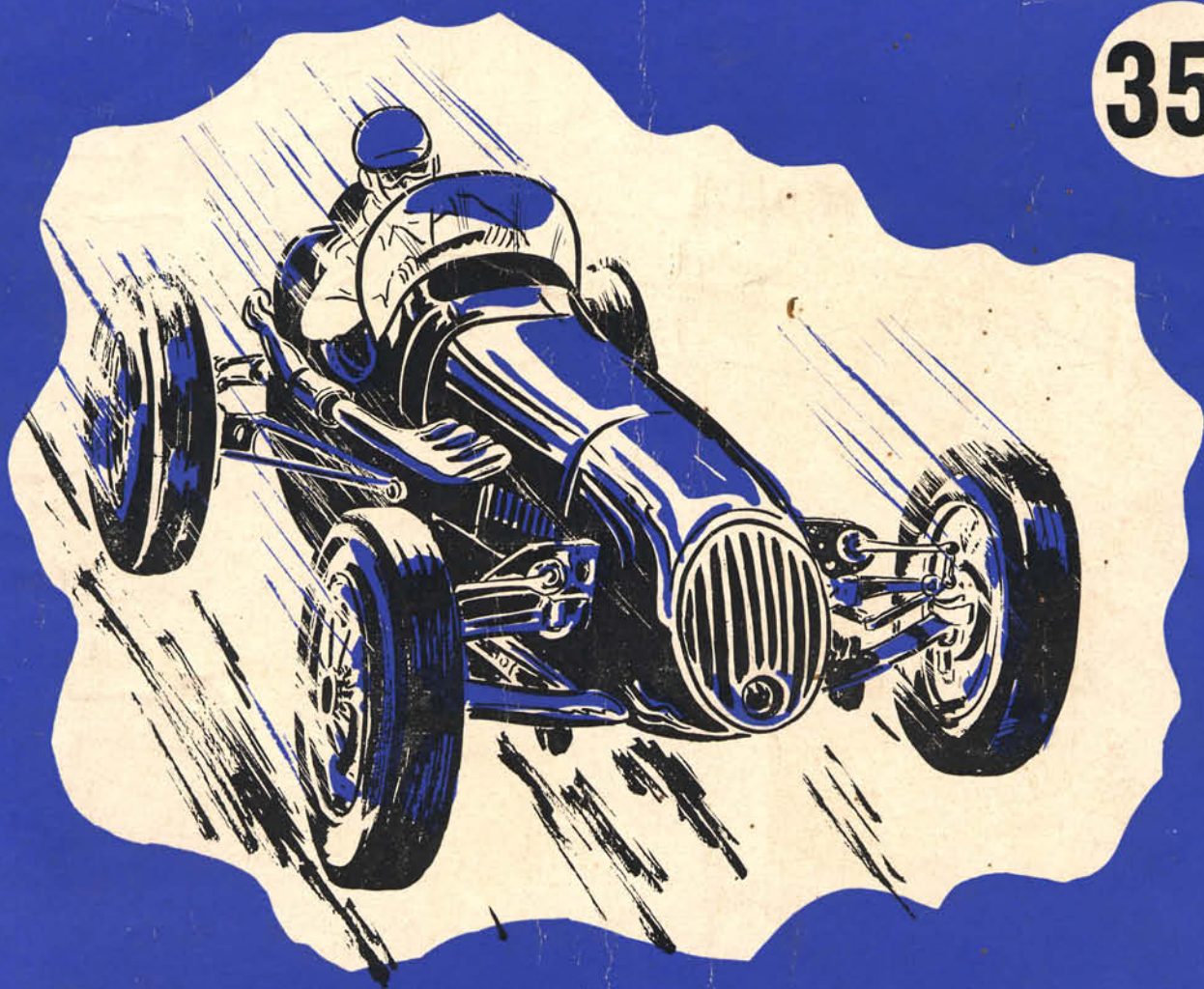


"HOOSIER HUNDRED"

35^c














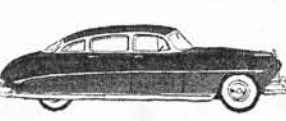
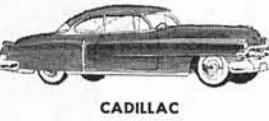



OFFICIAL PROGRAM

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SEPTEMBER 19TH

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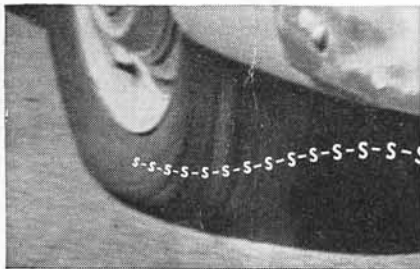
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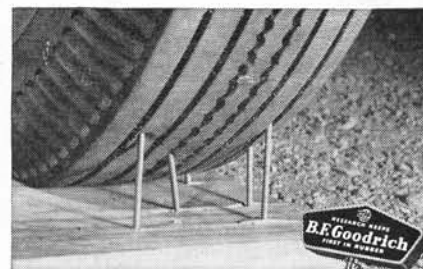
Before deciding you can't afford LIFE-SAVERS, read what they do, and get the price for your size from your BFG retailer or car dealer. Ask about convenient terms. After all, it's *your* life—perhaps your family's.



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RACE OFFICIALS

The "Hoosier Hundred," Indiana State Fair Grounds, Sept. 19, 1953

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Col. A. W. Herrington	Chairman, AAA Contest Board
James H. Lamb	Secretary, AAA Contest Board
Harry McQuinn	Chief Steward
Wilbur Shaw	Referee
Harlan Fengler	Steward
William Powell	Chairman, Technical Committee
Bill Vandewater	Chief Starter
Christy Zwaagstra	Director, Timing and Scoring
Dr. C. B. Bohner	Medical Director
Jesse M. Devault	Superintendent of Grounds
Clarence Cagle	Director, Emergency Equipment
Albert W. Bloemker	Publicity Director
Tom Carnegie	} P-A Announcers
Sid Collins	
Charles Brockman	
Anton Hulman, Jr.	Honorary Referee
T. E. (Pop) Myers	Honorary Steward
Charlie Stuart	Honorary Starter

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ORDER OF THE DAY

9:00 a. m.—Gates Open to Public	2:35 p. m.—Band Concert
12:00 m. —Track Open for Practice	2:50 p. m.—Drivers' Meeting
12:30 p. m.—Start of Time Trials	2:55 p. m.—The Star-Spangled Banner
2:30 p. m.—End of Time Trials	2:58 p. m.—The Pace Lap
3:00 p. m.—The Flying Start	

★ ★ ★

Today's race is open to AAA drivers in cars entered officially prior to midnight of September 9. As at the Indianapolis Motor Speedway, non-supercharged engines are limited to a maximum piston displacement of 274.59 cubic inches and supercharged engines may not exceed 183.06 cubic inches.

In case rain prevents the race as scheduled today, it will be run next Saturday, September 26, with the order of the day unchanged.

If conditions make it necessary to halt the race at any time after the leader has completed 50 laps, it will be regarded as a complete race. Prize money will be paid on the basis of the standing at that time and championship points will be awarded according to the number of laps completed.

★ ★ ★

The pace car used for the "flying start" is a customized V-8 Studebaker Commander provided by Charlie Stuart, Inc.

★ ★ ★

The two bands providing music prior to the race are the Central High School Band from Muncie, Ind., under the direction of Don Parlette, and the Indianapolis Concert Band under the direction of William Schumacher. The 75-piece Muncie unit, with six baton twirlers and color guard, won the high school band contest at the 1953 Indiana State Fair.

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THE "HOOSIER HUNDRED"

With the running of the "Hoosier Hundred" today, championship dirt track automobile racing returns to the Indiana State Fair Grounds for the first time since 1946.

Heeding the pleas of many thousands of speed fans, members of the Indiana State Fair Board authorized the expenditure of approximately \$17,500 this summer to pave the way for the resumption of automobile racing by making the track the safest dirt course on the AAA championship circuit. Improvements included a steel hub rail around the inside of the track and on the outside of both turns, a concrete retaining wall on the outside of the main straight-away and four sets of electrically operated signal lights for the drivers.

Thirty tons of calcium and thousands of gallons of water have been used to eliminate the hazard of excessive dust.

Prize money for today's race will

amount to 40 per cent of the gate receipts after the payment of federal tax and officials anticipate a payoff of almost \$20,000 to the participating drivers. The winner will receive approximately \$5,000 and all other qualifiers will share in the distribution of prizes to a lesser degree according to their position in the final standing.

Lap prizes totalling \$1,000 also will be at stake, \$10 to the leader at the end of each trip around the one-mile course; as well as \$1,010 from the Champion Spark Plug Co., of Toledo, O., and \$1,000 from the Firestone Tire & Rubber Co., of Akron, O.

Additional awards include a challenge trophy offered by the Indiana State Fair Board to the first driver to win the "Hoosier Hundred" twice; and two beautiful watches offered by Roger G. Wolcott of the race committee. One will go to the fastest qualifier and the other to the winner of the race.

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Current 1953 AAA Championship Point Standing

Sam Hanks	1279.5	Jimmy Reece	185.8
Jack McGrath	1220	Jim Rathmann	169.5
Bill Vukovich	1000	Walt Faulkner	158.4
Art Cross	800	Eddie Johnson	130.5
Paul Russo	765	Bob Scott	128
Chuck Stevenson	705	Eddie Russo	100.2
Manuel Ayulo	670	Duke Nalon	100
Don Freeland	550	Bill Holland	100
Rodger Ward	490.2	Tommy Hinnershitz	81.6
Jimmy Bryan	401.4	Allen Heath	81.6
Ernie McCoy	401	Potsy Goacher	62
Jimmy Daywalt	400	Bob Sweikert	50
Freddie Agabashian	315	Gene Hartley	44.8
Tony Bettenhausen	315	Chuck Weyant	30
Cal Niday	310.4	Buzz Barton	20
Jimmy Davies	300	Danny Oakes	20
Johnnie Parsons	295.5	Bill Homeier	14.5
Duane Carter	238.6	Vic Carter	5.5
Jerry Holt	220	Duke Dinsmore	5.1
Mike Nazaruk	205		
Andy Linden	195.3		

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Point System Used for AAA Championship Racing

Length of race	Position at Finish											
	1	2	3	4	5	6	7	8	9	10	11	12
500 miles	1,000	800	700	600	500	400	300	250	200	150	100	50
300 miles	600	480	420	360	300	240	180	150	120	90	60	30
250 miles	500	400	350	300	250	200	150	125	100	75	50	25
200 miles	400	320	280	240	200	160	120	100	80	60	40	20
150 miles	300	240	210	180	150	120	90	75	60	45	30	15
100 miles	200	160	140	120	100	80	60	50	40	30	20	10

SPECIAL NOTE: In the case of relief drivers, all championship points earned by any combination of drivers in a single car are divided according to the number of miles driven by each driver.

THE FLAG SIGNALS

Green flag or light—Starting signal; and indicates clear course.

Yellow flag or light—Drive with caution and maintain position.

Red flag or light—Stop, the race is halted.

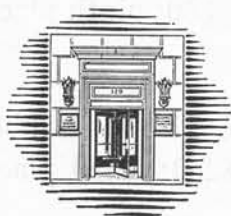
Black flag—Stop for consultation.

Blue and orange flag—Faster car is attempting to pass you.

White flag—You are starting your last lap.

Checkered flag—You are finished.

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LAP PRIZE DONORS

Following the pattern established by the Indianapolis Motor Speedway with the creation of the first Lap Prize Fund in 1921, special cash awards will be paid to the leader on each lap of today's race.

Hoosier firms and individual sportsmen have contributed a total of \$1,000 to this fund and each of the 100 trips around the one-mile course will be worth \$10 to the driver setting the pace. The complete list of lap prize donors follows:

Ansted-Rotary Corporation

Anton Hulman, Jr.

Consolidated Finance Corp.

Edmund C. Walsh, III

Hamilton-Harris & Co.

H. D. Towsley Co., Inc.

Karl F. Johnson

Kennedy Tank & Mfg. Co.

Laboratory Equipment Corp.

L. S. Ayres & Co.

Merchants National Bank

Metal Auto Parts, Inc.

Monarch Buick Company

Moran Electric Service, Inc.

Mouldings, Inc.

R. S. Norwood

Roger G. Wolcott

Russell L. White

S. A. Silbermann

Stokely-Van Camp, Inc.

United Laundries, Inc.

William A. Atkins

W. J. Holliday & Co.

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Accessory prizes posted by the Champion Spark Plug Company of Toledo, Ohio, on the basis of \$1 for each championship point earned in today's race, amount to \$1,010 to be distributed as follows: First place, \$200; second place, \$160; third place, \$140; fourth place, \$120; fifth place, \$100; sixth place, \$80; seventh place, \$60; eighth place, \$50; ninth place, \$40; tenth place, \$30; eleventh place, \$20; twelfth place, \$10.

Additional cash awards totalling \$1,000 will be paid by the Firestone Tire & Rubber Company of Akron, Ohio, as follows: First place, \$350; second place, \$250; third place, \$200; fourth place, \$100; and fifth place, \$100.

These special awards, totalling \$3,010, are in addition to the official purse which will amount to 40 per cent of all gate receipts after the deduction of federal tax.

SAM HANKS - - - CAR NO. 3

Bardahl Special

After 17 years of experience on the race courses of the United States, Sam Hanks is within striking distance of his first AAA National driving championship.

The 39-year-old veteran from Burbank, Cal., broke into racing on the Pacific Coast in 1936 and won the California midget title the following year. He has captured many other championships since that time, including the National midget crowns in 1941 and 1949, but the "big one" always escaped him.

He drove in his first "500" at the Indianapolis Motor Speedway in 1940 and has been in the starting lineup on eight occasions. He took third place in the 1952 International Classic, without relief, and also placed third this year with some help from

Duane Carter, when the intense heat forced many of the veterans to ask for relief.

Hanks won the 100-mile race at the Illinois State Fair last month, finished second in a similar event at the same track on June 21, won the Labor Day race at Du Quoin, Ill., and also placed "in the money" in championship events at Milwaukee on June 7, at Detroit on July 4, and Syracuse last Saturday. Mechanical trouble forced him out of the 200-mile race at Milwaukee.

Hanks is six feet tall, weighs 160 pounds and makes his home in Burbank, Cal., with his wife, Alice.

The Bardahl Special he will drive today is owned by Ed Walsh of St. Louis, Mo. Harry Stephens of Indianapolis is the mechanic.

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JOHN JAMES McGRATH - - - CAR NO. 5

Hinkle Special

For the fourth straight season, Jack McGrath again is headed for high ranking in the final AAA championship standing this year.

This veteran from South Pasadena, Cal., started his racing career in 1946, driving midgets and sprint cars. He made his first appearance in the "500" at the Indianapolis Motor Speedway two years later and has participated in all of the last six International Classics.

Mechanical trouble forced him out of his first two Indianapolis events early. He placed 14th in 1950, however. With some help from Relief Driver Manuel Ayulo in 1951, because of leg cramps, McGrath took third place. Then he drove to 11th place in 1952 and fifth place in 1953, without relief.

He finished ninth in the AAA National

standing in 1950, fourth in 1951 and fifth in 1952, collecting points in eight championship races during the latter campaign.

On June 7 of this year, McGrath set a new record to win the Milwaukee 100-miler and also placed fourth at Springfield two weeks later. In the second Springfield race, on August 22, a broken wheel ended his drive toward first place, but he placed fourth again in the 200-miler at Milwaukee on August 30 and also earned championship points at Du Quoin and Syracuse.

McGrath is 33 years old, six feet tall and weighs 165 pounds. He and his wife, Lois, make their home in South Pasadena, Cal., with their 11-year-old daughter, Carolyn.

His car for the "Hoosier 100" is the same one he drove in the "500." It is owned by Jack B. Hinkle and the mechanic is Jack Beckley.

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PAUL F. RUSSO - - - CAR NO. 7

Federal Engineering Special

With 21 years of dirt track racing experience behind him, Paul Russo has high hopes this season of improving on the seventh place National AAA ranking he gained a year ago.

After breaking a crank shaft in practice and missing the 1952 500-mile event, he finished sixth or better in seven of his nine appearances in dirt track championship races during the remainder of the campaign for a total of 1,060 points. He drove the Lutes Special in three of the nine events and the famous Belanger "99" in the other six.

Last May, when magneto failure forced him out of the Indianapolis Classic, he relieved Freddie Agabashian in the Grancor Elgin Piston Pin Special and finished fourth.

He also earned points this summer in both Milwaukee races and the Springfield event of August 22, making his best showing by placing third in the Milwaukee "200."

Russo has been racing since 1932 and has been a consistent AAA performer since 1935. His Indianapolis record, beginning in 1940, shows that he finished among the first 10 on three occasions and figured in spectacular accidents twice.

He is 39 years old, five feet, seven inches tall and weighs 190 pounds. His home is at Hammond, Ind., with his wife, Leona, and their 17-year-old daughter.

In the "Hoosier 100" he will drive the Federal Engineering Special No. 7 entered by Russ Snowberger of Detroit, Mich.

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JAMES R. DAVIES - - - CAR NO. 9

Pat Clancy Special

Back from two years of service with the United States Army, including 12 months as a platoon sergeant with the 25th Infantry division in Korea, Jimmy Davies has resumed the racing career he started in 1945.

He has been competing in AAA events since 1948 and his earlier accomplishments include victories in the 100-mile races at Del Mar, Cal., and Phoenix, Ariz., in 1949 and 1950, respectively.

Davies also raced at Indianapolis for the first time in 1950 and finished in 17th place. Mechanical failure ended his chances after 110 laps in 1951 and he missed the 1952 event while in service. This year he was scheduled to drive the Belanger Special No. 99 in the "500," but he

couldn't run fast enough to qualify and changed to the Clancy Special on the last afternoon of time trials, earning a starting position in the last row. It was Clancy, incidentally, who had given him his first chance at Indianapolis in 1950.

Davies finished the "500" in 10th place and has been driving the same car on the dirt since that time. He finished eighth in the Milwaukee race on June 7, fifth at Du Quoin on Labor Day and was running among the leaders at Springfield on August 22 when mechanical trouble ended his chances.

He is unmarried, 28 years old, five feet, 11 inches tall and weighs 170 pounds. His home is at Van Nuys, Cal.

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DUANE C. CARTER - - - CAR NO. 10

Lindsey Hopkins Special

One of the most experienced drivers on the AAA championship circuit this year is Duane Carter, who has been racing since 1932.

For six straight years he has earned a starting position in the Indianapolis "500," making his best showing when he finished fourth last season. He also placed fourth in the final AAA drivers' standing for 1952 and has won numerous honors in sprint car circles, including the 1950 midwest title.

When his Miracle Power Special was forced out of the "500" this year, because of magneto trouble, he drove relief for Sam Hanks and finished the Bardahl Special in third place.

On the dirt this year he finished among the first 10 in 100-mile events at Milwaukee and Detroit, setting the pace at Detroit until

his car began to show the effects of the terrific strain imposed by the unusually rough track.

After entering the "Hoosier 100," however, he was burned during a fire in the pits at the 200-mile Milwaukee race on August 30 and may be unable to compete here.

Although Carter has lived in California most of his life, he and his wife, Arza, now make their home in Speedway City with their two young sons, Dana and Duane, Jr.

During World War II he served in Europe as field service representative of the Packard Aircraft Division for Rolls Royce engines.

His car for the "Hoosier 100" is the Lindsey Hopkins Special No. 10, relinquished by Henry Banks after this year's Indianapolis Classic.

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CALVIN LEE NIDAY - - - CAR NO. 12

Chapman Special

Although a newcomer to AAA big car championship races this year, Cal Niday already has earned a large following among race fans.

He started racing midgets in 1938 and campaigned successfully in Australia during 1948 and 1949, winning the Australian midget championship both seasons. In 1952, after returning to the United States, he finished second to Johnny Tolan in the AAA National midget standing and also enjoyed considerable success in sprint car events.

Despite the loss of his left leg in a motorcycle accident while a senior in high school, he passed his driver's test at the Indianapolis Motor Speedway this spring and qualified two cars. After his Storey-Ricketts Special had been ousted from the starting field by faster qualifiers, Niday

averaged 136.096 miles an hour to regain a starting position with Murrell Belanger's Miracle Power Special No. 99. Magneto failure, however, forced him out of the running after 30 laps.

He earned championship points in each of the first five events on this year's dirt track schedule.

Niday is five feet four inches tall and weighs 148 pounds. His home is at Pacoima, Cal., with his wife, Elsie, and their eight-year-old son, Gilbert.

After the withdrawal of the Miracle Power Special No. 4, which Niday was scheduled to drive today, he signed as pilot of the Chapman Special, replacing Ernie McCoy.

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JAMES E. BRYAN . . . CAR NO. 16

Springfield Welding-Clay Smith Special

After finishing sixth in the Indianapolis Classic as a rookie in 1952, Jim Bryan has been a consistent challenger for honors on the AAA dirt track circuit.

He was 15th in the final point standing that year and he also earned a starting position in the 1953 "500" with a qualifying speed of 135.506 miles an hour. Mechanical trouble kept him in the pits more than 21 minutes, but he was still running at the finish and was flagged at 183 laps in 14th position.

Since then he placed second to McGrath in the Milwaukee "100," eighth in the first Springfield race and third at Detroit. He spun into the inner rail during the second Springfield race while he was battling for first place, but went the route for tenth place in the Milwaukee 200-miler and finished seventh at Du Quoin on Labor Day.

Bryan started racing in 1948 and won the Arizona midget titles as a freshman. He applied for AAA membership two years later and began to attract attention on California tracks. He won the 1951 Ted Horn Memorial Sweepstakes at Williams Grove that year and gained a starting position at Indianapolis for the first time in 1952. He finished the campaign in third place among Eastern sprint car drivers and also earned No. 4 ranking in the National midget standing.

He is 26 years old, weighs 194 pounds and tops the six-foot mark by a full inch. His home is at Phoenix, Ariz., and he is unmarried.

The car he will drive today is the Springfield Welding-Clay Smith Special No. 16, which Art Cross drove to second place in this year's "500."

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COMMERCIAL BUILDINGS A SPECIALTY

JOHN WOODROW PARSONS - - CAR NO. 21

Belond Equa-Flow Exhaust Special

Among all race drivers active during the current campaign, Johnnie Parsons stands at the head of the list, according to statistics compiled by AAA officials.

He is the only active driver with the distinction of having won both the Indianapolis "500" and the National driving title. Prior to the start of the present season he had earned 5,655 championship points for the lead in that department and had collected an average of better than \$25,000 a year in prize money during five seasons of AAA big car competition.

Johnnie started racing in 1940 and broke into AAA ranks as a midget driver in 1947. He won the AAA Midwest midget championship in 1948 after passing his driver's test at Indianapolis but failing to qualify for the "500." He won the National AAA

driver's championship in 1949, placing second at Indianapolis, and led the field home in the rain-shortened "500" of 1950. He failed to finish in 1951, but took 10th place in 1952. After qualifying at 137.667 miles an hour for this year's event, an oil leak ended his chances.

In the dirt track events this summer he finished fourth at Springfield on August 22 and third at Du Quoin on Labor Day.

Johnnie is 35 years old, five feet ten inches tall and weighs 163 pounds. He and his wife, Lila June, are the parents of a one-year-old daughter and they make their home at Sherman Oaks, Cal.

In the "Hoosier 100" he will drive a new Belond Equa-Flow Exhaust Special owned by J. S. Belond of Culver City, Cal.

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WALTER FAULKNER - - - CAR NO. 23

Auto Shippers Special

The "Little Dynamo," Walt Faulkner, is well known in racing circles because of his sensational performances in time trials for the annual 500-mile Classic.

On his first trip to Indianapolis in 1950, Walt set a track record of 134.343 miles an hour. The following year he raised the mark to 136.872 and he qualified even faster last May at 137.117, although he failed to equal the 1952 record of Chet Miller.

As a freshman at Indianapolis, Walt finished seventh and also was runner-up to Henry Banks that year for the National driving championship. Since then, mechanical trouble has made it impossible for him to go the full distance. He went out after 123 laps in 1951 and was flagged in 17th place last May after losing 25 minutes in the pits because of a magneto failure.

Walt has been racing midgets since 1938, but it was 1949 before he made his first start in an AAA event. In 1952 he drove a Lincoln to third place in the Mexican road race.

Walt is five feet four inches tall and weighs only 128 pounds—the smallest driver on the championship circuit. His wife's name is Mary and they live with their two daughters at Long Beach, Cal.

He made his best showing on the dirt this year by placing sixth at Du Quoin on Labor Day. He also finished ninth in the Springfield race on June 21. As a relief driver for Tommy Hinnershitz, he placed ninth at Milwaukee on August 30.

The Auto Shippers Special No. 23, which Walt is slated to drive in the "Hoosier 100," is owned by Eugene Casaroll of Detroit, Mich.

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INDIANAPOLIS 7

METAL FABRICATORS FOR INDUSTRY AND BUILDING CONSTRUCTION

EDWARD F. JOHNSON - - - CAR NO. 27

Lutes Special

Although crowded out of the starting line-up by faster cars on the final afternoon of time trials at the Indianapolis Motor Speedway last May, Eddie Johnson saw more action on race day than some of the drivers who experienced early mechanical trouble.

He relieved Jim Rathman as pilot of the Travelon Trailer Special after 113 laps and brought the car home in seventh place at an average speed of 124.072 miles an hour. It was Eddie's second appearance in the "500." The previous year he had finished in 16th place at the wheel of the Central Excavating Special.

Johnson started racing in midget events

on the Pacific Coast in 1941 and became an AAA driver after World War II when racing was resumed at Gilmore Stadium in Los Angeles. He is well known on midget tracks and has been driving big cars for three years.

He was born in Richmond, Va., and now lives in Cuyahoga Falls, O., with his wife, Shirley, and their two children. He is 33 years old, five feet 5½ inches tall and weighs 160 pounds.

His car for the "Hoosier 100" is the Lutes Special No. 27 owned by W. J. Lutes of Detroit, Mich.

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CHARLES WILLIAM WEYANT - CAR NO. 35

L. E. Parks Special

Although a comparative newcomer to big car championship racing, Chuck Weyant is well known to midget race fans throughout the Midwest.

He has been campaigning on the midget tracks for eight years and he drove in 27 races of this type last season, earning a total of 1,048 points for 19th position in the National standing. He ran in 14 feature events on the AAA Midwest circuit, scoring his most important 1952 victory at Milwaukee.

He started his racing career in Springfield, Ill., and has been an AAA driver since

1949, when he made his first appearance at the Chicago Amphitheater.

Chuck is 30 years old, five feet, ten inches tall, weighs 172 pounds and lives near Springfield with his wife, Dorothy. He was born at St. Marys, Ohio.

He was not listed as a driver on the early entries for the "Hoosier Hundred" but was named by Car Owner L. E. Parks of Louisville, Miss., to replace Buzz Barton in the cockpit of the Parks Special No. 35.

It is the same car which Barton had at the Indianapolis Motor Speedway last May 30, and which Barton qualified for a starting position in the 100-miler at Springfield on June 21 in the good time of 35.55 seconds.

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ANDY L. LINDEN - - - CAR NO. 36

Sid Street Motors Special

Although a veteran of three 500-mile races, Andy Linden has earned the dubious distinction of being the Indianapolis Motor Speedway's "hard luck champion" for the last two years.

His Indianapolis debut was an auspicious one in 1951, when he finished fourth. The following year he attracted even more attention when he set a new qualifying record of 137.002 miles an hour on the first day of the time trials. Mechanical trouble forced him out of the race after 20 laps, however, and he ran only three laps this year before being sidelined by a broken right front radius rod. He had qualified at 136.060 miles an hour.

This summer he finished in the money in each of the first three championship events on the schedule. After entering the "Hoo-sier 100," however, he was burned during

a fire in the pits at the 200-mile Milwaukee race on August 30 and may be unable to compete here.

A Navy veteran of World War II, with an enviable record as a boxer, Linden has been racing since 1947. He won the Pacific Coast sprint car title in 1951 and was ninth in the AAA big car championship standing the same season, although he missed several late-season events because of injuries sustained in a crash during the Syracuse race. Last year he was 28th in the final standing.

Linden is 30 years old, weighs 200 pounds and is five feet eight inches tall. He lives in Los Angeles with his wife, Donna, and their six-year-old son.

Linden's car today is the Sid Street Motors Special owned by Sid Street of Kansas City, Mo.

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DONALD L. FREELAND - - - CAR NO. 38

Bob Estes Motors Special

His performance in two 100-mile dirt track events during the 1952 campaign earned Don Freeland a chance in the Indianapolis "500" last May and he stamped himself as a real "comer" by turning in the fastest qualifying time posted by any rookie, 136.867 miles an hour.

Don served in the United States Navy during World War II as a motor machinist and diesel mechanic before starting his racing career in 1946 at San Bernardino, Cal.

His first AAA race was a midget event at Los Angeles two years later and then he graduated to sprint cars before entering his first big car race on the dirt at Syracuse, N.

Y., in 1952. He also raced at Denver later in the season and earned sufficient points to be ranked 34th on the National list at the end of the campaign.

A broken steering arm forced him out of the "500" this year after 76 laps, but he placed third in the 100-mile race at Springfield on June 21, finished seventh in a similar event at the same track last month, fifth in the Milwaukee "200" on August 30, ninth at Du Quoin on Labor Day, and third at Syracuse last Saturday.

He is 28 years old, six feet tall and weighs 190 pounds. He is unmarried and lives at Redondo Beach, Cal.

Freeland's car for the "Hoosier 100" is the Bob Estes Motors Special owned by Bob Estes of Inglewood, Cal.

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INDIANA UNION MUTUAL INSURANCE COMPANY

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CHARLES T. COATS, Exec. Sec. and Mgr.

"Hoosier Hundred" Ent

Car and Driver	Qualifying Time	Starting Position	Position at Finish
3 Sam Hanks, Burbank, Cal. Bardahl Special	-----	6	-----
5 Jack McGrath, Pasadena, Cal. Hinkle Special	-----	-----	-----
7 Paul Russo, Hammond, Ind. Federal Engineering Special	-----	15	-----
9 Jimmy Davies, Glendale, Cal. Pat Clancy Special	-----	-----	-----
10 Duane Carter, Speedway City, Ind. Lindsey Hopkins Special	-----	8/10	-----
12 Cal Niday, Pacoima, Cal. Chapman Special	-----	-----	-----
16 Jimmy Bryan, Phoenix, Ariz. Springfield Welding-Clay Smith Spl.	-----	7	-----
21 Johnnie Parsons, Sherman Oaks, Cal. Belond Equa-Flow Exhaust Special	-----	5	-----
23 Walt Faulkner, Long Beach, Cal. Auto Shippers Special	-----	-----	-----
27 Ed Johnson, Cuyahoga Falls, O. Lutes Special	-----	-----	-----
35 Chuck Weyant, Springfield, Ill. L. E. Parks Special	-----	17	-----
36 Andy Linden, Los Angeles, Cal. Sid Street Motors Special	-----	4	-----
38 Don Freeland, Redondo Beach, Cal. Bob Estes Motors Special	-----	2	-----
48 Jimmy Daywalt, Wabash, Ind. Sumar Special	-----	-----	-----
49 Ray Crawford, Alhambra, Cal. Crawford Special	-----	-----	-----
51 Bob Sweikert, Hayward, Cal. Dean Van Lines Special	-----	3	-----
52 Duke Dinsmore, Dayton, O. Sarafoff Special	-----	-----	-----
55 Jerry Hoyt, Indianapolis, Ind. Zink Special	-----	-----	-----
56 Tommy Hinnershitz, Oley, Pa. Sabourin & DelRoy Special	-----	-----	-----

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ty List and Score Sheet

** First Race*

Car and Driver	Qualifying Time	Starting Position	Position at Finish
57 Driver not announced <i>Elision</i> Iddings Auto Parts Special	-----	14	-----
61 Johnny Hakel, Cedar Rapids, Iowa Shouse Motors Special	-----	-----	-----
62 Driver not announced <i>Warrior</i> Lubri Loy Special	-----	18	-----
63 Pat O'Connor, North Vernon, Ind. Lindsey Hopkins Special	-----	12	-----
65 Gene Hartley, Roanoke, Ind. Commercial Motor Freight Special	-----	13	-----
67 Otis Stine, York, Pa. Glessner Special	-----	-----	-----
68 Jimmy Reece, Oklahoma City, Okla. Wales Trucking Co., Special	-----	-----	-----
73 Mike Nazaruk, North Bellmore, N. Y. McNamara Special	-----	11	-----
78 Driver not announced Vulcan Tool Special	-----	-----	-----
79 Driver not announced <i>Rep. Baiton</i> Mel-Rae Special	-----	9	-----
81 Eddie Russo, Chicago, Ill. Central Excavating Special	-----	-----	-----
82 Johnny Roberts, Harvey, Ill. Burns Special	-----	-----	-----
88 Manuel Ayulo, Burbank, Cal. Peter Schmidt Special	96.07-	1	-----
89 Johnny Federicks, Royal Oak, Mich. Dunn Engineering Special	-----	-----	-----
92 Rodger Ward, Los Angeles, Cal. Walker Electric Special	-----	16	-----
93 Bill Homeier, Burbank, Cal. Morris Special	-----	-----	-----
95 George Wilson, Baden, Pa. Sacco Special	-----	-----	-----
98 Chuck Stevenson, Milwaukee, Wis. Agajanian Special	-----	-----	-----
99 Driver not announced Miracle Power Special	-----	-----	-----
Driver not announced Detroit Racing Equipment Special	-----	8	-----

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FINE MEAT FOODS

JAMES EDWARD DAYWALT - CAR NO. 48

Sumar Special

As the winner of the Stark & Wetzel "Rookie of the Year" trophy at the Indianapolis Motor Speedway last May 30, Jimmy Daywalt will have a host of Hoosier friends on hand to watch his performance today.

He passed his driver's test at the big oval four years ago, but never was able to win a starting position until he managed to get a ride in the Sumar Special last spring after Gene Force relinquished the car due to injuries sustained in a dirt track event. Daywalt qualified the car, which had been driven to third place the previous year by Sam Hanks, at an average speed of 135.747 miles an hour to earn a starting position on the outside of the seventh row.

He worked his way toward the front steadily, moved into the first 10 at the 400-

mile mark and finished strong for sixth place with an average speed of 124.379 miles an hour.

Jimmy has been racing since 1947, breaking into the sport at Logansport, Ind., and has been an AAA driver since 1949. He is 27 years old, five feet, nine inches tall, weighs 160 pounds and lives at Wabash, Ind., with his bride of only a few weeks, the former Carmelita Dodds.

His car for the "Hoosier Hundred" is a new Sumar Special entered by Chapman S. Root of Terre Haute, Ind. During the car's first appearance on the AAA championship circuit at Du Quoin, Ill., September 7, it was hit by another car which had gone out of control; but Daywalt escaped injury and the damage to the car was not great.

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"COMPLIMENTS OF A KIWANIAN"

RAY CRAWFORD - - - CAR NO. 49

Crawford Special

Although he devotes most of his time to the operation of supermarkets in California, Ray Crawford has been racing since his return from service with the Air Corps in World War II.

As a P-38 pilot, he shot down seven enemy planes over Africa and also served as a test pilot for jet planes. He started racing as an AAA driver in midget events at Culver City, Cal., in 1947 and drove in two of the Mexican road races, placing eighth in 1951 but failing to finish because of mechanical trouble in the other event.

He came to the Indianapolis Motor Speedway for the first time last May as owner-driver of a new car and completed the 100-mile driver's test. He failed to win the approval of the committee in charge of

the tests, however, and was urged to get additional experience in championship cars on dirt tracks before making another effort to win a "500" starting position in 1954.

Bill Holland then qualified the Crawford Special by turning in the second fastest average speed posted during the time trials, 137.868 miles an hour. Magneto failure eliminated the car with only 23 laps to go.

Crawford is 37 years old, five feet, nine inches tall and weighs 170 pounds. He and his wife, Marion, live at Alhambra, Cal., with their two sons. In the "Hoosier Hundred" he'll drive the same Crawford Special he had at the Indianapolis Motor Speedway last May.

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ROBERT CHARLES SWEIKERT - CAR NO. 51

Dean Van Lines Special

One of the outstanding contenders for the Midwest sprint car championship this year is Bob Sweikert, and thousands of fans have seen him in action on Indiana tracks since the "500."

He has been racing since 1947, getting his start on the Pacific Coast in roadster and midget events. Since 1950 he has campaigned under the AAA banner and he is a veteran of two International events at the Indianapolis Motor Speedway.

He passed his driver's test in 1950, but failed to qualify. The following year he was crowded out of the starting lineup by faster cars and he also was "bumped" in 1952 but managed to regain a starting position in another car. Transmission trouble

forced him to the sidelines after 77 laps that year, but he qualified easily last May at 136.872 and completed 151 laps before a broken radius rod ended his chances.

Last Saturday, at Syracuse, he was leading the field until involved in a four-car accident on the 71st lap.

Sweikert is 27 years old, six feet tall and weighs 175 pounds. He lives in Los Angeles, Cal., with his wife, Dolores, and her two children. He also has a three-year-old daughter by a previous marriage.

His car for the "Hoosier 100" is the same Dean Van Lines Special No. 51 which he drove in the "500" this year. It is owned by A. E. Dean of Los Angeles.

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CARLISLE J. DINSMORE - - - CAR NO. 52

Sarafoff Special

One of the real veterans of dirt track competition is Duke Dinsmore, who started his racing career in 1930 at San Diego, Cal. His first AAA race was in 1935, also in California, and he has been a familiar figure at the Indianapolis Motor Speedway since World War II.

He made his best showing in the "500" in 1947, when he placed tenth. He completed 174 laps in 1949, but never was able to go beyond the half-way mark in his other starts on the two-and-a-half-mile oval.

Duke's most successful season on dirt tracks was in 1950. He won the 100-mile race at Sacramento that year and also earned championship points in eight other

events for a total of 1,017 and sixth place in the National standing.

This year his only championship points to date were earned in the July 4 race at Detroit.

He served in the Air Corps during World War II and is interested in planes and motorcycles, as well as race cars. Although born in Williamstown, W. Va., he makes his home in Dayton, O., with his wife, Jo, and their five children. Duke is 40 years old, five feet ten inches tall and weighs 175 pounds.

His car for the "Hoosier 100" is the Sarafoff Special owned by Tom Sarafoff of Terre Haute, Ind.

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"THE DOORWAY TO HOOSIER HOSPITALITY"

GERALD FREDERICK HOYT - - CAR NO. 55

Zink Special

After serving with the United States Army of Occupation in Germany last year, Jerry Hoyt again is adding to his laurels on the AAA big car championship circuit as well as in sprint events.

Although only 24 years old, Jerry has been driving race cars for six years and has been competing in AAA events ever since his 21st birthday in 1950. He drove the Morris Special in the "500" that year, failed to qualify in 1951, missed the 1952 Classic because of his Army service, but gained a position in the starting field last May by qualifying at 135.731 miles an hour.

After being forced out by mechanical trouble, he got away to a good start on dirt by placing third at Milwaukee on June 7, but was injured in a crash at Springfield two weeks later. He resumed racing last

month, escaped injury in another crash at Milwaukee on August 30 and placed sixth at Syracuse last Saturday.

He has been interested in automobiles and racing all of his life. His father formerly drove midget cars and Jerry acted as mascot for the Lucky Teeter thrill show when he was only 12 years old. His first actual race was in a midget event at Rushville, Ind., and he made his AAA debut at Salem, Ind., before coming to the Indianapolis Motor Speedway.

Jerry, a former Tech high school student, is unmarried and lives with his mother in Indianapolis. He weighs 180 pounds and tops the six-foot mark by a full inch.

His car for the "Hoosier 100" is the Zink Special owned by John Zink of Tulsa, Okla.

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TOMMY HINNERSHITZ . . . CAR NO. 56

Sabourin & DelRoy Special

With 22 years of dirt track racing experience, Tommy Hinnershitz is one of the real veterans entered in the "Hoosier 100."

He started racing in 1931 and is one of the few drivers, still active, whose record at the Indianapolis Motor Speedway dates back to the period prior to World War II. Mechanical trouble forced him out of the 1940 "500," but he finished among the first ten in 1941 and again in 1948.

Since that time he has devoted most of his attention to AAA sprint car programs on Eastern tracks. For the last four years, without interruption, he has won the Eastern sprint title and is leading that circuit again this season.

As an indication of his superiority in the

sprints, the official AAA record for 1952 shows that he won exactly half of the 22 races in which he participated and also placed second or third in six others.

In big car championship races on the dirt this summer, he already has scored points in both of the Springfield 100-milers and the Milwaukee "200."

Hinnershitz is 42 years old, weighs 185 pounds and is five feet seven inches tall. He and his wife live on their farm near Oley, Pa., with their two daughters, Jean and Carol.

His car for the "Hoosier 100" is owned by Dr. R. N. Sabourin of Flushing, N. Y., and Frankie DelRoy of East Paterson, N. J.

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PATRICK J. O'CONNOR - - - CAR NO. 63

Lindsey Hopkins Special

One of the outstanding contenders for the Midwest sprint car championship this season is Pat O'Connor, who is eligible to drive either rear-drive or front-drive cars at the Indianapolis Motor Speedway despite the fact he never has earned a starting position in the "500."

He passed his driver's test in the Slick front-drive car last spring and then shifted to the Brown rear-drive, qualifying at 134.-363 miles an hour. Faster cars knocked him out of the starting lineup, however, and his attempt to regain one of the 33 positions in the Stanko Special was unsuccessful.

Pat is well known to Hoosier race fans, especially in the Indianapolis area, where he attended Ben Davis high school. He started racing in 1948 and has been com-

peting in AAA events since 1951, when he made his debut at the Winchester track and drove to third place. He was far behind the leaders in the final point standing for that season, but drove consistently throughout the 1952 campaign for No. 3 ranking in the Midwest.

He has earned recognition as one of the favorites this year at Salem, Terre Haute and Winchester in Indiana as well as at Dayton, Ohio.

Pat is unmarried, 24 years old, five feet 10 inches tall and weighs 145 pounds. He lives at North Vernon, Indiana.

In the "Hoosier Hundred" he'll drive the Lindsey Hopkins Special No. 63 originally assigned to Danny Oakes of Beverly Hills, Cal.

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LESLIE E. HARTLEY - - - CAR NO. 65

Commercial Motor Freight Special

Following in the footsteps of his father, Ted, who drove race cars for 27 years, Gene Hartley is one of the prominent Hoosier-born pilots participating in midget and big car competition this season.

Gene's first race was at the Sixteenth Street Midget Speedway in Indianapolis during the summer of 1947 and he made his AAA debut at the Chicago Amphitheater in 1950. He also drove in the Indianapolis 500-mile Classic for the first time the same year and has been in the starting lineup on two subsequent occasions, but never has finished the long grind.

Last May, after hitting the wall in his Federal Engineering Special, he got back into the race as a relief driver in the Aga-

janian Special No. 98 and had only four laps to go when the front axle broke.

He won the Midwest sprint car championship in 1949, but his racing activity was curtailed by severe burns sustained in an accident while leading a race at Toledo, Ohio, during the 1951 season. He resumed competition last year, however, and was ranked 36th and 29th, respectively, in the National big car and midget point standings.

Gene is 26 years old, five feet, ten inches tall, weighs 165 pounds and lives at Roanoke, Ind., with his wife, Carolyn and their two-year-old son.

His car for the "Hoosier Hundred" is the Commercial Motor Freight Special No. 65.

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JAMES G. REECE - - - CAR NO. 68

Wales Trucking Co. Special

The championship trail this summer has been a little "rougher" for Jimmy Reece than it was a year ago, when he collected points in eight of the 10 title events he entered to gain ninth position on the final National ranking list.

So far in the current campaign, however, after missing the "500" on May 30, he has finished in the money three times—twice at Milwaukee and once at Springfield, Ill. His best showing was seventh place in the Milwaukee 200-miler on August 30.

Reese started his racing career in 1948 on a midget track at Albuquerque, N. M., and ran in his first AAA event the same season at Oklahoma City. After 15 months

of active duty with the Air Corps, he made his debut at the Indianapolis Motor Speedway with the John Zink Special in 1952 and drove it to seventh place at an average of 123.312 miles an hour. This year he was assigned to the Springfield Welding Clay Smith Special, but was unable to obtain satisfactory speed in practice and relinquished the car to Art Cross.

He is 23 years old, unmarried, five feet, nine inches tall and weighs 175 pounds. His home is at Oklahoma City, Okla., and his car for the "Hoosier 100" is the Wales Trucking Co. Special No. 68 owned by Pete Wales of Dayton, Ohio.

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MIKE NAZARUK . . . CAR NO. 73

McNamara Special

As a rookie at the Indianapolis Motor Speedway in 1951, Mike Nazaruk surprised the entire racing fraternity by finishing second to Lee Wallard.

Since then, his racing luck at the "500" has been all bad. He was crowded out of the starting lineup in 1952 by faster qualifiers, and a broken drive shaft ended his chances this year after magneto trouble had forced him far behind the leaders.

He has enjoyed much more success on the dirt. Last year he won the pole position in two 100-mile races, setting a world record of 33.83 seconds for a one-mile dirt track at Springfield, Ill. He won the 1952 100-miler at Detroit, placed second at Syracuse as well as at San Jose and also picked up a

few championship points at Denver to gain 13th place in the National standing.

His best showing so far this year was made at Syracuse last Saturday, when he finished second. He also placed sixth at Detroit on July 4 and earned points at Milwaukee on June 7.

Nazaruk started racing in 1946 as a driver of midget cars and has been campaigning on the AAA midget and big car circuits since 1950.

He is married, 31 years old, five feet eight inches tall and weighs 150 pounds. His wife and five-year-old daughter both are named Marie and they live at North Bellmore, N. Y.

In the "Hoosier 100", Mike will drive the McNamara Special No. 73, owned by Lee Elkins of Kalamazoo, Mich.

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W. HENRY ROBERTS

EDDIE RUSSO - - - CAR NO. 81

Central Excavating Special

As the son of a prominent race driver well known to Indianapolis Motor Speedway fans 20 years ago, Eddie Russo is gaining fame in his own right on the AAA championship circuit this year.

Eddie is the son of Joe Russo, who drove in four consecutive 500-mile Classics, beginning in 1931, making his best showing with a fifth-place finish at the wheel of a Deussenberg Special in 1934. Eddie also is the nephew of Paul Russo, who is entered in today's race as driver of the Federal Engineering Special No. 7.

Eddie began his racing career in 1946, after returning home from World War II, in which he served as a Marine sergeant with the United States forces during the conquest of Guadalcanal. His first race was

in a midget event at the Akron Rubber Bowl and he began campaigning under AAA sanction in 1947. He holds most of the midget records at Kansas City.

He drove on the AAA big car championship circuit for the first time last year and has earned championship points in three events this summer.

Eddie is 27 years old, five feet, nine inches tall, weighs 187 pounds and lives at Chicago with his wife, Helen, and their daughter.

His car for the "Hoosier Hundred" is the Central Excavating Special No. 81. Injuries sustained last Saturday at Syracuse, N. Y., however, probably will prevent him from driving here today even if the car is repaired in time for the race.

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JOHN ROBERTS - - - CAR NO. 82

Burns Special

One of the newcomers to AAA big-car competition on dirt tracks this year is Johnny Roberts, whose experience has been limited chiefly to midget races.

Before serving three and a half years with the United States Navy during World War II, Johnny attended a school for race drivers and eventually got his first chance in a midget at Chicago's Raceway Park. He broke into AAA ranks in a midget race on the indoor track at Toledo, Ohio, during the winter of 1950-51 and has been active on midwest midget tracks since that time.

One of his victories last year was scored at Kokomo, Ind., and he finished the season

with a total of 340 points for 13 AAA midget events.

He is one of the few drivers in today's event without previous experience here at the Indianapolis Motor Speedway. He has hopes of participating in next year's "500," however, and a good showing today probably would help him get a car in which to take his driver's test next May.

Roberts was born at Chicago and now lives at Harvey, Ill., with his wife, Jeannette, and their six-year-old daughter. Johnny is 37 years old, five feet, eight inches tall and weighs 172 pounds.

He'll get his chance in the "Hoosier 100" as driver of car No. 82, owned by William P. Burns of Chicago.

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MANUEL AYULO - - - CAR NO. 88

Peter Schmidt Special

Ever since his dramatic debut at the Indianapolis Motor Speedway in 1949, Manuel Ayulo has been a consistent performer on the championship circuit.

He started his racing career in California, immediately after World War II, and advanced to AAA competition a year later.

On his first trip to Indianapolis, it appeared as if he would not have time to get his Sheffler Special on the track in time to make a qualifying attempt. But he made it, with two seconds to spare, and earned a starting position to bring the trials to a thrilling climax.

In 1951, Ayulo again played a dramatic role when Jack McGrath required unexpected relief because of a sudden leg cramp. Ayulo jumped into the cockpit of McGrath's Hinkle Special and drove it to third place. Last May he was forced to the

sidelines on the 184th lap by a broken oil tank after working his way to fifth place.

He was ranked eighth in the 1951 championship standing and 19th last year.

On the dirt this year he was one of the front runners at Milwaukee as well as at Springfield. In the June 7 Milwaukee event, he was in third place when mechanical trouble forced him to the pit. At Springfield on August 22, he finished second to Sam Hanks after leading much of the way. Manuel also placed second in the Milwaukee 200-miler on August 30 and second at Du Quoin on Labor Day.

Ayulo is 31 years old, five feet 7½ inches tall and weighs 150 pounds. He and his wife, Charlene, live at Burbank, Cal., with their three-year-old daughter.

His car for the "Hoosier 100" is the Peter Schmidt Special No. 88 owned by Peter Schmidt of St. Louis, Mo.

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JOHN EUGENE FEDERICKS - - - CAR NO. 89

Dunn Engineering Special

Although he never has participated in a 500-mile race, Johnny Federicks comes to the "Hoosier 100" with considerable experience in midget events and road races.

He started his racing career at the Motor Bay Speedway in 1949 and now is engaged in his fourth straight season of AAA competition.

In 1952 he collected 956 points in midget races on the midwest circuit and earned ranking in No. 37 position among the 153 point winners listed in the National midget standing at the end of the campaign. He also drove in each of the first two spectac-

ular Mexican road races against some of the world's outstanding drivers.

His record earned him a chance in the 500-mile classic at the Indianapolis Motor Speedway for the first time this year as the pilot of the Central Excavating Special and he passed the 100-mile driver's test without difficulty, although he failed to gain one of the 33 starting positions.

Johnny is 28 years old, five feet, eleven inches tall and weighs 180 pounds. He and his wife, Barbara, live at Royal Oak, Mich.

His car for the "Hoosier 100" is the Dunn Engineering Special No. 89.

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RODGER MORRIS WARD - - - CAR NO. 92

Walker Electric Special

On the basis of his dirt track record so far this season, Rodger Ward deserves ranking as one of the favorites in the "Hoosier 100."

This veteran of three 500-mile events was the early leader in the Milwaukee race on June 7, winner of the Springfield race on June 21, winner of the Detroit race on July 4 and a strong contender for first place in the Springfield race of August 22, before mechanical trouble ended his chances. He also finished sixth at Milwaukee in the 200-mile race on August 30 and seventh at Syracuse last Saturday with some help from Relief Driver Bob Scott.

He's had bad luck in all of his three starts at the Indianapolis Motor Speedway, however. Mechanical trouble knocked him out of the 1951 event early, an oil leak forced him to quit after 130 laps the following year,

and transmission failure on the 177th lap last May climaxed a discouraging series of eight pit stops.

Ward, a P-38 pilot in World War II, has been racing since 1946. His first AAA start was in a California midget race during the 1950 season and he won the National stock car championship in 1951. He finished the 1952 big car championship season in 23rd place and is headed toward a higher spot this year.

Although born in Beloit, Kan., he now lives in Los Angeles, Cal. He is unmarried, 32 years old, five feet 8½ inches tall and weighs 165 pounds.

His car for the "Hoosier 100" is the Walker Electric Special owned by M. A. Walker of Oklahoma City, Okla.

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WILLIAM E. HOMEIER - - - CAR NO. 93

Morris Special

With seven full seasons of experience on midget tracks, Bill Homeier is following the AAA big car championship circuit this season for the first time.

He started his racing career at Houston, Tex., in 1946 and has been competing under the AAA banner since 1949. Last year he earned 20th position in the final AAA National midget standing and also gained sufficient experience in sprint races to merit a chance in the 1953 Indianapolis classic.

Although he passed his driver's test without difficulty, he did not earn a starting position. Since the "500," however, he has done well in midget events and is near the

top of the current Midwest and National midget standings. He headed the list during the early part of the campaign, but was forced to relinquish the No. 1 spot to Leroy Warriner last month.

Bill also earned championship points on the big car circuit this year at Milwaukee on June 7 and at Springfield on June 21.

Although a native of Texas, he and his wife, Myrtle, now make their home in Burbank, Cal. He is 34 years old, five feet nine inches tall and weighs 172 pounds.

In the "Hoosier 100," Homeier will drive the Morris Special No. 93, owned by Dr. L. D. Morris of Mt. Carmel, Ill.

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CHARLES J. STEVENSON - - - CAR NO. 98

Agajanian Special

After getting away to a slow start this summer in defense of his National AAA driving championship, Chuck Stevenson climbed back toward the top of the current standing by winning the 200-mile event at Milwaukee on August 30.

He also finished sixth and third, respectively, in the two Springfield 100-milers earlier in the season and deserves ranking among the favorites in any event he enters.

His outstanding accomplishments on the dirt last year included victories at Milwaukee and Du Quoin in addition to a second at Denver and a third at Detroit.

As a protege of Rex Mays, who won the last 100-mile championship event held at the Indiana State Fairgrounds in 1946,

Stevenson began his racing career as a midget driver in California seven years ago. He has been running in AAA events since 1948 and his record includes three starts in the Indianapolis "500," although he never has gone the full distance.

Last winter, however, he drove a Lincoln to first place in the stock car division of the third annual Mexican road race.

Chuck is 33 years old, five feet, ten inches tall and weighs 186 pounds. His wife's name is Martha and they live at Milwaukee, Wis., with their nine-year-old son and three-year-old daughter.

In the "Hoosier 100" Stevenson will drive the Agajanian Special No. 98, owned by J. C. Agajanian of Los Angeles, Cal.

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Final 1952 National Championship Point Standing

Chuck Stevenson, Milwaukee, Wis. -----	1,440	Louis Unser, Manitou Springs, Col. -----	160
Troy Ruttman, Lynwood, Cal. -----	1,410	Bob Scott, Gardena, Cal -----	160
Sam Hanks, Glendale, Cal. -----	1,390	Al Rogers, Colorado Springs, Col. -----	140
Duane Carter, Speedway City, Ind. -----	1,250.4	Andy Linden, Los Angeles, Cal. -----	129
Jack McGrath, South Pasadena, Cal. -----	1,200	Paul Kleinschmidt, Colorado Springs, Col. -----	120
Jim Rathmann, Chicago, Ill. -----	1,070	Hugh Thomas, Engelwood, Col. -----	100
Paul Russo, Hammond, Ind. -----	1,060	Buzz Barton, Tulsa, Okla. -----	100
Bobby Ball, Phoenix, Ariz. -----	820	Walt Faulkner, Long Beach, Cal. -----	87
Jimmy Reece, Oklahoma City, Okla. -----	709.6	Fred Agabashian, Albany, Cal. -----	80
Henry Banks, Compton, Cal. -----	700	Don Freeland, Redondo, Cal. -----	80
Bill Schindler, Freeport, N. Y. -----	660	Shelby Hill, Calhan, Col. -----	80
Bill Vukovich, Fresno, Cal. -----	590	Gene Hartley, Roanoke, Ind. -----	60
Mike Nazaruk, North Bellmore, N. Y. ----	530	Charles Bryant, Colorado Springs, Col. ---	60
Art Cross, New Brunswick, N. J. -----	500	Keith Andrews, Denver, Col. -----	50
Jim Bryan, Phoenix, Ariz. -----	440	Frank Armi, Hanford, Cal. -----	50
Jim Rigsby, Lennox, Cal. -----	410	Tommy Hinnershitz, Oley, Pa. -----	40
Joe James, Van Nuys, Cal. -----	364	Art McKee, Colorado Springs, Col. -----	40
Johnnie Parsons, Van Nuys, Cal. -----	350	Johnny Mauro, Denver, Col. -----	30
Manuel Ayulo, Burbank, Cal. -----	320	Roy Prosser, Sun Valley, Cal. -----	30
Neil Carter, Royal Oak, Mich. -----	310	Danny Oakes, Los Angeles, Cal. -----	20
Cliff Griffith, Indianapolis, Ind. -----	260	Ebe Yoder, Goshen, Ind. -----	20
George Connor, Los Angeles, Cal. -----	250	Bob Sweikert, San Lorenzo, Cal. -----	20
Rodger Ward, Los Angeles, Cal. -----	240	Johnny Mantz, Monrovia, Cal. -----	20
George Hammond, Colorado Springs, Col. -	200	Gene Force, Richmond, Ind. -----	20
		Herb Bryers, Colorado Springs, Col. -----	10

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ALTERNATE DRIVERS

Drivers not assigned to cars when this program went to press—and who may attempt to qualify one of the entries or participate in the race as a relief driver—are listed on this page.

Melvin Eugene (Tony) Bettenhausen of Tinley Park, Ill., is a former AAA National Champion and a veteran of seven 500-mile races at the Indianapolis Motor Speedway. In the Labor Day 100-mile event at Du Quoin, Ill., he drove No. 99 and led the field until mechanical trouble forced him to the sidelines with approximately 30 laps to go. Last Saturday he won the 100-mile event at Syracuse, N. Y.

William (Bill) Holland of Indianapolis, winner of the 1949 500-mile race and driver of the Ray Crawford Special in the annual Classic last May 30, was among the qualifiers in the recent 200-mile event at Milwaukee, Wis., and fifth-place winner last Saturday at Syracuse, N. Y.

Robert Franklin (Bob) Scott of Los Angeles, Cal., a veteran of two 500-mile races, earned championship points this year in the Milwaukee event on June 7, the Springfield 100-miler on August 22, and the Syracuse "100" last Saturday.

Travis (Spider) Webb of Dayton, Ohio, is a veteran who has been active on Midwest dirt tracks since 1932. He won the Midwest sprint car championship in 1948 and has earned a starting position at the Indianapolis Motor Speedway on five occasions.

Ernest C. (Ernie) McCoy of Reading, Pa., was one of the outstanding rookies in this year's 500-mile race, driving the Chapman Special to eighth place.

Emmett Maurice (Buzz) Barton of Chickasha, Okla., passed his driver's test at the Indianapolis Motor Speedway in 1952. Last year he raced in four dirt track championship events and earned sufficient points to rank in 31st position nationally.

Daniel George (Danny) Oakes of Beverly Hills, Cal., has made two unsuccessful attempts to qualify for the 500-mile race. His Ferrari Special in 1952 and his Lindsey Hopkins Special this year both lacked sufficient speed to earn starting positions.

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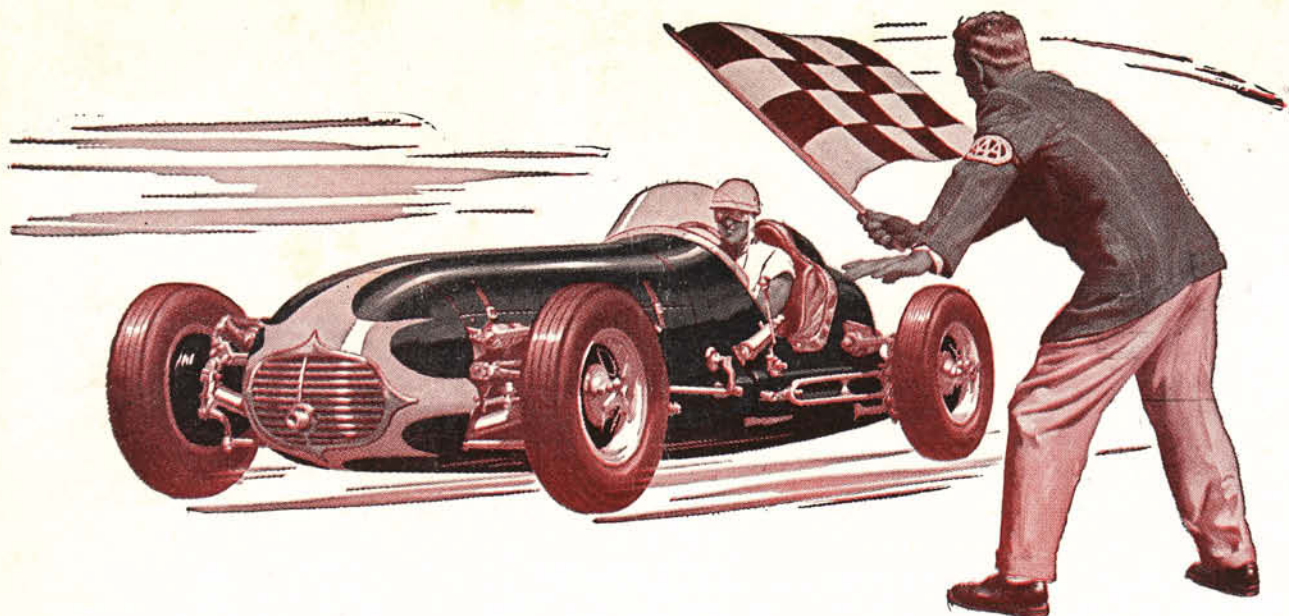
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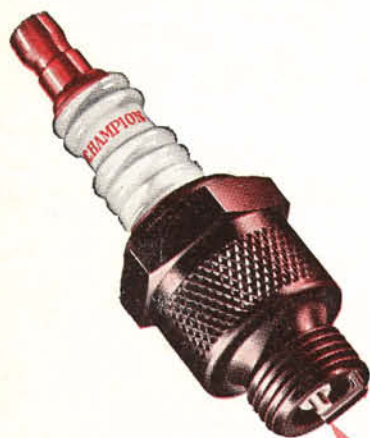
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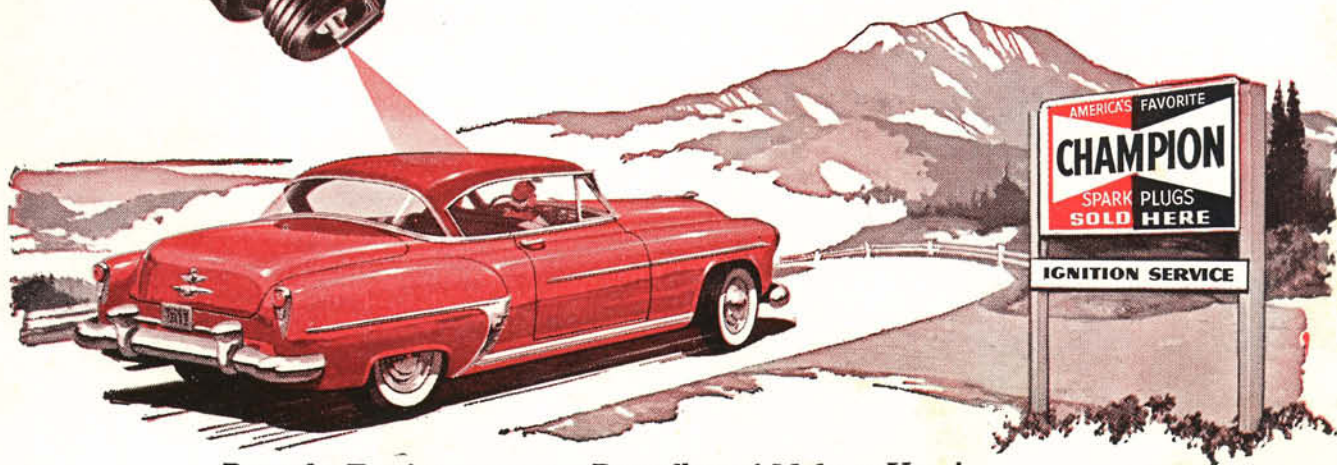


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