

All - Time Top 25 Board Track Drivers

1910 - 1931

Driver		Points	Wins
1. Tommy Milton	**	103	18
2. Jimmy Murphy	*	76	18
3. Harry Hartz		73	8
4. Ralph DePalma	*	63	16
5. Ralph Mulford		55	9
Eddie Hearne		55	7
7. Peter DePaolo	*	54	12
8. Roscoe Sarles		45	5
9. Earl Cooper		44	8
10. Bennett Hill		43	6
11. Dave Lewis		41	5
12. Louis Chevrolet		37	9
13. Frank Lockhart	*	35	9
14. Dario Resta	*	31	7
15. Frank Elliott		30	4
16. Leon Duray		24	5
17. Eddie Rickenbacher		19	4
18. Fred Comer		18	2
Bob McDonogh		18	3
20. Joe Thomas		16	3
21. Johnny Aitken		14	4
Cliff Durant		14	2
Joe Boyer	*	14	2
24. Gaston Chevrolet	*	13	3
I. P. Fetterman		13	2

POINTS:

3 points for a first place Board Speedway win

2 points for a second place podium finish

1 point for a third place podium finish

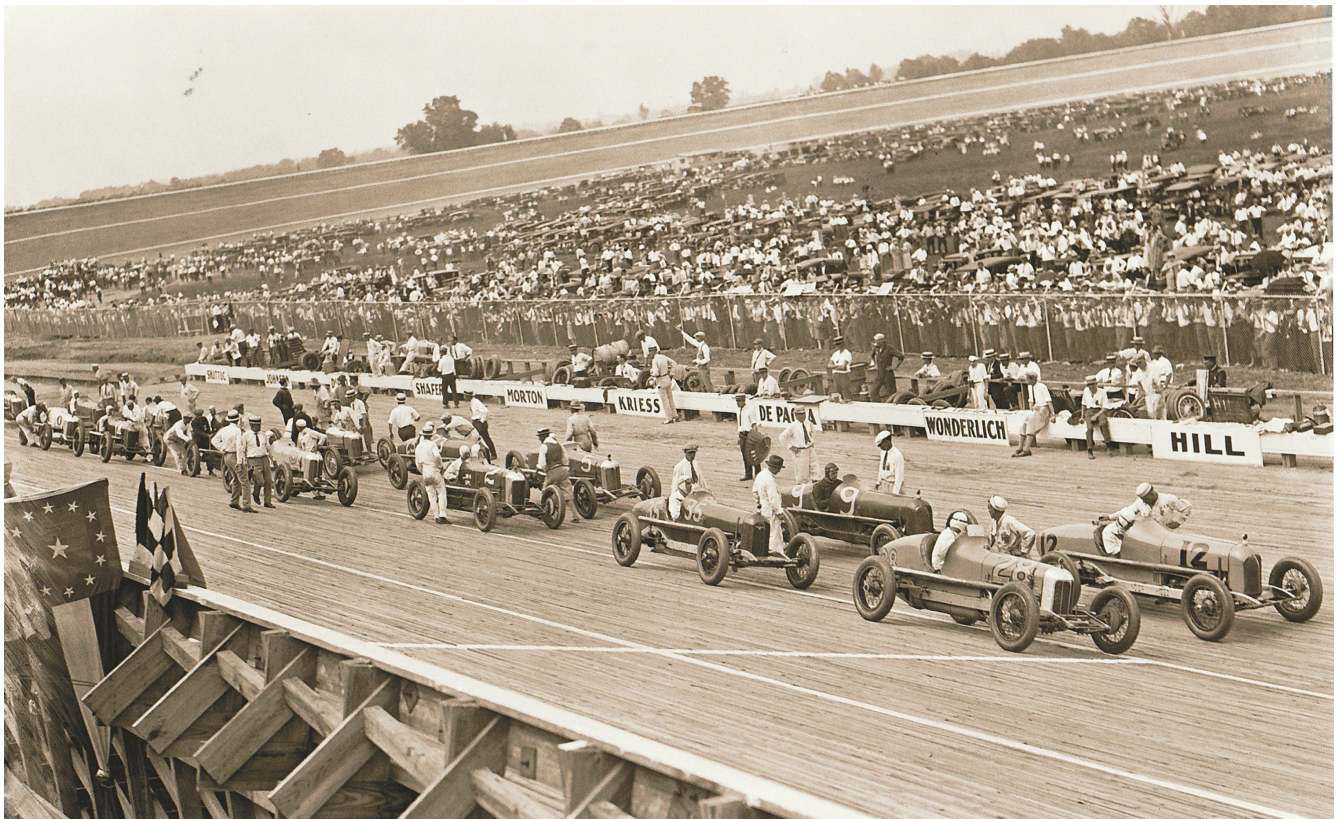
*= Indianapolis 500 win

by Kenneth J. Parrotte
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The All - Time Top 25 Board Track Drivers list was made up of 205 Board Track races held at 20 different Board Speedways.

The 205 races were distances of 10 miles to 500 miles. 75 races were run between 10 miles and 50 miles, 74 races over 50 miles to 200 miles, 54 races over 200 miles to 300 miles and one 350 mile race and one 500 mile race.

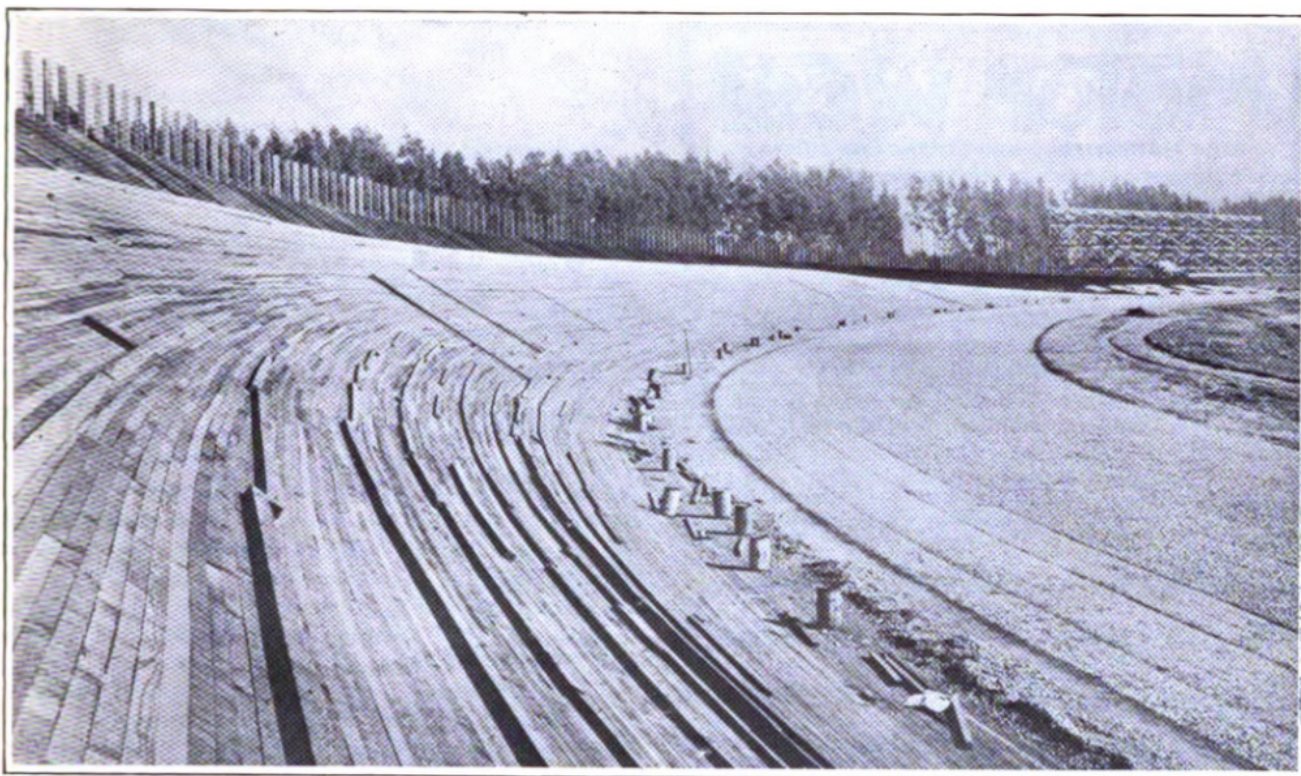
The 20 different track were of 1 to 2 mile Board Speedway constructed from 1910 to 1931; Playa del Rey, Chicago, Des Moines, Omaha, Sheepshead Bay, Tacoma, Uniontown, Cincinnati, Beverly Hills, Fresno, San Carlos, Cotati, Kansas City, Altoona, Charlotte, Culver City, Rockingham, Laurel, Fulford-Miami and Atlantic City.



Baltimore - Washington Board Speedway, Laurel, MD July 11, 1925. Peter DePaolo in the #12 Dusenberg won the 250 mile race from the pole position. Ken Parrotte photo collection.

Peter DePaolo broke the 100 mile Indianapolis 500 average race speed barrier when he won the 1925 Indianapolis 500 driving a Dusenberg at an average speed of 101.126 miles per hour.

The Board Speedways produced much faster speeds with their high banking. Frank Elliott driving a Miller averaged 127.87 miles per hour at the Culver City Board Speedway 250 November 29, 1925.



VIEW OF ONE OF THE TURNS, SHOWING WIDE SAFETY ZONE, AND A PORTION OF THE NORTH STAND.

Beverly Hills Board Speedway under construction. January 15, 1920 Motor West magazine. Notice the nail kegs lined up at the bottom of the track. Also notice the 2 X 4's nailed on top of the board track. The banking was a steep 37 degrees and the 2 X 4's were there for foot holds so that workers could nail the track boards down.

The Beverly Hills Board Speedway was constructed in late November 1919 with the workers still hammering boards as the first race being held February 28, 1920 which was won by Jimmy Murphy driving a Dusenber.

In the November 15, 1919 edition of Motor West magazine it was reported at that stage of construction that the track had already consumed "over 3 million feet of lumber and 40 tons of nails at a cost of a million dollars."

1918 Sheepshead Bay starting lineup. Photo courtesy of the Library of Congress.





1927 Boyle Valve Special Miller. Ken Parrotte photo.

The 1927 Boyle Valve Special Miller was typical of the racers of the day.

In 1927 Cliff Woodbury would drive the #15 Boyle Valve Special Miller at the Indianapolis 500 and all the Board Speedway events.

March 6, 1927	Culver City 250	14 th
May 7, 1927	Atlantic City 200	5 th
May 30, 1927	Indianapolis 500	19 th
June 11, 1927	Altoona 200	6 th
July 4, 1927	Rockingham 200	4 th
September 5, 1927	Altoona 200	10 th
September 19, 1927	Charlotte 100	2 nd
September 19, 1927	Charlotte 50	3 rd
September 19, 1927	Charlotte 25	3 rd
October 12, 1927	Rockingham 65	3 rd
October 12, 1927	Rockingham 75	5 th