

PLAYER'S

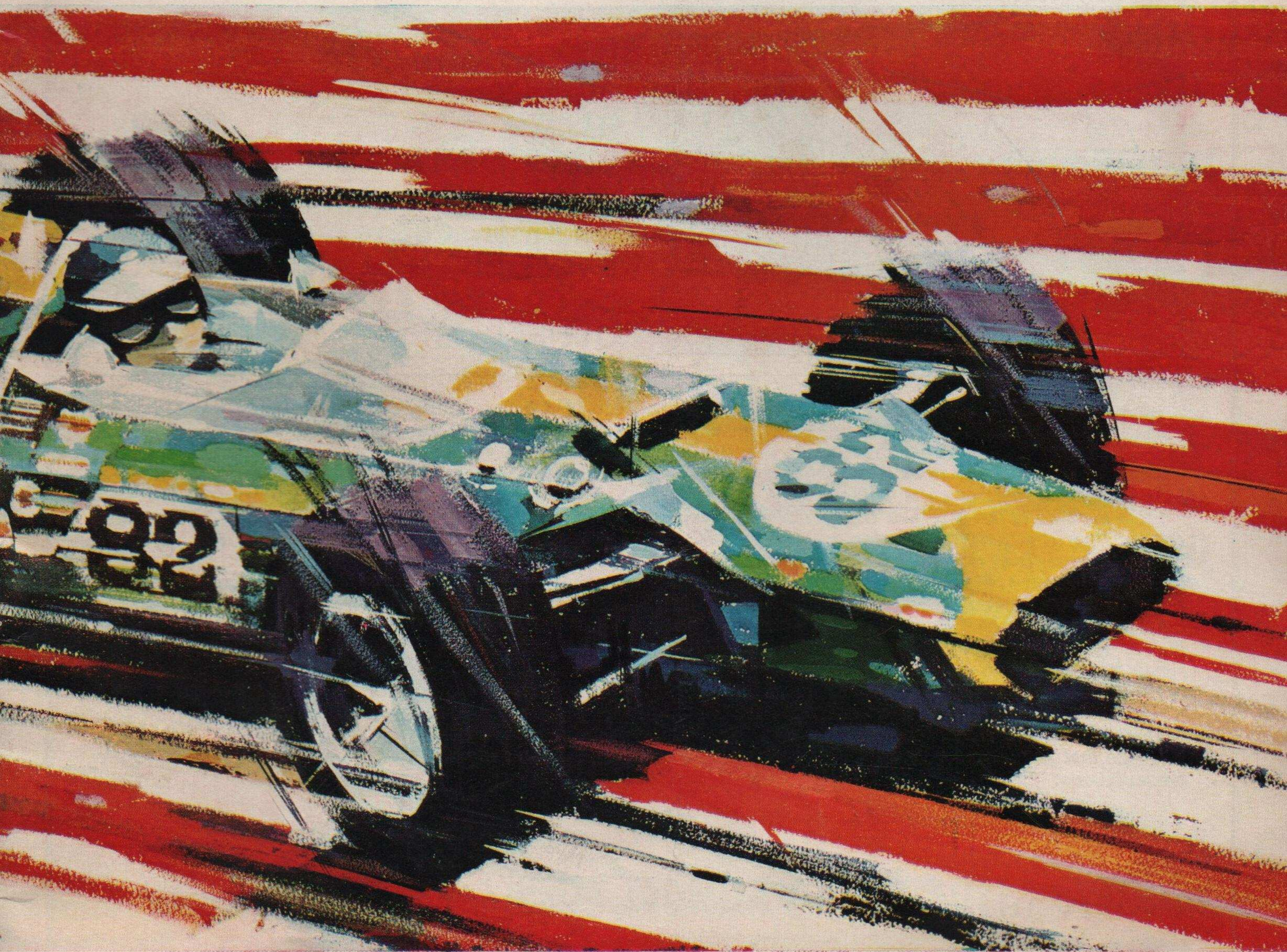
Nº 6



PRESENT

in association with Viewsport Ltd., and by arrangement with Rank Theatres Ltd.

INDIANAPOLIS 500 MILE RACE



Live from America – via Early Bird!

2/6

Dear Viewer...

Incredible though it may seem, particularly to those of us with little or no grasp of modern science, the race you are about to see will actually be taking place this afternoon 4,000 miles away in Indiana—six hours behind Greenwich Mean Time. The preliminary proceedings and opening laps have been recorded on video-tape, but the last two hours will be as 'live' and as real as if you were on the spot.

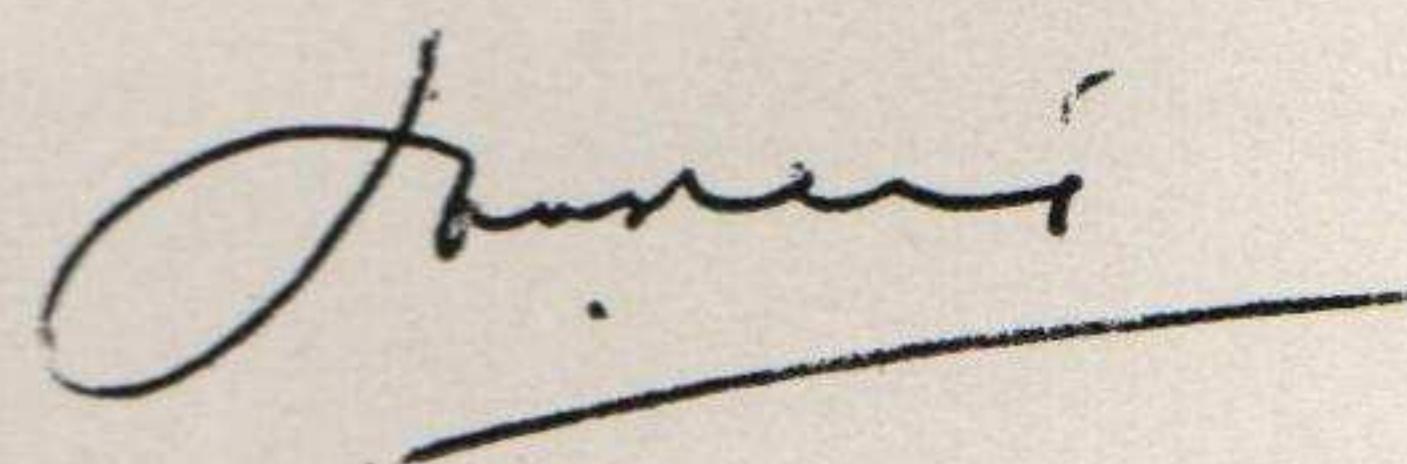
It is probable that in five years or less the transmission of pictures via satellites will be a common, everyday occurrence, but in this, the Golden Jubilee year of the Indianapolis 500, we are witnesses to a marvel of science as well as witnesses of one of the world's most exciting motor racing events.

Transmission via Early Bird has been made possible by Viewsport Ltd and Rank Theatres Ltd, with whom, as sponsors, we are pleased to be associated. The Indianapolis 500 forms part of a long-term programme of important and popular events which we at Players are supporting.

The presentation here, and in all other Rank theatres where this race is being screened this evening, is part of our policy summed up in the phrase: 'Player's is where the action is'.

I wish you all an exciting evening's motor racing. You are in company with some 30,000 other enthusiasts who will be cheering for the second British Indianapolis 500 victory in succession.

Yours sincerely,



John Anstey, CBE,
CHAIRMAN & MANAGING DIRECTOR,
JOHN PLAYER & SONS
NOTTINGHAM

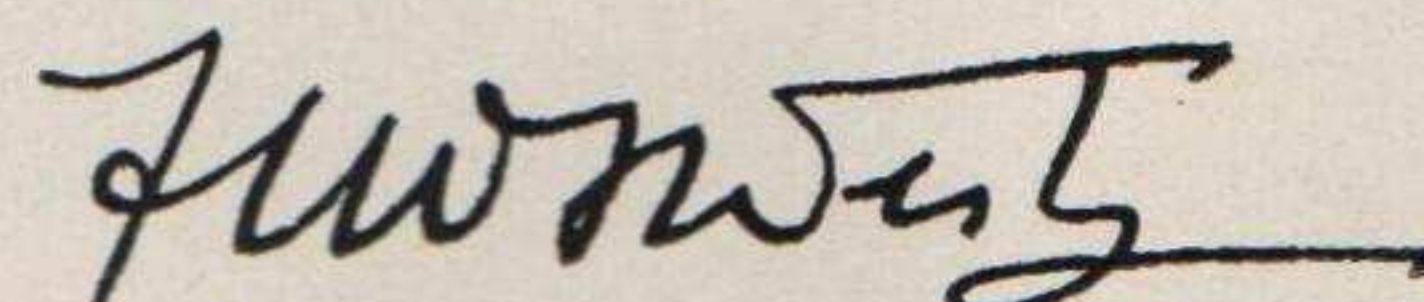
With tonight's transmission, Viewsport writes another page of sporting history by bringing 'live' from America the famous Indianapolis 500—the world's greatest car race. By bringing this programme 'live' from deep inside America and thousands of miles across the Atlantic to viewers of closed-circuit television in Britain, Viewsport follows up its success in beaming last week's world heavyweight championship fight from the Arsenal Stadium to venues here, to the USA and to other parts of the world.

From the date of the first 'live' transmission by Viewsport of the Terry Downes—Willie Pastrano light-heavyweight contest from Manchester to London on November 30, 1964, this organisation has brought to viewers in Britain a series of sporting events of world-wide importance and interest. In the course of these operations, Viewsport made soccer history by beaming 'live' from Ninian Park, Cardiff, a soccer match between Cardiff and Coventry City to spectators at the Coventry ground, where it was shown on four huge theatre-type screens sited on the playing pitch.

I am privileged to be the chairman of an organisation which is now tackling a similar undertaking in motor racing history by bringing the thrill-packed Indianapolis 500 to viewers in Britain for the first time as the event happens, and I maintain that the promotion of two events of world importance within the space of ten days is sufficient testimony to the enterprise of this Company. However, I can assure you that these are merely part of a series of exciting occasions which we have planned for you, and which we shall be capturing for the public through the 20th-century miracle of 'Larger than Life Theatrevision'.

I hope that you have a very enjoyable evening, and that we shall have the pleasure of receiving you at our future presentations.

Yours sincerely,



Air Commodore F. M. F. West, VC, CBE, MC,
CHAIRMAN, VIEWSPORT LTD

PLAYER'S

Nº6

present

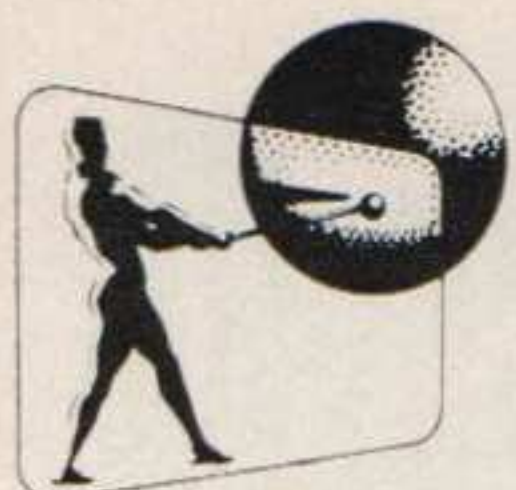
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by arrangement with Rank Theatres Ltd.

**GOLDEN JUBILEE 50th ANNUAL
INDIANAPOLIS
500 MILE
RACE**

LIVE FROM AMERICA — VIA EARLY BIRD

All profits from the sale of this souvenir programme will
be donated to The Royal National Lifeboat Institution.

WHIT MONDAY MAY 30th—6.30pm



RANK THEATRES LIMITED

are glad to be associated with

tonight's presentation of

INDIANAPOLIS 500

Next Presentation Wednesday 8th June

on

LARGER THAN LIFE THEATREVISION

WRESTLING SPECTACULAR

'LIVE' from The Albert Hall

at

Odeon Leeds · Gaumont Bristol · Odeon Glasgow

Capitol Cardiff · Gaumont Bournemouth

Odeon Nottingham

Gaumont Sheffield · Odeon Leicester

Gaumont Coventry · Odeon Norwich · Odeon Derby

Transmission Commencing 7.45 p.m.

INSTANT INDY!

FOR the third year running in America, and the first time ever in England, MCA TV are using the most comprehensive television system ever devised for a single sports event to bring to thousands of viewers the closed-circuit videocast of the Indianapolis Golden Jubilee 500 miles race.

The videocast set-up for covering the classic event is a joint enterprise of MCA TV and the Speedway, while to bring the event to this country, Viewport, Britain's closed-circuit television company, with the sponsorship of John Player and Sons, the Nottingham cigarette manufacturers, have utilised the Early Bird satellite to bring the event to you while it is actually happening.

The elaborate and permanent facilities at the circuit consist of six steel-and-concrete towers, 25 to 50 feet high, each supporting a 5 x 7 foot camera platform. There are 14 cameras, 4 video tape recorders, 30 microphones and 12 commentators. The base of operations is a 20 x 60 foot control room built into the main grandstand.

The location of the towers and cameras is such that it allows viewers to follow a car every inch of the way around the 2½ miles course. All of the cameras are equipped with zoom lenses, magnifying action up to 10 times. Four of them cover the pit area, bringing all pit activity into sharp and close focus.

The busiest member of the 79-man television crew at the Speedway today is Frank Chirkinian, director of the closed-circuit videocast. He will be watching 16 monitor screens almost simultaneously, and it is his decision to select from the pictures on each screen, by means of a master switch, the action picked up by his cameras and tape recorders, and blend this into the programme you will see.

Only two of his tape recorders will function during the race itself, storying whatever Chirkinian channels into them from any of the 14 cameras. By means of instant playback, he can show theatre audiences any important action in the pits or on the track which might have first developed while attention was focussed elsewhere. The third tape recorder started working on May 1, gathering footage of interviews with

A masterpiece of television achievement

drivers and mechanics as well as pictures of qualifying trials. This has helped to provide even more complete viewing, as Chirkinian can feed this into the actual videocast at any point.

To make this technical excellence possible, it was necessary to rewire the

entire Speedway to instal the permanent closed-circuit television facilities. The project, almost staggering in its scope, ranged from bringing in heavy power lines on poles to the back straight, to laying cables in trenches for a total distance of 17 miles. Through an ingenious network of cables, the biggest problem of the entire television set-up was solved—internal communication. By means of three circuits, each with a miniature switchboard, directors can talk to individual cameramen or commentators, groups of either, or all of them at once.

The men behind the action

Frank 'Instant Replay' Chirkinian, Director of the Golden Jubilee videocast, is the man who first used the instant replay and isolated camera technique, at an American football match in 1964. From 14 years of television directing, Chirkinian brings his talents to bear on the Indianapolis classic for the third time. A top director, he has covered the entire field of live television from studios to remote locations. He is being made available by CBS TV, for whom he is one of the senior directors, for this project, and went to Indianapolis in early April to start the mammoth job of preparing for the event.

Three of the most outstanding motor racing commentators have been gathered to cover the 500 mile race. The talented trio consists of Charlie Brockman, Chris Economaki and Sam Hanks.

Brockman is chief commentator, and actually 'reads' the race from start to finish. He has been associated with the '500' for many years, and is sports director for WLW TV in Indianapolis.

Economaki, Editor of *National Speed Sport News*, will be in charge of reporting activity and action in the pits.

Hanks, the winner of the 1957 Indy, will add colour and highlights of the event by commentating from the point of view of the drivers.

Other commentators will be assisting Brockman in the commentary box, while there will be further back-up men at each of the corners, and three more stationed in the North, Centre and South of the pits to assist Economaki.

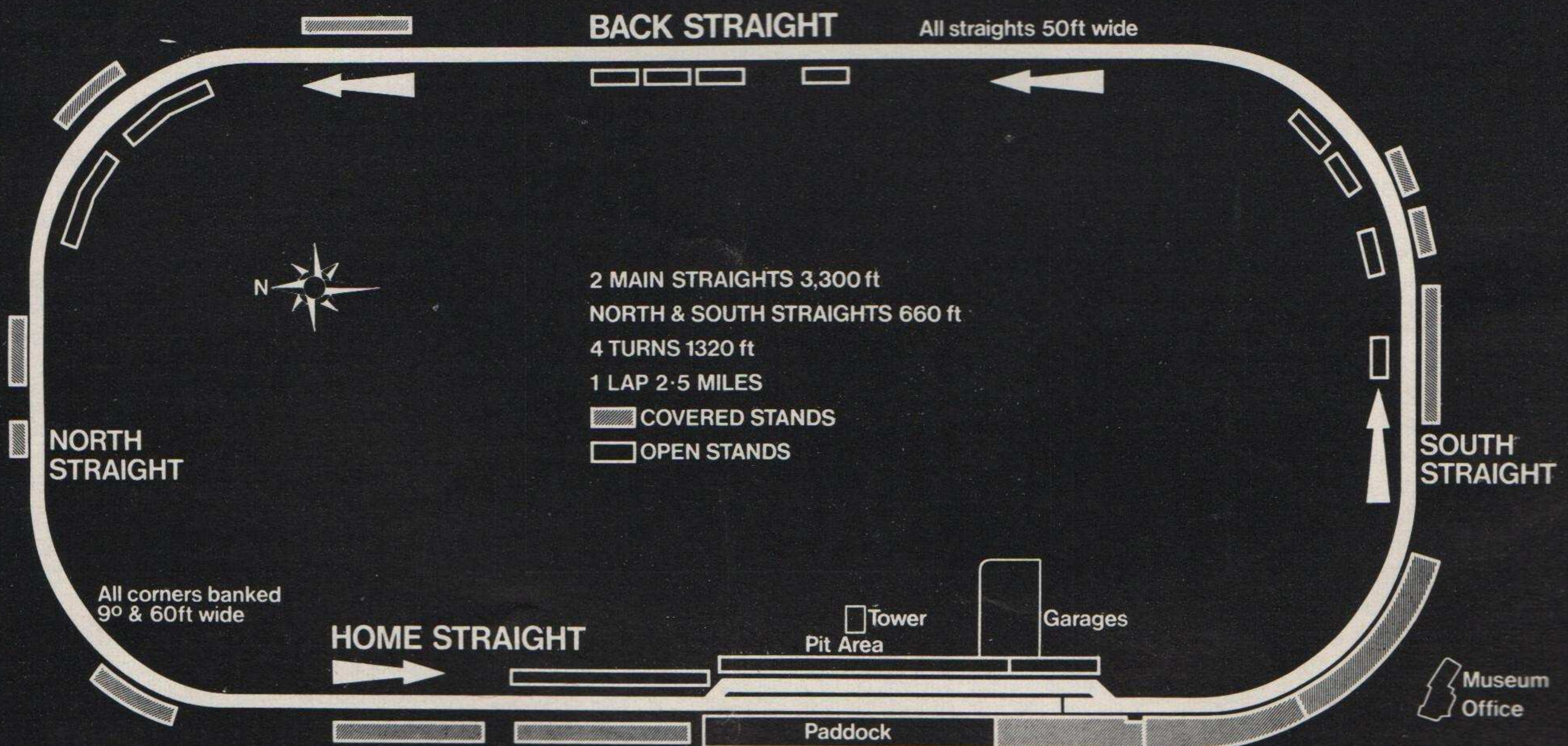
TIME THEM AS YOU WATCH

Seconds	mph	Seconds	mph
63.0	142.86	61.9	145.40
62.9	143.08	61.8	145.63
62.8	143.31	61.7	145.87
62.7	143.54	61.6	146.10
62.6	143.77	61.5	146.34
62.5	144.00	61.4	146.58
62.4	144.23	61.3	146.82
62.3	144.46	61.2	147.06
62.2	144.70	61.1	147.30
62.1	144.93	61.0	147.54
62.0	145.16	60.9	147.78

Seconds	mph	Seconds	mph	Seconds	mph
60.8	148.03	58.6	153.58	56.4	159.57
60.7	148.27	58.5	153.85	56.3	159.85
60.6	148.52	58.4	154.11	56.2	160.01
60.5	148.76	58.3	154.37	56.1	160.43
60.4	149.01	58.2	154.64	56.0	160.71
60.3	149.25	58.1	154.90	55.9	161.00
60.2	149.50	58.0	155.17	55.8	161.29
60.1	149.75	57.9	155.44	55.7	161.58
60.0	150.00	57.8	155.71	55.6	161.88
59.9	150.25	57.7	155.98	55.5	162.16
59.8	150.50	57.6	156.25	55.4	162.45
59.7	150.75	57.5	156.52	55.3	162.75
59.6	151.01	57.4	156.79	55.2	163.04
59.5	151.26	57.3	157.07	55.1	163.34
59.4	151.52	57.2	157.34	55.0	163.63
59.3	151.77	57.1	157.62	54.9	163.93
59.2	152.03	57.0	157.89	54.8	164.23
59.1	152.28	56.9	158.17	54.7	164.53
59.0	152.54	56.8	158.45	54.6	164.84
58.9	152.80	56.7	158.73	54.5	165.14
58.8	153.06	56.6	159.01	54.4	165.44
58.7	153.32	56.5	159.29		

Record qualifying speeds (A. J. Foyt, Sheraton-Thompson Special, 1965): Single lap, 55.57 seconds, 161.958 mph. Four laps, 3 minutes 43.28 seconds, 161.233 mph.

INDIANAPOLIS '500' SPEEDWAY



BRITAIN'S BASH AT THE 'BRICKYARD'

Three brave challengers from Europe



JIM CLARK — Twice World Champion, last year's Indy winner

THIRTY in March this year, Jim Clark, the Scottish sheep farmer equally at home on tractor or 200 mph racing car, can look back on a career studded with glittering victories. Yet it is a career which began by chance, and which has had to battle continually against parental opposition. He drove his first car—an Austin Seven—at the age of nine, got his provisional licence on the day he was 17, and passed his test six weeks later. Racing began at a Scottish circuit in 1956, when a friend for whom he was acting as mechanic, suggested, 'Jim, why not have a go in my car?' He did . . . and finished last. But he was soon demonstrating an uncanny instinct for fast motoring. His genius made him equally impressive in all types of car. His first race for Team Lotus was at Goodwood in March, 1960, when he beat John Surtees (having his first race in a car). Since then Clark's story has been one of phenomenal success. He was beaten to the drivers' world championship in 1962 only through a mechanical breakdown in the final race, took the world title in 1963 with a record seven Grand Prix wins, lost the 1964 championship when his Lotus broke down on the last lap of the last GP, and then swept to the 1965 world title by winning six GPs in six starts. And in the middle of this fantastic season he made further history by becoming the first British driver to win the Indianapolis 500. Of that tremendous win he has said: 'The biggest challenge was driving a little slower than I had previously thought would be necessary, and yet keeping my concentration.'



GRAHAM HILL — He went on the dole to get into racing

WORLD champion driver in 1962, and knocking on the door every season since, Graham Hill was thirty-seven in February. But at a time when many drivers have hung up their helmets this great character from North London, with clipped moustache and equally clipped speech, is still driving with undiminished skill and determination. He caught the 'bug' in 1953, when he chanced to spot an advertisement for a racing drivers' school. He scraped up sufficient money for a few laps of Brands Hatch in an old Cooper, and decided on the spot that this would be his life. He acted as a mechanic at the school, always hoping for the occasional 'test lap'. Later, he transferred to another racing school, throwing up his job with an instrument manufacturer and going on the dole to give himself the freedom he needed. His next move was to work for Lotus, and from there he went to BRM for whom he has been Number 1 driver for several years. He has raced a bewildering number of other cars as well, with a long list of brilliant successes that includes two successive Tourist Trophy wins in Ferraris. He made history last year by winning the punishing round-the-houses Monaco Grand Prix for the third year running, after a truly classic drive in which he pulled back from fifth place following an enforced stop on the circuit. His unique crash helmet design—white vertical stripes on a dark blue background—is a reminder of his earlier days with the London Rowing Club. A great family man—he has three children—and the head of a car conversion business, no one in motor racing is more imbued with the will to win. 'I don't want just to finish a race,' he says. 'I want to be first.'



JACKIE STEWART — Young man in a hurry

STILL only twenty-five, and with only a single season of Grand Prix racing behind him, Jackie Stewart—like Clark also from Scotland—is strongly tipped as a future world champion . . . and fairly soon at that. He could probably have achieved a world title at another sport—clay pigeon shooting—but finally decided to concentrate his split-second reactions on motor racing. He, too, has had to fight family opposition (his elder brother was one of Britain's most promising drivers until accidents forced his retirement). His racing career began in 1961, and his parents only learned about it later when the news leaked out at his marriage. His big chance came when he drove a little Formula 3 Cooper-BMC car in 1964, winning with such monotonous regularity that he was obviously meant for greater things. The talent scouts were soon buzzing around the little Scot, and BRM snapped him up for their Grand Prix team. He did them proud in his first season, with three second places (to Clark) in championship GPs culminating in a win in the Italian GP last September. He followed this by a fine winning streak for BRM in the Tasman Championship series in New Zealand and Australia. Like Clark, he has an astonishing knack of being able to drive superbly anything on four wheels—single-seaters, saloons, sports cars, even trucks—and an almost miraculous ability of learning a new race circuit after only a few laps. Unlike Clark, who is shy and retiring, Stewart is an effervescent character, full of fun and ever ready with a joke. There are some experts who suggest he is even more talented than Clark. His meteoric career certainly confirms him as a young man in a hurry.

A maximum of 33 starters take part in the Indianapolis 500, all cars having to be qualified during one of four days of official time trials. The order of qualification is by ballot, and when their turn comes drivers circulate the track until they feel they are ready to be timed. On signalling 'ready to go' to the timekeeper, they are then timed over four consecutive laps, and the average speed for the full four laps is counted for grid positions. If a driver feels he is not travelling fast enough he can pull in during his four-lap trial, and join the end of the queue for a second attempt at qualification. A maximum of three attempts is permitted. Drivers qualifying their cars on the first day of time trials are assured of their grid positions, all later qualifiers filling the remaining positions in the 11-row line-up. Cars at the tail of the field can be 'bumped' by subsequent qualifiers if their qualification speed is beaten, so that their place in the race is not assured until the circuit is closed at the end of the fourth and final qualification day.

33 ON THE GRID

The race, over 200 laps of the 2½ miles circuit, is launched with a rolling start behind a pace car which becomes one of the many prizes awarded to the winner. Flag signals are used to control the progress of the race, and in some respects are different from the flags used in this country. A green flag is used to start the race and a chequered flag to conclude it. A red flag will be shown if the race has to be stopped early, and a black flag will be held out to a driver who is required to come in 'for consultation'. A yellow flag denotes trouble on the course, and will be held out until the obstruction has been cleared; during this period all drivers are required to keep station. A blue flag with an orange diagonal warns that the driver behind is attempting to pass, and a white flag is shown at the start of the final lap. During the race all drivers will require pit stops to take on fuel, and the skill displayed by pit personnel in servicing cars in lightning-quick time usually plays a vital part in securing victory.

GOLDEN JUBILEE 50th ANNUAL

CAR NO.	DRIVER	CAR
1	MARIO ANDRETTI	Dean Van Lines Hawk Special
19	JIM CLARK	STP Gas Treatment Special
82	GEORGE SNIDER	Sheraton-Thompson Special
98	PARNELLI JONES	Agajanian's Rev 500 Special
14	LLOYD RUBY	Bardahl Eagle Special
72	GORDON JOHNCOCK	Weinberger Homes Special
3	JIM McELREATH	Zink-Urschel-Slick Trackburner
12	CHUCK HULSE	Wynn's Special
4	DON BRANSON	Leader Card Racer
88	JERRY GRANT	Bardahl Pacesetter Special
43	JACKIE STEWART	Bowes Sealfast Special
27	BILLY FOSTER	Jim Robbins Special
26	RODGER WARD	Bryant Heating and Cooling Special
28	JOHNNY BOYD	Prestone Special
24	GRAHAM HILL	American Red Ball Special
53	GARY CONGDON	Valvoline Special
94	MEL KENYON	Gerhardt-Offy Special
45	A. J. FOYT	Sheraton-Thompson Special
31	DAN GURNEY	All American Racers Eagle
6	JOEY LEONARD	Yamaha Eagle
8	ROGER McCLUSKEY	G.C. Murphey Special
56	JIM HURTUBISE	Gerhardt-Offy Special
18	AL UNSER	STP Oil Treatment Special
66	LE ROY YARBROUGH	Jim Robbins Special
77	CARL WILLIAMS	Dayton Steel Wheel Special
37	ARNIE KNEPPER	Cecil Special
22	BUD TINGELSTAD	Federal Engineering Special
11	BOBBY UNSER	Vita Fresh Orange Juice Special
54	EDDIE JOHNSON	Vatis Enterprises Special
75	AL MILLER	Jerry Alderman-Ford Special
39	BOBBY GRIM	Gardena Special
34	LARRY DICKSON	Michner Petroleum Special
17	RONNIE DUMAN	Jim Robbins Seat Belt Special

INDIANAPOLIS '500' MILE RACE

CHASSIS MAKE	ENGINE MAKE	ENGINE SIZE	QUALIFYING SPEED m.p.h.
Brabham/Brawner	Ford	4.2	165.899
Lotus	Ford	4.2	164.144
Lotus	Ford	4.2	162.521
Jones	Offenhauser*	2.75	162.484
Gurney/Eagle	Ford	4.2	162.455
Gerhardt	Ford	4.2	161.059
Brabham/Moore	Ford	4.2	160.908
Watson	Ford	4.2	160.844
Gerhardt	Ford	4.2	160.385
Gurney/Eagle	Ford	4.2	160.335
Lola	Ford	4.2	159.972
Vollstedt	Offenhauser	4.2	159.490
Lola	Offenhauser*	2.75	159.468
B.R.P.	Ford	4.2	159.384
Lola	Ford	4.2	159.243
Huffaker	Offenhauser	4.2	158.688
Gerhardt	Offenhauser	4.2	158.555
Lotus	Ford	4.2	161.355
Gurney/Eagle	Ford	4.2	160.499
Gurney/Eagle	Ford	4.2	159.560
Gurney/Eagle	Ford	4.2	159.271
Gerhardt	Offenhauser†	2.75	159.208
Lotus	Ford	4.2	162.272
Vollstedt	Ford	4.2	159.794
Gerhardt	Ford	4.2	159.645
Cecil	Ford	4.2	159.440
Gerhardt	Offenhauser	4.2	159.144
Huffaker	Offenhauser	4.2	159.109
Huffaker	Offenhauser	4.2	158.898
Lotus	Ford	4.2	158.681
Watson (roadster)	Offenhauser†	2.75	158.367
Halibrand	Ford	4.2	159.144
Eisert	Ford	4.2	158.646

KEEP THE SCORE

Positions at	100 miles	200 miles	300 miles	400 miles	500 miles
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†Turbocharged

TWELVE TOUGH CHARGERS FROM AMERICA

MARIO ANDRETTI 26 *Nazareth, Pennsylvania*

DESCRIBED as the most exciting Indianapolis 'Rookie' since Parnelli Jones, Mario Andretti was born in Italy, where he raced Formula Junior cars before emigrating to America. Resuming his racing career in 1958 driving modified Stock Cars (Saloons to us), he had 20 important wins in three years before switching to single-seater Midgets. His first (Indy-style) race was in Trenton, in March 1964, and for last year's Indianapolis 500 he qualified his Ford-powered Dean Van Lines Special at 158.849 mph over the four laps, with a best lap at 159.405 mph. He finished third in the race, behind Jim Clark and Parnelli Jones, completing the 200 laps at an average of 149.121 mph, and netting over 42,000 dollars in prize money. Expect him to be right up near the front in this year's '500', the most famous of America's Championship-class races.

BILLY FOSTER 28 *Victoria, British Columbia*

BILLY FOSTER is a highly promising Canadian driver who cut his racing teeth in 1955 driving old jalopies in and around his native town in British Columbia. He followed up with five years of hard driving in Modified Production Cars before branching out into the Sprint Car field in 1961. Still confining his racing mainly to the Pacific Northwest, he began a tremendous success run, winning the Northwest Championship twice and finishing second once over a period of four years. In 1964, he won 28 of the 30 races in which he competed, and in the same year was given his first chance at the wheel of a Championship car. 1965 was his first drive at 'The Brickyard', and he put the Jim Robbins Autotron Special on to the second row of the 11-row line-up with a four-lap qualifying average of 158.416 mph, and a best one-lap average of 158.954 mph. He was doing well in the race but went out after 85 laps.

A. J. FOYT 31 *Houston, Texas*

TWICE winner of the Indianapolis 500 (in 1961 and 1964), A. J. Foyt (the initials stand for Anthony Joseph but he never uses the names) began racing in 1953. It was four years later that he began to hit the headlines, mainly in Midwest events, and in 1958 he passed his Indy driver's test and qualified his car on the first day of trials. A spin-out cost him a place in the race, but he finished 10th the following year, and in 1960 became National Champion, despite netting no points at all at Indy, due to mechanical failure. His 1961 Indy win helped him to retain the Championship for a second year, and he took the title a third time in 1963 (he was runner-up in 1962) and a fourth time in 1964. Though he dropped out of last year's Indy at 115 laps, when second to Clark, he set the fastest qualifying times, with 161.233 mph over four laps and 161.958 mph over one lap—both all-time records.

JERRY GRANT 31 *Seattle, Washington*

AMEMBER of Dan Gurney's new Formula 1 team, Jerry Grant will be driving an independently entered Eagle at Indy this year. After a session on Midgets, Jerry Grant turned to road racing, and after a two-year stint in the Army began driving sports cars in the Northwest with such success that he ended up Sports Car Club of America Northwest Champion in the Modified category in 1961 and 1962, and was undefeated in 27 straight races. In 1963 he ended up Canadian Sports Car Champion and SCCA Driver of the Year in the Northwest Division. He took his Indy driver's test in 1964, but didn't qualify, but gained a place on the sixth row in 1965 with a speed of 154.606 mph, completing 75 laps of the race before falling out with mechanical trouble. Like A. J. Foyt and Dan Gurney, Grant is a real all-rounder, and goes well in anything. This year he could well enhance his International reputation.

DAN GURNEY**35***Costa Mesa, California*

ONE of the finest and most likeable drivers in the world, Dan Gurney drove his first race (in a Triumph TR2) as recently as 1955, and came to Europe three years later to drive a Ferrari. He has also been a Formula 1 works driver for Porsche, BRM and Brabham, and is now embarking on a new phase of his career with his own AAR Eagles, in both Formula 1 and Championship events. He is no stranger to Indy, where he took his driver's test in 1962. The following year he drove a Lotus-powered-by-Ford, having sold Colin Chapman the idea of building a car for the '500', and finished seventh after three pit stops. In 1964 his Lotus was retired for safety reasons after Clark's had thrown a tread, and last year it fell out with mechanical trouble. Gurney is also a Stock Car "king", and has won the Riverside 500 four times in a row amongst many other successes in this sphere.

JIM HURTUBISE**33***N. Tonawanda, New York*

JIM HURTUBISE hit Indy like a bomb in 1960 when, as a Rookie, he set record qualifying times at almost 150 mph, and though he retired after lying fifth in the race he was declared 'Rookie of the Year'. He was 22nd in 1961, 13th in 1962, 22nd again in 1963 and 14th in 1964, mechanical trouble having forced him out of the race on all but one occasion. 1964 was a bad year, because he was involved in a multi-car pile-up at Milwaukee when lying third, and suffered very bad burns which put him in hospital for most of the year. His fight back to fitness, despite permanent extensive damage to his hands, has won him many admirers, and he was back at Indy last year, on the seventh row, only to fall out on the first lap with mechanical trouble. Let's hope he gets better luck this year in the Gerhardt Offy.

GORDON JOHNGCOCK 29*Hastings, Michigan*

RISING star of Indy racing, Gordon Johncock began racing in 1955 with Stock Cars, and later switched to Modified Production cars in the Great Lakes region, scoring countless victories in long-distance races between 1958 and 1962. He gained his first ride in a USAC Sprint car in 1964, and set a new one-lap world record for a half-mile track in 17.18 seconds, a speed of 104.773 mph. He gained his first Championship car drive the same year, but did not reach Indianapolis until 1965, when he qualified the Weinberger Homes Special on the fifth row at 155.012 mph. He drove a fine race, completing the 200 laps at 146.417 mph, which gave him fifth place in the list of 33 starters, two laps clear of the next car home. This year he has another competitive car—one of Gurney's Eagles.

BOBBY JOHNS**32***Miami, Florida*

THE son of a veteran Midget car driver, Bobby Johns regularly drives Stock Cars prepared and maintained by his father. After two years in the Army, he started driving at Miami Speedway, and became Florida State NASCAR Champion in 1952, 1954, 1956 and 1958. 1960 proved one of his best years in racing, when he won the Atlanta 500, was second in the Daytona 500 and third in the Charlotte 600. He took his Indy driver's test in 1964, but crashed and damaged his tricky-handling car when warming up to qualify it. Last year he had better luck with the second works Lotus-powered-by-Ford, which he qualified on the eighth row at 155.481 mph, and took through to seventh place, completing 197 laps at 144.475 mph, just over 6 mph slower than Jim Clark's winning average.

PARNELLI JONES**32***Torrance, California*

WINNER of the 1963 Indianapolis 500, Parnelli Jones began racing Stock Cars in California in 1952, and graduated to Championship class events in 1960. Soon he was making his presence felt, and it was only two months before he was leading races and setting new track records. Jones' first Indy was in 1961, when he led the race for 27 laps before retiring, and the following year he made history by notching the first over-150 mph qualifying lap in 59.71 seconds, then turning three more in under a minute. He led this time for 120 laps before loss of brakes slowed him. Apart from his Indy win in 1963 he set new qualifying records again, and was race leader on 167 of the 200 laps. He was leading again in 1964 when his car caught fire at the pits, and last year finished second to Clark, just under two minutes behind.

JOE LEONARD**31***San Jose, California*

LIKE several of Europe's top drivers, Joe Leonard is an ex-motorcyclist, having started on two-wheelers in 1950. He became National Champion in 1954, 1956 and 1957 and runner-up in four other years, and scored 27 Championship race wins before switching entirely to cars. Midgets and Modified Production cars became his main interest until he switched to Stock Cars in 1964 with a Dodge. The same year he gained his first Championship ride, and finished fifth in the Phoenix 200. His Indy baptism came last year in a Halibrand Shrike entered by Gurney's AAR, but he was a retirement after 27 laps, having qualified the car on the ninth row with a time of 154.268 mph. This year he partners Gurney in the AAR Eagle team and is rated a likely candidate to gain a prominent grid position, and finish in the top ten.

AL MILLER**42***Roseville, Michigan*

ADRIVER who has reached Indianapolis and the Championship car circuits through the familiar road of USAC Sprint cars and Offenhausers, with which he has been competing since 1957, Al Miller started his racing career in Detroit, in 1950, and scored four regional championships before moving wider afield. His Indy driver's test in 1962 was followed by two abortive attempts to qualify his car, but the following year he made up for it by turning his first qualifying lap at 150.401 mph, and his four laps at 149.613 mph, making him the first-ever driver to start on the last row at over 149 mph. He went on to finish ninth in the race, but failed to qualify fast enough to compete in 1964. Last year, however, he was up in the third row at 157.805 mph, and finished fourth, just ahead of Johncock, at 146.581 mph with his Lotus-powered-by-Ford.

RODGER WARD**45***Indianapolis, Indiana*

INDY winner in 1959 and 1962, Rodger Ward has been around 'The Brickyard' since 1951, having graduated from Midgets which he used to race on the West Coast. But it was not until 1956 that he managed to finish a race at Indianapolis (in eighth place). In 1957 he was back amongst the retirements again, and again in 1958, but 1959 brought him the USAC National Championship as well as his Indy win. In 1960 he finished second to Jim Rathmann after a wheel-to-wheel duel, and the following year he was third before taking his second trip into Victory Lane in 1962, with another National title to follow. Fourth at Indy in 1963, and second in 1964 maintained his consistent record, but last year Ward hit a series of mechanical problems throughout qualification, and for the first time in 15 years failed to make the line-up.

BACKCLOTH TO THE WORLD'S GREATEST RACE

The story that began in 1909

IN 1908, four men with a vision decided to pool their resources and turn a dream into a reality. They plunged £25,000 into buying land on the North-West outskirts of Indianapolis, and built a two-and-a-half miles 'raceway' which was to become renowned throughout the world—the Indianapolis Motor Speedway. Conceived as a proving ground for automobiles, it has become the scene of the greatest race meeting of all, the Indianapolis 500 Miles.

The Speedway opened for competition on August 19, 1909, with a track surface of stone and tar, over which Barney Oldfield, in a Benz set a new world record for a closed-circuit course, averaging 83.2 mph for one mile.

But it was soon realised that a paved surface would be necessary for drivers' safety, and before the end of the year the track had been covered by no less than 3,200,000 bricks. Since then, the circuit has always been known as 'The Brickyard'.

Twenty-six years later came a major change when all but the main straight was resurfaced with asphalt. By this time, ownership of the circuit had changed hands, having been taken over by Captain 'Eddie' Rickenbacker and his associates. This was followed by many changes and improvements, with the emphasis on the safety and convenience of competitors and spectators alike. The whole track is now asphalt except for a yard-wide strip of original bricks at the start-line.

At the end of the war ownership changed hands yet again, with control passing into the hands of Anton Hulman Jr., with Wilbur Shaw—three times winner of the '500'—as president and general manager, until he died in a 1954 plane crash.

In 1957, Hulman replaced the Pagoda, which had been the Speedway's landmark since 1920, with Tower Terrace, seating some 14,000 spectators and containing the various offices for the timekeepers, lap scorers, Press and radio.

The track itself has a symmetry unknown on European circuits, consisting of an oblong varying in width from 50 feet on the straights to 60 feet on the corners, each of which is banked precisely to 9 degrees 12 minutes. The main and back straights are 1,100 yards long, while the shorter straights at the North and South ends measure 220 yards.

Only three men have won this punishing and dangerous race three times—Louis Meyer, Wilbur Shaw and Mauri Rose—while four have each won twice—Rodger Ward, Tommy Milton, A. J. Foyt and Bill Vukovich. Only four times in 49 races have non-American drivers taken the chequered flag—in 1913, 1914, 1916 and of course last year when Jim Clark took the honours and shook the 'Indy Establishment' to the core.

Clark's winning average was a record 150.686 mph, over 3 mph quicker than the previous best. Advances in automobile engineering have brought about



impressive increases in speeds over the years. The 1965 winning average was just over twice as fast as that of Ray Harroun, who drove a Marmon to victory in the first '500' in 1911.

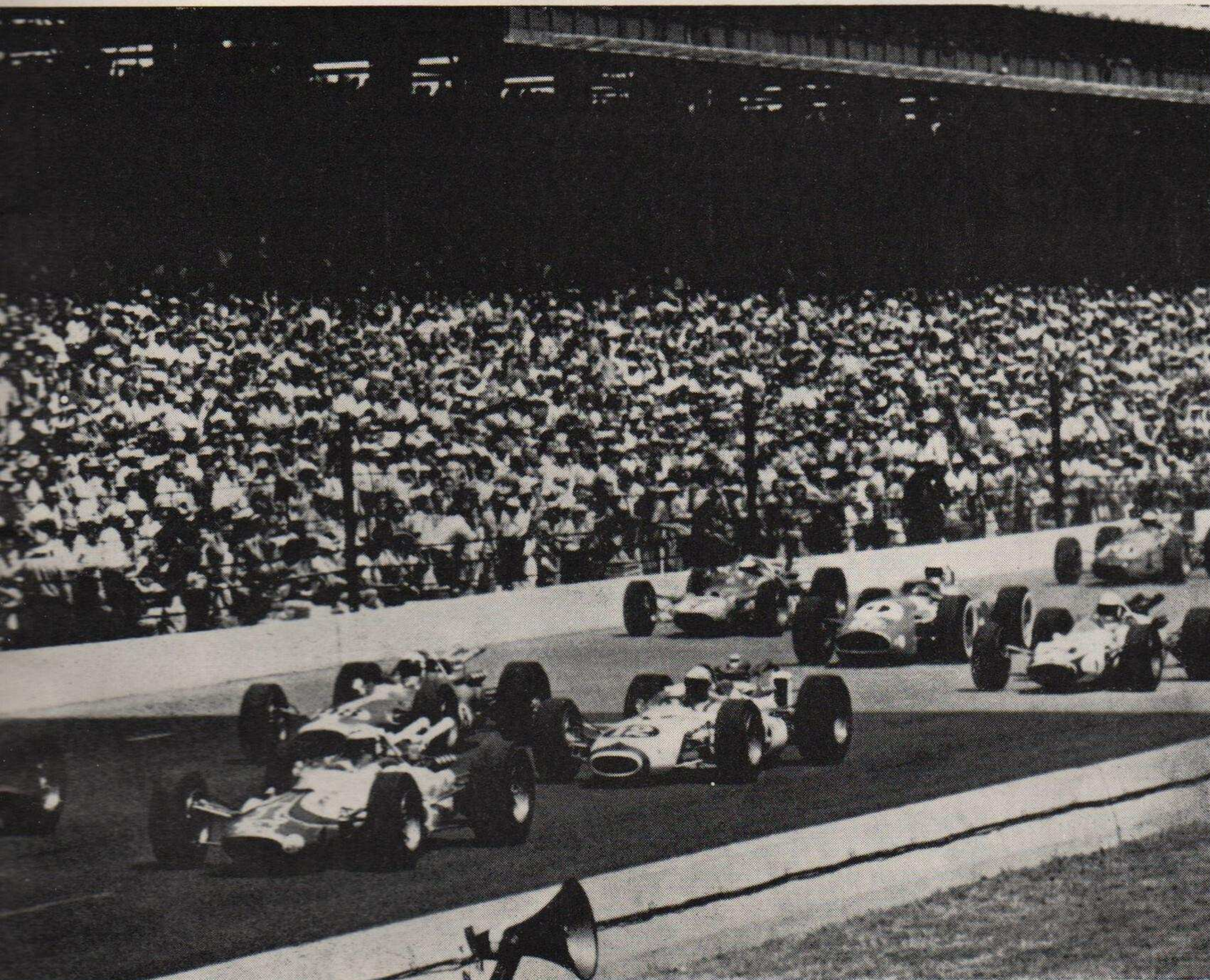
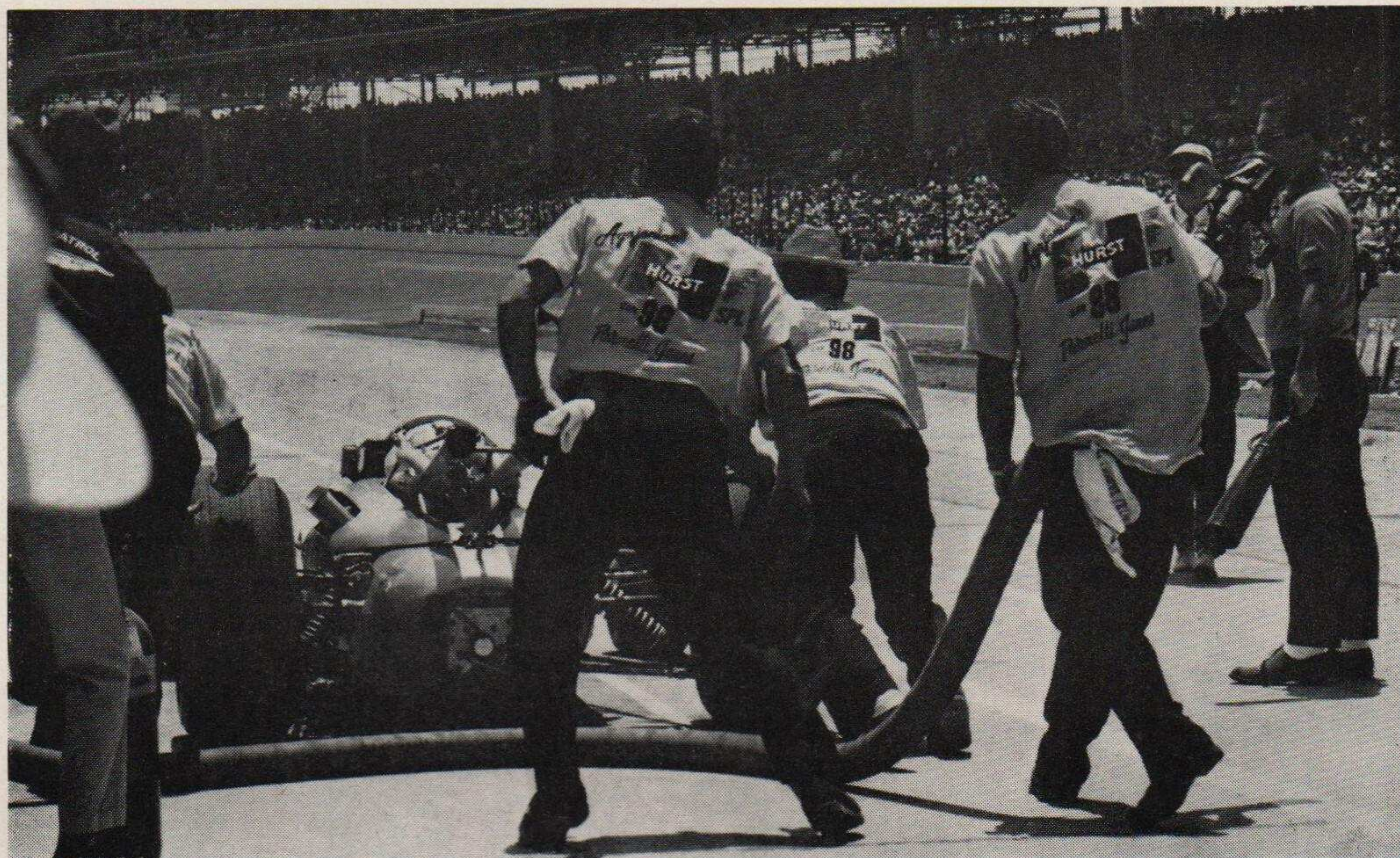
The attraction of the event is quite fantastic, as you will see for yourself this evening. By the

time today's race is over the organisers will be getting ready to open the ticket office for the 1967 race. Many thousands of race fans like to guarantee their favourite seat a year in advance!

To put on a show like this calls for immense organisation and a huge number of people on the

Right: Parnelli Jones' pit crew spring into action for a pit stop, and you have to go a long way to see race mechanics moving faster than those at Indianapolis! Jones was fifth fastest qualifier in last year's race in this Agajanian-Hurst-entered Lotus-Ford, finished second to Jim Clark, and judged his fuel consumption so closely that his engine ran dry and he coasted to a halt on his slowing down lap!

Below: The race is on! The pace car has already disappeared up the slip road, and the 33 starters of last year's Indianapolis 500 are rolling into their first lap of the Speedway. Jim Clark, in Lotus-powered-by-Ford number 82, is in the centre of the front row, but soon moved ahead of A. J. Foyt's number 1, which started in pole position. Clark went on to make Indy history, with the first over-150 mph race victory.



job. The Speedway has a permanent staff of 85, while during the whole of May, for practice and qualification, there is a safety patrol of 2,400, with over 100 first-aid men and 250 doctors and nurses on duty for practice and race days. The Bell Telephone Company have a staff of

135 at the course, and Western Union have 85 operators. The United States Auto Club have a team of 275 senior officials to conduct the race. Drivers, mechanics and other pit staff number around 500, and there are 100 timekeepers who check speeds to one-thousandth of a mile per

hour. As well as these, there are 350 city, county and state police and sheriffs, plus 250 firemen.

And what a crowd there is! Reserved seats are available for over 160,000 spectators, while a further 100,000 can be accommodated in the infield, together with

something like 30,000 cars. Over a quarter of a million at one sporting event!

Drivers appearing at Indianapolis for the first time—they're called 'rookies'—have to take part in a strict test supervised by senior club officials and highly experienced Indy drivers. Speeds are so high and the techniques so different from any other type of motor racing that even world champions like Jim Clark had to take their 'learner test' the first time they went to 'The Brickyard'.

Race day comes as the climax to months of painstaking preparation and mounting excitement. One of America's most famous journalists, Ernie Pyle, once said that he felt that the 500-mile classic was the most exciting event in terms of human suspense he had ever known.

You can share that excitement at first hand tonight, watching the drama as it happens. Thirty-three immensely powerful cars capable of over three miles a minute battling for the biggest prize that motor racing can offer. Don't miss a moment of the all-important refuelling stops, which can make all the difference between victory and defeat. Taste the thrill of wheel-to-wheel battles through Indy's four testing turns.

Hold tight to your seats as the fiftieth chapter is written before your eyes in the history of the world's greatest race.

WINNERS THROUGH THE YEARS

1911					1926 (400 miles)				
1	Harroun	Marmon	6h 42m 8s	74.59 mph	1	Lockhart	Miller Special	4h 10m 15s	95.90 mph
2	Mulford	Lozier	6h 43m 51s	74.29 mph	2	Hartz	Miller Special	4h 10m 50s	94.48 mph
3	Bruce-Brown	Fiat	6h 52m 29s	72.73 mph	3	Woodbury	Boyle Special	4h 11m 47s	94.13 mph
1912					1927				
1	Dawson	National	6h 21m 6s	78.72 mph	1	Souders	Duesenberg	5h 7m 33s	97.55 mph
2	Tetzlaff	Fiat	6h 31m 29s	76.60 mph	2	Devore	Miller Special	5h 19m 36s	93.87 mph
3	Hughes	Mercedes	6h 33m 9s	76.31 mph	3	Gulotta	Miller Special	5h 22m 6s	93.14 mph
1913					1928				
1	Goux	Peugeot	6h 35m 5s	75.93 mph	1	Meyer	Miller Special	5h 1m 34s	99.48 mph
2	Wishart	Mercedes	6h 48m 13s	73.49 mph	2	Moore	Miller Special	5h 2m 18s	99.24 mph
3	Merz	Stutz	6h 48m 49s	73.38 mph	3	Souders	SAI Special	5h 6m 1s	98.03 mph
1914					1929				
1	Thomas	Delage	6h 3m 45s	82.47 mph	1	Keech	Simplex Piston Ring Special	5h 7m 25s	97.59 mph
2	Duray	Peugeot	6h 10m 24s	80.99 mph	2	Meyer	Miller Special	5h 13m 49s	95.60 mph
3	Guyot	Delage	6h 14m 1s	80.21 mph	3	Gleason	Duesenberg Special	5h 20m 10s	93.70 mph
1915					1930				
1	De Palma	Mercedes	5h 33m 56s	89.84 mph	1	Arnold	Miller Hartz Special	4h 58m 40s	100.45 mph
2	Resta	Peugeot	5h 37m 25s	88.91 mph	2	Cantlon	Miller-Schofield Special	5h 5m 57s	98.05 mph
3	Anderson	Stutz	5h 42m 28s	87.60 mph	3	Schneider	Bowes Seal Fast Special	5h 10m 4s	96.75 mph
1916 (300 miles)					1931				
1	Resta	Peugeot	3h 34m 17s	84.00 mph	1	Schneider	Bowes Seal Fast Special	5h 10m 28s	96.63 mph
2	D'Alene	Duesenberg	3h 36m 15s	83.24 mph	2	Frame	Duesenberg Special	5h 11m 11s	96.41 mph
3	Mulford	Peugeot	3h 37m 56s	82.59 mph	3	Hepburn	Harry Miller Special	5h 18m 23s	94.22 mph
1919					1932				
1	Wilcox	Peugeot	5h 40m 43s	88.05 mph	1	Frame	Miller Hartz Special	4h 48m 4s	104.14 mph
2	Hearne	Durant	5h 44m 29s	87.09 mph	2	Wilcox	Lion Head Special	4h 48m 47s	103.88 mph
3	Goux	Peugeot	5h 49m 6s	85.93 mph	3	Bergere	Studebaker Special	4h 52m 13s	102.66 mph
1920					1933				
1	Chevrolet	Monroe	5h 38m 32s	88.62 mph	1	Meyer	Tydol Special	4h 48m 1s	104.16 mph
2	Thomas	Ballot	5h 44m 52s	86.99 mph	2	Shaw	Mallory Special	4h 54m 43s	101.80 mph
3	Milton	Duesenberg	5h 45m 2s	86.95 mph	3	Moore	Foreman Axle Special	4h 55m 17s	101.60 mph
1921					1934				
1	Milton	Frontenac	5h 34m 45s	89.62 mph	1	Cummings	Boyle Products Special	4h 46m 5s	104.86 mph
2	Sarles	Duesenberg	5h 38m 34s	88.61 mph	2	Rose	Duray Special	4h 46m 32s	104.70 mph
3	Ford	Frontenac	5h 52m 50s	85.02 mph	3	Moore	Foreman Axle Special	4h 52m 20s	102.63 mph
1922					1935				
1	Murphy	Murphy Special	5h 17m 31s	94.48 mph	1	Petillo	Gilmore Speedway Special	4h 42m 23s	106.24 mph
2	Hartz	Duesenberg	5h 20m 44s	93.53 mph	2	Shaw	Pirrung Special	4h 43m 3s	105.99 mph
3	Hearne	Ballot	5h 22m 26s	93.04 mph	3	Cummings	Boyle Products Special	4h 46m 22s	104.76 mph
1923					1936				
1	Milton	HCS Special	5h 29m 50s	90.95 mph	1	Meyer	Ring Free Special	4h 35m 3s	109.07 mph
2	Hartz	Durant Special	5h 33m 6s	90.06 mph	2	Horn	Hartz Special	4h 37m 21s	108.17 mph
3	Murphy	Durant Special	5h 40m 37s	88.08 mph	3	MacKenzie	Gilmore Speedway Special	4h 39m 10s	107.46 mph
1924					1937				
1	Corum/Boyer	Duesenberg Special	5h 5m 23s	98.23 mph	1	Shaw	Shaw Gilmore Special	4h 24m 8s	113.58 mph
2	Cooper	Studebaker Special	5h 6m 47s	97.79 mph	2	Hepburn	Hamilton-Harris Special	4h 24m 10s	113.57 mph
3	Murphy	Miller Special	5h 8m 25s	97.27 mph	3	Horn	Miller Hartz Special	4h 24m 29s	113.43 mph
1925					1938				
1	De Paolo	Duesenberg Special	4h 56m 39s	101.13 mph	1	Roberts	Burd Piston Ring Special	4h 15m 58s	117.20 mph
2	Lewis	Junior Eight Special	4h 57m 33s	100.82 mph	2	Shaw	Shaw Special	4h 19m 34s	115.58 mph
3	Shafer	Duesenberg Special	4h 59m 27s	100.18 mph	3	Miller	IBEW Special	4h 21m 0s	114.95 mph

1939

1	Shaw	<i>Boyle Special</i>	4h 20m 47s	115.04 mph
2	Snyder	<i>Thorne Engineer Special</i>	4h 22m 36s	114.25 mph
3	Bergere	<i>Offenhauser Special</i>	4h 23m 51s	113.70 mph

1940

1	Shaw	<i>Boyle Special</i>	4h 22m 31s	114.28 mph
2	Mays	<i>Bowes Seal Fast Special</i>	4h 23m 45s	113.74 mph
3	Rose	<i>Elgin Piston Pin Special</i>	4h 24m 9s	113.57 mph

1941

1	Davis/Rose	<i>Noc/Out Hose Clamp Sp.</i>	4h 20m 36s	115.12 mph
2	Mays	<i>Bowes Seal Fast Special</i>	4h 22m 6s	114.46 mph
3	Horn	<i>TEC Special</i>	4h 23m 28s	113.86 mph

1946

1	Robson	<i>Thorne Engineer Special</i>	4h 21m 27s	114.82 mph
2	Jackson	<i>Jackson Special</i>	4h 22m 1s	114.50 mph
3	Horn	<i>Boyle Maserati Special</i>	4h 33m 20s	109.82 mph

1947

1	Rose	<i>Blue Crown Spark Plug Sp.</i>	4h 17m 52s	116.34 mph
2	Holland	<i>Blue Crown Spark Plug Sp.</i>	4h 18m 24s	116.10 mph
3	Horn	<i>Bennett Brothers Special</i>	4h 20m 53s	115.00 mph

1948

1	Rose	<i>Blue Crown Spark Plug Sp.</i>	4h 10m 23s	119.81 mph
2	Holland	<i>Blue Crown Spark Plug Sp.</i>	4h 11m 47s	119.15 mph
3	Nalon	<i>Novi Grooved Piston Sp.</i>	4h 14m 10s	118.03 mph

1949

1	Holland	<i>Blue Crown Spark Plug Sp.</i>	4h 7m 16s	121.33 mph
2	Parsons	<i>Kurtis-Kraft Special</i>	4h 10m 27s	119.79 mph
3	Connor	<i>Blue Crown Spark Plug Sp.</i>	4h 10m 51s	119.60 mph

1950 (345 miles)

1	Parsons	<i>Kurtis-Kraft Special</i>	2h 46m 56s	124.00 mph
2	Holland	<i>Blue Crown Spark Plug Sp.</i>	2h 47m 34s	122.64 mph
3	Rose	<i>Offenhauser Special</i>	2h 48m 45s	121.78 mph

1951

1	Wallard	<i>Belanger Special</i>	3h 57m 38s	126.24 mph
2	Nazaruk	<i>Jim Robbins Special</i>	3h 59m 25s	125.30 mph
3	McGrath/Ayulo	<i>Hinkle Special</i>	4h 0m 29s	124.75 mph

1952

1	Ruttman	<i>Agajanian Special</i>	3h 52m 42s	128.92 mph
2	Rathmann	<i>Grancor Wynns Special</i>	3h 56m 44s	126.72 mph
3	Hanks	<i>Bardahl Special</i>	3h 58m 53s	125.58 mph

1953

1	Vukovich	<i>Fuel Injection Special</i>	3h 53m 2s	128.74 mph
2	Cross	<i>Clay Smith Special</i>	3h 56m 33s	126.83 mph
3	Hanks/Carter	<i>Bardahl Special</i>	3h 57m 13s	126.47 mph

1954

1	Vukovich	<i>Fuel Injection Special</i>	3h 49m 17s	130.84 mph
2	Bryan	<i>Dean Van Lines Special</i>	3h 50m 27s	130.18 mph
3	McGrath	<i>Hinkle Special</i>	3h 50m 37s	130.09 mph

1955

1	Sweikert	<i>John Zink Special</i>	3h 53m 59s	128.21 mph
2	Bettenhausen	<i>Chapman Special</i>	3h 56m 43s	126.73 mph
3	Davies	<i>Bardahl Special</i>	3h 57m 32s	126.30 mph

1956

1	Flaherty	<i>John Zink Special</i>	3h 53m 29s	128.49 mph
2	Hanks	<i>Jones & Maley Special</i>	3h 53m 49s	128.30 mph
3	Freeland	<i>Bob Estes Special</i>	3h 54m 59s	127.67 mph

1957

1	Hanks	<i>Belond Exhaust Special</i>	3h 41m 14s	135.60 mph
2	Rathmann	<i>Chiropractic Special</i>	3h 41m 36s	135.38 mph
3	Bryan	<i>Dean Van Lines Special</i>	3h 43m 28s	134.25 mph

1958

1	Bryan	<i>Belond AP Special</i>	3h 44m 14s	133.79 mph
2	Amick	<i>Demler Special</i>	3h 44m 41s	133.52 mph
3	Boyd	<i>Bowes Seal Fast Special</i>	3h 45m 24s	133.10 mph

1959

1	Ward	<i>Leader Card 500 Roadster</i>	3h 40m 49s	135.86 mph
2	Rathmann	<i>Simoniz Special</i>	3h 41m 12s	135.62 mph
3	Thomson	<i>Racing Associates Special</i>	3h 41m 40s	135.34 mph

1960

1	Rathmann	<i>Ken-Paul Special</i>	3h 36m 11s	138.77 mph
2	Ward	<i>Leader Card 500 Roadster</i>	3h 36m 24s	138.63 mph
3	Goldsmith	<i>Demler Special</i>	3h 39m 19s	136.79 mph

1961

1	Foyt	<i>Bowes Seal Fast Special</i>	3h 35m 37s	139.13 mph
2	Sachs	<i>Dean Van Lines Special</i>	3h 35m 46s	139.04 mph
3	Ward	<i>Del Webb Sun City Special</i>	3h 36m 33s	138.54 mph

1962

1	Ward	<i>Leader Card 500 Roadster</i>	3h 33m 50s	140.29 mph
2	Sutton	<i>Leader Card 500 Roadster</i>	3h 34m 2s	140.17 mph
3	Sachs	<i>Dean Autolite Special</i>	3h 34m 10s	140.08 mph

1963

1	Jones	<i>Agajanian Willard Special</i>	3h 29m 35s	143.14 mph
2	Clark	<i>Lotus-powered-by-Ford</i>	3h 30m 9s	142.75 mph
3	Foyt	<i>Sheraton-Thompson Special</i>	3h 30m 57s	142.21 mph

1964

1	Foyt	<i>Sheraton-Thompson Special</i>	3h 23m 36s	147.35 mph
2	Ward	<i>Kaiser Aluminium Special</i>	3h 25m 0s	146.34 mph
3	Ruby	<i>Bill Forbes Racing Team Sp.</i>	3h 27m 52s	144.32 mph

1965

1	Clark	<i>Lotus-powered-by-Ford</i>	3h 19m 5s	150.69 mph
2	Jones	<i>Lotus-powered-by-Ford</i>	3h 21m 4s	149.20 mph
3	Andretti	<i>Dean Van Lines Ford Special</i>	3h 21m 11s	149.12 mph

1966

1 h m s mph

2 h m s mph

3 h m s mph

