

REX MAYS CLASSIC

150 MILE CHAMPIONSHIP

**SUNDAY
JUNE 13, 1976**



WISCONSIN STATE FAIR SPEEDWAY

OFFICIAL SOUVENIR PROGRAM

ONE DOLLAR



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June 13, 1976

Dear Race Fan,

The country is celebrating its 200th birthday this year and auto racing at the Wisconsin State Fair Speedway can account for 73 of those years. Racing on the classic one mile oval got its start in 1903, not long after the first automobile chugged to life.

Over the years, drivers and car owners who wanted to test the latest in automotive technology usually found a home at the Milwaukee Mile.

WELCOME!

While the 27th running of the Rex Mays Classic may not be a large number compared to such as 200 and 73, it is one of the longest continuing national championship events in the country.

We hope you enjoy the 1976 season and return for many more. As always, your questions and comments are welcomed.

Sincerely,

John Kaishian, Tom Marchese

Co-Race Directors

WISCONSIN AUTO RACING, INC.

REX MAYS CLASSIC

SOUVENIR PROGRAM

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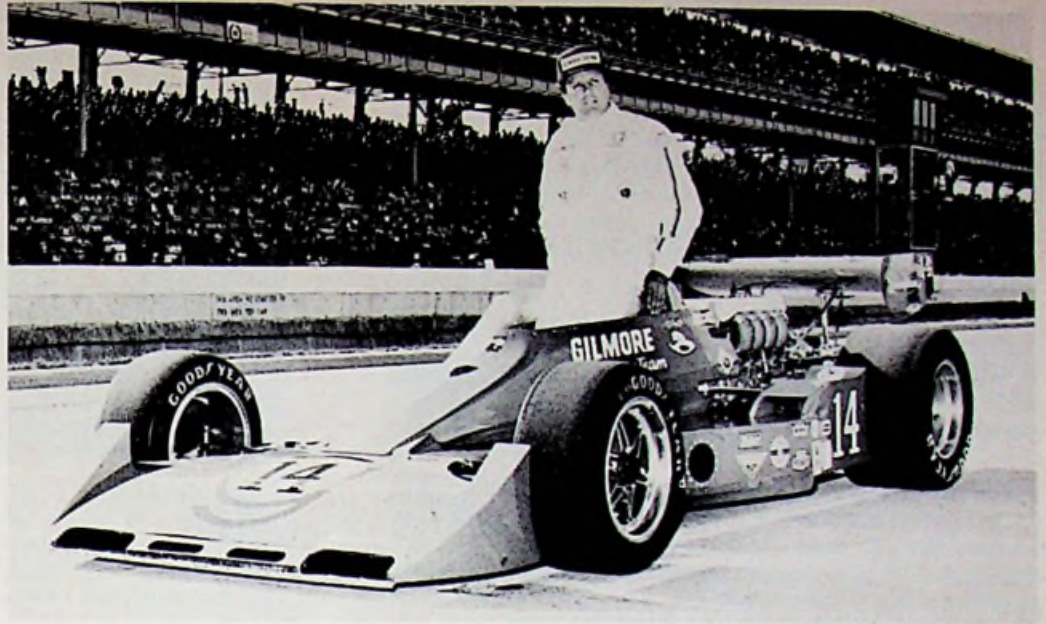
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Russ Lake Photo

A. J. FOYT will be entering one of his Gilmore Coyote Foyts in the Rex Mays Classic. Despite being the defending National Champion, Foyt carries his traditional number 14 that has served him well in past seasons.



A. J. FOYT — Defending King

A. J. Foyt, 41, of Houston, Tex., has two titles to defend in this year's Rex Mays Classic. Last season Foyt won the Mays event and went on to capture the national driving championship.

While the national crown was the first ever for the owner of his Gilmore Coyote-Foyt, Jim Gilmore, it was nothing unusual for Foyt.

After starting his racing career at the wheel of a midget in 1953, Foyt jumped into USAC competition in 1956 and has since won a combined total of 133 races and nine championships in the club's five divisions.

He has also successfully journeyed outside of USAC, scoring victories in such major racing events as the 24 hours of LeMans (where he teamed with Dan Gurney), and NASCAR Grand National races including the Daytona 500 and Firecracker 400.

But, it has been under the USAC banner that Foyt, considered by many to be the greatest American driver of all time, has enjoyed his finest moments.

Foyt owns 54 career Championship triumphs, 22 more than Mario Andretti, who ranks second on the all-time list. Among his 54 wins are three Indianapolis 500 conquests, a figure equalled only by Wilbur Shaw, Lou Meyer and Mauri Rose. Subsequent wins in the 1973 and

1975 Pocono 500s and the 1975 California 500, make Foyt the winningest driver in 500-mile Championship competition.

In 1964 Foyt notched 10 wins on the Championship Trail to set a single season victory mark which has been equalled only by Al Unser, in 1970. However, Foyt's string of seven consecutive triumphs in 1964 still stands as the longest winning streak in the division's history.

In addition, Foyt is the all-time Championship leader in starts and points scored. Along the way he captured national driving crowns in 1960, 1961, 1963, 1964, 1967 and 1975. No other driver ever won the title more than three times.

Foyt also won USAC titles in three other divisions, topping the Championship Dirt division in 1972, the stock car division in 1968, and winning the 1960 Eastern sprint car crown.

Completing his list of USAC victories are 29 stock car wins; 28 sprint feature wins; 20 midget feature wins; and two Championship Dirt wins.

Another milestone is in Foyt's sights today. A winner of three previous Rex Mays Classics, he hopes that when the checkered flag is waved he will equal Rodger Ward's mark of four victories in the event.

Exclusive Club

One way to judge a driver's performance on the USAC Championship Trail is to look at the point standings.

In the division, drivers who finish in the top 12 positions in each race receive points, the rest do not. Stroking doesn't make it here.

On these two pages are drivers who are in a select group, the top 10. Some have been there many times, others are fairly new at it. To all it is a great accomplishment.

The Champ Trail events are conducted at tracks that vary in length from the mile ovals here at Milwaukee and at Phoenix, Ariz., to the 2.5-mile courses at the Indianapolis Motor Speedway, Ontario (Calif.) Motor Speedway and Pocono Raceway.

The length of the events vary from 150-mile "sprints" such as the Rex Mays Classic, to 500-mile endurance contests.

The variety of tracks and distances all test the drivers abilities to the extreme.



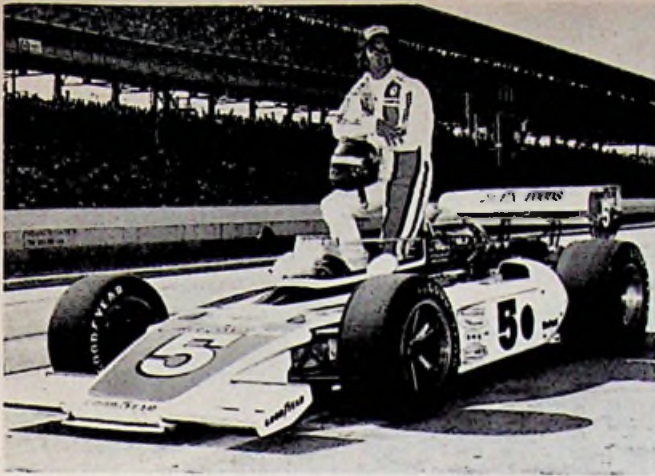
2nd JOHNNY RUTHERFORD, 38, of Fort Worth, Tex., is the only driver to finish in the top three in the Championship point standings each of the last three seasons, with second place finishes in 1974 and 1975 and a third place finish in 1973. He has also enjoyed great success in the Rex Mays Classic during that period, placing fifth in 1973, first in 1974 and third in 1975. His 1974 triumph helped him win the Tony Bettenhausen-Miller High Life Award as the year's top Championship driver on the Milwaukee Mile. Rutherford won the pole for last year's Bettenhausen Classic and has qualified in the top five for each of his last five races here. He has led parts of three of his last four Milwaukee races. A veteran of 23 races here, Rutherford presently is 11th on the track's all-time point list and eighth in miles driven. His 1976 ride is the Hy-Gain McLaren Offy.



3rd BOBBY UNSER, 42, of Albuquerque, N.M., won his first Milwaukee Mile Championship appearance by capturing a consolation race to qualify for the 1964 Rex Mays Classic. He repeated the feat the next June, but had to wait until the 1971 Bettenhausen Classic before winning a main event here. He followed that with triumphs in each of the next two Rex Mays Classics. Since 1971 Unser started four races on the pole and led five of the seven events he started here. In his lone 1975 appearance the two-time national driving king and 1967 and 1975 Indianapolis 500 winner placed second in the Rex Mays Classic. The finish increased his career Milwaukee point total to 2,570, good for eighth on the track's all-time list. After taking third in last year's Championship Trail standings, Unser joined the Fletcher Racing Team and now drives a Cobre Tire Eagle Offy.



4th WALLY DALLENBACH, 39, of Basalt, Colo., established himself as a dominant force on the Championship Trail in the 1973 Bettenhausen Classic here. First he won the pole for the event, his first such accomplishment ever on the Trail, at a speed of 131.820 mph, a track record which still stands. Then he won the 200-mile race for his first triumph ever on the circuit. He went on to win his next two outings and has been among the top drivers in the division since. Dallenbach has always fared well on the Milwaukee Mile. He failed to finish only four of his 17 starts, here, placed in the top nine a total of 11 times and failed to crack the top four only once in his last eight starts. He ranks 10th on the track's all-time lists in both points and miles driven. He will again pilot a Sinmast Wildcat DGS for the Patrick Racing Team in 1976, after placing fourth in last year's Championship standings under the same banner.



5th BILL VUKOVICH, 32, of Fresno, Calif., placed fifth in last year's Championship point standings, to become the only driver to finish in the top six each of the last six years. His overall Champ record shows one victory, at Michigan International Speedway in 1973, four second place finishes and 16 thirds. Vuky made his Milwaukee Mile debut in the 1967 Bettenhausen Classic and has driven in 15 other races here since, placing in the top 10 on as many occasions. A second in the 1972 Bettenhausen Classic is his best finish here. A year ago he took seventh in the Rex Mays Classic and eighth in the Bettenhausen. He currently ranks 14th on the all-time Milwaukee Mile point list with 1,770 and is 12th in miles driven with 2,322. His ride for 1976 is the Alex Foods Eagle Offy.



7th ROGER McCLUSKEY, 45, of Tucson, Ariz., holds the record for most consecutive Championship starts on the Milwaukee Mile, and will be out to extend that mark to 24 today. McCluskey's first appearance here was in a Rex Mays consolation race in 1960. The first of his 28 Championship starts on the track took place one year later and he has driven in every event the circuit has staged here since the 1965 Rex Mays Classic. Although he is still looking for his first win, McCluskey ranks second on the track's all-time list in miles driven with 3,430 and is fourth in points scored with 2,893. His best finishes here are a quartet of seconds, the most recent of which occurred in 1973, when he won the national driving title. He is driving a Lindsey Hopkins Hopkins Offy this year and will be out to improve on last year's eighth and 19th place finishes in the Mays and Bettenhausen Classics, respectively.



6th TOM SNEVA, 28, of Sprague, Wash., broke a string of three-straight 14th place finishes on the Milwaukee Mile by placing third in last August's Bettenhausen Classic. In the process, he kept intact his record of finishing every race he ever started here. A graduate of the Pacific Northwest supermodified ranks, he first gained national attention by driving a rear-engine car to six wins on the USAC Sprint Circuit in 1973. The next year he became a Championship Trail regular, driving for Grant King. Last year Sneva drove for Roger Penske and placed sixth in the standings. He highlighted the campaign by scoring his first win ever on the circuit in the 150-mile Michigan Grand Prix. He is back in the Penske camp this season, driving the Norton Spirit McLaren Offy.



9th DUANE "PANTHO" CARTER JR., 26, of Huntington Beach, Calif., has established himself as one of the top young drivers in USAC. In 1974 he won the club's sprint car driving title, which combined with his 1972 midget crown made him the first driver ever to top the point standings in both of those divisions. He broke into Championship annals in spectacular form, placing seventh in the 1973 Indianapolis 500 to earn "Rookie of the Year" accolades. He debuted at Wisconsin State Fair Speedway in the 1974 Bettenhausen Classic, placing 12th. Last year he placed sixth in the Rex Mays 150 and 14th in the Bettenhausen 200, en route to a ninth place finish in the Championship standings. Carter, who was born in Racine on a weekend when his father, Duane Sr., was racing in Wisconsin, will drive Dan Gurney's Jorgensen Eagle Offy this year.

RUSS LAKE PHOTOS

Mike's Day

The 1975 USAC Championship season at the Wisconsin State Fair Speedway came to a close on Sunday, Aug. 17, with the 15th annual running of the Tony Bettenhausen Classic.

Mike Mosley used the afternoon to score his first win on the Milwaukee Mile. He finished ahead of Gordon Johncock in an event that ended under the yellow flag.

Shortly after the race, Mosley announced his retirement as a driver, but it was a short one as he indicated he would like to return to the speedways late in the year.



Frank Kern Photo

MIKE MOSLEY followed the pace car across the finish line in the 1975 Tony Bettenhausen Classic. The event finished under the caution flag when John Martin hit the south turn wall on lap 199. Mosley had led from lap 162.



Armin Krueger Photo

THE CLOSEST COMPETITOR to Mosley (#12—SugaRipe Eagle-Offy) at the finish was Gordon Johncock (#20—Sinmast Eagle-DGS). They are shown here battling for the lead earlier in the race. Johncock, who finished second, was the only other driver on the same lap with the winner.



Tom Reel Photos

JOHN MARTIN spun on the second-last lap and hit the south turn wall. He was not hurt, but his "Unsponsored" McLaren-Offy was damaged. Martin was also involved in an accident in the Rex Mays Classic here in June.



Dave Kozy Photo

AFTER HIS WIN, Mosley took the traditional ride in the pace car along with his mother. He had a pair of trophies to show off, as he was also selected the outstanding driver of the season and won the Tony Bettenhausen/Miller High Life award.



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We'll Never Forget

By Dave Haberkorn

One of America's top race drivers in the 1930s and 1940s, Rex Mays, in whose memory today's race is run, figured prominently in some of the most unforgettable moments in Championship racing history at Wisconsin State Fair Speedway.

After having already won three of his five career AAA sprint car driving titles, Mays made his Milwaukee Mile Championship debut a successful one by winning the shortest race the division ever ran here on Aug. 29, 1937.

The event, scheduled for 100 miles, was halted prematurely because of a scoring mix-up with Mays taking the checkered flag after 96 laps. His average speed of 84.760 mph set a track record which was to stand for nine years.

Mays returned to Milwaukee in 1938 and paced the field for the first eight laps of a 100-mile race before falling behind Chet Gardner. Mays stayed close behind Gardner until lap 56 when a pit stop dropped him out of contention. He wound up taking third place behind Gardner and Ted Horn, both of whom negotiated the full 100 miles non-stop.

First Out

Mechanical problems plagued Mays' efforts in the 100 miler in 1939, but he still turned in one of the most incredible efforts ever witnessed here.

After his own car was the first to leave the race due to mechanical problems on lap eight, Mays took over the wheel of Joel Thorne's alcohol-burning speedway car on lap 10.

By the time Mays returned to the track in Thorne's car he found himself two-and-one-half laps behind first place George Connor.

Undaunted, Mays steadily worked his way back up onto the same lap as the leaders when clutch trouble sidelined Connor on the 82nd mile.

One lap later, Mays claimed second place and appeared to have a shot at overhauling the new leader, Babe Stapp. However, a broken oil line ended Mays' efforts moments later and he was officially credited with finishing ninth.

Back in 1941

After a one-year absence Championship racing returned to the Milwaukee Mile in 1941 and Mays celebrated the occasion by flashing the form that made him AAA's national driving champion in 1940 and 1941. Completely dominating the 12-car field, Mays led from start to finish in notching his second 100-mile Championship victory here.

World War II brought a halt to Championship racing after 1941, but when the circuit resumed action five years later, Mays remained the dominant force at Milwaukee.

The only driver to turn in a sub-40-second qualifying lap, Mays won the pole for the 100-mile event here on Sept. 22, 1946.

Tony Bettenhausen outsprinted Mays to take the early lead in the race, but Mays asserted command on lap seven and led the rest of the way to the checkered flag. His average winning speed of 84.815 mph shattered his 1937 mark.

Holland Wins

Bill Holland snapped Mays' two-race winning streak here on June 8, 1947. Mays settled for second.

Two other 100-mile Championship races were held on the Milwaukee Mile later in 1947, but Mays failed to



Armin Krueger Photo

finish either event, placing 10th in one and 16th in the other.

Although he completed only six laps for a 17th place finish here on June 6, 1948, Mays' actions that day are better remembered than the outcome of the event itself.

Fellow driver Duke Dinsmore, running ahead of Mays, was thrown unconscious from his car after hitting the south turn wall on lap seven. Mays, following closely behind, deliberately spun his car into the wall to avoid running over Dinsmore and then ran from his car to signal other oncoming drivers of Dinsmore's presence.

Mays' actions succeeded in saving Dinsmore from possible serious injury or death.

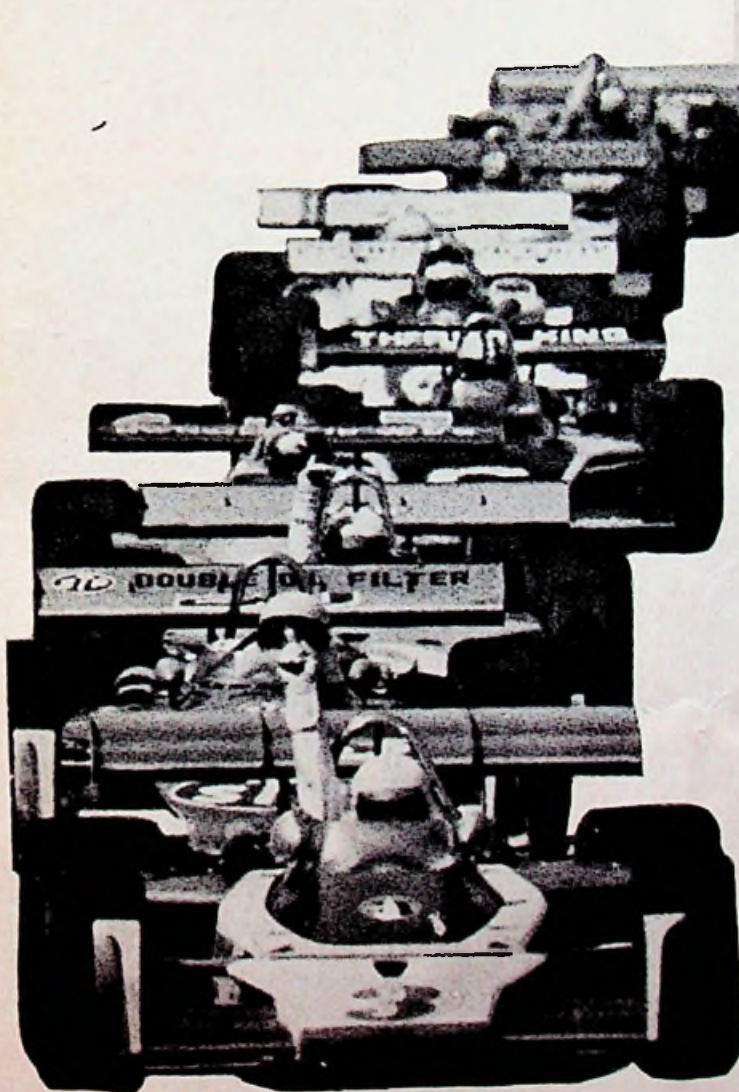
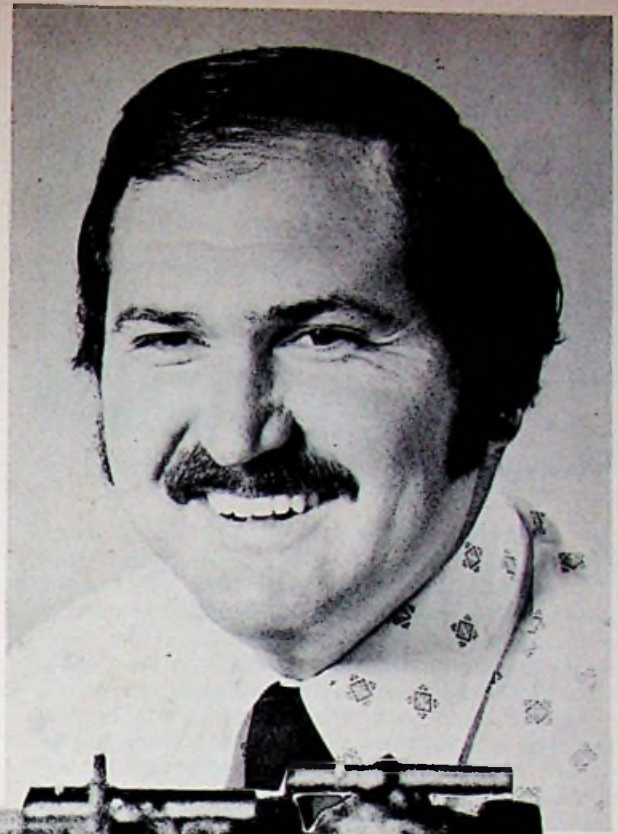
Good Finishes

Mays also competed in the two other Championship races at the speedway in 1948. He finished fourth in a 100 miler on Aug. 15 and placed seventh in the first 200-mile race ever held at the track two weeks later.

Mays recorded another seventh place finish in a 100-mile event here in June, 1949, and two months later he

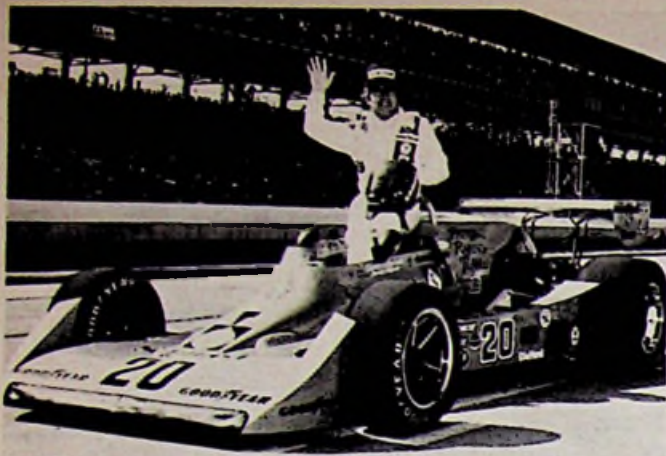
(Continued on Page 27)

Roger Jaynes
gives you more than
just the order
of finish



Roger Jaynes, Milwaukee Journal auto racing writer, covers all of Wisconsin's major auto races. His first hand reports tell you not just who won, but why. Jaynes gives you the full story from pit row to finish line. He tells you why A. J. Foyt didn't finish, why Jack Bowsher made that last pit stop or why Bobby Unser asked for a recheck of the results. He interviews the top drivers, writes enlightening features and reports the race with the enthusiasm of a rookie and the keen insight of a track veteran. Anybody can write the order of finish, but Roger Jaynes tells you why it happened that way. Watch for his race reports in The Journal sports pages.

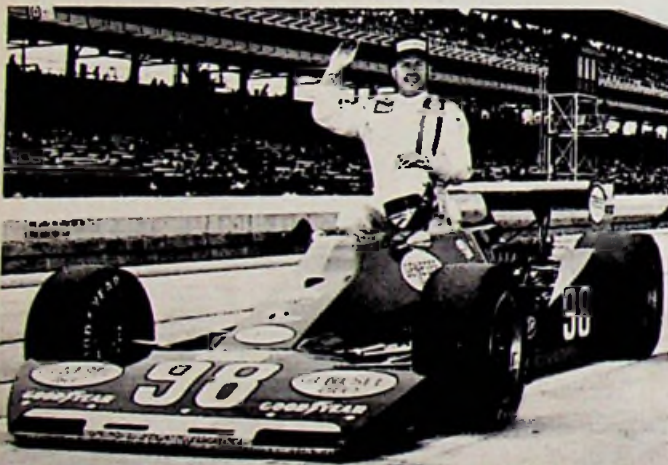
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JOURNAL



10th GORDON JOHNCOCK, 39, of Phoenix, Ariz., won his first start ever in a rear-engine Championship car in the 1965 Bettenhausen Classic here. Two years later he won the Rex Mays 150, after starting the race from the pole. He won here again in the 1974 Bettenhausen Classic and currently is ninth on the track's all-time lists in both points scored and miles driven. Johncock led portions of four of his last five starts on the Milwaukee Mile and has led a total of 354 miles in his previous 21 outings here. Always spectacular in qualifications, the 1973 Indianapolis 500 winner has qualified among the top three in nine of his last 10 Championship races. Johncock will drive a George Bignotti-prepared Sinmast Wildcat DGS in 1976, his fourth consecutive season with the Patrick Racing Team.



12th MIKE MOSLEY, 29, of Fallbrook, Calif., ended a four-year victory drought in last August's Tony Bettenhausen Classic here and then quietly announced his retirement. However, Mosley had second thoughts and soon decided to return to action again in 1976, hoping to pick up where he left off in Jerry O'Connell's SugaRipe Prune Eagle Offy. Known for his hard luck at Indianapolis, where he crashed four times in two years (1970 and 1971), Mosley has fared much better elsewhere on the Championship Trail, including Milwaukee. In 12 previous starts here he placed in the 10 on eight occasions and ranks 20th on the all-time point list. Last year he combined his August win with a fifth in the Rex Mays Classic to win the Tony Bettenhausen-Miller High Life Award as the top Champion pilot here.



11th JOHN MARTIN, 37, of Long Beach, Calif., enjoyed his finest season on the Championship Trail last year, placing 11th in the standings. Unfortunately, his two Milwaukee Mile appearances ended in wrecks. He finished 15th in the Rex Mays Classic, slamming into Mel Cornett's car after the latter spun and stalled in the north turn and track lights failed to warn other drivers of his mishap. Martin then ruined his best Milwaukee showing ever, a seventh in the Bettenhausen Classic, by crashing after completing 192 laps. Martin started his racing career in the Chicago area before moving into sports car competition in 1964. Two years later he joined the USAC stock car circuit and he entered Championship competition in 1970. He made the first of his eight starts here the next year. After campaigning his own unsponsored cars for the last few seasons, Martin is at the wheel of the Genesee Dragon Offy in 1976.



14th GARY BETTENHAUSEN, 34, of Monrovia, Ind., earned the distinction of winning the fastest USAC Championship race ever, when he averaged 181.910 mph in capturing a 200-mile event at Texas World Speedway in 1973. Although he has never won a race here, Bettenhausen enjoyed great success on the Milwaukee Mile between 1971 and 1974, scoring three third place finishes and a second in five outings. On the only occasion a top-three finish eluded him during that stretch, he led the 1973 Bettenhausen 200 for 10 miles, but had to withdraw because of oil pressure problems. Last year he finished ninth in the Rex Mays Classic, to bring his 12-race Milwaukee point total to 1,260, good for 24th on the all-time list. As in 1975 he will drive a Thermo King Eagle Offy for Fred Gerhardt this season.

RUSS LAKE PHOTOS

REX MAYS CLASSIC

Welcome Back Al



Russ Lake Photo

AL UNSER, 37, of Albuquerque, N.M., is the last driver to have scored a wire-to-wire victory in a Championship race, here, having accomplished the feat in the 1970 Bettenhausen Classic. Unser also won the 1969 Bettenhausen and the 1971 Rex Mays Classics on the Milwaukee Mile. Al didn't race here last year, but plans on returning this season. A veteran of 21 Milwaukee races, Unser ranks seventh on the track's all-time standings in starts, points scored and miles driven. During one four-year stretch (1968-1971) he led portions of six consecutive events he started for a total of 563 laps. He also enjoyed his greatest overall success on the Championship Trail during that period, copping two driving titles and winning two Indianapolis 500s. This year his ride is the American Racing Wheel Parnelli-Cosworth of the Vel's-Parnelli Jones Racing Team.



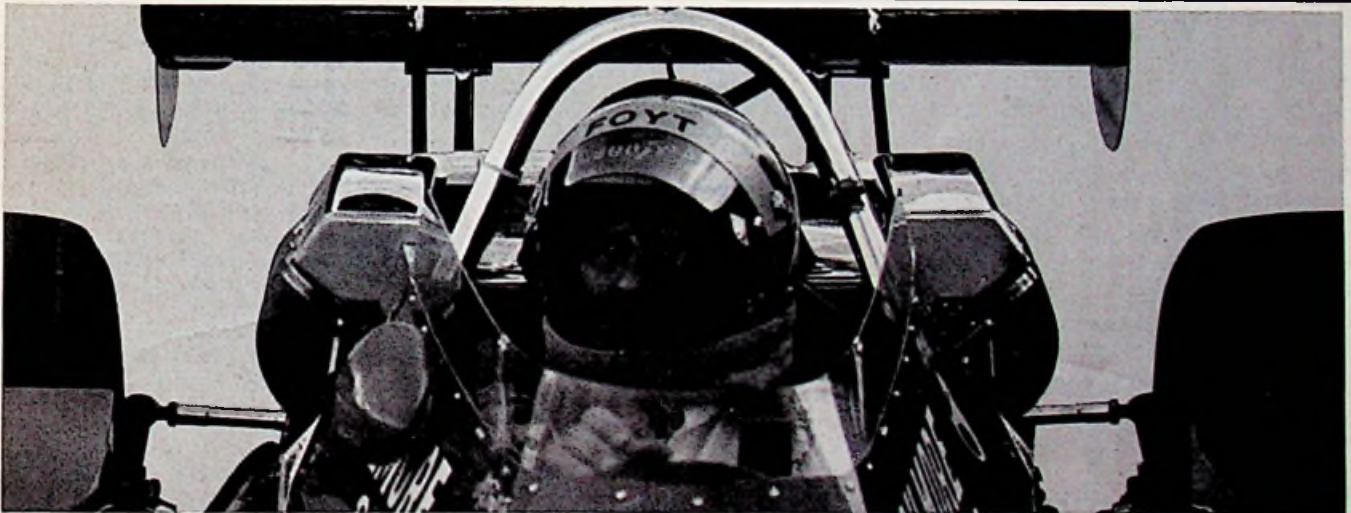
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A. J. Leads 'em All

As most racing fans would suspect, A. J. Foyt's domination of Championship racing since he debuted in the division in 1957, is reflected in the record books of the Wisconsin State Fair Speedway.

Foyt has started more races, driven more miles, scored more points and made more starts from the pole than any other driver in Championship competition at the track.

With 34 starts to his credit, Foyt has the incredible record of having started over half of the circuit's 67 previous events here.

Two other active drivers, Roger McCluskey and Lloyd Ruby, have made 28 previous starts here, to share second place on the all-time list. Fourth place goes to Rodger Ward, the top retired driver on the list, with 27 starts.

To score points on the Championship Trail, a driver must finish in the top 12 in a race, and Foyt had done that 20 times here, to lead that category by two over McCluskey.

Ward, Ruby, Mario Andretti, and Jim McElreath are tied for third with 16 top 12 Milwaukee career finishes each.

His performance in last June's Rex Mays Classic accounted for two additional milestones in Foyt's Milwaukee Mile record.

By topping all qualifiers, he earned the pole starting position for a record sixth time, one more than Andretti, who had previously shared the record with Foyt at five.

Foyt then went on to win the 150-mile event thus becoming the first driver to eclipse the 4,000 mark in career points scored. His total of 4,275.2 points is well ahead of Ward's runner-up total of 3,522.2. Andretti ranks third with 3,000.

However, Foyt still has a way to go before he equals Ward's career victory output.

Ward topped seven Championship events here during his career, while Foyt is one of nine drivers who have recorded three triumphs. Andretti, Gordon Johncock, Joe Leonard, Rex Mays, Ruby, Chuck Stevenson, Al Unser and Bobby Unser are the other three-time Milwaukee Mile winners.

Tony Bettenhausen also drove three winning cars here, scoring two outright victories and relieving Myron Fohr in a winning effort in another race.

Although he is overshadowed by Foyt in most other categories, McCluskey owns one speedway mark which he will be out to extend today. The Tucson, Ariz., veteran has appeared in every Championship event here dating back to the 1965 Rex Mays Classic, giving him an unbroken string of 23 consecutive appearances.



Dick Johnson Photo

A. J. FOYT (left) helped wheel out the Dean Van Lines Special for the June 7, 1959, Rex Mays Classic. He qualified fourth and finished third in the 100-mile event, for an early building block in his unparalleled record on the Milwaukee Mile.

LEADING POINT SCORERS

DRIVER	POINTS	DRIVER	POINTS
1-1. A. J. Foyt	4275.2	17-46. Tony Bettenhausen	1614.0
2-2. Rodger Ward	3522.2	18-47. Rex Mays	1546.4
4-3. Mario Andretti	3000.0	19-48. Eddie Sachs	1476.8
5-4. Roger McCluskey	2893.0	20-49. Jimmy Reece	1445.8
7-5. Lloyd Ruby	2800.0	15-20. Mike Mosley	1445.0
9-6. Joe Leonard	2655.0	21. Johnny Boyd	1400.0
6-5. Al Unser	2640.0	22. Johnny Thomson	1400.0
8-8. Bobby Unser	2570.0	23. Len Sutton	1370.0
3-9. Gordon Johncock	2182.0	24. Gary Bettenhausen	1260.0
10. Wally Dallenbach	2095.0	25. Johnnie Parsons	1243.0
11. Johnny Rutherford	1965.0	26. Jimmy Bryan	1240.0
13-12. Jim McElreath	1865.0	27. Ted Horn	1240.0
14-13. Paul Russo	1820.0	28. Emil Andres	1110.0
12-14. Bill Vukovich Jr.	1770.0	29. Jack McGrath	1046.5
16-16. Chuck Stevenson	1640.0	30. Don Freeland	1025.2

MOST STARTS

DRIVER	STARTS
1. A. J. Foyt	34
2. Roger McCluskey	28
3. Lloyd Ruby	28
4. Rodger Ward	27
5. Johnny Rutherford	26
6. Bobby Unser	22
7. Mario Andretti	21
Gordon Johncock	21
Al Unser	21
10. Tony Bettenhausen	20
11. Don Branson	19
Jim McElreath	19
13. Bud Tingelstad	18
14. Wally Dallenbach	17
15. Joe Leonard	16
Bill Vukovich Jr.	16

MOST MILES DRIVEN

DRIVER	MILES
1. A. J. Foyt	3711
2. Roger McCluskey	3430
3. Lloyd Ruby	3209
4. Rodger Ward	3161
5. Mario Andretti	2902
6. Jim McElreath	2831
Al Unser	2691
8. Johnny Rutherford	2682
9. Gordon Johncock	2590
10. Wally Dallenbach	2542
11. Bobby Unser	2460
12. Bill Vukovich Jr.	2322
13. Joe Leonard	2316
14. Tony Bettenhausen	2174
15. Bud Tingelstad	2136



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In Their 20s



SPIKE GEHLHAUSEN, 21, of Jasper, Ind., got his Championship Trail career started with a 10th place finish in last year's Rex Mays Classic. After another 10th place finish in a 200-mile event at Michigan International Speedway, he returned to the Milwaukee Mile and finished 15th in the Tony Bettenhausen Classic, completing 68 laps before gearbox problems sidelined him. He started three more events on the Championship Trail last year adding another 10th place finish in a race at Trenton, to place 24th in the point standings. This year he opened the campaign by placing 12th at Phoenix, then finished 14th in the Trenton 200 and 33rd in the Indianapolis 500. His ride is the Spirit of Indiana McLaren-Offy.

Maturity is no disadvantage on the Championship Trail. The majority of the top drivers are in their 30s and 40s. Here is a trio of competitors who are in their 20s, getting experience today and hoping they will be the superstars of tomorrow.



Russ Lake Photos

BOBBY OLIVERO, 29, of Lakewood, Calif., is in his first season of Championship competition. He debuted in the Jimmy Bryan 150 at Phoenix, Ariz., March 14, starting 10th and finishing 13th. He tentatively qualified 21st for this year's Indianapolis 500 with a second-day time trial run of 180.288 mph, but was bumped from the field by Lloyd Ruby on the final day of qualifications. A standout midget driver, Olivero placed third in the 1973 USAC midget point standings and last year won the California Racing Assn. (CRA) sprint championship. His performances in the smaller open-cockpit racers earned him a ride in Alex Morales' Alex Foods Eagle-Offy on this year's Championship Trail.



BILLY SCOTT, 27, of San Bernardino, Calif., may be young for a Championship driver, but he is long on racing experience. Scott began racing quarter midgets at the age of five. Eleven years later, he became a professional drag racer, and was the first 16-year-old ever to exceed the 200 mph top end speed mark in the AA Top Fuel division. At the age of 19, Scott made the Drag Racing Hall of Fame. However, in 1970 he turned his attention to closed circuit racing, driving modified and late model sportsman stock cars and sprint cars. Four years later he ventured into Formula 5000 competition and debuted on the Championship Trail, placing 14th in the Phoenix 150. In his lone 1975 Championship appearance, he placed 29th in the California 500. This year he earned the driving assignment in the Spirit of Public Enterprise Eagle-Offy, which he piloted to 23rd place in the recent Indianapolis 500.

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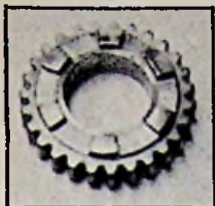
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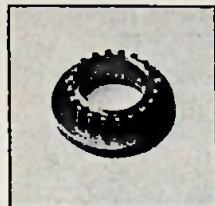
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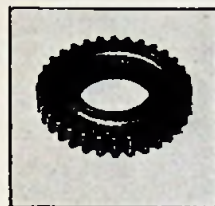
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REX MAYS CLASSIC



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- **Promoted by:** WISCONSIN AUTO RACING, INC.
Milwaukee, Wis.

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- **Pace Car:** Cadillac Eldorado Convertible (a replica of one of the last 200 convertibles built), courtesy of Nodell Cadillac, 5200 N. Port Washington Rd., Milwaukee

CAR No.	DRIVER/FROM	ENTRANT/FROM	CAR/CHASSIS/ENGINE	TIME
2	JOHNNY RUTHERFORD Ft. Worth, Texas	McLaren Cars, Inc. Colnbrook, England	Hy-Gain McLaren/Goodyear McLaren-Offy	<u>28.57</u> 126.006
3	BOBBY UNSER Albuquerque, N. M.	Bob Fletcher Phoenix, Ariz.	Cobre Tire Spl. Eagle-Offy	28.35 <u>28.26</u> 127.389
5	BILLY VUKOVICH Fresno, Calif.	Alex Morales Anaheim, Calif.	Alex Foods Spl. Eagle-Offy	29.08 <u>28.73</u> 125.305
7	ROGER McCLUSKEY Tucson, Ariz.	Lindsey Hopkins Atlanta, Ga.	Hopkins Spl. Hopkins-Offy	
8	JAN OPPERMAN Noxon, Mont.	Richard Routh Tiffin, Ohio	Routh Meat Packing Spl. Eagle-Offy	
12	MIKE MOSLEY Fallbrook, Calif.	Jerry O'Connell San Jose, Calif.	SugaRipe Prune Spl. Eagle-Offy	28.52 <u>28.20</u> 127.660
14	A. J. FOYT Houston, Texas	A. J. Foyt Ent. Houston, Texas	Gilmore Spl. Coyote-Foyt	28.62 <u>28.45</u> 126.538
17	DICK SIMON Sandy, Utah	Vollstedt Ent. Portland, Ore.	Bryant Heating & Cooling Vollstedt-Offy	
19	SPIKE GEHLHAUSEN Jasper, Ind.	Carl Gehlhausen Jasper, Ind.	Spirit of Indiana McLaren-Offy	<u>30.78</u> 116.959 31.56
20	GORDON JOHNSON Phoenix, Ariz.	Patrick Racing Indianapolis, Ind.	Sinmast-Goodyear Spl. Wildcat-DGS	28.24 <u>28.20</u> 127.660
21	AL UNSER Albuquerque, N. M.	Vel's-Parnelli Jones Torrance, Calif.	American Racing Wheels Parnelli-Cosworth	29.22 <u>29.20</u> 123.288
24	TOM BIGELOW Whitewater, Wis.	Leader Cards, Inc. Milwaukee, Wis.	Leader Card Spl. Eagle-Offy	<u>29.46</u> 122.200 29.80
28	BILLY SCOTT San Bernardino, Calif.	Warner W. Hogdon San Bernardino, Calif.	Spirit of Public Enterprise Eagle-Offy	
31	JACK OWEN Indianapolis, Ind.	Jack Owen Indianapolis, Ind.	Coyote-Chevy	BLEW ENGINE PRACTICE
32	SALT WALTHER Dayton, Ohio	Walmotor, Inc. Dayton, Ohio	Dayton-Walther Spl. McLaren-Offy	
40	WALLY DALLENBACH Basalt, Colo.	Patrick Racing Indianapolis, Ind.	Sinmast-Goodyear Spl. Wildcat-DGS	29.50 <u>29.11</u> 123.669
42		Don Mergard Cincinnati, Ohio	Mergard Racing Spl. Eagle-Offy	
43	KEN NICHOLS Brownsburg, Ind.	Frank J. Fiore San Carlos, Calif.	Hoffman-Bonnievier Fiore Spyder-Offy	32.83 <u>32.04</u> 112.360
44	MIKE ENGELHART Dick, Wis.			29.56 <u>28.94</u> 124.395

CAR No.	DRIVER/FROM	ENTRANT/FROM	CAR/CHASSIS/ENGINE	TIME
45	GARY BETTENHAUSEN Monrovia, Ind.	Gerhardt Racers, Inc. Fresno, Calif.	Thermo King Spl. Eagle-Offy	
48	PANCHO CARTER Brownsburg, Ind.	E. M. Jorgensen Co. Santa Ana, Calif.	Jorgensen Eagle Eagle-Offy	29:36 (29:11) 123.669
63	LARRY McCOY Bristol, Pa.	Spirit of America Racers, Indianapolis	Shurfine Foods Spl. Rascar-Offy	
68	TOM SNEVA Spokane, Wash.	Penske Racing, Inc. Reading, Pa.	Norton Spirit McLaren-Offy	28:94 (28:88) 124.654
69	LARRY CANNON Danville, Ill.	Richard Hoffman Milford, Ohio	Hoffman Racing Spl. Eagle-Offy	
72	TOM FRANTZ Englewood, Colo.	Tom Frantz Englewood, Colo.	Custom Motor Home Spl. Eagle-Ford	QUIT BACKSTAGE
73	JERRY GRANT Irvine, Calif.	Fred W. Carrillo San Juan, Calif.	California-Oklahoma Spl. Eagle-AMC	
78	BOBBY OLIVERO Lakewood, Calif.	Alex Morales Anaheim, Calif.	Alex Foods Spl. Eagle-Offy	29:86 (29:24)
79	ED FINLEY Dahinda, Ill.	Shamrock Racing Ent. Dahinda, Ill.	Mahoney Inc. Spl. Manta/Miller-Chevrolet	(34:22) 105.22E 34:37
86	AL LOQUASTO Easton, Pa.	Al Loquasto Sr. Easton, Pa.	Frostie Root Beer Spl. Eagle-Offy	
90	FRANK WEISS Calgary, Canada	Art Sugai Ontario, Ore.	Eastside Cafe & Lounge Spl. Vollstedt-Foyt	32:26 (31:69)
93	JOHNNY PARSONS Indianapolis, Ind.	Vatis Ent. New York, N. Y.	First Nat'l. City Travelers Checks Spl. Eagle-Offy	(28:65) 125.657 28:82
97	SHELDON KINSER Bloomington, Ind.	Agajanian-King Indianapolis, Ind.	Bottomhalf Dragon Dragon-Offy	
98	JOHN MARTIN Irvine, Calif.	Agajanian-King-Hammond Indianapolis, Ind.	Genesee Dragon Dragon-Offy	30:06 (29:79) 120.846
38	BILL SIMPSON TORRENCE, CALIF.	NIKON - EAGLE EAGLE-OFFY		29:62 (29:43) 122.324
49	GREG HODGES INDY		49'2 Special LOLA-CHEVY	(34:18) 26.445 36:32
65	JERRY KARL MANNING, PA.	PAT SANTUCCI SYRACUSE, N.Y.	CITY OF SYRACUSE EAGLE - MOSER	33:07 (32:37) 111.214

ONE LAP TIME TRIAL RECORD: 27.31 Seconds/131.820 mph by Wally Dallenbach (#40 STP Eagle Offy) 8-12-73.

SPEED TABLE FOR THE MILE TRACK

Seconds	Miles Per Hr.	Seconds	Miles Per Hr.	Seconds	Miles Per Hr.	Seconds	Miles Per Hr.	Seconds	Miles Per Hr.	Seconds	Miles Per Hr.
26.0	138.462	27.0	133.333	28.0	128.571	29.0	124.138	30.0	120.000	31.0	116.129
26.1	137.931	27.1	132.841	28.1	128.114	29.1	123.711	30.1	119.601	31.1	115.756
26.2	137.405	27.2	132.353	28.2	127.660	29.2	123.288	30.2	119.205	31.2	115.385
26.3	136.882	27.3	131.868	28.3	127.208	29.3	122.867	30.3	118.812	31.3	115.016
26.4	136.364	27.4	131.387	28.4	126.761	29.4	122.449	30.4	118.421	31.4	114.650
26.5	135.849	27.5	130.909	28.5	126.316	29.5	122.034	30.5	118.033	31.5	114.286
26.6	135.338	27.6	130.435	28.6	125.874	29.6	121.622	30.6	117.647	31.6	113.924
26.7	134.831	27.7	129.964	28.7	125.436	29.7	121.212	30.7	117.264	31.7	113.565
26.8	134.328	27.8	129.496	28.8	125.000	29.8	120.805	30.8	116.883	31.8	113.208
26.9	133.829	27.9	129.032	28.9	124.567	29.9	120.401	30.9	116.505	31.9	112.853

1574 on 30-

11.97
12-20-5-14
2-21-68

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LINEUP FOR THE 1976 REX MAYS CLASSIC

ROW	POLE	OUTSIDE
1	20 JOHNSON	12 MOSLEY
2	3 B. UNSER	14 FOYT
3	2 RUTHERFORD	93 PARSONS
4	5 VUKOVICH	68 SNEVA
5	44 SIMON	48 CARTER
6	40 DALLENBACH	21 A. UNSER
7	78 OLIVERO	38 SIMPSON
8	24 BIGELOW	98 MARTIN
9	19 GEHLHAUSEN	90 WEISS
10	43 NICHOLS	65 KARL
11	79 FINLEY	
12		

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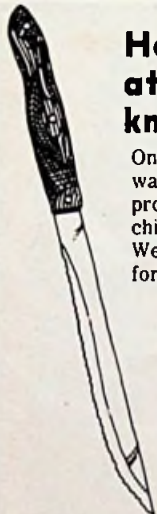
Paul Gohde/RPM Photo

MIKE MOSLEY took time out on the practice day before the 1975 Rex Mays Classic to contemplate the situation. He sat in the pits on the pavement behind his SugaRipe Prune Eagle Offy for several minutes and appeared to be engrossed in deep thought. Possibly the result of some of those moments of meditation was his announced retirement from racing after the August Tony Bettenhausen Classic here. After more thought, he announced the end of his retirement in December and he is back with us again this year.



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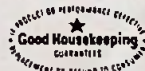
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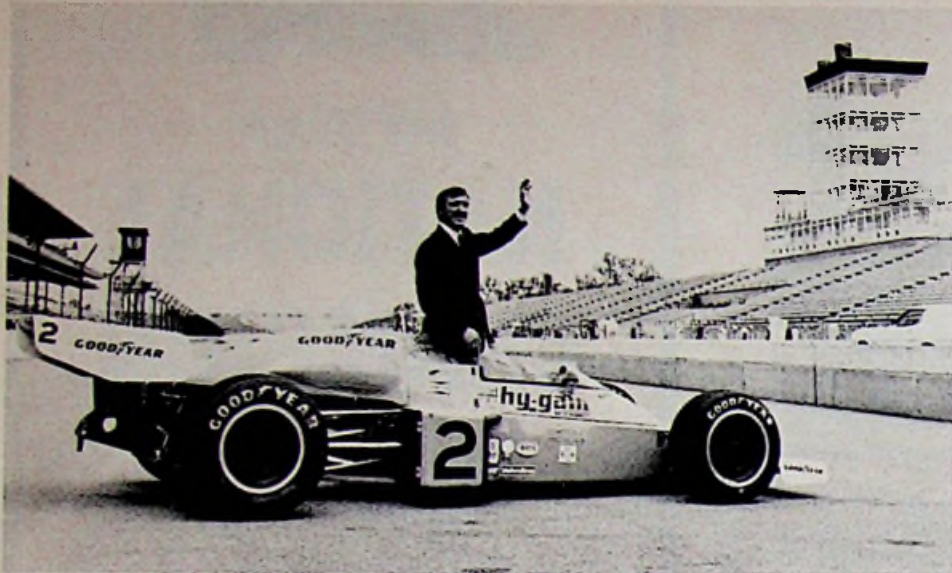
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Rutherford Is Red Hot



Russ Lake Photo

THE WINNINGEST combination on the Championship Trail thus far this season has been Johnny Rutherford and his Hy-Gain McLaren-Offy. After consecutive wins in the Trentonian 200 and Indianapolis 500, Rutherford will be out to stretch his winning streak to three and solidify his lead in the point standings in the Rex Mays Classic. He is shown here the morning after his Indianapolis 500 triumph.

After finishing second in the Championship point standings each of the last two years, Johnny Rutherford is off to a flying start in his bid to win the 1976 title, having won the last two events on the Trail.

Bobby Unser got the season underway by winning the Jimmy Bryan 150 at Phoenix, Ariz., Mar. 14. Unser, who last year drove for Dan Gurney, guided his Robert Fletcher-owned Cobre Tire Eagle-Offy across the finish line ahead of Pancho Carter, who ironically was at the wheel of Gurney's Jorgensen Eagle-Offy after driving for Fletcher in 1975.

Rutherford won the next stop on the Trail, scoring a last-lap win in the Trentonian 200 at Trenton, N.J., May 2. Gordon Johncock appeared on his way to winning the event, but ran out of fuel with one lap remaining, allowing Rutherford to score the win. Johncock refueled in time to come back to claim second.

Rutherford then continued his winning ways May 30, by scoring his second triumph in the Indianapolis 500 in three years. Rutherford took the lead from A. J. Foyt on lap 80 and was still in front when rain halted the event after 255 miles. Foyt, trying for an unprecedented fourth Indy win, was second.

UNITED STATES AUTO CLUB

Championship Trail POINT STANDINGS



1975 Final Standings

In addition to prize money, the drivers in today's race are competing for points, which determine the champion and the 1976 standings.

1976 Current Standings

(As of June 12, 1976)

14	1. A. J. Foyt	4920
2	2. Johnny Rutherford	2900
3	3. Bobby Unser	2480
40	4. Wally Dallenbach	2305
5	5. Bill Vukovich	2080
68	6. Tom Sneva	1830
7	7. Roger McCluskey	1675
—	8. Steve Krisiloff	1630
48	9. Pancho Carter	1345
20	10. Gordon Johncock	1280
98	11. John Martin	1180
12	12. Mike Mosley	1020
—	13. Jimmy Caruthers	930
45	14. Gary Bettenhausen	745
—	15. Lee Kunzman	740
—	16. Bill Puterbaugh	560
21	17. Al Unser	450
23	18. George Snider	400
30	19. Al Loquasto	380
—	20. Eldon Rasmussen	275

National Championship Points Awarded for Today's Race

First	300	Seventh	90
Second	240	Eighth	75
Third	210	Ninth	60
Fourth	180	Tenth	45
Fifth	150	Eleventh	30
Sixth	120	Twelfth	15

3/14 Phoenix 150 Winner—Bobby Unser

5/2 Trenton 200 Winner—Johnny Rutherford

5/30 Indianapolis 500 Winner—Johnny Rutherford

1.	Johnny Rutherford, #2	1400
2.	Gordon Johncock, #20	1230
3.	Pancho Carter, #48	860
4.	A. J. Foyt, #14	800
5.	Wally Dallenbach, #40	760
6.	Tom Sneva, #68	680
7.	Al Unser, #21	480
8.	Bobby Unser, #3	450
9.	Johnny Parsons, #93	410
10.	Mike Mosley, #12	350
11.	Salt Walther, #77	340
12.	Mario Andretti, #6	250
13.	Al Loquasto, #86	135
14.	John Martin, #98	130
15.	Lloyd Ruby, #51	100
16.	Dick Simon, #17	90
17.	Jim McElreath, #76	45
18.	Tom Frantz, #72	40
19.	Ken Nichols, #43	20
20.	Spike Gehlhausen, #19	15

Three Decades



Paul Gohde/RPM Photo

OUTSTANDING DRIVERS from three decades got together after Duane "Pancho" Carter qualified for this year's Indianapolis 500. At the left is Dan Gurney, owner of the Jorgensen Eagle Offy that Carter drives and himself one of the top drivers of the 1960s. Carter (middle) is one of the leading drivers of the 1970s, and his father, Duane Sr. (right), was one of the big names in Championship racing in the 1950s.

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Many Will Try, One Will Succeed

In the 26 times the Rex Mays Classic field has been sent to the starting line, 18 drivers have held the distinction of being the first to cross the finish line.

Last year's win for A. J. Foyt was his third in the classic, second only to Rodger Ward's total of four.

Tony Bettenhausen, Johnny Thomson and Bobby Unser have won the June contest twice.

Today about two dozen competitors will be called to the starting line, but only one will have his name added to the list on this page.

The race was contested at 100 miles from the first in 1950 through 1967. In 1968 it was extended to its present length, 150 miles.

The first four classics were run on the dirt surface. Just before the 1954 Classic, the classic mile was paved.



HANDSHAKES were exchanged after Chuck Stevenson (right) won the June 6, 1954 Rex Mays Classic at the Wisconsin State Fair Speedway. Car owner J. C. Agajanian (left) and Promoter Tom Marchese surrounded the trophy Stevenson just won. It was the first race held on the newly-paved track.

Previous winners of the Rex Mays Classic were:

Date	Driver, Hometown	Car	Time	Speed	Distance
6/11/50	Tony Bettenhausen, Tinley Park, Ill.	Belanger Spl.	1:10:33.93	85.03	100 miles
6/10/51	Tony Bettenhausen, Tinley Park, Ill.	Belanger Spl.	1:06:38.91	90.02	100 miles
6/8/52	Mike Nazaruk, North Belmore, N. Y.	Lee Elkins Spl.	1:05:02.00	92.26	100 miles
6/7/53	Jack McGrath, South Pasadena, Calif.	Jack Hinkle Spl.	1:04:00.795	93.993	100 miles
Track Paved in 1954					
6/6/54	Chuck Stevenson, Garden Grove, Calif.	Agajanian Spl.	1:01:31.297	97.51	100 miles
6/5/55	Johnny Thomson, Boyertown, Pa.	Peter Schmidt Spl.	1:00:42.108	98.844	100 miles
6/10/56	Pat Flaherty, Chicago, Ill.	John Zink Spl.	1:00:37.884	98.96	100 miles
6/7/57	Rodger Ward, Indianapolis, Ind.	Walcott Spl.	1:01:21.397	97.74	100 miles
6/8/58	Art Bisch, Phoenix, Ariz.	Central Excavating Spl.	1:03:49.27	94.014	100 miles
6/7/59	Johnny Thomson, Boyertown, Pa.	Racing Assoc. Spl.	1:00:50.689	98.61	100 miles
6/5/60	Rodger Ward, Indianapolis, Ind.	Leader Card Spl.	1:00:19.38	99.48	100 miles
6/4/61	Rodger Ward, Indianapolis, Ind.	Leader Card Spl.	57:46.21	103.89	100 miles
6/10/62	A. J. Foyt, Houston, Tex.	Bowes Spl.	59:29.30	100.70	100 miles
6/9/63	Rodger Ward, Indianapolis, Ind.	Kaiser Spl.	59:39.07	100.561	100 miles
6/7/64	A. J. Foyt, Houston, Tex.	Sheraton-Thompson Spl.	59:47.581	100.346	100 miles
6/6/65	Parnelli Jones, Torrance, Calif.	Agajanian-Hurst Spl.	58:58.20	101.743	100 miles
6/5/66	Mario Andretti, Nazareth, Pa.	Dean Van Lines Spl.	1:02:43.525	96.515	100 miles
6/4/67	Gordon Johncock, Hastings, Mich.	Gilmore Spl.	1:31:14.30	98.643	100 miles
6/9/68	Lloyd Ruby, Wichita Falls, Tex.	Gene White Spl.	1:29:20.38	100.739	150 miles
6/8/69	Art Pollard, Medford, Ore.	STP Spl.	1:20:14.72	112.157	150 miles
6/7/70	Joe Leonard, San Jose, Calif.	Johnny Lightning Spl.	1:23:06.176	108.300	150 miles
6/6/71	Al Unser, Albuquerque, N. M.	Johnny Lightning Spl.	1:18:19.246	114.858	150 miles
6/4/72	Bobby Unser, Albuquerque, N. M.	Olsonite Spl.	1:22:28.179	109.131	150 miles
6/10/73	Bobby Unser, Albuquerque, N. M.	Olsonite Spl.	1:28:58.610	108.008	150 miles
6/9/74	Johnny Rutherford, Fort Worth, Tex.	McLaren Spl.	1:21:39.04	110.225	150 miles
6/8/75	A. J. Foyt, Houston, Tex.	Gilmore Spl.	1:18:55.08	114.042	150 miles

All-Wisconsin Team



Russ Lake Photo

TOM BIGELOW, 36, of Whitewater, joined forces with another Wisconsinite, by signing to drive Milwaukeean Ralph Wilke's Leader Card Eagle-Offy on this year's Championship Trail. Last year Bigelow piloted Wilke's Championship Dirt car to second place in that division's point standings and won three of the circuit's five events. The best of his five previous Wisconsin State Fair Speedway performances was a seventh place finish in the 1972 Bettenhausen Classic. A year ago he finished 12th in the Rex Mays Classic and ninth in the Bettenhausen. One of the busiest USAC drivers, Bigelow owns four career Championship Dirt triumphs plus 17 sprint car victories and 12 midget wins.



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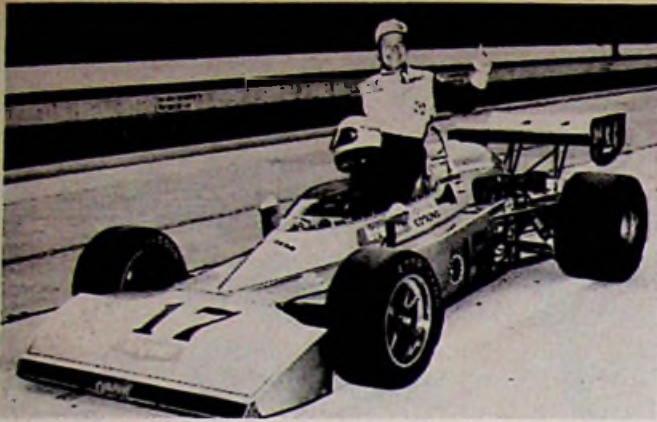
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Russ Lake Photos

DICK SIMON, 42, of Sandy, Utah, probably has as diversified a background as any driver on the Championship Trail. A former national parachute jumping titlist and champion skier, he is also successful in business circles, having held the presidency of a large insurance firm. However, a few years ago, Simon gave up the executive post to concentrate on his racing career, which began in supermodified competition near Salt Lake City in 1962. He began racing sports cars in 1968 and, after winning a Formula 5000 race, moved into Championship competition one year later. In 1970 he debuted at Indianapolis and on the Milwaukee Mile, placed third in the California 500 and finished 10th in the Championship point standings. In all he has driven in 10 races here, with his best finish coming in the 1974 Rex Mays Classic, when he took fourth. This year Simon is at the wheel of Rolla Vollstedt's Bryant Heating Vollstedt-Offy.



LARRY CANNON, 39, of Oakwood, Ill., gained his reputation as a top notch driver on dirt tracks, starting in the modified ranks around Danville, Ill., in 1959. He then jumped into supermodified competition and developed into one of the Midwest's top pilots. He moved into USAC competition in late 1968 and started campaigning full-time in the club one year later, driving sprint cars and midgets. He finished 10th in the 1969 sprint car standings and placed fifth in the division three years later. His first Milwaukee Mile Championship appearance ended in an 18th place finish in the 1970 Bettenhausen Classic. Four years later he made his Indianapolis 500 debut, finishing 24th. Last season he returned to Milwaukee, taking 12th in the Bettenhausen and he was back at Indy this year, finishing 17th. His ride is the Hoffman Eagle-Offy.

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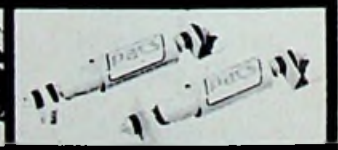
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IN HIS FOOTSTEPS



Russ Lake Photo

JOHNNY PARSONS, 31, of Indianapolis, is shown here with his father Johnnie, who won a 200-mile race here in 1949 and triumphed in the Indianapolis 500 one year later. Johnny made his Milwaukee debut in the 1972 Bettenhausen Classic, finishing sixth, his best finish here to date. He has been plagued by mechanical troubles in his last three Milwaukee Mile appearances. Last year he finished 20th in the Rex Mays Classic, bowing out with transmission failure after 16 laps. In the Bettenhausen Classic he placed 21st, failing to complete one lap before falling victim to overheating problems. He is slated to drive the Ayr Way/WIRE Eagle-Offy on this year's Championship Trail.

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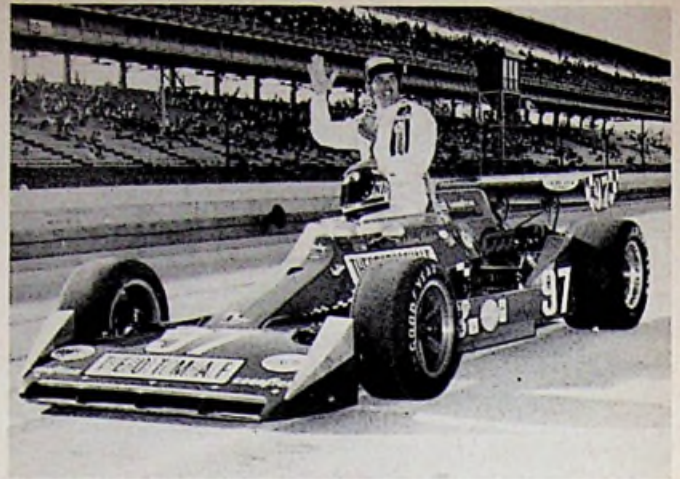
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JAN OPPERMAN, 37, of Noxon, Mont., started his racing career on motorcycles before entering midget competition on the West Coast in 1965. Three years later he moved to the East Coast and blossomed into one of supermodified racing's busiest and most successful drivers. Following a hectic schedule of nearly 100 races a year, he won as many as 50 features in a single season. He won the National Supermodified title at Knoxville, Iowa, in 1971; the National Super Modified crown at Phoenix, Ariz., in 1971 and 1972; and the World Dirt Track championship in 1973. In 1974 Parnelli Jones gave him his first Championship ride in the Indianapolis 500 and Opperman responded with a 21st place showing in his first try ever in a rear-engined racer. After winning one of the top events on the USAC sprint circuit, the Tony Hulman Classic this spring, he returned to Indy and finished 16th in the Routh Meat Packing-Eagle-Offy. In his only previous start here, Opperman placed 23rd in the 1974 Rex Mays 150.



Russ Lake Photos

SHELDON KINSER, 33, of Bloomington, Ind., is a graduate of the Southern Indiana supermodified ranks. He broke into USAC competition late in 1973 on the sprint car circuit and campaigned full-time in the division in 1974, finishing 10th in the point standings. The following year Grant King, for whom he was driving in the sprint ranks, gave Kinser his first Championship ride in the Indianapolis 500. Although he had no previous experience in a rear-engined car, Kinser qualified 26th and finished 12th at Indy. He went on to place sixth in last year's Championship Dirt points standings and ninth on the sprint car point list. In his lone previous Championship outing this year he finished 19th at Indianapolis. His ride is THEBOTTOMHALF Dragon-Offy.

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REX MAYS

(From Page 8)

turned in another superlative effort during a 200-mile contest.

Running close to the leaders as the event approached the two-thirds mark, Mays had the right front wheel come off his car and clear the north turn wall on lap 131.

Mays somehow managed to keep the car under control and continued around to the pits where his crew needed a minute and 25 seconds to replace the missing wheel.

Mays then returned to action and went on to place third, finishing on the same lap as winner Johnnie Parsons.

Unfortunately, that event was Mays' last in Championship competition at the track. He was killed in a race at Del Mar, Calif., on Nov. 6, 1949, the victim of an accident similar to Dinsmore's mishap 17 months earlier.

In June, 1950, Milwaukee race promoter Tom Marchese had a plaque commemorating Mays' heroism in Dinsmore's 1948 accident mounted to the Wisconsin State Fair Speedway wall at the point of the incident. Marchese also directed that all future June Championship races at the Milwaukee Mile be called Rex Mays Classics — another lasting tribute to the memory of the man who provided Milwaukee racing fans with many thrilling moments.

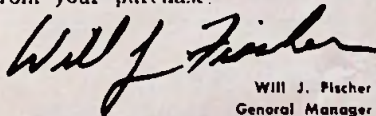

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DISCUSSIONS FILL THE TIME



Paul Gohde/RPM Photos

DISCUSSION is an important part of race day for a driver. He's constantly in search of any words that can help him. Here David "Salt" Walther and his father George Walther are deep in discussion before Salt qualified for this year's Indianapolis 500. He is entered in this year's Rex Mays Classic for one of the younger Walther's few Milwaukee appearances.

AL LOQUASTO is getting valuable advice from veteran mechanic Clint Brawner (straw hat). Loquasto finished 19th in Championship Trail points and like Walther, did not compete in the two Milwaukee races. The team's Frostie Root Beer McLaren Ofly is entered in the Rex Mays race this year.

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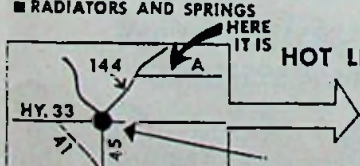
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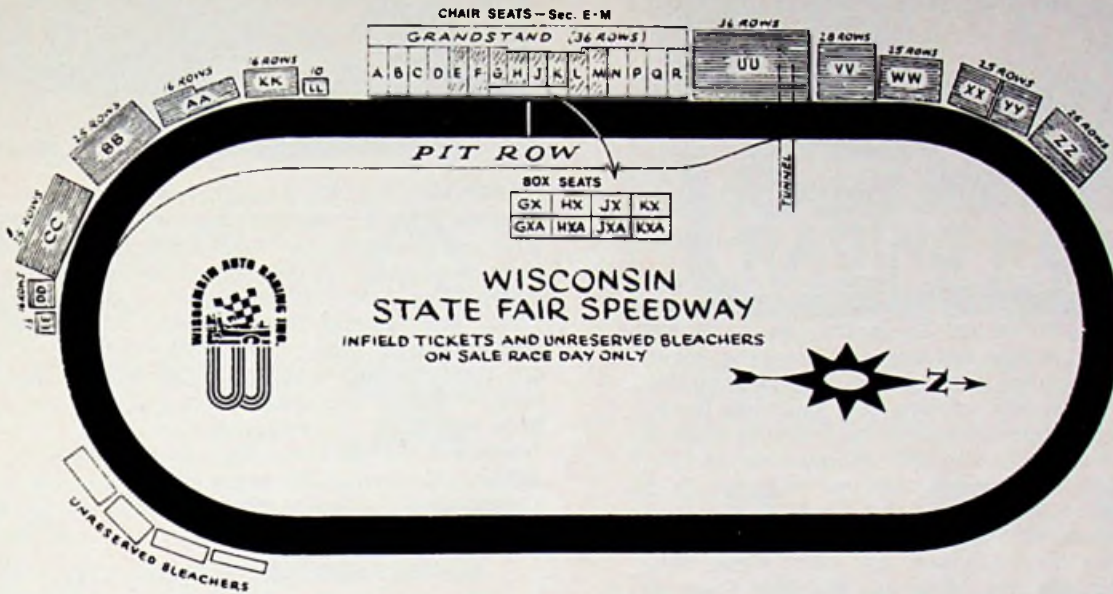
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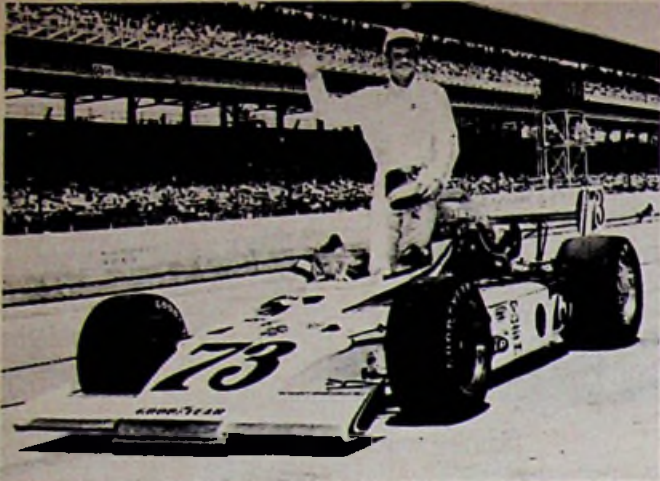
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Russ Lake Photo

JERRY GRANT, 41, of Irvine, Calif., became the first Championship driver to record a 200 mph lap when he won the pole for the 1972 California 500. Earlier that year he led the Indianapolis 500 for 16 laps and seemed enroute to victory when he was forced to the pits because of a deflating tire. During the stop his car was refueled from teammate Bobby Unser's tank and although he crossed the finish line second, the penalty for his crew's fueling error dropped him to 12th. The former Pacific Northwest sports car standout is a veteran of 16 career 500-mile races, with a best finish of third in the 1974 California 500. He has competed in five previous races here, all Rex Mays Classics, and owns three 13th-place finishes. His ride, the California-Oklahoma Eagle, is equipped with a turbocharged AMC engine.



LARRY MC COY, 32, of Langhorne, Pa., is an 11-year racing veteran, with four years of experience on the Championship Trail. He got his start in 1965, driving Formula Vee cars. He then moved into midget, supermodified and Formula 5000 competition before driving his first Championship car in 1972. His second Championship outing was the 1972 Bettenhausen Classic, here, and he placed 21st, completing 21 laps before suspension problems sidelined him. Mechanical troubles also shortened his two other Milwaukee Mile appearances, relegating him to 15th and 20th place finishes in the 1973 and 1974 Bettenhausen 200s, respectively. Fresh from a 26th place finish in the Indianapolis 500, he is slated to pilot the Shurfine foods Rascar-Offy.

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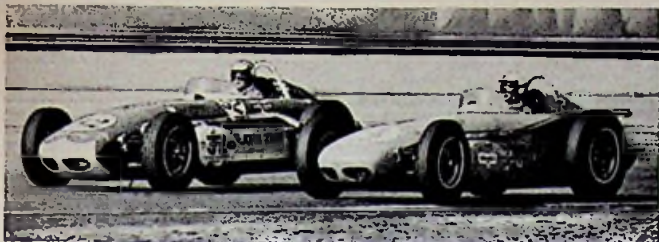
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Harry Goode Photo

LLOYD RUBY (#52-John Zink Spl.) passed Len Sutton (#8-Bryant Spl.) on lap 178 to take the lead and go on to victory in the Aug. 20, 1961 Tony Bettenhausen Classic. Sutton finished second.

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3.	3	B. UNSER	149	15.	79	ED FOYTS	125
4.	21	AL UNSER	149	16.	90	F. WISS	125
5.	93	J. PARSONS	148	17.	14	A.J. FOYT	80
6.	5	B. VUKOVICH	143	18.	48	P. CARTER	70
7.	98	J. MARTIN	143	19.	65	J. KARL	26
8.	38	B. SIMPSON	143	20.	43	K. NICHOLS	15
9.	2	J. RUTHERFORD	143	21.	19	S. GEMHAUSEN	1
10.	78	B. OLIVERO	143	22.			
11.	24	T. BIGSLAND	141	23.			
12.	40	W. DALLENBACH	139	24.			

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Distance	Driver	Car	Time	Speed	Date
1 MILE (trials)	Wally Dallenbach	#40 STP Eagle Offy	27.31	131.820	8-11-73
1 MILE (race)	Mario Andretti	#9 Viceroy Parnelli Offy	29.56	121.786	8-13-72
5 MILES	A. J. Foyt	#14 Gilmore Coyote Foyt	2:23.38	125.541	8-11-74
10 MILES	A. J. Foyt	#14 Gilmore Coyote Foyt	4:47.19	125.353	8-11-74
15 MILES	A. J. Foyt	#14 Gilmore Coyote Foyt	7:13.35	124.611	8-11-74
25 MILES	Gordon Johncock	#20 Sinmast Eagle-Offy	12:02.60	124.550	6- 8-75
50 MILES	Gordon Johncock	#20 Sinmast Eagle-Offy	24:06.53	124.436	6- 8-75
75 MILES	Wally Dallenbach	#40 STP Eagle Offy	36:50.72	122.132	8-11-74
100 MILES	Wally Dallenbach	#40 STP Eagle Offy	50:34.64	118.630	8-11-74
125 MILES	Bobby Unser	#48 Olsonite Eagle Offy	1:02:41.73	119.626	8-11-74
150 MILES	MIKE MOSLEY	#20 STP Eagle Offy	1:14:22.35	121.557	8-13-74
175 MILES	Gordon Johncock	#20 STP Eagle Offy	1:28:47.27	118.259	8-11-74
200 MILES	Gordon Johncock	#20 STP Eagle Offy	1:41:03.04	118.752	8-11-74

Sneaker slowed 1/2 speed
Lap 140

48 L 72 quit

814 L 82 quit

40 L 143 quit

40 L 143 quit

40 L 143 quit

The Norton Spirit.
A Penske-prepared M16C McLaren with an 800 horsepower turbo-charged Offenhauser, 4-cylinder, twin overhead cam shaft engine.

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30 L	40L	50L	60L	70L	80L	90L	100L	110L	120L	130L
12	12	12	12	12	12	12	12	12	12	12
20	3	3	3	3	3	3	3	20	20	12
3	20	20	20	20	20	20	20	3	3	3
14	14	2	2	2	2	2	2	21	21	20
2	2	21	21	21	21	21	21	40	40	40
37	21	68	68	68	68	68	68	40	40	21
68	68	14	14	14	14	14	14	2	2	2
93	93	93	93	93	93	93	93			
48	40	40	40	40	40	40	40	140L	150L	
40	48	5	5	5	5	5	5	12	12	
5	5	78	78	78	78	78	78	20	20	
78	38	78	78	78	78	78	78	3	3	
98	78	48	48	48	48	48	48	21	21	
38	98	98	98	98	98	98	98	93	93	
24	24	24	24	24	24	24	24			
44	44	44	44	44	44	44	44			
79	79	79	79	79	79	79	79			
90	90	90	90	90	90	90	90			

The Company Car



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