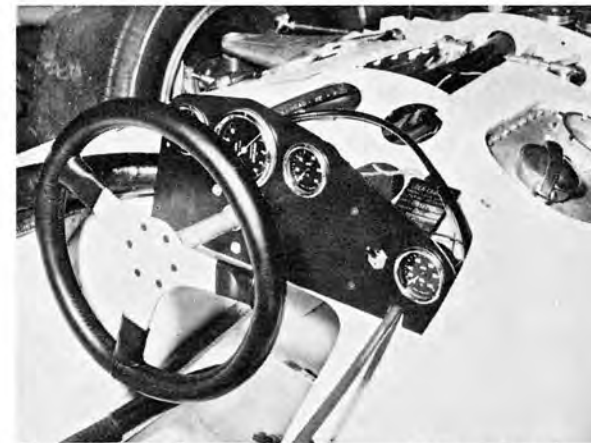
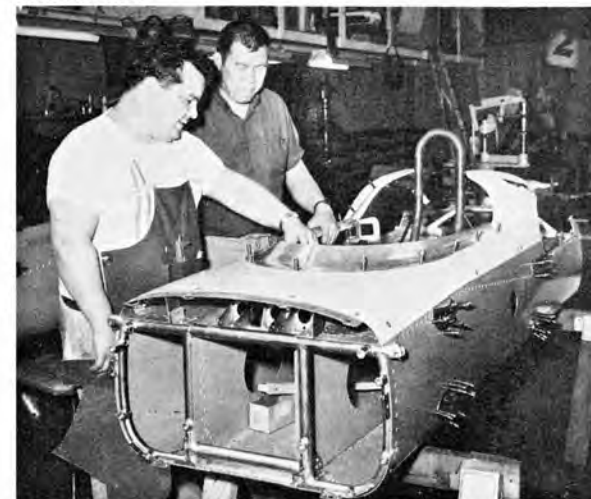


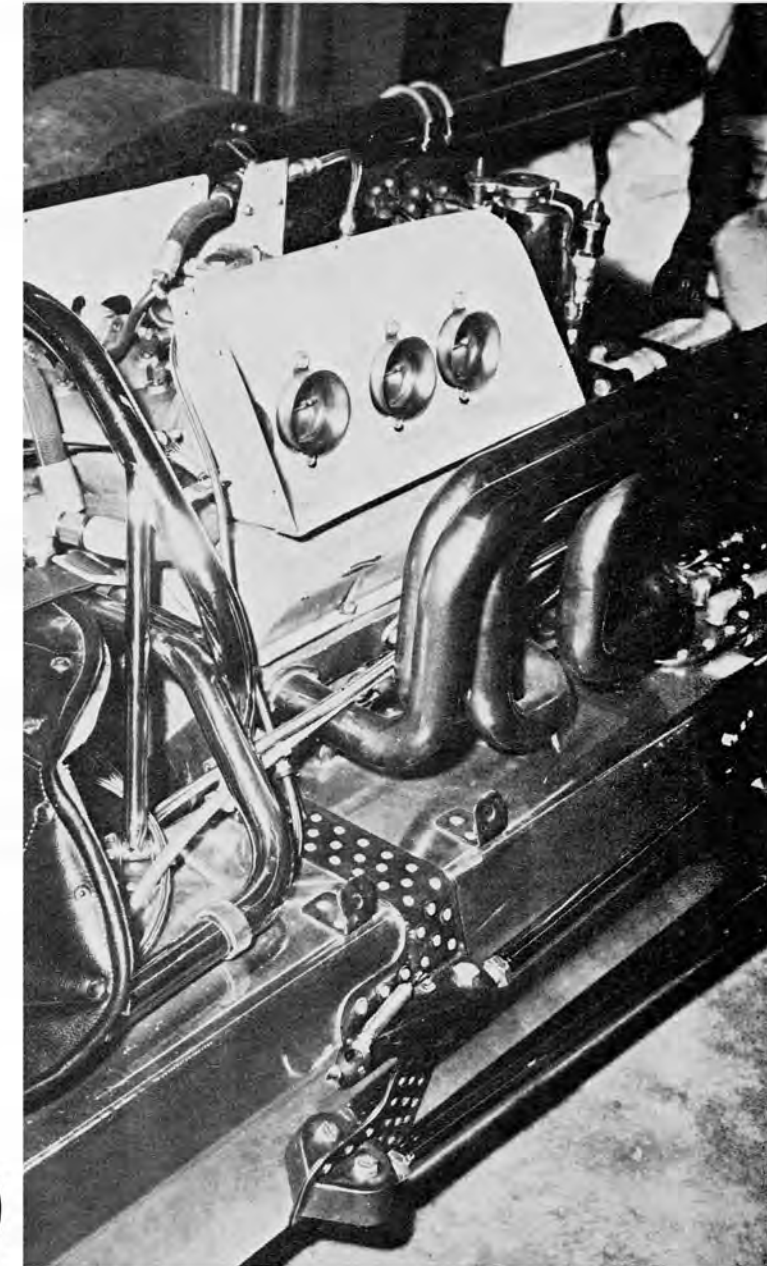
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Cockpit shot of a Lola T-90 shows rubber-covered, foam padded 11-inch steering wheel with view of instruments.



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New cars for the

INDY 500

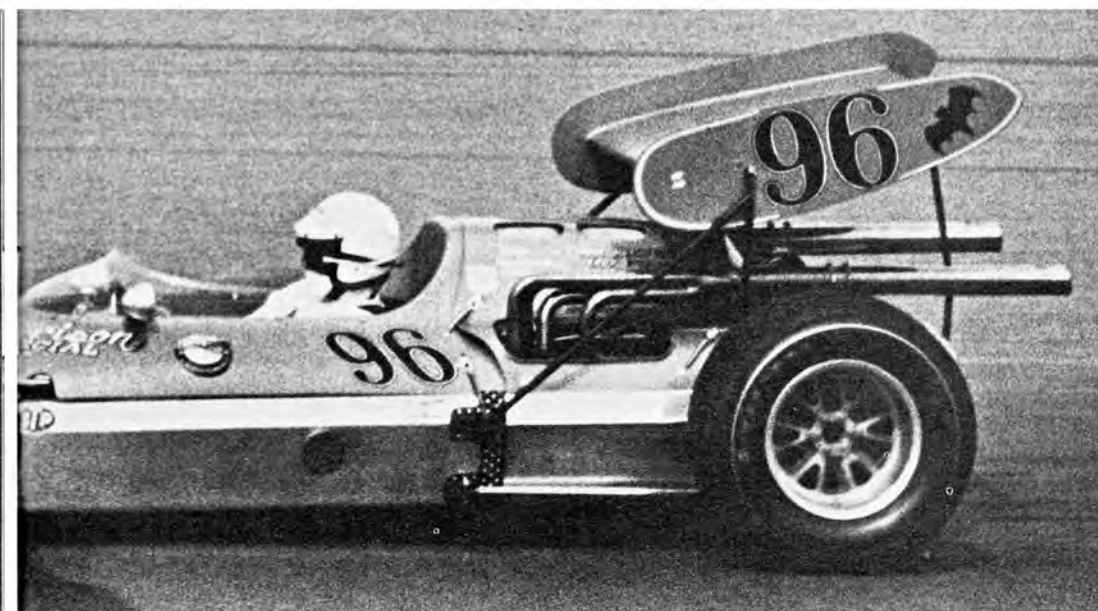
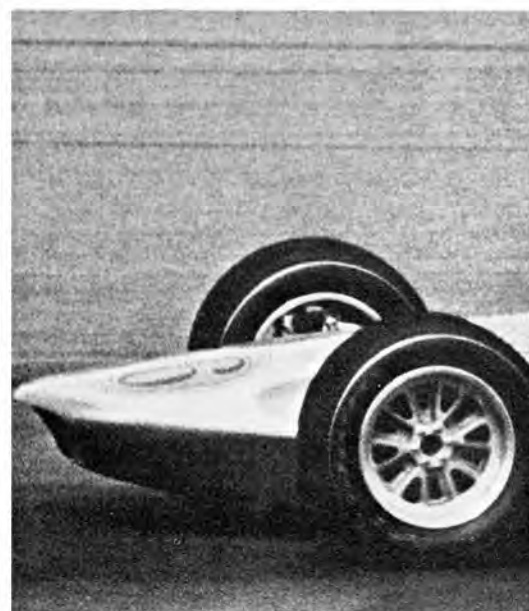
With time trials the week-ends of May 14-15 and 21-22 to determine the 33-car starting lineup, the nation's racing fans are focusing their attention on the 50th running of the annual International 500-mile race May 30 at the Indianapolis Motor Speedway.

Early predictions are that speeds in excess of 155 mph will be necessary to qualify for a starting position. Last year's slowest qualifier was clocked at 153.774. A. J. Foyt's one-lap and four-lap records of 161.958 and 161.233 mph, respectively, may not survive the time trials.

Most of this year's 60-plus entries are of rear-engine design, and most of them are powered by Ford V-8 racing engines. Entries also include a non-supercharged Offenhauser unit, a few with supercharged "Offies," a

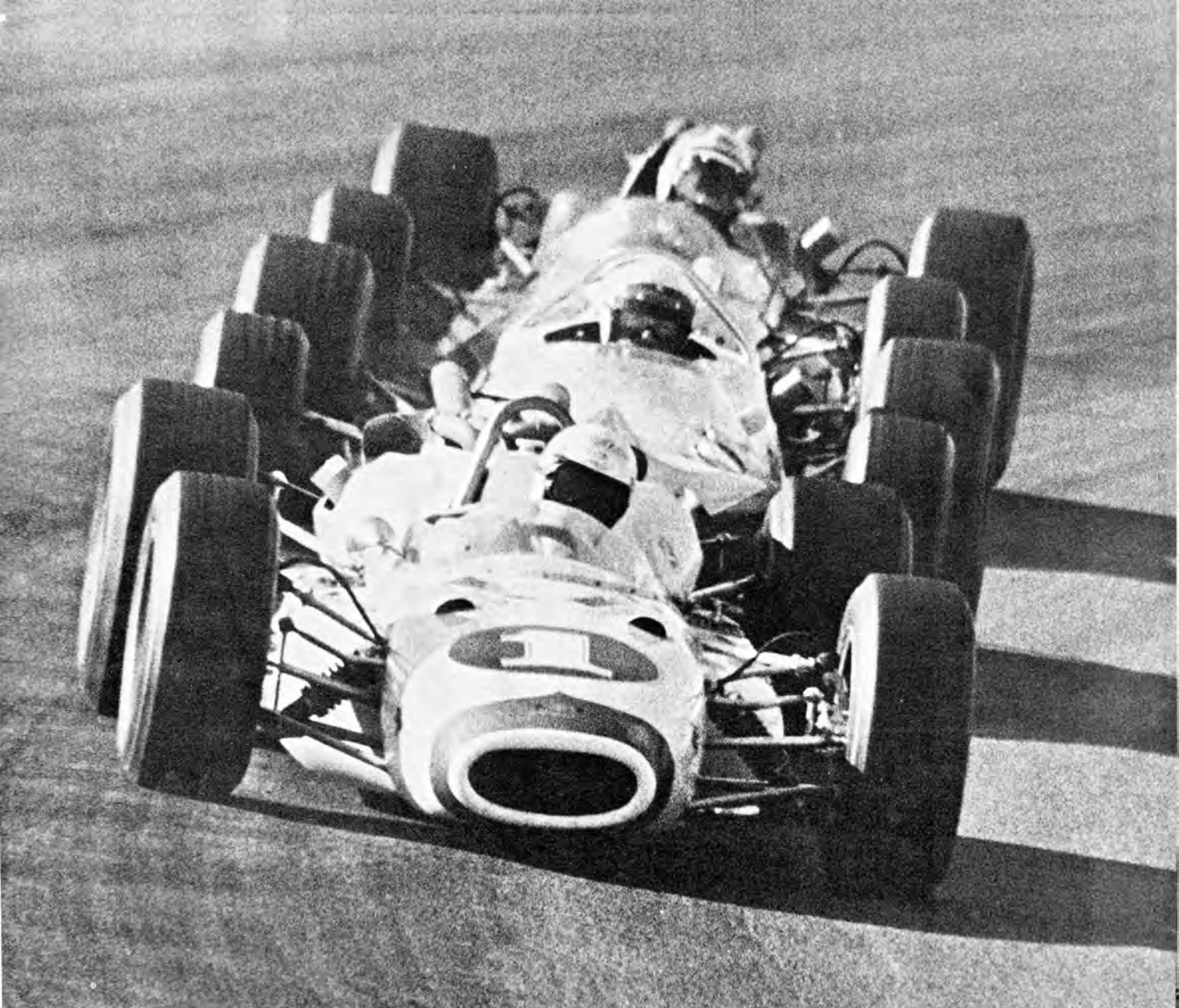
couple of modified stock block Chevrolet engines, some Lotus cars with the type of engine not specified, and the revolutionary 16-cylinder H-type BRM engines.

Interesting this year is the fact that engine specifications were broadened to include single, non-overhead-camshaft units of American stock production design up to a piston displacement of 305 cubic inches (as compared with overhead camshaft engines of not more than 256 cubic inches). If supercharged, the engines are limited to 203.4 cubic inches. The rule was passed to make the engines competitive to special racing engines which are limited to 171 cubic inches supercharged and 256 cubic inches non-supercharged. Modified stock block engines, limited to the same displacement as special racing engines



Chevy powerplant produces approximately 475 hp on straight methanol at 6800 rpm on Harrison Special. Harrison cars have 12-volt battery mounted under driver's seat as safety feature if car's engine stalls.

Batman wings on this Harrison Special may be ruled out following time trials



New cars for the

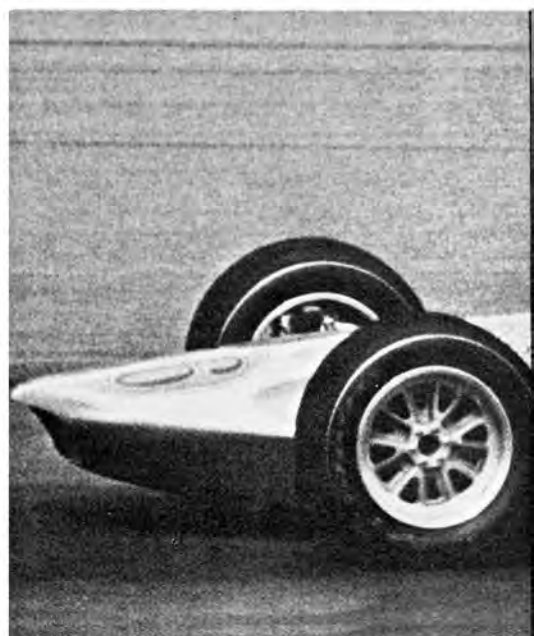
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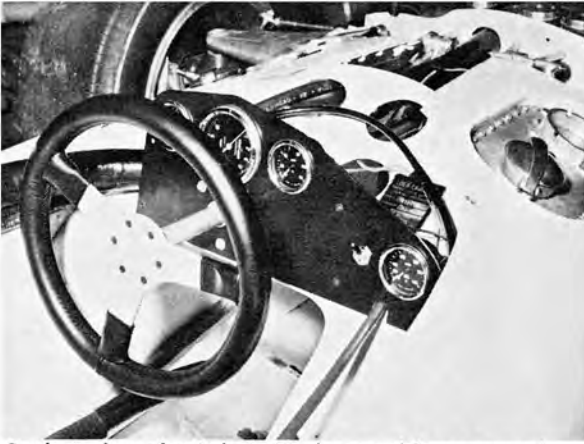
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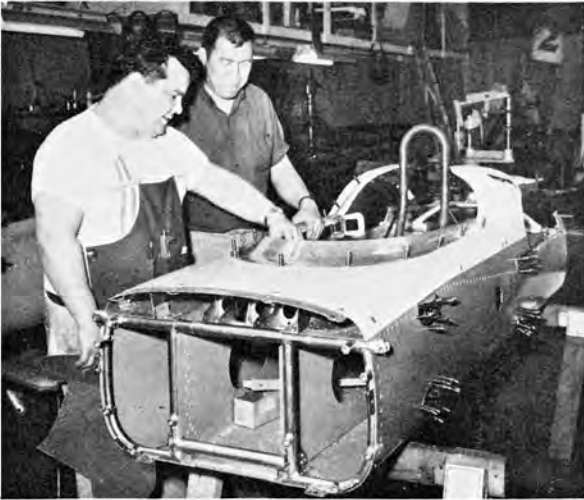
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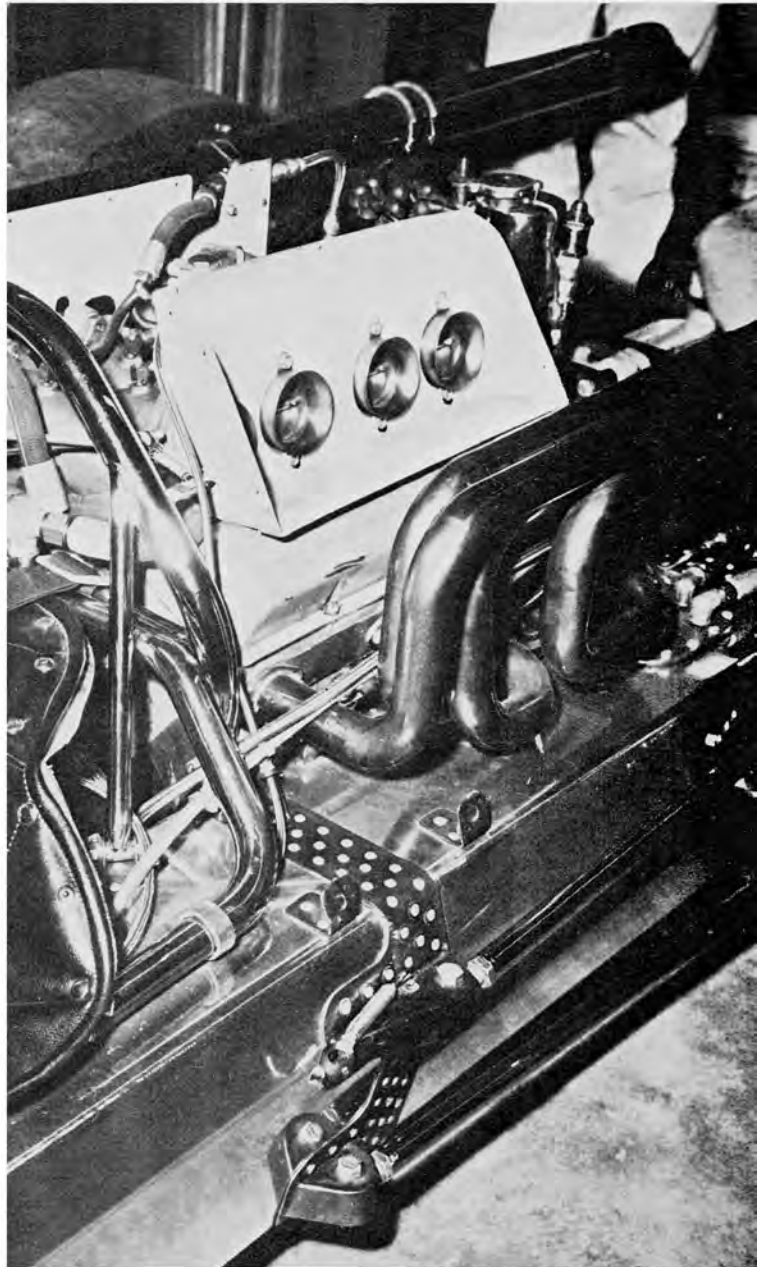


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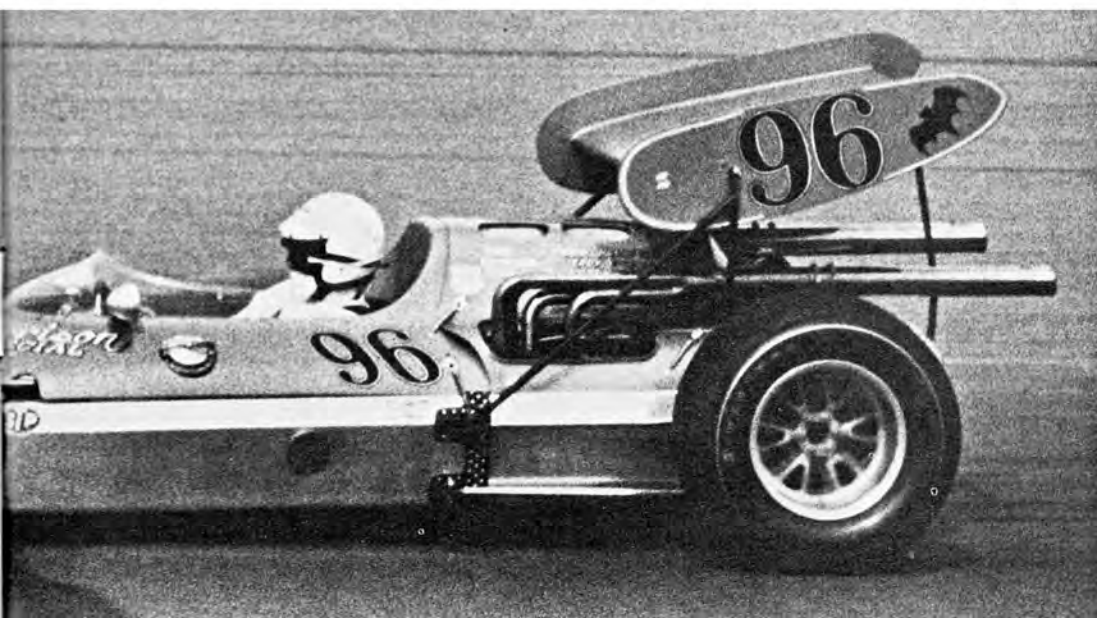


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INDY 500



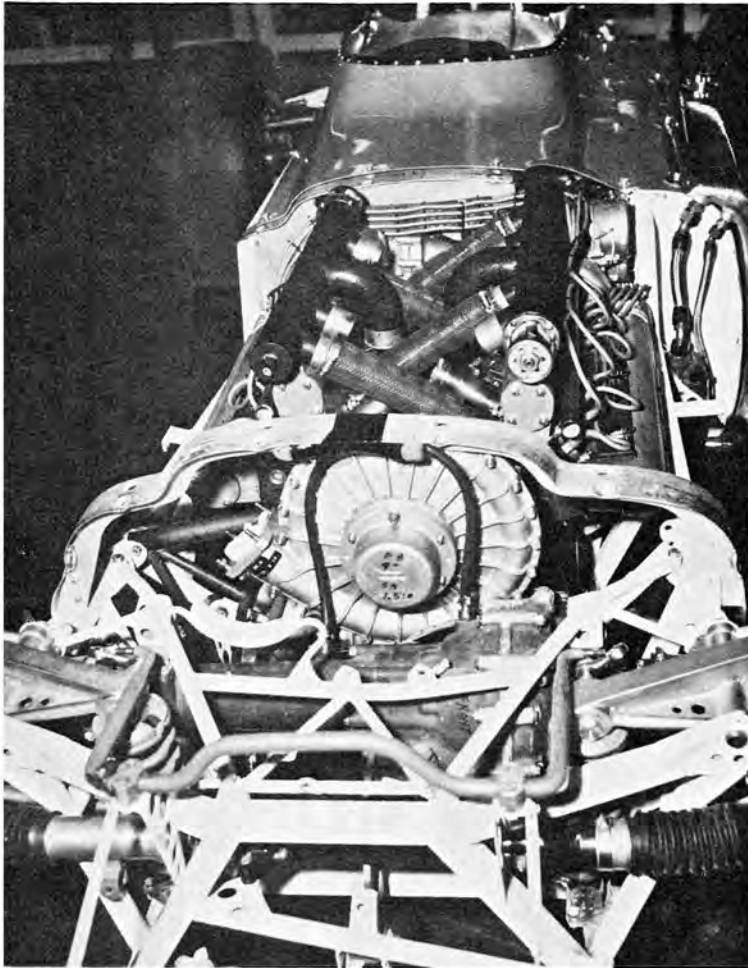
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Dan Gurney of Costa Mesa, Calif., winner of the Riverside 500, takes his new Indy Eagle car in a test drive at the Riverside track in preparation for the Indianapolis 500-mile race May 30. Six of the new Eagles, designed by former Lotus chief designer Len Terry, were constructed by Gurney's All American Racers plant in Santa Ana, Calif. for the Indy race.



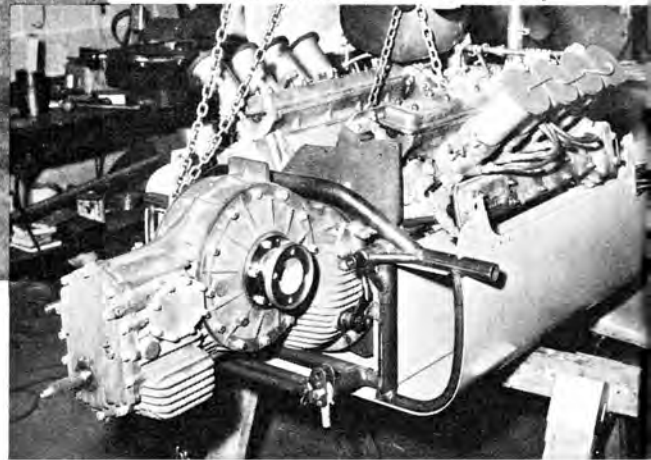
Paxton-supercharged Novi V-8 engine, with Ferguson four-wheel drive systems, displaces only 167 inches.

Mecom Racing Team of Houston, Texas, may choose a blown Drake Offy, shown here, for one of its entries in a Lola T-90. Drake supercharged Offy four-cylinder develops over 530 hp on straight methanol.

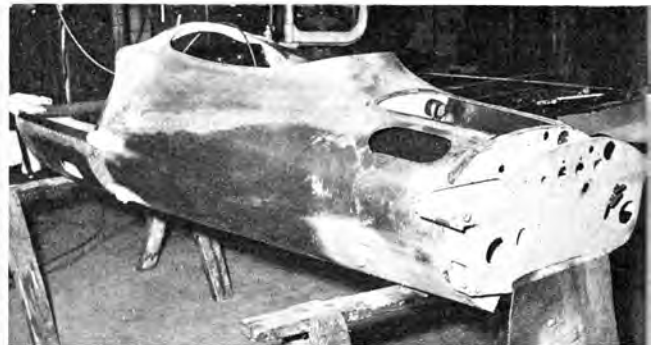
in recent years, did not attain competitive speed last year in Indianapolis.

Watched closely by many racing enthusiasts will be the six-car racing team entered by the STP Division of Studebaker Corporation, which features the winning combination of famous car designer Colin Chapman of England and last year's Indy champion, Jimmy Clark of Scotland.

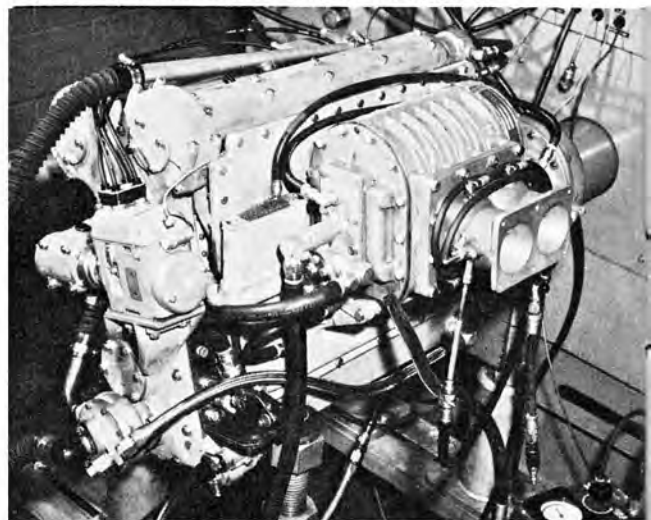
STP has entered two revolutionary



Starter shaft is shown in foreground at left in this view of Halibrand quick-change rear-end. Mounting of rear-end varies on many cars.



Body of one of three Sheraton Thompson Specials, built by Ed Kuzma and Lujie Lesovsky in California, is new full monocoque unit. A. J. Foyt is scheduled to drive one of these cars.



Chapman-designed Lotus Type 42 lightweight cars powered by new 16-cylinder H-type BRM engines producing 690 hp at 11,500 rpm. STP also has two highly modified Lotus 39-B lightweights, powered by overhead camshaft Ford V-8 racing engines similar to the car Clark won with last year at Indy. Rounding out the team's effort are two new Novi race cars with Ferguson four-wheel-

drive systems and powered by Paxton-supercharged Novi V-8 engines using ram port injection to produce five hp per cubic inch or 837 hp at 9,000 rpm. These tiny supercharged Novi V-8's displace only 167 inches.

Eight of the 11 cars still running at the conclusion of last year's Indy race were powered by Ford's double-overhead-cam V-8 engines — the Ford triumph ending the long reign by the

Offenhauser engine which had won every Indy 500-mile race since World War II.

Another effort that will be watched closely are the six new American Eagle cars constructed by the All American Racers plant in Santa Ana, California, headed by Dan Gurney, winner of the 1966 Riverside 500, and Carroll Shelby, Los Angeles sports car manufacturer and retired racing champion.



Jim Hurtubise at the wheel of a Gerhardt blown Offy.

Several Gerhardt-built chassis are on cars entered at Indy 500.

Ford's double-overhead-cam V-8 engine will power many of the cars again in this year's Indy 500 after impressive performance last year.

