

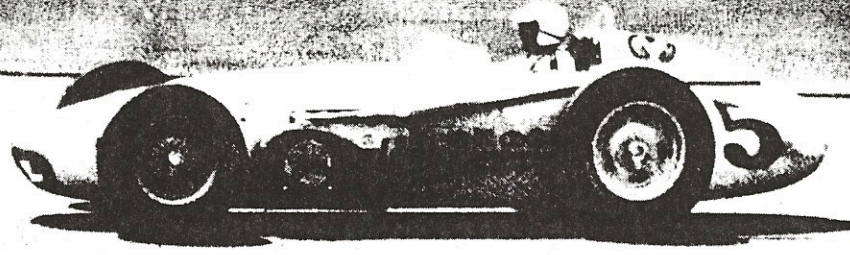
Floyd Clymer's
INDIANAPOLIS

YEARBOOK

500 MILE RACE



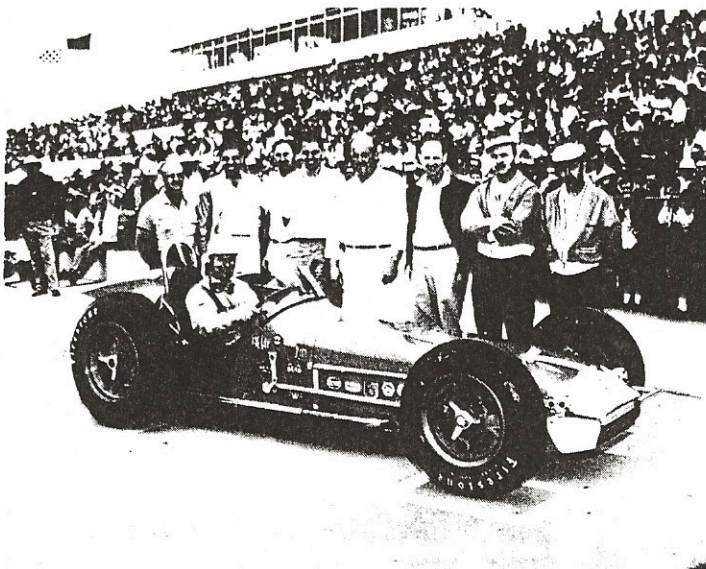
Winner
Rodger Ward



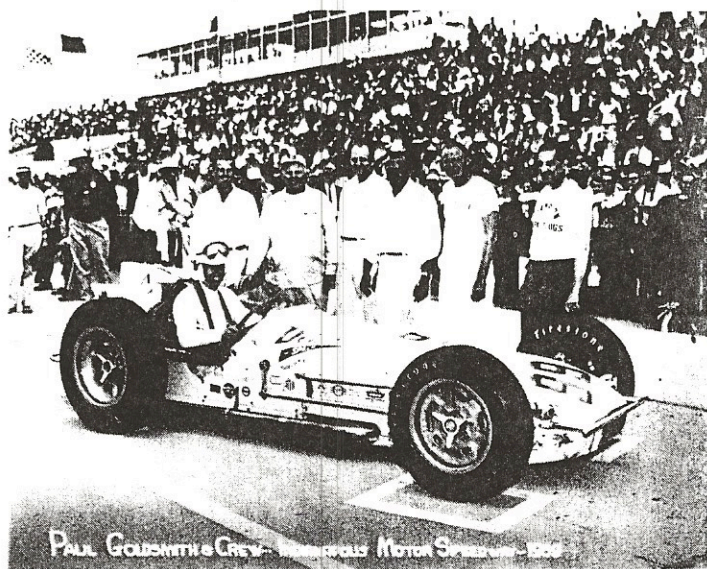
PUBLISHED BY
FLOYD CLYMER
LOS ANGELES

DETAILED ACCOUNTS OF THE RACE
TECHNICAL SECTION, PHOTOS, CHARTS & DRAWINGS

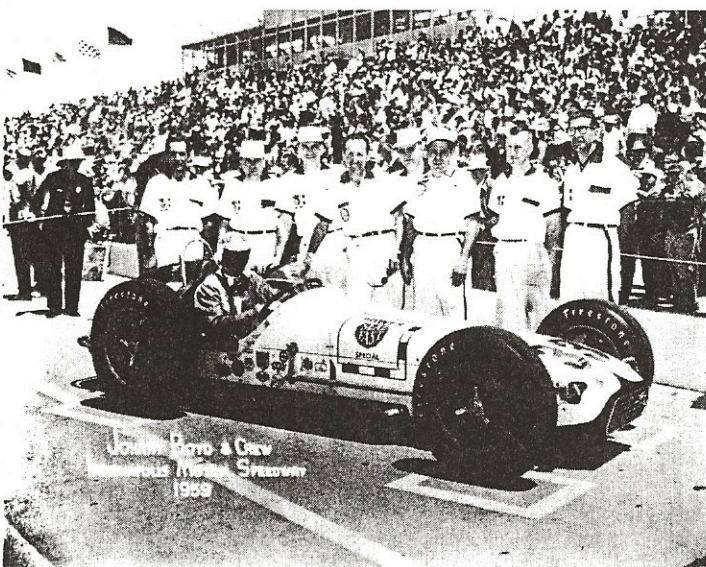
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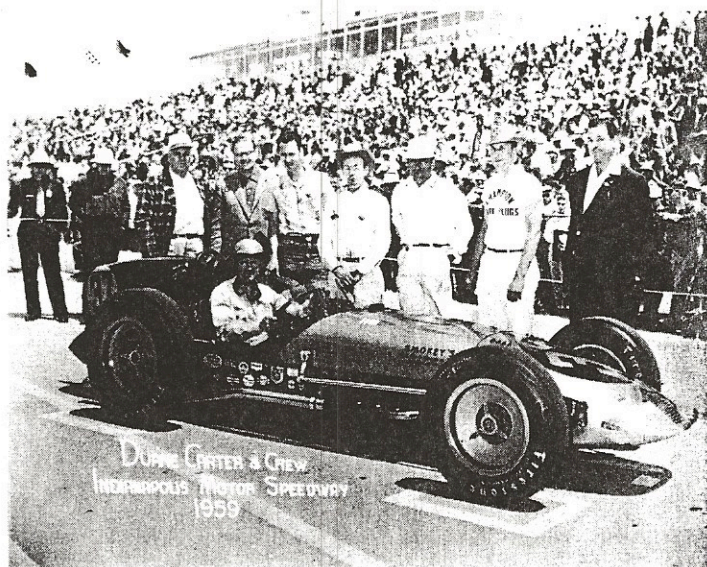
4th — TONY BETTENHAUSEN, #1 Hoover Motor Express Spl.



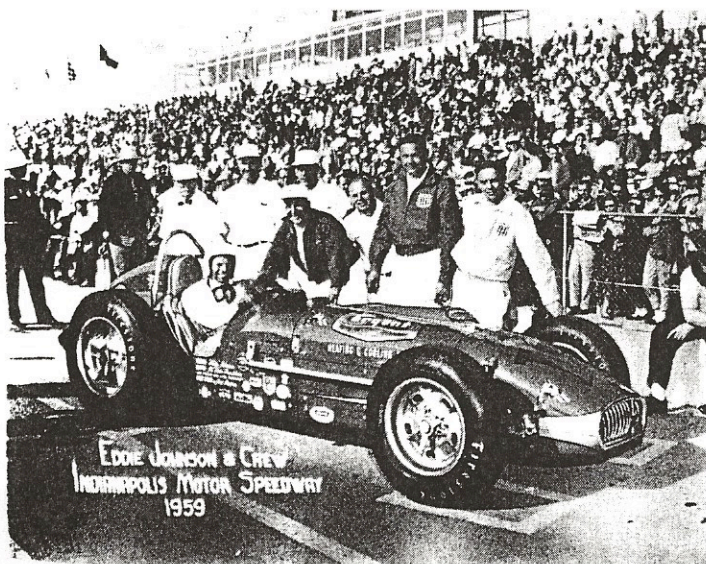
5th — PAUL GOLDSMITH, #99 Demler Spl.



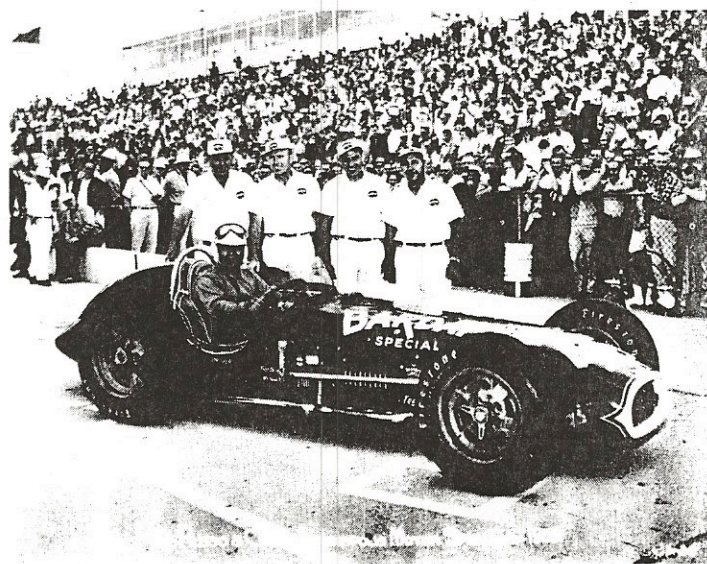
6th — JOHNNY BOYD, #33 Bowes Seal Fast Spl.



7th — DUANE CARTER, #37 Smokey's Reverse Torque Spl.

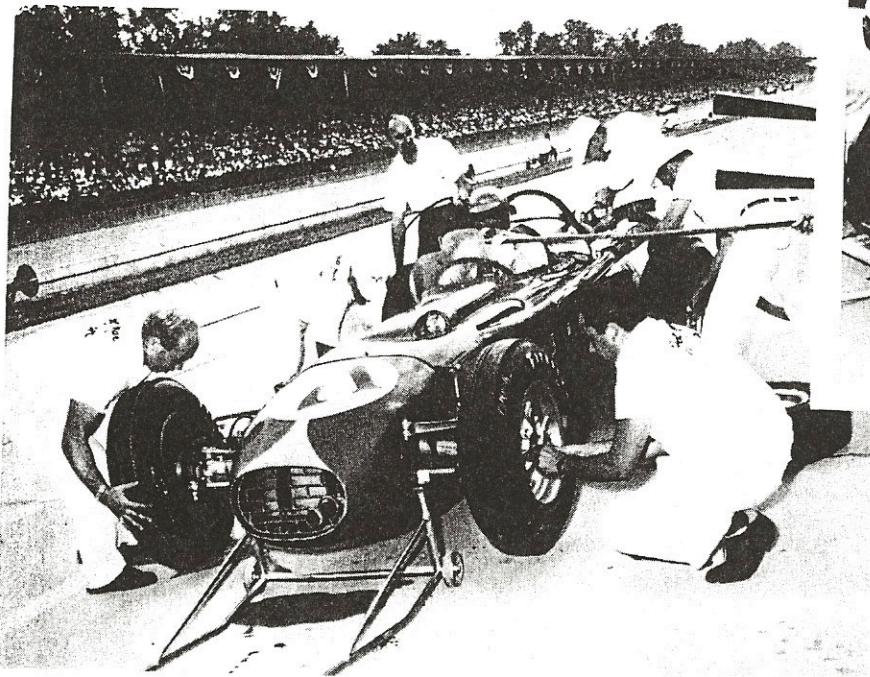


8th — EDDIE JOHNSON, #19 Bryant Heating & Cooling Spl.

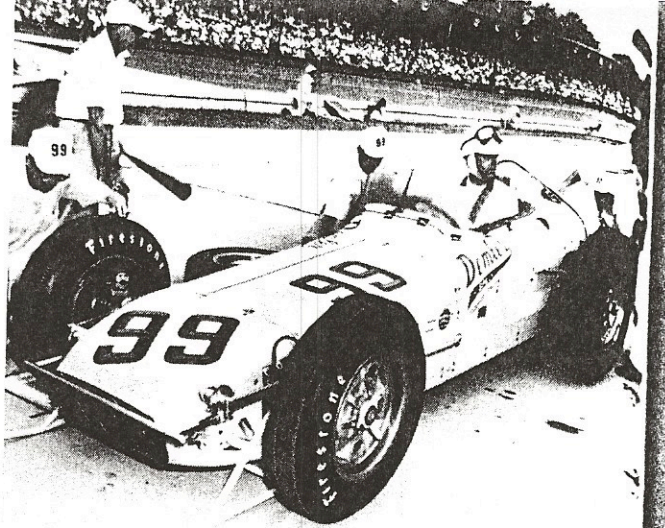


9th — PAUL RUSSO, #45 Bardahl Spl.

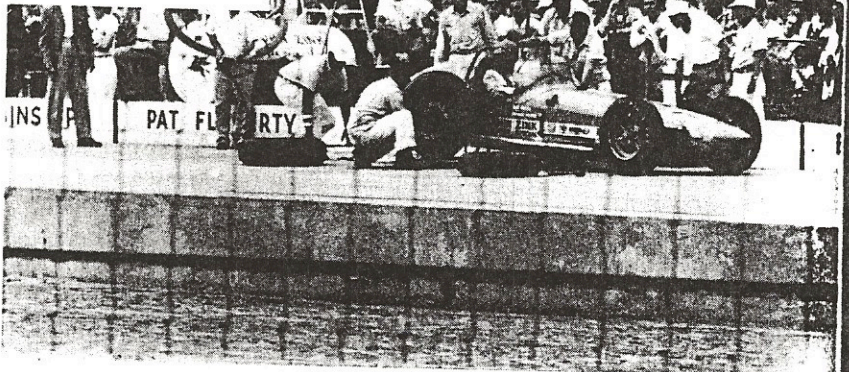
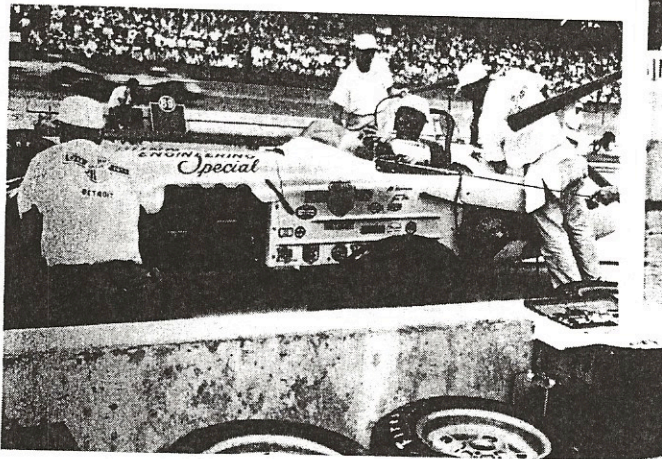
Activity in the Pits



Chuck Arnold gulps water.

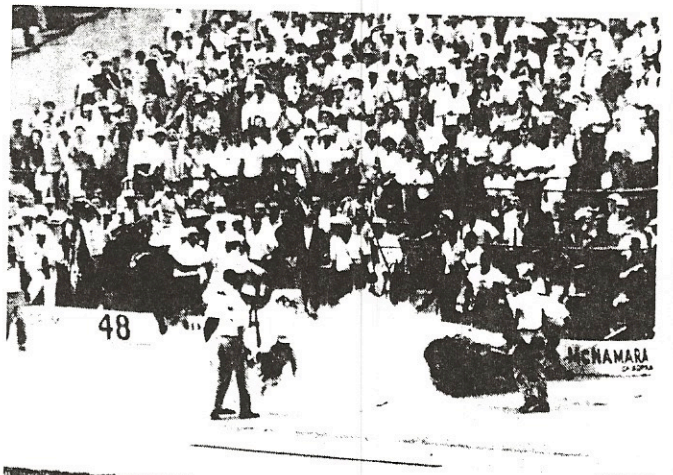
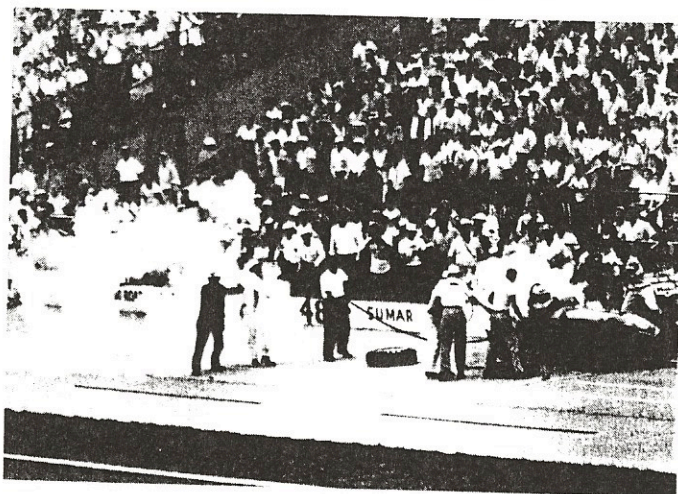


Refueling Goldsmith's car.



Pit stop for Bob Veith.

Al Herman's crew hustles.



Things get a little warm for Dick Rathmann.

An exceptionally good qualifier, Don has been a potent competitor in every race. He began his career in roadsters on the West Coast after finishing a two-year stretch with the Navy during World War II where he served as a motor machinist and Diesel mechanic.

He has indulged in some midget activity but has never been a full-time exponent of the small cars. Until July, 1956, when he passed up a championship race at Atlanta, Ga., to take a bride, the blonde-haired veteran was considered racing's most eligible bachelor. He and his wife Jan became the parents of a boy in the summer of 1957.

Don concentrates strictly on big cars now, campaigning the championship trail and a few sprint car races plus an occasional stock car race. He was fourth in 1954 Midwest sprint standings and eighth in that division in 1954.

Easy going and fun loving, he lists bowling as one of his most outstanding hobbies. After his marriage, he moved from his native California to Speedway, Ind., where he now makes his home. He is extremely fond of Western movies and enjoys steak. Last fall, he became part of the Champion Spark Plug Company's highway safety program and was assigned to lecture high school students in the Texas area.

Although Paul Goldsmith has been racing motorcycles and stock cars since 1948, he was never behind the wheel of a race car until coming to the Speedway last year to begin his required rookie driver's test. Still, he is highly regarded as a promising Speedway driver who should make good use of his past experience.

A veteran of the Merchant Marine Service during World War II, Goldsmith began racing motorcycles in 1948. He switched to stock cars in 1953 and drove his first race under NASCAR at Detroit, Mich., a 250-miler which he won. Since then he has gone on to many stock car victories, including a win in last February's NASCAR Grand National race at Daytona Beach, Fla. He won the 160-mile event behind the wheel of a Pontiac, making him the only man to win both the motorcycle and stock car events over the famous beach and road course.

He holds similar laurels at Langhorne, Pa., having set every existing record there for cycles and stock cars. In 1958 he was assigned to the City of Daytona Special for his first try at the Speedway. The car is owned and mechanized by "Smokey" Yunick, veteran mechanic who prepared many of Goldsmith's stock cars. It was Yunick's first year at the Speedway also, as an owner and chief mechanic.

After qualifying at 142.744 mph, Goldsmith had the misfortune of being involved in a pileup on the first lap of the 1958 race. His car was too damaged to continue. Paul was uninjured.

Goldsmith's plans for 1959 include campaigning the USAC stock car circuit as well as the Championship Trail. When not racing he is a manufacturer's representative for a new type brake shoe and he also has an interest in real estate and a timber mill.

For hobbies he likes water skiing and flying. He holds a private pilot's license and often flies his own plane.

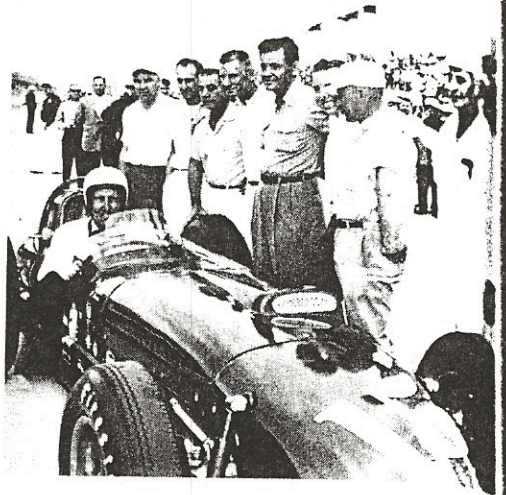
Although Bobby Grim is a newcomer to the Speedway and was faced with passing a driver's test before attempting to qualify for the Memorial Day race, he is no stranger to big car racing. For four consecutive years, 1955 through 1958, he was the IMCA big car champion, having won a total of 183 feature races in eleven years of driving.

Starting his career at Jungle Park Speedway in Indiana back in 1957, he has been a strong exponent of the big cars, campaigning mostly in sprint type races on dirt tracks under the IMCA banner. He is considered today one of the country's outstanding sprint car drivers.

In the fall of 1958, after enjoying another successful season with IMCA, Grim switched to USAC competition and drove his first race under that organization at Sacramento, Calif., last October. Driving the Travelon Trailer Special, he started third and finished 10th against a field of veteran Championship Trail competitors. He drove one other championship race last year, at Phoenix, Ariz., where he placed 12th.

Already established as a driver with plenty of ability, Grim had little trouble in securing a ride for the Speedway. Chapman Root, owner of the Sumar racing stable, signed him to drive one of his entries, and Grim probably will continue on with the Sumar team, driving the dirt track car throughout the coming season.

A native Hoosier, Grim was born at Coal City, Ind., in 1924. He is a World War II veteran and an expert mechanic. Curly haired and soft spoken, he has made many friends in the racing fraternity as well as with fans throughout the country. He is married and the father of two children.



Paul Goldsmith



Bobby Grim

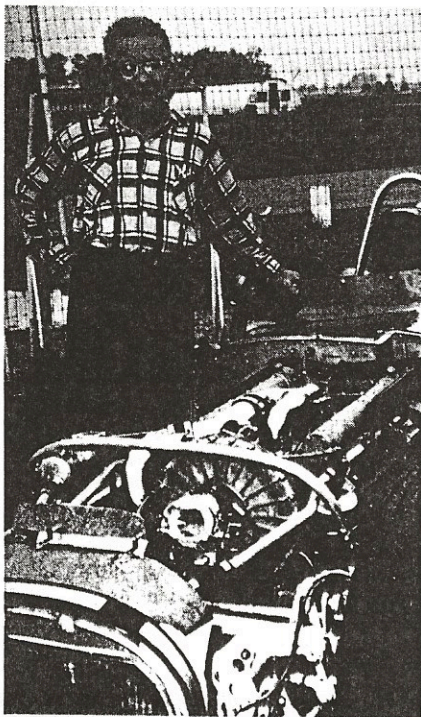


was on his way to California with both cars!

Better luck next year, boys.

The Maserati V-8's were even more of a disappointment. With their rating of 450 hp at 7200 rpm on alky, we expected some real motion. But no. One engine had been installed in Frank Arciero's two-year-old Kurtis roadster, and fitted with Hilborn fuel injection; this one got up to a lap speed of 140 mph with 25% nitro in the fuel—then burned a piston on the last qualifying day and had to drop out. The Maserati Eldorado Spl.—the car Stirling Moss drove at Monza last year—couldn't get up over 138 mph in practice. It was obvious from the sound and appearance that it had neither horsepower nor torque. The Offys could walk it in any speed range. Granted the chassis, with its coil spring-independent front end and 1900-lb. weight, wasn't suitable for Indianapolis; but that engine didn't put out—and, on paper, it *should have*. I heard from one party who was connected with the dyno tests of the Arciero engine in California that the actual peak output was only 360 hp at 6500 rpm—and this on an alky-nitro mixture! All this sort of thing does nothing to bolster the faith of the U.S. auto enthusiast in foreign horsepower ratings and performance claims.

So now let's just lean back and wait for 1960 . . . and I predict we'll see *more* variety in both cars and engines than we've seen in years at the Brickyard. ★

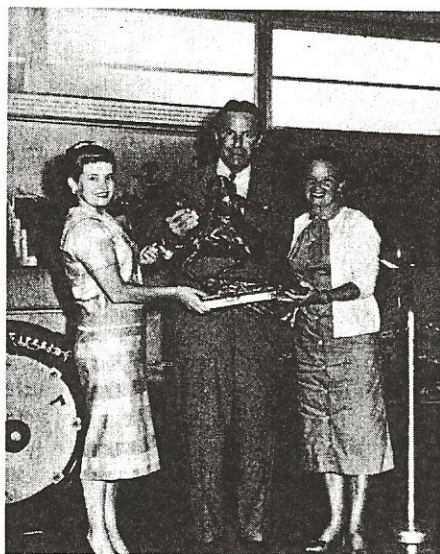


Marcenac and the Novi.

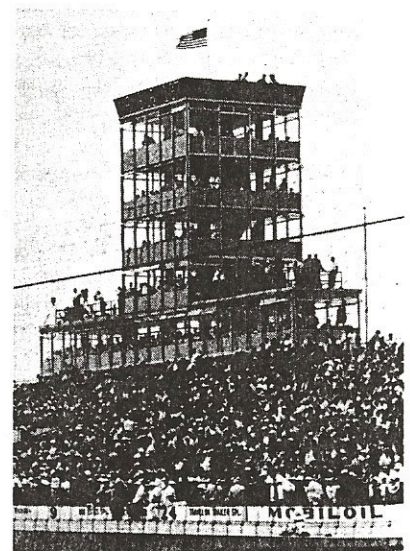
Final Results Tabulation — 1959 "500"

POS.	CAR NO.	DRIVER	CAR NAME	LAPS	TIME	AVG.	**TOTAL PRIZES
1	5	Rodger Ward	Leader Card 500 Rdstr.	200	3:40:49.20	135.857	\$106,850
2	16	Jim Rathmann	Simaniz Special	200	3:41:12.47	135.619	39,800
3	3	Johnny Thomson	Racing Associates Spl.	200	3:41:39.85	135.340	32,375
4	1	Tony Bettenhausen	Hoover Motor Exp. Spl.	200	3:42:36.25	134.768	15,475
5	99	Paul Goldsmith	Demler Special	200	3:42:55.60	134.573	11,975
6	33	Johnny Boyd	Bowes Seal Fast Spl.	200	3:44:06.23	133.867	8,475
7	37	Duane Carter	Smokey's Reverse Torq. Spl.	200	3:44:59.15	133.342	7,275
8	19	Eddie Johnson	Bryant Htg. & Cool. Spl.	200	3:44:59.69	133.336	6,625
9	45	Paul Russo	Bardahl Special	200	3:45:00.24	133.331	6,325
10	10	A. J. Foyt	Dean Van Lines Spl.	200	3:45:03.65	133.297	6,575
11	88	Gene Hartley	Drewry's Special	200	3:46:31.64	132.434	4,795
12	74	Bob Veith	John Zink Heater Spl.	200	3:46:58.91	132.169	4,675
13	89	Al Herman	Dunn Engineering Spl.	200	3:47:29.57	131.872	4,455
14	66	Jimmy Daywalt	Federal Engineering Spl.	200	3:47:30.72	131.861	5,335
15	71	Chuck Arnold	Hall-Mar Special	200	3:49:09.05	130.918	4,165
16	58	Jim McWhitney	Ray Brady Special	200	3:52:30.93	129.024	4,045
17	44	Eddie Sachs	Schmidt Special	182x	3:32:36.15	128.409	4,675
18	57	Al Keller	Helse Special	163x	3:17:38.59	123.708	3,980
19	64	Pat Flaherty	John Zink Heater Spl.	162x	3:03:18.42	132.564	5,725
20	73	Dick Rathmann	McNamara Chiro. Spl.	150x	2:56:31.48	127.461	4,045
21	53	Bill Cheesbourg	Greenman-Casale Spl.	147x	2:59:01.05	123.172	3,765
22	15	Don Freeland	Jim Robbins Spl.	136x	2:38:08.61	128.997	4,485
23	49	Roy Crawford	Megular's Mirror Glaze Spl.	115x	2:10:11.32	132.500	3,655
24	9	Don Branson	Bob Estes Special	112x	2:06:23.21	132.925	3,625
25	65	Bob Christie	Federal Engineering Spl.	109x	2:02:20.95	133.634	4,595
26	48	Bobby Grim	Sumar Special	85x	1:35:48.07	133.088	4,190
27	24	Jack Turner	Travelon Trailer Spl.	47x	51:27.00	137.026	4,335
28	47	Chuck Weyant	McKay Special	45x	50:14.63	134.345	3,505
29	7	Jud Larson	Bowes Seal Fast Spl.	45x	50:15.08	134.325	3,650
30	77	Mike Magill	Dayton Steel Foundry Spl.	45x	50:15.94	134.286	3,445
31	87	Red Amick	Wheeler-Foutch Spl.	45x	50:18.27	134.165	3,915
32	8	Len Suttton	Wolcott Special	34x	37:23.24	136.410	3,385
33	6	Jimmy Bryan	Beland AP Muffler Spl.	1x	4:49.79	31.057	3,405
		Jean Marcenac	D-A Mechanical Achievement Award			500	
							TOTAL \$338,100

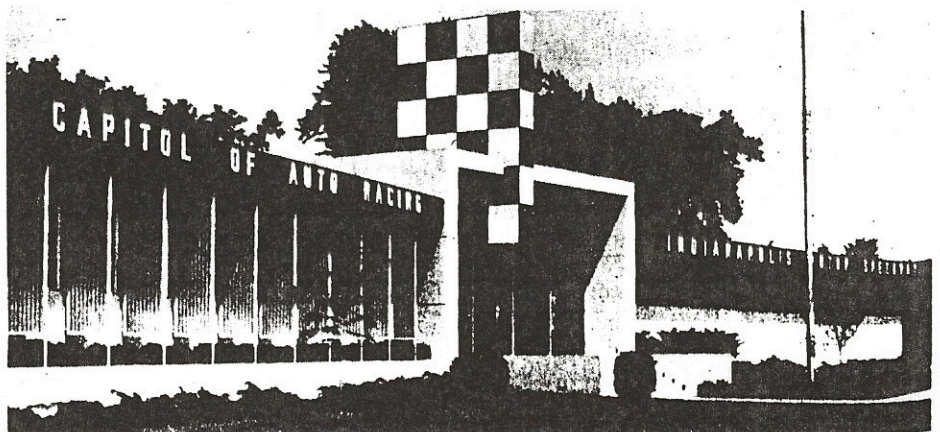
**—Includes \$30,000 in lap prizes—\$57,600 in cash accessory prizes and \$250,500 in Speedway prizes.
x—Car not running at finish.



Mrs. Earlene Abrams, daughter of Bill Cummings, Tony Hulman, and Mrs. Peggy Cummings Hoesa with Bill Strauss' "500" Trophy in the Speedway Museum.



The Tower was a beehive of activity throughout the race. First five positions were continuously displayed on electric scoreboard atop Tower.



It is interesting to note, in view of much speculation about whether or not sizes will be decreased once more, that the present 255 cubic inch Meyer-Drake engine could be adapted no lower than 231 cubic inches and still keep the engine in balance.

Today's Offy is related, in many ways, to the Miller Eight which was first produced and used in 1922, as a challenge to the then domineering Duesenberg engine. Although the Meyer-Drake is a four-cylinder creation and the Miller was an eight, basic designs such as barrel crankcase, pressure lubrication, double overhead camshafts and four valves per cylinder are the same. The idea was conceived by Miller and put on paper by engineer Leo Goosen, who did the actual design work. Goosen is employed today as Meyer-Drake's chief engineer and designer.

A third member of the original Miller organization was Fred Offenhauser, Miller's foreman, who later gave the present engine his name. The original Miller Eight engine was successful in powering Jimmy Murphy's Duesenberg chassis to victory in the 1922 Classic, and went on to great popularity from there.

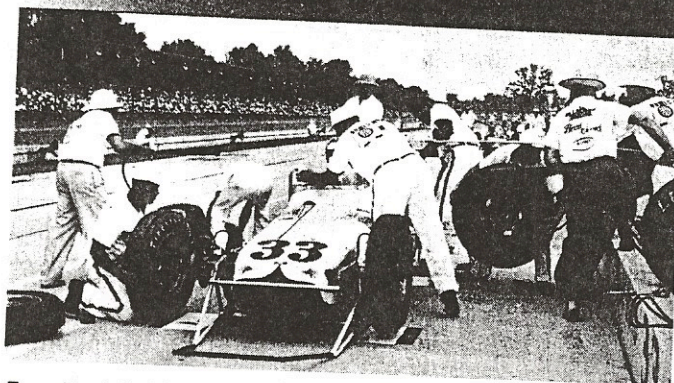
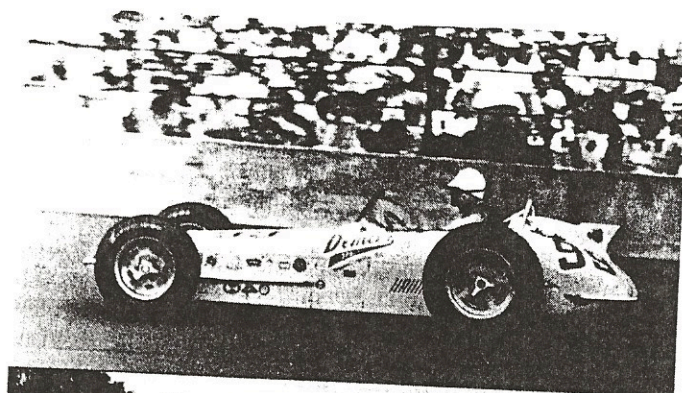
The first four-cylinder power plant was built and raced in the 1930 "500" after two prototypes built by Miller had proved successful on hydroplanes. It scored a popular hit both economically and performance-wise when Shorty Cantlon drove the four-cylinder Miller-Scholfield Special to second place behind winner Billy Arnold. Gaining in popularity, the engine was developed and improved steadily. When Miller went out of business in 1933, Offenhauser bought patterns and drawings for the engine and continued to produce it as a 220 cubic inch block. Meyer also acquired blueprints for the 255 cubic inch Miller and with the aid of his friend, Dale Drake, built his own mill.

Offenhauser reorganized the former Miller company under his own name in 1934, heading the firm until his retirement at the close of World War II. When Offenhauser decided to sell out, Meyer seized the opportunity to continue on in the sport he loves so well. Together with Drake, he purchased Offenhauser's business in 1946 and continued to produce the famous engine. More than fifty men are employed at the Meyer-Drake factory today, including Meyer's young son, Sonny, who is highly regarded by veteran mechanics and racing men.

Only the future can tell whether the time-tested Offy power plant will roar through the years at the Speedway in its present form, or whether Meyer-Drake engineers and designers will be sent back to their drawing boards to create an entirely new and revolutionary engine. ★

OFFICIAL CAR PHOTOS AVAILABLE

1959 qualification and action photos, official car photos for previous years, and all winning car photos, starting with the first "500" in 1911, are available in 8x10 black-and-white glossy form for \$1.00 each. Write to Official Speedway Photos, Speedway, Indiana.



Top: Paul Goldsmith skims along smoothly in the Demler Spl.
Below: Efficient Bowes crew gives Johnny Boyd fast service.

THE 1959 RACE

As Seen by

SAM HANKS — 1957 Winner

It was indeed an honor for me when Mr. Tony Hulman, owner and President of the Indianapolis Motor Speedway asked me to become a part of Speedway Management.

The 1959 Indianapolis race was a very fine competitive race. We had a wonderful start this year, thanks to pole-man Johnny Thomson, along with the sportsmanlike assistance of drivers Eddie Sachs and Jim Rathmann. I think this year's start was one of the finest we've had in years with the cars crossing the starting line as near to their respective starting positions as they possibly could.

In February I visited Speedway President Tony Hulman to discuss starting procedure for the 1959 race. The decision was made at that time for the start to be as in the past, prior to the 1957 race. The only change would be the addition of the parade lap before the pace lap. This was done for 3 specific reasons; to give the cars a longer warmup period, the drivers a chance to settle down and give the mechanics time to clear the track and pit area of their starting gear.

The race itself was very exciting and had the spectators on their feet most of the time. The lead changed a number of times between Thomson, Ward, Rathmann (Jim) and Pat Flaherty. Pat turned in a very fine performance for his first return to the Speedway after his 1956 victory by catching up with the leaders from way back in the field and leading for 9 laps. It was too bad he didn't stop when he became tired, as he mentioned after his accident, and have a relief driver finish the race for him. I'm sure Pat will agree with me that when a driver runs out of gas during the 500 with