



PRESS INFORMATION

**INDIANAPOLIS
500**

MAY 30, 1967

1967

INDIANAPOLIS "500" PRESS INFORMATION

AUTOLITE-FORD

This press information has been compiled as an added source of information in your coverage of the "500". It is our sincere wish that it will be of assistance in your assignment.

The Press Information includes:

- Ford's Double Overhead Cam Engine
- Starting Line Up
- Chief Mechanics and accessories - 33 starters
- Interesting statistics
- Qualification report
- Accident report for practice and qualifications
- Drivers test
- 500 Daily Track Summary April 29-May 21, 1967
- Complete 1967 Entry List

News Bureau
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IMMEDIATE RELEASE

INDIANAPOLIS, Ind., May 12 — Ford Motor Company's double overhead cam (DOHC) racing engine, winner of the last two Indianapolis 500-mile races, will enter the 1967 event with seven major refinements.

The famous Ford engine powers 59 of the 90 vehicles registered for the May 30 renewal of the famous Indy classic.

"Speeds are up again this year at Indy and we've had to make some important engine changes to assure our competitive position", said William H. Gay, chief engineer of Ford's Engine and Foundry Division.

He said that the most significant change is a completely new forged steel crankshaft with revised counter-weighting that improves bearing life and substantially increases crankshaft and block life because of the reduced bearing loads. This crankshaft originally was designed for the Ford GT-40 and has been incorporated in the DOHC to fulfill durability objectives imposed by the higher operating speeds.

The connecting rod assembly includes a new rod and cap, forged with a new material obtained by a vacuum-melting process (described as SAE 4340, AMS 6414). The vacuum-melting process produces material which is pure and homogeneous in its composition and thus minimizes structural failures due to cyclic fatigue. Connecting rod bolts 7/16 inch in diameter replace the former 13/32 inch bolt for added clamping loads necessary to withstand higher inertia loads caused by greater engine revolutions per minute (rpm).

New pistons are lighter and feature a uniquely redesigned skirt contour for greater durability and stability. The piston pin retainer is made of stainless steel to provide more flexibility.

Bonding the inertia member and hub of the crankshaft damper with epoxy resin — a technique prompted by durability objectives — also was used first in the GT-40 and is incorporated in the 1967 DOHC engine.

The cylinder head valve guide material has been changed from an aluminum-bronze alloy to "meehanite" (fine grain cast iron) to reduce valve guide wear.

The front cover has been modified in the oil filter adaptor area to accommodate a bolt-on adaptor for a remotely-mounted filter. For structural reasons, aluminum has replaced magnesium in the front cover casting. The bolt-on or union-type oil filter adaptor is designed so that oil lines run from the oil cooler to the filter adaptor and then back to the oil filter adaptor. The anticipated increase in engine speeds for 1967 has correspondingly raised oil flow requirements. Oil filter capacity has been increased to accommodate the higher oil flow.

The water pump impeller material has been changed from aluminum to an SAE G-3500 cast iron.

Mr. Gay pointed out that the basic durability and performance of the Ford DOHC race engine have been well proven in three previous seasons on the United States Automobile Club (USAC) championship circuit.

"This year, race speeds will increase significantly and we project a 9300 rpm peak with our powerplant," he said. "Nevertheless, we feel that the operator of a 1967 Ford DOHC engine should be capable of completing the entire championship car race circuit without replacing any major engine components."

If it has been properly tuned, packaged and operated in a championship car, the 1967 Ford DOHC engine needs only the periodic inspection required by USAC prior to each race.

"We feel our engine can face any challenge at Indy this year," Mr. Gay said.

The general specifications for the 1967 DOHC engine follow:

Type	90° V-8 DOHC
Bore	3.76 in.
Stroke	2.87 in.
Displacement	255.3 cu. in.
Brake Horsepower	500 @ 8800 rpm
Torque	325 @ 7500 rpm
Maximum BMEP	191 psi
Compression Ratio	12.5:1
Fuel	Methanol
Fuel System	Continuous Injection-Hilborn Modified Ford
Engine Oil	SAE #50
Oil System	Dry Sump
Oil Pressure	100 psi
Dry Weight	400 lbs.
Firing Order	1-5-4-2-6-3-7-8
Ignition	Ford Breakerless-Transistorized
Maximum Spark Advance	47° @ 2000 rpm
Generator	10 amp. Autolite

Autolite spark plugs used in the Indianapolis Ford engines are of the same construction and basic design as those produced for passenger car installation. Autolite racing spark plugs are made available to mechanics at the track in three heat ranges to meet requirements of different fuel mixtures. Other Autolite components used on the Indianapolis Ford engines are batteries, ignition systems and wire and cable.

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RELEASE ANY TIME

FORD AT INDIANAPOLIS

The high-pitched scream of Ford's double overhead cam V-8 engine has characterized each of the last two winning cars in the Indianapolis 500-Mile race and has helped to mark the passing of an era.

It was the appearance in 1963 of a pair of Lotus race cars designed and built in England by Colin Chapman and powered by a basically stock Ford Fairlane engine that served to stimulate a revolution that has changed the face of famed Indianapolis Motor Speedway.

The Lotuses were lightweight, aerodynamic, rear-engine vehicles that contrasted sharply with the larger, heavier front-engine Indy roadsters that, powered by the four-cylinder Offenhauser engine, had dominated the Indy scene for many years.

The Ford engine in 1963 was the standard 260-cubic-inch V-8 from Ford's stable of lightweight production engines. The displacement had to be reduced slightly to comply with the 256-cubic-inch limitation for Indianapolis engines. Other deviations from the production powerplant included a cast aluminum block and some magnesium parts to further reduce engine weight.

However, the modified engine still retained many production engine features — downdraft carburetors instead of fuel injection; pushrods and rocker arms instead of a gear train-driven overhead camshaft; and an ability to run on gasoline instead of exotic racing fuels.

Two Lotus-Fords were entered in the 1963 race. Grand Prix driver Jim Clark of Scotland qualified in the second row and Dan Gurney, another international star, put his car in the fourth row. The race was won by Parnelli Jones in a roadster although Clark, who finished second, challenged late in the race and might have finished if not for oil on the track.

For the 1964 race, Ford engineers redesigned the pushrod engine used in 1963. It was given a double overhead cam configuration with a fuel injection system replacing the carburetors. The basic cylinder block, main bearings, crankshaft, ignition system, alternator and water pump components were retained.

At 8,000 rpm, the DOHC engine developed 425 horsepower for the 1964 race. Ford placed eight engines in the hands of some of the more qualified drivers, retaining ownership of the powerplants. There was little doubt in practice and qualifying that the Ford-powered cars were the fastest at the track.

Jim Clark put his Lotus-Ford on the pole with a record qualifying speed of 158.828 mph. In the middle of an all Ford front row was Bobby Marshman in a year-old Lotus Ford with a speed of 157.867 mph. Rodger Ward's Watson chassis sat on the outside by virtue of a qualifying speed of 156.406 mph. Also in the starting field were the Ford-powered cars of Dan Gurney, Dave MacDonald, Eddie Sachs and Eddie Johnson.

First Marshman and then Clark moved well out in front in the race and appeared to have the situation well in hand. However, structural failures eliminated both cars. A. J. Foyt went on to win in his roadster with Ward again earning a second place for Ford.

Production and sale of the Ford DOHC engine was begun before the 1965 race. Improvements over the 1964 version of the engine included a completely revised lubrication system; increased connecting rod and cap strength; increased diameter in the camshaft and an optional new Ford fuel injection system.

Horsepower in the 1965 engine was factory rated at 500 at 8,600 rpm. Engine torque was 333 foot pounds at 6,700 rpm. From the first day of practice Ford-powered cars dominated the scene. Twenty-six such vehicles were entered and 17 made the starting field.

In a hotly contested battle, the pole position was won by Foyt in a Lotus-Ford at a record speed of 161.233 mph. Clark earned the middle spot in the front row with his Lotus-Ford by averaging 160.729 mph while Gurney occupied the outside position in a sister car to Clark's with a speed of 158.898 mph.

The race itself almost proved anticlimatic. Clark, the imperturbable master of road racing, had things much his own way after receiving an early challenge from Foyt, who dropped out of the race with transaxle troubles.

Aided by the swift pit work of the Wood Brothers, a crew recruited from Ford's stock car operation, Clark averaged a record 150.685 mph in pacing a Ford sweep. Parnelli Jones was second, Mario Andretti third and Al Miller fourth in Ford-powered cars. Eight of the 11 finishers used the DOHC Ford engine.

In 1966, Ford's Indianapolis engine program entered a new phase. Louis Meyer, a three-time winner of the 500 and one of the most famous names in auto racing, was retained to assemble, sell and service the double-overhead cam engine.

In a small shop in a suburban shopping center near the Speedway, Meyer, his son, Sonny, and several assistants go about the business of building up the 500-horsepower plus powerplants and rebuilding older engines for car owners.

By the 1966 race, Ford's DOHC engine was the accepted powerplant. Twenty-seven of the 33 starters were powered by Ford. Mario Andretti, driving a Hawk-Ford, upped the one lap record to 166.328 mph and the four-lap mark to 165.899 in qualifying and established himself as the race favorite.

Andretti was not involved in the first-lap accident that eliminated 11 cars, but he was forced to retire after just 27 laps of the race. Graham Hill of London, England, outlasted the field to win the race and pace a 1-2-3-4 sweep for Ford power.

Hill, who averaged 144.317 mph, was followed across the finish line by Clark, Jim McElreath and Gordon Johncock.

Orders for Ford engines were brisk after the 1966 race and almost two-thirds of the cars entered for the 1967 event are Ford-powered. Despite the challenge of a turbine car and a more powerful version of the turbo-charged Offy, the Ford DOHC engine has provided the fastest times in practice and qualification.

Andretti captured the pole position on Saturday, May 13, with a record-breaking four-lap average of 168.982 mph. He came within an eyelash of his goal of 170 mph with a fast lap of 169.779 mph. Gurney (167.817 mph) and Johncock (166.559 mph) round out an all-Ford front row.

#

1967
Indianapolis "500" Starting Line Up

CAR NO.	DRIVER	CAR NAME	CHASSIS	ENG. & CYL. Dis.	AVERAGE SPEED
<u>ROW ONE</u>					
1	Mario Andretti	Dean Van Lines	Brawner/Hawk	Ford/8-255	168.982
74	Dan Gurney	Wgnr-Lckhd. Brk. Fld.	Eagle	Ford/8-255	167.224
3	Gordon Johncock	Gilmore Broadcasting	Gerhardt	Ford/8-255	166.559
<u>ROW TWO</u>					
14	A.J. Foyt	Sheraton-Thompson	Coyote	Ford/8-255	166.289
4	Joe Leonard	Sheraton-Thompson	Coyote	Ford/8-255	166.098
40	Parnelli Jones	STP Oil Treatment	Granatelli	Turbine	166.075
<u>ROW THREE</u>					
25	Lloyd Ruby	American Red Ball	Mongoose	TCO/4-168	165.229
6	Bobby Unser	Rislone	Eagle	Ford/8-255	164.752
5	Al Unser	Retzloff Chemical	Lola	Ford/8-255	164.594
<u>ROW FOUR</u>					
26	George Snider	Wgnr-Lckhd Brk Fld	Mongoose	Ford/8-255	164.256
2	Jim McElreath	John Zink Trackburner	Moore	Ford/8-255	164.241
39	Bobby Grim	Racing Associates	Gerhardt	TCO/4-168	164.084
<u>ROW FIVE</u>					
16	Art Pollard *	Thermo King A.A. Cond.	Gerhardt	TCO/4-168	163.897
15	Mel Kenyon	Thermo King A.A. Cond.	Gerhardt	TCO/4-168	163.778
53	Wally Dallenbach *	Valvoline	Huffaker	TCO/4-168	163.540
<u>ROW SIX</u>					
31	Jimmy Clark	STP Oil Treatment	Lotus	Ford/8-255	163.213
98	Ronnie Duman	Agajianian's Rev 500	Shrike	SCO/4-168	162.903
19	Arnie Knepper	MVS Racers	Cecil	Ford/8-255	162.900
<u>ROW SEVEN</u>					
45	Johnny Rutherford	Weinberger Homes	Eagle	Ford/8-255	162.859
21	Cale Yarborough	Bryant Htg & Cooling	Vollstedt	Ford/8-255	162.830
22	Larry Dickson	Vita Fresh O.J.	Lotus	Ford/8-255	162.543
<u>ROW EIGHT</u>					
12	Roger McCluskey	G.C. Murphy	Eagle	Ford/8-255	165.563
41	Carl Williams	George R. Bryant	BRP	Ford/8-255	163.696
69	Denis Hulme *	City of Daytona Beach	Eagle	Ford/8-255	163.696
<u>ROW NINE</u>					
10	Bud Tingelstad	Federal Engineering	Gerhardt	Ford/8-255	163.228
67	Lee Roy Yarbrough*	J. Robbins Seat Belt Co.	Vollstedt	Ford/8-255	163.066
8	Chuck Hulse	Hopkins Special	Lola	TCO/4-168	162.925
<u>ROW TEN</u>					
46	Bob Veith	Thermo King A.A. Cond.	Gerhardt	TCO/4-168	162.580
24	Jackie Stewart	Bowes "Seal Fast"	Lola	Ford/8-255	164.099
42	Jerry Grant	All American Eagle	Eagle	Ford/8-255	163.808
<u>ROW ELEVEN</u>					
81	Graham Hill	STP Oil Treatment Spl	Lotus	Ford/8-255	163.317
48	Jochen Rindt *	Wgnr-Lckhd. Brk. Fld	Eagle G/W	Ford/8-303	163.051
32	Al Miller	Cleaver-Brooks	Gerhardt	Ford/8-255	162.602

* ROOKIES

STATISTICS

<u>ENGINES</u>	<u>CHASSIS</u>
Ford - 24	Eagle..... 7
Pratt Whitney Turbine - 1	Gerhardt... 7
Offenhauser Supercharged - 1	Lola 3
Offenhauser Turbo charged - 7	Lotus..... 3
	Coyote..... 2
	Mongoose... 2
	Vollstedt.. 2
Rear Engine.....32	BRP..... 1
Side Engine..... 1	Cecil..... 1
	Granatelli... 1
	Hawk..... 1
	Huffaker..... 1
	Moore..... 1
	Shrike..... 1

1967 Indianapolis "500"

South - North
1-----44

VICTORY LANE
 RESERVED FOR
 (?)

Pit Assignments

PIT

No. ASSIGNMENT

- 1. Fyr Fyter
- 2.
- 3.
- 4.
- 5.
- 6. No. 22 Larry Dickson Vita Fresh Orange Juice Spl.
- 7. No. 32 Al Miller Cleaver-Brooks Spl.
- 8. No. 21 Cale Yarborough Bryant Heating and Cooling Spl.
- 9. No. 12 Roger McCluskey G.C. Murphy Spl.
- 10. No. 3 Gordon Johncock Gilmore Broadcasting

GASOLINE ALLEY ENTRANCE

- 11. No. 1 Mario Andretti Dean Van Lines Special
- 12. No. 14 A.J. Foyt Sheraton-Thompson Special
- 13. No. 4 Joe Leonard Sheraton Thompson Special
- 14. No. 25 Lloyd Ruby American Red Ball Special
- 15. No. 6 Bobby Unser Rislone Special
- 16. No. 74 Dan Gurney Wagner Lockheed Brake Fluid Special
- 17. No. 42 Jerry Grant All American Racers Eagle Special
- 18. No. 48 Jochen Rindt Wagner Lockheed Brake Fluid Spl.
- 19. No. 5 Al Unser Ritzloff Chemical Special
- 20. No. 24 Jackie Stewart Bowes "Seal Fast" Special
- 21. No. 26 George Snider Wagner Lockheed Brake Fluid Special
- 22. No. 2 Jim McElreath John Zink Trackburner Special
- 23. UNITED STATES AUTO CLUB
- 24. UNITED STATES AUTO CLUB
- 25. FYR FYTER
- 26. No. 40 Parnelli Jones STP Oil Treatment Spl.
- 27. No. 81 Graham Hill STP Oil Treatment Spl.
- 28. No. 31 Jimmy Clark STP Oil Treatment Spl.
- 29. No. 39 Bobby Grim Racing Associates Spl.
- 30. No. 41 Carl Williams George R. Bryant Special
- 31. No. 53 Wally Dallenbach Valvoline Special
- 32. No. 16 Art Pollard Thermo King Auto Air Conditioning Spl.
- 33. No. 15 Mel Kenyon Thermo King Auto Air Conditioning Spl.
- 34. No. 46 Bob Veith Thermo King Auto Air Conditioning Spl.
- 35. No. 69 Denis Hulme City of Daytona Beach Special
- 36. No. 10 Bud Tingelstad Federal Engineering Special
- 37. No. 67 Lee Roy Yarbrough American Red Ball Spl.
- 38. No. 8 Chuck Hulse Lindsey Hopkins Spl.
- 39. No. 98 Ronnie Duman Agajanian's Rev 500 Spl.
- 40. No. 19 Arnie Knepper MVS Racers
- 41. No. 45 Johnny Rutherford Weinberger Homes Special
- 42.
- 43. FYR FYTER
- 44.

CHIEF MECHANICS AND ACCESSORIES

<u>Car No.</u>	<u>Chief Mechanic</u>	<u>Tires</u>	<u>Spark Plugs</u>	<u>Fuel</u>	<u>Brakes</u>	<u>Brake Lining</u>
1	Clint Brawner	Firestone	Autolite	Enco	Girling	Raybestos
74	Bill Fowler	Goodyear	Autolite	Ashland	Girling	Raybestos
3	Duane Glasgow	Goodyear	Autolite	Ashland	Girling	Raybestos
14	A.J. Foyt, Sr.	Goodyear	Autolite	Enco	Girling	Raybestos
4	George Morales	Goodyear	Autolite	Enco	Girling	Raybestos
40	Vince Granatelli	Firestone	Champion	Enco	Airheart	Raybestos
25	Dave Laycock	Firestone	Autolite	Enco	Girling	Raybestos
6	Jud Phillips	Goodyear	Autolite	Enco	Girling	Raybestos
5	George Bignotti	Firestone	Champion	Enco	Girling	Raybestos
26	George Morris	Firestone	Autolite	Pure	Girling	Raybestos
2	Dennie Moore	Firestone	Champion	Enco	Girling	Raybestos
39	Herb Porter	Goodyear	Champion	Enco	Girling	Raybestos
16	Phil Casey	Firestone	Champion	Ashland	Gerhardt	Raybestos
15	Don Kenyon	Goodyear	Autolite	Ashland	Gerhardt	Raybestos
53	Bill Finley	Goodyear	Champion	Ashland	Girling	Raybestos
31	Mike Underwood	Firestone	Autolite	Enco	Girling	Raybestos
98	Joe Pitman	Firestone	Champion	Enco	Girling	Raybestos
19	Dick Cecil	Firestone	Champion	Enco	Girling	Raybestos
45	Wally Meskowski	Goodyear	Autolite	Enco	Girling	Raybestos
21	Rolla Vollstedt	Firestone	Champion	Ashland	Girling	Raybestos
22	Rocky Phillip	Goodyear	Autolite	Enco	Girling	Raybestos
12	Jack Beckley	Goodyear	Autolite	Enco	Girling	Raybestos
41	Howard Gilbert & Joe Boghosin	Firestone	Autolite	Enco	Girling	Raybestos
69	Smokey Yunick	Goodyear	Autolite	Enco	Girling	Raybestos
10	Paul Brooks	Firestone	Autolite	Enco	Gerhardt	Raybestos
67	Grant King	Firestone	Autolite	Enco	Girling	Raybestos
8	Louis Caruso	Goodyear	Champion	Ashland	Airheart	Raybestos
46	Fred Gerhardt	Goodyear	Champion	Ashland	Gerhardt	Raybestos
24	George Bignotti	Firestone	Champion	Enco	Girling	Raybestos
42	Bill Fowler	Goodyear	Autolite	Ashland	Girling	Raybestos
81	Mike Underwood	Firestone	Autolite	Enco	Girling	Raybestos
48	Bill Fowler	Goodyear	Autolite	Ashland	Girling	Raybestos
32	Buster Warke	Firestone	Autolite	Ashland	Gerhardt	Raybestos

Firestone 17, Goodyear 16; Autolite 21, Champion 12; Enco 21, Ashland 11,
Pure 1; Girling 26, Gerhardt 5, Airheart 2; Raybestos 33.

1967

INDIANAPOLIS "500"

Statistics

Ninety entries, new record. Old record established in 1958 with 84 entries.

Of the 90 entries, 87 arrived at the speedway. The three that didn't arrive were cars:

- 30 Jimmy Clark STP Oil Treatment Spl. Lotus Ford/255
- 59 STP Oil Treatment Spl. Gerhardt-Novl/8/168 S.C.
- 70 Mustang Spl. Checker Marathon-Ford
255/8

Of the 87 that arrived in Gasoline Alley, four didn't make an appearance on the track. They were:

- 34 No driver No sponsor Moore-Ford 8/255
- 37 No driver Curtis-Tech-Alloy Serv.Comp. Spl. Curtis-Chev.8/301
- 58 No driver No sponsor Gerhardt-Ford 8/255
- 72 No driver G.C. Murphy Spl. Eagle-Ford 8/255

The four lap qualifying record established by Mario Andretti is 168.982 M.P.H. In the qualifications there were no laps recorded in the 168 mph bracket.

Four cars were named following the qualifications. They are:

- 3 Gordon Johncock - Gilmore Broadcasting Spl.
- 19 Arnie Knepper - MVS Racers
- 8 Chuck Hulse - Hopkins Spl.
- 32 Al Miller - Cleaver-Brooks

During the month, (not counting final tests on May 26 and Race Day) there were 191 yellow lights. Included in these were:

- Track inspections.....40
- Call in drivers (various reasons).....38
- Tow in of cars.....37
- Spins, etc.....32
- Check drivers (rookies) observation..... 4
- Oil on track 5
- Blown engines..... 5
- Driver instruction..... 3

Rookies in race total five. They are:

- Art Pollard, No. 16 Lee Roy Yarbrough, No. 67
- Wally Dallenbach, No. 53 Jochen Rindt, No. 48
- Denis Hulme, No. 69

Foreigners in the race number five. They are:

- Jimmy Clark, No. 31.....Scotland
- Denis Hulme, No. 69.....Australia
- Jackie Stewart, No. 24.....Scotland
- Graham Hill, No. 81.....England
- Jochen Rindt, No. 48.....Austria

Former Rookie Winners - 6

1911 Ray Haroun	1926 Frank Lockhart
1912 Jules Goux	1927 George Souders
1914 Rene Thomas	1966 Graham Hill

Race winners from Pole position - 7

1922 Jimmy Murphy	1938 Floyd Roberts	1963 Parnelli Jones
1923 Tommy Milton	1953 Bill Vukovich	
1930 Billy Arnold	1956 Pat Flaherty	

Former winners in 1967 race - 4

A.J. Foyt.....1962, 1964
Parnelli Jones....1963
Jimmy Clark.....1965
Graham Hill.....1966

Original Ninety entries included:

<u>CHASSIS</u> (21 types)		<u>Engines</u> (12 types)	
Gerhardt	23	Ford	57
Eagles	12	Offenhauser Turbo charged	11
Lotus	9	Offenhauser Supercharged	8
Lola	6	Offenhauser	3
Vollstedt	4	Chevrolet	3
Gene White-Mongoose	4	Mickey Thompson	2
Watson	4	BRP	1
Huffaker	3	Gurney/Weslake Ford	1
Checker Marathon	3	Rambler Supercharged	1
BRP	2	Chevrolet Turbo charged	1
Halibrand	2	Turbine	1
Shrike	2	Novi	1
Brawner-Hawk	2	-----	
Eisert	2		
Mallard	2	During the month a Turbo charged	
Moore	2	Offy was put in No. 47, Weinberger	
Coyote	2	Homes Spl.	
Curtis	1	Rambler was Turbo charged	
Granatelli	1	Two of the Supercharged Offies	
Cecil	1	(No. 53 and No. 54) were switched	
Mickey Thompson	1	to Turbo charged Offenhausers.	

Starting and finish positions for "Rookie of Year" drivers.

1952 Art Cross	20- 5	1960 Jim Hurtubise	23-18
1953 Jimmy Daywalt	21- 6	1961 Parnelli Jones	5-12
1954 Larry Crockett	25- 9	1961 Bobby Marshman	33- 7
1955 Al Herman	16- 3	1962 Jim McElreath	7- 6
1956 Bob Veith	23- 7	1963 Jimmy Clark	5- 2
1957 Don Edmunds	27-19	1964 Johnny White	21- 4
1958 George Amick	25- 2	1965 Mario Andretti	4- 3
1959 Bobby Grim	5-26	1966 Jackie Stewart	11- 6

Driver statistics

Oldest - Al Miller 43
Youngest - Jochen Rindt 25 -----starting side by side
Tallest - Jerry Grant - Dan Gurney 6'2" ---on same team
Shortest - Mario Andretti 5'6"-----Fastest
Lightest - Mario Andretti - 138 pounds
Heaviest - Jerry Grant - 215 pounds

Married-29; Single-4; Average age-33; Children-27 boys, 30 girls.

Parnelli Jones has most leading laps of drivers in race - 321,
Clark has 298. Overall lap leader - Ralph DePalma - 613.

1967 QUALIFICATION REPORT

The 1967 "500" mile race qualifications were scheduled for Saturday, May 13, Sunday, May 14, Saturday, May 20 and Sunday, May 21. The qualifications were held on the 13th, 20th and 21st. The Sunday, May 14th qualifications were rained out, the track not being opened during the entire day. This marked the first day that no qualifications were attempted, on a qualification day, since May 21, 1960.

On the first day, "Pole Day", the one lap track record, which Mario Andretti established in 1966, was bettered by four drivers and tied by one other. The four lap record belonging to Andretti, established in 1966, was broken three times.

1966 Track Records Mario Andretti, Dean Van Lines Spl., No. 1

1 lap --- 54.11 - 166.328
4 lap --- 3:37.00 - 165.899

1967 Track Records - Established Saturday, May 13, 1967

1. 2:39 P.M. - Joe Leonard, Sheraton-Thompson Spl. No. 4
(3rd lap of 54.11 - 166.328 mph tied Andretti's 1966 1 lap record)
Four laps - NTR 3:36.74 - 166.098 mph

2. 3:50 P.M. - Dan Gurney, Wagner Lockheed Brake Fluid Spl. No. 74
1st lap a new record - 53.63 - 167.817 mph
2nd lap a new record - 53.59 - 167.942 mph
Four laps - NTR 3:35.28 - 167.224 mph

3. 3:56 P.M. - Mario Andretti, Dean Van Lines Spl. No. 1
1st lap a new record - 53.19 - 169.205 mph
3rd lap a new record - 53.01 - 169.779 mph
Four laps - NTR 3:33.04 - 168.982 mph

Saturday, May 13, 1967 Field Average 164.173 mph (25 cars)
31 cars - 32 attempts - 25 qualified
(4 of these bumped in later qualifications)

Sunday, May 14, 1967 RAIN

Saturday, May 20, 1967 Field average - 164.024 mph (33 cars)
14 cars - 23 attempts - 13 qualified
(6 of these bumped)

Sunday, May 21, 1967 Field average - 164.173 mph (33 cars-final)
Note..same as 1st day average.
6 cars - 8 attempts - 6 qualified (1 too slow)

Total: Attempts - 63; Cars - 51; Qualified - 44; Bumped 10;
Too slow - 1.

Note: Andretti has established 1 & 4 lap records everytime he has qualified at Indianapolis - 1965, 1966, 1967.

The four lap qualifying average of Mario Andretti is 168.982 mph, there have been no laps recorded in the 168 mph bracket in qualifications.

The first day's average for the 25 qualifiers of 164.173 mph ended up being the average for the 33 car starting field for 1967.

1967 Qualification ReportSaturday, May 13, 1967

<u>Trial No.</u>	<u>Car No.</u>	<u>DRIVER</u>	<u>LAPS COMPLETED</u>	<u>4 Lap Average</u>	<u>NOTES</u>
1.	98	Ronnie Duman	4	162.903	Took green flag at 12:53 P.M.
2.	25	Lloyd Ruby	4	165.229	Turbo Charged Offy record
3.	53	Wally Dallenbach (r)	4	163.540	First Rookie qualifier
4.	6	Bobby Unser	4	164.752	Took green at 1:16 p.m.
5.	43	Jackie Stewart	4	162.221	Bumped by Jim Hurtubise in Car No. 56
6.	27	Lucien Bianchi (r)	3		Yellow Flag by Pit Crew
7.	29	Bob Hurt (r)	4	161.261	2nd Rookie qualifier-bumped by Ronnie Bucknum Car #23
8.	39	Bobby Grim	4	164.084	Took green at 1:46 p.m.
9.	45	Johnny Rutherford	4	162.859	Took green at 1:54 p.m.
10.	26	George Snider	4	164.256	Took green at 2:05 p.m.
11.	5	Al Unser	4	164.594	Took green at 2:11 p.m.
12.	4	Joe Leonard	4	166.098	New 4 lap record(tied 1 lap record)
13.	23	Larry Dickson	4	162.543	Took green at 2:45 p.m.
14.	78	Jerry Grant	4	162.352	Bumped by Graham Hill Car #81
15.	31	Jim Clark	4	163.213	Took green at 3:02 p.m.
16.	12	Roger McCluskey	1		Came in--burned piston
17.	16	Art Pollard (r)	4	163.897	3rd Rookie qualifier
18.	2	Jim McElreath	4	164.241	Took green at 3:32 p.m.
19.	15	Mel Kenyon	4	163.778	Took green at 3:40 p.m.
20.	74	Dan Gurney	4	167.224	New 1 and 4 lap records
21.	1	Mario Andretti	4	168.982	New 1 and 4 lap records
22.	14	A.J. Foyt	2		Pulled in--mechanical trouble
23.	21	Cale Yarborough	4	162.830	Took green at 4:13 p.m.
24.	42	Richie Ginther (r)	3		Shut off in turn #1(s.w.)
25.	3	Gordon Johncock	4	166.559	Took green at 4:27 p.m.
26.	19	Arnie Knepper	4	162.900	Took green at 4:34 p.m.
27.	40	Parnelli Jones	4	166.075	New 1 & 4 lap Turbine record
28.	14	A.J. Foyt	4	166.289	2nd attempt for Car #14
29.	82	Bob Christie	2		Came in
30.	57	Bob Harkey	4	162.140	Bumped by Gary Congdon, #84
31.	84	Bob Wente	3		Spun in Turn #2-4th lap
32.	41	Carl Williams	0		Yellow flag on 1st lap

Saturday, May 20, 1967

<u>Trial No.</u>	<u>Car No.</u>	<u>DRIVER</u>	<u>LAPS COMPLETED</u>	<u>4 Lap Average</u>	<u>NOTES</u>
33.	90	Pedro Rodriguez (r)	4	162.352	4th Rookie to qualify, bumped by Tingelstad in Car #10
34.	42	Richie Ginther (r)	3		Yellow flag - 2nd attempt
35.	27	Lucien Bianchi (r)	4	162.484	5th Rookie to qualify, bumped by Jerry Grant in Car #42
36.	41	Carl Williams	4	163.696	Took green at 11:19 p.m.
37.	12	Roger McCluskey	4	165.563	2nd attempt
38.	23	Ronnie Bucknum (r)	2		Yellow flag
39.	87	Jochen Rindt (r)	4	162.389	6th Rookie to qualify, bumped by Jackie Stewart in Car #24
40.	56	Jim Hurtubise	2		Yellow flagged
41.	60	Mickey Shaw (r)	1		Yellow flag
42.	71	Bobby Johns	1		Took green at 12:23 p.m.
43.	84	Gary Congdon	2		Yellow flag
44.	47	Norm Brown (r)	3		Yellow flag
45.	46	Bob Veith	4	162.580	31st qualifier
46.	10	Bud Tingelstad	3		Came in
47.	69	Denis Hulme (r)	4	163.376	7th Rookie to qualify 32nd qualifier
48.	8	Chuck Hulse	4	162.925	33rd qualifier
49.	20	Masten Gregory	2		Took green at 4:53 p.m.
50.	23	Ronnie Bucknum (r)	4	162.243	8th Rookie to qualify -bumped Bob Hurt #29, Bumped by Car No. 67, L.Yarbrough
51.	84	Gary Congdon	4	162.783	Bumped Harkey, #57, Bumped by Rindt, #48--#84's 3rd attempt
52.	56	Jim Hurtubise	4	162.411	Bumped Stewart, #43, Bumped by Miller, #32, #56's 2nd attempt
53.	67	Lee Roy Yarbrough(r)	4	163.066	9th Rookie to qualify, bumped Bucknum, #23
54.	24	Jackie Stewart	3		Yellow flag on lap four
55.	10	Bud Tingelstad	4	163.228	Bumped Rodriguez #90, #10's 2nd attempt
<u>Sunday, May 21, 1967</u>					
56.	81	Graham Hill	4	163.317	Bumped Grant in Car #78
57.	24	Jackie Stewart	4	164.099	Bumped Rindt, #87, #24's 2nd attempt
58.	48	Jochen Rindt	4	163.051	Bumped Gary Congdon, #84
59.	32	Al Miller	4	162.602	Bumped Hurtubise, #56
60.	17	Bobby Johns	2		Yellow flag on lap 3
61.	42	Jerry Grant	4	163.808	Bumped Bianchi, #27 #42's 3rd attempt
62.	11	Jim Hurtubise	4	161.936	Too Slow
63.	85	Bill Cheesbourg	0		Yellow flag lap 1

Spin and Wreck Reports

Sunday, April 30, 1967 - 2:27 P.M.

Car #21, Cale Yarborough, Bryant Heating and Cooling Spl. Car spun one complete time, slid 600', hit wall at start of short chute, slid an additional 84' along the wall. He then slid another 200' to the inside of the track. Right front of car damaged. Driver was uninjured.

Wednesday, May 3, 1967 - 12:53 P.M.

Car #80, Graham Hill, STP Oil Treatment Spl. Driver lost control as he started to brake in turn three, slid 870', spun 1/2 time and tapped wall with right front nose cone. Rolled to inside of track and stopped. Car wasn't damaged, driver uninjured.

Wednesday, May 3, 1967 - 2:53 P.M.

Car #18, Gary Congdon, M.T.'s Wynn's Charger. Lost right front wheel in turn No. 3 (N.E. turn). Pulled to a stop on the grass in the short chute. Driver O.K. - Car damage light.

Thursday, May 4, 1967 - 12:35 P.M.

Car #45, Johnny Rutherford, Weinberger Homes Spl. Car went into turn #1 too high, lost control, slid 420', spun one complete time, no contact with the wall. Rutherford uninjured - car not damaged.

Thursday, May 4, 1967 - 3:23 P.M.

Car #49, Norm Brown, Weinberger Homes Spl. Came out of turn #2 (S.E.) too high, slid 680', spun 1/2 time - hit wall on inside of track along back stretch, slid another 96' along wall. Right rear suspension damaged. Driver uninjured.

Friday, May 4, 1967 - 11:27 A.M.

Car #27, Lucien Bianchi, Jim Robbins Spl. Lost control in turn #1 (S.W.), slid sideways into infield, then back onto track stopping approximately 10' from outside wall. No contact. Car undamaged, driver O.K.

Sunday, May 7, 1967 - 5:08 P.M.

Car #91, Mike Mosley, Leader Cards Racer. Lost control coming out of turn #1 (S.W.), slid 563', spinning one complete time, hit outer wall at the steel guard rail at cross over gate in short south straightaway. Hit with right rear and right side. Slid another 84' (spun 1/2 time) and stopped in middle of track. Car was damaged extensively. Driver uninjured.

Tuesday, May 9, 1967 - 10:37 A.M.

Car #88, Jochen Rindt, Pacesetter Homes Spl. Throttle stuck, car hit wall in turn #1 broadside, slid 1,110' along wall completely thru turn 1 (S.W.). He then slid another 750' down and across the track to the edge of the grass. Car caught fire after impact. Both right wheels were knocked off. Rindt's previous lap was 158.4 mph. Car was damaged extensively. Driver O.K.

Wednesday, May 10, 1967 - 12:12 P.M.

Car #28, Chris Amon, George R. Bryant Spl. Car spun 3/4 time in turn #1 (S.W.), slid sideways 366' into wall hitting with nose. He bounced off sliding an additional 240' before coming to a stop against the wall. Car damaged extensively. Driver was uninjured. Left rear hub, upright carrier broke.

Thursday, May 11, 1967 - 11:18 A.M.

Car No. 80, Graham Hill, STP Oil Treatment Spl. Spun in turn No. 3 (N.E.) drove car into pits.

Spins and wrecks continued

Thursday, May 11, 1967 - 5:12 P.M.

Car #2, Jim McElreath, John Zink Trackburner. Left front wing nut came off on main straightaway. Wheel came off, car stopped in front of station #3 in S.W. turn. No contact with wall.

Thursday, May 11, 1967 - 5: P.M.

Car #60, Mickey Shaw, Michner Petroleum Spl. Car slid 600' sideways in No. 1 turn (S.W.). Car and driver Ok.

Friday, May 12, 1967 - 1:05 P.M.

Car #52, American Red Ball Spl. Lee Roy Yarbrough escaped injury when he lost control of his car in the first turn (S.W.). He slid 258', hit the outer wall with right rear, then right front, slid another 1,020' along wall. His car caught fire on impact, stopped at start of turn No. 2, (S.E.) - car is out for the month with extensive damage.

Saturday, May 13, 1967 - 11:22 A.M.

Car #71, Bobby Johns, G.C.R. Inc. Entry. Went 520' to outside wall coming off the No. 2 (S.E.) turn, spinning 1/2 time. Damage was on right front suspension. Driver O.K.

Saturday, May 13, 1967 - 12:01 P.M.

Car #91, Mike Mosley, Leader Cards Racer, spun in turn No. 1 (S.W.) threw grass over track area. Returned to pits under his own power. No damage - no injury.

Saturday, May 13, 1967 - 12:32 P.M.

Car #83, Ebb Rose, Racing Associates Spl. Lost control on back straightaway, got tires in infield grass, slid 456' with 1/2 spin, hit inside retaining wall with right front. Spun another 1/2 time, sliding an additional 438'. Hit outside wall at start of turn No. 3 (N.E.). Car slid 70' along wall before stopping. Car damaged extensive enough to be out for the month. Driver O.K.

Saturday, May 13, 1967 - 2:23 P.M.

Car #35, Ralph Liguori, Walter J. Flynn entry. On warm up lap for qualifications, lost control in No. 1 (S.W.) turn. The car got sideways, slid 480'. The car then went into a reverse spin 1/2 time, hitting the wall. It bounced off, spun one time and slid another 100 feet to a stop. Car was damaged extensively. Driver Liguori received some cracked bones in his right hand.

Saturday, May 13, 1967 - 5:06 P.M.

Car #96, Greg Weld, Harrison Spl. on warm up lap for qualification. Turn No. 4 (N.E.), went high, brushed wall, broke right front wheel, brushed wall again and drove into pits. Car not badly damaged. Driver O.K.

Saturday, May 13, 1967 - 5:33 P.M.

Car #84, Sheraton-Thompson Spl., Bob Wente. On fourth lap of qualification, slid sideways in No. 2 (S.E.) turn sideways 200' down onto infield. No wall contact. Car and driver O.K.

Monday, May 15, 1967 - 1:18 P.M.

Car #44, Chuck Arnold, Compton entry. Car struck outer wall after coming off No. 4 (N.W.) turn. Car hit main straightaway outer wall after sliding sideways for 300'. Car struck with nose and bounced off, spun 2 1/2 times covering an additional 384'. The car then hit the wall again with the rear end and spun 1 1/2 times covering 156' before stopping. The left rear end, suspension and tail were damaged. The damage was so extensive that it was out of competition for a starting berth in this year's race.

Spins & Wrecks continued

Tuesday, May 16, 1967 - 3:02 P.M.

Car #82, Bob Christie, Sheraton-Thompson Spl. Lost control in No. 3 (N.E.) turn, slid 200' sideways and then 220' backwards into the wall. He bounced off covering an additional 63' before stopping. The left rear end, suspension, and tail were damaged. Car is out of the race. Christie was x-rayed and released.

Wednesday, May 17, 1967 - 2:35 P.M.

Car #73, Don Thomas, Central Excavating Spl. Lost control in No. 3 (N.E.) turn, spun one complete time covering 430'. The car hit the outer wall in the short, North, straightaway, continued 140 additional feet. The damage was light and Thomas was uninjured.

Thursday, May 18, 1967 - 4:23 P.M.

Car #47, Norm Brown, Weinberger Homes Spl. Lost control in main straightaway coming off the No. 4 (N.W.) turn. The car covered a total of 510' in the spin down the straightaway. Car was not damaged and the driver was O.K.

Friday, May 19, 1967 - 10:07 A.M.

Car #91, Mike Mosley, Leader Cards Racer. Lost control coming off No. 3 (n.e.) turn, slid 264 feet into north short straightaway outer wall. Hit again 69' further down the track and then slid 441' into the infield. The car was badly damaged and out of contention for this year's race. Mosley was unhurt.

Friday, May 19, 1967 - 11:17 A.M.

Car #96, Greg Weld, Harrison Spl. Lost control in No. 1 (S.W.) turn. Car slid 600' backwards stopping 2' away from the outer wall. Car and driver O.K.

Saturday, May 20, 1967 - 9:14 A.M.

Car #47, Norm Brown, Weinberger Homes. No. 1 (S.W.) turn, spun one time and drove into the pits under his own power.

Saturday, May 20, 1967 - 10:07 A.M.

Car #62, Don Meacham, Cleaver-Brooks Spl. No. 1 (S.W.) turn, spun one time and drove into the pits under his own power.

Saturday, May 20, 1967 - 3:33 P.M.

Car #33, Dayton Disc Brake Spl., Bruce Jacobi. Spun in the No. 1 (S.W.) turn. Drove into pits under his own power.

Sunday, May 21, 1967 - 11:05 A.M.

Car #96, Greg Weld, Harrison Spl. Spun coming off No. 3 (N.E.) turn, brushed wall. Driver uninjured, car slightly damaged.

Sunday, May 21, 1967 - 11:34 A.M.

Car #20, Bob Harkey, Wagner Lockheed Brake Fluid Spl. Spun in No. 3 (N.E.) turn, tapped the outer wall. Car undamaged, driver uninjured.

Spins, etc. - no wall contact -- 14
Spins, etc. - wall contact -- 16
Total 30

Only injury substained in the 30 incidents was Ralph Liguori who received a broken hand.

<u>Location of incidents</u>		<u>Breakdown of incidents</u>
#1 Southwest turn	14	Veterans - 12(10 single Hill -2)
#2 Southeast turn	3	Rookies - 18(9 single Brown-3,
#3 Northeast turn	9	Weld-3, Mosley-3)
#4 Northwest turn	1	
Main Straightaway	3	
Total	30	

1967 Indianapolis "500" Rookie Tests

1. Chris Amon, #28, George R. Bryant, 4/29-130, 135 & 140; 4/30-145 mph OK
2. Norm Brown, #49, Weinberger Homes, 4/29-130, 135 & 140; 4/30-145 mph OK
3. Pedro Rodriguez, #90, Leader Cards Racer, 4/30-130, 135 & 140; 5/1-145 mph OK
4. Richie Ginther, #42, AAR Eagle, 4/30-130, 135 & 140; 5/1-145 mph OK
5. Jochen Rindt, #74, Wagner Lockheed Brk Fluid Spl. 5/1-130;
#88, AAR Eagle, 5/2-135, 140 & 145 mph OK
6. Don Meacham, #62, Cleaver-Brooks Spl. 4/30-130, 135; 5/2-140; 5/3-145 OK
7. Mike Mosley, #91, Leader Card Racer, 5/2-130, 135 & 140; 5/3-145 mph OK
8. Lucien Bianchi, #27, Jim Robbins Spl. 5/3-130, 135 & 140; 5/4-145 mph OK
9. Wally Dallenbach, #53, Valvoline Spl., 5/4-130; 5/5-135, 140 & 145 mph OK
10. *Chuck Arnold, #44, 5/5-130; 5/7-135, 140 & 145 mph OK
11. Mickey Shaw, #60, Michner Petroleum Spl., 5/5-130; 5/7-135, 140; 5/9-145 OK
12. **Bob Bondurant, #88, Pacesetter Home, 5/4-130, 135 & 140
#33, Dayton Disc Brake 5/9-140; 5/10-145 mph OK
13. Denis Hulme, #69, City of Daytona Beach Spl. 5/9-130, 135 & 140; 5/10-145 OK
14. Al Smith, #11, Autoteria Car Wash Spl., 5/4-130; 5/7-135, 140;
#75, Ashland Oil Spl., 5/11-145 mph OK
15. Don Thomas, #73, Central Excavating Spl., 5/15-130; 5/16-135, 140 & 145 OK
16. Les Scott, #50, Navarro Eng. 5/15-130, 135, 140; 5/16-145 mph OK
17. Rick Muther, #76, G.C.R. Entry 5/17-130, 135 (did not complete test)

* Drove in 1959 "500", required to take test due to non participation.

** Changed rides before completing test, required to take 140 phase in both cars, #88 & #33.

ROOKIE DRIVER REFRESHER TESTS
1967 Indianapolis "500"

1. Greg Weld, #93, Harrison Spl. 4/30 OK
2. Lee Roy Yarbrough, American Red Ball Spl. #52, 5/1 OK
3. Art Pollard, #16, Thermo King Auto Air Conditioning Spl. 5/4 OK
4. Ralph Liguori, #35 5/7 (seventh time) OK
5. Ebb Rose, #89, Racing Associates Spl. 5/7 OK
6. Bruce Jacobi, #77, Dayton Steel Wheel Spl. 5/7 OK
7. Bob Hurt, #98, Rev 500 5/10 OK
8. Ronnie Bucknum, #75 5/10 OK
9. Sam Sessions, #68, M.T.'s Wynn's Spit Fire Spl. 5/11 OK
10. Gig Stephens, Car No. 36, 5/12 OK

Festive opening day ceremonies for the 51st 500 mile race were highlighted by a tape breaking and marred by a "Gate Crashing". A.J. Foyt, driving the Chevrolet Camaro pace car, opened the 1967 speed rush by breaking the official speedway banner. The 1961 and 1964 winner then took part in the speed rush and an unscheduled gate crashing. A three way battle to be the honored "first" on the track took place between Cale Yarborough in the Bryant Heating and Cooling Spl., George Snider in the Wagner Lockheed Brake Fluid Spl. and A.J. Foyt in the Sheraton-Thompson Spl. The battle ended in confusion as the track was under the yellow flag and Yarborough's car lost its nose in a pit area entrance crash with Snider. Foyt and Yarborough were fined \$25.00 each for running their cars on the track under the yellow light. This unofficial opening took place at 12:45 p.m. Yarborough made a complete lap before Harlan Fengler, Chief Steward of the "500" lowered the red flag.

The official opening of the track was logged at 12:57 P.M. and Joe Leonard in his Ford powered Sheraton-Thompson Spl. was the first official car to lap the speedway.

A 155 m.p.h. speed limit set by the USAC officials and a series of bothersome showers kept activity to a minimum. Veteran drivers that made first runs on the speedway beside Snider were Dan Gurney in the Wagner Lockheed Brake Fluid 'Eagle', Snider in the Gene White Mongoose and Bobby Unser in the Leader Card Rislone Ford. Snider was unofficially clocked at 158.4 mph to lead the speed department.

Rookie driver tests were started and Chris Amon and Norm Brown took advantage of the light traffic conditions to pass the first three phases of their four phase tests. Amon driving the #28 George R. Bryant Spl. and Brown in the Weinberger Homes Spl. completed the 130, 135 and 140 MPH tests and are expected to complete their 145 final phase tomorrow.

Thirty-nine of the ninety cars entered are now housed in Gasoline Alley. They are numbers 4, 6, 11, 12, 14, 16, 17, 19, 21, 25, 26, 27, 28, 29, 31, 32, 39, 41, 42, 44, 45, 47, 49, 53, 62, 72, 74, 75, 78, 80, 81, 82, 84, 86, 87, 89, 90, 91, 93, and 96.

Fourteen of these cars have passed USAC technical inspection and are eligible to run. These are the underlined numbers above.

Tony Hulman, President of the Indianapolis Speedway, announced today that Mauri Rose, three time winner of the "500", will drive the Pace Car pacing the start on May 30th.

On opening day 1966, 26 cars were in Gasoline Alley and 11 had passed the tech inspection.

The second day of practice for the fifty-first running of the Memorial Day Classic was interrupted by intermitent showers. Veteran and rookie drivers shared the spotlight during the practice runs and drivers test. Sophomore Cale Yarborough recorded the first "wall visit" for the 1967 season.

The track was closed a total of eight times for various reasons including light showers, track inspections and Yarborough's wreck. The track open time was utilized by six rookie drivers and by six veteran drivers. The rookies worked on tests and the veterans shook down their cars, practicing for coming qualifications.

Yarborough, in the same No. 21 Bryant Heating and Cooling Spl., owned by Rolla Vollstedt, that had its nose crunched in opening day 'bumping', spun in the S.W. No. 1 turn. Yarborough covered 600 feet in the spin before hitting the wall with the right front side of the car. The car stayed against the wall for 84 feet and then slid another 200' before stopping near the inner white line in the south short straightaway. Yarborough was uninjured. Vollstedt plans to remove the Ford power plant and place it in the No. 17 Bryant sponsored car and then rebuild the No. 21.

Chris Amon in the No. 28 George R. Bryant Spl. and Norm Brown in the No. 49 Weinberger Homes Spl., became the first two drivers to successfully complete the USAC required drivers test. Greg Weld, who passed his tests in 1966, passed his refresher course in the Harrison Spl. No. 93. Rookie Richie Ginther, in the All American Eagle Spl., No. 42, powered by Ford, completed his first three phases of the four phase tests. Pedro Rodriguez, who had previous rookie tests at the track, was required by USAC to take a complete rookie test. The first three phases were taken today with the final runs expected to be completed tomorrow in the Leader Card owned Special. Don Meacham, making his first appearance at the track, completed his 130-135 mph, 10 lap test runs in the No. 62, Cleaver-Brooks Special.

George Snider and Dan Gurney both led the veterans with speeds in the excess of 157 mph. Snider in the No. 26 and Gurney in the No. 74, both Ford powered, Wagner Lockheed Brake Fluid Spls. Johnny Rutherford, in the Weinberger Homes Spl., No. 45, made his first appearance on the speedway and was clocked in the 154 mph bracket. A.J. Foyt in the No. 14 hit 155 and 1964 winner Jimmy Clark, in the STP Oil Treatment Spl., made a late afternoon appearance and was clocked at 152.6 mph.

A total of forty-four cars, four over Saturday's total, were on hand by the 6:00 p.m. closing time. They are numbers, 4, 6, 11, 12, 14, 16, 17, 19, 21, 25, 26, 27, 28, 29, 31, 32, 39, 41, 42, 43, 44, 45, 47, 49, 50, 52, 53, 62, 69, 72, 74, 75, 78, 80, 81, 82, 84, 86, 87, 89, 90, 91, 93, and 96. Numbers 11, 25, 31, 62, 90, and 93 are six additional approved cars over Saturday's total and the total now stands at 20, which are underlined above. A year ago today there were 30 cars on hand and 12 had passed tech. inspection.

The four former winners, A.J. Foyt, Parnelli Jones, Jimmy Clark and Graham Hill, who are entered are all on hand. Jackie Stewart, assigned to the Bowes Seal Fast Spl., No. 43, arrived in Indianapolis and is expected to make practice runs tomorrow and Tuesday before leaving for Monaco, as will Hill and Clark.

The temperature today was in the mid 60's and the wind was gusting 15 to 25 mph from the southwest.

The track was closed officially at 4:23 P.M. when it was apparent that rain, which had started at 2:24 P.M., wasn't going to let up in time to allow further practice before the 6:00 P.M. closing time.

The four hours and twenty-one minutes that the green light was on during the "dry period" was used extensively by both rookies and veteran drivers. Five veteran drivers and six rookies made appearances on the track.

Two rookies, Richie Ginther and Pedro Rodriguez, both passed the final phase, 10 lap - 145 mph test and were approved by the U.S.A.C. drivers committee and officials. Lee Roy Yarbrough successfully completed his 145 mph refresher tests. Jochen Rindt, with the assistance of Dan Gurney and the All American Pacers, took the first phase, 10 laps at 130 mph, drivers test in the No. 74 Eagle. Rindt is expected to complete his test tomorrow in his own car, No. 88 the Pacesetter Homes Special, which arrived at the track today.

Rookies that have passed the complete four phase tests todate include Chris Amon, Norm Brown, Richie Ginther and Pedro Rodriguez. Greg Weld and Yarbrough both have passed the 145 mph refresher courses.

The 155 mph speed limit was lifted at 10:40 A.M. by USAC. The veteran drivers taking advantage of the "no speed limit" were led in the assault on speed by Dan Gurney in the No. 74 Ford powered, Wagner Lockheed Brake Fluid Special. Gurney was caught at 163.8 mph. Jimmy Clark in the Ford Lotus STP Special turned a lap at 162.1 mph, Joe Leonard in the Ford Coyote Sheraton Thompson Spl. recorded a 160.3 mph lap, George Snider in the Ford No. 26 Wagner Lockheed Brake Fluid Spl. had a 157.7 mph lap and Jackie Stewart in the Ford Lola, Bowes Seal Fast Spl., hit the 154 mph mark.

Six new arrivals brought the total number for the population of Gasoline Alley garages to 50. Twenty-six of these cars have been issued clearance by the USAC technical committee, allowing them to practice. The new arrivals were numbers 1, 10, 35, 40, 54, and 88. The fifty cars are listed below and the tech. approved cars are underlined.

- 1, 4, 6, 10, 11, 12, 14, 16, 17, 19, 21, 25, 26, 27, 28, 29, 31,
- 32, 35, 39, 40, 41, 42, 43, 44, 45, 47, 49, 50, 52, 53, 54, 62,
- 69, 72, 74, 75, 78, 80, 81, 82, 84, 86, 87, 88, 89, 90, 91, 93 and 96.

A year ago today, May 1, twenty-six cars were housed in Gasoline Alley and eleven cars had passed the technical inspection. An interesting point is the fact that last year it wasn't until May 8th that a 163 mph lap was recorded which was turned in by Mario Andretti in the Dean Van Lines Ford. A year ago the residence in Gasoline Alley topped the 50 mark on May 6th.

Jim Smith, Public Relations Director of U.S.A.C., announced today that tickets are still available for the annual National Awards Banquet to be held Friday, May 5. The affair will be held in the Indianapolis Athletic Club with cocktails at 6:30, dinner at 7:30 followed by the awards presentation. Dancing will be held following the awards at 10:00 p.m. and will last until ??????. The tickets can be purchased at the USAC office in Speedway city and the public is cordially invited.

High temperature today was 75 degrees. Winds, prior to the rain, were 12-15 mph from south to south, southwest.

The fourth day of practice at the Indianapolis Speedway was the most active since the opening for the 1967 event. Of the total 58 cars at the track, 22 made appearances during the practice session. Drivers tests were conducted, high speed practice runs were recorded and the STP Granatelli turbine was checked under USAC supervision and observation and given the "O.K." to run.

Parnelli Jones took the No. 40 STP Oil Treatment Spl. for its maiden MAY voyage. During the runs the car was run ten laps at drivers test speeds of 130, 135, 140 and 145 mph mark. Following the runs and inspection, the car was approved as having complied with Paragraph #6 of the approved supplementary regulations.

Speeds hit a new high for the year with Dan Gurney, for the second consecutive day, posting the fastest speed. Driving the No. 74 Ford powered Wagner Lockheed Brake Fluid Eagle, Gurney hit 164.594 mph. Mario Andretti in the Dean Van Lines Ford powered Hawk was caught at 163.5 mph. Other high speeds included Lloyd Ruby in the turbo charged Red Ball Mongoose at 163.8 mph, Gurney in the No. 42 Ford Eagle hit 162.4 mph. Others above the 160 mph were Johnny Rutherford, No. 45 Weinberger Homes Spl. Ford, Jimmy Clark, STP Lotus Ford and George Snider in the No. 26 Ford Wagner Lockheed Brake Fluid Spl.

Drivers test kept the track busy with Jochen Rindt passing the USAC drivers and officials committee. The Austrian, in the No. 88 Pacesetter Homes Spl., took the final three phases of his test today. Don Meacham completed his 140 mph runs. Mike Mosley in the Leader Card Ford completed the first three, 130-135 & 140 mph phases of his test. To date five drivers have passed the complete rookie test and two, the refresher tests.

The twenty-two cars that ran today were numbers 1, 5, 12, 14, 25, 26, 31, 39, 40, 42, 43, 45, 49, 52, 62, 74, 80, 88, 90, 91, 93 and 96.

Six additional cars passed the USAC technical inspection bringing the total to 32 for the first four days. The latest additions to be "OK'd" are numbers 1, 5, 80, 82, 84, and 88.

Gasoline Alley, sporting a new sign on the East end of the main aisle, had eight new residents move in during the day. The latest additions include Car No. 5, Al Unser, Lola Ford; No. 18, Gary Congdon, Mickey Thompson M/T; No. 22, Larry Dickson, Lotus Ford; No. 23, Gerhardt Ford; No. 38, Gerhardt supercharged Offy; No. 60, Mickey Shaw, Gerhardt Ford; No. 68, Sammy Sessions, Huffaker M/T; No. 77, Bruce Jacobi, Gerhardt Ford.

A year ago today Art Pollard became the first driver to pass his drivers test in comparison with five that have completed it to date this year. Twelve cars have passed the tech. inspection and there was a total of 34 cars in Gasoline Alley.

SPECIAL NOTE: Anyone having an Autolite 1967 Entry list should make the following changes: Page 1, No. 18 remove Huffaker chassis name and add the name of Mickey Thompson; Page 2, Car #42 remove Gurney Weslake Ford 8/303 and add Ford 8/255.1; Page 3, Car #48 remove Ford 8/255.1 and add Gurney/Weslake Ford 8/303; Car #60 remove Lola and add Gerhardt; Page 5 Chassis types should read 21 types, Gerhardt 23, Lolas 6, and add Mickey Thompson 1.

The temperature was 49 degrees and the wind 11 mph from the west.

A near perfect day for running, under sunny skies, brought the busiest day of the 1967 season to the Speedway. Speeds continued to increase, driver's tests continued, tech. inspections continued and the yellow light was brought on twice by minor incidents.
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Drivers test brought two more approved rookies into the speedway ranks. Mike Mosley, assigned to the Leader Cards Racer, No. 91, Ford powered car, took the final phase of his test and Don Meachan, in the No. 62 Cleaver-Brooks Special, turbo charged Offenhauser, completed the required tests. Both drivers were given the "OK" by the USAC officials and drivers committee. Lucien Bianchi driving the Jim Robbins Spl. No. 27, completed the first three phases of his test and expects to complete the tests tomorrow. There are now seven rookies that have completed the required tests with approval. They are Chris Amon, Norm Brown, Richie Ginther, Jochen Rindt, Pedro Rodriguez, Meacham and Mosley. Refreshers passed number two with Greg Weld and Lee Roy Yarborough getting the USAC nod.
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The Gasoline Alley population now numbers 65, seven more than yesterday. The new arrivals include: No. 15, Mel Kenyon, Thermo King Auto Air Conditioning Gerhardt turbo charged; No. 33, Dayton Disc Brake Spl., supercharged Offenhauser; No. 46, Gerhardt turbo charged Offenhauser; No. 56, Jim Hurtubise, Mallard-turbo charged Offenhauser; No. 57, Bob Harkey, Ken Brenn Spl., Gerhardt-Ford; No. 83, Racing Associates, Mallard-turbo charged; and No. 95, American Red Ball Lotus-Ford.
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Two incidents brought out the yellow; Graham Hill in the Lotus Ford STP Spl., No. 80, spun in the third turn covering 870 feet, barely brushing the wall. Gary Congdon in the No. 18, Wynn's Charger, lost a right front wheel approaching the third turn. Congdon brought the car to a stop in the north short straightaway. Neither driver was injured in the two separate incidents.
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Twenty-five cars took advantage of prevailing, beautiful weather as they practiced for coming qualifications. They were numbers 1, 4, 5, 12, 14, 16, 18, 25, 26, 27, 31, 35, 39, 40, 41, 43, 45, 49, 52, 62, 78, 80, 91, 93 and 96.
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Thirty-seven, an increase of five over yesterday, is the total number of cars that have passed the USAC technical inspection to date. They are car numbers 16, 18, 21, 35, and 53.
* * * * *

The speeds increased as activity picked up with ten cars topping the 160 mph mark. Leading the "speeders" or "over 60 club" was track record holder Mario Andretti. Andretti, in the new Dean Van Lines Hawk Ford powered No. 1, recorded a rapid 166.021 mph lap. Lloyd Ruby in the American Red Ball Spl. turbo charged No. 25, which is a new Gene White/Mongoose built by Dave Laycock, reached the 165.7 mark. Other high speeds included Roger McCluskey, No. 12, 163.5 mph; Parnelli Jones, No. 40, 163.6 mph; A.J. Foyt, No. 14, 163.517 mph; Jimmy Clark, No. 31, 161.5 mph; Joe Leonard, No. 4, 161.6 mph; Johnny Rutherford, No. 45, 160.1 mph; Robby Grim, No. 39, 162.4 mph; and rookie Norm Brown, No. 49, 160.6 mph.
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A year ago the top speed was 157.5 mph set by Joe Leonard.
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Temperature today was sixty-three degrees and the winds 2-3 mph.
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The busiest day of the 1967 season was recorded today. Twenty-eight cars took to the speedway for practice and drivers tests as perfect weather conditions prevailed.

Drivers test were busy with one driver passing on his test, one refresher test and three drivers taking part of the required test. Lucien Bianchi driving the Jim Robbins Spl., No. 27, completed his test and was approved by USAC. Art Pollard passed his refresher course in the No. 16 Thermo King Auto Air Conditioning Spl. Wally Dallenbach in the No. 53 Valvoline Spl. passed the first phase of the test as did Al Smith who is assigned to the Autoteria Car Wash Spl., No. 11. Bob Bondurant driving No. 88 passed the first three phases of his test and all three drivers, Smith, Dallenbach and Bondurant, expect to finish the tests tomorrow. To date eight drivers have completed the tests and three, the refreshers.

Johnny Rutherford and Norm Brown, teammates on the Weinberger Homes racing team, spun their individual cars in two separate incidents. Rutherford's problem came in the S.W., number one turn when he entered the turn "too high". Rutherford covered 680 feet, spun one time and barely missed the outer wall. Brown, coming off the second turn "too high", spun backwards, hit the inner wall and covered a total of 776 feet. Neither driver was injured but Brown's No. 49 was damaged in the right rear section. Rutherford was in car No. 45.

For the second consecutive day it was Mario Andretti in the Ford powered Dean Van Lines Spl., leading the high speed department. The champ hit 166.328 mph topping his 166.6 mph of yesterday. Other top speeds recorded were: Roger McCluskey, No. 12 G.C. Murphy Spl., 165.1 mph; A.J. Foyt, No. 14 Sheraton-Thompson Spl., 165.5 mph; Joe Leonard, No. 4 Sheraton-Thompson Spl., 163.0 mph; Parnelli Jones, No. 40 STP Spl., 162.1 mph; A.J. Foyt, No. 84 Sheraton-Thompson Spl., 162.5 mph. Al Unser in number 5 and Art Pollard in No. 16 both topped the 160 mph mark.

Twenty-eight cars were on the track today. They were numbers 1, 4, 5, 11, 12, 14, 16, 18, 21, 25, 26, 27, 39, 40, 41, 44, 45, 49, 50, 52, 53, 62, 69, 84, 88, 91, 93, 96. Drivers that appeared on the track for the first time this year were, Al Smith, Bob Bondurant, Wally Dallenbach, Norm Hall, Chuck Arnold and Bob Wente. The number 21 listed above is actually the number 17 on the entry list. The original number 21 is being rebuilt following Cale Yarborough's wreck Sunday. Rick Muther has been assigned to the C.C.R. No. 76. Bob Wente was in the No. 84 and Arnold No. 44.

Eighteen cars have topped the 160 mark this year. They are numbers 1, 25, 14, 12, 74, 40, 4, 84, 39, 5, 31, 16, 45, 41, 52, 49, 26, and 43.-157.343 mph by George Snider was fast a year ago.

Cars number 20 and 79 arrived today bringing the total to 67. Seven cars, numbers 6, 15, 22, 38, 50, 69, and 89 passed the tech. inspection today to make a total of 44 cars cleared to run.

Temperature today was 70 degrees with variable winds to 5mph from the west under sunny, warm skies.

Rain, for the first time since Monday, May 1, hampered practice at the speedway. Action wasn't as heavy as it had been for the previous two days as far as speed was concerned. Drivers test activity slowed and one spin took place during the day.

Lucien Bianchi, driving the Jim Robbins No. 27, lost control midway thru the No. 1 South West turn, slid 350 feet sideways into the infield, then back onto the track. The car stopped approximately 10 feet from the outer wall. Bianchi was not injured in the incident.

A total of 46 cars have appeared on the track to date since the track opening. They are car numbers 1, 4, 5, 6, 11, 12, 14, 16, 17, 18, 21, 22, 26, 27, 28, 31, 35, 38, 39, 40, 41, 42, 43, 44, 45, 49, 50, 52, 53, 60, 62, 69, 74, 77, 78, 80, 82, 84, 86, 88, 89, 90, 91, 93, 95 and 96. (Car number 17 is now numbered 21) (86 is numbered 6 as well as the actual no. 6)

Seven drivers topped the 160 m.ph. mark today. They include Al Unser, No. 43, 161.783 mph; Al Unser, No. 5, 161.319 mph; Jerry Grant, No. 78, 161.4 mph; Bobby Unser, No. 6, 160.517 mph; Cale Yarborough, No. 21, 160.829 mph; Lee Roy Yarbrough, No. 52, 161.059 mph and Art Pollard, No. 16, 160.9 mph.

Drivers test were slower than any day this week. Wally Dallenbach passed the 145 mph phase of his test to become the ninth rooke to be approved by USAC this year. Three additional rookies have passed refresher tests to date. The rookies include Chris Amon, Norm Brown, Richie Ginther, Pedro Rodriguez, Don Meacham, Jochen Rindt, Mike Mosley, Lucien Bianchi and Dallenbach. The three that have passed the refresher courses are Greg Weld, Lee Roy Yarbrough and Art Pollard. Al Smith passed the 130 mph phase of his test yesterday (5/4) and Mickey Shaw joined Smith today completing his 130 mph and Bob Bondurant has one phase left to finish his tests.

Two new arrivals moved the Gasoline Alley residents total to 69. The latest arrivals being No. 65, Travelon Trailer Spl. and No. 98, the Rev 500 Spl.

Forty-seven of the sixty-nine cars on hand have received the USAC Technical Committee approval to practice. The latest additions are car numbers 60, 75, and 77.

Twenty-one cars have topped the 160 mph mark to date. They are numbers 1, 25, 14, 12, 74, 40, 4, 84, 39, 5, 31, 16, 21, 45, 78, 41, 52, 49, 6, 26, and 43. These are in order by speed ranking. Mario Andretti leads the pack with 166.328 mph.

Tonight the United States Auto Club honors their National Champions. They are Mario Andretti, National Champion; Roger McCluskey, National Sprint Car Champion; Mike McGreevy, National Midget Champion; and Norm Nelson, National Stock Car Champion.

A year ago today the top speed of the year was recorded when Mario Andretti ran 160.5 mph. There were 49 cars at the track and 28 had passed the tech. inspection.

Temperature today was 67 degrees, winds 5-10 mph.

RAIN was the news at the Indianapolis Speedway today. During the first eight days of practice there has been a possible total of 4,080 minutes for practice. Rain, including today, has consumed 793 minutes of this available time. Today's "rain-out" was the first complete day of rain during practice sessions at the speedway since May 11, 1966. Since 1961 there have been, including today, six days of practice completely "rained out".

Of the ninety entries, 71 are in the garage area. A year ago today there were 55 cars on hand. The latest arrivals were No. 2 and No. 51. Jim McElreath is assigned to the No. 2 John Zink Trackburner and No. 51, the Lysle Greenman Spl., will be driven by Dempsey Wilson.

During the first eight days of practice 46 different cars have been on the track. They are cars 1, 4, 5, 6, 11, 12, 14, 16, 17, 18, 21, 22, 26, 27, 28, 31, 35, 38, 39, 40, 41, 42, 43, 44, 45, 49, 50, 52, 53, 60, 62, 69, 74, 77, 78, 80, 82, 84, 86, 88, 89, 90, 91, 93, 95, and 96. (Car No. 17 on the entry list is carrying number 21;

In addition to car No. 6 on the entry list, No. 86 on the list is carrying No. 6)

Forty-nine cars have passed the USAC technical inspection to date. The latest addition to the approved list is car number 54. Those that have passed are numbers 1, 4, 5, 6, 11, 12, 14, 15, 16, 18, 21, 22, 26, 27, 28, 31, 33, 35, 38, 39, 40, 41, 42, 43, 44, 45, 49, 50, 52, 53, 54, 60, 62, 69, 74, 75, 77, 78, 80, 82, 84, 86, 88, 89, 90, 91, 93 and 96. A year ago today 34 cars had passed the technical inspection.

Twenty-one cars and nineteen drivers have topped the 160 mph mark in practice this year. Al Unser and A.J. Foyt have topped the mark in two different cars.

1967 practice speeds (unofficial)

No.	DRIVER	SPEED	NO.	DRIVER	SPEED
1	Mario Andretti	166.328	31	Jimmy Clark	162.1
95	Lloyd Ruby	165.593	43	Al Unser	161.783
14	A.J. Foyt	165.5	16	Art Pollard	161.5
12	Roger McCluskey	165.1	78	Jerry Grant	161.4
74	Dan Gurney	164.594	52	Lee Roy Yarborough	161.059
40	Parnelli Jones	163.6	21	Cale Yarborough	160.829
4	Joe Leonard	163.	45	Johnny Rutherford	160.714
84	A.J. Foyt	162.5	41	Carl Williams	160.7
39	Bobby Grim	162.339	49	Norm Brown	160.6
5	Al Unser	162.1	6	Bobby Unser	160.517
			26	George Snider	160.1

A year ago today there were twenty-four car on the track and A.J. Foyt was top "speeder" with his Ford-Coyote at 157.978 mph. Two years ago the track was closed for four hours due to rain.

Nine drivers have passed the complete USAC drivers test this year. Being approved after the 100 mile, 40 lap tests in phases of ten laps at 130, 135, 140 and 145 mph are the following drivers: Chris Amon, No. 28; Norm Brown, No. 49; Pedro Rodriguez, No. 90; Richie Ginther, No. 42; *Jochen Rindt, No. 88; Don Meacham, No. 62; Mike Mosley, No. 91; Lucien Bianchi, No. 27; Wally Dallenbach, No. 53. Refresher tests passed to date include Greg Weld, No. 93; Lee Roy Yarborough, No. 52; Art Pollard, No. 16.

The weather today was "lousy".

*Passed 130 test in car No. 74.

Sunshine and warming temperatures, following a thirty-six hour rain and cooling trend, brought the busiest day of the season to the speedway today.

Thirty-five cars appeared on the track setting a new season high. Twenty-eight was the previous mark established on Thursday, May 4th. Of the 35 cars that practiced, 9 were out for the first time this year. Bobby Unser drove three different cars today, they were number 6-6(86) and 69.

A new high in the speed department was established by Mario Andretti in his Ford powered Dean Van Lines Special. Andretti, who on Thursday, May 4th, traveled a 166.328 mph, moved the mark to 166.883 today. Nine drivers topped the 160 mph mark today. They were No. 1, Mario Andretti, 166.883; No. 3, Gordon Johncock, 164.5; No. 12, Roger McCluskey, 164.5; No. 25 (No. 95), Lloyd Ruby, 163.9; No. 40, Parnelli Jones, 163.636; No. 39, Bobby Grim, 162.4; No. 45, Johnny Rutherford, 161.6; No. 52, Lee Roy Yarbrough, 160.7 and No. 2, Jim McElreath, 160.5. Twenty-three cars have now broken the 160 mph mark, two new additions to the 160 club today were McElreath, and Johncock. This was the first appearance of both of these drivers for the 1967 season.

A total of 55 different cars have appeared on the track todate. Nine cars made appearances on the track today for the first time. They were numbers 2, 19, 33, 83, 54, 15, 3, 98 and 65. Ronnie Duman was in No. 98 and No. 33. The other drivers were No. 2, McElreath; No. 19, Ronnie Knepper; No. 83, Jim Hurtubise; No. 54, Chuck Stevenson; No. 15, Mel Kenyon; No. 3, Johncock; and No. 65, Bob Christie.

Seven new arrivals brought the total of Gasoline Alley residents to seventy-eight. The latest arrivals were: No. 3, No. 58, No. 66, No. 64, No. 71, No. 73, and No. 76.

Six additional cars passed the USAC technical inspection for approval to practice. They are car numbers 2, 3, 19, 65, 83 and 98. The total stands at 55.

Mike Mosely, who passed his drivers test May 3rd, hit the cross-over gate in the short straightaway on the south turn at 5:08 p.m. Mosley, driving the Leader Cards Racer, No. 91, slid 563 feet, spun one complete time hitting the wall with the right rear end side. He then slid 84 feet spinning 1/2 time coming to a stop in the middle of the track. Mosley was uninjured but the car will need several day's repair.

Bruce Jacobi, Ebb Rose and Ralph Liguori, passed their refresher courses bringing the total to six for the year. Mickey Shaw completed the 135 and 140 mph phases of his test and expects to complete it tomorrow. Nine have taken the complete test and six the refresher test.

In other racing news, Dennis Hulme won the Monaco Grand Prix with second place going to Graham Hill. Chris Amon was third, followed by Bruce McLaren and Mike Spence with Pedro Rodriguez finishing sixth being the last car running. Lorenzo Bandini was critically injured in a fiery accident while running second, 7 seconds behind the leader. ---SALEM, INDIANA..... Rellie Beale won the 30 lap sprint car feature followed by Bruce Walkup, Scratch Daniels, Karl Busson and Sonny Ates.

A year ago today 24 cars practiced - Jimmy Clark was fast at 158.311, 60 cars were on hand and 41 had passed the USAC tech. inspection.

The temperature today was 61 degrees - winds 12-15 mph from the west.

Interminant showers kept the activity at the speedway to a minimum with only 106 minutes of a possible 540 minutes available being used for practice. The track was open and closed a total of six times due to the showers and high winds that swept the track. The longest single period that it was open was for fifty-two minutes between 2:46 p.m. and 3:38 p.m.

During the periods that the track was open, traffic was heavy. A total of 19 cars made appearances on the track. Bobby Johns in the No. 71, G.C.R. entry, became the 56th different car to make an appearance.

Fifty-eight cars have now passed the U.S.A.C. technical committee inspection and of these the fifty-six, above mentioned cars have taken advantage of the approval. The latest cars to pass the inspection are cars No. 29, Bob Hurt, Rev 500 Spl.; No. 68, Sammy Sessions, M.T.'s Wynn's Spitfire Spl.; and car No. 71, Bobby Johns, G.C.R. entry.

Three additional cars pushed the garage area population to eighty-one. The latest additions are numbers 8, 34, and 67. No. 8 is assigned to Chuck Hulse, No. 34 is the spare John Zink entry and No. 67 is the second Jim Robbins entry. The cars that haven't arrived, of the ninety entries, are numbers 24, 30, 36, 37, 48, 59, 70, 85, and 97.

The cars that were out today were numbers 5, 11, 15, 16, 18, 19, 21, 22, 27, 44, 50, 52, 53, 54, 60, 71, 78, 96 and 98. The fastest lap was recorded by Al Unser in the No. 5 Lola-Ford at 160.4 mph. Art Pollard was second fastest at 158.1 mph.

Over 160 mph this year are a total of 23 cars and a total of 21 drivers. They are, No. 1, Mario Andretti, 166.883; No. 25-(95), Lloyd Ruby, 165.593; No. 14, A.J. Foyt, 165.5; No. 12, Roger McCluskey, 165.1; No. 74, Dan Gurney, 164.594; No. 3, Gordon Johncock, 164.5; No. 40, Parnelli Jones, 164.6; No. 84, A.J. Foyt, 162.5; No. 39, Bobby Grim, 162.339; No. 5, Al Unser, 162.1; No. 31, Jimmy Clark, 162.1; No. 45, Johnny Rutherford, 161.6; No. 16, Art Pollard, 161.5; No. 78, Jerry Grant, 161.4; No. 21, Cale Yarborough, 160.829; No. 41, Carl Williams, 160.7; No. 52, Lee Roy Yarbrough, 160.657; No. 49, Norm Brown, 160.6; No. 6 Bobby Unser, 160.517; No. 2, Jim McElreath, 160.3; No. 26, George Snider, 160.1 and No. 43, Al Unser, 160.

Les Scott, rookie, has been assigned to No. 50, Norm Hall has relinquished his ride in the car. Scott was on the track today to begin tests but was delayed by weather conditions as was Mickey Shaw who has one phase, the 145 mph, to complete. Al Smith completed his 135 and 140 mph phases. Shaw and Smith expect to complete the test runs tomorrow.

A year ago today the big news was a lap at 163.3 mph by Mario Andretti in the Ford powered Dean Van Lines Spl. Carl Williams had a lap at 160.4 to be the second driver to top the 160 mark. Thirty cars were on the track and 64 cars were housed in Gasoline Alley. Forty-four cars had passed the technical inspection. Two years ago today the fastest lap was by Jimmy Clark in his Ford Lotus at 158.926 mph.

The high temperature today was 60 degrees, winds were 35-37 mph gusting from the west. Tomorrow's prediction at Weir Cook Municipal Airport are, **WOULD YOU BELIEVE?** "Mostly sunny, continued cool with a high of 60 degrees"

Going into the final thirty-six hours of practice time, prior to the the first day of qualifications, the speedway had its busiest day. Forty-six of the eighty-four cars on hand made appearances on the track. This is a new high for the season. The record prior to today was 35 cars which was set Sunday, 5/7.
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Cars on the track today were numbers, 1, 2, 3, 4, 5, 6, 11, 12, 14, 16, 18, 21, 22, 25, 26, 27, 29, 31, 33, 35, 39, 40, 41, 42, 43, 44, 51, 52, 53, 56, 60, 62, 68, 69, 71, 74, 77, 78, 80, 81, 83, 84, 88, 90, 91, 96, and 98. Five cars made their first appearance of the year, they were No. 29, Bob Hurt, Rev 500; No. 56 Jim Hurtubise; No. 51, Dempsey Wilson, Lysle-Greenman Spl.; No.68, Sammy Sessions, M.T.'s Wynn's Spitfire Spl. and No. 81, Jim Clark, STP Oil Treatment Spl.
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Three new arrivals brought the Gasoline Alley population to 84. The latest additions are, No. 36, Gig Stephens; No. 37, No driver; and No. 85, Al Miller, Caves Buick Spl.
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Sixty-one cars have appeared on the track this year. They are numbers, 1, 2, 3, 4, 5, 6, 11, 12, 14, 15, 16, 17, 18, 19, 21, 22, 25, (car 95 is officially now number 25) 26, 27, 28, 29, 31, 32, 35, 38, 39, 40, 41, 42, 43, 44, 45, 49, 50, 51, 52, 53, 54, 56, 60, 62, 65, 68, 69, 71, 74, 77, 78, 80, 81, 82, 83, 84, 85, 88, 89, 90, 91, 93, 96, and 98.
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Dan Gurney in the No. 74, Wagner Lockheed Brake Fluid Spl., powered by Ford, was fast for the day with a 164.2 mph lap. (A.J. Foyt 164 +) Others "over 161 mph" laps were recorded by No. 1, Mario Andretti at 163.6; No. 40, Parnelli Jones, 163.577; No. 3, Gordon Johncock, 163.3; No. 4 Joe Leonard, 162.4; No. 52, Lee Roy Yarbrough, 162.0; No. 78, Jerry Grant, 161.9 and No. 5, Al Unser, 161.2. (These speeds are unofficial-they are composite of various times and are subject to variations.)
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The total number of cars that have been over the 160 mph mark still remains at 23 with 21 different drivers. Andretti's 166.8 mph is tops.
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Four additional cars were passed by the USAC technical committee today. They are No. 23, 51, 56 and 81. This brings the total of approved cars to 62. Sixty-one of these have been on the track. The only one that remains to take to the track is No. 23.
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Mickey Shaw became the eleventh driver to pass a complete drivers test this year. He is assigned to car No. 60, the Michner Petroleum Spl. Denis Hulme, winner of the Monaco Grand Prix Sunday, passed three phases of his test in the City of Daytona Beach Spl., No. 69. Bob Bondurant has been assigned to car No. 33, Dayton Disc Brake Spl. and will be required to take his 140 and 145 mph test in that car. He had only one phase to pass prior to this assignment, the requirement was made due to the chassis being different from his original assignment which was No. 88.
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Jochen Rindt became the fourth driver to hit the retaining wall at Indy during the month. At 10:37 a.m., following a lap at 158 mph, his throttle stuck, hitting in the first turn. He slid along the wall 1,110 feet, both right side wheels were ripped off, the car caught fire. After leaving the wall the car traveled 750 additional feet stopping along the white line in the infield near turn two. Rindt was uninjured in the incident which left his car with extensive damage. He has been assigned to car No. 87, the Friedkin Enterprise second car.
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Parnelli Jones was fined \$50.00 for entering garage area improperly.
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A year ago Jim Clark was fast with 162.984 mph--Two years ago Andretti passed the 130 and 135 mph phases of his drivers test.
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High temperature today was 63 degrees with gusts 22 mph.

The 12th day of practice was the busiest of the season. Speeds increased, number of drivers passing test increased, the number of cars on the track for one day increased and the number of cars over 160 mph increased.

The season speed mark UNOFFICIALLY was turned in by Mario Andretti in the Dean Van Lines Spl., Ford powered, at 168 mph according to his pit board. This erases his high of 166.883 mph set Monday, May 8th. Other top speeds included No. 40, Parnelli Jones, STP Turbine, 165.837 on the electric eye; Gordon Johncock, 165.593 on the electric eye with the No. 3 Johncock Racing Spl.; Dan Gurney, No. 74, Wagner Lockheed Brake Fluid Spl., 165.4; No. 14, A.J. Foyt, Sheraton Thompson Spl., 164.8; Lloyd Ruby, No. 25, American Red Ball Spl., 164.2; Johnny Rutherford, No. 45, Weinberger Homes Spl., 163.0; and Al Unser, No. 5, Retzlöf Chemical Spl., 163.3

Four more drivers brought the total of the "Over 160 MPH Club" to twenty-seven Chuck Stevenson in car No. 54, Valvolene Spl., 161.5; Mel Kenyon, No. 15, Thermo King Auto Air Conditioning Spl., 160.7; Ronnie Duman, No. 98, Rev 500 Spl. at 160 plus and Graham Hill, No. 80, STP Oil Treatment Spl. at 160+.

Forty-eight cars took to the track in practice which is a new season high, the old record was 47 set May 9th. The cars out today were, 1, 3, 5, 6, 11, 14, 15, 18, 19, 21, 22, 23, 25, 26, 27, 28, 29, 31, 33, 35, 36, 39, 40, 42, 43, 44, 45, 49, 54, 56, 57, 60, 62, 68, 69, 71, 73, 74, 75, 77, 78, 80, 83, 84, 89, 90, 91, 96, and 98.

Five cars were out for the first time this year. They were, 23, 36, 57, 73, and 75. The total number of different cars that have appeared on the track this year is sixty-six or two full "500" fields.

The population of Gasoline Alley remained at eighty-four with five additional cars passing the technical inspection. They were cars, 20, 32, 36, 57 and 76. The following cars have received their final USAC tech. inspection stickers which makes them eligible for qualification attempts. 1, 3, 4, 5, 12, 14, 21, 25, 26, 39, 41, 42, 43, 52, 54, 74, 84, and 89.

Two additional drivers completed their drivers test to bring the season total to thirteen for complete rookie tests. Dennis Hulme and Bob Bondurant completed the test and Al Smith still has one phase remaining, the 145 mph. Two drivers completed their refreshers today bringing the total to eight for the year. Bob Hurt in the Rev 500 Spl. and Ronnie Bucknum in the Ashland Oil Co. Spl. were the latest additions.

Chris Amon became the ninth driver of the year to have problems on the speedway. At 12:12 p.m. he spun 3/4 of one time, in turn #1 (s.w.) skid sideways 366' into the wall. He bounced off sliding sideways 240' before coming to a stop against the wall. Car damage was extensive, the driver was O.K.--the car, No. 28, George Bryant Spl., broke a left rear hub carrier (upright) causing the spin.

A year ago today Mario Andretti was high man with a 164.926 mph, to clock the fastest unofficial lap in speedway history. There were 39 cars on the track. The first yellow light by a spin or slide of 1966 was a year ago today when Joe Leonard slid in turn three. Fifty-two cars had passed the tech. inspection, 67 of the 79 cars entered were on hand. Two years ago A.J. Foyt had a fast lap of 159.311 mph.

Temperature today was high of 70 degrees- winds 17 mph. Tomorrow- cloudy, mild, with scattered thunder showers, winds s-sw at 20 mph with gusts to 30.

The thirteenth day of practice was busy, but considerably slow, in comparison to the preceeding few days. Weather played a major part in the slow speeds. Winds whipped the track with gusts up to 29 mph. The track was not opened until 10:16 due to the over night showers.

Several spins, with no injuries, occured during the day. The first came at 11:18 when Graham Hill in Car No. 80, the STP Oil Treatment Spl., spun in turn No. 3 (n.E.). Hill drove the car back to the pits. Jim McElreath in the John Zink Track-burner, No. 2, lost a left front wing nut on the straightaway, the wheel came off and McElreath slid to a stop in front of the observer post No. 3 in the first turn (s.w.). The final action occured when Mickey Shaw in the Michner Petroleum Spl., No. 60, slid 600 feet in turn #1 (s.w.). No contact with the wall and driver was O.K.

Six cars made their first appearance of the year on the track, bringing the total for the season to 72 different cars having ran in practice. Eighty-four cars is the population of the Gasoline Alley, no change since 5/9/67. Four additional cars passed the USAC tech. inspection for running on the track. They were numbers 8, 10, 66 and 85. Of the cars on hand, 12 have not practiced.

Cars having passed the final USAC inspection prior to qualifications are numbers 1, 2, 3, 4, 5, 12, 14, 15, 16, 21, 25, 26, 39, 41, 42, 43, 52, 54, 74, 78, 80, 84, 89 and 98.

Al Smith in the No. 11 became the 14th driver to pass a complete rookie test for 1967. Sam Sessions passed his refresher course to become the ninth of the year.

High speeds were turned in (UNOFFICIALLY) by Mario Andretti, Dean Van Lines Ford, 165.4; Lloyd Ruby, No. 25, American Red Ball Spl., 164.5; Dan Gurney in the No. 74, Wagner Lockheed Brake Fluid Spl., at 164.2; Parnelli Jones, No. 40, STP Oil Treatment Spl., at 164 plus; Art Pollard at 162.2; Johnny Rutherford, No. 45, at 161.5; Mel Kenyon, No. 15, 160.7; and Bobby Grim, No. 39, at 160.256 mph.

A YEAR AGO TODAY there were nine yellow lights between rains and Dan Gurney was fastest driver of the day with a 161 plus MPH lap. There were 69 cars at the track and 41 of them practiced.

Correction to speeds indicated here, which are all Unofficial and are a combination of various sources including the electric eye, pit crews and tire companies. Gordon Johncock is in the 166 MPH bracket with a 166.0 lap turned in at 5:50 P.M., May 10, 1967. Norm Brown, Weinberger Homes Spl., No. 49, at 161.2 MPH. Twenty-nine cars have topped the 160 MPH mark.

Weather today - high temperature at 73 degrees. Winds gusting to 29 MPH. Weather tomorrow as per Weir Cook Municipal Airport....low 60 degrees and rain in the afternoon continuing into Saturday morning.

The fastest day in the history of the speedway was unofficially recorded today. The fastest lap in the final day of practice, prior to "Pole Day" qualifications, was UNOFFICIALLY set by Mario Andretti in the Dean Van Lines Ford powered Hawk. Andretti was clocked by both the electric eye and by stop watches between 168 and 169 mph. Other top speeds recorded: five over 166- Roger McCluskey, No. 12, Ford; A.J. Foyt, No. 14, Ford; Dan Gurney, No. 74, Ford; Gordon Johncock, No. 3, Ford (there were reports of Foyt-McCluskey and Johncock had topped the 167 mph mark). Lloyd Ruby in the No. 25, Turbo charged Offy, was in the 166 bracket. The 165 mph bracket included three drivers, Joe Leonard, No. 4, Ford; Parnelli Jones, No. 40, Turbine; and Arnie Knepper, No. 19, Ford. The 163 mph bracket included George Snider, No. 26, Ford; Art Pollard, No. 16, Turbo charged; Mel Kenyon, No. 15, Turbo charged Offy and Bobby Grim, No. 39, Turbo charged.

 The Pole position has been captured back to back on four occasions. The drivers that turned the trick were Ralph DePalma, 1920-21; Rex Mays, 1935-36; Eddie Sachs, 1960-61; Parnelli Jones, 1962-63. Rex Mays held the pole on four occasions.

 Cars that have received the final stickers by the USAC tech. committee and are eligible to qualify are numbers 1, 2, 3, 4, 5, 6, 8, 12, 14, 15, 16, 20, 21, 22, 25, 26, 27, 29, 31, 39, 40, 41, 42, 43, 45, 49, 53, 54, 56, 57, 60, 69, 71, 74, 78, 80, 82, 83, 84, 89, 90, 91, 96 and 98.

 The second busiest day since May 10, 1961, was held today with 55 different cars taking to the speedway. Fifty-seven cars was the previous record. The cars out today were numbers 1, 2, 3, 4, 5, 6, 8, 10, 11, 12, 14, 15, 16, 18, 19, 20, 21, 22, 25, 26, 27, 29, 31, 32, 35, 36, 39, 40, 41, 42, 43, 45, 49, 51, 52, 53, 56, 57, 60, 66, 69, 73, 74, 75, 77, 78, 80, 82, 83, 84, 85, 90, 91, 96 and 98.

 Lee Roy Yarbrough escaped injury when he lost control of his car, No. 52, American Red Ball Spl., in the first turn (s.w.). He slid 258', hit the outer wall with right rear, then right front, slid another 1,020' along wall. His car caught fire on impact, stopped at start of turn No. 2, (s.e.). Car is out for the month with extensive damage. Accident occurred at 1:05 p.m.

 Gig Stephens became the tenth driver this year to pass a refresher course. He was in car number 36. To date 14 rookies have passed the complete test and 10 the refresher.

 There are now 85 cars at the track and 72 have passed the USAC tech. inspection which is required to practice. The total number of different cars that have appeared on the track this year is 72.

 Twenty-six cars topped the 160 mph mark today. They are numbers 1, 2, 3, 4, 5, 6, 8, 12, 14, 15, 16, 19, 20, 21, 22, 25, 26, 27, 31, 39, 40, 41, 43, 52, 74, and 78. A total of 33 cars have topped the 160 mph mark this year in practice.

 Practice tomorrow at 9:00 a.m., qualifications at 11:00 a.m. The track will be closed at 10:30 a.m. for 1/2 hour with starting line ceremonies.

 Eighteen cars qualified the first day of qualifying last year. There were twenty attempts by nineteen cars.

 Weather today, high 57 degrees - winds 6-12 mph. Tomorrow's temperature in the high 50's - 50% chance of rain in late afternoon. Winds 10-20 mph.

CAR NO.	DRIVER	AV. SPEED	CAR NAME	*ACCESS.
<u>Row One</u>				
1	Mario Andretti	168.982**	Dean Van Lines Spl.	A-F-E
74	Dan Gurney	167.224	Wagner Lockheed Brk Fld	A-G-Ash
3	Gordon Johncock	166.559		A-G-Ash
<u>Row Two</u>				
14	A.J. Foyt	166.289	Sheraton-Thompson Spl.	A-G-E
4	Joe Leonard	166.098	Sheraton-Thompson Spl.	A-G-E
40	Parnelli Jones	166.075	STP Oil Treatment Spl.	C-F-E
<u>Row Three</u>				
25	Lloyd Ruby	165.229	Am. Red Ball Spl.	A-F-E
6	Bobby Unser	164.752	Rislone Special	A-G-E
5	Al Unser	164.594	Retzloff Chemical Spl.	C-F-E
<u>Row Four</u>				
26	George Snider	164.256	Wagner Lockheed Brk Fld	A-F-P
2	Jim McElreath	164.241	John Zink Trackburner	C-F-E
39	Bobby Grim	164.084	Racing Associates Spl.	C-G-E
<u>Row Five</u>				
16	Art Pollard (r)	163.897	Thermo King Auto Air Cd.	C-F-Ash
15	Mel Kenyon	163.778	Thermo King Auto Air Cd.	A-G-Ash
53	Wally Dallentach (r)	163.540	Valvoline Special	C-G-Ash
<u>Row Six</u>				
31	Jim Clark	163.213	STP Oil Treatment Spl.	A-F-E
98	Ronnie Duman	162.903	Agajanian's Rev 500 Spl.	C-F-E
19	Arnie Knepper	162.900		C-F-E
<u>Row Seven</u>				
45	Johnny Rutherford	162.859	Weinberger Homes Spl.	A-G-E
21	Cale Yarborough	162.830	Bryant Htg. & Cooling Sp.	C-F-Ash
22	Larry Dickson	162.543	Vita Fresh O.J. Spl.	A-G-E
<u>Row Eight</u>				
78	Jerry Grant	162.352		C-G-Ash
43	Jackie Stewart	162.221	Bowes "Seal Fast" Spl.	C-F-E
57	Bob Harkey	162.140	Ken Brenn Spl.	C-G-Ash
<u>Row Nine</u>				
29	Bob Hurt (r)	161.261	Rev 500 Spl.	C-F-E

*A-Autolite; C-Champion; F-Firestone; G-Goodyear; E-Encor; A-Ashland; P-Pure
 ** New one and four lap track records.

The average speed of the twenty-five qualifiers today is 164.173 mph compared with last year's first day average of 160.743 mph for 18 cars. In time trials today there were 32 attempts by 31 cars. A.J. Foyt, Car No. 14, was the only driver to take the green flag twice in qualification attempts.

There were 42 cars on the track today. They were numbers 1, 2, 3, 4, 5, 6, 8, 12, 14, 15, 16, 19, 21, 22, 25, 26, 27, 28, 29, 31, 35, 39, 40, 41, 42, 43, 45, 53, 56, 57, 69, 71, 74, 78, 80, 82, 83, 84, 90, 91, 96, and 98.

Mario Andretti, driving the Dean Van Lines Ford powered Hawk, demolished all track records established in today's qualifying runs by turning the Indianapolis Speedway with a new one lap track record of 169.779 mph, 53.01 seconds and averaged 168.982 mph for the four laps which he turned in 3:33.01. The one lap track record was broken on four occasions and tied once. The four lap record was broken three times.

Four drivers, Bobby Johns, Ebb Rose, Ralph Liguori and Greg Weld, all escaped injury in four separate accidents in which they were involved. All four made contact with the wall, Rose's and Liguori's cars were damaged extensively and are doubtful qualifiers for this year's race.

RAIN kept the speedway closed today and for the first time since May 21, 1960, the third day of qualifying that year, there were no qualification attempts.

In checking the speedway records we find that the most qualifying attempts for a single day since 1950 was on May 23, 1953, when 45 qualifying attempts were taken by 30 cars. The most attempts in one year came in 1954 and 1963 when 75 attempts were recorded. 1954, 57 cars made the 75 attempts and in 1963 forty-seven cars were recorded.

Last year 56 attempts were made by a total of 47 cars. Yesterday a total of 31 cars made 32 attempts. Twenty-five cars have qualified. In 1954 and '57 there were a total of 44 qualifiers respectively and in '54 there were 10 cars bumped, the most since 1950.

Mario Andretti, in his three years at Indianapolis, has in every qualifying attempt established new one and four lap track records. In 1965, his rookie year, he broke Jim Clark's record and later that day A.J. Foyt bettered Andretti's record. Clint Brawner, Andretti's chief mechanic, has had four pole position cars. Andretti's records set yesterday are:

53:19	169.205
53:25	169.014
53:01	169.779
<u>53:59</u>	<u>167.942</u>

Totals 3:33.04 168.982

The qualifying order at 6:00 P.M. Saturday, May 13th, was, 90, 91, 42, 8, 26, 82, 41, and 80.

"WOULD YOU BELIEVE DEPARTMENT"

In checking the log book we find that George Snider in car No. 26, the Wagner Lockheed Brake Fluid Special, has been on the track a total of 72 times missing only one day of practice. This is tops in the "leaving pits most times" department. (Well we have to have something) A very possible second for this honor is car No. 43, the Bowes "Seal Fast" Spl., with assigned driver Jackie Stewart and teammate Al Unser sharing the driving chores.

MORE "WOULD YOU BELIEVE"

The track has been closed for rain a total of 1,959 minutes out of a possible 8,460 minutes.

A total of 73 cars have been on the track since opening April 29, 1967. They are numbers 1, 2, 3, 4, 5, 6, 8, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 31, 32, 33, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 49, 50, 51, 52, 54, 56, 57, 60, 62, 65, 66, 68, 69, 71, 73, 74, 75, 76, 77, 78, 80, 81, 82, 83, 84, 85, 86, 88, 89, 90, 91, 93, 96, and 98.

Of the 25 cars that have qualified, 17 are powered by Ford, 6 turbo charged Offenhausers, 1 super charged Offenhauser and 1 Turbine. Thirteen are on Goodyear, 12 on Firestone, 13 on Champion plugs and 12 on Autolite plugs, 16 Enco, 8 Ashland and 1 Pure.

The weather today was lousy.....followed by rain and mud.

Rain, for the tenth time this year, hampered practice runs at the speedway today. The track, which was closed from 6:00 P.M. Saturday, until 12:20 P.M. today because of rain, was busy when the green light was given the awaiting crews.

The "busy period" came to a halt at 3:43 P.M.--RAIN of course. The total time, including today's rain out, to date that the track has been closed is 2,296 minutes. The rain closed the track for the day in spite of "Old Man Sunshine" who was shining brightly at 6:00 p.m.

Thirty cars took advantage of the practice session. Four of the thirty have already qualified. The numbers that practiced today were, 5, 6, 8, 10, 11, 15, 16, 18, 23, 28, 32, 33, 41, 42, 44, 51, 54, 56, 60, 66, 68, 69, 71, 73, 76, 77, 85, 87, 91 and 96. The underlined cars are qualified.

High speed honors were shared by B. Unser and Richie Ginther. Both drivers recorded speeds at 158.1 MPH. Unser is qualified and Ginther will be attempting to qualify this week end.

Masten Gregory, who last drove the "500" in 1965, made his first appearance of the season on the track today. He was in car No. 11, the Ashland Oil Spl.

Don Thomas, the California Racing Association Champion, started his drivers test today and completed the 130 mph phase in Car No. 73. Rick Muther got in three laps on his 130 phase.

Chuck Arnold in the Compton entry No. 44, escaped serious injury when his car struck the outer wall on the main straightaway after coming off the No. 4, (NW) turn. The yellow was flashed on at 1:18 p.m. when Arnold slid crossways for 300', hit the wall with the nose of the car and bounced off. The car then spun 2 1/2 times covering an additional 384'. He then hit the wall again with the rear end and pun 1 1/2 more times, covering 156' before coming to a stop. During the series of spins the car "nicked" the wall ten times in addition to the two above mentioned times. Arnold was taken to the infield hospital, x-rayed at Indianapolis Methodist Hospital and released--A-OK. The car was damaged extensively, the left front wheel being torn off.

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Some noted corrections to be made in original entry list are:
1. Car #11 - Al Smith driver. Remove drivers name.
 2. Car #25 - change from a Lotus Ford to Turbo charged Offy, Lloyd Ruby driver
 3. Car #95 - Change from Turbo charged Offy to Lotus Ford. Add name of Lee Roy Yarbrough as driver.
 4. List Jochen Rindt as driver of car No. 87--scratch No. 88 (wrecked)
 5. Cars No. 53 and No. 54 originally listed as supercharged Offenhausers should be Turbo charged Offenhausers.
 6. Car No. 75 - Remove name of Ronnie Bucknum as driver.
 7. Car No. 98 - List Ronnie Duman as driver.
 8. Car No. 81 - listed as 16 cyl. BRM, change to 8 Cyl. Ford/255.1
 9. Car No. 47, change from Ford to Turbo charge

There are 17 Fords and 7 Turbo charged Offenhausers qualified rather than 16 Fords and 8 Turbo chargers as reported yesterday.

The population of Gasoline Alley is only short four of the ninety entrants now. The cars that haven't arrived include numbers, 24, 30, 59 and 70.

High temperature today was 62 degrees, winds gusting to 20 mph at 4:00 p.m. Tomorrow "Would you believe" SUNNY SKIES, 60 degrees, quoting the weather man "A beautiful day".

The speedway was active today with qualified drivers practicing, drivers test and unqualified crews searching out more MPH. Only 38 1/2 hours of practice remain before the track opens for qualifying Saturday. Cars on the track include numbers, 1, 2, 5, 6, 8, 10, 11, 12, 14, 16, 18, 20, 22, 23, 27, 28, 31, 32, 41, 42, 47, 50, 54, 56, 60, 66, 67, 68, 69, 71, 73, 74, 76, 80, 82, 85, 87, 89, 90, 91, 95, 96 and 97, also on the track were numbers 19, 21, 28, 81 and 84.

Cars this year that have topped the 160 MPH mark including qualified and unqualified, are numbers, 1, 2, 3, 4, 5, 6, 10, 12, 14, 15, 16, 17, 19, 20, 21, 22, 23, 25, 26, 28, 29, 31, 35, 39, 40, 41, 42, 43, 45, 49, 52, 53, 54, 56, 57, 69, 74, 78, 80, 82, 84, 85, 87, 88, 90, 91, and 98. Forty-six in total. This is over half the field of ninety entries.

At 3:02 P.M., Bob Christe, driving the Sheraton-Thompson Spl., #82, became the twelfth driver this year to visit the retaining wall. The veteran driver lost control in the No. 3 (N.E.) turn, slid 200' sideways and then 220 backwards into the wall. He bounced off covering an additional 63' before stopping. The left rear end, suspension, and tail were damaged. The car damage was so extensive that it is out of the race. Christe escaped injury, was x-rayed and released from hosp.

Don Thomas, the CRA Champion, became the 15th driver of the year to pass his drivers test. He completed the last three phases of his test today in the No. 73, Central Excavating Spl. and was O.K.'d by the drivers committee. Les Scott in the No. 50, passed the 130, 135 and 140 MPH phases of his test. Drivers test for 1967 are deadlined for 6:00 P.M. 5/17/67.

Fastest man of the day was Roger McCluskey in the Ford powered G.C. Murphy Spl. McCluskey, who missed qualifying last Saturday because of mechanical problems, topped the 166 mark today. Others over the 160 mark included Mario Andretti, No. 1, 164; Jim Hurtubise, No. 56, 164; Richie Ginther, No. 42, 163; Al Unser, No. 5, 163; Carl Williams, No. 41, 163; Pedro Rodriguez, No. 90, 161; Jochen Rindt, No. 87, 160; Dennis Hulme, No. 69, 160; Ronnie Bucknum, No. 23, 160; Al Miller, No. 85, 160; Masten Gregory, No. 20, 160; and Bud Tingelstad, No. 10, 160.

A year ago today Mario Andretti turned a 157 + lap in fuel tests runs. There were 28 cars on the track and the fastest speed of the day was by Jim McElreath, also testing, at 160 +.

Graham Hill, Lloyd Ruby, Jackie Stewart and Mario Andretti are being inducted into the Autolite Pacemaker's Club this evening. They are being honored as the four newest members of the exclusive club, whose membership have all had the honor of leading at least one lap of the 500 mile race.

High temperature today - 67 degrees, winds 14 mph. Weather tomorrow high temperature upper 60's - winds west to n.w. 10-17 mph. Cloudy in the AM and clearing in the afternoon.

The 19th day of practice, with only 29½ hours of practice remaining before qualifications open Saturday morning, was a busy one. One drivers test was completed, there was a wall visit and a pit fire. Speeds up to 163 +mph and drivers topping the 160 mark. Roger McCluskey and Carl Williams were recorded high today with laps over 163 mph.
 * * * * *

There were 37 cars on the track. They were numbers, 4, 8, 10, 12, 15, 18, 19, 20, 22, 23, 27, 28, 32, 38, 41, 42, 43, 47, 50, 51, 54, 56, 6A, 62, 66, 69, 71, 73, 76, 81, 85, 87, 89, 90, 91, 96 and 97. Of these, ten broke the 160 barrier and are unqualified cars.
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The Cleaver Brooks Spl., No. 62, caught fire at 2:35 P.M. in the pits. The fire was quickly extinguished with minimum damage to the car and driver Don Meacham climbed from the car uninjured.
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The weatherman got in a few short licks at the anxious crews as rain closed the track a total of 3 times for a total of 23 minutes. This was the 12th day that rain hampered the 19 days of practice.
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Jerry Eisert, builder and chief mechanic of the Harrison Spl., was honored by the D-A Lubricant Co. He received his awards at the Speedway Motel today at the annual D-A Mechanical Achievement Awards presentations. Eisert was named for the honors in May, 1966.
 * * * * *

At 2:35 P.M. Rookie Don Thomas, who passed his drivers test yesterday, lost control of the No. 73, Central Excavating Spl., in the No. 3 (n.e.) turn. Thomas spun 1 complete time, covering 430' and hit the outer retaining wall in the short straightaway in the north turn. The car continued for another 140' and stopped. The car was damaged but is expected to be on the track tomorrow according to Thomas who was uninjured. This was the 13th visit to the retaining wall this season. The accidents that have occurred include, Cale Yarborough, Norm Brown, Mike Mosley, Jochen Rindt, Chris Amon, Lee Roy Yarbrough, Bobby Johns, Ebb Rose, Ralph Liguori, Greg Weld, Chuck Arnold and Bob Christie. The following drivers have spun or slid without contacting the wall, Graham Hill, Gary Congdon (lost wheel) Johnny Rutherford, Lucien Bianchi, Graham Hill (2nd time), Jim McElreath (lost wheel), and Mickey Shaw.
 * * * * *

Les Scott, driving the No. 50 Navarro Engineering Spl., passed his drivers test today completing the 145 mph phase. He was passed by the drivers committee and became the 16th driver to take a complete four phase, 130, 135, 140 and 145 MPH. The other drivers in order of completing the test were, 1.Chris Amon, 2.Norm Brown, 3.Pedro Rodriguez, 4.Richie Ginther, 5.Jochen Rindt, 6.Don Meacham, 7.Mike Mosley, 8.Lucien Bianchi, 9.Wally Dallenbach, 10. Chuck Arnold, 11. Mickey Shaw, 12.Bob Bondurant, 13. Dennis Hulme, 14.Al Smith, 15.Don Thomas, and 16. Les Scott. Rick Muther who passed the 130 and 135 phases on his test, May 17, is the only driver that didn't beat the 6:00 P.M. closing time today for completing a test.
 * * * * *

Refresher courses passed this year number 10. These drivers include 1. Greg Weld, 2.Lee Roy Yarbrough, 3.Art Pollard, 4.Ralph Liguori, 5. Bruce Jacobi, 6.Ebb Rose, 7.Ronnie Bucknum, 8.Sammy Sessions and 9.Gig Stephens. (Chuck Arnold drove the complete "500" in 1959 but had not competed in a race since, was required to take a full four phase test.)
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Weather today - Weir Cook Airport ...High of 70 degrees, winds peaked at 3:30 p.m. at 23 mph--Tomorrow, sunny skies, 70 degrees, evening showers.
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CORRECTION NOTICE: Volume II, No. 16 should have read Firestone 13 Goodyear 12 for the qualified cars Saturday.

Only two days of practice remaining brought the most active day of the week to the speedway. Fifty cars appeared on the track and the last hour was, as usual, the busiest. Speeds did not exceed any of the previous days of the month.

There were 11 qualified cars on the track and 39 that are unqualified. The ones that appeared on the track follow with the qualified cars underlined: 1, 8, 10, 11, 12, 14, 15, 17, 18, 20, 22, 23, 26, 27, 28, 31, 32, 33, 38, 40, 42, 43, 45, 47, 50, 51, 54, 56, 60, 62, 66, 67, 69, 71, 74, 75, 76, 77, 78, 80, 84, 85, 87, 89, 90, 91, 93, 95, 96 and 97.

Rookie Norm Brown of Grand Rapids, at 4:23 P.M., had his second "thrill" of the month when he lost control of the No. 47, Weinberger Homes Spl. Turbocharged Offenhauser, coming off the fourth turn. He covered a total of 510' in the spin down the main straightaway. Brown was uninjured and the car was unscratched, there was no wall contact. On May 4th, Brown, driving the Weinberger No. 49, in which he passed his drivers test, spun coming off the second turn and hit the inner guard rail.

Seven drivers topped the 160 mark today with the tops going UNOFFICIALLY to No. 74, Dan Gurney at 163.9 MPH. Others over the 160 mark included No. 1, Mario Andretti, 163.132; No. 40, Parnelli Jones, 162.7; No. 56, Jim Hurtubise, 161.0; No. 14, A.J. Foyt, 161.0; No. 42, Richie Ginther, 161; No. 87, Jochen Rindt, 160.0.

There were eight yellow light periods today. There were three tow ins and Brown's spin included in these.

Gary Congdon broke the track record UNOFFICIALLY today by appearing in seven different cars. He is assigned to car No. 18, in addition to this one he drove numbers 27, 33, 62, 67, 93 and 96. Bobby Johns, Sammy Sessions, and Al Smith ran a race for second in the car jumping honors, all being out in three different cars. Johns drove No. 17, 71 and 76; Sessions drove No. 11, 60 and 75. Smith drove No. 10, 17, and 38.

Unqualified cars that have topped the 160 mark to date include, No. 10, Bud Tingelstad, 160; No. 12, Roger McCluskey, 166; No. 18, Congdon, 160; No. 23, Ronnie Bucknum, 162; No. 27, Lucien Bianchi, 161; No. 28, Chris Amon, 160; No. 41, Carl Williams, 164; No. 42, Richie Ginther, 163; No. 47, Norm Brown, 161; No. 49, Norm Brown, 161; No. 54, Chuck Stevenson, 161; No. 56, Jim Hurtubise, 164; No. 69, Dennis Hulme, 160; No. 80, Graham Hill, 160; No. 84, Bob Wente, 163, No. 85, Al Miller, 161; No. 87, Jochen Rindt, 161; No. 90, Pedro Rodriguez, 160; No. 91, Mike Mosley, 160; and No. 96, Greg Weld, 161.

A year ago today there were 36 cars on the track. The highest speed by Mario Andretti at 161 mph. Rain halted practice for 99 minutes out of the 9 hour session.

Weather today - high temperature 79 degrees (high of the month) Winds 25 mphWeather tomorrow - considerable chance of showers, cloudy and high winds.

The final full day of practice, prior to the last week end of qualifications, for the 1967 "500" was as expected - hectic. Crews and drivers in efforts to gain the miles per hour deemed necessary to qualify, tried various combinations. Drivers in different cars, and crews with different drivers in their cars. In spite of the efforts put forth the speeds recorded didn't show any remarkable changes.

Forty-nine cars, second only this week to yesterday's high of 50, were on the track today. Seven of these were qualified cars and the other 42, unqualified. They were as follows with the qualified cars underlined. Numbers 8, 10, 11, 12, 17, 18, 20, 22, 23, 25, 26, 27, 28, 29, 32, 33, 40, 41, 42, 45, 46*, 47, 49, 50, 51, 54, 56, 60, 62, 66, 67, 68, 69, 71, 73, 74, 75, 76, 77, 78, 80, 84, 85, 87, 89, 90, 91, 95, and 96.

*-No. 46, the Thermo King Auto Air Conditioning Spl., and driver Bob Veith appeared on the track for the first time this year.

Top speed honors of the day, UNOFFICIALLY, went to Car No. 40, Parnelli Jones, at over 165 mph. Other qualified cars, No. 25, Lloyd Ruby, 161; No. 74, Dan Gurney, 163.6; and No. 78, Jerry Grant, 161 +.

Unqualified cars recorded speeds, UNOFFICIALLY - No. 12, Roger McCluskey, 163.043; No. 87, Jochen Rindt, 162.925; No. 42, Richie Ginther, 161 +; No. 90, Pedro Rodriguez, 160.314; No. 80, Graham Hill, 160 +; No. 84, Gary Congdon, 160.1; No. 54, Chuck Stevenson, 160.4; and No. 10, Bud Tingelstad, 160.1.

Mike Mosley, No. 91, Leader Cards Racer, and No. 96, Greg Weld, Harrison Special, both rookie drivers, had problems on the track today. At 10:07 Mosley lost control coming out of turn 3 (n.e.), slid 264' into the north short straightaway outer wall, hit again 69' beyond the first impact sliding an additional 441' into the infield. The car was badly damaged and is out of contention for this year's race. Mosley was uninjured. At 11:17 Weld lost control in turn 1 (s.w.), slid 600' backwards stopping within two feet of the outer wall. This was the third yellow light incident for Mosley this year and Weld's second.

Cars that had more than one driver today included: No. 11-Dempsey Wilson and Sam Sessions; No. 66 -George Snider and Johnny Boyd; No. 67-Lee Roy Yarbrough and Gary Congdon; No. 75, Bruce Jacobi and Sam Sessions; No. 76, Bobby Johns and Congdon; No. 84, A.J. Foyt, Bob Wente, and Congdon; No. 96, Greg Weld and Congdon. Congdon was in five different cars, Sessions in three, and Wilson, Johns, Yarbrough, and Snider appeared in two different cars.

The line up for tomorrow's qualifying, carried over from last Saturday's waiting list, No. 90, No. 91 (wrecked), No. 42, No. 8, No. 27, No. 82, (wrecked), No. 41 and No. 80.

Gates open tomorrow morning to the public at 9:00 A.M. The track opens at the usual 9 A.M. starting time.

The yellow light was on fifteen times today for: 2 spins, 3 tow ins, 2 oilings, 3 call in of cars, 1 lost engine, 1 track inspection, 1 truck crossing, 1 no ambulance and once for debris.

A year ago today--36 cars practiced, P.Jones was fast with a 161+ mph.

High temperature today - 76 degrees, winds gusting to 35 mph. Tomorrow's weather - fair and mild, winds w.-n.w. 12-15 mph gusts to 30 mph with a high temperature of 70 degrees and "no rain" - we all hope.

CAR NO.	DRIVER	AV. SPEED	CAR NAME	ENG.	*ACCESS
ROW ONE					
1	Mario Andretti	168.982**	Dean Van Lines Spl.	F	A-F-E
74	Dan Gurney	167.224	Wagner Lockheed Brk Fld	F	A-G-Ash
3	Gordon Johncock	166.559		F	A-G-Ash
ROW TWO					
14	A.J. Foyt	166.289	Sheraton-Thompson Spl.	F	A-G-E
4	Joe Leonard	166.098	Sheraton-Thompson Spl.	F	A-G-E
40	Parnelli Jones	166.075	STP Oil Treatment Spl.	T	C-F-E
ROW THREE					
25	Lloyd Ruby	165.229	Am. Red Ball Special	TCO	A-F-E
6	Bobby Unser	164.752	Rislone Special	F	A-G-E
5	Al Unser	164.594	Retzloff Chemical Spl.	F	C-F-E
ROW FOUR					
26	George Snider	164.256	Wagner Lockheed Brk Fld Spl	F	A-F-P
2	Jim McElreath	164.241	John Zink Trackburner	F	C-F-E
39	Bobby Grim	164.084	Racing Associates Spl.	TCO	C-G-E
ROW FIVE					
16	Art Pollard (r)	163.897	Thermo King Auto Air Cd	TCO	C-F-Ash
15	Mel Kenyon	163.778	Thermo King Auto Air Cd	TCO	A-G-Ash
53	Wally Dallenbach (r)	163.540	Valvoline Special	TCO	C-G-Ash
ROW SIX					
31	Jim Clark	163.213	STP Oil Treatment Spl.	F	A-F-E
98	Ronnie Duman	162.903	Agajanian's Rev 500 Spl.	SCO	C-F-E
19	Arnie Knepper	162.900		F	C-F-E
ROW SEVEN					
45	Johnny Rutherford	162.859	Weinberger Homes Spl.	F	A-G-E
21	Cale Yarborough	162.830	Bryant Htg. & Cooling Spl.	F	C-F-Ash
22	Larry Dickson	162.543	Vita Fresh O.J. Spl.	F	A-G-E
ROW EIGHT					
78	Jerry Grant	162.352		F	C-G-Ash
12	Roger McCluskey	165.563	G.C. Murphy Special	F	A-G-E
41	Carl Williams	163.696	George R. Bryant Special	F	A-F-E
ROW NINE					
69	Denis Hulme (r)	163.376	City of Daytona Beach Special	F	A-G-E
10	Bud Tingelstad	163.228	Fed. Engineering Special	F	A-F-E
67	Lee Roy Yarbrough(r)	163.066	Jim Robbins Company Special	F	A-F-E
ROW TEN					
8	Chuck Hulse	162.929		TCO	C-G-Ash
46	Bob Veith	162.580		TCO	C-G-Ash
27	Lucien Bianchi (r)	162.484	Jim Robbins Company Special	F	A-F-E
ROW ELEVEN					
56	Jim Hurtubise	162.441		TCO	C-G-E
84	Gary Congdon	162.396	Sheraton Thompson Special	F	A-G-E
87	Jochen Rindt (r)	162.389		F	C-G-Ash

1967 - 33 car average 164.024 mph

1966 - 33 car average 160.251 mph (3.773 mph difference)

*A-Autolite; C-Champion; F-Firestone; G-Goodyear; E-Enco; Ash-Ashland; P-Pure

**New one and four lap track records. (R) = Rookie

19-Autolite, 14-Champion; 18 Goodyear 15-Firestone; 22-Enco, 10-Ashland, and 1 Pure; 23 Fords, 8 Turbo charged Offies, 1 Super charged Offy, 1 Turbine
 * * * * *

In today's qualifications there were 23 qualifying attempts by 14 cars. Thirteen cars qualified, five were bumped. This year there have been 55 attempts by 45 cars and 38 have qualified. Forty-eight cars were on the track; they were numbers 8, 10, 11, 12, 15, 18, 20, 23, 24, 25, 27, 28, 32, 33, 35, 39, 40, 41, 42, 44, 46, 47, 48, 50, 54, 56, 57, 60, 62, 66, 67, 69, 71, 73, 74, 75, 77, 78, 79, 80, 81, 84, 85, 87, 89, 90, 95, and 96. Cars underlined were on track for first time this year, 83 of 87 cars here have been on the track. Norm Brown, Don Meacham and Bruce Jacobi, all spun today, no wall contact and no injuries.

High today 65 degrees, winds 16 mph ---Sunday weather - cloudy, 60 degrees, winds 10-18 mph - 20% chance of rain.

NO.	DRIVER	AV. SPEED	CAR NAME	ENG.	*ACCESS
<u>ROW ONE</u>					
1	Mario Andretti	168.982**	Dean Van Lines Spl.	F	A-F-E
4	Dan Gurney	167.224	Wagner Lockheed Brk Fld	F	A-G-Ash
3	Gordon Johncock	166.559		F	A-G-Ash
<u>ROW TWO</u>					
4	A.J. Foyt	166.289	Sheraton-Thompson Spl.	F	A-G-E
4	Joe Leonard	166.098	Sheraton-Thompson Spl.	F	A-G-E
0	Parnelli Jones	166.075	STP Oil Treatment Spl.	T	C-F-E
<u>ROW THREE</u>					
25	Lloyd Ruby	165.229	Am. Red Ball Special	TCO	A-F-E
6	Bobby Unser	164.752	Rislone Spl.	F	A-G-E
5	Al Unser	164.594	Retzloff Chemical Spl.	F	C-F-E
<u>ROW FOUR</u>					
26	George Snider	164.256	Wagner Lockheed Brk Fld Spl	F	A-F-P
2	Jim McElreath	164.241	John Zink Trackburner	F	C-F-E
39	Bobby Grim	164.084	Racing Associates Spl.	TCO	C-G-E
<u>ROW FIVE</u>					
16	Art Pollard (r)	163.897	Thermo King Auto Air Cd	TCO	C-F-Ash
15	Mel Kenyon	163.778	Thermo King Auto Air Cd	TCO	A-G-Ash
33	Wally Dallenbach (r)	163.540	Valvoline Special	TCO	C-G-Ash
<u>ROW SIX</u>					
31	Jim Clark	163.213	STP Oil Treatment Spl.	F	A-F-E
38	Ronnie Duman	162.903	Agajanian's Rev 500 Spl.	SO	C-F-E
19	Arnie Knepper	162.900		F	C-F-E
<u>ROW SEVEN</u>					
15	Johnny Rutherford	162.859	Weinberger Homes Spl.	F	A-G-E
21	Cale Yarborough	162.830	Bryant Htg. & Cooling Spl.	F	C-F-Ash
22	Larry Dickson	162.543	Vita Fresh O.J. Special	F	A-G-E
<u>ROW EIGHT</u>					
12	Roger McCluskey	165.563	G.C. Murphy Special	F	A-G-E
41	Carl Williams	163.696	George R. Bryant Special	F	A-F-E
39	Dennis Hulme (r)	163.376	City of Daytona Beach Spl	F	A-G-E
<u>ROW NINE</u>					
10	Bud Tingelstad	163.228	Fed. Engineering Special	F	A-F-E
57	Lee Roy Yarborough (r)	163.066	Jim Robbins Company Spl.	F	A-F-E
8	Chuck Hulse	162.925		TCO	C-G-Ash
<u>ROW TEN</u>					
46	Bob Veith	162.580	Thermo King Auto Air Cd Sp	TCO	C-G-Ash
24	Jackie Stewart	164.099	Bowes "Seal Fast" Spl.	F	C-F-E
42	Jerry Grant	163.808	All American Racers Eagle	F	A-G-Ash
<u>ROW ELEVEN</u>					
31	Graham Hill	163.317	STP Oil Treatment Special	F	A-F-E
48	Jochen Rindt (r)	163.051	Wagner Lockheed Brk Fld Spl	F(GW)	A-G-Ash
32	Al Miller	162.602		F	A-F-Ash

1967 - 33 car average 164.173 mph - 1966 - 160.251 mph - 1965 - 156.068 mph
 *A-Autolite, 21; C-Champion, 12; F-Firestone, 17; G-Goodyear, 16; E-Enco, 21;
 Ash-Ashland, 11; P-Pure, 1. F-Ford, 24; TCO-Turbo charged Offy, 7; SCO-
 Supercharged Offy, 1; T-Turbine, 1. R=Rookie **New One and Four lap records.
 * * * * *

In an unusual, hectic, last week end of qualifying a total of ten cars were
 bumped tying the record of ten set in 1954. In the three days of qualifi-
 cations this year, there were 63 attempts, 44 qualifiers, 51 cars, and 18
 bumps. There were a total of 39 cars on the track today - Numbers 1, 11, 16,
 17, 18, 19, 20, 24, 28, 32, 33, 35, 38, 39, 40, 41, 42, 47, 48, 49, 50, 51,
 54, 60, 62, 66, 67, 71, 73, 74, 76, 77, 79, 81, 85, 89, 96, 97 and 98.

Bob Harkey and Greg Weld escaped injuries today in two separate incidents,
 neither car, No. 96 or No. 20, was damaged.

* * * * *
 In comparison with last year's qualifying, George Snider at 162.521, sat on
 the outside front row, this speed today would have been 3/4th fastest.

The final day of practice, "Carburation Tests", was held today for the starting field in this year's race, and the alternates. The practice started at 10:00 a.m. and was over at 1:00 p.m. Of the 33 starting cars, 30 took practice laps. Three cars didn't practice, No. 31, Jimmy Clark; No. 81, Graham Hill; and No. 21, Cale Yarborough. Hill was in his car, engine running, ready to leave the pits when the practice ended. Yarborough is in Charlotte, N.C. for the NASCAR World "600". Lucien Bianchi, the first alternate in Car No. 27, the Jim Robbins Co. Spl., is not in the country. Gary Congdon practiced in the car bringing the total number of cars on the track to 31 and the total number of different drivers to 30.

Dan Gurney in the Wagner Lockheed Brake Fluid Spl., No. 74, Ford powered, was recorded as the "speeder" of the day with a 163.3 mph lap. Parnelli Jones in the No. 40, STP Oil Treatment Spl. Turbine, was a close second with a 163.2 mph lap.

Cars on the track today were numbers 1, 2, 3, 4, 5, 6, 8, 10, 12, 14, 15, 16, 19, 22, 24, 25, 26, 27A, 32, 39, 40, 41, 42, 45, 46, 48, 53, 67, 69, 74, and 98. A=Alternate. Not on the track were numbers 21, 31, and 81.

At 8:30 a.m. this morning, Chief Steward, Harland Fengler held a 40 minute briefing with the drivers and crew chiefs of the starting field. Emphasis was put on the starting procedure.

The annual drivers meeting is set for Sunday, May 28, 1967 at 12:00 noon at the control tower area.

Nominees for the annual D-A Mechanical Achievement Award were announced. They are: Clint Brawner-No. 1 Mario Andretti, Dean Van Lines Spl.; Bill Fowler-No. 74 Dan Gurney, Wagner Lockheed Brake Fluid Spl.; Dave Laycock-No. 25 Lloyd Ruby, American Red Ball Spl.; Vince Granatelli-No. 40 Parnelli Jones, STP Oil Treatment Spl. and Herb Porter-No. 39 Bobby Grim, Racing Associates Spl. The winner of this award will be announced at the annual victory dinner held the evening following the race.

In this year's race there are five countries represented by drivers. They are: U.S.A.-28; Scotland-2; Austria-1; Australia-1; and England-1. There are 13 states represented in the 28 drivers from the U.S.A. California leads the way with 8; Texas-4; Michigan-3; New Mexico-2; South Carolina-2; Pennsylvania-1; Oregon-1; Iowa-1; New Jersey-1; Ohio-1; Arizona-1; Indiana-1; Missouri-1; and Illinois-1.

In the past ten years there have been a total of 330 cars start the race. Of the 330 starters, 106 have completed the 500 miles. ~~Thin~~ **132** ~~of~~ of the 330 have been running at the finish.

Weather today....High temperature 90 degrees - Winds S.E. 10 mph

1967 GARAGE LIST

CAR NO.	Prev. Races	DRIVER	CAR NAME	ENTRANT	GARAGE
1	2	Mario Andretti	Dean Van Lines Special	Dean Racing Enterprises	19
2	5	Jimmy McElreath	J.Zink Trackburner	John S. Zink	81
3	2	Gordon Johncock		Johncock Racing Team	48
4	2	Joe Leonard	Sheraton-Thompson Spl.	A. J. Foyt, Jr.	60
5	2	Al Unser	Retzloff Chemical Spl.	Mecom Racing Entrprses.	77
6	4	Bobby Unser	Rislone Special	Leader Cards, Inc.	14
8	3	Chuck Hulse		Interstate Racer Team	
10	6	Bud Tingelstad		Federal Automotive Assoct.	74
11	X	Al Smith	Autoteria Car Wash Mfg.Sp.	A.B.C.Engine,Inc.	52
12	5	Roger McCluskey	G.C.Murphy Special	Lindsey Hopkins	7
14	9	A.J.Foyt, Jr.	Sheraton-Thompson Spl.	Ansted-Thompson Racing	29
15	1	Mel Kenyon	Thermo King Auto Air Cd.Sp.	Fred Gerhardt	35
16	0	Art Pollard	Thermo King Auto Air Cd.Sp.	Don Gerhardt-Phillip Casey	33
17			Bryant Htg. & Cooling Spl.	Vollstedt Enterprises,Inc.	3
18	1	Gary Congdon	M.T.'s Wynn's Charger	Mickey Thompson	46
19	2	Arnie Knepper		D.V.S. Inc.	61
20			Wagner Lockheed Brk.Fl.Sp.	Vel's Racing Team	25
21	1	Cale Yarborough	Bryant Htg. & Cooling Spl.	Vollstedt Enterprises,Inc.	4
22	1	Larry Dickson	Vita Fresh O.J. Lotus	Gordon Van Liew	88
23			Vita Fresh O.J. Special	Gordon Van Liew	89
24				Mecom Racing Entrprses.	76
25	7	Lloyd Ruby	American Red Ball Spl.	Gene White Co.of Indy	10
26	2	George Snider	Wagner Lockheed Brk.Fl.Sp.	Vel's Racing Team	24
27	X	Lucien Bianchi	Jim Robbins Co. Special	Jim Robbins Company	1
28	X	Chris Amon	Geo.R.Bryant Special	George R. Bryant	5
29	0	Bob Hurt	Rev 500 Special	Malcolm J. Boyle	39
30	4	Jim Clark	STP Oil Treatment Spl.	STP Div. Studebaker Corp.	87
31	4	Jim Clark	STP Oil Treatment Spl.	STP Div. Studebaker Corp.	86
32	X	Lorenzo Bandini		Walter Weir, Inc.	72
33			Dayton Disc Brake Spl.	George Walther, Jr.	59
34			John Zink Trackburner	John S. Zink	80
35	0	Ralph Liguori		Walter J. Flynn	82
36	0	Gig Stephens		Karl Hall	79
37			Curtis-Tech-Alloy Serv.Sp.	Frank W. Curtis	45
38				Federal Automotive Assoct.	73
39	7	Bobby Grim	Racing Associates Special	Racing Associates	68
40	6	Parnelli Jones	STP Oil Treatment Special	STP Div.Studebaker Corp.	55
41	1	Carl Williams	Geo.R.Bryant Special	Geo.R.Bryant Racing Tm.	6
42	X	Richie Ginther	All American Racers' Eagle	All American Racers,Inc.	42
43	1	Jackie Stewart	Bowes "Seal Fast" Spl.	Mecom Racing Entrprses.	75
44				Richard N. Compton	50
45	3	Johnny Rutherford	Weinberger Homes Special	W. & W. Enterprises,Inc.	66
46			Gerhardt Offy	Fred Gerhardt	36
47	X	Norm Brown	Weinberger Homes Special	W. & W. Enterprises,Inc.	67
48			Wagner Lockheed Br.Fl.Sp.	All American Racers	41
49			Weinberger Homes Special	W. & W. Enterprises,Inc.	
50	2	Norm Hall	Navarro Engineering Spl.	Navarro Engineering	
51	4	Dempsey Wilson	Lysle Greenman Special	Lysle Greenman	54
52	0	Lee Roy Yarborough	American Red Ball Special	Gene White Co. of Indy	11
53	X	Wally Dallenbach	Valvoline Special	Vatis Enterprises,Inc.	64
54	9	Chuck Stevenson	Valvoline Special	Vatis Enterprises,Inc.	65
56	7	Jim Hurtubise		Jim Hurtubise	71
57	1	Bob Harkey	Ken Brenn Special	Brenn, Inc.	31
58				Johncock Racing Team	49
59			STP Gasoline Treatmt.Spl.	STP Div.Studebaker Corp.	85
60	X	Mickey Shaw	Michner Petroleum Special	Michner Petroleum,Inc.	9
62	X	Don Meacham	Cleaver-Brooks Special	Hayhoe Racing Entrprses.	51
64			Dean Van Lines Special	Dean Racing Enterprises	20
65	8	Bob Christie	Travelon Trailer Special	Ernie Ruiz	
66	12	Johnny Boyd		George Harm Enterprises	26
67			Jim Robbins Company Spl.	Jim Robbins Company	2
68	0	Sammy Sessions	M.T. Wynn's Spit Fire Spl.	Mickey Thompson	47
69	X	Dennis Hulme		Smokey Yunick,Inc.	18
70			Mustang Special	J.Alderman Ford Sales,Inc.	
71	1	Bobby Johns		G.C.R. Inc.	21
72			G.C.Murphy Special	Lindsey Hopkins	8
73			Central Excavating Spl.	Pete Salemi	23
74	5	Dan Gurney	Wagner Lockheed Br.Fl.Sp.	All American Racers,Inc.	40
75	0	Ronnie Bucknam	Ashland Oil Special	A.B.C. Engine,Inc.	53
76				G.C.R.Inc.	22
77	0	Bruce Jacobi	Dayton Steel Wheel Spl.	John Walther	58
78	2	Jerry Grant		Friedkin Enterprises	38

1967 GARAGE LIST

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<u>CAR NO.</u>	<u>PREV. RACES</u>	<u>DRIVER</u>	<u>CAR NAME</u>	<u>ENTRANT</u>	<u>GARAGE</u>
79			Michner Petroleum Special	Michner Petroleum, Inc.	
80	1	Graham Hill	STP Oil Treatment Special	STP Div. Studebaker Corp.	56
81	1	Graham Hill	STP Oil Treatment Special	STP Div. Studebaker Corp.	57
82			Sheraton-Thompson Special	A. J. Foyt, Jr.	62
83			Racing Associates Special	Racing Associates	69
84			Sheraton Thompson Special	Ansted-Thompson Racing	30
85	3	Al Miller	Caves Buick Offy	Caves Buick Company	34
86			Leader Cards Racer	Leader Cards, Inc.	15
87				Friedkin Enterprises	37
88	X	Jochen Rindt	Pacesetter Homes Special	Pacesetter Racing, Inc.	
89			Racing Associates Special	Racing Associates	70
90	0	Pedro Rodriguez	Leader Cards Racer	Leader Cards, Inc.	16
91	X	Mike Mosley	Leader Cards Racer	Leader Cards, Inc.	17
93			Harrison Special	J. Frank Harrison	83
95			American Red Ball Special	Gene White Co. of Indy	12
96	0	Greg Weld	Harrison Special	J. Frank Harrison	84
97			Rev 500 Special	J. C. Agajanian	44
98			Rev 500 Special	J. C. Agajanian	43

X - Must take driver's test

