



TAIL SECTION of the racer which Jim Rathman drove to a fifth place at Indianapolis last Memorial day is worked over by automotive genius Quincey Epperly of Lawndale, left, and his assistant Everett Duncan. The four cars which Epperly built for the Indianapolis 500 finished among the top five.

Valley Man Thrilled Over 'Indy' Success

By Joe Rothstein
PRESS Staff Reporter

Few persons outside racing circles will ever know about the record compiled at Indianapolis this year by race car builder Quincey Epperly of Lawndale.

The local automotive expert at Memorial Day chalked up one of the most amazing performances in the long history of America's most famous 500-mile race.

Epperly, whose shop is located at 4147 Compton boulevard, designed and built two cars which competed in the race, built the fuel and oil tanks of another and performed all of the chassis construction on a fourth.

His four cars placed first, second, fourth and fifth in the final order of finish.

Lawndale four years ago, after many years of active campaigning in racing wars from coast to coast. Last year his first big break came when he was given the job of building the car which Jim Rathman would drive while at the same time doing all of the body work for Sam Hanks' Blend special. *49 1957 WINNER*

Hanks won the Indianapolis race while Rathman finished a close second. After such a performance Epperly was in demand among car owners.

For this year's Indianapolis grind the local race car builder burned much midnight oil. In addition to readying Rathman for the race and reworking Hanks' winning car he built the speedster which George Amick ultimately drove and handled construction of the chassis for Tony Bettenhausen's car.

and special to victory. Amick finished 27 seconds behind Bryan in second place. Bettenhausen came through fourth and Rathman, after some misfortunes, placed fifth.

"It was my greatest thrill in all the years I've been associated with the racing business," Epperly says of the outcome of this year's 500.

He attributes his success to many factors: smart management by trained crews, skilled handling and driving and to unpredictable Lady Fortune.

"Having all of the cars come uninjured through that disastrous wreck this year can only be called a fantastic piece of luck," says Epperly.

went on after the tragic wreck of 15 cars in the first lap of the race.

"None of us saw the accident but as the cars began passing the pits, battered and bent we knew it was a bad one. Too many man hours to count went into readying each car for this one important day. To have a car you've sweated over not complete even in one lap—well there were many tense moments."

Epperly emphasizes that going to Indianapolis as a member of any car team in no "vacation." This year he spent three weeks in the city and on only two nights could he find the time to leave the race area to see Indianapolis.

"The first job back there is to get your car into the race," says the local automotive expert. "Maybe 50 cars are capable of qualifying for the race while only 33 are ultimately given starting positions. To qualify, the car has to be in its best possible condition, driven expertly."

Epperly considers those in the auto racing business as "fine sportsmen and great people to associate with." He states that the cooperation and consideration among rival crews, even in a race of such importance as the

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Valley Men

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one at Indianapolis, is the greatest proof of this feeling of fair play which pervades auto racing."

After his spectacular showing this year, Epperly is already negotiating with many top car owners for entries in the next Memorial Day classic.

He has many ideas concerning semi-radical modifications of present "big car" designs, but he is keeping them under his hat. What he can foresee for next year is a more expanded use of the horizontal engine design which was so effective in this year's race.

Epperly, who is assisted in his work by Everett Duncan, resides with his wife, Rosemarie, and 3 year-old son, John at 650 West 154th street.

Breedlove - SP11011

Bob Davids - Lawler - Bill - Roy - Van Slickle

LAWNDALE, CA. E.B.D. - Quinn - Boskoff - Norman - Dangler



E.B.D. 1937 Porterfield

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