Out in front it's easier to rug a race. You feel confident and you have a better picture of the whole thing. I knew I had to get a good lead on Jim Rathmann so I could make a stop and stay in front. But when I made the stop and went out again I thought I had lost the lead. started looking for him up in front of me and couldn't find-him. Then I looked back and there he was, I had to drive a lap at 141 to get away from him," said Sam.

In the 1956 race things were a lot tougher. When Paul Russo hit the wall on the 21st lap Hanks and eight other cars got into trouble the next time around. Hanks had to stop and when he got going again he was in 29th position. That was what made the '36 race so much tougher—coming from 29th

Indianapolis

Newspaper

and date

Premier

unknown),

Carl Fisher.

Sam Hanks.

Automobile

Company.

Article on

car did

race.

Fisher is not

compete in

accurate. The

one handicap

(actual paper

After a pheasant time had been had by all at the Strauss dinner, Freeman paid quite a tribute to the men who race at Indianapolis.

"They are a great breed of men-these champions." he said. And speaking of Tony, he said he had much admiration for a man who was courageous enough to pour money into a one-shot venture, and keep putting more money back into it for improvements.

"I feel the Speedway has been greatly instrumental in the growth of Indianapolis," said Sam,

Tony thanked Sam for his loyalty to the Speedway "Strauss and the Speedway grew up together," said Tony. "Everyone here has been helpful to the Speedway. I'm proud to present this beautiful trophy to you Sam-" and then he added-"Don't lift it, we gotta save you for tomorrow." It is a bundle at that.

The trophy, created by sculptor Adolph G. Wolter, is solid bronze on a maple base. In the background are the flags. The face of a clock is in the shape of the Speedway track. To the right is the monument. Above the stock fine is Sam's winning car. Tower Terrage be replaced the old Pagoda in this year's design. And is on the face of the clock

"As long as there's a Speedway, there'll be a Strauss traphy," said Freeman. Originally the trophics were imported pieces of art, later they were painted partraits of the winning driver, now they are more symbolic of the race for they embrace many phases of it.

Hanks, expressing his appreciation of the trophy, said he had a fine place for it in his den at home. Sam said he'd been busy ever since the day he arrived home and received an official welcome. "Alice and I were on Cloud 9 that day-and we still are," he said.

"There's a book in this guy," concluded Freeman, At any rate, hiring Sam Hanks was a stroke of genius on Hulman's part.

# Sam's Still Winning

Sam Hanks (left!, winner of the 1957 500 Mile Race, still is reaping rewards Last night he received the Strauss award, presented annually to

The award wa man (right), Speedway Owr on -The New

# GREAT CARS OF SPEED

# Fisher's Premier Never Was Raced

By DON O'REILLY

mobile that played no part at chassis all in the history of the Indian- of any kind. The huge fourapolis Motor Speedway.

In fact, the car never actually raced, but it's on dis- open. play because it was created especially for the Speedway builder, Carl Fisher,

The 1903 Premier might well be called a folly of the day. somebody goofed. The car was over the maximum weight inches. limit.

examination to see the dozens corded at 2,320 pounds. of holes, large and small, which were drilled through the frame and other parts in a vain attempt to cut off weight and comply with the regulations.

At the Indiana State Fairgrounds, on November 4, 1905, the car was driven in an exhibition run at 5921 miles an

In the Indianapolis Speed- hour, with the driver sitting way Museum stands an auto- on a bucket seat boiled to the

cylinder, 923 cubic-inch engine sits straight up, out in the

The cylinders have a huge hore of 7 inches, with 6-inch stroke.

The wheels were powered hy a chain drive, outside the It was planned for the 1964 frame, and the large wooden Vanderbilt Cap Race, but spoke wheels required tires 34 inches in diameter by 412

The car weight, after all the It doesn't even take close holes were drilled, was still re-

Yes, sir, those were the days. A ride in that car at 59 mph must have been more work and more thrilling than a ride around the Speedway today at 145 mph.

### SPORT SHORTS

#### TENNIS

Pancho Gonzales beat Lew Hoad; 6:3, 6-2, m Milwaukee for a 42-34 edge in their 100match series.

Mervyn Rose of Australia defeated Italy's Nicola Pietrangelt, 5-7, 8-6, 6-4, 1-6, 6-2 in the final of the Rome International tournament.

Doubles final E : Lesen. Cessoil. Women a Final to a Ex-

### HORSE RACING

Johnny Heckman rode Ambenaria (\$70.10)

Ambenaria (\$70.10)

Ambenaria (\$70.10)

Quaraven (\$11k | 10.10)

Ambenaria (\$4.0)

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farthed third

COLLEGE BASEBALI

1905 That's a four-cylinder engine. with 923 cubic inches displacement,

six times the size of the 145 mph

Speedway cars of today.

Line Drive Fotal

INDIANA CONFERENCE

59 MPH Speedster

Carl richer appears relaxed on the

huge 1903 Premier, which turned the

State Fairgrounds track at 59 mph in

AT WEST LAFAYETTE

DALLAS, Tex. (AP) Carl