

USAC CHAMPIONSHIP TRAIL '75

\$2.00
Tax Included



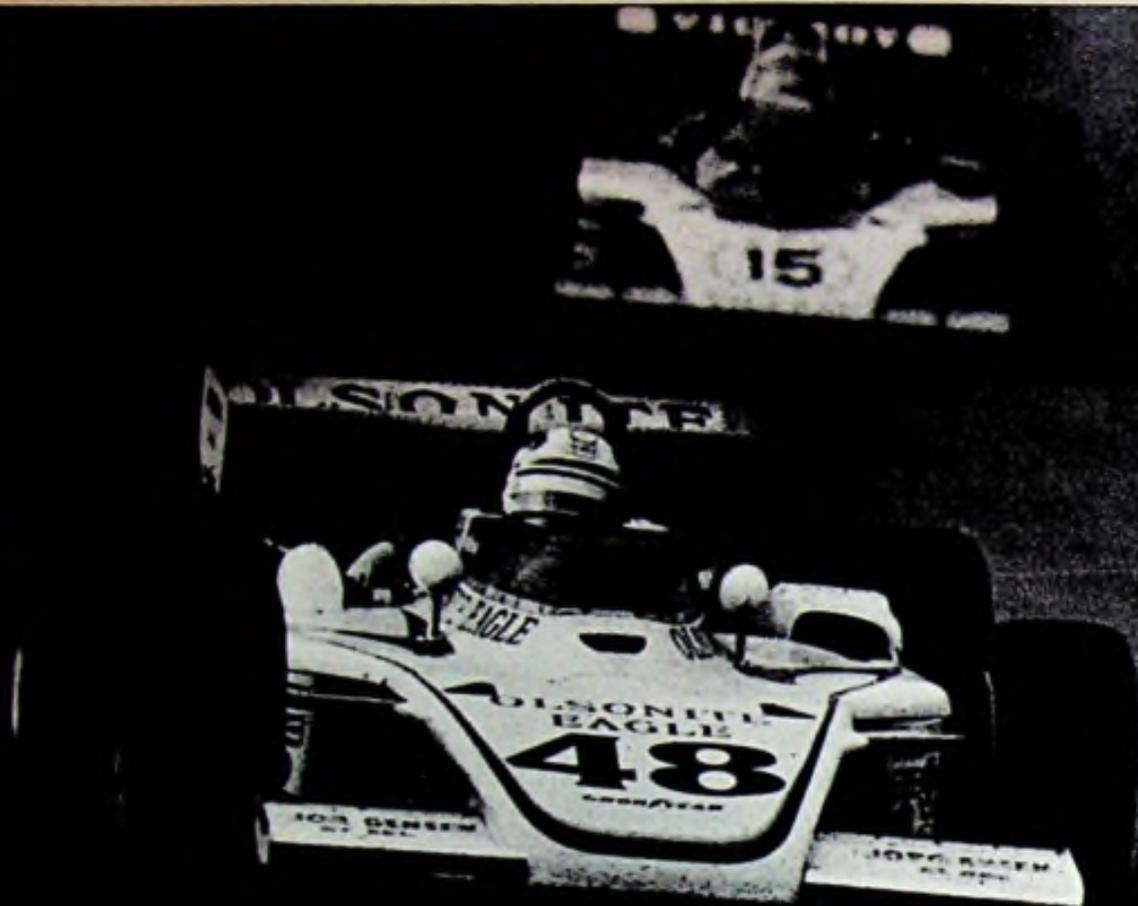
CALIFORNIA 500
SUNDAY, MARCH 9, 1975
ONTARIO MOTOR SPEEDWAY



Economy Champ.

Datsun says economy doesn't have to mean bare-bones. Not when you drive our economy champion, the B-210. It has the looks of a car worth a big bundle more, with luxury and performance to match. Plus a price at the economy level. The B-210 is loaded with no-cost extras like power-assist front disc brakes, tinted glass, rich carpeting, reclining buckets, whitewalls, full wheel covers and much more. But its low price is just the beginning. You get great gas mileage, low upkeep, high resale value. Your Southern California Datsun Dealer also has the mid-size 710, the luxury economy 610, the Li'l Hustler Pickup and the incomparable Z-Car. Take a Datsun test drive soon.

DATSUN



Closest ever.

In the history of USAC 500-mile racing, there's never been a closer finish than at the '74 California 500.

Bobby Unser, whipping an Olsonite Eagle-Offy around the Ontario Motor Speedway at an average 157 mph, flashed to victory in 3 hours, 11 minutes, 3.7 seconds. A scant .58 second later, Bobby's brother Al roared over the finish line, missing the laurels literally by a split second. An historic, sensational moment sparked by the world's No. 1 selling spark plug brand, Champion. The one used by each of Ontario's first five finishers.

Send for two
Champion Racing Decals.
Enclose 25¢ in coin for
postage and handling.
CHAMPION DECALS,
P.O. BOX 225,
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48012



Toledo, OH 43661



We've got your plug.

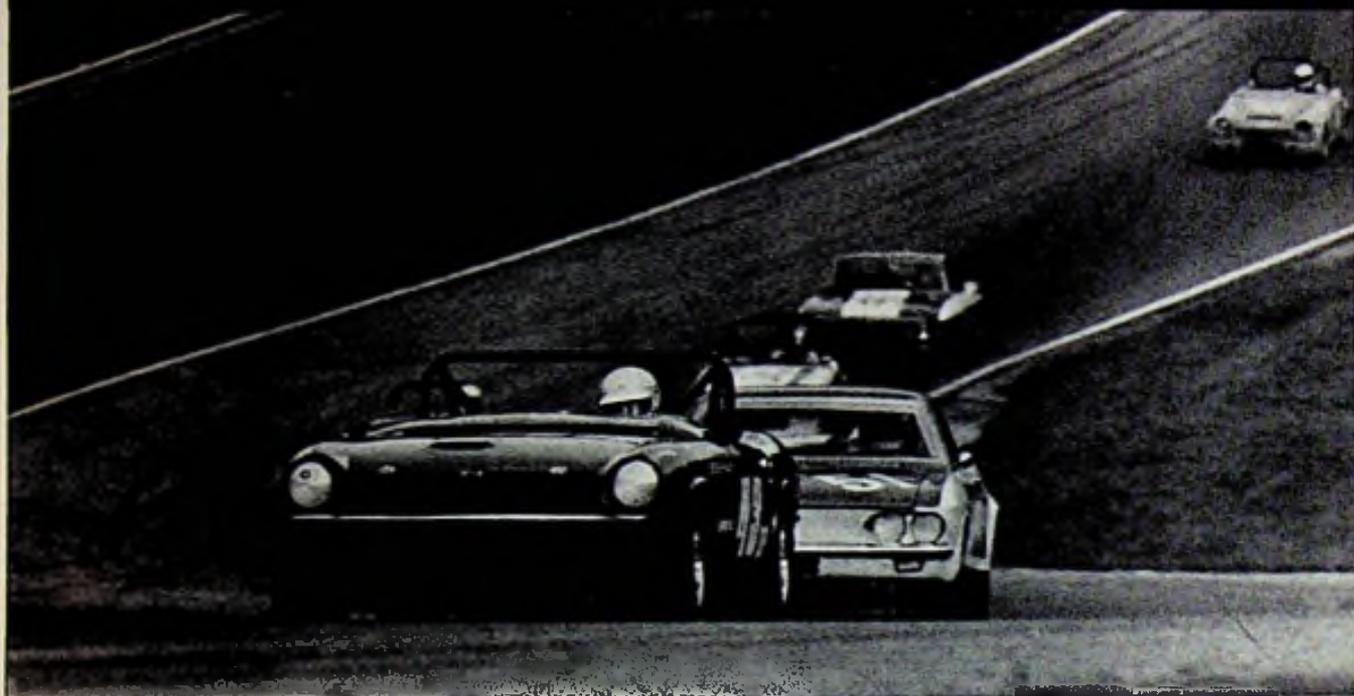
1975 CALIFORNIA 500

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JENSEN HEALEY



national champion and more...

If you like the idea of driving a champion, you'll enjoy meeting the new Healey.

Designed into the Healey is comfort not associated with roadsters until now. Coil springs at the four corners give the ride you've wanted—smooth on the freeway and sticky in the corners.

The 4 valve per cylinder, 140 horsepower engine will not only move you with authority but also do it with good mileage. *Motor Trend* testers obtained over 26 miles per gallon in city and 65 mph freeway driving in a car without any special preparation.

So if economy with fun, comfort and performance is what you're looking for, test a Jensen Healey. But make sure you try it with the top up. You'll appreciate the civilized atmosphere.

Then picture the roadster on a sunny day.



For a free brochure or the dealer nearest you, write or call Jensen Motors Inc., 19100 Susana Road, Compton, CA 90221, telephone 636-9831, or visit one of the 17 Southern California Jensen dealers.

SCHEDULE

Sunday,		
February 23, 1975	10:00 am – 5:00 pm	– Registration – Garage Area Open for Car Inspection
Monday,		
February 24, 1975	9:00 am – 5:00 pm	– Same as Sunday
Tuesday,		
February 25, 1975	10:00 am – 1:00 pm	– Track Open for Practice
	1:00 pm – 2:00 pm	– Track Closed (lunch)
	2:00 pm – 3:00 pm	– Special Qualifying Period
	3:00 pm – 5:00 pm	– Track Open for Practice
Wednesday,		
February 26, 1975	10:00 am – 10:30 am	– Track Open for Practice
	10:30 am – 11:30 am	– Special Qualifying Period
	11:30 am – 1:00 pm	– Track Open for Practice
	1:00 pm – 2:00 pm	– Track Closed (lunch)
	2:00 pm – 5:00 pm	– Track Open for Practice
Thursday,		
February 27, 1975	10:00 am – 1:00 pm	– Track Open for Practice
	1:00 pm – 2:00 pm	– Track Closed (lunch)
	2:00 pm – 5:00 pm	– Track Open for Practice
Friday,		
February 28, 1975	10:00 am – 1:00 pm	– Track Open for Practice
	1:00 pm – 2:00 pm	– Track Closed (lunch)
	2:00 pm – 5:00 pm	– Track Open for Practice
	5:15 pm	– Pre-Qualification Briefing and Drawing for Qualification Order – Victory Circle
Saturday,		
March 1, 1975	9:00 am – 10:30 am	– Track Open for Practice
	11:00 am – 5:00 pm	– Track Open for Qualifications and/or Practice
Sunday,		
March 2, 1975	9:00 am – 9:30 am	– Track Open for Practice
	9:45 am – 11:00 am	– Track Open for Qualifications and/or Practice
	1:00 pm	– Line Up Cars for First Qualification Race – Pit Road
	1:30 pm	– Start of First Qualification Race
	2:30 pm	– Line Up Cars for Second Qualification Race
	3:00 pm	– Start of Second Qualification Race
Monday,		
March 3, 1975		– Track Closed
Tuesday,		
March 4, 1975		– Track Closed
Wednesday,		
March 5, 1975		– Track Closed
Thursday,		
March 6, 1975	10:00 am	– Pit Area Open for Practice – No Engine Starting
	11:00 am	– Track Open for Practice and Carburetion Tests
	4:00 pm	– Track Closed – Pit Area Open for Pit Practice – No Engine Starting
	5:00 pm	– Pit Area Closed
Friday,		
March 7, 1975		– Track Closed
Saturday,		
March 8, 1975	12:00 Noon	– Private Drivers Meeting in USAC Garage
Sunday,		
March 9, 1975	11:00 am	– Start of Sixth Annual California 500 Mile Race
Monday,		
March 10, 1975	8:00 am	– Posting of Official Finish – Steward's Office, Garage Area

Roger Penske and Mark Donohue agree — People who travel a lot should travel smart...and carry

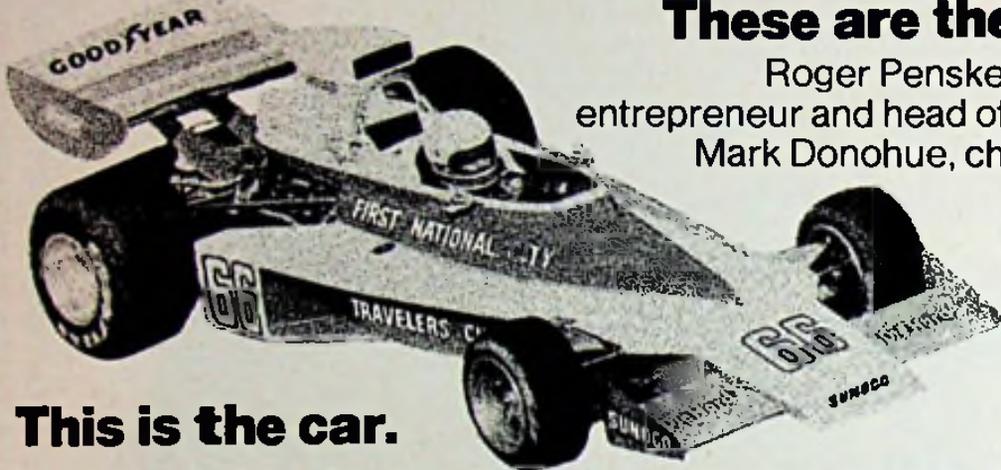
The World's Fastest Travelers Check — First National City Travelers Checks

the one that has thousands more on-the-spot refund agents than any other travelers check.



These are the men.

Roger Penske, international racing entrepreneur and head of Penske Racing, and Mark Donohue, champion driver, travel the world constantly. They protect their money with First National City Travelers Checks.



This is the car.

The Penske PC-1 Formula 1 car, a coordinated effort by Penske, Donohue, Geoffrey Ferris and Don Cox, is an evolutionary design utilizing the best elements of the Formula 1 cars now running. This car, sponsored by First National City Travelers Checks, competed in 1974 in the North American Grand Prix events at Mosport and Watkins Glen as a prelude to full participation in the 1975 Formula 1 schedule.

This is The Covered Money.



If your First National City Travelers Checks are lost or stolen...you're covered. You can get an on-the-spot refund, in the U.S. and worldwide, at more than 35,000 places. And you can spend them at millions of places. Ask for them at your own bank, in your town — just about anywhere.

First before you take off around the world or just across town...be sure your money is covered.

get First National City Travelers Checks

Sold at banks and savings institutions everywhere

GENERAL PARTNERS AND OFFICERS OF ONTARIO MOTOR SPEEDWAY OPERATING COMPANY, INC.



Anton (Tony) Hulman, Chairman of the Board

Tony Hulman is one of Indiana's most prominent business leaders. He has had a life long interest in sports including considerable accomplishment as an athlete at Worcester Academy and Yale University. In addition to serving as Chairman of the Board of Ontario Motor Speedway Operating Company, Inc., he is president of Hulman and Company of Terre Haute, Indiana, president of the Coca Cola Bottling Company of Indianapolis, and president of the Indianapolis Motor Speedway.



Parnelli Jones, President

Parnelli Jones is world renowned as one of the most talented drivers and successful businessmen in the field of motor racing. Winner of the 1963 Indianapolis 500, Jones is still actively participating in off-road competition at which he has no equal.

In addition to serving as president of the Ontario Motor Speedway, Parnelli is the co-owner of the Vel's-Parnelli Jones Racing Team, Vel's-Parnelli Jones Ford in Torrance, and four Firestone tire stores in Southern California.



Joe Cloutier, Vice President

Joe Cloutier has often been described as Tony Hulman's right hand man. He joined the Hulman Company in 1926 and today he is a vice-president, treasurer and a director. In addition to serving as a vice-president of the Ontario Motor Speedway Operating Company, he is also vice-president of the Indianapolis Motor Speedway.



Jim Cook, Executive Vice President

Jim Cook's involvement in motor racing sprang from his activity in college athletics. Following a successful college career in football, basketball and baseball, Cook spent a number of years as a football coach. From a coaching position in Akron, Ohio, Jim joined the Firestone Tire and Rubber Company in their auto racing and public relations department.

Leaving Firestone, Cook formed Jim Cook and Associates which deals in the business management side of race drivers and teams. One of his early goals was to change auto racing from an individual activity to a team activity.



Dudley Gray, Vice President and Chief Counsel

Dudley Gray has had a successful law practice in the South Bay area for 21 years. He is a past president of both the Southeast District Bar Association and the Southwest Criminal Courts Bar Association. In addition to his law practice Gray is an author basing his writing on his criminal law experience.



Vel Miletich, Vice President, Secretary/Treasurer

There is only way to describe Vel Miletich. A solid businessman with a love for motor racing. What sets Miletich apart from others is that he has been able to combine the two facets successfully and profitably.

Miletich is co-owner, with Parnelli, in Vel's-Parnelli Jones Ford, the Firestone tire stores and the "Super Team" consisting of Al Unser, Mario Andretti and Joe Leonard.



Clarence Cagle, General Superintendent

Clarence Cagle joined Hulman and Company in 1936 and became involved with the Indianapolis Motor Speedway in 1945 when it was bought by Tony Hulman. In 1948 he was named superintendent of the grounds for the speedway. In 1972 Cagle was named vice president of the Indianapolis Motor Speedway.

Limited partners of OMSOC, Inc. are as follows:

J. C. Agajanian, Gardena, California
John D. Firestone, Washington, D.C.
Peter S. Firestone, Scottsdale, Arizona
Mike Slater, Azusa, California

Bob Gatzke, Torrance, California
Bob Gau, Torrance, California
Art Hale, Long Beach, California
Wm. Sauer, Torrance, California

A. F. Kopp, Newport Beach, California
Ellsworth Lohn, Rolling Hills, California
Lolita Packard, Torrance, California
Marvin Porter, Torrance, California
George Vico, Torrance, California

GILMORE

Foyt *RACING TEAM*



GILMORE BROADCASTING CORPORATION

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WSVA-TV WSVA-AM WQPO-FM
Harrisonburg, Virginia

WREX-TV
Rockford, Illinois

KODE-TV KODE-AM
Joplin, Missouri

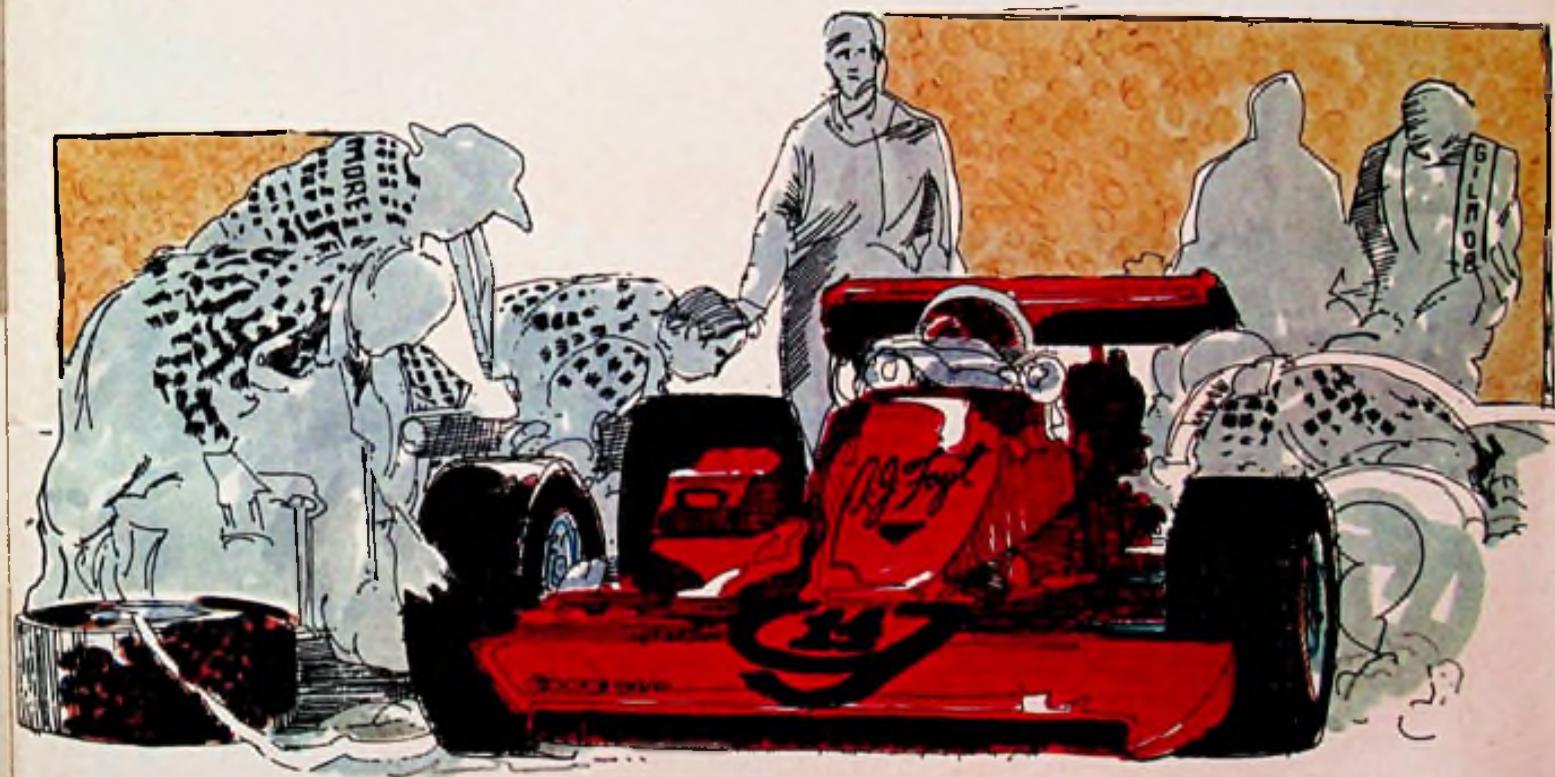
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JIM GILMORE CADILLAC-PONTIAC
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JIM GILMORE LEASING
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World Champion

**217.854 m.p.h.
World Speed Record
CLOSED COURSE / TALLADEGA, ALABAMA**



**JIM GILMORE ENTERPRISES
FARMS** Richland, Michigan

HOLIDAY INNS Kalamazoo, Michigan
(3 Inns)

**REAL ESTATE
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Kalamazoo, Michigan

Affiliated with:

**INTERNATIONAL HOCKEY
LEAGUE FRANCHISE**
Kalamazoo, Michigan

**WINGS STADIUM
ENTERTAINMENT, CONVENTION
& SPORTS ARENA** Kalamazoo, Michigan

**HOLIDAY LANES
CONTINENTAL LANES**
Kalamazoo, Michigan

HOLIDAY INNS Sturgis, Michigan (1 Inn)

**SHAMROCK COMMUNICATIONS
WSFC-AM WSEK-FM**
Somerset, Kentucky



Parnelli Jones, First Place, Mint 400.

His place in Las Vegas? Our place.

Parnelli Jones has always been a champion. In 1963 he won the famous Indianapolis 500; in 1973 he won the Baja 1000 and Baja 500 off-road race; in 1973 he won the richest and largest off-road race in the world, the tough Mint 400 — our race, at our place. Parnelli has proven to be a champion in everything he does.

He's a champion at Ontario Motor Speedway — He is the president.

The Mint likes champions; the Mint likes Parnelli Jones. Parnelli will be at the Mint to defend his title in the \$100,000 Mint 400 Desert Race, March 16-19, 1975.

Parnelli Jones, Ontario Motor Speedway, Del Webb's Mint Hotel and Casino. Champions all!

Del Webb's

MINT

Hotel and Casino

Home of the \$100,000 Mint 400 Desert Race

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PUBLICITY	HANK IVES
ADVERTISING	N.W. AYER/JORGENSEN/MacDONALD, INC.
CONTROLLER	ROBERT W. HALL
OPERATIONS:	
DIRECTOR OF OPERATIONS	JIM CHURCHILL
COORDINATOR	BETTY TRIMBLE
TICKET OFFICE	PETER BRASCIO
MAINTENANCE SUPERINTENDENT	KEN SMITH
MARKETING	DOUG MOCKETT

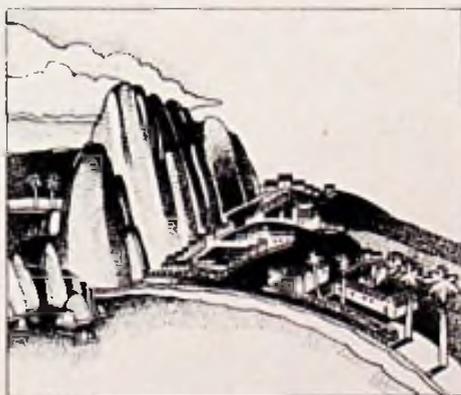
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This year we have more ways to show you more of Mexico.



A Sitmar 7-day cruise to Mexico has always offered the ultimate in luxury, comfort and exciting shipboard activities. Now the Sitmar experience is even more enjoyable. Because now there are even *longer* cruises to choose from.

In 1975, you can take your choice of 6, 7, 10, 11 and 14-day cruises to the sunny Mexican Riviera. And minimum fares range from \$300 to \$700 per person, based on double occupancy and space availability.

That includes stateroom, food and all the luxurious extras aboard the T.S.S. Fairsea (of Liberian registry).

Extras like three swimming pools instead of one. Two dining rooms. Three lounges. Two nightclubs. Roomier staterooms. Continental cuisine. And an Italian crew of 500.

All this — plus the color and charm of Mexico.

Like to know more? Call us today or stop in for a colorful brochure.

Sitmar Cruises

The Caribbean and South America Mexico, Canada and Alaska

TLC...

... TRAVEL AND TOURS 4644 Lincoln Boulevard • Marina del Rey, CA 90291 822-5555

Open To Cars Complying With
USAC Championship Division
Specifications

\$150,000 Minimum Guaranteed
500-Mile Race Purse Distribution:

1st Prize	\$40,000
2nd Prize	20,000
3rd Prize	12,000
4th Prize	9,000
5th Prize	7,000
6th Prize	5,500
7th Prize	4,400
8th Prize	3,900
9th Prize	3,700
10th Prize	3,500
11th Prize	3,200
12th Prize	\$3,000
13th Prize	2,800
14th Prize	2,600
15th Prize	2,400
16th Prize	2,200
17th Prize	2,000
18th Prize	1,800
19th Prize	1,750
20th Prize	1,700
21st Prize	1,650
22nd Prize	1,600
23rd Prize	\$1,550
24th Prize	1,500
25th Prize	1,450
26th Prize	1,400
27th Prize	1,350
28th Prize	1,300
29th Prize	1,250
30th Prize	1,200
31st Prize	1,150
32nd Prize	1,100
33rd Prize	1,050

A minimum guaranteed purse of \$50,000 will be divided equally between the two 100-mile Qualifying Races. The percentage distribution for these events will be announced by bulletin.

The race organizers also guarantee payment of an additional \$150,000 in prize money for the 500-mile race event.

UNITED STATES AUTO CLUB
OFFICIALS LIST

6th ANNUAL CALIFORNIA

500

ONTARIO MOTOR SPEEDWAY

USAC SANCTION 75-CH-2

USAC OFFICERS

Reynold C. MacDonald, President
Richard King, Executive Director, Director of Competition
Jack L. Martin, Director of Public Affairs

1975 California 500
USAC Race Officials

Richard King, Chief Steward
D.J. Archer, Referee
Shim Malone, Steward & Chief Starter
Arthur Meyers, Steward
Frank DelRoy, Technical Director

Technical Inspectors:

Matt Fairley
Ray Fausel
Gordon Schroeder
Donald McGregor
Michael Kollins
Jerry Grobe
Ross Teegarden
William Kamphausen
Ben Lawrence
Jack Gilmore, Safety Director
Tom Scozzafava, Deputy Safety Director
Robert Carling, Chief Observer
John Notte III, Deputy Chief Observer
Les Kimbrell, Director of Scoring & Timing

Basic Guaranteed Purse — 500-Mile Race	\$150,000
Basic Guaranteed Purse — Two 100-Mile Qualifying Races	\$ 50,000
Additional Prize Money Guarantee	\$150,000
TOTAL GUARANTEED PRIZE MONEY	\$350,000

In addition, entry fees will be distributed as are indicated in Item 2 of the Supplementary Regulations.

The USAC Championship Division car owner and driver year-end point fund will receive 5% of the guaranteed minimum purse (\$10,000).

All prize money is subject to local, state and federal tax laws. The state of California requires a withholding on all prize money for non-residents. Ontario Motor Speedway Operating Co. Ltd., will issue a bulletin by no later than March 4, 1975, furnishing administrative instructions regarding the state of California withholding tax laws for prize money won by non-residents.

O

Z THE FIRST LETTER IN PERFORMANCE

The California 500 and the Z series Datsun sports car have been making automotive news in the United States for six years now. It's no wonder.

Two of the longest lines in America a few years ago were made up of people buying tickets for the inaugural California 500 and people wanting a look at a classy new GT import called the Datsun 240-Z.

Both events were bargains. In the years since, more than a half-million race fans have watched the California 500 while more than 180,000 car owners have been enjoying their Z cars, both the 240 and the updated 260.

Z cars have been doing duty as Official Pace Cars for Ontario events since 1971. A 240-Z was in front when the California 500 was flagged to a start that year and waiting in Victory Circle when Joe Leonard rolled his champ car in there. The 240 was around again in '72 to celebrate Roger McCluskey's win and in '73 for Wally Dallenbach. Last year, the 260-Z made its debut at Ontario as Bobby Unser narrowly edged brother Al for the win.

The 260-Z was chosen again in 1975 and not simply because of its exterior good looks. Under its hood is Datsun's enthusiastic 2.6 liter, six-cylinder overhead cam engine, a performance engineered powerplant that has won four national championships in Sports Car Club of America road racing.

Off the track and on the road, the 260-Z makes "getting there" both fun and comfortable. Its fully-independent four-wheel suspension system makes the Z responsive to turns and puts it in control of road conditions. It comes equipped with front disc brakes, a four-speed synchromesh transmission and floor-mounted shifter, AM-FM radio and electronic antenna, reclining bucket seats, vinyl upholstery, door-to-door carpeting, hatchback convenience, heater and defroster, electric rear window defroster, flow-through ventilation, interior light group and radial tires.

And now, of course, with six years of proven road-tested reliability.

The California 500 and the Datsun "Z". A couple of six-year-olds with a big history. □



ENTRY LIST

Car No.	Driver, hometown	Name of Car	Car Owner
2	Johnny Rutherford, Ft. Worth, Texas	Gatorade-McLaren	McLaren Racing Ltd.
4	Al Unser Albuquerque, New Mexico	Viceroy Special	Vel's-Parnelli Jones Racing
6	Bill Vukovich Fresno, California	Cobra Tire	Fletcher Racing
8		Gilmore Racing	A.J. Foyt Enterprise
11	Pancho Carter, Speedway, Indiana	Cobra Tire	Fletcher Racing
12	Mike Mosley, Brownsburg, Indiana	Sugaripe Prune Spl.	Jerry O'Connell
14	A.J. Foyt Houston, Texas	Gilmore Racing	A.J. Foyt Enterprise
15	Roger McCluskey, Tucson, Arizona	Silver Floss Spl.	Lindsay Hopkins
17			Vollstedt Enterprise
20	Gordon Johncock, Phoenix, Arizona	Sinmast Wildcat	Patrick Racing
21	Mario Andretti, Nazareth, Pennsylvania	Viceroy Special	Vel's-Parnelli Jones Racing
25	Dan Murphy, Racine, Wisconsin		Cicada Racing
27	Tom Bigelow, White Water, Wisconsin		Vollstedt Enterprise
28	Lee Brayton, Coldwater, Michigan		Lee Brayton
32	Mike Mosley, Brownsburg, Indiana	Sugaripe Prune Spl.	Jerry O'Connell
33	Salt Walther, W. Carrollton, Ohio	Dayton Walther Spl.	Walmotor Inc.
38	Jerry Karl, Manchester, Pennsylvania	Midwest-Durapot	Carl Gehlhausen
40	Wally Dallenbach, Basalt, Colorado	Sinmast Wildcat	Patrick Racing
41		Viceroy Special	Vel's-Parnelli Jones Racing
44	Dick Simon, Sandy, Utah		Dick Simon Ltd.
45	Gary Bettenhausen	Thermo King Spl.	Gerhardt Racing
48	Bobby Unser, Albuquerque, New Mexico	Jorgensen Eagle	Earle M. Jorgensen Co.
53	John Cannon, London, England	Minnesota Serendipity	Pat O'Reilly
58	Eldon Rasmussen, Indianapolis, Indiana	Ras-Car	Rasmussen Racing Products
60			Patrick Racing
76	Bill Scott, San Bernardino, California	Webster Racing	Webster Racing
77	Salt Walther, W. Carrollton, Ohio	Dayton Walther Spl.	Walmotor
78	Jimmy Caruthers, Anaheim, California	Alex Foods Special	Alex Morales
86	Al Loquasto, Easton, Pennsylvania		Al Loquasto Sr.
94		Vatis Special	Vatis Enterprises
97	Steve Krisloff, Parsippany, New Jersey	Lodestar Special	Agajanian/Leader Cards
98	Steve Krisloff, Parsippany, New Jersey		Agajanian/Leader Cards
99	Bill Simpson, Torrance, California	Joe Hunt-Magneto Spl.	Joe Hunt
	Bobby Allison, Hueytown, Alabama	Carn II Motor Oil Spl.	Penske Racing
	Tom Sneva, Spokane, Washington	Norton Spirit	Penske Racing
	Jerry Grant, Irvine, California	Spirit of Orange County	Spirit of Orange County
	George Follmer, Huntington Harbour, CA	American Kids Racers	Richard Baith
	John Martin, Long Beach, California		Automotive Technology
	Lloyd Ruby, Wichita Falls, Texas		Mike Slater



Mallory wins second straight Triple Crown.

Year	Indianapolis 500	California 500	Pocono 500
'74	Rutherford	B. Unser	Rutherford
'73	Johncock	Dallenbach	Foyt

Wins don't come easy when you're racing against the best. Especially when the races are 500 grueling miles long. They're USAC's Triple Crown: Indianapolis, Ontario and Pocono.

Yet every USAC 500 mile race in 1973 and 1974 was won by a driver who counted on the Mallory Super Mag.

In fact, whether it's circle track or drag racing, Mallory has been a consistent winner for years.

Most important, you can find the perfect Mallory ignition for your car. Be sure to look into the new Mallory Solid State Breakerless Ignition Conversion Kit—the last word in ignition. It fires your engine with a beam of light.

And Mallory's new SS Breakerless kit is priced surprisingly low. Staying ahead of the pack has made Mallory No. 1 in ignition for over 50 years.

Send \$1.00 for the latest Mallory Catalog and Decals.



The 1974 thriller.. — a once in a lifetime



THIS RACE PRODUCED THE CLOSEST FINISH IN USAC 500 MILE RACING HISTORY..

I NEVER HAD A DOUBT ABOUT THOSE UNSER KIDS — YOU CAN QUOTE ME...



AMONG THE 90,000 WILDLY CHEERING FANS, POSSIBLY ONLY ONE COULD PREDICT THE AMAZING FINISH — MOM UNSER MOTHER OF —



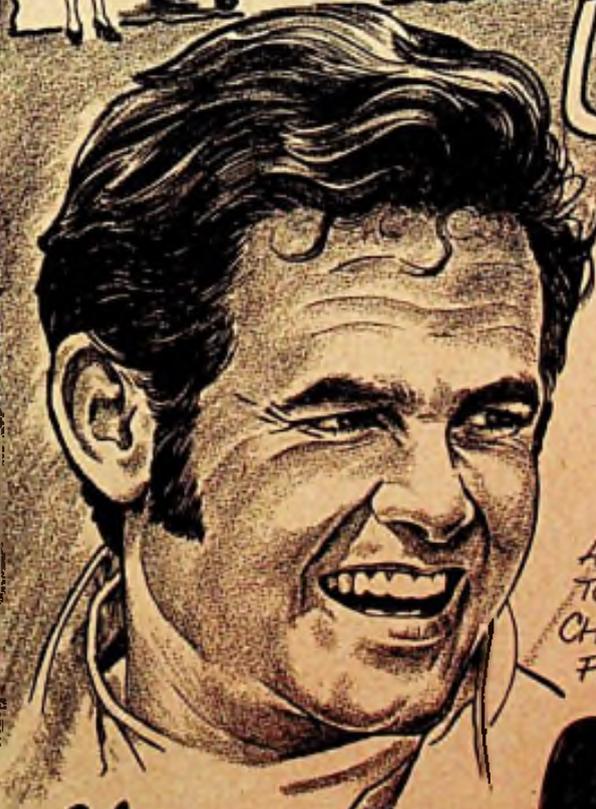
The **UNSER** — Bobby *WINNER*
BROTHERS...

AFTER ROARING AROUND OMS FOR 500 MILES, THESE FAMOUS BROTHERS WERE —

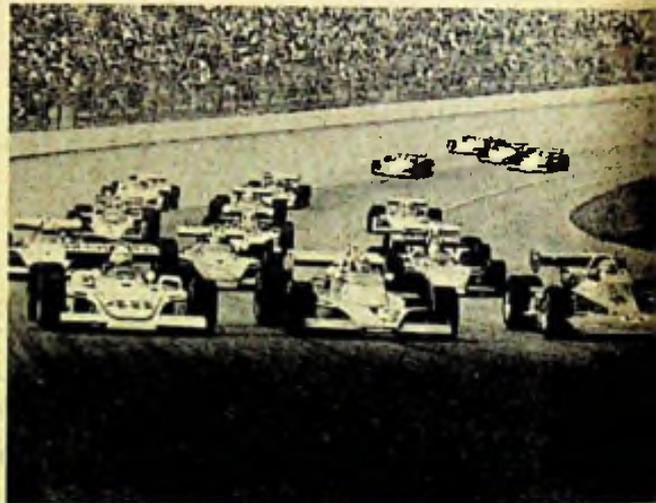


0.58 SEC. APART —

AS BOBBY TOOK THE CHECKERED FLAG...



Al "IF I POURED ON SOME MORE BOOST I WOULDN'T HAVE FINISHED THE RACE" (ON 171ST LAP AS BOBBY PASSED HIM)...



Bobby Unser, No. 48 at start of 1974 Cal 500 which he won.

Bobby Unser

Bobby Unser just keeps getting better and better with age. The young-looking 41-year old just capped a career that has spanned 25 years by winning the 1974 Martini & Rossi Driver of the Year honors.

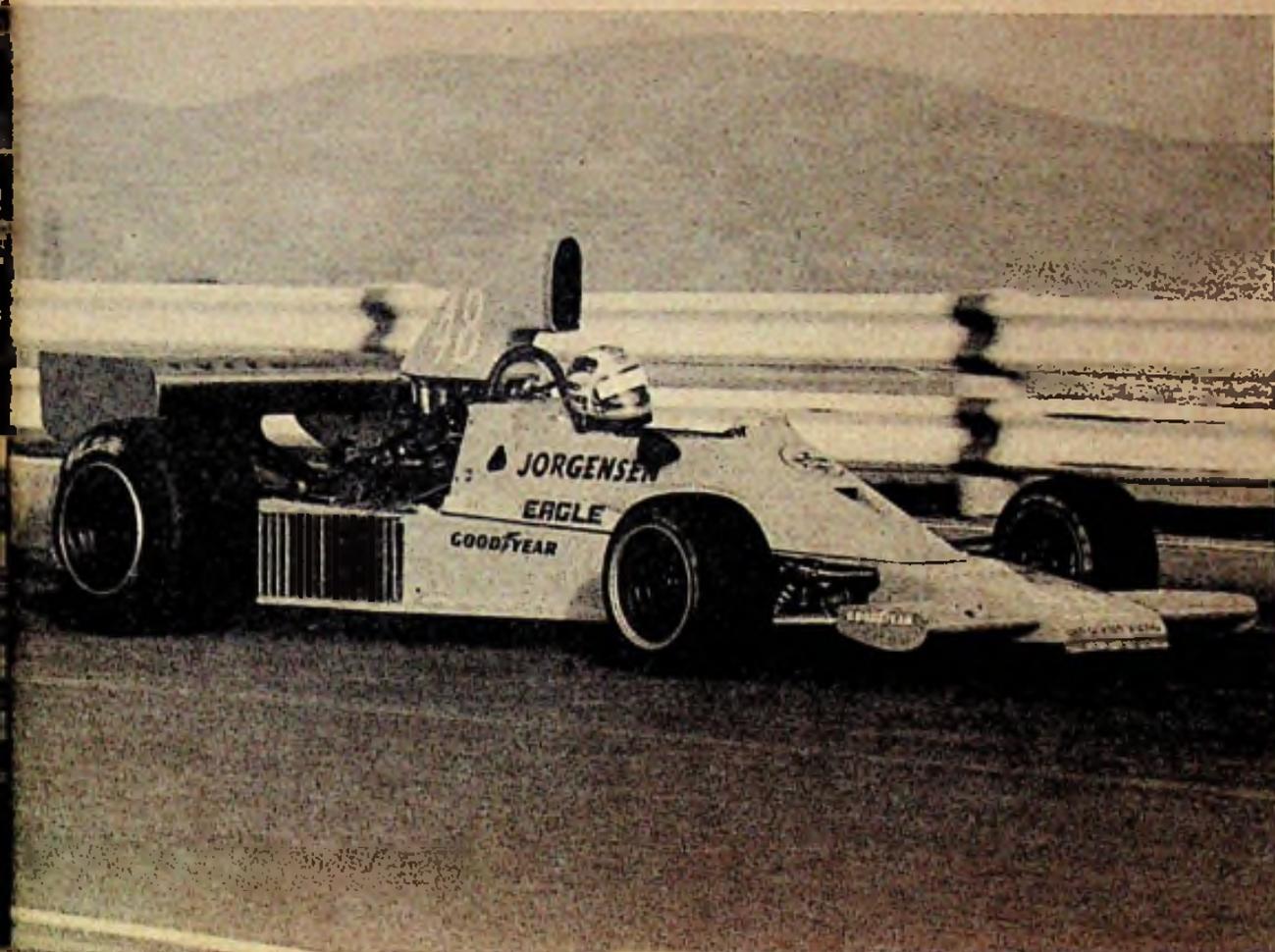
Unser is the older brother of Al, and younger brother of Louie Unser and the late Jerry Unser. His father and two uncles were also race drivers so it was little wonder that Bobby started driving Modified Stock Cars in the New Mexico area when he was just 15 years old.

After four years of frustration at Ontario, Bobby finally drove his Olsonite Eagle into the Big-O victory circle at last year's California 500, edging brother Al by just 0.58 seconds, the narrowest margin in the five years since the marathon racing started at the oval. Bobby averaged 157.017 mph while picking up a nifty check for \$91,390.

With victory at the California 500 under his belt, Unser proceeded to notch wins at the Trentonian 200, the Michigan 200 and the Trenton Times 300 on his way to a National Championship in the point standings. Unser finished second at Indy and fifth at Pocono and compiled a total of 4870 points overall, 1,220 ahead of runnerup Johnny Rutherford. It was the second National title for Bobby, who also had the most points in 1968 after winning the Indy 500.

From 1970 to 1972 Unser finished far down the track in the California 500, although in '72 he set a record for average speed around a closed course, one lap at 201.965 mph. Despite his record performance he did not win the pole position. An engine failure on the first day of qualifications prevented him from qualifying until the second day.

When the smoke cleared in '72, Bobby had set



track records in qualifications for eight of the ten races, won the pole seven times and won more races than anyone on the Championship Trail — four. In fact, he won every race he finished.

Unser was destined for greatness from the start. When he was 16 he won the Modified Stock Car Championship of New Mexico and repeated the next year. From there he started driving Midgets and Sprint Cars.

In 1956 Bobby won the Championship Car division of the Pikes Peak Hill Climb, and after a fifth place finish in 1957, won it for the next six years in a row.

Unser joined USAC in 1962 and just six years later he won the Indy 500 while setting a new track record for piston driven engines at 170.358 mph. His average speed of 152.882 also established a new mark that

year. Bobby finished with a total of 4,326 points to win the National Championship, just 11 points higher than Mario Andretti.

In 1973 Unser established a new high lap record by zipping 212.776 mph at Texas International Speedway, a record that has subsequently been broken by A.J. Foyt.

Bobby added three finishes in the top three in USAC Stock Car races last year and was one of 12 driving aces picked to compete in the International Race of Champions.

The elder member of USAC's top brother act, Bobby now ranks third behind Foyt and Mario Andretti in the all-time USAC National Championship points. Brother Al ranks a close fourth. □

Johnny Rutherford

It's been a long, hard pull, but Johnny Rutherford has arrived at the greatness that has long been predicted for him. Rutherford, who will celebrate his 37th birthday, March 12, accumulated the most money winnings in 1974, \$383,925, and was named Driver of the Year by the American Auto Race Writers and Broadcaster's Association. He will be awarded the coveted Jerry Titus Memorial Award



just prior to today's running of the sixth annual California 500.

Johnny, one of the most popular USAC national championship drivers, enjoyed his greatest season in 1973, ending a long victory drought in spectacular fashion and then climbed to new heights in 1974 with four victories on the championship trail, including the Indianapolis 500.

Rutherford's Indy victory was one of the most spectacular in the 74 year history of the event. He failed to qualify on opening day and was relegated to a 25th starting spot in the 33-car field. Johnny drove like a champion, moving his McLaren Special through the field and then engaged A.J. Foyt in a fantastic duel to capture racing's biggest prize.

He opened the 1974 campaign with a victory in the second 100-mile qualifying race at Ontario and added three more wins during the year. Those three wins came in succession, beginning with the Indianapolis race and including the Rex Mays 150 at Milwaukee and the rich Schaefer 500 at Pocono.

Rutherford fell 1,220 points shy of National Driving Champion Bobby Unser, but ranked second in that category and, of course, won the top money for the year.

His Indy victory capped a career that started in Dallas in 1959 and included a jarring crash at Rossburg, Oregon, in 1966 which left him with two broken arms. He was the defending USAC National Sprint Car Champion, having won the 1965 title, and his career was slowed by that crash. After returning he was once again injured in a crash at Phoenix which inflicted burns on his hands, but his determination brought him back for his ultimate Indianapolis triumph.

He followed his Dallas debut in 1959 by driving Midgets in the Chicago area in 1960 as Mel Kenyon's teammate. He joined IMCA's Sprint Car circuit in 1961 and came to USAC the following year. Highlights of his career included the 1970 qualification run at Indy which saw him narrowly miss the pole starting position by just 8/1000ths of a mile-per-hour.

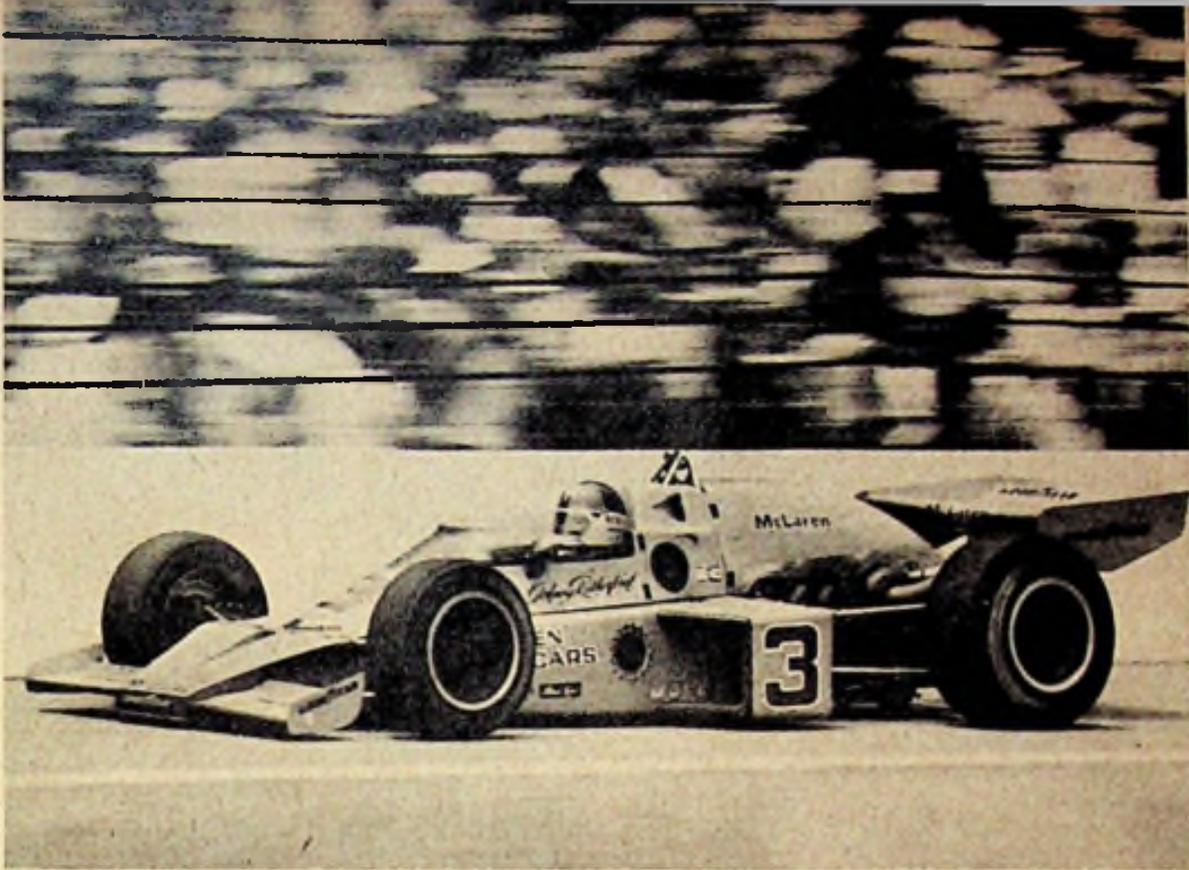
After going from 1965 to 1973 without a championship triumph, Rutherford put together two within the space of three weeks. First he scored a come-from-behind victory in the first qualifying race for the California 500, after a traffic jam in the pits had dropped him from first to ninth.

Then he went on to take overall honors in the Michigan 250, capturing the second 125-miler after being placed third in the initial race.

Johnny has had little luck at Ontario in the California 500, although he did win the second qualifier last year. However, he placed just 27th in the big race after going out with piston problems. His highest finish in the 500 was in 1972 when he finished 10th.

Johnny also scored points last year in the USAC/SCCA Formula 5000 series and picked up \$1,000 in stock car competition. He was one of 12 renowned drivers to be selected to compete in the International Race of Champions.

Rutherford lives in Fort Worth, Texas with his wife Betty, son John and daughter Angela Ann. □



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"Spirit of Life"

Gordon Johncock

He is called "Pee Wee" by his friends. Short in stature at 5' 7" he is long in accomplishments in the auto racing world.

The 38-year-old Johncock, a former Michigan and Indiana resident who now calls Phoenix, Arizona his home, reached new heights on May 30, 1973, when he won his first Indy 500.

Although the race was rain-shortened at 332½ miles, Johncock had his biggest payday in a racing career which began in 1955 and included eight previous races at Indianapolis. He collected a winner's share of more than \$236,000. Last year he ran fourth behind Rutherford, Bobby Unser and Bill Vukovich.

Johncock's victory in the 1973 Indy 500 was softened with considerable sadness as his STP teammate, young Swede Savage, died of injuries received in a crash during the race.

The California 500 has been a race of frustration for Johncock. After a fourth place finish in the opener in 1973, he has been plagued by problems. In 1972 he finished 13th despite completing just 169 laps because of an accident. Last year Gordon smashed the wall on turn 1 in the 71st lap and finished in 26th place.

Despite his poor finish in the 1974 California 500, Johncock completed the season in third place in points with 3,050, just 600 points behind Rutherford. He was also fourth in money earnings with \$123,925.



Gordy captured two races on the Championship Trail, the Tony Bettenhausen 200 at Milwaukee and the Arizona 150 at Phoenix, his second in a row at the Arizona track. He had six finishes on the Championship circuit in the top three.

Gordy competes only on the pavement now, although he started his career on dirt in stock cars in 1955. He became Michigan's best-known Super-Modified pilot before joining USAC in 1964. His first start at Indy in 1965 found him finishing fifth and the next year he was fourth.

Johncock shattered the world Sprint Car speed record twice at Winchester, Indiana and his career includes not only Sprint victories, but victories on the USAC Stock car circuit as well. □

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Al Unser



How many auto racing brothers can lay claim to winning the USAC National Driving Championships and the Indy 500? Answer: One. That's the brother team of Bobby and Al Unser.

Al Unser, the younger brother of 1974 National Champ Bobby Unser, won the famed Indianapolis 500 in 1970 and 1971 and captured the National Driving title in 1970. Bobby was the Indy 500 winner in 1968.

Brother Bobby won the California 500 last year, edging Al by the shortest of margins, just 0.58 seconds. What a show the pair put on in the fifth 500 at the Ontario oval. The lead changed hands 21 times and in most cases it was Al moving ahead of Bobby, or vice versa.

Other than his second place finish at Ontario last year, Al has had to settle for a couple of 9th places in 1970 and 1973 in the Cal 500.

Al was victorious in the Norton 250 at Michigan International Speedway last year and also had a second to Bobby in the Michigan 200. He finished fourth overall in the points standings and \$17,000

won on the USAC National Dirt Track circuit helped Al's total 1974 earnings top \$144,000 for third in the ranking money list for the year. He placed third in the Dirt Track series points behind Viceroy teammate Mario Andretti and scored a 100-mile victory in the series' first event at Syracuse.

Al's victory at Michigan in 1974 was his 28th during an illustrious National Championship racing career, ranking him third behind A.J. Foyt and Andretti on that list.

Unser's career began in his native Albuquerque, New Mexico area and has included victories in almost every type car, including the Pikes Peak Hill Climb events.

Al barely missed becoming the first man in history to win the Indy 500 classic three years in a row when he finished second in 1972 after winning the previous two years. That race was won by Mark Donohue. Al finished second to Foyt in 1967.

Al dominated the USAC trail in 1970. He not only won the Indy 500, but nine other races and in 1971 he won five of the first six races, including Indy, but a series of mechanical problems prevented him from earning any points in the second half.

Unser is the father of three, Mary Linda, 15, Debra Ann, 14 and Al Jr., 13. □

Pictured below a junior replica of the Championship Car. Its 2-cylinder Suzuki engine yields 33-brake horsepower at 7350 rpms. The car has a 6 forward speed transmission, 4-wheel disc brakes and independent suspension. Top Speed: 120 mph.

Jimmie Duffy III
Los Angeles, California

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Jimmy Caruthers

Jimmy Caruthers is one of USAC's brightest new stars, make no mistake about it. He has only been on the USAC Championship trail since 1971, yet last year he finished in fifth place in the point standings with 2,065 and ranked sixth overall in money earnings with \$101,019.

Driving the Cobre-Firestone entry of Bob Fletcher of Phoenix, Jimmy surprised everybody by finishing second behind Johnny Rutherford in the 100-mile qualifying race at Ontario last year and then ended a strong fourth in the California 500 the following week.

His 1974 activities also included Midget division and Dirt Track series competition. He picked up \$3,812 on the dirt circuit and \$2,184 in Midgets to help him become one of just six drivers to surpass the \$100,000 mark in winnings for the year.

Caruthers, now 30, narrowly missed winning Pocono 500 last year finishing second to Rutherford and added a 4th place finish at the Trenton 200 to help accumulate his high point totals.

Jimmy, the son of famous car-builder Doug, was USAC's 1970 Midget division champion and owns numerous victories in the Midgets, including a 100-lap win last year at San Jose.

He finished as point runnerup to his late brother Danny in the 1971 USAC Midget division. The family suffered a tragedy late that year when Danny was injured fatally at Corona when his throttle stuck dur-



ing warmups, just one week after Danny clinched the USAC Midget title.

Doug Caruthers operated the first quarter-midget track in the nation, the Jelly Bean Bowl, on the property now occupied by Disneyland. Doug owns that land and operates Disneyland's parking concession. He also drove Midgets and Sprints and has owned Indianapolis 500 car entries.

Jimmy started all five 100-mile Dirt Track events in 1974, but seventh was his best finish, coming in the Syracuse opener.

Jimmy is the father of one son, James Bryant, age 3 and makes his home in nearby Anaheim. □



Number one
in motorsports



Billy Vukovich

Billy is one of those rare drivers who has been able to earn a name for himself in auto racing, despite the fact that his father was one of the sport's all-time heroes.

The son of the 1953 and 1954 winner of the Indianapolis 500, Bill Vukovich Sr., who was injured fatally while leading the 1955 running, 30-year-old Billy is a somewhat more conservative driver than was his father.

At one time he was so discouraged that he nearly gave up auto racing, but in recent years he has been among the most consistent of the U.S. Auto Club national championship drivers.

In 1974 he placed seventh on the money earning list with \$97,377 and finished sixth overall in the points standings with 1,925, just 140 short of fifth place Jimmy Caruthers.

In 1973, a second place finish at Indianapolis behind Gordon Johncock helped him to fourth in the overall standings. He was in the thick of the driver's race until the California 500, but lasted only 41 laps in that one due to brake problems.

The 1972 season found him finishing second in the National point standings after placing third the year before.

Vuky made a brilliant Indy 500 debut in 1968 when he finished seventh and was named "Rookie of



the Year." He went on to finish fifth in the 1968 standings and seemed headed for a great career. Then the bottom dropped out and he found it difficult to get rides.

Last year Vuky finished third at Indy behind Rutherford and Unser and followed with thirds at Milwaukee and Pocono. A remarkable fact about Billy is that he has placed tenth or better on over 60 occasions in his 109 starts, but his only Championship victory remains the 125-mile win at Michigan in 1973. He was even denied the victory lane ceremonies there as Gary Bettenhausen and Rutherford also thought they had won and a lineup ensued at victory lane.

He and his wife, Joyce, are the parents of a son, 11-year-old Billy Jr. □

Jerry Karl



Mel Kenyon



Lloyd Ruby



Lloyd is one of the all-time favorites on the USAC National Championship circuit. One of the reasons probably is his continuing streak of bad luck at Indianapolis. He has led the Indianapolis race numerous times and has been near victory several times only to have some mechanical misfortune intervene.

Lloyd opened the 1974 Championship season by placing third behind A.J. Foyt in the 100-mile qualifying race at Ontario and was running near the front at Indianapolis when an exhausted fuel supply dropped him to ninth at the finish. He ranked seventh in the final points with 1,580 from nine starts.

He finished all of his 1974 races in the top nine with the exception of the Norton 250 at Michigan when he placed 21st.

In a career that began in 1946 racing Midgets in his hometown of Wichita Falls, Texas, Lloyd has captured seven National Championship races and has competed in 15 Indianapolis classics, just two behind A.J. Foyt's record 17 starts.

Lloyd's best finish in the Championship points came in 1964 when he placed third. He was fourth four years later and fifth in 1971.

He and Bobby Unser were the only two drivers to place in the top ten in all three 500-milers in 1974 and Lloyd's earnings were over \$53,000, ranking him 12th in the money list. He competed under the Unlimited Racing banner. □



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A.J. Foyt

Unquestionably USAC's all-time top driver is A.J. Foyt. His list of accomplishments is almost unending.

He has conquered virtually every race on the national championship circuit, EXCEPT the California 500 and if he can avoid mechanical problems that have plagued him at the Ontario track, he could add today's race to his list.

Foyt owns no less than 47 National Championship wins, including the 100-mile qualifier that preceded last year's Cal 500. However, the pole-sitter had to settle for 30th place after going out on the 23rd lap with oil tank problems.

Add to the 47 Championship victories, 29 wins in Stock car events, 28 Sprint car wins and 20 triumphs in Midgets. To show his versatility, Foyt won both 50-lap features in the Sprint cars at the Indiana State Fairgrounds last year and won his only Stock Car start at Michigan. He also won the 50-lap Sprint Car segment of the World Series of Auto Racing at Pocono in September. The 1974 season produced \$100,000-plus take for him as he gained prize money from all five USAC racing divisions.

A.J.'s 17th appearance in the Indy 500 last year established a record for starts and his starting position matched his all-time USAC ranking — number 1. He qualified at a speed of 191.632 mph but a broken oil line fitting ended not only a fantastic duel between he and Rutherford, but A.J.'s attempt at a record fourth Indy win. He won the classic in 1961, '64 and '67.

He owns five National titles (1960-61-63-64-67), one USAC Stock Car crown (1968), an Eastern Sprint title (1960) and victories in almost every traditional USAC event.

The 1972 season was bittersweet for A.J. He won his first official USAC dirt track title and won two major stock car races, the Daytona 500 and Miller 500 at Ontario. On the negative side, he was seriously injured in a freak accident at DuQuoin, Ill. As a result he finished 35th in national championship division racing, lowest in his career.

Foyt, who also owns a victory in the gruelling 24 Hours of LeMans (co-driven with Dan Gurney in 1967), was selected to compete with 11 of the world's top drivers in the International Race of Champions series.

His career started in 1953 in Houston in a midget built by his dad, Tony, who now serves as A.J.'s chief mechanic. His first USAC start came in a midget in 1956.

An absolute virtuoso behind the steering wheel, Foyt is a feared competitor in all styles of racing.



A.J. with Marty Robbins



Wally Dallenbach



Courage is a word synonymous with race car drivers and Wally Dallenbach is a fitting illustration.

Example: During the 1972 Indianapolis 500, Wally's STP Lola caught fire no less than three times out of four pit stops that he made. The courageous East Brunswick, New Jersey native escaped with minor singeing and kept jumping back into the cockpit, finally placing 15th in the race.

The following year proved to be the best for Dallenbach. First he broke a string of 89 races over a period of nine years without a victory on the Championship circuit by winning at Milwaukee in the Tony Bettenhausen 200.

Then, to prove he had things straightened out, Wally captured one of the 100-mile qualifying races at Ontario and then defeated defending champion Roger McCluskey in the California 500.

He closed the year with a strong second-place finish at Phoenix to assure himself of second spot in the national driving standings. His best previous finish before 1973 was a sixth in 1969.

Trying to follow his impressive 1973 season, Wally earned the number nine spot in the 1974 points standings on the strength of seven finishes in the top ten.

He finished sixth in the California 500, but dropped out after only three laps with piston problems at Indy after starting next to pole-sitter A.J. Foyt and leading the first two laps.

Wally also competed on the Dirt Track circuit and the Stock Car circuit and finished a creditable fourth in the 100-mile Dirt race at Sedalia, Mo.

When Dallenbach won the 1973 Cal 500 he beat Mario Andretti to the wire by five seconds.

The 38-year-old and his wife, Annette, have three children, Wally Jr., Colleen and Paul. □

Thomas Allan Bigelow surprised many race track observers with his performance last year.

First he earned a ninth place finish in the 100-mile qualifier at Ontario and then came back to earn 10th place in the California 500 the following week. He was still running on the 193rd lap at the end of the race and picked up \$6,165 for his efforts.

Then he came back to earn a 12th spot finish in his first Indy 500, although he had passed his initial driver's test there in 1970. A series of misfortunes kept him out of the Indy races until 1974.

Tom raced in three other Championship Trail races and finished the season in 24th place on the overall points chart.

A native of Elkhorn, Wisconsin, he started racing midgets with the Badger Midget Racing Association in 1957 in Illinois and continued until 1964.

Bigelow joined USAC in 1967 and ran 9 Sprint and 16 Midget races. In 1968 he ran 24 Midget races and won three times. He started out the 1969 season winning the Houston Astro-Dome Midget Championship.

Now 35 years of age, Bigelow and his wife Randy Lou, have a son Donald, age 14, Alan, age 12 and daughter Becky Bee, age 11.

Tom Bigelow



Steve Krisiloff



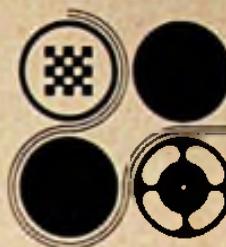
A great future has been predicted for Steve Krisiloff since he started racing Go-Karts in 1959 when he was only 13 years old. Perhaps it was because he scored over 100 wins in the next four seasons.

When he was 21 Steve began racing the United Racing Club's Sprint cars on the East coast and won a major sprint event at Trenton, N.J.

His rookie start came in 1971 at Indianapolis and in 1973 he placed sixth behind Gordon Johncock. His best performance in the California 500 was in 1971 when he turned in a fifth place finish.

Last year Krisiloff toyed with the lead in the Cal 500 and on lap 87 had first place until he lost control on turn 1 and spun out. Steve was black-flagged for not stopping after the spin and when he came into the pits his car caught fire scattering spectators. Krisiloff was uninjured but mighty disgusted at his misfortune. He was driving the American Kids Racer in 1974, but will be at the wheel of the Lodestar Special today.

Steve finished 10th in the 1974 driver point standings and earned \$47,811. He started on the front row for the Bettenhausen 200 at Milwaukee but an accident at the start eliminated all chance. □



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Mario Andretti

The Italian-born Mario Andretti, one of the smallest men (5'6", 136 pounds) to drive in USAC competition, has a home on Victory Lane in Nazareth, Pennsylvania. What could be more fitting for a great competitor who "has done it all in auto racing"?

All that is, except win a California 500.

Mario had a near miss at the Ontario track in 1973 when he finished just five seconds back of Wally Dallenbach in a race that had 32 lead changes. The previous year he was leading the race and running strong until the 53rd lap when his engine blew. "A big fat hole, too," explained Andretti about the engine's condition.

Mario's first race came early in life . . . at 13. He drove a Formula junior at Ancona, Italy, near his birthplace in Trieste. Five years later he was racing Modified Stock cars in the United States. He later moved to sprint cars and midgets.

Mario captured USAC's National Dirt Track Championship in 1974 and narrowly missed winning the newly co-sanctioned USAC/SCCA Formula 5000 Series, finishing a close second to Brian Redmond.

Driving the Viceroy Specials, Andretti won three of the five Dirt Track races and three of the seven Formula 5000 races. In addition he was in the top five twice on the National Championship Trail, a third at the season-closing Arizona 150, his best.

It all added up to over \$70,000 on the Formula 5000 circuit, \$40,813 on the Championship Trail and \$29,326 as the Dirt Track champion, and ninth ranking of all USAC drivers in earnings.

Mario is a former three-time USAC National Champion (1965-55-69) and won the Indy 500 in 1969. His 1965 title came in his first full season of



USAC competition. That year he also earned Indy 500 "Rookie of the Year" honors for placing third.

He was elected to the 1974 All-American Team as a road racer.

One of the most popular drivers in racing, Andretti ranks second only to A.J. Foyt in total Championship victories with 32 to A.J.'s 47 and is second on the all-time point list behind Foyt.

He will be shooting for the World Driving Championship in Formula 1 cars this year. His only Grand Prix triumph to date came in 1971 at the South African Grand Prix.

Andretti has won the Daytona 500 for stock cars (1967), the Questor-Grand Prix at Ontario Motor Speedway (1971), the Sebring 12-Hour (1967-71-72) and in 1973 he established a world's closed-course record of 214.158 mph in his Indy-type car at Texas World Speedway. That record has been subsequently broken by Foyt. □

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Bobby Allison

Although his career has been up and down in recent years, one thing remains constant with Bobby Allison. He always seems to be the most popular driver wherever he goes.

For three consecutive years, Allison was voted the most popular driver in the Winston Cup Grand National Stock Car division and in 1973 he raced just enough events in the Grand National East to receive the same honor there.

Of course, he's won a few races along the way, too.

Allison, in fact, is one of just three, million-dollar stock car winners and his 45 career Grand National wins ranks him third among active drivers.

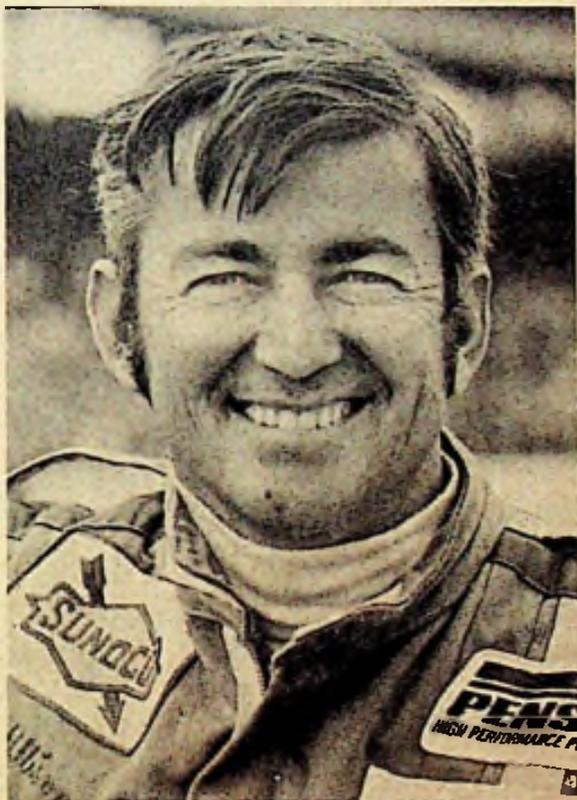
The oval at Ontario can be a friendly sight for Allison. Last November he drove Roger Penske's Matador to victory in the Times 500 at the Ontario track. He also won the Winston Western 500 at Riverside in January and won the second race of two International Race of Champion events at Riverside in October to make it three straight major victories on California tracks.

Bobby's victory in the IROC at Riverside was astounding. The previous day he and Bobby Unser collided with the wall at turn one and Allison was sent to the local hospital. He suffered a cracked vertebra and back injuries yet came back the next day to whip a field of international aces.

The 37-year-old native of Hueytown, Alabama joins the Penske USAC team in a Norton McLaren along with young Tom Sneva and figures to be a solid contender along the Championship trail.

In 1973 Allison was the fastest rookie qualifier for the Indy 500, but had engine problems early.

Allison had less than limited success racing his own Chevrolets on the stock car circuit before hooking up with Penske halfway through last season. The combination could prove tough to beat in today's California 500. □





Previous Winners

CALIFORNIA 500

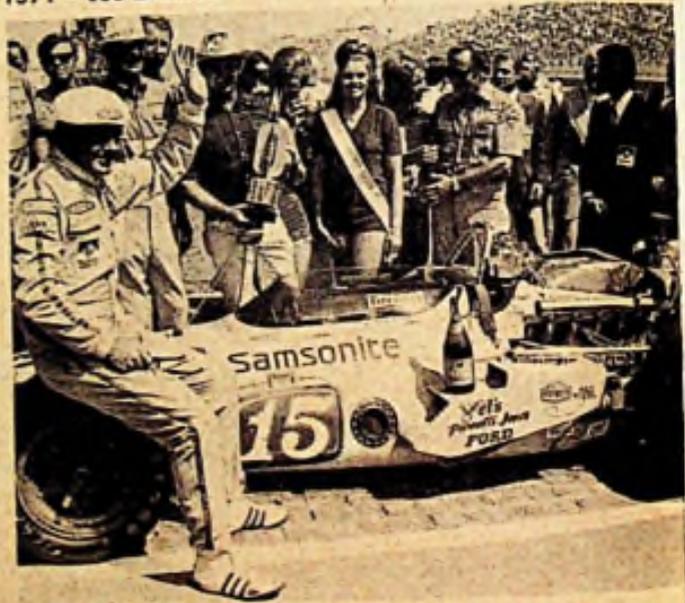
1972 — Roger McCluskey



1974 — Bobby Unser



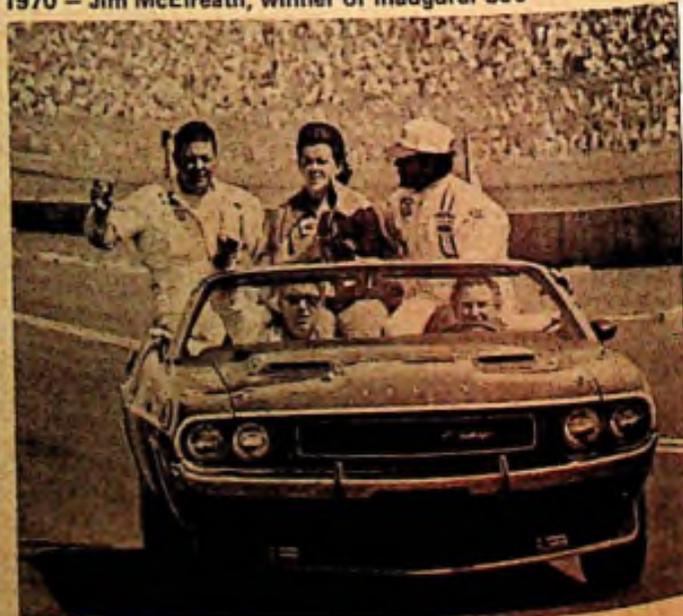
1971 — Joe Leonard



1973 — Wally Dallenbach



1970 — Jim McElreath, winner of inaugural 500





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USAC Trail '74

by Ray Marquette
Indianapolis Star-News

You have to watch and talk to and listen and then watch some more to really understand what makes Bobby Unser tick.

There never has been—and quite probably never will be—another guy with the grim concentration, talent, stubbornness and competitiveness to match the personal profile of this 39-year-old from Albuquerque, N.M.

He comes from a racing family and cut his driving teeth early, just like his father, uncles and brothers. And he learned early what it means to be hard-nosed.

His boyhood was like a lot of other guys—only with a little more automobiles thrown in than books. He and younger brother Al got in more scrapes than Mary (Mom) Unser would care to remember, thank you, although she can't keep from laughing at least a few times as she turns back the pages in her memory book.

"They weren't any different from other boys their age," she says. "At least I don't think so now. But we had some exciting moments in the early days and their daddy and I had some high old times trying to keep 'em under control."

So there weren't any cherry trees in the New Mexico countryside for Bobby to chop down and then confess his misdeed to Papa. But there were a few badly-overworked automobiles that he may not have wanted to confess to but was forced by sheer necessity to acknowledge.

Anyway, there was Bobby U. growing up, finding out the delight and satisfaction he could get out of making a car go fast on country roads and even a few tricky trips through town, taking great delight in dodging anyone who might slow him down and hoping to get the

machine back home before Pop found out it had been gone.

From such beginnings, sometimes champions are forged. In both Bobby and Al Unser's minds, there was never any doubt about the championship; the only question was when.

In 1968, Bobby won the Indianapolis 500-Mile Race for the first and only time. It was so unreal he had to pinch himself a time or two and quickly learned the problems of income tax bracketing in a hurry. He hadn't won the blamed thing so darned easily, either.

Mario Andretti, the Italian transplant joined him in a season-long duel that finally ended with both drivers engaged in a demolition derby at Riverside in the final race of the season. They'd hopped in and out of their own cars and others so often during the year they were banging up all kinds of equipment by the time the finale came around.

For the record, Bobby clinched the crown because of the 11 points he earned for winning the Pike's Peak Hill climb, sort of an annual

benefit for the Unser clan who know so well the hair-pin turns of that testy monument to driving skill.

Bobby won the title but the United States Auto Club decided that never again would a driver be permitted to switch machines during a race and earn points towards the national championship.

"That's okay," said Bobby. "I can do it again."

It took six years for him to come up with an encore—but he did it with style in '74, changing his driving habits and listening to Dan Gurney and finally realizing that it paid much better to finish a race than to watch the checkered from the sidelines.

"I've always believed you have to race to win; go all out as fast and as hard as you can," he said. "But we had to change my style this year because of the fuel limitations. I know we had the fastest car and I think the best-handling car on the circuit—but that wouldn't do a damn bit of good if you ran out of fuel and couldn't finish.

★ (Continued on page 37)



George Bignotti and Bobby Unser

USAC TRAIL '74
(Continued from page 35)

"Dan and the crew figured out the mileage. They set the boost on my Eagle and Dan gave me orders over our two-way radio.

"It was one of the hardest damn things I've ever done to make myself sit there and watch guys go around me or pull away and keep telling myself I had to sit tight and everything would work out.

"We'd be going along in a race and Dan would be telling me what our fuel situation was and how hard we should be running and saying he'd tell me when to stand on it hard.

"Sometimes I'd look at the scoreboard and see how many laps were left and I'd get itchy. After awhile, I wouldn't be able to stand it and I'd ask Dan over the radio 'isn't it time yet?' He'd keep saying to take it easy and he'd give me the word.

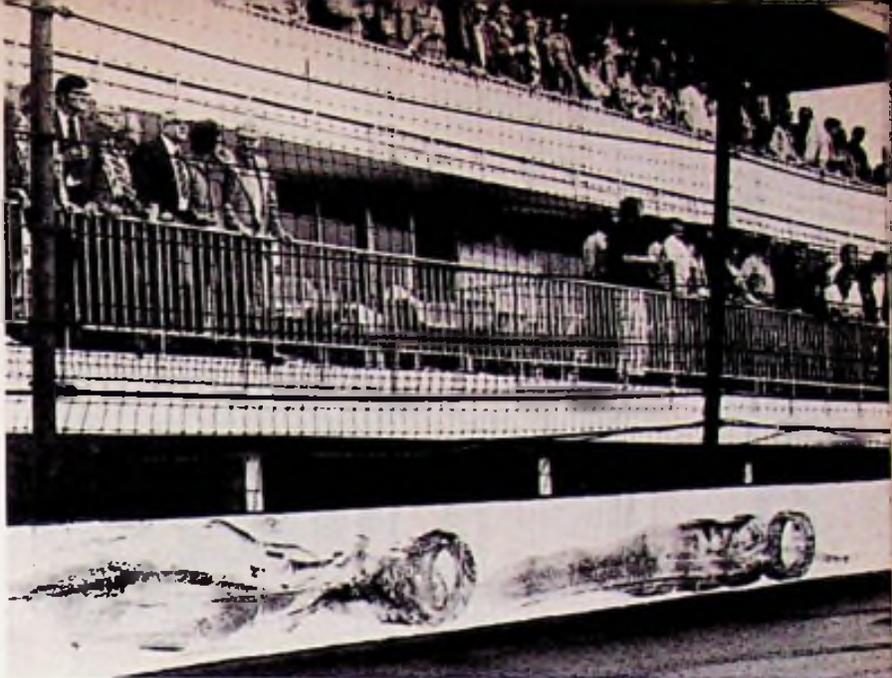
"Sure enough, usually we'd let it go towards the end and while a lot of other guys were running out of fuel I could make my move and go for the win.

"So it worked—and I can't say it's a bad idea having to slow down to have enough fuel left to finish races. But I also can't say I enjoyed it that much more; you know what I mean, not being able to go out and challenge the other drivers and turn my car loose.

"Dan and our guys would come up with some ideas and new wrinkles for my car and I'd just know there was no one could touch me. But then guys like that Johnny Rutherford and the McLaren gang figured out the fuel situation earlier and better than a lot of us and Johnny won Indianapolis rather than me.

"But it was a heck of a year; my God, there's no way I can knock it or feel anything less than a lot of satisfaction. I won the national title for the second time, almost won Indianapolis and was 'in' every race I ran.

"You know, I think the biggest kick I got out of the whole thing was winning a national championship for Ozzie Olson. He owns our race car and he pays the bills and is one of the greatest guys you could imagine for an owner and sponsor.



The VIP Suites at Indy in the background. Ruby in his Unlimited Racing Team, Inc. hit the wall here.



Al Unser in the #15 Viceroy Special.

"I really regret not winning Indianapolis again—just for Ozzie because he wants that thing the worst way. When I was lucky enough to win the Martini & Rossi award as driver of the year, Ozzie was as happy and proud as I was.

"What really hurts was that Ozzie had to bow out of racing for 1975 because of the economy. He didn't see how he could support a first-class racing operation—and that's the only way he operates, first class—and have to lay off some of his plant workers. That's the kind of guy he is. I know darned well, he could have kept right on supporting us and having his fun if he'd wanted to. But he has to look at himself in a mirror every morning—just like the rest of us—and that's



Johnny Parsons, with father Johnny Parsons who won the rain shortened Indy race in 1950.

the person you have to live with." The season began just a year ago with the qualifying races for the California 500 at the Ontario Motor Speedway and Bobby finished second to A.J. Foyt in the first 100-miler.

"Just wait 'til the big race, Tex," said Bobby. "I'm going to win that one."

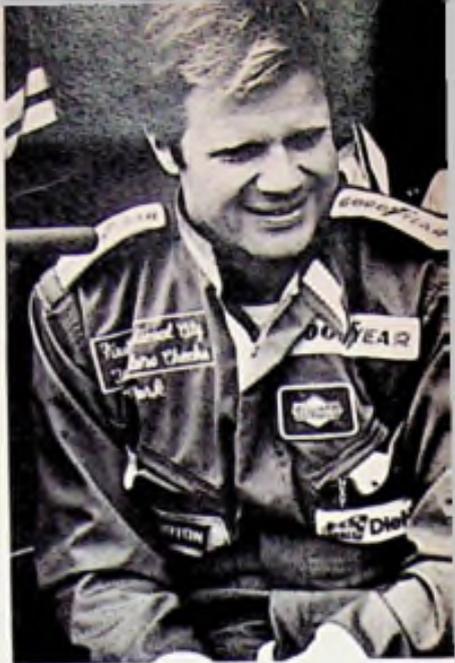
He did, beating brother Al to the wire. At Phoenix in the next race, a couple of pit mistakes contributed to a second-place finish behind young Mike Mosley—but Bobby got it back together again at Trenton and there was the Olsonite Eagle flaunting its red-white-and-blue in the winner's circle.

"Now, said the man, "let's get it

(Continued on page 94)



PENSKERACING



by Deke Houlgate
Auto Racing Writer, Los Angeles Herald-Examiner



YOU'RE ON THE

In a race car shop closed to the public or on a motel parking lot far from the sounds of turbo-charged racing engines, the California 500 may be won this week.

There, secretly and attentively, the crewmen wearing Penske Racing uniforms will listen to The Captain. Roger Penske, the perfectionist, is known as The Captain to the men who will service the Cam II McLaren of Bobby Allison and the Norton Special of Tom Sneva during the race.

Eager to contribute their share to an upbeat team that NEVER races anywhere The Captain doesn't feel he has a good chance to win, they will soak up his instructions. Notes will be taken, questions asked, instructions repeated for emphasis. Penske will read off a checklist, and he may go over it again and again until he is sure they know every procedure perfectly.

He's the complete autocrat, brooking no wavering of either loyalty or attention to the details he insists are vital to the successful management of a winning effort. Other teams make jokes about the Prussian precision of Penske's crew. Computerism, some cry. Penske is Dr. Frankenstein and his men merely robots, they jibe. But they all respect Penske and his methods, which do get the job done.

It is the ultimate tribute to a Penske who is either hated, admired, imitated or idolized that his two drivers, Allison and Sneva, are not among the popular

favorites to win the California 500 despite their considerable talents, but in Gasoline Alley the Penske-prepared and crewed cars they will be driving are at the top of the list of machinery to beat.

Allison and Sneva, as much as anybody else, appreciate the Penske dedication to winning and refusal to accept anything short of an all-out effort. The two drivers will be front and center at the secret team meeting.

You don't have to like Roger to be loyal to him, as many Penske Racing employees past and present will tell you. He can be oppressive, but he knows what he is doing, and that isn't the case in every garage in the OMS compound back of the Victory Circle wall.

Penske was a sports car racing star, winner of Sports Illustrated's Driver of the Year award and a teammate of Jim Hall's, when he quit driving to concentrate on building a business empire. This well under way, Penske returned to the road racing was not as a driver but as a car owner and team manager, with his former SCCA driving school pupil, Mark Donohue, as his driver. They cleaned up in the U.S. Road Racing Championship, Trans-Am and Can-Am series for the next eight years, starting in 1966.

Penske and Donohue took Indianapolis Motor Speedway by storm in 1969, impressing veteran campaigners with their fervency as to details that must be attended to and with the immaculate condition of their racing equipment. Donohue, who finished seventh in his first Indy race, was named rookie of the year over fifth-place finishing Peter Revson, because the Establishment competitors who vote for the award were so impressed with the Penske-Donohue operation the entire month as well as on race day.

Their USAC success together culminated in 1972 with victory in the Indianapolis 500 by Donohue after teammate Gary Bettenhausen led much of the race.

Penske now allocates only a portion of his time and effort to USAC championship racing. This is due to his multiple commitments to formula 1 (Donohue driving the First National City Bank Travelers Check Penske grand prix car), ownership of Michigan International Speedway, the American Motors Matador campaign in NASCAR Winston Cup racing by Bobby Allison, consulting assignments from Sears Automotive Division, automobile and tire dealerships and other businesses.

Penske is one of the 11 super stars of the sport (only three of whom are not active competitors) named to the advisory panel of the Goodyear Motor Sport Club. Goodyear racing manager Leo Mehl expects Penske to guide the advisory panel in efforts to help solve the nation's energy, pollution and highway safety problems by applying the technology of the sport to them.

But for the California 500, Penske stands alone along the pit wall as a sort of secret weapon, an extra brain applying his experience, intuition and the thoroughness of his intellect to the problem of getting one of his drivers, Allison or Sneva, into the winner's circle. □





NORTON

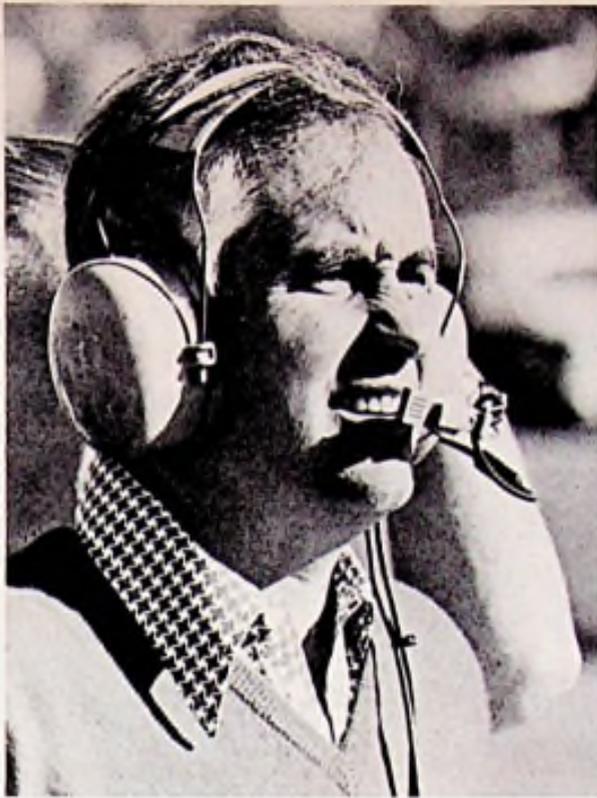
Nobody has a better track record.

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When you watch the Norton Spirit roll onto the track, you'll be seeing more than just a race car. You'll be seeing the culmination of the combined efforts of some very fast moving people. Roger Penske. Mark Donohue. Tom Sneva. And the 21,000 employees who have helped make Norton Company the world's largest manufacturer of abrasives and a prime supplier of diversified products with 77 plant locations in 22 countries. Keep your eye on the Norton Spirit. And the people it represents. They're both going places. Norton Company, Worcester, MA 01606.

Norton President, Robert Cushman and Roger Penske, President, Penske Enterprises.





WORCESTER, Mass.: January 30, 1975 — READY FOR INDY . . . Car No. 68, the "Norton Spirit" (shown above) will be entered in the Indianapolis 500 and the nine other scheduled races on the 1975 United States Auto Club (USAC) Championship Trail, it was announced today. The car's sponsor, Norton Company, also announced sponsorship of the "Norton Twin 200", twin USAC Championship and stock car races, to be run at Michigan International Speedway, Brooklyn, Michigan, July 20. This is Norton's second year as a sponsor of Penske Racing activities.

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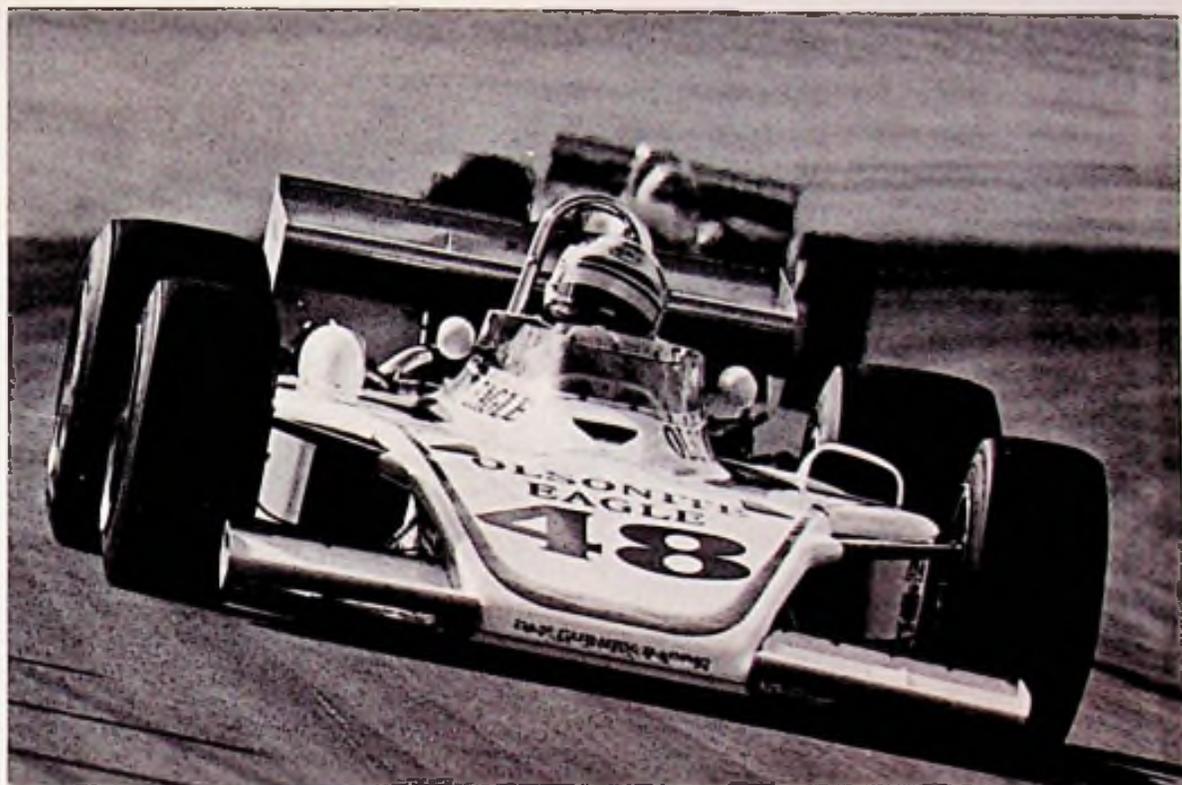
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Ask your travel agent to book you on KAL for your trip to the Orient this year. For information, phone toll-free: 800/252-9038, or contact Korean Air Lines, 1813 Wilshire Blvd., Los Angeles 90057. Phone 213/484-1900.

For California:

Ask your travel agent to book you on KAL for your trip to the Orient this year. For information, phone Korean Air Lines in Los Angeles, 213/484-1900; in San Francisco, 415/956-6373.

A Guide To Race Photography At Ontario Motor Speedway



A long lens and a news photographer's credential are musts for this dramatic angle as the cars rush out of turn four. Nikkormat EL camera, 300MM f4.5 Nikkor lens with 2X Vivitar telextender, Tri-X film, 1/1000 sec. @ f/8.

Story & photographs by Richard George and Frank B. Mormillo

One of the most popular and most frustrating subjects for the amateur photographer is auto racing. Few subjects receive more photo coverage and yet produce so much disappointment.

All too often, bad results are blamed on a lack of sophisticated equipment or an inability to get close to the action. While these factors can be hindrances to good auto racing photography, they do not present insurmountable problems at the Ontario Motor Speedway. Although safety considerations for both the spectators and the participants must place some limits on the amateur photographer's freedom of movement, there are still many good vantage points for photography at "The Big O." Some of these vantage points can be adequately covered with snapshot type cameras and elaborate or very expensive equipment is really not required to cover those locations that do call for something extra in the way of equipment.

If the photographer is restricted to a snapshot type camera or one with only a normal lens his best bet would be to purchase a garage pass that would enable him to get close enough to take pictures of the cars and drivers during pre-race preparations. The main problem here is that the photographer must be alert and ready to shoot at all times because the pace of activity in the garage area does not allow the participants much of a chance to pose for pictures; in addition, it is possible to get run over by garage area traffic if the photographer has his eyes glued to the viewfinder and isn't conscious of what's going on around him.

Another good vantage point for garage and pit area photos is from the viewing area on the roof of the garage behind the Victory Circle. This area is open to the public and all of the cars and drivers must pass

(Continued on page 95)

An Evel's eye view of the Snake River Canyon



It commanded the world's attention. Some 30,000 converged on Idaho's Snake River Canyon to see it. Evel Knievel, daredevil motorcyclist, would attempt to jump the canyon in a steam-driven "sky cycle." Uncannily, it seemed a greater challenge than a moon shot.

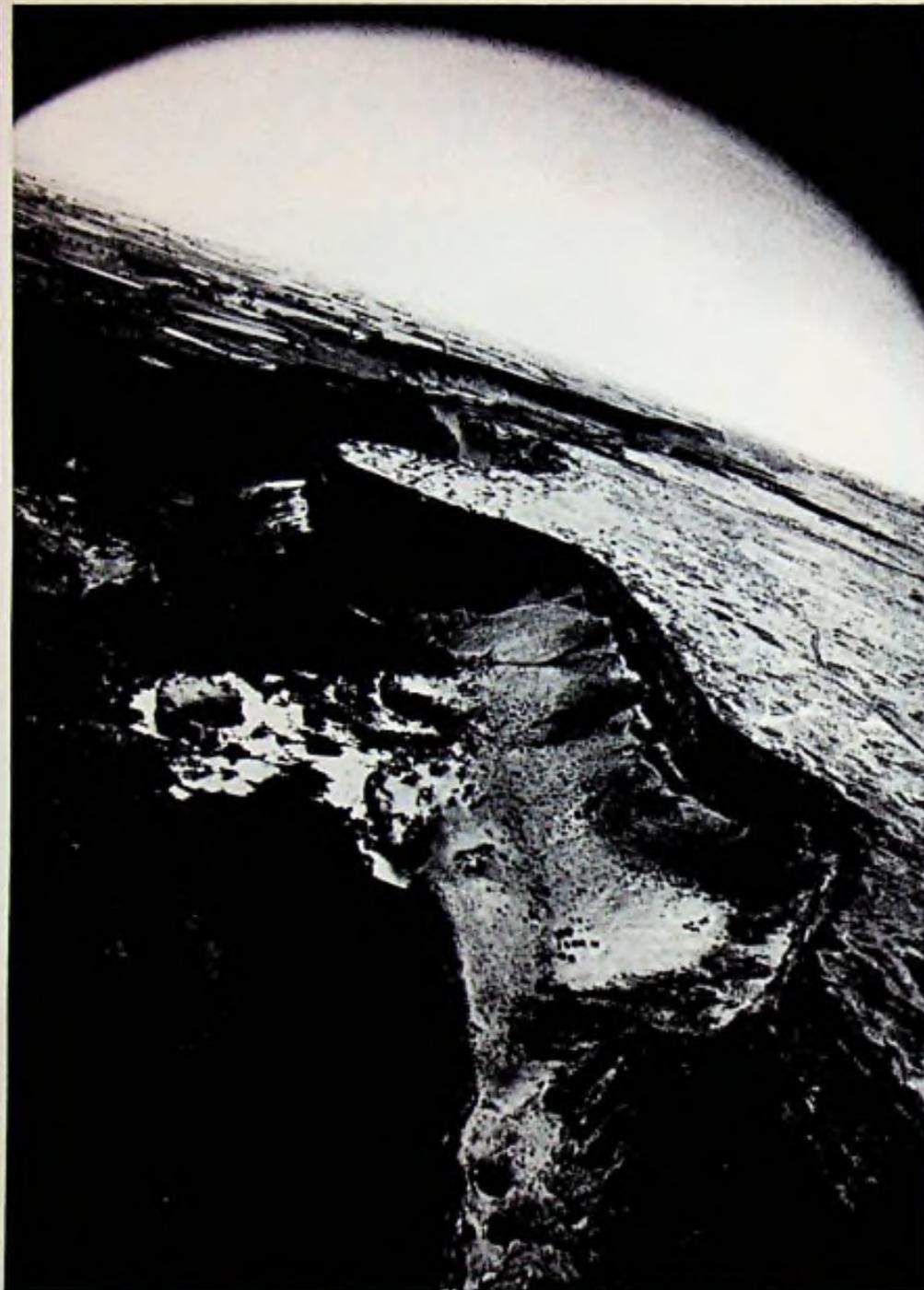
How does it feel to be shot 3000 feet into the sky and gaze down into a canyon 600 ft. deep?

To find out, photographer Stu Allen bought the rights to mount remote-controlled cameras aboard the sky cycle, bringing back an Evel's eye view of the flight.

"With \$70,000 and weeks of preparation invested in the project," says Allen, "I had to be able to recover my film — even if the sky cycle was blown all over the desert. I checked with NASA and found that their Nikons, similar to my off-the-shelf models, withstood impact tests of 0 to 50 G's in 5 microseconds — the equivalent of hitting a camera with a sledge hammer!"

The cameras would have to function in desert air, where humidity hovered at zero percent. The aft camera, mounted atop a pressurized tank of 485°F water, became so hot the film was seared.

At liftoff, the parachute opened prematurely, and the sky cycle crashed into the canyon wall with a force of 12.5 G's, tumbling down the precipice.



But Allen's Nikons worked perfectly throughout the flight, descent and afterwards, despite a smashed lens shade, cracked motor drive housing and scratches. In fourteen years, he's never had a Nikon let him down on the job.

Nikon. Cameras so reliable

they're the choice of about 90 percent of photojournalists. Lenses so superior that leading photographic magazines use them as the standard for testing all others.

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(Canada: Anglophoto Ltd., P.Q.)



Someday, you're going to need a Nikon.

Grand Prix

Anyone who has ever watched a grand prix car go slamming through a turn has felt the thrill and excitement known only to that special breed—the drivers themselves.

Now, that picture has changed. Grand Prix racing is available to you and me. And we don't have to go to Italy or France to enjoy it.

About 15 minutes from Ontario Motor Speedway you have the opportunity to get behind the wheel of a 3/4 size Formula One car and challenge a course designed to embody the curves, twists and turns of some of the world's most famous courses. Located in Pomona, at Holt and East End Avenues, this unusual new amusement for adults has found an appeal that is surpassing even the wildest expectations of its owners.

Grand Prix, the brainchild of John Z. DeLorean, a former vice president of GM, gives every amateur who has a driver's license a chance to work out those frustrated dreams that plague all speed demons. And the theory behind Grand Prix is simple. "We're trying to let the average guy sit in the racer's seat," says DeLorean. "Most people would love to take a couple

of turns around the track, but it's too costly and too dangerous. We've removed the danger and cut the cost to a buck."

For one dollar, people are getting behind the wheel of a car that has all the features of real racers, including sophisticated steering, suspension and braking systems. They take these cars on to one of two courses at the Pomona track and, for that exciting moment, change those vicarious thrills into a reality. And these drivers, from all walks of life, seem to be having the time of their life.

The catalyst in this \$1,000,000 layout is the timer. Drivers race against it, not against each other. Competition arises, naturally, out of trying to beat your neighbor's time. And the competition gets fierce. Bill Kent, General Manager of Grand Prix at Pomona, tells of one man who wouldn't quit until he had beaten his buddy's time. "Unfortunately," said Kent, "we had to put the lights out and go home. But he was back the next day."

So, for whatever the reason, be it thrills, relief of tension, the need to race in a high performance car or just pure competition, the fact remains that we, racing's Walter Mittys, finally have a place to "get it on."

The Grand Prix cars are on display at the Ontario Motor Speedway during the California 500. It's worth your time to take a look. □

What would you give for the RIDE OF YOUR LIFE?



...How about a buck?

That's all it costs for the thrill you'll never forget. It's Formula One racing—and you are the driver. The turns, the straight-away, the timer... all this excitement can be found at the Grand Prix track in Pomona.

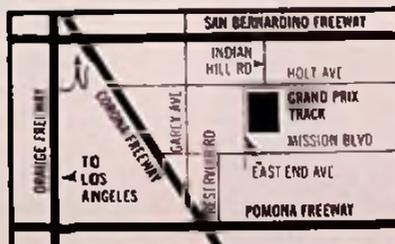
Bring this ad for one free lap with the purchase of another lap ride. (Offer expires April 1, 1975.)

See you on the starting line!



GRAND PRIX

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THE CHAIRMAN OF THE BOARD: ANTON TONY HULMAN



Tony in 1948



Tony Today



by Ron Mitchell

When Tony Hulman walks into a room, heads turn, conversation quiets for a moment and the man shyly smiles — and tries to be as inconspicuous as possible.

Nothing pleases him more than to slip into a gathering and be absolutely ignored. He'd rather be overlooked than toasted and if he can be taken for one of the "boys" his day (or night) is complete.

But there's no way Anton (Tony) Hulman Jr. can be either overlooked or underrated. He has that certain touch of class that would set him apart in almost any gathering and the power to back up any decision he might make.

There are many people in this world of ours who have the same impact; but not many who can parlay grace with "clout" and stay in the background of so many endeavors.

One of America's wealthier men, the sprightly sportsman from Terre Haute was a hurdler in college (Yale), a champion sports fisherman afterwards and now, in addition to being a most-successful businessman, has such an abiding love for auto racing he'll go to almost any lengths (or spot on the globe) to promote the sport.

"Tony has to be one of the world's greatest men," says A.J. Foyt who has to bow his head to no one. "He's also what I consider a gentleman. I don't think he'd ever hurt someone, either accidentally or on purpose. There aren't many like him anymore."

It's no accident that he's a gentleman. That's the way he's lived his entire life. And, like many men of power, he learned long, long ago that it's better to sit in the shade than in the spotlight of attention.

It was just after World War II that Hulman really stuck his teeth (and pocketbook) into the racing game. He was already known as a wealthy sportsman and philanthropist in Terre Haute after leading Hulman & Company into even better financial condition than he'd found it when he took over the family business—and extended his holdings and business interests into many other fields.

But it took a guy called Wilbur Shaw to turn the man into the sport of racing.

As everyone should know by now, World War II had left the Indianapolis Motor Speedway a derelict, with shaggy grass and weeds ruining the landscape and the wooden structures around the 2-1/2-mile track sagging and splintering and shedding paint flakes all over the place.

There couldn't have been anything particularly attractive about the place when Tony made his first visit. Surely it had to be a super selling job by Shaw that sparked the interest—and State pride—to pull him into a resurrection job.

"I wasn't there when he made that first visit," says an Indy old-timer who still remembers the smell of castor oil. "But I know what the place looked like—and it wasn't very good."

But Wilbur, suave and dashing and as much a man of the world as Tony wasn't, had his man down pat. He convinced him, flat out, that the only way Indianapolis could be "saved" was for someone with money and pride to tap his bank account, hire the

right people and show the world that the city and State were still the racing capital of the world.

Eddie Rickenbacker was the man who had owned the place first built by four prominent Indianapolis businessmen. He quickly set Shaw straight on any future involvement, pointing out he had neither the money nor the desire to restore the place to working condition.

"But," said Eddie, "If you can find a buyer interested in preserving the 500, I'll sell the track for exactly what I have in it."

Finally, on November 14, 1945, Hulman signed the papers that made him the new owner; Shaw was named president and general manager and Clarence Cagle was brought over from the Terre Haute business empire to supervise rebuilding and reconstruction that still goes on.

"There's no one except Tony who would have accepted the challenge and spent the money necessary to bring the place back to shape," says Lindsey Hopkins, a millionaire sportsman in his own right who would rather go racing than just about anything in the world.

He didn't go into it for fame or fortune—although the fame came rather easily as he turned the Indianapolis facility into a showplace of speed, continually throwing back any profits he made into modernization of the place and happily wandering through the premises, keeping an eye on the work and not a bit afraid to raise a bit of heck with Clarence and his crew if a favorite tree was cut down.

Indianapolis, of course, was only one of many business endeavors that kept the man on the go so much he had to occasionally forget where in the world he was scheduled next.

But he never learned to be ungraceful—and never will.

Several years ago, when he made a trip to Europe, he worried and fretted about being away from home and family—and wondered if he'd brought along enough spending money for the short trip.

"Are you sure I've got enough money," he asked a newspaperman friend who almost dropped his teeth when queried about how much "extra" he had brought along.

"Yeah," he replied after a pause. "I don't think you're going to have anything to worry about—and no one's credit can be any better than yours if you do get in a bind."

So he made the trip, gave his now-famous "Gentlemen, Start Your Engines" speech and stepped back into the crowd to watch the festivities.

He did the same thing later on a trip to Japan for the United States Auto Club's only racing endeavor in Japan.

This time, on the eve of the race, he was sitting in a corner reading a scrap of paper and trying to memorize the Japanese words for the Indianapolis-based slogan.

"Hey Tony," the same newspaper guy said, "I don't think you have to worry about Japanese. They'll know what you mean."

"No," he replied with a vigorous shake of the head. "I want to do it right and it's only polite if I

use their language—if I can remember the words tomorrow."

This was the real Tony Hulman in action.

Human? Sometimes too much so and so compassionate he has a hard time saying no to anyone. His friends and co-workers always try their best to screen him away from embarrassing moments, but seldom succeed as he smiles that famous shy grin, and edges into an introduction, sticking out his hand, ducking his head and trying to catch the names of the people he was talking to.

At 74 years of age, he looks and lives like a 50-year-old and the only time he slows his pace is when the doctor says so or he comes down with a cold.

When the Ontario Motor Speedway's original stockholders group fell into dire straights and it looked as if the world's most modern facility would go down the bankruptcy drain, there was Tony and his Indianapolis Motor Speedway Corporation ready to help Parnelli Jones and his group add prestige and green stuff to keep the plant open.

"He needed to take on a project of that magnitude like he needed a hole in the head," said a close friend. "But there was no way he was going to back off and let racing lose such a facility if he could help it with either money or prestige, or both.

"And don't think he went into it half-hearted. He had Clarence out there to make sure the place was brought up to snuff and Joe Cloutier to keep an eye on the financial picture.

"There have been a lot of people who have underestimated Tony in the business world as well as the racing world—and 99.44 percent of them have discovered he never goes into a project halfway.

"I don't know that much about his total business interests, but he's on a flock of boards of directors of big corporations and let me tell you, the man is listened to."

There's no way the man will step voluntarily into the limelight—unless he's convinced he's needed to light a spark of interest.

And he's sentimental enough that when his immaculate twin Beech airplane finally was replaced by a faster turbo-prop job, there was no way in the world the old silver beauty was going to be either traded in or sold outright.

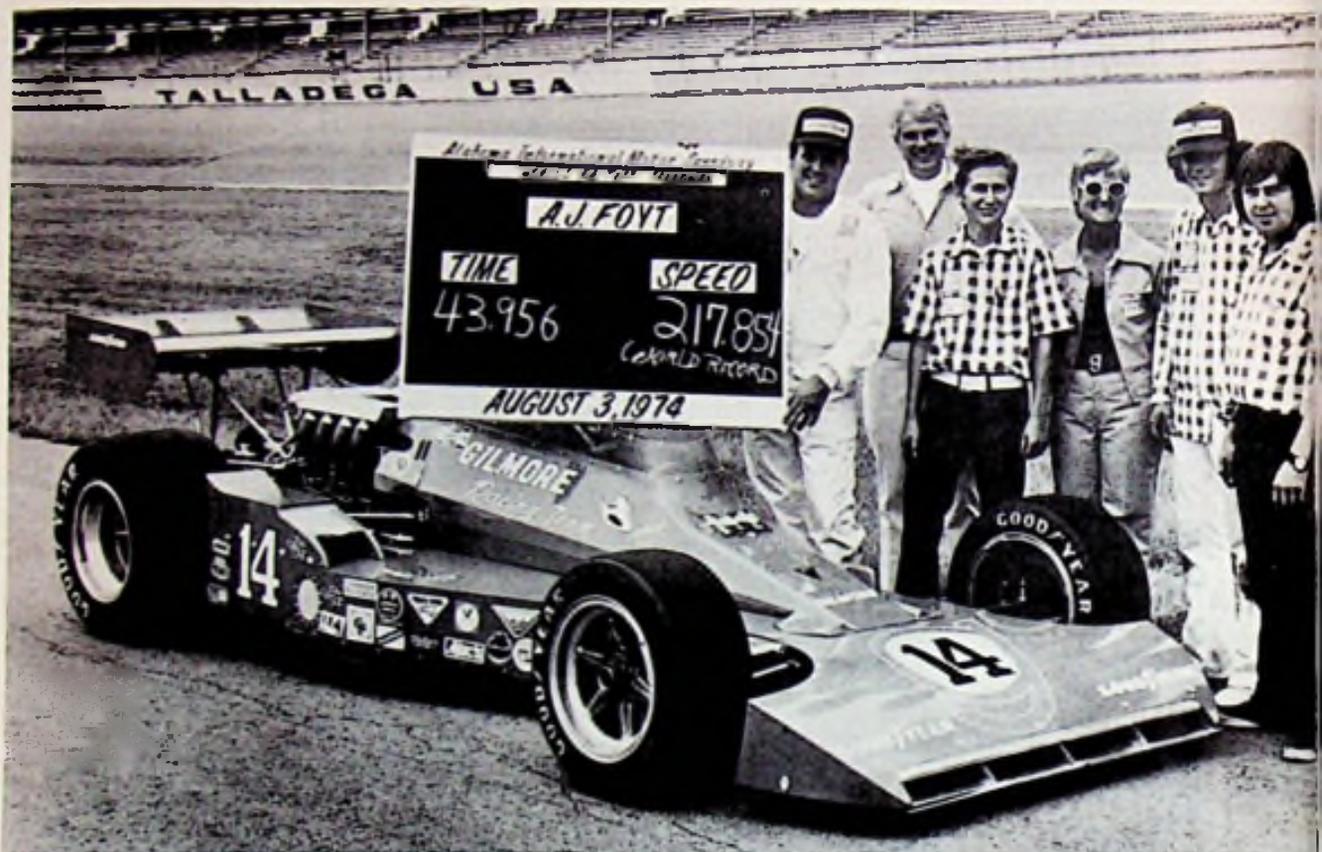
Instead, it was parked in a hangar near Tony's Terre Haute headquarters and babied just like the hundreds of antique cars he owns and is constantly having restored to original condition for displays at the Speedway Museum or special displays where they're needed.

He takes such great pride in mechanical objects of the past that he's even had old-time steam engines restored and only a few years ago put one of them, along with an old-fashioned railway car, on the tracks and had a party for some friends.

No one will probably ever write an autobiography with the man who has done so much for so many in the racing game—mainly because he doesn't want it.

"Why do you want to write anything special about me?" he honestly asked a reporter not too long ago. "I don't think I would make an interesting story."

If he wouldn't, who would? □



GILMORE RACING TEAM

by Michael Kemerling, Public Relations Gilmore Racing Team

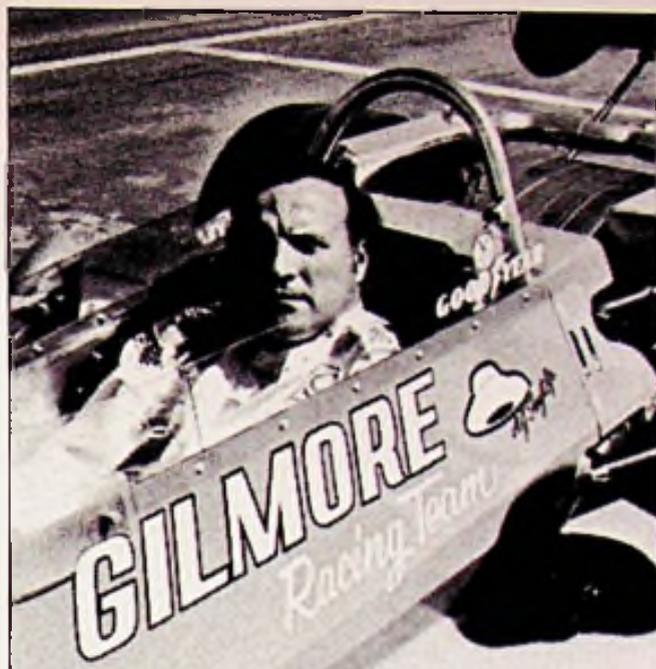
Competition at the Ontario Motor Speedway is always tough and with the sixth running of the California 500 there is no reason to believe there should be exception. A front runner in the 1975 competitive effort is one tough Texan, A.J. Foyt, Jr.—the winningest United States Auto Club (USAC) driver in history.

A.J., driving for the Gilmore Racing Team, led the field of qualifiers for the 1974 California race. With the first wave of the green flag, the brilliant poppy red Gilmore/Foyt car was again pacing the field. A sizable lead soon distinguished the Gilmore/Foyt car as the one to watch, but, as a part of the unpredictability of racing, A.J. was sidelined early after debris shaken from another car severed his fuel line. Disappointing, yes, but intensifying the quest for victory in the 1975 California 500 to make A.J. Foyt the first driver ever to win the "Triple Crown" of auto racing (Indianapolis 500—'61, '64, '67; Pocono/

Schaefer 500—'73; and the California 500).

History was made by A.J. Foyt last year when he set the World's Closed Course Speed Record. He powered his Gilmore machine to an incredible 217.854 mph at the high-banked Talladega, Alabama track.

The California 500 will mark the beginning of the third year A.J. has been sponsored by race enthusiasts Jim and Diana Gilmore of Kalamazoo, Michigan. The Gilmores, who have been in championship racing for the past eight years, have sponsored drivers Gordon Johncock, Mel Kenyon, Jimmy Caruthers, Lee Kunzmann, Sammy Sessions, former world driving champion Jack Brabham and the late Art Pollard. Commenting on their prospects for 1975 the Gilmores noted, "We could not be happier with our 1975 racing plans. We respect A.J. as a friend and as one of the finest drivers of all time. The new year started with great success when A.J. won several midget races in



**JUST ONE WATCH
IS EQUAL TO THE
CHAMPIONSHIP
PACE OF
A. J. FOYT.**

 He's called "King of the Brickyard," as three-time Indy winner. In his victory trail are the Daytona 500, Le Mans, and \$2 million in racing earnings. And for A.J., there's just one watch: Rolex. His 18kt. gold Rolex Day-Date, with matching President bracelet, is an impregnable 30-jewel chronometer. Its self-winding movement reads date and day in full. To A.J., who designs and builds his own cars, hand-crafted performance is everything. \$2,800.

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Newport Fashion Island • Northridge Fashion Center

San Bernardino • Santa Barbara • San Diego • Las Vegas

New Zealand and Australia. We naturally want to continue the 1975 list of victories knowing if any one team can do it, A.J. and his team can. A.J. is a tremendous competitor striving for the best in himself and those around him."

The Ontario Motor Speedway, always a favorite Gilmore/Foyt race track, was the location for deciding on an expanded racing team in 1975. During the L.A. Times 500, A.J. Foyt, Jim Gilmore and Hoss Ellington completed negotiations and announced plans to campaign a car on the 1975 NASCAR Grand National Circuit. With 1972 Daytona 500 winner A.J. Foyt behind the wheel of a 1975 Chevrolet prepared by Hoss Ellington and sponsored by Jim Gilmore, the Gilmore/Foyt Team should bring even greater excitement to racing and to the Ontario Motor Speedway.

Championship car No. 14 and Stockcar No. 28 are definitely cars to watch in 1975. □

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54.0	166.667	50.3	178.926	46.6	193.133
53.9	166.976	50.2	179.283	46.5	193.548
53.8	167.286	50.1	179.641	46.4	193.966
53.7	167.598	50.0	180.000	46.3	194.384
53.6	167.910	49.9	180.361	46.2	194.805
53.5	168.224	49.8	180.723	46.1	195.228
53.4	168.539	49.7	181.087	46.0	195.652
53.3	168.856	49.6	181.452	45.9	196.078
53.2	169.173	49.5	181.818	45.8	196.507
53.1	169.492	49.4	182.186	45.7	196.937
53.0	169.811	49.3	182.556	45.6	197.368
52.9	170.132	49.2	182.927	45.5	197.802
52.8	170.455	49.1	183.299	45.4	198.238
52.7	170.778	49.0	183.673	45.3	198.675
52.6	171.103	48.9	184.049	45.2	199.115
52.5	171.429	48.8	184.426	45.1	199.557
52.4	171.756	48.7	184.805	45.0	200.000
52.3	172.084	48.6	185.185	44.9	200.445
52.2	172.414	48.5	185.567	44.8	200.893
52.1	172.745	48.4	185.950	44.7	201.342
52.0	173.077	48.3	186.335	44.6	201.794
51.9	173.410	48.2	186.722	44.5	202.247
51.8	173.745	48.1	187.110	44.4	202.703
51.7	174.081	48.0	187.500	44.3	203.160
51.6	174.419	47.9	187.891	44.2	203.620
51.5	174.757	47.8	188.285	44.1	204.082
51.4	175.097	47.7	188.679	44.0	204.545
51.3	175.439	47.6	189.076	43.9	205.011
51.2	175.781	47.5	189.474	43.8	205.479
51.1	176.125	47.4	189.873	43.7	205.950
51.0	176.471	47.3	190.275	43.6	206.422
50.9	176.817	47.2	190.678	43.5	206.897
50.8	177.165	47.1	191.083	43.4	207.373
50.7	177.515	47.0	191.489	43.3	207.852
50.6	177.866	46.9	191.898	43.2	208.333
50.5	178.218	46.8	192.308	43.1	208.817
50.4	178.571	46.7	192.719	43.0	209.302



Miss Ontario

Miss Ontario Motor Speedway for 1975, Judy Stallings, is a lovely blue-eyed blond from Upland, California. Judy, a Valentine's Day baby just 21 years ago, is a graduate of Upland High School and has attended Chaffey College, JoAnne Warner School of Dance, John Robert Powers Modelling School, Studio Seven Modelling School and is a 1974 graduate of Maxine Anderson's School of Commercial Acting Technique.

Miss OMS is kept busy working as a professional model. Her hobbies include writing, sewing, painting and macrame. She keeps fit by swimming, horseback riding and hiking.

Judy is ambitious and does her best in all her undertakings. Someday she hopes to marry and have a family, but in the meantime, she's busy working, learning and being happy.

Serving in Miss OMS' court are Erika Griegorian of West Covina, Linda Smith of Riverside, Kim Stalwick of LaVerne, and Marilee Taylor of Pomona.

All the girls will be riding on the Queen's float in the Festival Parade on Euclid Avenue in Ontario at 10:00 a.m., March 8, and again in the Pre-race Parade at OMS on Sunday morning preceding the 1975 California 500.



'Good Old Boys' And Their Good Old Stocks Will Battle Again At OMS on November 23

Richard Petty, Bobby Allison, David Pearson, A.J. Foyt, Cale Yarborough and the rest of the NASCAR traveling stock car circus will return to Ontario Motor Speedway Sunday, Nov. 23, for the second running of the Los Angeles Times 500 Grand National Stock Car Race.

And, if it's anything like last year's race, it'll be "Katy, Bar The Door!"

Allison grabbed the victory, but only after 38 official lead changes in the most thrilling race in the history of OMS. For 185 of the 200 laps around the 2½-mile oval, Petty, Allison, Foyt, Pearson and Yarborough fought for the lead, changing the front position as

many as four times a lap. Attrition did them all in save Allison and second place Pearson who finished 48 seconds behind Bobby's Matador.

Race director Glenn Davis has already lined up the complete NASCAR cast of characters from the Southeast and will augment the field with the stars of the Grand National West series.

"We know the fans were delighted with the first Times 500," Davis said, "and we believe we can provide another good show."

Davis said advance ticket information will soon be available by writing to the Special Events Department, Los Angeles Times.

**Exciting NASCAR Stock Car Racing
Returns To ONTARIO MOTOR SPEEDWAY**



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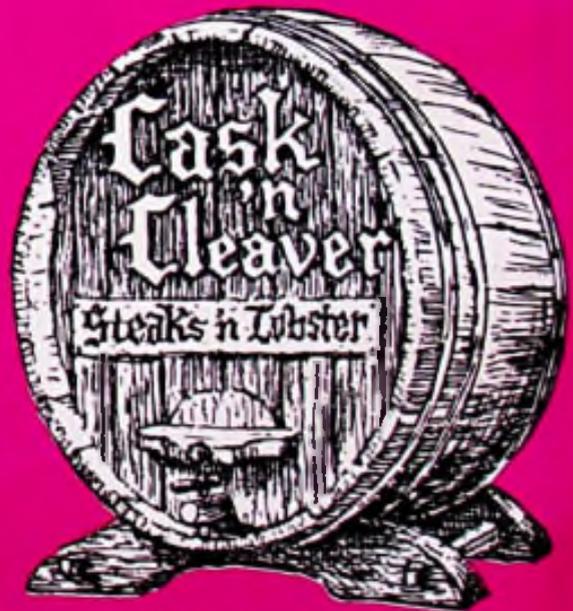
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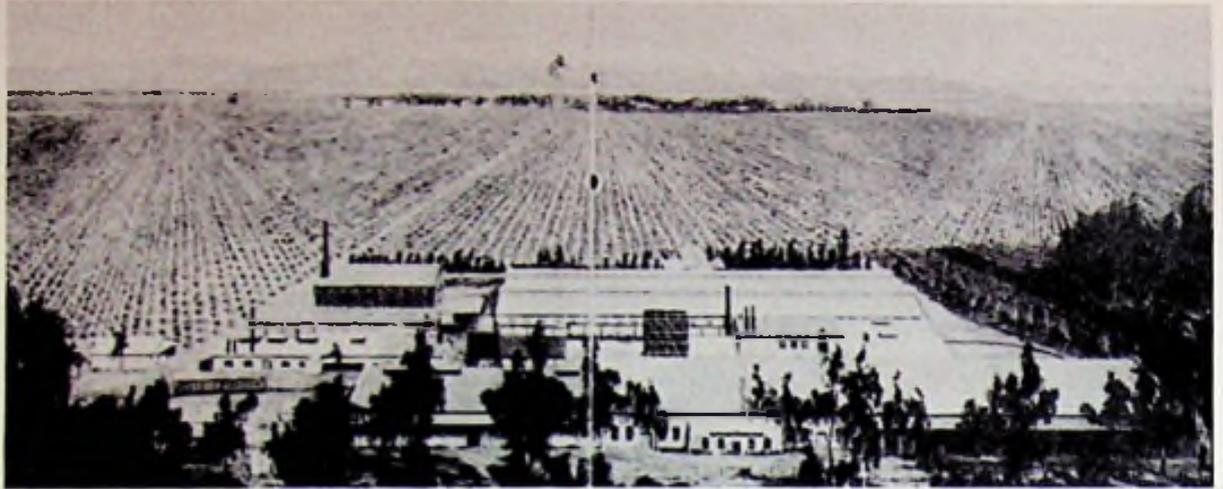
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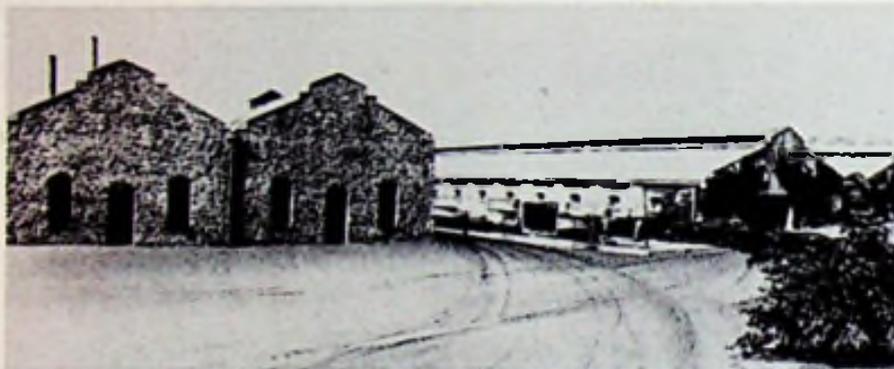
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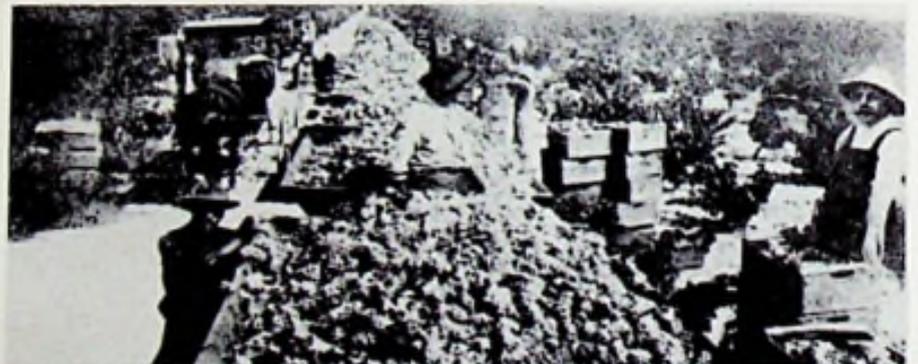
THE PHOTOGRAPHS BELOW WERE TAKEN AROUND 1915. THE COMPANY DATES FROM 1832



Bird's-eye View of Company's Plant and a Portion of the 4,000-acre Vineyard, Guasti, California



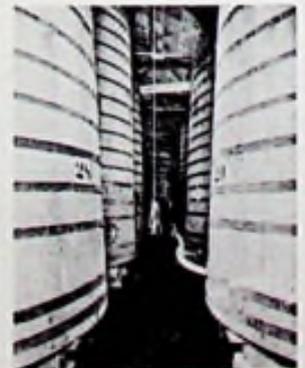
Spirit Room, Fortification Room and Fermenting Cellar, the Largest in the World



Loading Grapes on Cars in Vineyards at Guasti, California



Hauling Grapes on Company's Private Railroad, Guasti, California



35,000-gallon Tanks

THE BROOKSIDE STORY

THE VINEYARDS

The Brookside Vineyard Company has wine grape acreage in both the oldest California Wine District, and one of the newest. The oldest is the Cucamonga Wine District, and one of the newest is at Temecula, the Rancho California Wine District. The company has about 1000 acres of vines in each of these two districts.

The Biane family started its vineyards in the Cucamonga District in the 1880's and have been farming their lands continuously ever since. The first vines were planted in this district in the 1860's. The earliest plantings were to the famous grape of the Franciscan missionaries, the Mission grape, and to California's unique varietal grape, the Zinfandel. These grapes are the foundation of California's own classic wine varieties.

At Temecula, Brookside is heavily involved in the development of one of California's newest wine districts. This climatic region is totally unique in Southern California. The weather and growing patterns are identical with Northern California regions, such as Napa and Sonoma. Here Brookside has planted aristocratic varietal grapes such as Pinot Noir, Pinot Chardonnay, Cabernet Sauvignon, Johannisberg Riesling, Emerald Riesling, Chenin Blanc, French Colombard, Gamay Beaujolais, Pinot St. George, Zinfandel and Petite Sirah. With its huge vineyard acreage, Brookside is one of the largest vineyard holding wineries in California.

THE WINERIES

Brookside's wine making activities take place in the Cucamonga Wine District. The headquarters is at Guasti, a magnificent stone building of heroic proportions with walls over three feet thick made of native field stone and mortar. It is over 600 feet long and 100 feet wide and has the largest underground aging cellar in the United States. At Guasti, are Brookside's primary aging cellars, blending and bottling facilities, its laboratories, and a Wine Museum.

Four miles from Guasti, in Cucamonga, is Brookside's second major facility, the Pierre Biane Winery, which is our primary wine making and storage complex.

The third Brookside Winery is on Haven Avenue in Cucamonga, with special equipment for the production of sherries, champagnes, and other fine wines.

The fourth winery is a small premise on Archibald Avenue, south of Guasti, for the aging of Brookside's fine sacramental wines. These wines are tradition for Brookside, since 1883, and here is found some of the oldest cooperage of the company.

Lastly, in Sacramento, is a fine aging facility, the old Mills Winery, on Folsom Boulevard, it was built by Chinese labor in 1910.

Tours are conducted every day at Guasti, and the public is invited to visit any time.

THE RETAIL CELLARS

Brookside pioneered the revolutionary concept of presenting its entire production of fine wines to the public in its own branch wineries. In branch wineries, it is possible for people to **TASTE** any of Brookside's fine wines before deciding which ones they want to take home. The idea was so successful that, today there are 30 Brookside Wineries and Tasting Cellars in California and Arizona. There will be further expansion in California and many states where the very special way Brookside brings its wines to the public is permitted under existing laws.

Brookside offers the most complete selection of wines and wine products produced by any wine-grower in the state. There are over 100 separate items. Brookside offers its fine wines under three labels: **ASSUMPTION ABBEY, VACHÉ** and **BROOKSIDE**, and in price ranges agreeable to anyone's budget. But best of all, there is the obvious saving of buying your wine directly from the winemaker. Such a distinguished and extensive line of wines and wine products is possible only because of the enormous variety of grapes available from its own vineyards. The Brookside Vineyard Company feels that the accumulated knowledge and skill of five generations of winemakers is the underlying reason for both the company's success and the elegance of its prize winning wines.

THE HERITAGE

Winemaking is filled with reverence for tradition. Generation after generation of dedicated families continue to practice with pride the ancient art of the vintner.

The Brookside Vineyard Company was founded in 1832 and is the State of California's oldest business. It has been operated by members of the same family for over 140 years, and has served the public and the clergy under three flags—Mexico, the California Bear, and the United States.

Brookside had its beginning with the arrival in California of Theophile Vaché and his three nephews. The entire Vaché family had been in the wine business for generations on the Isle of Oleron off the Bordeaux coast of France. Marius Biane, another French winemaker also decided to see what kind of future California held for the wine grape, and married into the Vaché family.

Today, the Chairman of the Board of Directors is Philo P. Biane, a member of Brookside's fourth generation. Active 5th generation members include Pierre Biane, president; Michael Biane, executive vice president and sales manager; René Biane, vice president and production manager; and Francellene Biane Roper, in charge of customer relations and central buying. Waiting in the wings are the members of the 6th generation of Biances. □

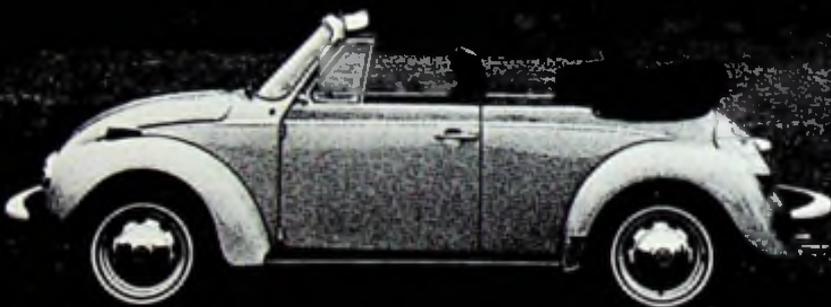
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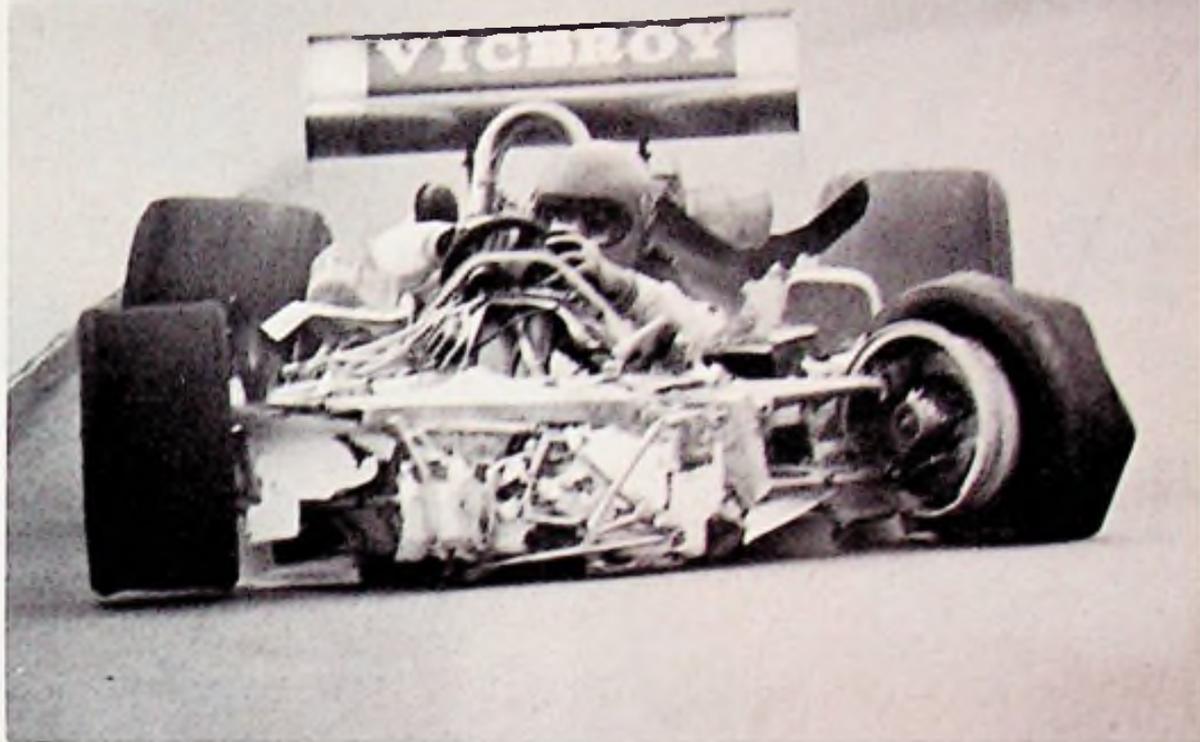
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'Lotsa Luck' For Superteam... ALL BAD



They called 'em the "Super Team" when they joined forces in 1972.

And, indeed, the combination of Al Unser and Mario Andretti for their new sponsor, Viceroy, and car owners Parnelli Jones and Vel Miletich looked super. Unbeatable was the word.

After all, the two drivers had won the three previous Indianapolis 500 races—Mario in 1969 and Al in 1970 and 1971.

And, among all-time winners for the U.S. Auto Club, Mario ranks No. 2 and Al No. 3. Only remarkable A.J. Foyt had won more races.

Now it is 1975. The "super team" has assembled at Ontario Motor Speedway for the start of their fourth season together. What have the past three years been like for two of racing's all-time superstars?

Well, not so super. At least when it comes to USAC championship car racing—the type they'll be doing at Ontario in the sixth annual California 500.

In three years together, the two drivers—who had amassed a total of 57 USAC championship victories from 1965 to 1971—have won three races between

them . . . none in 1972 . . . two in 1973 (one each) . . . and one (Unser) in 1974.

"That's got to change," vows Andretti, who makes his fourth appearance in a Viceroy Special in the California 500. "I wish we knew what the answer was. But it was always something different. A series of crazy things have plagued us."

"It's frustrating not to win once you've won," says Unser, who did finish second in last year's California 500, only a heartbeat behind his brother, Bobby. "You know how to win, but you aren't."

It hasn't been a matter of fading talents. The two 34-year-olds have continued to be winners and front-runners in other types of competition. Al has won in stock cars and captured the USAC dirt track championship in 1973 with a Viceroy car for Jones and Miletich in a wild season-long duel with his teammate. And when Unser's car would finish he was right there—second at Indianapolis in 1972, second last year at Ontario, first at Texas in 1973 and first last year at Michigan International Speedway. But most of the time, he hasn't been able to finish.

Andretti, meanwhile, set a world's closed course

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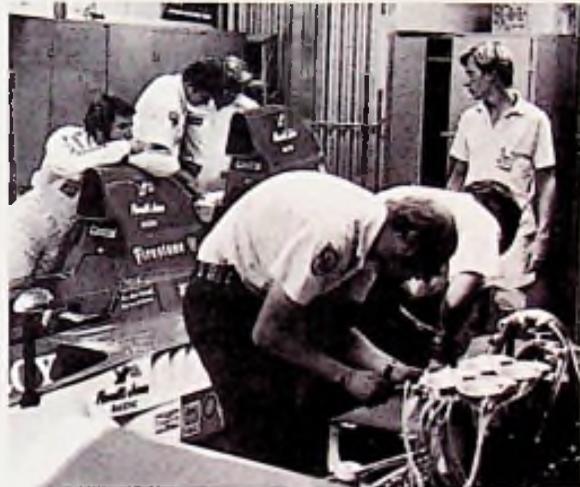
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record at Texas in his 1973 Viceroy Special, won the USAC dirt track championship last year and missed by a shadow of winning the 1974 Formula 5000 championship in his Viceroy-Lola. He had seven major triumphs during the year, including four in Formula 5000 and a world's manufacturers' event in Italy for Alfa Romeo.

So obviously it hasn't been a case of two of racing's big names losing their "touch."

"There's no rational reason in this business why you're on top one day and down the next," says Unser. "Two years ago Bobby had the fastest car on the circuit and couldn't win a race. Then it turned around for him last year. He only failed to finish one race. Same car. Same crew. And he wins the championship."

Unser admits "you can get a little paranoid."

"My deal just fell apart. My luck went. I can't even finish a damn race. In 1973, I think I finished two races," he continued.

"That year . . . here at Ontario . . . I was catching Dallenbach (Wally, the eventual winner) when the

transmission shaft broke. I don't ever remember that happening before. Why did it wait until I had gone 490 miles? I can't blame the mechanics. It's not their fault. Or mine."

Neither Unser or Andretti think the answer is to "baby" a car. They're both hard runners.

"When I won (the Indianapolis 500) in 1971 I drove that car to death and I won it," recalls Unser. "I wasn't trying to nurse it. Since my luck has gone bad, I admit I have tried to 'baby' cars, run at the back of the pack and work up gradually . . . and still I can't finish."

Andretti won't compromise when it comes to being competitive. In 1972 he led six straight races, including the California 500, yet couldn't win a race all season. Something always happened.

"I'd rather run hard, be competitive, even if it means taking a chance on breaking. There's no way I want to 'pussyfoot' out there."

At this point the slate is clean again.

Can the "Super Team" change its luck on the USAC championship trail? □

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1975 CALENDAR OF EVENTS

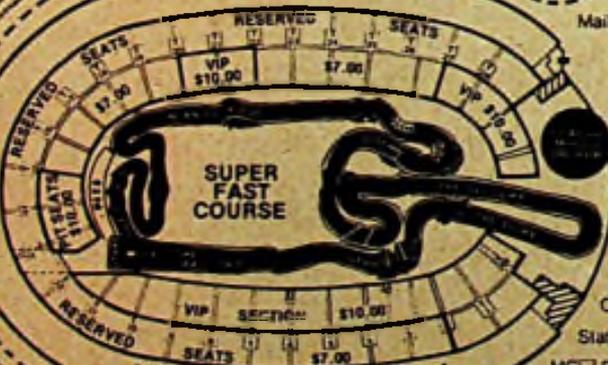
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|--------------------|--|
| March 23 | Double Header Event
Opening of "Big O" Motocross Course with 15-event "MX at the O"
American Federation of Motorcyclists Road Race |
| March 24 | Daily Open Track on Motocross Course |
| April 13 | Southern California Karters — Road Course Race |
| April 19, 20 | Double Header Event
American Federation of Motorcyclists Road Races
Motorcycle Show and Swap Meet |
| May 2 | Red Cross Art Auction |
| May 3, 4 | Porsche Owners of America Road Races |
| May 10, 11 | Southern California Karters Road Races |
| May 17, 18 | Southern California Sports Car Club Races |
| May 24, 25, 26 | Double Header Event
Porsche Owners Club Annual Final Road Races
Concours Elegance |
| May 25, 26 | "California Cross" Motocross Races |
| June 1 | World's Largest Outdoor Market and Swap Meet |
| June 7 | Inland Empire Mobile Home and Recreation Vehicle Show |
| June 14 | "Oldies But Goodies" Concert (tentative) |
| June 22 | American Federation of Motorcyclists Road Races |
| June 28 | Southern California Sports Car Club Races |
| July 4 | Double Header Event
Outdoor Market and Swap Meet
Kiwanis Fireworks Show and Spectacular |
| July 5, 6 | Sports Car Road Races (tentative) |
| July 6 | Outdoor Market and Swap Meet |
| July 18, 19 | National Truck-In |
| July 26 | Concert (tentative) |
| July 27 | Pat Manning: Motorcycle Road Races |
| August 3 | Outdoor Market and Swap Meet |
| August 16 | Country Western Concert and Camp-Out (tentative) |
| August 17 | American Federation of Motorcyclists Road Races |
| August 29, 30, 31 | Coca-Cola California Grand Prix |
| September 1 | Outdoor Market and Swap Meet |
| September 6 | "Last of Summer" Concert |
| September 13, 14 | Porsche Owners of America Road Races |
| September 21 | American Federation of Motorcyclists Road Races |
| September 20-28 | Inland Empire Auto Show |
| October 3, 4, 5 | Champion Spark Plug Motorcycle Classics |
| October 10, 11, 12 | NHRA Supernationals and World Finals |
| October 18, 19 | Special Motocross Races |
| October 26 | Pantera Owners Club Road Races |
| November 2 | Outdoor Market and Swap Meet |
| November 9 | American Federation of Motorcyclists Road Races |
| November 16-23 | Los Angeles Times NASCAR Grand Nationals |
| November 29, 30 | State High School Motocross Championship Races (tentative) |
| December 7 | Pat Manning: Motorcycle Road Races |
| December 26-31 | Special Holiday Events (tentative) |

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PRESENTS



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OFFICIAL RESULTS FIFTH ANNUAL CALIFORNIA "500" - MARCH 10, 1974

Position	No.	Driver, home town, car	Laps	Status	Start	Money
1	48	Bobby Unser, Albuquerque, New Mexico, Olsonite Eagle/Offy	200	Running	3	\$91,390.90
2	15	Al Unser, Albuquerque, New Mexico, Viceroy Eagle/Offy	200	Running	8	61,778.40
3	55	Jerry Grant, Irvine, Cobre Firestone McLaren/Offy	199	Running	17	22,290.90
4	21	Jimmy Caruthers, Anaheim, Cobre Firestone Eagle/Offy	198	Running	4	16,315.90
5	9	Lloyd Ruby, Wichita Falls, Texas, Unlimited Eagle/Offy	197	Running	6	12,090.90
6	2	Wally Dallenbach, E. Brunswick, N.J., Patrick Eagle/Offy	196	Running	10	7,715.90
7	98	Mike Mosley, Brownsburg, Indiana, Lodestar Eagle/Offy	195	Running	20	6,865.90
8	1	Roger McCluskey, Tucson, Arizona, McLaren/Offy	193	Running	9	6,678.40
9	89	John Martin, Long Beach, Un-sponsored Special McLaren/Offy	193	Running	21	6,165.90
10	27	Tom Bigelow, Whitewater, Wisconsin, Bryant Vollstedt/Offy	192	Running	22	5,465.90
11	82	George Snider, Bakersfield, Greer Coyote/Foyt	192	Running	23	5,103.40
12	24	Tom Sneva, Spokane, Washington, Kingfish/Offy	192	Running	25	4,715.90
13	94	Bentley Warren, Gloucester, Mass., Vatis Finley/Offy	187	Running	24	4,578.40
14	92	Bill Simpson, Redondo Beach, Apple Annie Brabham/Offy	180	Running	26	4,253.40
15	45	Jim McElreath, Arlington, Texas, Thermo King Eagle/Offy	173	Engine	7	5,990.90
16	53	John Cannon, Hollywood, Minnesota, Serendipity Atlanta/Foyt	173	Running	28	3,978.40
17	93	Bob Harkey, Indianapolis, Indiana, Cicada Racing Cicada/Offy	154	Gear box	30	3,590.90
18	86	Al Loquasto, Easton, Pennsylvania, Martin Guitler McLaren/Offy	152	Time gear	31	2,890.90
19	16	Joe Leonard, San Jose, Parnelli Eagle/Offy	146	Wreck	19	4,840.90
20	8	Gary Bettenhausen, Indianapolis, Indiana, Penske McLaren/Offy	146	Running	16	3,915.90
21	4	Billy Vukovich, Fresno, Sugaripe Prune Eagle/Offy	141	Piston	15	3,553.40
22	77	Salt Walther, Dayton, Ohio, Dayton-Walther McLaren/Offy	128	Engine	13	3,690.90
23	76	Rick Muther, Laguna Beach, Webster/Offy	121	Engine	27	2,640.90
24	18	Steve Krisloff, Parsippany, Pa., American Kids Eagle/Offy	93	Fire	5	6,790.90
25	5	Mario Andretti, Nazareth, Pa., Viceroy Parnelli/Offy	91	Engine	14	5,290.90
26	7	Gordon Johncock, Phoenix, Arizona, Patrick Eagle/Offy	71	Wreck	18	3,053.40
27	3	John Rutherford, Ft. Worth, Texas, McLaren/Offy	49	Piston	2	10,215.90
28	44	Dick Simon, Salt Lake City, Utah, TraveLodge Eagle/Foyt	38	Piston	12	3,640.90
29	42	Jerry Karl, Manchester, Pa., Lindsey Hopkins Eagle/Offy	32	Suspension	11	3,465.90
30	14	A.J. Foyt, Houston, Texas, Gilmore Coyote/Foyt	23	Oil tank	1	18,765.90
31	28	Mike Hiss, Tustin, Eisenhower Eagle/Offy	17	Wreck	33	2,990.90
32	23	Skip Barber, Carlisle, Mass., Crower Eagle/Chevy	8	Heating	29	2,690.90
33	97	Johnny Parsons, Jr., Indianapolis, Indiana, Lodestar Eagle/Offy	0	Gear box	32	2,140.90
TOTAL						\$349,550

Average speed: 157.017 mph. Time of race: 3 hours, 11 min., 3.71 seconds. Margin of victory: 0.58 seconds (Record).
Lead changes: 21. Yellows: 7 for 38 laps.



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Roger McCluskey

Roger McCluskey would like to repeat the year he had in 1972.

For openers he won the California 500 that year. Then for topping he finished first in the 500-mile Stock car race at Pocono, Pennsylvania, the only driver to win two USAC 500-mile races in one season until Johnny Rutherford duplicated the feat last year.

Roger finished third in national championship points that year and placed second among USAC money winners with \$226,993 including his stock car earnings.

1973 wasn't bad for the 44-year old Arizonan, either. All he did was win the national driving championship, plus over \$219,000 in prize money. Actually, McCluskey won only one race that year, the Michigan 200, but he was certainly the season's most consistent racer. He did a good job of defending his California 500 also, finishing fourth.

Traditionally drivers have problems following the winning of the national title. McCluskey was no exception. His best finish in 12 starts in 1974 was a fifth place in the opening 100-mile qualifying race at Ontario. He finished eighth in the next week's California 500 and later scored a sixth at Milwaukee and a tenth at Trenton for his only top-ten finishes of the campaign.

Roger finished 16th in the final 1974 standings and oddly wound up in the same position in the 1974 USAC Stock Car points, winning a 100-mile race at Springfield, Ill.



His racing career started in the Tucson area in stock cars in 1949 and moved into CRA sprints, then USAC in 1960. His victories have included wins in all types of cars, 23 in USAC sprints, 22 in USAC Stocks, four in Championship cars and four in Midgets.

McCluskey owns two USAC National Sprint Car titles (1960 and 1970) and two National Sprint Car titles (1963 and 1966). His career was hampered in early 1964 when he broke an arm in a sprint race at Reading, Pa. That year was the only year from 1961 to date that he missed the Indy 500 starting lineup.

McCluskey lives in Tucson with his wife Jean. The couple have two daughters Sharon and Karen and a son Roger Jr. □

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Mike Mosley

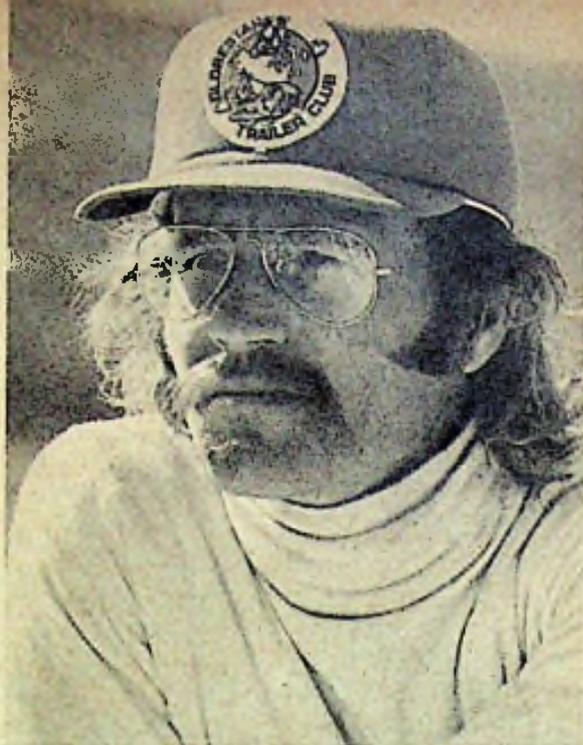
Most of Mike Mosley's racing success has been on Southern California tracks where he started driving three quarter midgets in 1961.

Mosley has been plagued with miserable racing luck during his career, but fellow competitors say he is always a challenger in any race he is running.

A good example would be the 1974 California 500, when he started 20th and worked his way up to seventh place in his Lodestar Eagle. Prior to that Mosley had been third in 1973, fifth the previous year and 14th in the 1970 inaugural.

The wall coming out of the fourth turn at the Indianapolis Motor Speedway has been the source of most of Mike's problems during the last few seasons. He has hit it no less than four times and was seriously injured when he hit it in both 1971 and 1972 runnings of the Indy 500. He also tagged it twice during qualifying runs in 1972. His injuries after the '71 collision with the wall kept him out of the California 500 that year.

The 28-year-old native of Oklahoma City finished 17th among USAC's top money winners in 1974 earning \$46,588 and finished 12th in the final points standings. His only victory of the year came in the Phoenix 150 after starting last in the field, right after his seventh place finish at Ontario. He also finished seventh at Trenton in the "200" and 8th in the Michigan 200.



Showing that Mike prefers the Ontario track for the marathon distances, he lasted just six laps in the Indy 500 for a 29th place finish and went 70 laps to finish 21st in the Pocono 500.

Mike began driving go-karts at 13 and was racing midgets at 15. By the time he was 16 he was racing sprinters for the California Racing Assoc. He moved into the USAC ranks in 1967.

Mike and his wife, Alice May, have one son, Michael Dean II, and reside in Clermont, Ind. □

Salt Walther

When the field for the 1974 California 500 lined up, starting in 13th place on the grid was David (Salt) Walther. That he was there at all was a minor miracle.

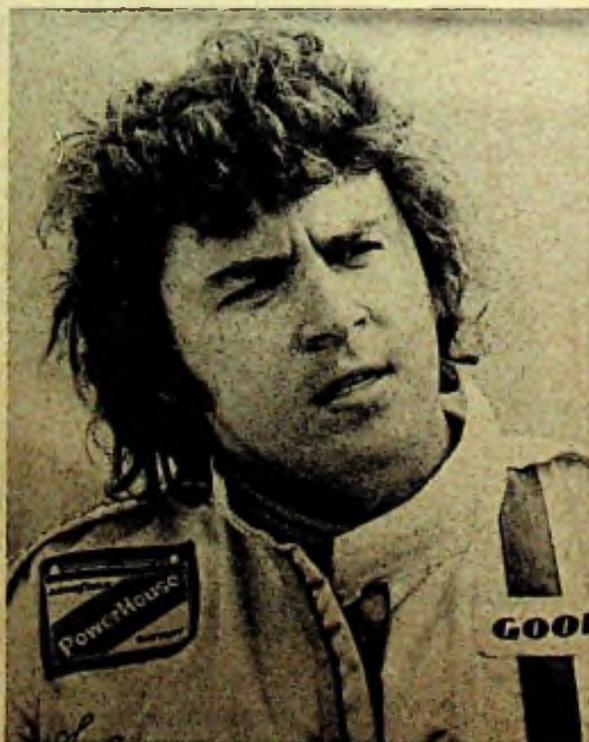
The previous May, the 27-year-old scion of a wealthy Ohio manufacturing family was in a violent and fiery first-lap crash in the Indianapolis 500. That he survived was considered one miracle. That he would race again — well, that's something else.

But race he did. Despite suffering third degree burns over 40% of his body, and several broken bones as well as losing the tips of the fingers on his left hand, Walther came back to race eight times on the 1974 USAC Championship Trail.

At one stage — six weeks after his accident — his chances for survival dipped as low as 5%. Yet through it all he vowed "I'll race again."

Walther finished 22nd in last year's California 500 after winding up in eighth place in the 100-mile qualifier the previous weekend. Then came a 12th at Trenton before he managed a 17th place finish in the Indy 500, the scene of his near fatal crash.

He qualified for his first Indy race in 1972 but never made the first lap as he failed to fire on the starting grid. That year he finished sixth in the California 500 working his way up from an 18th place qualifying spot.



Salt, who has been racing boats since he was 12 years old, has been competing in USAC championship car races since 1970. His father, George Walther, Jr. has been entering cars at Indianapolis since 1955.

Dick Simon

Businessman turned racer, that's Dick Simon. The 41-year-old native of Seattle, Washington is president of an insurance company and the chief executive officer of a holding company. He also holds executive positions in four other large companies.

Racing has not been what you might call a successful business for Simon, but he is one of the men that help the racing game by competing. Dick sponsors his own racing stable.

Simon competed in nine Championship Trail races in 1974 finishing 4th in the Rex Mays 150 at Milwaukee and ended the season 21st in the point standings.

He started his racing career at age 30 in super-modifieds in Salt Lake City and won 32 races in that type car in five seasons of racing. Then, after two seasons of sports car racing, he joined USAC's Championship trail.

His "rookie" season of 1970 brought him a third-place finish in the inaugural California 500 and the number 10 ranking in overall points. Since then he has had to settle for a pair of 22nd place finishes and last year was in the 28th spot, completing 38 laps before a piston broke.

In his first four runs at Indianapolis he finished 14th three times and 13th the other, but last year was the first car out of the race going out after one lap with valve problems.



Dick competed in the USAC Stocks with some success and is also a renowned champion skier and skydiver. He won ski scholarships at Wenatchee (Washington) junior college and at the University of Utah. A broken back finally halted that activity.

Duane Carter

Duane "Pancho" Carter rocketed to USAC stardom in 1974, winning not only the USAC National Sprint Car Championship, but also Indianapolis 500 "Rookie of the Year" honors in the process.

Carter ranked eleventh in the final 1974 National Championship Trail points standings and earned payoffs in all five USAC divisions. Pancho's payoffs included \$51,577 in Championship money, \$24,919 in Sprints, \$4,244 on Dirt Tracks, \$2,542 in the Midget class and \$1,165 racing Stock Cars. The total of \$84,447 was eighth best for USAC drivers last year. Not bad for a 24-year-old.

Pancho is the son of Duane Carter, Sr., who drove at Indianapolis from 1948 through 1963 and was well-known for his feats in midget racers on Southland tracks. Duane, Sr., was the first USAC Director of Competition.

Young Carter was born in Racine, Wis., attended high school at Marina High in Huntington Beach and college at Long Beach State. His favorite sport, other than racing, is football and his hobby is working on his passenger cars.

Carter's first Championship Trail start came in the 1974 Indy race and he piloted the Cobre-Firestone Special of Bob Fletcher to seventh place despite a spin during the race. He competed in eight Championship Trail races and finished second in the Norton 250 at Michigan



Pancho won the 1974 Sprint Championship on the strength of seven feature wins and placed ninth in the Dirt Track Series. He was the 1972 Midget champion and now holds the unique distinction of being the only driver in history to own both the National Sprint and Midget titles during a career.

Carter, who did not race in the California 500 before, is a half-brother to Johnny Parsons Jr. □

Jim McElreath



The quiet and unassuming Texan was the hero of one of auto racing's greatest "Cinderella" stories. He came from nowhere to win the inaugural running of the California 500 in 1970 after a last-lap battle with Art Pollard, coming home in front by less than a second.

In 1971 Jim came back to finish eighth in the California 500 but has had ill luck since then. One of USAC's most consistent drivers, Jim piloted the Thermo-King Special to fourth place in the opening 100-mile qualifying race at Ontario last year and that was his best finish of the season. He added four other top-ten finishes.

Jim competed in eight National Championship Trail races during the 1974 season and still finished 13th in the points standings. He was 19th overall in money earnings with \$46,153.

A former bricklayer, Jim's racing career spanned 29 years, 13 of which have been spent with USAC. The 47-year-old had his greatest season in 1966 when he finished second in points behind champion Mario Andretti. He has finished third in the standings three times.

A conservative type, he saves his equipment and doesn't charge the leaders until late in the race.

He has five National Championship race victories to his credit and was named 1962 Indianapolis 500 "Rookie of the Year" after finishing sixth.

Jim and his wife, Shirley, have two daughters and a son, James Jr., who is now racing and winning.

Tom Sneva

Big things are predicted for the 26-year-old from Sprague, Washington. He must be considered one of the "young lions" of racing with a brilliant future ahead. Roger Penske has selected the handsome former school teacher to drive the Championship Trail with stock car millionaire Bobby Allison as a partner.

Tom emerged from the 1974 USAC National Championship Trail as one of the brightest new prospects. He finished 17th in the season points, driving the Raymond Companies Special of car builder Grant King, with his best finish a fifth in the Norton 250 at Michigan International Speedway in September.

Tom led the season-opening 150-mile race at Phoenix and made several good showings along the Trail.

In 1973 he was awarded the Valvoline USAC Championship Trail "Rookie of the Year" honor. That same year he won six races in the USAC Sprint division in a car later legislated out of the division due to its rear-engine design.

Tom started racing in 1969 when he was still a junior high school principal in Lamont, Washington. He rapidly became the top super-modified driver in the Northwest at the wheel of a rear-engined four-wheel-drive machine.

He passed his rookie test at Indianapolis in 1973, but didn't make the starting field until 1974. He had



four top-ten finishes on the Championship Trail, and finished 12th in last year's California 500, still running on the 192nd lap at the end!

Sneva, an athletic-looking 5' 11", 170-pounder, comes from a racing family. His Dad is a former driver and his four younger brothers are doing the same thing.

Tom was the highest qualifying rookie for the Indy 500 last year (eighth) and had worked himself up to second before mechanical failure let school out early. □

Bill Simpson



Another of the products of California drag racing strips, Simpson developed an early penchant for racing safety that has turned into a business that keeps him occupied between appearances on USAC's National Championship Trail.

The well-schooled driver is owner of the Simpson Safety Equipment Company of Torrance, California. It produces such articles as flame-resistant driving uniforms, drag braking parachutes and on-board fire extinguishers for race cars.

Bill first acquired his taste for speed as a lad of 16 in hot-rod competition on California's famed dry lakes, ultimately progressing to the earth-shaking Top Fuelers on regulation drag strips.

He subsequently moved into the realms of drag boat racing and sports car racing by 1965. By 1969, Simpson, who will celebrate his 35th birthday March 14, was campaigning Formula II cars in Europe.

A native of Los Angeles, he attended Lockwood Elementary, Culver City High and El Camino College. His favorite sport other than racing is fishing.

Simpson acquired his first USAC license in 1968, but it wasn't until 1970 that he became a regular campaigner on the Championship oval circuits.

Bill finished 22nd position in the Championship standings in his first season of 1970. Last year Bill raced in seven Championship Trail races with an eighth in the Milwaukee 150 his best. He finished 14th in the California 500, but his best in that event was in 1972 when he charged from the 29th spot on the starting grid to wind up in the ninth spot. □

Jerry confined his 1974 USAC activities to five National Championship starts and three USAC/SCCA Formula 5000 races and still finished 19th in the point standings and 19th in the Formula 5000 points.

Until last year, the California 500 was not what you consider "his" race. He was a front row starter in the 1972 and 1973 500s and was also the No. 1 casualty.

In 1972 Grant couldn't even make it to the first turn before a connecting rod bolt broke. And — he had started on the pole after setting the first official 200 mph lap a week earlier.

In 1973 an accident dropped him from the race on the first lap. Little wonder he was delighted with his third place finish last year aboard the Cobre McLaren. He also had a fifth in the Trentonian 200 in New Jersey. He finished tenth in the Indy 500 in his eighth start there.

Grant's career in racing started in midgets and hardtops at Seattle and during the 1961 and 1962 seasons he was undefeated in 27 races in the Northwest. He won the SCCA Northwest Sports Car Modified Championship those two years and was the 1963 Western Canadian Sports Car Champ. He was named SCCA Driver of the Year for 1963 in the Northwest division.

Jerry co-drove to second place with Dan Gurney in the 1966 Daytona Continental in a Ford GT, the race being a 24-hour run. He has also had some success in previous Can-Am races.

Jerry Grant

In 1972 Jerry seemed to have the Indy 500 victory in his grasp before pitting for fuel on the 187th lap. It was learned later that he was disqualified at that point because of being refueled from teammate Bobby Unser's tank. He was officially placed 12th instead of second. □



George Follmer

While men like Mark Donohue, Peter Revson and Dan Gurney received most of the publicity, George Follmer has been one of the most consistent American road racing drivers of the past decade and a half.

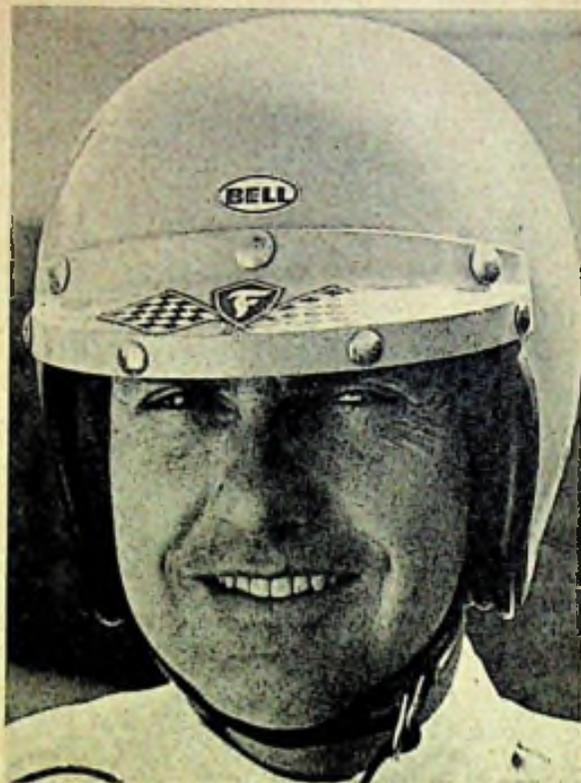
Follmer, whose candid nature has cost him some good rides during his career, has done well in whatever type of car he's driven.

During the inaugural International Race of Champions, the 41-year-old veteran proved his ability by winning one race and giving Donohue his only serious competition for the championship at Daytona.

Ask George and he will tell you he is in the prime of his career. The one-time Arcadia insurance salesman and now a resident of Huntington Harbour, started late in life driving professionally for the first time in 1965 and won the U.S. Road Racing Championship.

For the next few years, he concentrated on Trans-American sedan racing, driving factory entries for both Ford and American Motors. His first major race victory, however, came in a championship car race at Phoenix, Arizona in 1969. Follmer became the first driver to ever win a championship car race in a stock block Chevrolet-powered car.

In 1972, he scored an unprecedented double in road racing, winning both the Canadian-American Challenge cup series and the Trans-American sedan series.



In the last two years, he has won Formula One races, Can Am races and NASCAR Grand National stock car races.

This will be Follmer's first start in a California 500.

John Martin



Versatility is the word for John Martin of Long Beach, California. During his 14-year career he has competed in dragsters, sports cars, stock cars, sedans, Trans-Am, Formula A and National Championship cars.

Martin, who will celebrate his 36th birthday March 20, finished 15th in the 1974 USAC National Championship standings on the strength of his consistent performances which found his car completing 84% of its scheduled miles of competition.

John runs an independent operation in which he is driver, owner, and sponsor. He did obtain a sponsor for last year's Indy 500, however, Sea Snack Cocktail, and finished 11th. In 1973, running unsponsored at Indy, he qualified in the 24th spot and managed to finish eighth.

His best Championship Trail performance, so far, has been in the 1973 California 500 where he placed fifth. He finished sixth in the 1974 Norton 250 at Michigan and also sixth in the 100-mile qualifier at Ontario.

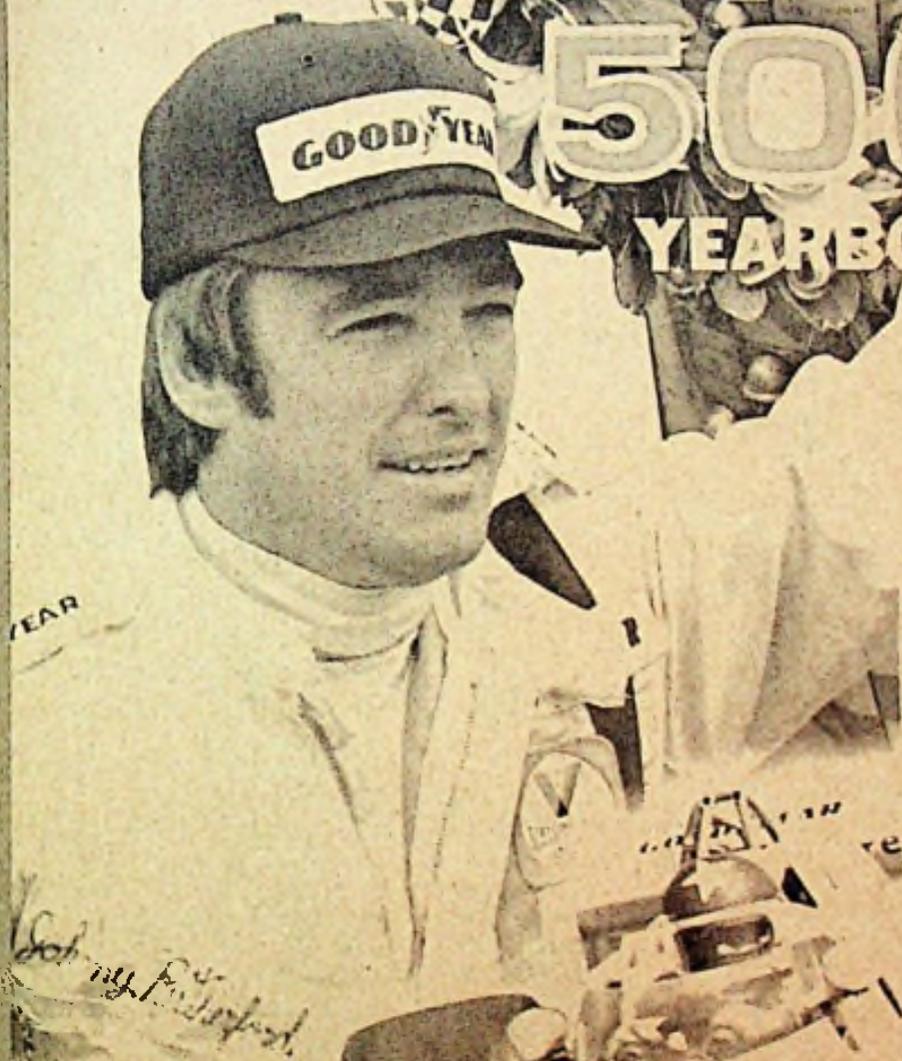
He also competed on the new USAC/SCCA Formula 5000 Series circuit.

Martin started his career in drag racing in the St. Louis area and scored 52 victories in his first year. In 1964 he joined SCCA and was National Champ in the A-Production class in a Corvette in 1965. He joined USAC the following year and competed on the Stock Car circuit. After racing in SCCA's Trans-Am and Formula A series, Martin returned to USAC to run the Championship cars in 1971. □

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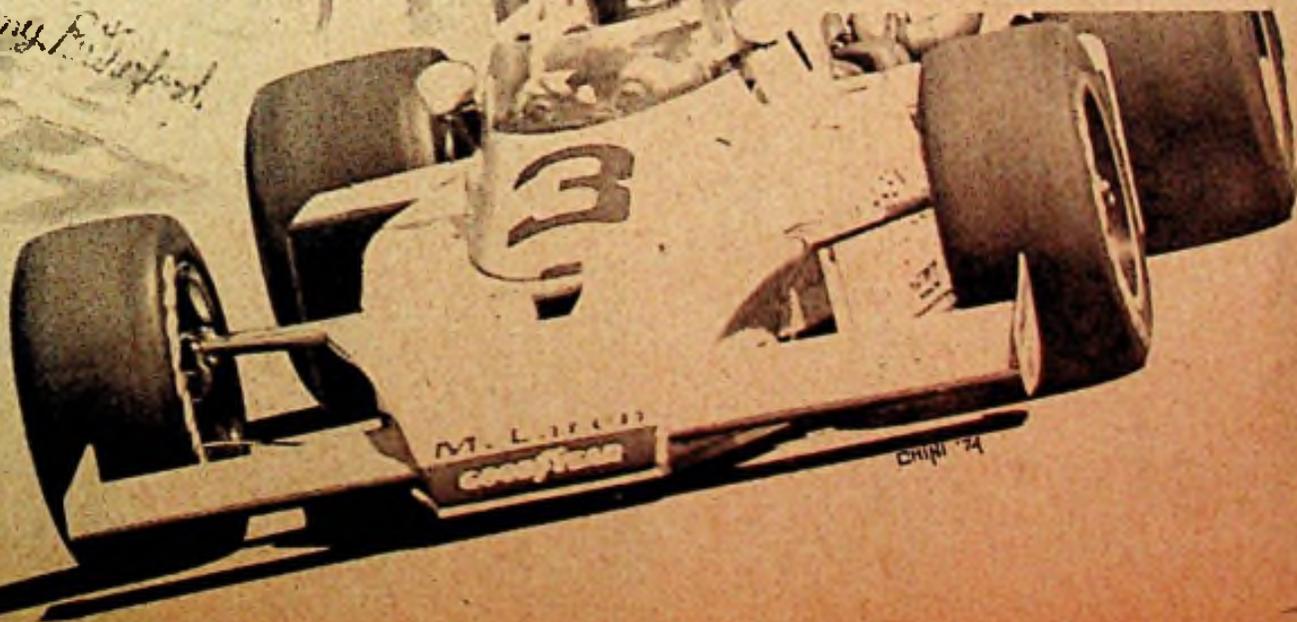


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Gary Bettenhausen



Jim Caruthers



Jerry Grant



Bill Vukovich

Musical Chairs

by Joe Scalzo

Scorecard, anyone?

You'll probably need one to keep track of which high-paid driver is in which high-powered car during the fifth annual California 500. It's not racing, but more like musical chairs. A score of drivers, including \$100,000-a-year ones like Gary Bettenhausen, Bill Vukovich and Mike Mosley have switched racing teams over the winter, and the Cal '500 marks their debuts driving different race cars for different teams.

Racing fans who have grown accustomed to watching Bettenhausen race for the Roger Penske team, Vukovich for the Sugaripe Prune team, and Mosley for the Agajanian-Leader Card Racers will, this time, find Bettenhausen racing for the Thermo King stable, Vukovich for the Bob Fletcher team, and Mosley for the Sugaripe team.

Sound confusing? You haven't heard anything yet, because several other quality drivers have also switched rides.

What brought on the flurry of team-switching is unknown, but championship racing in 1975 certainly wears a much different look than it did during '74.

Not all championship teams have changed drivers. Dan Gurney's All-American Racers still has its Driver of the Year (and '74 Cal 500 champ) Bobby Unser; Team McLaren again goes with Indy winner Johnny Rutherford (who earned Team McLaren better than \$300,000 last year); A.J. Foyt still captains the Gilmore Broadcasting team; and Pat Patrick and George Bitnotti of the Patrick Racing Team have retained both Gordon Johncock and past Cal 500 winner Wally Dallenbach—a talent-heavy driving duo matched only by Al Unser and Mario Andretti on the Vel's Parnelli Jones Team.

But now, if your scorecards are ready, let's check out the changes. Be forewarned that some of them are shockers. And still more changes may have taken place by the time you read this.

Perhaps the biggest shocker was the sudden dismissal of Bill Vukovich from the Sugaripe team after four successful seasons that included back-to-back second and third place finishes at Indy. Vukovich himself expressed surprise at first, but later, com-

menting on his firing, said, "It's probably for the best. Maybe the change will do all of us some good."

Hired to replace Vukovich on the San Jose-based Sugaripe team, which has in Jud Phillips one of the most respected chief mechanics, was Mike Mosley, the former southern Californian now living in Brownsburg, Indiana.

Before joining Sugaripe, Mosley had captained the Agajanian-Leader Card Racers team, and Mosley's chief mechanic for the last seven years had been the great veteran A.J. Watson. With Mosley gone, J.C. Agajanian, Ralph Wilkie and Watson moved quickly to find a new driver and hired much-traveled Steve Krisiloff, who worked for both the American Kids and the Patrick teams during '74.

Vukovich, meanwhile, quickly found a new racing home on the Phoenix, Arizona-based Bob Fletcher team, whose 1974 drivers had included Jimmy Caruthers, Jerry Grant and Indy Rookie of the Year Pancho Carter. In one of the year's biggest shake-ups, Fletcher dropped Caruthers and Grant, then made Vukovich and the youthful Carter his Cal 500 drivers.

Jimmy Caruthers, however, did not stay out of work for long. In the Cal 500 he is scheduled to race an Eagle-Offy for the freshly-formed Alex Foods team out of Anaheim. The chief mechanic is Johnny Capels, formerly associated with Andretti and Al Unser on the Vel's Parnelli Jones team.

And Caruthers' old teammate Grant has joined an all-new team, made up of southern California businessmen, whose Eagle in the Cal 500 is to be called the *Spirit of Orange County*.

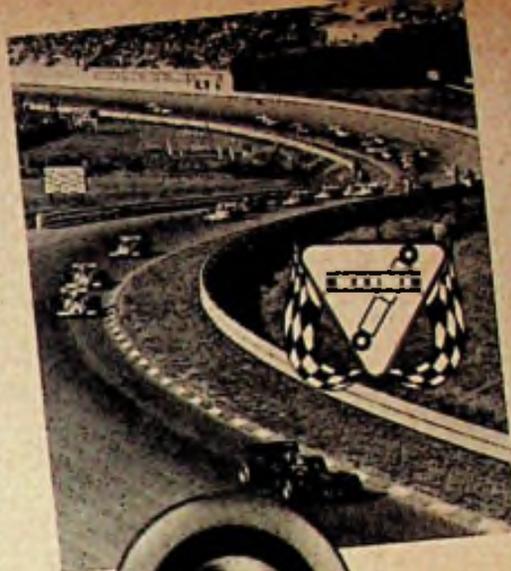
Up in San Francisco, Richard Beith, who at different times during '74 had employed both Krisiloff and Bill Simpson as his drivers on the American Kids team, signed versatile George Follmer, the sports/formula/stock car expert.

And, finally, driver Gary Bettenhausen and car owner Roger Penske, together as a team since 1972, have split. Penske will field two new drivers in the Cal 500: stock car ace Bobby Allison (who made an ill-fated Indy start for Penske in '73), and the racing high school principal, Tom Sneva. Bettenhausen, meanwhile, has returned to his old boss Fred Gerhardt, whose Thermo King team is based in Fresno. The Cal 500 marks Bettenhausen's first championship start since his serious accident at Syracuse, New York, last July. Also gone from the Penske team this year is Tustin's Mike Hiss.

Drivers, incidentally, aren't the only ones who've been switching around—certain chief mechanics have been on the move too. In addition to Capels they include Jim McGee (who left the Fletcher team and joined Penske), and Don Koda (who left the Lindsey Hopkins/Roger McCluskey team, reportedly to join A.J. Watson on the Agajanian-Leader Cards team).

Enjoy today's race . . . but don't forget those scorecards! □

(Joe Scalzo's latest book, *Stand On The Gas!*, the sport of sprint car racing in America, is available at \$7.95 from Ronnie Allyn Advertising, Box 10098, Santa Ana, Calif. 92711.)



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500 Festival Celebrity Golf Tournament



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The Sixth Annual 500 Celebrity Golf Invitational sponsored by the Ontario "500" Festival Association is one of the highlights of the Festival season preceding the Cal 500 race at OMS.

Again one of the greatest casts of golfing celebrities tees off at Ontario National Golf Club on Saturday, March 8, at 11:00 a.m.

Each year golfers join the celebrities for a fun day of golf followed by the awards dinner. The tournament is a charity event and provides the sponsor players an opportunity to challenge the celebrity golfers. Our star cast of celebrities who have played in past tournaments has included Jim Garner, Robert Stack, Gene Barry, Tim Herbert, Telly Savalas, Dennis James, McLean Stevenson, Foster (Lush) Brooks, John Agar, Buddy Rogers, Max Baer, Bill Reynolds, Efrem Zimbalist, Jack Albertson, Jim Brown, Ed Nelson, Buddy Ebsen, Parnelli Jones, John Mahler, Lloyd Ruby, Greg Morris, Jack Carter, Happy Hairston, Tom Kelly, Billy Barty and many, many others.

Last year's tournament chairman, James Garner, lead his dedicated golfers around the course in the pouring rain. "It was one of the most enjoyable days I've had," said many of the rain-soaked devotees over cocktails following the match.

Some of the spectators have been as illustrious as the golfers. Rodney Allen Rippe stopped by and received a few tips from John Mahler and Billy Barty. Miss OMS Judy Stallings and her princesses Erika Griegorian, Linda Smith, Kim Stalwick and Marilee Taylor will be welcoming the golfers and spectators.

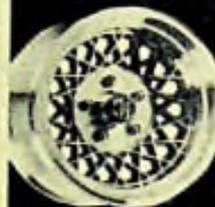
Tournament Chairman, Dale Eckrote of the Ontario 500 Festival Association, will be presenting the many awards and special prizes to the winning golfers at the awards dinner following the tournament.

STACKED DECK!



WESTERN DISH

One piece aluminum sensation



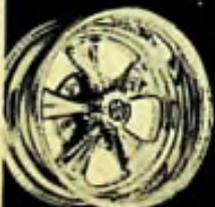
WESTERN WIRE

All aluminum wire spectacular



CYCLONE

The ultimate aluminum mag.



SUPER SPOKE

The ultimate chromed spoker



SMOOTHIE

Brilliantly chrome finished



TRACKER

All white steel favorite

The winning hand — tough, rugged and beautiful champions from



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FIAT



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1975

NATIONAL CHAMPIONSHIP TRAIL SCHEDULE

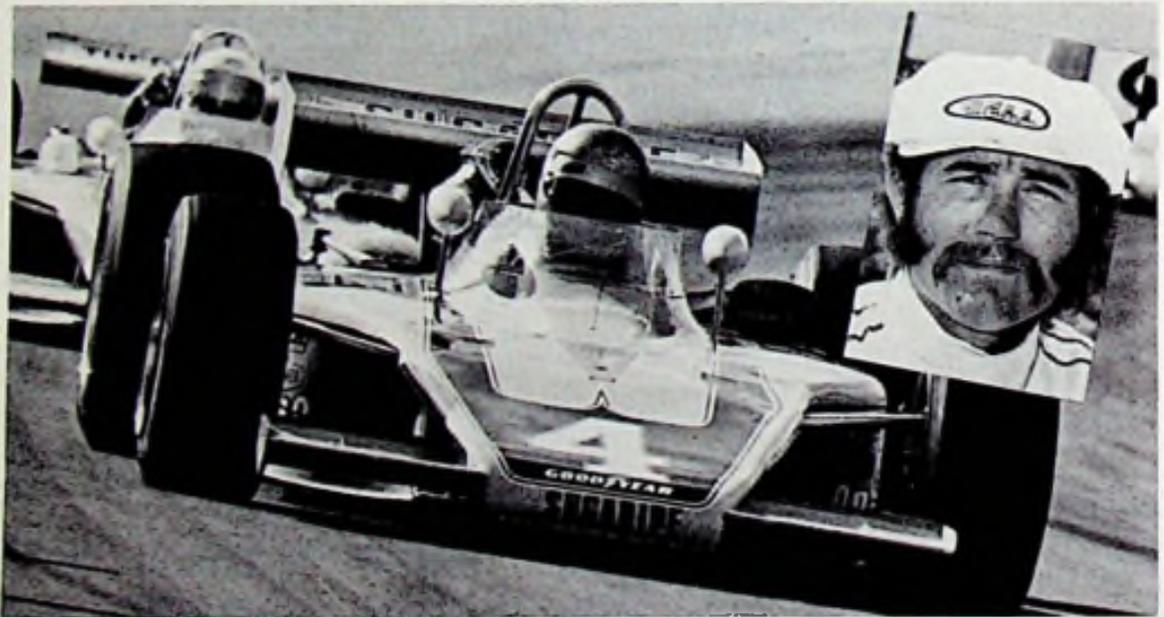
USAC POINT STANDINGS 1974

Championship (final)

1. Bobby Unser	4870
2. Johnny Rutherford	3650
3. Gordon Johncock	3050
4. Al Unser	2430
5. Jimmy Caruthers	2065
6. Billy Vukovich	1925
7. Lloyd Ruby	1580
8. A. J. Foyt	1510
9. Wally Dallenbach	1445
10. Steve Krisiloff	1130

Date	Location	Distance
Sunday, March 9	Ontario Motor Speedway Ontario, California	500 miles
Sunday, March 16	FasTrack International Speedway Phoenix, Arizona	150 miles
Sunday, April 6	Trenton Speedway Trenton, N.J.	200 miles
Sunday, May 25	Indianapolis Motor Speedway Indianapolis, Indiana	500 miles
Sunday, June 8	Wisconsin State Fairgrounds Milwaukee, Wisconsin	150 miles
Sunday, June 29	Pocono International Raceway Long Pond, Pennsylvania	500 miles
Sunday, July 20	Michigan International Speedway Cambridge Junction, Michigan	200 miles
Sunday, August 17	Wisconsin State Fairgrounds Milwaukee, Wisconsin	200 miles
Sunday, September 14	Michigan International Speedway Cambridge Junction, Michigan	250 miles (T)
Sunday, September 21	Trenton Speedway Trenton, New Jersey	300 miles
Saturday, November 1	FasTrack International Speedway Phoenix, Arizona	150 miles

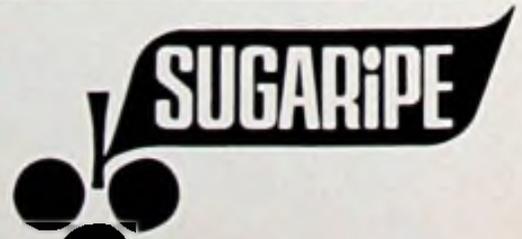
Driver **MIKE MOSLEY** **SUGARIPE PRUNE SPECIAL**



Quality
dried

fruit from California

Mayfair Packing Company, San Jose, California





NEWS FROM USAC

Indianapolis, Ind. . . . Six drivers earned more than \$100,000 in prize money and dollars-per-mile payoffs increased in three of the five United States Auto Club divisions during 1974.

A total payoff of \$3,342,837 was achieved in a year of "uncertainty" and Johnny Rutherford earned \$383,925 to lead the individual driver competition—providing USAC with an optimistic outlook for 1975.

"Frankly, I'm quite pleased with the figures," said USAC Executive Director, Richard King. "Everyone realizes the uneasiness of the economy and the battle for the sports dollar during 1974 were matters of great concern for all sports.

"Yet all five of our divisions held steady, some showed gains in total dollars as well as dollars-per-mile and our projections for 1975 give us a strong outlook for the upcoming season."

The Championship Division carried the bulk of the prize money. With three 500-mile races involved, \$2,295,591 was paid for an average race purse of \$208,690 and \$696 per mile for the 3,300 miles of competition.

In 1973, the average was \$686 per mile with 12 events providing \$2,435,188. This past season, of course, only 11 races were on the schedule which accounted for the increase in the average purse from \$202,932 to \$208,690.

Rutherford, the Indianapolis and Pocono 500-mile winner, earned \$382,925 in his 11 championship appearances and picked up \$1,000 in stock car racing. Bobby Unser, the 1974 USAC national driving champion, placed second in the money derby with \$277,806 in champ racing and \$11,748 in the Stock Car Division.

Third in the money parade was Al Unser at \$144,458. Gordie Johncock won \$123,925 and A.J. Foyt—one of two drivers to earn money in all five divisions was next at \$104,751. Jimmy Caruthers earned \$101,019 while Billy Vukovich barely missed the \$100,000 mark, being paid \$97,377.

"Rutherford's earnings were the highest for a driver in any phase of

racing, a fact we're very proud of," said King. "That includes competition in every sanctioning body throughout the world.

"And Bobby Unser's figures were very impressive, too, considering that he didn't win our biggest individual purse at Indianapolis. Bobby also was selected as the Martini & Rossi driver of the year, which is an additional tribute not only to him,



Cragar products are "on the scene" at rock concerts, sports events, fairs, dances, at the beach, on the mountains—wherever Americans travel. MACH 8 'mags' make any scene more groovy. One-piece fully polished aluminum—designed for the future. One wheel fits the three most popular bolt circles. Comes in 14" and 15" diameters and 6," 7" and 9" widths. . . . S/S spokes ARE the custom wheel scene. Lustrously chromed in 4 and 5-spoke versions to fit most cars, domestic and imported. Available in a variety of diameters, widths and offsets. Like Mach 8, move one set of S/S wheels along from car to car. . . . MAG MASTER is right-on if you dig slot wheels. Lightweight, one-piece aluminum. Fully polished, too. Popular diameters in 5½" 7" and 8½" widths. . . . Make the scene—Man—with Cragar.



Cragar Custom Wheels, "Hot Pipes" Headers and "Cool Duals" RV Exhaust Kits are available at your Speed Shop, Tire Dealer or Auto Parts and Accessories Store.

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Working For Dayton And The World

Today, more business moves on trucks than ever before and this trend will accelerate in the future.

Interestingly, the Dayton-Walther Corporation, a multi-national industry whose home is Dayton, Ohio, moves more trucks than any other member of the recreational industry on Dayton cast steel spoke wheels... standard of the industry since 1905.

Trucks use components on us for fifth wheels, trailer supports, disc brakes, heavy-duty suspensions, brake drums and steering knuckles to name but a few of our products.

We're a growing member of the recreational vehicle market too... trailer suspensions, jacks, couplers, supports, refrigeration equipment are typical of our manufacture for this industry.

In 17 states and 6 foreign countries, Dayton-Walther's World Works for You.



**DAYTON-WALTHER
CORPORATION**

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but to USAC."

Butch Hartman, winning a record fourth consecutive stock car championship, earned \$66,388 as the stockers paid a total of \$465,200 for 19 races that covered 2,400 miles. In 1973, the stock cars ran 16 races for 2,625 miles for a dollars-per-mile payoff of \$192, compared to this season's \$194 average.

In the five-race dirt track series, Mario Andretti not only won the individual title, but also picked up \$29,326 to go with the \$40,813 he won in the championship cars. Running two more races in 1974, the Dirt Division increased its total purse from \$113,336 to \$170,794 and had a dollars-per-mile average of \$342.

Duane (Pancho) Carter not only became the first man in USAC history to win both sprint and midget championships during his career, but banked \$84,447 in total prize funds — including \$24,919 as he claimed the sprint title.

Running eight less races and 94 fewer miles than 1973, the total sprint purse totaled \$270,455, increasing its money-per-race average from \$9,156 to \$9,659.

The Midget Division increased its dollars-per-mile average to \$203 from a \$191 figure for 1973 with 40 races paying a total of \$140,797, compared to \$143,799 for 1973 which had a 43-race schedule compared to 40 events this past season. Mel Kenyon became the first man to win four Midget Division titles.

"One of the most significant figures in our 1974 racing picture is the overall dollars-per-mile figure," said King. "In 1973, our competitors ran 8,123 total miles for an average of \$434. This season, we ran only 7,684 miles but our average-per-mile increased to \$435.

"As uncertain as the outlook appeared when we began the year, we have to be pretty well pleased with the outcome, especially with the fuel crisis and the economical picture.

"On an average-per-mile basis, USAC ranks first again for all United States sanctioning groups. This is the key figure for us; our organization is formed and run to give our drivers the best possible chance to earn a good living from the sport."



"I look for the same thing in a boat that I look for in a race car."

"On top of good performance, I've got to have reliability, quality and safety. That's why I got a Spectra" Parnelli Jones

THE ORIGINAL DESIGN
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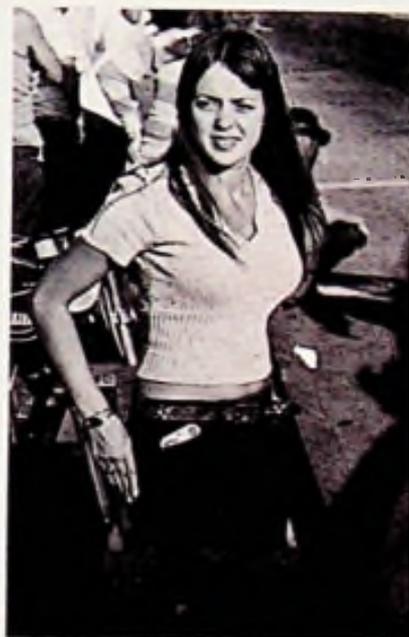
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BIRD WATCHING





ANNOUNCING THE CAMEL PRO SERIES '75

The richest motorcycle competition in America.



Camel Filter cigarettes proudly announces its sponsorship of America's richest professional motorcycle series: The Camel Pro Series.

The top riders and factory teams such as Yamaha, Honda, Harley-Davidson, Triumph-Norton, Kawasaki, and Suzuki will be chasing over \$800,000 in prize money.

The series is sanctioned by the American Motorcycle Association and includes all the events of the AMA Grand National Series. Short track. Tourist trophy. Road race. Half-mile. Mile.

Look for the race in your area and watch your local newspaper for further details.

Camel Filters and Motorcycle Racing. They're not for everybody

(but they could be for you).



Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.

© 1975 R.J. REYNOLDS TOBACCO CO.

19 mg. "tar", 1.3 mg. nicotine av. per cigarette. FTC Report Dec. '74.



The Camel Pro Series

by Joyce Spencer
Publicity Manager,
Camel Pro Series

When a major cigarette brand decides the sport of motorcycling is a very efficient way to market one of its products, something very good is bound to happen. The sport is growing and is attracting not only sponsors related to the sport, but sponsors outside the realm of the motorcycle world as well.

R.J. Reynolds Tobacco Company, after two long years of research and investigation, including a three-race test program in 1974, selected CAMEL Filter



Ken Roberts,
1974 CAMEL
PRO SERIES
Champion



CAMEL Filter Cigarettes welcomes race fans to Terre Haute, IN, one of the three races in the 1974 CAMEL PRO SERIES.



cigarettes to sponsor the entire 1975 season of the American Motorcycle Association's (AMA) Grand National Series, and renamed the program "CAMEL PRO SERIES."

Laird Gann, Special Events Team Manager for the CAMEL PRO SERIES, stated that "the AMA's track record in recent years has reflected the rapidly-growing interest in motorcycles, in general, and in professional racing in particular, and that such a sponsorship package had great appeal to us."

Joyce Spencer, Publicity Manager for CAMEL Filters' new sponsorship, pointed out that "statistically, AMA's general membership has grown regularly each year, reaching 140,000 in 1974. The 24 championship events held in 1974 drew over 400,000 paying spectators, twice the attendance in 1968."

"Also significant is the increase in the number of motorcycle registrations in the U.S.," Ms. Spencer pointed out. "There were approximately 5 million registered motorcycles in the country at the end of 1974, and the industry estimated that, for every registered motorcycle in the U.S., there is another unregistered motorcycle used strictly for recreational or competitive purposes. That fact alone represents a huge potential market for CAMEL Filter cigarettes."

So, at the end of an abbreviated CAMEL Filter involvement in 1974 with a \$15,000 point fund which incorporated a three-race series, i.e. Laguna Seca at Monterey, CA; Hinsdale, IL; Terre Haute, IN; R.J. Reynolds Tobacco Company took an in-depth look at what its sponsorship had accomplished.

"We found that motorcycle fans, enthusiasts, and manufacturers were very receptive to a sponsorship program such as the one we developed," Gann concluded. "These people related well to CAMEL Filters' advertising image of action-oriented and fun-seeking individuals with a cigarette to match their lifestyle. The theme we will stress is—'CAMEL Filters and motorcycle racing. They're not for everybody. But they could be for you!' We're optimistic the program will be successful."

In 1975 CAMEL Filter cigarettes will sponsor AMA's 21-race Grand National Series with a \$75,000 point fund. \$14,000 will be distributed to the top 10 riders at the end of the first 11 races (First Leg), another \$14,000 at the end of the final 10 races (Second Leg), and \$47,000 will be distributed to the top ten overall riders at the conclusion of the racing season, based on AMA's points for finishing positions.

1st and 2nd Leg Payoff Schedule

End-of-Year Overall Payoff Schedule

1st	\$5,000	1st	\$15,000
2nd	3,000	2nd	9,000
3rd	1,300	3rd	5,500
4th	900	4th	4,000
5th	800	5th	3,500
6th	700	6th	3,000
7th	650	7th	2,500
8th	600	8th	2,000
9th	550	9th	1,500
10th	500	10th	1,000

O The time-honored American tradition of citizen involvement, though fading in many areas across the country, is alive and well in Orange County, California, that is if the local growing support to sponsor an Indianapolis racing team in 1975 is any indication.

The Patrons Committee of this ambitious project is comprised of businessmen and motor racing enthusiasts, largely from Orange County, who have recently committed to the purchase of an Ontario-Indianapolis type racing car, a Gurney Eagle, which they have named appropriately, "Spirit of Orange County".

The rapidly expanding group is rallying around the nucleus of a racing team headed by veteran driver of eight Indianapolis 500s, Jerry Grant, and noted sports car driver, Jim Busby, who will serve as team manager. Grant will sit behind the wheel of the sleek, orange and white powerhouse in both upcoming Ontario and Indy 500s.

Details about the car to be entered is best told by the driver, Jerry Grant. "It's an Indy Eagle, the type that won the championship this year, and has dominated Indianapolis-type racing." In fact, Jerry Grant in the same kind of car set a world speed record on a closed circuit track.

"This is the kind of equipment that has a great chance to win the California 500 in March or the Indianapolis 500 in May, or both," Jerry said. "We plan to enter the car in both races with the idea of running to win. We will have the best equipment surrounded by the finest talent available in every area of activity."

The rear engine car weighs 1,400 pounds and is powered by turbo-charged, 160 cubic inch Meyer-Drake Offy engine. With its double overhead cam engine, and its completely independent suspension, the car is capable of speeds of up to 230 MPH in a straightaway!

The cost of such a vehicle exceeds \$40,000 exclusive of the engine. The cost of an engine approximates \$30,000 and, according to Jerry, three of them are required for a major race. One for practice, one for qualifying, and one for the race itself. Put those figures together with salaries, travel, and myriad other expenses, and one can easily realize the amount of financing required to go racing at Ontario or Indianapolis.

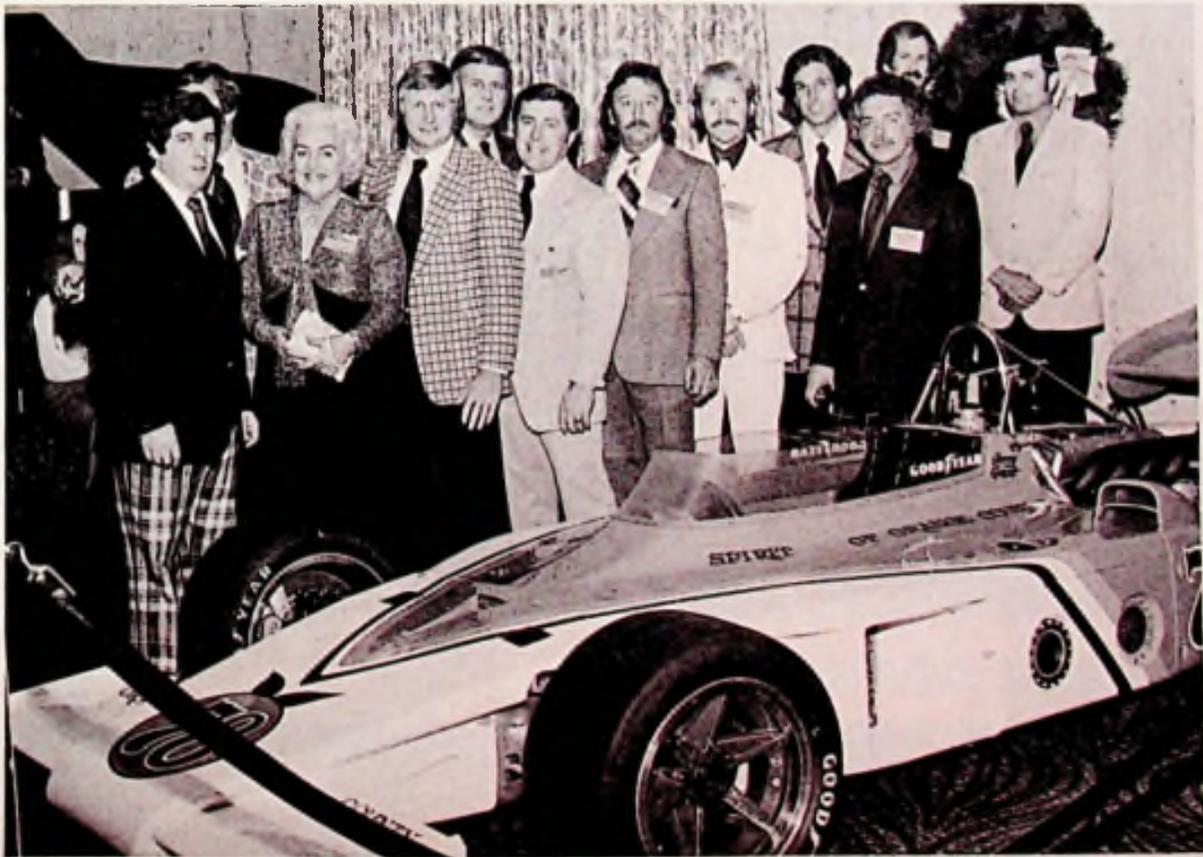
To help defray such expense, the "Spirit of Orange County" group plans to offer kits for sale containing color and black and white photos, jacket patches, decals, and other appropriate items. Other monies may come from business and individual donations, while still more should come from a special 707 charter flight ticket sales to Indianapolis which will feature a unique package for racing enthusiasts in this area.

Though substantial strides have been made since the inception of the whole idea just two months ago, a good deal of additional ground is yet to be covered. Seemingly, however, if the thrust of the Stan Allen's, the Gordon Mathews', the Jim Busby's and the Jerry Grant's continue to gain momentum in terms of community involvement, there definitely will be a "Spirit of Orange County" charging for the prize money at Ontario and Indianapolis this year. □

Spirit of Orange County

From left, Larry Chaffers, Director of Public Relations; Jerry Grant, Driver; Robert Sanchis, Ed.D, District Superintendent, Laguna Beach Unified School District.





USAC TRAIL '74
(Continued from page 37)

on at Indianapolis."

It wasn't easy trying to figure out a winning combination for the 500 miles over the historic track that just happens to pay the only million-dollar purse in the sport. There were a lot of teams and a lot of drivers trying to accomplish the same goal—but this year, they had to use the slide rules and computers to see how many horses they could utilize and still have enough fuel to go the distance.

Rutherford, personable and talented and sometimes just a bit too daring, won this one; his McLaren performed flawlessly and the fuel flow was ample enough to give him a little more throttle to play with all day and there was Bobby U. sliding into second place and sitting for a few weary moments in the cockpit, talking to Gurney and his crew and wondering how in the hell they could have managed just a few more miles per gallon so they could have adjusted the boost to the power plant accordingly.

"I guess second place is better than 33rd—or even third,"—he was to say with a painful grin much, much later. But I wanted this one and honestly felt we could get it done."

It was only at Milwaukee the following week that the sturdy machine faltered and there was Bobby wincing at a 21st place finish and hoping this wouldn't set a trend as Rutherford snagged his second straight triumph and the lead in the point derby.

At Pocono, the third 500-miler on the schedule, it was Rutherford again in first place and Bobby fifth and the two ace drivers began a sterling kick to the finish with Rutherford hurt badly by his early 27th place finish at Ontario.

As matters turned out, each driver finished out of the top 10 only once all season—but Bobby winning the Olsonite Award as the Triple Crown champion gave him the healthy boost in points he needed to win his second crown.

After Pocono, Bobby grabbed the 200-mile feature at Michigan International with Rutherford fifth,



'74 Indy winner Johnny Rutherford qualified the #3 McLaren car with a speed of 190.446, with wife Betty and crew.



Large '74 Indy crowd watches as the #42 car (Lindsey Hopkins) leaves the pits with Jerry Karl at the wheel.

was fourth at Milwaukee (a spot in front of Johnny) and third in a repeat show at Milwaukee as Rutherford sagged to ninth.

When Bobby finished second in the first heat and won the second, even a second-place finish at Phoenix in the concluding race of the season couldn't dim the luster of his happiness.

"It's nice to win the national title," he'd said at Trenton. "Really, it's a great thing. For Ozzie's sake, I'm tickled to death we could do it. But to be perfectly honest, I'd rather win Indianapolis. How about you Ozzie?"

"I've got to agree with Bobby," said the man with the balding head

and ever-expanding grin. "I'd rather win Indianapolis. Wait 'til next year."

"Amen, Ozzie," beamed Bobby U. "We'll get it together again, Boss, and get it done."

Then came the economic crisis and Ozzie's reluctant decision to drop out of the sport—"at least for a year."

"This is the hardest business decision, I think I've ever had to make, getting out of racing temporarily. You notice I say 'temporarily' because I'll be back."

So Bobby arrives at Ontario with a new car and a new sponsor—but still carrying that burning desire to win. □



Easy access to the roof above the accessory bays behind Victory Circle makes this an excellent spot to get good photographs of the racers on the front straight. Panning with the action will give a real feeling of speed. Nikon F camera, 200MM f4.0 Nikkor lens, Tri-X film, 1/125 sec. @ f/22.



From high in turn four, some interesting single car shots can be made as the cars creep up high enough to clear the wheel fence. Late afternoon sun provides some interesting lighting. Nikon F camera, 300MM f4.5 lens with 3X telextender, Tri-X film (rated at 2,400 ASA and processed in Diafine), 1/500 sec. @ f/16.

through the passage under the viewing area in order to get to the track.

If the photographer has a short to medium telephoto lens (105mm to 200mm in the case of 35mm cameras) on his camera his capabilities are greatly enhanced. The infield fence between turns one and two, along the back straight and between turns three and four is low enough for even short photographers to shoot over without obstruction. These locations, together with the viewing area on the roof of the garages, are ideal for panning shots of individual cars or (if the photographer is at the right place at the right time) passing action between two or more cars. While ideal for photographers with short telephoto lenses, these locations would also enable those photographers with normal lenses to get some shots at the beginning of a race that would include a good portion of the starting field.

If the photographer's goal is to get some shots of the cars in action with more of a head-on angle, then a longer telephoto lens (300mm+) would be most desirable. It is possible to find some real bargains in preset lenses of this length; however, for those photographers who cannot afford to tie up money in several lenses there is an alternative. If the photographer has a camera with interchangeable lenses he can pick up a handy item called a tele-converter for a very modest price. Tele-converters mount between the lens and body of the camera and multiply the focal length of the lens by the factor of the converter obtained; for example, a 2X converter would convert a 50mm lens to 100mm and a 3X converter would convert a 50mm lens to 150mm. These converters can be used to turn a normal lens into a short telephoto and a short telephoto into a long telephoto.



Another spot with easy access to the amateur photographer with plenty of action is the infield between turns three and four. Cars are really moving, right up to the wall and back down to the safety line. Nikon F camera, 200MM f4.0 Nikkor lens, Tri-X film, 1/1000 sec. @ f/11.



When working in the garage or the pit area, the photographer must continually be alert for cars moving in and out. Especially when working with a wide angle lens it becomes easy to get a toe run over. Nikkormat EL camera, 24MM f2.8 Nikkor lens, Tri-X film, 1/1000 sec. @ f/11.

Naturally, you seldom get something for nothing and using a tele-converter reduces the speed of the prime lens and usually requires the photographer to stop down his lens a few steps to improve resolution. However, with the speed of modern films and the usually bright weather at Ontario this should not cause any big problems.

Once equipped with a longer lens combination, the place to be is high up in the grandstands at one of the turns. This enables the photographer to shoot over the top of the tall, curved debris fence and catch the cars as they come into and around the turns. This is probably the best place to catch several cars at a time and the entire field at the start of a race.

When the photographer has finally sorted out his equipment requirements and vantage points the only thing left to do is to shoot. Take a lot of film (most pros only print about half a dozen frames out of every 36 exposure roll that they shoot) and be constantly alert for the action — there is only an instant in which to get that shot of a spin or that perfect angle when two leaders battle it out side-by-side for first place. Although a high shutter speed is best to get sharp action shots, slower shutter speeds (1/125th or slower) can be used if the photographer pans with the action — squeezing off the shutter in the middle of the panning action; this results in a picture showing a sharply defined car against a streaked background.

By now it should be evident that it really doesn't take terribly sophisticated equipment or press credentials to produce a good set of pictures from a race at the Ontario Motor Speedway. The best photos are the result of pre-planning, an understanding of the equipment available and the bit of hiking that it takes to get to some of the better vantage points. □

He's just won \$25,000,
poured a bucket of champagne
over his head.
He's not going to follow all
that with a boring cigarette.



Warning: The Surgeon General Has Determined
That Cigarette Smoking Is Dangerous to Your Health.

King Size.
Super Longs.



Viceroy has full-bodied
flavor that doesn't flatten
out. Always rich...always
smooth...always exciting.
Get a taste of Viceroy.
Get a taste of excitement.

Viceroy. Where excitement is now a taste.

Kings, 15 mg. "tar," 1.1 mg. nicotine; Longs, 17 mg. "tar," 1.1 mg. nicotine, av. per cigarette, FTC Report Oct. 78

1975 CALIFORNIA 500 SCORECARD

LAPS		10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200
MILES	Start	(25)	(50)	(75)	(100)	(125)	(150)	(175)	(200)	(225)	(250)	(275)	(300)	(325)	(350)	(375)	(400)	(425)	(450)	(475)	(500)
POSITION	1	48				14	14	14			14	14		14			14	14		14	
	2	14				20	20	20			48	48		48			48	48		48	
	3	88				40	40	48	48		40	40		48			40	40		40	
	4	40				11	2	40	40		20	20		20			12	12		98	
	5							2			98										
	6								12												
	7								38												
	8	78							11												
	9								68									89			
	10								45									68			

1975 LAP SPONSORSHIP PROGRAM

I want to again express my sincere appreciation to all the lap sponsors for their support and interest in this the Sixth Annual California 500.

I urge everyone to patronize these individuals and would like to take this opportunity to give special recognition to Tastee Freeze, "The Tastee-est Food in Town" and First National City Travelers Checks for being this year's top sponsors by sponsoring four laps each.

Extra special thanks go to Sue Ovitt of OMSOC, Elaine Singleton of Jim Cook & Associates and Robi Shibao of Parnelli Jones Enterprises. These girls did an outstanding job coordinating this year's lap sponsorship program.

My sincerest thanks to everyone whose participation and involvement contributed to the success of this great event.

Sincerely,

Parnelli Jones

Parnelli Jones,

President

ONTARIO MOTOR SPEEDWAY



The famous Unser family receiving the 1974 awards from Motorsport Hall of Fame. "Mam" Unser, as she is affectionately known throughout the racing fraternity everywhere, will serve her famous chili this year (1975) for the first time on the west coast. She usually reserves this pleasure for the Indianapolis Motor Speedway, annually. Flanked by her three very famous sons in the racing world, Louie, Al and Bobby, it is easy to see why her huge smile. Louie is famous for his racing engines. Bobby and Al will drive in this year's "500" at Ontario Motor Speedway. All three are Guts/Ball champions.

CALIFORNIA "500"-MARCH 9th-LAP PRIZE

(All Laps are worth \$250 in Prize Money)

CALIFORNIA "500"-MARCH 9th-LAP PRIZE

(All Laps are worth \$250 in Prize Money)

LAP #	SPONSOR	LAP #	SPONSOR
1	Mike Brown Grandstands, Inc. — Monrovia	55	Baldwin Tire Co. — Los Angeles
2	In Memory of "Speed" Beardsley — Honolulu	56	Day Printing Corporation — Pomona
3	Ontario "500" Festival Association	57	KLAC — Metromedia Radio — Los Angeles
4	Sinclair Paint Company — Los Angeles	58	"Alene" Machine & Engineering Co., Inc. — Torrance
5	Sinclair Paint Company — Los Angeles	59	"Alene" Machine & Engineering Co., Inc. — Torrance
6	Sinclair Paint Company — Los Angeles	60	Montclair Auto Parts
7	Imperial Bank — Torrance	61	Lester Seasingood — St. Louis, Missouri
8	Nicholson Machine Co. — Irvine	62	Lane & Roderick, Inc. — Gardena
9	Justice Brothers, J.B. Products — Monrovia	63	Uplander Motor Hotel — Upland
10	Rio Hondo Construction Company, Inc. Fullerton	64	Lynch Air Conditioning Service — La Habra
11	Movieworld — Cars of the Stars — Buena Park	65	Howard's Chevrolet — Newport Beach
12	"Pete Cullia and Hank"	66	Mr. Alfred Ernest Wm. Mockett
13	Thermo King Corporation — Minneapolis, Minn.	67	Lamar Engineering — El Segundo
14	Wholesale Supply Co. — Torrance	68	Ontario Neon
15	Dick Barbour Datsun — Cypress	69	Keely Smith
16	Sundown Industrial Catering — Temple City	70	Halibrand Engineering — Torrance
17	Bach Locksmith — Redondo Beach	71	Donco Engine Rebuilders — Los Angeles
18	American Industrial Service Co. — Los Angeles	72	Oliver & Williams Elevator Corp. — Los Angeles
19	Sylva Machinery Co. — Los Angeles	73	Oliver & Williams Elevator Corp. — Los Angeles
20	Corona Marketing Co. & Pit Stop Programs	74	Continental Airlines
21	Parrish & Wood Stationers — Torrance	75	Jim Meyer & Associates/URESCO, Inc. — Downey
22	Wilkins & Childers Construction Co., Inc. — Sherman Oaks	76	Union 76
23	Cragar Industries, Inc. — Compton	77	Hawthorne Brake & Supply — Los Angeles
24	Cragar Industries, Inc. — Compton	78	Pomona Fence Co.
25	Vincent M. Keyes, Jr. — Newport Beach	79	Ermie Immerso Enterprises, Inc. — Compton
26	United Airlines	80	Ermie Immerso Enterprises, Inc. — Compton
27	Wallace Systems — Westminster	81	Mallory Electric — Carson City, Nevada
28	Highway Oil, Inc. — Topeka, Kansas	82	Kraft Security & Detective — Ontario
29	Highway Oil, Inc. — Topeka, Kansas	83	Dennis Ercek Enterprises — Race Car Painting — Redondo Beach
30	7-Up the Uncola	84	BWI — Apache Corporation — Anaheim
31	Basque Restaurant — Montclair	85	Brooks Racing Components — Westminster
32	California Metal Shaping — Los Angeles	86	American High Performance — Tokyo, Japan
33	Rakar — C & G Plastics — Los Angeles	87	American High Performance — Tokyo, Japan
34	Chase National Night Racer Beds — Fontana	88	Scott Instrument Company — Los Angeles
35	Motorama — Los Angeles	89	Shiseido Cosmetics — Los Angeles
36	Fred & Jack's Catering — Redondo Beach	90	Richardson Vending Company — Los Angeles
37	Master Brian Ethier — San Gabriel	91	Thomas Vineyards — California's Oldest Winery Cucamonga
38	Brookside Vineyard Co. — Guasti	92	Model Plating Company, Inc. — Bell Gardens
39	Epic Plating Inc., USAC Testing Station #39	93	Spectra Marine Inc. — Burbank
40	Sizzler Family Steak Houses	94	RoVAL'S — Cucamonga
41	Trimen Sales, Inc. — Gardena	95	Craig Road Speedway — Las Vegas
42	Donovan Engineering & Manufacturing — Torrance	96	Encino Tire
43	New Mexico Beverage Co. — Wally Lindelien & Brad Kenyon. Go!! Al & Bobby Unser	97	Gemmel Drug Co. — Ontario
44	Mr. & Mrs. "T" Cocktail Mixes — El Segundo	98	Jim & Nancy Higgins — Torrance
45	Standard Catering — Paramount	99	Arciero Brothers Inc., Cement Contractors — Walnut
46	Nelson-Dunn, Inc. — Montebello	100	Performance Marketing — Racing Parts & Accessories — Costa Mesa
47	B & B Electrical Co. — Redondo Beach	101	A.C.I. Postal Systems — Covina
48	Ontario Coffee	102	A.C.I. Postal Systems — Covina
49	Montgomery Ward & Co.	103	Goodyear Motorsports Club
50	Joe Burk Tire Service — Huntington Beach	104	Goodyear Motorsports Club
51	Campbell, Widmann, Tice & Co. — Orange	105	Fontana Paving
52	Job Concrete Construction Corp. — Pomona		
53	Job Concrete Construction Corp. — Pomona		
54	The Mug — San Bernardino		

LAP #	SPONSOR	LAP #	SPONSOR
106	Troutman Ltd. — Costa Mesa	153	Mobil Steel Radial Tires — Los Angeles
107	Recreational Vans — Manufacturers of Karavan Torrance	154	Anchor Liquor — San Pedro
108	Arco Tech Machine Co. — Gardena	155	San Fernando Valley Motors, Inc. — San Fernando
109	N. W. Ayer/Jorgensen/Macdonald, Inc. — Los Angeles	156	Alexander & Alexander, Inc. — Los Angeles
110	N. W. Ayer/Jorgensen/Macdonald, Inc. — Los Angeles	157	Bounty Travel — Whittier
111	Crower Cams & Equipment Co. — Chula Vista	158	George F. Casey Co. Portable Toilets — Colton
112	Vessel Stallion Farm — Los Alamitos	159	George F. Casey Co. Portable Toilets — Colton
113	Tune Masters Advertising — Van Nuys	160	Gabriel Shock Absorbers — Costa Mesa
114	Klein Products — Ontario	161	Bob Jensen Homes — Alta Loma
115	Vince Granatelli	162	Crenshaw Travel — Torrance
116	L. E. August — The Industrial Office — Encino	163	Joel D. Rettew Rare Coin Galleries — Downey
117	L. E. August — The Industrial Office — Encino	164	Pomona Coins
118	Fuel Injection Engineering Co. — South Laguna	165	American Gold & Silver Corp. — Claremont
119	John Weyls — Medina	166	Don Edmunds Auto Research, Inc. — Anaheim
120	Thundervolt Automotive Wiring — Chicago, Illinois	167	Western Helicopter — Rialto
121	Emblem Manufacturing Co. — Los Angeles	168	Gregg Electric, Inc. — Ontario
122	Renault West, Inc. — Gardena	169	V & W Tire Service — Orange
123	Pomona Valley Datsun — Pomona	170	1st National City Travelers Checks
124	Armor-All, Very Important Products — Newport Beach	171	1st National City Travelers Checks
125	Tastee-est Food in Town	172	1st National City Travelers Checks
126	Tastee-est Food in Town	173	1st National City Travelers Checks
127	Tastee-est Food in Town	174	Mint Hotel — Las Vegas
128	Tastee-est Food in Town	175	Bell Helmets, Inc. — Long Beach
129	J. H. Bender Equipment — South Gate	176	Union 76
130	Renault West, Inc. — Gardena	177	Water Works Water Beds — Stores in L.A. & Orange County
131	Filthy McNasty's — Hollywood	178	A. C. Auto Parts — Lawndale, So. & No. Redondo, Carson
132	Ansen Automotive Engineering — Gardena	179	A. C. Auto Parts — Buena Park, Canoga Park
133	Ansen Automotive Engineering — Gardena	180	Kimmel & Young, Inc. — Plumbing & Heating — Alhambra
134	K & K Company — Maywood	181	Tape-A-Weight-G.W. — Hemet
135	Jim Yates Shell — Palos Verdes Peninsula	182	Mint Hotel — Las Vegas
136	Taylor Industries — San Diego	183	Earl's Supply Co. — Lawndale
137	Hawaiian Punch — RJR Foods — Winston-Salem, N.C.	184	Utilities Service Co. — Long Beach
138	Hawaiian Punch — RJR Foods — Winston-Salem, N.C.	185	A. C. Delco — Division of General Motors Corp. Detroit, Michigan
139	Alfa Romeo, Inc. — El Segundo	186	Concord Tire — Charlestown, Massachusetts
140	Aase Brothers — Porsche Dismantlers — Anaheim	187	Ellis Truck Lines
141	Robert E. Lenihan, Inc. — Long Beach	188	RIMCO of Santa Ana
142	Twin Wheels Steak House — Long Beach	189	David Jewelers of Downey
143	H. B. Halicki Productions — "Gone in Sixty Seconds" — Gardena	190	Inland Empire Equipment, Inc. — Rialto
144	Bruno's Corvette — Studio City	191	Whittier Volvo
145	KSOM — Cucamonga	192	Schimmick & Dool Auto Mismantlers, Inc. — Torrance
146	FM Chemical Co., Inc. — Ontario	193	Holiday Inn of Ontario
147	Toyo Tires — Compton	194	Wells Fargo Bank — Torrance
148	Mercury Tire — Wilmington	195	Mercury Freight Lines — Los Angeles
149	Fleetmark/Morse Inc. — City of Industry	196	Mercury Freight Lines — Los Angeles
150	Kruse Classic Auction Co. — Marina del Rey	197	Village Cocktail Lounge — Gallup, New Mexico
151	Baker Precision Bearing & Eon Oil Co. — Long Beach	198	Gordon's Body Shop — Redondo Beach
152	Consolidated International Automotive, Inc. — Los Angeles	199	A. Baima Roofing, Inc. — Torrance
		200	Mike Brown Grandstands, Inc. — Monrovia

Get your reservations in now for the Lap Sponsorship Program for the seventh annual California "500", March, 1976.

1975 CALIFORNIA 500 STARTING LINE UP

Car	Driver/Hometown	Car Name/Chassis/Engine	Speed
ROW 1			
14	A. J. FOYT, Houston, Texas <i>Orange</i>	Gilmore Racing, Coyote/Foyt <i>44</i>	196.549
48	BOBBY UNSER, Albuquerque, N.M. <i>Red</i>	Jorgensen, Eagle/Offy <i>44</i>	194.553
4	AL UNSER, Albuquerque, N.M.	Viceroy Special, Eagle/Offy	192.864
ROW 2			
40	WALLY DALLENBACH, Basalt, Colo. <i>Red</i>	Sinmast Wildcat, Eagle/Offy <i>44</i>	191.205
2	JOHNNY RUTHERFORD, Ft. Worth, Tex.	Gatorade, McLaren/Offy <i>44</i>	192.513
11	PANCHO CARTER, Speedway, Indiana	Fletcher Racing, Eagle/Offy <i>44</i>	190.840
ROW 3			
98	STEVE KRISILOFF, Parsippany, N.J. <i>White</i>	Agajanian Leader Card, Eagle/Offy <i>44</i>	189.893
6	BILL VUKOVICH, Fresno, Calif.	Fletcher Racing, Eagle/Offy	188.679
78	JIMMY CARUTHERS, Anaheim, Calif.	Alex Foods Special, Eagle/Offy	189.713
ROW 4			
20	GORDON JOHNCOCK, Phoenix, Ariz. <i>Red</i>	Sinmast Wildcat, Wildcat/Offy <i>44</i>	188.857
16	BOBBY ALLISON, Hueytown, Alabama	Cam 2 Special, McLaren/Offy	185.529
89	JOHN MARTIN, Long Beach, Calif. <i>Red</i>	Automotive Technology, McLaren/Offy <i>44</i>	185.242
ROW 5			
15	ROGER McCLUSKEY, Tucson, Ariz. <i>Red</i>	Silver Floss Special, Riley/Offy <i>44</i>	186.896
68	TOM SNEVA, Spokane, Wash. <i>Blue</i>	Norton Spirit, McLaren/Offy <i>44</i>	190.880
12	MIKE MOSLEY, San Juan Capistrano, Ca. <i>Green</i>	Sugarripe Prune Special, Eagle/Offy <i>44</i>	188.739
ROW 6			
77	SALT WALTHER, W. Carrollton, Ohio <i>Black</i>	Dayton-Walther Special, McLaren/Offy <i>44</i>	187.539
94	JOHNNY PARSONS, Indianapolis, Ind.	Vatis Special, Finley/Offy	188.225
21	MARIO ANDRETTI, Nazareth, Pa.	Viceroy Special, Eagle/Offy	185.128
ROW 7			
55	LEE KUNZMAN, Guttenberg, Iowa <i>Brown</i>	Eagle/Offy <i>44</i>	181.616
76	BILL SCOTT, San Bernardino, Calif.	Webster Racing, Eagle/Offy	179.784
38	JERRY KARL, Manchester, Pa.	Midwest-Durapot, Kingfish/Offy	182.297
ROW 8			
27	TOM BIGELOW, Whitewater, Wis. <i>Yellow</i>	Vollstedt Ent., Vollstedt/Offy <i>44</i>	181.397
44	DICK SIMON, Sandy, Utah <i>Blue</i>	Simon, Ltd., Eagle/Foyt <i>44</i>	183.281
86	AL LOQUASTO, Easton, Pa. <i>White</i>	A. Loquasto, Sr., McLaren/Offy <i>44</i>	184.294
ROW 9			
58	ELDON RASMUSSEN, Indianapolis, Ind. <i>Yellow</i>	Ras-Car, Ras-Car/Foyt <i>44</i>	No Speed
45	GARY BETTENHAUSEN, Monrovia, Ind. <i>Red</i>	Thermo King Special, Eagle/Offy <i>44</i>	No Speed
29	LEE BRAYTON, Coldwater, Michigan	Coyote/Foyt	No Speed
ROW 10			
73	JERRY GRANT, Irvine, Calif. <i>Orange</i>	Spirit of Orange County, Eagle/Offy <i>44</i>	No Speed

Pole winner's average qualifying speed: 196.549 m.p.h.

97
99
70

Cal 500 Lineup

MAR
9
1975

FIRST ROW

Car No.	Driver, Hometown	Color	Car/Engine
14	A. J. Foyt, Houston	ORANGE	Coyote-Foyt
48	Bobby Unser, Albuquerque	LT. BLUE	Eagle-Offy
4	Al Unser, Albuquerque	WH-RED	Eagle-Offy

SECOND ROW

40	Wally Dallenbach, Basalt, Colo.	RED	Eagle-Offy
2	Johnny Rutherford, FL Worth	GREEN-WH	McLaren-Offy
11	Pancho Carter, Brownsburg, Ind.	WHITE	Eagle-Offy

THIRD ROW

90	Steve Krisloff, Parsippany, N.J.	WHITE	Eagle-Offy
6	Bill Vukovich, Fresno	TURQUOISE	Eagle-Offy
72	Jimmy Caruthers, Anaheim	WHITE-ORANGE	Eagle-Offy

FOURTH ROW

20	Gordon Johncock, Phoenix	RED	Wildcat-Offy
16	Bobby Allison, Hueytown, Ala.	RED	McLaren-Offy
89	John Martin, Long Beach	RED	McLaren-Offy

FIFTH ROW

13	Roger McCluskey, Tucson	BLACK	Riley-Offy
68	Tom Sneva, Spokane	BLUE	McLaren-Offy
12	Mike Mosley, San Juan Capistrano	YELL-RED#	Eagle-Offy

SIXTH ROW

71	Salt Walther, W. Carrollton, Ohio	BLACK	McLaren-Offy
91	Johnny Parsons, Indianapolis	YELL-RED#	Finley-Offy
21	Mario Andretti, Nazareth, Pa.		Eagle-Offy

SEVENTH ROW

53	Lee Kunzman, Guttenberg, Iowa	BROWN-BLUE#	Eagle-Offy
76	Billy Scott, San Bernardino	RED-BLUE	Eagle-Offy
23X	George Follmer, Huntington Harbour	SILVER-BL	Eagle-Offy

EIGHTH ROW

33	Jerry Karl, Manchester, Pa.	BROWN-ORANGE	Kingfish-Offy
27	Tom Bigelow, Whitewater, Wis.	YELL-BL	Vollstedt-Offy
44	Dick Simon, Sandy, Utah	WHITE	Eagle-Foyt

NINTH ROW

86	Al Loquasto, Easton, Pa.	WHITE-YELL.	McLaren-Offy
58	Eldon Rasmussen, Indianapolis	YELLOW	Ras-Car-Foyt
45	Gary Bettenhausen, Monrovia, Ind.	RED-WH-BL	Eagle-Offy

TENTH ROW

29	Lee Brayton, Coldwater, Mich.	WH-IRR#	Coyote-Foyt
73	Jerry Grant, Irvine	WHITE	Eagle-Offy

ELEVENTH ROW

97	SNIDER	WHITE	EAGLE/DRAKE
99	HARTKE		EAGLE/DRAKE

29	L. BRAYTON	Coyote/Foyt	WH-IRR#
2	J. RUTHERFORD	McL/DR	GRN-WH
4	A. UNSER	Eagle/DR	WH-RED
6	B. VUKOVICH	E/DR	TURQUOISE
14	A. J. FOYT	Coy/Foyt	ORANGE
11	P. CARTER	E/DR	WHITE
12	M. MOSELEY	E/DR	YELL-RED#
15	R. MCCLUSKEY	RILEY/DR	BLACK
16	B. ALISON	McL/DR	RED
17	T. SNEVA	McL/DR	BLUE
20	G. JOHNCOCK	WILDCAT/DR	RED
21	M. ANDRETTI	E/DR	
23	D. MURPHY	CICADA/DR	
27	T. BIGELOW	VOLLST/DR	YELL-BL
28	G. FOLLMER	E/DR	SILVER-BL#
32	M. MOSELEY	E/DR	
33	S. WALTHER	McL/DR	
38	J. KARL	KINGFISH/DR	BR-DR.
40	W. DALLENBACH	E/DR	RED
41	DICK SIMON	E/DR	WH
44	DICK SIMON	E/DR	WH
45	GARY BETTENHAUSEN	E/DR	RED-WH-BL
48	B. UNSER	E/DR	LT. BLUE
55	L. KUNZMAN	E/DR	BROWN-BL#
58	E. RASMUSSEN	RAS CAR/FO	YELLOW
60	J. GRANT	E/DR	
73	M. JORDAN GRANT	McL/DR	WHITE
76	B. SCOTT	E/DR	RED-BL
77	S. WALTHER	McL/DR	BLACK
78	J. CARUTHERS	E/DR	WH-ORANGE
86	AL LOQUASTO	McL/DR	WH-YELL.
89	J. MARTIN	McL/DR	RED
94	J. PARSONS	FINLEY/DR	YELL-RED#
97	S. KRISLOFF	E/DR	WHITE (SNIDER)
98	S. KRISLOFF	E/DR	WHITE
99	B. SIMPSON	BERHARDT/DR	HARTKE

1975

Cal 500 Lineup

MAR 9 1975

FIRST ROW

Car No.	Driver, Hometown	Color	Car/Engine
1 14	A. J. Foyt, Houston	ORANGE	Coyote-Foyt
2 48	Bobby Unser, Albuquerque	LT. BLUE	Eagle-Offy
3 4	Al Unser, Albuquerque	WH-RED	Eagle-Offy

SECOND ROW

4 40	Wally Dallenbach, Basalt, Colo.	RED	Eagle-Offy
5 2	Johnny Rutherford, Ft. Worth	GREEN-WH	McLaren-Offy
6 11	Pancho Carter, Brownsburg, Ind.	WHITE	Eagle-Offy

THIRD ROW

7 98	Steve Krisloff, Parsippany, N.J.	WHITE	Eagle-Offy
8 6	Bill Vukovich, Fresno	TURQUOISE	Eagle-Offy
9 78	Jimmy Caruthers, Anaheim	WHITE-ORANGE	Eagle-Offy

FOURTH ROW

10 20	Gordon Johncock, Phoenix	RED	Wildcat-Offy
11 16	Bobby Allison, Hueytown, Ala.	RED	McLaren-Offy
12 89	John Martin, Long Beach	RED	McLaren-Offy

FIFTH ROW

13 13	Roger McCluskey, Tucson	BLACK	Riley-Offy
14 68	Tom Sneva, Spokane	BLUE	McLaren-Offy
15 12	Mike Mosley, San Juan Capistrano	YELL-RED#	Eagle-Offy

SIXTH ROW

16 77	Salt Walther, W. Carrollton, Ohio	BLACK	McLaren-Offy
17 94	Johnny Parsons, Indianapolis	YELL-RED#	Finley-Offy
18 21	Mario Andretti, Nazareth, Pa.		Eagle-Offy

SEVENTH ROW

19 55	Lee Kunzman, Guttenberg, Iowa	BROWN-BLUE#	Eagle-Offy
20 76	Billy Scott, San Bernardino	RED-BLUE	Eagle-Offy
21 28	George Follmer, Huntington Harbour	SILVER-BL	Eagle-Offy

EIGHTH ROW

21 38	Jerry Karl, Manchester, Pa.	BROWN-ORANGE	Kingfish-Offy
22 27	Tom Bigelow, Whitewater, Wis.	YELL-BL	Vollstedt-Offy
23 44	Dick Simon, Sandy, Utah	WHITE	Eagle-Foyt

NINTH ROW

24 86	Al Loquasto, Easton, Pa.	WHITE-YELL.	McLaren-Offy
25 58	Eldon Rasmussen, Indianapolis	YELLOW	Ras-Car-Foyt
26 45	Gary Bettenhausen, Monrovia, Ind.	RED-WH-BL	Eagle-Offy

TENTH ROW

27 20	Lee Brayton, Coldwater, Mich.	WH-IRR.#	Coyote-Foyt
28 78	Jerry Grant, Irvine	WHITE	Eagle-Offy

29 10 JOE LECHARD ORANGE COYOTE-FOYT
RICK MUTHER

ELEVENTH ROW

32 23	JIM McELREATH		EAGLE-CHEV
33 33	LARRY McCOY	BLACK-RED STRIP	McLAREN-OFFY
30 99	BOB HARKEY		GERHARDT-OFFY
31 97	GEO SNIDER	WHITE	EAGLE-OFFY

97	SNIDER	WHITE	EAGLE/DRAKE
99	HARTKEY		EAGLE/DRAKE

29	L. BRAYTON	COYOTE/FO	WH-IRR.#
2	J. RUTHERFORD	MCL/DRAKE	GR&WH
4	A. UNSER	EAGLE/DR	WH-RED
6	B. VUKOVICH	E/DR	TURQUOISE
10	R. MUTHER	COY/FOYT	
14	A. J. FOYT	COY/FO	ORANGE
11	P. CARTER	E/DR	WHITE
12	M. MOSELEY	E/DR	YELL-RED#
15	R. McCLUSKEY	RILEY/DR	BLACK
16	B. ALLISON	MCL/DR	RED
17		VOLLSTEDT/DR	
18	T. SNEVA	MCL/DR	BLUE
20	G. JOHNCOCK	WILDCAT/DR	RED
21	M. ANDRETTI	E/DR	
23		E/CHEV	
25	D. MURPHY	CICADA/DR	
27	T. BIGELOW	VOLLST/DR	YELL-BL
28	G. FOLLMER	E/DR	SILVER-BL
32	M. MOSELEY	E/DR	
33	S. WALTHER	MCL/DR	
38	J. KARL	KINGFISH/DR	BR-DR.
40	W. DALLENBACH	E/DR	RED
41		E/DR	
44	DICK SIMON	E/FO	WH
45	GARY BETTENHAUSEN	E/DR	RED-WH-BL
48	B. UNSER	E/DR	LT. BLUE
55	L. KUNZMAN	E/DR	BROWN-BL#
58	E. RASMUSSEN	RAS CAR/FO	YELLOW
60		E/DR	
73	M. JORDAN	MCL/DR	WHITE
76	B. SCOTT	E/DR	RED-BL
77	S. WALTHER	MCL/DR	BLACK
78	J. CARUTHERS	E/DR	WH-ORANGE
86	AL LOQUASTO	MCL/DR	WH-YELL.
89	J. MARTIN	MCL/DR	RED
94	J. PARSONS	FINLEY/DR	YELL-RED#
97	S. KRISTOFF	E/DR	WHITE (SNIDER)
99	- KRISLOFF	E/DR	WHITE

fication period from 9:45 to 11 a.m.

Saturday's qualifiers:

1. A. J. Foyt (Houston), Coyote-Foyt, 196.549 m.p.h.; 2. Bobby Unser (Albuquerque), Eagle-Offy, 194.553; 3. Al Unser (Albuquerque), Eagle-Offy, 192.864; 4. Johnny Rutherford (Ft. Worth), McLaren-Offy, 192.513; 5. Wally Dallenbach (Basalt, Colo.), Eagle-Offy, 191.205; 6. Tom Sneva (Spokane), McLaren-Offy, 190.880; 7. Duane Carter (Brownsburg, Ind.), Eagle-Offy, 190.840; 8. Steve Krisiloff (Parsippany, N.J.), Eagle-Offy, 189.893; 9. Jimmy Caruthers (Anahelm), Eagle-Offy, 189.713; 10. Gordon Johncock (Phoenix), McLaren-Offy, 188.857.

11. Mike Mosley (San Juan Capistrano), Eagle-Offy, 188.739; 12. Billy Vukovich (Fresno), Eagle-Offy, 188.679; 13. Johnny Parsons (Indianapolis), Finely-Offy, 188.225; 14. Salt Walther (W. Carrollton, Ohio), McLaren-Offy, 187.539; 15. Roger McCluskey (Tucson), Riley-Offy, 186.896; 16. Bobby Allison (Hucytown, Ala.), McLaren-Offy, 185.529; 17. John Martin (Long Beach), McLaren-Offy, 185.242; 18. Mario Andretti (Nazareth, Pa.), Eagle-Offy, 185.128; 19. Al Loquasto (Easton, Pa.), McLaren-Offy, 184.294; 20. Dick Simon (Sandy, Utah), Eagle-Offy, 183.281.

21. Jerry Karl (Manchester, Pa.), Kingfish-Offy, 182.297; 22. Lee Kunzman (Guttenberg, Iowa), Eagle-Offy, 181.616; 23. Tom Bigelow (Whitewater, Wis.), Vollstedt-Offy, 181.397; 24. Bill Scott (San Bernardino), Eagle-Offy, 179.784; 25. George Follmer (Huntington Harbour), Eagle-Offy, 177.165.

1964 FORMULA 1

California 500 Finish

Pos.	Driver/Car-Engine	Laps	Reason Out	Prize Money.
1.	A.J.Foyt, Eagle-Foyt	200	Running	\$90,112
2.	Bobby Unser, Eagle-Offy	200	Running	22,015
3.	Steve Krisiloff, Eagle-Offy	197	Running	14,015
4.	Lee Kunzman, Eagle-Offy	195	Running	11,015
5.	John Martin, McLaren-Offy	193	Running	9,015
6.	Tom Sneva, McLaren-Offy	193	Running	7,515
7.	Al Loquasto, McLaren-Offy	188	Running	6,415
8.	Salt Walther, McLaren-Offy	187	Running	5,915
9.	Eldon Rasmussen, Ras-Car-Foyt	186	Running	5,715
10.	Wally Dallenbach, Eagle-Offy	184	Piston	5,515
11.	Mike Mosley, Eagle-Offy	179	Piston	5,215
12.	Jerry Grant, Eagle-Offy	178	Running	5,015
13.	Roger McCluskey, Riley-Offy	170	Blown engine	4,815
14.	Gary Bettenhausen, Eagle-Offy	168	Running	4,615
15.	Gordon Johncock, Eagle-Offy	149	Overheating	4,415
16.	Tom Bigelow, Vollstedt-Offy	123	Oil pressure	4,215
17.	Johnny Rutherford, McLaren-Offy	86	Piston	4,015
18.	Jim McElreath, Eagle-Chevy	84	Connecting rod	3,815
19.	Pancho Carter, Eagle-Offy	83	Gear box	3,765
20.	George Snider, Eagle-Offy	58	Overheating	3,715
21.	Jimmy Caruthers, Eagle-Offy	54	Valve	3,665
22.	Lee Brayton, Coyote-Foyt	46	Black flagged	3,615
23.	Bill Vukovich, Eagle-Offy	39	Piston	3,565
24.	Dick Simon, Eagle-Foyt	37	Piston	3,515
25.	Johnny Parsons, Finley-Offy	34	Gear box	3,465
26.	Al Unser, Eagle-Offy	24	Piston	3,415
27.	Rick Muther, Coyote-Foyt	17	Clutch	3,365
28.	Mario Andretti, Eagle-Offy	15	Connecting rod	3,315
29.	Bill Scott, Eagle-Offy	7	Piston	3,265
30.	Bob Harkey, Eagle-Offy	5	Wheel bearing	3,215
31.	Larry McCoy, McLaren-Offy	3	Oil pressure	3,165
32.	Bobby Allison, McLaren-Offy	2	Valve	3,115
33.	Jerry Karl, Kingfish-Offy	1	Piston	3,065

Lap leaders: Foyt, 1-25; B. Unser, 26-30; Foyt, 31-52; B. Unser, 53; Foyt, 54-81; Rutherford, 82-85; B. Unser, 86-88; Foyt, 89-200.

Time of race: 3:14:22.28. Winner's speed: 154.344 m.p.h.

HEAT ONE (40 laps, 100 miles)—1. A.J. Foyt (Houston), Coyote—Foyt, 40 laps, \$6,585; 2. Pancho Carter (Brownsburg, Ind.), Eagle-Offy, 39, \$3,851; 3. Lee Kunzman (Guttenberg, Iowa), Eagle-Offy, 39, \$2,485; 4. Bill Scott (San Bernardino), Eagle-Offy, 38, \$1,988; 5. Gordon Johncock (Phoenix), McLaren-Offy, 36, \$1,677; 6. John Martin (Long Beach), McLaren-Offy, 36, \$1,366; 7. Al Unser (Albuquerque), Eagle-Offy, 35, \$1,118; 8. Roger McCluskey (Tucson), Riley-Offy, 34, \$994; 9. Tom Sneva (Spokane), McLaren-Offy, 29, \$869; 10. Mike Mosley (San Juan Capistrano), Eagle-Offy, 3, \$807; 11. Gary Bettenhausen (Monrovia, Ind.), Eagle-Offy, 2, \$745. Winner's speed: 177.085 m.p.h.

HEAT TWO (40 laps, 100 miles)—1. Wally Dallenbach (Basalt, Colo.), Eagle-Offy, 40, \$6,585; 2. Johnny Rutherford (Ft. Worth), McLaren-Offy, 40, \$3,851; 3. Steve Krisiloff (Parsippany, N.J.), Eagle-Offy, 40, \$2,485; 4. Billy Vukovich (Fresno), Eagle-Offy, 40, \$1,988; 5. Jimmy Caruthers (Anahelm), Eagle-Offy, 40, \$1,677; 6. Bobby Allison (Hueytown, Ala.), McLaren-Offy, 40, \$1,366; 7. Eldon Rasmussen (Indianapolis), Ras-Car-Offy, 36, \$1,118; 8. George Follmer (Huntington Harbour), Eagle-Offy, 34, \$994; 9. Jerry Karl (Manchester, Pa.), Kingfish-Offy, 29, \$869; 10. Bobby Unser (Albuquerque), Eagle-Offy, 24, \$807; 11. Tom Bigelow (Whitewater, Wis.), Vollstedt-Offy, 24, \$745; 12. Salt Walther (W. Carrolltown, Ohio), McLaren-Offy, 23, \$683; 13. Dick Simon (Sandy, Utah), Eagle-Foyt, 21, \$621; 14. Lee Brayton (Coldwater, Mich.), Coyote-Foyt, 10, \$559; 15. Al Loquasto (Easton, Pa.), McLaren-Offy, 5, \$497; 16. Jerry Grant (Irvine), Eagle-Offy, 3, \$300. Winner's speed: 150.305 m.p.h.