

Miller High Life

200

*Time Trials - Obe - Mike &
Bob D.*

200 MILE NATIONAL
CHAMPIONSHIP

LATE MODEL
STOCK
CAR RACE

*Race - Obe, Dad &
Bob D.*

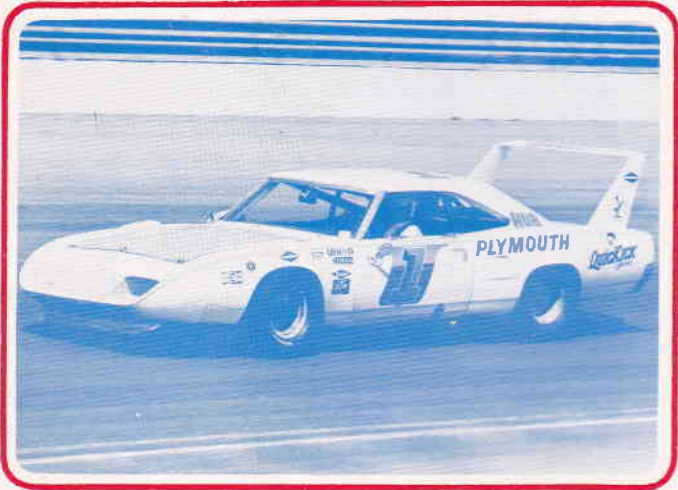
SUNDAY
JULY 9, 1972

WISCONSIN STATE
FAIR SPEEDWAY

JACK BOWSHER — 1971 WINNER



ROGER McCLUSKEY — 1970 WINNER



BOBBY UNSER — 1969 WINNER





McCarthy American

51st & Forest Home

GREMLIN • JAVELIN • AMBASSADOR • HORNET • MATADOR

Welcome to the Fifth Annual 'Miller 200'



July 9, 1972

Dear Race Fan:

From the first practice lap to the presentation of the victory trophy, the Miller 200 is a world of color, excitement, speed, drama and entertainment. We are glad you could be a part of this festive occasion.

Late model stock car racing is rapidly growing to be the most popular form of racing in the country. Today's United States Auto Club-sanctioned event ranks as one of the best.

For the fifth consecutive year the Miller Brewing Company has selected the 200-mile event to be part of its nationwide program of sponsoring first class sports events. We are honored.

Today's race marks the start of the 25th year Wisconsin Auto Racing, Inc., has been promoting late model stock car races on the Milwaukee Mile. A lot has changed from the days when the cars were driven onto the track off the street. But, one thing has not changed, the policy of offering the best possible races at the lowest possible prices.

We thank you for your loyal support in the past and renew our pledge to continue to bring you the finest in racing in the months and years to come.

Sincerely,

John Kaishian, Tom Marchese

Co-Race Directors

WISCONSIN AUTO RACING, INC.

ON THE COVER: Three previous winners of the Miller 200, Jack Bowsher (#21), Roger McCluskey (#1) and Bobby Unser (#15).

COVER DESIGN: Mike Fabiannac, 6165 S. First St., Milwaukee.

PHOTOS COURTESY OF: Armin Krueger, Paul Gohde, Gary Schmidt, Bob Lewis, Denny Bender, Jim Remington, Frank Kern, Robert Hogue, Dick Johnson, Don Hartman, Pat Unger, Tele-Pic, John Kielbowski, Jr. and the Midwest Racing News.

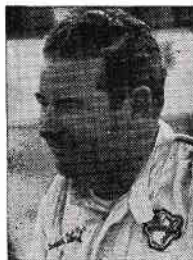
1961



Len Sutton

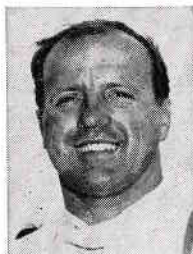
**SPEEDWAY
CARS**

1962



Rodger Ward

1963, 1969



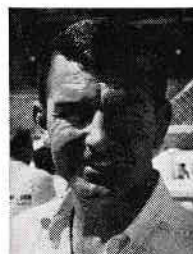
A. J. Foyt

1964



Bud Tingelstad

1965



Joe Leonard

1966



Mario Andretti

1967



Gordon Johncock

1968



Lloyd Ruby

1970, 1971



Al Unser

Miller's Racing Commitment Goes Beyond Today

It's Miller time.

For the Milwaukee stock car racing fans it means that weekend of fun, entertainment, top drivers and a 200-lap contest known as the Miller 200.

For the drivers on the United States Auto Club's late model circuit it means one of the richest events of the year. The purses for the past four Miller 200s averaged more than \$54,000.

For the Miller Brewing Company, sponsor of the Miller 200, it means the start of the 12th year of helping professional auto racing at the Wisconsin State Fair Speedway.

When it comes to the sporting world, Miller is involved. Not only does the company back auto racing, but lends its support to golf, bowling and baseball.

Miller's interest in goings on at the Milwaukee Mile appeared in tangible form in 1961, the year they awarded the first Tony Bettenhausen-Miller High Life trophies. They were given to the top drivers for that season in both the Championship and stock car division races here. Miller has been doing it ever since.

Last year's recipients, Al Unser in the Championship cars and Butch Hartman in the stocks, joined the list of distinguished competitors who have given their best and been rewarded with the Bettenhausen-Miller honor in the past.

Miller does more than just lend its name to today's race. The company provides promotional backing and a healthy contribution to the purse. When combined with the efforts of Wisconsin Auto Racing, Inc., the result is a professional package of the finest in United States Auto Club late model racing.

On behalf of the Miller Brewing Company, welcome to the race.

**STOCK
CARS**

1961



Dick Rathmann

1962, 66, 68, 69



Don White

1963-1964



Parnelli Jones

1965



Jim Hurtubise

1967



Jack Bowsher

1970



Roger McCluskey

1971



Butch Hartman

OFFICIAL STAFF
Milwaukee's
WISCONSIN STATE FAIR SPEEDWAY
WISCONSIN STATE FAIR PARK
World's Most Famous One-Mile, Paved Oval

WISCONSIN STATE FAIR PARK BOARD

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Official sponsoring organization for all United States Auto Club national championship racing events.

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Jim Remington Photo

"The Spirit of 75" rolled on at the Milwaukee Mile last year. Larry "Butch" Hartman entered this 1969 Dodge Daytona in all four races here and picked up nearly a third of the points he needed to win the United States Auto Club Late Model Division championship.

in pursuit of a crown

By Phil Hall

Last year Larry "Butch" Hartman won only two of the 19 races on the United States Auto Club (USAC) late model schedule — the first and the last.

But those two wins, combined with a consistent performance in between, was good enough to net him USAC's national late model championship.

Hartman's accomplishment was a popular one, both among his fellow competitors and fans. The title was a high-water mark for a team that came up the hard way.

Hartman, 32, and his father Richard, operate a White-Autocar truck dealership in South Zanesville, Ohio. Their business comes first. Work on the stock cars only happens when work on the trucks is done for the day. In stock car racing circles they are known as independents. They get no help from the factory.

Richard owns the cars and serves as chief mechanic while Butch does the driving and contributes his share to the mechanical chores.

Butch started racing on short tracks around his home in 1964. Two years later he moved up to the USAC circuit to try his hand. He finished 16th in 1966, good enough to be named the USAC Stock Rookie of the Year.

That first year he drove a 1965 Dodge Coronet with a yellow and black color scheme and a red number 75 on the door.

Though Butch has driven many vehicles in the USAC stock car wars, all have had the same paint job and number, and all have been Dodges.

Despite the fact that after 1966, he never finished out of the top 10 in USAC standings, Hartman's cars have always carried the 75. His track record includes finishing 10th in 1967, seventh in 1968, sixth in 1969, eighth in 1970 and first last year.

What about this year? Doesn't a champion like to have the number one?

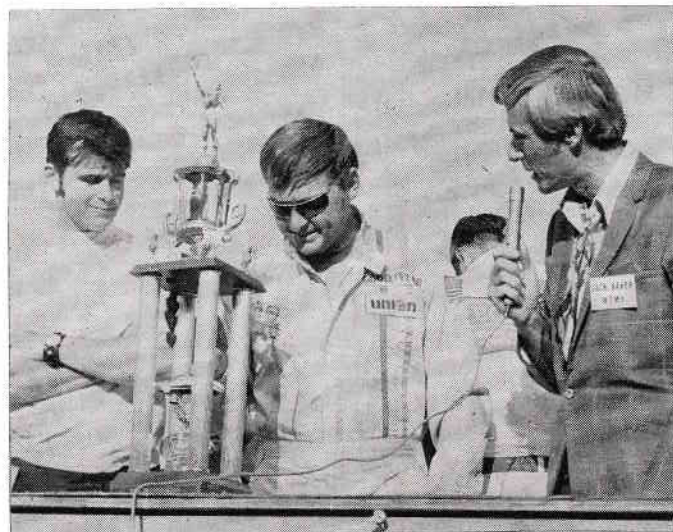
"That number 75 got us where we are today and we're going to keep it," he proudly announced after he won the crown last fall. "Oh, I'm sure there will be a small #1 on the car some place, but 75 carries too much sentiment for us to drop it now," he added.

Looking back to 1971, it is easy to see that it was no picnic for the Hartman team — they had to work.

Two cars were used in pursuit of the crown last year. A 1969 Dodge Charger 500 was setup for short tracks and dirt ovals and a 1969 Dodge Daytona was the machine for the mile and larger paved tracks.

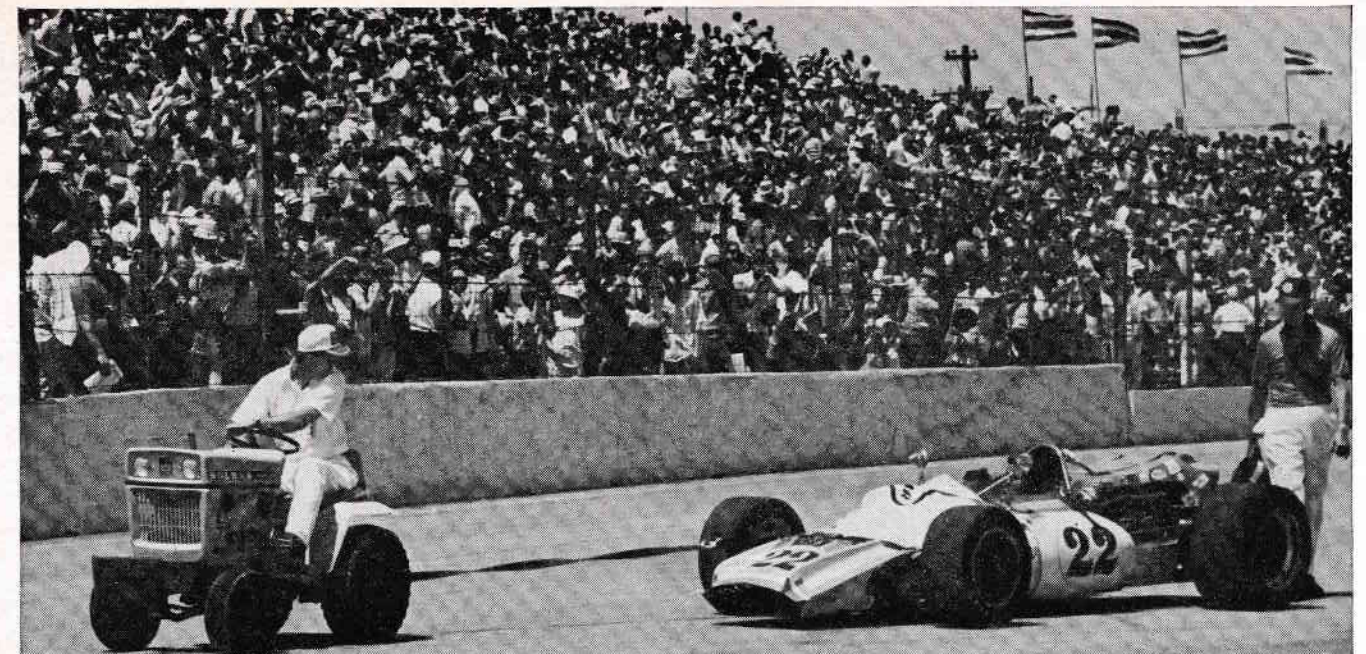
The 1971 USAC late

Contd. on Page 24



Gary Schmidt Photo

Though he didn't win a race at the Wisconsin State Fair Speedway in 1971, Butch Hartman was voted the outstanding driver of the year's stock car series and was awarded the Tony Bettenhausen-Miller High Life trophy for the best overall performance. John Ross of the Miller public relations department looks on at left and Announcer Jack Baker conducts an interview with the soon-to-be champion.



From Indy to Daytona, Bolens Huskys are in the lead.

Leading cars to their starting positions in the top races of the year.

That kind of responsibility takes super dependability. The Husky has it. Would a majority of chief mechanics, drivers and crews choose it as their pit vehicle if it

didn't have what it takes?

So, when you're looking for a big-power tractor that can cut any lawn or garden job down to size, look to Bolens Husky. The tractor chosen by the guys who know precision machinery best.

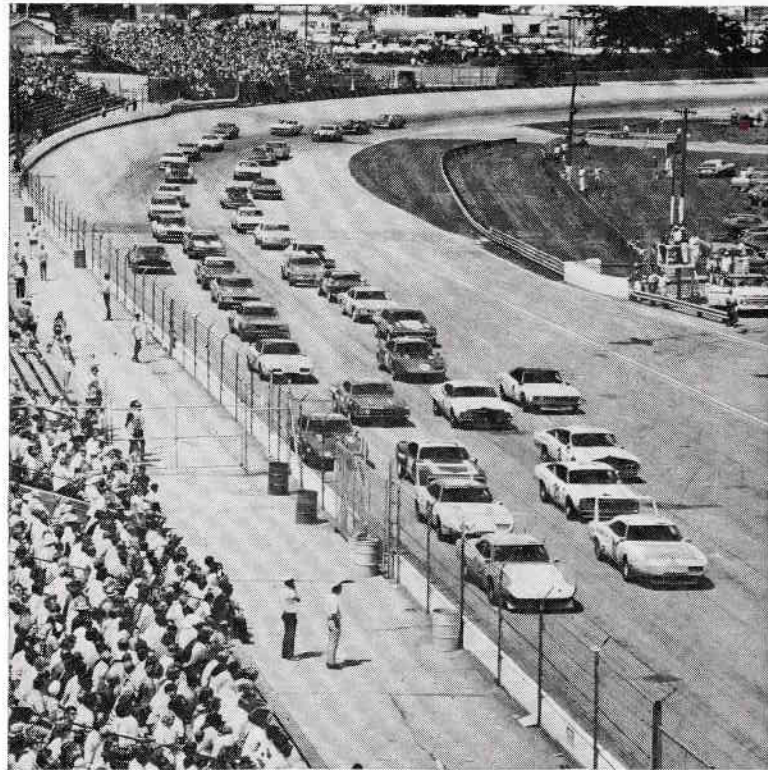
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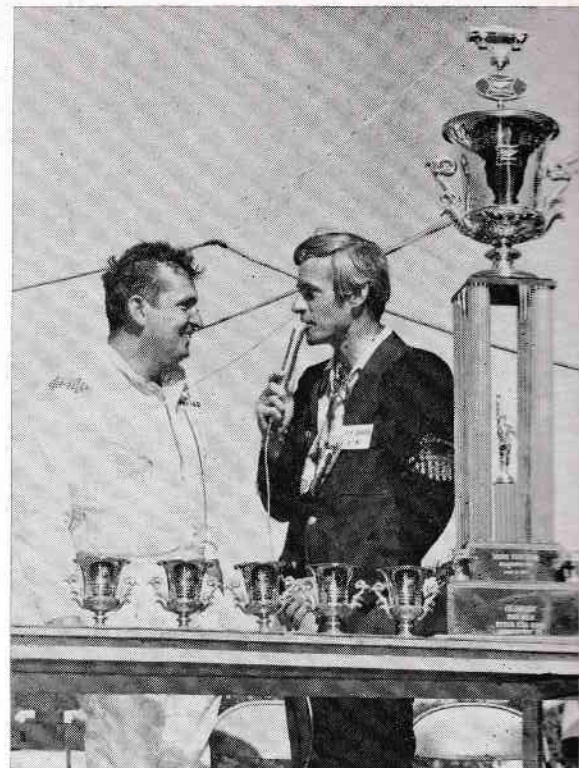
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The Bolens Husky Team . . . compact tractors • riding and walking mowers • snow blowers • Sprint snowmobiles
MILLER 200



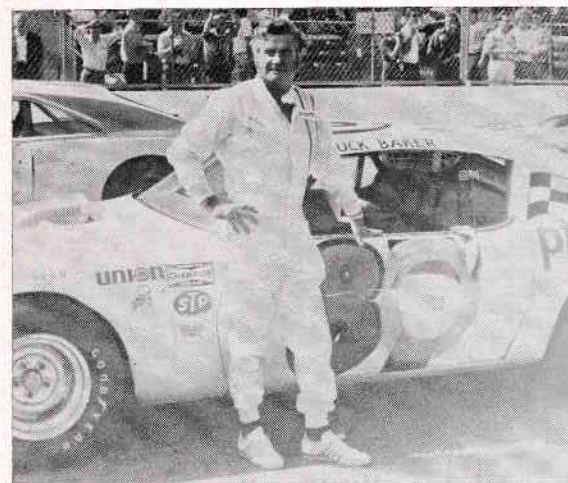
Armin Krueger Photo

THIS IS HOW the start of the 1971 late model season at the Wisconsin State Fair Speedway looked. The Miller 200 field was led by two 1970 Plymouth SuperBirds with Roger McCluskey on the pole and Norm Nelson outside. Winner Jack Bowsher started right behind McCluskey.



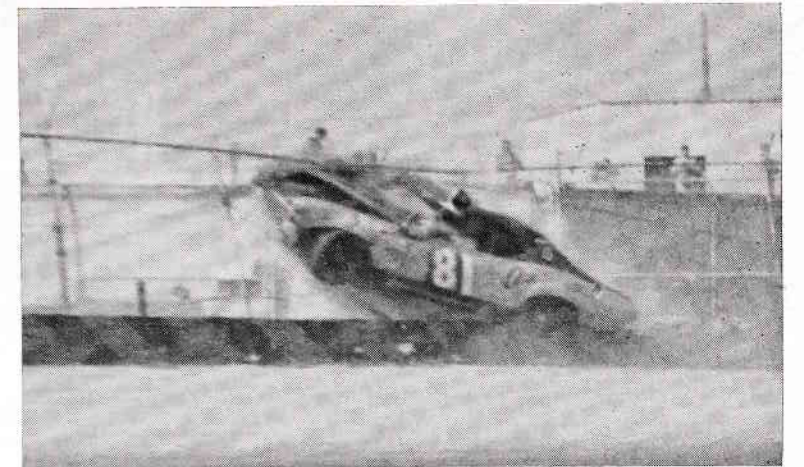
Don Hartman Photo

JACK BOWSHER struck first last season and won the fourth annual Miller 200. It was his fourth victory on the Milwaukee Mile. He was all smiles as he was interviewed by track announcer Jack Baker.



Jim Remington Photo

NASCAR drivers made a trip to Milwaukee and four of them entered the Governor's Cup 250 last September. Buck Baker (above) brought his Pontiac Firebird, Tiny Lund fielded a 1969 Dodge Charger, Jim Paschal drove a 1970 Javelin and H. B. Bailey was in another Firebird. Lund fared the best with a 12th place finish. Baker's smile turned to a frown after an accident eliminated him after 112 laps.



Pat Unger Photo

THE MOST SERIOUS accident of the 1971 late model season occurred in the Governor's Cup 250. Steve Arndt of Janesville, lost control of his 1969 Chevelle and it went over the wall in the fourth turn on the 97th lap. The fence's steel cables kept the car from going any further. The only injury was to the fence and the car, Arndt walked away unhurt.

1971 re- visited

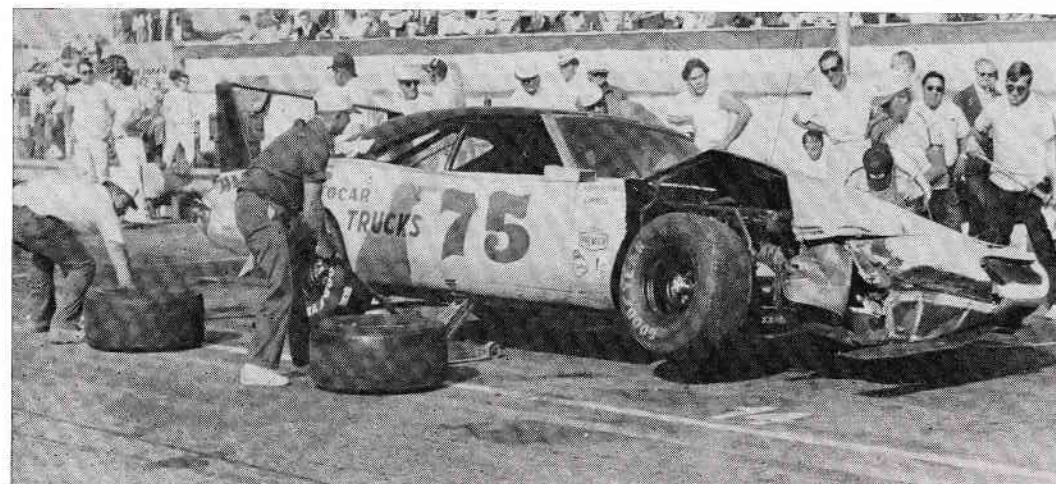
The year 1971 was one of variety for United States Auto Club late models at the Wisconsin State Fair Speedway.

Once again the Milwaukee Mile hosted more USAC stock events than any other track — four and each was won by a different driver.

Jack Bowsher of Springfield, Ohio, was the victor in the July 11 Miller 200. The fair week 150-miler on Aug. 19 was won by A. J. Foyt of Houston, Tex. Defending champion Roger McCluskey of Tucson, Ariz., grabbed the Aug. 22 200. The season was wrapped up with the Governor's Cup 250 on Sept. 12 and Al Unser of Albuquerque, N.M. wrapped up a victory.

Make-wise, 1969 Fords won the first two races and a 1971 Ford took the last, leaving McCluskey's 1970 Plymouth SuperBird the only other make to triumph.

There was the usual array of accidents, blown engines and confrontations with the wall, but overall it was a safe, competitive year.



Gary Schmidt Photo

A SHEET METAL-altering accident did not stop Butch Hartman in the Sept. 12 Governor's Cup 250. Hartman's crew cut away the bent fender and part of the nose on his 1969 Dodge Daytona and Hartman went on to finish sixth and be named the Miller High Life-Tony Bettenhausen driver of the year.



Bob Lewis Photo

WHAT WOULD A season be without A. J. Foyt winning at least one race on the Milwaukee Mile? No one found out last year as A. J. Foyt powered his Jack Bowsher-prepped 1969 Ford to victory in the Thursday, Aug. 19, 150-miler here. After receiving the trophy he seems to be concerned as to where to put it when he gets home.



Gary Schmidt Photo

THE CURTAIN FELL on the 1971 season with Al Unser the proud recipient of the Governor's Cup, the first to be awarded here. Unser's 1971 Ford Torino was home free when his brother Bobby's 1971 Plymouth Road Runner ran out of fuel with four laps to go. Wisconsin Lieutenant Governor Martin J. Schreiber did the honors.

Jack Bowsher

- - from obscurity

The defending champion of the Miller 200 is 41-year old Jack Bowsher of Springfield, Ohio. Since 1966 he has been a fixture at the Wisconsin State Fair Speedway — a winning one.

Bowsher made a few appearances on the Milwaukee Mile in the late 1950's, but did little to distinguish himself. He concentrated on the Auto Racing Club of America (ARCA) circuit in the early sixties, which mainly ran on short tracks around his Ohio home. He became a dominant force in ARCA and won the championship in 1963, 1964 and 1965.

Looking for a new area of conquest, Bowsher switched to the United States Auto Club full time in 1966.

When the clean, white and blue #21 1966 Ford first appeared on the Milwaukee Mile in the July 10 200-mile race here, only a few knowledgeable fans knew who the driver was.

Finishes 28th

His performance gave little indication, as an oil leak sidelined Bowsher after 60 laps, giving him a 28th-place finish. That year he finished seventh in the USAC late model standings, his worst performance to date.

When 1967 rolled around, there wasn't a fan in the stands who didn't know who Bowsher was. His car was a 1967 Ford Fairlane, which was much smaller than the 1966 mount. It again carried the number 21, but this time there was plenty to distinguish it.

In the July 11 200-miler Bowsher got involved with Don White in a fender to fender contest which saw the paint between the fenders exchanged on more than one occasion. The two went into the last lap side-by-side and only on the last turn did White get ahead, as Bowsher went wide. White got the win, but Bowsher got recognition.

In the very next race, the Aug. 13 150-miler, the #21 took second to no one and Jack had his first win on the Milwaukee Mile.

Jones Wins

He had a second win, of sorts, in the next race on track. On Thursday, Aug. 17 he let Parnelli Jones get in his back-up car and Jones went out and won the race.

Jack finished third in the USAC standings in 1967.

In 1968 not only did Bowsher field his traditional #21, a 1968 Torino, but he also built and maintained a car for A. J. Foyt, who used it to win the national championship.

Foyt started off the Milwaukee season with a win in the first Miller 200 here on July 14.

Bowsher dropped to fifth in the 1969 standings, but managed a repeat win in the Aug. 11 150-miler here.

In 1969 Foyt and Bowsher again teamed with Foyt finishing second and Bowsher fourth in the year-end standings. It was the first year since 1966 that Bowsher did not win a race here. Foyt was also shut out.

Continued on Page 17



1966 — 1966 FORD

Tele-Pic Photo



1967 — 1967 FORD FAIRLANE

Dick Johnson Photo



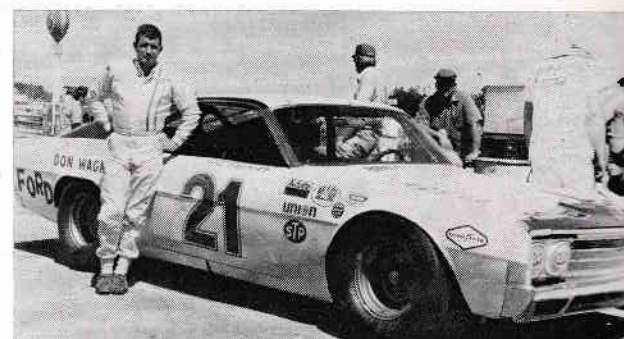
1968 — 1968 FORD TORINO

Robert Hogue Photo



1969 — 1969 FORD TORINO

Paul Gohde Photo



1970 — 1969 FORD TORINO

Bob Lewis Photo



1971 — 1969 FORD TALLADEGA

Pat Unger Photo

MILLER 200

IT'S THE '72 INDY 500 PACE CAR AT JAEGER

— Come in and see it —

See "Jaeger's Traders" too.

The 1972 Oldsmobile was selected as the official Pace Car for the 56th annual Indianapolis 500 mile race. Test drive it anytime during the racing season. Jaeger and Oldsmobile — a winning combination.



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WISCONSIN STATE FAIR
 HAPPIEST TIME OF THE YEAR
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July 9, 1972

Once again the State Fair track is the scene of one of the richest stock car races in the country -- The Miller "200". This distinction has been made possible by the Miller Brewing Company, who have contributed so generously to the prize fund.

On behalf of the State Fair Staff, I congratulate Wisconsin Auto Racing Inc., Miller Brewing Company, and you, the greatest racing fans in the world, for making The Miller 200 one of the outstanding sports events of the year.

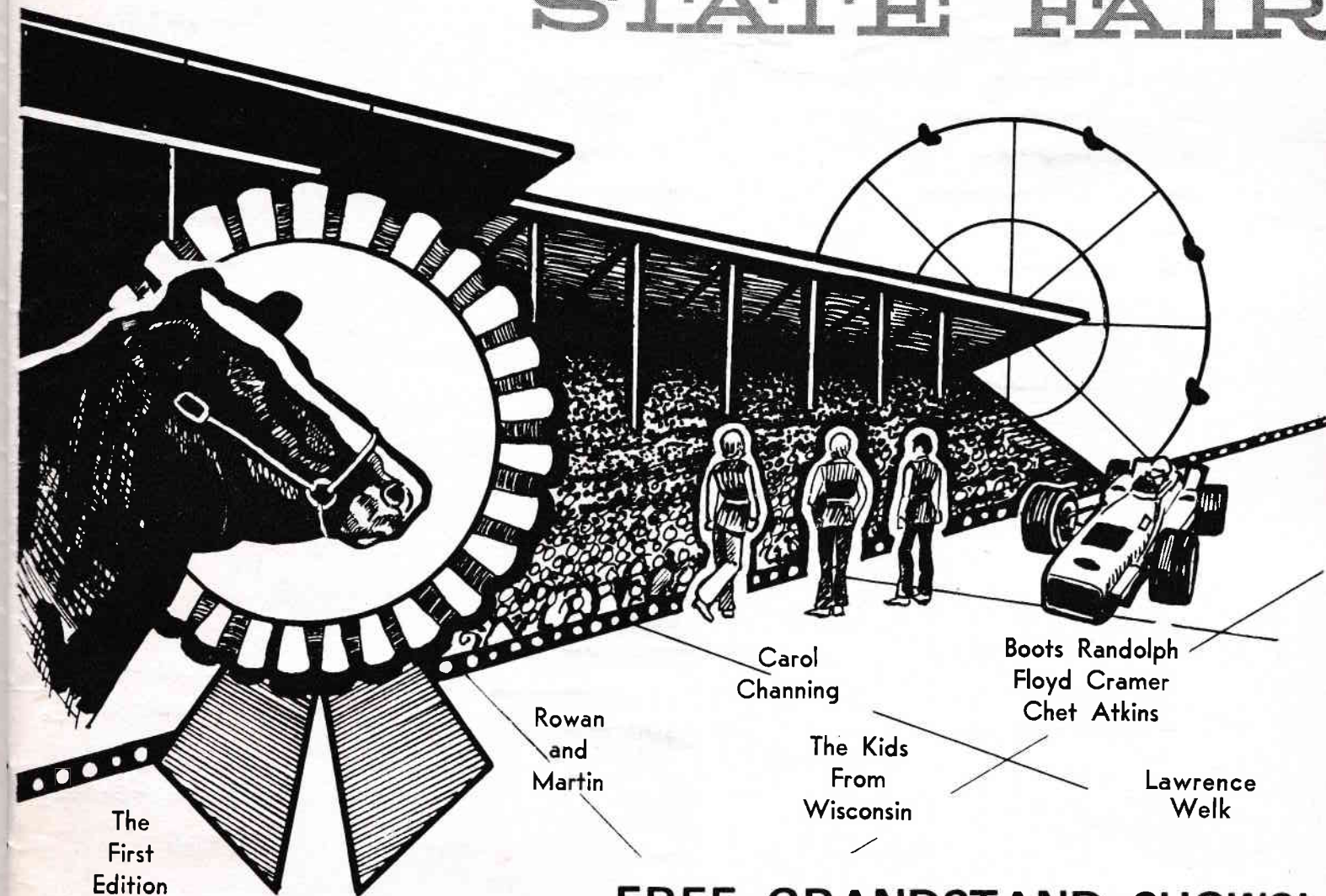
Roy V. Ullius
 Roy V. Ullius
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"THE HAPPIEST TIME OF THE YEAR"



AUGUST 11-20, 1972

WISCONSIN
 STATE FAIR



The First Edition

Rowan and Martin

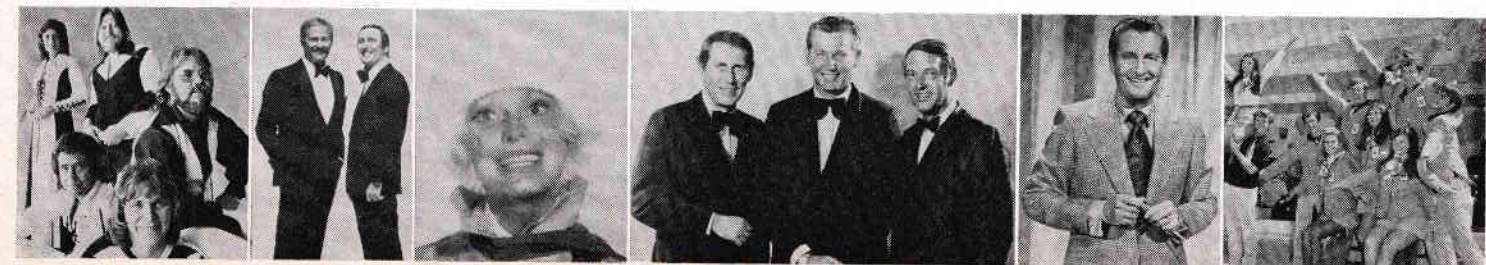
Carol Channing

The Kids From Wisconsin

Boots Randolph
 Floyd Cramer
 Chet Atkins

Lawrence Welk

FREE GRANDSTAND SHOWS!



New track record - Jack Bowsher - 33.193 - 108.456 MPH.



FIFTH ANNUAL MILLER 200 LATE MODEL STOCK CAR RACE



- Sanctioned by: THE UNITED STATES AUTO CLUB Indianapolis, Indiana
- Promoted by: WISCONSIN AUTO RACING, INC. Milwaukee, Wisconsin
- Trophy Award: Courtesy of Miller Brewing Company, Milwaukee, Wisconsin
- Pace Car: 1972 Hornet Sportabout, Courtesy of McCarthy American, 51st & Forest Home Ave.
- Press Van: Yaeger Motor Sales, Inc., 5130 W. Forest Home Ave., Milwaukee

CAR NO.	DRIVER, FROM	ENTRANT, FROM	CAR	TIME
2	BUD TINGELSTAD Speedway, Ind.	Jack Bowsher Springfield, Ohio	1971 Ford Torino	34.915-34.841
3	ROGER McCLUSKEY Tucson, Ariz.	Norm Nelson Racine, Wis.	1970 Plymouth SuperBird	33.605-33.709
4	DAVE WHITCOMB Valparaiso, Ind.	Terry Nichols Highland, Ind.	1972 Camaro	
5	BOBBY UNSER Albuquerque, N.M.	Ray Nichols Griffith, Ind.	1970 Plymouth SuperBird	33.636-33.580
6	LEM BLANKENSHIP Ft. Wayne, Ind.	Howard Racing Ent. Ft. Wayne, Ind.	1972 Dodge Charger	34.756-35.097
7	PAUL FELDNER Richfield, Wis.	Joan Feldner Richfield, Wis.	1970 Dodge Coronet	35.263-34.915
8	SAL TOVELLA Addison, Ill.	Fred Tovella Chicago, Ill.	1970 Plymouth SuperBird	34.714-34.514
9	DON WHITE Keokuk, Iowa	Don White Keokuk, Iowa	1970 Dodge Charger	34.338-34.440
10	GARY BETTENHAUSEN Tinley Park, Ill.	Trailer Train Inc. Chicago, Ill.	1972 Dodge Charger	35.064-35.214
11	NORM NELSON Racine, Wis.	Norm Nelson Racine, Wis.	1970 Plymouth SuperBird	
12	BAY DARNELL Deerfield, Ill.	Trailer Train Inc. Chicago, Ill.	1972 Dodge Charger	34.885-35.135
15	AL UNSER Albuquerque, N.M.	R/A Hoerr Inc. Peoria, Ill.	1971 Ford Torino	
16	JIM TOBIN Bloomington, Ill.	Jim Tobin Bloomington, Ill.	1970 Dodge Charger	37.058-37.136
17	HARRY COOPER Hillside, Ill.	Cooper Racing Ent. Hillside, Ill.	1970 Dodge Charger	
17	GORDON BLANKENSHIP Keokuk, Iowa	Gordon Blankenship Keokuk, Iowa	1970 Plymouth Roadrunner	
19	BUD SCHROYER Toledo, Ohio	Bud Schroyer Toledo, Ohio	1970 Dodge Charger	
21	JACK BOWSHER Springfield, Ohio	Jack Bowsher Springfield, Ohio	1971 Ford Torino	33.381-33.193
22	ART BORMET Tinley Park, Ill.	Art Bormet Tinley Park, Ill.	1972 Chevelle	36.605-36.743
24	LOUIE BURMEISTER Milwaukee, Wis.	Boss Enterprises Milwaukee, Wis.	1971 Mustang	38.036-37.734
25	GORDON JOHNCOCK Indianapolis, Ind.	Ray Nichols Griffith, Ind.	1972 Chevelle	35.148-34.927
26	BOBBY WAWAK Villa Park, Ill.	Bobby Wawak Villa Park, Ill.	1972 Dodge Charger	36.411-36.228
27	CHUCK McWILLIAMS Walton, Ky.	Porter Lanigan Southgate, Ky.	1972 Plymouth	
28	GREG DONAHUE Milwaukee, Wis.	James Donahue Milwaukee, Wis.	1972 Chevy	38.482-37.999
29	JIGGER SIROIS Hammond, Ind.	Joe McFarland De Motte, Ind.	1970 Mustang	37.561-36.406
32	JOHN SHULTZ Appleton, Wis.	Bert Anderson Shawano, Wis.	1972 Monte Carlo	
33	<i>Bill Reis</i> Dale Koehler Cedar Grove, Wis.	Dale Koehler Cedar Grove, Wis.	1972 Monte Carlo	36.591-36.520
35	ROLAND EARLY Toledo, Ohio	Roland Early Automotive Toledo, Ohio	1972 Camaro	37.425-37.800
37	JOHNNY McNAMARA Baraboo, Wis.	Dave Deppe Baraboo, Wis.	1972 Chevy Nova	35.674-36.047

Bob
Dad
Lil
Dad
Obe
Obe
Lil

Online

Online

Bob

86 ~~205~~ Page Twelve Ralph Sather
52 Roland Van Arsdale
87 Bruce Jacobs

71 Salan
Judy

71 Monte Carlo 35.117-35.183
70 Plymouth 39.213-36.927
72 Chevelle 37.836-38.053

CAR NO.	DRIVER, FROM	ENTRANT, FROM	CAR	TIME
38	BOB ROBBINS Collinsville, Ill.	STS Racing Team Fairview Heights, Ill.	1972 Ford Gran Torino	36.518-36.931
41	BOB WENTE Normandy, Mo.	Childs Brothers Wentzville, Mo.	1971 Ford Torino	
47	RAMO STOTT Keokuk, Iowa	Stott's Racing	1972 Plymouth	35.087-35.172
50	GEORGE GIESEN, JR. Menasha, Wis.	Cliff Wydeven Kimberly, Wis.	1970 Dodge Super Bee	36.040-36.271
53	WHITEY GERKEN Villa Park, Ill.	Sharon Stepan Mosinee, Wis.	1970 Camaro	36.879-36.782
54	TERRY RYAN Davenport, Iowa	Donald Hobbs Davenport, Iowa	1971 Chevelle	35.699-35.592
56	JIM HURTUBISE N. Tonawanda, N.Y.	Dick Hammond Buffalo, N.Y.	1970 Chevelle	36.001-36.206
59	RICH OERTEL Palatine, Ill.	Dan Kozbiel Chicago, Ill.	1971 Torino	37.107-36.813
60	HANK TEETERS West Jefferson, Ohio	Hank Teeters W. Jefferson, Ohio	1971 Ford	36.743-36.704
62	KENNY KIRBY Detroit, Mich.	David Duncan Detroit, Mich.	1970 Dodge Charger	
66	DICK BEINLICH Prairie View, Ill.	Donna Beinlich Prairie View, Ill.	1970 Ford	
67	BILL NELSON Minneapolis, Minn.	N & F, Inc. Minneapolis, Minn.	1970 Dodge Charger	37.313-37.143
72	DAVE PACZKOWSKI Kenosha, Wis.	Dave Paczkowski Kenosha, Wis.	1971 Ford Torino	37.534-37.293
74	<i>Don Klippel</i>	Behling Racing Ent. Wauwatosa, Wis.	1972 Ford Torino	36.262-36.451
75	BUTCH HARTMAN So. Zanesville, Ohio	Richard Hartman Zanesville, Ohio	1972 Dodge Charger	35.233-35.118
77	LEFTY ROBINSON Des Moines, Iowa	Truck Wholesale Co. Des Moines, Iowa	1972 Camaro	37.308-37.137
78	KEN REITER Louisville, Ky.	Elwood Duncan Charlestown, Ind.	1971 Ford Torino	35.337-35.335
81	BRUCE SPARRMAN Excelsior, Minn.	Roy Varner Minneapolis, Minn.	1972 Chevy	
82	STEVE ARNDT Janesville, Wis.	Steve Arndt Janesville, Wis.	1972 Chevelle	36.380
84	HAROLD FAIR Detroit, Mich.	Hugh Fair Taylor, Mich.	1971 Ford Torino	36.835-36.522
85	LEROY AUSTIN Pittsboro, Ind.	Cecil Austin Pittsboro, Ind.	1972 Plymouth	38.413-39.149
88	ED HOFFMAN Niles, Ill.	Ed Hoffman Niles, Ill.	1972 Chevelle	37.732-35.983
90	GEORGE RONDELLI Chicago, Ill.	George Rondelli Chicago, Ill.	1972 Chevelle	
92	DALE JETT Indianapolis, Ind.	David Duncan Detroit, Mich.	1970 Plymouth	
93	JOHN REIMER Caledonia, Wis.	Sun Racing Inc. Brookfield, Wis.	1971 Camaro	35.823-35.694
97		Billie Saxon Anderson, Ind.	1972 Oldsmobile	
98	FRANK FREDA Elmhurst, Ill.	Frank Freda Elmhurst, Ill.	1972 Chevelle	36.431-35.918
99	VERLIN EAKER Cedar Rapids, Iowa	Terry Nicheis Highland, Ind.	1970 Dodge Charger	
100	RAY BOLANDER New Berlin, Wis.	Jerry Becker New Berlin, Wis.	1972 Monte Carlo	37.049-36.553
121	DON HOFFMAN Des Moines, Iowa	Tom Spagnola Des Moines, Iowa	1972 Monte Carlo	36.272-36.849
		Fred Tovella Chicago, Ill.	1972 Plymouth	
		Dick Hartman Zanesville, Ohio	1972 Dodge Charger	
70	<i>Paul Symore</i>	<i>Terra Haute Ind</i>	1970 Plymouth	36.773-36.521
42	<i>Mark Symore</i>		1971 Ford	37.628-37.168
96	<i>Ken Dolheim</i>	<i>Neosho</i>	1970 Plymouth	36.716-36.740

ONE LAP TIME TRIAL RECORD: 33.569 seconds/107.243 mph by Roger McCluskey (#1-1970 Plymouth SuperBird) 7-10-71

Hudson's 1-2 Punch

Hudson was the car to beat in late model racing back in 1953. Most of the top drivers were in Hornets including defending AAA champion Marshall Teague (#1) and Jack McGrath (#2). They are battling here in the 100-mile race on Aug. 23, 1953 which was won by Sam Hanks in another Hornet.



John Kelbowski, Jr. Photo

LINEUP FOR MILLER 200-MILE STOCK CAR RACE

ROW	POLE	OUTSIDE
1	21 Boesher	5 Bob Unser
2	3 M. C. Chesky	9 White
3	8 Jovella	6 Blankenship
4	2 Jorgastal	12 Oagnell
5	7 Feldner	25 Johnson
6	10 Bettenhausen	47 Stott
7	86 Latham	75 Hartman
8	78 Reiter	54 Ryan
9	37 McNameis	93 Reimer
10	98 Freda	88 Hoffman
11	56 Huntley	50 Diener
12	26 Wawak	74 Klippel
13	121 Don Hoffman	82 Orndt
14	29 Sirois	38 Robbins
15	33 Ries	76 Sizemore
16	84 Fair	100 Bolander
17	22 Bonnet	60 Peters
18	96 Bolheim	53 Berkin
19	59 Oertel	52 VanBrakle
20	16 Tobin	77 Robinson

OFFICIAL FLAG SIGNALS

- GREEN — Start — clear course.
- RED — Stop — race is halted.
- YELLOW — drive with caution — hold positions.
- BLACK — Stop for consultation.
- BLUE WITH YELLOW CENTER STRIPE — Car attempting to pass.
- WHITE — Entering last lap.
- CHECKER — you have finished.

Fire Extinguishers

Courtesy of
Miller Brewing Co.

— NOTICE —
IN THE EVENT OF RAIN, AND ONE-HALF OF THE RACE IN MILES RUN HAS BEEN COMPLETED, THE RACE WILL BE CONSIDERED CONCLUDED — NO TICKET REFUNDS WILL BE MADE.



SPEED TABLE FOR THE MILE TRACK

Seconds	Miles Per Hr.	Seconds	Miles Per Hr.	Seconds	Miles Per Hr.	Seconds	Miles Per Hr.	Seconds	Miles Per Hr.	Seconds	Miles Per Hr.
33.0	109.091	34.0	105.882	35.0	102.857	36.0	100.000	37.0	97.297	38.0	94.737
33.1	108.761	34.1	105.572	35.1	102.564	36.1	99.722	37.1	97.035	38.1	94.488
33.2	108.434	34.2	105.263	35.2	102.273	36.2	99.447	37.2	96.774	38.2	94.240
33.3	108.108	34.3	104.956	35.3	101.983	36.3	99.173	37.3	96.514	38.3	93.994
33.4	107.784	34.4	104.651	35.4	101.695	36.4	98.901	37.4	96.256	38.4	93.750
33.5	107.463	34.5	104.348	35.5	101.408	36.5	98.630	37.5	96.000	38.5	93.506
33.6	107.143	34.6	104.046	35.6	101.124	36.6	98.360	37.6	95.744	38.6	93.264
33.7	106.825	34.7	103.746	35.7	100.840	36.7	98.092	37.7	95.490	38.7	93.023
33.8	106.509	34.8	103.448	35.8	100.559	36.8	97.826	37.8	95.238	38.8	92.783
33.9	106.195	34.9	103.152	35.9	100.279	36.9	97.560	37.9	94.986	38.9	92.544

... A MILLER TOAST



Because Milwaukee is one of the acknowledged auto racing capitol of the nation, Miller Brewing Company is happy to again renew one of USAC's richest stock car events — the Miller High Life 200. The nation's top drivers are annually drawn to the Miller High Life 200 and past winners include A. J. Foyt, Bobby Unser, Roger McCluskey and Jack Bowsher. The 1971 USAC champion, Butch Hartman is also returning to compete in the Miller High Life 200. The prize purse should once again exceed \$50,000 — a tribute to Milwaukee race fans who fill the Wisconsin State Fair Speedway stands, and to the efforts of Wisconsin Auto Racing, Inc.

— John A. Murphy, President, Miller Brewing Company

In recognition of the skill and competitive spirit shown by the drivers, the listed Miller High Life distributors from all across the state are donating \$10 to the leading car of each lap for a total of \$2,000 in lap prizes. In addition, each of the first 40 qualifying drivers will receive \$100 with the remaining cars receiving \$50 for their efforts.

Lap No.	Won by	Sponsor
1.	_____	ANTIGO BEVERAGE CO., INC.
2.	_____	P. O. Box 548
3.	_____	Antigo, Wisconsin 54409
4.	_____	_____
5.	_____	_____
6.	_____	LAKESIDE DISTRIBUTING CO.
7.	_____	P.O. Box 305
8.	_____	Ashland, Wisconsin 54806
9.	_____	_____
10.	_____	_____
11.	_____	BARRON DISTRIBUTING CO., INC.
12.	_____	Box 124
13.	_____	Barron, Wisconsin 54812
14.	_____	_____
15.	_____	_____
16.	_____	MILLIS BROTHERS, INC.
17.	_____	P. O. Box 112
18.	_____	Black River Falls, Wisconsin 54615
19.	_____	_____
20.	_____	_____
21.	_____	LARDENOIT DISTRIBUTING CO.
22.	_____	527 Stephenson St.
23.	_____	Norway, Michigan 49870
24.	_____	_____
25.	_____	_____

Lap No.	Won by	Sponsor
26.	_____	G & M DISTRIBUTING CO., INC.
27.	_____	W194 N11095 Kleinmann Dr.
28.	_____	Germantown, Wisconsin 53022
29.	_____	_____
30.	_____	_____
31.	_____	DEGENHARDT DISTRIBUTING
32.	_____	COMPANY
33.	_____	Wisconsin Street
34.	_____	Cashton, Wisconsin 54619
35.	_____	_____
36.	_____	RAYMOND DISTRIBUTING CO.,
37.	_____	INC.
38.	_____	402 West River Street
39.	_____	Chippewa Falls, Wisconsin 54729
40.	_____	_____
41.	_____	MILLER-GETTELMAN
42.	_____	DISTRIBUTOR
43.	_____	Eagle River Branch
44.	_____	Railroad Avenue
45.	_____	Eagle River, Wisconsin 54521
46.	_____	DEAN DISTRIBUTING, INC.
47.	_____	904 North Broadway
48.	_____	Green Bay, Wisconsin 54303
49.	_____	_____
50.	_____	_____

LAP PRIZES

Lap No.	Won by Car No.	Sponsor	Lap No.	Won by Car No.	Sponsor
51.	_____	THEO. DIETZLER & CO.	91.	_____	SIMON BROTHERS CO., INC.
52.	_____	719 East Summer Street	92.	_____	901 East Washington Avenue
53.	_____	Hartford, Wisconsin 53027	93.	_____	Madison, Wisconsin 53703
54.	_____	_____	94.	_____	_____
55.	_____	_____	95.	_____	_____
56.	_____	HEIGHTS, INC.	96.	_____	J. N. WIEGEL COMPANY, INC.
57.	_____	318 Chandler	97.	_____	Route 4
58.	_____	Horicon, Wisconsin 53032	98.	_____	Marshfield, Wisconsin 54449
59.	_____	_____	99.	_____	_____
60.	_____	_____	100.	_____	_____
61.	_____	JOHN R. BERTAGNOLI,	101.	_____	CLAUSNITZER BEVERAGE COMPANY
62.	_____	DISTRIBUTOR	102.	_____	Route 1
63.	_____	306 Ninth Avenue	103.	_____	Medford, Wisconsin 54451
64.	_____	Hurley, Wisconsin 54534	104.	_____	_____
65.	_____	_____	105.	_____	_____
66.	_____	OTT SCHWEITZER	106.	_____	BROWN & LEHMANN
67.	_____	DISTRIBUTING CO.	107.	_____	DISTRIBUTORS, INC.
68.	_____	Box 146	108.	_____	814 - 14th Avenue
69.	_____	Janesville, Wisconsin 53545	109.	_____	Menomonie, Wisconsin 54751
70.	_____	_____	110.	_____	_____
71.	_____	ASHAUER DISTRIBUTORS, INC.	111.	_____	LARDENOIT DISTRIBUTING CO., INC.
72.	_____	330 Taylor Street	112.	_____	Niagara, Wisconsin
73.	_____	Kaukauna, Wisconsin 54130	113.	_____	_____
74.	_____	_____	114.	_____	_____
75.	_____	_____	115.	_____	_____
76.	_____	CHARLES H. FOSDICK III	116.	_____	RUDA DISTRIBUTING COMPANY
77.	_____	L. W. Bellville Distributor	117.	_____	1003 Fifth Avenue
78.	_____	R. R. #1	118.	_____	Monroe, Wisconsin 53566
79.	_____	Engadine, Michigan	119.	_____	_____
80.	_____	_____	120.	_____	_____
81.	_____	KEWAUNEE ORANGE CRUSH	121.	_____	CAIN WHOLESALERS, INC.
82.	_____	BOTTLING CO.	122.	_____	427 Main Street
83.	_____	401 Harrison Street	123.	_____	Oconto, Wisconsin 54153
84.	_____	Kewaunee, Wisconsin 54216	124.	_____	_____
85.	_____	_____	125.	_____	_____
86.	_____	WESTERN DISTRIBUTING	126.	_____	TRIANGLE WHOLESALE CO., INC.
87.	_____	CO., INC.	127.	_____	2119 81st Street
88.	_____	218 South 21 Street	128.	_____	Kenosha, Wisconsin 53140
89.	_____	La Crosse, Wisconsin 54600	129.	_____	_____
90.	_____	_____	130.	_____	_____

LAP PRIZES

Lap No.	Won by Car No.	Sponsor	Lap No.	Won by Car No.	Sponsor
131.	_____	GILGE DISTRIBUTING CO.	166.	_____	LIND DISTRIBUTING CO., INC.
132.	_____	Route 3, Box 1	167.	_____	724 Elm Tree Rd.
133.	_____	Phillips, Wisconsin 54555	168.	_____	Sheboygan, Wisconsin 53081
134.	_____	_____	169.	_____	_____
135.	_____	_____	170.	_____	_____
136.	_____	DON DENGEL DISTRIBUTING CO.	171.	_____	JAY'S DISTRIBUTING CO., INC.
137.	_____	P.O. Box 10	172.	_____	2833 Stanley Street
138.	_____	Vandyne, Wisconsin 54979	173.	_____	Stevens Point, Wisconsin 54481
139.	_____	_____	174.	_____	_____
140.	_____	_____	175.	_____	_____
141.	_____	TRI-COUNTY BEVERAGES, INC.	176.	_____	NORTH END DISTRIBUTORS,
142.	_____	P.O. Box 445	177.	_____	INC.
143.	_____	Ironwood, Michigan 49938	178.	_____	724 North 8th Street
144.	_____	_____	179.	_____	Superior, Wisconsin 54881
145.	_____	_____	180.	_____	_____
146.	_____	PRAIRIE BEER	181.	_____	KLINK, INC.
147.	_____	DISTRIBUTING CO.	182.	_____	513 North Water Street
148.	_____	314 Cedar Street	183.	_____	Watertown, Wisconsin 53094
149.	_____	Prairie du Chien, Wisconsin 53821	184.	_____	_____
150.	_____	_____	185.	_____	_____
151.	_____	NATIONAL BEVERAGES	186.	_____	BRANDT'S DISTRIBUTING
152.	_____	3637 N. 30th Ave.	187.	_____	COMPANY
153.	_____	Kenosha, Wisconsin	188.	_____	853 McIntosh
154.	_____	_____	189.	_____	Wausau, Wisconsin 54400
155.	_____	_____	190.	_____	_____
156.	_____	DAILEY'S DISTRIBUTING	191.	_____	SIMON BROTHERS DISTRIBUTORS
157.	_____	CO., INC.	192.	_____	Route 2
158.	_____	225 Railroad Street	193.	_____	Marquette, Michigan 49855
159.	_____	Reedsburg, Wisconsin 53959	194.	_____	_____
160.	_____	_____	195.	_____	_____
161.	_____	SHAWANO DISTRIBUTING	196.	_____	PETERLIN BROTHERS CO.
162.	_____	COMPANY	197.	_____	Highway 41
163.	_____	Box 359	198.	_____	Calumet, Michigan 49913
164.	_____	Shawano, Wisconsin 54166	199.	_____	_____
165.	_____	_____	200.	_____	_____

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Gary is back



GARY BETTENHAUSEN is returning to stock car racing on the Milwaukee Mile. He drove one of his first United States Auto Club events here on July 14, 1963. He finished 21st and was running at the finish. He ran stocks here through 1965, but had little success. He then concentrated on USAC open cockpit racing and the rest is history. His return here today will find more than a driver with just a name behind the wheel of a stock car. It will find a driver with an impressive record.

UNITED STATES AUTO CLUB NATIONAL CHAMPIONSHIP POINTS FOR TODAY'S 200-MILE LATE MODEL STOCK CAR RACE.

1st	400	10th	180
2nd	360	11th	160
3rd	320	12th	140
4th	300	13th	120
5th	280	14th	100
6th	260	15th	80
7th	240	16th	60
8th	220	17th	40
9th	200	18th	20

19th through 40th Place
get 10 points each.

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UNITED STATES AUTO CLUB STOCK CAR DIVISION (As of July 4, 1972)

1. Bay Darnell	712.5	11. Sal Tovella	360.0
2. Lem Blankenship	640.0	12. Terry Ryan	337.5
3. Ken Reiter	580.0	13. Ralph Latham	280.0
4. Don White	525.0	14. Butch Hartman	262.5
5. Paul Feldner	500.0	15. Dave Whitcomb	255.0
6. Paul Sizemore	482.5	16. Bud Schroyer	215.0
7. Jim Tobin	435.0	17. George Giesen	205.0
8. Chuck McWilliams	415.0	18. Ray Bolander	200.0
9. Jack Bowsher	412.5	19. Ramo Stott	192.5
10. Verlin Eaker	375.0	20. Gordon Johncock	180.0

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JACK BOWSHER

(Continued from Page 8)

The return to victory in Milwaukee took a while, but they won the last two races. Foyt notched the Aug. 20 200-miler and Bowsher came back with a win in the Sept. 20, 250.

Stays With Older Model

That year Bowsher stuck with his 1969 Torinos on the larger tracks due to better aerodynamics than the 1970 models. A. J. accounted for third in the 1970 USAC standings with Jack right behind in fourth.

Last year Bowsher and Foyt got off to a great start and literally ran away with the Miller 200. Bowsher's 1969 Torino took the win with A. J.'s 1969 Talladega right behind.

The duo made it four in a row at Fair Park when A. J. came back in the Aug. 19 150-miler to win in the Talladega.

The streak came to a halt in the next race, the Aug. 22 200. A. J. did not drive, passing up the date to run a Dirt Championship race in Springfield, Ill. Bowsher won the pole, but had handling problems, hit the wall and could do no better than sixth place.



George Kaprelian Photo

JACK BOWSHER waves to the crowd after winning the 250-mile late model race at the Wisconsin State Fair Speedway on Sept. 20, 1970.

In the September race, Foyt left Bowsher to drive a Plymouth of Ray Nichels. Overheating problems retired Bowsher's #21 after 185 laps, giving him 21st place.

His Best

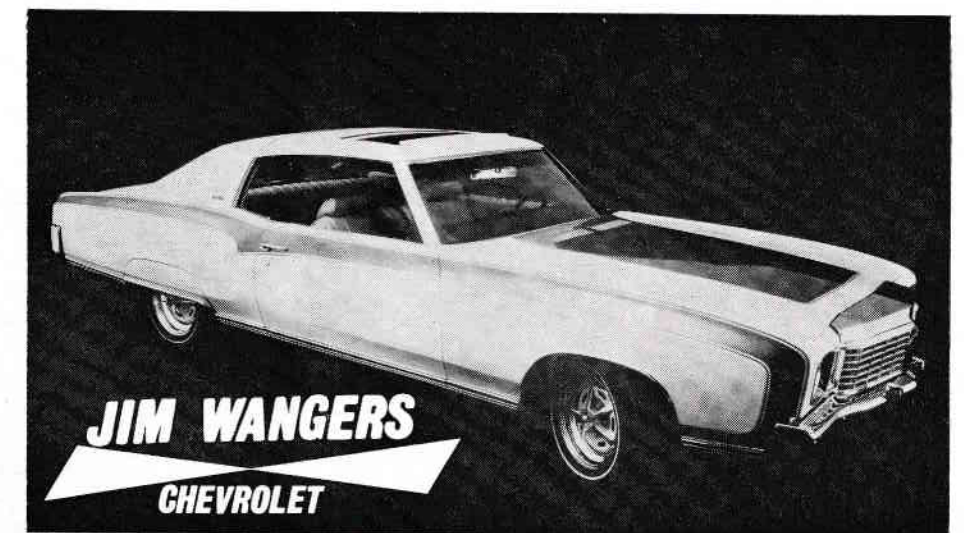
Last year was Bowsher's best since joining USAC. He finished second in the standings behind champion Butch Hartman.

This year Bowsher is campaigning a 1970 Ford Torino, which is identical to and labeled a 1971 model.

Jack Bowsher knows the Milwaukee Mile — both how to drive it and how to set up a car for it. He has four wins here, his cars have captured eight races here in the last five years, which makes him a winner in the truest sense of the word.

DON'T BELIEVE EVERYTHING YOU HEAR ABOUT THE MILWAUKEE CLASSIC ... IT'S REALLY NOT THAT GOOD!

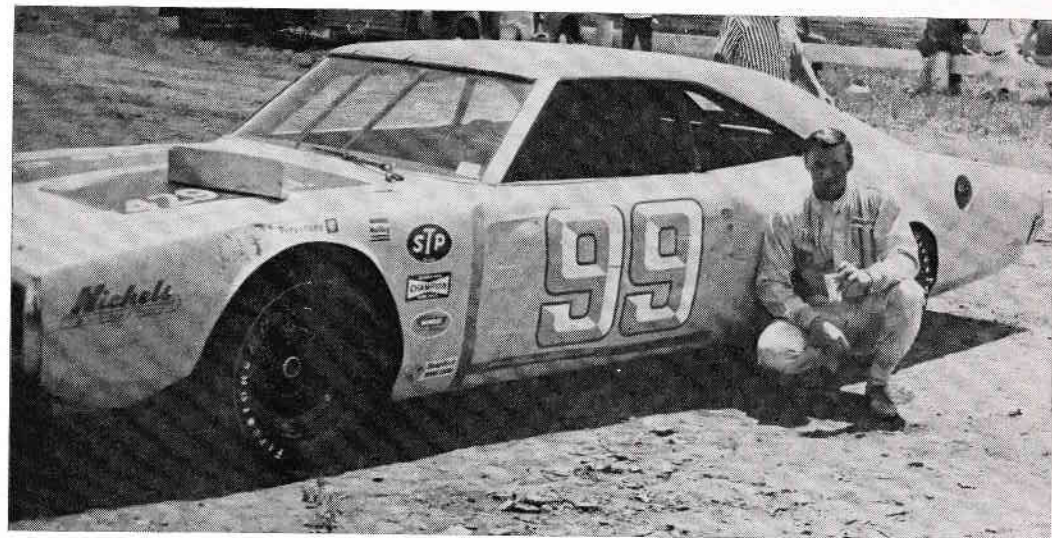
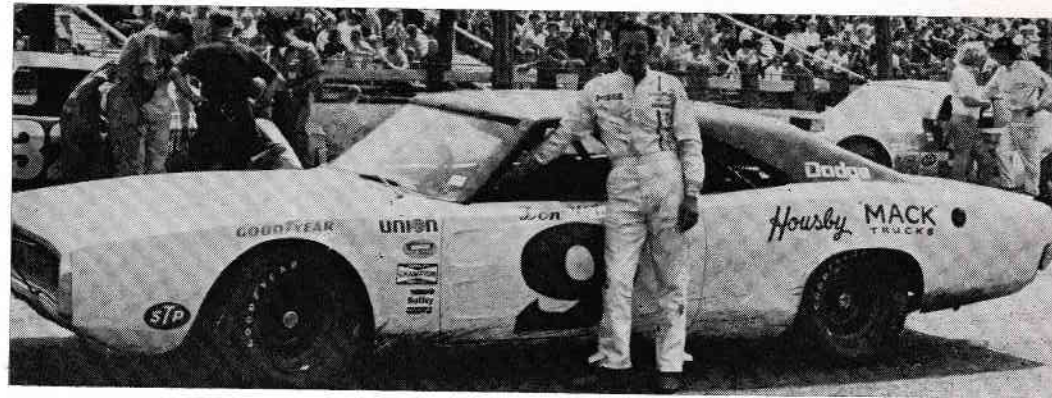
Seriously, we have been so overwhelmed, so sincerely gratified by the magnificent response to our car, that even we can't believe it. We can, however, say "Thanks Milwaukee." We've just received a new shipment, and we would like you to come out and see, perhaps drive the car actually built only for Milwaukee. There is nothing like it . . . anywhere.



North-South Freeway at Capitol Drive 264-4444

From Ioway

DON WHITE of Keokuk, started racing on Iowa short tracks in 1950 and later joined the International Motor Contest (IMCA) and was a champion three times before switching to United States Auto Club stocks in 1959. Don won two USAC titles, in 1963 and 1967. His record of 46 wins stands as the most in USAC history. Last year he finished ninth overall. He builds and maintains his own cars.



VERLIN EAKER of Cedar Rapids, enjoyed several years as a "hot dog" in IMCA and Iowa short track racing. In 1969 he joined USAC and almost won his first race at Cincinnati, Ohio. He was chosen rookie of the year that season. Eaker finally did win a race Sept. 5 at DuQuoin, Ill. last year and finished eighth in the point standings. He drives for Terry Nichels of Highland, Ind.

DENNIS BENDER
PHOTOS

LEM BLANKENSHIP is a native of Keokuk, but moved to Ft. Wayne, Ind. this year. At 27 he is one of the promising stars of the future in USAC late models. He finished sixth last year driving for Ramo Stott. When Stott got out of the car owner business, Ft. Wayne businessman Phil Howard signed Blankenship to drive for him. Lem also started his racing career on Iowa short tracks, "fudging" his age back in 1963. He joined USAC in 1970 and finished 13th in the standings.



There are more than 60 race tracks in the state of Iowa. Most of them race stock cars of one sort or another, making the state a virtual breeding ground for great drivers. Among those who have gone onto national fame are Don White, Ernie Derr, Dick Hutcherson, Ramo Stott, Tiny Lund, Verlin Eaker and Lem Blankenship.

All have cut their teeth in dirt racing which is a way of life in Iowa racing. The transition to pavement seems easier for them than the driver who starts on pavement and has to learn dirt — thus Iowa drivers have gained a reputation as versatile, tough drivers. Here are three in today's field.

The Winner!
after the race

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Don White Won 4 July Races

Don White has never won a Miller 200, yet he has won more July United States Auto Club late model races here than any other driver — four.

The Keokuk, Iowa native had two strings of back-to-back wins on the Milwaukee Mile. He won in 1962 and 1963 when he was on the old Zecol-Lubaid team. New Fords were his mode of transportation in each win.

The second pair came in 1966 and 1967. White handled a Ray Nichols 1966 Dodge Charger on both occasions.

Starting in 1968 the July 200 became the Miller 200 and White has been shut out since.

In the multiple win category, only one driver has come close to White's total. The late Tony Bettenhausen of Tinley Park, Ill.; won in 1954 in a Chrysler and back-to-back in 1959 and 1960, both times in a 1958 Ford.

Racine's Norm Nelson won the event 10-years apart, in 1955 and 1965. The first two July races went to hometown Myron Fohr.

Since Miller took over sponsorship in 1968, no driver has repeated. A. J. Foyt, Bobby Unser, Roger McCluskey and Jack Bowsher picked off the Millers from 1968 through last year.

With White entered today, a win for the 46-year old veteran could put his total out of reach for many years to come.

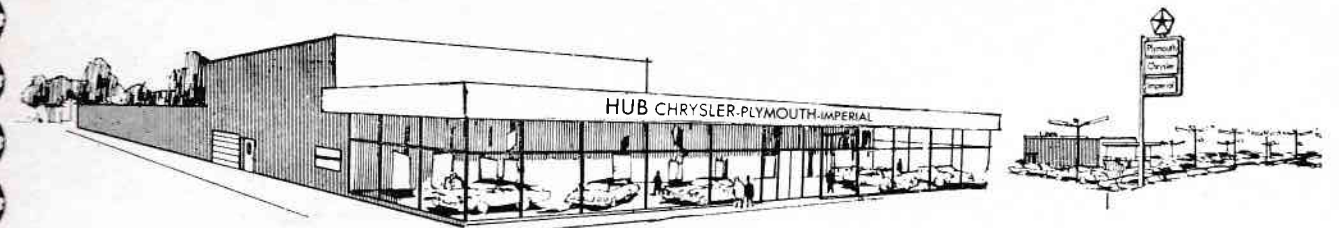


THE LAST TIME Don White won the July stock car race on the Milwaukee Mile was in 1967. He drove this 1966 Dodge Charger and won a thrilling battle with Jack Bowsher, who had to wait until last year to win his first July event here.

Previous winners of the July late model stock car race were:

Year	Driver, Home Town	Car	Time	Speed	Distance
1949	Myron Fohr, Milwaukee, Wis.	1949 Chevrolet	Not recorded		150 miles
1950	Myron Fohr, Milwaukee, Wis.	1949 Lincoln	2:16:58.57	65.70	150 miles
1951	Rodger Ward, Los Angeles, Calif.	1951 Oldsmobile	2:12:39.71	67.81	150 miles
1952	Marshall Teague, Daytona Beach, Fla.	1952 Hudson	2:14:57.851	66.69	150 miles
1953	Frank Mundy, Atlanta, Ga.	1953 Hudson	2:11:23.994	68.49	150 miles
1954	Tony Bettenhausen, Tinley Park, Ill.	1954 Chrysler	2:06:47.24	70.98	150 miles
1955	Norm Nelson, Racine, Wis.	1955 Chrysler	1:58:28.88	76.21	150 miles
1956	Troy Ruttman, Lynwood, Calif.	1956 Mercury	1:48:18.933	83.18	150 miles
1957	Ralph Moody, Dania, Fla.	1957 Ford	1:45:31.62	85.29	150 miles
1958	Fred Lorenzen, Elmhurst, Ill.	1958 Ford	1:47:31.01	83.701	150 miles
1959	Tony Bettenhausen, Tinley Park, Ill.	1958 Ford	1:47:01.62	84.93	150 miles
1960	Tony Bettenhausen, Tinley Park, Ill.	1958 Ford	2:17:54.17	87.019	200 miles
1961	Eddie Sachs, Allentown, Pa.	1961 Ford	2:17:18.801	87.399	200 miles
1962	Don White, Keokuk, Ia.	1962 Ford	2:14:39.55	89.115	200 miles
1963	Don White, Keokuk, Ia.	1963 Ford	2:14:16.312	89.374	200 miles
1964	Parnelli Jones, Torrance, Calif.	1964 Mercury	2:10:08.119	93.10	200 miles
1965	Norm Nelson, Racine, Wis.	1965 Plymouth	2:12:57.085	90.25	200 miles
1966	Don White, Keokuk, Ia.	1966 Dodge	2:08:00.771	93.743	200 miles
1967	Don White, Keokuk, Ia.	1966 Dodge	2:07:17.930	94.268	200 miles
1968	A. J. Foyt, Houston, Tex.	1968 Ford	2:05:08.590	95.897	200 miles
1969	Bobby Unser, Albuquerque, N. M.	1969 Ford	2:07:17.650	94.270	200 miles
1970	Roger McCluskey, Tucson, Ariz.	1970 Plymouth	2:02:33.114	97.916	200 miles
1971	Jack Bowsher, Springfield, Ohio	1969 Ford	2:05:18.789	95.763	200 miles

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CHUCK McWILLIAMS is an example of the new talent in the United States Auto Club's late model division this year. Usually rookies are to be seen and not heard from in the win department. In the early season McWilliams of Walton, Ky., won two main events, marking himself as a driver to watch. Both were on dirt. His first win came at a track he runs regularly, the Tri-County Speedway in West Chester, Ohio. On June 11, McWilliams came back to capture the 100-lap feature in the USAC show at the Marion County Fairgrounds in Knoxville, Iowa. He drives a 1972 Plymouth Road Runner. Now that he has made his mark on dirt, observers are expecting big things on pavement. Today's Miller 200 will be the first big test on such a surface.



KEN REITER of Louisville, Ky. is the opposite from McWilliams. He has much experience on the pavement and is working the bugs out of his 1971 Ford Torino on dirt. He took a fourth on the Knoxville dirt and third in the point standings by mid-June. He has left little doubt he is a contender this year, no matter what the surface.

DENNIS BENDER
PHOTOS

DAN DICKEY of Packwood, Iowa, is a graduate of Iowa short track racing making his first try on the USAC late model circuit this year. Though he hasn't been as spectacular as McWilliams or Reiter, he shows much promise. He and his 1970 Dodge Charger are contenders on dirt, where he is more comfortable right now, but he is here in Milwaukee to learn the pavement. Remember his name.



PAT DWYER

the RACESTOPPERS are here!

Once again this year the Wisconsin State Fair Speedway will be graced by a couple of the Union 76 RaceStoppers. They are members of a select corps of lovely young ladies that make appearances at major races all around the country through the courtesy of the Union Oil Company.

Scheduled for appearances here today are Pat Dwyer and Bonnie Leigh. Both live in Chicago.



BONNIE LEIGH

Pat is a 5' 5" former stewardess and stewardess instructor for United Airlines. Since leaving United she has worked as a model in ads for a number of major companies. Her hobbies include ice skating, horseback riding, racing boats, tennis, skiing and oil painting.

Bonnie is a native of Ft. Lauderdale, Fla. She has studied acting and has done some television work. Also 5' 5" she holds several beauty titles and had done some modeling. Yoga, tennis and swimming are her hobbies.

In the pits the RaceStoppers supply beauty and fun, posing for photos with several of the drivers and officials and in general having a good time. They ride in the pace car with the winner and give the fans something to whistle about.

In general, Milwaukee is glad the RaceStoppers are here.

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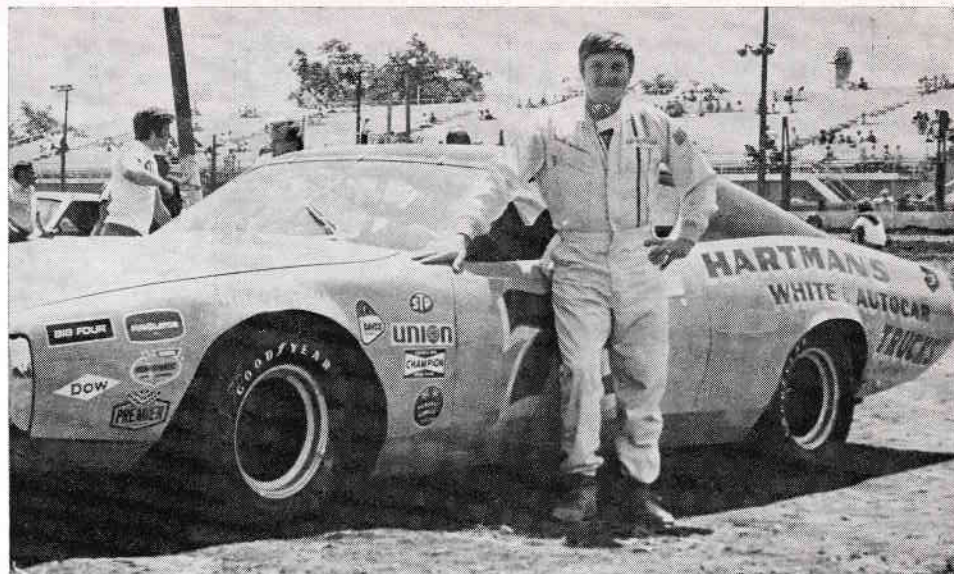
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BUTCH HARTMAN'S ride for 1972 will be a new car, a 1972 Dodge Charger. Though the cars are new, the familiar yellow-orange and black paint job with the red number 75 on the side.



Dennis Bender Photo

Butch Hartman (Contd. From Page 4)

model season started in Knoxville, Iowa at the Marion County Fairgrounds, a half-mile dirt oval that Iowa drivers like to put the outsiders down on.

Hartman faced the best of the Hawkeye state stars in the person Ernie Derr, who had collected 11 International Motor Contest Association New Model championships. Hartman prevailed and Derr wound up second. The win put Butch into the USAC point lead — but not for long.

A combination of good and bad short track races soon left Jack Bowsher and Dave Whitcomb battling for the top spot and Hartman floundering in the lower half of the top 10. He was 10th coming into the Miller 200 here last July.

The Miller was a runaway for Ford drivers Jack Bowsher (who won) and A. J. Foyt, but Hartman kept his foot in the door and finished fourth, good for 300 markers and a boost to fourth place in the season standings.

More short track races, but Hartman's finish average kept creeping up. When he came back to Milwaukee in August to run the 150, his total was boosted again with a second-place finish.

The Milwaukee 200 in August wasn't too helpful. Despite being quite competitive, overheating problems sidelined the yellow and black "winged thing" after 188 of 200 laps, meaning an 11th-place finish.

September was a good month for the South Zanesville crew. Hartman picked up a sixth place in the 100-mile event at DuQuoin, Ill., then came to the Governor's Cup 250 at Milwaukee.

When he arrived at the track, Hartman was in third place in the standings, behind Bowsher and leader Roger McCluskey. Early in the event, Butch's Daytona was involved in an accident which ripped up part of the nose of the car. He pitted and his crew, led by his father, tore off the mangled metal and got

him back on the track. He finished sixth, which was accompanied with good and bad news.

Bowsher had not done well and Butch had second in the standings. The bad news was that McCluskey, working for his third straight division championship, finished second to winner Al Unser and now had a well over a 400-point lead.

Back to the good news again — Hartman was selected as the outstanding stock car driver on the Milwaukee Mile for the year and picked up the Tony Bettenhausen-Miller High Life trophy, despite the fact he had not won a race.

Now the stage was set, the last race of the year, the Pennsylvania 500 at Pocono International Raceway. No ordinary race, the 500 was the first event of such distance ever run by USAC. First place is worth 1,000 points to the winner.

All McCluskey had to do was finish seventh if Hartman won. This didn't discourage the challengers and Butch qualified his Daytona for the pole at better than 146 mph. He was leading on the 41st lap when rain called a halt to things.

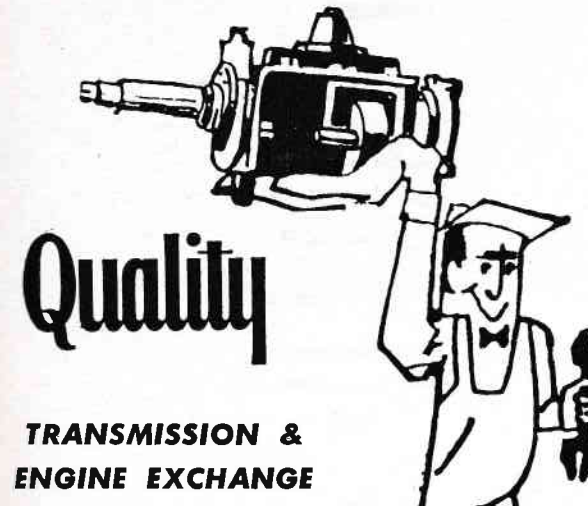
Try again next week.

Hartman did try again the next week and kept at or near the front hoping his engine would hold for the untried distance. Lady luck smiled broadly on Butch that day. Just 17 laps from the end of the race McCluskey's 1970 Plymouth SuperBird blew a tire and crashed into the wall. He was through.

Hartman went on to battle Lem Blankenship and took the win. McCluskey? He finished 19th and Hartman was home free.

The year 1972 won't be any easier for Hartman, in fact it may be a bit harder. He will still be racing as an independent. But now everyone will be trying to beat him — he's the champion. In the past he was a top driver, but not considered the man to beat — now he is.

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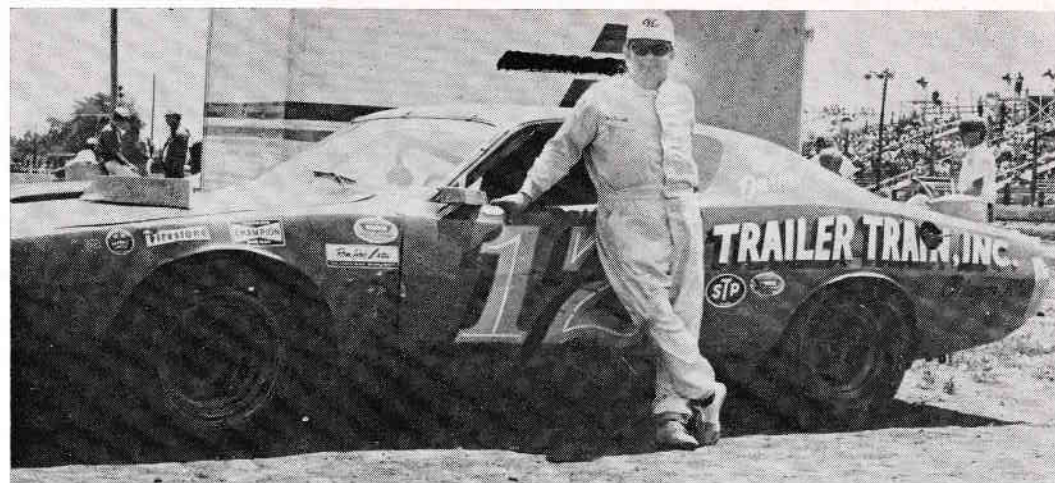
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Denny Bender Photo

BAY DARNELL likes to race. He has guided late models, Championship cars, modifieds and snowmobiles. The 41-year old Deerfield, Ill. resident finished 10th in the 1971 point race. He builds his own cars. This year he will also field a 1972 Dodge Charger for Gary Bettenhausen for select races. Last year he received the sportsmanship award from USAC for his congenial ways.



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Three of the many drivers who fall into the category of traditional favorites in today's race are Bay Darnell, Johnny Reimer and Sal Tovella. They have been racing on the Milwaukee Mile for a long time and have loyal legions of fans, fans that are hoping . . .



Russ Lake Photo

JOHNNY REIMER is a favorite of Milwaukee-area fans. His fame has come through his efforts in modified stock cars. He is a regular in Interstates Racing Association competition in southern Wisconsin and northern Illinois. In USAC late models he drives a 1972 Camaro. He finished 35th in last year's standings. He started driving late models on the Milwaukee Mile in 1963 and returned after a several-year layoff in 1970.



Denny Bender Photo

SAL TOVELLA, 43 of Addison, Ill., finished 13th last season. His best finish was a fourth in the Aug. 19, 150-miler here. The used car lot owner builds and maintains his own cars. He has been racing since 1949. He started USAC late model competition in 1957 and was named rookie of the year in 1963 when he started regular competition.

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