The beginning...

W.G. Irwin

Clessie Cummins
The Promoter
First Indy Diesel Racer

1931

Indianapolis 500
Cummins Diesel No. 8
Duesenberg racecar

Qualified 17\textsuperscript{th}
Finished 13\textsuperscript{th}
85+ hp @ 1800 rpm hp

First and only race car to complete the Indy 500 non-stop.
First Indy Diesel Racer

1931

After the 500 mile race …
- engine untouched
- Canvas top, side mounted trunk, windshield and headlights added
- Cummins and Irwin demonstrated in Europe
1934

Cummins entered two cars into the Indy-500

- No. 5 car was a 2-cycle
- No. 6 car was a 4-cycle
- The cars set 12 different world records in the race including highest speed and best finish for a diesel powered car
- The 4-cycle proved more dependable, efficient and more powerful than the 2-cycle variant
- Cummins stands by Clessie Cummins decision to abandon the 2-cycle to this day
1950

Indy 500, Cummins No.61
Green Hornet

- 340 hp @ 4000 rpm racing version of the JBS-600 engine with supercharging

- Kurtis-Kraft chassis
1950 Cummins No.61 Green Hornet

- The 340 hp racing version of the JBS-600 engine
- Engine was supercharged with new PT fuel injection
- Become the world's fastest diesel at 165 mph on the Bonneville Salt Flats in Utah
- Six total diesel speed records over 1, 5 and 10 miles
'No. 28' Indy Racer

1952

Indianapolis 500
Cummins Diesel Special
No. 28

- Kurtis-Kraft chassis
- 430 hp low profile
  JBS-600 engine
'No.28' Indy Record Breaker

1952

Cummins Diesel Special No. 28

- Pole position @ 138 mph
- Design features
  - Turbocharging
  - Horizontal engine layout
  - PT fuel injection system
  - First car to be wind tunnel tested
  - Low profile - drivers seat 4 inches (102mm) from track
- Damage forced No.28 to retire after 100 miles on pace with the race leaders
Thank you!