

THE

SHORT



CHUTE

Official Publication of The National Indy 500 Collectors Club

NEWSLETTER #144

FALL 2018

Revamped Club Website Now Online

By John Darlington

One of the main goals when the NI500CC was founded in 1985 was to have a club dedicated to promoting and sharing information about Indianapolis 500 memorabilia collecting. When I became NI500CC president in 2000 one of my goals was to get the club online. The internet was growing every day then so where better to showcase a club founded on the idea of promoting and sharing information than online and with that, the NI500CC website launched in 2001.

As the years went by new information and items were coming in less and less and adding new categories was a tedious process. By 2016, keeping up the website boiled down to just getting the current year items listed and sometimes that didn't happen for months. To say my initial enthusiasm for the website had waned was an understatement. I knew it was time for a change but website developers are expensive and the club doesn't exactly have deep pockets. Enter my nephew Kyle Peeler.

I talked to Kyle about a website but as he was majoring in computer science at IUPUI at the time he just didn't have the



Putting the website together was a labor of love for the most part. I had learned enough basic HTML coding to get myself in trouble and with no spell checker and no one proof reading I just plowed ahead. In an odd sort of way I reconnected with my collection as I scanned in the items and wrote about them in the various categories. As a byproduct of this process I learned a lot of new and interesting things about the memorabilia too. As new information and items trickled in I'd add them to the site and every now and again a new category would be added.

time to get something together. Forward ahead to earlier this year and Kyle is now a software engineer at PactSafe in Broad Ripple Indiana. Although still busy, he got a website template nailed down and with his help and guidance I was able to get the new website launched in mid-October. If it weren't for Kyle, the website would still be an antiquated site that looked stuck in the 20th century.

The new website is still in the same place: www.ni500cc.com so check it out when you get a chance. I hope you enjoy it as much as I enjoyed putting it together.

- Club Notes -

The **deadline** for ads or articles for the **Winter** edition of *The Short Chute* is **Feb. 8th**.



We are working to giving you the option of having the newsletter and roster in digital form available through the club website within the next year.



Fred Smith of Crown Point Indiana is our new club **Secretary-Treasurer**. As of this newsletter, all renewals will now go to him at the address listed online or below.



Club memeber **Joe Young** has a new email:
josb.young3@icloud.com

- Events, Shows & Miscellaneous -

The 4th annual **More Horsepower Racing Collectibles Show** will be held Friday Jan. 18th from 5pm - 8pm. and Sat. Jan 19th. 9am-4pm. Admission is \$5 with kids under 12 free (the \$5 admission on Friday is good for Sat. admission). The Race Chaser luncheon will be in hotel on Saturday afternoon.

The show is located at the **Clarion Waterfront Hotel** (within a few miles of IMS), 2930 Waterfront Parkway W. Drive Indianapolis, IN 46214.

Rooms are available at the Clarion Waterfront for a special rate of \$84/night + tax. The hotel has free parking and complimentary continental breakfast each morning. There are a few tables left at \$40 ea. - contact **Marie Hall** 317-432-7624 or stop by Three Sisters and a Trunk, 1434 Main Street, Speedway, IN for more info.



The **Indy Circle Track Expo 2019** will be held in the **Champions Pavilion** at the **Indiana State Fairgrounds** January 26th beginning at 8am. Admission is \$10 with kids under 12 free. There is a \$5 parking fee.



Mari Hulman George
1934 - 2018

By Associated Press

Mari Hulman George, chairman of the board emeritus of the Indianapolis Motor Speedway, died November 3rd. She was 83.

Indianapolis Motor Speedway announced Hulman George's death in a statement and said her family was by her side.

Hulman George was IMS chairman from 1988 through 2016. Her father, Anton "Tony" Hulman Jr., purchased the speedway in 1945 and saved it from demolition after World War II, and racing and the facility became a staple of the Hulman family.

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She also fielded an entry in the Indianapolis 500 in 1962 and 1963, with husband Elmer George as the driver. He finished a career-best 17th in 1962 and received relief help from Paul Russo and A.J. Foyt during that race.

Indianapolis fans recognized Hulman George as the individual who gave the command to start engines for the Indianapolis 500 and Brickyard 400 from the late 1990s until 2015.

Born Dec. 26, 1934 in Evansville, Hulman George was a pioneer female co-owner of a team that raced at the highest levels of Midwestern auto racing in the 1950s and 1960s. Hulman George was also known for her philanthropy, focusing on the arts, health care and, in particular, animal care. She served on the board for Hulman & Company, IMS and the IMS Foundation, as well as First Financial Bank, a publicly traded company headquartered in Terre Haute.

Mari is survived by three daughters, a stepdaughter, son Anton H. "Tony" George, who is the current chairman of the speedway, and seven grandchildren, nine great-grandchildren and her longtime companion, Guy Trollinger. She was predeceased in death by her husband, Elmer, and a stepson.



IMS Museum to Showcase Indiana's Short Track Heritage Starting Nov. 8

By Indianapolis Motor Speedway Museum



The Indianapolis Motor Speedway Museum is set to celebrate Indiana grassroots racing at, ironically, the world's largest sports seating facility. "Hoosier Thunder: Indiana's Short Track Heritage" is the IMS Museum's newest exhibit and will open Thursday, Nov. 8.

Hoosier Thunder tells the story of the many drivers and

families who have made short-track racing a way of life, proudly carrying surnames such as Carter, Darland, Elliott, Kenyon and Kinser. It also honors the drivers who have raced in Indiana on their way to superstardom, such as Tony Stewart, Jeff Gordon and Ryan Newman.

The famed Speedway draws the most global attention among Indiana's racing venues, but many of America's top aspiring drivers have known for decades there was one place to go to hone their skills and earn a winning reputation: the dirt and pavement short-track "bull rings" scattered across the Hoosier State.

"If you're racing on short tracks in Indiana, it means you're racing against the best of the best, as far as new and veteran talent," said Stewart, a three-time NASCAR Cup Series champion, 1996-97 IndyCar Series champion and one of the most decorated short-track racing stars in history. "I learned more racing in 30-lap features on dirt and paved ovals than I did the rest of my career. It's where I learned how to set up handling, take care of my equipment, and just learned what it took to win.

"I'm as excited as anyone to see the history and stories that the IMS Museum will have on display at Hoosier Thunder."

The stories will be told through displays of numerous modern and vintage USAC (United States Auto Club) Midget, Sprint Car and Silver Crown race cars, plus memorabilia on loan directly from drivers and team owners, along with incredibly rare items in the IMS Museum collection.

Hoosier Thunder, which is made possible by exhibit sponsors Driven2SaveLives, Toyota and Hoosier Racing Tire, will remain open until April 21, 2019.



AUTOGRAPH ALLEY WITH MIKE THOMSEN



Hello everyone, and welcome to another edition of Autograph Alley.

I hope everyone has been adding to their collections as we prepare for the winter months, I know several of my collecting friends have added some premium items to their collections recently!

I want to address a couple of topics quickly this month, first a question from former club president Randy Christensen. You may know Randy from his outstanding postcard and handout collection as he is perhaps the leading expert in the world on Indianapolis 500 postcards and handouts.

In Randy's words, "Autographs have degenerated into monograph scribbles. The new ones are not collectable in my opinion, but the autographs from the 1990's on back to 1909 certainly are.

What Randy wants to know is do these "monograph scribbles," as he put it, hurt autograph collecting?

Honestly, I think we need to look at it from a wider lens, while addressing Randy's outstanding question.

The answer to Randy's question, in my opinion, depends on what you collect for.

If you're collecting for aesthetic reasons, then certainly the recent drivers do not have the same visual appeal of drivers of the past.

I recall getting Carlos Munoz's autograph for the first time in his rookie season of 2013 and being shocked at the fact that there was no discernible letter formed in what he handed me. That's not to pick on Carlos, who is a good guy, and very good with fans, but from an aesthetic point of view, to Randy's point, there's certainly no comparison VISUALLY between Carlos' autograph and Johnny Rutherford's fine signature, or to go back even further, Ralph DePalma's beautiful autograph.

Should that stop you from collecting drivers of today? I don't believe so. We can look back over the more than 100 years that the "500" has been held and find several early examples of autographs that weren't that visually appealing either, the most notable being Jules Goux's.

Goux had two variant signatures that he signed with, and one of

the two is certainly no more visually appealing than Munoz's, (but far more valuable obviously)!

If you're collecting for MONETARY reasons, the aesthetic aspect, in my opinion, isn't even the major contributing factor in why recent driver autographs are worth "less" than you might expect, access is.

I remember sneaking into the garage area at the Michigan International Speedway when I was 12 years old, because at 6 foot tall, I looked way older than 12. I got to meet several drivers and it helped foster my interest in the sport and collecting in general.

Now, thanks to outstanding organizations such as IndyCar Nation, there is an organized full-field autograph session every weekend during the season, and all tracks have a way you can buy your way into the garage or paddock, which certainly didn't exist at IMS when I was a kid (although I would have loved that opportunity)!

The reason I bring that up is, the more access the better for us fans as far as I'm concerned, but with all the increased access and opportunity to get signatures, supply rises and demand falls.

I recall a talk I gave in Carmel several years ago regarding Indianapolis 500 autographs, their history and value.

I held up two 1964 signed photographs, a Dave MacDonald and a Pamelli Jones, and asked the group which was "worth more" from a monetary standpoint. Everyone in the room who answered out-loud, responded that Pamelli would command a higher price since he's a Hall of Famer and the 1963 Indianapolis 500 winner. Of course, you the reader of this column know that an autographed 1964 Dave MacDonald qualifying shot would sell for around \$800 on the open market and a Pamelli \$25, not having anything to do with their respective abilities or accomplishments but driven almost totally by supply and demand.

As I always tell collectors, and I would certainly tell Randy, collect what you enjoy and like, and what personally appeals to you, that's what it's all about, if you prefer the aesthetics of the early driver's signatures focus on those, as many of them are quite attractive.

I have run out of space for this issue, so next issue I want to talk about the etiquette of being an autograph collector, and how your actions can affect other collectors.

As always, I am available to talk about autographs at Indylotus@gmail.com



Collectors Corner

From Editor

John
Darlington



Hello again everyone and welcome to another edition of *Collectors Corner*.

I'd like to take a minute and mention some things about the new website which weren't in the front page article. By the end of the year four new categories will hopefully be online: autographs, newspapers, pennants and post cards with other new categories and additions to current categories to follow in the future.

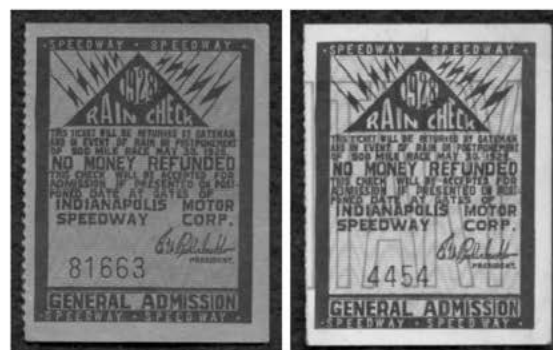
Now, for this edition of *Collectors Corner* we'll be looking at memorabilia from ninety years ago in 1928.

With showers in the area, the 1928 '500' looked to be delayed at the least and postponed at the worst. But, to the relief of all concerned, the weather cleared and the race started on time.

Pole sitter Leon Duray, who'd broken the track record in qualifying with a speed of 122.391 mph, took the lead on the first lap and began to pull away. Duray led for most of the first half of the race with Babe Stapp, 1927 winner George Souders and Jimmy Gleason also leading. Gleason would take over the lead when Duray had a long pit stop which eventually led to his falling out a little past the half way point. Gleason had a solid lead but he too was let down during a pit stop when a pitman accidentally spilled water over the magneto which ended his race. Tony Gullota took the lead but his fuel line clogged with 19 laps to go which knocked him down to tenth. Rookie Louis Meyer, who'd been driving a steady race, found himself in the lead and he cruised the final laps to win his first of three 500's.

The 1928 program (see page 12 for color pictures of most the memorabilia mentioned here) is still an oversize cover like those before it, but it measures a little smaller at a little over 8 1/2" x 11 1/4". There are no page numbers. Because of the white cover, 1928 programs are difficult to find in excellent condition with a bright white cover and no damage to the oversize portion.

With the change of ownership to Capt. Eddie Rickenbacker in late 1927, the Speedway changed its name from the "Indianapolis Motor Speedway Company" to "Corporation" and the 1928 ticket reflects that change. The signature of "E.V. Rickenbacker President" appears at lower right on the large portion of the grandstand ticket. Rickenbacker also appears at the lower right corner of the 1928 general admission stubs as well. The signature of "T.E. Meyers Gen. Mgr." appears at the lower right of the rain check on grandstand ticket as "Vice Pres.". Both the grandstand and general admission tickets from 1928 are tough to find with the general admission a little easier.

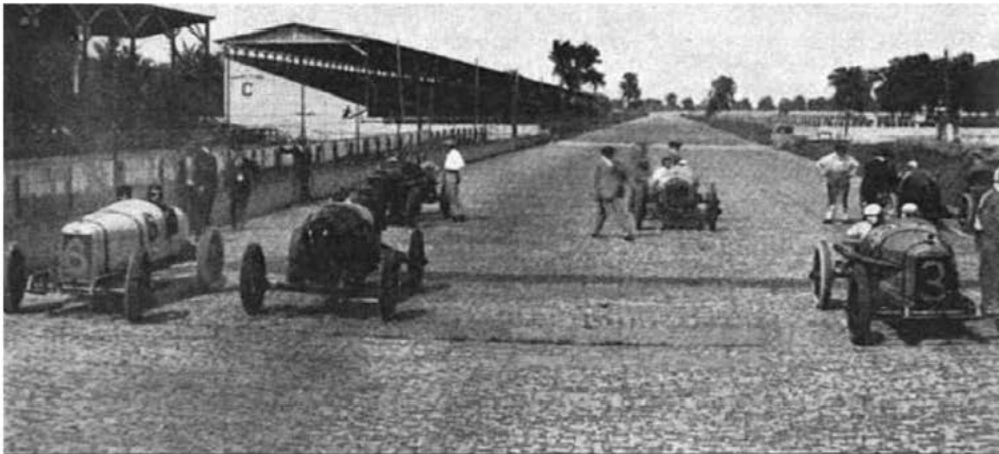


General admission and complimentary general admission tickets

Credentials from 1928 range from the button and pasteboard/cardboard race day official, celluloid track pass and the thin cardboard temporary track pass. The Whitehead & Hoag Co. of Newark New Jersey is one *known maker of celluloid credentials. All credentials from 1928 are tough to find with race day official which are associated with teams more desirable

Continued on Page 9

The “Steel Treating 50”



Looking north down the front straightaway as seven cars line up for a 50-mile race to entertain convention-goers in September, 1921 (Photo from Jim Gale collection)

By Jim Gale

Most Indianapolis racing fans might think the 1994 Brickyard 400 was the first time a second race had been run at the Speedway during the year since the pre-500 days of 1909-10. A few knowledgeable fans will know that the Speedway hosted the Harvest Auto Racing Classic on September 9, 1916. But an exhibition race in 1921...on a Wednesday afternoon? It's true.

Indianapolis hosted the convention for the American Society for Steel Treating from September 19-24, 1921. As the centerpiece of the convention, a 40-lap, 100-mile invitational race was scheduled at the Speedway for the enjoyment of the convention attendees on Wednesday, 9/21/21. The event was scheduled to begin at 10 A.M., but rain postponed the start until 12 Noon. Due to the delay, the race was shortened to 20 Laps (50 miles). There were no qualifications, due to a lack of time. Drivers drew for starting positions, but the seven cars were lined up in two rows consisting of four cars and three cars. The AAA sanctioned the race, and the records were official.

The seven participants lined up for the start driving four Frontenacs and three Duesenbergs

In the Frontenacs were Cornelius “C.W.” Van Ranst, who had driven in his first 500 four months

earlier and finished 16th; Bennett Hill, a top driver of the day who would be the relief driver on the second-place car in the 1925 500; Jules Ellingboe, who when his own car dropped out early in the 500, had relieved Percy Ford and finished the race for him in third place; and Howdy Wilcox, the 1919 Indianapolis 500 winner who had competed in every 500 up to that time.

In the three Duesenbergs were Eddie Hearne, a millionaire from Chicago who by now was a veteran of six 500s; the legendary Jimmy Murphy, just months away from winning the 1922 Indianapolis 500; and Joe Thomas, who had actually qualified two cars for the 1921 500, one of which was driven and crashed by Louis Fontaine in the race while Thomas later qualified and raced a Duesenberg.

Surprisingly not in the lineup was 500 champion Tommy Milton. While present, Milton was a spectator in street clothes. Also conspicuous from the starting lineup was Ralph DePalma. The legendary 1915 500 winner had dominated the first half of the 500 in May in his Ballot before engine problems put him out.

Some accounts of the race state that Wilcox's car received a handicap due to an oversized engine. Others do not mention such handicap. Since he lined up with the other competitors, it is possible

that his handicap was that he was started 7th and last.

A pace car was used for the start and by the end of the first lap, Murphy was out in front. Murphy continued to lead until Lap 10 when Hill, running third at the time, crashed at the south end of the track. In those days, there was no catch fence in the corners. Hill's car leaped over the wall and into a telephone pole trapping Hill and riding mechanic Henri Frank beneath the car. Hill and Frank survived, but suffered cuts and bruises.



Lieutenant A. E. White, president of the American Society of Steel Treating congratulates Jimmy Murphy on his second place finish. From this photo, Murphy's jockey-like stature is apparent. (Photo from Jim Gale collection)

Murphy continued to lead until the very last lap – Lap 20, when he began to have engine trouble. He lost the lead to Wilcox and Howdy went on around and won the event while Murphy limped to the finish, 37.21 seconds

behind Wilcox. All six running cars went the 50-mile distance. Ellingboe and Thomas were third and fourth respectively, needing to run about one more lap to complete the distance when Wilcox finished. Hearne was fifth, needing time to run his final two laps while Van Ranst was the last finisher in sixth, still needing to finish up more than three laps.

Attendance was reported at approximately 10,000 spectators, supposedly those individuals who attended the convention. Those who stuck around after the race were treated to airplane stunts above the Speedway.

The "Steel Treating 50" would not be the last time Howdy Wilcox was involved with a winning car at the Speedway. In the 1923 500, he relieved teammate Milton for forty-eight laps while Milton was in the pits having his blistered hands bandaged after wrestling the steering wheel for just over the first 250 miles. Wilcox put Milton's car back into the lead and turned the car back over to Milton. Tommy resumed the lead, and went on to win his second 500. Because Wilcox was not in the car when it finished, he did not get the historical credit as a co-winner.

Sadly, Howdy Wilcox would lose his life at the first race ever run at the new Altoona Speedway in Pennsylvania, a fast but dangerous new board track. Wilcox would become the first of three Indianapolis 500 winners to perish at Altoona before the racing stopped and the wooden track burned to the ground. After his death, Wilcox's body was brought back to Indianapolis where he became the first 500 winner to be buried at Crown Hill Cemetery.

An interesting story that many of you, including myself, may not have known took place. One wonders if there was a program, as there were for the 1914 First International W.D.A. Sweepstakes, the 1915 "War in Indiana" event and the 1916 Harvest Auto Racing Classic or a ticket. Perhaps by sheer coincidence, all four of the races run after May were in September with the 1915 "War in Indiana" event and the 1916 Harvest Auto Racing Classic both run on September 6th.



SLUSH MOLDED RACERS

Slush made or hollow cast toys were absolutely a great fit during the 1930's. The depression years were brutal for most Americans; however, parents tried their best to get a few toys for their children. These slush molded toys were reasonably priced at that time. The process used to make this type of toy was about as simple as it gets. After the molds were made, and that tooling was not cheap, molten metal was poured into the mold and after a short time period the remaining liquid metal inside the mold would simply be poured back into the pouring ladle. A thin walled casting is what remained. This method was quick and the amount of metal used was minimal. Most slush molded toys were made small for better strength and to hold down the cost. A mix of lead, zinc and tin is the primary makeup of this low melt well pouring metal. The famous drugstore soldiers were also made using this metal and method.

One of the very special aspects of slush molded toys was the time period that most were made. The 1930's, for auto racing was really a revolution of racing engines and body designs. The driver plus mechanic cars were very unique and interesting. Fortunately, the toy makers really made hay coping the race car looks of this terrific period. Many of the profiles are faithful to the actual cars. The small details were added only if the molding process would allow. Molding back then was not as sophisticated as later years. Besides, molds were kept as simple as possible to hold down costs. Regardless, these toys are very representative of the period.

Some collectors call these pocket toys. We can imagine kids putting a few in their pockets and running out of the house to play with friends down the block. Mom would call out to be home by 5 p.m., for supper. Remember, Dad will be home by then. The pocket toy definition just fits

nicely.

The uniqueness of this molding process was displayed at the Chicago's World Fair in 1933 and 1934. Studebaker set up a display, so the visitors could watch a little toy Studebaker being made from start to finish. It did not take long, and you could purchase one if you wanted this really cool souvenir. Now, that would have been fun to experience. I am lucky enough to have an example in my toy collection.

Sadly, most slush molded toys are not marked with maker's logos or other identification. A small percentage were marked with names or numbers. Barclay and Manoil Toys both made hollow cast toys using this simple molding method. Most of the famous dime store soldiers were made by these two companies using the same simple molding procedure. Both companies used a stronger alloyed metal. The Kansas Toy and Novelty Company of Clifton, Kansas embossed small numbers on their toys to help identify models. Painted, and what this company called an Egyptian lacquer, was used to finish these small toys. The Egyptian lacquer appears to be a thin inked type of product you see on earlier examples. They do have an interesting and unusual appearance. The Savoye Pewter Toy Company of North Bergen, New Jersey marked some of their toys with Savoye. The chief constituent of pewter is tin. This metal has its own distinct exterior patina. Tommy Toy of Union City, New Jersey and Charles A. White Novelty Company of Clay Center, Kansas, plus the Lincoln White Metal Company also made many neat, little slush molded toys.

So now, a saying from the 1960's, "Heavens to Murgatroyd," time to check the Photo's (*see page 12*).

Photo 1:

Top Silver	6 7/8" Long	\$75.00
Dark Green	5 1/4" Long	\$50.00
Light Green	4 5/8" Long	\$40.00
Silver	4" Long	\$35.00

Photo 2:

Top Blue	4 5/16" Long	\$50.00
Red	4 5/16" Long	\$50.00
Green	4" Long	\$40.00
Silver	3 3/4" Long	\$25.00 (Missing Hood)

Photo 3:

Top Orange	6" Long	\$75.00
Silver	4 3/8" Long	\$35.00
Green # 85	4" Long	\$35.00
Blue	3 5/8" Long	\$30.00

Photo 4:

Top Red	4 1/4" Long	\$40.00
Red	4" Long	\$40.00
Red	3 5/8" Long	\$30.00
Red	2 3/4" Long	\$25.00

Photo 5:

Top Inked	3" Long	\$30.00
No Finish	3" Long	\$25.00
Red	3 1/4" Long	\$40.00

1928... *Continued from Page 5*

than those designated "Press" etc.

Due to the felt being susceptible to bug damage all IMS armbands are very tough to find.

Along this same line in regards to damage are pennants. The majority of pennants prior to the mid-1930's are very hard to find, especially without some damage. There are generic, as seen below, and dated pennants from 1928.



Panoramic photos from 1928, while not as hard to find as those prior to and just after WWI, are still tough to find and those with out damage will command some premium.



As newspaper is thin in general and not made to last they are even more subject to damage

than any other memorabilia and are very hard to find with out damage.



There are generic postcards, such as the aerial view seen below, and real photo postcards from 1928 with real photo being the tougher type to find.



To sum up, memorabilia from 1928 is tough to find in general. One will more than likely find the program, general admission tickets and generic post cards before they find any other items from 1928.

CLASSIFIEDS

Ad Policy

Classified Ads are free to members and \$5.00 to non-members. Please limit ads to 15 typed lines.

Members wishing to place **FULL PAGE ADS/INSERTS** will be required to make their own photocopies. No Charge. The copies should be sent to **NI500CC** at the address below.

Display ads are priced as follows:

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1" x 1 column (3-1/2") \$4.00 per issue or \$15.00 per year
1-1/2" x 1 column (3-1/2") \$7.00 per issue or \$25.00 per year
3" x 1 column (3-1/2") \$13.00 per issue or \$45.00 per year

NON-MEMBERS PRICING:

1" x 1 column (3-1/2") \$7.00 per issue or \$24.00 per year
1-1/2" x 1 column (3-1/2") \$10.00 per issue or \$35.00 per year
3" x 1 column (3-1/2") \$17.00 per issue or \$60.00 per year

Send all ads to:

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13654 Wood Mill Ct. Carmel, IN 46032 US

Members may **EMAIL** ads to: **dar500@indy.rr.com**

PLEASE NOTE: If you are emailing an ad or article, **Please DO NOT** use a spread sheet or PDF. Send it in a regular email or use Word.

LEGEND

(1) 1st time or renewed ads - (2) 2nd time ads - (3) 3rd time ads - (4) 4th and final time ads

When an ad has run for four consecutive issues and no one has contacted the editor, it will be removed from the following issue. If you would like to keep the ad running, all you have to do is contact the editor (**dar500@indy.rr.com**). The ad will be renewed for four more issues or until you tell

Disclaimer: The National Indy 500 Collectors Club is not responsible for the content of the classified ads in The Short Chute. Any representations, explicit or implied, are the sole responsibility of the individuals placing the classified ads. The publication of these ads does not constitute an endorsement of any advertiser in The Short Chute.

WANTED (4) Indy 500 Programs: 1919, 1920 and 1923. **Herman Michael** 204 N. Main St. Lewisburg, OH 45338 Ph. 937-962-2971

FOR SALE (4) 1946 pit badge number 100 in beautiful condition. Make Offer. **Jack Fidger** Ph: 317-372-4434 or Email: **dadofjg@hotmail.com**

FOR SALE (1) - 1934 Legion Ascot Speedway Program, Wednesday Night, August 22, 1934 \$60. Indy 500 complete tickets, 1979 \$35, 1988 \$20, 1999 one at \$5 and one at \$10, 2000 \$10. 1963 Indy used ticket \$40. 1986 Toronto Molson ticket complete \$20.

WANTED (1) - 2011 Indy 500 pit badge belt buckle, Indy 500 complete unused grandstand tickets 1967-63-60-53 thru 49-47 thru 37-33-32-30-28-25 and earlier. Indy 500 used grandstand tickets 2002, 03, 1999, 33-32-28 and earlier. Indy 500 complete unused complimentary qualification tickets 03-02-99-98-78-71 thru 66. Brickyard tickets complete unused: 2002 - used tickets 2004-06 thru 08. **Jerry Butak** 1496 E. Crestview Dr., Cottonwood, AZ 86326-4599, Ph. 928-634-6461 before 9:00 PM Cottonwood time. email: **race2collect@jerrybutak.com**

FOR SALE (4) Neon Sign Miller Light / Indianapolis Motor Speedway Wheel and Wings. These neons hung in the concession stands at the Speedway. 8 years old, never used, came original from Monarch Distributing. \$1,400. 36" wide 40" high. **WANTED** Plastic dust covers for carousel 1:18 scale Indy cars. 1952 Indy 500 race ticket with rain check attached. **Dave Leim** **davidcleim@yahoo.com** Ph: 317-531-6401.

FOR SALE (4) Hobby Horse beautiful 1/43 diecast in original tins with wrap. 1911 Ray Harroun, 1960 Jim Rathmann, 1961 A.J. Foyt, 1962 Rodger Ward \$100 each. Program 2000 F1 Indy \$5. Pepsi bobbleheads, 4-time winners, Unser, Foyt, Mears \$25. Frosted mugs from gas station in 1960, 1958 Jimmy Bryan, 1959 Rodger Ward \$10 each. Leader Card 500 Roadster original team cap \$25. Mobil Oil cap, light tan with flying horse \$15. Caps are like new. **Greg Littleton** email: **indyroadsters@gmail.com** Ph: 812-378-2060

FOR SALE (1) Official Indy 500 Photographers T-shirts. 1976 through 1987 except 1977 (eleven total). All eleven for \$242. Free shipping. **Dick Wade** (330) 757-4952

FOR SALE (1) Indianapolis Motor Speedway Centennial Commemorative Rifle. Name of manufacturer is Henry Big Boy. Finishes include 24kt gold, antique gold, shiny nickel and black chrome. The limited edition size is 100 pieces (also produced was 1 "Winner" and 1 "Museum"). The number of my rifle is "17". Firearm includes beautiful engravings, finished custom oak display case and certificate of authenticity. Price 3,500.00. Pictures and more details are available. If interested please call **Frank Castillo** at 623-935-3055 or email fcastillo15@cox.net

FOR SALE (3) 1946 Pit Badge #252 \$3500.00. I can send pictures. Other bronze and silver badges from 1948 to present, 6 x 9 postcards and other postcards, tickets 1936 to present, full complimentary tickets 1955-64, I have two 1921 Programs \$375.00 ea., other programs 1925, 1934 to present. **Wanted:** 1923 ticket as well as older tickets, programs and badges. If you have anything to sell that is 500 related give me a call. **Jack Schroeder**, 812-243-5304, seaberryhill500@gmail.com

WANTED (4) Information on the model of the #23 Burd Piston Ring Spl. that Henry Banks had on his desk when he was Director of Competition for USAC. **Ed Picard** (401) 949-2709

FOR SALE (3) For Sale: Four calendars: Two Official Indianapolis 500 calendars for 1989 and 1990-91; one 1983 Indycar Superstar calendar; one 1990 CART Champ Car calendar by Autocourse. US\$50 including shipping to lower 48 states. Also four Photographers badges 1957-1960. US\$40 including shipping to lower 48 states. **James Rice** ricebugg@comcast.net

FOR SALE (1) Sports Illustrated covers – A. J. FOYT - 6/1/64; 5-19-75; 2/28/72 and 5/25/81, plus SPORT magazine – 6/73 - \$12 each + postage or \$50 + postage for all 5. Foyt media guides – 86, 89, 90, 91, 92, 94 and 95 - \$6 each + postage or \$35 for all 7 + postage. Other – SI driver or event covers - Johnny Rutherford – 6/2/80 and 6/3/74; Al Unser – 6/7/71; Pat O'Conner – 5/26/58; Mark Donohue – 6/5/72; Indy 500 artwork – 5/25/59; "The 500" – 5/30/66; Bob Sweikert – 5/28/56; Jimmy Bryan – 5/27/57; Other – non-racing cover but story inside - opening of Daytona International Speedway – 2/26/59 and Indy

500 race coverage – 6/13/66 - \$6 each + postage or \$50 for all 11 + postage. Every item is one owner (me). **Joe Jennings** (jjennings500@hotmail.com) – 703-250-6962.

FOR SALE (4) First Turn Productions next DVD, "*Midget, Sprint and Champ Dirt Car Highlights Vol. 3*" will be available at the More Horsepower show in Jan. Our revamped website is up and running too so don't forget to check out our other DVD's and items there: www.firstturnpro.com. Any ?'s email info@firstturnpro.com

FOR SALE (4) Many 8 x 10 photos of the roadster days, 1959-1966 - most in color from original negatives, Racing Pictorial magazines, placemats, large cards and post caeds, USAC & CART programs, USAC magazines & yearbooks, Clymer yearbooks, Speed Age and Open Wheel magazines, Sports Illustrated's w/ racing covers, Auto Racing magazines and programs from Watkins Glen G.P. Races. **Calvin Lane** c/o **C.R. Racing Memories** P.O. Box 240 Burdett, NY 14818 ph. (607) 546-2840

FOR SALE (2) Jimmy Bryan trophies: 1) Early 50's Visalia Speedway Main Event Winner, Jim Bryan 16" tall/base black plastic 7" wide, silver plating \$300 plus shipping. 2) Early 50's Thomas Speedway Main Event Winner, Jimmy Bryan, 23" tall/base black round 8", copper plating \$600 plus shipping. 3) Early 50's First Place Mazanita Speedway, 13" tall/base cream plastic, 7" wide, silver plating \$350 plus shipping. 4) Late 40's Prescott Fairgrounds Main Event Winner, Jim Bryan, 15 1/2" tall, base 5 3/4" white plastic repaired, still looks good \$350 plus shipping. 5) Salem Speedway Feature Winner, Jim Bryan 1957, 15 1/2" tall, 8" wide base, all wood \$350 plus shipping. Trophies come with COA's. **Len Gasper**, 602-938-3965. lengasper@cox.net

FOR SALE (1) - Culver Block pavers imprinted with W.C.Co. Culver Block, pat May 21, 1901, were purchased in 1909 by the IMS to build the 2 1/2 mile track. In 2000, the IMS purchased from me clean pavers of the same vintage to extend the 3 ft. brick finish line into the infield plaza. Possible uses of these pavers include patios, driveway, walks or under your favorite car.. Culver Block pavers have also been purchased from me by the IRL and the Penske Museum. For more info please call **Joe Helms**, DVM, at (618) 830-0682



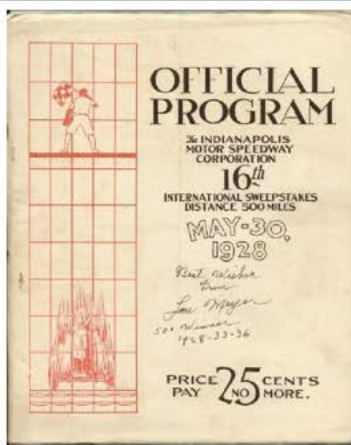
1928 "Pitman" and "Exclusive Concession" race day official credentials



1928 Track Pass



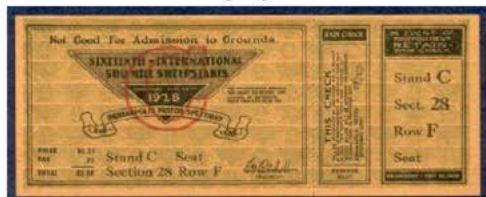
1928 Temporary Track Pass



1928 program



1928 Technical Committee armband



1928 unused ticket

Visit the National Indy 500 Collectors Club
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