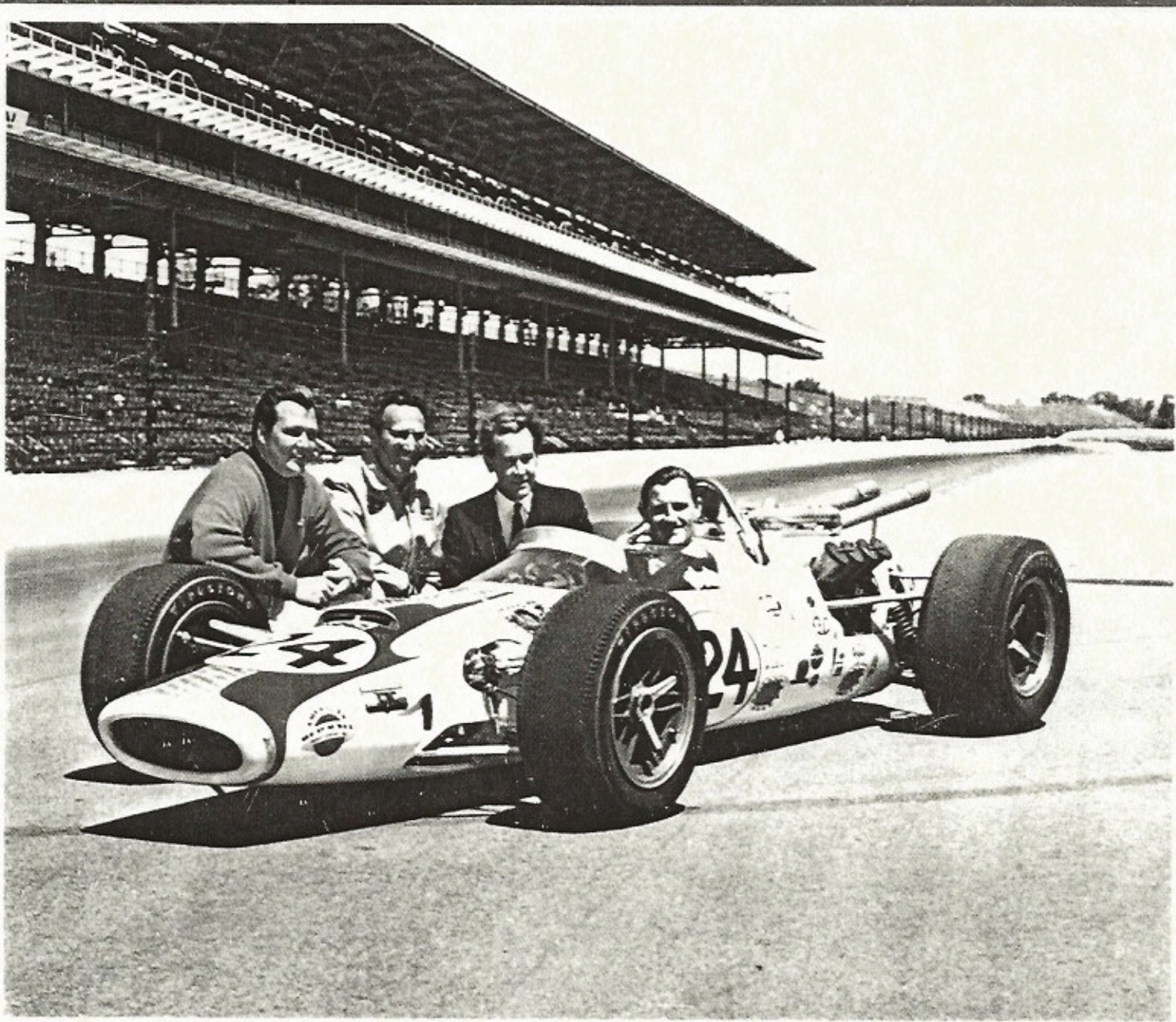


*Floyd  
Clymer's*



# 1966 INDIANAPOLIS 500 MILE RACE YEARBOOK



PUBLISHED BY  
FLOYD CLYMER  
LOS ANGELES

**DETAILED ACCOUNTS OF THE  
RACE — TECHNICAL SECTION —  
SPECS., HISTORICAL DATA**

**\$3.00**



Chuck started out the 1964 season with a 20th at Phoenix and a 4th in the Trenton 100. On May 3rd, in a Sprint race at New Bremen, Chuck ran over the wheel of a car that had spun in front of him and took a series of vicious end for end flips that put him out of racing for the rest of 1964 and all of 1965. His most serious injury was an inability to focus his eyes properly. He has been given the go sign for the 1966 season by the doctor and was at the Speedway in March running tire tests.

Chuck has won a total of 1,742 points in Championship competition and is now in 23rd place on the Active Driver List.

## HURTUBISE, JAMES

Home Town: North Tonawanda, N. Y.

Age: 33

Birthdate: December 5, 1932

Height: 5 feet 9 inches

Weight: 162

Marital Status: Married (Jane)

Children: Karen, age 8; Patricia, age 7; Andrew James, 4

Jim Hurtubise started racing in 1951, driving Stock Cars in the area around his home in North Tonawanda, New York. He ran Sprint Cars for CRA and was having a big season with IMCA when an injury to Johnny Thomson shortly before the 1959 Hoosier Hundred, gave Herc his chance at the USAC Championship Trail. He spun out of the Hoosier Hundred, but won the next race at Sacramento, and this earned him a ride in the Travelon Trailer for the 1960 500.

Jim's rookie year at the Speedway was nothing short of sensational. During practice he was running very fast, but the railbirds were skeptical as to how he would perform in his qualifying run. He ended their skepticism on the final qualifying day when he set new one- and four-lap records of 149.601 and 149.056 miles per hour respectively.

He also did exceptionally well in the race itself. Jim had been as high as 5th position and was running in 8th place at 185 laps when a broken connecting rod ended his chances for the day. As a result of his performance at the Speedway, Jim was awarded the Stark and Wetzel "Rookie of the Year" trophy.

He had a good year on the national championship circuit as well. His best day was when he won the 100-mile race at Langhorne, Pa. Jim was one of the three drivers to qualify for every national championship event in 1960—the other two were A. J. Foyt and Don Branson.

He was also very active in the sprint cars, both in the Midwest and East. Jim won two races and finished 3rd in the Eastern point standings, and he won one race and finished 5th in the Midwest point standings. He was also 18th in points in the national midget division.

In 1961 Jim started his Demler Spl. on the outside of the front row and led the race for the first 35 laps, setting a new record on every lap. He was forced out of the race after 102 laps, with a burned piston and finished 22nd.

He won the Springfield Championship race and finished sixth in the point standings. He won six races in his Chevy powered Sprint Car and was 2nd in the point standings.

In 1962 Jim crashed his Demler Special in an attempt to qualify, and switched to the Jim Robbins Special. He was the second fastest qualifier on the final day and started the race in 29th position. He drove steadily the whole race and finished the 500 miles in 13th position, qualifying him for membership in the Champion 100-Mile-An-Hour Club. He won again at Springfield and finished sixth in the point standings. He competed regularly in the sprint cars and finished third in the point standings.

In 1963 Jim qualified the Hotel Tropicana Special at 150.257 and started the race in the middle of the front row. He set a new track record for the 1st lap of 143.335 and ran with the leaders until his first pit stop. When he made his second pit stop his car left a puddle of oil and he was black flagged and out of the race after 102 laps, finishing 22nd. He ran in every race on the Championship Trail except Phoenix and was ninth in the point standings.

In 1964 Jim built his own light weight roadster and qualified at 152.542, starting in 11th position. He was running third when loss of oil pressure put him out of the race after 141 laps and he was awarded 14th place. He was running third in the Milwaukee 100 when leader Rodger Ward suffered mechanical failure and in the resultant scramble he ran over A. J. Foyt's wheel, hit the outside wall and burst into flame. Jim was very badly burned and spent most of the year in the Army Burns Center in San Antonio, Texas.

Jim suffered extensive damage to his hands, but in spite of that handicap drove in 14 Championship races, won 743 points, and finished 14th in the point standings. Herk crashed his rear engined Offy in the morning of the first day of qualification at the Speedway, when his throttle stuck and he hit the North





## SATURDAY, MAY 7

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The eighth day of pre-qualifying practice at Indianapolis was a busy one as 24 cars took advantage of the beautiful weather that prevailed during the morning and early afternoon hours. The weatherman stepped in and closed the track for the first time during the pre-qualifying practice sessions as a steady rain forced the track to be closed at 4:50 p.m.

Top speed honors went to Jimmy Clark in the STP Ford Lotus No. 19, as he was clocked at 158.311 mph. Other top speeds were turned in by: Dan Gurney in the All American Eagle Ford at 157.9 mph; A. J. Foyt, Sheraton Thompson No. 2, 156.5 mph; George Snider, Sheraton-Thompson Spl. No. 82, 156.904 mph; Carl Williams, Dayton Steel Wheel Ford No. 77, 156.5; Chuck Rodee, Leader Card Offenhauser No. 92, 156.0 mph; Chuck Hulse, Wynn's No. 12, 156.0 mph; Roger McCluskey, G. C. Murphy Ford No. 8, 154.4 mph and Lloyd Ruby, Bardahl Eagle No. 14, 154.4 mph.

The temperature today was a high of 77 degrees at 1:00 p.m. with variable winds at 26 mph. ....Weircook Weather Station.

Drivers test included the approval of Cale Yarborough and Gary Congdon. Yarborough completed phases 140 and 145 mph and Congdon the 145 mph. Both drivers received the approval of the drivers committee.

Five new arrivals to Gasoline Alley brought the population to the garage area to sixty leaving nineteen cars to "make the scene." The new arrivals were Car No. 5, the Weinberger Homes Spl. to be driven by Gordon Johncock, which is a new Eagle built by Gurney; Car No. 72 also assigned to Johncock, a Gerhardt and both cars powered by Ford; Car No. 99, the Jack Adams Aircraft Spl. owned by Norm Demler and powered by a turbine engine; Car No. 34, assigned to Larry Dickson, the Michner Petroleum Spl. powered by a Ford and Car No. 24, the American-Red Ball Spl. assigned to Graham Hill and powered by Ford.

Four more cars were added to the approved list of the USAC technical committee. They are No. 1, the Dean Van Lines Spl., Lotus Ford, assigned to Mario Andretti; No. 11, the Vita Fresh Orange Juice Spl., driver Chuck Stevenson and it is powered by an Offenhauser supercharged engine; No. 49, the Anson Automotive Engineering Spl. powered by Offenhauser and No. 91, the Leader Card Spl. which has no driver assigned. The cars that are now passed for the practice sessions are Nos. 1, 2, 4, 6, 8, 11, 12, 14, 15, 18, 19, 26, 31, 32, 36, 37, 38, 39, 43, 44, 49, 53, 54, 55, 56, 64, 66, 68, 69, 71, 75, 77, 78, 82, 85, 88, 91, 92, 93, 94, and 96.

A year ago today Jimmy Clark posted the fastest time of the day at 156.5 mph in his Lotus Ford.



Following is a run down on the track use for the first 10 days of the 1966 practice sessions: 4-30..2 cars; 5-1...7 cars; 5-2..24 cars; 5-8..30 cars; 5-9...24 cars; 5-10...39 cars; 5-11 "are you kidding?" Today was the first day that a practice had been completely rained out since 17th day of May, 1963.

**Bob** Mathouser and Chuck Hulse are tied for honors for being on the track, each have been on the oval 9 of the 10 days that practice has been held this year.

THERE were no new arrivals into Gasoline Alley, the total standing at 68. There have been a total of 54 cars pass the pre-practice inspection. Seven cars have passed the final USAC technical inspection. These cars are No. 2, Sheraton-Thompson Coyote-Ford; No. 6, Yamaha Eagle Ford; No. 18, STP Lotus-Ford; No. 31, All American Racers Eagle; No. 64, Brabham-by-Brawner Ford; No. 77, Gerhardt Ford Dayton Steel Wheel; and No. 96, Harrison Eisert Chevrolet.

The loud noise heard in the west end of the Garage Area last evening wasn't a major explosion but a cherry bomb exploding which scared everyone near by Demler's No. 99 Turbine as it was fired up. (Bill Cheesbourg was seen leaving the area, laughing to himself)

Max Muhleman, P.R. agent for the All American Racers announced that the WOOD Brothers and crew were going to be in the Dan Gurney pits for the "500".

Gary Bettenhausen, assigned to car No. 61, rear engine Offenhauser owned by David R. McManus was requested by USAC officials to obtain more experience in USAC before taking his drivers test at the Indianapolis Speedway.

There's no truth to the sign hanging over the Herb Porter garage No.68 which reads "Chief Mechanic--Herb Porter; Driver Ray Haroun"

## **WEDNESDAY, MAY 11**

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Yellow lights took over where the rain left off in curtailing practice sessions today. Water kept the track closed until noon and then 41 cars got in practice runs between nine yellow lights for mechanical problems. The track was closed at 5:45 when Al Unser lost the engine in Lotus Ford, No. 18 on the main stretch. Top times were turned in by Dan Gurney, 161 +mph, No. 31, Eagle-Ford; Jackie Stewart, 160.370 mph, No. 43, Lola-Ford; Jim McElreath, 160 + mph, No. 3, Brabham-Ford; Al Unser, 160 + mph, No. 18, Lotus-Ford; Chuck Hulse, 160 + mph, No. 12, Watson-Ford; Gordon Johncock, 160 + mph, No. 72, Gerhardt-Ford; Greg Weld, 159.5 mph, No. 15, Granatelli-Novis; Chuck Rodee, 159.9, No. 92, Watson-Offy (unblown); Jimmy Clark, 159.377 mph, No. 19, Lotus-Ford; Don Branson, 158.814 mph, No. 91, Gerhardt-Ford.



Nitro fumes hung heavy in the still humid air this afternoon as Mario Andretti turned a lap of 167.5 mph making his intentions for tomorrow abundantly clear. Driving the Brabham-by-Brawner Ford which now carries the national driving champion's No. 1 on its nose, Andretti turned the record lap minutes before the track was closed by rain at 4:20 pm. Thirty-one cars managed to get in last minute runs in the one hour six minutes the track was open.

Jimmy Clark showed he was ready with a lap of 165.7 in the STP Lotus-Ford, No. 19. Dan Gurney was next high with 164.8 mph in the All American Racers Eagle-Ford, No. 31; followed by Rodger Ward, 158. mph in the Bryant Heating & Cooling Spl. Lola-Offy (S). Pit wall clocks caught Gordon Johncock at 160. + mph in the Weinberger Homes Spl., Gerhardt-Ford, No. 72. A.J. Foyt had completed one lap in his Coyote-Ford, No. 2 when the yellow light signaled the end of a record fourteen days of accident free practice runs.

Cars on the track were: 1, 2, 3, 4, 6, 12, 14, 15, 19, 24, 26, 27, 31, 38, 39, 43, 44, 48, 49, 56, 68, 69, 72, 75, 76, 79, 82, 85, 96, 97, 99.

Thirty-two cars have passed final USAC technical inspection and are eligible to qualify tomorrow. It is predicted that the following 21 cars will make an attempt. They are: 1, 2, 3, 6, 12, 15, 18, 19, 24, 26, 31, 43, 63, 72, 77, 82, 91, 92, 97, 98, and 99.

Jim Hurtubise changed from supercharged to turbo charged Offy power for practice runs in his Gerhardt-Offy today.

A year ago today A.J. Foyt turned top lap speed of 161.1 followed by Jim Clark at 160.142 mph. Mario Andretti and Parnelli Jones were running at 159 mph.

## **THURSDAY, MAY 12**

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Cars on the track today were: 2, 3, 6, 7, 8, 11, 12, 14, 15, 18, 19, 24, 26, 27, 28, 31, 32, 36, 38, 41, 43, 44, 49, 54, 63, 66, 68, 71, 72, 75, 79, 81, 82, 88, 91, 92, 94, 96, 97, 98, 99.

Jim Rathman who last raced at the Speedway in 1962 passed his physical today. He is crew chief on No. 76, Gerhardt-Offy (S) the Pure Firebird Spl.

There are now 69 cars at the track with 56 having passed technical inspection. Bruce Jacobi passed the 140 mph phase of his drivers test in car No. 68, the Western Racing Associates Spl. Dick Atkins passed his 145 mph in car No. 97, Shrike Offy (S), Rev 500 Spl.

A year ago today 33 cars took to the track with Mario Andretti and Don Branson turning in top times in the 157 mph bracket.



# SATURDAY, MAY 14      SUNDAY, MAY 15

## QUALIFICATION RESULTS

Saturday, May 14, and Sunday, May 15, 1966

Car No.	Driver	Av. Speed	Car Name	Accessories*
<b>Row One</b>				
1	Mario Andretti	165.899 mph	Dean Van Lines Hawk	A-F-M
19	Jim Clark	164.144 mph	STP Gas Treatment Spl.	A-F-E
82	George Snider	162.521 mph	Sheraton-Thompson Spl.	A-G-E
<b>Second Row</b>				
98	Parnelli Jones	162.484 mph	Agajanian's Rev 500 Spl.	C-F-M
14	Lloyd Ruby	162.455 mph	Bardahl Eagle	A-G-M
72	Gordon Johncock	161.059 mph	Weinberger Homes Spl.	A-G-M
<b>Third Row</b>				
3	Jim McElreath	160.908 mph	Zink-Track Burner	C-F-E
12	Chuck Hulse	160.844 mph	Wynn's Spl.	A-G-E
4	Don Branson	160.385 mph	Leader Card Spl.	A-G-E
<b>Fourth Row</b>				
88	Jerry Grant	160.335 mph	Bardahl Pacesetter	A-G-M
43	Jackie Stewart	159.972 mph	Bowes Seal Fast Spl.	C-F-M
27	Billy Foster	159.490 mph	Jim Robbins Spl.	C-F-E
<b>Fifth Row</b>				
26	Rodger Ward	159.468 mph	Bryant Ht. Spl.	C-F-M
28	Johnny Boyd	159.384 mph	Prestone Spl.	A-F-Ash
24	Graham Hill	159.243 mph	Am. Redball Spl.	C-F-M
<b>Sixth Row</b>				
53	Gary Congdon	158.688 mph	Valvoline Spl.	C-G-Ash
94	Mel Kenyon	158.555 mph	Gerhardt Offy	A-G-M
44	Art Pollard	157.985 mph		C-F-E
<b>Seventh Row</b>				
45	A.J. Foyt	161.355 mph	Sheraton-Thompson Spl.	A-G-E
31	Dan Gurney	160.499 mph	All Am. Racers Eagle	A-G-M
6	Joey Leonard	159.560 mph	Yamaha Eagle	A-G-M
<b>Eighth Row</b>				
8	Roger McCluskey	159.271 mph	G.C. Murphy Spl.	A-G-E
56	Jim Hurtubise	159.208 mph	Gerhardt Offy (Turbo)	C-G-M

A.J. Foyt showed championship form today turning in a speed of 161.355 mph, sixth fastest of the weekend, in Lotus-Ford No. 45. Foyt moved inside Dan Gurney who had earlier turned 160.499 mph, second fastest of the day and tenth fastest of the weekend in Eagle-Ford No. 31.

Five drivers qualified today at speeds that brought the two day average for 23 cars to 160.575 mph, compared to the 156.645 mph for 21 cars qualified on the first weekend of 1965.

During practice and qualifications today there were 28 cars on the track. They were: 6, 7, 8, 22, 24, 27, 31, 34, 35, 36, 41, 43, 45, 49, 54, 55, 56, 61, 63, 66, 67, 71, 72, 79, 81, 85, 97, and 99.

Funeral services for Chuck Rodee will be held from Conkles Funeral Home in Speedway at 3:00 p.m., Monday, May 16. The track will be closed from 3:00 to 4:00 p.m. Burial in Floral Park Cemetery in Indianapolis.



The time that the track was open was used by many of the 31 cars that took advantage of the practice session. Mario Andretti, the pole position driver, and his Ford powered Dean Van Lines, No. 1, headed the speed department with an impressive 163.280 mph. Other top speeds were turned in by, Dan Gurney, All American Eagle, No. 31, at 161.2 mph; Parnelli Jones, Agajanian's Rev 500 Spl., 160 + mph; Chuck Hulse, Wynn's Spl., No. 12, at 158.4 mph; and George Snider in the Sheatón-Thompson Spl., No. 82 at 158.367 mph.

Three drivers passed their drivers test today, two of them first year drivers and one taking a refresher. Leroy Yarbrough in car No. 76, the Pure Firebird 76 Spl. and Red Riegel in car No. 87, the California Speed and Sport Spl., passed their test and were accepted by the drivers committee. Bruce Jacobi passed his 145 mph refresher in car No. 68, the Western Racing Associates Spl. This makes a total of eight first year rookies and four refresher courses that have made the grade for this years "500" rookie tests.

Two cars are switching to Ford Engines prior to the final weekend of qualifications. Announced today as making the change are car No. 37, the DVS, Inc. entry assigned to driver Arnie Knepper and car No. 96, the Harrison Spl. assigned to Bob Mathouser which was powered by a stock block Chevrolet engine.

Of the seventy-five cars at the Speedway, sixty-six have passed the USAC technical pre-qualifying inspection. The thirty-one cars on the track were Numbers 1, 3, 4, 7, 8, 12, 15, 17, 22, 26, 31, 34, 35, 38, 49, 51, 54, 56, 61, 63, 65, 67, 68, 69, 71, 76, 78, 82, 87, 98, and 99.

The weather today had a high temperature of 76 degrees with winds out of the south at 11 mph.

## WEDNESDAY, MAY 18

Activity at the Speedway today was as expected, fast and furious. With only three days remaining in practice prior to the final two days of qualification, the search for speed continued in the garages of the unqualified teams.

The highest speed recorded during the days activity was by Mario Andretti in his Dean Van Lines Ford, No. 1. Andretti hit a 161 mph lap during a practice lap with his pole position car. Other top speeds recorded were Al Miller, car No. 75, 159.631 mph; George Snider, car No. 82, 159.067 mph; Bud Tingelstad, car No. 22, 158. + mph; Don Branson, car No. 4, 157.618 mph; Joe Leonard, car No. 6, 157.343; Jim Hurtubise, car No. 56, 157.123 mph; Eddie Johnson, car No. 54, 156.114 mph;

Thirty-six cars were on the track during the practice session, they were Numbers 1, 4, 6, 7, 8, 15, 17, 19, 22, 27, 28, 34, 35, 37, 38, 39, 49, 54, 56, 61, 65, 66, 67, 68, 69, 71, 75, 76, 77, 79, 81, 82, 87, 97, 98, and 99. Car No. 77, Carl Williams was back on the track for the first time following his fourth turn wall smack of last Saturday, May 14.



Drivers test were another big news item of the day with three drivers completing their tests and receiving the blessings of the veteran drivers committee. Larry Dickson in the Michner Petroleum Spl., No. 34; Ronnie Bucknum in the Arciero Spl., No. 69 and Bob Tattersal in the McManus, No. 61. This brought to end the 1966 tests period for rookie drivers with a total of 15 complete tests with approval and five drivers successfully completing the refresher courses. The drivers that passed the four phases are Art Pollard; Jackie Stewart, Bob Hurt, Greg Weld, Gary Congdon, Cale Yarborough, Gig Stephens, Sam Sessions, Dick Atkins, Leroy Yarbrough, Red Riegel, Bruce Jacobi, Larry Dickson, Ronnie Bucknum, and Bob Tattersal. Passing the refresher course are Mike McGreevy, Carl Williams, Mel Kenyon, Graham Hill, and Ralph Liguori.

Because of wet weather, tow ins, and track inspections the track was idle 99 minutes of the 9 hour day allotted to each day of practice. Al Miller in the Jerry Alderman Ford, No. 75, closed the track at 5:55 when he spun one complete time in turn number two and drove to the pit area.

A year ago today rain marred practice for the 12 spots remaining in the starting line up. Al Miller had fast time with 155 mph with a full load of fuel.

Temperature today 76 degrees with northwest winds 12 mph.

## **THURSDAY, MAY 19**

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The next to the last day of practice for the final week end of qualifications was a busy one as 36 cars took practice laps. Of these nine are already qualified and the remaining 27 are seeking speeds considered fast enough to make the 33 car starting field.

Leading the "go fast" department was veteran Parnelli Jones in the REV 500 Spl., a rear engine supercharged Offenhauser, who hit a 161. + mph in last minute practice runs. Others that managed to top the 160 mark were: Cale Yarborough in car No. 66, Ford-powered at 160.4 mph; Arnold Knepper in the DVS Cecil-Ford, No. 37 at 160.314 mph; Al Unser in car No. 18 hit 158.842 mph with his STP Ford-Lotus. Rookie Dick Atkins in the REV 500 supercharged Offy, 158.5.

Cars that practiced today were numbers 6, 8, 12, 14, 27, 28, 31, 82, and 98, these all being qualified. The non-qualified cars numbers 15, 17, 18, 34, 37, 38, 39, 48, 49, 51, 61, 63, 66, 68, 69, 71, 75, 76, 77, 79, 81, 85, 87, 97, 54, 22, and 89.



<u>No.</u>	<u>Driver</u>	<u>Car Make - Engine</u>	<u>Car Name</u>
45		Coyote Ford	Sheraton-Thompson Special
46		Gerhardt Offy (TC)	Gerhardt Offy
48	Bob Christie	Halibrand Offy	
49		Trout/Barnes Offy	Anson Tipson Ring Free Special
51	Dempsey Wilson	Halibrand Offy	Greenman-Wilson Special
52		Brabham/Moore Offy (S)	Zink-Urschel-Slick Trkb.
54		Huffaker Offy	
55		Kuzma Offy	Barnett Bros. Offy
57		Lotus Ford	Agajanian's Rev 500 Special
59			STP Gasoline Treatment Special
61	Bob Tattersall	Halibrand Offy	
63	Masten Gregory	Huffaker Chevrolet	MG Liquid Suspension Special
65		Gerhardt Offy	Travelon Trailer Special
66	Cale Yarborough	Vollstedt Ford	Jim Robbins Special
67	Bob Veith	Huffaker Offy (S)	MG Liquid Suspension Special
68	Bruce Jacobi	Lola Offy	Western Racing Assocts. Special
69	Ronnie Bucknum	Eisert Chevrolet	Arciero Special
71	Gig Stephens	Halibrand Offy	Fairchild Hiller Clas.
74		Watson/Kuzma Rambler (S)	
75	Al Miller	Lotus Ford	J. Alderman Ford Lotus
76	Lee Roy Yarbrough	Gerhardt Offy (S)	Pure Firebird 76 Special
77	Carl Williams	Gerhardt Ford	Dayton Steel Wheel Special
78		Gerhardt Ford	G.C. Murphy Special
79	Bill Cheesbourg	Huffaker Porsche	Stein Twin Porsche Special
81	Bob Harkey	Gerhardt Offy	Central Excavating Special
84	Al Unser	Lotus Ford	STP Gasoline Treatment Special
85	Bob Wente	Gerhardt Offy (S)	Caves Buick Offy
86		Watson Ford	Leader Card Racer
87		Halibrand Offy	
89	Art Malone	Edmunds Offy	
91		Gerhardt Ford	Leader Card Racer
92		Watson Offy	Leader Card Racer
93		Eisert Ford	Harrison Special
96	Bob Mathouser	Eisert Ford	Harrison Special
97	Dick Atkins	Shrike Offy (S)	Agajanian's Rev 500 Special
99		Turbo Shaft	Jack Adams Aircraft Special

(S) Super charged  
 (TC) Turbo charged

## SATURDAY, MAY 21

The thirty-three car field filled today when Al Miller wheeled the Jerry Alderman Lotus-Ford to a four lap average of 158.681 mph a few minutes before closing time. Al Unser in the STP Lotus-Ford, No. 18 was the speed news with a 162.272 mph average, the fifth fastest time in the three days qualifying. Qualifiers today in order of speed were:



<u>Car No.</u>	<u>Driver</u>	<u>Av. Speed</u>	<u>Car Make - Engine</u>	<u>Accessories*</u>
18	Al Unser	162.272 mph	Lotus - Ford	A-F-E
66	Cale Yarborough	159.794 mph	Vollstedt- Ford	C-F-E
77	Carl Williams	159.645 mph	Gerhardt - Ford	A-F-E
37	Arnie Knepper	159.440 mph	Cecil - Ford	A-F-M
22	Bud Tingelstad	159.144 mph	Gerhardt - Offy (S)	C-F-M
11	Bobby Unser	159.109 mph	Huffacker- Offy (TC)	C-G-E
54	Eddie Johnson	158.898 mph	Huffacker- Offy	C-G-Ash
75	Al Miller	158.681 mph	Lotus - Ford	A-F-M
39	Bobby Grim	158.367 mph	Watson - Offy (TC)	C-G-M
97	Dick Atkins	158.158 mph	Shrike - Offy (S)	C-F-M

\*Total to date A-Autolite 18; C-Champion 15; F-Firestone 17; G-Goodyear 16; M-Mobil 17; E-Enco 13; Ash-Ashland 3.

The average speed for the 33 car field stands at 160.200 mph compared to last years average of 155.973 mph for the first three days.

Wet weather held up activity in the morning but did not directly figure in three spins involving top contenders. The first was Lee Roy Yarbrough in car No. 76 who looped in the second turn during a practice run. Carl Williams in No. 77 next turned on the yellow light with a spin in the first turn after taking the green flag on a qualifying run. Dick Atkins in No. 97 next spun in the first turn on the second practice run prior to a qualifying attempt. There was no damage to cars and drivers and Atkins and Williams later went on to qualify. The last spin came late in the afternoon when Larry Dickson spun without damage in car No. 34. There were 13 yellow flags caused by car and driver trouble during the day.

Bumping starts tomorrow with the following drivers resting in the vulnerable 157-158 mph bracket: Art Pollard, 157.985 mph; Dick Atkins, 158.158 mph; Bobby Grim, 158.367 mph; Mel Kenyon, 158.555 mph; Al Miller, 158.681 mph; Gary Congdon, 158.688; and Eddie Johnson 158.898 mph.

Driver changes noted during today's practice period were Masten Gregory in the G.C. Murphy Gerhardt-Ford, No. 78; Bob Harkey in the Caves Buick Gerhardt-Offy, No. 85. Chuck Stevenson and Bobby Unser switched rides in the Vita Fresh Orange Juice cars Nos. 7 and 11.

There were 35 cars on the track today: 7, 11, 12, 15, 17, 18, 22, 34, 35, 37, 38, 39, 41, 48, 49, 51, 54, 55, 63, 65, 66, 67, 68, 71, 75, 76, 77, 78, 81, 85, 86, 87, 96, 97 and 99.

Weather prediction for tomorrow is Fair and partly cloudy with a high of 83 degrees.

## SUNDAY, MAY 22

Ronnie Duman was the first driver to bump his way in with a speed of 158.646 mph in No. 96 Eisert-Ford. Rookie Larry Dickson was the next newcomer with 159.144 mph in No. 34 Halibrand-Ford. The two drivers bumped were Art Pollard, 157.985 mph in car No. 44 and Dick Atkins 158.158 mph in car No. 97.



There were 32 cars on the track with 12 cars being used in 14 qualifying attempts. The average speed for the 33 car field is 160.251 mph compared to 156.058 mph for last year.

Cars on the track were: 2, 7, 8, 11, 15, 17, 23, 34, 35, 36, 38, 41, 48, 55, 61, 63, 65, 67, 68, 69, 71, 76, 77, 78, 81, 85, 86, 87, 94, 96, 98, and 99.

The yellow light was on three times for spins, one resulting in the retirement of the STP Novi, No. 15. Ronnie Duman was the first one to spin shaking down No. 96 prior to qualifying. Greg Weld figured in the next two caution lights crashing the Novi into the third turn wall on a practice run and then spinning car No. 75 in another shake down prior to qualification.

Seven rookies made the field this year compared to eleven last year. This years rookies are: Jackie Stewart No. 43-159.972 mph; Cale Yarborough No. 66-159.794 mph; Carl Williams No. 77-159.645 mph; Graham Hill No. 24-159.243 mph; Larry Dickson No. 34-159.144 mph; Gary Congdon No. 53-158.688 mph and Mel Kenyon No. 94-158.555 mph.

The accessories count for the 33 cars is as follows: Autolite 20; Champion 13; Firestone 17; Goodyear 16; Mobil 18; Enco 12; Ashland 3.

Twenty-four of the cars are powered by Ford and nine by Offenhauser.

The track will be open Friday from 10:00 A.M.-1:00 P.M. for final carburetion tests.

Pit rehearsals will be held with silent engines from 1-3 p.m.

## **FRIDAY, MAY 27**

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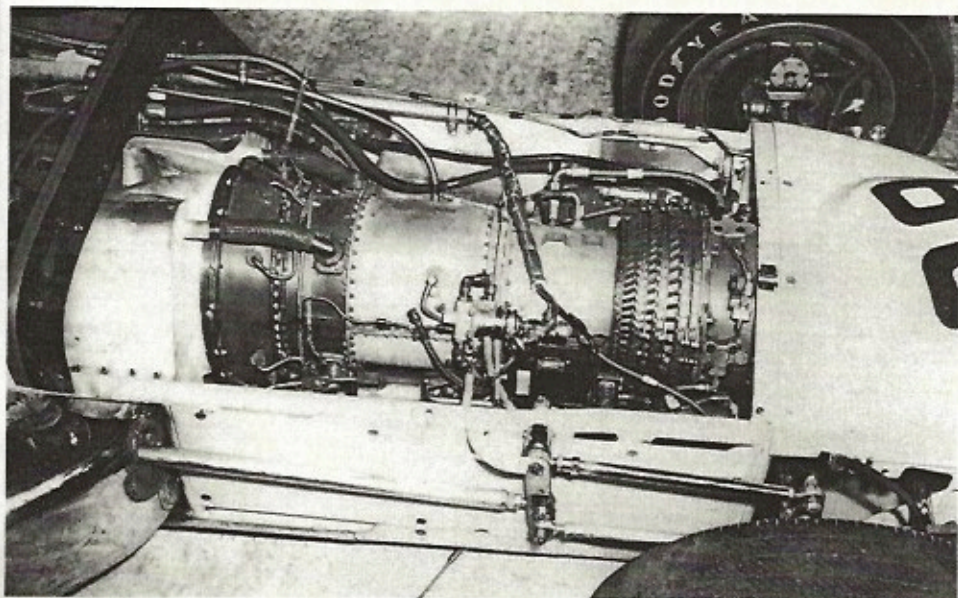
The final practice session prior to the fiftieth running of the "500" mile race was held today from 10:00 a.m. until 1:00 p.m.

Taking advantage of the practice time were thirty cars and drivers. This included 29 starting entrants and one alternate. Highest speed recorded during this period was turned in by Mario Andretti in the FORD Dean Van Lines Hawk which Andretti-Brawner and crew set on the pole position for Monday's race. The speed was 160.600 mph.

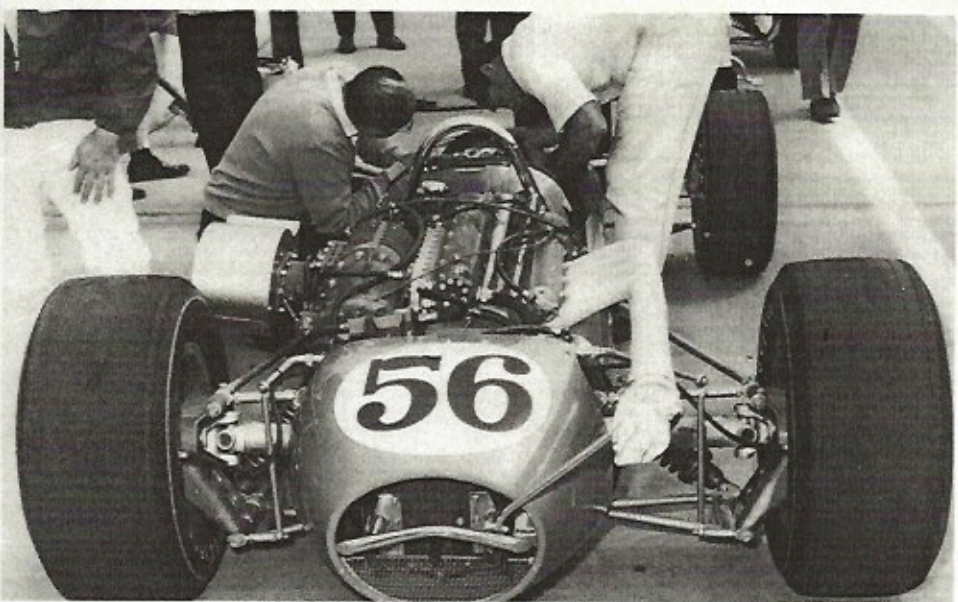
Arnold Knepper in the No. 37, the Sam Liosi Spl. was second in the speed dept. with a 157.8 lap. Other recorded speeds, Joe Leonard, No. 6, Yamaha Eagle, 156.413; Jimmy Clark, STP Lotus Ford, 156.002; No. 18, Al Unser, STP Lotus Ford, 155.655 mph; Dan Gurney, No. 31, Eagle Ford, 157.370 mph; Lloyd Ruby, Bardahl Eagle, No. 14, 156.086 mph; A.J. Foyt, Sheraton-Thompson, Ford, 154.9 mph.



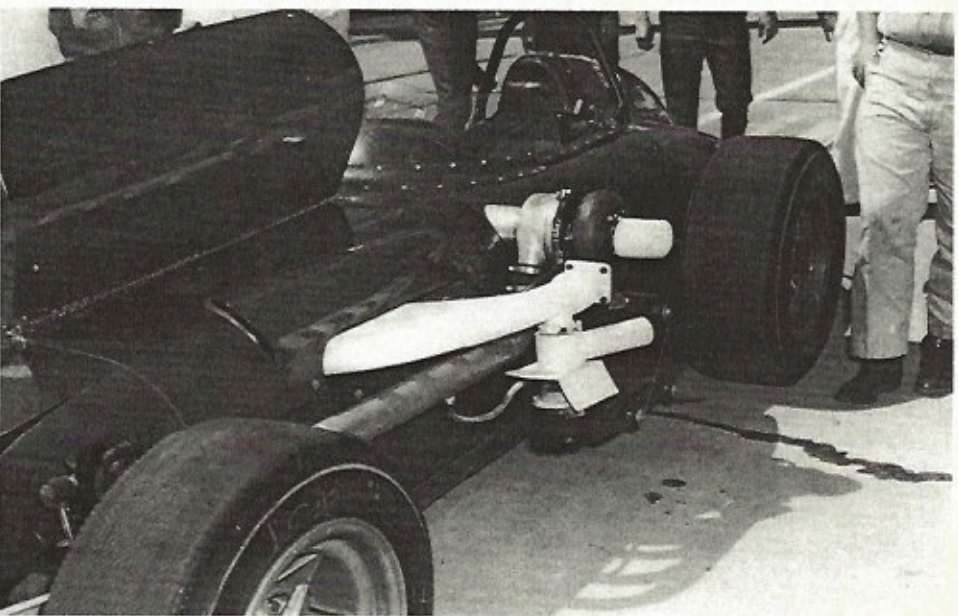
# Technical



The turbine driven roadster did not qualify.



Roots type supercharged Offy.



Turbocharger on Grim's Offy.