

THE SPECTACLE

Celebrating the History of the Indianapolis 500

BOOK EXCERPTS



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THE FIRST 500

On May 30, 1911, forty cars lined up five-wide to take the start of the first-ever "International 500 Mile Sweepstakes Race" (this was the original name for the Indy 500). Unlike today, cars didn't qualify for the race - they started in the order in which their entry form was received.

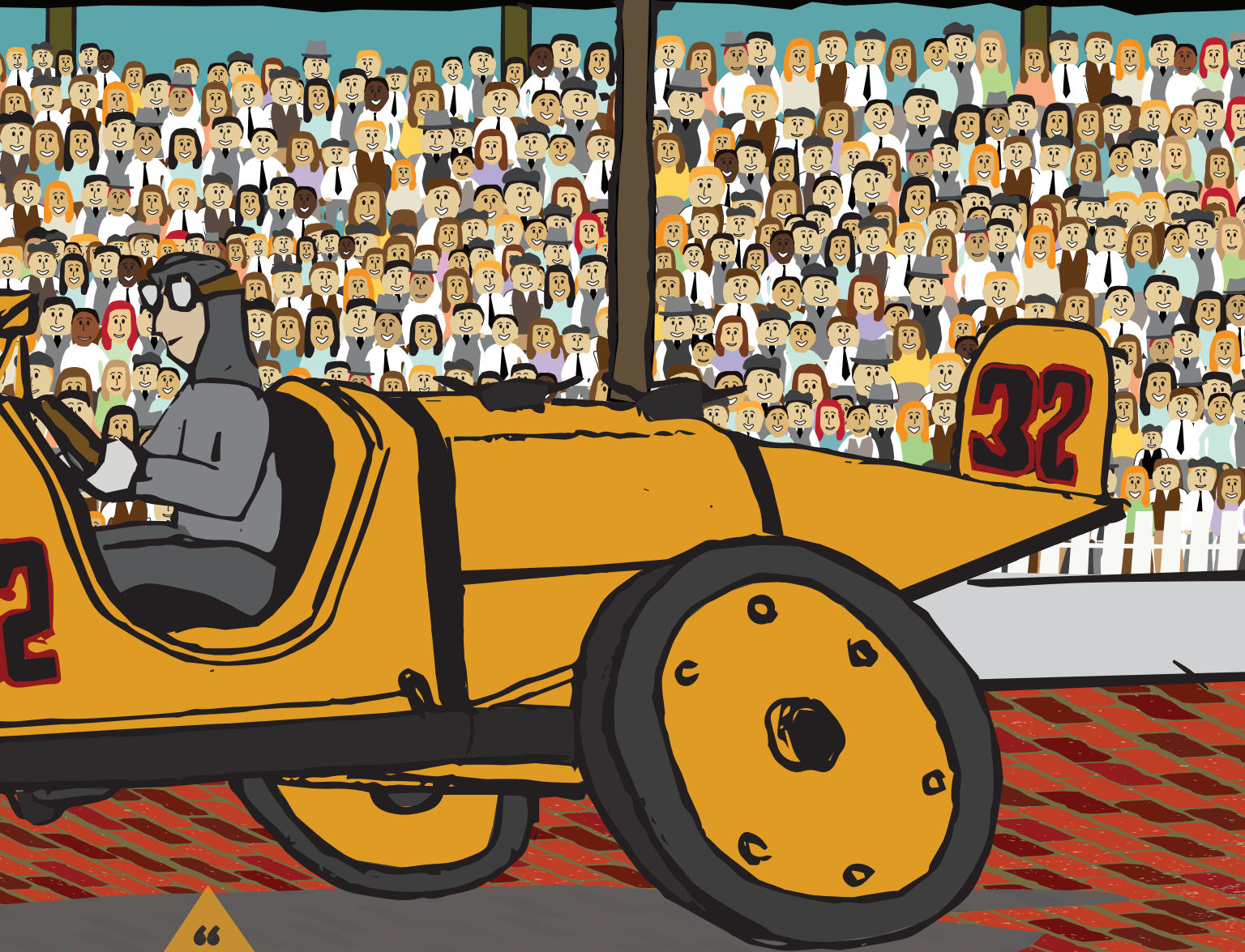


RIDING MECHANICS

Every car carried a driver and a riding mechanic - the mechanic's job was to oil the engine, check for tire wear and watch for competitors.

There was one exception - Ray Harroun competed by himself using a wonderful new driving aid - the rear-view mirror!

Drivers must complete 200 laps of the Indianapolis Motor Speedway to reach the 500-mile distance. Although he started from 32nd position, Ray Harroun passed many competitors to win the race by nearly two minutes over the second place car of Ralph Mulford. It took Ray's bright yellow Marmon Wasp 6 hours 42 minutes to complete the 500 miles!



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“Wow... it doesn't even take that long to drive to Grandpa Jamie's house,” said Avery.

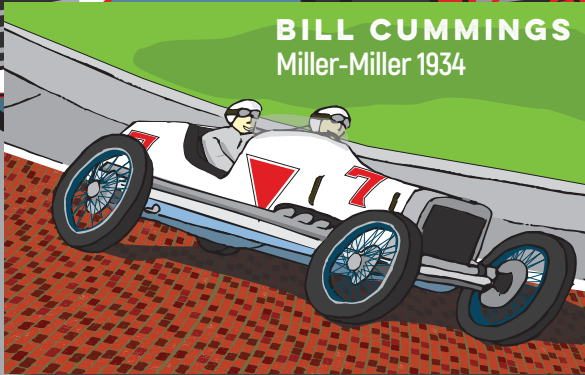
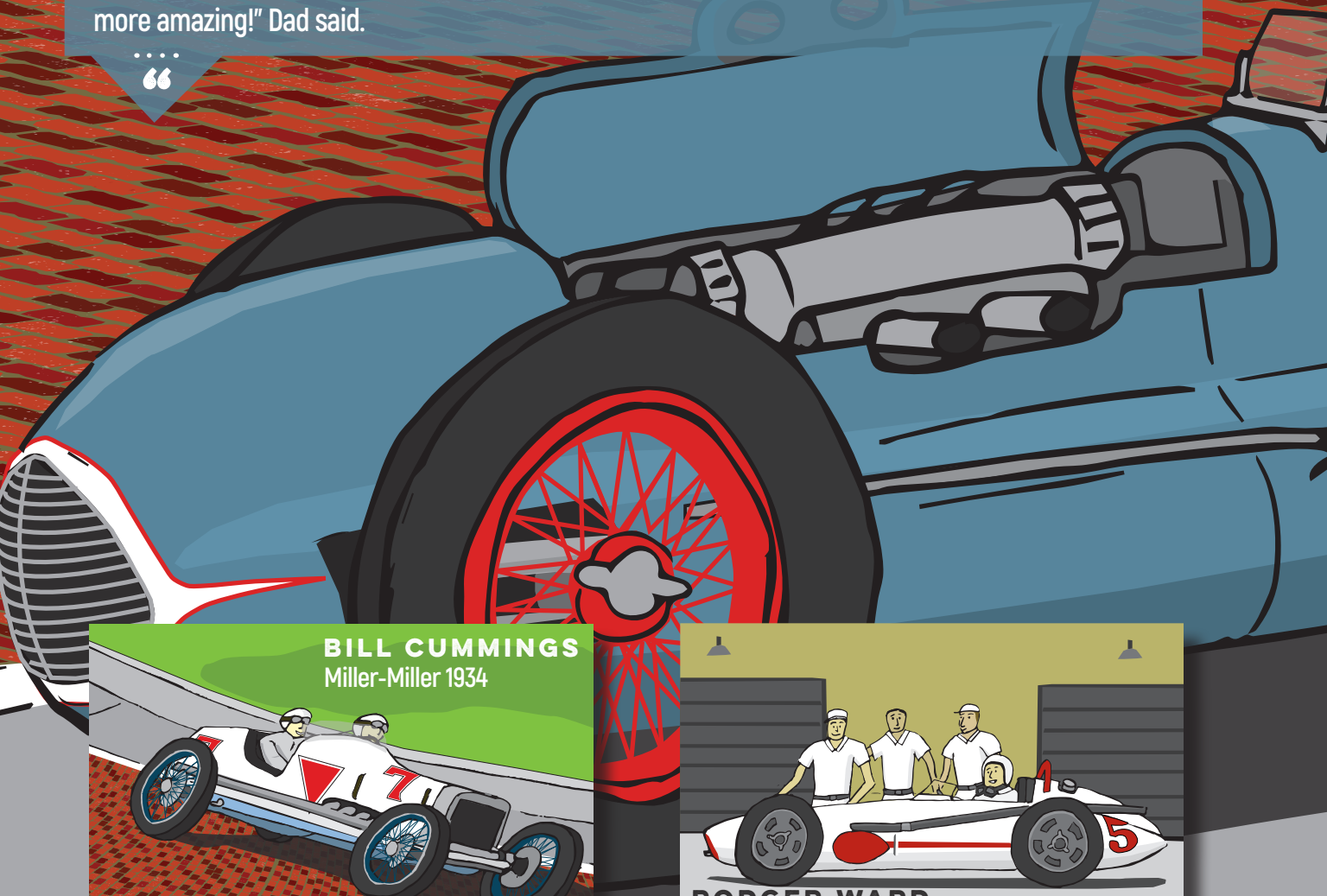
“Well, they weren't driving much faster than we do on the expressway. It would have been amazing to have been at the first race! Cars weren't as common as they are today; to see over thirty of them racing would have been incredible!” said Dad.

MILLER + "OFFY" = 39 VICTORIES

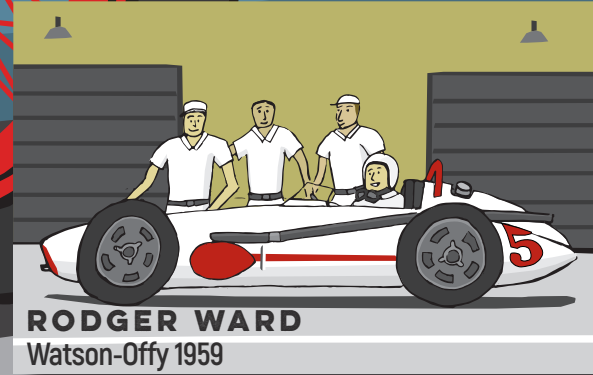
"For over 50 years, if a driver and team wanted a chance of winning the Indy 500, they used a car powered by one of Harry Miller's engines," Dad said. "It's amazing that the basic designs created by Harry won 39 times in 56 tries!"

"That's like a 70% win record!" said Avery.

"Yep - and as you'll learn a lot changed during these six decades, which makes this win record even more amazing!" Dad said.



BILL CUMMINGS
Miller-Miller 1934



RODGER WARD
Watson-Offy 1959

MILLER ENGINE

When Harry Miller's engines first appeared at Indianapolis in 1920, it started a legacy of winning that lasted until 1976. The Miller engines won a total of twelve times.

Harry went bankrupt in 1933 and one of his engine designers, Fred Offenhauser, purchased the designs for a new engine that Harry had originally built for boat racing.



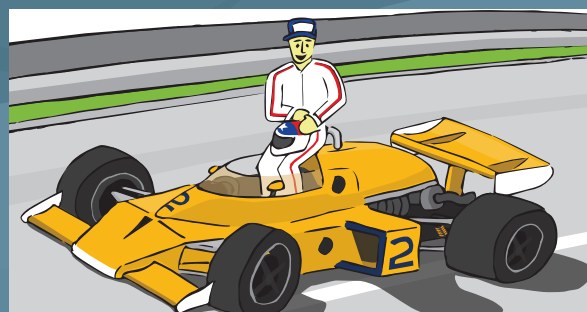
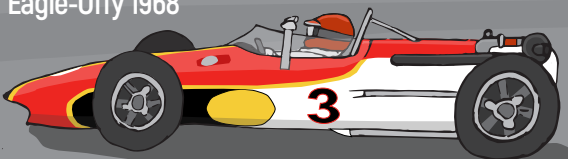
“OFFY” ENGINE

Fred Offenhauser continued to develop Harry's new engine design. He beat a field full of Miller-engined cars to win his first Indy 500 in 1935. The engine was nicknamed

“Offy” and from the late 1940's to early 1960's the “Offy” dominated the Indy 500, powering every winner for 18 years in a row. For a few years in the '50s every Indy car had an

BOBBY UNSER

Eagle-Offy 1968



JOHNNY RUTHERFORD

McLaren-Offy 1976

VICTORIES IN FIVE DECADES!

In total, the “Offy” won the Indy 500 27 times. The last victory was in 1976 when Johnny Rutherford won for the second time at the Brickyard in a McLaren.

The original “Offy” engine had 250 hp, but thanks to ongoing development and turbocharging, the final version had over 1,000 hp!

WINGS

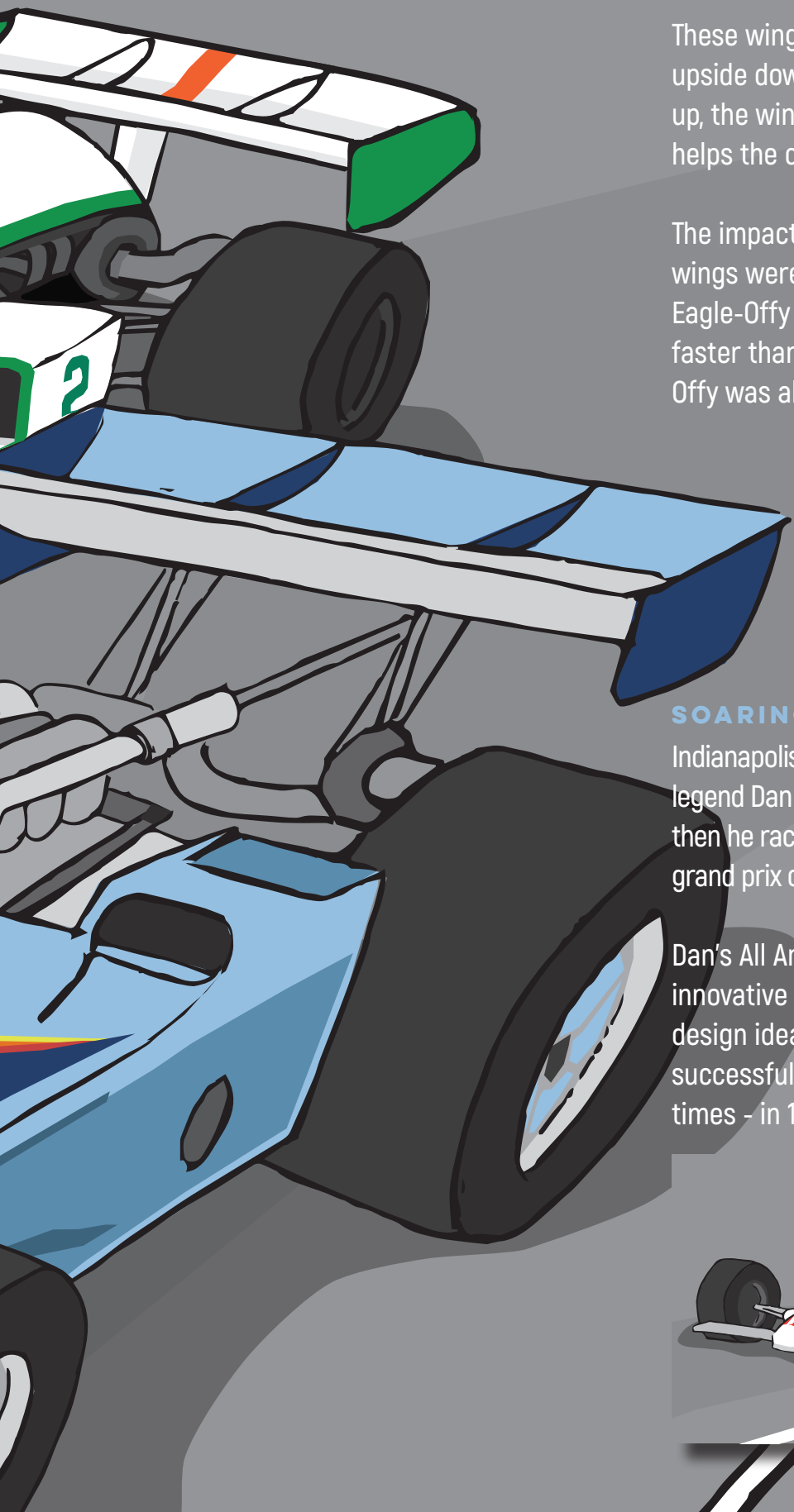
"It all changed again in 1972. That's the first year wings were really allowed at the Speedway. Before then, the metal pieces were small and too close to the car," Dad said.

"Did the wings help the cars go faster?" asked Avery.

"Did they ever! The cars went over 20 mph faster that year!"

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A DIFFERENT KIND OF FLYING

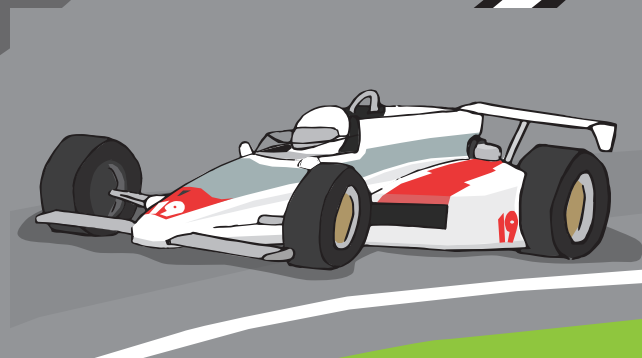
These wings act just like airplane wings - only upside down. So, instead of helping lift the car up, the wings push it into the pavement. This helps the cars turn better and faster.

The impact was huge once larger "bolt on" wings were used. Bobby Unser qualified his Eagle-Offy at a speed of 195 mph - 17 mph faster than Peter Revson's wingless McLaren-Offy was able to reach the year before!

SOARING EAGLES

Indianapolis also caught the eye of racing legend Dan Gurney. He first drove at Indy in 1962; then he raced modified versions of his Eagle grand prix cars at the Brickyard starting in 1966.

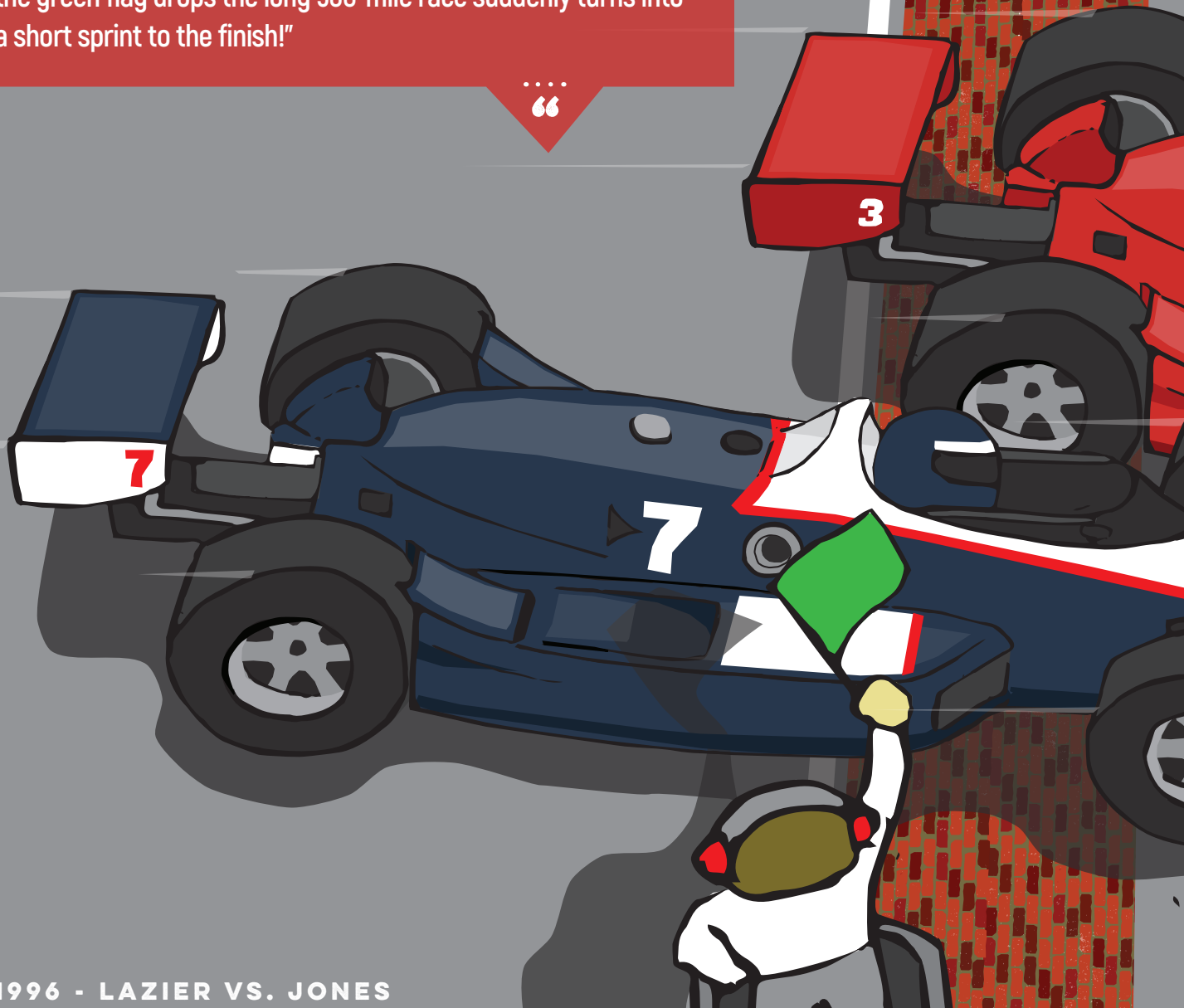
Dan's All American Racers team was very innovative and constantly worked on new design ideas to find more speed. They were successful in winning the Indy 500 three times - in 1968, 1973 and 1975!



LATE RACE RESTARTS

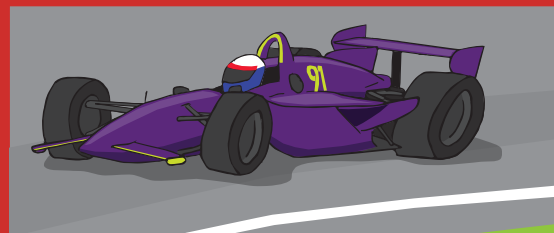
"The drama of the Indy 500 sometimes increases due to a late-race caution period caused by a crash," Dad said. "Then, when the green flag drops the long 500-mile race suddenly turns into a short sprint to the finish!"

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1996 - LAZIER VS. JONES

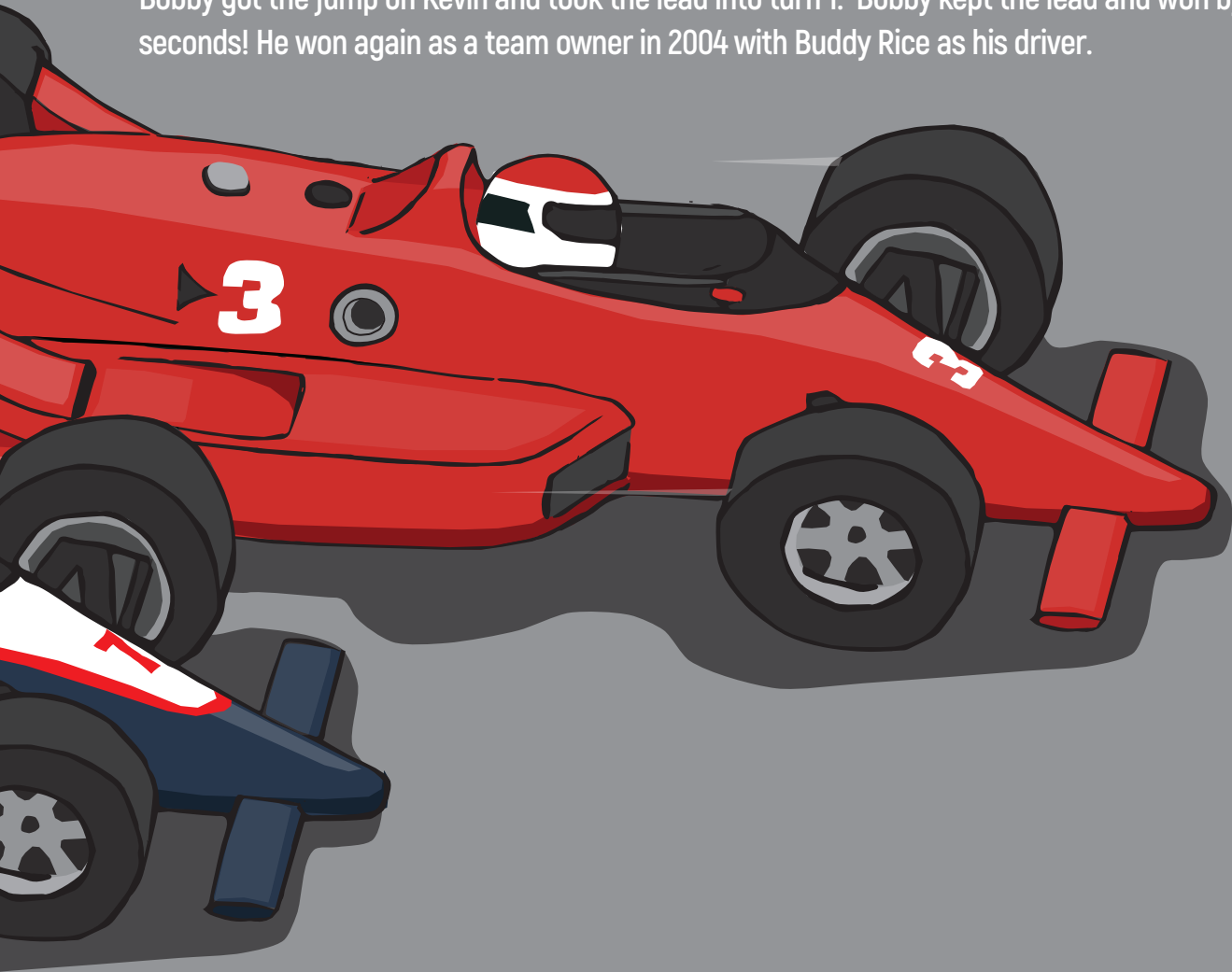
Alessandro Zampedri, Davy Jones and Buddy Lazier were locked in a battle with only 10 laps to go. Scott Sharp's car spun and crashed, which brought out a yellow flag. Buddy took the green flag in the lead and won by holding off Davy for the last two laps!



1986 - RAHAL VS. COGAN VS. MEARS

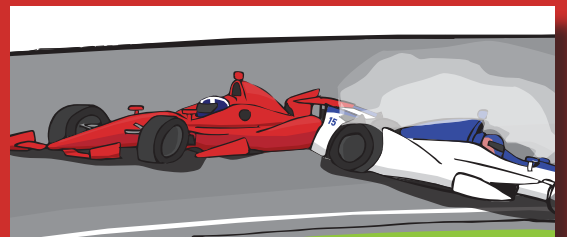
A late-race caution caused by a crash closed the gap between the top three drivers. The race restarted with two laps to go; Kevin Cogan was in the lead followed by Bobby Rahal and Rick Mears.

Bobby got the jump on Kevin and took the lead into turn 1. Bobby kept the lead and won by only 14 seconds! He won again as a team owner in 2004 with Buddy Rice as his driver.



2012 - FRANCHITTI VS. SATO VS. DIXON

The race went green with only a few laps left in the race. Dario Franchitti traded the lead with Scott Dixon several times. Dario passed Scott on lap 199 and Takuma Sato also got by. On the last lap, Takuma dove to the inside to pass but spun, giving Dario the win!



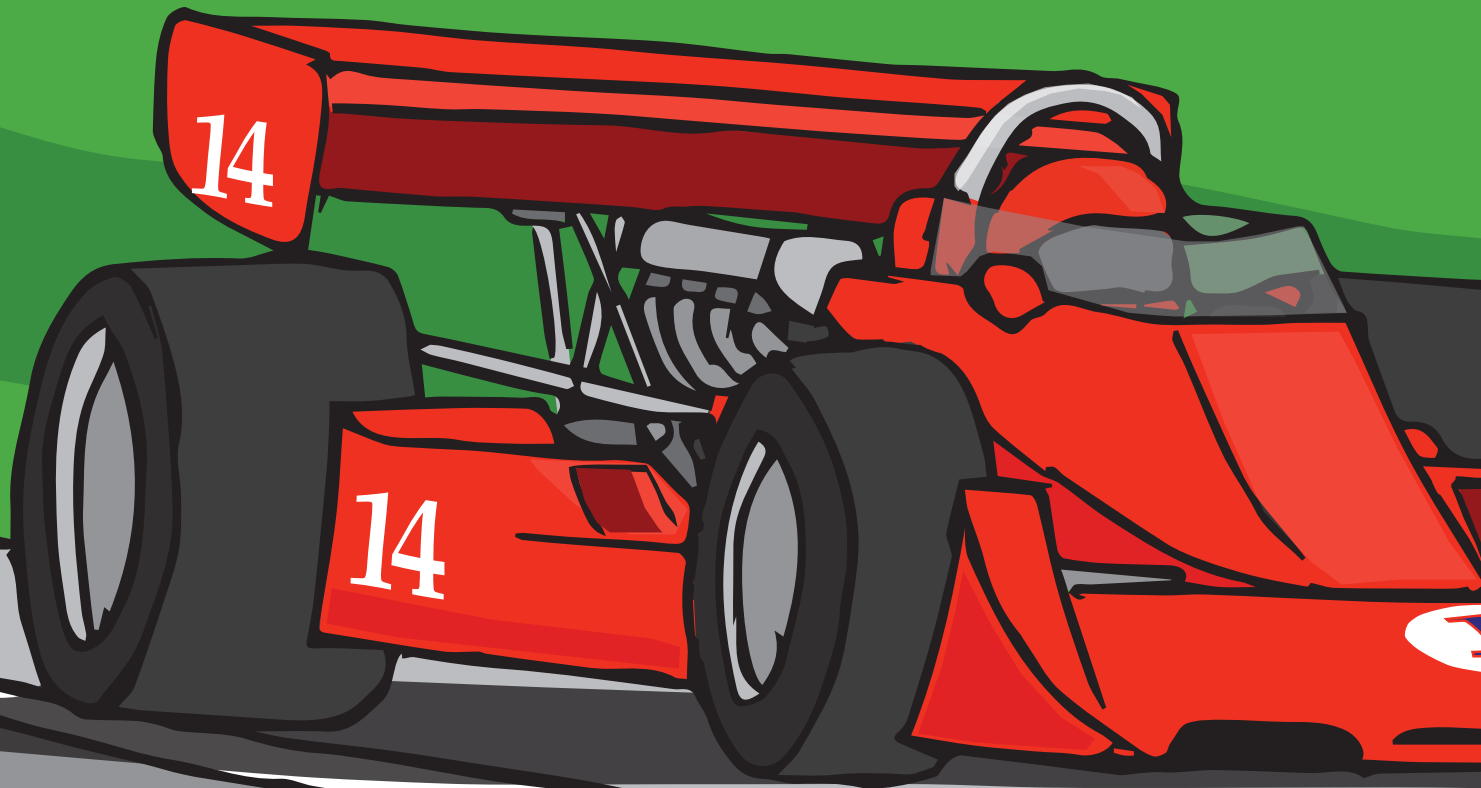
THE FOUR-TIMER CLUB

"Winning the Indy 500 takes incredible skill, focus and luck for the driver and the team. Winning it once is amazing," Dad said. "think about what it would be like to win it four times!"

"Is that even possible?" asked Avery.

"It sure is, but only three men have accomplished this awesome feat. Seven other drivers have been able to get three wins," Dad said.

““



THREE-TIME WINNERS

Seven drivers have achieved the feat of winning the Indy 500 three times:

Helio Castroneves (2001, 2002, 2009), Dario Franchitti (2007, 2010, 2012), Louis Meyer (1928, 1933, 1936), Mauri Rose (1941, 1947, 1948) Johnny Rutherford (1974, 1976, 1980), Wilbur Shaw (1937, 1939, 1940), Bobby Unser (1968, 1975, 1981).

A.J. FOYT (AKA "SUPER TEX")



A.J. Foyt first competed at Indianapolis in 1958 and his last race as a driver was in 1992 - that's an incredible 35- straight Indy 500 starts!

A.J. first won in 1961. His victory in 1964 was the last time a front-engined car won at Indy. Then, "Super Tex" became the first driver to win in both front- and rear-engined cars by avoiding a large last-lap wreck in 1967. His final win came in 1977 driving his bright-orange #14 Coyote-Foyt racer.

A.J. reached victory lane for a fifth time as a team owner in 1999 when Kenny Brack drove another #14 for the win!

A.J. raced 12,272.5 miles at Indianapolis Motor Speedway - more than any other person - and led a lap in a record 13 events.

Add together his time as a driver and team owner and "Super Tex" has been a part of the Indy 500 for over half a century!

SO CLOSE, YET SO FAR

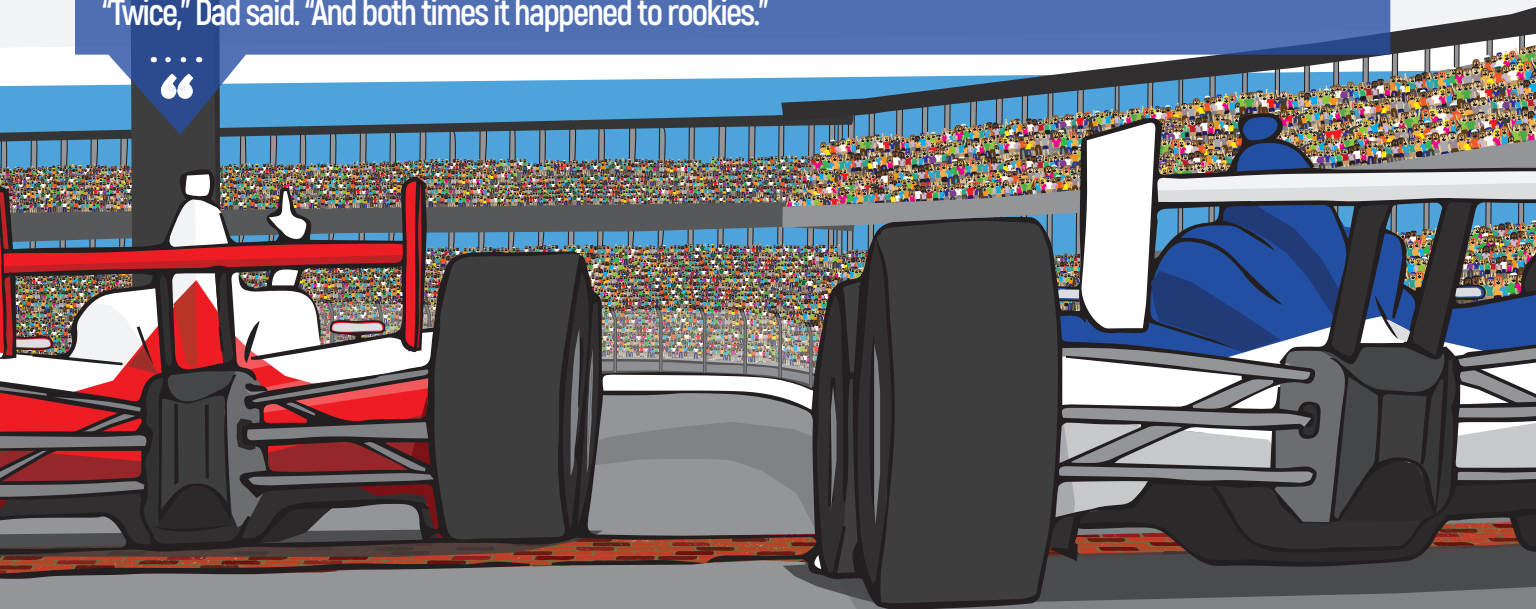
"Imagine being in the lead on the last lap of your first-ever Indy 500. How would that feel?" Dad asked.

"Awesome!" both kids replied together.

"Now imagine you get passed within sight of the finish line," Dad said.

"That would be awful!" Avery said. "To race that far and be so close to winning... has that really happened?"

"Twice," Dad said. "And both times it happened to rookies."



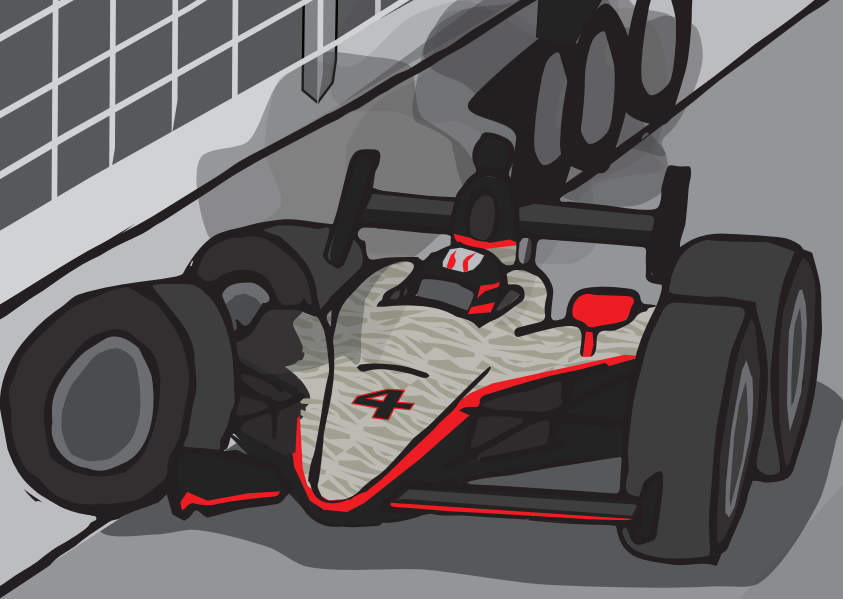
THE LAST SECOND PASS - 2006

Marco Andretti looked set to win when the green flag dropped to restart race action with four laps to go. But, Team Penske driver Sam Hornish, Jr. was also hungry for a win and quickly climbed up to second place.

Sam caught up to Marco on lap 199 and tried to pass him for the lead in Turn 2. Marco defended the move which caused Sam to lose some ground.

Before long, Sam was back on Marco's tail as the two drove their final lap of the race. Sam set up the perfect slingshot pass coming out of Turn 4 and passed Marco within 400 feet of the finish line to win by .645 seconds!

Not only was it Sam's first and only Indy 500 victory, but it was the first time a driver ever made a pass on the last lap for a win.



ONE TURN AWAY - 2011

JR Hildebrand took over the lead with two laps left in the race after many other drivers had to pit for fuel. JR and his Panther Racing team had been saving fuel with the goal of making it all the way to the end of the race without having to make another pitstop.

On the very last turn, he ran high on the track as he tried to pass a lapped car and crashed into the wall. Dan Wheldon passed JR's broken car within a few hundred feet of the finish line to record his second win at Indianapolis!

