

**1973
Indianapolis
500**

**press
information**



Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 INDIANAPOLIS 500 STATISTICS



The farthest 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, 33d.

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.

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.

Three 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, Mark Donohue gave car #66 its first Indy win. This was the first time in history that a car number between 36 and 82 had ever won the 500. Car #1 owns the most wins, six. Car #2 is next with five, then come #3, #4, #14 and #16 with four each.

PREVIOUS 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 1973 RACE - 5

A. J. Foyt (1961, 1964, 1967)	Al Unser (1970, 1971)
Bobby Unser (1968)	Mark Donohue (1972)
Mario Andretti (1969)	

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 and Bobby Marshman	5-12	1971 Denny Zimmerman	28-8
	33-7	1972 Mike Hiss	25-7

(Continued)

USAC--STEED

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 INDIANAPOLIS 500 STATISTICS



(Continued)

DRIVER STATISTICS

Oldest Driver.....Lloyd Ruby (45)
Youngest Driver.....Salt Walther (25)
Tallest Driver.....Mike Hiss, Jerry Grant (6'2")
Shortest Driver.....Mario Andretti, Jimmy Caruthers (5'6")
Heaviest Driver.....John Martin (205 lbs.)
Lightest Driver.....Mario Andretti (138 lbs.)

The 30 veteran drivers in the field have driven a total of 167 races.
A. J. Foyt leads the way with 15, Lloyd Ruby is close behind with 13.

LAP LEADERS IN THIS YEAR'S FIELD:

A.J. Foyt.....	324	Mark Donohue.....	70
Al Unser.....	293	Joe Leonard.....	50
Bobby Unser.....	178	Jerry Grant.....	16
Gary Bettenhausen.....	138	Wally Dallenbach.....	7
Mario Andretti.....	132	Roger McCluskey.....	5
Lloyd Ruby.....	126	Mike Mosley.....	3

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.



1973 GARAGE LIST

Car #	Gar #	Driver	Car Name	Entrant
1	24	Joe Leonard (8)	Samsonite	Vel's P. Jones Rac.
2	15	Bill Vukovich (5)	Sugaripe Prune	Jerry O'Connell
3	7	Roger McCluskey (11)		Lindsey Hopkins
4	25	Al Unser (7)	Viceroy	Vel's P. Jones Rac.
5	71	Gary Bettenhausen (5)	Sunoco DX McLaren	Roger S. Penske
6	69	Mike Hiss (1)	Thermo King	Don Gerhardt
7	85	Johnny Rutherford (9)	Gulf McLaren	McLaren Cars, Ltd.
8	41	Bobby Unser (10)	Olsonite Eagle	Olsonite Div.-Swed. Crucible M.V.S., Inc.
9	61	Sammy Sessions (5)		M.V.S., Inc.
11	26	Mario Andretti (8)	Viceroy	Vel's P. Jones Rac.
12	79	Bobby Allison (X)	Sunoco DX McLaren	Roger S. Penske
14	29	A.J. Foyt, Jr. (15)	Gilmore Racing Team	A.J. Foyt, Sr.
15	87	Peter Revson (4)	Gulf McLaren	McLaren Cars, Ltd.
16	83	Lee Kunzman (1)	Ayr-Way Lloyd's	Lindsey Hopkins
17	3	Bill Simpson (X)	The Norton Spirit	Vollstedt Ent., Inc.
18	12	Lloyd Ruby (13)		Bruce Crower
19	89	Mel Kenyon (7)		Lindsey Hopkins
20	55		STP Double Oil Filt.	STP Corporation
21	21	Jimmy Caruthers (1)	Cobre	Robert L. Fletcher
22	9			Patrick Rac. Team
23	10	Rick Muther (2)		Bruce Crower
24	58	Steve Krisiloff (2)		Grant King Racers
25	5	Gordon Johncock (8)		Patrick Rac. Team
26	2		Vollstedt	Vollstedt Ent., Inc
27	4	Tom Bigelow (X)	Bryant Heat. & Cool.	Vollstedt Ent., Inc
28	88	Mel Kenyon (7)		Lindsey Hopkins
29	62	Sammy Sessions (5)		M.V.S., Inc.
30	82			Smokey Yunick
31	72		Norris McLaren	Champ Carr Ent.
32	14	Bill Vukovich (5)	Sugaripe Prune	Jerry O'Connell
33	80	Salt Walther (1)	Dayton-Walther	Walmotor, Inc.
34	73	Sam Posey (1)	Norris Eagle	Champ Carr Ent.
35	74	John Mahler (1)	Norris Eagle	Champ Carr Ent.
36		Bentley Warren (1)		Bay State Auto Rac.
37	8	Roger McCluskey (11)		Lindsey Hopkins
38	34	Cockey Peterson (X)	Dr. Pepper	Cockey Peterson Ent.
39	38	Tom Sneva (X)	Tipke Offy	Spokane Champ Racers
40	56	Wally Dallenbach (6)	STP Oil Treatment	STP Corporation
41	37		Samsonite	Vel's P. Jones Rac.
42	6	Swede Savage (1)		Patrick Rac. Team
44	66	Dick Simon (3)	Travelodge Eagle	Dick Simon Ltd.
45	48	Arnie Knepper (5)	C.H.E.K.	C.H.E.K. Racing, Inc
46	70	Mike Hiss (1)	Thermo King	Don Gerhardt
47	11			Bruce Crower
48	49	Jerry Grant (6)		All American Racers
49	36		Viceroy	Vel's P. Jones Rac.
50	68			Racing Associates
51	36	Dee Jones (X)	Minn. Serendipity	Pat O'Reilly
52	17	Eldon Rasmussen (X)		Quality Rac. Team
53	16	Billy Shuman (X)		Quality Rac. Team
54	84	Lee Kunzman (1)	Ayr-Way Lloyd's	Lindsey Hopkins
55	44	Jim Hurtubise (9)	Miller High Life	Dick Hammond
56	43	Jim Hurtubise (9)	Miller High Life	Dick Hammond
57	23			Robert L. Fletcher
58	47	Larry Dickson (5)	Midwest Dura-Pot Rac.	Carl Gehlhausen & J. Masson
59	45	Larry Cannon (X)	PEP Gas Treatment	August Hoffman

USAC-STEED

(Cont.)

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 GARAGE LIST

PAGE TWO



CAR #	GAR #	DRIVER	CAR NAME	ENTRANT
60	57		STP Gas Treatment	STP Corporation
61	33	Lee Brayton (X)	Eisenhour	Eisenhour-Brayton Racing Team
62	40			All American Racers
63	42	Larry McCoy, Jr. (X)	Eastern Rac. Assoc.	Lawrence S. McCoy
64	22	Art Pollard (5)	Cobre	Robert L. Fletcher
66	76	Mark Donohue (4)	Sunoco DX Eagle	Roger S. Penske
68	75	Mark Donohue (4)	Sunoco DX McLaren	Roger S. Penske
73	50	David Hobbs (1)	Carling Black Label	Roy Woods Rac., Inc
74	51	David Hobbs (1)	Carling Black Label	Roy Woods Rac., Inc
75	59			Grant King Rac., In
76	39	Bob Harkey (2)	Webster Offy	Marvin Webster
77	81	Salt Walther (1)	Dayton-Walther	Walmotor, Inc.
82	60		Greer	J.H. Greer
83	31		Greer	J.H. Greer
84	30		Gilmore Racing Team	A.J. Foyt, Sr.
86	77		Sunoco DX McLaren	Roger S. Penske
87	1		Jim Robbins Co.	Jim Robbins Co.
88	67	Dick Simon (3)	Travelodge Eagle	Dick Simon Ltd.
89	52	John Martin (1)	Un-sponsored	Auto. Technology Inc
92	53	John Martin (1)	Lodestar	Auto. Technology Inc
93	86		Gulf McLaren	McLaren Cars Ltd.
94	65	Johnny Parsons (X)	Vatis	Vatis Ent., Inc.
95	64	Johnny Parsons (X)	Vatis	Vatis Ent., Inc.
96	35	Cockey Peterson (X)	Dr. Pepper	Cockey Peterson Racing Ent.
97	19	Mike Mosley (5)		Leader Cards, Inc.
98	20	Mike Mosley (5)		Leader Cards, Inc.

() = Previous Races

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

"500" MILE RACE PACE CARS



<u>YEAR</u>	<u>PACE CAR</u>	<u>DRIVER</u>
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	Bryon 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
1973	Cadillac Eldorado	Jim Rathmann

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 QUALIFICATION REPORT



TRIAL NO.	CAR NO.	DRIVER	LAPS COMP.	4-LAP AVG.	START POS.	NOTES
<u>MAY 12</u>						
1.	15	Peter Revson	4	3:06.91	10	Pole winner in 1971
2.	5	Gary Bettenhausen	4	192.606 3:04.05	5	Led 138 laps last year
3.	48	Jerry Grant	4	195.599 3:09.24	18	Nearly won the 1972 race. Led at 187 L.
4.	2	Billy Vukovich	4	190.235 3:08.38	16	'68 Rookie of Year. Father won '53, '54
5.	24	Steve Krisiloff	4	191.103 3:04.68	7	Finished 21st last year.
6.	82	Jim McElreath	1	194.932 185.261	-	Smoking-Came in.
7.	19	Mel Kenyon	4	3:09.25	19	Three-time USAC Midget Champion
8.	98	Mike Mosley	4	190.225 3:09.72	21	Has crashed on front stretch last 2 yrs.
9.	20	Gordon Johncock	4	189.753 3:06.96	11	Finished 4th in 1966
10.	77	Salt Walther	4	192.555 3:08.74	17	Finished 33rd as rookie last year
11.	40	Swede Savage	4	190.739 3:03.13*	4	A rookie last year, but finished 32nd.
12.	4	Al Unser	4	196.582* 3:04.73	8	Nearly made it 3 wins in a row last year.
13.	34	Sam Posey	4	194.870 3:11.57	24-B	Fastest rookie last year, finished 5th.
14.	18	Lloyd Ruby	4	187.921 3:07.87	15	Hard luck champion, finished 3rd in '64
15.	11	Mario Andretti	4	191.622 3:04.56	6	On pole twice. Won race in '69.
16.	12	Bobby Allison	4	195.059 3:07.20	12	One of NASCAR's biggest winners in his
17.	1	Joe Leonard	3	192.308 188.403	-	Yellow flagged by crew.
18.	7	Johnny Rutherford	4	188.206 3:01.44*	1	First pole position Best prev. fin. 18
19.	73	David Hobbs	4	198.413* 3:10.02	22	Crashed on front stretch in '71 race
20.	21	Jimmy Caruthers	4	189.454 3:05.36	9	'70 USAC Midget Champ. Fin. 9th-72.
21.	89	John Martin	2	194.217 189.633	-	Yellow flagged by crew
22.	66	Mark Donohue	4	187.617 3:02.36	3	Defending 500 winner Rookie in 1969.
23.	14	A. J. Foyt	3	197.412 189.274	-	Yellow flagged by crew.
24.	14	A. J. Foyt	4	188.403 3:10.55	23	Three-time 500 winner, 5-time Champ.
25.	60	Graham McRae	4	188.927 3:07.47	13	Tasman Series Champ '71, '72, '73. Rookie
26.	8	Bobby Unser	4	192.031 3:021.65	2	Started on pole last year, won in 1968.
27.	62	Wally Dallenbach	4	198.183 3:09.28	20	Drove for Art Pollar last yr. Led 69 race
28.	3	Roger McCluskey	4	190.194 3:07.57	14	Best finish 9th in '71. Won '72 OMS.
29.	1	Joe Leonard	3	191.928 190.597	-	Yellow flagged by crew.
				187.500 185.656		

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 QUALIFICATION REPORT



(Continued)

TRIAL NO.	CAR NO.	DRIVER	LAPS COMP.	4-LAP AVG.	START POS.	NOTES
<u>MAY 13</u>						
30.	89	John Martin	4	3:05.20 194.384	24	Finished 16th as rookie last year.
31.	1	Joe Leonard	4	3:09.52 189.954	29	Nat. Champ. '71, '72 Pole winner 1968
32.	30	Jerry Karl	4	3:08.68 190.799	28	First Chevy in race in 10 yrs. A rookie
33.	16	Lee Kunzman	4	3:06.44 193.092	25	Blew tire last year Leads '73 Sp. pts.
34.	44	Dick Simon	4	3:08.21 191.276	27	Fin. 3rd in '70 Cal. 500. 13th here last
35.	6	Mike Hiss	4	3:07.56 191.939	26	Rookie of year '72. with 7th place fin.
36.	35	John Mahler	3	191.042 190.275 188.324	-	Yellow flagged by crew.
37.	35	John Mahler	1	187.227	-	Slowed going down backstretch on L-2.
<u>MAY 19</u>						
38.	9	Sam Sessions	3	189.394 189.354 188.838	-	Yellow flagged by crew.
<u>MAY 20</u>						
39.	9	Sam Sessions	4	3:10.49 188.986	32	Finished fourth last year.
40.	28	Bob Harkey	1	184.843	-	Yellow flagged by crew.
41.	28	Bob Harkey	4	3:09.74 189.733	31	8th in '64, this is only his 3rd race.
42.	75	Greg Weld	0	----	-	Shut off just after taking green flag.
43.	97	Rick Muther	0	----	-	Pulled into pits on 1st lap.
44.	17	Bill Simpson	2	183.861 182.890	-	Yellow flagged by crew.
45.	27	Tom Bigelow	4	3:12.71 186.809	33-B	Has won in Midgets, Sprints. Rookie here
46.	35	Jim McElreath	4	3:10.84 188.640	33	Won Cal. 500 in '70 Bumps Bigelow
47.	56	Jim Hurtubise	4	3:15.40 184.237	**	Too slow. Rookie of year '60. Fan favor.
48.	84	George Snider	4	3:09.12 190.355	30	Led at start of '66 race. Fin. 11th last

(B)= Bumped

** Too Slow

*NEW TRACK RECORD

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 SPIN AND WRECK REPORT



MAY 7, 1973 ----- Monday

1. Time: 9:25 a.m. - - - #35 Norris Eagle - John Mahler - Rear end drifted out coming out of turn #3. Slid 700 ft. doing a 3/4 spin. Came to a stop at the end of the North Chute on the edge of the track apron. No wall contact was made and the driver was uninjured.

May 8, 1973 ----- Tuesday

2. Time: 5:46 p.m. - - - #17 Norton Spirit - Bill Simpson - Lost control coming out of turn #2 (SE), spun 3/4 into the infield, sliding 450 feet. The right rear of the car hit the inside wall, the car continued along the wall 40 feet and did a 1/4 spin while sliding another 428 feet into the infield grass. The car suffered extensive damage but the driver was not hurt.

May 9, 1973 ----- Wednesday

3. Time: 11:59 a.m. - - - #61 Eisenhour - Dick Simon - Lost control coming through the #1 turn (SW), spun once and after a 320 foot slide hit the wall. The car backed off the wall into the infield 100 feet from the wall. The car suffered damage to the right rear but Simon was uninjured.

May 10, 1973 ----- Thursday

4. Time: 11:14 a.m. - - - #15 Gulf McLaren - Peter Revson - Spun 1 1/2 times coming out of the #2 turn, slid 450 feet and hit the wall with the left rear. The car then slid another 100 feet away from the wall. Revson was taken to the track hospital and released, the car's left rear suspension suffered damage.

May 12, 1973 ----- Saturday

5. Time: 9:37 a.m. - - - #64 Cobre - Art Pollard - The car hit the wall coming out of turn #1 with the right front. It did a half-spin into the South Chute grass and overturned, sliding upside down until it reached the middle of the track in turn #2 where it uprighted. The total distance covered in the accident was 1,450 feet. The car was totally demolished. Art was rushed to Methodist Hospital and was originally listed as "critical" with pulmonary difficulties due to flame inhalation. He also received burns on his hands, face and neck, a fractured lower right arm. At 10:40 a.m. Art passed away.
6. Time: 1:00 p.m. - - - #1 Samsonite - Joe Leonard - Lost control coming out of turn #1 (SW), slid 340 feet, did a 1/2 spin. There was no wall contact and the car coasted to a stop in turn #2. Joe was uninjured.

May 15, 1973 ----- Tuesday

7. Time: 12:33 p.m. - - - #63 Eastern Racing Associates - Larry McCoy Got sideways coming through the #2 turn, did a 1/2 spin and stopped in the #2 turn. The slide covered a total of approximately 600 feet. There was no wall contact. McCoy was uninjured.

May 18, 1973 ----- Friday

8. Time: 3:54 p.m. - - - #75 STP King - Greg Weld - Lost control coming out of turn #3 and spun 1 1/2 times to a stop at the end of the North Chute. The slide covered about 500 feet and there was no wall contact. Weld was uninjured.

(Continued)

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 SPIN AND WRECK REPORT



(Continued)

May 19, 1973 ----- Saturday

- 9. Time: 2:20 p.m. - - - #61 Eisenhour - Lee Brayton - Lost control coming into turn #4 and did a 1/2 spin, coasting into the infield after a 540 foot slide. There was no wall contact and Brayton was unhurt.
- 10. Time: 5:49 p.m. - - - #27 Bryant Heating and Cooling -- Tom Bigelow -- Lost control coming out of turn #3, did a couple of spins through the North Chute and stopped on the track apron at the entrance to the #4 turn. There was no wall contact and Bigelow suffered no injury.

May 20, 1973 ----- Sunday

- 11. Time: 12:07 p.m. - - - #86 Martin Guitar - Al Loquasto - Got wide coming off the #4 (NW) turn and after sliding 300 feet, hit the outside wall and tagged the wall several times while sliding along it for about 320 feet. The car slid down the head of the front chute and again hit the wall. The right side of the car suffered extensive damage. Loquasto was checked at the track hospital and released. The total distance covered in the incident was about 1,840 feet.
- 12. Time: 3:57 p.m. - - - #58 Midwest Mfg. Dura-Pot - Johnny Parsons Lost control coming out of turn #3 (NE), slid 700 feet spinning 1 1/2 times and came to a stop at the entrance to turn #4. There was no wall contact and Parsons was uninjured.

During the 23-day period of practice and qualifications for the 1973 500-Mile Race, there were a total of 12 yellow lights due to spins, slides and wrecks. This compares to 9 for the 23-day period last year and 30 for the 23-day period in 1971.

A total of 6 veterans and 6 rookie drivers were involved in the incidents.

LOCATION OF INCIDENTS

#1 Southwest turn:	1
#2 Southeast turn:	3
#3 Northeast turn:	0
#4 Northwest turn:	1
North Short Chute:	4
South Short Chute:	2
Main Straightaway:	1
Backstretch:	0
	<hr/>
	12 TOTAL

Spins, etc., no wall contact:	7
Spins, etc., wall contact:	5
	<hr/>
	12 TOTAL

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 INDY "500" ROOKIE TESTS REPORT



The rookie tests at the Indianapolis Motor Speedway for 1973 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 TESTS

4-PHASE - FIRST YEAR DRIVERS

1. Bobby Allison, #12 Sunoco DX, 4/28: 150-155-160; 4/30: 160+ OK
2. Tom Bigelow, #27 Bryant Heating & Cooling, 4/28: 150; 5/1: 155-160-160+ OK
3. Johnny Parsons, #94 Vatis, 5/1: 150-155; 5/2: 160-160+ OK
4. Larry McCoy, #63 Eastern Racing Assoc., 5/4: 150-155-160; 5/5: 160+ OK
5. Tom Sneva, #39 Tipke Offy, 5/5: 150; 5/6: 155; 5/8: 160; 5/9: 160+ OK
6. Larry Cannon, #59 PEP Gas Treatment, 5/8: 150-155-160; 5/9: 160+ OK
7. Graham McRae, #60 STP Gas Treatment, 5/9: 150-155-160; 5/10: 160+ OK
8. Dee Jones, #51 Minnesota Serendipity, 5/15: 6 laps of 150 phase INC

3-PHASE ROOKIE REFRESHER TESTS

1. Al Loquasto, #86 Martin Guitar, 5/3: 155-160; 5/5: 160+ OK

2-PHASE ROOKIE REFRESHER TESTS

1. Bill Simpson, #17 Norton Spirit, 5/4: 160-160+ OK
2. Jerry Karl, #30 Oriente Express, 5/4: 160; 5/5: 160+ OK
3. Lee Brayton, #61 Eisenhower, 5/4: 160; 5/5: 160+ OK
4. Bill Puterbaugh, #61 Eisenhower, 5/15: 160=160+ OK

VETERAN DRIVER REFRESHER TESTS

1. Bentley Warren, #36 Bay State Racing, 5/10: 160; 5/11: 160+ OK
2. Greg Weld, #75 STP King, 5/15: 160; 5/16: 160+ OK
3. Arnie Knepper, #45 C.H.E.K., 5/11: 160+ OK
4. Jim McElreath, #82 Greer, 5/11: 160+ OK

SUMMARY

First-year rookies that passed 4 phase tests:	7
Refresher 3-phase tests for rookies who had previously passed tests	1
Refresher 2-phase tests for rookies who had previously passed tests	4
Refresher 20-lap tests for veteran drivers:	2
Refresher 10-lap tests for veteran drivers:	2
Rookie drivers who were eligible to try a qualification attempt following their drivers' test:	12

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.



INDIANAPOLIS 500 DAILY REPORT, SATURDAY, APRIL 28, 1973

Gary Bettenhausen, who led 138 of the 200 laps in the 1972 Indianapolis race, and Mike Mosley, who crashed while leading it, were the top newsmakers as practice opened for the 1973 running of the World's Greatest Auto Race.

Bettenhausen used the #12 Sunoco DX McLaren of teammate Bobby Allison to win the annual Early Bird Derby immediately after the track opened for practice at 9 a.m.

Gary won out in a three-way contest with Steve Krisiloff in the #24 King Kingfish/Offy and Tom Bigelow in the #27 Bryant Heating and Cooling Vollstedt/Offy.

He got away from the pits about 200 yards ahead of Krisiloff. Bigelow failed to get his engine started and finished third in the race to be first.

Mosley turned in the day's fastest lap speed of 185.682 in the #98 Lodestar Eagle/Offy -- and got a \$25 fine from Chief Steward Harlan Fengler for his trouble. Fengler had set a speed limit of 180 miles per hour for all drivers until the track gets more of a groove of rubber and thoroughly dusted off.

Bobby Allison arrived at the track by early afternoon from qualifying at Martinsville, Va. for a Southern stock car race. He climbed into the #12 car "shaken down" earlier by Bettenhausen and whizzed through the first three phases of his driver's test at 150, 155 and 160 miles per hour.

There were seven different cars and seven different drivers on the track on a sunny but chilly and windy day.

Bigelow completed the 150 phase of his test and got in six laps of the 155 phase. He heard a strange noise going through the south short chute and shut off the engine. He needed a tow-in.

Other drivers on the track during the day were John Martin in both the #89 Unsponsored McLaren/Offy and the #92 Lodestar Brabham/Offy, and Art Pollard in the #64 Cobre Eagle/Offy.

USAC announced that five rookie drivers had been approved to take driver tests and three rejected. Those receiving the okay were Allison, Bigelow, Larry McCoy Jr., Johnny Parsons and Tom Sneva. Turned down were Eldon Rasmussen, Cockey Peterson and Billy Shuman.

The first yellow light of the year came at 10:18 because of a faulty phone at a fire station.

Other cars besides those on the track which have received temporary inspection stickers from Frank DelRoy and his USAC Technical crew and are eligible for practice are Nos. 5, 6, 44 and 94.

(For your convenience, we are enclosing an updated entry and garage list

The track is scheduled to be open for practice from 9 a.m. to 6 p.m., Sunday, April 29.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #2



INDIANAPOLIS 500 DAILY REPORT, SUNDAY, APRIL 29, 1973

It was another "fine day" today at the Indianapolis Motor Speedway.

To be specific, it was a \$25 fine for Mike Hiss for running 182.815, which is slightly over the 180 speed limit established by Chief Steward Harlan Fengler and still in force.

Hiss, the 1972 Indianapolis 500 Rookie-of-the-Year and also winner of the Valvoline Trophy as USAC Rookie for the entire National Championship Trail, did his speed-limit busting in the #6 Thermo King Eagle/Offy in the late afternoon.

Another fine of \$25 was assessed by Fengler against Chief Mechanic Steve Biljanic for leaving a wheel loose on Dick Simon's #44 Travelodge Eagle/ Simon felt the loose wheel and came in on his own.

It also was a fine day weatherwise with a bright sun, warmer temperatures and less wind than on opening day on Saturday.

Only four cars were on the track, however, as many drivers were either away to participate in USAC Stock car, Sprint or Midget races over the weekend, or had not yet put in appearances at the Speedway.

(Winners of the other races were Mel Kenyon in the Midgets at Lima, O., Saturday night, April 28; Ramo Stott in both the Stock races at Knoxville, Iowa, Saturday night, and at Sedalia, Mo., on Sunday afternoon, April 29 and Sam Sessions in the Sprint race at Eldora Speedway, Rossburg, Ohio on Sunday afternoon).

Others on the track were Simon, who had a top speed of 176.644 in the #44 Travelodge Eagle/Foyt; veteran Art Pollard, who hit 171.723 in his Cobre Eagle/Offy, and John Martin, who was shaking down his #92 Lodestar Brabham/Offy.

One more car was given a preliminary sticker by the USAC Technical Committee which makes it eligible for practice. That is the #76 Webster Eagle/Offy.

Six more arrivals boosted the total number of cars at the track to 28. The new are Nos. 3, 17, 56, 58, 59 and 76.

The track will reopen for practice at 9 a.m. Monday, April 30, weather permitting.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report/Courtesy of Steed Industries Inc.

1973 -- #3



INDIANAPOLIS 500 DAILY REPORT, MONDAY, APRIL 30, 1973

Mike Hiss had the top practice speed for the second consecutive day at the Indianapolis Motor Speedway on Monday -- and this time it didn't cost him a cent.

Hiss got in a lap at 184.995 in the Thermo King Eagle/Offy shortly before the 6 p.m. track closing, which represents the fastest anyone has traveled since the official practice period opened on Saturday.

Chief Steward Harlan Fengler had taken off the 180-miles-an-hour speed limit at 11:30 a.m. today.

Hiss had incurred a \$25 fine on Sunday when he ran 182.815 before the speed limit was lifted.

Hiss, 1972 Indianapolis Rookie of the Year and also winner of the Valvoline Trophy for rookie honors on the entire USAC National Championship Trail, is enthusiastic about his new Eagle.

It was one of eight cars on the track during another relatively "slow day" at the Speedway.

Second fastest traveler was Gary Bettenhausen in the #12 Sunoco DX McLaren/Offy which is assigned to his teammate, Bobby Allison, of Southern stock car fame. He got up to 183.599.

Allison wasted little time in completing the final phase of his rookie driver's test, getting the okay from a "jury" of veteran drivers and then climbing all the way up to 181.087 in the #12 car.

John Martin got to 178.642 in the #89 Unsponsored McLaren/Offy.

Others practicing at lesser speeds included Dick Simon in the #44 Travelodge Eagle/Foyt; Steve Krisiloff in the #24 King Kingfish/Offy; Tom Bigelow in the #27 Bryant Heating and Cooling Vollstedt/Offy; Bob Harkey in the #76 Webster Eagle/Offy; and Johnny Parsons in the #94 Two Jacks Fleagle/Offy.

Parsons completed six laps of the 150 phase of his rookie test and Bigelow three laps of his 155 phase before mechanical problems cut both of their efforts short.

Rain turned the yellow light on for the first time at 11:45 a.m. and there were a couple of other short yellow-light periods for rain later in the day.

Three more cars were issued temporary stickers by the USAC Technical Committee, entitling them to practice. They were Nos. 17, 56 and 73. That brought the total number to 14.

Five more cars arrived at the track to bring the total on hand to 33. The new ones are Nos. 7, 15, 16, 23, and 30.

The track is scheduled to reopen at 9 a.m. Tuesday, May 1.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #1



INDIANAPOLIS 500 DAILY REPORT, TUESDAY, MAY 1, 1973

Gordon Johncock braved high winds to become the first driver of the 1973 Indianapolis 500-Mile Race practice period to hit the 190 miles-an-hour plateau today. Gary Bettenhausen joined him minutes later.

High and gusty breezes held activity to a minimum in the afternoon. The morning was rained out entirely with the track not opening for the day until 1:05 p.m.

Johncock waited until the last 15 minutes of practice when the winds had subsided slightly to turn in a fast lap of 191.083 miles per hour in the #20 STP Oil Filter Eagle/Offy, prepared by all-time winning Speedway mechanic George Bignotti.

Johncock first had topped the 190 mark by just a shade with a lap at 190.114.

About 10 minutes after Johncock's fastest lap, Bettenhausen hit 190.840 in the #12 Sunoco DX McLaren/Offy, which is assigned to his teammate, Southern stock car race Bobby Allison.

The winds were blowing at 21 miles an hour and gusting to 38 miles per hour most of the afternoon, making high-speed running difficult.

The jockey-sized driver of Franklin, Ind., turned in the most rapid lap so far in the practice session on his first day out on the track since official practice opened, Saturday, April 28.

Johncock, however, had traveled considerably faster in Goodyear tire tests in late March with a lap timed at 199.4

Johncock and Bettenhausen already had been regarded as two of the prime favorites to record the first 200-miles-an-hour lap. Most railbirds believe that the "Magic 200" lap will come yet this week -- unofficially -- if there is any kind of decent weather the next few days.

There was a total of 10 cars on the track -- high for the year so far -- despite the unfavorable weather.

Tom Bigelow completed both the 155 and 160 phases of his driver's test in the #27 Bryant Heating and Cooling Vollstedt/Offy and received his okay from a jury of veteran drivers.

Johnny Parsons, son of 1950 Indianapolis winner Johnnie Parsons, completed the 150 and 155 phases of his test.

Veteran Art Pollard climbed to 182.002 in his #64 Cobre Eagle/Offy. His teammate, Jimmy Caruthers, hit 173.1 in the #21 Cobre Eagle/Offy.

Dick Simon got to 176.022 in the TraveLodge Eagle/Foyt. Out for the first time for shakedown runs were Johnny Rutherford in the #7 Gulf McLaren/Offy, Bill Simpson in the #17 Norton Spirit Vollstedt/Offy and David Hobbs in the #73 Carling Black Label Eagle/Offy.

Eight more cars passed technical inspection to bring the total number to 22. New ones are Nos. 2, 7, 15, 19, 20, 21, 23 and 28.

Four more cars arrived at the track to bring the total on hand to 37. The new ones are Nos. 18, 19, 20 and 28.

The track is scheduled to reopen at 9 a.m. tomorrow.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #5



INDIANAPOLIS 500 DAILY REPORT, WEDNESDAY, MAY 2, 1973

Johnny Rutherford boosted the top practice speed for the 57th Indianapolis 500-Mile Race to 192.348 today as membership in the 190 Club increased to five.

Rutherford posted the fast speed in his orange #7 Gulf McLaren/Offy during the last half-hour of practice.

Bad weather again cut short the day's practice time. Rain and a wet track kept the speed plant shut down until 11:36 a.m. The green was on for just 23 seconds when it rained again. That kept the track shut down again until it opened at 2:03 p.m. and remained in operation until 6 p.m. closing time.

Other members of the "190 Club" besides Rutherford are Swede Savage, who hit 191.815 today in his first day out in the #40 STP Oil Treatment Eagle/Offy; Mike Mosley who got to 190.435 today in the #98 Lodestar Eagle/Offy and Gary Bettenhausen, who hit 190.840 in the #12 Sunoco DX McLaren on Tuesday, May 1.

Rutherford drew a friendly needle from Bettenhausen after coming into the pits. "Hey, fellow, what's your hurry? This is only the second day of May," Bettenhausen said.

Another interested spectator to the Rutherford run was Bobby Unser, the 1972 pole winner and track record holder, who shattered track records like confetti on the USAC National Championship Trail last year. Bobby said he plans to make his first practice runs today in his new #8 Olsonite Eagle/Offy.

The question everybody was asking everybody else along pit row concerned when the first 200-miles-an-hour practice lap will come. Estimates ranged generally from Sunday to next Thursday (May 10).

Johnny Parsons, son of 1950 Indianapolis winner Johnnie Parsons, was a happy fellow after completing his rookie driver's test and getting the okay from a jury of veteran drivers. Johnny was in the #94 Two Jacks Flyer Fleagle/Offy. He was the third rookie to pass his test this year. One of the others, Tom Bigelow, was honored at a press luncheon today in the Speedway Motel by his sponsor the Bryant Division of Carrier Corporation.

Joe Leonard, the USAC National Driving Champion the last two years, was one of seven drivers to make their first appearances of the year on the track.

Others were Rutherford's teammate, Peter Revson, in the #15 Gulf McLaren/Offy. Mel Kenyon in the #19 Hopkins Eagle/Foyt; Rick Muther in the #23 Crower Eagle/Chevy; Jerry Karl in the #30 Yunix Eagle/Chevy; Savage and Larry Dickson in the #58 Midwest Dura Pot Kingfish/Offy.

Other drivers on the track were Mike Hiss, in the #6 Thermo King Eagle/Offy, who got close to the 190 mark with 189.3. Britisher David Hobbs in the #73 Carling Black Label Eagle/Offy, who hit 182.926; Jimmy Caruthers, who got to 173.544 in the #21 Cobre Eagle/Offy; Bob Harkey in the #76 Webster Eagle/Offy and John Martin in the #89 Unsponsored McLaren/Offy. Eight more cars passed technical inspection to bring the total to 30. New ones are Nos. 1, 30, 40, 58, 86, 5, 63, 66. Four cars arrived at the track for a total of 42. They are Nos. 1, 5, 40 and 63.

The track is scheduled to reopen at 9 a.m. tomorrow.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #6



INDIANAPOLIS 500 DAILY REPORT, THURSDAY, MAY 3, 1973

One of the most promising newcomers on the Indianapolis Motor Speedway scene posted the fastest practice lap today as the activity leading up to the 57th annual classic accelerated.

Swede Savage, driving the #40 STP Oil Treatment Eagle/Offy, turned a lap at 191.734 mph to lead a total of 27 cars which saw action under cloudy skies. Savage is a sophomore at the Speedway this year, having finished 32nd as a rookie in 1972.

Two other drivers also surpassed the 190 mph mark and several others were in the 180 bracket. Johnny Rutherford in the #7 Gulf McLaren posted a speed of 191.123 and Mike Mosley got the #98 Lodestar Eagle up to 190.300.

Veteran Art Pollard, who suffered a broken leg in a practice accident after qualifying for last year's race and was unable to drive on race day, turned in the day's fourth-fastest time of 188.877 in the #64 Cobre Tire Eagle and teammate Jimmy Caruthers also got over 180 at 181.268 in the #21 car.

Making his first appearance on the Speedway today was defending 500 winner Mark Donohue in the beautiful #66 Sunoco DX Eagle. Mark was only shaking the car down and is expected to work up to speed in the next few days.

Several others made their first 1973 appearances this afternoon including former winners Al Unser, Mario Andretti and A.J. Foyt. Al turned the day's fifth-fastest lap at 187.734 in the #4 Viceroy Parnelli as Mario and A.J. were just conducting shakedown.

The rest of today's 180 bracket included: Billy Vukovich in the #2 Sugaripe Prune Eagle in his first appearance at 187.460, Gary Bettenhausen in the #5 Sunoco car's debut at 186-plus, 1972 "Rookie of the Year" Mike Hiss at 185.912 in the #6 Thermo King Eagle, Britisher David Hobbs at 183.001 in the #73 Carling Black Label Eagle, John Martin in his #89 Un-sponsored Special at 182.333 and Dick Simon in the #44 Travelodge Eagle at 180.577.

Popular Jim Hurtubise finally got on the track today, in the #56 Miller High Life Lola, much to the delight of the fans on hand, and Larry McCoy was out for the first time in the #63 Eastern Racing Assoc. Atlanta car.

National Champion Joe Leonard in the #1. Peter Revson in #15, Bill Simpson in #17, Mel Kenyon in #19, Tom Bigelow in #27, Jerry Karl in #30, Larry Dickson in #58, Bob Harkey in #76 and Johnny Parsons in #94 completed the list of those in action today. Parsons brought out the yellow light at 3:20 p.m. when his Vatis Finley began smoking on the main stretch and he coasted to a stop in Turn 1. Harkey wasn't so fortunate as the engine let go in his Webster Eagle/Offy at 5:33, closing the track for the day.

The track really didn't open this morning until 10:13 a.m. after a light drizzle prevailed during the early morning hours.

Gasoline Alley now houses 48 of the entries for this year's event and 35 of those have been given the go-ahead for initial practice runs by the USAC Technical Committee. Five cars passed the inspection today, and three of these made it onto the track. The new additions were: 4, 11, 14, 39 and 61. New arrivals at the track today were: 4, 11, 34 and 35. The anticipated 200 mile an hour lap has yet to be posted and with most of the "hot-shoes" now in action that magic figure is certain to "unofficially" be reached soon.

USAC SPEED

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #7



INDIANAPOLIS 500 DAILY REPORT, FRIDAY, MAY 4, 1973

Gordon Johncock of Franklin, Ind. turned in the fastest unofficial lap of this year's Indianapolis 500 practice period today in the #20 STP Oil Filter Spl. with one lap recorded on the electric eye at 194.636 mph. Gordy's quick lap came during "happy hour" just prior to the six o'clock closing time.

Johncock's speed was more than two miles per hour faster than Johnny Rutherford's 192.348 lap turned Wednesday which still ranks second for the practice period so far. John also got over the 190 mark today with a lap at 191.0 in the #7 Gulf McLaren and Mike Mosley was just a shade quicker than that in the #98 Lodestar Eagle at 191.4

A total of 27 cars took to the Speedway on a cloudless day but most of the action and high speeds came late in the afternoon due to gusty winds most of the day.

Thirteen other cars posted speeds in excess of 180 mph. The 1970 and 1971 Indianapolis 500 winner, Al Unser, turned in a 189.6 in his #4 Viceroy Spl., and teammate Mario Andretti was clocked at 188.966 in the #11 Viceroy Spl. National Champion Joe Leonard was sorting things out in the #1 Samsonite Parnelli, the third team car to take to the track, and just sneaked over 180 at 180.031.

Art Pollard was today's fifth-fastest at 189.194 in the #64 Cobre Racing Eagle. Teammate Jimmy Caruthers in the #21 car also got over 185 at 187.149. Others over 185 were: Billy Vukovich in the #2 Sugaripe Prune at 189.155, defending 500 Champion Mark Donohue at 188.872 in the #66 Sunoco DX McLaren, Gary Bettenhausen at 187.813 in the #5 Sunoco DX car and 186.7 in the #12 car assigned to Bobby Allison and Lee Kunzman in the #16 Ayr-Way Lloyd's Spl. at 185.590. Allison also got out in the #12 car and turned a lap at 184.691. Lee's appearance was his first so far at the Speedway this year.

Indianapolis Motor Speedway speed king Bobby Unser rolled the #8 Olsonite Eagle onto the track for the first time today and got in one lap at 183.673. Mel Kenyon was the only other driver to get over 180 at 182.926 in the #19 car.

Three other cars made their first runs today: the #39 Tipke Offy driven by rookie Tom Sneva, the #61 Eisenhour-Brayton Spl. driven by Lee Brayton and the #77 Dayton-Walther car driven by Salt Walther.

The other cars on the track included: A.J. Foyt, #14, Peter Revson, #15, Rick Muther, #23, Steve Krisiloff, #24, Tom Bigelow, #27, Johnny Parsons, #94 and three drivers conducting tests. Bill Simpson in #17 completed his refresher test, Jerry Karl got through the 160 mph phase of his test, and Larry McCoy passed the first three phases of his rookie test.

A total of 51 cars are now housed at the Speedway and 41 have been passed by the technical men. Five cars were passed today: #8, #9, #34, #35 and #77.

TOP SPEEDS OF THE PRACTICE PERIOD SO FAR:

194.636	Gordon Johncock, #20 STP Oil Filter Spl.
192.348	Johnny Rutherford, #7 Gulf McLaren
191.815	Swede Savage, #40 STP Oil Treatment Spl.
190.840	Gary Bettenhausen, #12 Sunoco DX McLaren
190.435	Mike Mosley, #98 Lodestar Spl.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #8

INDIANAPOLIS 500 DAILY REPORT, SATURDAY, MAY 5, 1973



Swede Savage came within five-hundredths of a second of the magic 200 mile per hour speed today with a pair of laps over 197 as practice for the Indy 500 was nearing the 6 p.m. closing time. With just ten minutes left in the day's session, Savage ripped one lap at 197.802 and followed it with a 197.282 in the #40 STP Oil Treatment Spl.

Savage's laps caused a brief flurry of action as his teammate Gordon Johncock took to the track in the #20 STP Double Oil Filter Spl. and Gary Bettenhausen went out in Bobby Allison's Sunoco DX McLaren in an effort to steal the show from Savage. Bettenhausen tripped the electric eye at 195.737 and Gordon hit 195.016 as they both fell short.

The fast laps concluded a day of activity under almost cloudless skies and with a wind much diminished from the gusts of the previous few days. A total of 28 cars participated today, even with several drivers going to the Tony Hulman Sprint Classic in Terre Haute.

Joining the fast trio with speeds over 190 today were Johnny Rutherford in the #7 Gulf McLaren at 195.100; Mario Andretti in the #11 Viceroy Parnelli at 193.299; Mike Mosley with a 193.1 in the #98 Lodestar Eagle; Art Pollard with 192.7 in the #64 Cobre Special; Billy Vukovich at 191.204 in the #2 Sugaripe Eagle and Mark Donohue turned in a 190.678 in the #66 Sunoco DX Eagle.

Other drivers seeing action today were defending National Champion Joe Leonard in the Samsonite Parnelli; Mike Hiss in the Thermo King Eagle; A.J. Foyt in his Gilmore Racing Team Coyote; Peter Revson in the other Gulf McLaren; Lee Kunzman in the Ayr-Way Lloyd's car; rookie Bill Simpson in the Norton Spirit Volstedt; Jimmy Caruthers in the Cobre Racing Eagle; Rick Muther, Steve Krisiloff, Jim Hurtubise, Salt Walther and Johnny Parsons.

Three drivers completed tests -- Jerry Karl and Al Loquasto finished refresher checkups and Larry McCoy went through the 160 portion of his rookie test and Tom Sneva completed his 150 rookie test.

John Mahler was the only driver making his first appearance on the track this year as he took the #35 Norris Eagle out for initial shakedown laps

Three drivers also competed in the Hulman Classic as A.J. Foyt, Kunzman and Parsons took to the dirt. Foyt started and finished 21st, Kunzman was seventh and Parsons 10th. Joe Saldana won the race with a two-second margin over Rollie Beale after the 40 laps, and Don Nordhorn was third, also with 40. There were three yellows with 28 cars in the race.

There are now 55 cars housed in Gasoline Alley, with arrival of four today: #37, #48, #51, #60 and #44. These have been approved to practice by the USAC technical inspectors.

There are now eight drivers comprising the "190 Club" with the STP team drivers Johncock and Savage dominating the list and imposing a potent threat toward the May 28 classic.

The top practice speeds posted so far are:

197.802	Swede Savage, #40 STP Oil Treatment Spl.
195.737	Gary Bettenhausen, #12 Sunoco DX McLaren
195.100	Johnny Rutherford, #7 Gulf McLaren
195.016	Gordon Johncock, #20 STP Oil Filter Spl.
193.299	Mario Andretti, #11 Viceroy Parnelli
193.1	Mike Mosley, #98 Lodestar Spl.
192.7	Art Pollard, #64 Cobre Racing Eagle
191.204	Billy Vukovich, #2 Sugaripe Spl.

USAC--STEED

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #9



INDIANAPOLIS 500 DAILY REPORT, SUNDAY, MAY 6, 1973

A hardy crowd turned out under cloudy, windy conditions today in hopes of seeing yesterday's 197-plus lap by Swede Savage broken and perhaps wishing for the fall of the 200 barrier, but it was not to be. Intermittent light rains brought out the yellow light nine times during the day's practice for the May 28 race and the raw weather cut into the fast times.

A total of 25 cars went out on the track today, as Art Pollard, the grand old man of the Championship Trail, took the top speed of the day with a lap of 193.923 in the #64 Cobre Spl., during a brief period when the overcast broke. Pollard was closely trailed by Mike Mosley, driving the #98 Lodestar Eagle, with a lap of 193.676 and Gary Bettenhausen teammate's Bobby Allison's #12 Sunoco DX McLaren at 193.133. Allison was off on a sunny Southern vacation, participating in the Winston 500 at Talladega, Ala., one of the major NASCAR races. Gordon Johncock and Dick Simon also made the trip.

Only two other cars were able to get over the 190 mile per hour mark under the gray skies. Johnny Rutherford was caught by the electric eye at 191.9 in the #7 Gulf McLaren and Mark Donohue pushed the #66 Sunoco DX McLaren around at 191.7. Both times came during the short period when the skies cleared slightly and allowed the sun through for a brief appearance.

As the 6 p.m. end of "happy hour" approached, the fans alternately hooted and hurraed the green and yellow light switches as light rain began to increase.

Mario Andretti, in the #11 Viceroy Spl., Peter Revson in the #15 Gulf McLaren and defending National Champion Joe Leonard were all lined up on the pit lane ready to try one more lap when the yellow finally came on for the last time at 5:50 p.m., effectively ending the day's session.

Two other drivers began to inch upwards with their speeds as Speedway qualifying record holder Bobby Unser hit 187.734 in the #8 Olsonite Eagle and three-time Indy winner A.J. Foyt was trapped at 189.4 in the Gilmore Racing Team Coyote.

Three drivers also made their initial appearances on the track today. Jerry Grant got away in the #45 Olsonite Eagle; Sammy Sessions had the #9 car out and lined Simon, who almost had the pole here several races ago, made a late showing in the #47 Crower turbo/Dodge entry. Tom Sneva completed his 155 rookie test in the #39 Tipke Offy.

Other drivers and cars on the track today were: Lee Kunzman, #16; Bill Simpson, #17; Mel Kenyon, #19; Jimmy Caruthers in both the #21 and #59 cars; Jerry Karl, #30; John Miller, #35; Lee Brayton, #61; Larry McCoy, #63; Salt Walther, #77 and Johnny Parsons, #94.

Glen Hall, chief mechanic on the #59 which was out for the first time, was fined \$25 for a loose oil line on the car.

There are now 57 cars that have arrived at the track out of the 83 entries for the race, and 46 of those have been passed for practice by the USAC technical committee.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #10



INDIANAPOLIS 500 DAILY REPORT, MONDAY, MAY 7, 1973

Defending Indianapolis 500-Mile Race Champion Mark Donohue of Media, Pa., turned in the fastest lap of the day today at the Speedway in the #66 Sunoco-DX Eagle. He recorded one lap at 184.011 mph prior to intermittent showers which forced closing of the track for the day at 3:45 p.m. this afternoon.

Donohue's time was one of only two caught on the electric eye before the rains came. Johnny Parsons was timed at 179.211 in the #94 Tassi Vatis "Fleagle".

Donohue's speed was well short of his high for the month which is 191.7. His #66 sports quite a bit more of the yellow color along with the familiar blue making this one of the most beautiful cars at the Speedway.

A total of 13 cars got in practice laps before the showers and the first spin of the month was recorded by John Mahler. Driving the #35 Norris Eagle, John felt the rear-end come loose as he came out of Turn 3 at 9:25 a.m. this morning and the car did a 3/4 spin through the north chute, sliding 300 feet to a stop on the track apron at the entrance to Turn 4. Neither John or the machine suffered any noticeable damage.

John's teammate Sam Posey made his first appearance of the practice session today in the #34 car but was only turning shakedown laps.

Donohue's teammate, Gary Bettenhausen, took the #5 Sunoco-DX McLaren out for a few laps but no times were recorded. Gary and Mark dominated last year's 500, Gary taking most of the lap prizes and Mark taking the biggest chunk of the \$1 million-plus purse for his victory.

The 1972 "Rookie of the Year," Mike Hiss, turned a few laps in the #6 Thermo King car, Lee Kunzman was out in the #16 Ayr-Way Lloyd's entry and Dick Simon also made it out in the #44 Travelodge Eagle.

Rookies Tom Sneva, Jigger Sirois and Larry Cannon also were on the track, Sneva in the #39 Tapke Offy, Sirois in the #47 Crower Dodge and Cannon in the #59 PEP Gas Treatment Offy.

Last year's real surprise contender, Jerry Grant, driving the #48 Dan Gurney Eagle, and veteran Bob Harkey in the #76 Webster Offy completed the list.

Fifty-seven of the 83 entered machines are now housed in Gasoline Alley. Of these, 46 have received the initial inspection sticker which allows them to take to the track for practice.

Four rookie drivers are eligible to run: Bobby Allison, Tom Bigelow, Larry McCoy and Parsons.

So far, 42 different machines have been on the track and likewise 42 different drivers have been there.

Most of the activity at the track this afternoon was confined to the "game room," however, there will probably be a lot of "midnight oil" burning in the garages as crews prepare for the final four days of practice leading up to the opening day of qualifications Saturday.

THE FASTEST LAPS OF THE PERIOD SO FAR:

Swede Savage #40	197.802	Gordon Johncock #20	195.016
Gary Bettenhausen #12	195.737	Art Pollard #64	193.923
Johnny Rutherford #7	195.100	Mike Mosley #98	193.673

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #11



INDIANAPOLIS 500 DAILY REPORT, TUESDAY, MAY 8, 1973

Early morning showers and late afternoon winds hampered high-speed efforts today at the Indianapolis Motor Speedway but the sun was shining most of the day and 40 cars took advantage of the situation.

Gary Bettenhausen in the #5 Sunoco DX McLaren posted the top speed of the day with one lap on the electric eye at 191.979 mph. This speed is six miles an hour short of Swede Savage's 197.802 posted Saturday but not bad considering the high winds.

The track didn't officially open until 11:20 this morning but until that time it was doubtful if the track would open at all because of overnight rains.

Bettenhausen's teammate Mark Donohue turned a lap at 191.204 for the third-fastest of the day right behind Mario Andretti's 191.4. Donohue was in the #66 Sunoco Eagle and Mario in the #11 Viceroy Parnelli.

Gordon Johncock in the #20 STP Double Oil Filter Spl. and teammate Swede Savage in a #0 STP car also cracked the 190 mark as well as Mike Mosley in the #98 Lodestar entry. Gordy was clocked at 190.961, Swede at 190.161 and Mike at 190.2. Swede's mount was the fourth STP car to arrive at the track and is bearing the #0 until it is determined which number it is to be assigned.

Several other drivers neared the 190 mph mark with former winners Al Unser and A.J. Foyt leading the way. Al turned a 189.2 in the #4 Viceroy car and A.J. timed in at 188.797 in his #14 Gilmore Racing Team Spl.

The other cars over 180 were: #7 Johnny Rutherford--187.9; #15 Peter Revson--185.960; #19 Mel Kenyon--185.5; #15 Lee Kunzman--183.710; #1 Joe Leonard--183.224; #35 John Mahler--182.975; #73 David Hobbs--182.0; #34 Sam Posey--181.781 and #18 Lloyd Ruby in his first appearance so far at 180.614

Three other drivers made their first voyage of the practice period today. Dee Jones got out in the #51 Minnesota Serendipity Spl., Roger McCluskey debuted his #3 Lindsey Hopkins car and New Zealander Graham McRae tested the Speedway for the first time ever in the #60 STP Gas Treatment Spl.

Both Olsonite Eagles #8 and #48 were on the track, driven by Bobby Unser and Jerry Grant respectively, and driver Dick Simon took two cars out. Simon was in his own #44 as well as the #61 assigned to rookie Lee Brayton.

The remaining cars out for practice today were: #6 Mike Hiss, #9 Sam Sessions, #21 Jimmy Caruthers, #24 Steve Krisiloff, #30 Jerry Karl, #47 Jigger Sirois, #56 Jim Hurtubise, #58 Larry Dickson, #63 Larry McCoy, #89 and #92 both driven by John Martin, and #17 and #27 Vollstedt team cars driven by Bill Simpson and Tom Bigelow. Tom Sneva completed the 160 mph phase of his rookie test in the #39 machine and Larry Cannon completed the first three phases of his test in #59.

Simpson became the Speedway's first 1973 practice period wall-banger at 5:46 p.m. when he lost control of the #17 Vollstedt car and spun into the inside wall, hitting with the right-rear. He then continued to slide along the wall and stopped in the grass. The car suffered extensive damage to the right rear section but Simpson climbed out unhurt. Bill had earlier turned a lap at 177-plus.

The garage area now contains 62 machines with five new arrivals today and 49 have passed inspection. Only two have yet to practice.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #12



INDIANAPOLIS 500 DAILY REPORT, WEDNESDAY, MAY 9, 1973

Bobby Unser finally showed his hand -- or at least part of it -- today at the Indianapolis Motor Speedway. Everybody at the track had been asking each other for days, "What's wrong with Bobby?" because his #8 Olsonite Eagle had failed to appear in the listings of the "190 Club." The elder Unser joined that exclusive circle this afternoon with a speed of 193.298 which was good enough to earn him high-speed honors for the day.

An unusually large crowd for a weekday practice session jammed the track and snarled traffic for blocks on West 16th Street.

Most of the drivers took advantage of sunshine and warm temperatures and it resulted in a season's high of 42 cars on the track.

Al Unser also joined his brother in the "190 Club" with a lap at 190.073 in the #4 Viceroy Parnelli. Other new member of the club sworn in today was Jimmy Caruthers at 190.6, which makes it unanimous for the Cobre Tire Eagle team of owner Robert Fletcher and chief mechanic Clint Brawner of Phoenix, Ariz.

Others who practiced above 190 today were Gary Bettenhausen at 191.4 in the #5 Sunoco DX McLaren, to which he is assigned; Mario Andretti, teammate to Al Unser, in the #11 Viceroy Parnelli, at 192.925; Gordon Johncock at 192.7 in the #20 STP Eagle and Swede Savage, his teammate in the "#0" STP Eagle at 192.5

Mike Mosley, already a member of the "190 Club" was close today at 189.194 in the #98 Lodestar Eagle.

Others over the 185 mark were Mel Kenyon at 188.837 in the #19 Hopkins Eagle; A.J. Foyt at 188.2 in the #14 Gilmore Racing Eagle; defending 500 champion Mark Donohue at 188.2 in the #66 Sunoco DX McLaren; Mike Hiss at 187.539 in the #6 Thermo King Eagle; Dick Simon at 186.027 in the #44 Travelodge Eagle; Jerry Karl at 185.567 in the #30 Oriente Express Eagle, which has a twin-turbocharged Chevrolet engine; and Lee Kunzman at 185.4 in the #16 Hopkins Eagle.

Fourteen cars and 12 drivers now have topped the 190 mark. At the close of business today, 62 of the 83 cars entered had reached the track and 51 of them had passed technical inspection.

Simon, who was test-hopping Lee Brayton's #61 Coyote, was involved in the day's only accident. He lost control in the #1 turn, spun one complete revolution and hit the outside wall, covering a total of 320 feet. He backed off the wall into the infield and slid an additional 100 feet. There was some damage to the right rear of the car. Simon was not hurt.

Others out today were #1 Joe Leonard; #2 Billy Vukovich; #3 Roger McCluskey; #7 Johnny Rutherford; #9 Sam Sessions; #12 Bobby Allison; #15 Peter Revson; #18 Lloyd Ruby; #23 Rick Muther; #24 Steve Krisloff; #27 Tom Bigelow; #34 Sam Posey; #35 John Mahler; #47 Jigger Sirois; #48 Jerry Grant; #51 Dee Jones; #56 Jim Hurtubise; #58 Larry Dickson; #73 David Hobbs; #76 Bob Harkey; #86 Al Loquasto; #89 John Martin and #94 Johnny Parsons. In addition, three rookies completed phases of their tests. Larry Cannon and Tom Sneva passed the final phase and were okayed, and New Zealander Graham McRae got through his first three phases.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #13



INDIANAPOLIS 500 DAILY REPORT, THURSDAY, MAY 10, 1973

With only one day remaining before the start of qualifications for the 1973 Indianapolis 500-Mile Race, the practice pace was more than 7 mph away from the "Magic 200" figure today.

Mario Andretti, the 1969 Indianapolis winner and three-time USAC National Driving Champion, was top man for the day at "only" 192.967 mph in the #11 Viceroy Parnelli/Offy.

One of the major factors holding down speeds -- unprecedented high winds -- continued again today. Drivers and mechanics have complained they are unable to do normal testing and chassis adjustment because of the unfavorable conditions.

Bobby Unser was next quickest at 191.979 in the #8 Olsonite Eagle/Offy. Also above 190 were teammates Gordon Johncock in the #20 STP Double Oil Filter Eagle/Offy at 191.082 and Swede Savage in the #0 (listed as #22) STP Gas Treatment Eagle/Offy at 190.759, plus defending champion Mark Donohue at 191.0 in the #66 Sunoco DX Eagle/Offy and Mike Mosley at 190.6 in the #98 Lodestar Eagle/Offy.

Lodestar, incidentally, entertained members of the Media and racing fraternity tonight at a cocktail party in the Speedway Holiday Inn.

Teammates Johnny Rutherford in the #7 Gulf McLaren/Offy and Peter Revson in the #15 Gulf McLaren/Offy had similar speeds with Rutherford at 188.6 and Revson at 188.087. Revson also was one of two wall smackers for the day. He spun 1-1/2 times coming out of the #2 turn and hit the wall with the left rear; the left rear suspension of the car was damaged. Revson was not injured. The car is expected to be ready to run again on Friday.

The other driver making contact with the concrete was Sam Posey, who had turned a lap at almost 183 before that; he brushed the wall in the south short chute and continued around to the pits under his own power. The car was none the worse for wear.

Four other drivers were timed at over 188. They included teammates Al Unser and Joe Leonard in the #4 Viceroy Parnelli/Offy and the #1 Samsnite Parnelli/Offy, respectively. Al's speed was 188.600 and Joe had a 188.442. The other two drivers in the bracket were Steve Krisiloff in the #24 King/Offy at 188.6 and A.J. Foyt at 188.087 in the Gilmore Racing Team Coyote/Foyt, in No. 14

The 187 bracket included Art Pollard at 187.8 in the #64; Gary Bettenhausen at 187.265 in #5, and Lee Kunzman at 187.1 in #16.

The 186 bracket included Bobby Allison, recording his fastest time of the practice period in the #12 at 186.761, and John Martin in #89 at 186.065. Also over 185 were David Hobbs in #73 at 185.452 and Salt Walther in #77 at 185.109.

Four other cars were clocked over 180 -- #2 Billy Vukovich, #3 Roger McCluskey, #44 Dick Simon and #27 Tom Bigelow, and #48 Jerry Grant.

The track was just as busy today as yesterday with 42 cars out again. Graham McRae, of New Zealand, completed his final phase of his rookie test and got an okay from a jury of veteran drivers. Four cars were on the track for the first time today. Billy Vukovich had his back-up car out and Warren debuted #36. Arnie Knepper took out #45 and Greg Weld was out in the #75.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #14



INDIANAPOLIS 500 DAILY REPORT, FRIDAY, MAY 11, 1973

The games are over. It is time to get down to business at the Indianapolis Motor Speedway. Tomorrow is the opening day of qualifications for the 57th annual 500-Mile classic.

Racing fans from all over the United States are anticipating one of the most historic moments in the history of the 2-1/2 mile "brickyard" as the magic "200-miles-an-hour lap" is waiting in the wings. Whether it will get on stage is pure speculation.

Only one driver has approached that figure so far during practice -- Swede Savage -- at 197.802 in the #40 STP Oil Treatment Spl. A total of 16 cars have been over 190, 28 have been over 185 and 36 have been over 180.

Today (Friday), 47 machines took to the track with Art Pollard turning in a 193.9 lap in the #64 Cobre Tire Spl. for the quick time. Savage hit 193.631 in the #40, Mark Donohue went 193.465 in #66 and Mario Andretti was clocked at 193.1 in the #11. Also over 190 today were: Al Unser #4--192.390; A.J. Foyt #14--192.184; Gordon Johncock #20--191.693; Bobby Allison #12--191.0; Jimmy Caruthers #21--190.547 and Mike Mosley #98--190.2.

Also out were: #18--Lloyd Ruby, #77--Salt Walther; #73--David Hobbs, #2--Billy Vukovich; #1--Joe Leonard; #48--Jerry Grant; #24--Steve Krisiloff; #89--John Martin; all of which were clocked over 180 mph.

Tomorrow's weather forecast looks very favorable. There is a 20% chance of light showers tonight with decreasing cloudiness leading to sunny skies and temperatures near 70 for Saturday. Winds are expected to be around 15-17 mph.

Only one incident marred today's practice session: Joe Leonard lost control of the #1 Samsonite Spl. coming out of Turn 1, slid 340 feet doing a half-spin, made no contact with anything and coasted on around to a stop in Turn 2. Joe hopped out OK.

The draw for tomorrow's qualification lineup is as follows:

1-#58 Dickson	17-#64 Pollard	32-#12 Allison
2-#22 Open	18-#77 Walther	33-# 1 Leonard
3-#15 Revson	19-#40 Savage	34-# 8 Bobby Unser
4-# 5 Bettenhausen	20-#44 Simon	35-#62 Dallenbach
5-#14 Foyt	21-# 4 Al Unser	36-# 7 Rutherford
6-#63 McCoy	22-#34 Posey	37-#73 Hobbs
7-# 9 Sessions	23-#35 Mahler	38-#94 Parsons
8-#48 Grant	24-#84 Snider	39-#59 Cannon
9-# 2 Vukovich	25-#23 Muther	40-# 6 Hiss
10-#24 Krisiloff	26-#56 Hurtubise	41-#21 Caruthers
11-#82 McElreath	27-#32 Vukovich	42-#89 Martin
12-#60 McRae	28-#18 Ruby	43-#45 Knepper
13-#86 Loquasto	29-#30 Karl	44-# 3 McCluskey
14-#19 Kenyon	30-#11 Andretti	45-#66 Donohue
15-#98 Mosley	31-#27 Bigelow	46-#16 Kunzman
16-#20 Johncock		

THE TOP SPEEDS OF THE PRACTICE PERIOD

#40 Swede Savage 197.802	#66 M. Donohue 193.465	# 2 Vukovich 191.204
#12 Gary Bettenhausen 195.737	#11 M. Andretti 193.299	12 Allison 191
# 7 Johnny Rutherford 195.100	# 8 B. Unser 193.298	22 Savage 190.759
#20 Gordon Johncock 195.016	# 4 A. Unser 192.390	21 Caruthers 190.6
#64 Art Pollard 193.923	#14 A. J. Foyt 192.184	
#98 Mike Mosley 193.673	# 5 G. Bettenhausen 191.979	

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #14 (SHEET ONE)



INDIANAPOLIS 500 DAILY REPORT, SATURDAY, MAY 12, 1973
FIRST DAY OF QUALIFICATIONS

Good morning, ladies and gentlemen of the News Media. Welcome to qualifications for the 57th 500-Mile Race. We of the United States Auto Club and Steed Industries will endeavor to keep you informed with fast and accurate reports on time trials and the race, itself, just as we have on the practice period so far.

Weather for today: Near-ideal conditions with sunny skies, some high clouds, temperatures around 70 degrees F. Winds are from 15-17 mph from west-southwest.

Practice began promptly at 9 a.m.

PRACTICE INCIDENTS:

9:37 a.m. -- Car #64 (Art Pollard), the Cobre Eagle/Offy, hit the outside wall coming off the #1 (SW) Turn; right side of car hit. Car did 1/2 spin into south short chute grass. Car was airborne as he reached pavement of #2 Turn. Stopped upright in middle of track in #2 Turn. Total distance covered was 1450 feet. Car was demolished. Impact tore off two wheels immediately. Wings also were torn off. Pollard's last lap before the accident was timed at a speed of 191-plus mph. Pollard was injured fatally. He was rushed to Methodist Hospital in the new Cardiac ambulance. His injuries were reported to include pulmonary damage due to flame inhalation, burns on both hands, face and neck, a fractured right arm. He expired at Methodist Hospital at 10:40 a.m.

Known as the "Glamor Grandpaw" of USAC National Championship racing, Pollard was one of the best-loved competitors on the Championship Trail. He celebrated his 46th birthday on May 5. He was a resident of Medford, Oregon, but had made his home in the Hermitage Apartments in Speedway most of the time in recent years. Pollard finished 19th in the 1972 Championship point standings despite a practice accident May 16 at the Indianapolis Motor Speedway that cost him a starting spot for the 1972 500 after he already had qualified; it also forced him to miss the next four races. On that occasion, Art suffered a fractured leg when his STP Lola/Foyt hit the wall on the third turn after a hub broke and a wheel came off. He had qualified the car on the opening day well enough to win the 10th starting spot. It was rebuilt from the ground up and driven in the race by Wally Dallenbach, who had to start last because of the driver change.

Pollard held the distinction of being one of the few drivers ever to win a National Championship race with a stock-block engine. That triumph came with a Plymouth in the Dover (Del.) 200 in 1969. Art scored another unusual victory in his other Championship first in the Milwaukee 150 the same year. A mechanical problem caused his own car to crash on the first lap, setting off a chain reaction that took out nearly half the starting field. Pollard got into a teammate's car and the race was restarted, with Art at the back of the field. He went on to win.

Pollard had been a perennial threat in the Indianapolis

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #14 (SHEET TWO)



FIRST DAY OF QUALIFICATIONS

9:37 a.m. -- 500 but had been dogged by mechanical mishaps. His best (Continued) finish there was an eighth in the "rookie" year of 1967.

Biggest paydays for Pollard came with runnerup finishes in the California 500's of both 1970 and 1971. He lost a heartbreaker to Jim McElreath in the former year when a tire that was losing air forced him to slow down in the last few laps. In 1971, he was second to his old STP turbine teammate, Joe Leonard.

The California 500 also was Art's best race of the 1972 season; he finished seventh. He was ninth in the Trento 300 and 11th in the concluding Phoenix 150.

An accomplished public speaker, Pollard was a definite asset to any racing team or sponsor.

Pollard is survived by the widow, Pat, and two children by a previous marriage, Michael and Judy.

QUALIFICATIONS

(Times listed in extreme left column are time driver took green flag, or time when yellow came out.)

11:03 a.m. QA-1 #15 -- Peter Revson, 34, Redondo Beach, Cal.,
Gulf McLaren/Offy

1 - 46.84	--	192.144	
2 - 46.70	--	192.722	Q-1
3 - 46.68	--	192.802	
4 - 46.69	--	192.761	
T-3:06.91	--	192.606	

11:15 a.m. QA-2 # 5 -- Gary Bettenhausen, 31, Tinley Park, Ill.,
Sunoco DX McLaren/Offy

1 - 45.93	--	195.950	
2 - 45.99	--	195.695	Q-2
3 - 46.11	--	195.185	
4 - 46.02	--	195.567	
T-3:04.05	--	195.599	

11:21 a.m. YELLOW for rain.

12:25 a.m. GREEN again.

11:27 a.m. QA-3 #48 -- Jerry Grant, 38, Irvine, Calif.,
Olsonite Eagle/Offy

1 - 47.15	--	190.880	
2 - 46.99	--	191.530	Q-3
3 - 47.50	--	189.474	
4 - 47.60	--	189.076	
T-3:09.24	--	190.235	

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #14 (SHEET THREE)



FIRST DAY OF QUALIFICATIONS

11:33 a.m. QA-4 # 2 -- Billy Vukovich, 29, Fresno, Calif.
 Sugaripe Prune Eagle/Offy

1 -	47.00	--	191.489	
2 -	47.30	--	190.275	Q-4
3 -	46.94	--	191.734	
4 -	47.14	--	190.921	
<hr/>				
T-3:08.38	--		191.103	

11:36 a.m. YELLOW for rain.

AVERAGE FOR FIRST FOUR CARS -- 192.364 miles per hour

11:46 a.m. GREEN again after rain.

11:47 a.m. QA-5 #24 -- Steve Krisiloff, 26, Parsippany, N.J.
 STP King, Kingfish/Offy

1 -	46.10	--	195.228	
2 -	46.22	--	194.721	Q-5
3 -	46.12	--	195.143	
4 -	46.24	--	194.637	
<hr/>				
T-3:04.63	--		194.932	

11:54 a.m. QA-6 #82 -- Jim McElreath, 45, Arlington, Texas

1 -	48.58	--	185.261	
2 -	CAME IN			UA-1

11:55 a.m. YELLOW - McElreath trouble

12:04 p.m. QA-7 #19 -- Mel Kenyon, 40, Lebanon, Ind.
 Atlanta Falcons Eagle/Foyt

1 -	47.19	--	190.718	
2 -	47.41	--	189.833	Q-6
3 -	47.34	--	190.114	
4 -	47.31	--	183.235	
<hr/>				
T-3:09.25	--		190.225	

12:10 p.m. QA-8 #98 -- Mike Mosley, 26, Clermont, Ind.
 Lodestar Eagle/Offy

1 -	46.99	--	191.530	
2 -	47.41	--	189.833	Q-7
3 -	47.67	--	188.798	
4 -	47.65	--	188.877	
<hr/>				
T-3:09.72	--		189.753	

12:16 p.m. QA-9 #20 -- Gordon Johncock, 36, Franklin, Ind.
 STP Double Oil Filter, Eagle/Offy

1 -	46.68	--	192.802	
2 -	46.75	--	192.513	Q-8
3 -	46.83	--	192.185	
4 -	46.70	--	192.720	
<hr/>				
T-3:06.96	--		192.555	

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #14 (SHEET FOUR)



FIRST DAY OF QUALIFICATIONS

- 12:23 p.m. QA-10 #77 -- Salt Walther, 25, Dayton, Ohio
Dayton-Walther, McLaren/Offy
- | | | | | |
|-------|-------|----|---------|-----|
| 1 - | 47.51 | -- | 189.434 | |
| 2 - | 47.21 | -- | 190.638 | Q-9 |
| 3 - | 47.23 | -- | 190.557 | |
| 4 - | 46.79 | -- | 192.349 | |
| <hr/> | | | | |
| T-3: | 08.74 | -- | 190.739 | |
- 12:29 p.m. QA-11 #40 -- Swede Savage, 26, Santa Ana, Calif.
STP Oil Treatment, Eagle/Offy
- | | | | | |
|------------------------------------|-------|----|---------|--------------------------------------|
| 1 - | 45.65 | -- | 197.152 | NEW TRACK RECORD |
| 2 - | 45.81 | -- | 196.464 | Breaks old record Q-10 |
| 3 - | 45.84 | -- | 196.335 | of 45.76 (196.678 |
| 4 - | 45.83 | -- | 196.378 | mph) set by Bobby Unser, May 14, 19' |
| <hr/> | | | | |
| T-3: | 03.13 | -- | 196.582 | NEW TRACK RECORD. Breaks old 4-lap |
| | | | | |
| record of 3:03.73 (195.940) set by | | | | |
| Bobby Unser on May 14, 1972. | | | | |
- 12:37 p.m. Dick Simon in #44 Travelodge Eagle/Offy warmed up but did not take green flag.
- 12:41 p.m. QA-12 # 4 -- Al Unser, 33, Albuquerque, N.M.
Viceroy, Parnelli/Offy
- | | | | | |
|-------|-------|----|---------|------|
| 1 - | 46.26 | -- | 194.553 | |
| 2 - | 46.24 | -- | 194.637 | Q-11 |
| 3 - | 46.12 | -- | 195.143 | |
| 4 - | 46.11 | -- | 195.185 | |
| <hr/> | | | | |
| T-3: | 04.73 | -- | 194.879 | |
- 12:47 p.m. QA-13 #34 -- Sam Posey, 29, San Juan Capistrano, Calif.
Norris Industries, Eagle/Offy
- | | | | | |
|-------|-------|----|---------|------|
| 1 - | 47.88 | -- | 187.970 | |
| 2 - | 47.76 | -- | 188.442 | Q-12 |
| 3 - | 47.85 | -- | 188.088 | |
| 4 - | 48.48 | -- | 187.188 | |
| <hr/> | | | | |
| T-3: | 11.57 | -- | 187.921 | |
- 12:58 p.m. QA-14 #18 -- Lloyd Ruby, 45, Wichita Falls, Tex.
Commander Motor Homes, Eagle/Offy
- | | | | | |
|-------|-------|----|---------|------|
| 1 - | 47.41 | -- | 189.833 | |
| 2 - | 46.91 | -- | 191.857 | Q-13 |
| 3 - | 46.85 | -- | 192.103 | |
| 4 - | 46.70 | -- | 192.720 | |
| <hr/> | | | | |
| T-3: | 07.87 | -- | 191.622 | |
- 1:07 p.m. QA-15 #11 -- Mario Andretti, 33, Nazareth, Pa.
Viceroy, Parnelli/Offy
- | | | | | |
|-------|-------|----|---------|------|
| 1 - | 46.09 | -- | 195.270 | |
| 2 - | 46.02 | -- | 195.567 | Q-14 |
| 3 - | 46.22 | -- | 194.721 | |
| 4 - | 46.23 | -- | 194.679 | |
| <hr/> | | | | |
| T-3: | 04.56 | -- | 195.059 | |
- 1:14 p.m. Tom Bigelow in #27 Bryant Heating and Cooling Vollstedt/Offy; warmed up but did not take green flag.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #14 (SHEET FIVE)



FIRST DAY OF QUALIFICATIONS

- 1:17 p.m. QA16 #12 -- Bobby Allison, 35, Hueytown, Ala.
Sunoco DX McLaren/Offy
- | | | | |
|-----------|----|---------|------|
| 1 - 46.81 | -- | 192.267 | |
| 2 - 46.80 | -- | 192.308 | Q-15 |
| 3 - 46.65 | -- | 192.926 | |
| 4 - 46.94 | -- | 191.734 | |
| <hr/> | | | |
| T-3:07.20 | -- | 192.308 | |
- 1:25 p.m. QA-17 # 1 -- Joe Leonard, 38, San Jose, Cal.
Samsonite, Parnelli/Offy
- | | | | |
|--------------------|----|---------|------|
| 1 - 47.77 | -- | 188.403 | |
| 2 - 47.82 | -- | 188.206 | UA-2 |
| 3 - 48.21 | -- | 186.683 | |
| 4 - YELLOW BY CREW | | | |
- 1:28 p.m. Bobby Unser in #8 Olsonite Eagle/Offy warmed up but did not take green flag. Crew reports "turbocharger trouble."
- 1:37 p.m. QA-18 # 7 -- Johnny Rutherford, Wichita Falls, Tex.
Gulf McLaren/Offy
- | | | | |
|-----------|----|---------|--|
| 1 - 45.30 | -- | 198.676 | NEW TRACK RECORD |
| 2 - 45.49 | -- | 197.846 | Q-16 |
| 3 - 45.21 | -- | 199.071 | NEW TRACK RECORD |
| 4 - 45.44 | -- | 198.063 | |
| <hr/> | | | |
| T-3:01.44 | -- | 198.413 | NEW FOUR-LAP TRACK RECORD. Breaks record of 3:03.13 (196.582) set by Swede Savage earlier today. |
- 1:44 p.m. QA-19 #73 -- David Hobbs, 33, Upper Boddington, England
Carling Black Label, Eagle/Offy
- | | | | |
|-----------|----|---------|------|
| 1 - 47.25 | -- | 190.476 | |
| 2 - 47.16 | -- | 190.840 | Q-17 |
| 3 - 47.64 | -- | 188.917 | |
| 4 - 47.97 | -- | 187.617 | |
| <hr/> | | | |
| T-3:10.02 | -- | 189.454 | |
- 1:50 p.m. QA-20 #21 -- Jimmy Caruthers, 28, Anaheim, Cal.
Cobre, Eagle/Offy
- | | | | |
|-----------|----|---------|------|
| 1 - 46.50 | -- | 193.548 | |
| 2 - 46.33 | -- | 194.259 | Q-18 |
| 3 - 46.23 | -- | 194.679 | |
| 4 - 46.30 | -- | 194.384 | |
| <hr/> | | | |
| T-3:05.36 | -- | 194.217 | |
- 1:56 p.m. QA-21 #89 -- John Martin, 34, Long Beach, Calif.
Un-sponsored McLaren/Offy
- | | | | |
|--------------------|----|---------|------|
| 1 - 47.46 | -- | 189.633 | |
| 2 - 47.97 | -- | 187.617 | UA-3 |
| 3 - YELLOW BY CREW | | | |
- 2:20 p.m. QA-21 #66 -- Mark Donohue, 36, Newtown Square, Pa.
Sunoco DX McLaren/Offy
- | | | | |
|-----------|----|---------|------|
| 1 - 45.46 | -- | 197.976 | |
| 2 - 45.53 | -- | 197.672 | Q-19 |
| 3 - 45.70 | -- | 196.937 | |
| 4 - 45.67 | -- | 197.066 | |
| <hr/> | | | |
| T-3:02.26 | -- | 197.412 | |

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #14 (SHEET SIX)



FIRST DAY OF QUALIFICATIONS

- 2:27 p.m. QA-23 #14 -- A. J. Foyt, 38, Houston, Texas
Gilmore Racing, Coyote/Foyt
- | | | | | |
|-----|----------------|----|---------|------|
| 1 - | 47.55 | -- | 189.274 | |
| 2 - | 47.46 | -- | 189.633 | UA-4 |
| 3 - | 47.77 | -- | 188.403 | |
| 4 - | YELLOW BY CREW | | | |
- 2:40 p.m. John Martin in #89 Unsponsored Eagle/Offy warmed up again but did not take green flag this time.
- 2:45 p.m. Track opened for practice since no more cars were presented for qualifying. Guaranty of shot at first-day lineup has now run out.
- 3:20 p.m. QA-24 #14 -- A. J. Foyt, 38, Houston, Texas
Gilmore Racing, Coyote/Foyt
- | | | | | |
|-----------|-------|---------|---------|------|
| 1 - | 47.57 | -- | 189.195 | |
| 2 - | 47.29 | -- | 189.514 | Q-20 |
| 3 - | 47.51 | -- | 189.434 | |
| 4 - | 47.98 | -- | 187.578 | |
| T-3:10.55 | -- | 188.927 | | |
- 3:25 p.m. Track reopens for practice. Word from the Dan Gurney Olsonite Eagle team is that they will wait for the winds to lay down about 5 p.m. before sending Bobby Unser out to qualify the #8 car.
- 5:08 p.m. QA-25 #60 -- Graham McRae, 33, Wellington, New Zealand
STP Gas Treatment, Eagle/Offy
- | | | | | |
|-----------|-------|---------|---------|------|
| 1 - | 47.02 | -- | 191.408 | |
| 2 - | 46.77 | -- | 192.431 | Q-21 |
| 3 - | 46.89 | -- | 191.939 | |
| 4 - | 46.79 | -- | 192.345 | |
| T-3:07.47 | -- | 192.031 | | |
- 5:20 p.m. QA-26 # 8 -- Bobby Unser, 39, Albuquerque, N.M.
Olsonite, Eagle/Offy
- | | | | | |
|-----------|-------|---------|---------|------|
| 1 - | 45.53 | -- | 197.672 | |
| 2 - | 45.32 | -- | 198.588 | Q-22 |
| 3 - | 45.37 | -- | 198.369 | |
| 4 - | 45.43 | -- | 198.107 | |
| T-3:01.65 | -- | 198.183 | | |
- 5:31 p.m. QA-27 #62 -- Wally Dallenbach, 36, East Brunswick, N.J.
Olsonite, Eagle/Offy
- | | | | | |
|-----------|-------|---------|---------|------|
| 1 - | 47.23 | -- | 190.577 | |
| 2 - | 47.27 | -- | 190.396 | Q-23 |
| 3 - | 47.36 | -- | 190.034 | |
| 4 - | 47.42 | -- | 189.793 | |
| T-3:09.28 | -- | 190.194 | | |
- 5:37 p.m. Track reopened for practice

Our master statisticians inform us that there would have been approximately 42 feet difference between Johnny Rutherford's #7 car and Bobby Unser's #8 had they been running on the track at the same time -- and not gotten in each others' way.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #14 (SHEET SEVEN)



FIRST DAY OF QUALIFICATIONS

5:48 p.m. QA-28 # 3 -- Roger McCluskey, 42, Tucson, Ariz.
Hopkins, McLaren/Offy

1 - 46.98 -- 191.571
2 - 46.91 -- 191.857 Q-24
3 - 46.83 -- 192.185
4 - 46.85 -- 192.103
T-3:07.57 -- 191.928

5:58 p.m. QA-29 # 1 -- Joe Leonard, 38, San Jose, Calif.
Samsonite, Parnelli/Offy

1 - 47.22 -- 190.597
2 - 48.00 -- 187.500 UA-5
3 - 48.48 -- 185.646
4 - YELLOW FLAG BY CREW

CORRECTIONS: Please change speed average of second lap on #15, Peter Revson (SHEET 2) to 192.720 (instead of 192.722; this does not affect total time of speed.)
Please change fourth lap average of #19 Mel Kenyon (SHEET THREE) to 190.235 (instead of 183.235; this does not affect total time or speed.)
Please change fourth lap time of #34 Sam Posey (SHEET FOUR) to 48.08 (instead of 48.48; this does not affect total time or speed.)
Please change #66 (Donohue) chassis to Eagle (instead of McLaren). Your reporter got in a rut with Mark and Mc's.

These are the existing IMS records for most qualifiers:

Most qualifiers any day -- 27 cars - May 23, 1953 (third day)

Most qualifiers on first day - 25 cars - May 13, 1967 (first day)

Cars not in starting field which have "strikes" against them are:

- # 1 -- Samsonite Parnelli/Offy -- Joe Leonard -- 2 strikes
- #82 -- Greer Coyote/Foyt -- Jim McElreath -- 1 strike
- #89 -- Un-sponsored McLaren/Offy -- John Martin -- 1 strike

(The other unsuccessful attempt was by #14 Gilmore Racing Team Coyote/Foyt of A.J. Foyt, who later made the starting field on his second attempt.)

Field average for first 24 qualifiers -- 192.741 --(1973), which is 7.971 mph faster than the field average for the first 24 qualifiers for 1972.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #15



INDIANAPOLIS 500 DAILY REPORT, SATURDAY, MAY 12, 1973

Johnny Rutherford, who missed the pole by an eyelash in 1970, won that highly coveted starting spot for the 1973 Indianapolis 500-Mile Race today and smashed the Speedway qualifying records in the process.

The 35-year-old Ft. Worth (Tex.) resident hustled the #7 Gulf McLaren/C around the wind-swept 2-1/2 mile track at a four-lap average of 198.413. His fastest lap was at 199.071 -- only 21/100ths of a second away from the "magic 200 mph" lap.

A crowd of more than 250,000 spectators, according to unofficial estimates, saw 24 cars qualify -- only one car short of the record first-day total of 25 which qualified on May 13, 1967.

Rutherford's time was only 21/100ths of a second faster than that of Bobby Unser, who averaged 198.183 mph in the #8 Olsonite Eagle/Offy. Unser kept the crowd in suspense by waiting until 5:20 p.m. -- after the winds had abated slightly -- to take the green flag.

Statisticians figured that if both Rutherford's and Bobby Unser's cars had been running at the same time, Johnny would have finished his 10-mile run about 42 feet ahead of Bobby.

In 1970, Al Unser nipped Rutherford by .01 second for the pole -- a difference of .008 mph. That year, the figure filberts figured the difference would have been about 2.4 feet on the race track for the 10 miles.

The day was marred by the fatal injury of veteran driver Art Pollard in a morning practice crash. Pollard expired in Methodist Hospital less than an hour after his #64 Cobre Eagle/Offy hit the wall in the #1 turn and rolled. Pollard suffered head injuries, pulmonary injuries due to inhaling flames, burns on both hands, face and neck and a fractured right arm.

The track is scheduled to be open for practice from 9 a.m. to 11:30 a.m., Sunday, May 13, and to be open for qualifications from noon to 6 p.m. This is the current lineup, subject to possible change by "bumping" later -- on the following page.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #15 (a)



	CAR #	DRIVER/ HOMETOWN	CAR NAME CHASSIS/ENGINE	4-LAP TIME/ SPEED
<u>ROW 1</u>	7	JOHNNY RUTHERFORD Fort Worth, Tex.	Gulf McLaren McLaren/Offy	3:01.44 -- 198.413 NEW TRACK RECORD
	8	BOBBY UNSER Albuquerque, N.M.	Olsonite Eagle Eagle/Offy	3:01.65 -- 198.183
	66	MARK DONOHUE Newtown Square, Pa.	Sunoco DX Eagle/Offy	3:02.36 -- 197.412
<u>ROW 2</u>	40	SWEDE SAVAGE Santa Ana, Cal.	STP Gas Treatment Eagle/Offy	3:03.13 -- 196.582
	5	GARY BETTENHAUSEN Tinley Park, Ill.	Sunoco DX McLaren/Offy	3:04.05 -- 195.599
	11	MARIO ANDRETTI Nazareth, Pa.	Viceroy Parnelli/Offy	3:04.56 -- 195.059
<u>ROW 3</u>	24	STEVE KRISILOFF Parsippany, N.J.	STP King Kingfish/Offy	3:04.68 -- 194.932
	4	AL UNSER Albuquerque, N.M.	Viceroy Parnelli/Offy	3:04.73 -- 194.879
	21	JIMMY CARUTHERS Anaheim, Calif.	Cobre Eagle/Offy	3:05.36 -- 194.217
<u>ROW 4</u>	15	PETER REVSON New York, N.Y.	Gulf McLaren McLaren/Offy	3:06.92 -- 192.606
	20	GORDON JOHNSON Franklin, Ind.	STP Double Oil Fil. Eagle/Offy	3:06.96 -- 192.555
	12	BOBBY ALLISON Hueytown, Ala.	Sunoco DX McLaren/Offy	3:07.20 -- 192.308
<u>ROW 5</u>	60	GRAHAM McRAE Wellington, N.Z.	STP Gas Treatment Eagle/Offy	3:07.47 -- 192.031
	3	ROGER McCLUSKEY Tucson, Ariz.	Hopkins McLaren/Offy	3:07.57 -- 191.928
	18	LLOYD RUBY Wichita Falls, Tex.	Commander Motor Hms Eagle/Offy	3:07.87 -- 191.622
<u>ROW 6</u>	2	BILLY VUKOVICH Fresno, Cal.	Sugaripe Prune Eagle/Offy	3:08.38 -- 191.103
	77	SALT WALTHER Dayton, Ohio	Dayton-Walther McLaren/Offy	3:08.74 -- 190.739
	48	JERRY GRANT Seattle, Wash.	Olsonite Eagle Eagle/Offy	3:09.24 -- 190.235
<u>ROW 7</u>	19	MEL KENYON Lebanon, Ind.	Atlanta Falcons Eagle/Foyt	3:09.25 -- 190.225
	62	WALLY DALLENBACH E. Brunswick, N.J.	Olsonite Eagle Eagle/Offy	3:09.28 -- 190.194
	98	MIKE MOSLEY Brownsburg, Ind.	Lodestar Eagle/Offy	3:09.72 -- 189.753
<u>ROW 8</u>	73	DAVID HOBBS Upper Boddington, E.	Carling Black Label Eagle/Offy	3:10.02 -- 189.454
	14	A. J. FOYT Houston, Tex.	Gilmore Racing Team Coyote/Foyt	3:10.55 -- 188.927
	34	SAM POSEY San Juan Capistrano Calif.	Norris Eagle Eagle/Offy	3:11.57 -- 187.921

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #16 (SHEET ONE)

INDIANAPOLIS 500 DAILY REPORT, SUNDAY, MAY 13, 1973
SECOND DAY OF QUALIFICATIONS

Qualifications will resume today, weather permitting, with nine positions in the 33-car starting field still open before the "bumping" process begins. Among the notable drivers still "on the outside, looking in" are:

- # 1 -- Joe Leonard, 1971-1972 USAC National Driving Champion
- # 6 -- Mike Hiss, 1972 Indianapolis 500 Rookie-of-the-Year and winner of the Valvoline Trophy as the Outstanding Rookie on the USAC Championship Trail.
- # 9 -- Sam Sessions, defending USAC Sprint Champion and fourth-place finisher in the 1972 Indianapolis 500.
- #44 -- Dick Simon, Championship Trail mainstay.
- #56 -- Jim Hurtubise, all-time fan favorite.
- #58 -- Larry Dickson, two-time USAC National Sprint Champion.

12:00 noon -- John Martin left the starting line on the warm-up laps of a planned qualification run but before he completed the first lap, the YELLOW was turned on for rain.

12:21 p.m. QA-30 #89 -- John Martin, 34, Long Beach, Calif.
Unsponsored Spl., McLaren/Offy

1 - 46.25	--	194.595	
2 - 46.21	--	194.763	Q-25
3 - 46.41	--	193.924	
4 - 46.33	--	194.259	
<hr/>			
T-3:05.20	--	194.384	

12:30 p.m. QA-31 # 1 -- Joe Leonard, 38, San Jose, Calif.
Samsonite Spl., Parnelli/Offy

1 - 47.36	--	190.034	
2 - 47.32	--	190.194	Q-26
3 - 47.30	--	190.275	
4 - 47.54	--	189.314	
<hr/>			
T-3:09.52	--	189.954	

12:37 p.m. QA-32 #50 -- Jerry Karl, 32, Manchester, Pa.
Oriente Express, Eagle/TC Chevy

1 - 47.10	--	191.083	
2 - 47.03	--	191.367	Q-27
3 - 47.01	--	191.449	
4 - 47.54	--	189.314	
<hr/>			
T-3:08.68	--	190.799	

12:42 p.m. Track opened for practice since no qualifiers were presented

FIELD AVERAGE for 27 qualifiers -- 192.624 mph, which is 8.401 mph faster than the first 27 qualifiers of 1972.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.



1973 -- #16 (SHEET TWO)

INDIANAPOLIS 500 DAILY REPORT, SUNDAY, MAY 13, 1973
SECOND DAY OF QUALIFICATIONS

2:00 p.m. Mike Hiss is reported by crew to have blown an engine in his #6 Thermo King Eagle/Offy; the crew will put in a new one. Hiss, 1972 Rookie of the Year, has been dogged by trouble this month. Gearbox problems kept him from qualifying on opening day, Saturday.

2:32 p.m. QA-33 #16 -- Lee Kunzman, 28, Guttenberg, Iowa
Ayr-Way/Lloyd's, Eagle/Offy

1 -	46.81	--	192.267	
2 -	46.56	--	193.299	Q-28
3 -	46.52	--	193.465	
4 -	46.55	--	193.340	
T-3:06.44	--		193.092	

FIELD AVERAGE for first 28 cars -- 192.641 miles per hour

3:30 p.m. Frank DelRoy, USAC technical supervisor, reports that a crew of 15 members of the Non-Destructive Testing section of the USAC Technical Committee are examining each part of Car #64 minutely to see if they can find any mechanical reason for the Art Pollard crash. He says they have found none so far. The hubs and wing nuts of the car were intact, DelRoy said. He said that he should know definitely by Monday if there was any mechanical failure.

5:34 p.m. QA-34 #44 -- Dick Simon, 39, Salt Lake City, Utah
Travelodge, Eagle/Foyt

1 -	47.07	--	191.205	
2 -	47.09	--	191.489	Q-29
3 -	46.99	--	191.530	
4 -	47.15	--	190.880	
T-3:08.21	--		191.276	

5:41 p.m. QA-35 # 6 -- Mike Hiss, 31, Tustin, Cal.
Thermo King, Eagle/Offy

1 -	46.93	--	191.775	
2 -	46.88	--	191.980	Q-30
3 -	46.82	--	192.226	
4 -	46.93	--	191.775	
T-3:07.56	--		191.939	

5:48 p.m. QA-36 #35 -- John Mahler, 36, Bettendorf, Iowa
Norris Industries, Eagle/Offy

1 -	47.11	--	191.042	
2 -	47.30	--	190.275	UA-6
3 -	47.79	--	188.324	
4 -	YELLOW BY CREW			

5:57 p.m. QA-37 #35 -- John Mahler, 36, Bettendorf, Iowa
Norris Industries, Eagle/Offy

1 -	48.07	--	187.227	
2 -	YELLOW BY CREW			
				UA-7

FIELD AVERAGE for first 30 cars --- 192.572 miles per hour
18 Eagles, 7 McLarens, 3 Parnellis, 1 Coyote, 1 Kingfish; 26 Offies,
3 Foyts, 1 Chevy (All 30 engines are turbo-charged)

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #16



INDIANAPOLIS 500 DAILY REPORT, SUNDAY, MAY 13, 1973

Six more cars qualified for the 57th running of the Indianapolis 500-Mile Race today, leaving only three positions open when time trials resume on Saturday, May 19.

John Martin of Long Beach, Cal., was the day's speediest at 194.384 in the #89 Unsponsored McLaren/Offy.

Lee Kunzman, Guttenberg, Iowa, current leader in the USAC Sprint point standings, was second quickest at 193.092 in the #16 Ayr-Way Llody's Eagle/Offy.

Mike Hiss, from Tustin, Cal., 1972 Rookie of the Year, finally made the starting field less than 15 minutes before the 6 p.m. deadline when he qualified the #6 Thermo King Eagle/Offy at 191.939. His crew changed engines after he blew one earlier in the day. He had gone through two gearboxes on Saturday, preventing an attempt on opening day.

Dick Simon, Salt Lake City, Utah, who also had experienced much mechanical trouble, got in at 191.276 in the TraveLodge Eagle/Foyt.

Jerry Karl of Manchester, Pa., a rookie here, was credited with an outstanding job in getting Henry (Smokey) Yunick's Eagle with turbo-charge Chevy power into the starting field at 190.799.

And, Joe Leonard of San Jose, Cal., 1971 and 1972 USAC National Driving Champion, finally made it on his third and last "strike" in the #1 Samsonite Parnelli/Offy at 189.954.

Low man on the totem pole speed-wise at the end of the first weekend and, therefore, the man they all will be shooting at next week is Sam Posey of San Juan Capistrano, who qualified the Norris Eagle/Offy at 187.921 on opening day.

And next to him on the list is the legendary A.J. Foyt of Houston, Tex. trying for an unprecedented fourth victory in the 500. Foyt also was a first-day qualifier at 188.927 in the Gilmore Racing Coyote/Foyt.

The field average for the first 30 cars is 192.572, which is 8.561 miles per hour faster than that for the first 30 cars in 1972.

There were no accidents today.

PLEASE CORRECT TOTAL TIMES ON CAR #21, Jimmy Caruthers to read: 3:05.36

PLEASE CORRECT TOTAL TIMES ON CAR #15, Peter Revson to read: 3:06.91

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.



CAR #	DRIVER/HOMETOWN	CAR NAME, CHASSIS/ENGINE	4-LAP TIME/SP/ETD
7	JOHNNY RUTHERFORD, Ft. Worth, Tex.	Gulf McLaren, McLaren/Offy	3:01.44 -- 193.413
8	BOBBY UNSER, Albuquerque, N.M.	Olsonite Eagle, Eagle/Offy	3:01.65 -- 193.183
66	MARK DONOHUE, Newtown Square, Pa.	Surfoco DX, Eagle/Offy	3:02.36 -- 197.412
40	SWEDE SAVAGE, Santa Ana, Cal.	Stp Gas Tru, Eagle/Offy	3:03.13 -- 196.582
5	GARY BETHENHAUSEN, Tinley Park, Ill.	Surfoco DX, Eagle/Offy	3:04.05 -- 195.599
11	MARIO ANIBRETTI, Nazareth, Pa.	Vico, Eagle/Offy	3:04.56 -- 195.059
24	STEVE KRISIOFF, Parsippany, N.J.	STP Gas, Kingfish/Offy	3:04.68 -- 194.932
4	AL UNSER, Albuquerque, N.M.	Parnelli, Eagle/Offy	3:04.73 -- 194.879
21	JIMMY CAUTHERS, Anaheim, Cal.	Cobra, Eagle/Offy	3:05.36 -- 194.217
15	PETER REYSON, New York, N.Y.	Gulf McLaren, McLaren/Offy	3:06.92 -- 192.606
20	GORDON J HINCOCK, Franklin, Ind.	SAT, Parnelli, Eagle/O.	3:06.96 -- 192.575
12	BOBBY ALISON, Hueytown, Ala.	Surfoco DX, McLaren/Offy	3:07.20 -- 192.908
60	GRAHAM McRAE, Wellington, New Zealand	STP Gas, Tru, Eagle/Offy	3:07.47 -- 192.931
3	ROGER McJUSKEY, Tucson, Ariz.	Hoffman, Eagle/Offy	3:07.57 -- 191.928
18	LLOYD RUIX, Wichita Falls, Tex.	Commodore, Eagle/Offy	3:07.87 -- 191.622
2	BILLY VUOVICH, Fresno, Cal.	Sugarlo, Eagle/Offy	3:08.38 -- 191.103
77	SALLY WALKER, Dayton, Ohio	Dayton, Eagle/Offy	3:08.74 -- 190.739
48	JERRY GRANT, Seattle, Wash.	Olsonite Eagle, Eagle/Offy	3:09.24 -- 190.235
19	MEL KENYON, Lebanon, Ind.	Atlanta Palace, Eagle/Offy	3:09.25 -- 190.225
62	WALLY DAJLENBACH, E. Brunswick, N.J.	Olsonite Eagle, Eagle/Offy	3:09.28 -- 190.194
98	MIKE MOSLEY, Brownsburg, Ind.	Ledster, Eagle/Offy	3:09.72 -- 189.753
73	DAVID HOIBS, Upper Boddington, Eng.	Cosworth Eagle, Eagle/Offy	3:10.02 -- 189.454
14	A. J. FORT, Houston, Texas	Allymore Eagle, Eagle/Offy	3:10.25 -- 188.927
34	SAM POSEY, San Juan Capistrano, Cal.	Norris Eagle, Eagle/Offy	3:11.57 -- 187.021
89	JOHN MARIN, Long Beach, Cal.	Unspaced, Eagle/Offy	3:05.20 -- 194.384
16	LEE KUNZIAN, Guttenberg, Iowa	Ayr, Eagle/Offy	3:06.44 -- 193.092
6	MIKE HISS, Tustin, Cal.	Thermo King, Eagle/Offy	3:07.56 -- 191.939
44	DICK SIMON, Salt Lake City, Utah	Tru, Eagle/Offy	3:08.21 -- 191.276
30	JERRY KAIL, Manchester, Pa.	Oriente Express, Eagle/Chevy	3:08.68 -- 190.799
1	JOE LEONARD, San Jose, Cal.	Samsonte, Parnelli/Offy	3:09.52 -- 189.954

NTR

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #17



INDIANAPOLIS 500 DAILY REPORT, MONDAY, MAY 14, 1973

Rains hampered activity today at the Speedway and cold winds were prevalent most of the day. However, 10 cars were able to get on the track, including two of the front row starters for this year's 500.

Johnny Rutherford, winner of the pole starting slot Saturday at a speed of 198.413 mph, took the #7 Gulf McLaren out for a few laps and Bobby Unser posted the day's top speed at 192.102 in the #8 Olsonite Eagle. Both cars got on the track at 8:30 a.m. this morning for ABC-TV commercial purposes.

Four other cars, all qualified for the race, posted speeds in the 180-plus bracket, including Unser's teammate Jerry Grant in the #48 Olsonite Eagle. Grant had the second-fastest lap at 188.009. The third Olsonite car qualified for the race, driven by Wally Dallenbach, was clocked at 187.8 today. Graham McRae, the rookie from New Zealand who qualified for the inside of the fifth row at 192.031 mph turned in a lap of 187.1 in the #60 STP Gas Treatment Spl.

And, last year's "Rookie of the Year" Mike Hiss turned in a 185.605 in the #6 Thermo-King Spl.

Peter Revson in the #15 Gulf McLaren, Greg Weld in the #75 Grant King car and rookies Tom Bigelow in the #27 Bryant car and Jigger Sirois in the #47 Bruce Crower entry completed the list of 10 which practiced today.

The track was closed for a long period of time during the early afternoon following a morning shower but it reopened for about an hour and a half when the track dried.

Drivers and crews are in hopes that the weather situation will get better for the last four days of practice before next weekend's final shot at qualifying for this year's race. Several cars are considered capable of earning one of the three remaining starting positions and some "bumping" is expected. One of the first on the "bump" list is expected to be three-time winner A. J. Foyt who accepted a disappointing 188.927 qualifying average Saturday, good for the middle of the eighth row. A. J. has returned to Houston, apparently to prepare his backup machine: should he be bumped. He has another three entries to choose from.

The slowest qualifier in the field so far is Sam Posey in the #34 Norris Eagle at 187.921 and A. J. is currently second-slowest at the 188.927 figure.

The weekend's qualifications provided some major surprises, both positive and negative. In addition to Foyt, Mike Mosley and Joe Leonard both qualified under the 190 mph figure. But on the other side of the ledger, Jerry Karl, John Martin, Lee Kunzman, Graham McRae and Steve Krisiloff all posted speeds which not only surprised veteran observers but in some cases, themselves. Even Rutherford's pole-winning run was a bit surprising despite his near-miss at the pole in 1970.

There are 68 of the entries now housed in the garage area and 56 of these have been given the okay for practice. The final certification has been given to 49 different cars.

The 30-car field average this year is 8.561 mph more than for the first 30 cars last year. The 1973 average so far is 192.572.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #18

INDIANAPOLIS 500 DAILY REPORT, TUESDAY, MAY 15, 1973



The qualifying speeds of Sam Posey and A. J. Foyt, which have been regarded as "shaky," were looking better and better today.

Best speed turned in for the day by a car not already qualified was the 184.880 turned in by Bob Harkey in the #28 "backup" car of the Lindsey Hopkins team.

That is more than 3 miles per hour slower than the qualifying speed of 187.921 posted by Sam Posey in qualifying his Norris Eagle/Offy on Saturday, May 12, as the slowest of the 30 first weekend qualifiers.

It also is more than 4 miles per hour slower than the 188.927 average posted Saturday by three-time winner A. J. Foyt in qualifying his Gilmore Racing Coyote/Foyt.

Other top speeds posted today by cars which have not yet qualified were 183.038 by Tom Bigelow in the #27 Bryant Heating and Cooling Vollstedt/Offy; 183.001 by Sam Sessions in the #9 M.V.S. Eagle/Foyt, and John Mahler at 182.778 in the #35 Norris Industries Eagle/Offy.

The latter speed was a considerable comedown from the high 189 which Mahler was averaging for the first three laps of his initial qualification attempt on Sunday evening before he was given the yellow flag by his crew.

With only three more days of practice remaining before the final weekend of time trials, the non-qualified drivers are going to have to find a lot more speed if there is going to be any "bumping" of cars which are already in the lineup.

There are still three spots to fill in the starting field before any "bumping" occurs and there is always a good chance that some of those three qualifiers will post speeds slower than Posey's.

But just to be on the safe side, the Norris crew is reported bringing another Eagle to the track for Posey's use in case his #34 car gets ousted from the field. Sam was apologetic today about missing the Monroe Auto Equipment Company's Rookie Dinner on Monday night. Posey said his memory just slipped and he thought the dinner was Wednesday rather than Monday. That's the kind of thing that happens to guys riding the low spot on the totem pole.

Gulf McLaren/Offy teammates Johnny Rutherford and Peter Revson gave some indication of the speed at which the 57th annual 500 on May 28 is likely to be run when they practiced with full fuel loads today at more than 190. Revson, starting in 10th position, turned in a clocking of 190.270 mph in the #15 car and Rutherford, the pole position winner, got 194 in the #7 car.

But the fastest practice speed turned in by a car already qualified was the 193.215 of Mike Mosley in the #98 Lodestar Eagle/Offy.

Other speeds by qualified cars were 186.499 by Steve Krisiloff in the #24 King Kingfish/Offy; 185.237 by Lloyd Ruby in the #18 Commander Motor Homes Eagle/Offy and 181.818 by Roger McCluskey in the #3 Hopkins McLaren/Offy.

There was a total of 21 cars on the track on a sunny but chilly day. Bill Puterbaugh completed his refresher test in the #61 Eisenhower Coyote Foyt which is assigned to Lee Brayton. There were three minor incidents: Bigelow got too high coming off the #2 turn but made no contact. Larry McCoy in the #63 car spun in the #2 turn and Greg Weld blew a water hose on the backstretch in the #75 car.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #18



INDIANAPOLIS 500 DAILY REPORT, WEDNESDAY, MAY 16, 1973

Joe Leonard, the USAC National Driving Champion in both 1971 and 1972, served notice today that he is prepared to battle his way back into the field for the 1973 Indianapolis 500 in the unlikely event anyone should "bump" him this weekend.

Leonard ran a lap at 190.114 in his "backup" car, the #41 Samsonite Parnelli/Offy, despite strong winds which raked the Speedway throughout the day. That was the most rapid speed reported for any of the 15 cars which took to the track.

There are four cars in the field slower than Leonard so it appears highly doubtful that he will have to rely on the backup machine.

In fact, the speeds turned in today by non-qualified cars made it appear doubtful if any of the 30 cars already in the field will be bumped. None of the 11 cars which were on the track but have not qualified was able to hit the 180 miles an hour mark in the wind.

That made the 187.921 average posted by Sam Posey on Saturday (May 12) look pretty good.

Only other speed over 180 reported today was the 183.695 of Mike Hiss, 1972 Rookie-of-the-Year in the #6 Thermo King Eagle/Offy. Mike qualified Sunday (May 13) for the outside spot in the ninth row.

Greg Weld completed his refresher test in the #75 Kingfish/Offy, but the 6 p.m. absolute deadline for such tests ran out with Dee Jones in the #51 Serendipity Mongoose/Foyt still lacking 34 laps of the number required; so Jones is out of the running for 1973 at least.

A total of nine drivers completed refresher tests. The others besides Weld, who finished earlier were, Bill Simpson, Jerry Karl, Al Loquasto, Lee Brayton, Bentley Warren, Jim McElreath, Arnie Knepper and Bill Puterbaugh.

Karl is the only one in that group who has qualified so far.

Non-qualified drivers practicing today included Sam Sessions in the #9 M.V.S. Eagle/Offy; Rick Muther in the #23 Crower Eagle/Chevy; John Mahler in the #35 Norris Industries Eagle/Offy; Tom Sneva in the #39 Tipke/Offy; Jim Hurtubise in the #56 Miller High Life Lola/Foyt; Warren in both the #58 Midwest Dura-Pot Kingfish/Offy and the #76 Webster Eagle/Offy; Puterbaugh in the #61 Eisenhower Coyote/Foyt and Larry McCoy in the #63 Racing Associates Atlanta/Offy.

David Hobbs practiced at 176.056 in the #73 Carling Black Label Eagle/Offy which he qualified at 189.454 for the 22nd starting spot on Saturday.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #20



INDIANAPOLIS 500 DAILY REPORT, THURSDAY, MAY 17, 1973

Al Unser, who is bidding to make his record three victories in four years, made it plain yesterday that he is ready for the 57th Indianapolis 500 on May 28.

Unser had several practice laps over the 190 mark in his #4 Viceroy Parnelli/Offy, running under race conditions, and gained high-speed honors for the day with a speed of 190.880 on the electric eye. Several watches along pit row had him a tad over the 191 mark.

Unser, the 1970 and 1971 winner, will be starting from a good spot in the middle of the third row by virtue of an opening-day qualifying speed of 194.879 mph.

Another veteran who already has qualified, Mel Kenyon, also got into the 190 bracket in his #19 Atlanta Falcons Eagle/Foyt. Kenyon's top lap was timed at 190.194. His teammate, Roger McCluskey, was just a little bit slower at 188.718 in the #3 Hopkins McLaren/Offy.

A total of 20 cars were on the track during a cold and windy day -- which is seemingly becoming the norm for weather during this year's practice period.

Among the non-qualified cars, Bob Harkey again was the leader in the #28 Hopkins Kenyon-Eagle/Foyt. He had a lap at 187.813, indicating he is ready to qualify the car when time trials resume on Saturday.

Another good bet to make the starting field that day is the #35 Norris Industries Eagle/Offy. Sam Posey hit 189.833 in the car yesterday. It is assigned to John Mahler, who got as high as 191 Sunday before his crew aborted the first of two unsuccessful qualifying attempts in the car.

The Norris outfit also has a third Eagle/Offy, the #31 car, to play with. Posey is the slowest of the 30 first-weekend qualifiers at 187.921. But his speed was looking better and better yesterday as only Harkey among the non-qualified drivers got near it.

The other non-qualified drivers practicing today all were under the 180 mark. They were Rick Muther in the #23 Crower Eagle/Chevy; Bentley Warren in the #36 Bay States Eagle/Offy; Tom Sneva in the #39 Tipke/Offy; Jim Hurtubise in the #56 Miller High Life Lola/Foyt; Arnie Knep- per in the #58 Midwest Dura-Pot Kingfish/Offy; Larry Cannon in the #59 PEP Eagle/Offy; Bill Puterbaugh in the #61 Eisenhower Coyote/Foyt; Larry McCoy in the #63 Atlanta/Foyt; Greg Weld in the #75 Kingfish/Offy; Warren in the #76 Webster Eagle/Offy, and Johnny Parsons in the #94 Two Jacks Flyer Fleage/Offy. Parsons turned on the yellow at 4:48 p.m. when he apparently blew an engine on the north short chute.

Other practice speeds by cars already qualified included 185.528 by Mike Mosley in the #98 Lodestar Eagle/Offy; 184.956 by Jerry Karl in the #30 Oriente Express Eagle/Chevy and 184.691 by Dick Simon in the #44 Travelodge Eagle/Foyt.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #21



INDIANAPOLIS 500 DAILY REPORT, FRIDAY, MAY 18, 1973

Bob Harkey and Tom Bigelow appear to be the best bets to make the field for the 57th 500-Mile Race when qualifications resume at 11 a.m. tomorrow (Saturday, May 19).

Both of them practiced today at speeds that now look adequate to make the field, in the absence of any really impressive showings by their competitors for the remaining three spots in the 33-car field.

Harkey, running after engine replacement in the #28 Hopkins Kenyon-Eagle Foyt, turned in the top practice speed of the week for a non-qualified car this afternoon at 188.166.

Bigelow has 187.735 in the #27 Bryant Heating and Cooling Vollstedt/Offy for his best speed of the month so far.

Another likely prospect for qualification today appears to be Greg Weld in the #75 Kingfish/Offy. Weld got to 184.653 and with a little more boost in the car appears to be ready to win a starting spot.

Weld also figured in the day's only incident of consequence when he lost control coming out of the third turn, slid approximately 680 feet, making 1 1/2 revolutions, and came to rest in the middle of the track without making any wall contact.

Another car that is likely to be ready for qualification is the #31 Norris Industries Eagle/Offy. Both Sam Posey and Jim McElreath were in it at times today with Posey turning in a high speed of 188.323 and McElreath getting to 184.880.

Posey is the low man on the speed totem pole of first-weekend qualifiers at 187.921 in the #34 Norris Industries Eagle/Offy. Should he be bumped he could possibly use either the #31 car or the #35 Norris Eagle/Offy which originally was assigned to John Mahler. Mahler was reported out of that car, at least temporarily.

A. J. Foyt gave solid indication that his engine problems are over when he hit 194.594 in the #84 Gilmore Racing Coyote/Foyt. Although there was some speculation in the pits that Foyt might withdraw the #14 Gilmore Racing Coyote/Foyt which he already had qualified at 188.927, it appeared a lot more likely that Foyt would simply install the engine from the #84 car in the #14 chassis. Foyt has the second-slowest qualifying speed.

Among the already-qualified machines, Al Unser turned a lap at 191.489 in the #4 Viceroy Parnelli/Offy and Mike Mosley hit 191.367 in the Lodestar Eagle/Offy.

Roger McCluskey got to 187.071 in the #3 Lindsey Hopkins Buick McLaren/Offy. Rookie Graham McRae cruised at 185.299 in the #60 STP Gas Treatment Eagle/Offy. Dick Simon got to 184.501 in the #44 Travelodge Eagle/Foyt.

Luckless Johnny Parsons blew the fourth engine of the week in his #94 Two Jacks Flyer but is expected to be ready tomorrow with another Offy power plant in the Fleagle chassis.

Weather forecast for tomorrow calls for variable cloudiness, slight chance of light showers in the morning, growing warmer in the afternoon with temperatures up to 70 degrees and west winds from 10-15 mph.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #22



INDIANAPOLIS 500 DAILY REPORT, SATURDAY, MAY 19, 1973
THIRD DAY OF QUALIFICATIONS

- 11:08 a.m. Track opened for practice slightly more than two hours behind schedule due to morning rains.
- 11:38 a.m. Track opened for qualifications 38 minutes late; no cars were presented at starting line for qualification attempts so the track was immediately reopened for practice.
- 2:20 p.m. Car #61 (Lee Brayton) lost control going into Turn 4; got sideways and slid approximately 600 feet. Stopped on edge of grass in infield. No contact made.
- 3:10 p.m. Yellow for rain, lightning, thunder, hail and a tornado warning, which emptied grandstands and closed down track for a considerable period.
- 5:50 p.m. Car #27 (Tom Bigelow) spun in Turn 3 while warming up for a possible qualifying attempt. No contact made. No damage to car.
- 5:58 p.m. QA-38 #9, Sam Sessions, 37, Nashville, Michigan
M.V.S., Eagle/Foyt
 - 1 - 47.52 -- 189.394
 - 2 - 47.53 -- 189.354
 - 3 - 47.66 -- 188.838
 - 4 - YELLOW FLAG BY CREW

UA-8

SUMMARY

There will still be three spots open in the starting field for the 57th Indianapolis 500-Mile Race Sunday (May 20) on the final, hectic day of 1973 time trials.

Only one attempt was made today and that came in the final two minutes of a storm-plagued day at the Indianapolis Motor Speedway. That was Sam Sessions, the defending USAC National Sprint Champion, who was yellow-flagged by his crew on the fourth and final lap of his four-lap qualification run.

That move came as a distinct surprise to most of the few fans who were still on hand because Sessions was averaging in the 189-miles-an-hour range for his first three laps. The speeds on those circuits were 189.394, 189.354 and 188.838 miles per hour respectively.

Just before Sessions' aborted run, Tom Bigelow spun on the #3 turn in the #27 Bryant Heating and Cooling Vollstedt/Offy while warming up for a possible qualifying run.

There was one other spin during the day. Lee Brayton looped the #61 Eisenhour Coyote/Foyt in the fourth turn, sliding about 600 feet. There was no damage in either mishap.

The available practice and qualifying time was shortened by a late opening due to morning rains and then again by a violent thundershower. Eight cars were in line when the track closed at 6 p.m. and will have preferred qualifying spots tomorrow. They are No. 84, 36, 45, 28, 58, 31 and 27. Weather forecast for Sunday calls for partly cloudy with temperatures in the low 70's and winds from the northeast at 10-15 mph.

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #23

INDIANAPOLIS 500 DAILY REPORT, SUNDAY, MAY 20, 1973
FOURTH DAY OF QUALIFICATIONS

- 9:00 a.m. Track opened for practice on schedule.
- 11:45 a.m. Track closed for final inspection.
- 12:00 a.m. Track opened for qualifications and/or practice; no qualifiers.
- 12:07 p.m. Car #86 (Al Loquasto) got too wide coming out of Turn 4; slid 300 feet. Made contact with wall four times, hitting at outside wall at head of main straight. Continued down main straight and made contact again. Extensive damage to right side of car. Driver okay after medical check. Total distance covered by incident: 1840 feet.
- 1:02 p.m. QA-39 # 9, Sam Sessions, 37, Nashville, Michigan
M.V.S., Eagle/Foyt
- | | |
|----------------------|------|
| 1 - 47.72 -- 188.600 | |
| 2 - 47.59 -- 189.115 | |
| 3 - 47.50 -- 189.474 | Q-31 |
| 4 - 47.68 -- 188.758 | |
| <hr/> | |
| T-3:10.49 -- 188.986 | |
- 1:10 p.m. Track reopened for practice.
- 2:40 p.m. QA-40 #28, Bob Harkey, 42, Indianapolis, Ind.
Hopkins, Kenyon-Eagle/Foyt
- | | |
|----------------------------|------|
| 1 - 48.69 -- 184.843 | |
| 2 - YELLOW FLAGGED BY CREW | UA-9 |
- 2:50 p.m. Track reopened for practice.
- 3:57 p.m. #58 (Johnny Parsons) spun Turn 3, slid 330 feet, no contact
- 4:28 p.m. QA-41 #28, Bob Harkey, 42, Indianapolis, Ind.
Hopkins-Kenyon, Eagle/Foyt
- | | |
|----------------------|------|
| 1 - 47.21 -- 190.638 | |
| 2 - 47.19 -- 190.718 | Q-32 |
| 3 - 47.35 -- 190.074 | |
| 4 - 47.99 -- 187.539 | |
| <hr/> | |
| T-3:10.49 -- 189.733 | |
- Car #31, entered by Champ Carr Enterprises, has been barred from any opportunity to qualify for the race because of its crew's attempt to use that car number on the #34 car qualified earlier by Sam Posey.
- Chief Steward Harlan Fengler announced the ruling when members of the technical committee uncovered the effort to disguise car #34 as #31 for a possible second qualification attempt in violation of USAC rules.
- 4:41 p.m. Track reopened for practice.
- 5:07 p.m. QA-42 #75, Greg Weld, 29, Independence, Mo.
King, Kingfish/Offy
- | | |
|--|-------|
| 1 - Slowed in Turn 1 and then came in. | UA-10 |
|--|-------|
- 5:20 p.m. QA-43 #97, Rick Muther, 36, Laguna Beach, Cal.
Lodestar, Eagle/Offy
- | | |
|---|-------|
| 1 - Came into pits at end of first lap. | UA-11 |
|---|-------|

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #23 (SHEET TWO)



INDIANAPOLIS 500 DAILY REPORT, SUNDAY, MAY 20, 1973
FOURTH DAY OF QUALIFICATIONS

5:24 p.m. QA-44 #17, Bill Simpson, 33, Hermosa Beach, Cal.
The Norton Spirit, Vollstedt/Offy

1 - 48.95 -- 183.861
2 - 49.21 -- 182.890 UA-9
3 - YELLOW FLAGGED BY CREW

5:31 p.m. #75 (Greg Weld) warmed up again but did not take green flag

5:34 p.m. #45 (Arnie Knepper) warmed up but did not take green flag.

5:37 p.m. QA-45 #27, Tom Bigelow, 33, Whitewater, Wisc.
Bryant Heating and Cooling, Vollstedt/Offy

1 - 48.38 -- 186.027
2 - 48.20 -- 186.722 Q-33
3 - 48.04 -- 187.344
4 - 48.09 -- 187.149
T-3:12.71 -- 186.809

5:42 p.m. Bigelow filled field for 1973 Indianapolis 500.

5:44 p.m. QA-46 #35, Jim McElreath, 45, Arlington, Texas
Norris Eagle, Eagle/Offy

1 - 48.32 -- 186.258
2 - 47.58 -- 189.155 BUMPS #27 (Bigelow) Q-34
3 - 47.26 -- 190.436
4 - 47.68 -- 188.758
T-3:10.84 -- 188.640

5:51 p.m. QA-47 #56, Jim Hurtubise, 40, Clermont, Ind.
Miller High Life, Lola/Foyt

1 - 48.73 -- 184.691
2 - 48.65 -- 184.995
3 - 48.91 -- 184.011 TOO SLOW TO MAKE FIELD
4 - 49.11 -- 183.262
T-3:15.40 -- 184.237

5:59 p.m. QA-48 #84, George Snider, 32, Bakersfield, Cal.
Gilmore Racing, Coyote/Foyt

1 - 47.39 -- 189.913
2 - 47.18 -- 190.759 BUMPS #34 (Posey) Q-36
3 - 47.25 -- 190.476
4 - 47.30 -- 190.275
T-3:09.12 -- 190.355

FIELD AVERAGE FOR 1973 STARTING FIELD -- 192.329 miles per hour.

MAKEUP OF 1973 STARTING FIELD:

Chassis -- 19 Eagles; 7 McLarens; 3 Parnellis; 2 Coyotes;
1 Kingfish; 1 Kenyon-Eagle.

Engines -- 26 Offies; 6 Foyts; 1 Chevy.

The 1973 Field is 8.674 miles per hour faster than that for 1972 and is the fastest field by far ever to start the Indianapolis 500.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #23 (SHEET FOUR)



SUMMARY

INDIANAPOLIS 500 DAILY REPORT, SUNDAY, MAY 20, 1973
FOURTH DAY OF QUALIFICATIONS

Two cars were "bumped" and one qualified to slow to make the starting field in last-minute dramatics which resulted in by far the fastest starting field in the history of the Indianapolis 500-Mile Race.

The average for the 33 cars making the field is 192.329 miles per hour which is 8.674 mph faster than that for the 1972 field.

Bumped from the field were Sam Posey in the #34 Norris Eagle and Tom Bigelow in the #27 Bryant Heating and Cooling Vollstedt.

A. J. Foyt, three-time 500 winner and five-time USAC National Driving Champion, not only survived the late assault with his qualifying speed of 188.927 in his Gilmore Racing Coyote/Foyt, but got his "backup" car, the #84 Gilmore Racing Coyote/Foyt in at a solid speed of 190.355.

That was the fastest of four cars which made the field in the final day of 1973 time trials.

The others were Bob Harkey at 189.733 in the #28 Hopkins Kenyon-Eagle, USAC National Sprint Champion Sam Sessions at 188.986 in the #9 MVS Coyote/Foyt and Jim McElreath at 188.640 in the #35 Norris Eagle.

There was immediate speculation around the garage area that the Norris team might withdraw the #35 car, so that Posey could get back into the field. He is the team's "No. 1" driver and the team has made no bones about its desire to get Sam into the race.

Veteran Jim Hurtubise, always a fan favorite, qualified his Miller High Life Lola/Foyt at 184.237, too slow to make the field.

Only three rookies are in the 1973 starting lineup -- the smallest number to make the starting field since 1946 when such records were first kept. There were four rookies each in the 1960, 1970 and 1971 races.

The rookies this time are Bobby Allison (#12), Graham McRae (#60) and Jerry Karl (#30).

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #24



INDIANAPOLIS 500 DAILY REPORT, THURSDAY, MAY 24, 1973

CARBURETION TEST DAY

Every one of the 33 cars in the starting field for the 1973 Indianapolis 500-Mile Race plus the first alternate were on the track today for "carburetion" tests -- believed to be a first in Speedway history.

Fastest man for the day was a familiar name -- Rapid Robert Unser. The eldest of the famous racing brother act toured the track at 192.554 in the #8 Olsonite Eagle, which he will be starting from the middle of the front row on Monday (May 28).

Only a little bit behind him at 191.4 was his younger brother, Al Unser the 1970 and 1971 Indianapolis winner.

Al Unser, incidentally, will be bidding to become the only man except the great Wilbur Shaw to win this race three years out of four. Shaw scored his victories in 1937-39-40. He was killed in a plane crash near Angola, Ind., in 1954 while serving as president of the Indianapolis Motor Speedway.

Al will be starting from the middle of Row 3.

The third fastest speed reported today was the 190.618 turned in by Swede Savage in the #40 STP Oil Treatment, Eagle/Offy.

Other fast circuits reported were 190.073 by Mike Mosley in the #98 Lodestar Eagle/Offy and 189.115 by Gary Bettenhausen in the #5 Sunoco DX McLaren/Offy.

Bettenhausen, incidentally, is the pick of the motorsport press corps to win the 57th annual running of the 500. In a nationwide poll conducted by members of the Union 76 Racing Panel, Bettenhausen received 18 first-place votes as the driver most likely to be first across the finish line in the \$1 million auto racing classic.

Next highest total was the 12 votes cast for Mario Andretti, the 1969 winner. Mark Donohue, the defending 500 champion, got 10 votes as third choice.

It was a remarkably "clean" day of running without anything more serious than a single tow-in for Salt Walther in the #77 Dayton Walther McLaren Offy after he experienced ignition trouble.

Salt, incidentally, was the first driver out of the 1972 race with magneto failure. He never completed a lap and placed 33rd but still won \$14,538.

"Carburetion tests" really is an outmoded title for what occurred today because there were no carburetors on the 34 cars that practiced. They all use fuel injectors these days. But it is the traditional title and has endured.

The first alternate car, the #27 Bryant Heating and Cooling Vollstedt/Offy, was brought onto the track for practice by driver Tom Bigelow shortly before the 1 p.m. deadline. The tests started at 10 a.m. Pit practice without engines running was held from 1 to 3 p.m. after the tests were conducted. Major remaining events before race day include USAC Sprint races at the Indiana State Fairgrounds, starting at 8 p.m., Saturday; an AARWBA Breakfast at 8:30 a.m., Sunday in the Speedway Motel; the public Drivers' Meeting at noon Sunday in front of the Tower and USAC midjet races at the Indiana State Fairgrounds Sunday night.

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

1973 -- #23 (SHEET THREE)



OFFICIAL LINEUP FOR THE 57th ANNUAL
INDIANAPOLIS 500-MILE RACE

<u>CAR #</u>	<u>DRIVER</u>	<u>CAR NAME/CHASSIS</u>	<u>TIME/SPEED</u>
<u>ROW 1</u>			
7	JOHNNY RUTHERFORD	Gulf McLaren, McLaren/Offy	3:01.44/198.413*
8	BOBBY UNSER	Olsonite Eagle, Eagle/Offy	3:01.65/198.183
66	MARK DONOHUE	Sunoco DX, Eagle/Offy	3:02.36/197.412
<u>ROW 2</u>			
40	SWEDE SAVAGE	STP Oil Treatment, Eagle/O	3:03.13/196.582
5	GARY BETTENHAUSEN	Sunoco DX, McLaren/Offy	3:04.05/195.599
11	MARIO ANDRETTI	Viceroy, Parnelli/Offy	3:04.56/195.059
<u>ROW 3</u>			
24	STEVE KRISILOFF	King, Kingfish/Offy	3:04.68/194.932
4	AL UNSER	Viceroy, Parnelli/Offy	3:04.73/194.879
21	JIMMY CARUTHERS	Cobre, Eagle/Offy	3:05.36/194.217
<u>ROW 4</u>			
15	PETER REVSON	Gulf McLaren, McLaren/Offy	3:06.91/192.606
20	GORDON JOHNCOCK	STP Double Oil Filter, E/O	3:06.96/192.555
12(R)	BOBBY ALLISON	Sunoco DX, McLaren/Offy	3:07.20/192.308
<u>ROW 5</u>			
60(R)	GRAHAM McRAE	STP Gas Treatment, Eagle/O	3:07.47/192.031
3	ROGER McCLUSKEY	Hopkins, McLaren/Offy	3:07.57/191.928
18	LLOYD RUBY	Commander Motor Homes, E/O	3:07.87/191.622
<u>ROW 6</u>			
2	BILLY VUKOVICH	Sugaripe Prune, Eagle/Offy	3:08.38/191.103
77	SALT WALTHER	Dayton-Walther, McLaren/O	3:08.74/190.739
48	JERRY GRANT	Olsonite Eagle, Eagle/Offy	3:09.24/190.235
<u>ROW 7</u>			
19	MEL KENYON	Atlanta Falcons, Eagle/Foyt	3:09.25/190.225
62	WALLY DALLENBACH	Olsonite Eagle, Eagle/Offy	3:09.28/190.194
98	MIKE MOSLEY	Lodestar, Eagle/Offy	3:09.72/189.753
<u>ROW 8</u>			
73	DAVID HOBBS	Carling Black Label, E/O	3:10.02/189.454
14	A. J. FOYT	Gilmore Racing, Coyote/Foyt	3:10.55/188.927
89	JOHN MARTIN	Un-sponsored, McLaren/Offy	3:05.20/194.384
<u>ROW 9</u>			
16	LEE KUNZMAN	Ayr-Way Lloyd's, Eagle/O	3:06.44/193.092
6	MIKE HISS	Thermo King, Eagle/Offy	3:07.56/191.939
44	DICK SIMON	Travelodge/Eagle/Foyt	3:08.21/191.276
<u>ROW 10</u>			
30	JERRY KARL	Oriente Express, Eagle/Ch.	3:08.68/190.799
1	JOE LEONARD	Samsonite, Parnelli/Offy	3:09.52/189.954
84	GEORGE SNIDER	Gilmore Racing, Coyote/Foyt	3:09.12/190.355
<u>ROW 11</u>			
28	BOB HARKEY	Hopkins, Kenyon-Eagle/Foyt	3:09.74/189.733
9	SAM SESSIONS	M.V.S., Eagle/Foyt	3:10.47/188.986
35	JIM McELREATH	Norris, Eagle/Offy	3:10.84/188.640

*NEW TRACK RECORD

(R)=Rookie

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.



CHIEF MECHANICS AND ACCESSORIES

<u>Car #</u>	<u>Gar. #</u>	<u>Chief Mechanic</u>	<u>Tires</u>	<u>Spark Plugs</u>
7	85	Hywel Absalom	Goodyear	Champion
8	41	Wayne Leary	Goodyear	Champion
66	76	Karl Kainhofer	Goodyear	Champion
40	56	George Bignotti	Goodyear	KLG
5	71	Earle MacMullan	Goodyear	Champion
11	26	Jim McGee	Firestone	Champion
24	58	Grant King	Firestone	Champion
4	25	Phil Casey	Firestone	Champion
21	21	Clint Brawner	Firestone	Champion
15	87	Hywel Absalom	Goodyear	Champion
20	55	George Bignotti	Goodyear	KLG
12	79	Harold Fagan	Goodyear	Champion
60	57	George Bignotti	Goodyear	KLG
3	7	Don Koda	Goodyear	Champion
18	12	Mike Devin	Firestone	Champion
2	15	Jud Phillips	Goodyear	Champion
77	81	Tom Smith	Goodyear	Champion
48	49	Rouem Haffenden	Goodyear	Champion
19	89	Don Kenyon	Goodyear	Autolite
62	40	Dave Klym	Goodyear	Champion
98	20	A. J. Watson	Firestone	Champion
73	50	Max Kelly	Goodyear	Champion
14	29	A. J. Foyt, Sr.	Goodyear	Autolite
89	52	Ted Swiontek	Goodyear	Champion
16	83	Duane Glasgow	Goodyear	Champion
6	69	Lynn Reid	Goodyear	Champion
44	66	Keith Randol/Harold Sperb	Goodyear	Champion
30	82	Smokey Yunick	Goodyear	Champion
1	24	Johnny Capels	Firestone	Champion
84	30	A. J. Foyt, Sr.	Goodyear	Autolite
28	88	Don Kenyon	Goodyear	Autolite
9	61	Dick Cecil	Goodyear	Champion
35	74	Jack McCormack	Goodyear	Champion

Indianapolis 500

DAILY TRACK SUMMARY

Official USAC Press Report / Courtesy of Steed Industries Inc.

PIT ASSIGNMENT FOR THE 57th INDIANAPOLIS 500-MILE RACE



<u>PIT NO.</u>	<u>CAR NO.</u>	<u>DRIVER</u>	<u>CAR NAME</u>
(SOUTH)			
1			
2			
3			
4			
5	35	Jim McElreath	Norris Eagle
6	9	Sam Sessions	M.V.S.
7	73	David Hobbs	Carling Black Label
8	24	Steve Krisiloff	Elliott's Norton Spirit
9	15	Peter Revson	Gulf McLaren
10	7	Johnny Rutherford	Gulf McLaren
GASOLINE ALLEY			
11	66	Mark Donohue	Sunoco DX Eagle
12	5	Gary Bettenhausen	Sunoco DX McLaren
13	12	Bobby Allison	Sunoco DX McLaren
14	89	John Martin	Un-sponsored
15	21	Jimmy Caruthers	Cobre
16	20	Gordon Johncock	STP Double Oil Filter
17	40	Swede Savage	STP Oil Treatment
18	60	Graham McRae	STP Gas Treatment
19	1	Joe Leonard	Samsonite
20	4	Al Unser	Viceroy
21	11	Mario Andretti	Viceroy
22			
23	USAC		
24	USAC		
25			
26	8	Bobby Unser	Olsonite Eagle
27	48	Jerry Grant	Olsonite Eagle
28	62	Wally Dallenbach	Olsonite Eagle
29	6	Mike Hiss	Thermo King
30	18	Lloyd Ruby	Commander Motor Homes
31	44	Dick Simon	Travelodge
32	3	Roger McCluskey	Lindsey Hopkins Buick Co.
33	16	Lee Kunzman	Ayr-Way Lloyd's
34	19	Mel Kenyon	Atlanta Falcons
35	28	Bob Harkey	Bryant Heating and Cooling
36	2	Billy Vukovich	Sugaripe Prune
37	30	Jerry Karl	Oriente Express
38	77	Salt Walther	Dayton-Walther
39	98	Mike Mosley	Lodestar
40	14	A. J. Foyt	Gilmore Racing Team
41	84	George Snider	Gilmore Racing Team
42			
43			
44			
(NORTH)			