

# Still Charging

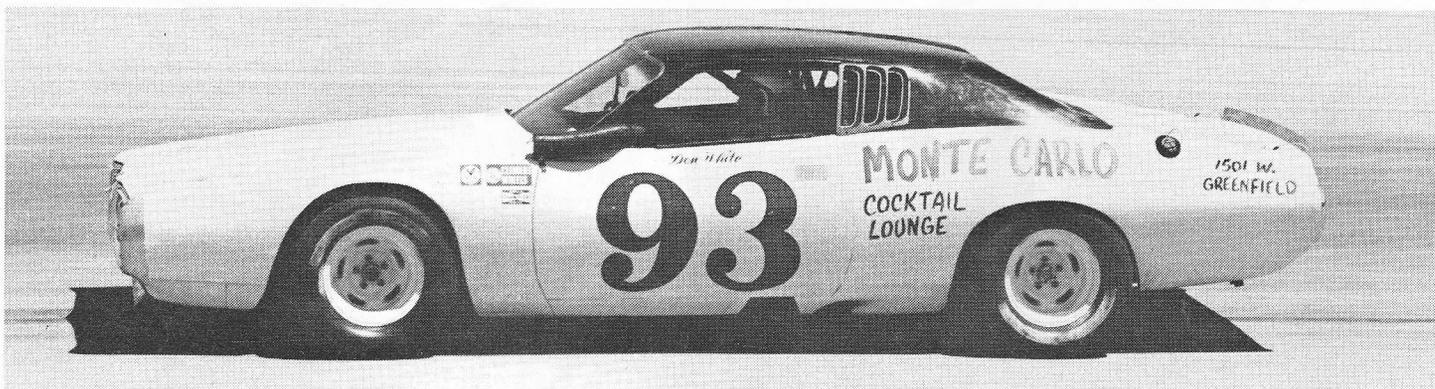
Ever since its first appearance on the USAC stock car circuit back in 1966, the Hemi-powered Dodge Charger has been an important and sometimes dominant factor in the races at the Wisconsin State Fair Speedway.

Its position is now being challenged by the smaller cars, but many drivers still drive the big, powerful machines. Chargers built after the 1974 model year have not been used in racing due to their less aerodynamic shape.



Dave Haberkorn Photos

THE HIGHEST FINISHING Dodge Charger in the July 11 Miller 200 was the 1974 model driven to fourth place by Larry Moore and owned by Pierce Auto Parts of Spiceland, Ind. Despite being involved in the big accident (see page four), Moore stayed on the same lap with the leaders. He qualified third-fastest.



DON WHITE has updated his 1972 Charger into a 1974 model, using the S.E. model window trim. He qualified ninth fastest for the Miller, but it was not in the cards for him to repeat his 1975 victory in the event. Differential problems knocked him out after 51 laps and he placed 35th.



DESPITE USAC RULES which call for 1973-76 models this year, Bob Brevak and two other Charger drivers entered and passed inspection with 1972 models. Brevak qualified the best of the trio, seventh fastest, but oil pressure problems sidelined him after 55 laps, which netted 33rd place. George Giesen and Tom Culbertson also drove 1972s.