

INDIANAPOLIS 500 RACE WINNERS

| <u>Year</u> | <u>SP</u> | <u>#</u> | <u>Driver</u> | <u>Car Name/Entrant</u> <u>Chassis/Engine</u> | <u>Qualify</u> <u>Speed</u> | <u>Race</u> <u>Time</u> | <u>Race</u> <u>Speed</u> |
|-------------|-----------|----------|---------------------|---|--------------------------------|----------------------------|-----------------------------|
| 1911 | 28 | 32 | Ray Harroun | Nordyke & Marmon Marmon/Marmon | N/A | 6:42:08.000 | 74.602 |
| 1912 | 7 | 8 | Joe Dawson | National Motor Vehicle National/National | 86.130 | 6:21:06.000 | 78.719 |
| 1913 | 7 | 16 | Jules Goux | Peugeot Peugeot/Peugeot | 86.030 | 6:35:05.000 | 75.933 |
| 1914 | 15 | 16 | Rene Thomas | L. Delage Delage/Delage | 94.540 | 6:03:45.000 | 82.474 |
| 1915 | 2 | 2 | Ralph DePalma | Mercedes/E.C. Patterson Mercedes/Mercedes | 98.580 | 5:33:55.510 | 89.840 |
| 1916 | 4 | 17 | Dario Resta | Peugeot Auto Racing Peugeot/Peugeot | 94.400 | 3:34:17.000 | 84.001 ^a |
| 1919 | 2 | 3 | Howdy Wilcox | Peugeot/Indpls Spdway Team Peugeot/Peugeot | 100.010 | 5:40:42.870 | 88.050 |
| 1920 | 6 | 4 | Gaston Chevrolet | Monroe/William Small Frontenac/Frontenac | 91.550 | 5:38:32.000 | 88.618 |
| 1921 | 20 | 2 | Tommy Milton | Frontenac/Louis Chevrolet Frontenac/Frontenac | 93.050 | 5:34:44.650 | 89.621 |
| 1922 | 1 | 35 | Jimmy Murphy | Jimmy Murphy Duesenberg/Miller | 100.500 | 5:17:30.790 | 94.484 |
| 1923 | 1 | 1 | Tommy Milton | H.C.S. Motor Miller/Miller | 108.170 | 5:29:50.170 | 90.954 |
| 1924 | 21 | 15 | L.L. Corum-J. Boyer | Duesenberg Duesenberg/Duesenberg | 93.330 | 5:05:23.510 | 98.234 |
| 1925 | 2 | 12 | Peter DePaolo | Duesenberg Duesenberg/Duesenberg | 113.080 | 4:56:39.460 | 101.127 |
| 1926 | 20 | 15 | Frank Lockhart | Miller/Peter Kreis Miller/Miller | 95.780 | 4:10:14.950 | 95.904 ^b |
| 1927 | 22 | 32 | George Souders | Duesenberg/William White Duesenberg/Duesenberg | 111.550 | 5:07:33.080 | 97.545 |
| 1928 | 13 | 14 | Louis Meyer | Miller/Alden Sampson II Miller/Miller | 111.350 | 5:01:33.750 | 99.482 |
| 1929 | 6 | 2 | Ray Keech | Simplex Piston Ring/Yagle Miller/Miller | 114.900 | 5:07:25.420 | 97.585 |
| 1930 | 1 | 4 | Billy Arnold | Miller-Hartz Summers/Miller | 113.260 | 4:58:39.720 | 100.448 |
| 1931 | 13 | 23 | Louis Schneider | Bowes Seal Fast/Schneider Stevens/Miller | 107.210 | 5:10:27.930 | 96.629 |
| 1932 | 27 | 34 | Fred Frame | Miller-Harry Hartz Wetteroth/Miller | 113.850 | 4:48:03.790 | 104.144 |
| 1933 | 6 | 36 | Louis Meyer | Tydol/Louis Meyer Miller/Miller | 116.970 | 4:48:00.750 | 104.162 |
| 1934 | 10 | 7 | Bill Cummings | Boyle Products/Henning Miller/Miller | 116.110 | 4:46:05.200 | 104.863 |
| 1935 | 22 | 5 | Kelly Petillo | Gilmore Speedway/Petillo Wetteroth/Offy | 115.090 | 4:42:22.710 | 106.240 |
| 1936 | 28 | 8 | Louis Meyer | Ring Free/Louis Meyer Stevens/Miller | 114.170 | 4:35:03.390 | 109.069 |
| 1937 | 2 | 6 | Wilbur Shaw | Shaw-Gilmore Shaw/Offy | 122.790 | 4:24:07.800 | 113.580 |
| 1938 | 1 | 23 | Floyd Roberts | Burd Piston Ring/Lou Moore Wetteroth/Miller | 125.680 | 4:15:58.400 | 117.200 |
| 1939 | 3 | 2 | Wilbur Shaw | Boyle Racing Headquarters Maserati/Maserati | 128.970 | 4:20:47.390 | 115.035 |
| 1940 | 2 | 1 | Wilbur Shaw | Boyle Racing Headquarters Maserati/Maserati | 127.060 | 4:22:31.170 | 114.277 |
| 1941 | 17 | 16 | F. Davis-M. Rose | Noc-Out Hose Clamp/Moore Wetteroth/Offy | 121.100 | 4:20:36.240 | 115.117 |

| | | | | | | | |
|------|----|----|-------------------|---|---------|-------------|----------------------|
| 1946 | 15 | 16 | George Robson | Thorne Engineering Adams/Sparks | 125.540 | 4:21:16.700 | 114.820 |
| 1947 | 3 | 27 | Mauri Rose | Blue Crown Spark Plug/Moore Deidt/Offy | 120.040 | 4:17:52.170 | 116.338 |
| 1948 | 3 | 3 | Mauri Rose | Blue Crown Spark Plug/Moore Deidt/Offy | 129.120 | 4:10:23.330 | 119.814 |
| 1949 | 4 | 7 | Bill Holland | Blue Crown Spark Plug/Moore Deidt/Offy | 128.670 | 4:07:15.970 | 121.327 |
| 1950 | 5 | 1 | Johnnie Parsons | Wynn's Friction/Kurtis-Kraft Kurtis/Offy | 132.040 | 2:46:55.970 | 124.002 ^c |
| 1951 | 2 | 99 | Lee Wallard | Murrell Belanger Kurtis/Offy | 135.030 | 3:57:38.050 | 126.244 |
| 1952 | 7 | 98 | Troy Ruttman | J.C. Agajanian Kuzma/Offy | 135.360 | 3:52:41.880 | 128.922 |
| 1953 | 1 | 14 | Bill Vukovich | Fuel Injection/Howard Keck KK500A/Offy | 138.390 | 3:53:01.690 | 128.740 |
| 1954 | 19 | 14 | Bill Vukovich | Fuel Injection/Howard Keck KK500A/Offy | 138.470 | 3:49:17.270 | 130.840 |
| 1955 | 14 | 6 | Bob Sweikert | John Zink KK500C/Offy | 139.990 | 3:53:59.130 | 128.213 |
| 1956 | 1 | 8 | Pat Flaherty | John Zink Watson/Offy | 145.590 | 3:53:28.840 | 128.490 |
| 1957 | 13 | 9 | Sam Hanks | Belond Exhaust/George Salih Salih/Offy | 142.810 | 3:41:14.250 | 135.601 |
| 1958 | 7 | 1 | Jimmy Bryan | Belond AP/George Salih Salih/Offy | 144.180 | 3:44:13.800 | 133.791 |
| 1959 | 6 | 5 | Rodger Ward | Leader Card 500 Roadster Watson/Offy | 144.030 | 3:40:49.200 | 135.857 |
| 1960 | 2 | 4 | Jim Rathmann | Ken-Paul Watson/Offy | 146.370 | 3:36:11.360 | 138.767 |
| 1961 | 7 | 1 | A.J. Foyt | Bowes Seal Fast/Bignotti Trevis/Offy | 145.900 | 3:35:37.490 | 139.130 |
| 1962 | 2 | 3 | Rodger Ward | Leader Card 500 Roadster Watson/Offy | 149.370 | 3:33:50.330 | 140.293 |
| 1963 | 1 | 98 | Parnelli Jones | J.C. Agajanian/Willard Battery Watson/Offy | 151.150 | 3:29:35.400 | 143.137 |
| 1964 | 5 | 1 | A.J. Foyt | Sheraton-Thompson/Ansted Watson/Offy | 154.670 | 3:23:35.830 | 147.350 |
| 1965 | 2 | 82 | Jim Clark | Lotus powered by Ford Lotus/Ford | 160.720 | 3:19:05.340 | 150.686 |
| 1966 | 15 | 24 | Graham Hill | American Red Ball/Mecom Lola/Ford | 159.240 | 3:27:52.530 | 144.317 |
| 1967 | 4 | 14 | A.J. Foyt | Sheraton-Thompson/Ansted Coyote/Ford | 166.280 | 3:18:24.220 | 151.207 |
| 1968 | 3 | 3 | Bobby Unser | Rislone/Leader Cards Eagle/Offy | 169.500 | 3:16:13.760 | 152.882 |
| 1969 | 2 | 2 | Mario Andretti | STP Oil Treatment Hawk/Ford | 169.850 | 3:11:14.710 | 156.867 |
| 1970 | 1 | 2 | Al Unser | Johnny Lightning/Parnelli Jones P.J. Colt/Ford | 170.220 | 3:12:37.040 | 155.749 |
| 1971 | 5 | 1 | Al Unser | Johnny Lightning/Parnelli Jones P.J. Colt/Ford | 174.520 | 3:10:11.560 | 157.735 |
| 1972 | 3 | 66 | Mark Donohue | Sunoco McLaren/Penske McLaren/Offy | 191.400 | 3:04:05.540 | 162.962 |
| 1973 | 11 | 20 | Gordon Johncock | STP Double Oil Filter/Patrick Eagle/Offy | 192.550 | 2:05:26.590 | 159.036 ^d |
| 1974 | 25 | 3 | Johnny Rutherford | McLaren Cars McLaren/Offy | 190.440 | 3:09:10.060 | 158.589 |
| 1975 | 3 | 48 | Bobby Unser | Jorgensen/All American Racers Eagle/Offy | 191.070 | 2:54:55.080 | 149.213 ^e |
| 1976 | 1 | 2 | Johnny Rutherford | Hy-Gain/McLaren McLaren/Offy | 188.950 | 1:42:52.000 | 148.725 ^f |
| 1977 | 4 | 14 | A.J. Foyt | Gilmore Racing/A.J. Foyt Coyote/Foyt | 194.560 | 3:05:57.160 | 161.331 |

| | | | | | | | |
|------|----|----|--------------------|---|---------|--------------|---------|
| 1978 | 5 | 2 | Al Unser | First National City/Chaparral Lola/Cosworth | 196.470 | 3:05:54.990 | 161.363 |
| 1979 | 1 | 9 | Rick Mears | The Gould Charge/Penske Penske/Cosworth | 193.730 | 3:08:47.970 | 158.899 |
| 1980 | 1 | 4 | Johnny Rutherford | Pennzoil/Chaparral Racing Chaparral/Cosworth | 192.520 | 3:29:59.560 | 142.862 |
| 1981 | 1 | 3 | Bobby Unser | The Norton Spirit/Penske Penske/Cosworth | 200.540 | 3:35:41.780 | 139.084 |
| 1982 | 5 | 20 | Gordon Johncock | STP Oil Treatment/Patrick Wildcat/Cosworth | 201.880 | 3:05:09.140 | 162.029 |
| 1983 | 4 | 5 | Tom Sneva | Texaco Star/Bignotti-Cotter March/Cosworth | 203.680 | 3:05:03.066 | 162.117 |
| 1984 | 3 | 6 | Rick Mears | Pennzoil Z-7/Penske March/Cosworth | 207.840 | 3:03:21.660 | 163.612 |
| 1985 | 8 | 5 | Danny Sullivan | Miller American/Penske March/Cosworth | 210.290 | 3:16:06.069 | 152.982 |
| 1986 | 4 | 3 | Bobby Rahal | Budweiser/Truesports March/Cosworth | 213.550 | 2:55:43.480 | 170.722 |
| 1987 | 20 | 25 | Al Unser | Cummins-Holset/Penske March/Cosworth | 207.420 | 3:04:59.147 | 162.175 |
| 1988 | 1 | 5 | Rick Mears | Pennzoil Z-7/Penske Penske/Chevy Indy V8 | 219.190 | 3:27:10.204 | 144.809 |
| 1989 | 3 | 20 | Emerson Fittipaldi | Marlboro/Patrick Racing Penske/Chevy Indy V8 | 222.320 | 2:59:01.049 | 167.581 |
| 1990 | 3 | 30 | Arie Luyendyk | Domino's Pizza/Shierson Lola/Chevy Indy V8 | 223.300 | 2:41:18.404 | 185.981 |
| 1991 | 1 | 3 | Rick Mears | Marlboro Penske Chevy 91 Penske/Chevy Indy V8 | 224.113 | 2:50:00.791 | 176.457 |
| 1992 | 12 | 3 | Al Unser Jr. | Valvoline Galmer '92 Galmer/Chevy Indy V8A | 222.989 | 3:43:05.148 | 134.477 |
| 1993 | 9 | 4 | Emerson Fittipaldi | Marlboro Penske Chevy '93 Penske/Chevy Indy V8C | 220.150 | 3:10:49.860 | 157.207 |
| 1994 | 1 | 31 | Al Unser Jr. | Marlboro Penske Mercedes Penske/Mercedes Benz | 228.011 | 3:06:29.006 | 160.872 |
| 1995 | 5 | 27 | Jacques Villeneuve | Player's LTD/Team Green Reynard/Ford Cosworth XB | 228.397 | 3:15:17.561 | 153.616 |
| 1996 | 5 | 91 | Buddy Lazier | Delta Faucet/Montana/Hemelgam 95 Reynard/Ford Cosworth XB | 231.468 | 3:22:45.753 | 147.956 |
| 1997 | 1 | 5 | Arie Luyendyk | Wavephore/Sprint PCS/Miller Lite/Provimi G Force/Aurora | 218.263 | 3:25:43.388 | 145.827 |
| 1998 | 17 | 51 | Eddie Cheever Jr | Rachel's Potato Chips Dallara/Aurora | 217.334 | 3:26:40.524 | 145.155 |
| 1999 | 8 | 14 | Kenny Brack | A.J. Foyt PowerTeam Racing Dallara/Aurora | 222.659 | 3:15:51.182 | 153.176 |
| 2000 | 2 | 9 | Juan Pablo Montoya | Target Dallara/Oldsmobile | 223.372 | 2:58:59.431 | 167.607 |
| 2001 | 11 | 68 | Helio Castroneves | Marlboro Team Penske Dallara/Oldsmobile | 224.142 | 3:31:54.180 | 141.574 |
| 2002 | 13 | 3 | Helio Castroneves | Marlboro Team Penske Dallara/Chevy | 229.052 | 3:00:10.8714 | 166.499 |
| 2003 | 10 | 6 | Gil de Ferran | Marlboro Team Penske G Force/Toyota | 228.633 | 3:11:56.9891 | 156.291 |
| 2004 | 1 | 15 | Buddy Rice | Rahal Letterman Racing Panoz G Force/Honda | 222.024 | 3:14:55.2395 | 138.518 |
| 2005 | 16 | 26 | Dan Wheldon | Andretti Green Racing Dallara/Honda | 224.308 | 3:10:21.0769 | 157.603 |
| 2006 | 1 | 6 | Sam Hornish Jr. | Marlboro Team Penske Dallara/Honda | 228.985 | 3:10:58.7590 | 157.085 |
| 2007 | 3 | 27 | Dario Franchitti | Andretti Green Racing Dallara/Honda | 225.191 | 2:44:03.5608 | 151.774 |
| 2008 | 1 | 9 | Scott Dixon | Target Chip Ganassi Racing Dallara/Honda | 226.366 | 3:28:57.6792 | 143.567 |

Legend:

- a – 1916, scheduled for 300 miles
- b – 1926, 400 miles (rain)
- c – 1950, 345 miles (rain)
- d – 1973, 332.5 miles (rain)
- e – 1975, 435 miles (rain)
- f – 1976, 255 miles (rain)
- g – 2004, 450 miles (rain)
- h – 2007, 415 miles (rain)

i – Track record

Note:

The Indianapolis 500 was sanctioned by the American Automobile Association (AAA) from 1911-55 and by the United States Auto Club (USAC) from 1956-97. The Indy Racing League has served as sanctioning body from 1998-present.