

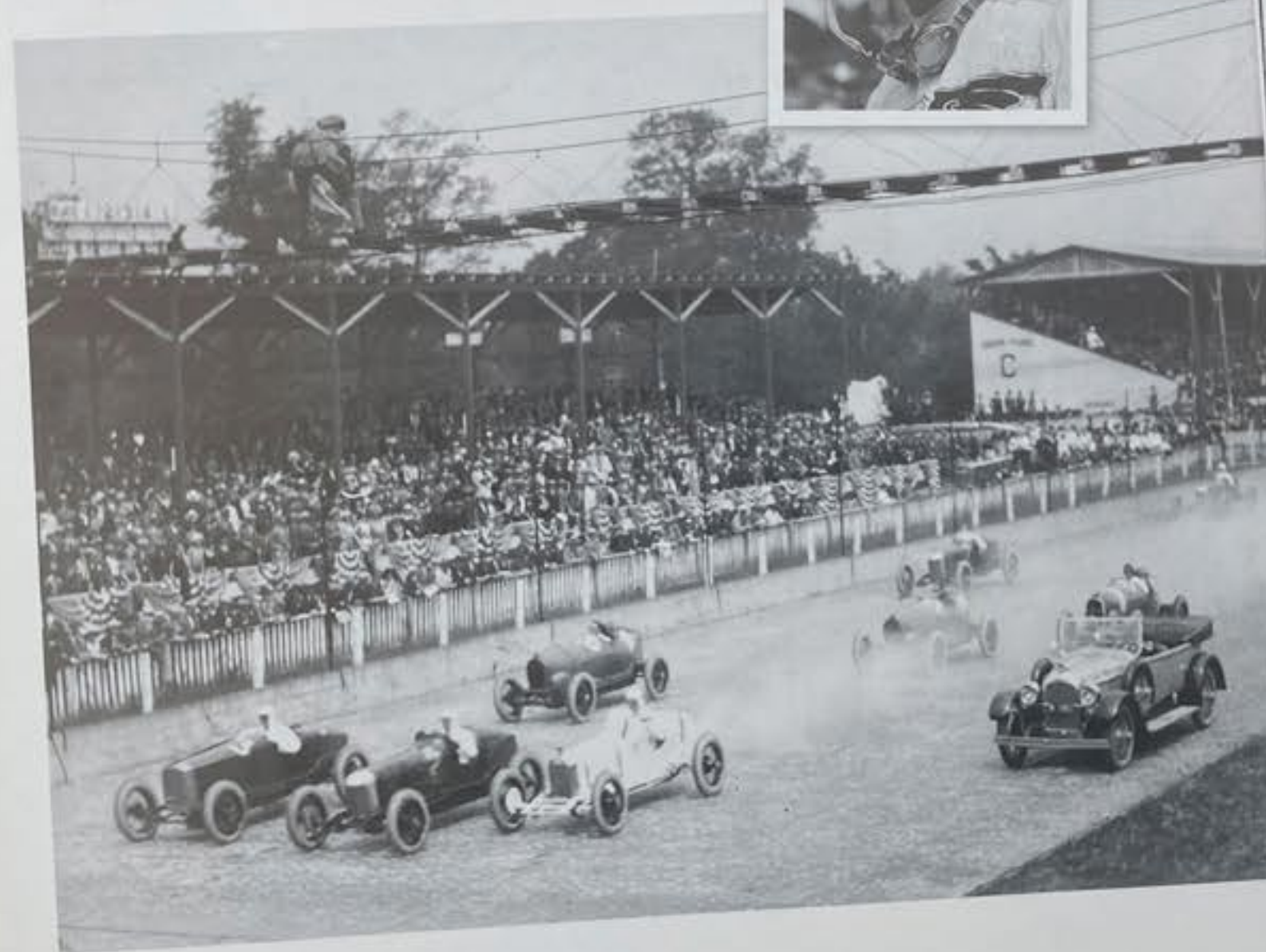
1923

TOMMY MILTON BECAME THE FIRST TWO-TIME WINNER, THOUGH NOW HE WAS driving a Stutz HCS Special.

This was the first year since 1911 riding mechanics were not required and most of the entrants were single-seaters. It was the most competitive race to date, with six drivers swapping the lead 28 times, a record that would not be broken until 1960.

Milton's pit crew had to get creative after the car's gas tank cap was lost. They wrapped tape around an orange and stuffed it in the cap's place.

It was also the first year a spectator was killed. Relief driver Tom Alley crashed through a backstretch fence, killing a teenage boy who had been watching the race through a knothole.



LEFT TOP: Tommy Milton won his second Indianapolis 500 in three years in 1923. He was relieved mid-race by Howdy Wilcox, who drove laps 103 through 151. Wilcox's car had suffered clutch failure after 60 laps and finished 17th. *StarNews Archives*

BOTTOM: Fred Duesenberg pulls the pace car to the side of the track as Eddie Rickenbacker (at top on the footbridge) waves the racers away for the flying start of the Indianapolis 500 on May 30 1923. This would be the last race in which the starter stood on the footbridge strung across the track — it was replaced the following year by a starter's stand at the side of the straightaway. Tommy Milton started from the pole position in a white Stutz (foreground), sharing the front row with Harry Hartz (middle) and Dario Resta (left).

Ray D. Casey/The Indianapolis News

**MRS. MILTON FIRST
TO GREET VICTOR
WITH HEARTY KISS**

Wife Expressed Confidence in Tommy's Ability From First of Race.

BY LEONORA K. ROSS.

BYEONORA R. ROSS.

Just as the grand stands rose to acclaim the winner of yesterday's great race, a flushed young woman whose big rose-hued hat reflected the color in her cheeks slipped through the gate and hurried toward the spot where, a few moments later, the white car bearing the H. C. S. emblem rolled in from the track. Half a dozen cameras were focused upon her. For a moment she looked a little half-bewildered, to Barney Oldfield, who stood beside her. Then the snot-and-grease beams of the cameras and crowd within reach, and Mrs. Tommy Mil- ton, who had been the race winner, greeted her husband with a hearty laugh and a kiss.

Then the crowd broke and the couple was surrounded by excited friends offering congratulations.

"I was the first to kiss him, anyhow," Mrs. Milton remarked laughingly to her friends.

Wife Never in Doubt.

Wife Never in Doubt.

It was the only comment upon her husband's victory which she made after the race was won. Some time before, however, when the finish seemed certain, she expressed faith in his ability to win.

"What does it seem like to be the wife of the winner?" she was asked.

"Well, I'm a betting sort of you see now," she was the reply. "You said I've been the winner's wife before."

"Was Mr. Milton as sure of the outcome?"

"Was Mr. Milton as sure of you?" she was come of the race as you were?" she was questioned.

"No, he's never sure of anything," she responded Mrs. Milton. "But I am, sure of you know—sure of him and sure that he is going to win."

All through the race, in fact, she expressed a serene confidence in her husband's ability.

"No, he's never sure of me," responded Mrs. Milton. "But I am sure of him and sure that you know—sure of him and sure he was going to win."

All through the race, in fact, she expressed a serene confidence in her husband's ability.

1924

TEAMMATES L.L. CORUM AND JOE Boyer started the race driving cars built by Fred Duesenberg, but then made a switch.

Boyer was driving the No. 9 car, but mechanical trouble doomed his chances. Corum was driving the No. 15 and when he came into the pits, Duesenberg decided to switch drivers, putting the better driver in his best car.

Boyer muscled his way from the middle of the pack to take the lead and the win. The two drivers were named co-winners.

Jimmy Murphy had been the fastest qualifier at more than 108 mph but came in third behind Boyer and Earl Cooper.



ABOVE: L.L. Corum (left) started the race in the No. 15 car for Fred Duesenberg (right). Just beyond the midway point of the race, Corum was replaced by teammate Joe Boyer, whose car had developed mechanical problems. It was Boyer who drove the car under the checkered flag after 500 miles, but Boyer and Corum were declared co-winners. *Starline Archives*

BELOW LEFT: Joe Boyer drove the final 89 laps in the winning car in the 1924 Indianapolis 500. *SanNews Archives*

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VOL. 10. NO. 461.

INDIANAPOLIS, MONDAY, MAY 25, 1926.

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Furling of Stars of This
Nation at 9 A. M. and Wel-
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City Committee in Commemorative
Services by Soldiers.

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INDIANAPOLIS-MADE
CAR WINS LAURELS
IN MOTOR CLASSIC

One of Fastest Finishes
Ever in Indianapolis to Show
All Speedway Marks of
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LAST RACE TO BE RUN

Plenty in Game, Thrilling
Time After Time, Greatest
American Gamblers.

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BOYER RELIEVES 'DUESIE'
PILOT IN 106TH, FINISHING;
CORUM OFFICIALLY WINS

Winners in 500-Mile Race

Placing	Time	Driver	Time	Driver
1st	1:00:00	Boyer	1:00:00	Boyer
2nd	1:00:00	Boyer	1:00:00	Boyer
3rd	1:00:00	Boyer	1:00:00	Boyer
4th	1:00:00	Boyer	1:00:00	Boyer
5th	1:00:00	Boyer	1:00:00	Boyer
6th	1:00:00	Boyer	1:00:00	Boyer
7th	1:00:00	Boyer	1:00:00	Boyer
8th	1:00:00	Boyer	1:00:00	Boyer
9th	1:00:00	Boyer	1:00:00	Boyer
10th	1:00:00	Boyer	1:00:00	Boyer

102.12 Miles on Five
Laps Faced Through
out by Corum. Who Is
Second Place in Heat
Between Leadere
Races 100-Mile Wash
Havill's Elbow Has
Marked Development
of 102 Miles on Five
Laps.

WINNING DRIVER EMBARRASSED
BY PLAUDITS OF RACE FANS

"Wonderful Ride," Ex-
claiming Joe Boyer After
Mad Race of Speed-
Wife Wilkins of His
Thrilling Victory.

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