

FLOYD CLYMER'S *Don Steven Reese*

# 1967 INDIANAPOLIS 500 MILE RACE YEARBOOK

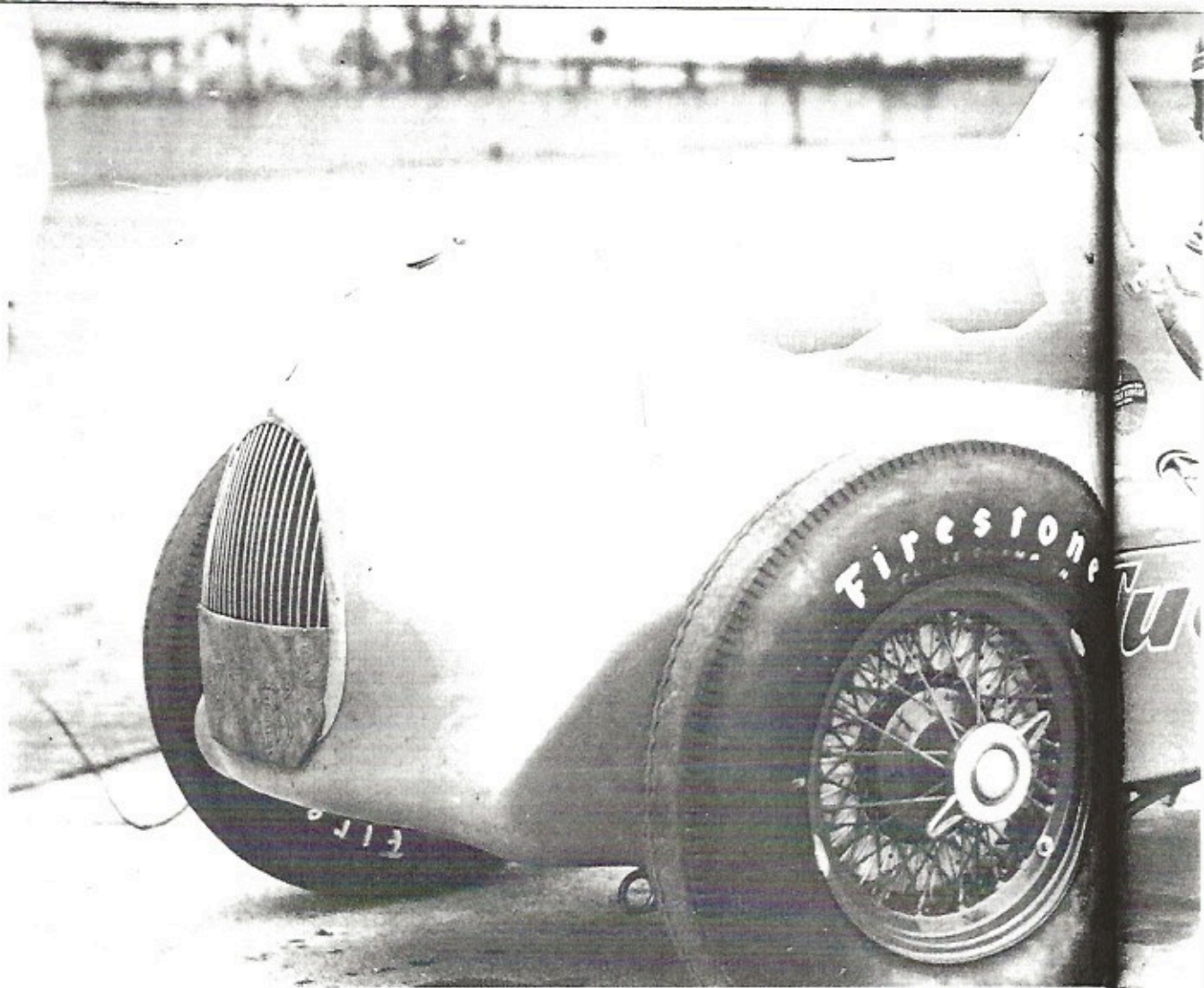
DETAILED RACE ACCOUNTS • TECHNICAL SECTION • SPECS • HISTORICAL DATA



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SOME BITS AND PIECES OF INFORMATION

## DID YOU KNOW?

BY DONALD C. DAVIDSON • USAC RACING STATISTICIAN

The turbine was the big story of 1967. It was the first time that one was in the race, let alone led it, though turbines have been at the track before. John Zink entered the first one in 1962 and Norman Demler had one in 1966. The first one ever to appear at the track in 1955, when one ran a demonstration. It was the SAC Fireboid spl. driven by Henry Banks, now director of competition for USAC, and the chassis, strangely enough, had originally belonged to Andy Granatelli when Jim Rathman finished second with it in 1952! The turbine, in carrying #40 created another first. #40 has never been entered for the race before, let alone qualified, or led the race.

Ten cars were bumped, tying the 1954 record. Last year there were only two. This year three different drivers, Jerry Grant, Jackie Stewart and Jochen Rindt all got bumped and requalified in other cars, tying the record also set in 1954, when Art Cross, Jim Rathman and Ed Elisian did exactly the same thing.

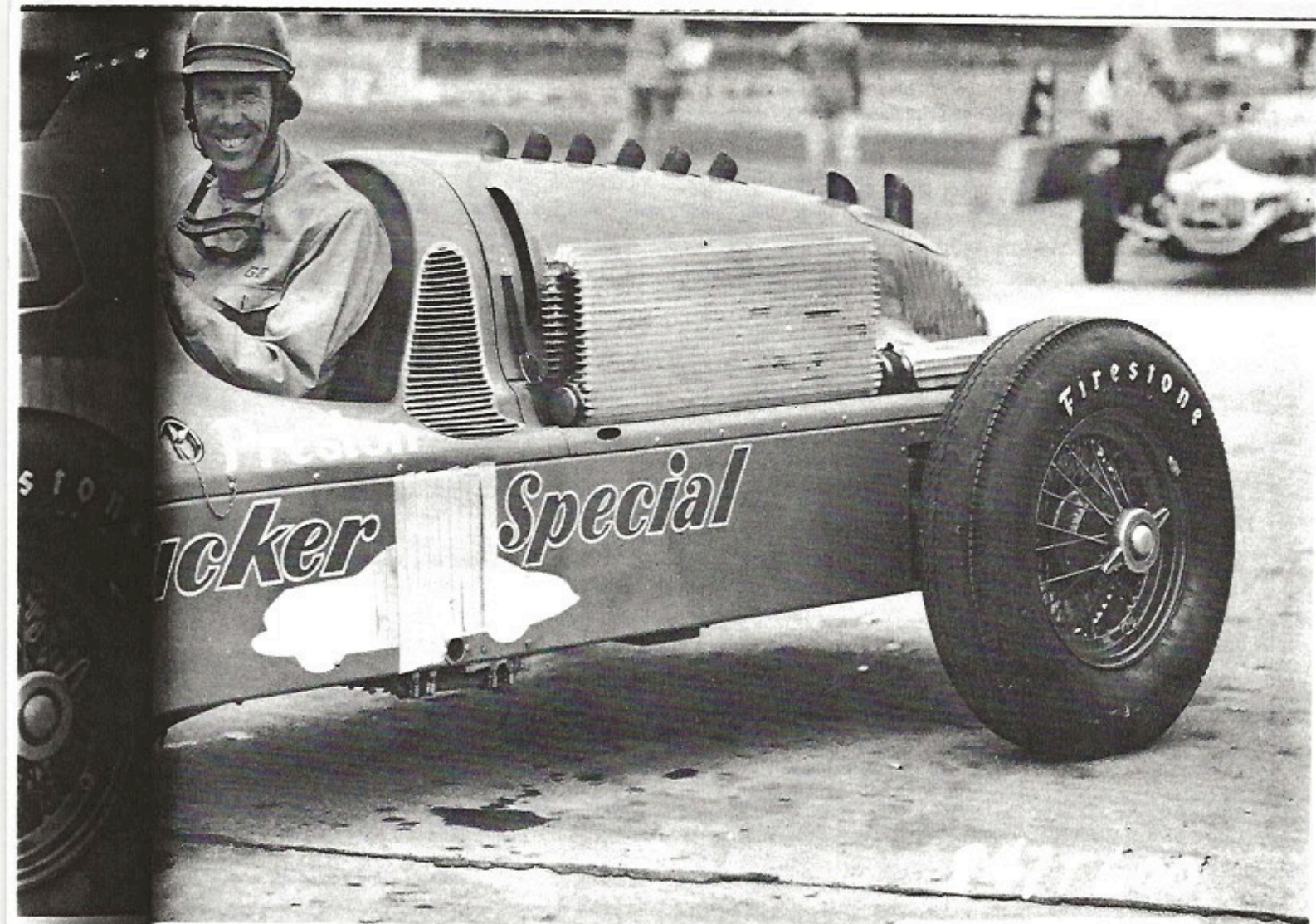
The earliest we can find of anyone having been bumped with their original attempt, and making it back successfully with another machine, was in 1948 when Spider Webb

turned the trick. Bill Cantrell did it in 1949, while others were Webb and Bob Sweikert both in 1952, Cal Niday and Bill Holland in 1953, Cross, Rathman and Elisian in 1954, Chuck Weyant and Bill Cheesbourg in 1957, Dempsey Wilson and Art Bisch in 1958, Norman Hall, 1961, Ebb Rose, 1963 and finally Grant, Stewart, and Rindt in 1967. Len Sutton almost made it in 1963 except that he got bumped in the second car to, giving him the dubious distinction of being the only driver to compile that statistic!

The fewest number of cars to be bumped since the 'short field' of 1947, is one. They were Eddie Sachs in 1956 and Paul Russo in 1964. This year only one car completed the 4 lap run after the field was full, but was too slow. It was Jim Hurtubise with the Autoteria Car Wash Manufacturers spl. Last year nobody did it. Parnelli Jones continued adding to a fantastic career. This was his seventh 500, yet it was the fifth one he led. He was the first driver to lead the first four races he was in, including his rookie year, and each was in a roadster, thus he never has led in a rear engined machine. He drove this type of car in 1965 and 66 but never got above second any time.

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Al Miller with the  
four-wheel drive Miller supercharged six.  
The car made its debut  
at the 1938 Indianapolis race,  
1947 was the last time it qualified.

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Jim Clark led the first four 500s he was in and had a chance to make it five this year, but he dropped out of the race without ever having got into the first ten.

Dan Gurney must be the most experienced rear engine driver around, having run all six of his races in that type of equipment. Johnny Boyd had the most number of previous races of anyone entered, with twelve to his credit. The next highest was nine, but as John made no qualifying attempt, his consecutive string snapped at twelve, to tie him with Jim Rathman for having the second highest number of consecutive post war starts, Rodger Ward holding 14. Eddie Johnson, now retired, drove in fifteen consecutive races, but two were as a relief. The greatest number all time is fifteen by Mauri Rose whose record was interrupted by the war years. Cliff Bergere and Chet Miller have the most starts, at 16. The longest string at the moment is by A.J. Foyt with ten. 1967 marked the twentieth consecutive year that J.C. Agajanian filed at least one entry for the race. Ronnie Duman added his name to a long line of drivers including Johnny Mantz, Walt Faulkner, Troy Ruttman, Allen Heath, Chuck Steven-

son, Duane Carter, Johnnie Parsons, Chuck Daigh, Eddie Russo, Lloyd Ruby, Parnelli Jones, and Dick Atkins.

George Bignotti has been the Chief Mechanic on 21 starting cars since 1956, with only two others missing the race. They were Stewart's original car this year, and Bob Veith's in 1961. George has had three winners, Foyt in 1961 and 64, and Hill in 1966. Jud Phillips got a car in the race for the 17th consecutive time, and when Bobby Unser finished ninth this year, it marked the eleventh time that Jud has had a finish in the top twelve. Jack Beckley was in his eighteenth race since 1949, the only exception being in 1954 when he was not a chief, but worked with Bill Vukovich's winning crew. George Salih has had at least one car in the race since 1950, Herb Porter has had made fourteen races since 1951 and Clint Brawner has only missed one race since 1953.

It seemed hard to believe that A.J. Watson, a four time winning Chief Mechanic, should miss the race for the second time in three years. This year he spent race day, working in Smokey Yunick's pit, "I'm Smokey's number six stooge" said A.J.