



**HISTORY OF DEMLER SPECIAL NO. 99**  
Originally owned by Norman C. Demler, North Tonawanda, New York

1958

Built by Quinn Epperly in California. Took four months to build chassis at cost of \$13,000 plus \$9,000.00 to Meyer-Drake Engineering Company for Miller-Offenhauser 255 cu. in. engine. First Driver was George Amick in 1958 who lost by 17 seconds and came in second the first year the car was built. George Amick was named Rookie of the Year at the Indy 500 race that year but was killed later in the year at Daytona. His speed was 133.517 mph – elapsed time 3:44:41.45. In 1958 No. 99 finished in second place after starting in 25th place. Qualifying speed was 142.710 mph and race speed of 133.517 mph.

1959

Paul Goldsmith drove the Demler No. 99 special in 1959 and came in fifth after starting in 16th place. Qualifying speed of 142.670 mph and race speed of 134.573 mph. Elapsed time of 3:42:55.60.

1960

Paul Goldsmith drove the Demler No. 99 special again in 1960 and came in third after starting in 26th place. Qualifying speed was 142.783 mph and race speed of 136.792 mph. Elapsed time of 3:39:18.58.

1961

Jim Hurtubise drove the Demler No. 99 Special in 1961. Qualified the car third fastest in qualifications at a speed of 146.306 mph and started in third position but blew a piston on the 102nd lap and therefore finished in 22nd place.

1962

Did not run at Indy May 30th because on May 11th at the time trials Jim Hurtubise crashed into the wall at high speed on a practice lap and No. 99 was damaged severely. Hurtubise was shaken up and cut on the left leg, but otherwise all right. Car was worked on and ready to go again on May 19th. The track temperature was 141°F. and Pat Vider scrambled an egg on the track in front of the main grandstand. The heat made the asphalt slippery and Jim Hurtubise again hit the wall and smashed up No. 99 in a late afternoon attempt to make the line-up. He wasn't hurt but the car was definitely out of the race.

1963

Paul Goldsmith drove the Demler No. 99 Special and qualified in 9th position at a speed of 150.163 mph and broke a crankshaft bearing in the 149th lap and therefore finished 18th.

1966

General Electric Turbine added and car taken to Indy to qualify but declared unsafe because of brakes. Driven by Al Miller and Bill Cheesboug.

1971

Car purchased by R. S. Reese in 1971 for Scio Pottery Company Museum, Scio, Ohio and restored by Buster Warke of Center Valley, Penna. Car is presently on display at the Scio Pottery Company Museum at Scio, Ohio.