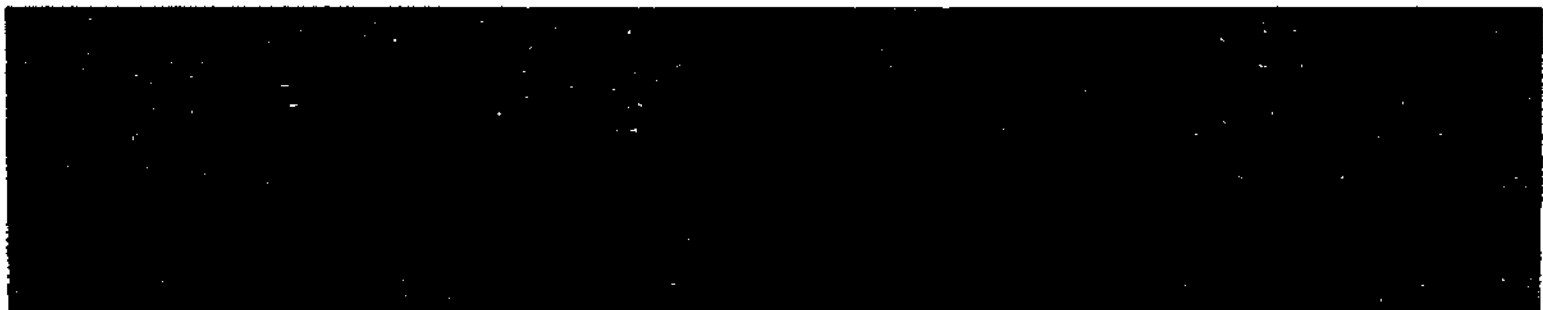


**1968  
Indianapolis  
500**

**press  
information**

**Autolite** 



# Autolite



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## 500 Daily Track Summary

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1968  
INDIANAPOLIS "500" PRESS INFORMATION  
AUTOLITE-FORD

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This press information has been compiled as an added source of information in your coverage of the 1968 "500". It is our sincere wish that it will be of assistance in your assignment.

The Press Information includes:

- Starting Line UP
- 1968 "500" Statistics
- "500" Mile Race Pace Cars
- 1968 Pit Assignments
- Chief Mechanics and accessories - 33 starters
- Qualification report
- Accident report for practice & qualifications
- Drivers test reports
- "500" Daily Track Summary, May 27 backwards thru May 1, 1968
- Complete 1968 Entry List



Autolite-Ford Parts Division  
Public Relations Department

1968 500-MILE RACE - STARTING ORDER  
 QUALIFICATION AVERAGES FOR THE 33  
 QUALIFIED CARS AND DRIVERS

- - - -

CAR NO.	DRIVER	CAR NAME	QUALIFYING SPEED
<u>FIRST ROW</u>			
60	Joe Leonard, San Jose, Cal.	4T... STP Oil Treatment Special	171.559*
70	X-Graham Hill, London, England	4T...STP Oil Treatment Special	171.208
3	Bobby Unser, Albuquerque, N.M.	TCO...Rislone Special	169.507
<u>SECOND ROW</u>			
2	Mario Andretti, Nazareth, Pa.	TCF...Overseas National AirwaysSp.	167.691
25	Lloyd Ruby, Wichita Falls, Tex.	TCO...Gene White Company	167.613
24	Al Unser, Albuquerque, N.M.	4TCF..Retzloff Chemical Spl.	167.069
<u>THIRD ROW</u>			
8	Roger McCluskey, Tucson, Ariz.	TCO...G. C. Murphy Special	166.976
1	X-A. J. Foyt, Jr., Houston, Tex.	F....Sheraton-Thompson Special	166.821
4	Gordon Johncock, Hastings, Mich.	TCO...Gilmore Broadcasting Spl.	166.775
<u>FOURTH ROW</u>			
48	Dan Gurney, Santa Ana, Cal.	G....Olsonite Eagle	166.512
20	Art Pollard, Medford, Oregon	4T...STP Oil Treatment Special	166.297
54	Wally Dallenbach, E. Brunswick, N.J.	TCO...Valvoline Special	165.548
<u>FIFTH ROW</u>			
82	Jimmy McElreath, Arlington, Tex.	F....Greer Special	165.327
27	O-Jim Malloy, Denver, Colorado	TCF...Jim Robbins Seat Belt Co.Sp.	165.032
78	Jerry Grant, San Diego, Cal.	TCF...Bardahl Eagle	164.782
<u>SIXTH ROW</u>			
35	Jochen Rindt, Vienna, Austria	RB...RepcO Brabham	164.144
15	Mel Kenyon, Lebanon, Indiana	TO...City of Lebanon	165.191
10	Bud Tingelstad, Hawthorne, Cal.	TO...Federal Engineering Spl.	164.444
<u>SEVENTH ROW</u>			
45	O-Ronnie Bucknum, LaCanada, Cal.	F....Weinberger Homes Special	164.211
42	Denis Hulme, Tauranga, New Zealand	F....Olsonite Eagle	164.189
18	Johnny Rutherford, Fort Worth, Tex.	F....City of Seattle	163.830
<u>EIGHTH ROW</u>			
11	O-Gary Bettenhausen, Tinley Park, Ill.	TO...Thermo King Auto Air Cond.S.	163.562
98	O-Bill Vukovich, Fresno, Cal.	TO...Wagner Lockheed Brake Fl.Sp.	163.510
16	Bob Veith, Santa Rosa, Cal.	TO...Thermo King Auto Air Cond. S.	163.495
<u>NINTH ROW</u>			
6	Bobby Grim, Indianapolis, Ind.	TO....Gene White Co.	162.866
59	Ronnie Duman, Speedway, Ind.	TO....Cleaver-Brooks Special	162.338
90	O-Mike Mosley, La Puente, Cal.	TO....Zecol Lubaid Special	162.499
<u>TENTH ROW</u>			
84	Carl Williams, Grandview, Mo.	F....Sheraton-Thompson Special	162.332
29	George Snider, Bakersfield, Cal.	F....Vel's Parnelli Jones Ford S.	162.264
56	Jim Hurtubise, North Tonawanda, N.Y.	TO....Pepsi Cola-Frito Lay Spl.	162.191
<u>ELEVENTH ROW</u>			
94	O-Sammy Sessions, Nashville, Mich.	TO....Valvoline Special	162.118
21	Arnie Knepper, Belleville, Ill.	TCF...Bryant Heating & Cooling Sp.	161.900
64	Larry Dickson, Marietta, Ohio	F....Overseas National Airways S.	161.124

K E Y

X-Former Winner	F....DOHC Ford
O-In 500 for First Time	TCF..Turbo-Charged Ford
	4TCF.4 Wheel Drive Turbo-Charged Ford
	G....Gurney Stock Block 302 Ford
	TCO..Turbo-Charged Offy
	4T...Turbine 4 Wheel Drive

OVERALL QUALIFICATION AVERAGE OF ENTIRE FIELD..... 164.958  
 THIS COMPARES WITH LAST YEAR'S AVERAGE SPEED OF..... 164.173

\*NEW 4 LAP RECORD -- INCLUDES NEW 1 LAP RECORD OF 171.953

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## 500 Daily Track Summary

1968 INDIANAPOLIS "500" STARTING LINE UP

Car No.	Driver	Car Name	Chassis & Engine	Av. Speed
<u>ROW ONE</u>				
60	Joe Leonard	STP Oil Treatment Spl.	Lotus/Turbine-f4	171.559
70	Graham Hill	STP Oil Treatment Spl.	Lotus/Turbine-f4	171.208
3	Bobby Unser	Rislone Special	Eagle/TCO	169.507
<u>ROW TWO</u>				
2	Mario Andretti	Overseas Nat'l Airways	Hawk/TCF	167.691
25	Lloyd Ruby	Gene White Co.	Laycock Mongoose/TCO	167.613
24	Al Unser	Retzloff Chemical Spl.	Lola/TCF-f4	167.069
<u>ROW THREE</u>				
8	Roger McCluskey	G.C.Murphy Special	Eagle/TCO	166.976
1	A. J. Foyt, Jr.	Sheraton Thompson Spl.	Coyote/Ford	166.821
4	Gordon Johncock	Gilmore Broadcasting	Gerhardt/TCO	166.775
<u>ROW FOUR</u>				
48	Dan Gurney	Olsonite Eagle	Eagle/Stock Gurney	166.512
20	Art Pollard	STP Oil Treatment Spl.	Lotus/Turbine-f4	166.297
54	Wally Dallenbach	Valvoline Special	Finley/TCO	165.548
<u>ROW FIVE</u>				
82	Jim McElreath	Greer Special	Coyote/Ford	165.327
27	Jim Malloy *	Jim Robbins Seat Belt	Vollstedt/TCF	165.032
78	Jerry Grant	Bardahl Eagle	Eagle/Ford	164.782
<u>ROW SIX</u>				
35	Jochen Rindt	Repco Brabham	Brabham/Repco	164.144
15	Mel Kenyon	City of Lebanon Spl.	Gerhardt/TCO	165.191
10	Bud Tingelstad	Federal Engineering Spl	Gerhardt/TCO	164.444
<u>ROW SEVEN</u>				
45	Ronnie Bucknum *	Weinberger Homes Spl.	Eagle/Ford	164.211
42	Denis Hulme	Olsonite Eagle	Eagle/Ford	164.189
18	Johnny Rutherford	City of Seattle	Eagle/Ford	163.830
<u>ROW EIGHT</u>				
11	Gary Bettenhausen *	Thermo King Air Cond.	Gerhardt/TCO	163.562
98	Billy Vukovich *	Wagner Lockheed Brk Fld	J. P. Shrike/TCO	163.510
16	Bob Veith	Thermo King Air Cond.	Gerhardt/TCO	163.495
<u>ROW NINE</u>				
6	Bobby Grim	Gene White Co.	Laycock Mongoose/TCO	162.866
59	Ronnie Duman	Cleaver-Brooks Spl.	Hayhoe/TCO	162.338
90	Mike Mosley *	Zecol Lubaid Spl.	Watson/TCO	162.499
<u>ROW TEN</u>				
84	Carl Williams	Sheraton Thompson Spl.	Coyote/TCF	162.332
29	George Snider	Vel's Parnelli Jones Fd	Laycock Mongoose/Ford	162.264
56	Jim Hurtubise	Pepsi-Cola Frito-Lay	Hurtubise Mallard/TCO	162.191
<u>ROW ELEVEN</u>				
94	Sammy Session *	Valvoline Special	Finley/TCO	162.118
21	Arnie Knepper	Bryant Heating & Cooling	Vollstedt/TCF	161.900
64	Larry Dickson	Overseas Nat'l Airways	Hawk/Ford	161.124

\* ROOKIES

### STATISTICS

#### ENGINES

Turbo-charged Offenhausers.....	15
Fords (255).....	8
Turbo-charged Fords.....	5
Gurney.....	1
Repco.....	1
Turbines (Pratt Whitney).....	3

#### CHASSIS

Eagles.....	7
Gerhardt.....	5
Laycock Mongoose.....	3
Lotus.....	3
Coyote.....	3
Vollstedt.....	2
Hawk.....	2
Watson.....	1
Lola.....	1
Hayhoe.....	1
Mallard.....	1
Brabham.....	1
Finley.....	2
J.P. Shrike.....	1



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## 500 Daily Track Summary

### 1968 INDIANAPOLIS "500" STATISTICS

Seventy-seven entries

\*\*\*\*\*

Of the 77 entries, 74 arrived at the Speedway. The cars that didn't arrive were:

#39	Shelby Botany 500 Spl.	Turbine
#72	Jack Adams Aircraft Spl.	Turbine
#96	Jerry Eisert Racing Enterprises Eisert/Chevy	

\*\*\*\*\*

Of the 74 cars that arrived at the track 6 didn't appear on the track. They were:

#3	No driver	Michner Petroleum Spl.	Lola/Ford
4	Roger McCluskey	G.C. Murphy Spl.	Eagle/TCO
57	Mario Andretti	Overseas National Airways Spl.	Hawk/Ford
58	No Driver	Gilmore Broadcasting Spl.	Gerhardt/TCO
79	No Driver	Rislone Spl.	Eagle/Ford
80	No driver	STP Oil Treatment Spl.	Lotus/Ford

\*\*\*\*\*

Three cars were named following the original entry list publishing date. They are No. 19-Satellite Burger-teria Spl.; No. 87-Zecol Lubaid Spl. and No. 90-Zecol Lubaid Spl.

One car, No. 24, originally listed as the Bowes Seal Fast Spl., had the Bowes name removed and was renamed the Retzloff Chemical Spl.

\*\*\*\*\*

During the month of May there were 55 different drivers to appear on the track and 68 different cars participated in practice. The drivers were: A. J. Foyt, Mario Andretti, Bobby Unser, Gordon Johncock, Al Unser, Bobby Grim, Roger McCluskey, Al Miller, Bud Tingelstad, Gary Bettenhausen, Chuck Hulse, Mel Kenyon, Bob Veith, Bobby Johns, Johnny Rutherford, Sonny Ates, Art Pollard, Arnie Knepper, Bill Cheesbourg, Ronnie Duman, Lloyd Ruby, Jim Malloy, Rick Muther, George Snider, Dee Jones, Jochen Rindt, Larry Dickson, George Follmer, Denis Hulme, Ronnie Bucknum, Dan Gurney, Sam Sessions, Les Scott, Dempsey Wilson, Wally Dallenbach, Jim Hurtubise, Bruce Walkup, Joe Leonard, Lee Roy Yarbrough, Bill Puterbaugh, Bruce McLaren, Graham Hill, Jerry Titus, Bob Hurt, Jerry Grant, Jim McElreath, Carl Williams, Rollie Beale, Mike Mosley, Chuck Stevenson, Bill Vukovich, Henry Pens, Mike Spence, Ralph Liguori, and Bob Harkey.

\*\*\*\*\*

FOREIGNERS in race number 3. They are: Graham Hill, Jochen Rindt and Denis Hulme. (Austria) (New Zealand) (London)

\*\*\*\*\*



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# 500 Daily Track Summary

1968 "500" Statistics continued -- page 2

## FORMER ROOKIE WINERS - 6

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

## RACE WINNERS FROM POLE POSITION

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

## FORMER WINNERS in 1968 race - 2

A. J. Foyt.....1961, 1964 and 1967  
 Graham Hill.....1966

## STARTING AND FINISH POSITIONS FOR Stark & Wetzel "Rookie of the 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	16-7	1962 Jimmy 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
		1967 Denis Hulme	24-4

## DRIVER STATISTICS

Oldest	-	Bob Veith	43
Youngest	-	Mike Mosley	23
Tallest	-	Jerry Grant & Dan Gurney	6'2"
Shortest	-	Mario Andretti	5'6"
Lightest	-	Mario Andretti	138 pounds
Heaviest	-	Jerry Grant	215 pounds

Married - 31; Single - 2. Average age - 30.3 years. Children - 69  
 Average children 2 1/10.

A. J. Foyt has led 256 laps, the most of any driver in the field. Overall leader - Ralph DePalma - 613.

During the month of May (not counting carburetion tests) there were 212 yellow lights...for a total of 5,758 minutes or 10 and 2/3- 9 hour practice days. Rain caused 28 yellows totaling 3,983 minutes. In addition to the rain there were 36 track inspections, 240 minutes; 30 call-ins, 154 minutes; 11 Oil, 353 minutes; 22 Truck crossings, 39 minutes; 24 emergency runs, 457 minutes; 38 tow-ins, 247 minutes; and 14 miscellaneous which included driver observations, track opening ceremonies, dogs on track, paper on track, tractor too near track, photographer on track, bird on track, and last, but not least, a turtle on the track.



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## 500 Daily Track Summary

PACE CARS 500 MILE RACE

<u>YEAR</u>	<u>PAGE CAR</u>	<u>DRIVER</u>
1911	Stoddard-Dayton	Carl G. Fisher
1912	Stutz	Carl G. Fisher
1913	Stoddard-Dayton	Carl G. Fisher
1914	Stoddard-Dayton	Carl G. Fisher
1915	Packard "6"	Carl G. Fisher
1916	Premier "6"	Frank E. Smith
1919	Packard V-12	Col. J. G. Vincent
1920	Marmon V-16	Barney Oldfield
1921	H.C.S. "6"	Harry C. Stutz
1922	National "8"	Barney Oldfield
1923	Duesenberg "8"	Fred S. Duesenberg
1924	Cole V-8	Lew Pettijohn
1925	Rickenbacker "8"	Capt. E. V. Rickenbacker
1926	Chrysler "8"	Louis Chevrolet
1927	LaSalle V-8	"Big Boy" Raeder
1928	Marmon	Joe Dawson
1929	Studebaker	George Hunt
1930	Cord V-8	E. L. Cord
1931	Cadillac	"Big Boy" Raeder
1932	Lincoln	Edsel Ford
1933	Chrysler	Byron Foy
1934	LaSalle	"Big Boy" Raeder
1935	Ford V-8	Harry Mack
1936	Packard	Tommy Milton
1937	LaSalle	Ralph DePalma
1938	Hudson	Stuart Baits
1939	Buick	Charles Chayne
1940	Studebaker	Harry Hartz
1941	Chrysler	A. B. Couture
1946	Lincoln V-12	Henry Ford II
1947	Nash	George W. Mason
1948	Chevrolet	Wilbur Shaw
1949	Oldsmobile	Wilbur Shaw
1950	Mercury	Benson Ford
1951	Chrysler	Dave Wallace
1952	Studebaker	P. O. Peterson
1953	Ford	William C. Ford
1954	Dodge	William C. Newburg
1955	Chevrolet	T. H. Keating
1956	DeSoto	L. I. Woolson
1957	Mercury	F. C. Reith
1958	Pontiac	Sam Hanks
1959	Buick	Sam Hanks
1960	Oldsmobile	Sam Hanks
1961	Ford Thunderbird	Sam Hanks
1962	Studebaker	Sam Hanks
1963	Chrysler	Sam Hanks
1964	Ford Mustang	Benson Ford
1965	Plymouth Sports Fury	P. N. Buckminster
1966	Mercury Cyclone	Benson Ford
1967	Camaro	Mauri Rose
1968	Fairlane Torino GT	William C. Ford



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## 500 Daily Track Summary

1968 INDIANAPOLIS "500"

VICTORY LANE  
RESERVED FOR  
(?)

Pit Assignments

South - North  
1-----44

PIT  
NO.      ASSIGNMENT

1.	Fyr Fyter		
2.			
3.			
4.			
5.			
6.	No. 21	Arnie Knepper	Bryant Heating & Cooling Spl.
7.	No. 56	Jim Hurtubise	Pepsi-Cola Frito-Lay Spl.
8.	No. 20	Art Pollard	STP Oil Treatment Spl.
9.	No. 70	Graham Hill	STP Oil Treatment Spl.
10.	No. 60	Joe Leonard	STP Oil Treatment Spl.

GASOLINE ALLEY ENTRANCE

11.	No. 25	Lloyd Ruby	Gene White Company
12.	No. 24	Al Unser	Retzloff Chemical Special
13.	No. 8	Roger McCluskey	G. C. Murphy Special
14.	No. 4	Gordon Johncock	Gilmore Broadcasting Special
15.	No. 3	Bobby Unser	Rislone Special
16.	No. 90	Mike Mosley	Zecol Lubaid Special
17.	No. 48	Dan Gurney	Olsonite Eagle
18.	No. 42	Denis Hulme	Olsonite Eagle
19.	No. 27	Jim Malloy	Jim Robbins Seat Belt Co. Spl.
20.	No. 1	A. J. Foyt, Jr.	Sheraton-Thompson Spl.
21.	No. 82	Jimmy McElreath	Greer Special
22.	No. 84	Carl Williams	Sheraton-Thompson Special
23.	USAC		
24.	USAC		
25.	Fyr - Fyter		
26.	No. 78	Jerry Grant	Bardahl Eagle
27.	No. 10	Bud Tingelstad	Federal Engineering Special
28.	No. 2	Mario Andretti	Overseas National Airways
29.	No. 64	Larry Dickson	Overseas National Airways
30.	No. 45	Ronnie Bucknum	Weinberger Home Spl.
31.	No. 35	Jochen Rindt	Repcor Brabham
32.	No. 15	Mel Kenyon	City of Lebanon, Indiana
33.	No. 11	Gary Bettenhausen	Thermo King Auto Air Conditioning
34.	No. 16	Bob Veith	Thermo King Auto Air Conditioning
35.	No. 18	Johnny Rutherford	City of Seattle
36.	No. 54	Wally Dallenbach	Valvoline Special
37.	No. 94	Sam Sessions	Valvoline Special
38.	No. 98	Bill Vukovich	Wagner Lockheed Brake Fluid Spl.
39.	No. 6	Bobby Grim	Gene White Company
40.	No. 59	Ronnie Duman	Cleaver-Brooks Special
41.	No. 29	George Snider	Vel's Parnelli Jones Ford Spl.
42.			
43.	Fyr Fyter		
44.			



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## 500 Daily Track Summary

### CHIEF MECHANICS AND ACCESSORIES

<u>Car No.</u>	<u>Chief Mechanic</u>	<u>Tires</u>	<u>Spark Plugs</u>	<u>Fuel</u>
60	Dick Schammel	Firestone		American Oil
70	Vince Granatelli	Firestone		American Oil
3	Jud Phillips	Goodyear	Autolite	Enco
2	Clint Brawner-Jim McGee	Firestone	Autolite	Enco
25	Dave Laycock	Firestone	Autolite	Enco
24	George Bignotti	Firestone	Autolite	Enco
8	Jack Beckley	Goodyear	Autolite	Enco
1	A. J. Foyt	Goodyear	Autolite	Enco
4	Duane Glasgow	Goodyear	Autolite	Enco
48	Wayne Leary	Goodyear	Autolite	Ashland
20	Dick Schammel	Firestone		American Oil
54	Bill Finley	Goodyear	Champion	Ashland
82	A. J. Foyt, Sr.	Goodyear	Autolite	Enco
27	Grant King	Firestone	Autolite	Enco
78	Fred Sewall	Goodyear	Champion	Ashland
35	Bill Fowler	Goodyear	Champion	Gulf
15	Phil Casey	Goodyear	Autolite	Ashland
10	Paul Brooks	Goodyear	Autolite	Ashland
45	Wally Meskowski	Goodyear	Autolite	Enco
42	Bill Fowler	Goodyear	Autolite	Ashland
18	Jerry Eisert	Goodyear	Autolite	Pure-Union
11	Phil Casey	Firestone	Champion	Ashland
98	Joe Pittman	Firestone	Champion	Pure-Union
16	Phil Casey	Goodyear	Champion	Ashland
6	Dave Laycock	Firestone	Autolite	Enco
59	Deith Randol	Goodyear	Champion	Enco
90	A. J. Watson	Goodyear	Autolite	Enco
84	A. J. Foyt, Jr.	Goodyear	Autolite	Enco
29	George Morris	Firestone	Autolite	Pure-Union
56	Jim Hurtubise	Firestone	Autolite	
94	Bill Finley	Goodyear	Champion	Ashland
21	Rolla Vollstedt	Firestone	Champion	Pure-Union
64	Clint Brawner-Jim McGee	Firestone	Autolite	Enco

AUTOLITE 21; CHAMPION - 9; FIRESTONE - 14; GOODYEAR - 19; AMERICAN OIL - 3; ASHLAND - 9; ENCO - 15; GULF - 1; PURE -UNION - 4.



Autolite-Ford Parts Division  
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## 500 Daily Track Summary

1968 Qualification Report

Saturday, May 18, 1968

Trial No.	Car No.	Driver	Laps Completed	4 Lap Average	Notes
1.	70	Grahan Hill	4	171.208	New 1 & 4 lap records. Took green at 11:09 a.m. - Turbine
2.	25	Lloyd Ruby	4	167.613	Turbo charged Offy
3.	8	Roger McCluskey	4	166.976	Turbo charged Offy
4.	15	Mel Kenyon	2	(163.488 & 164.564	Yellow flagged by crew
5.	54	Wally Dallenbach	3	(163.964, 163.221 & 163.994)	Yellow flagged by crew
6.	3	Bobby Unser	4	169.507	Turbo charged Offy-fastest TC0
7.	4	Gordon Johncock	3	(166.052, 164.114 & 164.835)	Yellow flagged by crew
8.	1	A. J. Foyt, Jr.	4	166.821	Ford - 255 unblown
9.	48	Dan Gurney	4	166.512	Stock block Gurney engine
10.	27	Jim Malloy (r)	4	165.032	1st Rookie to qualify
11.	60	Joe Leonard	4	171.559	New 1 & 4 lap records.(pole) Turbine powered
12.	4	Gordon Johncock	4	166.512	2nd attempt for Car #4
13.	82	Jimmy McElreath	4	165.327	2nd Sheraton-Thompson entry
14.	24	Al Unser	4	167.069	Only four wheel drive piston driven engine in field
15.	2	Mario Andretti	4	167.691	Turbo-charged Ford
16.	54	Wally Dallenbach	4	165.548	2nd attempt for No. 54
17.	56	Jim Hurtubise	1	166.328	(brushed wall-spun on 2nd lap - OK)
18.	78	Jerry Grant	4	165.960	14th qualifier
19.	20	Art Pollard	4	166.297	Third STP Turbine to qualify

SUNDAY, May 19, 1968

20.	35	Jochen Rindt	4	164.144	Only qualifier on May 19.
21.	42	Denis Hulne	3	(163.043, 163.666 & 163.310)	Yellow flagged by crew

SATURDAY, May 25, 1968

22.	21	Arnie Knepper	1	(164.264)	Spun 1 1/2 times coming out of turn #2
23.	15	Mel Kenyon	3	(162.66, 162.221 & 161.493)	Yellow flagged by crew. 2nd attempt by #15



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## 500 Daily Track Summary

QUALIFICATION REPORT CONTINUED - page 2

SAT. 5/25/68

Trial Car

<u>No.</u>	<u>No.</u>	<u>Driver</u>	<u>Laps Completed</u>	<u>4 Lap Average</u>	<u>Notes</u>
24.	62	Bruce Walkup	3	(162.075,161.929,163.3)	Spun coming out of turn #3
25.	11	Gary Bettenhausen	4	163.562	2nd Rookie Qualifier (1st - 3rd day)
26.	18	Johnny Rutherford	4	163.830	Ford - 255 C. Inch
27.	45	Ronnie Bucknum	4	164.211	3rd Rookie qualifier Car was disqualified due to being 20 pounds under minimum 1350 lb limit
28.	88	Bob Harkey	3	(158.842,159.915,158.983)	Yellow flagged by crew
29.	36	Larry Dickson	3	(161.609,161.146,160.743)	Yellow flagged by crew
30.	59	Ronnie Duman	4	162.338	20th qualifier
31.	98	Billy Vukovich	4	163.510	4th rookie qualifier 3rd due to Bucknum - Disqualification
32.	26	Bobby Johns	3	(160.915,160.285,159.830)	Yellow flagged by crew
33.	14	Bob Hurt	3	(160.973,160.887,162.045)	Yellow flagged by crew
34.	16	Bob Veith	4	163.495	22nd qualifier
35.	10	Bud Tingelstad	1	(165.047)	Came in - Car jumped out of gear.
36.	90	Mike Mosley	2	(162.514,162.133)	Yellow flagged by crew)
37.	6	Bobby Grin	4	162.866	T.C.O. -Team to L.Ruby
38.	84	Carl Williams	2	(161.377,163.547)	Yellow flagged by crew
39.	26	Bobby Johns	3	(160.743,160.887,160.657)	Yellow flagged by crew - 2nd attempt for #26
40.	10	Bud Tingelstad	4	164.444	2nd attempt by #10
41.	21	Arnie Knepper	3	(162.338,161.348,161.580)	2nd attempt by #21
42.	42	Denis Hulne	4	164.189	Qualified with no practice 2nd attempt by #42
43.	15	Mel Kenyon	4	165.191	3rd attempt by #15
44.	84	Carl Williams	3	(161.377,163.280,162.075)	2nd attempt by #84 Yellow flagged by crew
45.	36	Larry Dickson	3	(161.900,161.871,161.696)	Yellow flagged by crew, 2nd attempt by #36



Autolite-Ford Parts Division  
Public Relations Department

# 500 daily track summary

Trial Car No.	Car No.	Driver	Laps Completed	4 Lap Average	Notes
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SUNDAY, May 26, 1968

Allotted qualification time ran out at 6 p.m. with no attempted qualifications on the fourth day for qualifications. USAC officials announced that a required 1/2 hour practice session would be held and that each car prepared to qualify at the end of that period would be allowed one opportunity to leave the starting line to attempt qualification. In addition it was announced that the involved cars would be competing for the final (at that time) 8 positions that were vacant in the 33 car starting field. This ruling was changed on Monday, May 27th during the extended qualifying period when it was learned that the scales that were used by the USAC Tech. committee to weigh cars, was found defective. Due to the defective scales Car #45 was reinstated into it's qualified 19th starting position, it had been disqualified previously when the defective scales weighed the car 20 pounds under the 1350 pound minimum weight.

46	22	Bill Cheesbourg	4	157.274	Bumped by Arnie Knepper #21
47	77	Bill Puterbaugh	4	157.301	Bumped by C. Williams #84 (Bobby Johns in No. 17 spun in the #3 turn on his warm up lap. This voided his opportunity to qualify)

MONDAY, May 27, 1968

48	88	Bob Harkey	4	159.915	Bumped by reinstatement of Car #45
49	90	Mike Mosley	4	162.449	Rain stopped first attempt
50	41	George Follmer	4	158.877	Bumped by Walkup #62
51	28	Rick Muther	2 (160.485, 160.829)		Hit wall #1 turn
52	94	Sammy Sessions	4	162.118	
53	31	Sonny Ates	4	158.221	Bumped by Snider #29
54	36	Larry Dickson	4	159.652	33rd qualifier
55	21	Arnie Knepper	4	161.900	Bumped Cheesbourg
56	84	Carl Williams	4	162.323	Bumped Puterbaugh (Al Miller went out and came back into pits at 1:24 - broken gears)
57	29	George Snider	4	162.264	Bumped Ates
58	62	Bruce Walkup	4	160.514	Bumped Follmer-bumped by Dickson
59	56	Jim Hurtubise	4	162.191	Only front engine car in race
60	32	Al Miller	4	157.109	Too slow
61	71	Bob Harkey	4	156.257	Too slow

# 500 daily track summary

<u>Trial No.</u>	<u>Car No.</u>	<u>Driver</u>	<u>Laps Completed</u>	<u>4 Lap Average</u>	<u>Notes</u>
62	64	Larry Dickson	4	161.124	Bumped Walkup #62
63	76	Jerry Titus	4	154.540	Too slow

Larry Dickson, who started 33rd in 1967, starts 33rd in 1968. He is driving the car that Mario Andretti sat on the pole in 1967. Dickson's speed in 1967 was 162.543 compared to his 161.124.

<u>DATE</u>	<u>ATTEMPTS</u>	<u>CARS</u>	<u>QUALIFIED</u>	<u>FIELD AVERAGE</u>
5/18	19	17	15	167.225
5/19	2	2	1	167.029
5/25	24	16	10-1	165.812
5/26	2	2	2	
5/27	16	9	15	164.958
TOTALS:	63	46	43	164.958

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## 500 Daily Track Summary

SPIN and WRECK REPORT

1. FRIDAY, May 3, 1968 - 10:31 a.m.

Car #90, George Snider-Leader Card Racers. Engine seized, slid 200' then spun 1 1/2 times; slid another 200' and stopped with right tire brushing wall. Driver OK - Car, no damage. (This was actually the entered car No. 87.)

2. TUESDAY, May 7, 1968 - 5:12 p.m.

Car #30, Mike Spence - STP Oil Treatment Special. Lost control; slid 300' into wall, No. 1 turn (S.W.). Slid along wall 390'; car then edged away from wall sliding another 240' coming to a stop in middle of track at end of turn No. 1. Driver lost his helmet upon impact with the wall and was taken directly to Methodist Hospital where he passed away later that evening. Car was so badly damaged that it was not repaired.

3. SUNDAY, May 12, 1968 - 10:56 a.m.

Car #94, Chuck Stevenson-Valvoline Spl. Lost control going into No. 4 (N.W.) turn. Traveled approximately 300' then did 1/2 spin, slid 300' into wall striking wall with left side of car in turn No. 4. Continued along wall for 144' then slid into middle of track and stopped 195' from point of leaving wall. Car was extensively damaged - Driver was OK.

4. SUNDAY, May 12, 1968 - 12:22 p.m.

Car #40-STP Oil Treatment Spl. (Turbine). Lost control going into Turn No. 1 (S.W.). Slid 630' doing a 1/2 spin. Hit outside wall with left rear. Bounced off of wall and stopped 51' from wall in middle of track. Car was so extensively damaged that it was not rebuilt for racing. Driver - OK.

5. TUESDAY, May 14, 1968 - 12:05 p.m.

Car #36, Bob Hurt-Jack Adams Aircraft Spl. Lost control after coming out of turn No. 3 (N.E.). Did one complete spin while sliding approximately 300'. No contact with the wall, driver drove car into the pits.

6. TUESDAY, May 14, 1968 - 1:01 p.m.

Car #59-Cleaver Brooks Spl. Lost control coming out of turn No. 1 (S.W.). Spun once covering 450' sliding into wall. Hit wall with right rear end continued along wall for 120'. Car damage was right rear and right front suspension. Driver - OK.

7. SATURDAY, May 18, 1968 - 1:02 p.m.

Car No. 6, Bobby Grim - Gene White Co. Spl. Braked suddenly to avoid car in front of him at end of back stretch; lost control, slid 500' feet, did a 1/2 spin and hit the wall with left rear wheel. Continued along wall for 400'. Driver - OK. Car's left rear suspension was damaged.



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## 500 Daily Track Summary

SPINS AND WRECKS CONTINUED

8. SATURDAY, May 18, 1968 - 5:42 p.m.

Car #56, Pepsi Cola Frito-Lay Spl. Nicked outer wall in south short chute; spun 1 1/2 times while sliding approximately 575'. Driver OK. Car apparently not damaged. (Occured during the second lap of his first qualification attempt.)

9. SUNDAY, May 19, 1968 - 10:27 a.m.

Car #26, Ronnie Duman-Central Hardware Thunderbolt Spl. Got sideways coming out of turn No. 4 (N.W.), slid 500' to outside wall at head of main straightaway. The car's nose and left side hitting the wall after which it spun 2 1/2 times while sliding 384' hitting the wall several times during the slide. Driver OK. Car extensively damaged.

10. SUNDAY, May 19, 1968 - 10:47 a.m.

Car #90-Chuck Hulse-Zecol-Lubaid Spl. Hit wall in north short chute with right side of car-slid 570' before hitting wall again with right rear in turn #4 (N.W.) Car stopped 33' after last contact with wall. Driver OK. Car suspension damaged.

11. TUESDAY, May 21, 1968 - 3:07 p.m.

Car #77, Ralph Liguori-Dayton Steel Wheel Spl. Blew engine near starting line on main straightaway. Spun 2 1/2 times covering 960' down the main straightaway. Stopped at crossover gate. No contact with wall. Driver OK. Car OK (except engine)

12. WEDNESDAY, May 22, 1968 - 1:15 p.m.

Car #63, Bill Puterbaugh-City of Long Beach Spl. Lost control in turn No. 1 (S.W.) Spun 2 times into infield, traveled 780 feet. Made no contact with wall. Driver and car OK.

13. WEDNESDAY, May 22, 1968 - 2:06 p.m.

Car #27, Jim Malloy-Jim Robbins Seat Belt Co. Spl. Brushed outside wall with right front and rear wheels in center of north short chute, slid 850' spinning 2 times. The car stopped in middle of turn No. 4 (N.W.) Driver OK - Car, right rear suspension broke.

14. WEDNESDAY, May 22, 1968 - 3:16 p.m.

Car #5, Al Unser - Something evidently broke causing driver to lose control in No. 2 (S.E.) turn. Slid 288' into wall. Knocked off both right side wheels. Car continued along wall for 264' then did a 1/2 spin to the inside of the track covering an additional 210 feet. Driver OK. Car was extensively damaged and not repairable in time for last week-end of qualifications.



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## 500 Daily Track Summary

SPINS AND WRECKS CONTINUED - page 3

15. SATURDAY, May 24, 1968 - 9:17 a.m.

San Sessions, Car No. 49, Weinberger Hones Spl. Lost control going into No. 2 (S.E.) turn. Spun 1 time, slid 450' into the wall. Hit wall with right front then with right rear. Slid 60' away from wall. Stopped backwards on track. Car was so extensively damaged that it could not be repaired for the 1968 qualifications. Driver - OK.

16. SATURDAY, May 24, 1968 - 10:04 a.m.

Jerry Titus, Car No. 50, Navarro Injection Spl. Came out of the in-field grass in turn No. 4 (N.W.) slid 360' feet spinning 1/2 time into outer wall. Hit wall with left rear of car and continued along wall for 60 feet. Driver - OK. Car damaged extensively.

17. SATURDAY, May 24, 1968 - 11:13 a.m.

Arnie Knepper, Car No. 21, Bryant Heating & Cooling Spl. On second lap of qualifications when he spun 1 1/2 times covering 600 feet. No damage, no injury.

18. SATURDAY, May 24, 1968 - 11:40 a.m.

Bruce Walkup, Car No. 62, Clever Brooks Spl. Was on his 4th lap of qualifications when he spun coming off the No. 3 turn. One complete spin covering 600 feet. He stopped 1 foot from the wall. No injury or damage.

19. SATURDAY, May 24, 1968 - 2:24 p.m.

Bruce Walkup, Car No. 62, Clever Brooks Spl. On the second warm up lap prior to a qualification attempt Walkup spun one complete time in turn No. 1 (S.W.). Continued to pits. No injury or damage.

20. SUNDAY, May 26, 1968 - 7:41 p.m.

Bobby Johns, Car No. 17, Bryant Heating & Cooling Special. Spun 2 complete times, No. 3 turn (N.E.), stopped and was towed in. Driver and car OK. (Happened on warm up lap for qualifications)

21. MONDAY, May 27, 1968 - 9:25 a.m.

Bob Hurt, Car No. 14, Quaker State Special. Lost control in middle of No. 1 (S.W.) turn. Slid 400 feet spinning 1/2 time. Hit wall with left rear of car, bounced off sliding 150 feet back to center of track. Car extensively damaged. Driver - injured in upper spinal area, taken to Methodist Hospital for surgery. Arnie Knepper, No. 21, Bryant Heating and Cooling Spl., spun to miss No. 14 and continued under own power.

22. MONDAY, May 27, 1968 - 10:03 a.m.

Sonny Ates, Car No. 31, Federal Automotive Associates Entry. Lost control in turn No. 1 (S.W.), spun 1 complete time and continued to pit area. Driver and car OK.



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# 500 daily track summary

SPINS & WRECKS CONTINUED - page 4

23. MONDAY, May 27, 1968 - 10:28 a.m.

Bill Puterbaugh, Car No. 71, Stewart-Warner Spl. Lost control in No. 1 (S.W.) turn. Spun 1 1/2 times, stopped at start of short straightaway. No contact with wall. Car and driver OK.

24. MONDAY, May 27, 1968 - 11:58 a.m.

Rick Muther, Car No. 28, George R. Bryant Entry. Lost control coming out of turn No. 1 (S.W.). Hit wall with right rear and then right front. Driver - mild concussion - Car was extensively damaged.

During the 27 day period of practice and qualifications for the 1968 "500" Mile Race there were 24 yellow lights due to slides, spins and wrecks. This compares to a total of 30 for the 21 day period for 1967. A total of eleven rookies and ten veterans were involved in the incidents. Bruce Walkup accounted for three of the rookie incidents, Bill Puterbaugh, two.

<u>Location of incidents</u>		Spins, etc. no wall contact...10	Spins, etc. wall contact.....14
#1 Southwest turn	8		
#2 Southeast turn	2		
#3 Northeast turn	3		
#4 Northwest turn	2		
North Short straightaway	4		
South Short straightaway	2		
Main straightaway	3		
Back Straightaway	0		
	<u>24 Total</u>		Total 24

Veterans 10  
Rookies 14

One fatality and one serious injury were recorded in the 24 incidents. Mike Spence injured in the 1st turn crash on May 7th, died in Methodist Hospital several hours after his accident.

Bob Hurt injured on May 27th in the 1st turn crash was hospitalized and underwent surgery in Methodist Hospital for possible spinal injuries.

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## 500 Daily Track Summary

1968 INDIANAPOLIS "500" ROOKIE TESTS

The rookie tests at Indianapolis for 1968 consisted of 10 laps at 140 mph, 145 mph, 150 mph and 10 laps at a speed of over 150 mph comfortable to the driver. On the 140, 145 and 150 mph phases the driver is required to keep within four miles above the speed or 1 mile per hour below. On the final 10 lap phase a crew of veteran driver observers is used to observe the rookie.

### Rookie Test

#### 4-phases - 1st year drivers

1. Bill Vukovich, #98, Wagner Lockheed Brake Fluid Spl., 5/1-140 & 145; 5/2-150 and final. Also took test during 1967 tire tests. OK
2. Jim Malloy, #27, Jim Robbins Seat Belt Co. Spl., 5/1-140 & 145; 5/2-150 and final. Also took test during 1967 tire tests. OK
3. Bruce McLaren, #69, Shelby Botany 500 Spl., 5/1-140 & 145; 5/2-150 and final. OK
4. Sonny Ates, #19, MVS Entry, 5/2-140, 145 & 150 mph; 5/3-final. OK
5. Mike Spence, #30 STP Oil Treatment Spl., 5/2-140 & 145 mph; 5/3-150 and final. OK
6. Rick Muther, #22 Michner Petroleum Entry, 5/3-140 & 145 mph; 5/4-150 mph; 5/5-final. OK
7. Jerry Titus, #75 Marathon, 5/4-140 mph; 5/5-145 & 150 and final. OK
8. Rollie Beale, car #88 Ken Brenn Spl., 5/4-140 & 145 mph; 5/5-150 mph; 5/6 - final. OK
9. Bruce Walkup, #59, Clever-Brooks, 5/6- 5 laps of 140 mph; 5/7-140 mph 5 laps; 145, 150 and final. OK
10. George Follner, #28, George R. Bryant Entry, 5/9-140, 145 & 150; 5/10 - final. OK
11. Gary Bettenhausen, #47 Joe Hunt Magneto Spl., 5/9-140 & 145. No. 97, Wagner Lockheed Brake Fluid Spl., 5/13-140, 145, 150 & final. OK
12. Bill Puterbaugh, City of Long Beach Spl., 5/7-140, 145, 150 & final. OK

Twelve new first year rookies passed the complete 4 phase tests.. One rookie, Henry Pens of Chicago, Illinois, in car #17 Bryant Heating and Cooling Spl., took four laps of his 140 mph phase on May 6. The USAC officials called Pens in and requested that he obtain more Championship experience before returning to the speedway.

### 4-PHASE ROOKIE REFRESHER TESTS

1. Greg Weld, #30, STP Oil Treatment Spl., 5/5-140; 5/6- 145, 150 & final. OK
2. Mike Mosley, #90, Zecol-Lubaid Spl., 5/22-140, 145, 150 and final. OK

Ralph Liguori, Cars #77-Dayton Steel Wheel Spl., #88-Ken Brenn Spl. and #71-Stewart-Warner Spl. 5/21-140, 145, 150 and 1 lap of final. Engine blew on main straightaway, #77.



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# 500 Daily Track Summary

4-Phase Rookie Refresher tests - continued page 2

5/22- Car No. 88 and Car No. 71- didn't complete test and was balted from continuing when time ran out...5/22 final day of tests.

Les Scott, Car No. 50, Navarro Injection Spl., 5/22- 140 - did not complete test.

### 4-PHASE REFRESHER TEST FOR VETERANS

1. Bobby Johns, Car No. 26, Central Hardware Thunderbolt Spl., 5/21-140, 145, 150 and final. OK  
Johns competed in the 1965 "500" - finished 7th.

### 2-PHASE REFRESHER TESTS FOR PREVIOUSLY TESTED ROOKIES

1. Bob Hurt, Car No. 36-Jack Adams Aircraft Spl., 5/1- 150 & final OK
2. Sam Sessions, Car No. 45, Weinberger Homes Spl., 5/2-150 & final OK
3. Ronnie Bucknum, Car No. 45, Weinberger Homes Spl., 5/9-150 & final OK

### 2 PHASE VETERANS REFRESHER TESTS

1. Jack Brabham, Car No. 35, Repco-Brabham Spl. 5/7-150 & Final OK

### SUMMARY

1st year rookies that passed 4 phase tests.....12  
 Refresher 4 phase tests for rookies that had previously passed tests..2  
 Refresher 4 phase tests for veteran driver.....1  
 Refresher 2 phase tests for rookies that have previously passed test..3  
 Refresher 2 phase tests for veteran drivers that had not competed in the last two years.....1  
 Drivers that had not competed in last two "500" events that did not take test but were allowed to practice without refresher tests.....3  
 Mastin Gregory.....(last race in 1965)    Bob Harkey....(last race in '65)  
 Dempsey Wilson.....(last race in 1963)

Rookie drivers that were available and eligible to try a qualification attempt following the drivers test, including first year and refreshers.

Thirteen - (Mike Spence was fatally injured after taking test)

### Rookies that made race for 1968

#27 Jim Malloy	Jim Robbins Seat Belt Spl.	Starting 14th
#45 Ronnie Bucknum	Weinberger Homes Special	19th
#11 Gary Bettenhausen	Thermo King Air Conditioning	22nd
#98 Billy Vukovich	Wagner Lockheed Brake Fluid Spl.	23rd
#90 Mike Mosley	Zecol Lubaid Special	27th
#94 Sammy Sessions	Valvoline Special	31st



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## 500 Daily Track Summary

1968

### INDIANAPOLIS "500" ENTRY LIST

<u>CAR No.</u>	<u>GAR. No.</u>	<u>DRIVER</u>	<u>CAR NAME</u>	<u>CHASSIS &amp; ENGINE</u>
1	29	A. J. Foyt, Jr. (10)	Sheraton-Thompson Spl.	Coyote/Ford
2	21	Mario Andretti (3)	Overseas National Airways	Hawk/TCF
3	14	Bobby Unser (5)	Rislone Spl.	Eagle/TCO
4	48	Gordon Johncock (3)	Gilmore Broadcasting Spl.	Gerhardt/TCO
5	77	Al Unser (3)	Retzloff Chemical Spl.	Lola/TCF
6	11	Bobby Grim (8)	Gene White Company	Laycock Mongoose/TCO
8	7	Roger McCluskey (6)	G.C. Murphy Spl.	Eagle/TCO
9	25	Joe Leonard (3)	Vel's Parnelli Jones Fd	Morris/TCF
10	73	Bud Tingelstad (7)	Federal Engineering Spl.	Gerhardt/TCO
11	26	Art Pollard (1)	Thermo King Air Cond.Spl.	Gerhardt/TCO
14	34	Chuck Hulse (4)	Quaker State Spl.	Gerhardt/TCO
15	62	Mel Kenyon (2)	City of Lebanon, Indiana	Gerhardt/TCO
16	33		Thermo King Air Cond.Spl.	Gerhardt/TCO
17	3	Arnie Knepper (3)	Bryant Htg * Cooling Spl.	Vollstedt/Ford
18	83	Johnny Rutherford (4)	City of Seattle	Eagle/Ford
19	61	Sonny Ates (0)x		Cecil/Ford
20	55	Jackie Stewart (2)	STP Oil Treatment Spl.	Lotus/Turbine
21	4		Bryant Htg & Cooling Spl.	Vollstedt/TCF
22	9	Rick Muther (0)x		Eagle/Ford
23				Lola/Ford
24	76		Bowes Seal Fast Spl.	Lola/TCF
25	12	Lloyd Ruby (8)	Gene White Company	Laycock Mongoose/TCO
26	39	Ronnie Duman (4)	Central Hdwe Thunderbolt	Gerhardt/TCO
27	1	Jim Malloy (0)x	J.Robbins St.Belt Co.Spl.	Vollstedt/TCF
28	5	Masten Gregory (1)		Gilbert-Cheetah/Fd
29	24		Vel's Parnelli Jones Fd	Laycock Mongoose/Fd
30WR	56	Greg Weld (0)xr		Lotus Turbine
31	74			Gerhardt/TCO
32	72	Al Miller (4)		Gerhardt/Ford
34	42	Chuck Booth (x)	Speedy's Brstd Chick Spl.	Huffa/Chevy
35	69	Jochen Rindt (1)	Repco Brabham	Brabham/Repco
36	19		Jack Adams Aircraft Spl.	Lola/Ford
38	8	Roger McCluskey (6)		Eagle/TCO
39WD	51		Shelby Botany 500 Spl.	Wallis/Turbine
40WR	57		STP Oil Treatment Spl.	Granatelli/Turbine
41	6	George Follmer (0)x		Gilbert-Cheetah/Fd
42	40	Dan Gurney (6)	Olsonite Eagle	Eagle/Ford
45	66	Ronnie Bucknum (0)r	Weinberger Homes Spl.	Eagle/Ford
46	79		Lotus Chevrolet Spl.	Lotus-Eisert/Chevy
47	82	Gary Bettenhausen (x)	Joe Hunt Magneto Spl.	Losovsky-Dirt/Offy*
48	41	Dan Gurney (6)	Olsonite Eagle	Eagle/Stock Gurney
49	67	Sam Sessions (0)r	Weinberger Homes Spl.	Gerhardt/Ford
50	50	Les Scott (0)xr	Navarro Injection Spl.	Watson/TC Rambler
51	59	Dempsey Wilson (4)	Greenman-Wilson Cam Spl.	Halibrand Shrike/Chy
54	64	Wally Dallenbach (1)	Valvoline Special	Finley/TCO
56	71	Jim Hurtubise (7)	Pepsi-Cola Frito-Lay Spl	Hurtubise Mallard/TCO
57	18		Overseas National Airways	Hawk/Ford
58	49		Gilmore Broadcasting Spl	Gerhardt/TCO
59	88	Bruce Walkup (0)x	Cleaver-Brooks Spl.	Hayhoe/TCO
60	85		STP Oil Treatment Spl.	Lotus/Turbine
62	89	Bruce Walkup (0)x	Cleaver-Brooks Spl.	Hayhoe/TCO
63	47	Bill Puterbaugh (x)	City of Long Beach Spl.	Mickey Thompson/MTS
64	22		Overseas National Airways	Hawk/Ford
66WD	52	Bruce McLaren (0)x	Shelby Botany 500 Spl.	Wallis/Turbine
67	2		J.Robbins St.Belt Co.Spl.	Vollstedt/Ford
69WD	53	Denis Hulme (1)	Shelby Botany 500 Spl.	Wallis/Turbine
70	86	Graham Hill (2)	STP Oil Treatment Spl.	Lotus/Turbine



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## 500 Daily Track Summary

### INDIANAPOLIS "500" ENTRY LIST

Car No.	Gar. No.	Driver		Car Name	Chassis & Engine
71	80	Jerry Titus	(0)x	Stewart-Warner Spl.	Marathon/Ford
72	20	Bob Hurt	(0)r	Jack Adams Wynn-Storm	Glen Bryan/Turbine
73	68			Quaker State Spl.	Gerhardt/TCO
75	81				Marathon/Ford
76	37			Bardahl Eagle	Eagle/Ford
77	58	Larry Dickson	(2)	Dayton Steel Wheel Spl.	Gerhardt/Ford
78	38	Jerry Grant	(3)	Bardahl Eagle	Eagle/Ford
79	15			Rislone Spl.	Eagle/Ford
80	87			STP Oil Treatment Spl.	Lotus/Ford
81	23			Central Excavating Spl.	Gerhardt/SCO
82	60	Jim McElreath	(6)	Greer Spl.	Coyote/Ford
84	30			Sheraton-Thompson	Coyote/TCF
87	16			Leader Card Racer	Watson/Ford
88	31	Rollie Beale	(0)x	Ken Brenn Spl.	Gerhardt/Ford
90	17	George Snider	(3)	Leader Card Racer	Watson/TCO
94WR	65	Chuck Stevenson	(9)	Valvoline Spl.	Finley/TCO
95	70			Repco Brabham	Brabham/TC Repco
96	84			Eisert Racing Enterprise	Eisert/Chevy
97	43			Wagner-Lockheed Brk. Fl.	Jones-Philipp-Shrike /TCO
98	44	Bill Vukovich	(0)x	Wagner-Lockheed Brk. Fl.	Laycock Mongoose/TCO

(0)x = Passed drivers test this year (x) = Must take test (as of 5/11/68)  
 (0)r = Passed refresher test this year (0)xr = Must take refresher (as of 5/11/68)

WR = Wrecked WD = Withdrawn

TCO = Turbocharged Offenhauser.....	25
Unkn. wh.....	1
TCF = Turbocharged Ford.....	7
MTS = Mickey Thompson Stock Block.....	1
Offy* = 255 Cubic Inch Offenhauser	1
Repco = Repco (by Brabham).....	2
Stock Gurney = Stock Block by Gurney...	1
Chevy = Chevrolet Stock Block.....	4
Turbines.....	9 ( 3 have been withdrawn)
Ford.....	27

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#### CHASSIS

Gerhardt.....	15	Finley.....	2
Eagle.....	11	Marathon.....	2
Lotus.....	5	Cecil.....	1
Lola.....	4	LesovskyDirt.....	1
Vollstedt.....	4	Halibrand Shrike.....	1
Laycock Mongoose.....	4	Morris.....	1
Hawk.....	3	Thompson.....	1
Watson.....	3	Eisert.....	1
Wallis.....	3WD	Jones-Philipp-Shrike.....	1
Coyote.....	3	Glen Bryan.....	1
Gilbert-Cheetah.....	2	Eisert-Lotus.....	1
Hayhoe.....	2	Huffaker.....	1
Brabham.....	2	Granatelli.....	1

Hurtubise Mallard....1

71-Rear Engine cars.....1 Front engine Dirt Car....1 Front Engine Roadster  
 4 Side engine turbines



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## 500 Daily Track Summary

Vol. III, No. 1

Wednesday, May 1, 1968

The Indianapolis Motor Speedway opened today in preparation for the 52nd annual "500" mile race and it proved to be one of the most subdued openings in recent history. A trio of veterans including driver Arnie Knepper, car owner, chief mechanic and sponsor, Phil Hedback, won, hands down, the opening day race to be the first on the track.

Harlan Tengler, Chief Steward gave the command "The track is now open for practice" at exactly 9:00 a.m. Seconds later the Bryant Heating and Cooling Special, No. 17, roared to life and Knepper proceeded to post two laps of slow practice as the news media recorded the opening. The reason for the hands down victory by the trio, no other team made an effort to make the 1968 initial run.

Beautiful weather welcomed the several thousand fans that turned out during the nine hours (9:00 a.m. - 6:00 p.m.) first day sessions. Nine cars made appearances on the track. They were 17-Knepper-Bryant; 19-Ates, MVS; 36-Hurt, Adams; 60-Spence, STP; 69-Hulme and McLaren-Botany; 70-Hill, STP; 76-Grant, Bardahl; 90-Enider, Leader Card and 98-Vukovich, Wagner. Hill and Hurt shared high honors at 154 mph.

Forty cars of the seventy-seven entered were housed in Gasoline Alley garages by the 6:00 p.m. closing time. They were numbers, 1, 3, 8, 9, 17, 19, 21, 22, 23, 25, 26, 30, 32, 34, 36, 38, 40, 45, 49, 54, 56, 59, 60, 63, 64, 66, 67, 69, 70, 71, 75, 76, 78, 79, 81, 82, 84, 90, 97, and 98.

Ten cars had passed the necessary technical inspection by the USAC officials and they are the above underlined cars.

Entered in this years race, according to the first day statistics, are 16 rookies, five of these have passed their drivers test prior to this year and will be taking refresher runs. Mike Spence, a Grand Prix veteran from Maidenhead, Berks, United Kingdom, was the latest rookie to be assigned an entry in the '68 event. Spence was assigned to the STP Oil Treatment Spl., No. 60.

Bruce McLaren became the first driver to start a complete rookie test and he completed the first two phases of 140 and 145 mph. The complete test required includes 10 laps 140 mph, 145 mph and 150 mph. A run of ten laps under veteran driver observation at a "comfortable" speed over 150 mph is the final test after which the rookies are voted on by the veteran drivers. McLaren was in the Shelby Botany "500" Spl. powered by a turbine. Sonny Ates, in the DVS Entry, powered by a normal unblown Ford, prepared to start his test when a fueling problem developed. Rookie Vukovich was out for just a familiarization run only.

Refresher tests required are the two final 10 lap runs. Bob Hurt in the No. 36, Jack Adams Aircraft Spl., was the first of five entered rookies required to pass the test, to do so.

A 155 mph speed limit was in force, set by Chief Steward Harlan Tengler. The limit will be on until the USAC Officials lift it which usually is within two days following the opening.

1966 - 79 cars entered---26 on hand---6 passed USAC Tech.  
1967 - 90 cars entered---39 on hand---14 passed USAC Tech.  
1968 - 77 cars entered---40 on hand---10 passed USAC Tech.

Weir Cook Weather---High temperature 74 degrees at 5:00 p.m.  
5/2/68 - High temperature around 80 degrees, Wind Velocity W/SW 12-20 mph,  
Chance of showers late tomorrow afternoon or evening.

Phone number Weir Cook Weather 244-3010



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## 500 Daily Track Summary

Vol III, No. 2

Thursday, May 2, 1968

Second day action in practice runs for the 52nd "500" was light considering the beautiful weather that prevailed. Veteran and Rookie drivers alike participated in practice runs with the rookies working heavy on their required test runs.

Rookie Billy Vukovich, in the No. 98 Wagner Lockheed Brake Fluid Spl., was the first rookie to complete his test and was closely followed by fellow rookies Jim Malloy, No. 67 Jim Robbins Co. Spl. and Bruce McLaren, No. 69 Shelby-Botany 500 Sp. All three drivers completed their final phase and were approved by the USAC officials. Malloy and Vukovich had taken prior tests in the summer of 1967.

Rookie Sonny Ates in No. 19, MVS Spl. took advantage of the mild traffic conditions and completed the first three phases of his test hoping to complete the runs tomorrow. Mike Spence, in the STP No. 60, completed his 140-145 MPH tests. Rick Muther shook down the No. 22, and will be required to take a refresher. Three time, and defending Indianapolis winner, A. J. Foyt made his first appearance on the track and was in car No. 1, the Sheraton-Thompson Spl. He was shaking the car down and ran laps in the low speed bracket.

Other veteran drivers that appeared on the track were Jerry Grant, No. 76, Berdahl Eagle; Arnie Knepper, No. 17, Bryant Heating and Cooling Spl; Graham Hill in the STP No. 70 and Denis Hulme, No. 69.

Veteran Jim McElreath, unassigned to a car on the original speedway entry, was assigned to the Greer Spl., No. 82. This is the car that Joe Leonard drove to third place in the 1967 race under the Sheraton-Thompson colors. McElreath had the No. 82 out for a shakedown run.

The total population in the garage area rose to 44 cars, four more than listed yesterday. The new arrivals were No. 10, Bud Tingelstad, Federal Engineering Spl.; No. 20, Jackie Stewart, STP Oil Treatment Spl.; No. 42, Dan Gurney, Olsonite Eagle and No. 94, a Valvoline Spl. with no driver assignment.

The cars now housed in Gasoline Alley include Nos. 1, 3, 8, 9, 10, 17, 19, 20, 21, 22, 23, 25, 26, 30, 32, 34, 36, 38, 40, 42, 45, 49, 54, 56, 59, 60, 63, 64, 66, 67, 69, 70, 71, 75, 76, 78, 79, 81, 82, 84, 90, 94, 97, and 98.

Twenty cars have passed the Technical Inspection which allows the car on the track for practice. They are Nos. 1, 8, 17, 19, 22, 34, 36, 40, 42, 60, 67, 69, 70, 71, 75, 76, 82, 84, 90, 98. Ten cars had passed the Tech. by 6:00 p.m. yesterday. The nine additional cars that passed today are underlined.

Danny Ongais, originally entered on Car No. 63, the Mickey Thompson entry, was asked by the USAC Officials to get more experience before returning to the Speedway for a drivers test.

Sam Sessions, a rookie that passed his test in 1967, was added to the roster after the original list was issued and is in the No. 49, Weinberger. He will be required to pass a refresher test.

There were a total of 12 cars on the track today; numbers 1, 17, 19, 22, 60, 67, 69, 70, 76, 82, 90 and 98. Four cars appeared on the track for the first time this year and they are underlined.

Thirteen cars have appeared on the track in the first two days. They are numbers 1, 17, 19, 22, 27, 36, 60, 69, 70, 76, 82, 90 and 98.

DO YOU REMEMBER??? There were 24 Fords, 1 Turbine, 1 Supercharged and 7 Turbo charged Offenhausers in the 1967 starting line up.

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## 500 Daily Track Summary

Volume III, No. 3

Friday, May 3, 1968

Light, bothersome showers closed the track several times during the third day of activity but didn't slow the action as 19 cars took practice runs.

Parnelli Jones, the 1963 Indy winner who led 171 laps of the 1967 "500", announced his withdrawal as the driver of Car #40, the new STP Oil Treatment Spl. Jones stated that he believed the car wouldn't be competitive enough to win and that he was only interested in winning. At this time he has indicated that he wouldn't be participating in this year's race. He stated that he will compete in the Yankee "250" at IRP on Sunday, May 5.

George Snider, driving Car No. 87 (Heretofore referred to as No. 90 due to the fact that No. 87 was carrying No. 90) was the first driver to experience difficulty this year in practice. At 10:31 Snider's Leader Card Racer, No.87, had the rear end lock up traveling down the main straightaway. The car slid 200', spun 1 1/2 times covering an additional 200' before brushing the inside wall with the right rear tire. Snider was unhurt and the car had a broken crankshaft. Snider returned to the track later in the day in the "real" No.90 and shook the car down.

At the 6:00 p.m. closing hour there were 51 cars housed in Gasoline Alley. This is 7 additional to the 44 recorded for May 2. The new arrivals are Nos. 15-City of Lebanon, Mel Kenyon; 31-Federal Engineering, No Driver; 48-Olosonite Eagle, Dan Gurney; 77-Dayton Steel Wheel, Larry Dickson; 80-STP Oil Treatment Spl., No Driver; 90 (the real one)- Leader Card Racer, George Snider and 88-Ken Brenn Spl., No Driver.

The USAC Technical Inspection passed three more cars which brings the total to 23 for the season. The latest are No. 15-City of Lebanon; No. 81, Central Excavating Spl. and the "real" No. 90-Leader Card Racer. This leaves 28 cars that are on hand that have to pass the test prior to practicing.

Drivers test continued as Sonny Aton in No. 19 and Mike Sponce in No. 60, completed their tests and were accepted by USAC. This makes a total of 5 rookies that have passed the test in the first three days. Rick Muther, in No. 22, the Michner Petroleum entry, completed the first two (140-145) mph phases of his refresher test while Jerry Titus and Chuck Booth both appeared on the track but did not start their tests.

A total of 19 cars appeared on the track. They are Nos. 1, 8, 15, 17, 19, 22, 34, 36, 42, 60, 69, 70, 75, 76, 81, 82, 87, 90 and 98. A total of 20 different cars have appeared on the track this year, 19 of these today and the only one that did not is Car No. 67. Seven of these for the first time, they are underlined.

At 10:34 a.m., Harlan Fongler Chief Steward lifted the 155 mph speed limit. Six drivers appeared on the track for the first time this year including Roger McCluskey, Mel Kenyon, Dan Gurney, Ronnie Duman, Chuck Booth and Jerry Titus. Twenty drivers have appeared on the track this year and eight rookies. Duman was shaking the No. 81 down, he is assigned to No. 26.

Car No. 69 has appeared on the track 20 different times to hold the appearance record to date. Denis Hulme and Bruce McLaren have shared in this "record run".

There were 10 yellow lights today, 6 yesterday and none the first day.

DO YOU REMEMBER???? There were 32 rear engine and 1 side mounted engine cars in the 1967 "500"

WEATHER - Weir Cook

Today - High temperature 76 degrees between 1 and 2 p.m.

Tomorrow - Partly cloudy and cooler around 70 degrees. Winds NW 10-20 mph.



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## 500 Daily Track Summary

Volume III, No. 4

Saturday, May 4, 1968

The fourth day of practice was witnessed by the largest practice day crowd of the season. The "Official" opening was held at the main straightaway following the annual Mayor's Breakfast which was held in the Hurst Theatre with over 1,000 in attendance. Drivers that attended the Festival breakfast were Jackie Stewart, A. J. Foyt, Parnelli Jones, Graham Hill, Al Unser, Art Pollard, Bobby Unser, Joe Leonard, Denis Hulme and Dan Gurney. Retired drivers in attendance included Louie Meyer, Rodger Ward, Floyd Davis, Pete DePaolo and George Souders. Bob Collins, Sports Editor of the Indianapolis STAR, was master of ceremonies, Stewart the guest speaker. Those attending the breakfast invaded the speedway and took a lap around the track.

Following the ceremonies activity on the track returned to normal and 18 different cars made appearances. Five cars were on the track for the first time and there were two drivers making their first appearances.

Drivers making their initial appearances were Larry Dickson and rookie Rollie Beale. Dickson was in the Ken Brenn Spl. shaking it down for Beale who started his test in the car.

The five cars out for their first outing were No. 40, Joe Leonard-STP; No. 48, Dan Gurney-Olsonite Eagle; No. 45, Sossions-Weinberger Homes; No. 77, Dickson-Dayton Steel Wheel; No. 88 Beale and Dickson-Ken Brenn.

The garage area population rose by two as No. 51, assigned to Dempsey Wilson-Greenman-Wilson Cam Spl.; and No. 6 a Gene White entry without a driver assignment.

Three additional cars passed the USAC Technical Inspection bringing the total to 26 that are eligible to run. This means that 27 cars that are housed in Gasoline Alley have to take the inspection before they will be eligible to practice. The cars that passed today were No. 48-Olsonite Eagle; No. 77-Dayton Steel Wheel Spl. and No. 88-Ken Brenn Spl.

Seven yellow lights were flashed today. To date the yellow has shown for several various reasons listed as follows...3 Rain, 5 Track inspection, 3 Familiarization, 1 Spin, 6 to call in drivers and check the rookie's reaction, 9 for tow ins, etc. and 1 for a dog.

Rookie tests continued as Rick Muther posted his 150 phase. Rollie Beale passed the first two (140-145 mph) phases and Sam Sossions took his refresher and was OK'd by USAC. Five rookies have passed their tests for the first time and two have passed their refreshers. Two additional rookies are working on tests.

Rookie Mike Spence in the No. 60 STP Turbine posted the fastest speed of the year as he circled the Speedway at 164.239 mph. Other speeds included Graham Hill, No. 70 STP, 162.308 mph; Dan Gurney hit 159 mph in two different team Olsonite cars, No. 42 and 48. Joe Leonard took a ride in the No. 40 from which Parnelli Jones withdrew yesterday and posted a 158.786 mph lap.

Rookie Jerry Titus was grounded for the afternoon by USAC after driving past four yellow lights.

Cars on the track included 17, 22, 34, 36, 40, 42, 45, 48, 60, 69, 70, 75, 77, 81, 82, 88, 90 and 98.

WEATHER--WEIR COOK...high temperature today 70 degrees--TOMORROW, Sunny, less wind but breezy and cool, 60's.



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## 500 Daily Track Summary

Volume III, No. 5

Sunday, May 5, 1968

The fifth day of practice had a large crowd of rail birds in attendance and proved to be the busiest day of the month. A total of 20 cars made appearances on the track, the highest single day number to date. Ten cars passed the USAC Technical Inspection. There were 3 yellow lights displayed, three new cars arrived in Gasoline Alley, five cars made their first appearance on the track this year as did five drivers.

New arrivals into the area were No. 11-Thermo King Air Conditioning, Art Pollard; No. 14-Quaker State Spl., Chuck Hulse; and No. 35-Repsco Brabham, Jochen Rindt. Total 56.

Additions to the approved cars for practice list in the USAC Tech. office included No. 3-Rislone Spl.; No. 6-Gene White; No. 14-Thermo King; No. 25-Gene White; No. 30-STP Oil Treatment; No. 31-Federal Engineering; No. 35-Repsco-Brabham; No. 45-Weinberger Homes; No. 63-Mickey Thompson; and No. 66-Shelby Botany 500. Total to date - 36.

Cars that appeared on the track today included No. 3, Bobby Unser; No. 6, Lloyd Ruby; No. 17, Arnold Knopper; No. 22, Rick Muther; No. 25, Lloyd Ruby; No. 30, Greg Weld; No. 35, Jack Brabham; No. 40, Joe Leonard; No. 42, and No. 48, Dan Gurney; No. 60, Mike Spence; No. 63, Bill Puterbaugh; No. 67, Jim Malloy; No. 69, Denis Hulme and Bruce McLaren; No. 70, Graham Hill; No. 75, Jerry Titus; No. 82, Jim McElreath; No. 88, Rollie Beale; No. 90, George Snider and No. 98, Bill Vukovich. Total 20, highest number to date.

Among the five drivers making their first '68 appearances were Bobby Unser, Lloyd Ruby, Greg Weld, Jack Brabham and Bill Puterbaugh. Total-5

A total of 27 different drivers have appeared on the track this year and 31 different cars.

The cars that appeared for the first time were Numbers 3, 6, 25, 30, 35, and 63.

Drivers test continued as the rookies sought to get their big OK's. Rick Muther became the sixth driver to receive the good word and Jerry Titus was the seventh. Muther taking the final 10 laps and Titus charting the last three phases of 145 - 150 and the final of over 150 mph for ten laps.

Rollie Beale took the 150 mph phase and Greg Weld took the first (140mph) phase of his test in the STP Turbine, No. 30. Beale had four laps in the final phase recorded when his car developed gear problems. The seven drivers that are now OK in the complete four phase test this year include Vukovich, Malloy, McLaren, Ates, Spence, Muther and Titus. Sossions and Hurt are the two in the refresher bracket that are OK for the year.

Graham Hill led the five drivers in topping the 163 mph mark with a 165.411 mph lap, the highest he has ever recorded at Indianapolis. Mike Spence second high with 164 plus; Gurney in two different cars had 164.1-No. 42 and 163 plus in No. 48; Joe Leonard 163.0 and Ruby at 163.0.

A. J. Foyt won his second USAC stock car race on Indianapolis Raceway Park's 2.5 mile road course. He drove a 1968 Ford Torino to victory in the Yankee 250. Norm Nelson was second and Frank Freda, third. Foyt won the 1963 Yankee 300..... .Sonny Ates established a new world's record at the Winchester Sprint race turning the 1/2 mile in 16.93-106.007 mph. Larry Dickson won the 30 lap feature; Bob Pratt was second and Ates third.



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## 500 Daily Track Summary

Volume III, No. 6

Monday, May 6, 1968

Speed was the order of the day as the Indianapolis Speedway held its sixth day of practice under near perfect weather conditions. With 22 cars taking practice runs the activity proved to be the busiest to date. Five drivers topped the 163 MPH mark and four drivers appeared on the track for the first time.

At the 6:00 p.m. closing time the population of Gasline Alley had risen to 58 with the arrival of two additional cars. The newest additions to the roll call are cars No. 18-City of Seattle, Johnny Rutherford and the No. 62-Cleaver Brooks Spl., Bruce Walkup.

The USAC technical crew approved 4 more cars bringing the total number of cars that are now eligible to practice to 40. The latest additions are No. 94, No. 10, No. 51 and No. 59.

The highest number of cars to date to practice, 22, kept activity at a quickened pace. Dan Gurney in the No. 48 knocked the pistons out of the Turbines, with a 167.1 MPH lap. Gurney, in the No. 42 hit the 165.5 mph mark. Graham Hill in the No. 70 was caught at 165.7 and rookie Mike Spence in the No. 60 was up to 165.138. Art Pollard was caught at 163.6 in the No. 40.

To date 6 drivers and 6 cars have clocked in at over 163 mph average. They are No. 25, Lloyd Ruby; No. 40-Joe Leonard; No. 42 and 48, Dan Gurney; No. 60-Mike Spence; No. 70 Graham Hill; and No. 40 Art Pollard.

The rookies continued to turn in their test laps and two drivers, Rollie Beale in the No. 88-Brenn Spl. and Greg Weld in the No. 30-STP Spl., received their approval. Beale took his final phase and Weld took the 145-150 mph and final 10 laps on his run. Eight drivers have successfully passed the complete test and two their refreshers.

Henry Pens, a rookie from Chicago took four laps on his 140 mph test when the officials decided to ask Pens to compete for an additional year to gain experience before returning to Indianapolis. Pens was in the No. 17-Bryant Heating and Cooling Spl. Walkup took five laps on the 140 mph test when tachometer problems developed.

A year ago today the highest speeds to date were - Mario Andretti, 166.328 mph; Lloyd Ruby, 165.593 mph; A. J. Foyt, 165.5 mph; Roger McCluskey, 165.1 mph; Dan Gurney, 164.594; Parnelli Jones, 163.6 mph and Joe Leonard, 163.0 mph.

The four drivers making their first appearances were rookie Bruce Walkup, No. 59; Bud Tingelstad, No. 31; Wally Dallenbach, No. 94 and rookie Pens, No. 17.

Four cars made their first appearance, they were No. 31, Federal Eng.; No. 59, Cleaver Brooks; No. 66 Shelby Batony 500 and No. 94, Valvoline Spl. This makes a total of 35 out of the 40 eligible that have ran.

There have been 32 yellow lights to date - six today.

Do you remember???? There were 14 different chassis in the starting line up in the 1967 "500".

WEATHER - WEIR COOK - High today 63 degrees - High tomorrow 72.  
Rain late afternoon.



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## 500 Daily Track Summary

Volume III, No. 7

Tuesday, May 7, 1968

The 7th day of practice was marred by a serious accident involving rookie Mike Spence who passed his test on May 3. Spence, driving the STP Oil Treatment Spl., No. 30 turbine, assigned to Greg Weld, was entering the first turn (South West) on the second lap of a run at 163.1 mph average when he lost control. The car hit the wall in front of grandstand E after sliding 300 feet. The car then slid along the wall for 390 feet, edged away from the wall sliding 240 feet coming to a stop in the middle of the track at the end of turn No. 1. The car was damaged extensively. Spence, who lost his helmet in the accident, was taken to Methodist Hospital where first reports indicated he has a severe head injury.

Spence, earlier today, had the speedway buzzing as he turned in a lap at 169.555 mph in the STP Oil Treatment Spl., No. 60. This is the car that he had passed his test in on the 3rd. Spence's 169.555 mph is less than a half mile an hour slower than Mario Andretti's 169.779 MPH 1 lap record established in the 1967 Pole record run.

Activity, as expected, continued to increase as the weather man continued to co-operate with the racing fraternity. A total of 28 cars appeared on the track with 6 of these being out for the first time. Cars out today included numbers 3, 4, 6, 11, 14, 15, 17, 22, 25, 30, 31, 35, 40, 42, 48, 51, 56, 59, 60, 63, 70, 71, 77, 81, 82, 90, 94, and 98.

The underlined cars were out for the first time. A total of 41 different cars have appeared on the track this year, out of the 44 that have passed the USAC Technical Inspection making them eligible to practice.

Five drivers took their first practice laps of the season including Bobby Grim, No. 6-Gone White Spl.; Chuck Hulse, No. 14-Quaker Wilson No. 51, Greenman-Wilson Cam Spl.; Jim Hurtubise, No. 56, Popsi Cola Frito-lay Spl. Thirty-six different drivers have taken practice runs to date.

Bruce Walkup, driving the No. 59, Cleaver-Brooks Spl. was the 10th driver to pass a complete drivers test this year as he took the last three phases and received his OK from the USAC officials.

### Cars Over 163 MPH To Date

No. 30, Mike Spence.....163.1	No. 42, Dan Gurney.....166.945
No. 40, Art Pollard ..... 163.4	No. 48, Dan Gurney.....167.0
No. 25 Lloyd Ruby..... 164.3	No. 70, Graham Hill.....169.045
No. 40, Joe Leonard..... 164.775	No. 60, Mike Spence..... 169.555

Four cars, numbers 4, 11, 49 and 56, were the latest additions to the USAC Technical committee list to be allowed to practice. Total 44.

Harlan Gengler, USAC Chief Steward of the "500", announced that a first inspection of the No. 30, which Spence was driving, indicated no failure but a further investigation was being made and that all the cars of this type would be held off the track until the investigation is completed and that this was being done in the interest of safety since the car is a new product.

DO YOU REMEMBER????Pernelli Jones led 171 laps in the 1967 "500", Foyt led 27 and Dan Gurney 2. Gurney being the only new member of the Autolite Pacemakers Club for 1967.



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## 500 Daily Track Summary

Volume III, No. 8

Wednesday, May 8, 1968

The speedway was considerably quiet today as the yellow light was displayed a total of 10 times consuming a total of 267 minutes. The largest period that the track was unavailable was between 9:15 a.m. and 11:26 a.m. due to showers.

Mike Spence, who was injured in the first turn accident at 5:12 p.m. yesterday, died of head injuries at 9:45 p.m. last night in Methodist Hospital. Services are scheduled for 8:00 p.m. at the Conkle Funeral Home in Speedway, Indiana tonight.

The following announcement was made by A. H. Dowd of Shelby Racing Enterprises: To: Harlan Fongler, Re: Withdrawal from 1968 "500" of Shelby Cars No. 39, 66, 69. The reason given for the withdrawal was in the interest of safety.

The STP Lotus cars, similar to those in which Mike Spence had his fatal accident, were released by the USAC Officials following an investigation and were permitted use of the track. Time 3:05 p.m.

Colin Chapman, designer-builder of the STP Lotus Turbines, announced that he was returning to England and that Andy Granatelli would take over the reigns of the Chapman operation for the remainder of the 1968 "500" season. Chapman said, "I am filled with grief at the loss of my long time friend and associate, Jimmy Clark and the additional loss, just a month later to the day, of Mike Spence. As an understandable result, I want nothing more to do with the 1968 Indianapolis race. I just do not have the heart for it."

An additional four cars have brought the population of Gasoline Alley to 65. The additions today were No. 2, Overseas National Airways, Mario Andretti; No. 27, Jim Robbins Company, Jim Malloy; No. 28, George Bryant, Masten Gregory and No. 41, George Bryant, George Follmer.

Rookie tests were all but silent today as Gary Bettenhausen in the Joe Hunt, No. 47, was the only rookie to attempt a phase and he completed 3 laps at 140 mph before the officials called him in to avoid the usual traffic that occurs between 4:00 and 6:00 p.m. daily.

Eighteen cars practiced today. They were numbers 3, 6, 8, 14, 15, 17, 22, 25, 40, 47, 49, 51, 63, 71, 82, 88, 94 and 98.

Bettenhausen's appearance marked the first appearance of a dirt track type chassis on the speedway in four years. Bettenhausen became the 38th different driver to appear on the speedway to date. Two cars, No. 47 and No. 49 made their first appearances which brings the total number of different cars that have practiced this year to forty-three.

Forty-six cars are now eligible to practice with the additions of cars No. 47, Hunt Magneto dirt car and No. 27, Jim Robbins Spl., Jim Malloy driver to the USAC tech list.

There have been fifty-three yellow lights consuming a total of 669 minutes out of a possible 4,320 minutes to date.

Fastest speeds among the eighteen drivers on the track today were recorded by Roger McCluskey in the G. C. Murphy Spl. No. 8-165.868 mph and Joe Leonard, 164.865 mph in the No. 40 STP Turbine.

Eight cars and seven drivers have now topped the 163 mph mark this year. McCluskey, No. 8, is the latest addition.



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## 500 Daily Track Summary

Volume III, No. 7

Thursday, May 9, 1968

The ninth day of practice at Indianapolis was slow starting due to rain. The track was closed from 9:00 a.m. until 11:55 a.m. When the sun finally broke thru and dried the track business immediately picked up.

The total number of cars at the track reached 68 today with the arrivals of three additional cars. They are No. 5, Retzliff Chemical Spl., Al Unser; No. 29, Vel's Parnelli Jones Ford, No Driver assigned; and No. 58, Gilmore Broadcasting Spl., No Driver assigned. The Gilmore Sponsorship was announced today and will be carried on cars No. 58 and No. 4, the Johncock Racing Team entries.

7 additional cars passed the USAC Technical Inspection which makes them eligible to practice. The total now eligible to practice is 53. The latest additions are numbers 2, Overseas National Airways, Mario Andretti; No. 5, Retzliff Chemical Spl., Al Unser; No. 9, Vel's Parnelli Jones Ford; No. 18, City of Seattle, Johnny Rutherford; No. 28, George Bryant Entry, Masten Gregory and No. 97, Wagner Lockheed Brake Fluid Spl., and No. 29, Joe Leonard, Vel's Parnelli Jones Ford.

Five drivers made appearances on the track today for the first time bringing the total number of different drivers that have practiced this year to 43. The latest additions are No. 2, Mario Andretti in the Overseas National Airways Spl.; Al Unser in the No. 5; Masten Gregory No. 28; George Follmer, No. 28; and Ronnie Bucknum No. 45.

A total of 9 drivers and 10 cars have topped the 163 mph mark this year. They are:

No. 30 STP Turbine, M. Spence .163.1	No. 42, Olsonite Eagle, D. Gurney.166.9
No. 40 STP Turbine, Art Pollard..163.4	No. 48, Olsonite Eagle, D. Gurney, 167.0
No. 25 Gene White, Lloyd Ruby...164.2	No. 70, STP Turbine, G. Hill.....169.45
No. 40, STP Turbine, Joe Leonard..164.865	No. 60, STP Turbine, M. Spence..
No. 8, G.C. Murphy Spl., Roger McCluskey..166.3	169.555
No. 1, Sheraton-Thompson, A.J. Foyt...163.485	
No. 3, Rislone Spl., Bobby Unser...165.899	

A total of 29 cars appeared on the track today including car numbers 1, 2, 3, 4, 5, 6, 8, 11, 17, 22, 25, 27, 28, 29, 31, 34, 45, 47, 48, 49, 51, 59, 63, 82, 88, 94 and 98. This is a new season high, the old was on May 7 -28 cars.

New cars on the track for the first time included No. 2, Overseas National Airways Spl.; No. 5 Retzliff Chemical Spl., No. 27, Jim Robbins Spl. (1st Turbo Charged Ford on Track this month); No. 28, George Bryant; and No. 29 Vel's Parnelli Jones Ford.

This brings the total number of cars that have practiced, to date, to 48. They are numbers 1, 2, 3, 4, 5, 6, 8, 11, 14, 15, 17, 19, 22, 25, 27, 28, 29, 30, 31, 34, 35, 36, 40, 42, 45, 47, 48, 49, 51, 56, 59, 60, 63, 66, 67, 69, 70, 71, 75, 76, 77, 81, 82, 87, 88, 90, 94 and 98.

Drivers Tests continued with Gary Bottenhausen in No. 99, recording his 140, 145 mph and 7 laps of his 150 mph rookie run. George Follmer in No. 28 finished his first three phases. Both drivers are expected to try and complete their final runs tomorrow. Ronnie Bucknum, in No. 45, became the 4th driver to pass the refresher course.

Arnie Knopper brought out the yellow light at 2:15 p.m. when he reportedly almost hit the outer wall coming out of turn No. 2 (South-East). He brought the car under control and drove to the pits.

Fast times today were recorded by Roger McCluskey, 166.3 mph; B. Unser, 165.899; D. Gurney, 164.024; L. Ruby, 163.6 and A. J. Foyt, 163.458.



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## 500 Daily Track Summary

Volume III, No. 10

Friday, May 10, 1968

After ten days of practice, with seven days remaining before the first day of qualifications for the 1968 "500", a total of 50 different cars have appeared on the speedway for practice.

Forty-four different drivers have made practice runs as crews and drivers attempt to prepare their cars for a shot at the pole position on May 18.

Sixty-nine of the 77 entries are now housed in Gasoline Alley with only one car being added to the attendance list today. The latest arrival is car No. 46, a Lotus Chevrolet entered by Otto Becker.

NOTE:....Number change situation again...No. 9 originally listed as being here May 1 was really No. 29. The real No. 9 arrived the Speedway on May 9.

Drivers' test continued today between late afternoon bothersome showers. George Follmer in car No. 28, George Bryant Entry - became the 11th driver to receive his OK for a complete drivers test. Two other drivers are still working on their tests. Bill Puterbaugh has the final ten laps to complete and Gary Bettenhausen has the last two 10 lap phases to take. Rookies that have passed their complete rookie tests to date include, in order of their completion 1. Bill Vukovich, 2. Jim Malloy, 3. Bruce McLaren, 4. Sonny Ates, 5. Mike Spence, 6. Rick Muther, 7. Jerry Titus, 8. Greg Weld, 9. Rollie Beale, 10. Bruce Walkup and 11. George Follmer.

Four drivers have taken their refresher tests, in order they are 1. Bob Hurt, 2. Sam Sessions, 3. Jack Brabham and 4. Ronnie Bucknum.

In today's runs there were 26 cars on the track with two cars making their first appearances. The two additions were No. 9, Vel's Parnelli Jones Ford-Joe Leonard; and No. 18, City of Seattle, Johnny Rutherford. Total number of different cars - 50. Rutherford was the 44th different driver to have made an appearance to date.

Two cars were added to the USAC Technical lists which entitles them to practice, they are No. 29 and No. 78. A total of fifty-four cars are now eligible to practice out of the 69 on hand.

High speed marks of over 160.0 mph were recorded today as follows: No. 8, Roger McCluskey, 167.347; No. 3, B. Unser; No. 42, Dan Gurney, 165.532; No. 11, Art Pollard, 165.502; No. 4, G. Johncock, 165.259; No. 1, A.J. Foyt, 165.198; No. 5, A.Unser, 164.114; No. 2, M. Andretti, 163.934; No. 9, Joe Leonard, 162.896; No. 59, Bruce Walkup, 162.426; No. 15, Konyon, 162.308; No. 98, Bill Vukovich, 162.2; No. 27, Jim Malloy, 161. plus; No. 31, B. Tingelsted, 160.714; No. 90, George Snider, 160.714.

### 1968 TOP TEN

1. No. 60 Spence.....169.555--T	6. No. 42-Gurney.....166.945--FOC
2. No. 70 Hill.....169.045--T	7. No. 11-Pollard...165.502--TCO
3. No. 8 McCluskey....167.347--TCO	8. No. 4-Johncock...165.259--TCO
4. No. 3 B.Unser .....167.286--TCO	9. No. 1-Foyt..... 165.198--F
5. No. 48 Gurney..... 167.0 --G	10. No. 40-Leonard... 164.865--T

T-Turbine; TCO-Turbo charged Offy; G-Gurney; FOC-Ford Overhead Cam;F-Ford.

A year ago today - Andretti turned a lap at 168 mph. Twenty-seven drivers had topped the 160.0 mph mark. 48 cars practiced - 84 cars were on hand - 13 drivers had passed their tests.

Bill Vukovich has been on the track 40 different times in car No. 98 during the first nine days of practice. This is the season high for one car or driver.



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## 500 Daily Track Summary

Volume III, No. II

Saturday, May 11, 1968

RAIN was the big news at the speedway today as the track was closed the entire 5,940 possible minutes that it could have been open. This is the first complete rain out this May and the first complete rain out since the track was closed all day on Sunday, May 14, 1967 which was the second day of qualifications. In 1967, May 6, the entire day was lost to rain. Today's rain out is the eighth day to be rained out since 1961.

This year there has been a possible 5,940 minutes of practice time available counting nine hours daily, eleven days. The track has been closed a total of 1,675 minutes and open 4,265 minutes. Rain has kept the track closed a total of 1,022 minutes.

There have been a total of 72 yellow lights this year to date. Eight times for the rains.

Two additional cars were entered on the attendance record in Gasoline Alley today. The additions are No. 57, Overseas National Airways, Mario Andretti; and No. 73, Quaker State Special, No driver assigned. The total now stands at 71. Non-arrivals include No. 24, Dowes Seal Fast-No driver; No. 50, Navarro Injection Spl., Les Scott; No. 72, Jack Adams, Wynn-Storm-Bob Hurt; No. 95, Repco-Brabham-Jack Brabham; No. 96 Eisert Racing Enterprises Spl., No Driver; and No. 39, Shelby Botany 500 Spl. which has been withdrawn.

One additional car passed the USAC Tech. inspection today bring the total to 55. Car No. 27, Central Hardware Thunderbolt-Ronnie Duman.

Of the 71 cars on hand, two have been withdrawn and one has been wrecked. The withdrawn cars are Numbers 66, and 69. The wrecked car is No. 30. Of the 55 that have passed the USAC Tech. Inspection, 50 have made appearances in practice. The fifty are numbers 1, 2, 3, 4, 5, 6, 8, 9, 11, 14, 15, 17, 18, 19, 22, 25, 27, 28, 29, 30, 31, 34, 35, 36, 40, 42, 45, 47, 48, 49, 51, 56, 59, 60, 63, 66, 67, 69, 70, 71, 75, 76, 77, 81, 82, 87, 88, 90, 94 & 98.

Drivers that have appeared in practice and for tests are, Foyt, Andretti, B. Unser, Johncock, A. Unser, Ruby, Grim, McCluskey, Leonard, Pollard, Kenyon, Knepper, Pens (Rookie turned down) Hulso, Gregory, Tingelstad, Brabham, Curney, Wilson, Hurtubise, Hulme, Hill, Grant, Dickson, Duman, McElreath, Snider and Dallenbach. Rockies include Ates, Muther, Malloy, Follmer, Wold, Spence, Booth, Hurt, Sessions, Bucknum, Bettenhausen, Walkup, Puterbaugh, McLaren, Titus, Beale and Vukovich. Totals 44 - 27 veterans 17 rookies.

A notice was issued by the Chief Steward, Harlan Fonglar, requiring Cars No. 20, 30, 60 and 70 - to install steering and suspension parts that meet requirements of paragraph A and B, Rule No. 4 of Appendix B - General Specifications of the Official Competition Rules of the United States Auto Club. No time requirement was on the posted bulletin in the Press Room.

In the first eleven days of practice Billy Vukovich in No. 98 has made more appearances on the track than any other driver. They have been on the track 43 times.

A year ago today there were 84 cars on hand; 72 had been on the track and 14 drivers had passed their rookie cars.

Additional driver assignments since the original 1968 entry list was released include Sam Sessions in Car No. 49; Bill Puterbaugh, No. 63; Ronnie Bucknum, No. 45; Chuck Stevenson, No. 94; Rollie Beale, No. 88; Bobby Grim, No. 6.



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## 500 Daily Track Summary

Volume III, No. 12

Sunday, May 12, 1968

The weatherman's co-operation today, with near perfect weather, brought the busiest day to date to the Indianapolis Speedway as practice continued in preparation for the May 18th opening qualification pole chase.

A record 32 cars for one day, to date, appeared on the track and there were 4 cars out for the first time. One driver appeared for the first time this year bringing the total number of different drivers on the track this year to 45.

Chuck Stevenson made his first appearance on the track today and unfortunately was one of two drivers that had problems with the wall.

Driving Car No. 94, the Valvoline Spl., Stevenson brought out the yellow light at 10:56 a.m. Stevenson lost control going into the No. 4, N.W. turn. He traveled approximately 300', did a 1/2 spin, slid another 300' into the wall. The No. 94 hit the wall with the left side of the car in turn No. 4, then continued along the wall for 144', then slid 195' stopping in the middle of the track. The car was damaged extensively. Stevenson was uninjured.

Joe Leonard, driving the STP Oil Treatment No. 40, with which Parnelli Jones almost won the 1967 "500", lost control going into turn No. 1, S.W. The car slid 630' (1/2 spin) hit outside wall with left, rear. The car then bounced off the wall and stopped in middle of track, 51' from wall. The car was so extensively damaged that owner-builder Andy Granatelli announced in a press release that it was doubtful that the car "would ever run again". Leonard was not hurt in the incident.

A year ago May 12 there had been 13 yellow lights due to spins and wrecks. This year there have been five yellow lights due to slides, spins and wrecks.

Car No. 50, the Navarro Injection Spl. assigned to rookie Les Scott became the 72nd car to reside in Gasoline Alley and was the only addition today. Of these, 55 have successfully passed the USAC Tech. Inspection and are eligible to practice. Of the 55 cars eligible to practice, 54 cars have appeared on the track this year. The cars that made first appearance today were, Nos. 10, Bud Tingelstad, Federal Engineering; 26, Ronnie Duman, Central Hardware Thunderbolt Spl.; 54, Wally Dallenbach, Valvoline Spl.; and No. 97 Billy Vukovich, Wagner Lockheed Brake Fluid Spl.

Speeds today turned the top ten anew.

### TOP TEN TO DATE

1. No. 60-M.Sponco.....169.55	6. No. 2-Andretti.....167.317
2. No. 70-G.Hill.....169.045	7. No. 3-B.Unser.....167.28
3. No. 42-D.Gurney.....168.099	8. No.48-Gurnoy.....167.0
4. No. 60-Andretti.....167.660	9. No. 5-A.Unser..... 166.359
5. No. 8-McCluskey.....167.347	10. No. 40-A.Pollard..... 166.359

### HIGH SPEEDS TODAY (Over 166 MPH)

No. 42-Gurney.....168.099	No. 40-Pollard.....166.8
No. 60-Andretti.....167.660	No. 48-Gurnoy.....166.636
No. 2-Andretti.....167.317	No. 5-A.Unser.....166.359
No. 3-B.Unser.....167.193	No. 4-G.Johncock.....166.4
No. 8 -McCluskey.....166.8	

Thirty-two cars appeared on the track today. They were numbers 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 14, 18, 22, 26, 27, 28, 36, 40, 42, 45, 48, 51, 54, 56, 59, 60, 63, 77, 82, 90, 94 and 97.

Lee Roy Yarbrough was assigned to car No. 62 today. 32 Veteran drivers are now entered representing 127 "500" mile races. Foyt leads with 10.



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## 500 Daily Track Summary

Volume III, No. 13

Monday, May 13, 1968

With only 2700 minutes of practice available in the final five days of practice before the first day of qualifications the activity at the speedway continued its expected heavy pace.

Thirty-three cars made practice runs with six cars topping the 166 MPH mark. Two cars made first appearances on the track which makes a total of 56 different cars that have appeared on the track this year.

The six cars that topped the 166 mark were A.J. Foyt, No. 1, 167.879; Andretti, No. 2, 166.759; Dan Gurney, No. 48, 166.636; McCluskey, No. 8, 166.605; Johncock, No. 4, 166.420 and B. Unser, No. 3, 166.052.

The cars that were out for the first time included No. 1, the Sheraton-Thompson Spl. with A. J. Foyt. The car with No. 1 that has been appearing in practice before today with the straight Ford engine is actually No. 84. The No. 1 out today is powered with a turbo-charged Ford. The other car making its first appearance was No. 73, Quaker State Special with Chuck Hulse aboard.

Foyt, who led the practice speed department with his Turbocharged Ford received \$100.00 from MCA Television. The \$100 award will be a daily award from MCA to the fastest practice speed each day May 13-17, 1968.

Al Miller became the 46th driver to appear on the track this year.

Of the 72 cars on hand, 57 have passed the Technical Inspection which make a car eligible to practice. Of the fifty-seven, 56 have been out.

Foyt, with his award winning practice speed, moved Art Pollard out of the TOP TEN listing. The top Ten is as follows:

1. No. 60, Spence.....169.555	6. No. 8, McCluskey.....167.347
2. No. 70, Hill.....169.045	7. No. 2, Andretti.....167.317
3. No. 42, Gurney.....168.099	8. No. 3, B.Unser.....167.286
4. No. 1, Foyt.....167.879	9. No. 48, Gurney.....167.038
5. No. 60, Andretti.....167.660	10. No. 5, A.Unser.....166.359

Jackie Stewart, assigned to the No. 20 STP turbino, announced today that he will be unable to compete in the 1968 "500" Mile Race due to a fractured wrist which he received in the Formula II practice at Madrid Spain on April 27th.

Gary Bettenhausen, who is now assigned to car No. 97, the Wagner Lockheed Brake Fluid Spl., completed the entire rookies test today in that car and was given the OK by the USAC Officials. Joe Hunt and Gary Bettenhausen are now running the car for J.C. Agajanian. Bettenhausen was originally assigned to Hunt's dirt track type chassis car No. 47. Bettenhausen is the twelfth driver to pass the complete drivers test to date and four drivers have taken the refresher course. Bill Puterbaugh is the only driver that has started a test and not completed it. He has the final phase to go.

The thirty-three cars out today was a new single day high for the year. They were numbers 1, 2, 3, 4, 5, 8, 9, 10, 11, 15, 18, 19, 22, 25, 26, 27, 28, 34, 36, 42, 45, 48, 49, 54, 56, 59, 71, 73, 75, 77, 82, 90 and 97.



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## 500 Daily Track Summary

Volume III, No. 14

Tuesday, May 14, 1968

Following fourteen days of practice and three days remaining before the first day of qualifications, 30 cars took practice runs. Speeds did not exceed those of prior days of practice with the top speed going to Mario Andretti in the Overseas National Airways Spl., No. 2. He posted a 166.960 MPH.

The number of cars that seem prepared to qualify following two weeks practice at the speedway is noticeably less than in past years. Indications in practice runs show 17 cars running over 163.636 MPH.

Fourteen cars have topped the 165 MPH mark, 8 over 167 mph and one at 168. Two of the STP Turbines have traveled over 169 mph clocking with M. Spence at 169.555. Al Unser was moved off the top ten as was Gordon Johncock.

Moving into the top ten speed department today was Lloyd Ruby in the No. 60 Turbine who recorded a 166.451 MPH lap. This is the third driver to top 166.4 in the No. 60 Turbine. The others were Spence at 169.5 and Andretti at 167.6. Eight cars and eight drivers have topped the 166.4 mark to jump into the top ten.

A rash of yellow lights, 16 a record high for the season were flashed today. The reasons for the yellows today were some of the most varied in recent history. Included in the yellows today were truck crossings, tractors operating in forbidden areas, spins, paper on track; tow ins, blown engines and, last but certainly not least, ...a TURTLE on the track. The longest yellow of the day occurred when Ronnie Bucknum's No. 45 blew an engine on the main straightaway at 4:03 p.m. The clean up following the engine problem took 90 minutes.

Two rookie drivers had problems today. Bob Hurt in the No. 36, Jack Adams Aircraft Spl., powered by a straight Ford engine, lost control coming out of turn No. 3 (N.E.), spun one complete time while sliding approximately 300'. No contact with the wall and Hurt drove into the pits. Time 12:05pm.

Bruce Walkup in Car No. 59, lost control coming out of Turn No. 1 (S.W.), spun once covering 450' sliding into wall. Hit wall with the right rear and slid along wall for 120'. The Clever-Brooks Spl. was damaged on the right rear and right front. The driver was not injured and owner Jim Hayhoe stated that they should be ready to run tomorrow. Time 1:01 p.m.

For the first time since the track opened we had no additions to the lists for a new driver or car being on the track for the first time of the season.

Totals now stand at - 72 cars at track; 59 cars passed Tech. inspections; Car #41 being the only addition today; Cars on track to date - 56; Drivers 46.

The list of cars that have passed the FINAL TECH. inspection, allowing them to draw for a qualifying position, started today with 8 cars. They are numbers 2, 6, 11, 15, 17, 27, 54, and 90.

Cars out today were numbers 1, 2, 4, 8, 9, 11, 15, 18, 19, 25, 26, 28, 29, 36, 42, 45, 48, 49, 51, 54, 56, 59, 60, 63, 71, 73, 77, 82 90 and 98.

Bill Puterbaugh became the 13th driver to pass a complete rookie test this year as he passed the final 10 laps in the No. 63, City of Long Beach, Clf., Spl.

Speeds today included No. 2, Andretti-166.698; No. 60, Ruby, 166.451; No. 1, A. J. Foyt, 165.960 which was recorded between 4-6 p.m. and won another 100.00 from MCA - TV; No. 4-Johncock, 165.229; No. 42-Gurney-163.775; and No. 82, Jim McAlreath, 163.428.



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## 500 Daily Track Summary

Volume III, No. 15

Wednesday, May 15, 1968

Rain and speed were the order of the day as the speedway went into the final three days of practice prior to the first day of qualifications.

Bobby Unser and chief mechanic, Jud Phillips, with the Bob Wilke owned Rislone Spl., No. 3, recorded the fastest lap of the season for a piston powered car when Unser circled the speedway at an average of 169.300 MPH. Powered with a turbo-charged Offenhauser, Unser posted the quick speed of the day just prior to the track's closing which came early when rain halted activity at 1:57 p.m.

Unser's speed was the second fastest of the season behind Mike Spence's turbine No. 60-169.555 MPH. Lloyd Ruby in the Gene White Turbo-charged No. 25, jumped from eighth to 7th in the top ten by turning the track at an average 167.504 MPH.

The total time available to practice to date has been 8,100 minutes, of this 2,169 minutes of practice has been used up by the yellow light and the rain has accounted for a total of 1,265 minutes.

Thirty-one cars took advantage of the practice session and in addition to the Unser and Ruby turbo-charged speeds, Dan Gurney was caught at 167.224 MPH in the No. 42 Ford powered car. Gordon Johncock was fourth in the speed department with a 166.728 MPH lap in his No. 4 Turbocharged Offy. Dan Gurney also managed to get in speeds of 166.451 in his push rod, No. 48.

Cars out today were numbers 1, 2, 3, 4, 8, 10, 11, 15, 18, 19, 22, 25, 26, 27, 28, 36, 41, 42, 48, 49, 54, 56, 70, 71, 73, 77, 82, 88, 90, 97, and 98.

Car number 41 became the 57th different car that has been out for practice this season and George Follmer was at the controls. One additional car arrived at the track today, bringing the population to 73 which leaves just four of the 77 entered cars unaccounted for. The latest arrival was car No. 24, the Bowes Seal Fast Spl. which is the only four wheel drive piston powered car in the field.

Car No. 21, the Bryant Heating and Cooling Spl. became the 60th car to pass the USAC Tech. inspection. Fifty-seven of these cars have practiced and Cars 21, 64, and 78 are the only three that have passed the tech and not practiced.

Bob Harkey became the 47th different driver to appear on the track this year and he was in the Ken Brenn Spl., No. 88, which is assigned to Rollie Beale.

George Snider in the Number 90, Zecol Lubaid Spl., which was renamed today along with No. 87, has appeared on the track a total of sixty times this year. At this point last year he was leading the appearance column with 76 trips out of the pits.

A year ago today the track was closed for 200 minutes for rain...30 cars practiced with Bobby Unser and Richie Ginther sharing high speed honors at 158.1 mph.

Nine cars have topped the 167 MPH bracket this year. Twelve are over the 166 mark and 15 above 165 MPH.

Do you remember???? Track records were established three times in last year's opening day qualifying runs. Joe Leonard, Dan Gurney and Mario Andretti all turned the trick.



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## 500 Daily Track Summary

Volume III, No. 16

Thursday, May 16, 1968

Bobby Unser unofficially wrote his name in Indianapolis Speedway history today by becoming the first driver to ever circle the 2 1/2 mile oval at an average of over 170 MPH. Unser in the Rislone Spl., No. 3, a turbo-charged Offenhauser engine prepared by Jud Phillips, recorded an unofficial 170.778 MPH lap on the electric eye. Joining Unser in the over 170 MPH bracket was Joe Leonard in the STP Turbine powered car No. 60. Leonard, late in the evening practice session, took the No. 60 into the "Over 170" bracket as speeds continued to increase as the final practice hours continued to tick away. MCA \$200 went to Leonard; Goodyear paid Unser \$200.

A 1968 record number of cars appeared on the track today with 41 cars taking advantage of the practice sessions which were hampered by only, early afternoon high winds.

Five cars made appearances for the first time this season bringing the total number of different cars that have been on the track this year to 62. The latest additions to the newcomers list were No. 20-STP Turbine-Hill; No. 21, Bryant Heating and Cooling Spl.,-Knepper; No. 24, Bowes Seal Fast Spl.-Al Unser; No. 50-Navarro Injection Spl.-Les Scott; and No. 78-Bardahl Eagle-Jerry Grant.

Three drivers made first appearances today which brought the number of different drivers that have practiced this year to 50. The latest additions are Les Scott in No. 50; Dee Jones car No. 34 and Jochen Rindt in car #35.

No additional cars arrived at the track leaving the population at 73. Two cars, No. 24-Bowes Seal Fast Spl. and No. 50-Navarro Injection Spl. passed their USAC Tech. inspection bringing the total to 62 for the year.

Speeds jumped today as the top ten included a low of 167.317 MPH and a high of 170.778 MPH.

1968 Top Twenty-three: #3, B.Unser, 170.778; #60, J.Leonard, 170.422; #60, M.Spence, 169.555; #70, G.Hill, 169.045; #42, D.Gurney, 168.099; #48, D. Johncock, 167.598; #25, L.Ruby, 167.504; #8, R.McCluskey, 167.347; #2, M. Andretti, 167.317; #20, G. Hill, 166.945; #60, L. Ruby, 166.451; #11, A.Pollard, 166.359; #5, A. Unser, 166.359; #27, J.Malloy, 165.654; #82, J.McElreath, 165.259; #59, B.Walkup, 164.200; #9, J.Leonard, 163.4; #54, W.Dallenbach, 163.280; #15, M.Kenyon, 162.8; and #98, B.Vukovich, 162.4.

Cars on the track today were numbers 1, 2, 3, 4, 5, 8, 9, 10, 11, 15, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 34, 35, 36, 41, 42, 48, 49, 50, 51, 54, 56, 60, 70, 71, 73, 78, 82, 88, 90, 97, and 98. Underlined - new today.

No driver test action was recorded today. Les Scott, Dee Jones and Dempsey Wilson were all on the track today but did not get started on their refresher courses.

Cars over 163 MPH -18; 165 MPH-17; 166 MPH-13; 167 MPH-10; 168 MPH-5.

Twenty cars have passed the final USAC Tech inspection required before attempting qualifications. They are numbers 1, 2, 3, 4, 6, 9, 11, 15, 17, 18, 22, 25, 27, 54, 56, 82, 88, 90, 97 and 98.

The slowest speed in the 33 car starting field in 1967 was Larry Dickson at 162.543 MPH. Twenty-four cars qualified below 165 MPH.



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## 500 Daily Track Summary

Volume III, No. 17

Friday, May 17, 1968

The weather man played a big part in the final hours of scheduled practice as rain halted practice at 10:16 a.m. This makes a total of 1,669 minutes of practice time lost to RAIN. Total time available in the first 17 days of practice was 9,180 minutes. Total yellow time this year to date -2,642 minutes.

Six drivers made practice runs before the rains, including Al Unser, No. 5; Mel Kenyon, No. 15; Lloyd Ruby, No. 25; Dee Jones, No. 34; Les Scott, No. 50; and Jim Hurtubise, No. 56.

Hurtubise in the Pepsi Cola Frito Lay Spl., the only front engine car that has actively practiced this year, recorded a 165.289 MPH lap. Lloyd Ruby in the Gene White No. 25 was high with a 166.451 lap.

To date there have been a total of 62 different cars on the track; fifty different drivers; 64 have passed the pre-practice USAC inspection; of the 77 entries, 73 have arrived at the track.

Practice speeds recorded were topped by Bobby Unser in the turbocharged Offenhauser Rislone Spl., No. 3., 170.778 MPH; Joe Leonard in the No. 60 STP Turbine was second high with a 170.442 MPH lap. Nineteen cars over 164; 17 over 165; 13 over 166; 10 over 167; 5 over 168; 4 over 169 and 2 over 170 MPH.

### May 18, Qualification Draw

1. #36-Hurt		20. #77-Dickson	
2. #28-Gregory		21. #41-Follmer	
3. #70-Hill	169.045	22. #54-Dallenbach	164.054
4. #25-Ruby	167.504	23. # 2- Andretti	167.317
5. #81-Harkey		24. #60- Leonard	170.422
6. #26-Duman		25. #98- Vukovich	162.400
7. #59-Walkup	164.200	26. #3 - B. Unser	170.778
8. #97-Bettenhausen		27. #88- No driver	
9. # 1-Foyt	167.879	28. # 4 - Johncock	167.598
10. #56-Hurtubise	165.289	29. #48-Gurney	168.004
11. #90-Snyder	160.704	30. # 5- A. Unser	166.359
12. #82-McElreath	165.259	31. #10-Tingelstad	
13. #22-Muther		32. #78-Grant	
14. # 6-Grim		33. #24-A. Unser	
15. #21-Knepper		34. #27-Malloy	165.654
16. # 8-McCluskey	167.347	35. #17-Knepper	
17. #11-Pollard	165.502	36. #18-Rutherford	161.500
18. #35-Rindt		37. #45-Bucknum	161.100
19. #15-Kenyon	162.800	38. #20-Hill	166.945
		39. #42-Hulme	164.745

Forty-two cars were eligible to draw, 3 did not (#9, #19, #49). The above speeds are speeds that were recorded during practice during the first 17 days of May.

Weather - Showers ending in the morning - turning partly sunny. High around 60 degrees, 30% chance of rain during the daylight hours. Winds from the WNW 7-15 MPH

### QUALIFICATION RECORDS

1 lap - Mario Andretti - Hawk/Ford - Time: 53.01 Speed 169.779 MPH

4 lap - Mario Andretti - Hawk/Ford - 3:33.04 168.982 MPH

GOOD LUCK!



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## 500 Daily Track Summary

Volume III, No. 18

Saturday, May 18, 1968

### 1st Day Qualifying

Car No.	Driver	Eng.	Av.Speed	Car Name	*Accessories
<u>Row One</u>					
60	Joe Leonard	Tur.-F4	171.559**	STP Oil Treatment Spl.	?-F-Amn
70	Graham Hill	Tur.-F4	171.208	STP Oil Treatment Spl.	?-F-Amn
3	Bobby Unser	TCO	169.507	Rislone Spl.	A-G-Enco
<u>Row Two</u>					
2	Mario Andretti	TCF	167.691	Overseas Nat'l Airways	A-F-Enco
25	Lloyd Ruby	TCO	167.613	Gene White Co.	A-F-Enco
24	Al Unser	TCF-F4	167.069		A-F-Enco
<u>Row Three</u>					
8	Roger McCluskey	TCO	166.976	G.C. Murphy Spl.	A-G-Enco
1	A. J. Foyt, Jr.	FORD	166.821	Ansted-Thompson Spl.	A-G-Enco
4	Gordon Johncock	TCO	166.775	Gilmore Broadcasting	A-G-Enco
<u>Row Four</u>					
48	Dan Gurney	GURNEY	166.512	Olsonite Eagle	A-G-Ash
20	Art Pollard	Tur.-F4	166.297	STP Oil Treatment Spl.	?-F-Amn
54	Wally Dallenbach	TCO	165.548	Valvoline Spl.	C-G-Ash
<u>Row Five</u>					
82	Jimmy McElreath	FORD	165.327	Greer Spl.	A-G-Enco
27	Jim Malloy (R)	TCF	165.032	Jim Robbins Seat Belt	A-F-Enco
78	Jerry Grant	TCF	164.782	Bardahl Eagle	C-G-Ash

R=Rookie; Tur-Turbine; TCO=Turbo-charged Offy; TCF-Turbo-charged Ford; F4=Four wheel drive; C=Champion; A=Autolite; F=Firestone; G=Goodyear; Amn=American Oil Co.; Ash=Ashland. \*\*New one and four lap records  
 AUTOLITE - 10; CHAMPION 2; FIRESTONE-7; GOODYEAR-8; AMERICAN OIL-3; ASHLAND-3; ENCO-9.

Joe Leonard, driving the STP Turbine, No. 60 established new one and four lap track records as he grabbed the pole position for the 1968 "500" Mile Race. Leonard, in establishing the records broke the previous record which his teammate Graham Hill set in car No. 70 earlier today. The front row line of Leonard, Hill and Bobby Unser were faster than the 168.982 MPH average set by Mario Andretti in 1967.

#### Leonard's lap times and speeds:

Lap 1 - 52.36	171.887 MPH	<u>TIED HILL's 1 LAP RECORD</u>
Lap 2 - 52.34	171.953 MPH	<u>NEW TRACK RECORD</u>
Lap 3 - 52.60	171.103 MPH	
Lap 4 - 52.54	171.298 MPH	
TOTAL: 3:32.38	171.559 MPH	New four lap record

The average speed of the 15 qualifiers today - 167.225 MPH  
 The average speed of the 25 qualifiers, 1967 - 164.173 MPH  
 Seventeen cars, Numbers 70, 25, 8, 15, 54, 3, 4, 1, 48, 27, 60, 4, 82, 24, 2, 54, 56, 78, and 20, took 19 attempts today as car numbers 4, Johncock and 54-Dallenbach, both took 2 attempts.

Forty-seven cars took part in practice and qualifications today. They were numbers 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 32, 35, 36, 41, 42, 45, 48, 51, 54, 56, 59, 60, 62, 63, 70, 77, 78, 81, 82, 88, 90, and 98.

Three new cars were added to the "first appearance" list for 1968 - they are underlined above. This makes a total of 64 different cars that have appeared on the track this year. Bill Cheesbourg became the 51st different driver to appear on the track for 1968, he was in car no. 32.  
 \*\*\*\*\*

1949 was the last time teammates qualified 1 and 2, Duke Nalon and Rex Mays in the Novis.



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## 500 Daily Track Summary

Volume III, No. 19 - A

Sunday, May 19, 1968

### 1st Day Qualifying

Car No.	Driver	Eng.	Av. Speed	Car Name	Accessories
<u>Row One</u>					
67	Joe Leonard	Tur.-F4	171.559**	STP Oil Treatment Spl.	?-F-Amn
70	Graham Hill	Tur.-F4	171.208	STP Oil Treatment Spl.	?-F-Amn
3	Bobby Unser	TCO	169.507	Rislone Spl.	A-G-Enco
<u>Row Two</u>					
2	Mario Andretti	TCF	167.691	Overseas Nat'l Airways	A-F-Enco
25	Lloyd Ruby	TCO	167.613	Gene White Co.	A-F-Enco
24	Al Unser	TCF-F4	167.069		A-F-Enco
<u>Row Three</u>					
8	Roger McCluskey	TCO	166.976	G.C. Murphy Spl.	A-G-Enco
1	A. J. Foyt, Jr.	FORD	166.821	Ansted-Thompson Spl.	A-G-Enco
4	Gordon Johncock	TCO	166.775	Gilmore Broadcasting	A-G-Enco
<u>Row Four</u>					
48	Dan Gurney	Gurney	166.512	Olsorite Eagle	A-G-Ash
20	Art Pollard	Tur-F4	166.297	STP Oil Treatment Spl.	?-F-Amn
54	Wally Dallenbach	TCO	165.548	Valvoline Spl.	C-G-Ash
<u>Row Five</u>					
82	Jim McElreath	FORD	165.327	Greer Spl.	A-G-Enco
27	Jim Malloy(r)	TCF	165.032	Jim Robbins Seat Belt	A-F-Enco
78	Jerry Grant	TCF	164.782	Bardahl Eagle	C-G-Ash

### 2nd Day Qualifying

<u>Row Six</u>					
35	Jochen Rindt	Repco	164.144	Repco Brabham	C-G-Gulf

R=Rookie; Tur-Turbine; TCO=Turbo-charged Offy; TCF=Turbo-charged Ford; F4= Four wheel drive; C=Champion; A=Autolite; F=Firestone; G=Goodyear; Amn=American Oil Co.; Ash=Ashland. \*\*New one and four lap records. AUTOLITE-10; CHAMPION 3; FIRESTONE-7; GOODYEAR-9; AMERICAN OIL - 3; ASHLAND 3; ENCO -9; and GULF - 1.

Jochen Rindt became the sixteenth qualifier for this year's "500" in a last minute, dramatic qualifying run. As the sun slowly sank in the west and showed its face for the first time since late this morning, activity was fast and furious as the track opened for qualifications at 5:45 p.m. Johnny Rutherford in Number 18 was first out but did not take a qualification attempt. Rindt, who by previous commitments would have to miss the race had he not qualified, turned in four laps which were 163.815, 163.875, 165.017 and 163.875. Denis Hulme, running against the official clock as the gun sounded ending the qualifications, was called in by his crew after turning in 3 laps at barely 163 MPH. Sixteen cars were left waiting at the line and will be first up next Saturday, May 25th. They are numbers 56, 21, 10, 15, 41, 17, 62, 11, 18, 45, 32, 22, 81, 28, 90, and 42.

The track was open a total of 77 minutes today during which time 22 cars took advantage of practice, 1 car qualified and one attempted qualifications. Two drivers escaped, uninjured, in practice crashes prior to the afternoon rains. Ronnie Duman, Car 26, hit the wall coming off the fourth turn, sliding 884' and spinning 2 1/2 times. The car was damaged extensively. Chuck Hulse, a veteran of four Indianapolis races, announced his retirement after hitting the wall in the north short straightaway in car No. 90. The car's suspension was damaged but was repaired and in line to qualify.

Car No. 95 became the 74th car to arrive in Gasoline Alley. This is the other Brabham Repco. Sixty-five of these 74 cars have appeared on the track. RAIN has taken 2083 minutes of practice time this year out of a total 3288 yellow light minutes. There have been 98 yellow lights this year, 14 for rain.



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## 500 Daily Track Summary

Volume III, No. 20

Monday, May 20, 1968

RAIN again interrupted practice at the Speedway as the final week of practice began. Before the showers closed the track for the final time today at 2:35 p.m., 28 cars took to the track for practice.

The twenty-eight cars included numbers 2-Andretti; 4-Johncock; 5-Williams; 96-Miller; 10-Tingelstad; 11-Hurt and Bettenhausen; 14-Sessions; 16-Veith; 17, Weld; 19-Ates; 20 Pollard; 21-Knepper; 22-Duman; 25-Ruby; 27-Malloy; 28-Muther; 29-Snider; 32-Cheesbourg; 34-D.Jones; 41-Follmer; 42-Hulme; 45-Bucknum; 50-Scott; 51-Wilson; 59-Yarbrough; 71-Titus; 81-Harkey; and 98-Vukovich. Numbers underlined indicate cars not qualified. Four qualified cars practiced. Art Pollard in the STP Oil Treatment Spl. Turbine which qualified Saturday for the 11th starting place was fast for the day with a 168.099 MPH. The fastest unqualified cars were No. 10 Bud Tingelstad at 164 plus and No. 11, Gary Bettenhausen at 163.6 MPH.

Carl Williams in No. 5; Al Miller in No. 9; Bob Hurt and Gary Bettenhausen in No. 11; Sam Sessions 14, Bob Veith in No. 16; Greg Weld No. 17; Ronnie Duman No. 22; Rick Muther No. 28; George Snider No. 29; Bill Cheesbourg No. 32; Dee Jones No. 34; Ronnie Bucknum, No. 45; Lee Roy Yarbrough, No. 59; and Bob Harkey in No. 81 are all combinations that are not entered as such - 14 in total.

Today's yellow lights for rain brings the total yellows to 18 for the season. Of the total, 3635 minutes lost to yellow lights this year, 2171 minutes have been lost to rain.

In 1967 there were a total of 63 attempts at qualifications (three days); a total of 30 incidents of cars spinning and hitting the wall; (14 in the No. 1 turn, 3 in the No. 2 turn, 9 in the No. 3 turn, 1 in the No. 4 turn and 3 on the main straightaway). Eighteen rookies and twelve veterans were involved. This does not include race day. To date this year there have been 10 incidents.

This year there has been a total of 65 different cars on the track and 52 different drivers. Bob Veith in Car No. 16 became the 52nd driver to appear on the track this year.

### QUALIFICATION LINE UP ---

#56-Hurtubise	#17-Weld	#32-Cheesbourg
#21-Knepper	#62-Walkup	#22-Duman
#10-Tingelstad	#11-Hurt	#81-Harkey
#15-Kenyon	#18-Rutherford	#28-Muther
#41-Follmer	#45-Bucknum	#90-no driver
		#42-Denis Hulme

This list is subject to change as far as driver assignments are concerned.

This year there have been 21 attempts by 19 cars and 16 have qualified for this year's race. The field average is 167.029 MPH.

Three cars have not arrived at the Speedway. They are numbers 39-Botany 500 Spl., (withdrawn), #72, Jack Adams Aircraft Spl.-Turbine and #96 Eisert Racing Enterprises. Of the 74 cars at the track, 9 have not appeared on the track for practice. They are numbers 23, 38, 46, 57, 58, 64, 79, 80 & 95.

Since 1950 there have been 7 complete qualification days lost to rain. One day in each of the following years 1951, 52, 53, 56, 57, 60, and 67.

Six types of engines, (3) STP's Pratt and Whitney Turbines; (5) Turbo Offenhausers; (4) Turbo Fords; (1) Stock Block Gurney Weslake; (2) 255 Cu. inch Fords; and (1) Repco Brabham have qualified for this year's race.



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## 500 Daily Track Summary

Volume III, No. 21

Tuesday, May 21, 1968

Action at the Speedway, with just 36 hours remaining before the final week end of qualifications, was hot, heavy and halted.

Thirty-nine cars took advantage of the practice session which took place under 71 degree weather and the action was halted for 137 minutes when an engine let go and messed up the main straightaway; it closed after being open only eight minutes when it was apparent that the drying material being used was creating a vision hazard and was not safe. Of the 39 cars that practiced, 10 were qualified cars, 29 are still preparing for an assault on the starting field this weekend.

Cars that are not qualified, that practiced today, are numbers 5-Carl Williams; 9-Al Miller; 11-Gary Bettenhausen; 14-Sam Sessions; 15-Mel Kenyon; 16-Bob Veith and Bill Vukovich; 17-Greg Weld; 18-John Rutherford; 19-Sonny Ates; 21-Arnie Knepper; 22-Ronnie Duman; 26-Bobby Johns; 28-Rick Muther; 29-George Snider; 32-Bill Cheesbourg; 34-Dee Jones; 41-George Follmer; 42-Denis Hulme; 45-Ronnie Bucknum; 49-Sam Sessions; 50-Les Scott; 51-Dempsey Wilson; 59-Bobby Grim; 62-Bruce Walkup; 71-Jerry Titus; 77-Ralph Liguori; 81-Bob Harkey; 90-Bob Hurt and Johnny Rutherford and No. 97 - Bill Vukovich.

The ten qualified cars that practiced were numbers 2-Andretti; 3-Bobby Unser; 8-McCluskey; 20-Art Pollard; 25-Ruby; 27-Malloy; 35-Rindt & Brabham; 48-Gurney; 78-Grant; and 82-McElreath.

Topping the speed department in the qualified car list was Bobby Unser in the Rislone Spl., No. 3, at 168.792 MPH and it is presumed that he was carrying a full load of fuel. Pollard recorded a 166.976; Dan Gurney at 165.047.

High among the unqualified cars were Denis Hulme, No. 47 at 165.077; Bill Vukovich at 164.5 - No. 97; Car Williams, No. 5-164.8; Mel Kenyon, No. 15-164.2; Gary Bettenhausen, No. 11-164.1; & Bob Veith, No. 16, 163.9; No. 9, Al Miller, 162.8.

Ralph Liguori became lucky number 11 today as he was the eleventh driver of the season to bring out a yellow light due to a spin or slide. The nine year veteran of being a rookie at Indianapolis was appearing on the track for the first day this season when he had the misfortune of his car blowing an engine at the starting line. Ralph had a 960 foot, wild ride down the mainstraightaway while his number 77, Dayton Steel Wheel Spl., spun 2 1/2 times. The car stopped near the crossover gate at the start of turn no. 1. Liguori was uninjured and the car had a broken engine.

Liguori became the 53rd different driver to appear on the track this year and was on the first lap of his final 10 lap phase of his four phase test when the engine blew and sent him on his way.

Liguori is the fifth driver to attempt a refresher test and four have completed it, he is expecting to complete his tomorrow. Drivers test will be ended at 6:00 p.m. Wednesday, May 22nd. After that time no driver will be allowed to work on a test.

Bobby Johns, a one year veteran who drove 7th in 1965, was the 54th driver to appear on the track this year when he took out the No. 26-Central Hardware Thunderbolt Spl.

Tony Hulman announced rain checks from last Sunday will be honored this week end. Andy Granatelli announced that all 3 STP Turbines would run the entire USAC Championship Trail, including ovals, road course and dirt tracks.



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## 500 Daily Track Summary

Volume III, No. 22

Wednesday, May 22, 1968

Speed, spins and second guessing was the story at the Speedway as the final twenty-seven hours of practice, prior to the final weekend of qualifications, dwindled to 18 hours.

The busiest non-qualifying day at the Speedway was witnessed today as a total of 42 cars took part in the practice sessions. Two cars were added to the "first out" list today and one driver. Car No. 46-a Lotus Chevrolet entered by Otto Becker and driven today by Dee Jones, and car No. 95-Reppo-Brabham driven by Brabham were the two additions to the car list while sophomore rookie Mike Mosley was the newest driver to make an appearance. Total different cars to date that have appeared on the track - 66; drivers - 55.

Drivers test ended today with Dee Jones, Ralph Liguori and Les Scott missing out on their completions. First year Rookies that passed complete four phase tests totaled 12. They were Bill Vukovich, Jim Malloy, Bruce McClaren, Sonny Ates, Mike Spence, Rick Muther, Jerry Titus, Rollie Beale, Bruce Walkup, George Follmer, Gary Bettenhausen, and Bill Puterbaugh.

Mike Mosley a sophomore rookie completed a four phase refresher test today taking all four phases today in car No. 90. Greg Weld a third year rookie and veteran Bobby Johns, who finished 7th in the 1965 "500", both took four phase tests this season. A total of 14 rookies and one veteran driver passed the complete four phase rookie tests this year. Total - 15.

Two phase refresher drivers test were passed by three, third year rookies, Ronnie Bucknum, Bob Hurt and Sam Sessions. Two year "500" veteran, Jack Brabham (1961 and 1964) also completed a two phase refresher test.

A total of 16 rookie drivers are eligible to compete for a starting position, Jim Malloy is the lone rookie now qualified in the 16 berths now occupied.

Cars on the track today included numbers 1, 3, 5, 6, 8, 9, 10, 11, 14, 15, 16, 17, 18, 19, 21, 22, 26, 27, 28, 29, 31, 32, 34, 35, 36, 41, 45, 46, 49, 50, 51, 59, 60, 62, 63, 71, 81, 88, 90, 94, 95, and 97. Underlined-qualified- 6.

Fastest speeds today were recorded by Joe Leonard, Bobby Unser, Mel Kenyon, Bill Vukovich, and Gary Bettenhausen. Leonard, No. 60 -169.268 MPH; Unser, No. 3-166.031; Kenyon, No. 15, 164.8; Vukovich, No. 97, 164.1; Rutherford, No. 18, 164.0; and Bettenhausen, No. 11, 164.8. These were recorded on the electric eye, several stop watches caught Bettenhausen at 167.2 mph.

Three yellow lights today involved spins and wrecks. At 1:15 p.m. rookie Bill Puterbaugh in car No. 63 lost control in turn 1 (S.W.), spun twice into infield. Traveled 780 feet. No contact, car and driver..ok. At 2:06 p.m., No. 27-rookie Jim Malloy brushed wall in north short chute with both right wheels, slid 850 feet, spun twice, stopped in middle of turn No. 4. Driver ok, car suspension damaged. At 3:16 p.m. Al Unser, in the unqualified No. 5, lost control in No. 2 turn when something reportedly broke. He slid 288 feet, striking wall, knocked off both right wheels, continued along the wall for 264 feet, spun 1/2 time to inside of track covering an additional 210 feet. Driver Ok - car extensively damaged.

RAIN closed the track officially at 5:30 p.m. after bringing out the yellow at 4:51 p.m. This makes a total of 2241 minutes this year lost to rain.



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## 500 Daily Track Summary

Volume III, No. 23

Thursday, May 23, 1968

RAIN, the big enemy of the speedway participants this year, struck again today and kept the track closed all but 40 of the 540 minutes available for practice. During sixteen of the past seventeen days precipitation has fallen in Indianapolis. Since May 1, there has been a total rain fall of 6 1/2 inches.

Total yellows to date this season for rain 23; total minutes for rain, 2801; total yellow time this year 4,566 minutes.

At 5:02 p.m. the first green light of the day was displayed and 19 cars made appearances before the rains returned in sprinkle form at 5:49 and halted any further practice.

Among the nineteen were No. 9-Al Miller; No. 14-Bob Hurt; No. 17-Greg Weld; No. 21-Arnie Knepper; No. 26-Bobby Johns; No. 28-Rick Muther; No. 31-Sonny Ates; No. 36-Larry Dickson; No. 41-George Follner; No. 45-Ronnie Bucknum; No. 49-San Sessions; No. 60-Joe Leonard; No. 62-Bruce Walkup-Duman; No. 71-Jerry Titus; No. 75-Bill Cheesbourg; No. 88-Bob Harkey; No. 90-Mike Mosley; No. 94-Chuck Stevenson; and No. 97-Bill Vukovich.

Among the highest speeds recorded during the 40 total minutes of practice were Vukovich at 164.444 MPH; Ronnie Bucknum, 163.369; Knepper, 163.021; Walkup, 161.290; and Bobby Johns, 161.290 MPH. Only one car, Leonard in No. 60, was a qualified car, the others all working on the coming qualifications.

Since Sunday, May 19, the second day of qualifications there have been 21 changes in the entry list as far as driver and car assignments.

Among these, No. 9-Al Miller; No. 11-Gary Bettenhausen; No. 16-Bob Veith; No. 17-Greg Weld; No. 20-Art Pollard; No. 21-Arnie Knepper; No. 22-Ronnie Duman; No. 24-Al Unser; No. 26-Bobby Johns; No. 28-Rick Muther; No. 29-George Snider; No. 32-Bill Cheesbourg; No. 36-Larry Dickson; No. 59-Lee Roy Yarbrough; No. 62, Bruce Walkup; No. 81-Bob Hurt; No. 84-Carl Williams; No. 90-Mike Mosley; and No. 97-Bill Vukovich.

The population of Gasline Alley remains at 74 cars. Of these 74 cars, 66 different cars have made practice runs.

The annual old timers barbeque was held this evening at the Speedway Cafeteria and two names were added the Hall of Fame. They are Tony Bettenhausen and Gene Marcenac.

Do you remember????? There were five rookies in last year's starting field...Art Pollard...Wally Dallenbach...Jochen Rindt...Lee Roy Yarbrough and Denis Hulne. Hulne was the Rookie of the Year.

WEATHER: Weir Cook Airport-- Friday -cloudy and rainy. SATURDAY- Heavy thunder storms. SUNDAY - Cloudy and cool.



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## 500 Daily Track Summary

Volume III, No. 24

Friday, May 24, 1968

The final day of practice before the last two days of qualifications were once again hampered by RAIN or the indirect result of rain. Overnight thunderstorms left the track conditions unusable until 12:14 p.m.

This makes a total of 24 yellows this season because of RAIN. Total time that the track has been closed for rain...49 and 3/4 hours or an equivalent to five days, 4 and 3/4 hours of nine hour day practice sessions.

In comparison to last year's total, 191 yellow lights due to various reasons so far this year there have been 143.

In addition to the rain hampering today's crucial practice sessions, oil took its toll of time. The "gusher" was brought in at 2:08 p.m. when No. 90-Zecol-Lubaid Spl., driven by Mike Mosley oiled the track down. This one yellow consumed 166 minutes. In addition to this long oiling, 4 additional oilings were made for a total of 71 minutes.

Thirty-four cars took advantage of today's shortened practice session. Thirty-one of these are non-qualified and are still preparing for the final week-end of qualifications which start at 11:00 a.m. tomorrow. Practice from 9:00 - 11:00 a.m. The track then will be opened at 11:00 a.m. for qualifying and practice.

Cars, drivers and speeds today were No. 1, Foyt; No. 2-M.Andretti(burned piston expects to be on track tomorrow); No. 6-Bobby Grim-160.915 mph; No. 9-Miller; No. 10-Tingelstad; No. 11-Bettenhausen; No. 14-Hurt; No. 15-Kenyon 162.7 mph; No. 16-Veith 162.133; No. 17-Weld; No. 18-Rutherford 163.6; No. 21-Knepper; No. 22-Duman; No. 26-Johns, 161.725; No. 28-Rick Muther; No. 29-George Snider; No. 31-Sonny Ates, 160.714 mph; No. 32-Beale; No. 36-Dickson; No. 42-Follner, 160.4; No. 45-Bucknum; No. 49-Sessions; No. 56-Hurtubise; No. 59-Duman; No. 62-Walkup, 160.714; No. 63-Wilson; No. 75 Cheesbourg; No. 77-Puterbaugh; No. 78-Grant; No. 81-Hurt and Cheesbourg; No. 84-Williams; No. 88-Harkey 160.4; No. 90-Mosley; No. 94-Stevenson; Three qualified cars are underlined.

### QUALIFICATIONS LINE UP LIST AS OF May 19- 6:00 p.m.

#56 - Hurtubise	#17 - Weld	#32 - Cheesbourg
#21-Knepper	#62 - Walkup	#22- Duman
#10 - Tingelstad	#11 - Hurt	#81 - Harkey
#15 - Kenyon	#18 - Rutherford	#28 - Muther
#41 - Follner	#45 - Bucknum	#90 - No driver
		#42- Hulme

Since this line up the following changes in drivers and cars have been noted. #11 - Gary Bettenhausen; #32-Rollie Beale; #81-Bill Cheesbourg; #90-Mike Mosley.

The lowest speed in the 16 car field is 164.444 mph - Jochen Rindt, No. 35. The average speed of the sixteen car field is 167.029 mph.

The annual Autolite Pacemakers Dinner is being held this evening to honor drivers who have held the lead in the Indianapolis "500" for at least one lap. Dan Gurney is the only new member being inducted for having led laps 52 and 53 of the 1967 "500". Parnelli Jones and A. J. Foyt who also led the '67 race were already members.

Weather predictions for tomorrow as of 6:00 p.m. today per Weir Cook Weather Bureau is....partly cloudy skies, less than 5% chance of rain...high temperature..60 degrees....winds 10-18 mph.

GOOD LUCK



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## 500 Daily Track Summary

Volume III, No. 25

Saturday, May 25, 1968

### 3-Day - 25 Car Qualifying Field

Car No.	Driver	Eng.	Av. Speed	Car Name	Accessories
<u>Row One</u>					
60	Joe Leonard	Tur.-f4	171.559**	STP Oil Treatment Spl.	?-F-Arm
70	Graham Hill	tur.-f4	171.208	STP Oil Treatment Spl.	?-F-Arm
3	Bobby Unser	TCO	169.507	Rislone Spl.	A-G-Enco
<u>Row Two</u>					
2	Mario Andretti	TCF	167.691	Overseas Nat'l Airways	A-F-Enco
25	Lloyd Ruby	TCO	167.613	Gene White Co.	A-F-Enco
24	Al Unser	TCF-f4	167.069		A-F-Enco
<u>Row Three</u>					
8	Roger McCluskey	TCO	166.976	G.C. Murphy Spl.	A-G-Enco
1	A. J. Foyt, Jr.	FORD	166.821	Ansted-Thompson Spl.	A-G-Enco
4	Gordon Johncock	TCO	166.775	Gilmore Broadcasting	A-G-Enco
<u>Row Four</u>					
48	Dan Gurney	GURNEY	166.512	Olsonite Eagle	A-G-Ash
20	Art Pollard	Tur.f-4	166.297	STP Oil Treatment Spl.	?-F-Arm
54	Wally Dallenbach	TCO	165.548	Valvoline Spl.	C-G-Ash
<u>Row Five</u>					
82	Jimmy McElreath	FORD	165.327	Greer Spl.	A-G-Enco
27	Jin Malloy (R)	TCF	165.032	Jin Robbins Seat Belt	A-F-Enco
78	Jerry Grant	TCF	164.782	Bardahl Eagle	C-G-Ash
<u>Row Six</u>					
35	Jochen Rindt	Repco	164.144	Repco Brabham	C-G-Gulf
15	Mel Kenyon	TCO	165.191	City of Lebanon Spl.	A-G-Ash
10	Bud Tingelstad	TCO	164.444	Federal Engineering	A-G-Ash
<u>Row Seven</u>					
42	Denis Hulne	FORD	164.189	Olsonite Eagle	A-G-Ash
18	Johnny Rutherford	FORD	163.830	City of Seattle	A-G-Ash
11	Gary Bettenhausen (R)	TCO	163.562	Thermo King Air Cond.	C-F-Ash
<u>Row Eight</u>					
98	Billy Vukovich (R)	TCO	163.510	Wagner-Lockheed BrkFld	C-F-PU
16	Bob Veith	TCO	163.495	Thermo King Air Cond.	C-F-Ash
6	Bobby Grim	TCO	162.886	Gene White Co.	A-F-Enco
<u>Row Nine</u>					
59	Ronnie Duman	TCO	162.338	Clever-Brooks Spl.	C-G-Enco

R=Rookie; Tur-Turbine; TCO=Turbo-charged Offy; TCF-Turbo-charged Ford; f4= Four wheel drive; C=Champion; A=Autolite; F=Firestone; G=Goodyear; Arm=American Oil Co.; Ash= Ashland. \*\* New one and four lap records. AUTOLITE - 15; CHAMPION - 7, FIRESTONE - 11; GOODYEAR - 14; AMERICAN OIL - 3; ASHLAND - 9; ENCO - 11; GULF - 1; PURE UNION - 1.

Today's qualifications were led by Mel Kenyon who qualified the City of Lebanon Spl. at an average speed of 165.191.

#### Qualification Statistics

Twenty-four attempts made today by 18 cars, 10 qualified, #45 disqualified, Car 20 pounds under minimum 1350 pound limit - Ronnie Bucknum. Nine eligible qualifiers. Three day total attempts - 45 by 35 cars, 25 have qualified. Field average - 165.819 mph.

Chuck Stevenson, nine year Indy veteran-1952 National Champion, announced retirement. Thirty-nine cars practiced. Four drivers escaped injury in separate incidents...Sam Sessions - Car #49, - Jerry Titus, No. 50, Bruce Walkup, No. 62 and Arnie Knepper, No. 17.

Qualifying line up Sunday, May 26 --Car numbers 22, 17, 77, 88, 90, 41, 28, 94, 19, 32, 31, 36, 21, 9, 84, 29, and 62.



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## 500 Daily Track Summary

Volume III, No. 26

Sunday, May 26, 1968

Qualifications for the 1958 "500" Mile race were forced into an extension period today when rain completely washed out the normal 9:00 a.m. - 6:00 p.m. running hours.

For the first time since 1952, when five days were used to qualify, qualifications were forced to an extension period. After extended efforts to dry the track it was opened at 6:55 p.m. Following the rules requirements a 1/2 hour practice period was held. Following the practice session, which 26 cars took advantage of, the extension period for qualifying was started at 7:31 p.m.

The following rule was made to fill the final 8 positions in the 33 car starting field:

ANY CAR IN LINE AT THE 6:00 p.m., MAY 25, CLOSING TIME AND CARS IN LINE AS OF THE CLOSING TIME OF THE MAY 26th EXTENSION PERIOD, WOULD BE ALLOWED TO LEAVE THE QUALIFYING LINE ONE TIME TO TAKE ONE ATTEMPT AT QUALIFICATIONS.

Due to the extension the 25 car field which qualified during the first three days of normal qualification time would be assured their earned starting positions.

Cars qualifying in today's extension period and any further extension period would be lined up in speed order in the final eight positions of the 33 car starting field.

In the extension period which was held today between 7:31 and 7:54 p.m. at which time the officials deemed the track unsafe to run due to darkness, two cars completed qualification runs and an additional spun on a warmup lap.

Cars on the track today: #9,14,17,19,21,22,27,28,29,31,32,36,41,56,62,64,71,76,77,84,87,88,90,94,95 and 97.

<u>May 26 QUALIFIERS</u>			
<u>Car No.</u>	<u>Driver</u>	<u>Car Name</u>	<u>Average Speed</u>
77	Bill Puterbaugh	Dayton Steel Wheel Spl	157.301
22	Bill Cheesbourg		157.274

These two cars filled the ninth row of the eleven row field behind Ronnie Duman, who qualified at 162.338 in the 25 car normal qualifying field.

Bobby Johns, driving #17, Bryant Heating and Cooling Special, spun on his second warm up lap eliminating his car from further qualification attempts.

At 8:30 a.m. tomorrow, Monday, May 27th, weather permitting, the track will be open for a 1/2 hour practice session. Following the required 1/2 hour practice session 21 cars, which were in line as of 7:54 p.m. today, will be allowed to take to the track to attempt a qualification run. (One run each)

The line up is as follows: Car numbers 88, 90, 41, 28, 94, 31, 36, 21, 9, 84, 29, 62, 14, 56, 95, 97, 87, 32, 71, 64 and 76.

Car number 64, the Overseas National Airways Special, became the 68th different car to appear on the track this year as Ronnie Bucknum, who was eliminated due to the USAC ruling of disqualification of car #45, practiced in the car which he will attempt to qualify in the extended period.



Autolite-Ford Parts Division  
Public Relations Department



# Autolite



## 500 Daily Track Summary

Volume III, No. 27

Monday, May 27, 1968

Car No.	Driver	Eng.	Av. Speed	Car Name	Accessories
<u>ROW ONE</u>					
60	Joe Leonard	Tur.-f4	171.559**	STP Oil Treat. Spl.	?-F-Amn
70	Graham Hill	Tur.-f4	171.208	STP Oil Treat. Spl.	?-F-Amn
3	Bobby Unser	TCO	169.507	Rislone Special	A-G-Enco
<u>ROW TWO</u>					
2	Mario Andretti	TCF	167.691	Overseas Nat'l Airways	A-F-Enco
25	Lloyd Ruby	TCO	167.613	Gene White Co.	A-F-Enco
24	Al Unser	TCF-f4	167.069	Retzloff Chem.Spl.	A-F-Enco
<u>ROW THREE</u>					
8	Roger McCluskey	TCO	166.976	G.C. Murphy Spl.	A-G-Enco
1	A. J. Foyt, Jr.	FORD	166.821	Sheraton-Thompson Spl.	A-G-Enco
4	Gordon Johncock	TCO	166.775	Gilmore Broadcasting	A-G-Enco
<u>ROW FOUR</u>					
48	Dan Gurney	Gurney	166.512	Olsonite Eagle	A-G-Ash
20	Art Pollard	Tur.-f4	166.297	STP Oil Treat. Spl.	?-F-Amn
54	Wally Dallenbach	TCO	165.548	Valvoline Spl.	C-G-Ash
<u>ROW FIVE</u>					
82	Jim McElreath	FORD	165.327	Greer Spl.	A-G-Enco
27	Jim Malloy (R)	TCF	165.032	Jim Robbins Seat Blt	A-F-Enco
78	Jerry Grant	TCF	164.782	Bardahl Eagle	C-G-Ash
<u>ROW SIX</u>					
35	Jochen Rindt	RepcO	164.144	RepcO Brabham	C-G-Gulf
15	Mel Kenyon	TCO	165.191	City of Lebanon	A-G-Ash
10	Bud Tingelstad	TCO	164.444	Fed.Engineering	A-G-Ash
<u>ROW SEVEN</u>					
45	Ronnie Bucknum (R)	FORD	164.211	Weinberger Homes Spl	A-G-Enco
42	Denis Hulme	FORD	164.189	Olsonite Eagle	A-G-Ash
18	Johnny Rutherford	FORD	163.830	City of Seattle	A-G-PU
<u>ROW EIGHT</u>					
11	Gary Bettenhausen (R)	TCO	163.562	Thermo King Air Cond.	C-F-Ash
98	Billy Vukovich (R)	TCO	163.510	Wagner Lockheed Brk Eld	C-F-PU
16	Bob Veith	TCO	163.495	Thermo King Air Cond	C-G-Ash
<u>ROW NINE</u>					
6	Boboy Grim	TCO	162.866	Gene White Co.	A-F-Enco
59	Ronnie Duman	TCO	162.338	Cleaver-Brooks Spl	C-G-Enco
90	Mike Mosley (R)	TCO	162.499	Zecol Lubaid Spl.	A-G-Enco.
<u>ROW TEN</u>					
84	Carl Williams	FORD	162.332	Sheraton-Thompson Sp	A-G-Enco
29	George Snider	FORD	162.264	Vel's Parnelli Jones Fd	A-F-PU
56	Jim Hurtubise	TCO	162.191	Pepsi-Cola Frito-Lay	A-F-
<u>ROW ELEVEN</u>					
94	Sammy Session (R)	TCO	162.118	Valvoline Spl.	C-G-Ash
21	Arnie Knepper	TCF	161.900	Bryant Heating & Clg	C-F-PU
64	Larry Dickson	FORD	161.124	Overseas Nat'l Airways	A-F-Enco

R=Rookie; Tur-Turbine; TCO-Turbo-charged Offy; TCF-Turbo-charged Ford; f4= Four wheel drive; C-Champion; A=Autolite; F=Firestone; G=Goodyear; Amn-American Oil Co.; Ash= Ashland; Gulf; P-U= Pure Union. \*\* New one and four lap records AUTOLITE - 21; CHAMPION - 9; FIRESTONE - 14; GOODYEAR - 19; AMERICAN OIL - 3; ASHLAND - 9; ENCO-15; GULF - 1; PURE-UNION - 4.

Turbo-charged Offenhausers - 15; FORDS - 8; Turbo-charged Fords - 5; Gurney-1; Repco - 1; Turbines - (Pratt & Whitney) 3.

#45 re-entered by USAC into field, scales were found to be in error. Bob Hurt, #14, injured this a.m., has under gone surgery - listed in satisfactory condition in Methodist Hospital.



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