

INDIANAPOLIS 500 WINNERS / burness, tad



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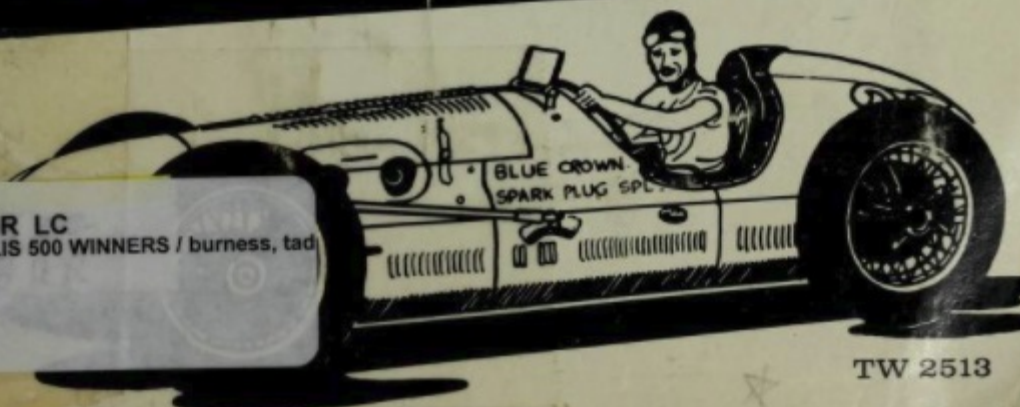
# Indianapolis

# 500

# Winners

By TAD BURNES

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INDIANAPOLIS 500 WINNERS / burness, tad  
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OF  
SYBIL TALBOT

# Indianapolis 500 Winners

by TAD BURNES

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OF  
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I am most indebted to Al Bloemker, Director of Public Relations for the Indianapolis Motor Speedway Corporation, for his gracious cooperation in supplying helpful pictures and information. Also, many thanks to Lewis Scott of Indianapolis and to Corinne James of Coalinga, California, for their kind help in rounding up additional facts.

## FOREWORD

### About the INDIANAPOLIS 500

For many decades, the Indianapolis 500 has been the world's most famous racing event: 200 laps around the giant Indianapolis Motor Speedway, for a grueling high-speed race of 500 miles. Many cars enter each year, but many do not finish.

It has been my pleasure to make drawings of the winners of each year's Indy race. Notice how the style of the race cars has evolved since 1911, and also how the buildings and grandstands around the track have changed. Most of these drawings were modeled after official Indianapolis Motor Speedway photos.

We hope you will keep and enjoy this book and that it will acquaint more fans with the history of the thrilling "Indy" races.

Tad Burness

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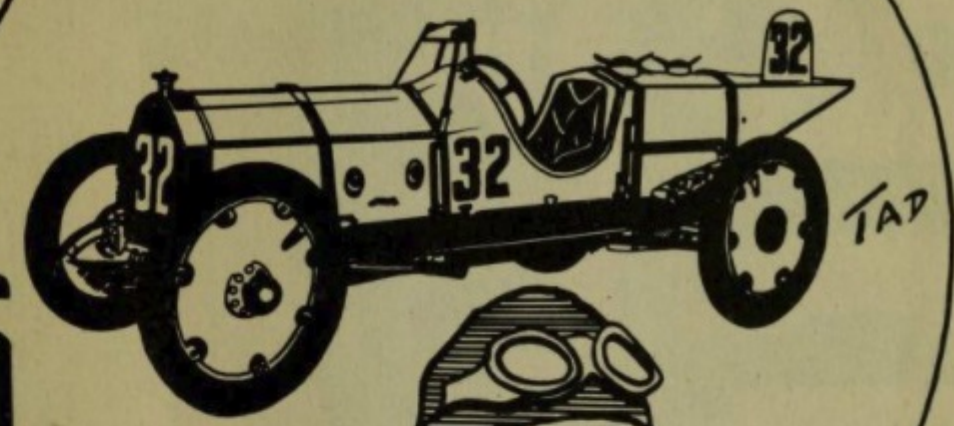
AVERAGED 74.59 M.P.H.  
TIME — 6:42:08

**500**

# 1ST "INDY" WINNER

MARMON "WASP"  
6 CYLINDERS  
AVERAGED 74.6 M.P.H.

1  
9  
1  
1



RAY HARROUN,  
DRIVER OF  
THE MARMON  
"WASP" and a  
MARMON ENGINEER.

4 1/2" x 5"  
BORE and STROKE  
447.1 CU. IN. DISPL.

# 1912

WINNER



Driver — JOE DAWSON

78.72 m.p.h.



TAP

pace car — STUTZ (STODDARD-DAYTON IN 1911, '13, '14)

car — NATIONAL (#8) 4 CYLINDERS  
490.8 CU. IN. DISPLACEMENT (5" x 6 1/4" bore and stroke)  
time — 6 HOURS : 21 MINUTES : 6 SECONDS

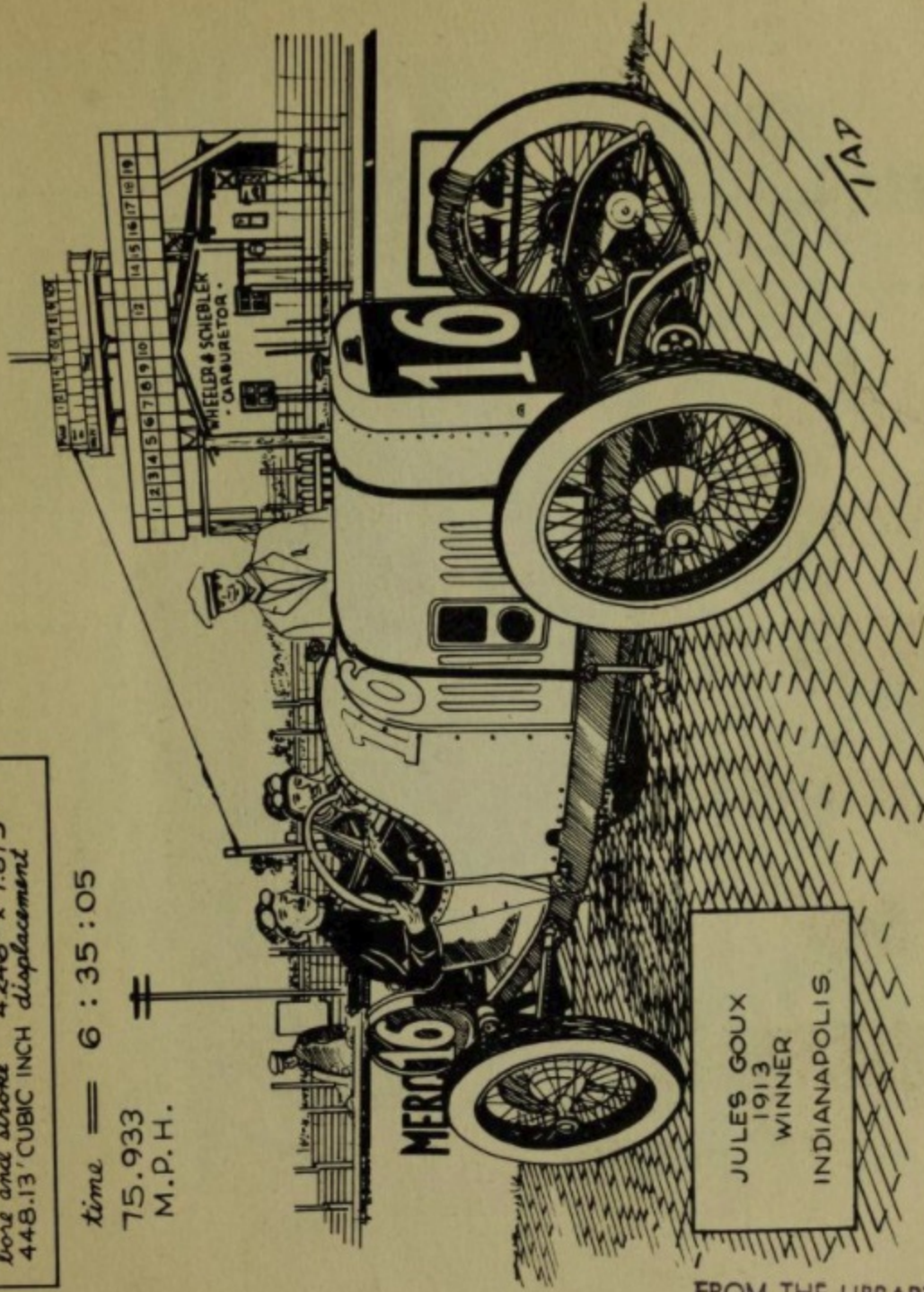
AS IN THE 1911 RACE, THE MAXIMUM ALLOWABLE DISPLACEMENT OF THE COMPETING CARS WAS 600 CUBIC INCHES, ANI AGAIN, THE HONORARY REFEREE WAS R.P. HOOPER, THE STARTER WAS FRED J. WAGNER, AND THE PACEMAKER WAS CARL G. FISHER.

TOTAL PRIZES — \$55,225. (ONLY \$27,550. IN 1911.)

car — 4 CYLINDER PEUGEOT (FRENCH)  
bore and stroke 4.246" x 7.875"  
448.13' CUBIC INCH displacement

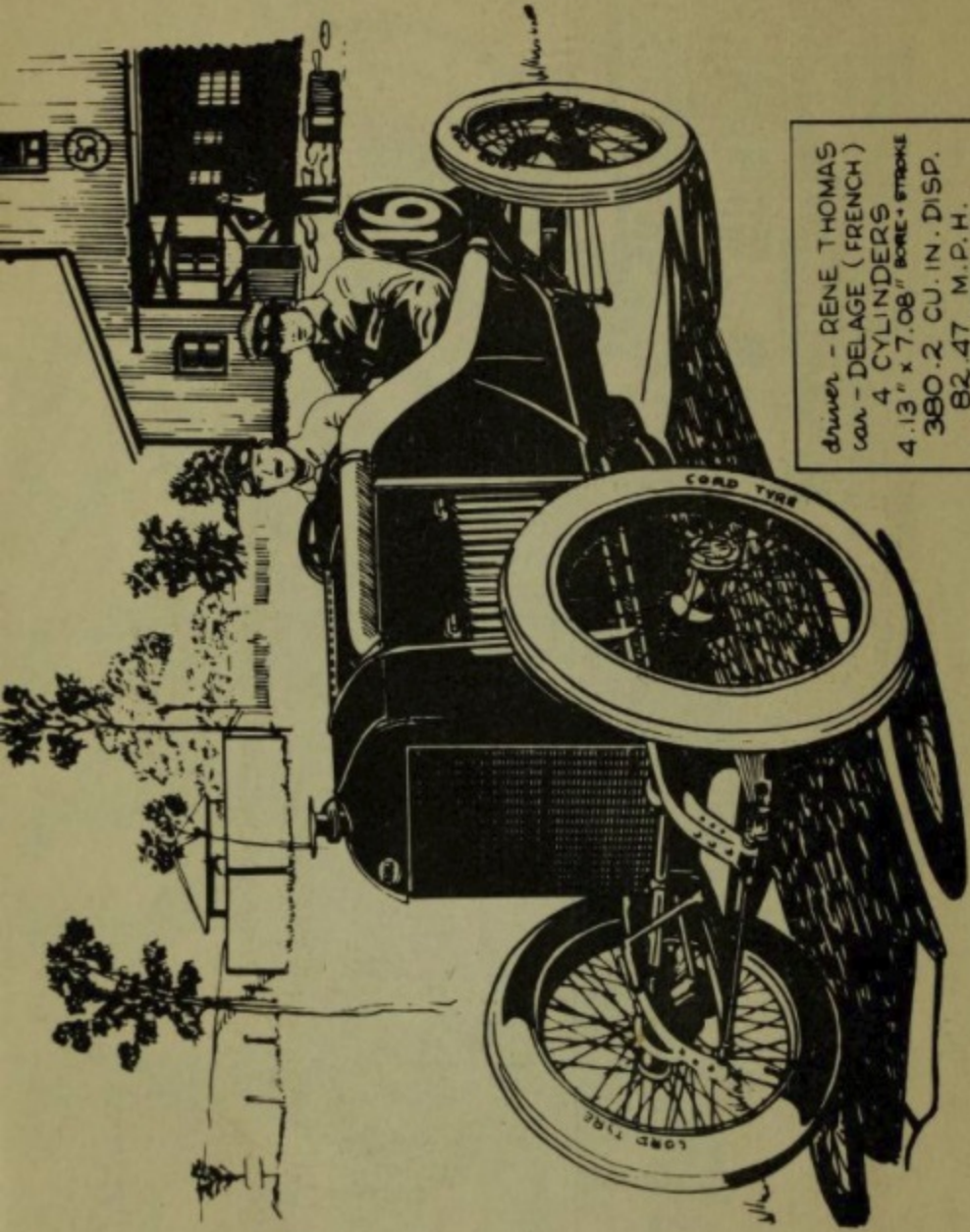
time — 6 : 35 : 05

75.933  
M.P.H.



JULES GOUX  
1913  
WINNER  
INDIANAPOLIS

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driver - RENE THOMAS  
 car - DELAGE (FRENCH)  
 4 CYLINDERS  
 4.13" x 7.08" BORE - STROKE  
 380.2 CU. IN. DISP.  
 82.47 M.P.H.  
 RUNNER-UP CARS :  
 # 14 - PEUGEOT  
 # 10 - DELAGE

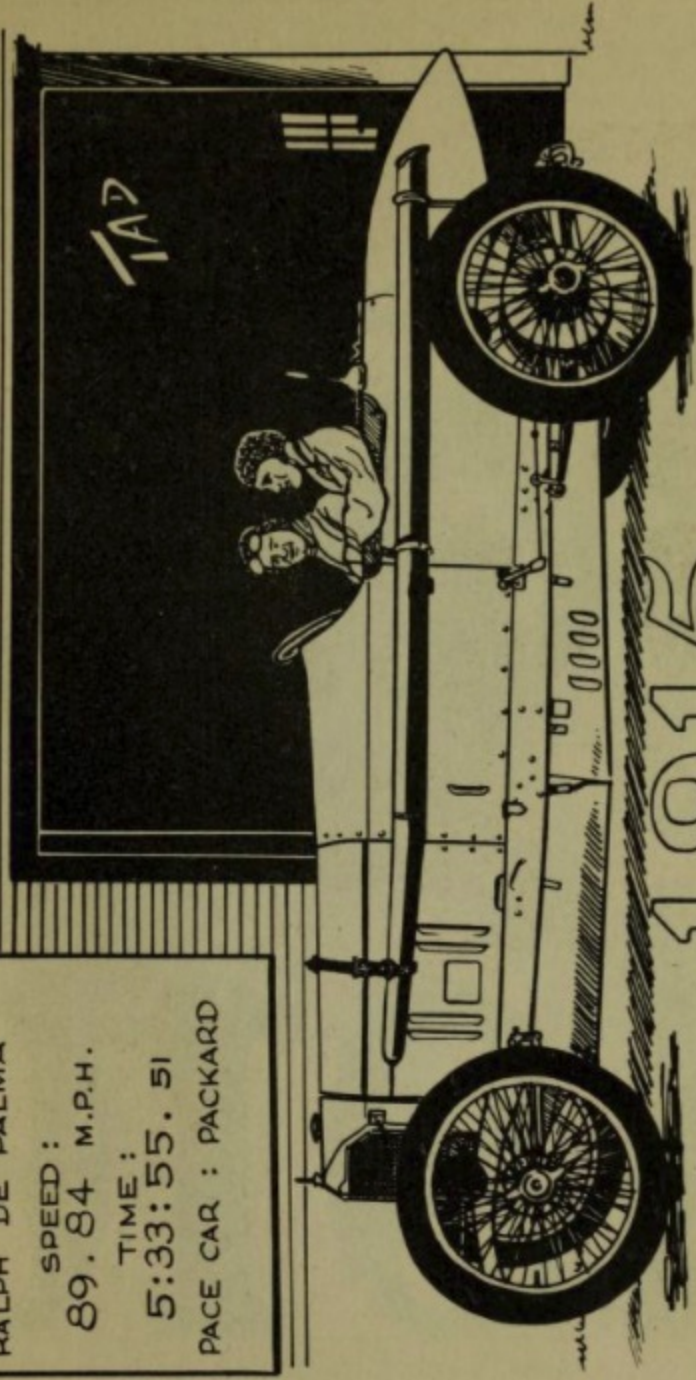
# 1914

WINNER AT INDIANAPOLIS

Time - 6:03:45

DRIVER :  
 RALPH DE PALMA  
 SPEED :  
 89.84 M.P.H.  
 TIME :  
 5:33:55.51  
 PACE CAR : PACKARD

CAR : Mercedes (#2)  
 4 CYLINDERS  
 274 CU. INCH DISPLACEMENT  
 BORE - 3.620"  
 STROKE - 6.500"

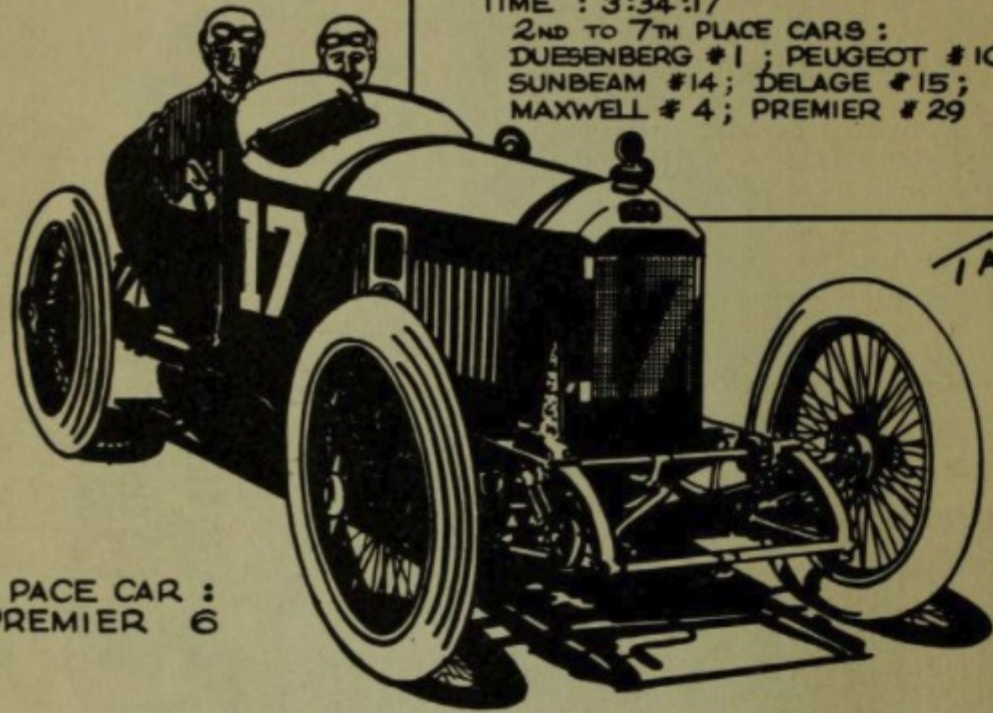


# 1915 winner

1915 RACE was  
 OPEN TO CARS with  
 300 OR LESS CUBIC  
 IN. displacement.

DRIVER : DARIO RESTA  
 CAR : PEUGEOT # 17  
 4 CYL. 274 CU. IN. DISPL.  
 bore = 3.62"  
 stroke = 6.65" 84 M.P.H.  
 TIME : 3:34:17

2ND TO 7TH PLACE CARS :  
 DUESENBERG #1 ; PEUGEOT #10 ;  
 SUNBEAM #14 ; DELAGE #15 ;  
 MAXWELL #4 ; PREMIER #29



PACE CAR :  
 PREMIER 6

# 1916

THE INDIANAPOLIS "500" RACES WERE NOT HELD IN 1917 OR 1918, BECAUSE OF AMERICA'S INVOLVEMENT IN WORLD WAR ONE. THE RACES WERE RESUMED IN 1919, and the WINNING DRIVER was HOWDY WILCOX

car — PEUGEOT (# 3) 4 CYLINDERS  
 274.6 CU. IN. DISPLACEMENT  
 3.60" x 6.70" bore and stroke

average speed — 88.05 MILES PER HOUR  
 time — 5:40:42.87

OTHER CARS IN RACE INCLUDED 2 DURANTS\*,  
 4 PEUGEOTS, 4 BALLOTS, BENDER,  
 PACKARD, 4 FRONTENACS, 2 HUDSONS,  
 STICKEL, STUTZ, SHANNON,  
 3 DUESENBERGS, 2 ROAMERS,  
 DETROIT, CHEVROLET, etc.



# 1919

SON VICTORY

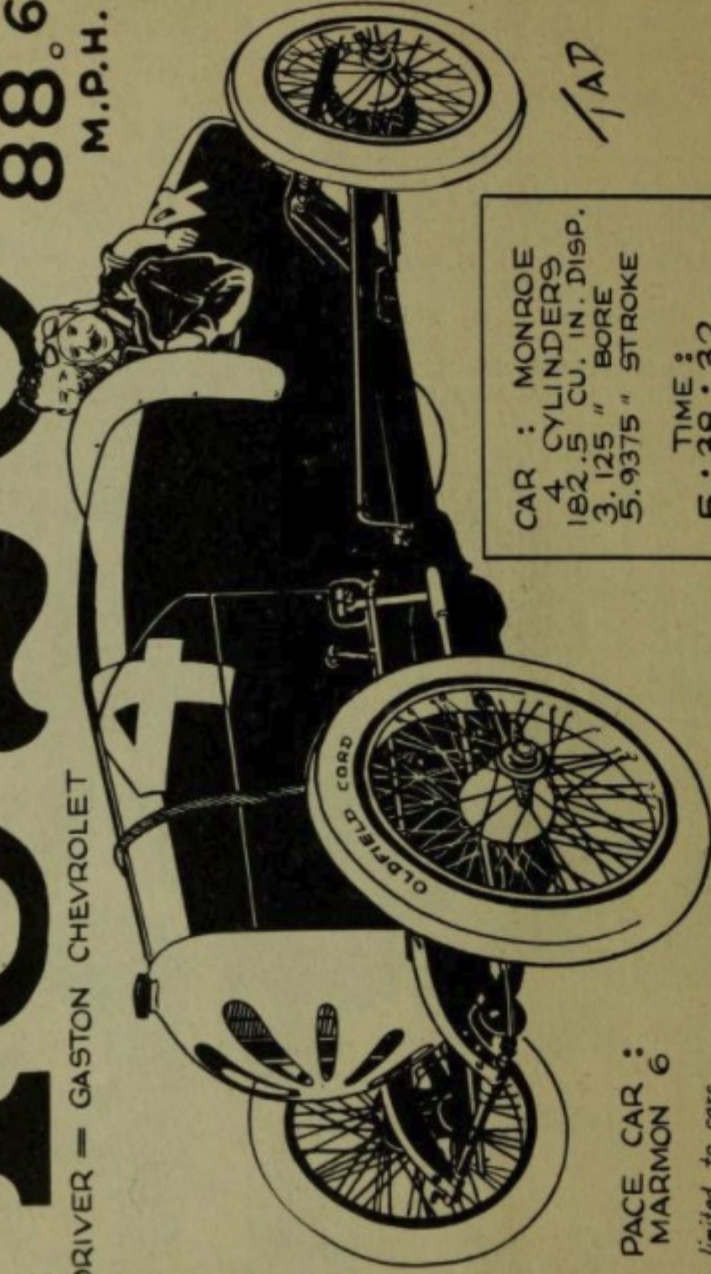
\* Durant cars  
 available to public  
 in 1921.

referee — EDDIE RICKENBACKER  
 pace car — PACKARD V-12

# 1920

DRIVER = GASTON CHEVROLET

88.62  
M.P.H.



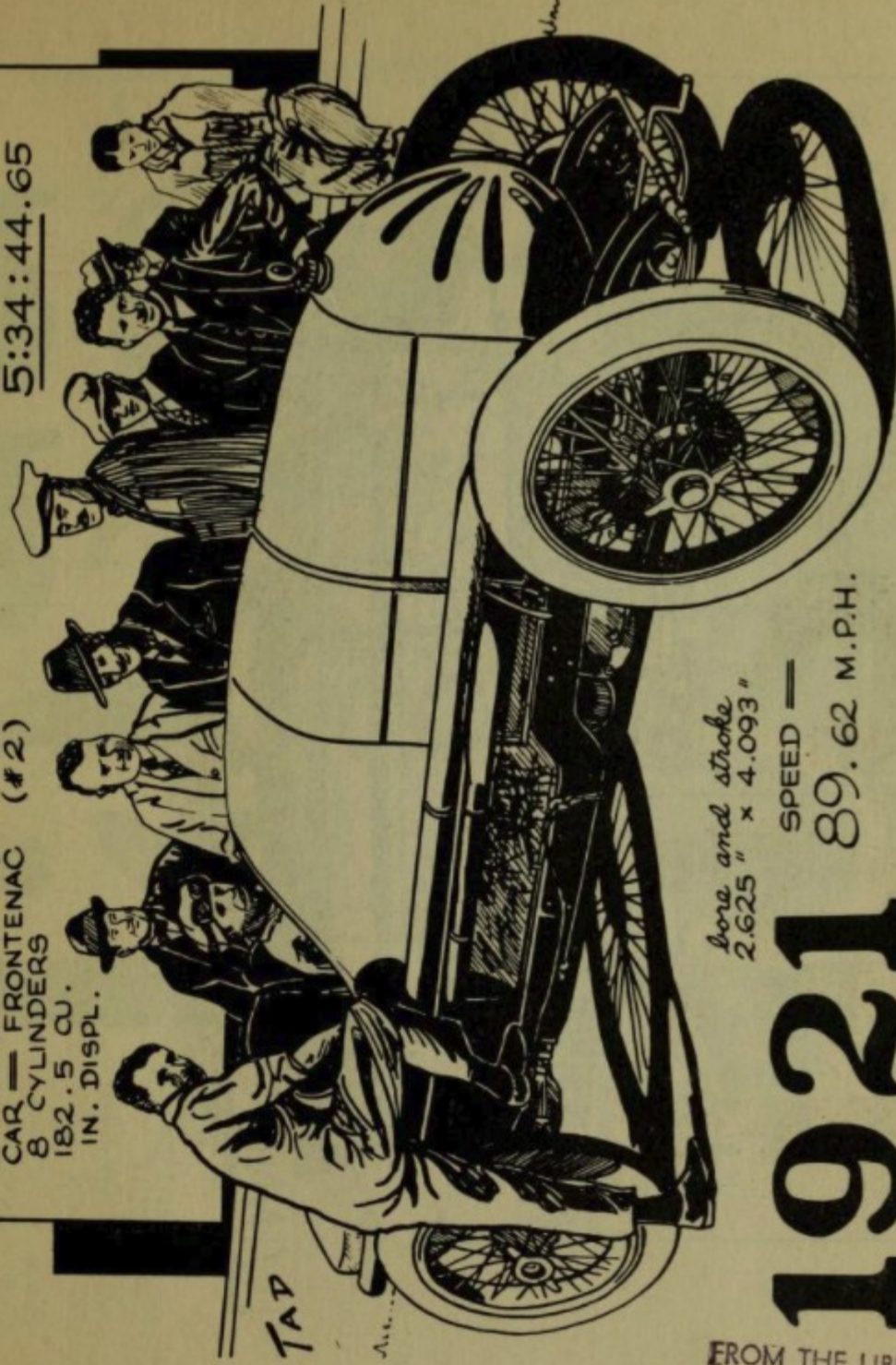
CAR : MONROE  
4 CYLINDERS  
182.5 CU. IN. DISP.  
3.125 " BORE  
5.9375 " STROKE  
TIME :  
5 : 38 : 32

PACE CAR :  
MARMON 6

( Race limited to cars  
of 183 cu. in. displ.  
or less. )

DRIVER — TOMMY MILTON  
CAR — FRONTENAC (#2)  
8 CYLINDERS  
182.5 CU.  
IN. DISPL.

TIME —  
5:34:44.65



Bore and stroke  
2.625 " x 4.093 "  
SPEED —  
89.62 M.P.H.

# 1921

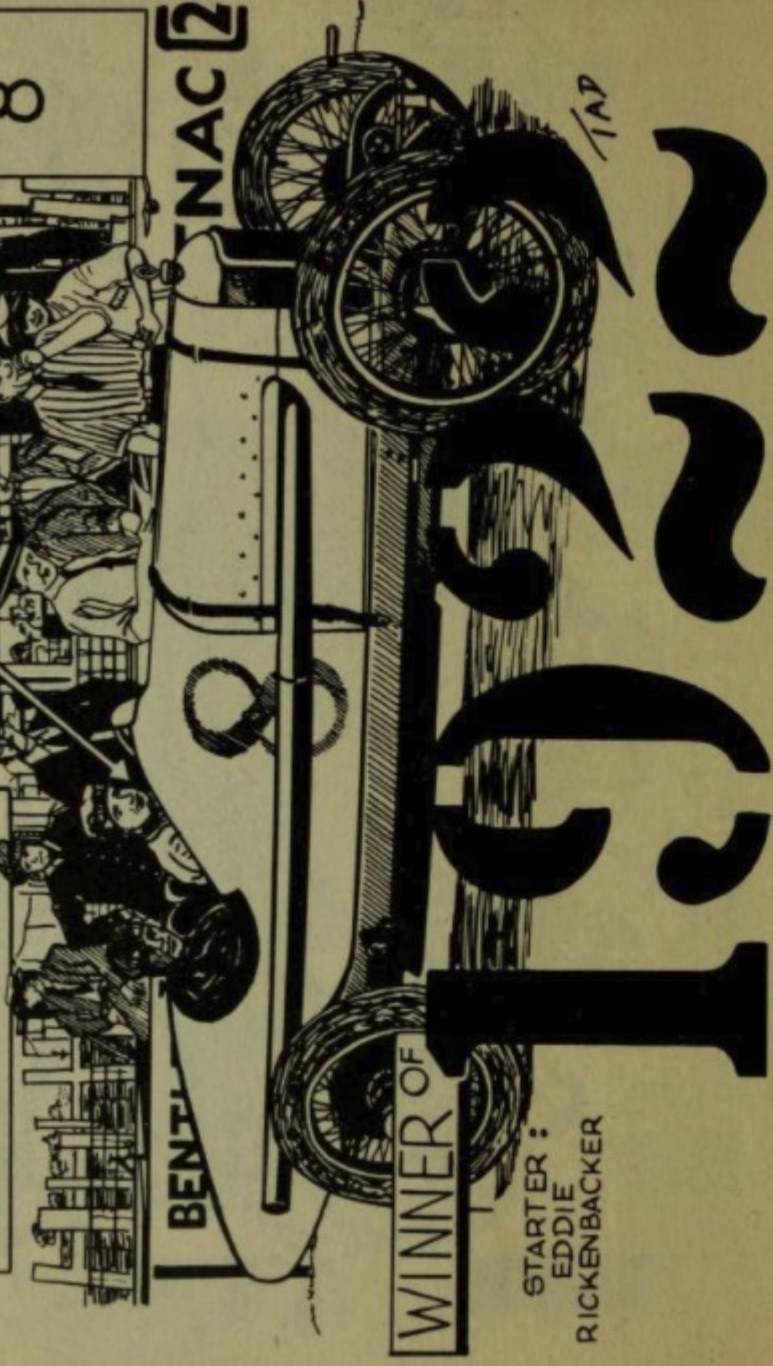
PACE CAR = H.C.S. 6

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*driver :*  
 JAMES A. "JIMMY" MURPHY  
*mechanic :*  
 ERNIE ALSON  
 CAR : "MURPHY SPECIAL" #35  
 8 CYL. 181.44 C.I.D.  
 2.685" x 4" BORE and STROKE

94.48  
 M. P. H.  
 TIME :  
 5:17:30.79  
 PACE CAR :  
 NATIONAL  
 8



STARTER :  
 EDDIE  
 RICKENBACKER

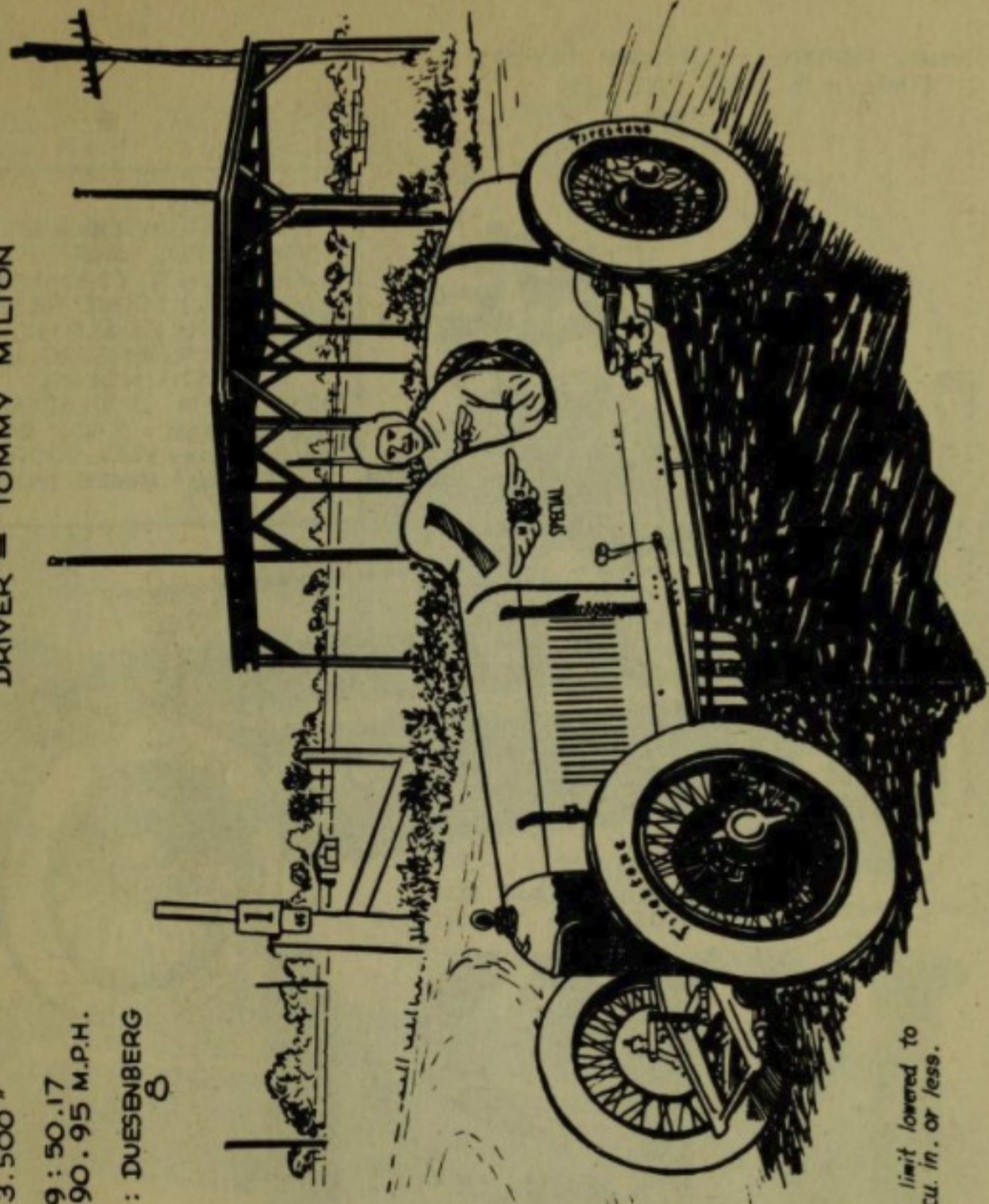
(CAR #1)  
 CAR : H.C.S. SPECIAL  
 8 CYLINDERS  
 120.75 CU. IN. DISPL.  
 bore 2.344"  
 stroke 3.500"

TIME : 5:29 : 50.17  
 SPEED : 90.95 M.P.H.

PACE CAR : DUSENBERG  
 8

1923 WINNER

DRIVER = TOMMY MILTON



Displacement limit lowered to  
 122 cu. in. or less.

MON. REFEREE — HENRY FORD  
TIME — 5 : 05 : 23 . 51

**2 DRIVERS!**  
L.L. CORUM DROVE  
108 LAPS, and  
JOE BOYER (SHOWN at  
WHEEL) DROVE 92 LAPS  
98.23 M.P.H.  
car — DUESENBERG SPECIAL  
8 CYLINDERS  
121.9 CU. IN. DISPLACEMENT  
2.380" BORE x 3.422" STROKE  
2nd place — EARL COOPER  
3rd place — JAMES MURPHY



WINNING CAR AT  
INDIANAPOLIS "500" OF

# 1924

PACE CAR : COLE V8

FRED S. DUESENBERG  
(1876-1932) (DESIGNER  
OF WINNING CAR)

DRIVER —  
PETER DE PAOLO



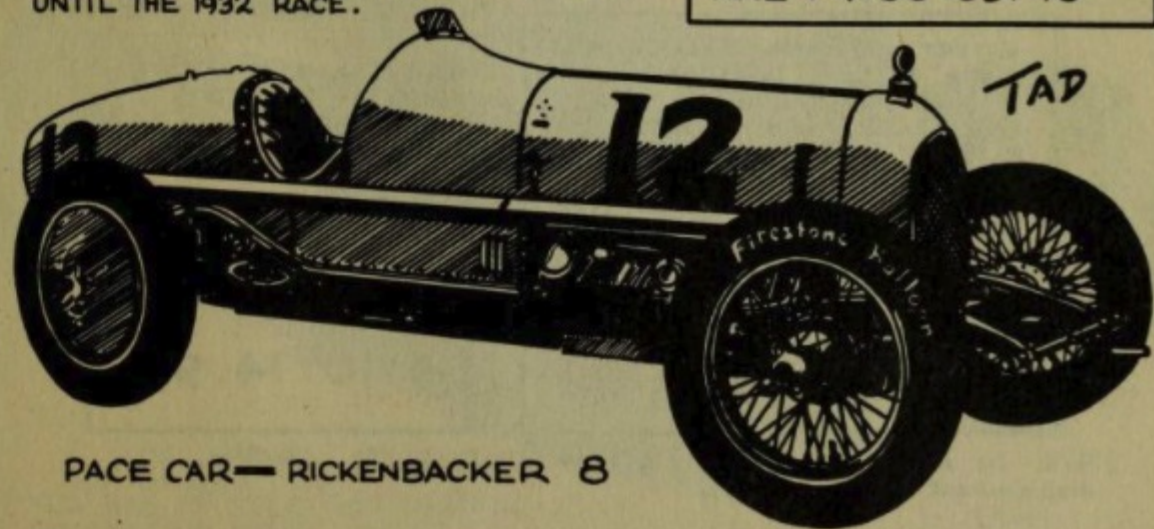
CAR — (#12)  
DUESENBERG SPECIAL  
8 CYLINDERS  
121.780 CU. IN. displ.  
2.380" x 3.421"  
bore and stroke

# 1925

FASTEST WINNING CAR (IN AVG. SPEED)  
UNTIL THE 1932 RACE.

FIRST "INDY" RACER TO  
AVERAGE OVER 100 M.P.H.

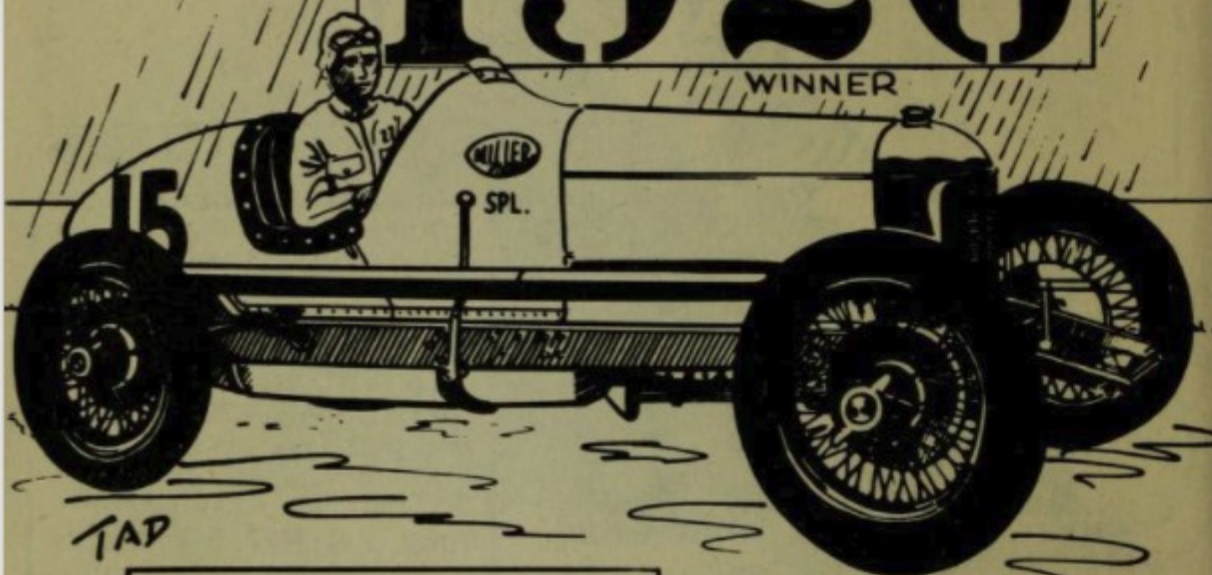
AVG.  
SPEED : 101.13 m.p.h.  
TIME : 4:56:39.46



PACE CAR — RICKENBACKER 8

# 1926

WINNER



driver - FRANK S. LOCKHART  
car - "MILLER SPECIAL" #15  
8 CYLINDERS  
90.2 CU. INCH DISPL.  
2.1875" x 3" bore + stroke

2nd to 10th place drivers:  
HARRY HARTZ, CLIFF WOODBURY,  
FRED COMER, PETER DE PAOLO,  
FRANK ELLIOTT, NORMAN  
BATTEN, RALPH HEPBURN,  
JOHN DUFF, PHIL SHAFER

DRIVEN 400 MILES  
WHEN FLAGGED  
BECAUSE OF RAIN!

AVERAGE  
SPEED:

**95.904 mph**

TIME:

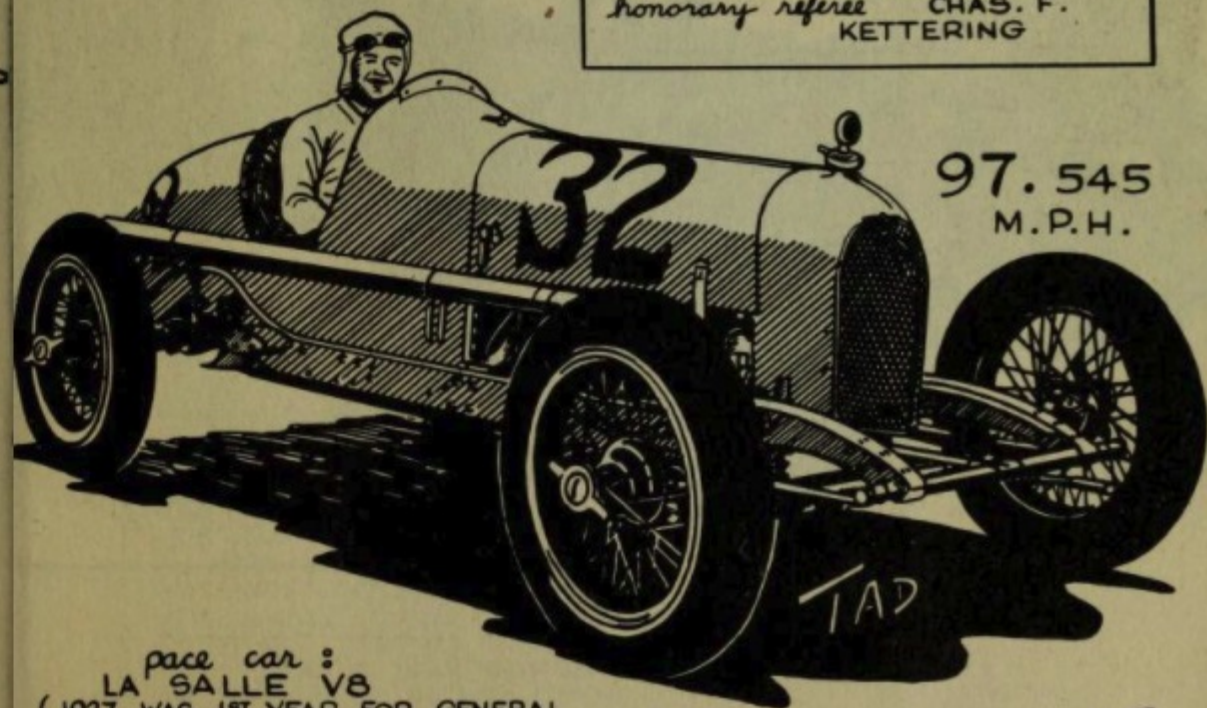
**4:10:14.95**

(9 1/2 cu. in.  
displacement  
limit)

PACE CAR - CHRYSLER "80"

# 1927

DRIVER GEO. SOUDERS  
CAR DUESENBERG SPECIAL  
8 CYLS. 90 C.I.D.  
BORE 2.250"  
STROKE 2.34375"  
TIME 5:07:33.08  
honorary referee CHAS. F.  
KETTERING



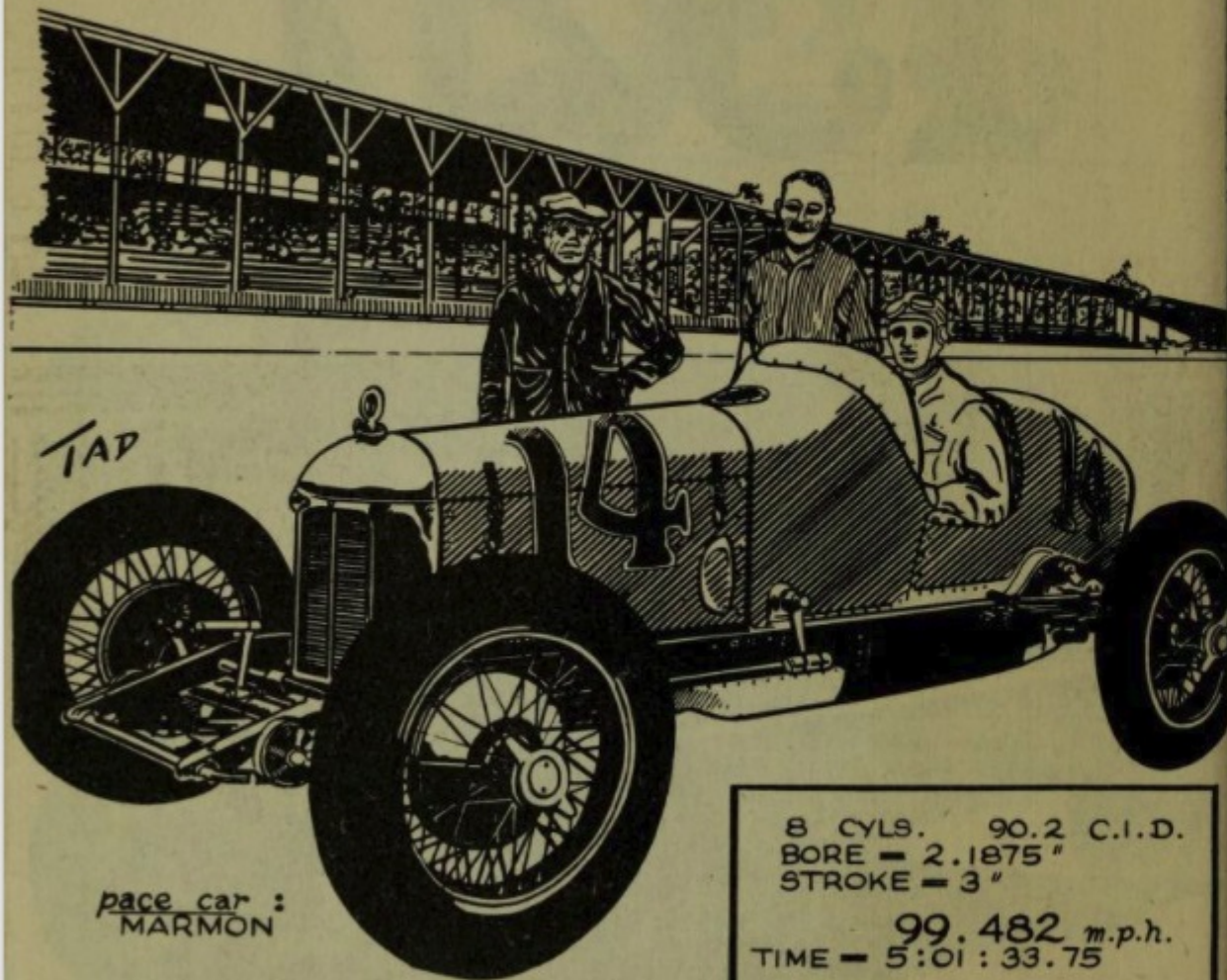
97.545  
M.P.H.

pace car:  
LA SALLE V8  
(1927 WAS 1ST YEAR FOR GENERAL  
MOTORS' LA SALLE CAR.)

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OF  
SYDNEY BOT

1928 WINNER

driver - LOUIS MEYER  
car - MILLER SPECIAL # 14



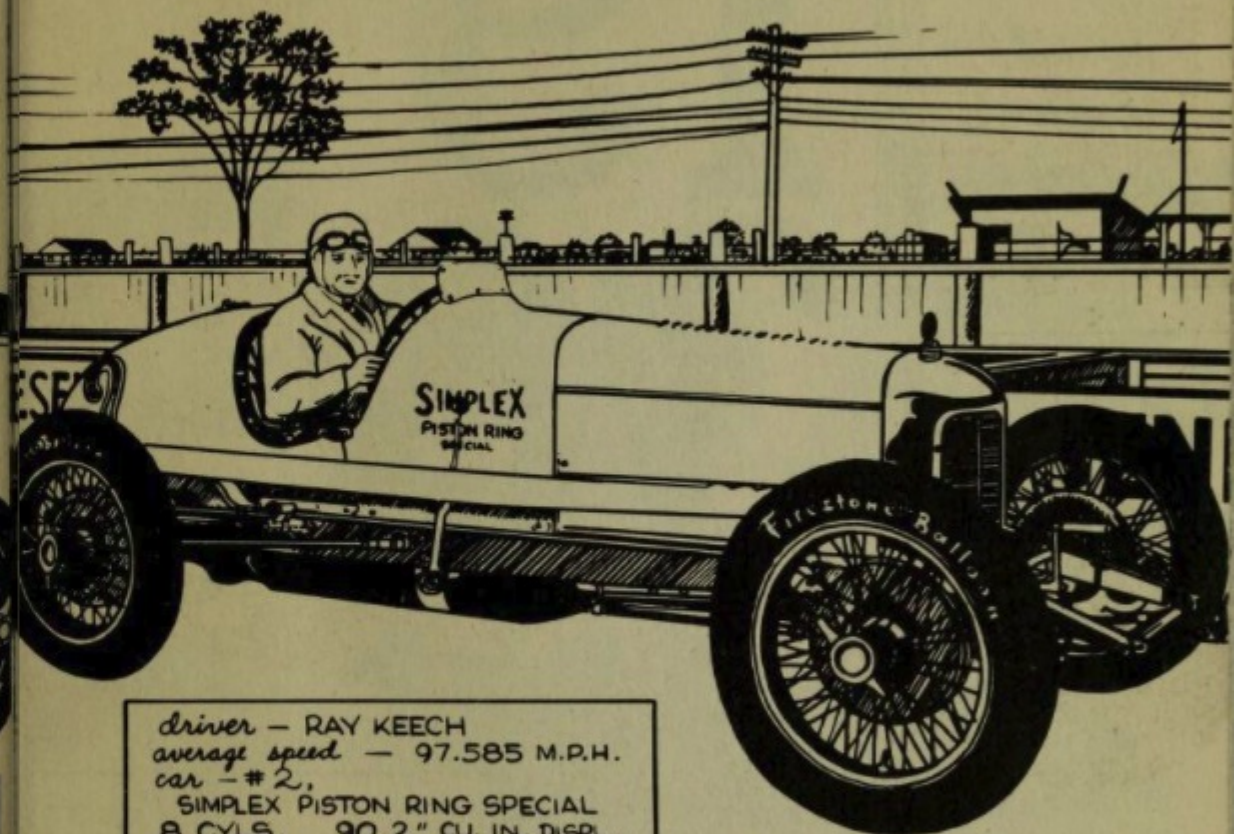
8 CYLS. 90.2 C.I.D.  
BORE - 2.1875"  
STROKE - 3"

99.482 m.p.h.  
TIME - 5:01:33.75

pace car :  
MARMON

WINNER OF THE  
INDIANAPOLIS "500" RACE

1929



driver - RAY KEECH  
average speed - 97.585 M.P.H.  
car - # 2,  
SIMPLEX PISTON RING SPECIAL  
8 CYLS. 90.2" CU. IN. DISPL.  
2.1875" bore x 3" stroke  
time - 5:07:25.42

FINISERS-UP:  
2nd place - LOUIS MEYER  
3rd place - JIMMY GLEASON  
1929 WAS THE FINAL YEAR  
THAT INDIANAPOLIS 500 RACERS  
WERE LIMITED TO SMALL ENGINES  
(UNDER 9 1/2 CUBIC INCH DISPL.)  
FROM 1930 TO 1937, ENGINES  
UP TO 366 CU. IN. DISPLACEMENT  
WERE PERMITTED IN THE RACES.

pace car : STUDEBAKER

DRIVER —  
BILLY  
ARNOLD

CAR —  
MILLER  
HARTZ  
SPECIAL # 4

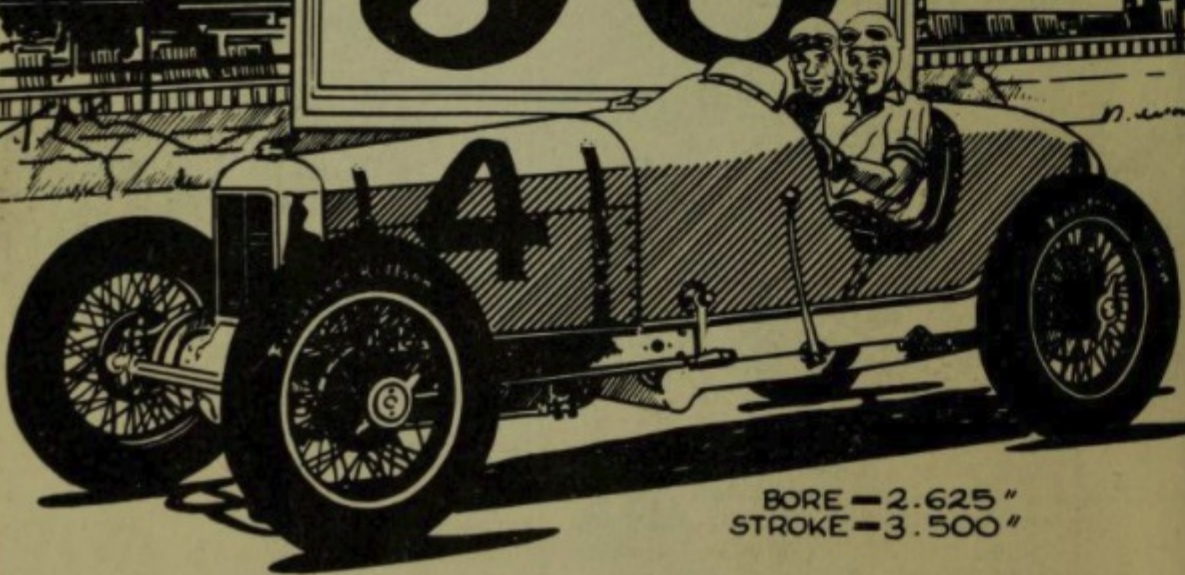
8 CYL.  
151.5 C.I.D.

# 19 30

MECHANIC —  
"SPIDER"  
MATLOCK

STARTER —  
GRANTLAND  
RICE

PACE CAR —  
CORD 8



BORE — 2.625"  
STROKE — 3.500"

SPEED — 100.448 M.P.H.      TIME — 4:58:39.72

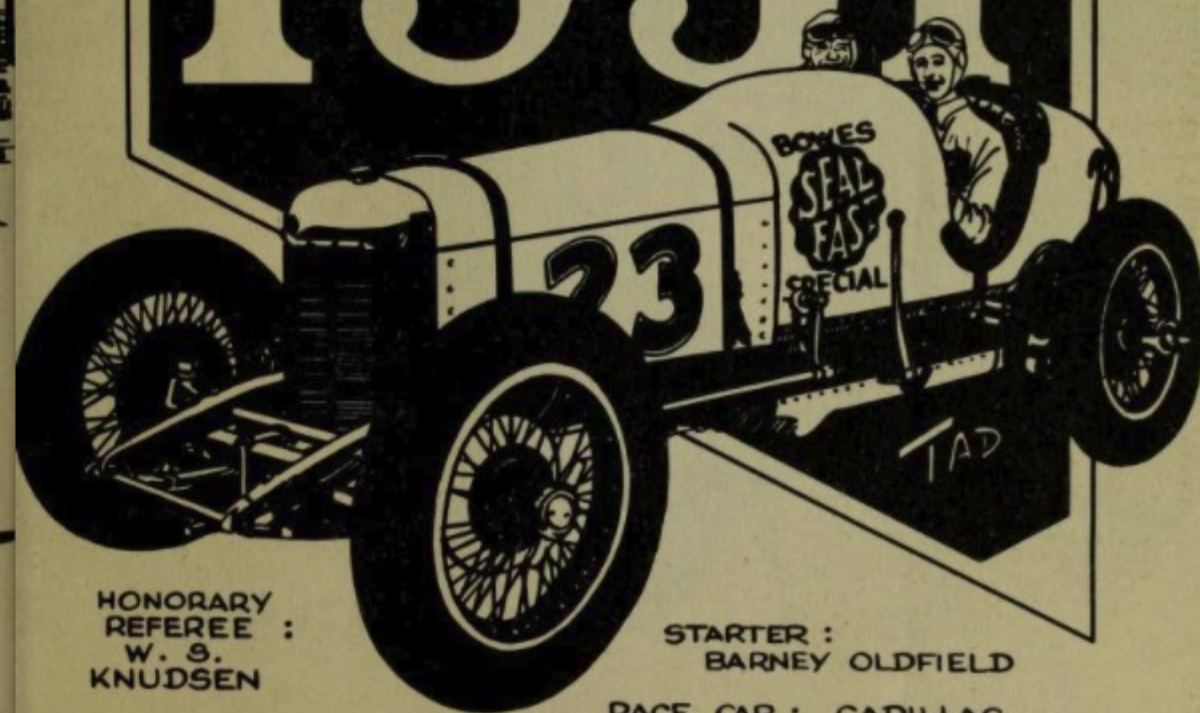
STARTING POSITIONS INCREASED FROM 33 TO 40 CARS (UNTIL 1934.)  
2-MAN CARS REQUIRED AGAIN (1<sup>ST</sup> TIME SINCE 1922.)

DRIVER — LOUIE SCHNEIDER  
MECHANIC — JIGGER JOHNSON

CAR — BOWES SEAL FAST SPECIAL (#23)  
8 CYLINDERS      151 CU. IN. DISPLACEMENT  
2.625" x 3.500" BORE and STROKE

SPEED — 96.629 M.P.H.      TIME — 5:10:27.93

# 19 31



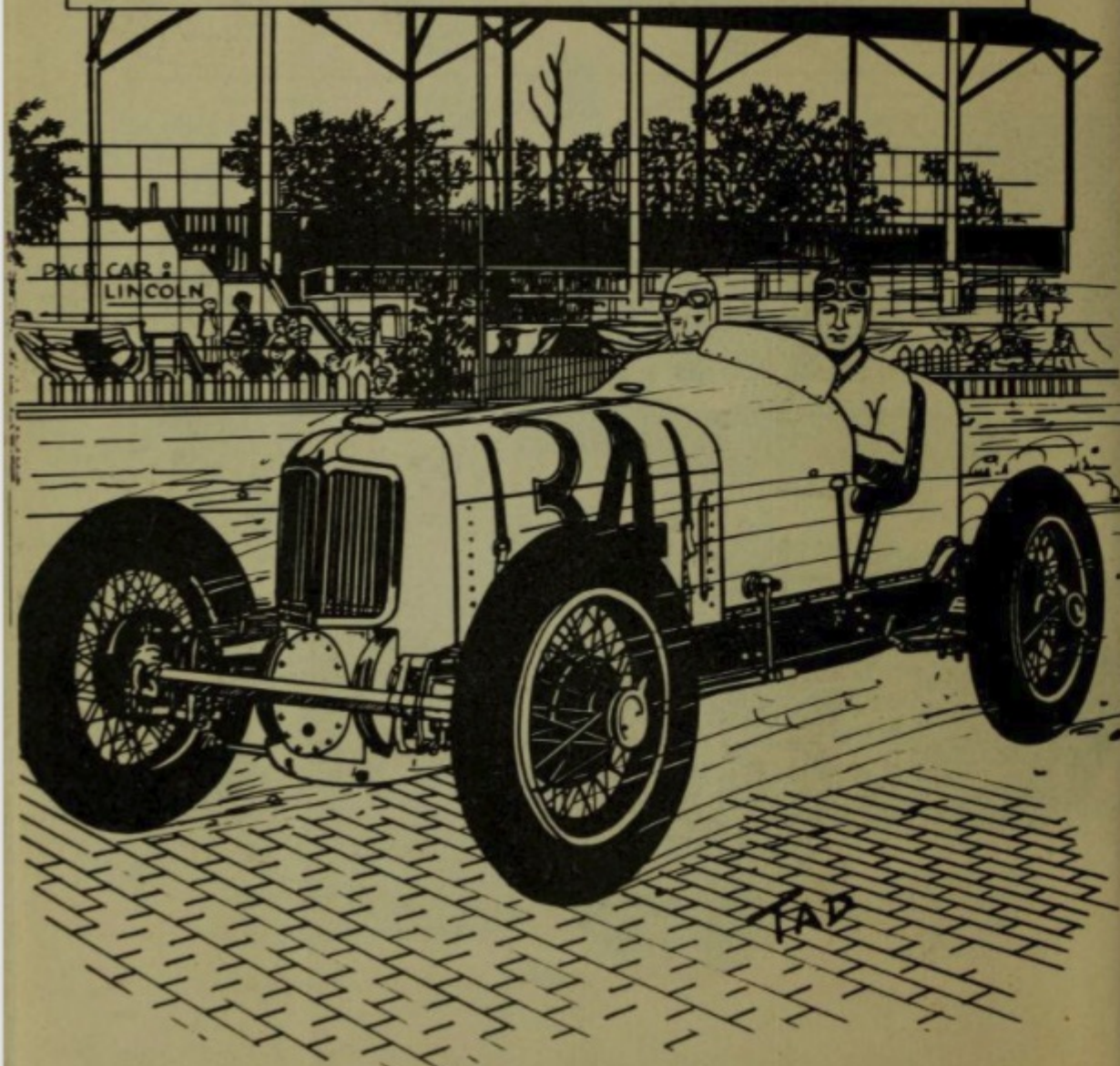
HONORARY  
REFEREE :  
W. S.  
KNUDSEN

STARTER :  
BARNEY OLDFIELD

PACE CAR : CADILLAC

# 1932 Winner - Indianapolis "500"

driver - FRED FRAME mechanic - JERRY HOUCK  
car - #34, HARTZ-MILLER SPECIAL 8 CYLS. 182 C.I.D.  
bore and stroke - 2.875" x 3.500" 104.144 M.P.H.  
time - 4:48:03.79 honorary referee - EDSSEL FORD  
runners-up - 2nd place - HOWDY WILCOX (LION HEAD SPECIAL)  
3rd place - CLIFF BERGERE (STUDEBAKER " )



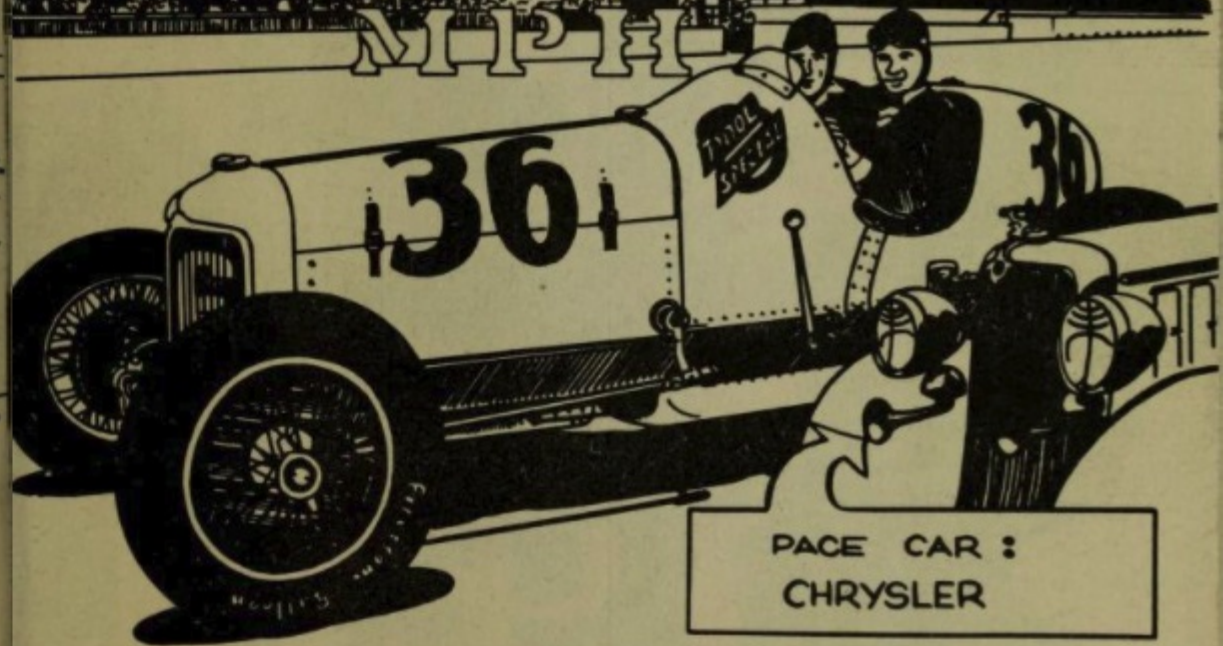
# 1933

CAR - TYDOL SPECIAL (#36) 8 CYLS. 258 CU. IN. DISPL.  
2.3125" x 3.750" bore and stroke TIME - 4:48:00.75

driver - LOUIS MEYER  
mechanic - LAWSON HARRIS

# 104.162

M.P.H.



PACE CAR :  
CHRYSLER

FROM THE LIBRARY  
OF  
SYBIL TALBOT

driver —  
BILL CUMMINGS

mechanic —  
EARL UNVERSAW

car —  
BOYLE PRODUCTS SPECIAL (#7)

RACE LIMITED AGAIN TO 33 FASTEST  
QUALIFIERS, TO AVOID AN OVERCROWDED  
TRACK.

4 CYL. 220 C.I.D.  
4.1250" bore + stroke

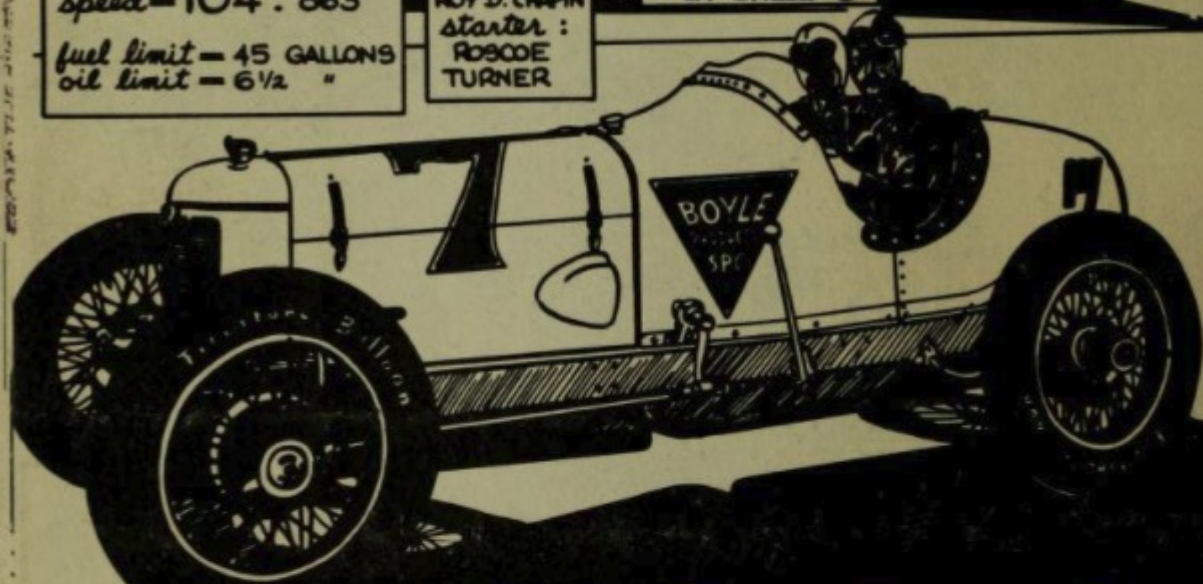
time — 4:46:05.20

speed — 104.863

fuel limit — 45 GALLONS  
oil limit — 6½ "

honorary  
referee:  
ROY D. CHAPIN  
starter:  
ROSCOE  
TURNER

pace car —  
LA SALLE 8



1934

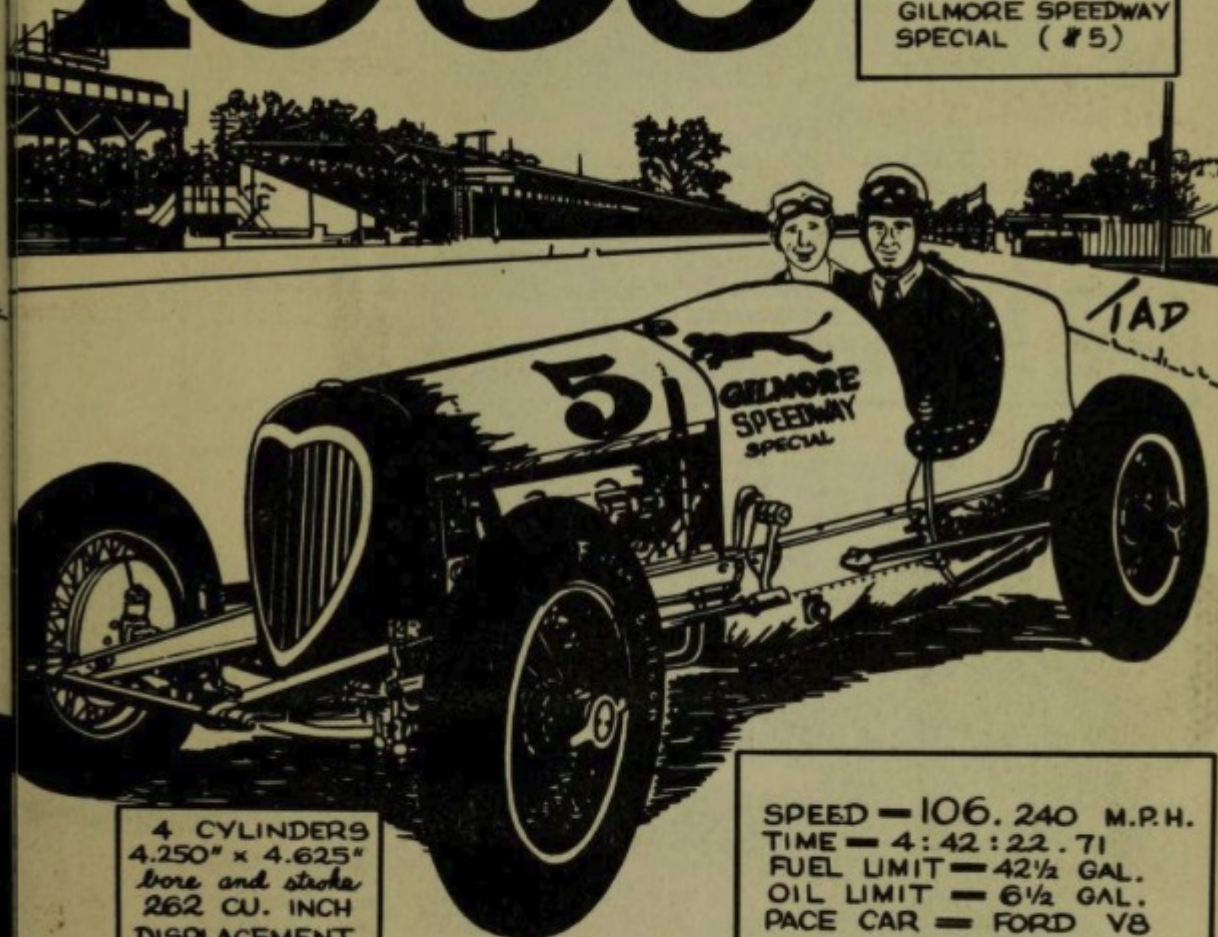
# 1935

DRIVER —  
KELLY PETILLO

MECHANIC  
JIMMY DUNHAM

HONORARY  
REFEREE —  
AMELIA EARHART

CAR —  
GILMORE SPEEDWAY  
SPECIAL (#5)



4 CYLINDERS  
4.250" x 4.625"  
bore and stroke  
262 CU. INCH  
DISPLACEMENT

SPEED — 106.240 M.P.H.  
TIME — 4:42:22.71  
FUEL LIMIT — 42½ GAL.  
OIL LIMIT — 6½ GAL.  
PACE CAR — FORD V8

THE TRADITION OF AWARDING THE PACE CAR TO THE WINNING DRIVER ORIGINATED IN 1936.

**1936**

WINNER  
LOUIS MEYER = driver  
LAWSON HARRIS = mechanic

CAR : "RING-FREE SPECIAL" (4 CYLINDERS)  
255 CU. IN. DISPLACEMENT

4.250" x 4.500" bore and stroke

SPEED = 109.069 M.P.H.

TIME = 4:35:03.39 PACE CAR : PACKARD

2nd to 6th place cars + drivers :

HARTZ SPECIAL # 22 (8 CYL.) - TED HORN, driver

GILMORE SPEEDWAY SPECIAL # 10 (4 CYL.)

DOC MCKENZIE, driver

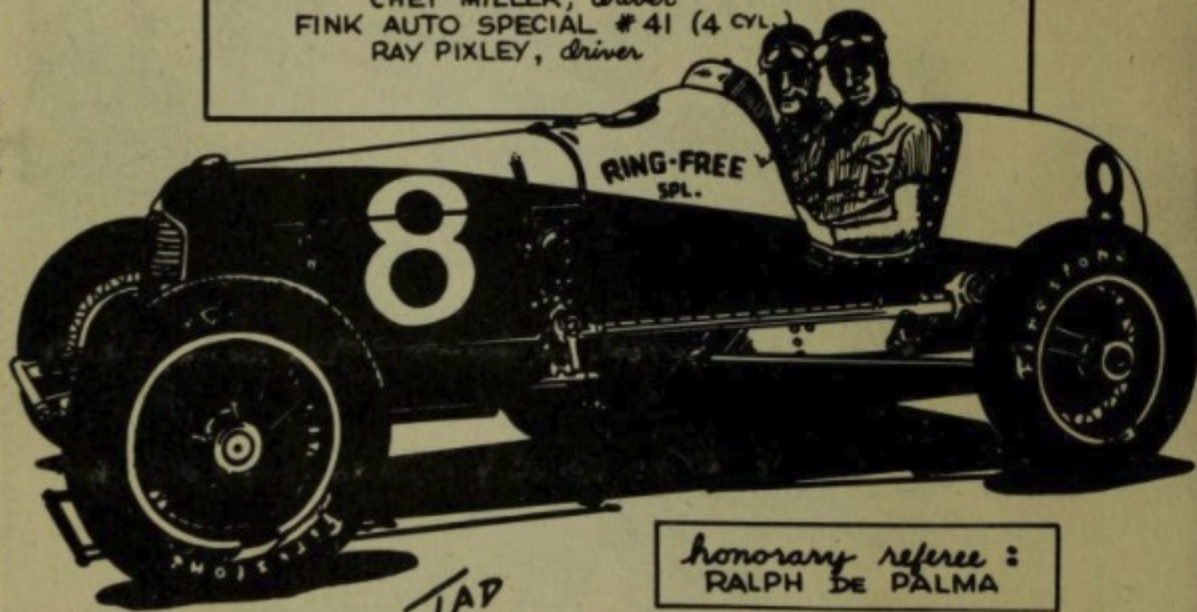
F.W.D. SPECIAL # 36 (4 CYL.) - MAURI ROSE, driver

BOYLE PRODUCTS SPECIAL # 18 (8 CYL.)

CHET MILLER, driver

FINK AUTO SPECIAL # 41 (4 CYL.)

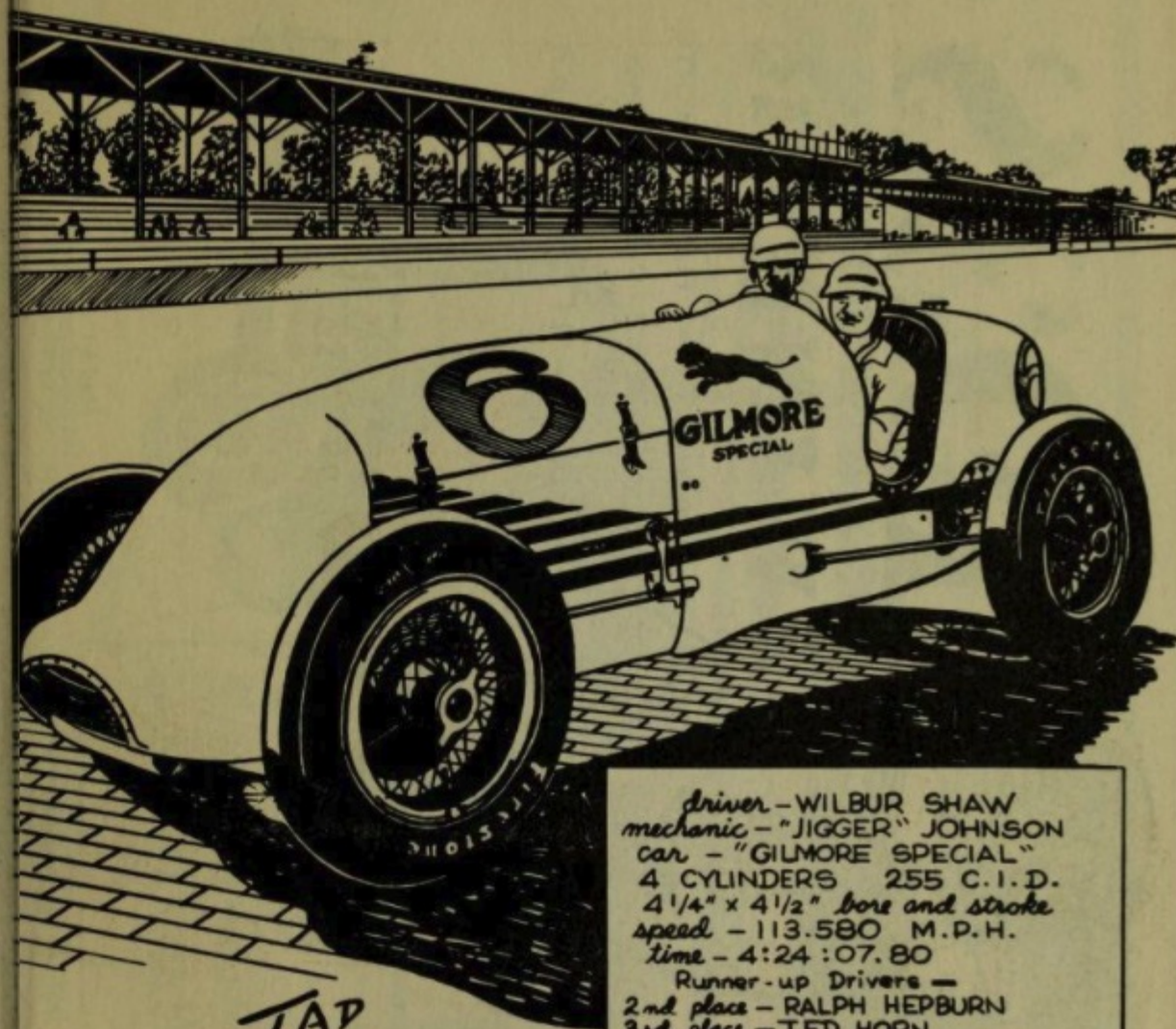
RAY PIXLEY, driver



honorary referee :  
RALPH DE PALMA

FUEL LIMIT REDUCED AGAIN  
(TO 37½ GALLONS.)

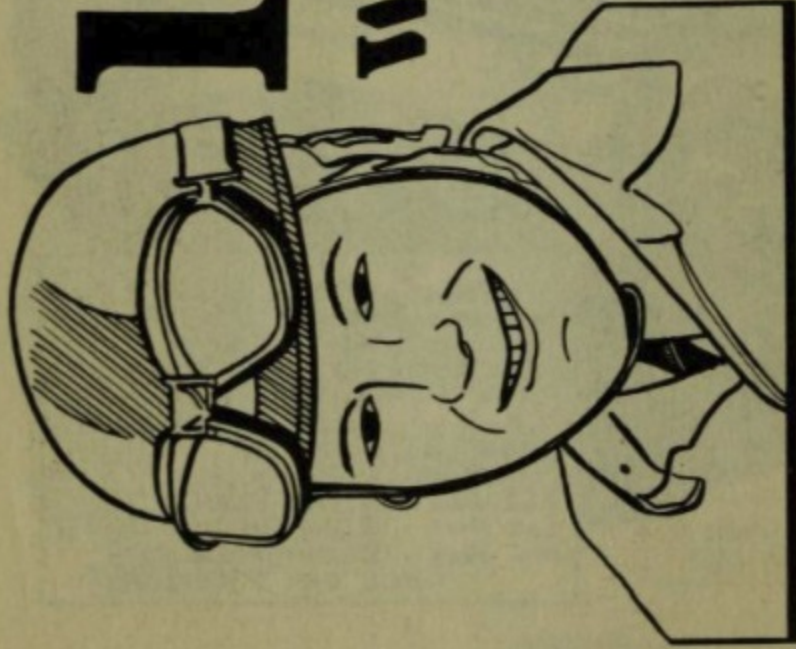
1937 INDIANAPOLIS "500" WINNER



driver - WILBUR SHAW  
mechanic - "JIGGER" JOHNSON  
car - "GILMORE SPECIAL"  
4 CYLINDERS 255 C.I.D.  
4 1/4" x 4 1/2" bore and stroke  
speed - 113.580 M.P.H.  
time - 4:24:07.80

Runner-up Drivers -  
2nd place - RALPH HEPBURN  
3rd place - TED HORN  
4th place - LOUIS MEYER  
PACE CAR : La Salle





# LEADS

## WINNER

Driver — FLOYD ROBERTS

Car — BURD PISTON RING SPECIAL (# 23)

speed — 117.200 m.p.h.



Time —

4:15:58.40

1/17

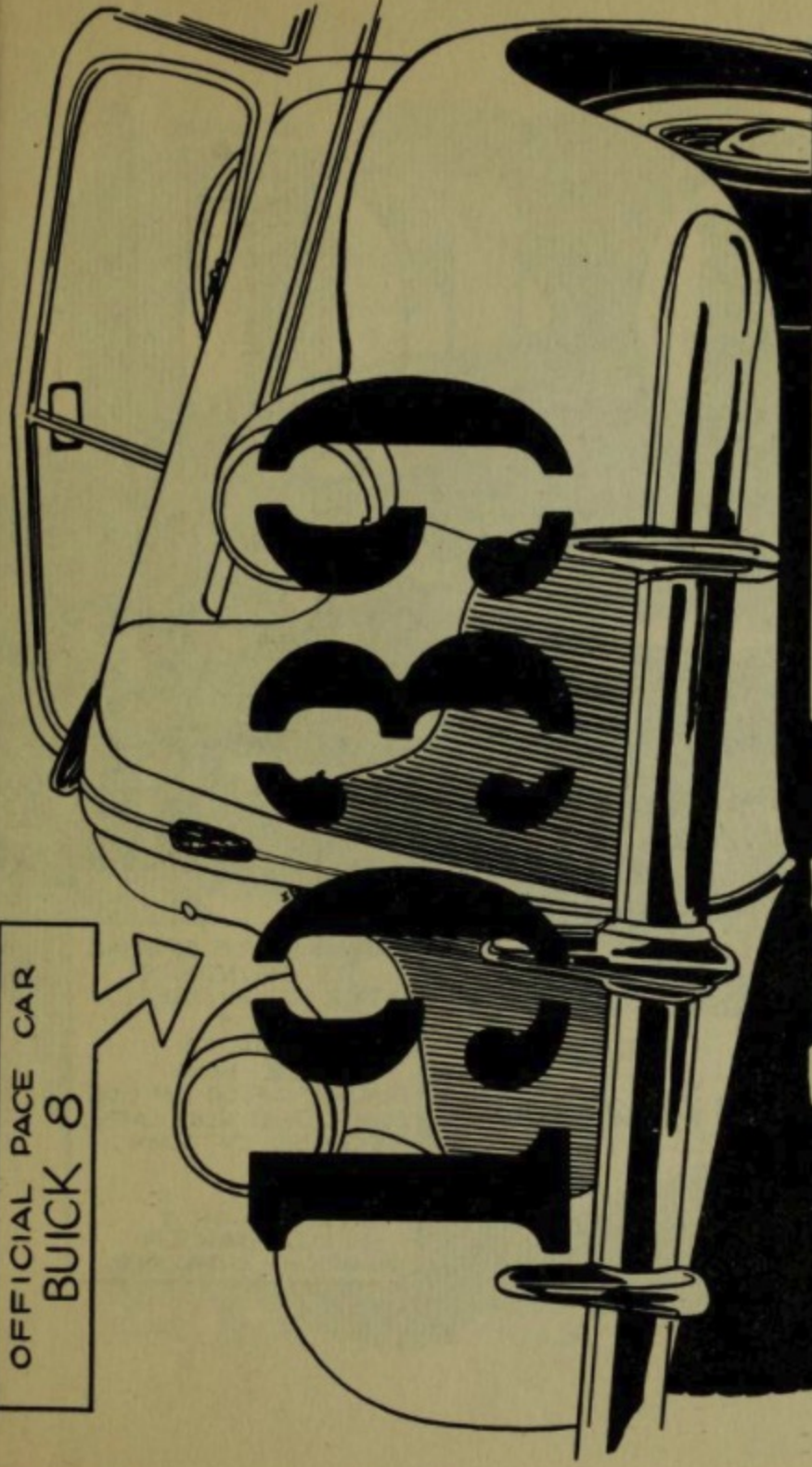
PACE CAR — HUDSON

SINGLE-SEAT CARS ELIGIBLE AGAIN, STARTING 1938.

4 CYLINDERS  
270 CU. IN. DISPL.  
BORE — 4.937"  
STROKE — 4.625"

Honorary referee:  
HARVEY S. FIRESTONE,  
JR.

OFFICIAL PACE CAR  
BUICK 8



WINNING DRIVER — WILBUR SHAW (ALSO  
WON IN 1937 and 1940)

CAR — BOYLE SPECIAL (#2)  
8 CYLS. 183 CU. IN. DISPLACEMENT  
2.720" x 4" bore and stroke

TIME — 4:20:47.39 115.035

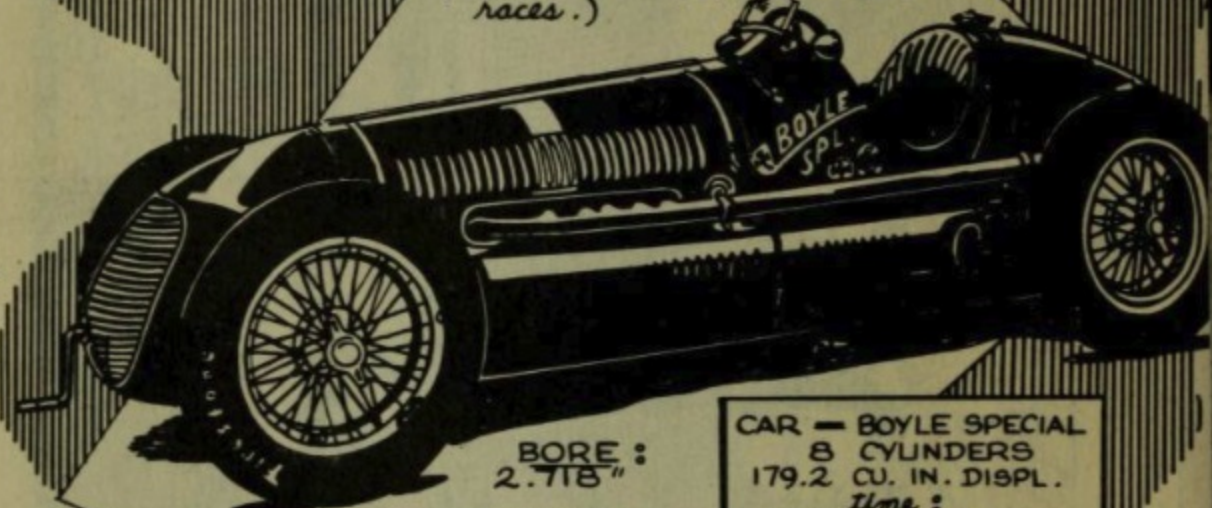
M.P.H.

HONORARY REFEREE —  
ROSCOE TURNER



# 1940

DRIVER - WILBUR SHAW  
(also won 1937 and 1939  
races.)



CAR #1

BORE :  
2.718"

STROKE :  
4"

114.277 M.P.H.

TAD

CAR - BOYLE SPECIAL  
8 CYLINDERS  
179.2 CU. IN. DISPL.

Time :

4:22:31.17

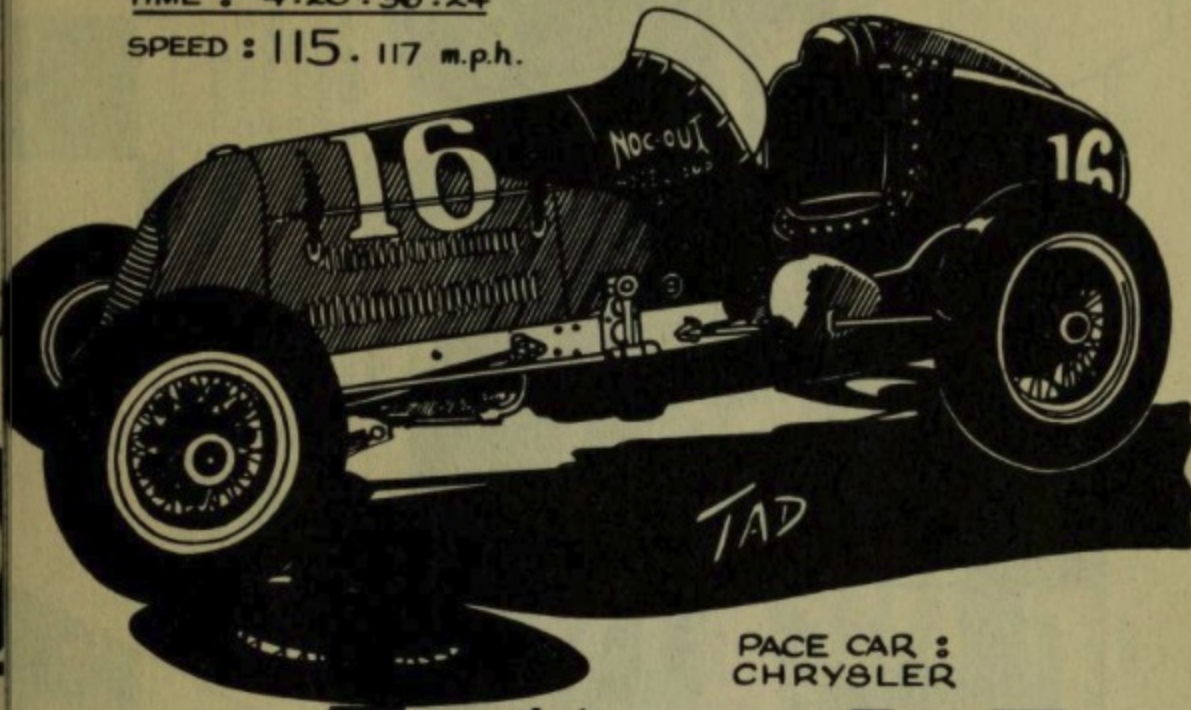
RACE WAS  
FLAGGED AFTER 1<sup>ST</sup> CAR  
COMPLETED 200 LAPS,  
BECAUSE OF RAIN.

PACE CAR :  
STUDEBAKER  
CHAMPION 2-DR. SED.

2 DRIVERS : MAURI ROSE and FLOYD DAVIS  
CAR : NOC-OUT HOSE CLAMP SPECIAL (#16)  
4 CYLINDERS 270 CU. IN. DISPL.  
4.3125" x 4.625" bore and stroke

TIME : 4:20:36.24

SPEED : 115.117 m.p.h.



TAD

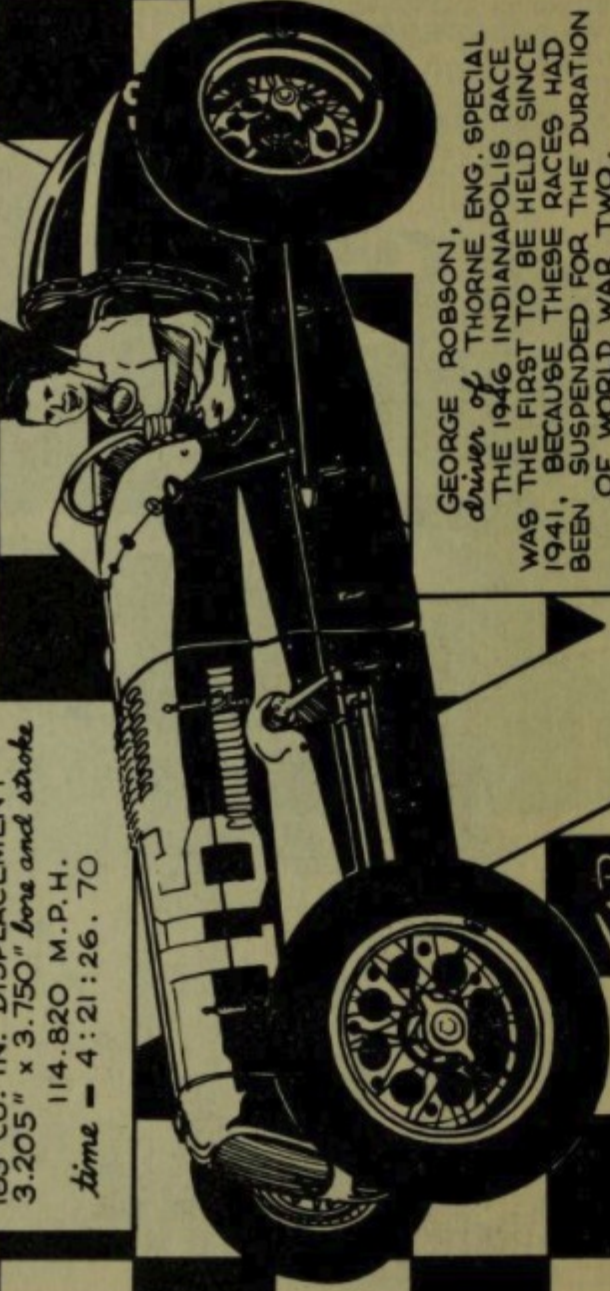
PACE CAR :  
CHRYSLER

# 1941

BECAUSE OF WORLD WAR TWO, the ANNUAL  
INDIANAPOLIS 500 RACES WERE NOT HELD IN  
1942, 1943, 1944 OR 1945.

1946 "INDY" WINNER

CAR # 16 6 CYLS.  
183 CU. IN. DISPLACEMENT  
3.205" x 3.750" bore and stroke  
114.820 M.P.H.  
time - 4:21:26.70



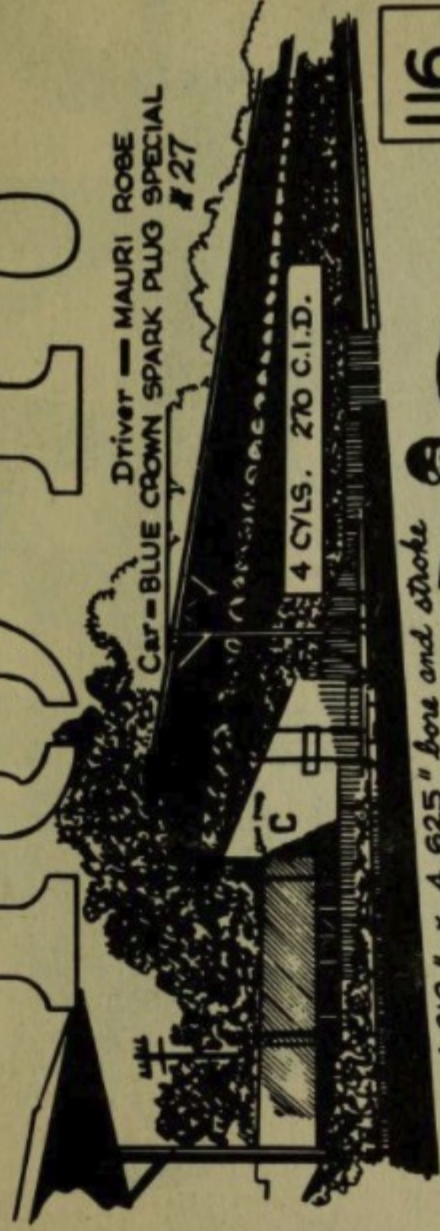
GEORGE ROBSON, ENG. SPECIAL  
*driver of* THORNE, ENG. SPECIAL  
THE 1946 INDIANAPOLIS RACE  
WAS THE FIRST TO BE HELD SINCE  
1941, BECAUSE THESE RACES HAD  
BEEN SUSPENDED FOR THE DURATION  
OF WORLD WAR TWO.

PACE CAR -  
LINCOLN  
CONTINENTAL  
V-12

TAD

# INDY

WINNER



Driver - MAURI ROBE  
Car - BLUE CROWN SPARK PLUG SPECIAL #27

4 CYLS. 270 C.I.D.

4.312" x 4.625" bore and stroke  
TIME - 4:17:52.17

116  
.338  
MILES  
PER  
HOUR

TAD

PACE CAR - NASH AMBASSADOR  
(4-DOOR SEDAN USED, AS CONVERTIBLE WAS NOT AVAIL.)

*Driver* — MAURI ROSE (ALSO WON IN '47)  
*Car* — BLUE CROWN SPARK PLUG SPL. (#3)  
 4 CYLINDERS 270 CU. IN. Displacement  
 4.312" x 4.625" bore and stroke  
 RUNNER-UP DRIVERS (in order) — BILL HOLLAND,  
 DUKE NALON, TED HORN, MAC HELTINGS, HAL COLE,  
 LEE WALLARD, JOHN MAURO, TOMMY HINNERSHITZ,  
 JIMMY JACKSON, CHARLES VAN ACKER, BILLY DE VORE,  
 JOHNNY MANTZ, TONY BETTENHAUSEN, HAL ROBBSON,  
 BILL CANTRELL, JOIE CHITWOOD, BILL SHEFFLER,  
 REX MAYS, CHET MILLER, JACK McGRATH, etc.

SPEED —

119.814 m.p.h.

TIME —

4:10:23.33



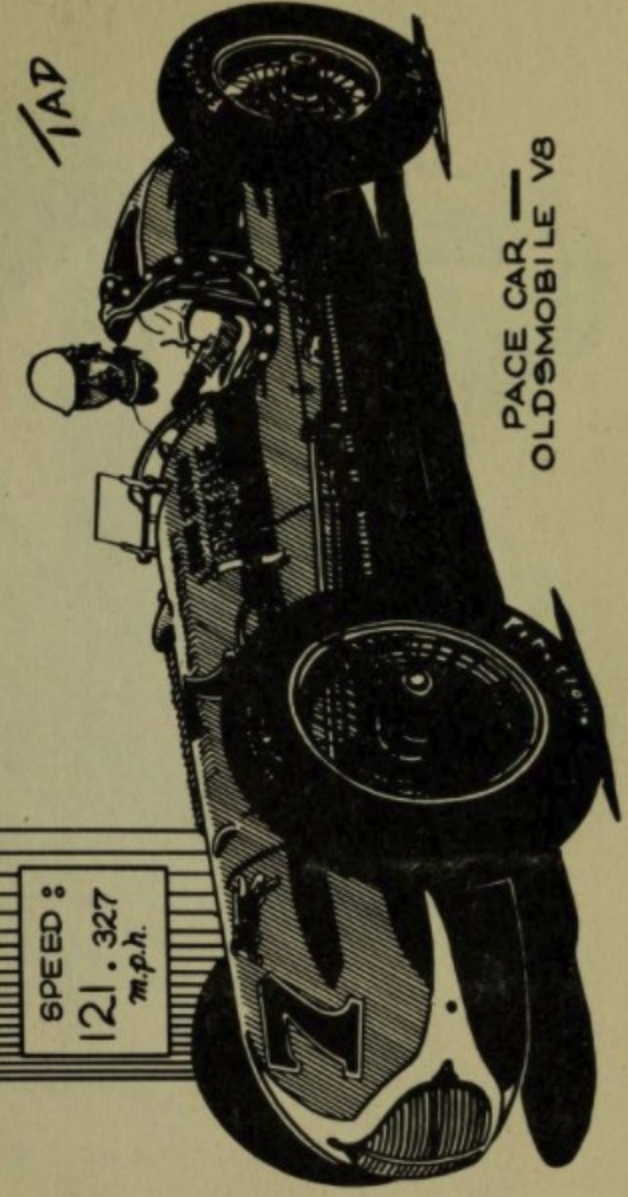
TAP

*hon. referee* —  
 MAYOR AL FEENEY  
*pace car* — CHEVROLET

1948

DRIVER — BILL HOLLAND  
 CAR — BLUE CROWN SPARK PLUG SPL. (#7)  
 4 CYL. 270 CU. IN. DISPL.  
 4.312" x 4.625" bore and stroke

TIME :  
 4:07:15.97



TAP

SPEED :  
 121.327  
 m.p.h.

PACE CAR —  
 OLDSMOBILE V8

124.002 M  
P  
H



TAD

RACE CALLED at 345 MILES because of RAIN

WINNING DRIVER — JOHNNY PARSONS  
CAR — WYNN'S FRICTION PROOFING SPECIAL (#1)  
4 CYLINDERS 270 CU. IN. displacement  
4.3125" x 4.625" BORE and STROKE  
OTHERS IN TOP 10 POSITIONS —

- 2 BILL HOLLAND - BLUE CROWN SPARK PLUG SPL. #3
- 3 MAURI. ROSE - OFFENHAUSER SPL. #31
- 4 CECIL GREEN - JOHN ZINK SPL. #54
- 5 JOIE CHITWOOD - WOLFE SPL. #17
- 6 LEE WALLARD - BLUE CROWN SPARK PLUG SPL. #8
- 7 WALT FAULKNER - GRANT PISTON RING SPL. #98
- 8 GEORGE CONNER - BLUE CROWN SPARK PLUG SPL. #5
- 9 PAUL RUSSO - RUSSO-NICKELS SPL. #7
- 10 PAT FLAHERTY - GRANATELLI-SABOURIN SPL. #59

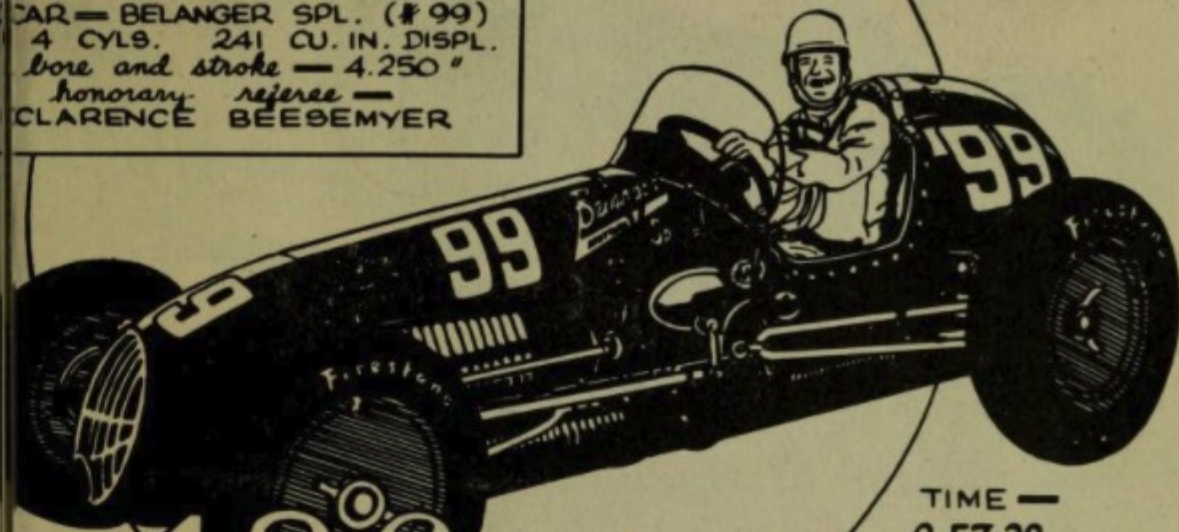
time = 2:46:55.97

PACE CAR — MERCURY V8

winning driver —  
LEE WALLARD

1951

CAR — BELANGER SPL. (#99)  
4 CYLS. 241 CU. IN. DISPL.  
bore and stroke — 4.250"  
honorary referee —  
CLARENCE BEEBEMYER



TIME —  
3:57:38.05

TAD 126.244

M.P.H.

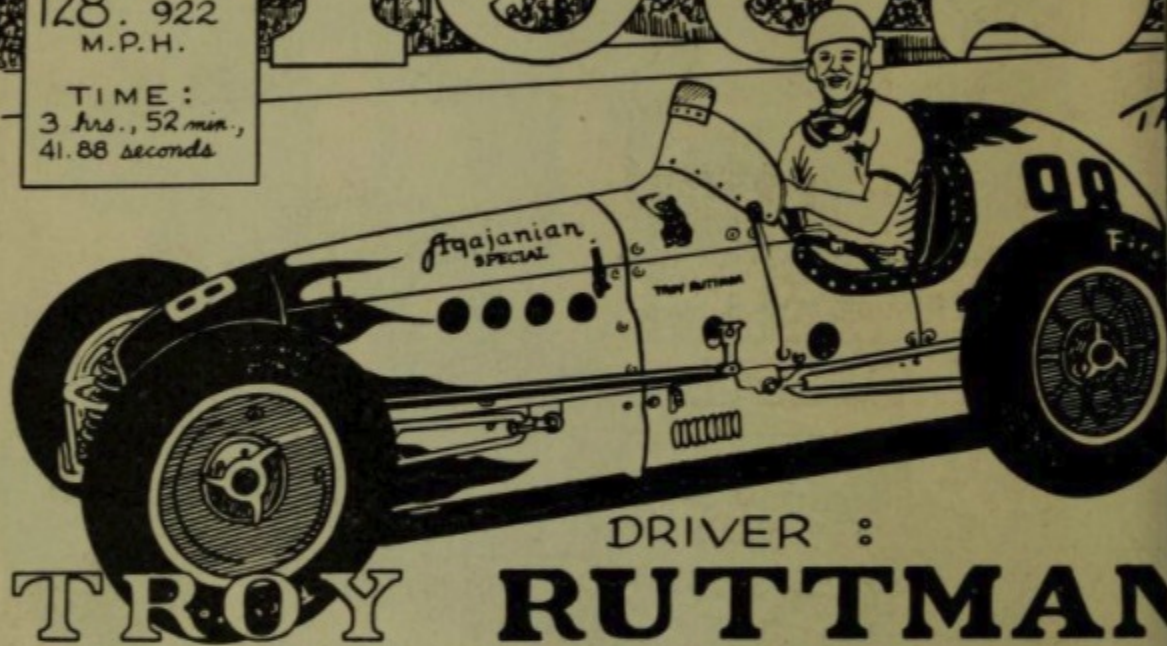
PACE CAR — Chrysler V8

FROM THE LIBRARY

# 1952

SPEED :  
128.922  
M.P.H.

TIME :  
3 hrs., 52 min.,  
41.88 seconds



DRIVER :  
**TROY RUTTMAN**

CAR — AGAJANIAN SPECIAL (#98) 4 CYLS.  
264 CU. IN. DISPL. 4.322" x 4.500 bore and stroke

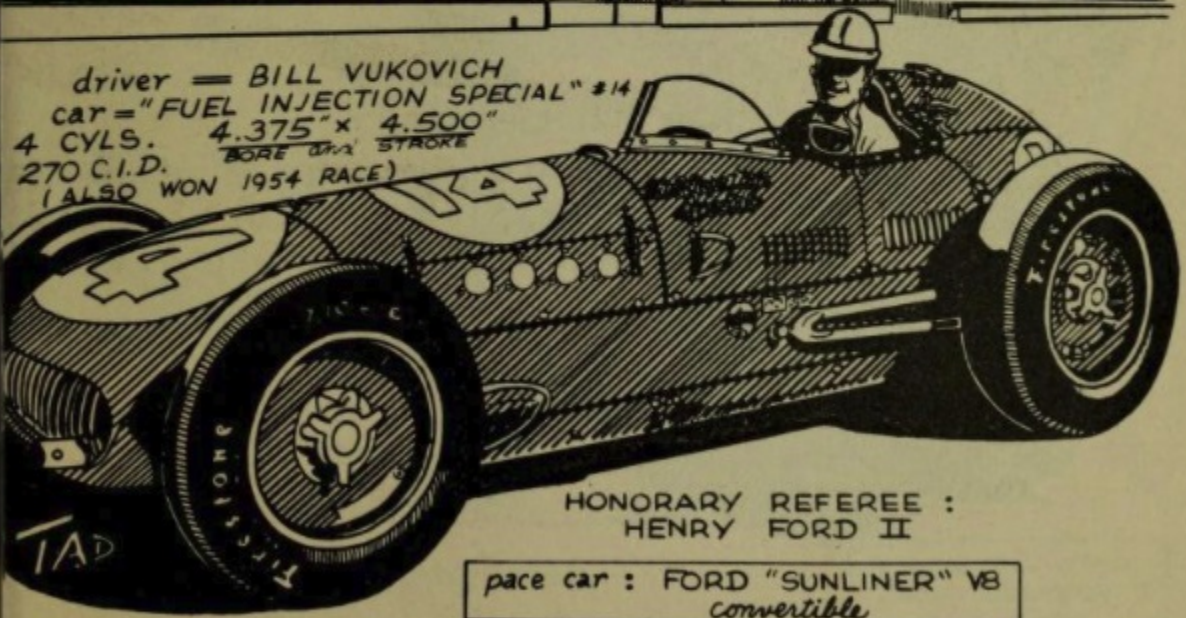
PACE CAR — STUDEBAKER. (STUDEBAKER  
CELEBRATED ITS 100th ANNIVERSARY IN 1952.)

winner of

# 1953

SPEED :  
128.740 mph

TIME :  
3:53:01.69



driver = BILL VUKOVICH  
car = "FUEL INJECTION SPECIAL" #14  
4 CYLS. 4.375" x 4.500"  
270 C.I.D. BORE x STROKE  
(ALSO WON 1954 RACE)

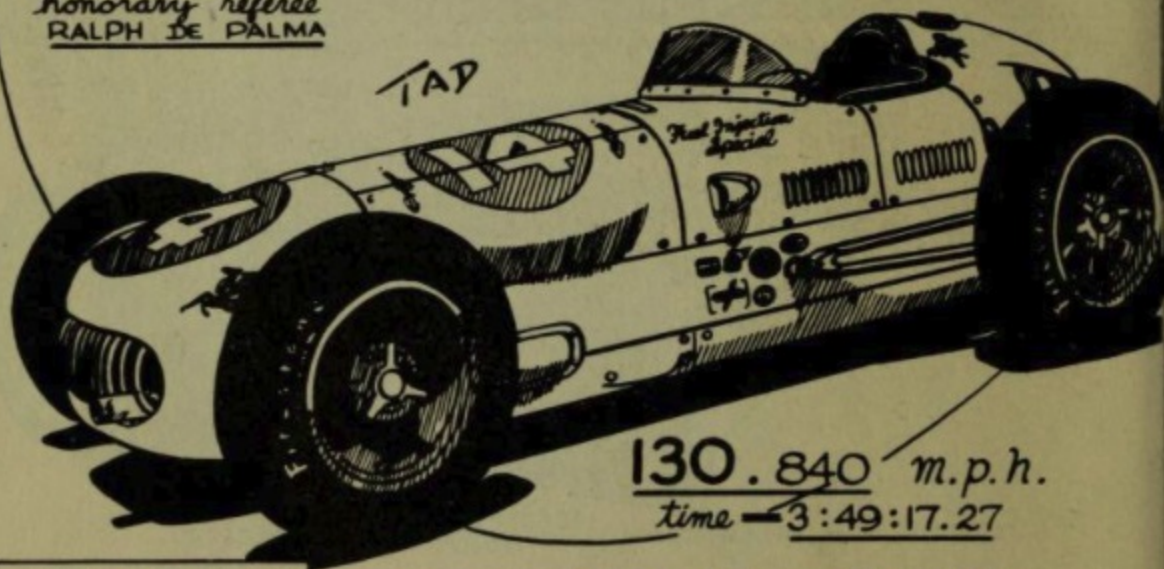
HONORARY REFEREE :  
HENRY FORD II

pace car : FORD "SUNLINER" V8  
convertible

# 1954

DRIVER — BILL VUKOVICH (*also won in 1953.*)  
CAR — FUEL INJECTION SPECIAL (#14) 4 CYLINDERS  
271 CU. IN. DISPL.

*Honorary referee*  
RALPH DE PALMA



130.840 m.p.h.  
time — 3:49:17.27

*pace car = DODGE*

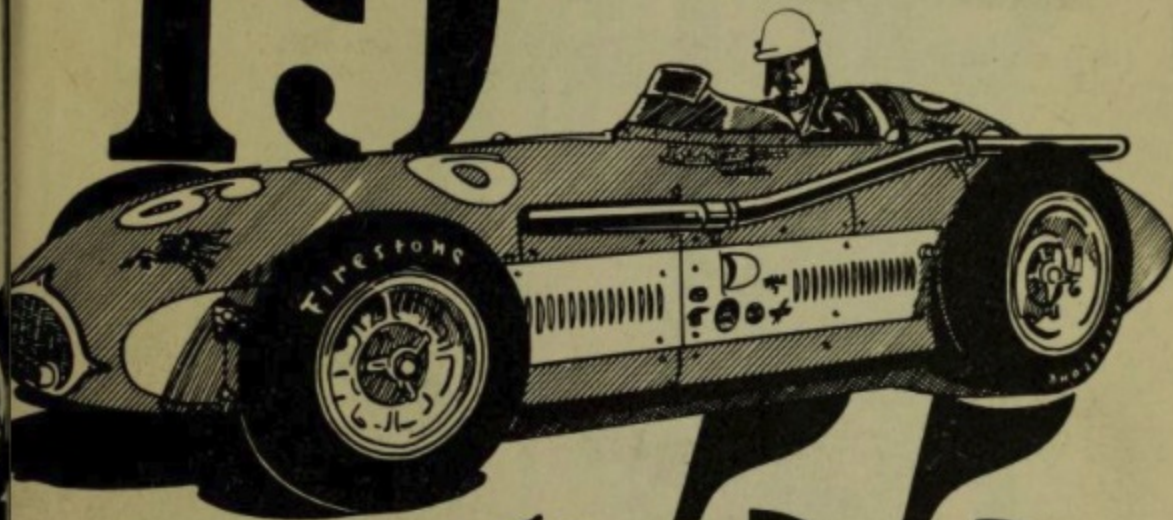
NOTE APPEARANCE  
DIFFERENCES FROM  
1953.

DRIVER — BOB SWEIKERT

CAR — "JOHN ZINK SPECIAL" (CAR #6)  
4 CYLINDERS  
270 CUBIC IN. *displacement*  
BORE : 4.3125"  
STROKE : 4.625"

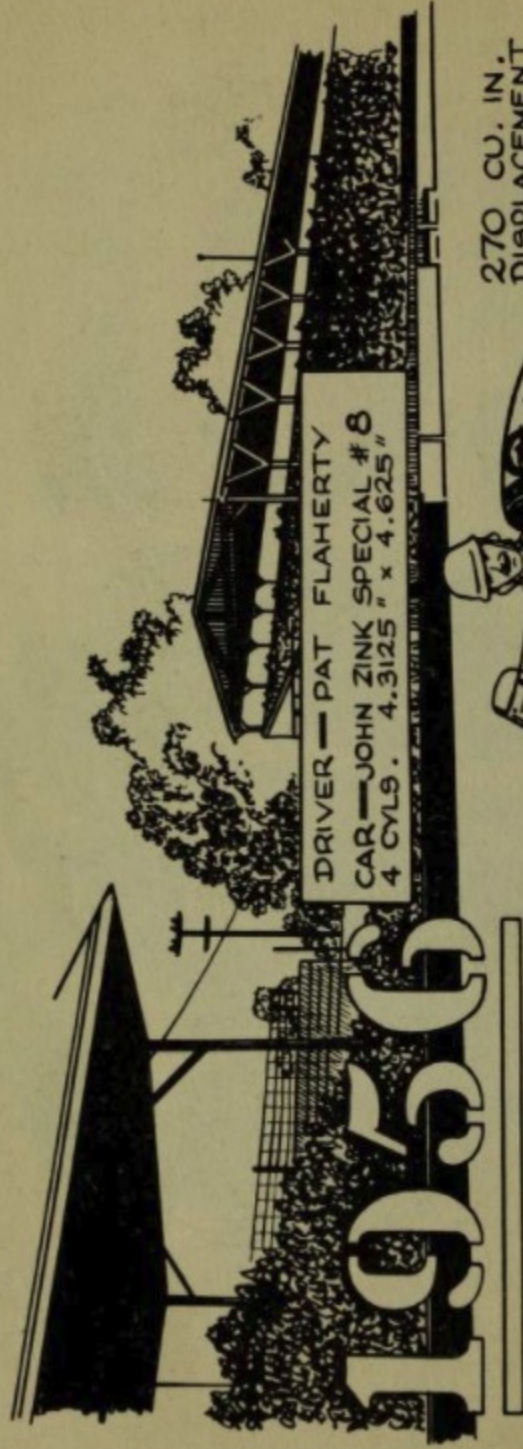
Speed = 128.209 M.P.H.  
TIME = 3:53:59.13

# 19

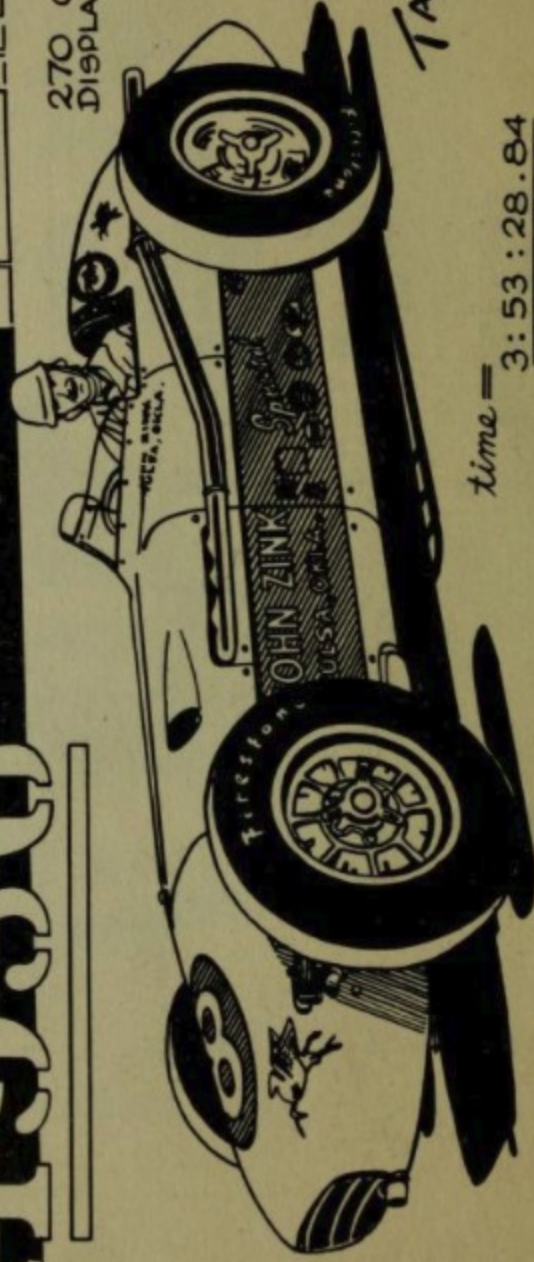


PACE CAR — CHEVROLET

# 55



270 CU. IN. DISPLACEMENT



time = 3:53:28.84

speed = 128.490 M.P.H.

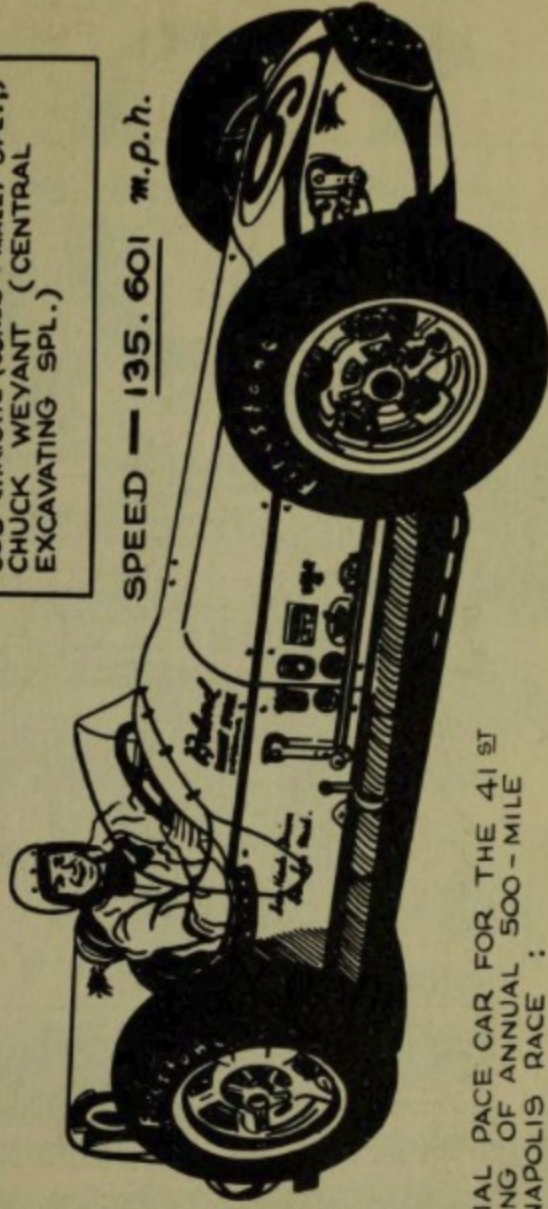
PACE CAR = DE SOTO V8

1956

CAR - BELOND EXHAUST SPECIAL (#9) 4 CYLS. 250 C.I.D. 4.156" x 4.625" bore and stroke  
TIME - 3:41:14.25

Driver - SAM HANKS  
RUNNERS UP:  
JIM RATHMANN (CHIROPRACTIC SPL.);  
JIMMY BRYAN (DEAN VAN LINES SPL.);  
PAUL RUSSO (NOVI AUTO. AIR COND. SPL.);  
ANDY LINDEN (MCNAMARA VEEDOL SPL.);  
JOHNNY BOYD (BOWES SEAL FAST SPL.);  
MARSHALL TEAGUE (SUMAR SPL. #48);  
PAT O'CONNOR (SUMAR SPL. #12);  
BOB VEITH (BOB ESTES SPL.);  
GENE HARTLEY (MASSAGLIA HOTELS SPL.);  
JACK TURNER (BARDAHL SPL.);  
JOHNNY THOMSON (D-A LUBRICANT SPL.);  
BOB CHRISTIE (JONES + MALEY SPL.);  
CHUCK WEYANT (CENTRAL EXCAVATING SPL.)

SPEED - 135.601 m.p.h.



OFFICIAL PACE CAR FOR THE 41<sup>ST</sup> RUNNING OF ANNUAL 500-MILE INDIANAPOLIS RACE;

1957 MERCURY CVT. CRUISER

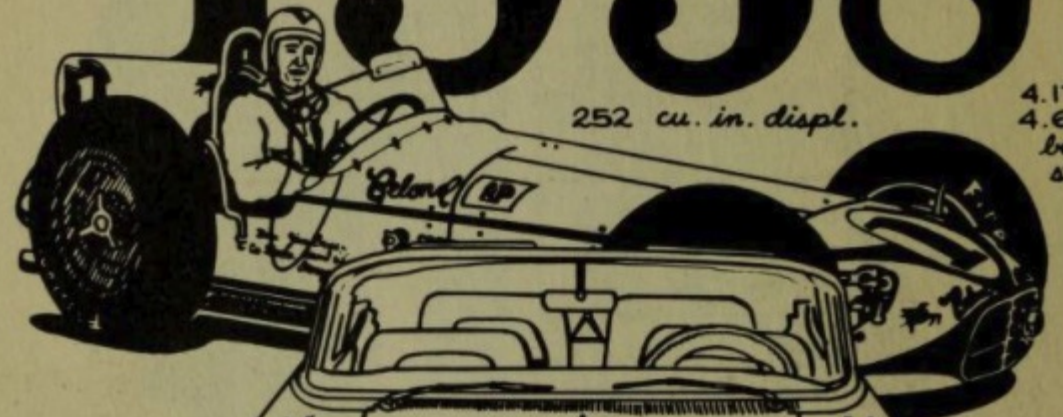


time — 3:44:13.80

133.791 m.p.h.

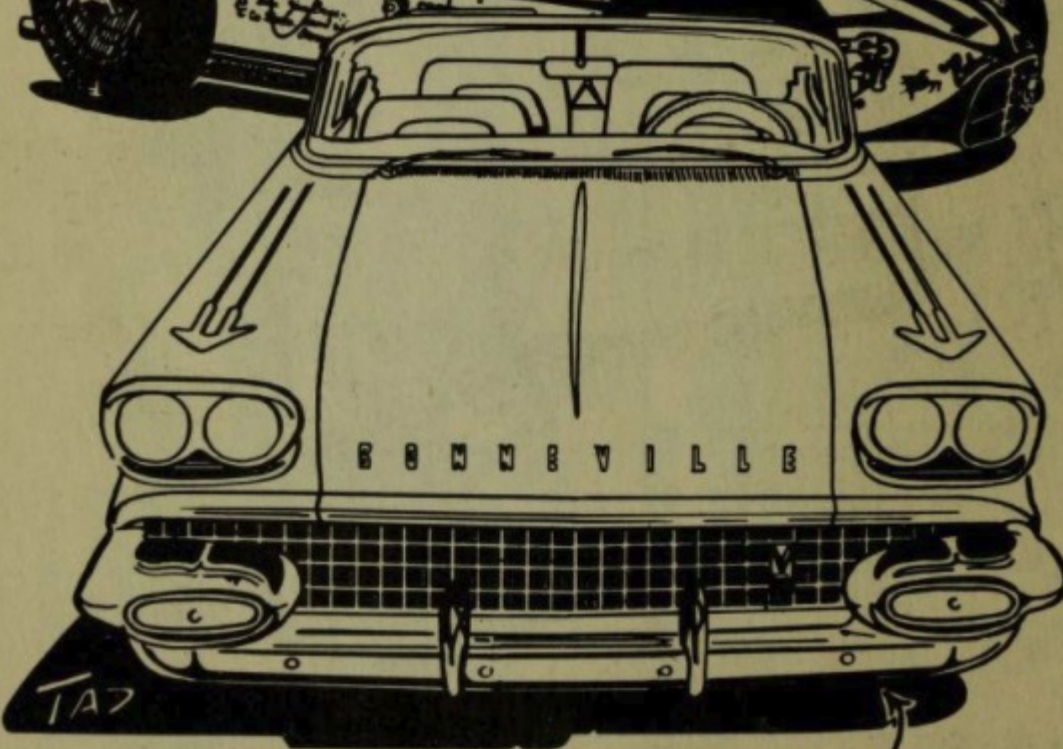
# 1958

WINNING DRIVER — JIMMY BRYAN CAR — BELOND AP SPL. (#1) 4 CYLS.



252 cu. in. displ.

4.176" x 4.625" bore and stroke



PACE CAR — PONTIAC V8

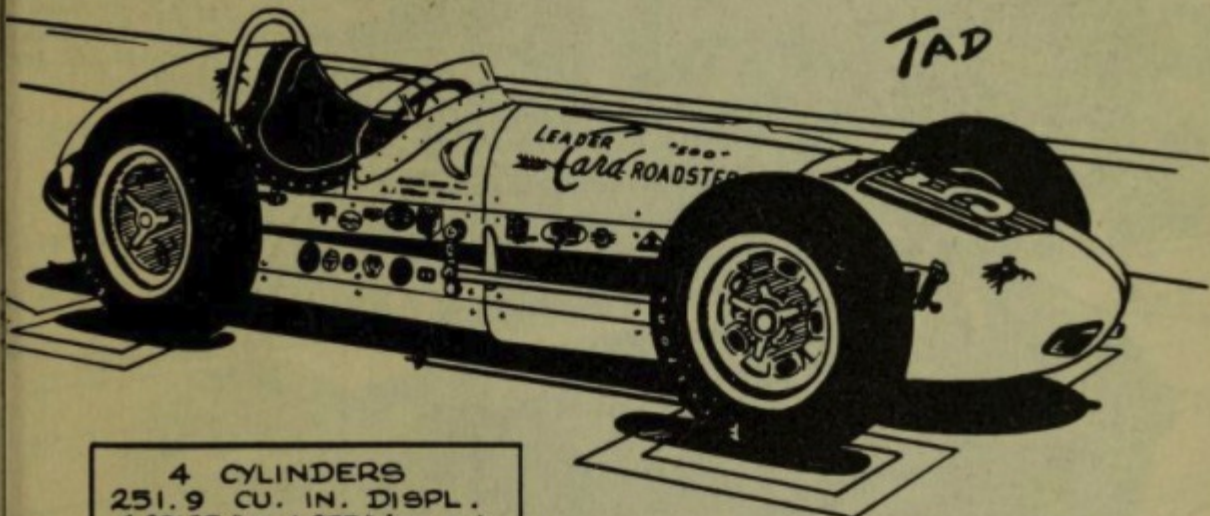
## 1959 winner

DRIVER — RODGER WARD (ALSO WON IN 1962.)

CAR — LEADER CARD 500 ROADSTER (CAR # 5)

### runner-up drivers

- |                     |                 |
|---------------------|-----------------|
| 2 JIM RATHMANN      | 6 JOHNNY BOYD   |
| 3 JOHNNY THOMSON    | 7 DUANE CARTER  |
| 4 TONY BETTENHAUSEN | 8 EDDIE JOHNSON |
| 5 PAUL GOLDSMITH    | 9 PAUL RUSSO    |
| 10 - A. J. FOYT     |                 |



4 CYLINDERS  
251.9 CU. IN. DISPL.  
4.28125" x 4.375" bore + stroke  
time —  
3:40:49.20

135.857 m.p.h.

pace car — BUICK V8

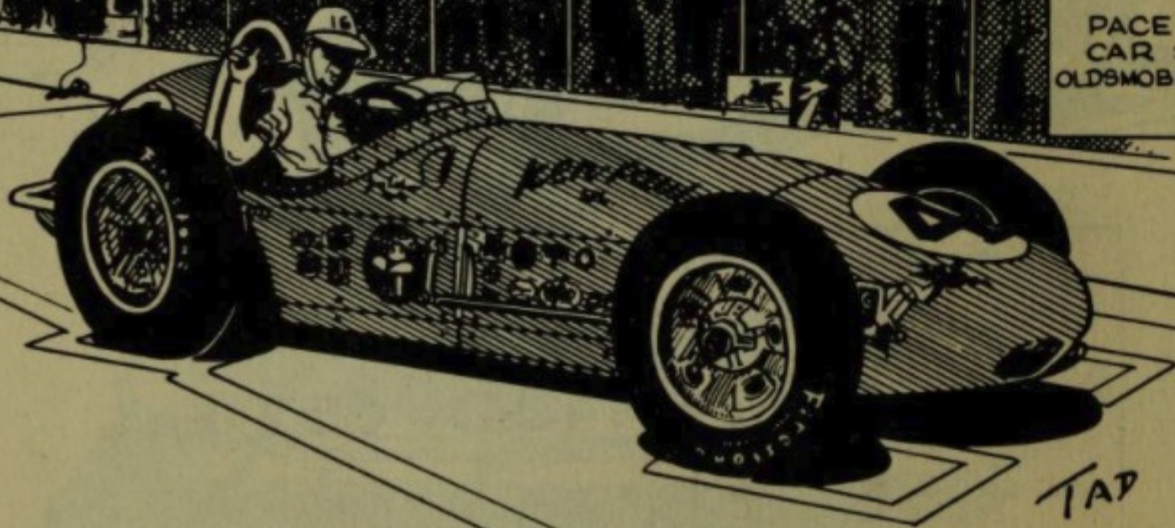
138.767  
M.P.H.

DRIVER — JIM RATHMANN  
CAR — KEN-PAUL SPECIAL (#4) 4 CYLINDERS  
251.9 CU. INCHES PISTON DISPLACEMENT (4.28125" x 4.375")

1960

TIME :  
3 hrs.,  
36 min.,  
11.36 sec

PACE  
CAR :  
OLDSMOBILE



A.J. FOYT, *driver*

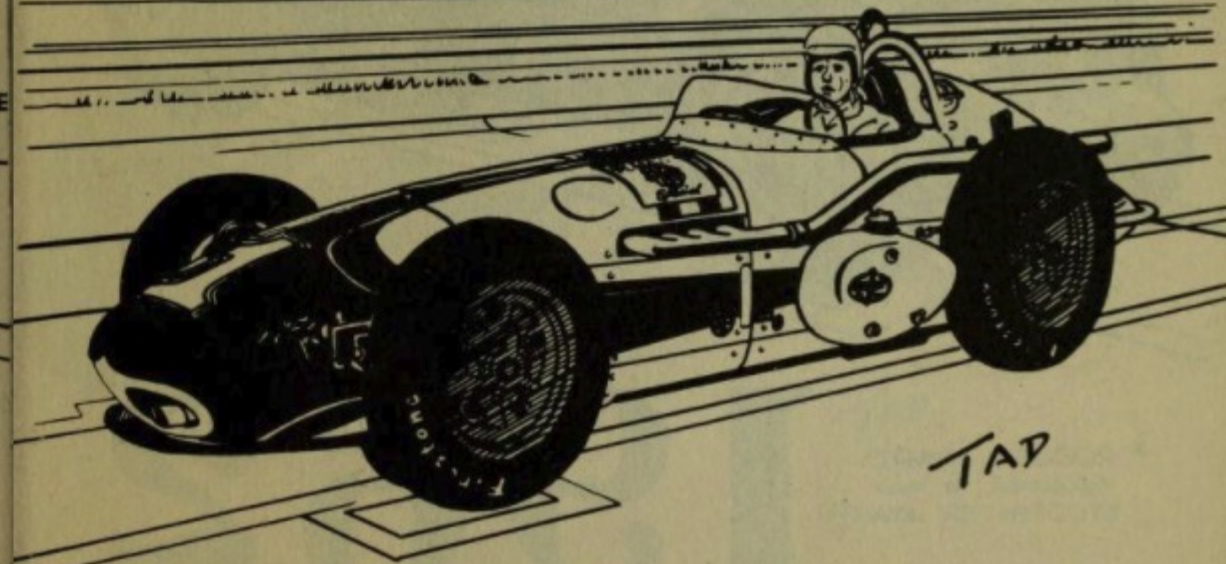
*also*  
WINNING  
DRIVER OF  
1964 and 1967

1961

Car —  
BOWEN SEAL FAST SPL.  
(#1)

4 CYLINDERS  
251.9 C.I.D.  
4.28125" x 4.375"  
*bore and stroke*

time — 3:35:37.49  
speed — 139.130 mph  
pace car —  
THUNDERBIRD

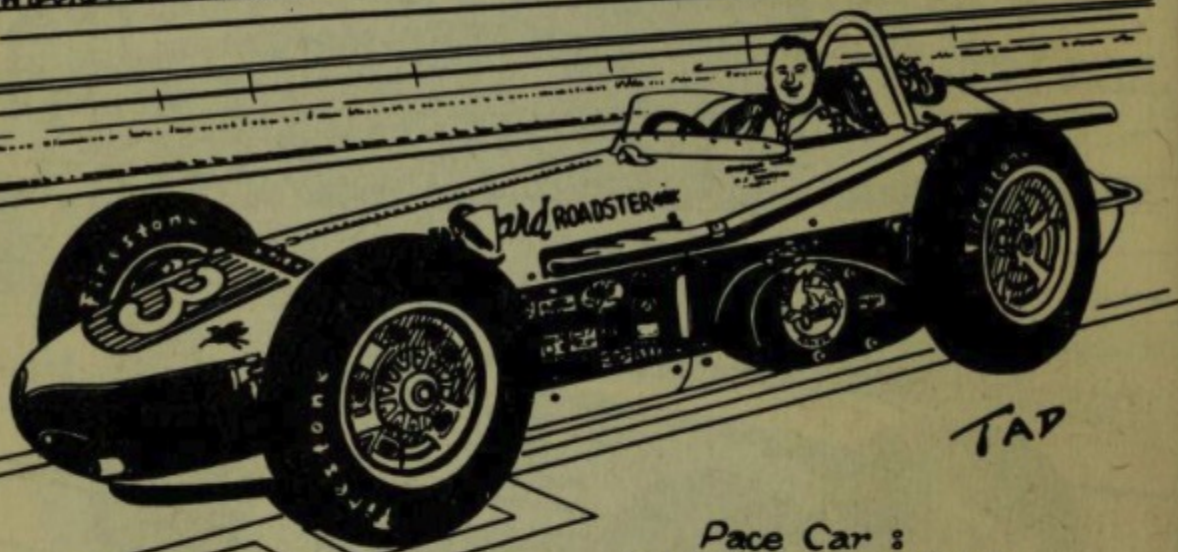


driver — RODGER WARD  
mechanic — A. J. WATSON

car — LEADER CARD 500 ROADSTER (#3)  
4 CYLINDERS 251.9 CU. IN. DISPLACEMENT  
4.28125" x 4.375" bore and stroke

SPEED —  
140.293 M.P.H.

TIME —  
3:33:50.33



Pace Car :  
STUDEBAKER LARK \*

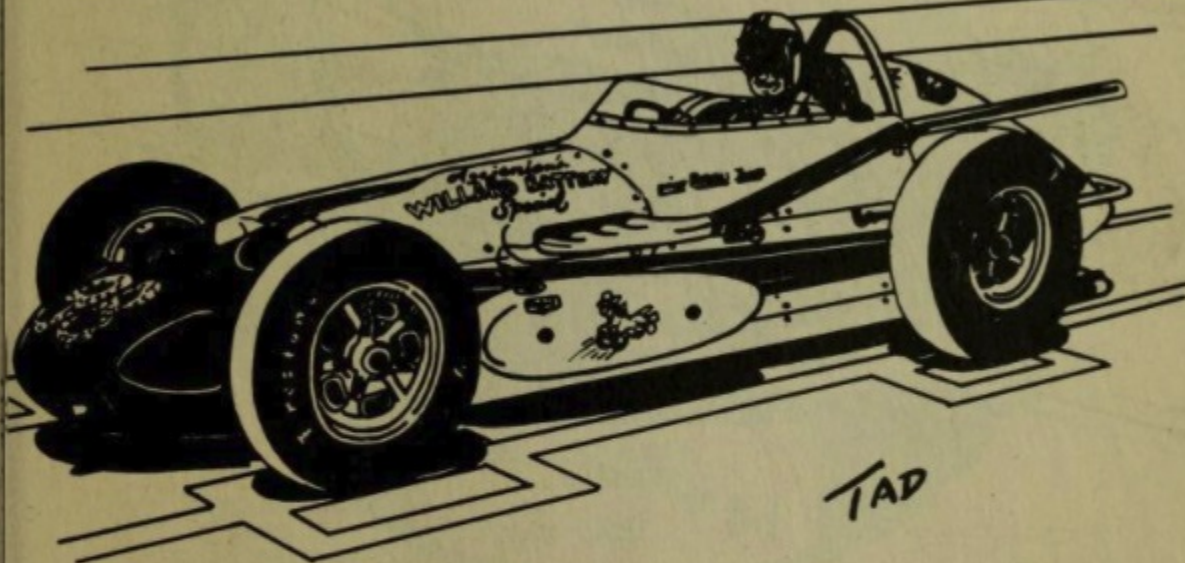
\* RODGER WARD  
received a new  
STUDEBAKER AVANTI.

# 1962

# 1963

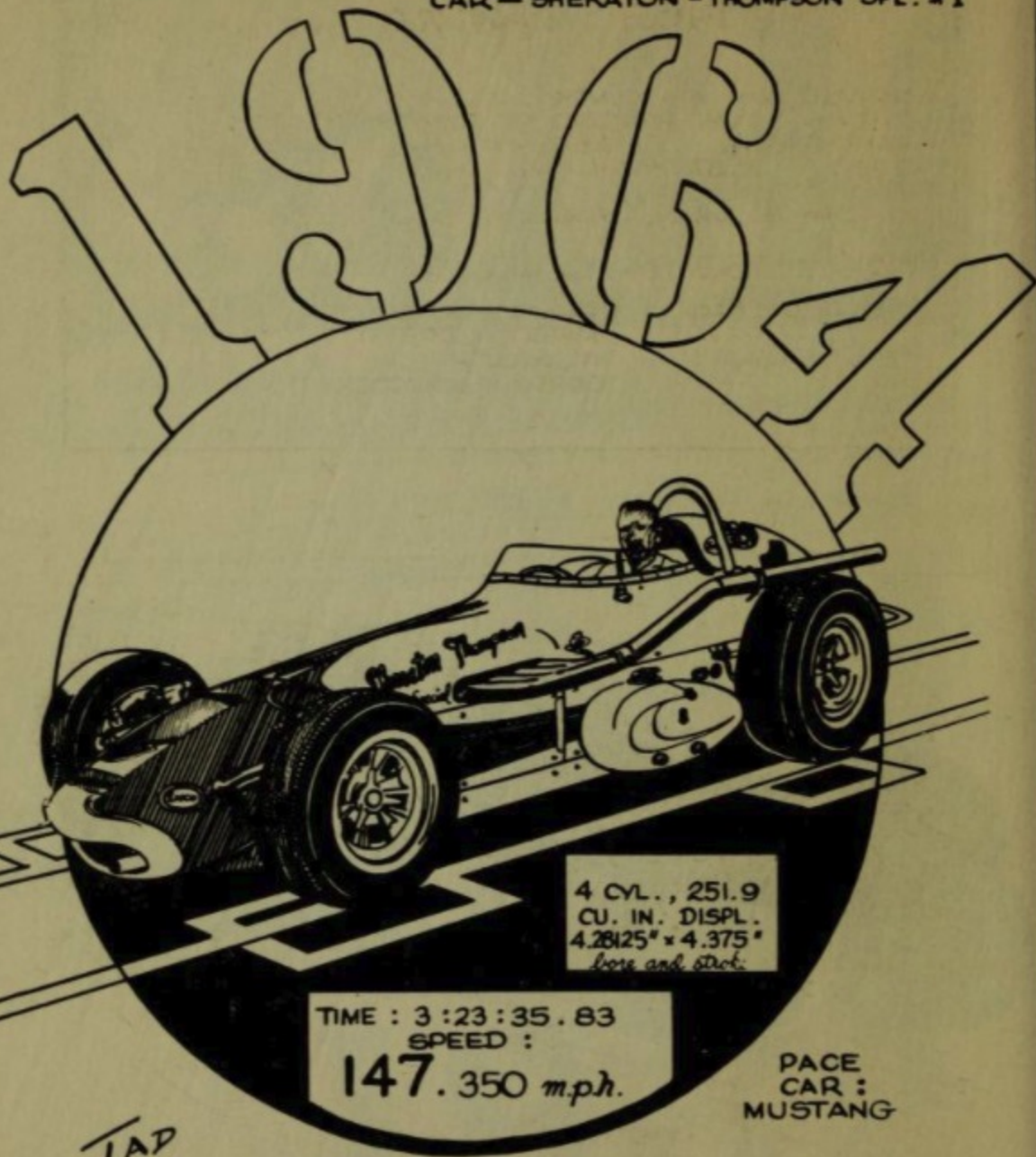
CAR — AGAJANIAN WILLARD SPECIAL # 98 (4 CYL.)  
251.9 CU. IN. DISPL. 4.28125" x 4.375" bore + stroke  
143.137 MILES PER HOUR  
TIME — 3:29:35.40  
PACE CAR — CHRYSLER 300-J

DRIVER — PARNELLI JONES



FROM THE LIBRARY  
OF  
SYBIL TALBOT

WINNER — A. J. FOYT  
CAR — SHERATON - THOMPSON SPL. #1



4 CYL., 251.9  
CU. IN. DISPL.  
4.28125" x 4.375"  
*bore and stroke*

TIME : 3 : 23 : 35.83  
SPEED :  
**147.350 m.p.h.**

PACE  
CAR :  
MUSTANG

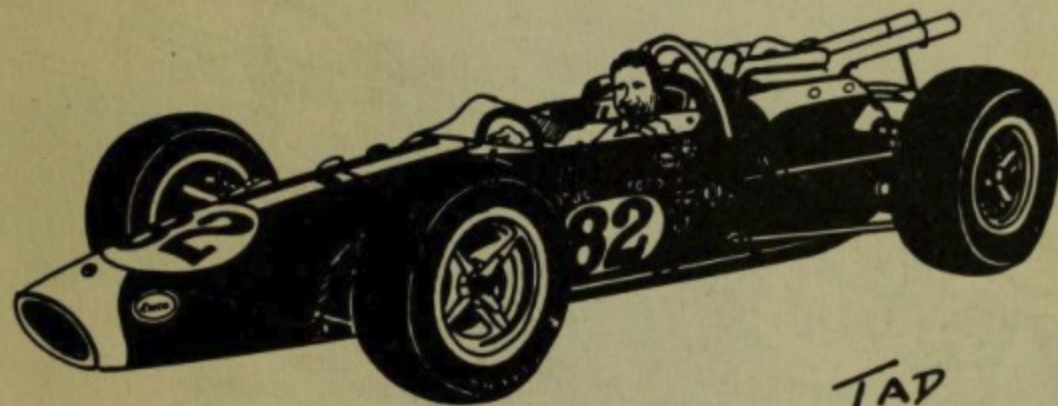
1965 *winner*

DRIVER — JIM CLARK  
CAR — LOTUS POWERED BY FORD (#82) 8 CYLS.  
REAR ENGINE 255.118 CUBIC IN. DISPL.  
3.760" x 2.870" *bore and stroke*

TIME — 3 hours, 19 minutes, 5.34 seconds

SPEED — 150.686 MILES PER HOUR

2nd to 5th PLACE : PARNELLI JONES  
MARIO ANDRETTI  
AL MILLER  
GORDON JOHNCOCK



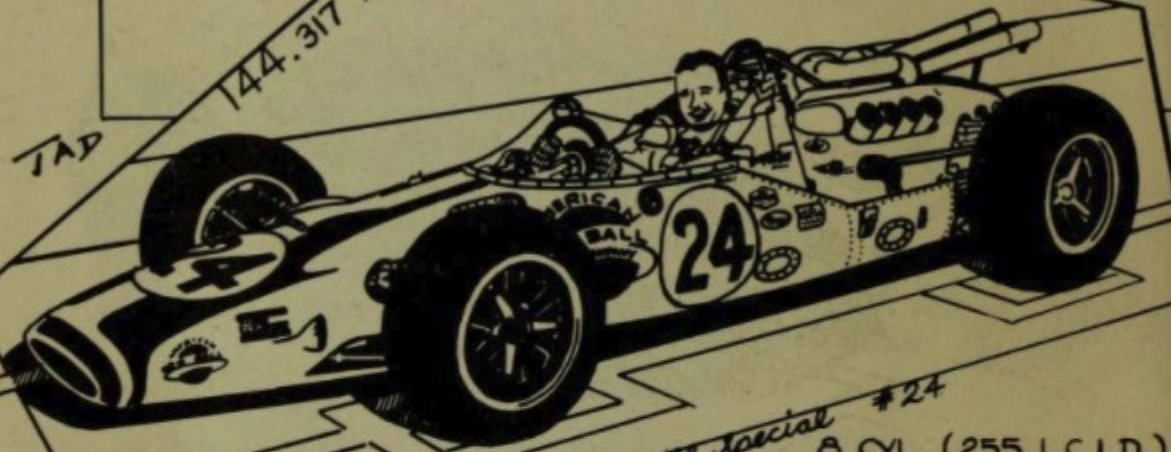
TAD

PACE CAR : PLYMOUTH SPORT FURY

DRIVER — *Graham Hill*

# 1966

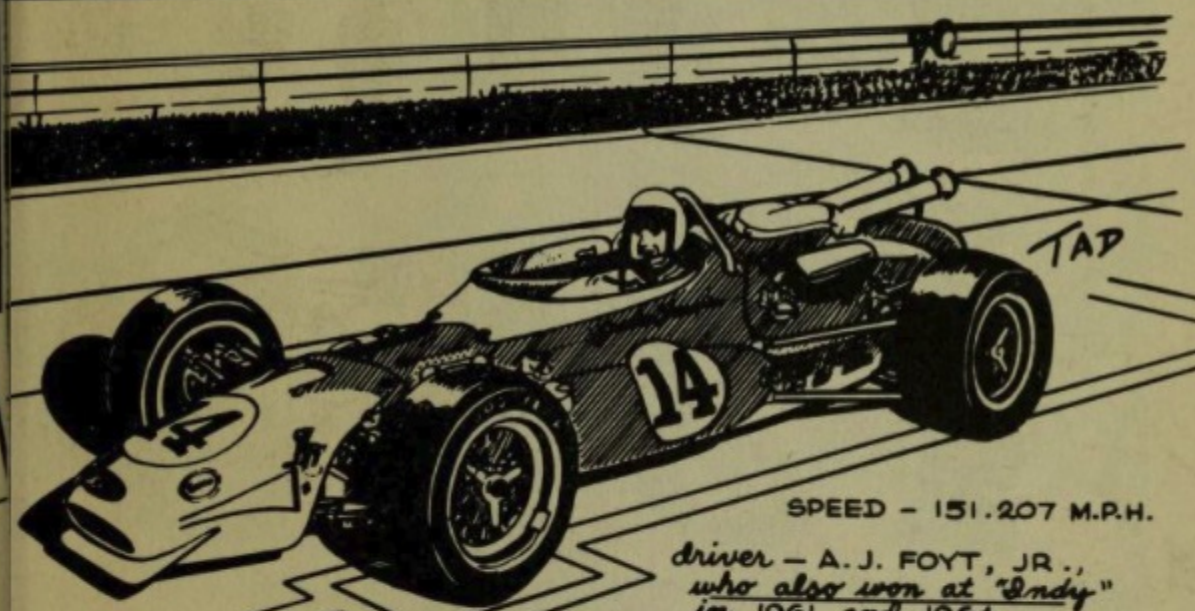
*time — 3:27:52.53*  
*144.317 m.p.h.*



*CAR — American Red Ball Special #24*  
*8 CYL. (255.1 C.I.D.)*  
*3.760" x 2.872" bore and stroke*  
*PACE CAR :*  
*Comet Cyclone GT*

WINNER OF THE INDIANAPOLIS "500" RACE

# 1967



*SPEED — 151.207 M.P.H.*

*driver — A. J. FOYT, JR.,*  
*who also won at "Indy"*  
*in 1961 and 1964.*  
*car — SHERATON-THOMPSON SPECIAL*  
*8 CYLS. 255.1 CU. IN. displ.*  
*3.760" x 2.872" bore and stroke*  
*TIME : 3:18:24.22*

*PACE CAR : CAMARO*

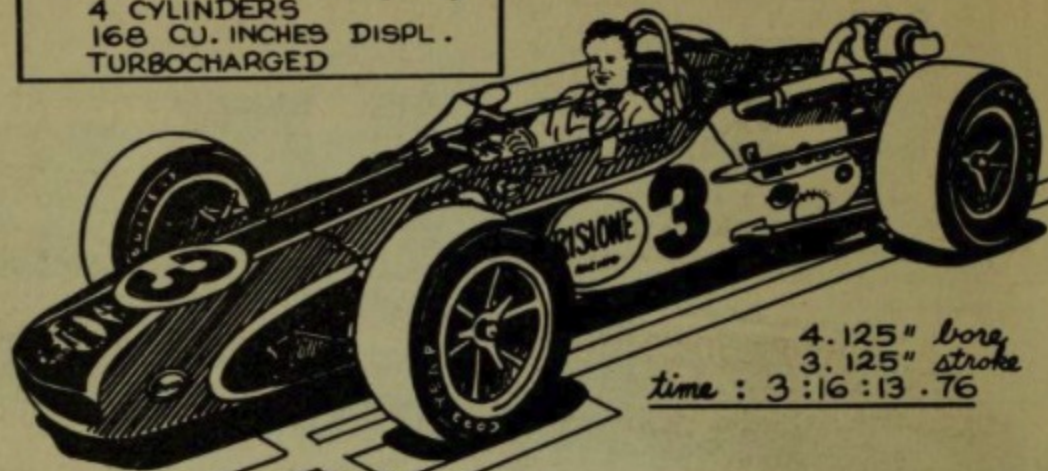
**RUNNERS-UP : AL UNSER , JOE LEONARD , DENIS HULME**

*car — SHERATON - THOMPSON SPECIAL (#14)*

DRIVER —  
BOBBY UNSER

CAR —  
RISLONE SPECIAL (#3)  
4 CYLINDERS  
168 CU. INCHES DISPL.  
TURBOCHARGED

SPEED — 152.882 MPH



4.125" bore  
3.125" stroke  
time : 3:16:13.76

# 1968

RUNNERS UP : →  
2 — DAN GURNEY  
3 — MEL KENYON  
4 — DENIS HULME  
5 — LLOYD RUBY  
6 — RONNIE DUMAN  
7 — BILL VUKOVICH

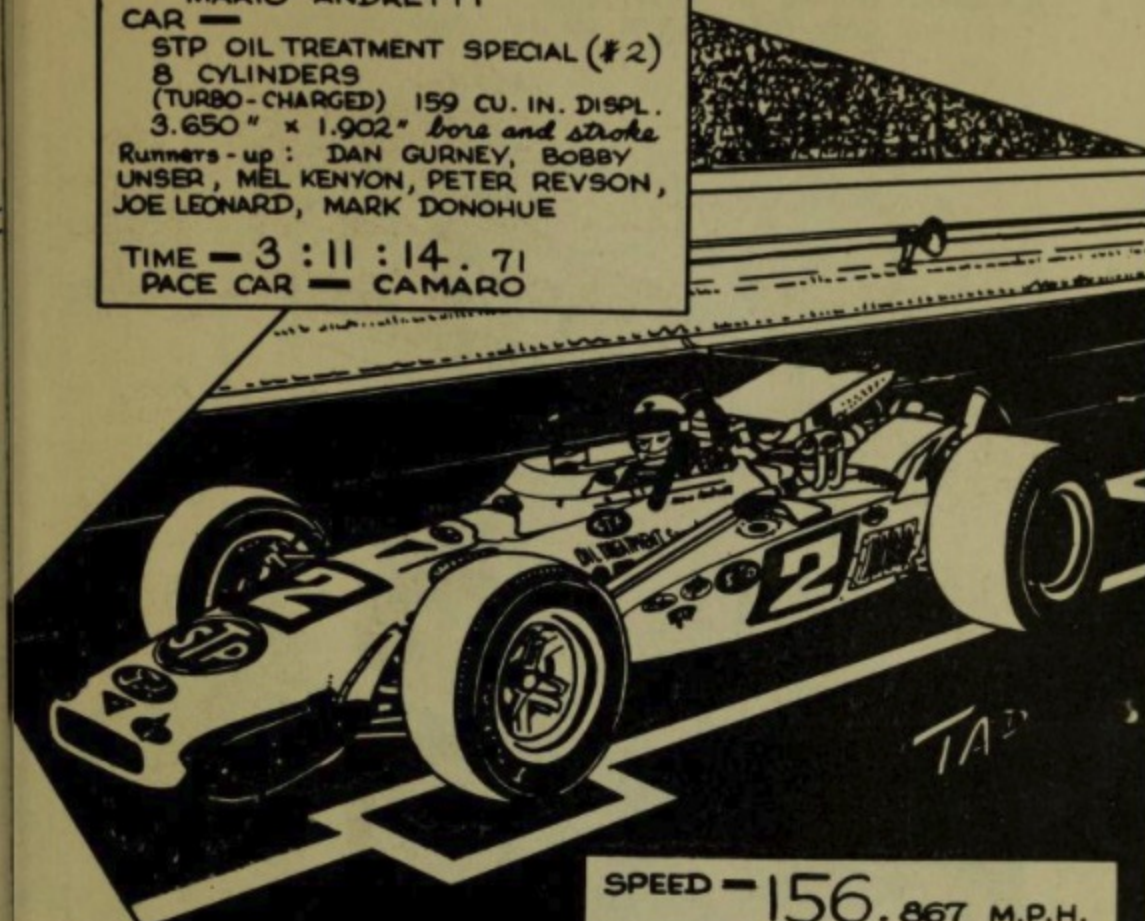
8 — MIKE MOBLEY  
9 — SAM SESSIONS  
10 — BOBBY GRIM  
11 — BOB VEITH  
12 — JOE LEONARD  
13 — ART POLLARD  
14 — JIM McELREATH

PACE CAR — FORD TORINO

DRIVER —  
MARIO ANDRETTI

CAR —  
STP OIL TREATMENT SPECIAL (#2)  
8 CYLINDERS  
(TURBO-CHARGED) 159 CU. IN. DISPL.  
3.650" x 1.902" bore and stroke  
Runners-up: DAN GURNEY, BOBBY  
UNSER, MEL KENYON, PETER REVSON,  
JOE LEONARD, MARK DONOHUE

TIME — 3:11:14.71  
PACE CAR — CAMARO



SPEED — 156.867 M.P.H.

# 1969

FROM THE LIBRARY  
OF  
SYBIL TALBOT

AL UNSER = WINNER OF TWO SUCCESSIVE RACES,  
 DRIVING the "JOHNNY LIGHTNING (500) SPECIAL"  
 NUMBERED CAR #2 IN 1970 RACE, #1 IN 1971 RACE)  
 8 CYL., 159 CU. IN. DISPL. ('70)  
 158 " " " ('71)

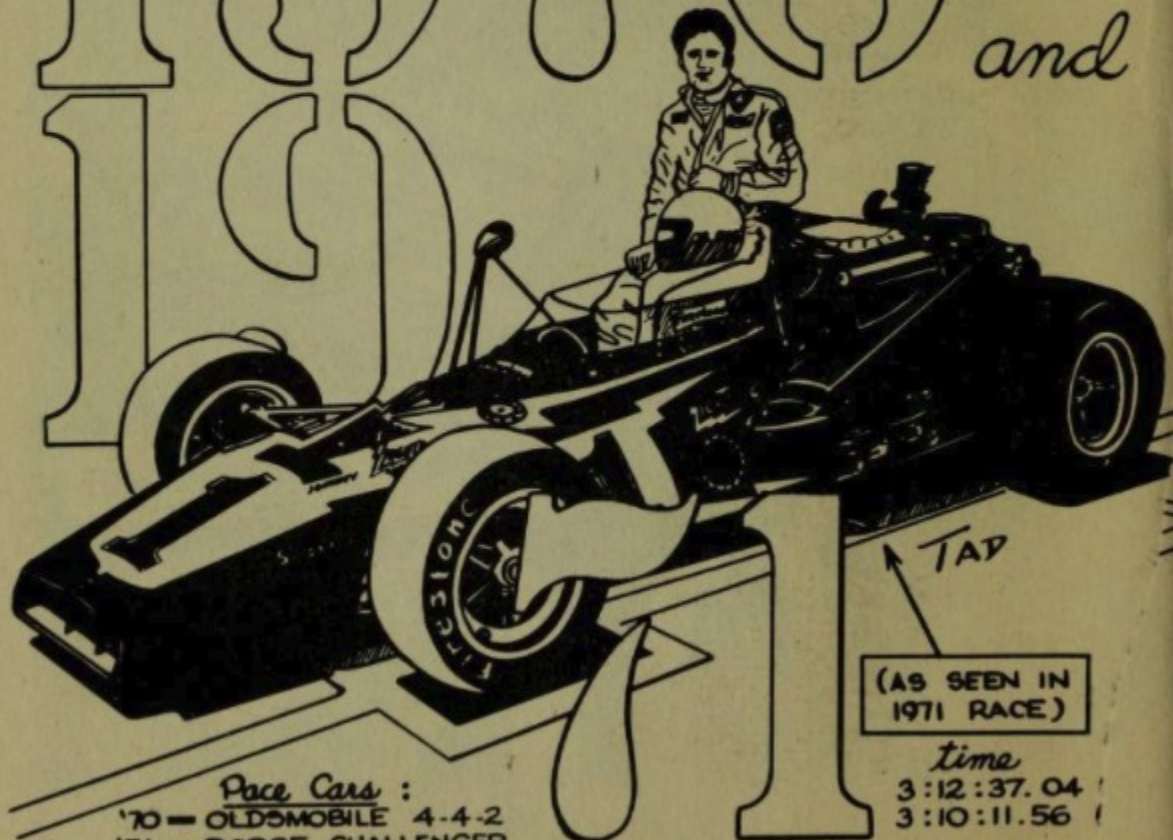
winner of

1970

155.749  
 m.p.h.  
 ('70)

157.735  
 ('71)

and



(AS SEEN IN  
 1971 RACE)

Time  
 3:12:37.04  
 3:10:11.56

Pace Cars:  
 '70 - OLDSMOBILE 4-4-2  
 '71 - DODGE CHALLENGER

INDIANAPOLIS 500 WINNERS

1911	Harroun	74.59 mph
1912	Dawson	78.72 mph
1913	Goux	75.933 mph
1914	Thomas	82.47 mph
1915	De Palma	89.84 mph
1916	Resta	84.00 mph
1919	Wilcox	88.05 mph
1920	Chevrolet	88.62 mph
1921	Milton	89.62 mph
1922	Murphy	94.48 mph
1923	Milton	90.95 mph
1924	Corum & Boyer	98.23 mph
1925	De Paolo	101.13 mph
1926	Lockhart	95.904 mph
1927	Souders	97.545 mph
1928	Meyer	99.482 mph
1929	Keech	97.585 mph
1930	Arnold	100.448 mph
1931	Schneider	96.629 mph
1932	Frame	104.144 mph
1933	Meyer	104.162 mph
1934	Cummings	104.863 mph
1935	Petillo	106.240 mph
1936	Meyer	109.069 mph
1937	Shaw	113.580 mph

1938	Roberts	117.200 mph
1939	Shaw	115.035 mph
1940	Shaw	114.277 mph
1941	Davis & Rose	115.117 mph
1946	Robson	114.820 mph
1947	Rose	116.338 mph
1948	Rose	119.814 mph
1949	Holland	121.327 mph
1950	Parsons	124.002 mph
1951	Wallard	126.244 mph
1952	Ruttman	128.922 mph
1953	Vukovich	128.740 mph
1954	Vukovich	130.840 mph
1955	Sweikert	128.209 mph
1956	Flaherty	128.490 mph
1957	Hanks	135.601 mph
1958	Bryan	133.791 mph
1959	Ward	135.857 mph
1960	Rathmann	138.767 mph
1961	Foyt	139.130 mph
1962	Ward	140.293 mph
1963	Jones	143.137 mph
1964	Foyt	147.350 mph
1965	Clark	150.686 mph
1966	Hill	144.317 mph
1967	Foyt	151.207 mph
1968	Bobby Unser	152.882 mph

1969	Andretti	156.867 mph
1970	Al Unser	155.749 mph
1971	Al Unser	157.735 mph
1972	Donohue	162.962 mph
1973	Johncock	159.014 mph



340

FROM THE LIBRARY  
OF  
SYDNEY BOT

- When did the first "Indy 500" race take place?
- What "Indy" racer first averaged over 100 m.p.h.?
- When was a pace car first awarded to a winning driver?
- When did A. J. Foyt win his first "Indy 500" race?

You'll find the answers to these questions and many more in this exciting album of "Indy 500" racers from the beginning to the present.



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