

Interview with A.J. Foyt
Interviewed by: Barry Hurd
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TIME CODE	COMMENTS
	WHAT MAKES A GOOD RACE CAR DRIVER?
00:14:32	A.J. FOYT Well, you know, to be a good race driver, I've always felt it's got to be borned into you.
00:14:39	A.J. FOYT Uh, I would guess... I know a lot of guys that worked at it a lot harder than I did, and to me, it come natural.
00:14:46	A.J. FOYT And uh, I know people that worked real, real hard, but they never could fall in to it.
00:14:51	A.J. FOYT I think it's like baseball. I think it's like football.
00:14:54	A.J. FOYT I think you got to be born with the ability to do it and want to do it - that's the biggest thing.
00:15:00	A.J. FOYT You know, you got a lot of people that could probably do it, but they don't want to put the effort to do it the proper way.
00:15:07	A.J. FOYT And uh, I think if you just don't have the coordination regarding what you're doing, you're not going to be a good racecar driver.
00:15:14	BARRY HURD Now, you- you- you have this reputation you could jump into anything, drive it anywhere; dirt, snow maybe tonight in New Jersey or whatever and still win.
00:15:22	BARRY HURD I mean, how do you make that transition? Doesn't it take a different skillset?
00:15:25	A.J. FOYT

	You know, a lot of people ask me that question.
00:15:27	A.J. FOYT You're talking about snow. I won Trenton, New Jersey one year. It was over half way, the race, and it started snowing.
00:15:33	A.J. FOYT I said, "Does these people realize that it's snowing out here it's in April?" And they stopped the race because of snow, talking about the snow; it was kind of funny, really.
00:15:41	A.J. FOYT I was so dog-gone cold, I couldn't stand it! I'm thinking, "Ah, damn! Now these flakes are coming down, and they don't realize what's going on.
00:15:49	A.J. FOYT I don't know. A lot of people asked me that question.
00:15:51	A.J. FOYT I think that's something... The feel you got to be born with; I really do.
00:15:55	A.J. FOYT Now, I know some great, great stock car drivers that could drive- try to drive a sprint car midget - impossible.
00:16:02	A.J. FOYT Then I know some midget drivers, or drag racers or whatever, try to run an Indy car and, or can't.
00:16:08	A.J. FOYT And then you always got the one guy that he can jump, and then he's going to do good.
00:16:13	A.J. FOYT Uh, I think that's something you're gifted with; I mean, that's something you don't learn.
00:16:16	A.J. FOYT I think it's just your coordination, your feel that you're gifted with when you're born.
00:16:22	BARRY HURD You were also saying nowadays, you can study and become a driver. I mean, to win you still have to have that..
00:16:27	A.J. FOYT You've got to have the drive to win.
00:16:29	A.J. FOYT

	A lot of people, like I say, might not know much about a car at all, but he can go out, and be brave enough, kind of Dick Tracy it.
00:16:37	A.J. FOYT At the same time, it's all on a computer what he's doing wrong, so they go there and study the computer. "Well, you need to do this, or you need to do that." So that helps you.
00:16:46	A.J. FOYT Years ago, you didn't have that, so it's up to you and the mechanic to explain what you're doing wrong, and you had to figure it out.
00:16:53	A.J. FOYT Nowadays, you can look at yourself, what you're doing wrong, and then you can try to work on that mistake that you're making and, and make you a pretty good driver, where before, you wasn't gifted that.
	FOYT'S FIRST 500
00:22:16	A.J. FOYT Well, I would say probably one of the biggest days of my life in racing was uh, being good enough to qualify for the Indianapolis 500.
00:22:24	A.J. FOYT I mean, I think at that time I came along, and that was everybody's dream.
00:22:27	A.J. FOYT You had uh, probably from 80 to 120 cars, 33 cars made the race.
00:22:34	A.J. FOYT Uh, and then I won some high banks with the Sprint cars, and I guess at that time, if you win high banks with the sprint car, you'd-
00:22:41	A.J. FOYT ...Really good to run at Indianapolis, because they didn't figure you'd live long, you know, pretty wild I guess. I don't know. That's what I heard, so...
00:22:48	A.J. FOYT Dean Van Lines uh, Clint Brawner had to uh, late Jimmy Bryan that won the championship three times, they hired me to drive that car.

00:22:55	A.J. FOYT I said, "Here's a three-time champion, and I'm a damn rookie, and they going to put me in an Indy car?"
00:23:00	A.J. FOYT And Al Dean was good, and uh, fortunately enough was one of the fastest to ever qualify at 12 th that year.
00:23:05	A.J. FOYT And then they didn't tell me at the start of the race; they said about the trial, and that's where everybody tangled, going down the back straight away, and...
00:23:13	A.J. FOYT Pat O'Connor lost his life. You've seen Jerry Unser going end over end.
00:23:18	A.J. FOYT And then later on that day, a water hose broke, and I spun down in turn one. I said, "Man!"
00:23:23	A.J. FOYT And after the wreck, we were running around on the yellow line, and I'm seeing Pat 'cause he helped me. You know, his car burning there, and they're trying to get him out.
00:23:30	A.J. FOYT And I said, "This might be too rough of a game for A.J. Foyt."
00:23:34	A.J. FOYT And uh, I didn't know if I really wanted to race the night after that.
00:23:43	A.J. FOYT ...but you know, I was a rookie, young, and you know, somebody helped you coming up, you know...
00:23:50	A.J. FOYT Right there, you know, I didn't know him that long, and then you see him, you know, he's sitting on the pole upside down, and his car's sitting upright on fire watching it burn. That's was- that was kind of bad.
00:24:00	BARRY HURD

	Well, you say you thought about not coming back. Obviously, you did. Was it...
00:24:04	A.J. FOYT (Sneezes) Excuse me!
00:24:04	...a desire to win that brought you back, or...
00:24:08	A.J. FOYT Well, no, I just felt like it's a little too rough for me, you know?
00:24:12	A.J. FOYT I'm used to racing local stuff and you know, I said, "This game might be a little too rough for A.J. Foyt."
00:24:17	A.J. FOYT And then, for some reason, I fell into it. I don't know why.
00:24:21	A.J. FOYT I guess I liked it.
00:24:24	BARRY HURD Now, w- w- what was it, thirty some odd years in a row? I mean, you were at the race every year.
00:24:27	A.J. FOYT I think thirty five years in a row I never missed Indianapolis, including the time I was hurt so bad the first race back was Indy and I was sitting on the front row. It was Rick Mears myself, and Andretti.
	INDY 500
00:24:39	BARRY HURD Let's talk a little bit about Indy. Uh, I think you said 35 years in a row, but you also said earlier that you had a bad day there. It drove you crazy 'cause you had to wait a year to get back.
00:24:46	A.J. FOYT Well, I think that's what made Indy so important to me because like I said, if I had a good day, the rest of the year went easy.
00:24:53	A.J. FOYT But if you had a bad day, you remember for you to correct that day, it takes one year.
00:24:59	A.J. FOYT

	<p>And I think that's what's made Indy so important to me myself, 'cause I lived for that one race. Period. And that was it.</p>
00:25:05	<p>A.J. FOYT I mean, sure, I liked to win the other ones, but I could have won everything and ju- do nothing, but Indy... No, it's miserable for the rest of the year.</p>
00:25:14	<p>BARRY HURD You won f- four times. How do you stay on top?</p>
00:25:19	<p>A.J. FOYT I guess work at it, you know? And always try to be ahead a little bit, and you know, a couple of times, I probably won it when I shouldn't have, and then I lost it 2 or 3 times when I should've won going away.</p>
00:25:29	<p>A.J. FOYT So I think in years, if you run long enough, things balance out. And that's the way I've always looked at racing.</p>
	<p>(continues)</p>
00:28:13	<p>BARRY HURD Ok, le- let's talk about some of the- the victories at Indy. I mean, obviously don't go through all thirty-five years, but tell me about the- the four and the things about them that made them so special to you, or one of the highlights of each race.</p>
00:28:25	<p>A.J. FOYT Well, I can tell you the main highlight was my first year to ever race there; that was it.</p>
00:28:29	<p>A.J. FOYT And then next was being the first man to ever win it four times.</p>
00:28:33	<p>A.J. FOYT And then Kenny Brack and I tried to win it for me the fifth time, so...</p>
00:28:38	<p>A.J. FOYT Uh, I- I would say a reason Ford was so popular with me because all my wins except uh, really one was in Fords.</p>
00:28:49	<p>A.J. FOYT</p>

	And uh, I'd also have to say uh, what made me so popular in '77 was my own design, you know, with Ford helped me...
00:28:59	A.J. FOYT And the Ford motor that, you know, we bought from Ford and made a turbo out of it, and me driving.
00:29:04	A.J. FOYT So that was three things that I don't think nobody can ever top, because it's my own car, had my own motor.
00:29:12	A.J. FOYT You know, it was a duplicate of Ford when we made the blower...
00:29:15	A.J. FOYT ... And also with the Coyote Chassis that the people at Ford helped me design.
00:29:20	A.J. FOYT So I think Ford and I had some pretty good years there.
00:29:25	A.J. FOYT And that would be one of the highlights o- of my career there.
00:29:28	BARRY HURD Yeah, I've seen that picture where it says, "FOYT" where it used to say...
00:29:31	A.J. FOYT Yeah, that's a better idea.
00:29:33	BARRY HURD Tell me who put it up.
00:29:34	A.J. FOYT I don't know who come up. Somebody, you know, come up with stuff, and they made this deal with...
00:29:38	A.J. FOYT I can't remember Edsel or somebody that said something. "Hey, you're infringing on our trademark," you know?
00:29:44	A.J. FOYT Where "Ford has a better idea" had "Foyt has a better idea".
00:29:48	A.J. FOYT But, I mean, it's all in fun.

00:29:50	BARRY HURD What about a couple of the other victories?
00:29:56	A.J. FOYT Well, I'd have to say in 67, I had a, you know, that I had a, the Turbine car, and I run away from the field.
00:30:02	A.J. FOYT And he had spun early, Parnelli had but hadn't made a pit stop. (COUGH)
00:30:09	A.J. FOYT And I chased hard all day, as much as I could.
00:30:12	A.J. FOYT And then my other car was running third to me, but he was a lap behind.
00:30:17	A.J. FOYT And uh, then the Turbine car went out right at the end, and I took the lead.
00:30:22	A.J. FOYT And I don't know why, but something going down the back straight away, the last lap I seen a group of cars, and I was laughing.
00:30:29	A.J. FOYT And I said, "I just better back off a little bit," 'cause I had a lap lead, and all that do was go through turn three and four and come get the checkered flag.
00:30:38	A.J. FOYT I come off of four, and cars are going everywhere.
00:30:42	A.J. FOYT I said, "Oh, no!" Here I got it won, and I done lost it.
00:30:45	A.J. FOYT You know, 'cause I couldn't see nothing for smoke, so I slowed down fairly slow, not real slow.
00:30:51	A.J. FOYT I put it in second gear and just kind of scooted down to see it. I said, "Whoever I hit, I'm going to carry them past the start and finish line."
00:30:58	A.J. FOYT

	And when I broke out in the clear, I said, "Oh, God!" I couldn't believe it, you know?
00:31:02	A.J. FOYT And I think you've seen that on the movies, you know, "Where's he and what is that?"
00:31:05	A.J. FOYT But I already made up my mind. Whoever I hit I was going to carry them past the finish line some way.
00:31:09	A.J. FOYT So uh, that was kind of a frightening day there.
00:31:14	BARRY HURD Well, what about the fourth one, when you had that fourth victory? What did you feel like that day?
00:31:18	A.J. FOYT I- it was hard to believe because two years prior that, I thought I had it, and I lost it.
00:31:24	A.J. FOYT And uh, when I was coming up through the field, we'd kind of running low on fuel once.
00:31:29	A.J. FOYT And I got down behind my old mechanic George Bignotti and uh, Johncock about 32 seconds.
00:31:36	A.J. FOYT And uh, I knew I could outrun them, so is started picking up like, two seconds a lap.
00:31:42	A.J. FOYT And Jack Starne that work for me has been with me forty-six years, my chief mechanic.
00:31:47	A.J. FOYT And we were talking on the radio. I said, "They're going to let me get within ten seconds, and then they're going to send him on 'cause George knew how,
00:31:55	A.J. FOYT I wasn't going to give up until I crashed or something.
00:31:58	A.J. FOYT And uh, so at that time, you could turn up horsepower with the boost. You know, using my blowers.
00:32:04	A.J. FOYT

	So I got down to ten seconds, and Jack said, "Have you turned the boost up?" I said, "No!"
00:32:09	A.J. FOYT It went, "10, 9, 8, 7."
00:32:12	A.J. FOYT He said, you're not turning the boost up!" I said, "No!"
00:32:16	A.J. FOYT I said, "They must be in trouble."
00:32:18	A.J. FOYT And I think I got down to three seconds, and he blew up going in turn one.
00:32:23	A.J. FOYT And then I come in and won it and, I knew I could catch him because I knew when I went past ten seconds, I figured that's where the race would be.
00:32:31	A.J. FOYT And when I started catching him over the second lap, two second lap, I said, "They're in trouble. Something's wrong!" I didn't know what.
00:32:37	A.J. FOYT And they already I guess turned their boost up, and he blew up going turn one, and I never had to turn the boost up.
00:32:43	A.J. FOYT You know, and I kept saying, "Come on, baby! Just take these other two or three laps!"
00:32:47	A.J. FOYT So uh, that was really...
00:32:49	A.J. FOYT And Mr. Hulman... I think that's the first time he ever rode around on a victory lap.
00:32:54	A.J. FOYT And my wife didn't ride with me. Mr. Hulman and myself, we rode around victory lap together.
00:33:00	A.J. FOYT And uh, then I had a banquet, and he called me.
00:33:02	A.J. FOYT "I'm still going to be there, but they've got me in a hospital." He got sick.
00:33:06	A.J. FOYT

	I said, "Don't worry about me, Mr. Hulman." Because, you know, we've become such close friends, and then he passed away right after that.
00:33:12	A.J. FOYT So that would have to be the highlight of my career there because uh, he'd always tell me...
00:33:22	A.J. FOYT Uh, you know my favorite race driver, because the press would always say.
00:33:25	A.J. FOYT And he said, "They're all my favorites," which they were such s- sweetheart of people, the Hulmans were.
00:33:30	A.J. FOYT He'd come up the next day when something like that'd be in the paper, and he'd pat on me and say, "You know you're my favorite."
00:33:35	A.J. FOYT But, you know, he'd never admit it.
00:33:36	A.J. FOYT And then a couple times, I got hurt at Daytona. One time, first people up to the hospital was Joe Cloutier and Mr. Hulman.
00:33:44	A.J. FOYT So I felt like we was very close friends because they'd be there waiting to make sure everything was fine with me.
	MESKOWSKI RACE CAR
00:19:49	A.J. FOYT Well, actually, if you're talking about Wally Meskowski; that was one of them. He was the first one to ever build a full-bar championship car crossbar.
00:19:57	A.J. FOYT And we had one the first ones there ever was.
00:20:00	A.J. FOYT Wally had one of his own he's running, and then George Bignotti with Bowes Seal Fasts, and we bought one.
00:20:06	A.J. FOYT

	And we made a few modifications to it, and then it got where everybody started building crossbars.
00:20:12	A.J. FOYT But uh, it was a very good racecar for me. Won a lot of races, and I'd have to say the highlights of that car was probably Milwaukee, Wisconsin, when my Lotus...
00:20:22	A.J. FOYT I had some trouble with it, and we unloaded, day before I won Springfield 100-miler with it. It was a 200-mile race, and I definitely uh, wanted to try to qualify for the race.
00:20:32	A.J. FOYT I had a boy time me, and I had no help there; I was by myself.
00:20:36	A.J. FOYT And he said, "You're second fast in field," and of course I give him a cussing, "you don't even know how to read a stopwatch!"
00:20:42	A.J. FOYT And, you know, Ford Motor Company had the Lotuses all there, Colin Chapman there, Dan Gurney was there, and Parnelli Jones was there, which them were the tough boys to beat on a paved track.
00:20:52	A.J. FOYT Fortunate enough, uh, I qualified it on the pole. I think it was Gurney on the outside in the Ford Motor Company Lotus.
00:21:00	A.J. FOYT And it was a little Offenhauser when you know, a 4 cylinder gets a V8 Ford, and uh, I wound up uh, I think Lloyd Ruby won the race that day, and I had to stop to get fuel, and I blistered a tire.
00:21:12	A.J. FOYT Uh, I led the race probably more than halfway, you know, different stops.
00:21:15	A.J. FOYT Every time a yellow would come out, I'd go back for the lead, 'cause I could out accelerate them.
00:21:20	A.J. FOYT Uh, and it was a great day.

00:21:22	A.J. FOYT I mean, uh, I was the only car that looked like a Greyhound bus against a bunch of little-bitty Ford cars.
00:21:29	A.J. FOYT Uh, and everybody said, "You set racing back fifty years," but I'd have to say that was one of the highlights of my career.
00:21:39	A.J. FOYT ...that was the race that really stood out.
00:21:43	A.J. FOYT I go there wanting to race, all of a sudden I have no car to race, and that was the only car. And I towed it there myself from Springfield.
00:21:50	A.J. FOYT I said, "Hell, I do have a car ran on the dirt!" Let me try to um, you know, qualify it and make the race!"
00:21:56	A.J. FOYT Well, if you told me I was going to sit on the pole, I'd have to bet you any amount of money. I'm just trying to qualify the race, much less sit on the pole, so...
00:22:04	A.J. FOYT I think that was probably one of the highlights of that car.
MARK IV	
00:03:33	A.J. FOYT Well, you know, Dan and I have always been friends, you know?
00:03:37	A.J. FOYT And uh, then uh, Carroll Shelby you know, teamed us up for Le Mans.
00:03:42	A.J. FOYT And uh, I guess over there, everybody thought we were going to be the rabbit.
00:03:46	A.J. FOYT And, you know, I think we led the race on like, twenty-three and a half hours.
00:03:51	A.J. FOYT

	And just right off Dan started to race, and Ford said they wanted me to finish the race, and I can't remember if it was around two or three in the morning.
00:04:00	A.J. FOYT I come in, and, my scheduled stop, and Dan Gurney wasn't around.
00:04:04	A.J. FOYT I said, "Thanks a lot, buddy! I'm a rookie over here, and you're a pro over here!"
00:04:09	A.J. FOYT And that's when the fog and all the rain, all the mess —and I've always teased Dan. I say, "Boy, I didn't get no more money than you did, but I drove longer than you did."
00:04:18	A.J. FOYT But uh, Dan was a great road racer and a great friend of mine, and we'd come close after that. You know, be the first American drivers, American manufacturer, to ever win the 24-hour race, so...
00:04:30	A.J. FOYT I think it still stands that way as of today, so I've got a lot of respect for Dan. I think Dan's got a lot of respect for me, and...
00:04:36	A.J. FOYT We've been friends for the years, and after that, Le Mans, a couple of times, would send me invitations. I said, "I went over there a rookie and came back a winner, so I'm not going to change."
00:04:47	BARRY HURD Cool. You know, we actually have that car in our collection. Tell us a little bit about the car you drove in Le Mans.
00:04:51	A.J. FOYT Well, the car was unbelievable fast. I mean, it was...
00:04:55	A.J. FOYT Really, I think Dan would've told you that we ran hard for the 24 hours.
00:05:00	A.J. FOYT The car just was, unreasonable, sanitary; very, very fast. Nobody could even run close to us.

00:05:09	A.J. FOYT And the biggest thing was just keeping it running twenty four hours.
00:05:13	A.J. FOYT Uh, I think we covered something like 3,500 or 3,600 miles or something in the twenty-four hour. I don't think nobody's covered that much territory since then.
00:05:22	A.J. FOYT I don't know. You know, I don't keep up with you know, road racing that much, but I think we still, you know, miles covered, time and all, I think we still hold that record, Gurney and myself.
00:05:32	A.J. FOYT But um, the car was unbelievable, and it performed beautiful all day, and Mr. Ford was there, Henry Ford was there, and...
00:05:39	A.J. FOYT You know, to me, i- it won Indy a couple weeks before that with Ford power, and then have Ford power over there.
00:05:46	A.J. FOYT To me, it was a great, great honor uh, to be in Le Mans one time. Like I said, that was my first and last time, and not planning on going back, so...
00:05:56	A.J. FOYT I can say, "Last time I was there, I won the race, and that's it!"
	RACE CAR DRIVERS
00:01:14	A.J. FOYT Well, you know, Parnelli was from California, and A.J. Foyt was from Texas.
00:01:17	A.J. FOYT So it was a pretty good rival right there, and uh, he was one hell of a race driver.
00:01:24	A.J. FOYT Uh, he was running the Sprint cars and midgets, and I'd go out there and — Ascot where Agajanian promoted for years. And it's a wonder that either one of us still talking, 'cause we raced so hard; probably one of us, at one time or

	another, should've been upside down and probably deceased by now.
00:01:39	A.J. FOYT But uh, we're good friends, and I loved to beat him and he loved to beat me and,
00:01:44	A.J. FOYT one thing about him, we would race at Ascot.
00:01:48	A.J. FOYT Aggie'd (Agajanian) always announce the biggest crowds they'd ever had, because everybody knew that probably one of us wasn't going to survive. But uh, we did through the years and had a lot of great races, and we've been friends for many years.
00:01:59	BARRY HURD Is it true that when you had one of your bad wrecks that he actually sort of brought you back?
00:02:04	A.J. FOYT Well, that's quite true. In Riverside, California, uh, I was driving for Ford Motor Company, and we had self-adjustment brakes on the cars.
00:02:12	A.J. FOYT And we was running second, and uh, actually uh, Dan Gurney was leading the race.
00:02:18	A.J. FOYT And it was probably about six laps to go, and I was finally gaining on him a little bit on him. And at that time, breaks weren't nothing like they are today.
00:02:25	A.J. FOYT And I tested the breaks, and I hit the long back straight running about 170 or 180 mile an hour.
00:02:29	A.J. FOYT And when I got down there, the self-adjustment just fell apart.
00:02:34	A.J. FOYT And I had no breaks, so I went down because I'd felt like I'd hit Junior Johnson, which he was lapping, and I can't remember who the other car was to embed myself in the bank. And then the car just took off and started going end over end,
00:02:46	A.J. FOYT

	And then I guess the one doctor said something about, "Don't worry about him until the race is over, 'cause, you know, he's gone."
00:02:53	A.J. FOYT And I guess Parnelli, for some reason, was down there in the corner and seeing me kind of moving, I guess come there and stuck his finger in my mouth, and my mouth was full of mud, and dirt, and all that...
00:03:05	A.J. FOYT And uh, so, I guess I owe my life to him a little bit, and he said "he ain't dead," or whatever. I guess he'd seen me move.
00:03:13	A.J. FOYT So, uh, pretty bad wreck. It's the one they had in that red line 7000, show the car going end, over end, over end. But uh, I tried to have them where they couldn't do that, but you know, I guess I'm a public figure, and there's nothing I can do about it.
	(continues)
00:07:31	BARRY HURD ...How about uh, Roger Penske? W- what can you tell us about Roger?
00:07:36	A.J. FOYT Well, you know, Roger and I have been friends for years, and we drove for John Mecom you know out of here, and we drove the sports cars for John.
00:07:44	A.J. FOYT And uh, he was a pretty good sports car driver, but you know, that's about as far as he actually went.
00:07:52	A.J. FOYT I mean, I don't think he never cared much of, for the open-wheel racing, and uh, we've been friends for many, many years and uh...
00:07:59	A.J. FOYT Like I said, we drove for John Mecom here out of Houston.
00:08:04	A.J. FOYT Um, he won his share of races for John Mecom, and I won my share.

00:08:09	BARRY HURD What about uh, uh, the fellow we saw yesterday, Jim Hall, the ground effects car? Y- you mentioned you drove those later in your career, right?
00:08:17	A.J. FOYT Well, you know, Hap Sharp, his partner there was Jim Hall.
00:08:22	A.J. FOYT I raced against them maybe twice. Once was at Le Mans, and they weren't even close to Dan Gurney and I.
00:08:28	A.J. FOYT I mean, everybody thought they would be the car to beat, and uh, but we, the Ford, just performed so beautiful. It wasn't even a close race I didn't think.
00:08:39	A.J. FOYT And uh, I run against him at the Bahamas uh, and I drove for John Mecom, which I beat the cars.
00:08:44	A.J. FOYT That was really the only two times. I knew that had a very good success rate where they was racing but...
00:08:51	A.J. FOYT You know, uh, when you go run against I'd have to say people like Dan Gurney, the big boys, you better have everything together because they're not going to sit back and let you beat them just to beat them.
00:09:02	A.J. FOYT And he had a big advantage on a lot of people in that car. That was a car way advanced in its time, and he drove good, Jim did so...
00:09:10	A.J. FOYT But when you mix it up with everybody, it's a little different story sometimes when they come to Le Mans, because I know everybody was talking about the Chaparral this and the Chaparral that.
00:09:19	A.J. FOYT But uh, Ford did their homework too, and like I said, they weren't even close to the Ford.

00:09:32	A.J. FOYT ... Uh, you know, you've got drivers, and then you've got race drivers.
00:09:38	A.J. FOYT And the way I look at that, I driver just sit out there, and he'll run hard, and he'll win his fair share.
00:09:43	A.J. FOYT But then you've got that driver that he don't want to settle for second.
00:09:47	A.J. FOYT And uh, I think that's the big difference against the big boys and regular race drivers because they'll go that extra mile to win, where a lot of guys will settle for that second or third spot.
00:10:06	A.J. FOYT Well, you know, I don't know how to explain winning to you, but I know if you've ever won, I don't care if you've won second; that don't satisfy you.
00:10:18	A.J. FOYT And I know a couple times that uh, if I wouldn't have really hung it out, uh, I probably wouldn't have won.
00:10:25	A.J. FOYT And my operation was, with A.J. Foyt was, second's not good enough for me.
00:10:32	A.J. FOYT And fortunate enough, a lot of guys said that he'd never live to be twenty-two years old — I've buried a lot of my friends.
00:10:39	A.J. FOYT And probably if I'd known if I was going to live this long, I'd have took a little better care of my body! Uh, I do have a few scars on my body from probably trying too hard.
00:10:48	A.J. FOYT But still, at the same time, every time I got hurt very- very, very serious, something broke on the race car.
00:10:55	A.J. FOYT

	So I think in my own mind that I always felt like I was in control of the race car, but when something breaks...
00:11:00	A.J. FOYT You know, it's like an airplane; a wing comes off, you're just there.
00:11:04	A.J. FOYT And that's kind of the two times that I got hurt real serious was something always broke.
00:11:08	BARRY HURD Tell me a little bit about uh, Bob Riley.
00:11:11	A.J. FOYT Bob Riley? Uh, he worked for Ford Motor Company, he helped me design the Coyotes when we first come along, and him and Klaus Arning were with Ford Motor Company, and, and Ford let me use them while we built the cars here in Texas.
	MECHANICS
00:53:24	A.J. FOYT Today, I call the mechanics R&R; most of them are remove and replace.
00:53:29	A.J. FOYT Before, the old mechanics that you knew that had to build it are... You didn't know how to do it.
00:53:35	A.J. FOYT Nowadays, if you wreck your car, you go to the parts truck and buy the parts.
00:53:39	A.J. FOYT Years ago, you built the truck the parts in the shop like next door, or over here at my place, where we prefabbed everything and made it ourselves and we made a few extra parts.
00:53:48	A.J. FOYT But nowadays, it makes it a lot easier so I'd say most of your...
00:53:52	A.J. FOYT Most of your mechanics are R&R – remove and replace.
00:53:55	A.J. FOYT If you come down, very few mechanics are probably smart enough.

00:53:58	A.J. FOYT There are some out there that can actually build the lever part of the racecar.
00:54:03	A.J. FOYT I- I think I got a couple of them th- that I'd put up against anybody that's been with me, like Jack Starne for 46 years or so.
00:54:10	A.J. FOYT He's been able to alter all my other cars, so...
00:54:12	A.J. FOYT ...Kind of like Shelby's operation when they had it out there in Phil Remington.
00:54:17	A.J. FOYT They're very smart people. Them people are far and few between and, you know, they're- they're leaving us.
00:54:22	A.J. FOYT It's a shame that you don't have people following their footsteps, but at the same time, there are still a few but very few.
	DESIGNING
00:11:34	A.J. FOYT Well, used to, you used to build your own motors, you build your own cars and design how you want it, and then you went out in proved it or raced it.
00:11:42	A.J. FOYT And I think that's kind of hurt racing, and stock car racing, and open wheel racing.
00:11:47	A.J. FOYT To me, it's what I call a "spec series."
00:11:51	A.J. FOYT Uh, you might know nothing about racing, but you can go buy the same stuff I buy.
00:11:55	A.J. FOYT So to me, it takes a lot of the engineering out of it, uh, and it takes a lot of the pride out of it.
00:12:01	A.J. FOYT Sure, I've won with bought cars, but it made a lot more sense to me to build my own cars, 'cause I knew when I went to the race track what I had, and what I had to beat.
00:12:12	A.J. FOYT

	So uh, you know, if you didn't like Stock cars, there's a car tomorrow.
00:12:16	A.J. FOYT When I drove for Ford, you knew it was a Ford. If you drove for General Motors, you knew it was General Motors, or Pontiac, or whatever.
00:12:23	A.J. FOYT But nowadays, to me, all they do is put the name on it. Well, it's basically the same car!
00:12:28	A.J. FOYT Uh, I remember one time, you know? W- we was running over two hundred mile an hour with the Fords.
00:12:34	A.J. FOYT You didn't have all the air down then. I mean, your butt was biting the seat most of the time, but you know, you had to race it that way.
00:12:41	A.J. FOYT And nowadays, uh, you got some great race drivers, but it's a lot easier today I think than it was in the olden days, and a lot safer, which is good.
00:12:59	A.J. FOYT You had a set of rules, but you could build to the rules.
00:13:01	A.J. FOYT And nowadays, uh, you got rules, but it's more or less a spec series.
00:13:07	A.J. FOYT So where I might want to run my car offset, at one inch or two inches. Well, they don't allow that. And that's something I would come up with, where you might not want to do that.
00:13:18	A.J. FOYT But yet, when you see me beating you, then you would do that.
00:13:21	A.J. FOYT And to me, you know, it's just, it's different today.
00:13:26	BARRY HURD You think it's easier for a race car driver now, did you say?

00:13:28	A.J. FOYT I would say yeah. I definitely would between the racecar driver and the mechanic, 'cause you got computers on the race car that's telling the mechanics everything you're doing.
00:13:39	A.J. FOYT Before, it was you communicating with your mechanics, explaining what to do. All they do now is take the data off the computer; "Well, you're lifting too much here! "You're putting too much steering here! Are you doing this? Are you doing that?"
00:13:53	A.J. FOYT And they can read that where before, it was me and you talking to each other.
	INNOVATIONS AND ENGINEERING
00:25:36	BARRY HURD You know, we were talking to somebody, and he said that one of the great things about Indy is the things that happened there eventually, you wind up in a passenger car. Do you think that's true?
00:26:20	A.J. FOYT Well, I like that the torsion bars are still here, and the rear-view mirrors are still here. Uh, a lot of the computer stuff, which I don't agree with, is here. And more in cars today than it's ever been.
00:26:32	A.J. FOYT Uh, and one thing that uh, Ford come up with is the turn signals right and left. You see them in your mirrors when you turn them on.
00:26:41	A.J. FOYT And I remember Ford was working on that probably ten or twelve years ago, and I went up there for something I can't remember, and it showed it on another design car.
00:26:50	A.J. FOYT And I said, "Man, to me, that would be so much more safer, 'cause you got a mirror out there, and you're seeing it blink close detail, blank and so..."
00:26:58	A.J. FOYT

	That was one thing that Ford...
00:27:00	A.J. FOYT I think everybody's probably copying it now, but I'd have to say that's one thing that Ford come up with first.
00:27:05	BARRY HURD Was that in racing at one time, or?
00:27:07	A.J. FOYT Not really in racing. It was just on a car that I went up there for something, and we took some pictures.
00:27:12	A.J. FOYT I can't remember if it was one of the Ford cars years back, and this was kind of an advanced design, and I thought that was really unique.
00:27:20	BARRY HURD Now, did you, back when you could build your own cars, did you work with Ford and actually sort of innovate some of the things that happened on the racecar?
00:27:27	A.J. FOYT Oh, yeah! Yeah.
00:27:28	BARRY HURD Tell us about that.
00:27:28	A.J. FOYT Well actually, Ford, we made an automatic transmission Ford made for me. We tried it, but we could never get it light enough to work proper.
00:27:37	A.J. FOYT Uh, Ford did a wind-tunnel.
00:27:39	A.J. FOYT Uh, we used their wind-tunnel to build my '67 Indy car afterwards. We run it there.
00:27:44	A.J. FOYT Uh, some designers that work for Ford helped me design the car that I won with.
00:27:49	A.J. FOYT Uh, so Ford's been very good to A.J. Foyt.
00:27:53	BARRY HURD Ok, everybody knows you're a great driver. Did you also get down to the engineering level -- know a lot about the cars?

00:27:58	A.J. FOYT Yeah, I- I knew quite a bit. I- I kind of did my own shocks, and my own springs and setups and things like that, and...
00:28:05	A.J. FOYT I used to build a lot of my own motors myself.
00:28:08	A.J. FOYT I always used to love to build engines, and uh... I had a lot of fun.
	GROUND EFFECTS RACE CARS
00:46:28	A.J. FOYT ...and I remember uh, that was 1983 that we come up with one.
00:46:34	A.J. FOYT And we kept going stiffer, stiffer and kept pushing the front end, pushing the front end, and we didn't have enough sense to realize what it was.
00:46:42	A.J. FOYT And then we drill holes in the bottom, and that seemed to help it, you know, 'cause we didn't want that.
00:46:48	A.J. FOYT We're about three times as strong on the right-rear-spring, and as you normally, that ain't right. Something's going on.
00:46:53	A.J. FOYT Uh, I wish we'd have known at that time, but that was way advanced.
00:46:57	BARRY HURD That was a pretty big innovation, wasn't it?
00:46:59	A.J. FOYT It really was, you know?
00:47:00	A.J. FOYT Bob come up with that idea -- Bob Riley come up with that idea.
00:47:03	BARRY HURD The idea of drilling the holes, or the...
00:47:05	A.J. FOYT Well, I mean, something kept pulling it down on the right side.
00:47:09	A.J. FOYT

	But uh, I guess at that time, we wasn't realizing what was pulling it down.
00:47:13	BARRY HURD Did you ever drive it competitively?
00:47:15	A.J. FOYT Oh, yeah! I qualified it on the front row uh, in '83.
00:47:20	A.J. FOYT Uh, never tested it, just went there and raced it and qualified it.
00:47:24	A.J. FOYT For the last lap, I hit the wall, steel come off the wall, and I went on finish qualifying.
00:47:29	A.J. FOYT Going down the back trail, I said, "You know better. You better back off if, I didn't."
	MODERN RACE CARS
00:51:16	A.J. FOYT Actually, right here is a brand-new Dallara car with all the pieces we get in.
00:51:22	A.J. FOYT And then what we do, we re-fit everything ourselves and make sure the body's all sealed up perfect.
00:51:26	A.J. FOYT And you know, like the radiators were a problem, you can make some changes there.
00:51:29	A.J. FOYT And on the weight distribution, we can probably move things more to the back instead of the way we have them, so...
00:51:34	A.J. FOYT It's a lot that goes into it, and uh, then like the side-pods over here, we make sure they fit, and all the under trays fit where you don't have no air gaps.
00:51:44	BARRY HURD Now, what does this all made of? It looks like it's uh...
00:51:47	A.J. FOYT This is all made of carbon fiber. Very light, very light material. Very strong material.

00:51:57	A.J. FOYT Oh, it's great stuff. Yeah!
00:51:58	A.J. FOYT I mean, for you to build a one-on car like this here'll probably cost you double what you buy it for, 'cause we spend still a lot of money on it, you know?
00:52:07	A.J. FOYT A- and what really gets you, you spend a lot of money to make it all perfect, then you see somebody buy one, put it together, and then he outruns you. That's what blows your mind.
00:52:15	BARRY HURD Now, is- is there anything you remember from, let's say the old days that you can still do on a car like this?
00:52:21	A.J. FOYT Well yeah, there's a lot of things there, and you know, biggest thing is to have the body all sealed up real tight for super speedways, where you don't have a lot of air.
00:52:29	A.J. FOYT You know, 'cause you looking at uh, actually dragging wind resistance, so the slicker you can make the car, the faster it's going to run.
00:52:35	A.J. FOYT Because let's say for instance that we all have say, 700 horsepower.
00:52:40	A.J. FOYT Say in the wind tunnel, I take 30 pounds of drag off. That makes me a rule of thumb at 200 miles per hour - I've got 30 more horsepower than you!
00:52:48	A.J. FOYT So that gives me a 30 more horsepower advantage, even though we got the same horsepower.
00:52:52	A.J. FOYT But it's all in preparing the car, and that's what you work on now.
00:52:56	BARRY HURD

	A- and when you want to make some of these, do you ever meet any resistance from your uh, your team?
00:53:03	A.J. FOYT I don't ask for their opinion. I'm the one who gives them the opinion.
00:53:06	A.J. FOYT I think I've been around it long enough to know right from wrong, and uh, I'll listen to their ideas.
00:53:12	A.J. FOYT If it makes sense, I'll do it.
00:53:15	A.J. FOYT But if it don't, if something I've tried don't work, now forget it.
PIT STOPS	
00:58:22	A.J. FOYT Well, this is one of the older cars, and what we're doing is not one of the racing motors.
00:58:27	A.J. FOYT But, you know, a lot of times when you're practicing pit stops, you turn around and push it in by hand, or this, or that.
00:58:32	A.J. FOYT And what we're building this car for is really a high-performance pit stop.
00:58:36	A.J. FOYT A guy drives it in, then we're going to have the air jacks where all of a sudden, a guy's got a valve here, where he just drops it like they f-went away.
00:58:43	A.J. FOYT Then you got to grab the manual jacks and jack it up.
00:58:47	A.J. FOYT So that's the reason we're putting this car together like this here.
00:58:48	BARRY HURD It's like a- it's like a simulator to practice?
00:58:51	A.J. FOYT It's a simulator, but it's actually a guy drives it in for a pit stop, they hit the engine jacks, they jack

	it up, change the tires, then he's got a blower there. He sets it, and all of a sudden, the jacks just go, "Bang!" And drops it on the ground.
00:59:04	A.J. FOYT Then the reaction of the pit guys, which we have stand by, jack- just grab them, put on it, and jack it up.
00:59:07	BARRY HURD Why's it so important to practice these pit stops.
00:59:12	A.J. FOYT Well, you know, just say for instance a five hundred mile race.
00:59:16	A.J. FOYT You can save say a second or two seconds each stop.
00:59:19	A.J. FOYT And say you make 8 stops at Indy – that's 16 seconds.
00:59:23	A.J. FOYT 16 seconds on a two-and-a-half mile racetrack's a long ways.
00:59:27	A.J. FOYT That can either win or lose you the race.
00:59:30	A.J. FOYT So that's where it's very, very important to always practice and have a good crew for high-performance.
00:59:35	A.J. FOYT Because a high-performance what's going to win you races more than they lose.
00:59:39	BARRY HURD And to build a high-performance team, is th- are- is this the kind of training and drilling?
00:59:44	A.J. FOYT Well, it's something we come up with each year.
00:59:46	A.J. FOYT I mean, a lot of people, what we used to do, you get three or four people push it in on a pit stop.
00:59:51	A.J. FOYT This way here, a guy drives it in.
00:59:53	A.J. FOYT And he drives it in as he's still sitting there, a- and they jack it up, and they jerked [---?] and he

	got a valve that he just hits, and it falls on the ground.
01:00:01	A.J. FOYT Then they got to go like simulator, and jump over, and get manual jacks and jacks it up.
01:00:07	A.J. FOYT So this way here uh, when you air jack it and the pit crew's watching you handle i- do it, they see you do that. So they're anticipating that.
01:00:15	A.J. FOYT This way, they not anticipating something that went, "BAM! BAM!" On a- on a stop.
01:00:20	BARRY HURD Does this improve your regular pit stop?
01:00:22	A.J. FOYT Well, we've not finished this here.
01:00:24	A.J. FOYT This is a new program that we're just starting.
01:00:27	A.J. FOYT Yeah, I think it will improve the stops because it's the unknown.
01:00:31	BARRY HURD And who- who came up with this idea? Where is this from?
01:00:34	A.J. FOYT We talked about it last year, and it's been a two-year program.
01:00:36	A.J. FOYT I finally got mad and said we're going to finish it this year, so...
01:00:42	A.J. FOYT I can't got to let no... be weak in the winter time.
01:00:45	A.J. FOYT I said, "We're going to work this winter," you know, and try and improve the team.
01:00:50	A.J. FOYT I think we've got a race driver; he's never won. He's run second at Indy twice, Vitor Meira.
01:00:54	A.J. FOYT I think he's a boy that wants to win real b- I know he wants to win.
01:00:58	A.J. FOYT

	And so I want to give him every chance to try to win races if we can.
01:01:02	BARRY HURD So not only do you have to tweak the equipment, you have to tweak the people, don't you?
01:01:06	A.J. FOYT You got to tweak everything. It's all got to be a team, and I don't care what it's in – baseball, football, building cars, selling cars...
01:01:13	A.J. FOYT If you don't have a team, you can forget it 'cause the next guy is going to beat you.
01:01:18	A.J. FOYT So high-performance team effort is the name of the game.
	SAFETY
00:56:35	A.J. FOYT Well, today, it's probably about 1,000 times safer than when I first started, uh, which you always work for safety.
00:56:43	A.J. FOYT But you're still going to have people that lose their lives in regards to how safe it is.
00:56:48	A.J. FOYT I mean, it's just like the astronauts.
00:56:51	A.J. FOYT You know, look how hard they work on safety, but still, you have them misfortunate things.
00:56:55	A.J. FOYT And I think that's going to continue as long as people's on the earth.
00:57:01	A.J. FOYT There are going to be accidents; you can't stop all of them.
00:57:05	A.J. FOYT You know, it's like people blame automobiles for head-on wrecks and head-on there.
00:57:09	A.J. FOYT I says, "It ain't the automobiles! If you park that car in a lot for 200 years, it ain't going to hurt nobody."
00:57:14	A.J. FOYT

	It's the people behind the wheel that hurt each other, and they want to blame it on this, or blame it on that, you know?
00:57:20	A.J. FOYT And that car don't hurt nobody – it's what you make that car do. It hurts people...
	DRIVING VS. OWNING
00:17:13	A.J. FOYT Well, I think with me being a team owner, I like it more today because I can chew his butt out a little bit more, and show him why I'm chewing him out.
00:17:20	A.J. FOYT Where before, he wouldn't probably understand.
00:17:23	A.J. FOYT So i- it's probably better today, when you're in that time now. I didn't care about this stuff because I knew what I wanted in a race car. I knew how I wanted it to feel.
00:17:33	A.J. FOYT And that was it – I didn't care what a computer told me.
00:17:35	A.J. FOYT And right there before I quit, we had computers, but I said, "Forget that computer! I know what it's feeling like under my behind!"
00:17:43	A.J. FOYT And until my behind feels good, I ain't going to worry about nothing. And that's kind of the way my race was the feel.
00:17:49	BARRY HURD Now, today, just...
00:17:50	BARRY HURD You're a team owner; you're building the cars. You don't really build the cars anymore. It's spec cars, so what do you do in the shop?
00:17:55	A.J. FOYT Well, we try to clean them up where the body fits good, and tie in aerodynamics, and we go to the wind tunnel, and we go to the shaker rig and things like that to try to get all the traction we can. We'll play with shock absorbers and springs.

00:18:08	A.J. FOYT So that- that's the biggest thing, and play with a lot of different toes on the back and the front.
00:18:13	A.J. FOYT You know, and you try to be a little bit more advanced than the average man who buys a race car.
00:18:17	BARRY HURD So you still can't tweak for performance?
00:18:19	A.J. FOYT You can still tweak the performance.
00:18:21	A.J. FOYT Uh, and nowadays, as it's getting tighter and tighter, you know, I always run a different wheelbase when you could run three different wheelbases.
00:18:29	A.J. FOYT Uh, but nowadays, they're going to limit to one wheelbase, so they're taking more of the tweaking out every day.
00:18:37	BARRY HURD Now, it's true for most people that I don't think they realize the Americans don't even build the Indy cars anymore, do they?
00:18:43	BARRY HURD Are they all overseas now?
00:18:46	A.J. FOYT It's mainly overseas. Dallara is the major builder for the open-wheel cars, and Bob Riley and them their own sports cars; they are built over here.
00:18:55	A.J. FOYT Uh, and uh, that's about it! I guess Bob Riley is probably the only American car that's been built over here at the present time.
00:19:06	BARRY HURD Do you think that's good or bad for racing?
00:19:09	A.J. FOYT Well, to be truthful, I think it's bad. I think you ought to be able to build what you want, as long as it's in the rulebook, build a car to the rules, and go out and race it and have your own design.
00:19:24	A.J. FOYT

	But, you know, I think what's happened on a lot of them where money's gotten so tight that today, it's costing you too much so you're better off just having one manufactured.
00:19:34	BARRY HURD Getting the money thing started.
00:19:35	A.J. FOYT Right, yeah.
	KNOWING WHEN TO QUIT
00:38:43	A.J. FOYT I guess Indy was thirty five years straight without ever missing a race, even though the last time I was hurt so bad, they said if I go back, I'd either be on crutches or a wheelchair.
00:38:55	A.J. FOYT And I said, "I will walk to my racecar."
00:38:58	A.J. FOYT And I barely missed the pole.
00:39:00	A.J. FOYT I went up first race back second, so that was really uh, kind of uh, a career deal against the press. "I showed you I'd be back!"
00:39:08	A.J. FOYT And uh, we run pretty decent. In the year I retired from there, we were running quicker than anybody, like a little over 225.
00:39:17	A.J. FOYT And uh, I asked him who hit the wall. It was Robby Gordon who hit the wall in my other car.
00:39:22	A.J. FOYT That was about the third time he hit the wall.
00:39:24	A.J. FOYT I said, "Well, there's no way I can race and uh, be a car owner too, you know, with other people."
00:39:31	A.J. FOYT And it just come over me this is where I started, and this is where I'm going to quit.
00:39:36	A.J. FOYT And all the crew said, "Aren't you going to qualify?" No.
00:39:38	A.J. FOYT

	I'm not driving for US Tobacco Copenhagen car; they were my sponsors.
00:39:42	A.J. FOYT I said, "I'm through."
00:39:44	A.J. FOYT They said, "What do you mean you're through"
00:39:45	A.J. FOYT I said, "That's it," and I haven't sit in a car since then.
00:39:49	A.J. FOYT Uh, and uh, everybody said, "What are you going to do? You'll..."
00:39:52	A.J. FOYT I said, "No."
00:39:54	A.J. FOYT And Robby Gordon says, "A.J.!"
00:39:56	A.J. FOYT He said, "Let me qualify your car."
00:39:59	A.J. FOYT I'm sitting on the pole, and I said, "The only pole you sit on is a part of the flag pole."
00:40:04	A.J. FOYT And uh, I said, "Come back next week. We'll qualify you." So that was it - I hung it up.
00:40:10	A.J. FOYT I said, "I started here big, and I ended it here."
00:40:13	A.J. FOYT And I guess the reason that I'll never forget when I won it, '61, Ray Harroun, who won the race in 1911, was still living.
00:40:23	A.J. FOYT They sent us to New York, Tony Hulman did, on <i>What's My Line</i> , you know, since he won it then, and I won it.
00:40:30	A.J. FOYT I says uh, "Ray, when did you know when to quit?"
00:40:35	A.J. FOYT He says, "It will come to you" I'll never forget this. He said, "It'll all of a sudden come to you." "I can't tell you how or when."
00:40:43	A.J. FOYT

	And I guess that day it just came to me, and I said I'm through.
00:40:45	A.J. FOYT I'll never forget he did tell me that — Ray Harroun.
00:40:50	A.J. FOYT So. That was it.
00:40:53	BARRY HURD Now, today as a team owner, is it as much fun being a team owner as it was uh?
00:40:58	A.J. FOYT No. Because you see so many mistakes that your drivers make, even though you might've made them.
00:41:06	A.J. FOYT And so many of the drivers today just drive for the money, not for the win. I can't stand that.
00:41:12	A.J. FOYT It kills me knowing the equipment you got, and if you push it a little harder, you could win.
00:41:17	A.J. FOYT And I think a lot of the them drivers have never won a race, so they don't know what the thrill is to win.
00:41:24	A.J. FOYT And uh, that's all that hurts bad.
	OWNING VS. RACING
00:55:11	A.J. FOYT It's a hard adjustment, and uh, you know, there's nothing more than a, rather be in a driver's cockpit.
00:55:20	A.J. FOYT A- and the reason I say that is uh, I really loved it, I really enjoyed it.
00:55:25	A.J. FOYT But, you know, time passes by, and you got to face it. I know how to do it, but I was only 20 years old.
00:55:34	A.J. FOYT But at the same time, hell, I'll be 74 years old, and there's no way I can produce.
00:55:38	A.J. FOYT

	I know how to do it, and all I'll do is probably just go out and bust my butt real good, and I've been hurt enough.
00:55:44	A.J. FOYT And I don't need to do that this late stage in life.
00:55:46	A.J. FOYT And I know I'd try to do it.
	(continues)
00:57:26	BARRY HURD Ok, so suppose I came to you, and I wanted to start a race team, and I had money to do it and everything.
00:57:30	BARRY HURD W- what would be the two or three things you'd tell me that I need to do, like how to get my people together and- and maybe compete in a way?
00:57:35	A.J. FOYT You mean starting from the beginning?
00:57:36	BARRY HURD Yeah.
00:57:37	A.J. FOYT I would just tell you to get you some good, honest, loyal people, and not some of these higher promoters that you have out there today in the racing game.
00:57:44	A.J. FOYT Years ago, you didn't have that.
00:57:46	A.J. FOYT Today, for every one good guy, you got a dozen promoters.
00:57:50	A.J. FOYT And uh, I don't think that's helping the racing world at all. They're here today and gone tomorrow.
00:57:57	A.J. FOYT Just get your good, honest people, and work from there.
00:57:59	A.J. FOYT And, you know, if you've been smart enough to have enough money to build a racing team, you'd be smart enough to know people.

YOUNG PEOPLE IN RACING	
00:49:19	A.J. FOYT ...and we always keep young people because I think young people can learn things the way you want to teach them.
00:49:28	A.J. FOYT Some of the older people that they got their minds made up, and you just can't change their habits, so...
00:49:33	A.J. FOYT I think on today's racing program, you always got to try to have younger people to come up with newer ideas.
00:49:40	BARRY HURD What's the- what's the biggest challenge to winning now, when things seem so standardized?
00:49:44	A.J. FOYT Well actually, the biggest challenge to winning today is you know, getting a team that your pit stops are perfect, and you got a driver that wants to win. That's the big thing.
00:49:52	A.J. FOYT Uh, if you get that done, your wins will come.
00:49:55	BARRY HURD So when you come in each morning, that's what you wrestle with now? That's your uh...
00:49:59	A.J. FOYT That's exactly my motivation. Hey, second don't satisfy me, even though we have to settle for second, third 'cause it's very tough out there, and you got some tough teams such as Penske, Ganassi, and Vision, but uh, and then Green.
00:50:13	A.J. FOYT So we basically got the same thing, so it's you motivating your race driver and motivating your team.
00:50:39	BARRY HURD We were talking about Lyn St. James. She went to school now to help teach women how to become racecar drivers, part of it just their motivation and mental attitude.

00:50:41	BARRY HURD What do you think- what do you think about that? You think that's something that would work?
00:50:44	A.J. FOYT Well, it's a school. And it's good to go to the schools I think, especially if people's never been, you know, with racing and don't really understand anything, I think a school's a good deal.
00:50:56	A.J. FOYT They got, like, several of them schools like Petty's got the stock car school and all that, so...
00:51:01	A.J. FOYT I- I- I think it's good for people who don't understand racing, but people who understand racing, they don't need to go to school.
00:51:11	A.J. FOYT ...If you're going to be very successful, I think it's something you got to be born with.
	ADVICE
00:43:13	A.J. FOYT ...the big advice you give people who want to be successful is you got to work at it. It don't come easy.
00:43:20	A.J. FOYT I mean, it comes easier today than it did back then, but the biggest thing – and I think to be successful at anything – you just got to work hard at it.
00:43:27	A.J. FOYT And this is something I think a lot of people are losing, and mind that it should come easy and not have to work at it.
00:43:34	A.J. FOYT Uh, I think anything to be very successful you got to work hard at.
00:43:41	A.J. FOYT I've known some people that probably could've been great race drivers, but they didn't want to work at it.
00:43:46	A.J. FOYT

	And, you know, I don't care what you're in. Nothing comes easy.
00:43:50	A.J. FOYT I've never found it.
00:43:51	A.J. FOYT Maybe I'm wrong but uh, I've never seen it come easy. I don't care what it is.
00:43:57	BARRY HURD So w- what would these guys have had to have done? I mean, more laps? More... I mean, how would they have worked harder?
00:44:03	A.J. FOYT Well, it's really concentrating it, you know?
00:44:06	A.J. FOYT Uh, when I was racing, I just eat, slept, and breathed racing.
00:44:10	A.J. FOYT There's just so many more things that people do today, and to me, they look at this. It's just a sideline it and go out and just have it balled on.
00:44:20	A.J. FOYT Well, it's really not that way if you want to be successful.
00:44:24	A.J. FOYT And uh, it's like a marriage. To make a marriage successful, you got to work at it. It's not easy for her side or your side.
00:44:32	A.J. FOYT And uh, you know, I've been married all my life. She stole me as a young kid, but I'm still there.
00:44:39	A.J. FOYT So, you know, like I said, anything you do you got to work at.
00:44:55	A.J. FOYT ... just give it 100% before you quit.
00:45:00	A.J. FOYT And I would say that would be the biggest thing in regards to if it's racing, or painting cars, or building cars, or whatever.
00:45:06	A.J. FOYT

	Just give it the best ole college try and, uh, and I think if they do that, they could be very successful.
	MORE ADVICE
00:55:49	BARRY HURD ...Is it a good thing f- for kids to study to learn about uh, you know, science, and the world, and the way things work?
00:55:59	A.J. FOYT Well, you know, it's hard to answer that question.
00:56:01	A.J. FOYT The reason I say, things have changed so fast nowadays, it's hard to say what they should learn, you know?
00:56:07	A.J. FOYT Uh, the biggest thing they need to learn is uh, how to protect their own life in this industry, 'cause it- it ain't getting to be easier out there; it's getting to be harder.
00:56:16	A.J. FOYT So uh, I think that any child growing up, I don't care if it's racing or whatever it is, they ought to be occupied in something instead of just watching TV 24 hours a day.
	HOW WOULD YOU LIKE TO BE REMEMBERED?
00:45:21	A.J. FOYT Just remember me as A.J., you know?
00:45:23	A.J. FOYT I'm nothing special. I mean, uh, my days were here. I had a lot of fun, and a lot of people talk about, you know, what a great race driver I am.
00:45:32	A.J. FOYT You know there's been a lot of great, great race drivers, you know?
00:45:34	A.J. FOYT You go back to Wilbur Shaw, Ted Horn, way before my time.
00:45:38	A.J. FOYT Who's going to say A.J. Foyt could've beat them?
00:45:41	A.J. FOYT

	The years I come along, I was very tough with my competitors, and same as they were with their competitors.
00:45:47	A.J. FOYT In a way I look at it, there's been so many great, great race drivers, I'm just glad to be named amongst them.
00:45:54	A.J. FOYT Nothing can say A.J. was any better than them at that time 'cause maybe I wasn't, maybe I was.
00:46:00	A.J. FOYT But just remember me as A.J. that I did work hard at it, and had a lot of fun, and I wouldn't change my life if it was to start tomorrow.
00:46:08	A.J. FOYT I had my ups and downs. I'm just glad the good offset the bad. (Chuckles)
	END