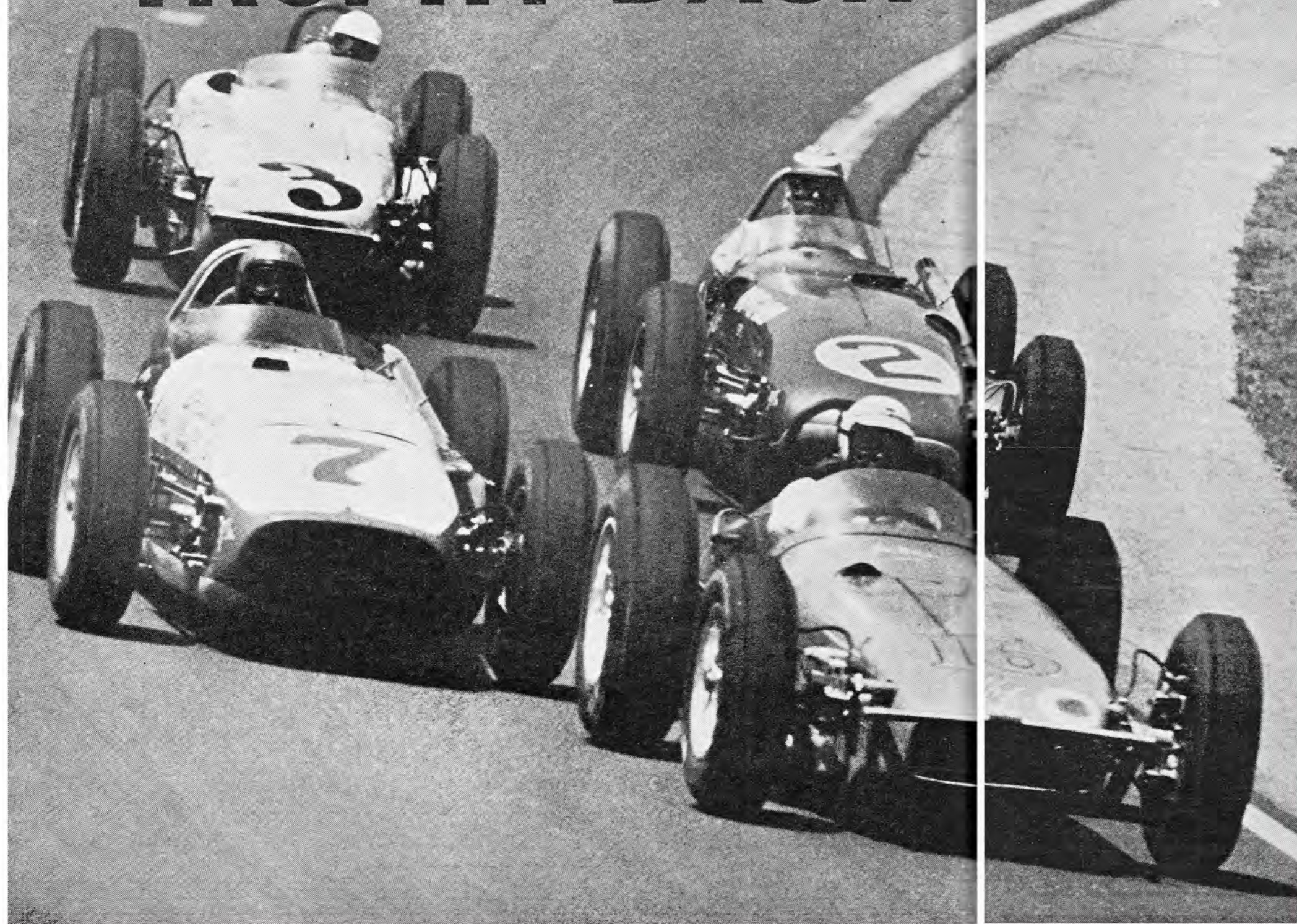


# 500-MILE TROPHY DASH



- ★ 138.767 mph— new record race average
- ★ Three times runnerup, Jim Rathmann breaks jinx
- ★ Rookie Jim Hurtubise sets hottest Indy laps ever

By RAY BROCK



*ABOVE—Heading into the first turn after a perfect start, 33-car field for the 44th annual Indianapolis 500-mile race goes after the richest purse in racing. Eventual winner Jim Rathmann won \$110,000 prize money after driving a torrid duel with '59 winner, Ward. Close packed action, left, was the rule.*

Racing enthusiasts are familiar with the term "Trophy Dash." It stands for that part of a racing program where the three or four fastest qualifiers for the day compete in a special short race. This is a "flat out" event with each driver trying everything in the book to outmaneuver his competition for a win. Except for the part about a "short" race and three or four drivers, this description just offered is a pretty good summation of how the 1960 Indy '500' was run.

A 500-mile trophy dash sounds a little far-fetched but that is exactly how this race has turned out in recent years and 1960 was the top dash of them all. In the not too distant past, the winning car was usually the one whose driver followed a pre-determined pattern of speed and scheduled pit stops that would place him near the front of the pack ready for the final dash to the checkered flag. Today's pattern is to "charge" from the green flag and always stay within sight of the leader no matter how fast the pace he sets.

*(Continued on following page)*

PHOTOS BY BOB D'OLIVO, CHUCK NERPEL, RAY BROCK

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*(Continued on following page)*

PHOTOS BY BOB D'OLIVO, CHUCK NERPEL, RAY BROCK

## 500-MILE TROPHY DASH

*continued*



Three-time runnerup Jim Rathmann drove a little harder and was a little luckier than in the past as he and Rodger Ward staged a crowd-pleasing wheel-to-wheel fight for the last 125 miles with Rathmann ending up the winner. Ward was forced to ease up after his right front tire wore down into the nylon fabric with only three laps to go. There are a lot of "If's" in a race such as the '500' and the result chart at the end of the race does not always tell the whole story. There were actually several drivers who appeared to have the equipment and driving ability to win but the long distance took a toll of machinery to set up the stretch duel between just Ward and Rathmann. It could have very well been a three- or four-car duel "if" some of the other cars had kept running.

Drivers who at one time or another lead the race or were within hailing distance included Troy Ruttman, Eddie Sachs, Johnny Thomson, Chuck Stevenson, Tony Bettenhausen, Jim Hurtubise, Jimmy Bryan, and Johnny Boyd. All of the drivers mentioned helped keep the pressure on Rathmann and Ward to make the 44th annual Indianapolis '500' the fastest ever with an average speed of 138.767 mph.

As in 1959, the 33-car starting field was made up entirely of Meyer-Drake Offy-powered cars. A pair of Novis and one Chevy-powered car tried to make the starting lineup but they had various problems and did not have enough time to get all of the "bugs" worked out. Indiana weather was very bad for the entire month of May with few days of clear weather for practice. Rain and cold weather was the rule rather than the exception with a slight letup for the first

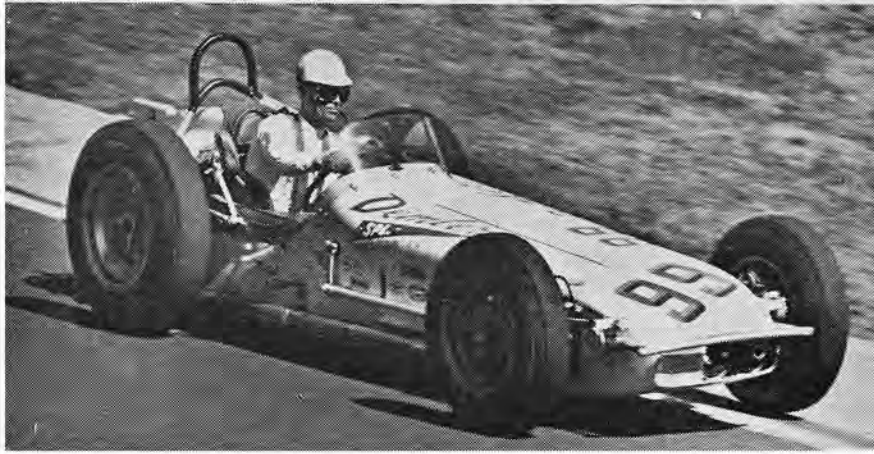
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*TOP*—Setting up an Indy car so that it will "handle" is a tricky job. As shown, the amount of weight each wheel carries is exactly checked after the driver is satisfied so it can be duplicated later.

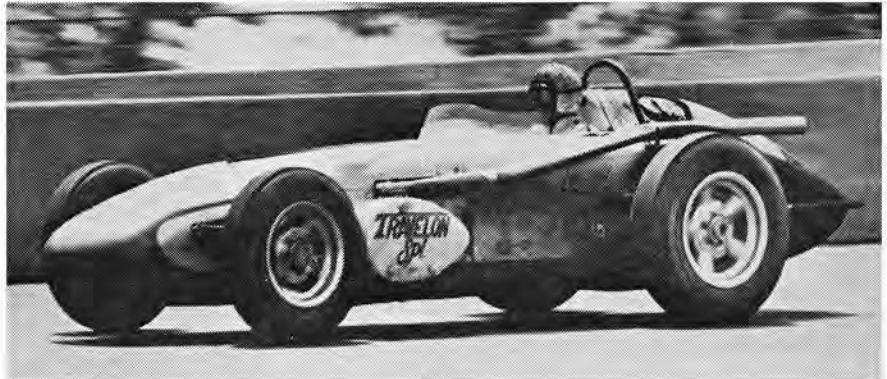
*CENTER*—Winner Jim Rathmann was never far out of the lead at any time during the race. His Watson-built car performed flawlessly. Mechanic Chickie Hiroshima set up the car and 255-inch Offy.

*LEFT*—1959 winner and runnerup this year, Rodger Ward fought Rathmann wheel-to-wheel until only three laps were left, then had to slow because of tire wear. Note the layers of fabric showing through on the right front wheel as Rodger rolls into the pits at the end of the long race.



LEFT—Third spot was won by Paul Goldsmith in an Epperly-built car featuring a lay-down engine position. Paul drove a consistent speedy race but couldn't catch Rathmann, finished two laps behind him.

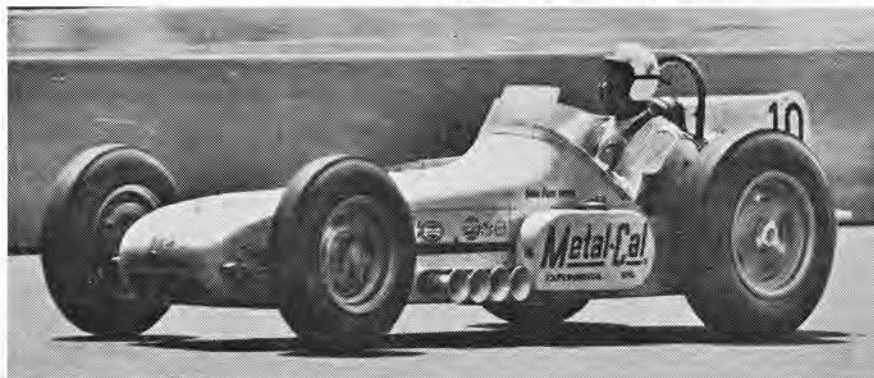
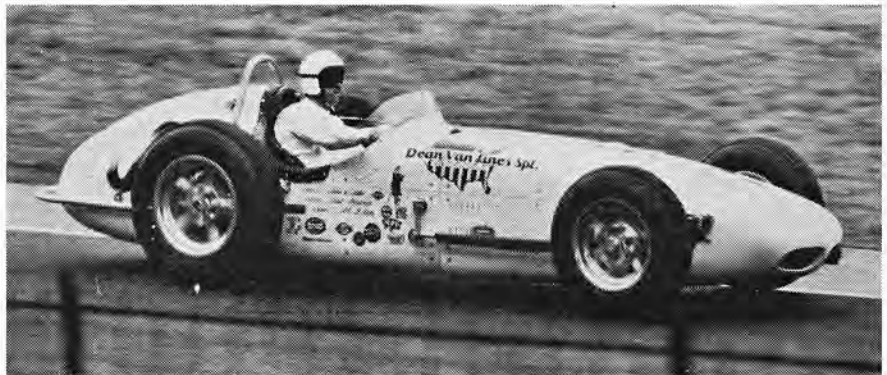
"Rookie of the year" Jim Hurtubise set new qualifying records and moved from 23rd starting position to near the front of the pack early in the race. An oil leak which sprayed the left rear tire slowed Jim and eventually consumed the entire oil supply, causing the engine to blow.



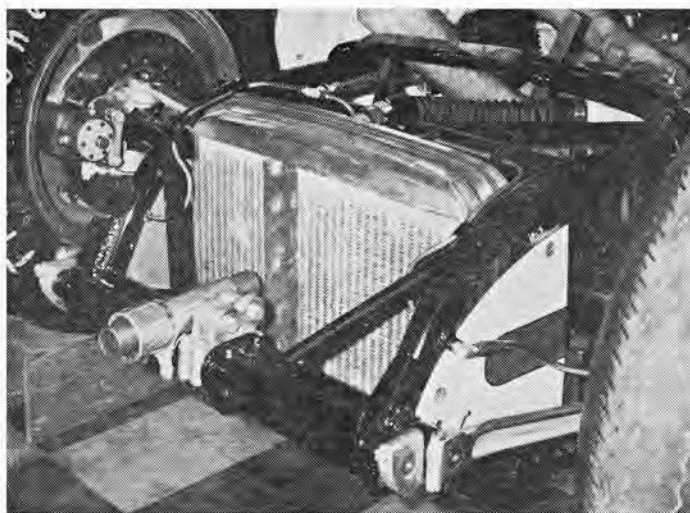
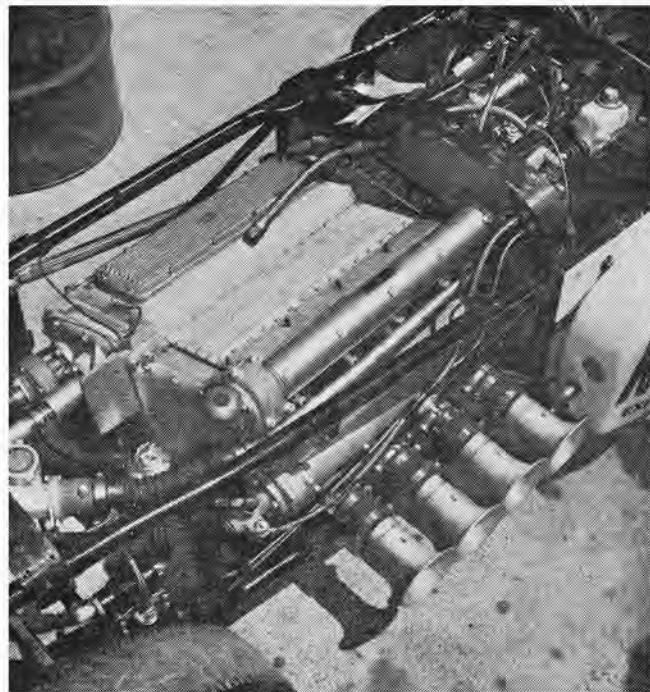
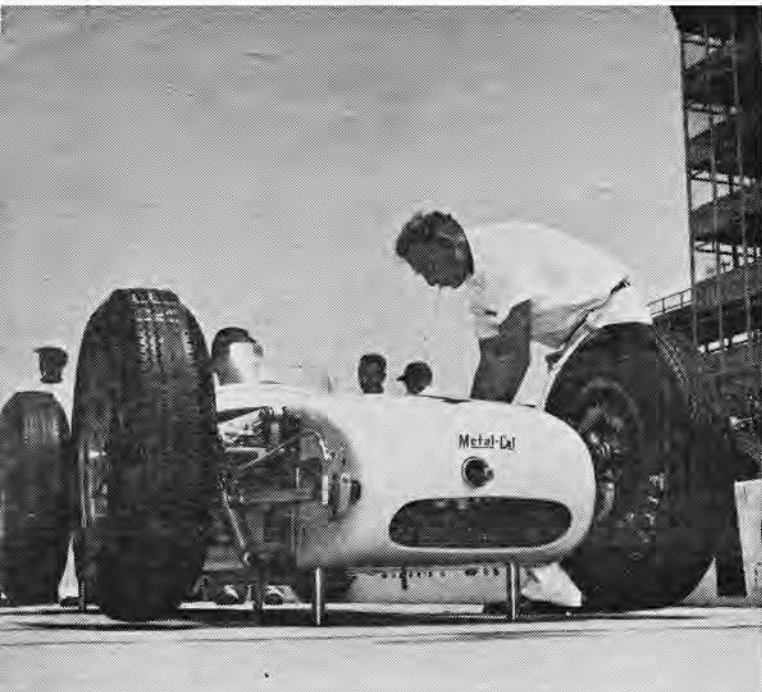
Former winner Troy Ruttman took over the lead early in the race but the hard driving accelerated tire wear, caused early pit stop. Despite the extra wear, Troy stayed in contention until the rear axle failed after 128 laps. John Zink car uses upright Offy on the left side of chassis.



Eddie Sachs earned the pole position in his Dean Van Line's Special by turning in the fastest four-lap time on the first day of qualifications. The Watson-built car averaged 146.592 mph. Eddie drove well during the race and led for a time but engine trouble forced him out after 133 laps.



The smallest and most novel car in the race was the Metal-Cal Special built by George Salih and Howard Gilbert. Jimmy Bryan drove the car and had worked it up to fifth position before a broken fuel pump drive forced him to drop out at 161 laps.



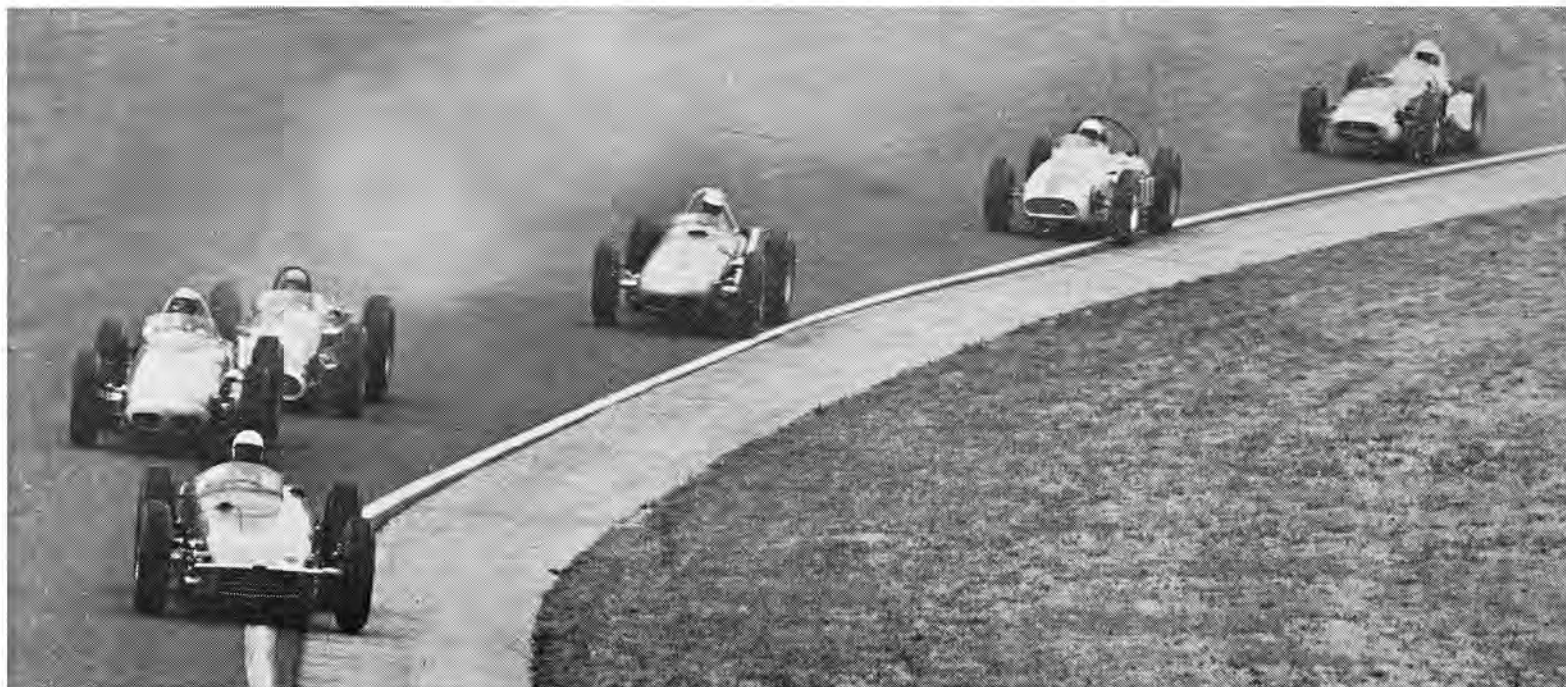
*UPPER LEFT—Mechanic George Salih works on Jimmy Bryan's car prior to the race. Special air jacks have two plungers per unit, one to lift the car off the pit apron, another one to raise the axles.*

*ABOVE—Engine for Bryan's car has the crankshaft to the right side with lay-down to the left only 15° from horizontal. The rear of the engine also angles to right side to move driveshaft over the maximum.*

*LEFT—Salih-Gilbert car featured a new type of torsion bar arrangement. Weight is transferred from torsion arm to short bar which has links in middle of car to another short bar, then back out to anchor.*

**500-MILE TROPHY DASH**  
*continued*

*San Diego Steel Products Special was a late arrival at the track and didn't get a chance to run. Construction was very neat and a modified Chevy V8 with 255 cubic inches was the untried power source.*



Fast action early in the race as Jim Rathmann (center of picture) starts to lap some of the slower cars. First three cars in this picture dropped out with mechanical trouble before halfway point, the next three finished 1st, 15th, 9th respectively.

weekend of qualifying trials. Twenty-two cars qualified on the first weekend with Jim Rathmann setting a new four-lap record of 146.371 mph, then Eddie Sachs came along an hour later to bump the speed to 146.592 mph and grab the pole position for the fastest qualifier on the opening day of trials.

The second weekend of qualifications blossomed with clear but extremely windy weather on Saturday which discouraged any speed attempts and then heavy rains arrived late in the afternoon to completely wash out the program. The next day, Sunday, rookie Jim Hurtubise proved to everybody that there was nothing wrong with the track as he erased Sach's week-old one-lap and four-lap records with speeds of 149.601 mph for the single 2½-mile lap and 149.056 for the full ten miles. It was a very exciting feat to witness and we, along with almost everybody else on the pit apron, couldn't believe the times being registered by our stop watches. The fastest third lap was timed at just over 1 minute, 19/100ths to be exact. A little quick work with the slide rule reveals that with a straight-away speed of 175 miles per hour, Hurtubise was only 41 feet from the finish line on the third lap when his minute ran out. The amazing times were not registered by a faster car than any other on the track. Hurtubise just simply drove deeper into the corners and then "dirt tracked"

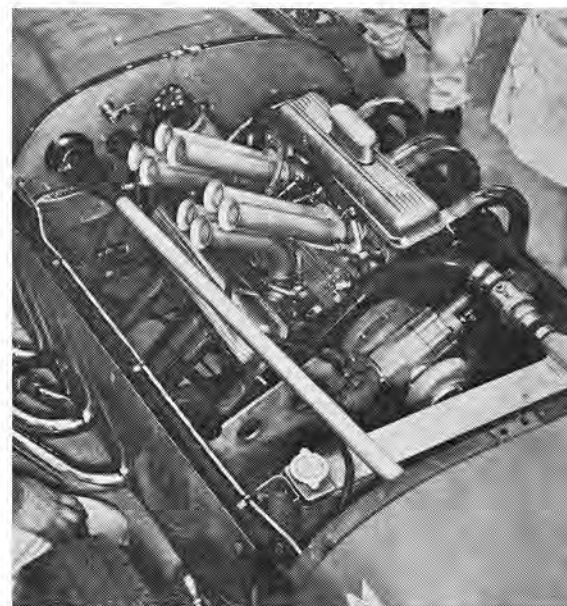
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#### RESULTS

Pos.	Driver and Car	Speed
1.	Jim Rathmann ..... Ken-Paul Spl.	138.767
2.	Rodger Ward ..... Leader Card Spl.	138.632
3.	Paul Goldsmith ..... Demler Spl.	136.798
4.	Don Branson ..... Bob Estes Spl.	136.787
5.	Eddie Johnson ..... Jim Robbins Spl.	136.138
6.	Johnny Thomson ..... Adams Farm Spl.	136.074
7.	Lloyd Ruby ..... Agajanian Spl.	135.984
8.	Bob Veith ..... Peter Schmidt Spl.	135.453
9.	Bub Tinglestad ..... Jim Robbins Spl.	133.718
10.	Bob Christie ..... Federal Engr. Spl.	133.417

UPPER RIGHT—Helse Special had a modified Chevy powerplant, registered practice laps above 140 mph but didn't qualify. Engine was sleeved to 255 inches and tilted 22½° to the right. 1960 Corvette aluminum radiator was also fitted.

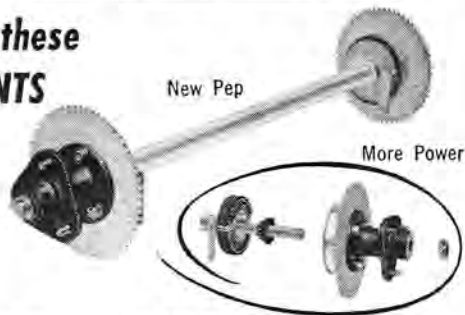
RIGHT—¾-inch-drive ratchet handle was adapted to the torsion bar anchor of the left rear wheel on Johnny Thomson's car with link to the cockpit so that wheel load could be adjusted as fuel was burned.



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**500-MILE TROPHY DASH**

continued from page 31

the car through into the next straight-away. Speedway veterans observing in the corners during the run couldn't believe their eyes for no one had ever used such daring technique before on this track.

After Hurtubise shocked the crowd with his fantastic driving, only a couple of more cars managed to qualify before the rains once more closed down the track. Four hours and several showers later the track was once more dry enough for qualifying to continue. With the deadline extended to 7 p.m., the thirty-three car field was filled but a lineup of more than twenty cars was left without another chance to attempt qualification. Several veteran drivers missed the program . . . Paul Russo, Mike Magill, Jack Turner, Dempsey Wilson, Al Keller, Bill Cheesbourg and others. Once again, car owners, mechanics and drivers discovered that unless you arrive at the "Brickyard" when it opens on the first of May, time often runs out before you are ready, especially if bad weather delays practice.

For the second straight year, the Novis experienced various mechanical problems and failed to qualify although one was sitting in line on the pit apron awaiting a qualifying try when time ran out. Driver Dempsey Wilson had turned practice laps of 143 plus which would have probably been enough to make the race had he made an attempt.

The Chevy-powered entry was the Helse Special from San Diego, Calif, with Bruce Crower the chief mechanic. Al Keller handled the driving chores and managed to exceed 140 mph on several occasions without the benefit of nitro fuel. On the final qualifying day, a "load" of nitro was dumped in with the alky and the Helse car was one of the few cars to get on the track before the rain started. Luck wasn't with the car however as a fuel pump drive gear sheared off causing the engine to stop before a qualifying attempt could be made. We estimate that with a little more time, some luck and nitro, the car will make the lineup next year. Crower and his crew deserve plenty of credit for cutting a Chevy down to 255 cubic inches and producing as much horsepower and speed as about half of the Offys.

Another Chevy-powered car also made its appearance at the track but not until the final day of practice. It was entered by Chuck Chenoweth as the San Diego Steel Products Special and drew raves from everybody in the garage area for its beautiful appearance. Few cars have ever appeared at Indy that could match the car's neat construction, Chenoweth and

(Continued on page 102)



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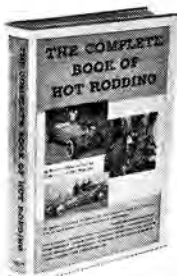


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## 500-MILE TROPHY DASH

continued from page 100

his crew also had run into last minute problems that delayed their arrival at Indy so they did not get a chance to try out the car this year. With all this year to work on the car, it will be ready to go in 1961. There are a number of drivers who have already expressed a desire to try out the car for Chenoweth.

The most successful car builder was once again A. J. Watson with all three cars in the front row and the next two in the second row of Watson design. All featured the upright engine position on the left side of the car with the driver on the right. Those mechanics in favor of the laydown engine position were in a minority this year with only about a third of the qualifiers employing this method.

As we predicted in our pre-Indy story (June '60), almost 100% of the cars in the starting lineup used air jacks to speed pit stops. The only "old fashioned" man-operated jacks we noticed were those used by the crew of Eddie Russo's Go-Kart Special. One other car, Jimmy Bryan's Metal-Cal Special had trouble with their air-jacks during the race and had to call on the old type that most crews had behind the pit wall just in case. There were several platform-type air lifts that could be lifted over the pit wall by the crew and thus eliminate the need for extra weight on the car but most cars used the air cylinders fastened directly to the car frame. Pit stops in the low 20-second bracket were common.

The important thing about the 1960 Indianapolis 500 was that although driver Eddie Russo required hospitalization after a crash, he was not seriously injured. Another important feature was the fact that the race was an exciting, spine-tingling event for the 200,000-plus spectators to watch and nobody went home dissatisfied. Speedway President Tony Hulman had luck with the weather that only racing promoters seem to enjoy for a rainy pre-race night and a cloudy start. The race ended up in brilliant sunshine. It was certainly a beautiful day for Jim Rathmann and the crew of the Ken-Paul Special.



"... Do you suppose we drilled too many lightning holes?"