1916

WITH THE GREAT WAR IN EUROPE in its second year, Speedway officials elected to run only 300 miles — the only time the race was shortened intentionally.

Only 21 cars started, and three were built and owned by the Speedway. They were called Premiers but were knockoffs of the Peugeot.

The winner was Dario Resta, an Italian-born Englishman who drove a real Peugeot. Resta led from the 50-mile mark and was never seriously challenged. Resta was later killed in a 1924 accident in England.

Another new car name at this year's 500 was the Frontenac, built and driven by Louis Chevrolet, who had founded but walked away from the Chevrolet Motor Car Company and could no longer use the name on his cars.

TOP: Louis Chevrolet (left) confers with his mechanic before the 1916 Indianapolis 500. Chevrolet had engine problems after completing 82 laps and finished 12th. *Star/News Archives*

MIDDLE: Dario Resta, winner of the 1916 Indianapolis 500. *Star/News Archives*

BOTTOM: Howdy Wilcox races down the main straightaway at the Speedway. Wilcox finished seventh in his Premier. *Star/News Archives*
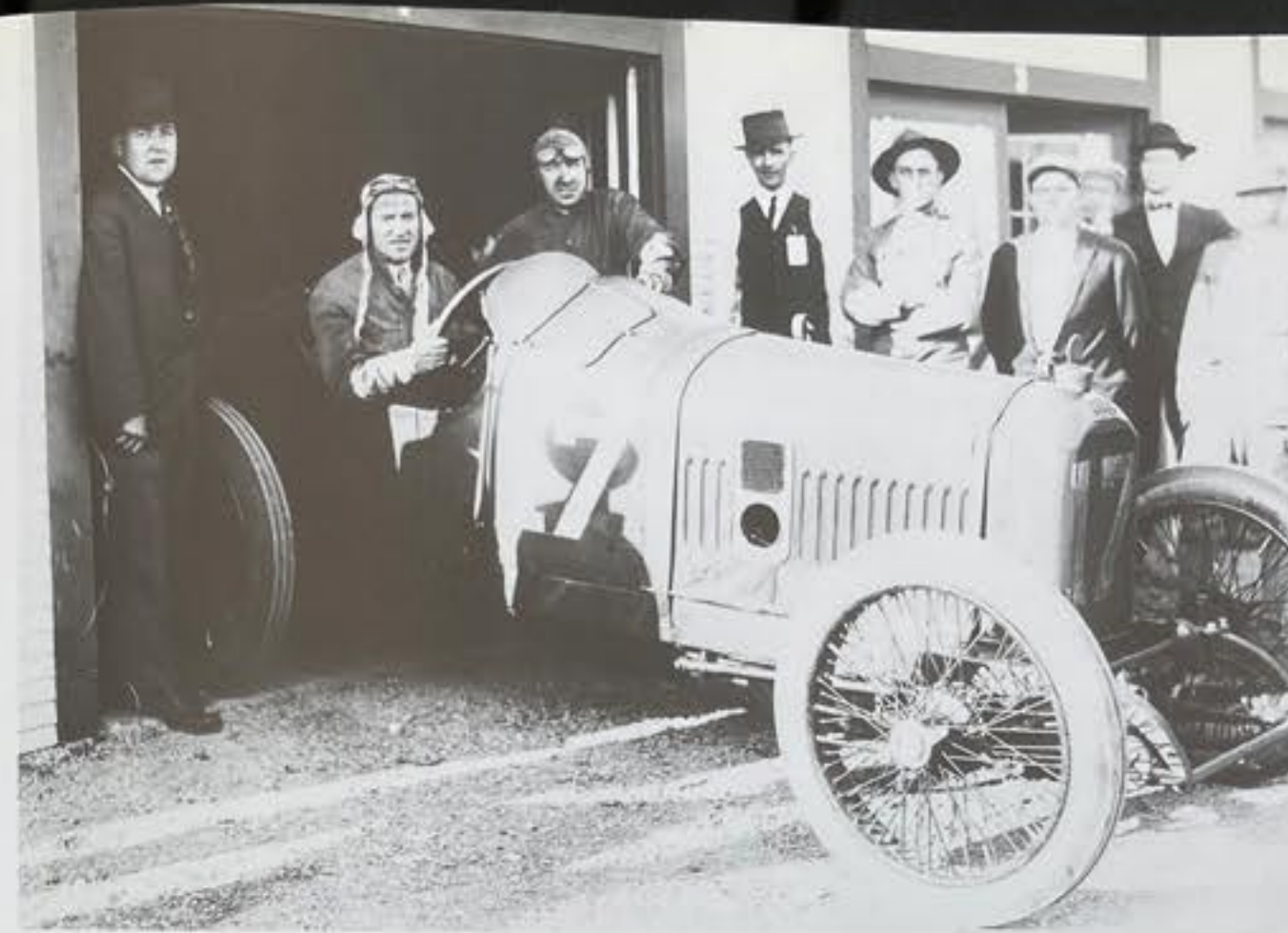
LEFT: Dario Resta sits in his Peugeot in the garage area with his crew. Resta was born in Italy but grew up in England, where he began his racing career. Resta, who started fourth in the 1916 500, won the race which had been shortened to 300 miles. His first-place finish was worth $12,000. *Star/News Archives*

BELOW: The front row sits at the starting line before the 500 in 1916. Johnny Aitken's Peugeot (18) started on the pole. Race winner Dario Resta's Peugeot (17) is on the outside of the front row, next to Gil Anderson's Maxwell (28). Eddie Rickenbacker's Maxwell started second but lasted only nine laps. Rickenbacker finished 20th in the 21-car field. *Star/News Archives*