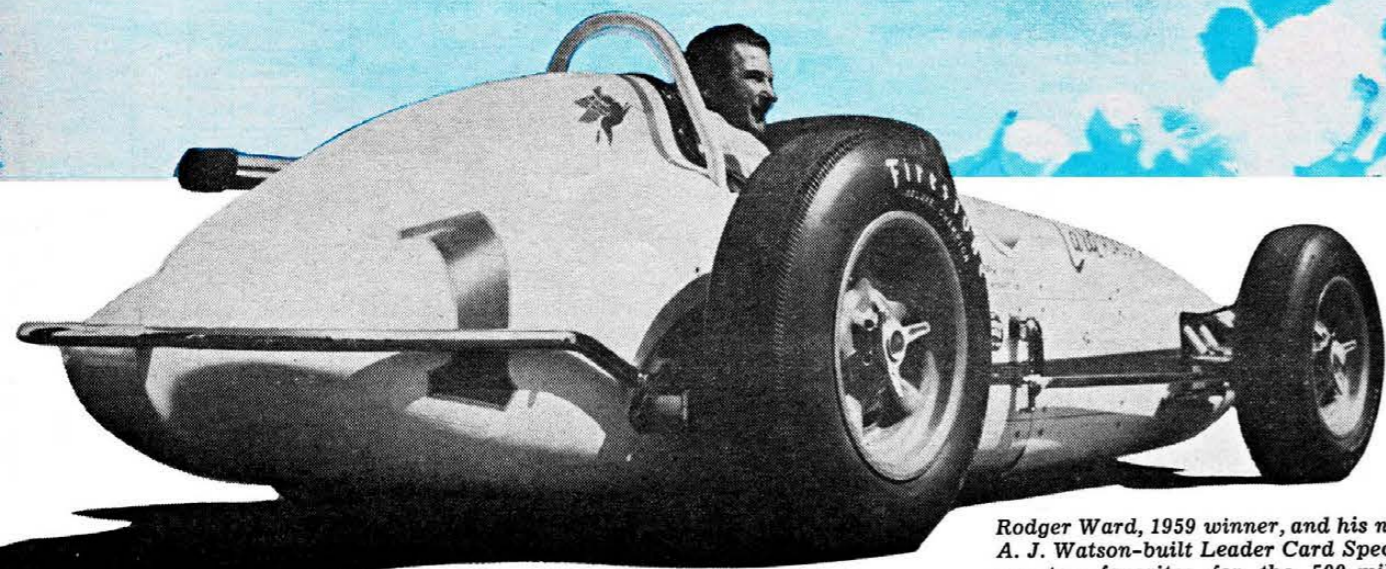


NEW TRICKS



Rodger Ward, 1959 winner, and his new A. J. Watson-built Leader Card Special are top favorites for the 500-miler.

AT THE BRICKYARD

Promising rookie drivers and some exciting new cars will challenge veteran winners and proven designs at the 44th Indy 500-miler—perhaps the fastest yet

by Bob Russo

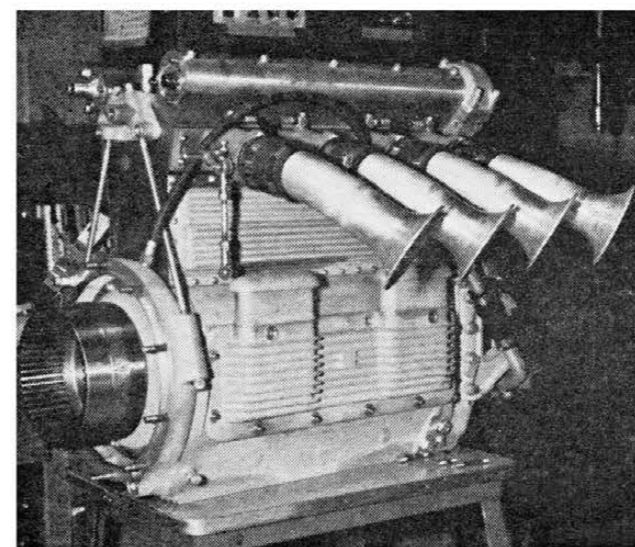
IT IS ALWAYS DIFFICULT to predict the outcome of an Indianapolis 500-mile race. Since 1911, experts have classed this great contest as the world's most unpredictable sports event—and they have been right. This year's race, the 44th Classic to be held at the famous Hoosier oval, will be as unpredictable as ever, but at least one important fact has already been ascertained: the 1960 race has all the earmarks of becoming the most hotly contested event in history. No one is willing to bet that race and qualification speed marks *won't* be scattered along the bricks and asphalt when the eventual winner pulls into Victory Lane.

Who that winner will be and how high the speeds will go is anyone's guess at this point but the whispers around racing's cracker barrels mention five heavy favorites and hint at speeds up to 148 mph. Undoubtedly, these whispers will grow to shouts when the historic Speedway is opened for practice on May 1, and there will be several revisions by the time qualifications are completed.

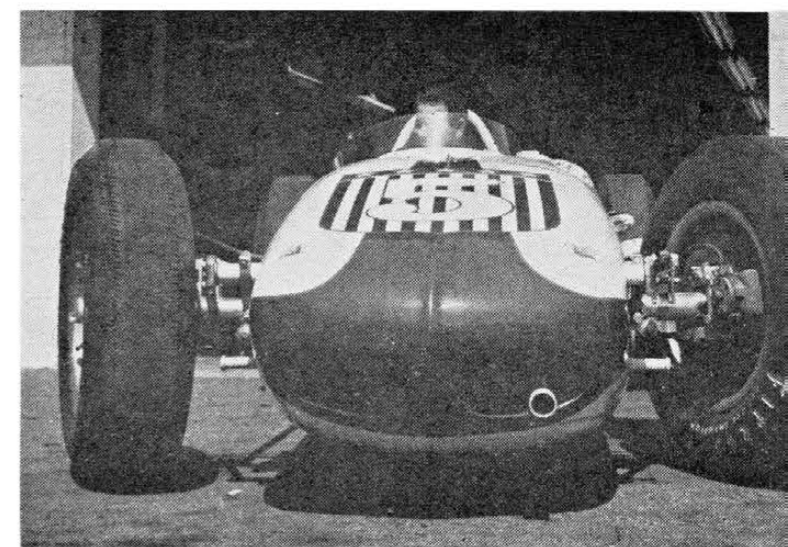
FAVORITE NO. 1 The entry field for the 44th annual Classic is one of the largest in recent years. More than 60 cars, in-

cluding 12 new ones, have been entered, and their drivers range from three former winners to 12-year veterans and promising rookies. Heading the list of favorites is Rodger Ward, 1959 winner and holder of the current race record. Driving a Watson-built Leader Card Special to his \$106,850 victory, Ward averaged 135.857 mph for the 500 miles, then went on to win the coveted USAC national driving championship for 1959. His Leader Card Special this year, one of five new cars built by A. J. Watson, will carry number 1, symbolic of the national champion.

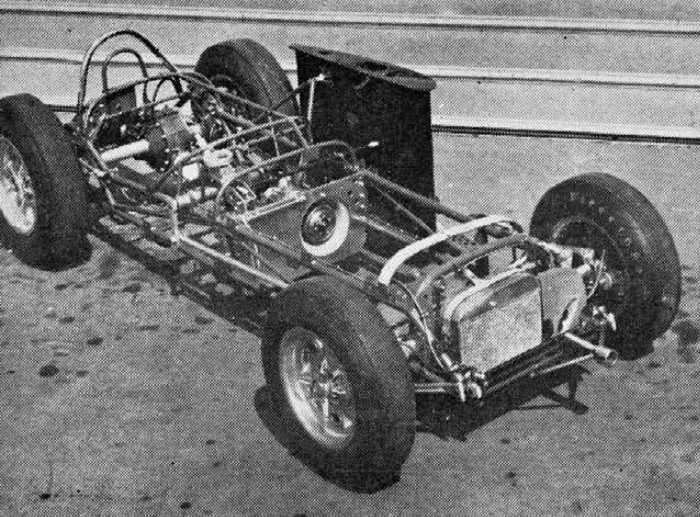
Whether Ward can repeat his 1959 victory remains to be seen, but the experts certainly are not overlooking his impressive driving record, to say nothing of the combination of which he is a part. Watson, a youthful looking wizard from Glendale, Calif., is recognized as the outstanding car builder-mechanic of the decade—as his record indicates. He groomed the car which won in 1955 with the late Bob Sweikert aboard, then went on to build and prepare the 1956 winning mount for Pat Flaherty, plus Ward's machine for the '59 race. In addition, he built the car which Jim Rathmann toolled to a world's record at Monza, Italy, in 1958; he also built the car Rathmann



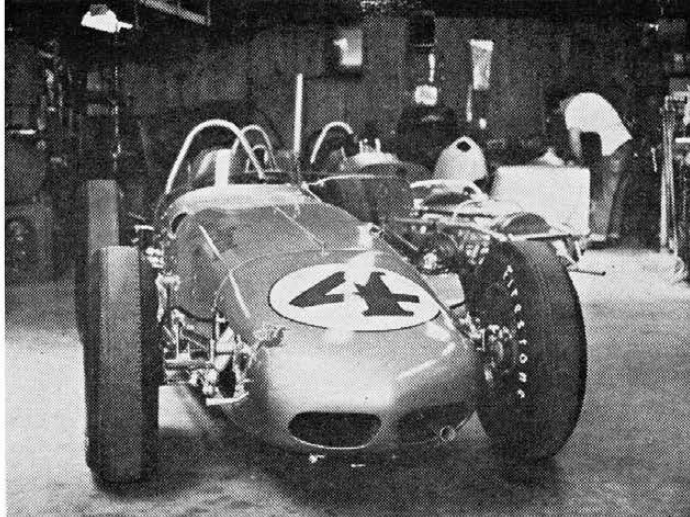
Fuel-injected Offenhauser engine, workhorse of the brickyard, ready and waiting for installation in chassis of Ward's new car. Builder Watson favors upright mounting.



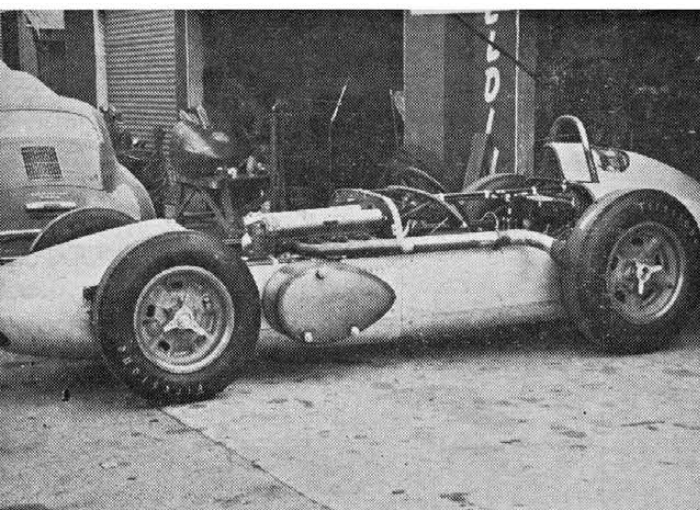
Last year's winning car will be one of two-car team entered by owner Bob Wilke. No driver has been named pending Rodger Ward's shakedown test of both cars.



Airfoil section on Bardahl Special can be controlled by driver to create 200 pounds of side lift at 130 mph. If successful, speed in turns may be higher.



One of two cars built by Floyd Travers for Jim Robbins is patterned after the A. J. Watson design. Four-lap record-holder Dick Rathmann and Eddie Johnson will be the drivers.



Another A. J. Watson creation for owner Al Dean and driver Eddie Sachs nears completion for the 1960 Indy classic. Side mount tank carries engine oil.

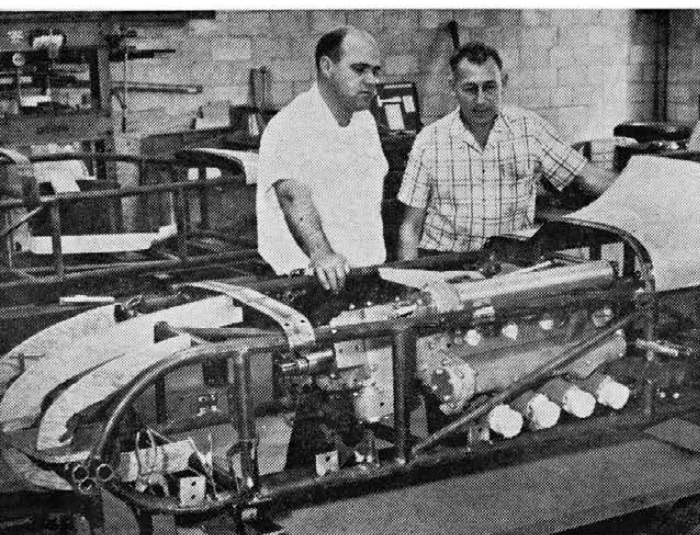
NEW TRICKS

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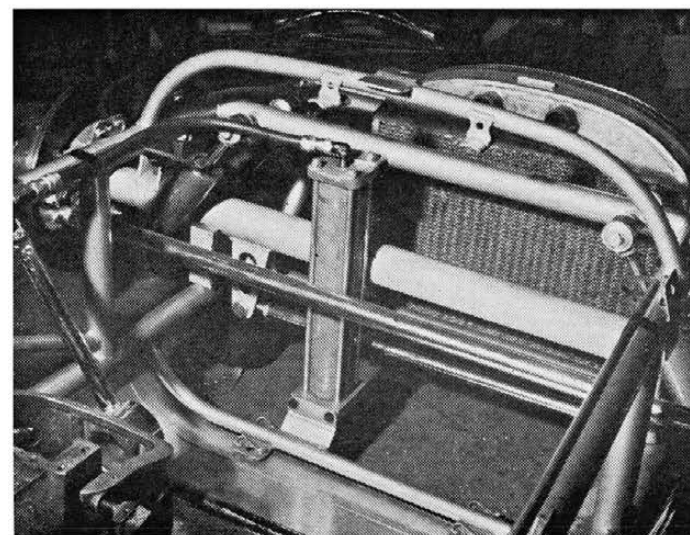
drove to second place behind Ward last year at the Speedway. His design has been so successful that others have either purchased his plans or come to him for new machines.

The new Watson-built Leader Card Special, owned by business tycoon Bob Wilke of Milwaukee, Wis., is similar in design to last year's winning mount. Following Watson's successful theory, the engine is installed in a straight-up position rather than on its side, and the chassis is relatively simple but dependable. It employs torsion bar suspension with a "weight jacking" device designed by Watson which enables the driver to change the chassis setting during the race as track conditions change and the fuel load lessens. Watson pioneered this innovation several years ago and the idea has become almost universal with other mechanics.

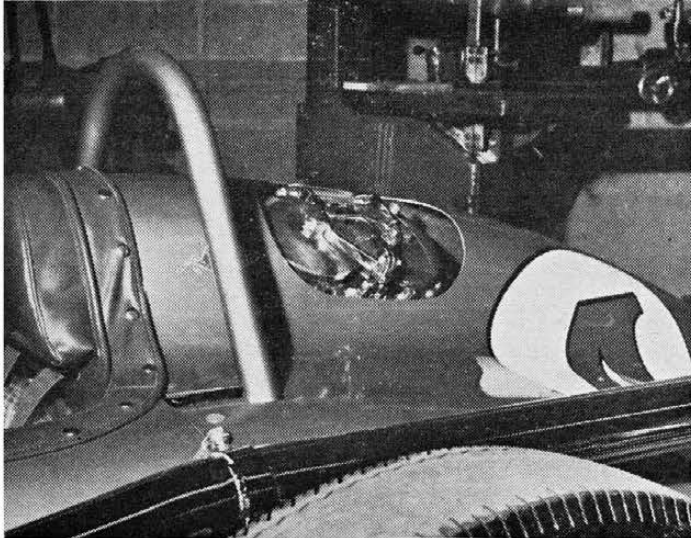
Owner Wilke has entered both the new car and last year's machine for the race this year, with the intention of running the new one with Ward driving. Last year's machine will be held in reserve until Ward is satisfied with the new mount before another driver is assigned.



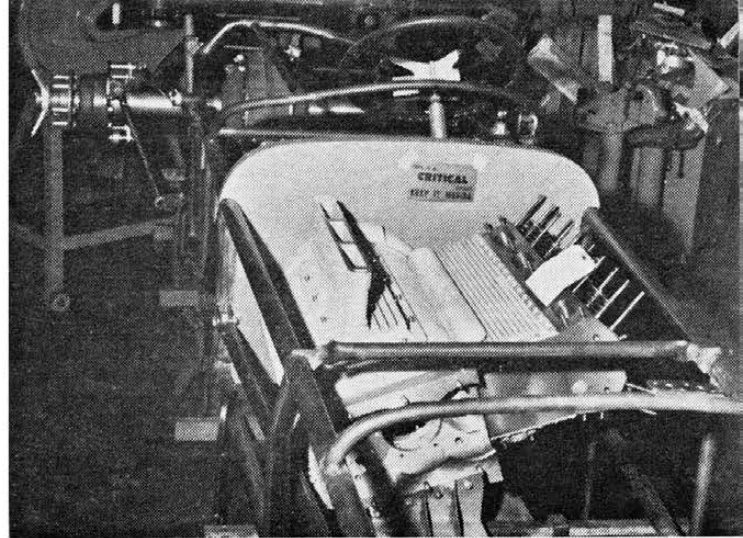
New car for Jimmy Bryan designed by George Salih features lay-over engine and will be lower than the Belond car that Bryan drove to victory in 1958.



Agajanian Special to be driven by Lloyd Ruby is a Watson-designed machine, and like most of the cars this year, has a built-in air jacking system to speed pit-stop tire changes.



Double fuel tank cap to speed up refueling is used on the Watson-built Simoniz Special owned by Kenny Rich. Veteran Dick Rathmann has switched from Hopkins car to drive for Rich.

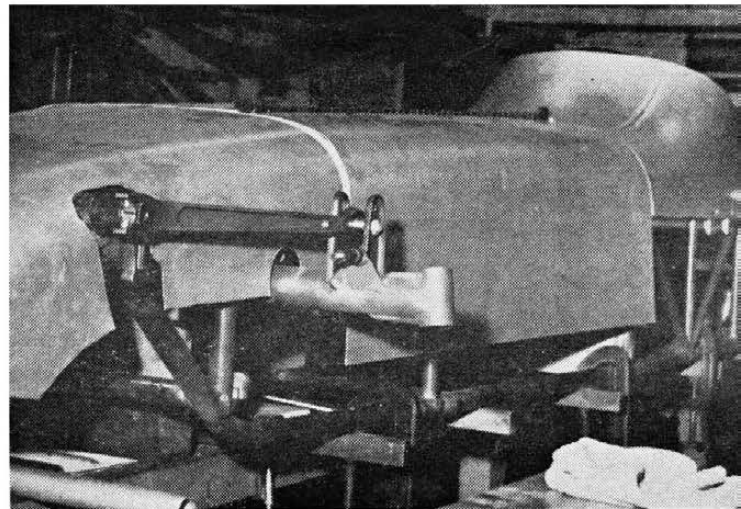


Offset rear axle and lay-over engine, favored methods of designer-builder Lujie Lesovsky, are featured in a new car he has built for Kelso, Jack Turner driving.

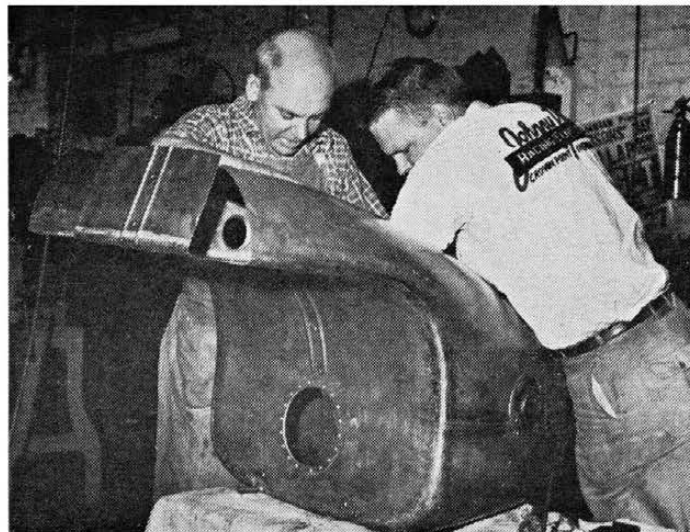
FAVORITES 2 AND 3 As mentioned at the beginning, five drivers are considered heavy favorites this year, including Ward. Two of the remaining four will also be driving Watson-built cars. They include Jim Rathmann, who finished second last year as well as in 1952 and 1957, and Tony Bettenhausen, two-time national driving champion, who placed fourth in 1958 and '59. Rathmann, associated for many years with the Hopkins stable and mechanic Jack Beckley, has switched to the new Simoniz Special constructed by Watson this winter for owner Kenny Rich. Bettenhausen will take over the Hopkins car, built by Watson last year.

The Simoniz entry will be in the capable hands of Chickie Hiroshima, veteran wrench twister and former riding mechanic for the late, great Rex Mays. For many years, Chic was employed by Meyer-Drake and is considered one of the leading experts on an Offenhauser engine. Beckley will again handle the wrenches on the Hopkins car which he groomed for Rathmann's ride to second place a year ago. This same car, driven by Rathmann, holds the world's record for a 100-mile race—which was set last year at Daytona Beach, Fla.

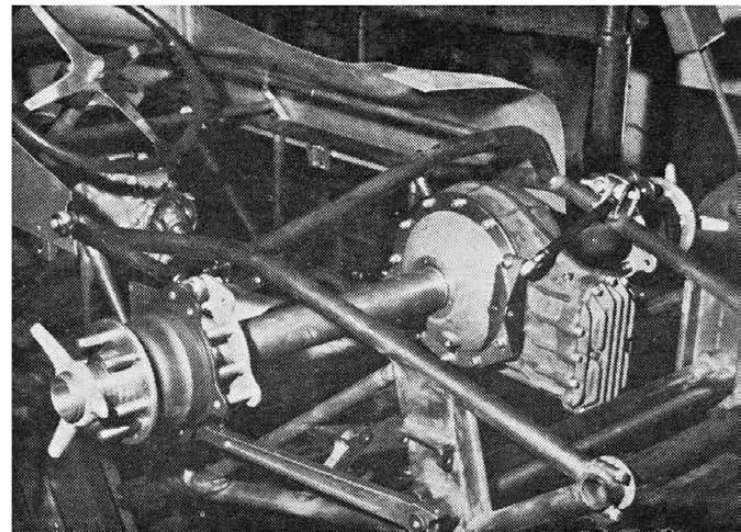
FAVORITES 4 AND 5 The remaining two favorites include Jimmy Bryan, 1958 winner and three-time national champion, and Johnny
continued on page 82



Front axle and suspension assembly of Lesovsky's Kelso Products Special. Extremely low hood line is achieved by lay-over engine, new cross-flow radiator.



Lujie Lesovsky and Ron Kaplan put finishing touches to the tail fin fuel tank on the new Kelso Products car. Steel tank is riveted and welded together, has internal baffle plates.



Kelso car follows similar construction of car Lesovsky built for Johnny Thomson in 1959. The engine tilts to the left with the driveshaft at the driver's right.

PHOTOS BY BOB RUSSO. ERIC RICKMAN

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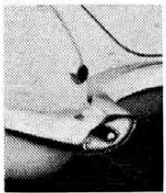
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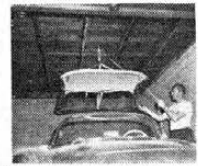
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NEW TRICKS

continued from page 39

Thomson, holder of the current one-lap qualification record of 146.532 mph. Bryan will be behind the wheel of a new car designed by George Salih, who pioneered the "lay-over" engine installation with his 1957-58 winning Belond Special. Known as the Metal-Cal Special, Salih's latest creation is considerably different in many respects. The chassis is narrower, shorter and lower than his original, and the engine has been laid over on its left side rather than to the right as it was on the Belond car. This switch, tried last year on the car Thomson is driving, helps maintain a constant weight on the inside wheels for better handling in the turns. Further changes on the new machine include relocating the exhaust and injectors. Salih's original design called for running the injectors on the top side of the engine and the exhaust at the bottom. This year, he has reversed these installations with the exhaust pipe coming out of the top side and running along the right side of the cockpit.

One of the main purposes for this switch is that Salih intends to run his new machine on the one-mile dirt tracks this summer, with Bryan seeking his fourth national driving title. Moving the exhaust pipe as he has leaves more ground room for the rough and sometimes rutty dirt ovals. Salih did all of the design work on the car and completed most of the chassis details before turning the car over to builder Quinn Epperly for completion. Epperly, who had a hand in the construction of Salih's original car, was given the task of building the body and fuel tanks.

This will be Bryan's ninth straight 500. In addition to his win in 1958 he has placed second once and third once. In capturing the driving championship in 1954, '56 and '57 he became the third man in history to win the coveted title three times. His victory skein includes 18 national championship race victories as well as a victory in the 1957 500-mile race at Monza, Italy. Last year he was left at the starting line when the clutch on his Belond Special failed to engage. He did manage to get into the race for three laps before a broken stud on the engine cam housing forced him to the sidelines.

Thomson, who set the early pace last year after his record-shattering qualification ride, will return to the cockpit of the Racing Associates Special in which he turned the fastest leading lap ever recorded during the 500-mile race. The car (built by Lujie Lesovsky) was new last year, and Thomson pushed it to a sizzling 145.419 mph on his 64th lap while staving off Ward's challenge for first place. The car has been completely rebuilt by mechanic Bob Phillip and will

again carry its powerful Offy engine laid over on its left side.

It was Ward and Thomson who furnished much of the early excitement in last year's event. They staged a hub-to-hub duel for many laps before permitting Rathmann and Pat Flaherty to share part of the \$30,000 lap prize fund. Thomson, considered one of the outstanding chauffeurs in the business today, finished third in the 1959 race, but many felt that he would have been more of a contender had his mount not encountered mechanical trouble late in the race. An adjustment lever broke on the right front torsion bar, causing severe tire wear.

A DARK HORSE A new Lesovsky-built car, similar to the one driven by Thomson, has been constructed for the Kelso Products racing team with Jack Turner named as the driver. Lesovsky, prominent West Coast builder, will also serve as mechanic on the new mount, along with veteran driver and mechanic Ronnie Kaplan. The car looks a great deal like Thomson's pink-colored roadster but carries several hidden goodies beneath the skin. The engine is laid over on its left side and the driveline is supported by a torque arm connected to the transmission and rear end. A crossflow radiator cuts down considerably on frontal area, and blends in with a low silhouette.

Lesovsky has gone to great lengths to insure driver comfort. A leading anthropologist, Dr. Lynd Esch, was called in to measure and fit Turner. Dr. Esch then designed a bucket seat exactly to Turner's proportions and the seat was built to meet that design. Lesovsky feels that this special emphasis will reduce driver fatigue and help keep Turner fresh throughout the 500-mile grind. Dr. Esch is head of the Human Factor group and is an engineer as well as an M.D.

Turner, a two-time midget champion, has seen action in three previous races at the Speedway and is considered an excellent pavement driver. Last year he was running with the leaders when the fuel tank split on his Travelon Trailer Special, sending him to the pits for good. He might well be a good man to watch.

OTHER NEW CARS Among other new cars being readied for the 1960 race, three are Watsons and have been assigned to drivers Lloyd Ruby, Eddie Sachs and Len Sutton. Ruby will be in the cockpit of the Agajanian Special and trying for his first 500 starting berth. A veteran midget and sportscar chauffeur from Texas, Ruby passed his rookie driver's test at the Speedway last summer. Sachs is a veteran of three previous races at the Speedway and twice has qualified for the front row of starters. His new Watson-built creation this year is owned by Al Dean with veteran Clint Brawner handling the mechanical chores. It was Brawner who prepared the Dean Van Lines Specials, which Bryan drove so successfully from 1954

through 1957. Sachs is looked upon by many as a good bet to upset the more heavily-favored drivers this year. In his past three showings, mechanical trouble has dogged his chances but he has always been among the leaders. Sutton was the victim of freak accidents in his two showings at the Speedway. In 1958, he was involved, as were 17 others, in the tragic first-lap accident that took the life of Pat O'Connor; last year he hit the wall when a torsion bar broke and wore through the right rear tire.

Two new cars have been constructed in Indianapolis during the winter by Wally Mescowski, former racing mechanic turned car builder. Wally is best known for the dirt track cars he designed in the past two years. This will be his first venture at building an Indianapolis car. The new machines have been assigned to Bobby Grim, last year's "Rookie of the Year," and Bob Veith, who was "Rookie of the Year" in 1957. Grim will drive for Bill Forbes of Chicago while Veith joins veteran car owner Peter Schmidt of St. Louis.

Owner Jim Robbins has two new cars entered for drivers Eddie Johnson and Dick Rathmann; both have been built by Floyd Travers and patterned after the Watson cars. Rathmann, brother to Jim, still owns the four-lap qualification mark of better than 145 mph and is considered one of the hottest chargers among today's crop of chauffeurs. He was well in the running last year when his car caught fire while being refueled. His best showing in three starts at the Speedway was a fifth place finish.

In Fresno, Calif., mechanic Fred De-Orian completed a new roadster to match the Bardahl Special he groomed for last year's race. Both last year's car and the new one will be driven by real veterans. Paul Russo, who toiled the Bardahl Special to 9th place in 1959, has been assigned to the same car while Duane Carter, former USAC Director of Competition who came out of retirement last year, will drive the other.

One other new car, destined for driver Bill Cheesbourg, has come from the shop of Quinn Epperly. Known as the Braund Plywood Special, this one is unique in that it carries its engine to the left, outside of the frame rails, putting a constant weight on the inside wheels. This design was first tried a year ago on the Greenman-Casale Special driven by Cheesbourg, and satisfied him so well that he persuaded owner Braund to construct his new car that way.

One other former winner and one former winner car also are entered this year. The driver is Troy Ruttman, 1952 victor recently reinstated after a year's suspension from USAC. Big Troy will drive one of two John Zink entries in hopes of earning his first starting berth since 1957 when he started from the

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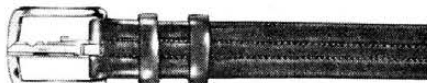
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New Tricks

continued

front row and waged a tremendous battle for the lead until a blown piston sidelined his car. The previous winning car is the former Belond Special driven to victory in 1957 and '58 by Sam Hanks and Bryan. It was purchased this winter by Len Faas of Los Angeles and has been assigned to Red Amick with veteran Edgar Elder as mechanic. Amick made his first Speedway start last year but was sidelined when he spun to avoid a pileup.

NEW FEATURES One of the most prominent features of nearly all the entries this year will be air jacks, attached to the cars for faster pit stops. Used for the first time last year, these compressed air units worked successfully on Ward's winning mount as well as on several other top finishers. Activated by attaching a compressed air bottle to a coupling located on the car, they will raise and lower a fully loaded machine in about one second. This eliminates completely the necessity of using cumbersome hand jacks. Several variations will be on the scene this year including the "ironing board" or scissors-type used on the Bardahl Special. This included a platform similar to an ironing board which was laid out in front of the pit wall where it could be straddled by the car as it came to a stop. With the compressed air already hooked up, a valve was turned the moment the car stopped. A scissors-type jack then lifted the platform, car and all, for quick servicing. Using this particular setup, the Bardahl crew last year completed a full tire change and refueling stop in 19 seconds. In addition, nothing extra had to be added to the car causing extra weight as is the case with the piston-type air jacks used on Ward's car. At least two of these scissors units have been readied for '60.

While nearly all of this year's entry list is made up of four-cylinder, non-supercharged Offenhausers, two "off-breeds" will be attempting to break the Offy monopoly on Victory Lane. The Novis—two sleek, supercharged V8 monsters capable of more than 500 horsepower—have again been entered by owner Lou Welch (see page 41).

Engine-wise, specifications for the 1960 Classic remain the same as in the past four years. Non-blown engines are limited to a piston displacement of not more than 256.284 cubic inches, and supercharged powerplants must not exceed 170.856 cubic inches.

An Oldsmobile 98 Starfire convertible has been chosen as the official pace car and will be given to the winner of this year's race as part of his reward. Last year's purse of \$338,100 is expected to be well surpassed this May and the winner should receive somewhere in the neighborhood of \$110,000. /MT

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