeeze by. Bruce was shaken up, but only his pride was hurt. *(Photo by Tom Dick)*



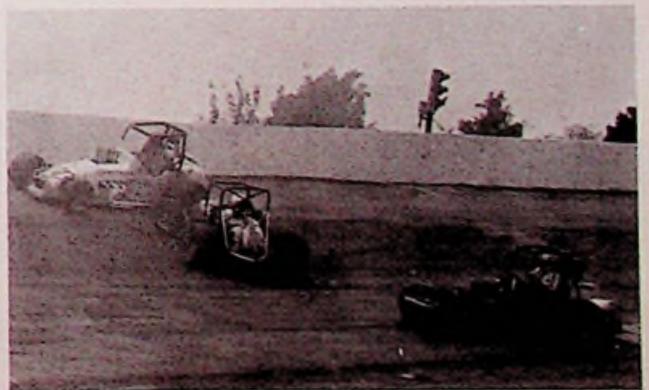
BENNY BRUISED BY BRUTAL BOUNCE . . . The "Hoosier Sprints" at the Indiana Fairgrounds mile two nights before the "500" made a hard day's night for veteran Benny Rapp. He was uninjured, fortunately. *(Photo by Tom Dick)*



SOME EYES HAVE IT, SOME DON'T . . . The infield group in the foreground were looking the other way as Gordy Lee slammed into the wall backward at New Bremen. Gordy suffered some "race track rheumatism" as the result of his crash. *(Photo by Tom Dick)*



BUTCH IN DUTCH DOWN SOUTH . . . In one of his occasional USAC appearances at Salem, Butch Wilkerson tries to climb the wall. Lucky for him he didn't make it, escaping the wreck unscathed. *(Photo by Tom Dick)*



DOWN TO THE FRAME . . . Larry Cannon's sprinter looks naked with its outer skin gone after a crash at Winchester. That's Jess Plummer with #31 stopped on the track as Gordy Lee slides by in #27. *(Photo by John Mahoney)*

Salute to the Champions

Looking back on this 20th year of USAC, 17 men have won the sprint title. 5 of them more than once. They have produced 5 Indianapolis 500 wins, 6 national driving titles, 4 stock car championships, a national dirt title, a midget championship, and hundreds of wins.



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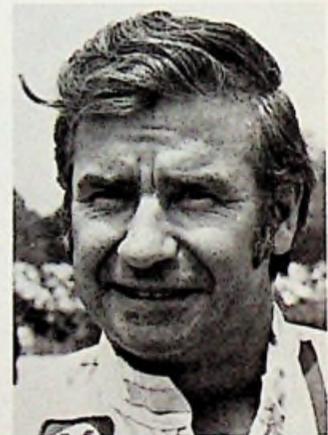
Roger McCluskey
National Sprint
Champ 1963 & 1966



Gary Bettenhausen
USAC National Sprint
Champion 1969 & '71
31 Feature Wins



Greg Weld
National Sprint Champion
1967 at age 21
21 Feature Wins



Larry Dickson
USAC National Sprint
Champion 1968 & '70
37 Feature Wins
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Johnny Rutherford
USAC National Sprint
Champion 1965



Elmer George
USAC Midwest Sprint
Champion 1957



A.J. Foyt
USAC Eastern Sprint
Champion 1960

2nd Generation Champion

(Cont. from pg. 8)

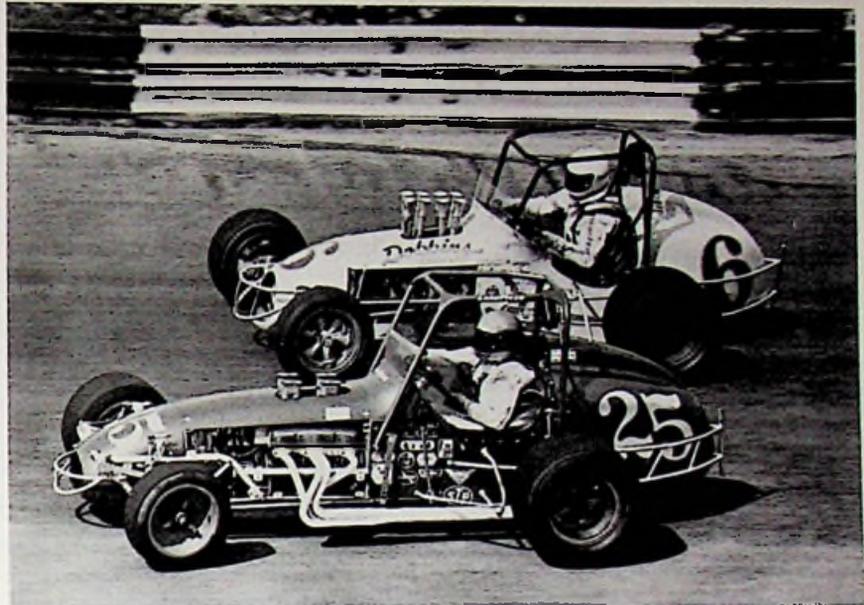
top rookie. Despite missing some sprint races because of championship conflicts, he won the sprint title by almost 200 points.

Carter led the points chase from mid-season and his 7 feature wins were 2 more than runnerup Tom Bigelow scored. He started modestly with a 6th in the opener at Reading, then had 3 consecutive 5ths at Eldora, Reading and Terre Haute before his Winchester victory.

A second and a 4th in the "Hoosier Sprints" two nights before the "500" moved Pancho to the top of the standings. Then came a 3rd at Winchester, a 7th in the 2nd race at Indianapolis Raceway Park and consecutive wins on the Toledo pavement and the Reading dirt.

He was 2nd at Williams Grove, missed the top 12 at Penn National, took a 9th at Eldora, a second at New Bremen and a 10th at Toledo before returning to the win column at Winchester. Carter and Sheldon Kinser hooked

(Cont. on pg. 34)

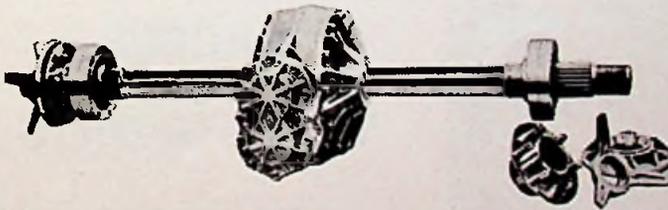


AT TRAIL'S END . . . Closing the season in fitting fashion, Pancho Carter in #6 goes by Sonny Ates heading for the checkered flag at Salem. (Photo by John Mahoney)



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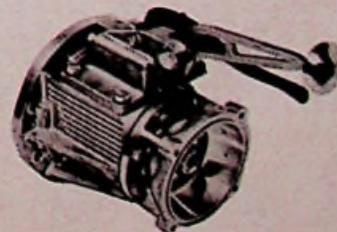
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2nd Generation Champion

(Cont. from pg. 33)

up in a classic duel at Terre Haute August 4th with Kinser holding him off for nearly half the race to win it.

Milwaukee 200 qualifying kept Pancho out of the next 2 races at Toledo and New Bremen. But 2nd place Tom Bigelow also missed them for the same reason and Carter's lead was safe. At St. Paul's Minnesota State Fair track, Carter won the 2nd of twin-40's the first day, but Bigelow took both halves of the twin-75's the next day to tighten the chase.

Pancho was 11th to Bigelow's 2nd at Cincinnati's Tri-Counties the next weekend, then won the first of Eldora's twin-50's while Tom could manage only a 5th in the second. That nearly wrapped it up. A 4th and a 2nd in the triple-33's at Winchester did it. And he iced the cake with a win in the windup at Salem.

That made Carter the first man in USAC history to win both the midget and sprint championships. And he did it in just 3 years! In winning his second title, he had won 7 races and scored 922 points to Bigelow's 5 and 738.

Pancho would like to defend his title, but when it becomes a choice between sprint and Championship dates, he'll go with the big cars where the big money is. He hopes to make enough money racing to get into a good busi-

ness, then retire early enough that he won't have to extend himself beyond his limits.

But at under 25 years of age, Pancho has a great future. Most drivers don't hit their peak until they're 30, many even later. At the rate he's going, Carter may well become the nation's top driver long before that.

Much of his success he owes to the excellent start and early advice given him by his father. When he was just getting started, Duane Sr. was always there to offer a helping hand and the benefit of his years of experience. Dad has been a steadying influence on the entire racing clan.

Pancho is enthusiastic about the career of his younger brother Dana, who tied "Sleepy" Tripp for the Indiana indoor midget championship this year. Dana will be racing against Pancho on the sprint circuit, driving Willie Davis' excellent racer. If the indoor midgets are any indication, they'll be competing as hard against each other as against the rest of the field.

It's been a long time since Pancho, half-brother Johnny Parsons and Dana raced the quarter-midgets. All have come a long way in professional racing. And for Pancho, the top is in sight.



HAPPY TRIO AT READING . . . Pancho Carter and car owner John Conger received jackets and the congratulations of USAC sprint supervisor Russ Clendenon after winning on the flat half-mile dirt track. (Photo by John Mahoney)

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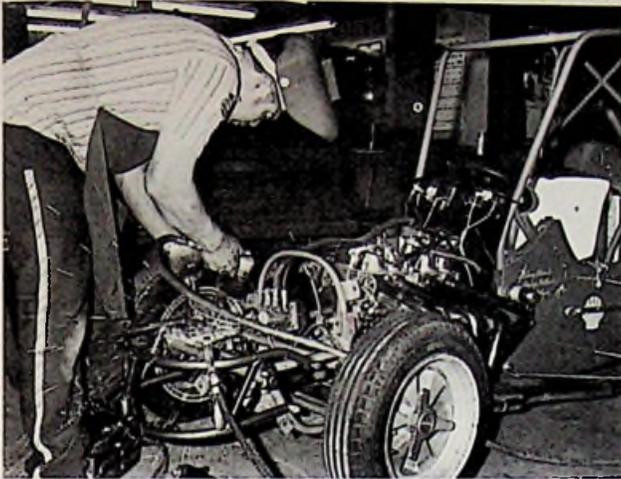
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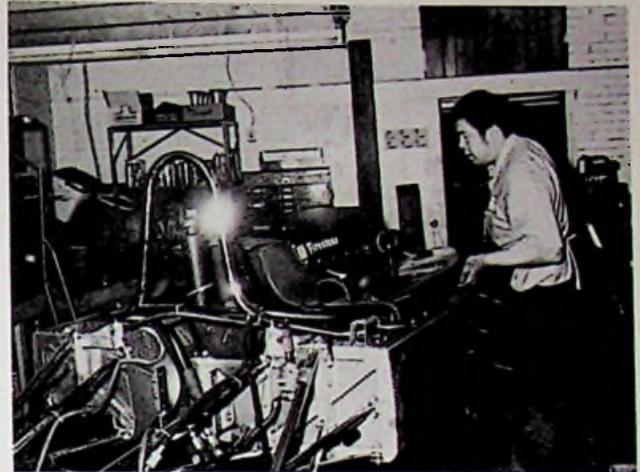
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King Innovates Again

(Cont. from pg. 25)



Sparks fly as Grant touches up weld on midget racer being rebuilt in his shop northwest of Indianapolis. (Photo by Tom Dick)



Putting the final touches on Jim McElreath's 500 car, the teammate to Sheldon Kinser's #19 "Spirit of Indiana." (Photo by Tom Dick)

Indianapolis and Pennsylvania 500's. With the increased workload, he's even had to give up weekend trips to sprint races in the Indianapolis area.

His 500 hopes rest on the broad shoulders of Kinser, a rookie, and veteran Jim McElreath, a winner of the California 500 and the most underrated driver in the United States Auto Club. A former Indianapolis "Rookie of the Year," he has a 3rd, two 5ths and three 6ths to his credit at the Speedway. Jim was 2nd in the Championship division in 1966, third in '63, '65 and '70.

Usually coming to Indianapolis without an assigned ride, McElreath has a good one this time. With a chance to familiarize himself with his car and get in some practice, he can be expected to qualify early and well. Then it will be up to Dame Fortune.

When Grant King first came to Indianapolis, he knew he was bucking long odds in seeking the big pot of gold at the end of the 500 rainbow. At that time he had no thought of starting his own racing operation. Perhaps he'd have turned back if he had known how much work it would take.

But those who know him best know that Grant is no quitter. For all its problems, racing is his life. And even if he reaches the point where he can afford to pay others to do the work, he can be expected to continue to work longer and harder than any of his help. That's the way he is and always will be.



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Osborne Top Rookie

As the new USAC sprint season gets underway, railbirds will be watching with interest the crop of "rookies" trying to break into the winner's circle against the rugged regulars. The newcomers will have to reckon with last year's sprint "Rookie of the Year," Lee Osborne.

In just one season as a USAC regular, Lee has marked himself a fierce competitor as well as a talented chauffeur. Driving the Stauffer Construction sprinter, he won features at Reading and Penn National, two almost totally flat dirt tracks where he'd raced for the past few years as a regular in the tough central Pennsylvania action.

His steadiness elsewhere enabled Osborne to finish 8th in the final standings for 1974, the only first-year man in the top ten. Most of his success was, naturally, on the dirt in the type of racing he'd done most recently. Pavement was a re-learning process.

Few fans realize that Lee's racing, before moving to Pennsylvania, was all on pavement. He began in modified stock cars near his Rochester, New York, home. His first race was at Shangri-La, New York in 1965, taking 2nd in his heat and 3rd in the feature!

Running a car powered by a 327-cubic inch Chevrolet engine, he finished 3rd in points that first season. Almost all his racing the first 4 years was on pavement with only occasional forays onto the dirt. Previous experience as a



EVERYONE'S HAPPY FOR LEE . . . Flanked by co-"Action Track" queens at Terre Haute, Osborne is interviewed by Bob Forbes about his exploits as a USAC sprint division rookie at Terre Haute. (Photo by Tom Dick)

mechanic, Lee feels, was a big help to him once he began driving.

1969 marked two major milestones for Osborne. On New Year's eve he met Nancy, his wife-to-be. After a whirlwind courtship they were married and moved down to Pennsylvania to run the rugged super-modified circuit. They now have two children, son Todd and daughter Jennifer.

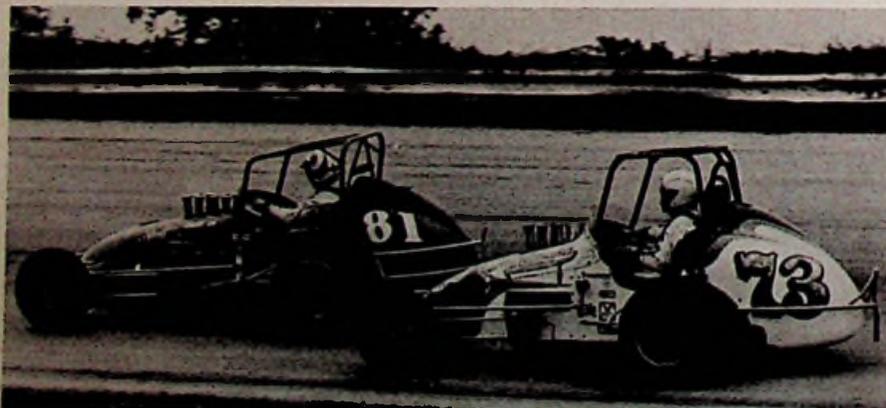
Like most racing wives, Nancy is content to leave the spotlight to her husband, although she does go to as many races as possible. She has never

asked Lee to leave the profession he loves. As Lee puts it: "I was racing when she met me and she knows how much it means to me."

Joining the KARS (Keystone Auto Racing Stars) circuit, he ran the rough Central Pennsylvania competition for 5 years before joining USAC in 1974. While he was unable to break the domination of local champion Kenny Weld and Nebraska-import Jan Opperman, Osborne was a consistent front-runner winding up 2nd in the points at Selinsgrove and Penn National one season.

His hard-charging style and pleasant disposition made him a favorite with the rabid super-modified fans of the area. They lustily cheered his victories and agonized with him when things didn't go well. They mourned his departure to join the widely-travelled USAC sprint division.

Maintaining his home in Lebanon, Pennsylvania, where he builds and works on race cars, Osborne began commuting to tracks as far away as Sedalia, Missouri, and St. Paul, Minnesota. He travelled over 48,000 miles to



NEWCOMER LEADS OLD PRO . . . While unable to win on pavement, Osborne in #81, was a consistent runner, leading Bill Puterbaugh at New Bremen's lightning-fast half-mile.

(Photo by John Mahoney)

(Cont. on pg. 37)

Osborne Top Rookie

(Cont. from pg. 36)

go racing. The killing schedule cut drastically Nancy and the children's attendance at Lee's appearances. And it was tough on Lee.

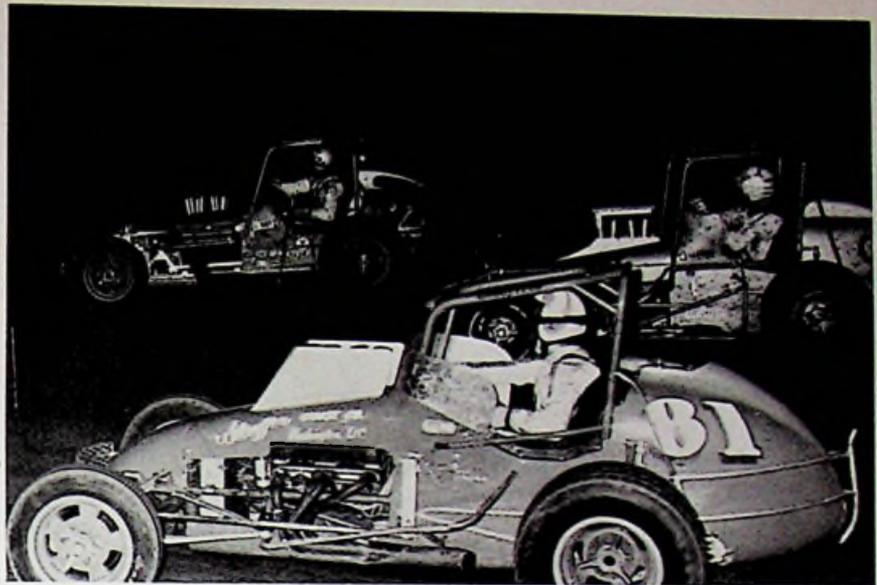
"The biggest problem," he recalls, "was finding people to help with the car. To try to work on the car, set it up for different race tracks and observe it was quite a job. Not too many could find time to travel the way we had to."

Osborne wants to improve on his rookie record, but is well aware of the "sophomore jinx" which has hit his recent predecessors including friend and idol "Toby Tobias," the '71 sprint "Rookie of the Year." Following a rash of crashes and mechanical problems during the 1972 season, "Toby" went back to the Pennsylvania racing wars.

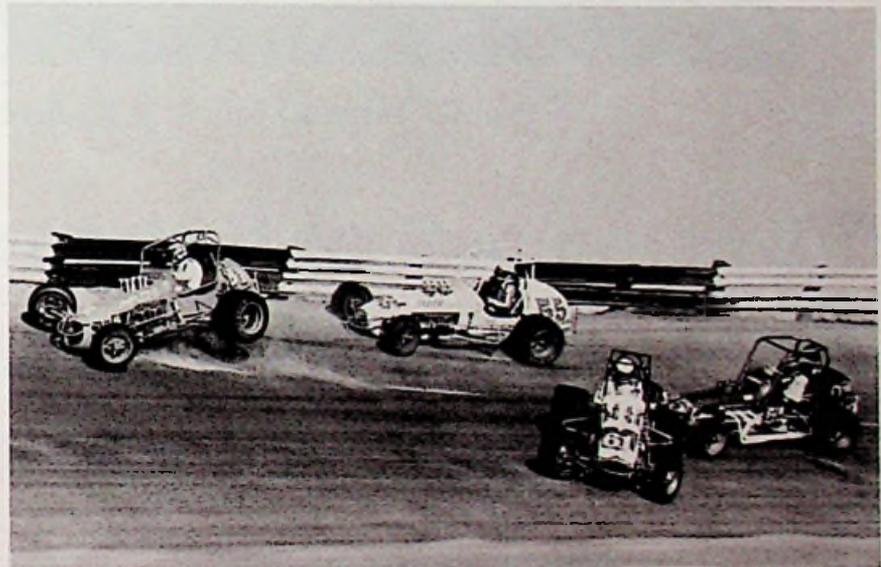
As for most members of the racing fraternity, Lee's ambition is to become a regular on the Championship trail driving the rear engine racers in the 500's and on the rest of the trail. Indianapolis is his major goal. With his 30th birthday coming up September 8th, he still has some time to achieve it.

While he's racing, Lee is building up his own racing business at his Lebanon, Pennsylvania, home. Each year he adds a little to make his garage bigger or better equipped preparing for the day when he will retire from racing. When that day comes, he'll expand the car-building business he's already launched into a full-time job.

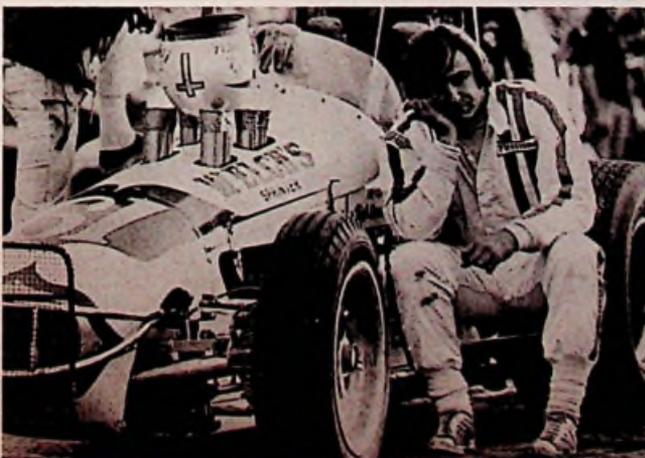
But before then, Osborne plans to keep racing, waiting for that Championship ride which could put him at the top of his chosen profession. Maybe this will be the year he's worked so hard for the past 10 years.



TOUGH TRIO DOES IT IN THE DIRT . . . Osborne in #81 and Gary Bettenhausen in #24 have racing hippie Jan Opperman bracketed in Reading race. "Oppie's" 9th was the best of the three.
(Photo by John Mahoney)



HIJINKS ON THE HIGH BANKS . . . Osborne in #81 gets airborne after a tangle with Tom Bigelow in #55 as '73 "Rookie" Rich Leavell gets sideways in #61 and Sonny Ates in #25 taps him.
(Photo by John Mahoney)



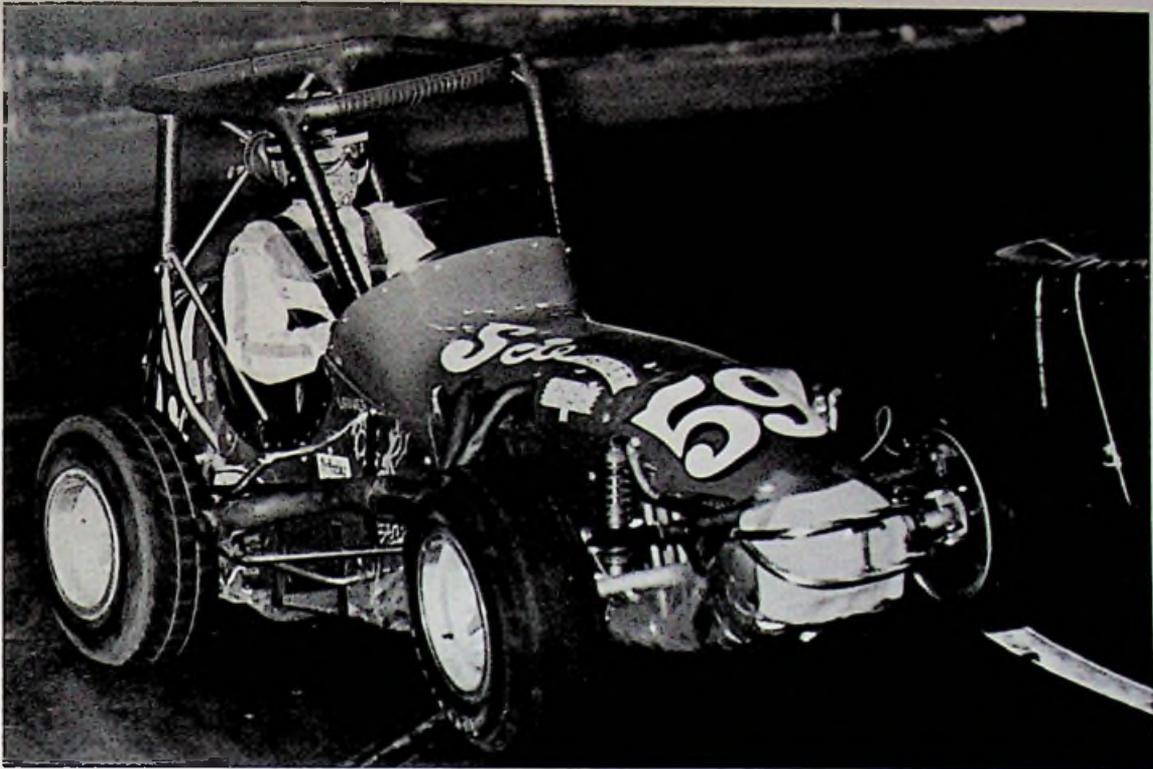
WHO'S AFRAID OF SOPHOMORE JINX?... Rich Leavell, that's who. After winning USAC sprint "Rookie of the Year" in 1973, it was nothing but trouble, spins and crashes in '74. His look reflects his mood.

(Photo by Tom Dick)

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Bill Engelhart in SCIO Cabinet Midget

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