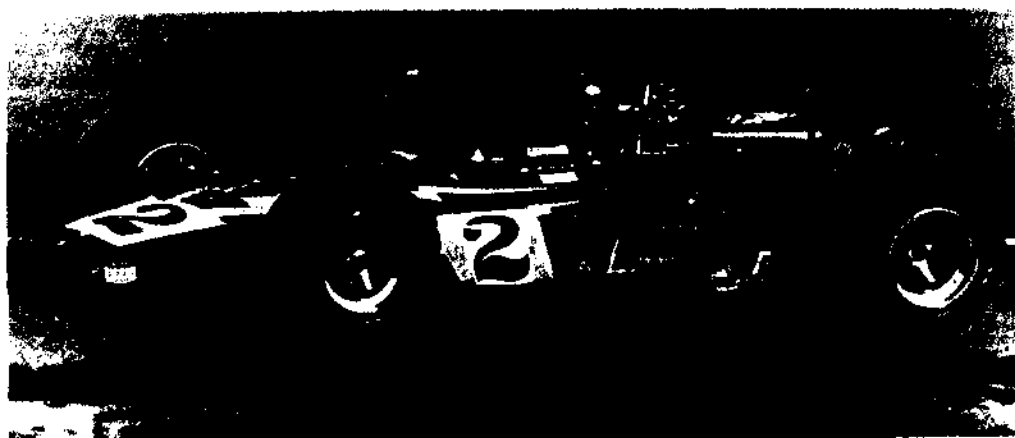


1972 Indianapolis 500

press
information





UNITED STATES AUTO CLUB, MOTORING DIVISION, INC.
1700 MISHAWAKA AVENUE, SOUTH BEND, INDIANA 46624

The "Now" Motor Club

'500' DAILY TRACK SUMMARY

1972 INDIANAPOLIS 500 STATISTICS

31 Entries.....69 Arrived at the track.....61 took practice runs.....34 completed qualification runs.....four cars tried unsuccessfully to qualify: #36, #61, #73 & #90. The twelve cars which did not arrive were: #8, #30, #54, #64, #68, #74, #76, #81, #82, #83, #86 & #97. The eight cars which did arrive but did not get onto the track were: #25, #27, #29, #39, #47, #67, #78 & #88.

A total of 38 cars made 47 attempts to qualify.

During the month there were a total of 51 drivers on the track. There were 29 of last year's starting field out this year, the exceptions being Donnie Allison, George Follmer, Denis Hulme and David Hobbs. There were 26 of the 1970 starters and 25 of the 1969 field on the track this May. Of the 51 on the track, 16 were rookies and the other 35 were veterans. Last year there were 58 different drivers on the track. The veteran drivers out this year were: Joe Leonard, A.J. Foyt, Bill Vukovich, Al Unser, Lloyd Ruby, Bobby Unser, Mark Donohue, Gary Bettenhausen, Mario Andretti, Wally Dallenbach, Peter Revson, Gordon Johncock, Roger McCluskey, Steve Krisiloff, Jim Malloy, Denny Zimmerman, Johnny Rutherford, Larry Dickson, Bob Harkey, Dick Simon, Cale Yarborough, Mel Kenyon, Jim Hurtubise, Bud Tingelstad, George Snider, Bentley Warren, Rick Muther, Art Pollard, Jerry Grant, Sam Sessions, Jim McElreath, Arnie Knepper, Carl Williams, Bruce Walkup and Mike Mosley. The rookies were: Jimmy Caruthers, Lee Kunzman, Jerry Karl, Jigger Sirois, Bill Simpson, John Mahler, Sam Posey, Merle Bettenhausen, Swede Savage, Al LoQuasto, Lee Brayton, John Martin, Tom Bigelow, Bill Puterbaugh, Mike Hiss and Salt Walther.

The most active drivers at the track in the car-hopping department were: Jerry Karl, Jigger Sirois and John Martin in four cars each; and Bill Vukovich and Lloyd Ruby in three each. No less than seventeen other drivers recorded appearances in more than one machine.

STARTING POSITIONS OF WINNING CARS AT INDY:

| | | | | | |
|---------|---------|---------|---------|---------|---------|
| 1st--8 | 7th--5 | 13th--3 | 19th--1 | 25th--0 | 31st--0 |
| 2nd--10 | 8th--0 | 14th--1 | 20th--2 | 26th--0 | 32nd--0 |
| 3rd--4 | 9th--0 | 15th--3 | 21st--1 | 27th--1 | 33rd--0 |
| 4th--3 | 10th--1 | 16th--0 | 22nd--2 | 28th--2 | |
| 5th--3 | 11th--0 | 17th--1 | 23rd--0 | 29th--0 | |
| 6th--4 | 12th--0 | 18th--0 | 24th--0 | 30th--0 | |

If the above positions which have zeroes remain zeroes, the following drivers would have no chance at winning this year: Johnny Rutherford, Swede Savage, Lloyd Ruby, Mel Kenyon, Mike Mosley, Billy Vukovich, Dick Simon, Sam Sessions, Mike Hiss, Gordon Johncock, John Mahler, Lee Kunzman, Jimmy Caruthers, Cale Yarborough and the 33rd starting car. Peter Revson appears to be in the best starting spot, 2nd. Bobby Unser and Sam Posey would rate the next best chances to win according to the above chart.

*****~*****
Youngest Winner.....Troy Ruttman (1952) 22 yrs. old
Oldest Winner.....Sam Hanks (1957) 43 yrs. old

Closest Finish.....1937--Wilbur Shaw won by only 2.16 seconds over Ralph Hepburn.
Largest Winning Margin.....1913--Jules Goux was 13 min. 8.40 sec. ahead of Spencer Wishart.
Least cars to complete the distance....1 (1926) Frank Lockhart & (1967) A. J. Foyt
Most cars running at the finish.....26 (1911)
Least cars running at the finish.....7 (1966)

cont.

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The furthest back that a winner has ever started was 28th position. In 1911 Ray Harroun started from that spot and won the first race. In 1936 Louis Meyer became a three-time winner after starting in that spot. In 1929 Cliff Woodbury qualified the #8 Boyle Valve Spl. for the pole position but crashed on the fourth lap and was awarded the last spot, 33rd.

In 1930 Billy Arnold started on the pole and nearly accomplished the impossible. He lost the lead at the start, but after working his way into the lead on the third lap, he led the remaining 198 laps to win.

Tommy Milton became the first two-time winner of the '500' in 1923. The first three-time winner was Louis Meyer who accomplished that feat in 1936. The first man to win the race twice in a row was Wilbur Shaw who won in 1939 and 1940 for the second and third times. No man has ever won three in a row but Al Unser could accomplish that feat this year.

In 1959, the defending winner, Jimmy Bryan failed to get started at the start of the race. In 1936, Bill Cummings, the 1934 winner, failed to move from his starting spot due to a broken clutch stud.

Two years ago Jim Malloy hit the 4th turn wall on the pace lap and the race had to be halted. In 1957 Elmer George and Eddie Russo collided on the backstretch and were eliminated on the parade lap.

Last year's race winner Al Unser gave car #1 its seventh Indy win. This moves car #1 ahead of car #2 (six victories) for the lead in that department. Cars numbered 3,4,14 & 16 have each won four races. No car with a number between 36 and 82 has ever won the 500.

FORMER ROOKIE WINNERS--6

| | | | |
|------|-------------|------|----------------|
| 1911 | Ray Harroun | 1926 | Frank Lockhart |
| 1913 | Jules Goux | 1927 | George Souders |
| 1914 | Rene Thomas | 1966 | Graham Hill |

RACE WINNERS FROM THE POLE--8

| | | | | | |
|------|--------------|------|---------------|------|----------------|
| 1922 | Jimmy Murphy | 1938 | Floyd Roberts | 1963 | Parnelli Jones |
| 1923 | Tommy Milton | 1953 | Bill Vukovich | 1970 | Al Unser |
| 1930 | Billy Arnold | 1956 | Pat Flaherty | | |

FORMER WINNERS IN 1972 RACE--4

A. J. Foyt (1961, 1964, 1967)
Bobby Unser (1968)
Mario Andretti (1969)
Al Unser (1970, 1971)

STARTING AND FINISHING POSITIONS FOR STARK AND WETZEL "ROOKIE OF THE YEAR" DRIVERS

| | | | | | |
|------|------------------------------------|--------------|------|-----------------|------|
| 1952 | Art Cross | 20-5 | 1962 | Jim McElreath | 7-6 |
| 1953 | Jimmy Daywalt | 21-6 | 1963 | Jimmy Clark | 5-2 |
| 1954 | Larry Crockett | 25-9 | 1964 | Johnny White | 21-4 |
| 1955 | Al Herman | 16-7 | 1965 | Mario Andretti | 4-3 |
| 1956 | Bob Veith | 23-7 | 1966 | Jackie Stewart | 11-6 |
| 1957 | Don Edmunds | 27-19 | 1967 | Denis Hulme | 24-4 |
| 1958 | George Amick | 25-2 | 1968 | Bill Vukovich | 23-7 |
| 1959 | Bobby Grim | 5-26 | 1969 | Mark Donohue | 4-7 |
| 1960 | Jim Hurtubise | 23-18 | 1970 | Donnie Allison | 23-4 |
| 1961 | Parnelli Jones & Bobby Marshman | 5-12 33-7 | 1971 | Denny Zimmerman | 28-8 |

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DRIVER STATISTICS

Oldest Driver.....Lloyd Ruby (44)
 Youngest Driver.....Salt Walther (74)
 Tallest Driver.....Mike Hiss, Jerry Grant, John Mahler(6'2")
 Shortest Driver.....Mario Andretti, Jimmy Caruthers (5'6")
 Heaviest Driver.....John Martin (205)
 Lightest Driver.....Denny Zimmerman (135)

The 25 veteran drivers in the field have driven a total of 145 races. A.J. Foyt leads the way with 14, Lloyd Ruby is close behind with 12.

LAP LEADERS IN THIS YEAR'S FIELD:

| | |
|------------------------|--------------------------|
| A. J. Foyt.....324 | Mark Donohue.....57 |
| Al Unser.....293 | Joe Leonard.....50 |
| Bobby Unser.....148 | *Wally Dallenbach..... 7 |
| Mario Andretti.....132 | Roger McCluskey..... 5 |
| Lloyd Ruby.....126 | |

*Will start if car #40 is unable to.

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'500' DAILY TRACK SUMMARY

"500" MILE RACE PACE CARS

| YEAR | PACE CAR | DRIVER |
|------|----------------------|--------------------------|
| 1911 | Stoddard-Dayton | Carl G. Fisher |
| 1912 | Stutz | Carl G. Fisher |
| 1913 | Stoddard-Dayton | Carl G. Fisher |
| 1914 | Stoddard-Dayton | Carl G. Fisher |
| 1915 | Packard "6" | Carl G. Fisher |
| 1916 | Premier "6" | Frank E. Smith |
| 1919 | Packard V-12 | Col. J. G. Vincent |
| 1920 | Marmon V-16 | Barney Oldfield |
| 1921 | H.C.S. "6" | Harry C. Stutz |
| 1922 | National "8" | Barney Oldfield |
| 1923 | Duesenberg "8" | Fred S. Duesenberg |
| 1924 | Cole V-8 | Lew Pettijohn |
| 1925 | Rickenbacker "8" | Capt. E. V. Rickenbacker |
| 1926 | Chrysler "8" | Louis Chevrolet |
| 1927 | LaSalle V-8 | "Big Boy" Raeder |
| 1928 | Marmon | Joe Dawson |
| 1929 | Studebaker | George Hunt |
| 1930 | Cord V-8 | E. L. Cord |
| 1931 | Cadillac | "Big Boy" Raeder |
| 1932 | Lincoln | Edsel Ford |
| 1933 | Chrysler | Byron Foy |
| 1934 | LaSalle | "Big Boy" Raeder |
| 1935 | Ford V-8 | Harry Mack |
| 1936 | Packard | Tommy Milton |
| 1937 | LaSalle | Ralph DePalma |
| 1938 | Hudson | Stuart Baits |
| 1939 | Buick | Charles Chayne |
| 1940 | Studebaker | Harry Hartz |
| 1941 | Chrysler | A.B. Couture |
| 1946 | Lincoln V-12 | Henry Ford II |
| 1947 | Nash | George W. Mason |
| 1948 | Chevrolet | Wilbur Shaw |
| 1949 | Oldsmobile | Wilbur Shaw |
| 1950 | Mercury | Benson Ford |
| 1951 | Chrysler | Dave Wallace |
| 1952 | Studebaker | P. O. Peterson |
| 1953 | Ford | William C. Ford |
| 1954 | Dodge | William C. Newburg |
| 1955 | Chevrolet | T. H. Keating |
| 1956 | DeSoto | L. I. Woolson |
| 1957 | Mercury | F. C. Reith |
| 1958 | Pontiac | Sam Hanks |
| 1959 | Buick | Sam Hanks |
| 1960 | Oldsmobile | Sam Hanks |
| 1961 | Ford Thunderbird | Sam Hanks |
| 1962 | Studebaker | Sam Hanks |
| 1963 | Chrysler | Sam Hanks |
| 1964 | Ford Mustang | Benson Ford |
| 1965 | Plymouth Sports Fury | P. N. Buckminster |
| 1966 | Mercury Cyclone | Benson Ford |
| 1967 | Camaro | Mauri Rose |
| 1968 | Fairlane Torino GT | William C. Ford |
| 1969 | Chevrolet Camaro | Jim Rathmann |
| 1970 | Oldsmobile 442 | Rodger Ward |
| 1971 | Dodge Challenger | Eldon Palmer |
| 1972 | Hurst Oldsmobile | Jim Rathmann |

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1972 GARAGE LIST

| Car # | Gar # | DRIVER | CAR NAME | ENTRANT |
|-------|-------|------------------------|-----------------------------|--------------------------|
| 1 | 24 | Joe Leonard (7) | Samsonite | Vel's P. Jones Rac. |
| 2 | 29 | A.J. Foyt, Jr. (14) | I.T.T. Thompson | A.J. Foyt, Jr. Entrprs. |
| 3 | 14 | Billy Vukovich (4) | Sugaripe Prune | Jerry O'Connell |
| 4 | 25 | Al Unser (6) | Viceroy | Vel's P. Jones Rac. |
| 5 | 10 | Lloyd Ruby (12) | Wynn's | Gene White Racing |
| 6 | 40 | Bobby Unser (9) | Olsonite Eagle | Olsonite Div.-Swed. Cruc |
| 7 | 77 | Gary Bettenhausen (4) | Sunoco McLaren | Roger Penske Ent. |
| 8 | 75 | Mark Donohue (3) | Sunoco McLaren | Roger Penske Ent. |
| 9 | 26 | Mario Andretti (7) | Viceroy | Vel's P. Jones Rac. |
| 10 | 83 | Wally Dallenbach (5) | Gilmore Racing Team | Lindsey Hopkins |
| 11 | 21 | Jimmy Caruthers (0) | | Quality Racing |
| 12 | 85 | Peter Revson (3) | Gulf McLaren | McLaren Cars, |
| 14 | 7 | Roger McCluskey (10) | American Marine Underwrts. | Lindsey Hopkins |
| 15 | 58 | Steve Krisiloff (1) | | Grant King Racers |
| 16 | 69 | Jim Malloy (4) | Thermo King | Don Gerhardt |
| 17 | 3 | Denny Zimmerman (1) | Bryant Heating & Cooling | Vollstedt Enterprises. |
| 18 | 5 | Johnny Rutherford (8) | | Michner-Patrick Racing |
| 19 | 42 | Larry Dickson (5) | The Minnesota Invader | The Minnesota Invader |
| 20 | 56 | | STP Double Oil Filter | STP Corporation |
| 21 | 11 | Cale Yarborough (3) | Bill Daniels GOP | Gene White Racing |
| 23 | 88 | Mel Kenyon (6) | Gilmore Racing Team | Lindsey Hopkins |
| 24 | 86 | Gordon Johncock (7) | Gulf McLaren | McLaren Cars |
| 25 | 53 | George Eaton (X) | | Fejer Bros. M.R.T. Ont. |
| 26 | 71 | Jim Hurtubise (8) | Miller High Life | Jim Hurtubise |
| 27 | 4 | | | Vollstedt Enterprises |
| 28 | 39 | Bill Simpson (0) | | Simpson Safety Equip. |
| 29 | 61 | Jim Hurtubise (8) | Miller High Life | M.V.S., Inc. |
| 30 | 36 | | St. Louis | Dudley Higginson |
| 31 | 74 | John Mahler (0) | Harbor Fuel Oil | Vanguard Racing |
| 32 | 15 | | Sugaripe Prune | Jerry O'Connell |
| 33 | 80 | Bud Tingelstad (10) | Dayton Disc Brake | Walmotor |
| 34 | 38 | Sam Posey (0) | Norris Eagle | Champ Carr |
| 35 | 59 | George Snider (7) | AyrWay-Lloyd's | Grant King Racers |
| 36 | 51 | Bentley Warren (1) | | Bay St. Auto Rac. Corp. |
| 37 | 2 | Lee Kunzman (0) | Caves Buick Co. | Caves Buick Co. |
| 38 | 19 | Rick Muther (2) | Two Jacks Inc. | Jack A. Adams |
| 39 | 8 | Roger McCluskey (10) | American Marine Underwrts. | Lindsey Hopkins |
| 40 | 55 | Art Pollard (5) | STP Oil Treatment | STP Corporation |
| 42 | 6 | Swede Savage (X) | Michner Industries | Michner-Patrick Rac. |
| 43 | 37 | Al Loquasto (0) | Martin Guitar | Frank J. Fiore |
| 44 | 66 | Dick Simon (2) | Travelodge Sleeper | Dick Simon |
| 46 | 70 | | Thermo King | Don Gerhardt |
| 47 | 49 | | Mystery Eagle | All American Racers, |
| 48 | 41 | Bobby Unser (9) | Olsonite Eagle | Olsonite Div.-Swed. Cruc |
| 49 | 23 | Parnelli Jones (7) | Firestone-Viceroy-Samsonite | Vel's P. Jones Racing |
| 50 | 50 | Jigger Sirois (0) | Roughneck Drilling Co. | B.J. Navarro |
| 52 | 12 | Sammy Sessions (4) | Gene White Firestone | Gene White Racing |
| 54 | 20 | | Two Jacks Inc. | Jack A. Adams |
| 56 | 62 | Jim Hurtubise (8) | Miller High Life | M.V.S. |
| 58 | 47 | Jerry Karl (X) | Midwest Mfg. Dura-Pot Rac. | Midwest Mfg. Co. |
| 60 | | | Pylon Winds. Wip. Bl. | Pylon Winds. Wip. Bl. |
| 61 | 33 | Lee Brayton (X) | | Eisenhour & Brayton Rac. |
| 64 | 22 | | | Quality Racing |
| 66 | 76 | Mark Donohue (3) | Sunoco McLaren | Roger Penske Ent. |
| 67 | 1 | | Jim Robbins Co. | Jim Robbins Co. |
| 68 | 79 | Garry Bettenhausen (4) | Sunoco McLaren | Roger Penske Ent. |
| 70 | 45 | Tom Bigelow (X) | Smith Speed Shop | Smith's Speed Shop |
| 72 | 82 | Mike Hiss (X) | Page Racing | Page Racing Ent. |
| 73 | 89 | Mel Kenyon (6) | Gilmore Racing Team | Lindsey Hopkins |
| 74 | 35 | | | Grant King Racers. |

cont.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

1972 GARAGE LIST

PAGE TWO

| CAR # | GAR # | DRIVER | CAR NAME | ENFRANT |
|-------|-------|----------------------|-----------------------|------------------------|
| 75 | 84 | Wally Dallenbach (5) | Gilmore Racing Team | Lindsey Hopkins |
| 76 | 52 | George Eaton (X) | | Fejer Bros.M.R.T. Ont. |
| 77 | 81 | Salt Walther (X) | Dayton Steel Wheel | Walmotor |
| 78 | 73 | John Mahler (0) | Harbor Fuel Oil | Vanguard Racing |
| 81 | 68 | | | Racing Associates |
| 82 | 31 | | Greer | J.H. Greer |
| 83 | 60 | David Hobbs (1) | | Smokey Yunick |
| 84 | 30 | | I.T.T. Thompson | A.J.Foyt, Jr. Entr. |
| 85 | 9 | | | Michner-Patrick Rac. |
| 86 | 87 | | Gulf McLaren | McLaren Cars |
| 87 | 18 | Mike Mosley (4) | Leader Card-Agajanian | Leader Cards |
| 88 | 67 | | Travelodge Sleeper | Dick Simon |
| 89 | 43 | John Martin (0) | Un-sponsored | Automotive Technology |
| 90 | 48 | Arnie Knepper (5) | C.H.E.K. Racing | C.H.E.K. Racing |
| 91 | 34 | | Steed | Frank Curtis |
| 92 | 44 | | Un-sponsored | Automotive Technology |
| 94 | 64 | | Vatis | Vatis Enterprises |
| 95 | 65 | Carl Williams (5) | Vatis | Vatis Enterprises |
| 97 | 17 | | Vivitar | Leader Cards |
| 98 | 16 | Mike Mosley (4) | Vivitar | Leader Cards |
| 99 | 72 | Bob Harkey (2) | Joe Hunt Magneto | Joe Hunt |

() - Previous races

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1972 QUALIFICATION REPORT

| TRIAL # | | LAPS COMP. | 4-Lap AVE. | START POS. | NOTES | |
|---------------|----|-------------------|------------|-------------------------------|--------|--|
| <u>MAY 13</u> | | | | | | |
| 1. | 2 | A.J. Foyt | 0 | ---- | - | Car smoking: shut off in turn 2 |
| <u>MAY 14</u> | | | | | | |
| 2. | 3 | Bill Vukovich | 1 | 185.797 | - | Spun and hit wall in turn 1 |
| 3. | 98 | Mike Mosley | 3 | 185.109 183.974 180.650 | -- | Ignition trouble- Called In by crew |
| 4. | 1 | Joe Leonard | 4 | 3:14.36 185.223 | 6 | 1971 USAC Nat. Champion |
| 5. | 9 | Mario Andretti | 4 | 3:11.88 187.617 | 5 | 1969 Winner-Twice Pole-winner |
| 6. | 18 | Johnny Rutherford | 4 | 3:16.47 183.234 | 8 | Started 2nd in 1970 |
| 7. | 52 | Sam Sessions | 3 | 177.200 177.200 177.165 | - | Called in by crew |
| 8. | 7 | Gary Bettenhausen | 4 | 3:10.60 188.877 | 4 | Son of former two-time Nat. Ch. |
| 9. | 6 | Bobby Unser | 4 | 3:03.73 195.940 | 1 | First time on Pole 1968 Winner |
| 10. | 34 | Sam Posey | 4 | 3:15.25 184.379 | 7 | Fastest Rookie |
| 11. | 40 | Art Pollard | 4 | 3:18.21 181.626 | (10)** | Ran 2nd in 1970 Calif. 500 |
| 12. | 5 | Lloyd Ruby | 4 | 3:18.44 181.415 | 11 | Best Finish a 3rd in 1964. |
| 13. | 10 | Wally Dallenbach | 4 | 3:21.77 178.421 | (15)-B | Led the '69 Race |
| 14. | 42 | Swede Savage | 4 | 3:18.10 181.726 | 9 | Believe it or not - A Rookie |
| 15. | 89 | John Martin | 4 | 3:20.43 179.614 | 14 | Fin. 9th at Mich. "200" in '71 |
| 16. | 56 | Jim Hurtubise | 4 | 3:18.84 181.050 | 13 | Made easy trans from FE to RE. |
| <u>MAY 20</u> | | | | | | |
| 17. | 15 | Steve Krisiloff | 4 | 3:18.42 181.433 | 10 | Fin. 31st as rookie in '71 |
| 18. | 23 | Mel Kenyon | 4 | 3:18.47 181.388 | 12 | 3 top five Fin. A 3rd, 4th, 5th. |
| 19. | 66 | Mark Donohue | 4 | 3:08.08 191.408 | 3 | Was leading last year when ret. |
| 20. | 12 | Peter Revson | 4 | 3:06.64 192.885 | 2 | Pole winner in '71 Fin. 2nd. |
| 21. | 2 | A. J. Foyt | 4 | 3:10.48 188.996 | 17 | 3-time winner. 5-time Nat. Champ |
| 22. | 14 | Roger McCluskey | 4 | 3:17.06 182.685 | 20 | First time in top ten a 9th in '71 |
| 23. | 4 | Al Unser | 4 | 3:16.06 183.617 | 19 | Going for 3 in a row. |
| 24. | 84 | George Snider | 4 | 3:17.96 181.855 | 21 | Led at start of '66 race. |
| 25. | 52 | Sam Sessions | 4 | 3:19.54 180.415 | 24 | Has been in 4 previous races. |
| 26. | 95 | Carl Williams | 1 | 178.077 | - | Called in by crew |
| 27. | 31 | John Mahler | 2 | 181.892 181.892 | - | Slowed and came in. |

(Cont.)

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Page (2) 1972 Qualification Report

| TRIAL # | CAR # | DRIVER | LAPS COMP. | 4-LAP AVE | START POS | NOTES |
|-----------------------|-------|------------------|------------|-------------------------------|-----------|---------------------------------------|
| <u>MAY 20 (Cont.)</u> | | | | | | |
| 28. | 98 | Mike Mosley | 4 | 3:10.33 189.145 | 16 | Crashed last year Won Trenton '71 |
| 29. | 3 | Bill Vukovich | 4 | 3:14.17 184.814 | 18 | '68 Rookie of the Year. |
| 30. | 48 | Jerry Grant | 4 | 3:10.18 182.294 | 15 | 4th fastest in Field. '71 DNS |
| 31. | 24 | Gordon Johncock | 3 | 187.500 187.852 187.735 | - | Coasted into pits |
| 32. | 60 | Mike Hiss | 4 | 3:21.10 179.015 | 25 | Promising rookie 7th at Trenton |
| 33. | 95 | Carl Williams | 4 | 3:19.48 180.469 | 22 | 9th in 1970 |
| 34. | 44 | Dick Simon | 4 | 3:19.53 180.424 | 23 | 3rd at Ontario in '70 |
| <u>MAY 21</u> | | | | | | |
| 35. | 24 | Gordon Johncock | 4 | 3:10.97 188.511 | 26 | Was 4th in '66. Crashed in '71. |
| 36. | 37 | Lee Kunzman | 4 | 3:20.82 179.265 | 30 | Rookie making comeback. |
| 37. | 11 | Jimmy Caruthers | 4 | 3:21.22 178.909 | 31 | 1970 Midget Champ Rookie here. |
| 38. | 31 | John Mahler | 4 | 3:20.56 179.497 | 29 | Fastest rookie in '71 Still rookie |
| 39. | 17 | Denny Zimmerman | 4 | 3:19.97 180.027 | 28 | 1971 Rookie of the year. |
| 40. | 21 | Cale Yarborough | 3 | 178.749 178.571 178.394 | - | Called in by crew |
| 41. | 33 | Salt Walther | 4 | 3:19.40 180.542 | 27 | Rookie from Dayton |
| 42. | 90 | Arnie Knepper | 1 | 178.855 | - | Blew Engine |
| 43. | 21 | Cale Yarborough | 4 | 3:21.27 178.864 | 32 | Bumped Dallenbach '72 is 4th race. |
| 44. | 36 | Bentley Warren | 3 | 179.712 169.234 178.324 | - | Came in due to second lap speed |
| 45. | 10 | Wally Dallenbach | 1 | 179.892 | - | Came in |
| 46. | 61 | Lee Brayton | 1 | 168.119 | - | Came in-too slow |
| 47. | 73 | Wally Dallenbach | 2 | 178.642 178.252 | - | Came in |

** Pollard qualified for the #10 starting position but demolished the car in a practice run on Tuesday. The car, if rebuilt, could start in 33rd position.

B= Bumped

The only car bumped was the #10 car of Wally Dallenbach. This car would be reinstated into the starting lineup if car #40 fails to be rebuilt for the race.

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'500' DAILY TRACK SUMMARY

1972 SPIN AND WRECK REPORT

May 11, 1972 -----Thursday

1. Time: 5:17 p.m. - - - #61 Eisenhower & Brayton Spl. - Lee Brayton - Lost control coming out of turn #4 and slid 450 feet. The car did a half spin and hit the outside wall, then slid another 480 feet along the wall while spinning 1-1/2 times, coming to a stop in the middle of the track. Lee climbed out uninjured. The car received extensive damage.

May 12, 1972 -----Friday

2. Time: 1:34 p.m. - - - #31 Harbor Fuel Oil Spl. - John Mahler - Spun one complete time in turn #1 and slid approximately 600 feet. There was no wall contact and no driver injury or car damage.
3. Time: 5:08 p.m. - - - #34 Norris Eagle - Sam Posey - Lost control in turn #1 and slid 350 feet sideways. The car came to a stop on the track apron at the start of the south chute. Posey had just received the black flag. There was no contact with the wall and no injury to car or driver.

May 14, 1972 -----Sunday

4. Time: 9:37 a.m. - - - #15 Grant King Racers Spl. - Steve Krisiloff - lost control in turn #2, got down into grass during 260 foot slide, slid another 240 feet back across the track and hit the outside wall with the right rear wheel. The car suffered only minor damage and Steve was not hurt.
5. Time: 10:21 a.m. - - - #16 Thermo-King Spl. - Jim Malloy - Coming out of turn #3, Jim slid across the track and into the outside wall. The car struck the wall with the right-front and then slid down the short chute and stopped at the entrance to turn #4. The car was virtually demolished and Jim was flown to Methodist Hospital suffering from burns, fractures and head injuries. He was immediately listed in critical condition and passed away on the morning of Thursday, May 18.
6. Time: 2:42 p.m. - - - #3 Sugaripe Prune Spl. - Billy Vukovich - Made one complete spin in the #1 turn during his qualification run. The car hit the wall with the right rear wheel very lightly. Bill was not hurt and the car was also OK. Bill had set a new track record on his first lap.

May 16, 1972 -----Tuesday

7. Time: 12:31 p.m. - - - #58 Midwest Mfg. Dura-Pot Spl. - Jerry Karl - Lost control coming out of turn #3 and spun twice. The car stopped at the entrance to turn #4. There was no wall contact and the driver was OK as well.
8. Time: 4:58 p.m. - - - #40 STP Oil Treatment Spl. - Art Pollard - Entering turn #3 the right rear hub broke causing the wheel to fall off and the car slid 380 feet into the outside wall. The left-rear hit first and the car then slid 50 feet along the wall before spinning 720 feet away from the wall to a stop in the north chute. Art suffered a broken left leg and the car was considered demolished. The car had been qualified on Sunday by Pollard at 181.626 mph.

May 18, 1972-----Thursday

9. Time: 2:01 p.m. - - - #35 Ayr-Way Lloyd's Spl. - Merle Bettenhausen - Got sideways coming out of turn #4 and slid 460 feet. The car did one complete spin before striking the inside wall with the left rear. Then the left front hit the wall and the car slid another 420 feet back onto the track to a stop in the middle of the front chute. Merle was taken to the infield track hospital, checked, and released. The car received extensive on the left side.

cont.

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UNITED STATES AUTO CLUB, MOTORING DIVISION, INC.
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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

1972 SPIN AND WRECK REPORT

PAGE (2)

During the 23-day period of practice and qualifications for the 1972 500-Mile Race, there were a total of 9 yellow lights due to slides, spins and wrecks. This compares to 30 for the 23-day period last year and 31 for the 24 day period in 1970.

A total of 5 rookies and four veteran drivers were involved in the incidents.

LOCATION OF INCIDENTS

| | |
|-------------------|----------------|
| #1 Southwest turn | 3 |
| #2 Southeast turn | 1 |
| #3 Northeast turn | 1 |
| #4 Northwest turn | 0 |
| North Short Chute | 2 |
| South Short Chute | 0 |
| Main Straightaway | 2 |
| Backstretch | 0 |
| | <u>9</u> TOTAL |

| | |
|-------------------------------|----------|
| Spins, etc., no wall contact: | 3 |
| Spins, etc., wall contact: | <u>6</u> |
| | 9 TOTAL. |

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'500' DAILY TRACK SUMMARY

1972 Indy "500" Rookie Test Report

The rookie tests at the Indianapolis Motor Speedway for 1972 consisted of 10 laps at 150 mph., 155 mph., 160 mph. and 10 laps at a speed of over 160 mph. observed by a crew of veteran drivers. On the first three phases the driver was required to post speeds of 150-154.999; 155-159.999 and 160-plus.

ROOKIE PHASES
4-Phase--1st year drivers

- | | |
|--|-----|
| 1. Mike Hiss, #72 Page Racing Spl., 4/30: 150-155-160; 5/1:160+ | OK |
| 2. Salt Walther, #77 Dayton Steel Wheel Spl., 5/1: 150; 5/3:155-160;5/5: 160+ | OK |
| 3. Lee Brayton, #61 Eisenhour & Brayton Spl., 5/4: 150-155, 5/7:160;5/9: 160+ | OK |
| 4. John Martin, #89 Unsponsored Spl.; 5/5: 150-155-160; 5/6: 160+ | OK |
| 5. Jerry Karl, #58 Midwest Mfg. Dura-Pot Spl.; 5/9:150-155; 5/11:160; 5/12: 160+ | OK |
| 6. Tom Bigelow, #70 Smith Speed Shop Spl.; 5/16: 3 laps of 150 | INC |
| 7. Berle Bettenhausen, #35 Ayr-Way Lloyd's Spl.; 5/16: 150-155-160; 5/17: 160+ | OK |

Six new, first-year rookies passed their complete 4-phase driver tests. As noted above, Tom Bigelow was the only driver to begin a test and not complete it, running only three laps of the 150 phase.

3-Phase Rookie Refresher Tests

- | | |
|--|----|
| 1. Al LoQuasto, #43 Martin Guitar Spl.;5/9:155; 5/11: 160; 5/12:160+ | OK |
|--|----|

2-Phase Rookie Refresher Test

- | | |
|---|----|
| 1. Swede Savage, #42 Michner Industries Spl.; 4/30: 160-160+ | OK |
| 2. Lee Kunzman, #37 Caves Buick Co. Spl.; 5/3: 160-160+ | OK |
| 3. John Mahler, #31 Harbor Fuel Oil Spl.; 5/3: 160-160+ | OK |
| 4. Bill Simpson, #28 Simpson Safety Equipment Spl.; 5/9: 160-160+ | OK |
| 5. Jimmy Caruthers, #11 Quality Racing Spl.; 5/10: 160-160+ | OK |
| 6. Sam Posey, #34 Norris Eagle: 5/11: 160-160+ | OK |
| 7. Jigger Sirois, #97 Vivitar Spl.; 5/19: 160-160+ | OK |

Veteran Driver Refresher Tests

- | | |
|--|----|
| 1. Jim Murtubise, #56 Miller High Life Spl.; 5/6: 160-160+ | OK |
| 2. Bruce Walkup, #97 Vivitar Spl.; 5/18: 160+ | OK |
| 3. Arnie Knepper, #90 C.H.B.K. Racing Spl.; 5/19: 160+ | OK |
| 4. Jerry Grant, #48 Mystery Eagle: 5/19: 160+ | OK |

SUMMARY

| | |
|--|----|
| First-year rookies that passed 4 phase tests | 6 |
| Refresher 3-phase tests for rookies who had previously passed tests: | 1 |
| Refresher 2-phase tests for rookies who had previously passed tests: | 7 |
| Refresher 20-laps tests for veteran drivers: | 1 |
| Refresher 10-lap tests for veteran drivers: | 3 |
| Rookie drivers who were eligible to try a qualification attempt following their drivers' test: | 14 |

- | | | |
|----------------------------|-------------------------------|----------------------------|
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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. I

Sunday April 30, 1972

This report is coming to you as a track service, compliments of the United States Auto Club Motoring Division. We are pleased to be able to continue the Daily Track Summary formerly furnished by Autolite.

The second day of practice for the 56th. annual 500 mile race was comparatively slow due to the lack of prepared cars for practice runs and the fact that some drivers were competing in the Hulman Classic USAC Sprint Car race at Terre Haute, Indiana. Gary Bettenhausen and Toby Tobias were uninjured in separate accidents during the 40 lap feature race which was won by Bruce Walkup.

Thirty-two cars are housed in the Gasoline Alley garage area out of the 81 entered. Fifteen of these cars have passed the USAC Technical Inspection which allows them the right to be driven in practice. Six additional cars are in the process of being inspected.

Cars now housed in the garage area are numbers; 3,6,12,14,15,16,17,24,25,26,27,28,29,31,32,33,37,38,42,43,44,46,48,56,61,72,77,78,88. Those cars passed to date are numbers; 3,12,15,16,17,18,24,27,31,37,38,42,44,72,77.

Following a delay in the opening of the track, due to dampness caused by early morning rains, the track opened at 10:04 a.m. Seven cars made appearances on the track, four rookies eligible for the 1972 Stark and Wetzel Rookie of the Year Award and 3 veterans were among those listed.

Swede Savage passed his 20 lap refresher test in the Michner-Patrick Entry, while Mike Hiss on the Page Racing Special passed the 150,155 and 160 MPH phases of his test. Salt Walther completed three laps of his 150 MPH phase before an oil leak in the gear train of his Dayton Steel Wheel Special sidelined him for the remainder of the day. John Mahler, preparing for his refresher test, was sidelined when he blew the engine on his Harbor Fuel Oil Special at 5:54 p.m. which closed the track for the day. Savage received a Steak Dinner compliments of the Sider's Charcoal Steak House for having the day's fastest recorded speed which was 164.77 MPH. The 170 MPH speed limit set by Chief Steward, Harlan Fengler was in effect for the second day of the practice sessions.

Steve Krisiloff a sophomore driver, was on the track for the first time this season in the No. 15, Grant King Racers entry and recorded a high lap of 163.785 MPH. Denny Zimmerman, the 1971 Rookie of the year, who was the first driver on the track for 1972 in the opening day honors in the Bryant Heating and Cooling Special No. 17 Vollstedt Chassis, returned to the track today in the No. 17 McLaren, both entered by Vollstedt Enterprises. Dick Simon, a two year veteran also made his second consecutive appearance on the Track having been one of the four drivers who made appearances on the opening day, in the No. 44 Travelodge Sleeper.

The total yellow light time after two days of practice is 9 hours and 17 minutes, with rain accounting for 7 hours and 15 minutes.

The four new arrivals at the track today were Numbers 18,25,42 and 74, the additional cars listed above were at the track on opening day.

Joining Zimmerman and Simon on the track during the opening day were Hiss and Jim Malloy. Malloy driving the No. 16, Thermo King Eagle was fastest on opening day at 174.927 MPH, unofficially. The electric eye Railbirds with stop watches caught Malloy on his next lap at 179.4 MPH. THIS WAS UNOFFICIAL.

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The "NOW" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 2

Monday May 1, 1972

Chief Steward Harlan Fengler lifted the speed limit which had been imposed during the initial three days of practice for this year's 500 at approximately 5:10 this afternoon, just in time for 35-year-old Jim Malloy to turn this season's first 180-plus MPH. lap. Malloy turned a total of eight laps over 175 MPH. with a top speed of 181.415. Jim had been near the 190 MPH. mark in tire tests recently and is considered among the top threats for the pole position. He was piloting the #16 Thermo King Special owned by Don Gerhardt of Fresno, Calif.

Despite threatening weather throughout the afternoon, a total of 11 cars and 10 drivers took to the track, with Gordon Johncock wheeling both cars #12 and #24. The day's second fastest lap belonged to Johnny Rutherford in the #18 Michner-Patrick entry at 171.168. Rutherford's speed was followed by: Johncock in the #12 Gulf McLaren at 170.875, Mike Hiss in the #72 Page Racing Special at 166.728 during his rookie test, and Steve Krisiloff in the #15 Grant King Racers entry at 166.174.

Other speeds turned today included: Lee Kunzman in the #37 Caves Buick Co. Spl. at 164.324, 1971 '500' Rookie of the Year Denny Zimmerman in the #17 Bryant Heating and Cooling Spl. at 160.657, Johncock in the #24 Gulf McLaren at 160.000 Dick Simon in the #44 Travelodge Sleeper at 158.507, and Salt Walther in the #77 Dayton Steel Wheel Spl. at 152.259 during his driver's test.

Hiss, of Tustin, Calif., one of the most promising rookies this year, completed his rookie test today in fine style. Walther, of Dayton, Ohio, is hoping to complete his test tomorrow. A total of 14 rookies are entered in this year's event and the cars of John Mahler, Lee Kunzman, Swede Savage, and Mike Hiss are already parked in the garage area, along with Walther's.

There are a total of 38 cars in the garage area so far, and of these, a total of 18 have passed the technical inspection necessary for practice. The cars at the track are: 1,3,4,6,12,14,15,16,17,18,24,25,26,27,28,29, 31,32,33,37,38, 42,43,44,46,47,48,56,58,61,72,74,77,78,88,89,91,92. Those passing technical inspection are: 3,6,12,15,16,17,18,24,31,32,37, 38,42,44,47,72,74,77. The cars which arrived at the Speedway today included car #1, the Samsonite Special for national Champion Joe Leonard, the #4 Viceroy Special for Al Unser, the #47 Mystery Eagle, John Martin's #89 car which is in need of a sponsor, the #91 Steed Special and the #92 car which will serve as Martin's backup machine.

The track opened today at 9:03 and at 12:10 this afternoon it was closed due to threatening weather. At 3:15 the skies had cleared enough to permit the track to reopen and the track stayed open until the normal closing time of 6:00 p.m. During the day, only one yellow light period was needed for any reason other than the weather or routine track inspections. At 4:53 p.m. the left front wheel of Dick Simon's #44 Travelodge Sleeper locked up as he was entering the first turn, and after a 150-foot skid he continued on around the track and back into the pit area. He made no contact with the wall, and the car was not damaged.

Listed among the 81 entries for this year's race are the following chassis: 19 Eagles, 8 McLarens, 7 Coyotes, 4 Parnellis, 4 Atlanta Cars, 3 Antares, 3 Kingfish, 1 Mallard, 1 Vollstedt, 1 Colt, 1 Watson, 3 Gerhardts, 1 Curtis, 1 Finley, 1 Brabham, 1 Cicada, 3 Brawners, 1 Kuzma and 1 Pejer. In the engine department there are 51 Offies, 20 Fords, 1 Chevy, 1 Pejer, and several others as yet unknown.

The #6 car of Bobby Unser, which turned laps at over 190 MPH. during recent tire tests has passed the final inspection which will allow it to practice. With the speed limit, now lifted the Indianapolis Motor Speedway may witness the fastest days in its history in the next several days.

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'500' DAILY TRACK SUMMARY

VOLUME I, NO. 3

Tuesday, May 2, 1972

Bobby Unser of Albuquerque, N. M. finally got onto the Indianapolis Motor Speedway today in the #6 Olsonite Eagle and promptly turned the fastest lap recorded yet this month. Bobby's best lap was 182.630 mph., not nearly as fast as his 190-plus run during recent tire tests, but respectable under the windy conditions prevalent today at the track. Unser's speed was over 1 mph. faster than that posted by Jim Malloy yesterday. Malloy did not get onto the track this afternoon.

Two of the "Superteam" cars, the Parnellis of Al Unser and Joe Leonard, were on the track for the first time and both were over the 170 mph. mark. Al turned in the day's second fastest clocking at 177.340 and teammate Joe was third fastest at 173.410. The third car, assigned to 1969 Indy winner Mario Andretti, has not yet arrived at the track.

Rookie Mike Hiss continued to impress the Speedway railbirds as he upped his speed to 173.210 in the #92 Page Racing Special and is now the fifth fastest driver of the month. Rookie Swede Savage posted a speed of 172.645 in the #42 Michner-Patrick car to rank fifth today and second among the rookie entries. Other speeds recorded today included: Johnny Rutherford in the #18 Michner-Patrick car at 172.249, Mark Donohue in the new Sunoco McLaren at 171.625, Steve Krisiloff in the #15 Grant King entry at 171.168, Dick Simon in the #44 Travelodge Sleeper at 169.109, and rookie Lee Kunzman in the #37 Caves Buick Spl. at 168.382.

Donohue, of Media, Pa., who turned the Speedway veterans on their collective ears last May with his incredible assault on speed, had no trouble working up to the 170 mark and appears headed for the 180 club before the week is over. Two other drivers also saw action today, Denny Zimmerman in the #17 Bryant Heating and Cooling Spl., and rookie John Mahler in the #31 Harbor Fuel Oil Spl.

The addition of Leonard, Al and Bobby Unser and Donohue brings the total of cars on the track so far this month to 16. There are a total of 44 cars housed in the garage area and 24 of these have now passed the technical inspection.

The only incident of the day of note came at 11:12 a.m. when the yellow light signaled a problem with the #18 car of Johnny Rutherford. The car apparently suffered a broken cam stud causing plenty of smoke and John brought it into the pits.

The Speedway came alive this afternoon when it was announced that the cars of three-time winner A. J. Foyt had arrived. Two of the cars entered by the Houston charger are now in the garages and he should be seeing action in the next few days.

A total of seven new arrivals were reported today and six more cars passed the technical inspection. The new cars are: the #2 and #34 for Foyt, the #23 and #73 of the Gilmore Racing Team for Mel Kenyon and Wally Dallenbach, the #7 and #66 cars of Roger Penske for Gary Bettenhausen and Mark Donohue and the #35 Grant King entry for George Snider. The technical crew passed the #1 car for Joe Leonard, the #4 car for Al Unser, the #7 car for Bettenhausen, the #26 front-engined car of Jim Hurtubise, the #27 Vollstedt entry, and the #66 car of Donohue.

Provided the windy conditions are not in effect tomorrow, the 190 mph. lap may not be too far from reality as far as the month of May is concerned. With the additional cars available for practice and with new arrivals coming each day, the Speedway activity is certain to pick up and the approaching weekend should be a busy one.

President Nixon today appointed Mark Donohue to the National Highway Safety Advisory Committee. Mark is the first auto racing member of the 35-man committee.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 4

Wednesday, May 3, 1972

Thirty-six year old Jim Malloy eased the #16 Thermo King Special back into the number one speed ranking for the month of May today at the Indianapolis Motor Speedway. Jim ran a lap at 184.8 mph. to upset the Unser brothers' attempt to dominate the top two spots for the second consecutive day. His speed barely eclipsed the 183.299 which had been turned in earlier in the day by Bobby Unser in the #6 Olsonite Eagle. Al's top speed of the day in the #4 Viceroy Special was 181.4.

Two more drivers joined the 180-plus mph. club today. Gary Bettenhausen turned in a lap at 181.4 in the #7 Sunoco McLaren and Gordon Johncock turned in a 180.036 lap just before the 6:00 p.m. closing time in the #24 Gulf McLaren. Bettenhausen's speed was especially notable because this was his first appearance on the track this month. Gary is the current USAC National Championship point leader.

Johnny Rutherford posted the day's sixth fastest speed as he toured the 2-1/2-mile oval at 178.713 in the #18 Michner-Patrick car. Mark Donohue ran 174.791 in the #66 Sunoco McLaren after also test-hopping Gary's mount.

Two rookie entrants posted the next fastest times of the day as John Mahler, who qualified for last year's "500" only to have Dick Simon drive the car in the race, turned in a 178.571 mph. lap in the #31 Harbor Fuel Oil Spl. during the final phase of his refresher test. Sensational sports car product Mike Hiss turned in a speed of 176.332 in the #72 Page Racing Special. Hiss placed in the top ten in both the Phoenix 150 and the Trenton 200 this season in his first two USAC National Championship outings.

Both Grant King entries were on the track this afternoon with Steve Krisiloff in the #15 car posting a speed of 175.850 and George Snider ran 167.411 in the #35 sister car. This was Snider's first appearance this May. Veteran Billy Vukovich turned in a 175.815 mph. speed in the #3 Sugaripe Prune car in his first outing, Dick Simon ran 174.520 in his #44 Travelodge Sleeper, rookie Swede Savage got up to 172.612 in the #42 Michner-Patrick car and National Driving Champion Joe Leonard turned 169.651 in the #1 Samsonite Spl.

Three other cars were clocked on the electric eye, those being: rookie Lee Kunzman in the #37 at 168.193, rookie Salt Walther in the #77 at 163.994 and Denny Zimmerman in the #17 at 162.514.

Five other cars also made appearances this afternoon; A. J. Foyt got onto the track for some shakedown laps in the beautiful #2 ITT Thompson Spl., Jim Hurtubise cranked up his trusty #56 roadster, Rick Muther took the #38 car out for a shakedown, Jerry Karl was out in the #58 and rookie Lee Brayton debuted his sleek #61.

A total of 49 cars are now at the track with the arrivals today of the following cars: the #5 Wynn's Spl. for Lloyd Ruby, the #9 Viceroy Spl. for Mario Andretti, the #36 Bay State Auto Racing entry for Bentley Warren, the #67 Jim Robbins car and the #98 Vivitar Spl. for Mike Mosley. Five more cars, including the #2 Foyt machine, have passed the technical inspection bringing the total to 29.

Mario Andretti arrived back from the Spanish Grand Prix and said his Ferrari was eliminated when a wrist pin came off, grooving the cylinder wall and causing him to lose oil. Mario was running third when he was eliminated after 20 laps.

Peter Revson, who finished fifth in the Grand Prix, also was back at the track. USAC officials announced that J. H. Greer of Houston, Texas, has assigned one of his two entries for the 1972 Indianapolis 500 to Smokey Yunick of Daytona Beach, Fla. and the Yunick entry will operate out of Garage #60 as car #83.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 5

Thursday, May 4, 1972

Withstanding challenges from Billy Vukovich and Al Unser late in the day, Jim Malloy once again posted the top practice speed today at the Indianapolis Motor Speedway. This marked the fourth day in which Jim has taken to the track and on all four days he has been the fastest. Jim's speed today in the #16 Thermo King Special was 185.912 mph., the fastest lap recorded this month. Vukovich reached a top speed of 185.5 in the #3 Sugaripe Prune car and Al posted 185.338 in his #4 Viceroy Spl.

Besides Vukovich, three other drivers joined the 180 mph. club today, bringing the membership total to 9. Mike Mosley got up to 180.7 in the #98 Vivitar Spl. in his initial outing of the year, Johnny Rutherford was at 180.687 in the #18 Michner-Patrick car and Mark Donohue, last year's speed sensation, finally crested over the 180 mark at 180.650 in the #66 Sunoco McLaren.

The fourth fastest lap of today's session was turned in by Gary Bettenhausen in the #7 Sunoco McLaren, the team car to Donohue, and fifth fastest went to Gordon Johncock in the #24 Gulf McLaren at 181.000. Peter Revson, last year's pole-winner, made his first appearance of May in the #12 Gulf McLaren and had little trouble working up to 179.497.

Other top times turned in today were Steve Krisiloff's 178.678 in the #15 Grant King car, Mel Kenyon's 175.404 in his first outing in the #23 Gilmore Racing Team Spl., and the 174.452 clockings of both A. J. Foyt in the #2 ITT Thompson Spl and Dick Simon in the #44 Travelodge Sleeper. Another top speed of 172.447 mph. was posted by Mario Andretti in the #9 Viceroy Spl. as he made his first appearance of the season.

Other drivers out this afternoon were: Lee Kunzman in the #37 at 169.875, Lenny Zimmerman in the #17 at 169.587, Lloyd Ruby making his first tour of the track this May at the wheel of the #5 Wynn's Spl. at 166.512 and George Snider in the #35 at 166.174.

Rookie Mike Hiss turned one lap in his #72 Page Racing Spl. with a new engine before it let go and ended his day of practice. Swede Savage was out in the #42, Rick Muther in the #38, rookie John Martin in the #80, Rookie Lee Brayton in the #61 and Jim Hurtubise defied tradition as he toured the oval in a rear-engined #56!

It was announced that USAC officials had given John Mahler the okay following his refresher test yesterday. Brayton completed the 150 & 155 mph. phases of his test today and Salt Walther is hoping to complete his final phase tomorrow.

The total yellow light period for the six days of practice so far has been 17 hours and 7 minutes, 12 hours and 54 minutes of which were for rain. The track was closed this afternoon from 2:37 to 4:12 p.m. because of a shower. The shower started just as car #5 was wheeled onto the pit apron for the first time this month. The #5 car is assigned to Lloyd Ruby---enough said.

The arrival of cars #90 and #95 today brings the total at the track to 51 of which 33 have passed initial inspection. The newly inspected machines today were #5, #9, #89 and #93.

At 12:15 p.m. this afternoon the yellow flashed when Mel Kenyon's #23 began smoking and at 5:00 p.m. the yellow came on again for a tow-in on the #9 car assigned to Mario Andretti. Yesterday's only incident was at 3:23 p.m. when the engine blew on Jerry Karl's #58 Midwest Mfg. Dura-Pot Spl. and he slid off of turn three and into the infield. The car was not damaged.

Jim Malloy, with his fast clocking again today, now has been able to feed his entire crew on the free steak dinners from Sider's Steak House.

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'500' DAILY TRACK SUMMARY

VOLUME I, NO. 6

Friday, May 5, 1972

Sider's Charcoal Steak House might just as well have an extra key made and give it to Jim Malloy for the month of May. Today Malloy once again turned the fastest lap of the day in the #16 Thermo King Spl. at 188.048 mph. to win the free steak dinner which goes to the fastest driver each day. Jim's speed was posted during "happy hour", the interval between 5 and 6 p.m. when the "hot dogs" turn on the speeds.

Billy Vukovich lost an engine in the #3 Sugaripe Prune Spl. this morning, (the car ran 185.5 yesterday), but brought his backup car out for the afternoon runs and posted a "measley" 186.335 mph. which almost held up for quick time of the day. Vuky is the only driver to surpass the 180 mph. mark in two different machines.

The Sunoco McLaren team cars #7 and #66 both made appearances today and Gary Bettenhausen posted the day's third fastest lap at 185.759 while Mark Donohue was only warming up the #66. Bettenhausen's top speed yesterday was 182.334. The Gulf McLarens also were on the track with Gordon Johncock posting a 184.653 in the #24 and Peter Revson turning a 183.824 in the #12. All three Parnellis were out with Al Unser turning in a 184.087 in the #4, Mario Andretti at 177.340 in the #9 and Joe Leonard turning some warmup laps in the #1.

The Michner-Patrick team cars were out and Johnny Rutherford turned a lap at 183.748 in the #18 and Swede Savage ran 177.410 in the #42. Mike Mosley turned his first 180-plus lap of the month at 182.002 in the #98 Vivitar Spl. and A.J. Foyt joined the growing list of 180 members as he posted a 181.745 in the #2 ITT Thompson Spl.

Other speeds recorded today were: Steve Krisiloff at 177.760 in the #15 Grant King car, Dick Simon at 175.200 in the #44 Travelodge Sleeper, Lloyd Ruby at 173.077 in the #5 Wynn's Spl., Jim Hurtubise at 171.789 in the #56 rear-engined Miller High Life Spl. and Lee Kunzman's 171.298 in the #37 Caves Buick Spl.

Five other cars made it onto the Speedway bringing the daily total to 24 and the monthly total to 32. Salt Walther was out in the #77, John Martin in the #39, John Mahler in the #31, George Snider in the #35 and Rick Muther in the #38. Snider's mount has received sponsorship and will be known as the Ayr-Way Lloyd's Spl. The #91 Steed Spl. also made it onto the pit apron for the first time this month; however, driver Sam Sessions hopped in and out of the cockpit and the car never made it onto the track.

The rookie department was a busy one today as two drivers completed phases of their tests and Jim Hurtubise partially finished his refresher test. Hurtubise, not having driven a rear-engine here for several years, was asked to take the final 160-plus phase and turned 15 of the 20 laps needed to complete it. John Martin completed the 150, 155 and 160 mph. phases of his test and Salt Walther completed the final 160-plus phase of his test. Walther was fined \$25 by USAC officials earlier in the day for failing to observe a yellow light.

A total of nine cars surpassed the 180 mph. mark today and the club membership for the month now stands at 11. All of these are above the official track record established last year during qualifications by Peter Revson at 179.354 mph. Nine other drivers have also posted speeds in excess of 170 mph.

Three new cars arrived at the track today. The #21 and #52 Gene White cars and the #87 Mike Mosley backup machine (a Cicada chassis,) bring the garage total to 54 of the 81 cars entered. The only car to be passed through the technical inspection today was the #91 Steed Spl. Thirty-four cars are now okayed for practice runs.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 7

Saturday, May 6, 1972

Two veteran second-generation chauffeurs from Tinley Park, Ill. and Fresno, Calif. duelled in the sun over a steak dinner today at the Indianapolis Motor Speedway and the Californian walked off with the prize. The name of Vukovich, a popular one here since Bill Vukovich won this race in 1953 and 1954, returned to the top of the daily speed list this afternoon. Young Billy Vukovich, son of the two-time winner, turned a lap at 186.567 mph. in the #3 Sugaripe Prune Spl. to edge Garry Bettenhausen's 186.3 in the #7 Sunoco McLaren for the day's top speed. Vuky will enjoy a free steak dinner tonight at Sider's Charcoal Steak House for his feat.

Although the big news today centered on the late-afternoon duel between Vuky and Gary, four other drivers topped the 180 mph. mark. Gordon Johncock and Peter Revson had both Gulf McLaren over 182, Peter at 184.162 in the #12 and Gordy at 182.371 in the #24. Sandwiched in between those two speeds for fourth quick time of the day was Al Unser's 182.445 in the #4 Viceroy Spl. A. J. Foyt sped to a 181.525 clocking in the #2 ITT Thompson Spl.

Seven other drivers eclipsed the 170 mark with Mel Kenyon's 179.426 in the #23 Gilmore Racing Team Spl. leading this group. Kenyon has a good opportunity to become the 12th member of the 180 club. Mario Andretti got up to 179.1 in the #9 Viceroy team car, Swede Savage ran 175.097 in the #42 Michner-Patrick car, and Jim Hurtubise began to impress the rear-engined set with his quickest lap ever at Indy. Herk turned a 174.859 in the #56 Miller High Life Spl. Lloyd Ruby in the #5, Dick Simon in the #44 and Lee Kunzman in the #37 also topped 170. Ruby had 173.177, Simon 172.944 and Kunzman 170.326.

Denny Zimmerman recorded a lap at 168.666 in the #17 Vollstedt entry, and John Martin got up to 167.910 in the #89 car. Martin completed the final 10-lap 160-plus mph. phase of his drivers test this afternoon and Hurtubise also turned the final five laps of his refresher with ease before running 174 plus.

Seven other cars took to the oval today, bringing the daily total to 22. Bill Simpson in the #28 Simpson Safety Equipment entry was the only new machine to appear. The #35 Ayr-Way Lloyd's Spl. was driven by both George Snider and Steve Krisiloff, Rick Muther was out in the #38, Lee Brayton in the #61, Sam Sessions in the #91, and Mike Mosley in the #98. Jerry Karl took the #58 Midwest Mfg. Dura Pot Racing Spl. onto the track but brought out the yellow light when he needed a tow-in. Mike Mosley also brought out the yellow when the #98 car appeared to be dragging parts.

Three new arrivals at the garage area today brings the total of entries at the track to 57. The #10 Gilmore Racing Team Spl. for Wally Dallenbach, the #19 Minnesota Invader for Larry Dickson, and the #50 Roughneck Drilling Co. Spl. for Jigger Sirolis are now in the garages. Thirty-seven cars have passed the initial technical inspection with today's addition of #28, #52, #91 and #95.

At this stage of the month a total of 11 cars have passed the 180 mph. figure and there are still six days of practice remaining before the opening day of qualifications. Jim Malloy's 188.048 set yesterday still tops the list. Most experts are still waiting for the #6 Olsonite Eagle to get up to speeds with driver Bobby Unser at the wheel before making any attempt at predicting pole-position speeds.

The Press Room at the Speedway today was the site of a pool concerning the 98th running of the Kentucky Derby. The winner was Sam Hanks. The pool winner, that is. His Riva Ridge pick came home first. If Hanks had actually won the Derby he would be the only man ever to win the world's greatest auto and horse races. He won the former in 1957; it is doubtful he will ever win the latter.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 8

Sunday, May 7, 1972

Gary Bettenhausen of Tinley Park, Ill, became the first driver in the 1972 Indianapolis practice period to crack the 190 miles-an-hour barrier Sunday afternoon. He did it not once, but twice, in his blue thunderbolt, the #7 Sunoco McLaren. He was timed first at 190.285 and then moved it up to 190.315 on his final lap before coming into the pits. Gary, who is the current USAC National Championship point leader as well as a two-time USAC National Sprint Car king, became only the second man ever timed at 190 on the famous 2½-mile track. The other one was Bobby Unser, who hit 190.8 in tire tests in late March in the #6 Olsonite Eagle. Bobby's best of the practice period is 183.299, which now is good for only 10th fastest. Bobby has been idle since Thursday, May 4, waiting for a new engine to be installed.

The 30-year-old Bettenhausen, eldest son of Speedway immortal Tony Bettenhausen, won the most recent USAC National Championship race, the Trentonian 200 at Trenton, N.J. There was some scuttlebutt in the Garage Area after Gary's run that he was using an "illegal" wing on the car; but Roger Penske, the car owner, said it was legal. Penske said they are trying to find out things about the car's performance in preparation for the 500 on May 27, so it would be useless to practice with an illegal setup.

Only a couple of ticks of the watch behind Gary was another McLaren, the #12 Gulf McLaren of Peter Revson, which was timed at 188.324, which made it the second fastest car of the practice period. That dropped Jim Malloy and his #16 Thermo King Eagle down to third place on the totem pole at 188.084. Malloy was out for practice yesterday morning but restrained himself to 185.071.

A. J. Foyt, the three-time 500 winner and 5-time USAC National Champion, had his Coyote/Ford purring along at 184.049. Jim Hurtubise, the gutty little guy from North Tonawanda, N. Y. was over the 170 miles-an-hour mark in both his rear-engined and front-engined Miller High Life Specials. He hit 179.176 in the conventional car and got up to 171.269 in the front-engined relic of a past Speedway era.

Joe Leonard, defending USAC National Champion, was testing in the 176-177 range in his #1 Samsonite Parnelli/Offy. Billy Vukovich has the #3 Sugaripe Prune Eagle/Offy out for some camera testing. Mike Mosley got up to 185.874 in the Vivitar Special, for the fifth fastest time of the month, as a prelude to a cocktail party given by his sponsor last night in the Speedway Motel. Lloyd Ruby was out in both his new Wynn's Lola/Ford and his Wynn's Atlanta/Ford, but no sensational times were reported.

A total of 24 cars were on the track during the somewhat gloomy-skied day which was interrupted by a flock of showers. Others were Steve Krisiloff in the #15, Denny Zimmerman in the #17, Johnny Rutherford in the #18, Gordon Johncock in the #24, Bill Simpson in the #28, Jigger Sirols, making his first appearance in the #50, Rick Muther in #38, Swede Savage in #42, Dick Simon in #44, Lee Brayton in #61, Mark Donohue in #66, John Martin in #89 and Carl Williams, making his maiden voyage in the #95. Brayton passed the 160 mph phase of his driver's test.

There was one new arrival, the #99 Hunt Magneto Gerhardt/Offy for Bob Harkey, bringing the number of cars at the track to 58. Cars getting technical approval were #47, #84, #87. The yellow light was on a total of four times during the day for showers for a total of an hour and four minutes. There were four other yellows for minor incidents for a total of an hour and 11 minutes. One of the yellows was for the first "rabbit-on-the-track" report of 1972.

Bill Marvel, Pocono general manager, reminds car owners and drivers that entries for the Schaefer 500 will close at midnight, May 14. That means you have just one week to enter.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 9

Monday, May 8, 1972

Three years ago, Jigger Sirois nearly won the pole position for the Indianapolis 500-Mile Race. Had today been the opening day of qualifications, history might have repeated itself. Jigger had the track all to himself this afternoon and became the only driver to circle the oval during the lull between showers prior to the track being closed for the day at 3:30 p.m.

Jigger, from Hammond, Indiana, turned one lap in the #50 Roughneck Drilling Co. Spl. which has a turbocharged, six-cylinder American Motors engine. In 1969, he was the only driver to attempt qualifications on the opening day of time trials and his run was called off by his crew for fear that his speed would not be sufficient to make the field. His speed today, had he been on a qualification attempt, certainly would have been too slow to make the field; he was merely "shaking down" while the new yellow light system was being tested.

Four more days remain during the initial practice period prior to Saturday's run for the pole. Seven drivers appear to be in the fold as possible pole candidates. These would be the ones which have posted speeds of 185 mph. plus. Gary Bettenhausen's speed of 190.315 turned yesterday remains as the fastest lap of the month. Peter Revson, Jim Malloy, Billy Vukovich, Mike Mosley, Al Unser and brother Bobby Unser are the other six. Bobby has yet to surpass the 185 mark this month; however, his 190-plus lap in recent tire tests is still the fastest unofficial lap ever at Indy.

A total of 34 machines have been on the track so far this month. A list of the best laps turned in by all drivers surpassing the 170 mph. mark is listed below.

| <u>Car #</u> | <u>Driver</u> | <u>Speed</u> | <u>Car#</u> | <u>Driver</u> | <u>Speed</u> |
|--------------|----------------------------|--------------|-------------|--|--------------|
| 7 | Gary Bettenhausen | 190.315 | 23 | Mel Kenyon | 179.426 |
| 12 | Peter Revson | 188.324 | 56(RE) | Jim Hurtubise | 179.176 |
| 16 | Jim Malloy | 188.048 | 1 | Joe Leonard | 179.140 |
| 32 | Billy Vukovich (Backup) | 186.567 | 9 | Mario Andretti | 179.1 |
| 3 | Billy Vukovich | 185.5 | 15 | Steve Krisiloff | 178.678 |
| 98 | Mike Mosley | 185.874 | 5 | Lloyd Ruby | 178.571 |
| 4 | Al Unser | 185.338 | 31 | John Mahler (R) | 178.571 |
| 24 | Gordon Johncock | 184.653 | 42 | Swede Savage (R) | 177.901 |
| 2 | A. J. Foyt | 184.049 | 72 | Mike Hiss (R) | 176.332 |
| 18 | Johnny Rutherford | 183.748 | 37 | Lee Kunzman (R) | 171.298 |
| 6 | Bobby Unser | 183.299 | 26 (FE) | Jim Hurtubise (Backup) | 171.265 |
| 66 | Mark Donohue | 180.650 | 12 | Gordon Johncock (Shaking down Revson's Car) | 170.875 |
| 44 | Dick Simon | 179.497 | | | |

(R) = Rookie

Gasoline Alley received two more occupants as the #11 Quality Racing, Inc. entry and the #34 Morris Eagle arrived. Clint Brawner will handle the wrenches on the #11 which has no driver assigned as yet and rookie Sam Posey is scheduled to drive the #34. These two new arrivals bring the garage total to 60 with several more expected in before qualifying starts Saturday.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, No. 10

Tuesday, May 9, 1972

Gary Bettenhausen today circled the Indianapolis Motor Speedway faster than anyone in history. Driving the #7 Roger Penske Sunoco McLaren, Gary turned one lap at 191.0 mph. to firmly establish himself as the favorite for the pole position to be decided Saturday. Gary's speed was posted just prior to the 6 p.m. closing time and came amidst many late-afternoon challenges. Bobby Unser, in the #6 Olsonite Eagle, was clocked at 188.442 mph. for the day's second fastest lap.

A total of 38 cars took advantage of the sunny skies which prevailed this afternoon following yesterday's rainout and seven drivers were over the 180 mph. mark including two for the first time. Jim Malloy, who set the early pace this month in the #16 Thermo King Spl., was third fastest today at 184.275, and Billy Vukovich also turned a 184.124 in the #3 Sugaripe Prune Spl. Al Unser ran a lap at 183.076 in the #4 Viceroy Spl.

Mario Andretti and Art Pollard today became the twelfth and thirteenth members of the 180-plus club as they posted the sixth and seventh fastest times of the day. Mario ran a lap at 180.723 in the #9 Viceroy car and Pollard did the unbelievable as he ran over 180 in the STP Oil Treatment Spl. #40. The #40 car just arrived at the track this morning and after being inspected, took to the track and passed the 180 mark in just a few laps. Art's speed was 180.252.

His fast lap was turned less than two hours after the car made its first appearance on the track--a new speed record for passing membership requirements for the "180 club."

Other top times today were: Johnny Rutherford in #18 at 179.283; Mark Donohue in the #66 Sunoco McLaren team car-178.713; Steve Krisiloff in #15-177.795; Gordon Johncock in #24-177.795; Dick Simon in #44-177.760; Mel Kenyon in #23-177.480; Swede Savage in #42-177.096; Joe Leonard in #1-175.439; Denny Zimmerman in #17-175.439; Lloyd Ruby in #5-173.678; Wally Dallenbach in #10-173.227, and Mike Hiss in #72-173.144.

The new Antares car registered as #85 but bearing #42 was tested this afternoon by driver Swede Savage and Lloyd Ruby turned several laps in his #52 backup machine. Besides Dallenbach who got up to 173.227 in his first outing of the month in #10, others taking to the track today for the first time this month were: Jimmy Caruthers in the #11, Larry Dickson in #19, Cale Yarborough in #21, Bentley Warren in #36 and Al LoQuasto in #43.

Others on the track were; #28-Bill Simpson, #31-John Mahler, #32-Billy Vukovich (backup car), #35-George Snider, #37-Lee Kunzman, #38-Rick Muther, #58-Jerry Karl, #61-Lee Brayton, #77-Salt Walther, #89-John Martin and Jigger Sirois was out in both #50 and #91.

Four rookie drivers completed phases of their drivers' tests this afternoon Bill Simpson completed his 20-lap refresher test in #28, Lee Brayton completed his final 160-plus mph. phase in the #61, Jerry Karl ran the 150 and 155 mph. phases of his test in the #58 and Al LoQuasto, who was asked to take the final three phases, has completed the 155 section.

The yellow light flashed today for three routine tow-ins of cars #37, #42 and #21 and also came on once when the #72 car of Mike Hiss was reported spraying water.

Four new arrivals in Gasoline Alley today were: the #39 Roger McCluskey backup car, the #40 STP car for Pollard, the #75 Gilmore backup car for Dallenbach and the #85 Antares for Savage. Nine more cars have passed inspection: #10, 11, 19, 21, 34, 36, 40, 43 and 85. There are now 64 cars here and 49 have passed inspection.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 11

Wednesday, May 10, 1972

Olsonite Eagle Airlines; Flight #6; Pilot-Bobby Unser; Speed-194.721!

At 5:33 this afternoon the tallest of the Albuquerque speed merchants ran the fastest lap ever recorded at this famous 2½-mile track, where in 1960 he scored his greatest triumph. Although considered by many as the favorite for the 1972 classic due to recent tire test speeds and his victory in the Phoenix 150 in March, Bobby has never been on the pole here. This may change Saturday.

Overshadowed by the 194-plus lap was Gary Bettenhausen's 190.194 mph. in the #7 Sunoco McLaren Spl. Peter Revson also neared the 190 mark with his 189.394 in the #12 Gulf McLaren. Twelve other drivers topped the 180 mph. speed as a total of 42 cars (a record this month) were on the track. Jim Malloy posted a speed of 187.773 in the #16 Thermo King Spl. and Gordon Johncock was timed at 187.735 in the #24 Gulf McLaren. The others over 180: Billy Vukovich in #3-186.722; Mark Donohue in #66-186.412; A. J. Foyt in #2-185.567; Al Unser in #4-184.615; Art Pollard in #40-183.001; Mario Andretti in #9-182.482; Jim Hurtubise in #56-181.415; Mike Hiss in #72-180.578; Mel Kenyon in #23-180.505 and Joe Leonard in #1-180.252. Four of these, Andretti, Hiss, Kenyon and Leonard, soared over 180 for the first time, bringing the 180 club up to 16 members.

Nine others were over 170: Johnny Rutherford in #18-179.604; Swede Savage in the #42 Antares-178.041; Steve Krisiloff in #15-175.746; Denny Zimmerman in #17-175.678; Lee Kunzman in #37-175.610; John Martin in #89-174.859; Wally Dallenbach in #10-174.486; Dick Simon in #44-171.135 and Jimmy Caruthers in #11-170.454. Four of those drivers surpassing 170 were rookies with Mike Hiss on top with his 180-plus lap. The other neophytes were Kunzman, Martin and Caruthers.

Others on the track were: #19-Larry Dickson; #21-Cale Yarborough; #26-Jim Hurtubise; #28-Bill Simpson; #31-John Mahler; #34-Sam Posey for the first time; #35-George Snider; #36-Bentley Warren; #50-Jigger Sirois; #52-Lloyd Ruby; #58-Jerry Karl; #61-Lee Brayton; #77-Salt Walther; #84 for the first time with Foyt at the wheel; #91-Jerry Karl; #95-Carl Williams; #98-Mike Mosley and #99-Bob Harkey.

Nine routine tow-ins and a blown engine in car #37 kept the yellow light busy and at 5:51 the track closed for the day when Lloyd Ruby oiled down the track.

There were no new cars in Gasoline Alley today, however the arrival of Dr. Vicente Alvarez of Buenos Aires, Argentina was a pleasant surprise. Alvarez was the most seriously injured victim of last year's pace car accident and appears hale and hearty again and has been renewing friendships since his arrival. Ayr-Way Lloyd's, the sponsor of the #35 car to be driven by George Snider, is also sponsoring Dr. Alvarez.

The USAC technical committee has approved the #99 car which brings to 50 the total number of machines available for practice. There are still 17 entries which have not arrived but several of these are expected before Saturday's run for the pole.

A rumor making the rounds at the south end of the pit area today was that Jim Hurtubise, driver of the #56 Miller High Life Spl., called the timing stand with the following message: "If you've got the 'TIME', I've got the beer."

Here are the top ten speeds of the month so far:

| | | | | | |
|----------------|---------|-------------|---------|------------|---------|
| 6-B. Unser | 194.721 | 3-Vukovich | 186.567 | 98-Mosley | 185.874 |
| 7-Bettenhausen | 191.0 | 66-Donohue | 186.412 | 2-Foyt | 185.567 |
| 12-Revson | 189.394 | 24-Johncock | 186.142 | 4-A. Unser | 185.338 |
| 16-Malloy | 188.048 | | | | |

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 12

Thursday, May 11, 1972

Peter Revson, last year's pole winner and second-place finisher, joined the 190-mph. club today with his speed of 191.123 in the #12 Gulf McLaren and was the fastest man of the day. The day was marred by the first accident of the month as rookie Lee Brayton severely damaged his #61 Eisenhour & Brayton Racing entry when he hit the wall coming out of the fourth turn late in the afternoon. Brayton climbed out immediately and was not injured.

Brayton, of Coldwater, Mich., lost control as he came onto the main straight-away at 5:17 p.m. and the nose of the car smashed into the outside wall. The car did a half-spin and hit the wall again with the left rear wheel and then spun twice before stopping in the middle of the track. The total distance of the slide was about 930 feet. The car received damage on both sides and the nose was smashed. Lee had just been running over the 173 mph. mark before his misfortune. The green did reappear prior to the track closing but no one was able to top Revson's speed which was set at about noon.

A total of 12 drivers and 13 cars were in the 180 mph. bracket with Mike Mosley in the #98 Vivitar Spl. leading the way at 188.245. Gordon Johncock in the #24 was clocked at 187.227 and Bobby Unser, the only member of the "twilight zone" 194" club, posted a 186.335 in his #6 Olsonite Eagle. Bobby took a few laps in the #48 backup machine prior to the track closing for the day.

Mark Donohue ran a lap at 186.297 in the #66 Sunoco McLaren but teammate Gary Bettenhausen failed to get on the track today. A. J. Foyt turned in a lap at 185.491 in the #2 ITT Thompson Spl. and brought out the yellow light at 5:01 when fire spouted from the rear end of the car. He was back on the track 14 minutes later so the problem was not a serious one. A.J. also turned in a 181.014 lap in the #84 backup machine, which is unassigned as yet.

Defending two-time winner Al Unser got the #4 Viceroy up to 184.944 mph., Billy Vukovich was clocked at 183.262 in the #3 Sugaripe Prune Spl., Jim Hurtubise continued his climb in the #56 Miller High Life Spl. at 183.150, and Lloyd Ruby became the 18th member of the 180-plus club in the #5 Wynn's Spl. at 183.038. Joe Leonard, who joined the 180 group yesterday, moved up to 183.001 today in the #1 Samsonite Spl. Hurtubise's car was his rear-engined machine.

Johnny Rutherford cranked a lap at 182.630 in the #18 Michner Indust. entry and was also out in the #42 Eagle assigned to Swede Savage. Savage turned in a lap at 178.607 mph. early in the day in the #42, then came out in the Antares team car and ran a lap at 176.194.

Speeds posted over 170 were: Wally Dallenbach #10-179.033; Mel Kenyon #23-178.324; John Martin #89-174.587; Dick Simon #44-174.216; Lee Brayton #61-173.344; Carl Williams #95-173.110; George Snider #35-171.640 and John Mahler-#31-170.746.

Also out were: Jimmy Caruthers #11; Steve Krisiloff #15; Larry Dickson #19; Cale Yarborough #21; Jim Hurtubise #56 roadster; Bill Simpson #28; Art Pollard #40; Sam Sessions in the #52 Gene White team car; Salt Walther #77 and Bob Harkey #99. Roger McCluskey was on the track for the first time this month in the #14 Antares car and Bud Tingelstad made his first appearance in the #33 Dayton Steel Wheel entry.

Jerry Karl, Sam Posey and Al LoQuasto all completed phases of their rookie tests. Posey easily completed his refresher, and LoQuasto and Karl completed the 160 mph. phases. In all, 39 cars were on the track, three short of yesterday's record.

The USAC Sprints will be running at Indianapolis Raceway Park Saturday night, the USAC Stock Cars at Cincinnati Sunday night and entries close for the Schaefer 500 at Pocono International Raceway at midnight May 14.

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'500' DAILY TRACK SUMMARY

VOLUME I, No. 13

Friday, May 12, 1972

The fun and games are over; the money is on the line and Bobby Unser has his pockets open. Tomorrow is "pole day" at the Indianapolis Motor Speedway and Bobby and his #6 Olsonite Eagle are expected to be in position number one when the day is over; however, he does have a few challengers. Bobby turned another 194 mph.-plus lap today with a speed of 194.510, slightly slower than yesterday's 194.721.

On this final day of practice prior to qualifications, 40 cars took to the track and Mike Mosley was the only other driver to top 190. Mosley ran his first 190-plus lap ever when he recorded a 190.5 in the #98 Vivitar Spl. He is now ranked fourth on the speed list behind Unser, Peter Revson and Gary Bettenhausen. Revson ran 187.500 and Gary 181.378 today. These are the only four drivers over 190 so far, but another is knocking on the door. His name is FOYT.

A.J. Foyt, three-time winner of the "500", brought the pit area to life just before 6 o'clock as he turned in a lap at 189.553 in the #2 ITT Thompson Spl. Smoke was seen coming from the car shortly thereafter and he pitted, but from the grin on his face apparently nothing was seriously wrong.

Other speeds over 180 today were: #66 Mark Donohue-188.363; #4 Al Unser-187.422; #9 Mario Andretti-185.299; #3 Billy Vukovich-183.973; #1 Joe Leonard-182.407; and Steve Krisiloff, rookie Sam Posey, rookie Swede Savage and Wally Dallenbach all finally got over 180. Their speeds: #15 Krisiloff-181.671; #34 Posey-181.415; #42 Savage-181.6 and Dallenbach-180.1. Lloyd Ruby in #5 turned a lap at 181.014 and Jim Hurtubise was over 180 again in the rear-engined #56 at 181.561. Other speeds today: #23 Mel Kenyon-179.676; #18 Johnny Rutherford-179.175; #40 Art Pollard-178.500; #31 John Mahler-177.410; #52 Sam Sessions-173.778; #89 John Martin-173.678; #95 Carl Williams-173.110; #19 Larry Dickson and #26 Jim Hurtubise(roadster)-172.381; #11 Jimmy Caruthers-172.248; #21 Cale Yarborough-171.3 and #58 Jerry Karl-170.036.

Jerry Karl completed his rookie test and Al LoQuasto did the same in cars #58 and #43 respectively. Others on the track: #14 Roger McCluskey; #16 Jim Malloy; #17 Denny Zimmerman; #24 Gordon Johncock; #33 Bud Tingelstad; #35 Steve Krisiloff and George Snider; #38 Rick Muther; #44 Dick Simon; #48 Bobby Unser(backup car); #72 Mike Hiss and #77 Salt Walther.

The yellow light came on at 9:33 when Carl Williams brushed the wall in the north chute; at 12:09 when the engine let go in Jim Malloy's #16; at 1:34 when John Mahler spun in turn one; at 5:44 for Foyt smoking and at 1:50 when movie actress Ginger Rogers was driven around the track in the pace car.

The top eleven speeds this month: #6 Bobby Unser-194.721; #12 Peter Revson-191.123; #7 Gary Bettenhausen-191.0; #98 Mike Mosley-190.5; #2 A.J. Foyt-189.553; #66 Mark Donohue-188.363; #16 Jim Malloy-188.048; #4 Al Unser-187.442; #24 Gordon Johncock-187.227; #3 Billy Vukovich-186.567; and #9 Mario Andretti-185.299.

Here is the order of qualification determined by tonight's draw:

| | | |
|-------------------------|-----------------------|-------------------------|
| 1-31 Mahler | 15-44 Simon | 29-32 Vukovich (backup) |
| 2-14 McCluskey | 16-84 No Driver | 30-95 Williams |
| 3-48 (B. Unser backup) | 17-52 Session | 31-21 Yarborough |
| 4-17 Zimmerman | 18- 7 G. Bettenhausen | 32-10 Dallenbach |
| 5-35 Snider | 19- 6 B. Unser | 33-11 Caruthers |
| 6- 2 Foyt | 20-34 Posey | 34-42 Savage |
| 7- 4 A. Unser | 21-43 LoQuasto | 35-89 Martin |
| 8- 3 Vukovich | 22-72 Hiss | 36-56 Hurtubise |
| 9-98 Mosley | 23-16 Malloy | 37-15 Krisiloff |
| 10-47 (B. Unser backup) | 24-38 Muther | 38-23 Kenyon |
| 11-1 Leonard | 25-24 Johncock | 39-66 Donohue |
| 12-9 Andretti | 26-37 Kunzman | 40-58 Karl |
| 13-18 Rutherford | 27-40 Pollard | 41-12 Revson |
| 14-19 Dickson | 28- 5 Ruby | |

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'500' DAILY TRACK SUMMARY

VOLUME I, NO. 14

Saturday, May 13, 1972

"Pole Day" never really materialized today at the Indianapolis Motor Speedway. At 4:30 p.m. Chief Steward Harlan Fengler opened the track for practice runs after much delay because of rain. At 5:50 p.m. the first qualification attempt of 1972 was in the offing as Denny Zimmerman took to the track in the #17 Bryant Heating and Cooling Spl. He made the three primary laps but did not take the green on any of them and returned to the pits. Roger McCluskey then took to the track in the #14 American Marine Underwriters Spl. and he also did not take the green to start an official attempt.

Then at 5:57 p.m. A. J. Foyt drove his #2 ITT Thompson Spl. onto the track and on his second trip around he signaled for the green flag and was on his way. He got into the south chute and all of a sudden smoke puffed from the car and apparently the engine had blown.

Foyt had just turned a lap at 188.482 mph. the lap that he had taken the green and had he been able to complete his run he would have smashed the existing track records set last year by Peter Revson.

The pole position situation therefore is; thusly: There are a total of 32 cars still eligible for the pole. In the order in which they are in line to attempt qualification Sunday:

| | | | |
|----|---------------------|----|-------------------------|
| 4 | Al Unser | 40 | Art Pollard |
| 3 | Billy Vukovich | 5 | Lloyd Ruby |
| 98 | Mike Mosley | 32 | Billy Vukovich (backup) |
| 1 | Joe Leonard | 95 | Carl Williams |
| 9 | Mario Andretti | 21 | Cale Yarborough |
| 18 | Johnny Rutherford | 10 | Wally Dallenbach |
| 19 | Larry Dickson | 11 | Jimmy Caruthers (R) |
| 44 | Dick Simon | 42 | Swede Savage (R) |
| 84 | A. J. Foyt (backup) | 89 | John Martin (R) |
| 52 | Sam Sessions | 56 | Jim Hurtubise |
| 7 | Gary Bettenhausen | 15 | Steve Krisiloff |
| 6 | Bobby Unser | 23 | Mel Kenyon |
| 34 | Sam Posey (R) | 66 | Mark Donohue |
| 43 | Al LoQuasto (R) | 58 | Jerry Karl (R) |
| 72 | Mike Hiss (R) | 12 | Peter Revson |
| 16 | Jim Malloy | | |

These cars are in line but have no shot at the pole because they have already had one opportunity to take the green flag:

17 Denny Zimmerman and 14 Roger McCluskey

Car #2 (A.J. Foyt), has no chance of winning the pole position because it had already taken the green flag for an official qualifying attempt.

The following cars lost their opportunity to win the pole because they were not in line when the qualification expired at 6:00 p.m.;

47 No Driver

38 Rick Muther

37 Lee Kunzman

The originally scheduled timetable for Sunday, May 14, will prevail. It is;
9:00 A.M. Gates open and Track opens for practice.
11:30 A.M. Practice period closes.
12:00 noon to 6 p.m. Qualifications.

The Speedway management stated that rain checks from Saturday will be honored Sunday.

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'500' DAILY TRACK SUMMARY

Volume I, No. 15

Sunday, May 14, 1972

Blazin' Bobby Unser sent his screaming Eagle around the Indianapolis Motor Speedway at more than 15 miles an hour faster than last year's track record to pace 12 opening day qualifiers and seemingly put a hammerlock on the pole position for the 500-Mile Race.

Bobby, 1968 500 winner, averaged 195.940 for the four-lap (10-mile) journey in his white-and-blue thunderbolt.

He drew fantastic applause from the Sunday crowd with a first lap at 194.932 miles per hour. Then he moved the pace up on each of his next two laps, first to 196.036 and then to 196.678.

An even dozen cars qualified during the last two hours of the Sunday session after a period of nearly two days of intense frustration marked by rain, blown engines and crashes.

Bobby's position is not unassailable as there are five drivers who will still have guaranteed opportunities to win the pole when qualifications resume from 11 a.m. to 6 p.m. next Saturday, May 20.

Most potent threats appear to be Peter Revson, who won the pole in 1971, in his Gulf McLaren, and Mark Donohue in his Sunoco McLaren.

The others with guaranteed pole shots are Steve Krisiloff in his Kingfish/Offy, Mel Kenyon in his Coyote/Ford and Jerry Karl in his Gerhardt/Offy. These five cars will have the right to be inserted into Sunday's qualifying lineup in the order of their speed.

Seventeen other cars were in line when time trials closed at 6 p.m. after old favorite Jim Hurtubise put a rear-engine car into the field for the first time. Second fastest qualifiers for the day was Gary Bettenhausen who put his Sunoco McLaren into the field at 188.877 for at least temporary occupancy of the middle spot of the front row. Filling out the front line is 1969 500 winner Mario Andretti, in his new Parnelli/Offy.

Right behind him is teammate Joe Leonard in a Samsonite Parnelli/Offy at 185.223. The fantastic era of speed compressed into the brief period at the end of the day saw the one-lap record broken 11 times and the four-lap record shattered four-times. Revson's old track record for the 10 miles of 178.696 was bettered by all but of the qualifiers. Only Wally Dallenbach at 178.421 in his Eagle/Offy was the only qualifier below Revson's 1971 pole speed.

There were three unsuccessful qualifying attempts Sunday, to add to the unsuccessful attempt of three-time 500 winner A.J. Foyt on Saturday. Yesterday's were by Billy Vukovich, who escaped injury when he crashed on the No. 1 turn on his second lap after seeing a new track record of 185.797 as the first driver to attempt Sunday qualification; by Sam Sessions, whose crew waved off an attempt with an average of 177 looming, and by Mike Mosley, whose run was interrupted by ignition trouble.

The day was marred by a morning practice crash which resulted in serious injuries to 36-year-old Jim Malloy of Denver, Colo. He was taken to Methodist Hospital after his Thermo King Eagle/Offy hit the wall on the No. 3 turn and caught fire. He suffered two broken arms, two broken legs and burns to the hands and feet. He was in the intensive care ward tonight.

-
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'500' DAILY TRACK SUMMARY

INDIANAPOLIS 500-MILE RACE QUALIFICATION, SUNDAY, MAY 14, 1972

-- Second Day

KEY: QA --- Qualification Attempt; Q - Qualifier;
T - Turn; UA - Unsuccessful attempt; L - Lap; FA ---
Field Average. (Time shown at start of a qualifying
attempt is time of day a driver took green flag; time
shown on an incident is time of day of yellow light.)

Practice

- 9:00 a.m. -- Track open for practice under yellow light.
- 9:37 a.m. -- Car #15 (Krisloff) lost control in T-2, got down into grass (260 feet), slid another 240 feet back onto track. Hit wall with right rear while spinning one complete time. Driver okay. Car extensive damage.
- 10:21 a.m. --- Car #16 (Malloy) coming out of T-3 (Slid approximately 75 feet) and hit wall with right front of car. After hitting wall slid length of short chute coming to stop at start of T-4. Driver taken to Methodist Hospital. Condition critical; unconscious; fractured both arms and legs; second degree burns on face, hands and legs. Blood pressure -- stable.
- While track was closed for Malloy's accident, it started to rain. After a lengthy delay, the track was again opened for practice.
- 2:29 p.m. --- Track was opened for qualifying.
- 2:38 p.m. --- Car #4 (Al Unser) blew engine while on first warmup lap prior to starting his qualification run.

Qualifications

- 2:46 p.m. --- Car #3 BILL VUKOVICH, 28 years old, Fresno, Calif., Sugaripe Prune Eagle/Offy -- yellow
- QA-2 L-1 --- 48.44 --- 185.797 NEW TRACK RECORD UA-2
L-2 -- Crashed T-1 Breaks old one-lap qualifying record of
L-3 50.18 seconds, speed of 179.354 set by
Peter Revson, 5/15/71 in Gulf/McLaren.
- 3:08 p.m. --- Car #98 NIKE MOSLEY, 27 years old, Clermont, Ind., Vivitar Eagle/Offy --- blue and white
- QA-3 L-1 --- 48.62 --- 185.109
L-2 --- 48.92 --- 183.974
L-3 --- 49.82 --- 180.650
L-4 --- Stopped on backstretch (Ignition problem)
- 3:15 p.m. --- Yellow for track. Closed because of rain.
- 4:00 p.m. -- Track re-opened for practice.
- 4:15 p.m. --- Track re-opened for qualifications.



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'500' DAILY TRACK SUMMARY

4:56 p.m. -- Car #34 SAM POSEY, 28 years old, San Juan Capistrano, Calif.,
Norris Eagle/Offy -- red (ROOKIE)

QA-8 L-1 --- 48.76 --- 184.578 Q-6
L-2 -- 48.64 --- 185.033
L-3 -- 48.79 --- 184.464
L-4 -- 49.06 --- 183.449
Total - 3:15.25 -- 184.379

5:01 p.m. -- Car #72 MIKE HISS took two warmup laps but failed to take green flag.

5:05 p.m. -- Car #40 ART POLLARD, 45 years old, Medford, Oregon
STP Oil Treatment Lola/Ford -- red

QA-9 L-1 --- 49.85 --- 180.542 Q-7
L-2 --- 49.26 -- 182.704
L-3 --- 49.19 --- 182.964
L-4 --- 49.91 --- 180.325
Total - 3:18.21 -- 181.626

5:19 p.m. -- Car #5 LLOYD RUBY, 44 years old, Wichita Falls, Texas,
Wynn's Atlanta/Ford -- purple and white

QA-10 L-1 -- 49.80 --- 180.723 Q-8
L-2 -- 49.57 --- 181.561
L-3 -- 49.55 --- 181.635
L-4 -- 49.52 --- 181.745
Total - 3:18.44 -- 181.415

5:24 p.m. -- Car #95 CARL WILLIAMS took three warmup laps but failed to take green flag.

5:27 p.m. -- Car #21 CALE YARBOROUGH took three warmup laps but failed to take green flag.

5:31 p.m. -- Car #10 WALLY DALLENBACH went out and before he could attempt to qualify, the yellow went on at 5:34 for some foreign object on track.

5:40 p.m. -- Car #10 WALLY DALLENBACH, 35 years old, East Brunswick, N. J.,
Gilmore Eagle/Offy -- blue

QA-11 L-1 -- 50.31 -- 178.891
L-2 -- 50.55 -- 178.042
L-3 -- 50.48 -- 178.288
L-4 -- 50.43 -- 178.465
Total - 3:21.77 -- 178.421

5:46 p.m. -- Car #42 SWEDE SAVAGE, 25 years old, Santa Ana, Calif.,
Michner-Patrick Eagle/Offy -- copper

QA-12 L-1 --- 49.52 -- 181.745
L-2 -- 49.41 -- 182.149
L-3 -- 49.50 --- 181.818
L-4 -- 49.67 -- 181.196
Total - 3:18.10 -- 181.726

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'500' DAILY TRACK SUMMARY

TENTATIVE INDIANAPOLIS 500-MILE RACE STARTING LINEUP
AS OF END OF QUALIFYING ON SUNDAY, MAY 14, 1972
SUBJECT TO CHANGE

| Start Pos. | Car No. | Driver/ Hometown | Car Name | Chassis/Engine | Time | Speed |
|------------|---------|--|------------------|----------------|---------|---------|
| 1 | 6 | Bobby Unser Albuquerque, N.M. | Olsonite | Eagle/Offy | 3:03.73 | 195.940 |
| 2 | 7 | Gary Bettenhausen Tinley Park, Ill. | Sunoco-McLaren | McLaren/Offy | 3:10.60 | 188.877 |
| 3 | 9 | Mario Andretti Nazareth, Pa. | Viceroy | Parnelli/Offy | 3:11.88 | 187.617 |
| 4 | 1 | Joe Leonard San Jose, Cal. | Samsonite | Parnelli/Offy | 3:14.36 | 185.223 |
| 5 | 34 | Sam Posey (R) Sharon, Conn. | Norris Indust. | Eagle/Offy | 3:15.25 | 184.379 |
| 6 | 18 | Johnny Rutherford Ft. Worth, Tex. | Patrick Pet. | Brabham/Offy | 3:16.47 | 183.234 |
| 7 | 42 | Swede Savage (R) Santa Ana, Calif. | Patrick Pet. | Eagle/Offy | 3:18.10 | 181.726 |
| 8 | 40 | Art Pollard Medford, Ore. | STP Oil Treat. | Lola/Ford | 3:18.21 | 181.626 |
| 9 | 5 | Lloyd Ruby Wichita Falls, Tex. | Wynn's | Atlanta/Ford | 3:18.44 | 181.415 |
| 10 | 56 | Jim Hurtubise N. Tonawanda, N.Y. | Miller High Life | Coyote/Ford | 3:18.84 | 181.050 |
| 11 | 89 | John Martin (R) Long Beach, Calif. | Martin | Brabham/Offy | 3:20.43 | 179.614 |
| 12 | 10 | Wally Dallenbach E. Brunswick, N.J. | Gilmore Racing | Eagle/Offy | 3:21.77 | 178.421 |

QUALIFYING LINEUP FOR MAY 20

| | |
|--------------------|-----------------|
| 15 Steve Krisiloff | 58 Jerry Karl |
| 23 Mel Kenyon | 12 Peter Revson |
| 66 Mark Donohue | |

(Eligible first-day qualifiers)

(Second-day qualifiers)

| | |
|--------------------|--------------------|
| 2 A.J. Foyt | 52 Sam Sessions |
| 14 Roger McCluskey | 24 Gordon Johncock |
| 33 Bud Tingelstad | 72 Mike Hiss |
| 99 Bob Harkey | 95 Carl Williams |
| 4 Al Unser | 21 Cale Yarborough |
| 19 Larry Dickson | 38 Rick Muther |
| 43 Al Loquasto | 11 Jimmy Caruthers |
| 84 | 31 John Mahler |
| 44 Dick Simon | |

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'500' DAILY TRACK SUMMARY

DRIVER QUOTES

BILL VUKOVICH (On spin during second qualification lap) -- "I went in (to Turn #1) too hard too low."

JOE LEONARD (upon qualifying first for the '72 Indianapolis 500-Mile Race in the record time of 185.223): "Actually I feel somewhat pleased to get in the race. I'm sure there are several others who will beat this (time) but this is the fastest I've run all month."

MARIO ANDRETTI (187.617): "Well, it's just a great feeling to be in the race. As you know, things were kind of slow getting started here and it took Joe Leonard to break the ice. Now, maybe we can settle down. And I'm sure we can improve a little bit."

JOHNNY RUTHERFORD (183.234): "We naturally hoped for a little more speed. The guys worked hard but it looks like it didn't rain hard enough for us. But we'll be ready to race, you can bet on that. We're gonna be doing a lot better, I'll guarantee you."

GARY BETTENHAUSEN (188.877): "It's a good feeling (the new record), believe me. But Bobby (Unser) is out there now and I don't think it'll stand too long. I'd like to enjoy it a few minutes but Bobby is running well."

BOBBY UNSER (on new records of 196.678 for one lap; 195.940 for 10 miles): "I feel like crying. I'm really not the one that owns it (the record) all, though. Dan Gurney, John Miller, Wayne (Leary) and the rest of the boys share the credit. We had our necks stuck out a mile. I really didn't feel as good at 196 as I did at 194."

SAM POSEY (184.379): "I hope a few of the people stayed around to see us run. It's the best we've done and if that isn't good enough to make the field I'm going to quit racing. Right now, it feels just dandy."

ART POLLARD (181.626): "We're naturally pretty happy to qualify this weekend. We probably shouldn't even have qualified now but waited until next weekend. But I think the speed will hold up."

LLOYD RUBY (181.415): "Well, that'll get us in the race and we can work on it. I'm just hoping to run 500 miles. We're not happy with it (the speed) but we'll take it. It'll make the race."

WALLY DALLENBACH (178.421): "I'm grateful for what I have. We'd hoped to run faster than that but I'm just glad to get qualified. We got here late and only ran four days. But I think it (the speed) will make the race for us."

SWEDE SAVAGE (181.726): "To say that I'm happy is a bit of an understatement. This is something I've been looking forward to since I was 10 years old and racing quarter midgets. I think the speed will make the race, alright."

JOHN MARTIN (179.614): "I feel real good but like Bobby (Unser) said, 197 would have felt a lot better. Yes, I'm concerned about the speed (making the field). I think with a little more practice I could have gained three miles an hour."

JIM HURTUBISE (181.050): "I enjoyed it. I wish we wouldn't have had the trouble we had the last two days. We lost two engines and the guys had to work all night a couple of nights in a row. We'd run 184 earlier but I didn't quite have that combination today. I'm just glad I made the race."

MIKE HISS (who had a warmup lap and didn't take the flag despite a 181 mph clocking): "I was nervous and didn't count the laps."

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'500' DAILY TRACK SUMMARY

VOLUME I, NO. 16

Monday, May 15, 1972

In the past, the day following the initial weekend of qualifications has usually been one of the least active in terms of actual practice runs. Today was no exception at the Indianapolis Motor Speedway. Only 14 cars were on the track during the day as racing's worst enemy, rain, forced the track to be closed on four different occasions for a total of 3 hours and 43 minutes. At 4:06 the track closed and when it reopened under green at 5:46 only 14 minutes were left for practice but several cars did run just prior to 6 p.m.

Mark Donohue, one of five drivers who still have a chance at the pole, finally joined the 190 mph. club today for the first time as he turned a fast lap of 190.114 in the #66 Sunoco McLaren to lead today's speed list. Mark is hoping to join teammate Gary Bettenhausen in the front row lineup for race day (now only 12 days away).

The pressure is temporarily off, the weekend crowds have diminished and activity has moved from the pit area back into Gasoline Alley as crews go to work in their efforts to squeeze out those extra miles per hour before next weekend's final round of qualifications. Actually, five cars still have a chance of breaking into the first-day lineup before the remainder of the field begins their scramble for positions. Of those five, Peter Revson appears to have the best shot at making the front row and is considered to have an outside chance at beating Bobby Unser's pole position speeds. Pete has been clocked at over 191 mph. this month and with an extra week to practice he might be able to find some more mph. before next Saturday. Pete turned in today's second fastest lap at 184.124 mph. in the #12 Gulf McLaren. The other four still in contention for the pole (theoretically, at least) are: Donohue in the #66 Sunoco McLaren; Steve Krisiloff in the #15 Grant King car, Mel Kenyon in the #23 Gilmore Racing Team Spl., and Jerry Karl in the #58 Midwest Mfg. Dura-Pot Spl.

The only other pole hopeful to take to the track today was Kenyon. Mel recorded the third fastest lap of the day as he was clocked at 180.650. Neither Krisiloff nor Karl were on the track. Two cars and three drivers who are already qualified for the "500" were out for shakedown runs today. Jim Hurtubise, who qualified his rear-engined #56 Miller High Life Spl. yesterday, was out in the roadster this afternoon and turned a lap at 174.284 mph., the fastest lap ever recorded by a front engined car here. Lloyd Ruby in the #5 Wynn's Atlanta Car and rookie John Martin in the #89 which is as yet unsponsored were also on the track. Ruby was clocked at 177.971 and Martin ran 171.233. Martin also hopped into the #91 Steed Spl. and gave it a shakedown run as hopeful rookie Don Brown of San Fernando, Calif. watched intently. Brown was driven around the track in the pace car today by Al Unser and is hoping to be able to take a driver's test in the #91 car.

Others out today were: rookie John Mahler in the #31 Harbor Fuel Oil Spl. at a speed of 177.061, Bob Harkey in the #99 Joe Hunt Magneto Spl. at 170.778, Bud Tingelstad in the #33 Dayton Steel Wheel Spl., Rick Muther in the #38 Two Jacks Spl., rookie Jigger Siros in the #50 Roughneck Drilling Spl., rookie Jimmy Caruthers in the #11 Quality Racing entry, and rookie Tom Bigelow made his first appearance of the month in the #70 Smith Speed Shop Spl.

Jim Malloy, injured critically in a crash at the Speedway Saturday when he demolished the #16 Thermo King Spl. in the third turn, remains in critical condition at Methodist Hospital in Indianapolis. His condition is stabilized. He still has not regained consciousness since his accident.

CORRECTION: The daily report of Sunday, May 14, stated that Mike Hiss (#72) came in after two warmup laps. He actually came in after three warmup laps. Also, total qualification attempts so far number 16; there have been 12 qualifiers and four unsuccessful attempts. The unsuccessful attempts are charged to: Car #2 (A.J. Foyt); Car #3 (Billy Vukovich); Car #52 (Sam Sessions); and Car #98 (Mike Mosley).

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'500' DAILY TRACK SUMMARY

VOLUME I, NO. 17

Tuesday, May 16, 1972

Art Pollard, who qualified the #40 STP Oil Treatment Spl. at 181.626 mph. Sunday is out of this year's 500-Mile Race due to an accident this afternoon at the Speedway. Art suffered a broken left leg in the crash which came at 4:58 p.m. as he was entering the third turn. The right rear wheel came off of the machine as he exited the backstretch and after a slide of about 380 feet the car struck the wall with the left side and then slid another 720 feet before coming to a stop in the north short chute. The car was extensively damaged.

Art had been practicing this afternoon at about 3 mph faster than he had qualified with a top speed of 184.539. He was due to start in the middle of the third row as the field stood following last weekend's qualifications. USAC officials stated that the car could possibly be rebuilt in time for the race in which case a substitute driver could be appointed.

Following Pollard's crash, (the second serious accident of the month), which closed the track for 33 minutes, Billy Vukovich took the #3 Sugaripe Prune Spl. onto the Speedway and turned in the day's fastest lap with a speed of 185.032 mph. Vuky is as yet unscathed but hopes to join the field next Saturday. Vuky has one strike against the #3 car already as he spun and grazed the wall in turn one last Sunday on his second lap. On his first lap he had broken the one lap Speedway track record.

The only other driver to surpass 180 mph. today was Mel Kenyon, who was actually out in both #23 Gilmore Racing Team Specials. Mel turned in a 182.260 lap in the Coyote/Ford which he intends to qualify on Saturday. He is one of five drivers who still has a theoretical shot at the pole position.

Roger McCluskey neared the 180 mark in his #14 American Marine Underwriters Spl. Antares at a speed of 179.820 and feels confident he will qualify next weekend at over 180. Johnny Rutherford, sixth fastest qualifier so far, was out in the #18 Michner Patrick car and recorded a 178.042 and George Snider also passed 178 in the #84 A.J. Foyt backup machine at 178.855. Snider has officially vacated the #35 Ayr-Way Lloyd's Spl. in favor of the Foyt car and this permitted a chance for rookie Merle Bettenhausen to start his rookie test. Merle, the third of the Bettenhausen racing clan to set a wheel on this track was able to complete the first three phases of his test today in the #35 and is scheduled to get in the final phase tomorrow. Earlier in the day, Steve Krisiloff, driver of the #15 team car, had shaken the #35 car down for Merle.

Eight other drivers were able to turn in speeds today of over 170 mph. Sam Sessions, now assigned to the #52 Gene White Firestone Spl., was clocked at 177.130; rookie John Mahler turned in a 176.644 in the #31 Harbor Fuel Oil Spl.; Cale Yarborough ran a 175.268 lap in the #21 Bill Daniels GOP Spl.; rookie Jerry Karl ran a 175.063 in the #58 Midwest Mfg. Dura-Pot Spl.; rookie Jimmy Caruthers was clocked at 174.182 in the #11 Quality Racing Spl.; Larry Dickson ran 173.980 in the #19 Minnesota Invader and Bob Eckley ran a 170.454 in the #99 Joe Hunt Magneto Spl. The other driver over 170 was Jim Cantabise who recorded the fastest lap ever in his Antares #10.

"Merky" got the Miller #10 through the speed traps at a speed of 175.746 which is considerably faster than the speed for entry into this year's starting field. For the #10 to qualify for the race at over 181 mph. in the rear engine car, it would have to be replaced by a new driver for his "backstretch" practice laps to make the race, it would mark the first time in the history of the field to take the green flag.

Tom Bigelow got in three laps in the #10 in the #70 car, and Bruce Walkup has completed several laps in the #27 Vivitar Spl. Tomorrow is the final day of practice and the #10's were: #10 Dallenbach, #33 Tingelstad, #55 Huber, #98 Sirois, #50 Sirois and #95 Williams. Jerry Karl, spun the car #58 in the third turn without damage to car or driver.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 18

Wednesday, May 17, 1972

The #98 Vivitar Spl. driven by Mike Mosley is now unofficially the second fastest car in the history of the Indianapolis Motor Speedway. Today Mosley, seriously injured in last year's race when he hit the wall in the front straightaway coming out of turn four, turned a lap speed of 192.020 in the Eagle entered for this year's "500" by J.C. Agajanian. This is only the second car ever to run over 192 but is still four miles per hour short of the #6 Olsonite Eagle of Bobby Unser. Mosley is not yet qualified for this year's classic and the car has one strike against it. Ignition problems sidelined Mosley last Sunday after he had completed three laps of his qualification run. He therefore is not one of the remaining pole position candidates but is still hoping to start in the first six rows come race day.

Second fastest man of the day was A.J. Foyt in his ITT Thompson Spl. #2 at a speed of 188.845 mph. Foyt is also hoping to qualify this coming weekend. Billy Vukovich, who had the misfortune of spinning on his qualification run Sunday, came out this afternoon and recorded a 186.297 lap in the #3 Sugaripe Prune Spl. Steve Krisiloff was up to 182.113 in the #15 Grant King car and rookie John Mahler gave his #31 Harbor Fuel Oil Spl. a ride at 181.378.

Three other cars were over the 180 mark today bringing the total to eight of those at that speed on this Wednesday when activity usually picks up in preparation for the final weekend of qualifying. George Snider, now assigned to the #84 ITT Thompson Spl. of the A.J. Foyt stable, got that machine up to 180.796, his first 180 venture this month. Roger McCluskey was clocked at nearly the same speed in the #14 American Marine Underwriters Antares car. Roger's best lap today was 180.722. The final member of today's 180 club was Dick Simon who circled the track at 180.212 in the #44 Travelodge Sleeper for his first 180 circuit.

The biggest news in the 170 bracket today was Jim Hurtubise's continuing climb in the #56 Miller High Life roadster. "Herky" ran a lap at 176.991, fastest ever by a front-engined machine here, and expects to be over 180 soon. Wally Dallenbach turned in a 179.211 lap in the #10 Gilmore Racing Team Antares and Mel Kenyon got up to 178.762 in the #23 Gilmore Racing Team Eagle. This car came out late in the afternoon with another driver at the wheel --- Jim McElreath. McElreath has been the question mark of the year but the question was answered today when he made his first appearance of the month and in only nine laps he cranked out a speed of 174.401.

Rookie Jimmy Caruthers and veterans Bud Tingelstad and Carl Williams were the only others over 175 today. Caruthers was the fastest with his lap at 176.056 in the #11 Quality Racing Spl. Tingelstad's speed was 176.022 in the #33 Dayton Steel Wheel Spl. and Williams was clocked at 175.165 in the #95 Vatis Spl.

Merle Bettenhausen was able to complete his drivers test today in the #35 Ayr-Way Lloyd's Spl., much to the delight of the racing fraternity and to Merle. Bruce Walkup has now completed eight laps of his refresher test in the #98 Vivitar Eagle. This afternoon Merle came out and was turning laps in the 170 bracket with a top lap of 173.947 mph.

Twelve other cars were on the track today bringing the total to 24 and more are expected to see action in the next two days as they are the only full practice days remaining.

Here are other speeds recorded during today's practice period: #19 Larry Dickson-174.825; #58 Jerry Karl-174.588; #28 Bill Simpson-173.745; #21 Cale Yarborough-170.616 and #38 Rick Muther-166.883. The others on the track were: #50 Jigger Sirois, #77 Salt Walther, #91 Bill Puterbaugh and #16 Lee Kunzman. Kunzman, a rookie, has now been assigned to the Thermo King backup car and Puterbaugh's outing was his first this month.

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'500' DAILY TRACK SUMMARY

VOLUME I, No. 19

Thursday, May 18, 1972

Bobby Unser today made his first appearance on the Speedway since obliterating the track records on his qualifying run last Sunday. His speed of 189.994 in the #6 Olsonite Eagle was the fastest of today's practice period. Bobby is currently situated on the pole position and barring surprises of major proportions from the remaining 5 contenders Saturday, should retain that spot for the May 27th classic. Bobby was the only front row occupant to make a test run today.

Five other drivers, 4 hopeful of qualifying this coming weekend and one a pole-position candidate, exceeded the 180 mph. mark as a total of 24 cars took advantage of the prevalent sunny skies. George Snider, now driving the #84 A.J. Foyt backup machine, led this list at 183.113. Roger McCluskey was all smiles as he accelerated his #14 Antares car up to 183.038 and Wally Dallenbach (already qualified in the #10 Gilmore Eagle) was clocked at 180.108 in the #10 Gilmore Antares. Dallenbach is preparing the Antares car just in case he might be bumped. Al Unser ran a lap at 182.371 in the #4 Parnelli and Steve Krisiloff (the pole hopeful) was caught on the Omnitimer at 181.561 in Grant King's #15.

At 2:02 this afternoon rookie Merle Bettenhausen got out of control in the #35 Tyr Way Lloyd's Spl. as he came out of the fourth turn and struck the inside wall. The car slid approximately 460 feet before the left rear wheel hit the wall. The left front wheel then banged into the wall and the car then slid another 420 feet before stopping in the middle of the track. Merle climbed out uninjured but the left side of the car was extensively damaged. Merle had been up to 174.825 in the car before the accident. One of the more unusual yellow lights of the year came at 11:42 when a chipmunk was struck on the backstretch by the #15 car of Steve Krisiloff.

Six veterans and three rookies are listed in today's 170 mph. bracket. Dick Simon took the #44 Travelodge Sleeper out and recorded a lap of 179.605. Lloyd Ruby climbed into the cockpit of the #21 Bill Daniels GOP Spl. assigned to Cale Yarborough and was clocked at 179.533. Ruby is already qualified for this year's race at 181.415 in the #5 Wynn's Spl. Cale is Ruby's teammate. Carl Williams ran a lap at 177.130 in the #95 Vatis Spl. and veteran Jim McElreath got 176.956 out of the #73 Gilmore Racing Team Spl. Bud Tingelstad toured the Speedway at 176.540 in the #33 Dayton Steel Wheel Spl. Rookie Lee Kunzman was out in two cars. Lee ran a lap at 175.507 in the #37 Caves Buick Spl., then came out later in the #16 Thermo King backup car (actually car #46). Jim Hurtubise also cracked the 175 mark at 175.507 in the Mallard roadster. Rookie Salt Walther at 175.302 in the #77 Walmotors car and rookie Jimmy Caruthers at 173.645 in the #11 Quality Racing car were the only others over 170.

Also on the track today were: #38-Rick Muther; #50-Jigger Sirois; #72-Mike Hiss #91-Dill Puterbaugh; #97-Bruce Walkup (Cicada chassis); #99-Bob Harkey and for the first time in a week #24-Gordon Johncock. The #24 Gulf McLaren finally got parts for its Offy engine, but Johncock suffered another engine failure. Arnie Snepper also made his first outing of the year in the #90 C.H.E.K. Racing Spl. The track closed at 5:17 when Al Unser's #4 spread oil on the course and did not reopen.

Jim Malloy passed away at 10:35 a.m. today in Methodist Hospital in Indianapolis of injuries suffered Sunday morning when his #16 Thermo King Spl. hit the wall in turn three. Jim, a Denver, Colo. native, had competed in the last 4 Indy 500's. His best finish was last year when he drove one of Dan Gurney's Eagles to fourth. Malloy was considered by many to be a threat for this year's victory. Jim is the 33rd driver to die at the Speedway since it opened in 1909, but the first since 1968 when Mike Spence crashed one of the turbine-powered cars in practice. The entire racing fraternity and the USAC Motoring Division wish to convey their deepest sympathies to the family and friends of Jim Malloy. Memorial services will be held at the Conkle Funeral Home at 8 p.m. Friday. Friends may call from 5-8 p.m. Friday. The family has ask that contribution be made to the USAC Benevolent Foundation.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, No. 20

Friday, May 19, 1972

Mark Donohue and Peter Revson served notice they are ready for an assault on front-row starting spots when qualifications resume Saturday by turning some fast practice laps during today's final day of practice before the second week-end of Indianapolis 500-Mile Race qualifying. Donohue had a top speed of 191.408 in his Sunoco McLaren/Offy and Revson wasn't far behind at 189.713. Theirs are among five cars which still will have a shot at winning their way into the first tier of starters. They were guaranteed such a chance and failed to get it last weekend because of the rainy weather.

Following is the order in tomorrow's qualifying lineup of the five cars with "reserved seats" in the "first-day" qualifying order: #15 - Steve Krisiloff; #23 Mel Kenyon; #66 - Donohue; #58 - Jerry Karl; #12 - Revson.

Mike Mosley, who already has one "strike" on him and isn't eligible for the first day tier of qualifiers, was today's fastest practice traveler at 191.5, just a tick ahead of Donohue. Mosley will attempt to put the Vivitar Eagle/Offy into the field. His first attempt Sunday was interrupted by ignition trouble on the final lap.

Other top practice speeds registered today by cars not yet qualified included 137.227 by A.J. Foyt in the #2 ITT-Sheraton Coyote/Ford; 186.181 by Jerry Grant in the #48 (No-longer-a-mystery) Eagle/Offy; 184.474 by Gordon Johncock in the #24 Gulf McLaren; 181.196 by George Snider in the #84 ITT-Thompson Coyote/Ford; 180.832 by Roger McCluskey in the #14 Antares/Offy; 181.969 by Billy Vukovich in the #3 Sugaripe Prune Eagle/Offy; 179.063 by John Mahler in the #31 Harbor Fuel McLaren/Offy; 174.854 by Bud Tingelstad in the #33 Dayton Steel Wheel Lola/Ford; 174.825 by Mel Kenyon in the #23 Gilmore Broadcasting Coyote/Ford; 175.063 by Cale Yarborough in the Daniels GOP Atlanta/Ford; and 173.410 by Bob Harkey in the #99 Hunt Magneto Gerhardt/Offy.

Bobby Unser, whose 195.940 average for the four laps is the speed to beat for the pole, had a fast lap of 190.799 to pace the already-qualified cars which practiced today. Rookie Sam Posey had a 186.258 circuit.

Kenyon blew an engine in the #23 car and the crew immediately went to work taking the engine out of the #73 Gilmore Broadcasting team car in which Jim McElreath had been practicing to put it into Kenyon's; McElreath was back on his feet hunting for a "ride".

The weatherman came through with a welcome prediction for Saturday: temperatures in the mid-80's, partly cloudy and only a 5 per cent chance of rain.

Cars lined up in the established order behind Revson (and not eligible for the first-day qualifying tier) are: #2-Foyt; #14-McCluskey; #33-Tingelstad; #99-Harkey; #4-A. Unser; #19-Larry Dickson; #43-Al Loquasto; #84-Snider; #4-Simon; #52-Sam Sessions; #24-Johncock; #72-Mike Hiss; #95-Carl Williams; #21-Yarborough; #38-Rick Muther; #11-Jimmy Caruthers and #31-Mahler.

Saturday's time table calls for practice and gates to open at 9 a.m. qualifying to begin at 11 a.m. and the close at 6 p.m.

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 21

Saturday, May 20, 1972

Peter Revson and Mark Donohue today joined Bobby Unser as front-row starters for the 56th annual Indianapolis 500-Mile Race to be held next Saturday, May 27.

Revson qualified the #12 Gulf McLaren at a speed of 192.885 mph. for the #2 starting position and Donohue turned a four-lap average of 191.408 mph. in the #66 Sunoco McLaren to set that car on the outside of the front row.

Pete and Mark led a total of 15 qualifiers this afternoon which brings the total of qualified cars to 27, leaving six spots still open.

Four of the 15 qualifiers today were eligible for those remaining first-day starting spots. The other two besides Donohue and Revson who slipped into the lineup were Steve Krisiloff and Mel Kenyon. Krisiloff qualified the #15 Earl's Supply Spl. for the middle of the fourth row at a speed of 181.433 mph. and Kenyon will start from the inside of row five with his speed of 181.388 in the #23 Gilmore Racing Team Spl.

One of the major surprises of the day and what turned out to be the fastest qualification run of the actual third-day qualifiers was the run turned in by Jerry Grant of Seattle, Wash. Grant, on the track for the first time only yesterday, averaged 189.294 mph. in the #48 Mystery Eagle entered as a backup car for pole-winner Bobby Unser. Grant's quickest lap, which astonished railbirds and fans alike, was a 191.164 which came on his fourth lap and was nearly 2 mph. faster than his other three laps. He started his run with a lap at 187-plus, then ran a 188-plus and a 189-plus before skyrocketing to the 191 lap.

Jerry Karl, the only other driver with a chance of cracking into the first-day lineup, took three warmup laps in the #58 Midwest Mfg. Dura-Pot Spl. but did not take the green flag.

A. J. Foyt, driving the #2 ITT Thompson Spl., finally joined the field with an average of 188.996 mph. As it now stands, that would place A.J. on the inside of row seven for the race. Foyt's quickest lap was his second at 189.593.

Mike Mosley, one of six drivers to eclipse the 190 mph. mark this month, was actually the second fastest of the third-day qualifiers as he averaged 189.145 mph. in the #98 Vivitar Spl. Mike is currently situated in the #18 starting spot.

Others to join the field this afternoon were: #3 Sugaripe Prune Spl. Billy Vukovich-184.814; #14 American Marine Underwriters Antares-Roger McCluskey-182.687; #84 ITT Thompson Spl. George Snider-181.855; #95 City of Terre Haute Haute Spl.- Carl Williams-180.469; #44 Travelodge Sleeper-Dick Simon-180.424, #52 Gene White Firestone Spl.- Sam Sessions-180.415; #60 STP-Pylon Windshield Wiper Blade Spl.- Mike Hiss-179.015 and Two-time winner Al Unser also made it into the lineup. Al, driving the #4 Viceroy Spl. average 183.617 mph. for the four laps which currently places him in the 21st spot. Al is attempting to become the first man to win three in a row.

Gordon Johncock, Carl Williams, John Mahler, and Jerry Karl were all charged with incomplete attempts today. Johncock has been having engine problems for more than a week and had completed three laps of his qualification run at an average of over 187 mph. prior to ignition problems which cancelled his bid for a starting spot. Gordy is hoping to finally earn a starting berth tomorrow, the final day for qualifications.

Pocono International Raceway announced today that the same filming procedures as used at the Indianapolis Motor Speedway will be used there for the Schaefer 500 this year. Any film company interested should contact Bill Marvel at 717-646-2360.

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The "NOW" Motor Club

'500' DAILY TRACK SUMMARY

INDIANAPOLIS 500-MILE RACE QUALIFICATION, SATURDAY, MAY 20, 1972

- Third Day -

KEY: QA -- Qualification Attempt; Q - Qualifier;
T - Turn; UA - Unsuccessful Attempt; L - Lap; FA --
Field Average. (Time shown at start of a qualifying
attempt is time of day a driver took green flag; time
shown on an incident is time of day of yellow light.)

Qualifications

11:02 a.m. -- Car #15 STEVE KRISLOFF, 25 years old, Parsippany, N. J.
Un-sponsored Grant King entry, Kingfish/Offy -- brown

QA - 17 L-1 -- 49.01 -- 183.636 Q-13
 L-2 -- 49.59 -- 181.488
 L-3 -- 50.00 -- 180.000
 L-4 -- 49.82 -- 180.650
 Total -- 3:18.42 -- 181.433

11:07 a.m. Car #23 MEL KENYON, 39 years old, Lebanon, Ind.
Gilmore Broadcasting, Coyote/Ford -- red and white

QA - 18 L-1 -- 49.59 -- 181.488 Q-14
 L-2 -- 49.60 -- 181.452
 L-3 -- 49.76 -- 180.868
 L-4 -- 49.52 -- 181.745
 Total -- 3:18.47 -- 181.388

11:13 a.m. Car #66 MARK DONOHUE, 35 years old, Newtown Square, Pa.

QA - 19 L-1 -- 46.91 -- 191.857 Q-15
 L-2 -- 46.90 -- 191.898
 L-3 -- 47.20 -- 190.678
 L-4 -- 47.07 -- 191.205
 Total -- 3:08.08 -- 191.408

11:22 a.m. Car #58 JERRY KARL, 31 years old, Manchester, Pa.
Midwest Manufacturing Dura-Pot, Gerhardt/Offy

Took three warmup laps but did not take green.

11:23 a.m. -- Car #12 PETER REVSON, 33 years old, New York City
Gulf McLaren, McLaren/Offy -- orange

QA - 20 L-1 -- 46.43 -- 193.840 Q-16
 L-2 -- 46.62 -- 193.050
 L-3 -- 46.68 -- 192.802
 L-4 -- 46.91 -- 191.857
 Total -- 3:06.64 -- 192.885

(END OF FIRST-DAY QUALIFIERS)

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'500' DAILY TRACK SUMMARY

SECOND PAGE

INDIANAPOLIS 500-MILE RACE QUALIFICATION, SATURDAY, MAY 20, 1972

- Third Day -

11:30 a.m. -- Car #2 A. J. FOYT, 37 years old, Houston, Texas
ITT-Thompson Coyote/Ford -- orange (Second attempt for this car)

| | | |
|-------|-----------------------------------|----------------------------|
| QA-21 | L-1 -- 47.70 -- 188.679 | Q-17 |
| | L-2 -- 47.47 -- 189.593 | (First of the "Second-Day" |
| | L-3 -- 47.63 -- 188.957 | Qualifiers) |
| | L-4 -- 47.68 -- 188.758 | |
| | <u>Total - 3:10.48 -- 188.996</u> | |

11:36 a.m. --- Car #14 ROGER McCLUSKEY, 41 years old, Tucson, Ariz.
American Marine Underwriters Antares/Offy - white and blue

| | | |
|-------|-----------------------------------|------|
| QA-22 | L-1 -- 49.32 -- 182.482 | Q-18 |
| | L-2 -- 49.18 -- 183.001 | |
| | L-3 -- 49.21 -- 182.890 | |
| | L-4 -- 49.35 -- 182.371 | |
| | <u>Total - 3:17.06 -- 182.687</u> | |

11:43 a.m. -- Car #4 AL UNSER 32 years old, Albuquerque, N.M.
Viceroy Parnelli/Offy -- white-red

| | | |
|-------|-----------------------------------|------|
| QA-23 | L-1 -- 49.17 -- 183.038 | Q-19 |
| | L-2 -- 48.84 -- 183.486 | |
| | L-3 -- 49.00 -- 183.673 | |
| | L-4 -- 49.05 -- 183.486 | |
| | <u>Total - 3:16.06 -- 183.617</u> | |

11:49 a.m. -- Car #84 GEORGE SNIDER, 32 years old, Bakersfield, Calif.
ITT Thompson Coyote/Ford -- orange

| | | |
|-------|-----------------------------------|------|
| QA-24 | L-1 -- 49.01 -- 183.636 | Q-20 |
| | L-2 -- 49.24 -- 182.778 | |
| | L-3 -- 49.74 -- 180.941 | |
| | L-4 -- 49.97 -- 180.108 | |
| | <u>Total - 3:17.96 -- 181.855</u> | |

11:55 a.m. -- Car #52 SAM SESSIONS, 36 years old, Nashville, Mich.
Gene White Firestone Lola/Ford -- white-black (Second attempt for this car)

| | | |
|-------|-----------------------------------|------|
| QA-25 | L-1 -- 49.83 -- 180.614 | Q-21 |
| | L-2 -- 49.88 -- 180.433 | |
| | L-3 -- 49.93 -- 180.252 | |
| | L-4 -- 49.90 -- 180.361 | |
| | <u>Total - 3:19.54 -- 180.415</u> | |

12:02 p.m. -- Car #95 CARL WILLIAMS, 39 years old, Kansas City, Mos.
Classic Wax Eagle/Offy -- blue-yellow

| | | |
|-------|-------------------------------|------|
| QA-26 | L-1 -- 50.54 -- 178.077 | UA-5 |
| | L-2 -- YELLOW FLAGGED BY CREW | |

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'500' DAILY TRACK SUMMARY

THIRD PAGE

INDIANAPOLIS 500-MILE RACE QUALIFICATION, SATURDAY, MAY 20, 1972

-- Third Day --

12:08 p.m. --- Car #31 JOHN MAHLER, 35 years old, Bettendorf, Iowa
Harbor Fuel McLaren/Offy -- orange

QA-27 L-1 -- 49.48 -- 181.892 UA-6
L-2 -- 49.48 -- 181.892
L-3 -- CAME IN SLOWLY -- BLEW ENGINE

12:13 p.m. --- Car #98 MIKE MOSLEY, 25 years old, Clermont, Ind.
Vivitar Eagle/Offy -- white-blue

QA-28 L-1 -- 47.45 -- 189.673 Q-22
L-2 -- 47.43 -- 189.753
L-3 -- 47.80 -- 188.285
L-4 -- 47.65 -- 188.877
Total -- 3:10.33 -- 189.145

12:20 p.m. --- Car #3 BILLY VUKOVICH, 28 years old, Fresno, Calif.
Sugaripè Prune Eagle/Offy -- yellow-purple

QA-29 L-1 -- 48.72 -- 184.729 (Second attempt for this car)
L-2 -- 48.72 -- 184.729 (Same car he hit wall with on
Sunday, May 14.)
L-3 -- 48.67 -- 184.919
L-4 -- 48.68 -- 184.881 Q-23
Total -- 3:14.29 -- 184.814

12:28 p.m. --- Car #48 JERRY GRANT, 37 years old, Seattle, Wash.
Mystery Eagle, Eagle/Offy -- purple-white

QA-30 L-1 -- 48.02 -- 187.422 Q-24
L-2 -- 47.67 -- 188.798
L-3 -- 47.41 -- 189.833
L-4 -- 47.08 -- 191.164
Total -- 3:10.18 -- 189.294

Field Average for First 24 cars -- 184.770 mph

Car #24 GORDON JOHNCOCK, 35 years old, Mt. Pleasant, Mich.
Gulf McLaren/Offy -- orange

(Called in because of object on the track on first warmup run.)

12:41 p.m. L-1 -- 48.00 -- 187.500 UA-7
QA-31 L-2 -- 47.91 -- 187.852
L-3 -- 47.94 -- 187.735
L-4 -- SLOWED AND CAME IN -- IGNITION TROUBLE

12:45 p.m. --- The STP Racing Team announced it has acquired half ownership in
the car driven by rookie Mike Hiss of Tustin, Cal., and entered
by Page Racing Enterprises. The car, a 1971 Eagle, will carry
the No. 60 and will be raced as the STP-Pylon Windshield Wiper
Blade Special.)

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'500' DAILY TRACK SUMMARY

FOURTH PAGE

INDIANAPOLIS 500-MILE RACE QUALIFICATION, SATURDAY, MAY 20, 1972

- Third Day -

12:57 p.m. -- Car #60 MIKE HISS, 30 years old, Tustin, Calif.
STP-Pylon Windshield Wiper Blade, Eagle/Offy --yellow
(Probably will be repainted red for race) (ROOKIE #4)

| | | |
|-------|----------------------------|------|
| QA-32 | L-1 -- 50.64 -- 177.725 | Q-25 |
| | L-2 -- 50.27 -- 179.033 | |
| | L-3 -- 50.08 -- 179.712 | R-4 |
| | L-4 -- 50.11 -- 179.605 | |
| | Total - 3:21.10 -- 179.015 | |

CORRECTION: On Sheet #2, please change name of Car #95 to City of Terre Haute rather than Classic Wax.

1:05 p.m. -- Track opened for practice for first time today.

Field Average for First 25 cars -- 184.532 mph.

5:20 p.m. -- Car #95 CARL WILLIAMS, 39 years old, Grandview, Mo.
City of Terre Haute, Eagle/Offy -- blue-yellow.

| | | |
|-------|----------------------------|------|
| QA-33 | L-1 -- 49.73 -- 180.977 | Q-26 |
| | L-2 -- 49.85 -- 180.542 | |
| | L-3 -- 49.89 -- 180.397 | |
| | L-4 -- 50.01 -- 179.964 | |
| | Total - 3:19.48 -- 180.469 | |

5:52 p.m. -- Car #44 DICK SIMON, 38 years old, Salt Lake City, Utah
Travelodge-Post, Lola/Ford -- red-black.

| | | |
|-------|----------------------------|------|
| QA-34 | L-1 -- 49.91 -- 180.325 | Q-27 |
| | L-2 -- 49.81 -- 180.687 | |
| | L-3 -- 49.98 -- 180.072 | |
| | L-4 -- 49.83 -- 180.614 | |
| | Total - 3:19.53 -- 180.424 | |

DRIVER QUOTES

CARL WILLIAMS -- "It felt real good. We've been having hard troubles. It's tricky when you go out on your second run. Thought it was slick in the #3 turn but they checked it out okay so I just took their word for it."

DICK SIMON -- "Not as good as we really wanted but God only knows we worked hard. We had troubles with our chassis, rear-end, motor, and a few other things."

● Emergency Road & Tow

● Up to \$500 Legal Defense

● Emergency Travel Expense

● \$5,000 Accidental Death

● Arrest & Bail Bond

● Car Rental Discounts

● Trip Routing Service

● 24-Hour Toll Free Telephone



UNITED STATES AUTO CLUB, MOTORING DIVISION, INC.
1700 MISHAWAKA AVENUE, SOUTH BEND, INDIANA 46624

The "Now" Motor Club

'500' DAILY TRACK SUMMARY

VOLUME I, NO. 22

Sunday, May 21, 1972

Veteran Gordon Johncock of Mt. Pleasant, Mich., and rookie Salt Walther of Dayton, Ohio., were the stars of the final day of 1972 Indianapolis 500-Mile Race time trials as seven more cars qualified and one was bumped today.

Johncock, who had blown five engines during a most difficult practice and qualifying period, turned in the day's top speed of 188.511 for the 10-mile qualifying run in his orange Gulf McLaren/Offy. Walther, at 24 the youngest driver in the 33-car starting field, amazed almost everyone by turning in a sizzling 180.542 average in his Dayton Steel Wheel Lola/Ford, which was good for the day's second fastest time.

Four of today's seven qualifiers were rookies to give the race a total of eight neophytes -- the most since 1965 when an even third of the field -- 11 cars -- had rookies at the wheel.

The other rookies qualifiers today were John Mahler at 179.497 in the Harbor Fuel Oil McLaren/Offy; Lee Kunzman at 179.265 in the Caves Buick Gerhardt/Offy; and Jimmy Caruthers at 176.909 in the unnamed Quality Racing Team entry, a Scorpion/Ford.

Denny Zimmerman, who was rookie of the year in 1971, made the field handily at 180.027 in the Bryant Heating and Cooling McLaren/Offy.

Cale Yarborough rode the "bubble" to a starting spot after accounting for the only "bump" of the 1972 qualifying period when he sidelined Wally Dallenbach's #10 Gilmore Racing Eagle/Offy.

Yarborough had an average of 178.864 to edge Dallenbach's 178.421 by a narrow margin.

Yarborough then suffered for 25 minutes as six car-driver combinations went out to take a shot at him but fired and fell back, either through incomplete runs or inability to go fast enough even to take the green flag.

Dallenbach and his "backup" Eagle/Offy were one of those combinations but Wally pulled into the pits with the car smoking after two laps in the 178 range but too slow to bump Yarborough.

Average for the 33-car starting field is a blazing 183.655 miles per hour -- an increase of 11.990 mph over the 33-car average of 171.665 for 1971.

The #40 STP Lola/Ford, which was qualified by Art Pollard on May 14 at 181.626 miles per hour, was moved back to the rear of the pack because of the inability of Pollard to drive it in the race. He suffered a fractured left leg on May 16 when the car hit the wall coming out of the No. 3 turn.

A new Lola "tub" has been made in record time at the Lola factory in England and the car is being rebuilt around it now.

Chief Steward Harlan Fengler ruled the rebuilt car must participate in carburetion tests on Wednesday.

Carburetion tests are scheduled from 10 a.m. to 1 p.m. Wednesday (May 24). Pit practice will be allowed from 1 p.m. to 4 p.m. The general public will be admitted for a charge of \$1.00.

Our next Daily Track Summary will be issued Wednesday afternoon.

-
- Emergency Road & Tow
 - Up to \$500 Legal Defense
 - Emergency Travel Expense
 - \$5,000 Accidental Death
 - Arrest & Bail Bond
 - Car Rental Discounts
 - Trip Routing Service
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UNITED STATES AUTO CLUB, MOTORING DIVISION, INC.
1700 MISHAWAKA AVENUE, SOUTH BEND, INDIANA 46624

The "NOW" Motor Club

'500' DAILY TRACK SUMMARY

INDIANAPOLIS 500-MILE RACE QUALIFICATION, SUNDAY, MAY 21, 1972

- Fourth Day -

KEY: QA -- Qualification Attempt; Q -- Qualifier;
T -- Turn; UA -- Unsuccessful Attempt; L -- Lap; FA --
Field Average; (Time shown at start of a qualifying
attempt is time of day a driver took green flag. Time
shown on an incident is time of day of yellow light.)

Practice

Car #28 (Simpson) blew engine coming out of T-4.

Car #20 (Karl) blew engine in main straightaway.

Qualifications

12:02 p.m. -- Car #24 GORDON JOHNCOCK, 35 years old, Mt. Pleasant, Mich.
Gulf McLaren, McLaren/Offy -- orange

| | | |
|-------|-----------------------------------|------|
| QA-35 | L-1 -- 47.67 -- 188.798 | Q-28 |
| | L-2 -- 47.74 -- 188.521 | |
| | L-3 -- 47.77 -- 188.403 | |
| | L-4 -- 47.79 -- 188.324 | |
| | <u>Total - 3:10.97 -- 188.511</u> | |

Field average for 28 cars -- 184.373 mph.

12:11 p.m. -- Car #37 LEE KUNZMAN, 27 yrs. old, Guttenberg, Iowa (R)
Caves Buick, Gerhardt/Offy -- blue

| | | |
|-------|-----------------------------------|-----------|
| QA-36 | L-1 -- 50.03 -- 179.892' | Q-29 |
| | L-2 -- 50.05 -- 179.820 | |
| | L-3 -- 50.39 -- 178.607 | ROOKIE #5 |
| | L-4 -- 50.35 -- 178.749 | |
| | <u>Total - 3:20.82 -- 179.265</u> | |

12:17 p.m. -- Car #11 JIMMY CARUTHERS, 27 years old, Anaheim, Cal. (R)
Unsponsored entry of Quality Racing Inc., Scorpion/Ford
blue-yellow

| | | |
|-------|-----------------------------------|-----------|
| QA-37 | L-1 -- 50.21 -- 179.283 | Q-30 |
| | L-2 -- 50.27 -- 179.033 | |
| | L-3 -- 50.39 -- 178.607 | ROOKIE #6 |
| | L-4 -- 50.36 -- 178.713 | |
| | <u>Total - 3:21.22 -- 178.909</u> | |

Field average for 30 cars -- 184.011 (which is 12.692 mph. faster
than the average speed for first 30 cars of 1971.)

12:27 p.m. -- Car #31 JOHN MAHLER, 35 years old, Bettendorf, Iowa (R)
Harbor Fuel Oil, McLaren/Offy -- orange

| | | |
|-------|-----------------------------------|-----------|
| QA-38 | L-1 -- 50.22 -- 179.211 | Q-31 |
| | L-2 -- 50.06 -- 179.784 | |
| | L-3 -- 50.14 -- 179.497 | ROOKIE #7 |
| | L-4 -- 50.14 -- 179.497 | |
| | <u>Total - 3:20.56 -- 179.497</u> | |

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UNITED STATES AUTO CLUB, MOTORING DIVISION, INC.
1700 MISHAWAKA AVENUE, SOUTH BEND, INDIANA 46624

The "Now" Motor Club

'500' DAILY TRACK SUMMARY

- Page 2 -

INDIANAPOLIS 500-MILE RACE QUALIFICATION, SUNDAY, MAY 21, 1972

- Fourth Day -

12:34 p.m. --- Track opened for practice.

2:30 p.m. --- Bobby Unser (Car #6, Olsonite Eagle) blew an engine on the main straightaway. Car owner Dan Gurney said that it is not the engine Bobby qualified on for the pole but is another engine installed for practice. Gurney said they had been 'trying new things' and that Bobby's speeds had ranged all the way from about 150 to nearly 190 mph before the engine came unglued.

2:41 p.m. --- Track opened for qualifications.

2:43 p.m. --- Car #17 DENNY ZIMMERMAN, 31 years old, Glastonbury, Conn. Bryant Heating & Cooling, McLaren/Offy -- yellow-red

| | | | | | | | |
|-------|----------------------|----|-------|----|---------|----|---------|
| QA-39 | L-1 | -- | 49.88 | -- | 180.433 | | Q-32 |
| | L-2 | -- | 49.82 | -- | 180.650 | | |
| | L-3 | -- | 50.01 | -- | 179.964 | | |
| | L-4 | -- | 50.26 | -- | 179.069 | | |
| | <u>Total-3:19.97</u> | | | | | -- | 180.027 |

Field average for 32 cars -- 183.740 mph

4:47 p.m. --- Car #58 JERRY KARL, 31 years old, Manchester, Pa. Midwest Manufacturing Dura-Pot, Gerhardt/Offy -- yellow

Took three warmup laps but did not take green.

4:53 p.m. --- Car #21 CALE YARBOROUGH, 33 years old, Timmonsville, S. Carolina Bill Daniels GOP, Atlanta/Ford -- red-white-blue

| | | | | | | | | |
|-------|-----|----|---------------------|----|---------|--|------|--|
| QA-40 | L-1 | -- | 50.35 | -- | 178.749 | | UA-8 | |
| | L-2 | -- | 50.40 | -- | 178.571 | | | |
| | L-3 | -- | 50.45 | -- | 178.394 | | | |
| | L-4 | -- | YELLOW FLAG BY CREW | | | | | |

4:56 p.m. --- Car #33 SALT WALTHER, 24 years old, Dayton, Ohio (R) Dayton Steel Wheel, Morris Marauder/Ford -- blue

| | | | | | | | |
|-------|--------------|----|-------|----|---------|-----------|--------------------|
| QA-41 | L-1 | -- | 49.94 | -- | 180.216 | | Q-33 |
| | L-2 | -- | 49.78 | -- | 180.796 | | |
| | L-3 | -- | 49.88 | -- | 180.433 | ROOKIE #8 | |
| | L-4 | -- | 49.80 | -- | 180.723 | | |
| | <u>Total</u> | | | | | -- | 3:19.40 -- 180.542 |

The 33-car field was filled at 5:00 p.m.

5:06 p.m. --- Car #90 ARNIE KNEPPER, 41 years old, Belleville, Ill. C.H.L.K. Racing, Eagle/Offy --- gold

| | | | | | | | | |
|-------|-----|----|-------------|----|---------|--|------|--|
| QA-42 | L-1 | -- | 50.32 | -- | 178.855 | | UA-9 | |
| | L-2 | -- | BLEW ENGINE | | | | | |

5:20 p.m. --- Car #19 LARRY DICKSON, 32 years old, Marietta, Ohio Minnesota Invader, Eagle/Offy -- white-black

Took three warmup laps and came in without taking green.

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UNITED STATES AUTO CLUB, MOTORING DIVISION, INC.
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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

- Page 3 -

INDIANAPOLIS 500-MILE RACE QUALIFICATION, SUNDAY, MAY 21, 1972

- Fourth Day -

- 5:24 p.m. -- Car #99 JERRY KARL, 31 years old, Manchester, Pa.
Joe Hunt Magneto, Gerhardt/Offy -- blue-gold
Took three warmup laps but didn't take green.
- 5:29 p.m. -- Car #21 CALE YARBOROUGH, 33 years old, Timmonsville, S. Carolina; Bill Daniels GOP, Atlanta/Ford -- red-white-blue
- QA-43 L-1 -- 50.68 -- 177.585 Q-34
L-2 -- 50.32 -- 178.855 BUMPS #10 - Dallenbach, who
L-3 -- 50.12 -- 179.569 qualified at 178.421 on 5/14/72
L-4 -- 50.15 -- 179.462'
Total - 3:21.27 -- 178.864
- 5:34 p.m. -- Car #16 JERRY KARL, 31 years old, Manchester, Pa.
Thermo-King, Gerhardt/Offy -- blue
Warmed up but didn't take green flag.
- 5:39 p.m. -- Car #36 BENTLEY WARREN, 31 years old, West Gloucester, Mass.
Bay State Racing, Eagle/Offy -- blue-red
- QA-44 L-1 -- 50.08 -- 179.712 UA-10
L-2 -- 53.18 -- 169.237
L-3 -- 50.47 -- 178.324
L-4 -- CAME IN
- 5:45 p.m. -- Car #10 WALLY DALLENBACH, 35 years old, East Brunswick, N.J.
Gilmore Racing Team, Antares/Offy -- blue
- QA-45 L-1 -- 50.03 -- 179.892 UA-11
L-2 -- PULLED IN
- 5:50 p.m. -- Car #61 LEE BRAYTON, 38 years old, Coldwater, Mich.
Eisenhour-Brayton, Coyote/Ford -- red
- QA-46 L-1 -- 53.28 -- 168.919 UA-12
L-2 -- YELLOW FLAGGED BY CREW
- 5:53 p.m. -- Car #97 JIGGER SIROIS, 37 years old, Hammond, Ind.
Vivitar, Cicada/Offy -- white-blue-red
Took three warmup laps but never took green
- 6:00 p.m. -- Car #10 WALLY DALLENBACH, 35 years old, East Brunswick, N.J.
Gilmore Racing Team, Antares/Offy -- blue
- QA--47 L-1 -- 50.38 -- 178.642 UA-13
L-2 -- 50.49 -- 178.252
L-3 -- smoking, PULLED IN
- 1972 - Field average for 33-car starting field -- 183.655 mph.
1971 - Field average for 33-car starting field -- 171.655 mph.

-USAC-

Thanks to your friendly "500" Daily Track Summary Crew: Jep Cadou, Bob Smalley, Roger Phillips, Sub #500, Les Dill, Dick O'Leary, Tom Bush and Gary Adams.
 ● Arrest & Bail Bond ● Car Rental Discounts ● Trip Routing Service ● 24-Hour Toll Free Telephone



UNITED STATES AUTO CLUB, MOTORING DIVISION, INC.
1700 MISHAWAKA AVENUE, SOUTH BEND, INDIANA 46624

The "Now" Motor Club

'500' DAILY TRACK SUMMARY

1972 "500" Starting Lineup
4-Lap Average

| Car No. | Driver | | | | | |
|---------------|---------------------|------|---------|---------|---------------------------|-----|
| ROW 1 | | | | | | |
| 6 | Bobby Unser* | 0-1 | 3:03.73 | 195.940 | Olsonite Eagle | C-G |
| 12 | Peter Revson | 0-2 | 3:06.64 | 192.885 | Gulf McLaren | C-G |
| 66 | Mark Donohue | 0-2 | 3:08.08 | 191.408 | Sunoco McLaren | C-G |
| ROW 2 | | | | | | |
| 7 | Gary Bettenhausen | 0-2 | 3:10.60 | 188.877 | Sunoco McLaren | C-G |
| 9 | Mario Andretti* | 0-3 | 3:11.88 | 187.617 | Viceroy | C-F |
| 1 | Joe Leonard-NC | 0-3 | 3:14.36 | 185.223 | Samsonite | C-F |
| ROW 3 | | | | | | |
| 34 | Sam Posey (r) | 0-1 | 3:15.25 | 184.379 | Norris Eagle | C-G |
| 18 | Johnny Rutherford | 0-4 | 3:16.47 | 183.234 | Patrick Petroleum | A-G |
| 42 | Swede Savage (r) | 0-1 | 3:18.10 | 181.726 | Michner Industries | A-G |
| ROW 4 | | | | | | |
| 15 | Steve Krisiloff | 0-5 | 3:18.42 | 181.433 | Ayr-Way Lloyd's | C-F |
| 5 | Lloyd Ruby | F-6 | 3:18.44 | 181.415 | Wynn's | A-F |
| 23 | Mel Kenyon | F-7 | 3:18.47 | 181.388 | Gilmore Racing Team | A-G |
| ROW 5 | | | | | | |
| 56 | Jim Hurtubise | F-7 | 3:18.84 | 181.050 | Miller High Life | A-F |
| 89 | John Martin (r) | 0-4 | 3:20.43 | 179.614 | Un-sponsored | C-F |
| 48 | Jerry Grant | 0-1 | 3:10.18 | 189.294 | Mystery Eagle | C-G |
| ROW 6 | | | | | | |
| 98 | Mike Mosley | 0-8 | 3:10.33 | 189.145 | Vivitar | A-F |
| 2 | A.J. Foyt * | F-7 | 3:10.48 | 188.996 | ITT Thompson | A-G |
| 3 | Billy Vukovich | 0-1 | 3:14.79 | 184.814 | Sugaripe Prune | C-G |
| ROW 7 | | | | | | |
| 4 | Al Unser * | 0-3 | 3:16.06 | 183.617 | Viceroy | C-F |
| 14 | Roger McCluskey | 0-9 | 3:17.06 | 182.685 | Amer. Marine Underwriters | C-G |
| 84 | George Snider | F-7 | 3:17.96 | 181.855 | ITT Thompson | A-G |
| ROW 8 | | | | | | |
| 95 | Carl Williams | 0-1 | 3:19.48 | 180.469 | City of Terre Haute | A-F |
| 44 | Dick Simon | F-10 | 3:19.53 | 180.424 | Travelodge Sleeper | A-G |
| 52 | Sam Sessions | F-10 | 3:19.54 | 180.415 | Gene White Firestone | A-F |
| ROW 9 | | | | | | |
| 60 | Mike Hiss (r) | 0-1 | 3:21.10 | 179.015 | STP-Pylon Windsh/Wip.Bl. | C-G |
| 24 | Gordon Johncock | 0-2 | 3:10.97 | 188.511 | Gulf McLaren | C-G |
| 33 | Salt Walther (r) | F-11 | 3:19.40 | 180.542 | Dayton Steel Wheel | C-F |
| ROW 10 | | | | | | |
| 17 | Denny Zimmerman | 0-2 | 3:19.97 | 180.027 | Bryant Heating & Cooling | C-G |
| 31 | John Mahler (r) | 0-2 | 3:20.56 | 179.497 | Harbor Fuel Oil | C-G |
| 37 | Lee Kunzman (r) | 0-12 | 3:20.82 | 179.265 | Caves Buick Company | C-G |
| ROW 11 | | | | | | |
| 11 | Jimmy Caruthers (r) | F-13 | 3:21.22 | 178.909 | U.S. Armed Forces-Steed | A-F |
| 21 | Cale Yarborough | F-6 | 3:21.27 | 178.864 | Bill Daniels GOP | A-F |
| 40 | Wally Dallenbach | F-10 | 3:18.21 | 181.626 | STP Oil Treatment | A-F |

CHASSIS CODE & AMOUNT: 1-Eagle (7); 2-McLaren (6); 3-Parnelli (3);
4-Brabham (2); 5-Kingfish (1); 6-Atlanta (2);
7-Coyote (4); 8-Watson Eagle (1); 9-Antares (1);
10-Lola (3); 11-P.J. Colt (1); 12-Gerhardt (1);
13-Scorpion (1). (Cont.)

- Emergency Road & Tow
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The "NOW" Motor Club

'500' DAILY TRACK SUMMARY

1972 "500" Starting Lineup
4-Lap Average

PAGE (2)

Engine Code: F=Ford, O=Offy. Fords-11, Offies-22
Accessories: C=Champion (19), A= Autolite (14); F=Firestone (14)
G=Goodyear (19)

* Former 500 winners

NC= Defending National Champ

r= Rookie (eight in the field)

Average Speed for the 1972 Field: 183.655 mph.

● Emergency Road & Tow
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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

PIT ASSIGNMENT FOR THE 56TH INDIANAPOLIS 500 MILE RACE

| PIT NO. | CAR NO. | DRIVER | CAR NAME |
|---------|---------|------------------|--------------------------------------|
| 1 | | | |
| 2 | | | |
| 3 | 40 | Wally Dallenbach | STP Oil Treatment Special |
| 4 | 60 | Mike Hiss | STP Pylon Windshield Wiper Blade Sp. |
| 5 | 11 | Jimmy Caruthers | U.S. Armed Forces-Steed Special |
| 6 | 17 | Denny Zimmerman | Bryant Heating & Cooling Special |
| 7 | 31 | John Mahler | Harbor Fuel Oil Special |
| 8 | 89 | John Martin | Un-sponsored Special |
| 9 | 24 | Gordon Johncock | Gulf McLaren |
| 10 | 12 | Peter Revson | Gulf McLaren |

GASOLINE ALLEY

| | | | |
|----|------|-------------------|--------------------------------------|
| 11 | 6 | Bobby Unser | Olsonite Eagle |
| 12 | 48 | Jerry Grant | Mystery Eagle |
| 13 | 66 | Mark Donohue | Sunoco McLaren |
| 14 | 7 | Gary Bettenhausen | Sunoco McLaren |
| 15 | 98 | Mike Mosley | Vivitar Special |
| 16 | 9 | Mario Andretti | Viceroy Special |
| 17 | 1 | Joe Leonard | Samsonite Special |
| 18 | 4 | Al Unser | Viceroy Special |
| 19 | 2 | A. J. Foyt, Jr. | I.T.T. Thompson Special |
| 20 | 84 | George Snider | I.T.T. Thompson Special |
| 21 | 3 | Billy Vukovich | Sugaripe Prune Special |
| 22 | | | |
| 23 | USAC | | |
| 24 | USAC | | |
| 25 | | | |
| 26 | 34 | Sam Posey | Norris Eagle |
| 27 | 18 | Johnny Rutherford | Patrick Petroleum Special |
| 28 | 42 | Swede Savage | Michner Industries Special |
| 29 | 14 | Roger McCluskey | American Marine Underwriters Special |
| 30 | 23 | Mel Kenyon | Gilmore Racing Team Special |
| 31 | 15 | Steve Krisloff | AYR-WAY Lloyd's Special |
| 32 | 56 | Jim Hurtubise | Miller High Life Special |
| 33 | 33 | Salt Walther | Dayton Steel Wheel Special |
| 34 | 95 | Carl Williams | City of Terre Haute Special |
| 35 | 44 | Dick Simon | Travelodge Sleeper |
| 36 | 5 | Lloyd Ruby | Wynn's Special |
| 37 | 21 | Cale Yarborough | Bill Daniels GOP Special |
| 38 | 52 | Sam Sessions | Gene White Firestone Special |
| 39 | 37 | Lee Kunzman | Caves Buick Co. Special. |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |

● Emergency Road & Tow

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The "Now" Motor Club

'500' DAILY TRACK SUMMARY

CHIEF MECHANICS AND ACCESSORIES

| Car # | Gar. # | CHIEF MECHANIC | Tires | Spark Plugs |
|-------|--------|--------------------------------|-----------|-------------|
| 6 | 40 | Wayne Leary | Goodyear | Champion |
| 12 | 85 | Hywel Absalom | Goodyear | Champion |
| 66 | 76 | Karl Kainhofer | Goodyear | Champion |
| 7 | 77 | Earle MacMullen | Goodyear | Champion |
| 9 | 26 | Jim McGee | Firestone | Champion |
| 1 | 24 | George Bignotti/Johnny Capels | Firestone | Champion |
| 34 | 38 | Jack McCormack | Goodyear | Champion |
| 18 | 5 | Mike Devin | Goodyear | Autolite |
| 42 | 6 | Mike Devin | Goodyear | Autolite |
| 15 | 58 | Grant King/Ted Hall | Firestone | Champion |
| 5 | 10 | Bevan Weston | Firestone | Autolite |
| 23 | 88 | Don Kenyon | Goodyear | Autolite |
| 56 | 62 | Dick Cecil | Firestone | Autolite |
| 89 | 43 | John Martin | Firestone | Champion |
| 48 | 41 | Rouem Haffenden | Goodyear | Champion |
| 98 | 16 | A. J. Watson | Firestone | Autolite |
| 2 | 29 | A. J. Foyt, Sr. | Goodyear | Autolite |
| 3 | 14 | Jud Phillips | Goodyear | Champion |
| 4 | 25 | George Bignotti/Jim Dilamarter | Firestone | Champion |
| 14 | 7 | Don Koda | Goodyear | Champion |
| 84 | 30 | A. J. Foyt, Sr. | Goodyear | Autolite |
| 95 | 65 | Bill Finley | Firestone | Autolite |
| 44 | 66 | Keith Randol | Goodyear | Autolite |
| 52 | 12 | Peter Parrott | Firestone | Autolite |
| 60 | 82 | Dave Klym | Goodyear | Champion |
| 24 | 86 | Edi Wyss | Goodyear | Champion |
| 33 | 80 | George Morris | Firestone | Champion |
| 17 | 3 | Hal Sperb | Goodyear | Champion |
| 31 | 74 | Fred Sewall | Goodyear | Champion |
| 37 | 2 | Gil Morales | Goodyear | Champion |
| 11 | 21 | Clint Brawner | Firestone | Autolite |
| 21 | 11 | Lee Willyard | Firestone | Autolite |
| 40 | 55 | Vince Granatelli | Firestone | Autolite |

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