

| VARIOUS | |
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| RACE | NOTES |
| 1950-55 | Race was sanctioned by American Automobile Association (AAA). |
| 1950-56 | Engine capacity was set at 4.50 liters or 3.00 liters supercharged. No weight limit. |
| 1950-60 | The race utilized 'flying start' procedure where cars would complete several formation/pace laps behind a pace car before being shown the green flag. |
| 1950-60 | The starting field was restricted to 33 under the AAA regulation permitting 1 car per 400 feet (121.92 meters) of race track. |
| 1950-60 | Qualifying was conducted over four days during the two weekends preceding the race. The fastest qualifier on the first day of qualifying (Pole Day) won the pole position. Drivers who qualified on subsequent days would be lined-up behind the first-day qualifiers even if their times were faster than those from the Pole Day, until the starting grid was filled to 33. On the last day of qualifying (Bump Day) the slowest car in the field (regardless of the day it qualified) was replaced by any other car that qualified faster. |
| 1950-60 | Each driver without prior Indy 500 experience was subject to rookie orientation, regardless of achievements at other race tracks. The test consisted of four stages and the driver was required to complete ten laps at predetermined speed (within certain tolerance) for each phase. Any driver completing only some of the four stages was required to finish the remaining stages at his next attempt. Also, if any driver who passed the rookie test then failed to complete all four qualifying laps and the rookie orientation criteria changed before his next attempt, the driver would be required to complete any stages of the new test criteria. |
| 1950 | The fastest race lap credit to Johnnie Parsons, US could not be confirmed. It probably represents the fastest lap driven by the race winner, and may or may not also be the fastest race lap. |
| 1950-51 | Required rookie test stages: 100-110-115-120 mph (160.934-177.028-185.075-193.121 km/h). |
| 1951-59 | From 1951 until at least 1959, only a lap completed by the current race leader was timed individually, then measurements were taken on how far behind the other cars were. The fastest lead lap was then credited as fastest race lap, however, conceivably any car running further back in the field could have driven the actual fastest lap of the race without having it properly recorded. |
| 1952-56 | Required rookie test stages: 105-115-120-125 mph (168.981-185.075-193.121-201.168 km/h). |
| 1953 | Fred Agabashian, US & Paul Russo, US were initially classified in 2nd place but after review this was changed to 4th. |
| 1956-60 | Race was sanctioned by the United States Auto Club (USAC). |
| 1957-60 | Engine capacity was set at 4.20 liters or 2.80 liters supercharged. No weight limit. |
| 1957-60 | Required rookie test stages: 115-120-125-130 mph (185.075-193.121-201.168-209.215 km/h). |

| POSTED FASTEST QUALIFYING TIME BUT DID NOT START FROM POLE POSITION | | |
|---|-------------------|---|
| RACE | DRIVER | NOTES |
| 1951 | Walt Faulkner, US | Posted 4-lap time at 4:23.02 (136.872 mph = 220.274 km/h) after the Pole Day and was not eligible for pole position. Started from 14th position on row 5. |
| 1952 | Chet Miller, US | Posted 4-lap time at 4:18.93 (139.034 mph = 223.753 km/h) after the Pole Day and was not eligible for pole position. Started from 27th position on row 9. |
| 1955 | Jack McGrath, US | Posted 4-lap time at 4:12.49 (142.580 mph = 229.460 km/h) after the Pole Day and was not eligible for pole position. Started from 3rd position on row 1. |
| 1957 | Paul Russo, US | Posted 4-lap time at 4:08.59 (144.817 mph = 233.060 km/h) after the Pole Day and was not eligible for pole position. Started from 10th position on row 4. |
| 1960 | Jim Hurtubise, US | Posted 4-lap time at 4:01.52 (149.056 mph = 239.882 km/h) after the Pole Day and was not eligible for pole position. Started from 23rd position on row 8. |

| DOMINANT VICTORIES | | |
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| RACE | DRIVER | CAR |
| FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-MOST LAPS LED | | |
| 1953 Winning margin: 3:30.872. | Bill Vukovich, US | KK500A Offenhauser |
| SIGNIFICANT WINNING MARGIN | | |
| 1950 Winning margin: 1+ lap. | Johnnie Parsons, US | Kurtis Offenhauser |
| 1952 Winning margin: 4:02.329. | Troy Ruttman, US | Kuzma Offenhauser |
| 1955 Winning margin: 2:43.558. | Bob Sweikert, US | KK500D Offenhauser |

| QUALIFIED BUT DID NOT START THE RACE | | |
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| RACE | DRIVER | NOTES |
| 1957 | Elmer George, US | Collision on formation lap. |
| 1957 | Eddie Russo, US | Collision on formation lap. |
| 1960 | Jimmy Daywalt, US | Decided not to race and was replaced by Dempsey Wilson, US. |

| DID NOT QUALIFY BUT DROVE IN THE RACE | | |
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| RACE | DRIVER | NOTES |
| 1950 | Bill Cantrell, US | Joined the race in progress to relieve Bayliss Levrett, US. |
| 1951 | Manuel Ayulo, US | Joined the race in progress to relieve Jack McGrath, US. |
| 1953 | Jackie Holmes, US | Joined the race in progress to relieve Johnny Thomson, US. |
| 1953 | Johnny Mantz, US | Joined the race in progress to relieve Walt Faulkner, US. |
| 1953 | Duke Dinsmore, US | Joined the race in progress to relieve Andy Linden, US. |
| 1953 | Eddie Johnson, US | Joined the race in progress to relieve Jim Rathmann, US. |
| 1954 | Jimmy Jackson, US | Joined the race in progress to relieve Marshall Teague, US. |
| 1954 | Eddie Johnson, US | Joined the race in progress to relieve Rodger Ward, US. |
| 1954 | George Fonder, US | Joined the race in progress to relieve Len Duncan, US. |
| 1954 | Bob Scott, US | Joined the race in progress to relieve Andy Linden, US. |
| 1954 | Marshall Teague, US | Joined the race in progress to relieve Duane Carter, US. |
| 1954 | Danny Kladis, US | Joined the race in progress to relieve Spider Webb, US. |
| 1954 | Walt Faulkner, US | Joined the race in progress to relieve Chuck Stevenson, US. |
| 1954 | Pat Flaherty, US | Joined the race in progress to relieve Jim Rathmann, US. |
| 1954 | Jim Davies, US | Joined the race in progress to relieve Sam Hanks, US. |
| 1955 | Paul Russo, US | Joined the race in progress to relieve Tony Bettenhausen, US. |
| 1955 | Bill Homeier, US | Joined the race in progress to relieve Walt Faulkner, US. |
| 1956 | Eddie Russo, US | Joined the race in progress to relieve Ed Elisian, US. |
| 1960 | Dempsey Wilson, US | Replaced Jimmy Daywalt, US who decided to withdraw. |

| DRIVERS SHARING CAR DURING A RACE | | | | |
|-----------------------------------|-----------------------|---|----|-------------|
| RACE | DRIVERS | CAR | # | LAPS DRIVEN |
| 1950 | Henry Banks, US | Maserati Offenhauser | 12 | 71 |
| | Fred Agabashian, US | | | 41 |
| 1950 | Bayliss Levrett, US | Adams Offenhauser | 24 | 105 |
| | Bill Cantrell, US | | | 3 |
| 1950 | Joie Chitwood, US | KK2000 Offenhauser | 17 | 85 |
| | Tony Bettenhausen, US | | | 51 |
| 1951 | Jack McGrath, US | KK3000 Offenhauser | 9 | 100 |
| | Manuel Ayulo, US | | | 100 |
| 1953 | Fred Agabashian, US | KK500B Offenhauser | 59 | 104 |
| | Paul Russo, US | | | 96 |
| 1953 | Rodger Ward, US | Kurtis Offenhauser | 92 | 138 |
| | Andy Linden, US | | | 29 |
| | Duke Dinsmore, US | | | 10 |
| 1953 | Tony Bettenhausen, US | Kuzma Offenhauser | 98 | 115 |
| | Chuck Stevenson, US | | | 44 |
| | Gene Hartley, US | | | 37 |
| 1953 | Carl Scarborough, US | KK2000 Offenhauser or Kurtis-Wetteroth Offenhauser | 73 | 69 |
| | Bob Scott, US | | | 121 |
| 1953 | Jim Rathmann, US | KK500B Offenhauser | 2 | 112 |
| | Eddie Johnson, US | | | 88 |
| 1953 | Sam Hanks, US | KK4000 Offenhauser | 3 | 151 |
| | Duane Carter, US | | | 49 |
| 1953 | Spider Webb, US | KK3000 Offenhauser | 62 | 112 |
| | Johnny Thomson, US | | | 45 |
| | Jackie Holmes, US | | | 9 |
| 1953 | Bill Holland, US | KK500B Offenhauser | 49 | 141 |
| | Jim Rathmann, US | | | 36 |
| 1953 | Jerry Hoyt, US | KK4000 Offenhauser | 55 | 82 |
| | Chuck Stevenson, US | | | 13 |
| | Andy Linden, US | | | 12 |
| 1953 | Walt Faulkner, US | KK500A Offenhauser | 23 | 134 |
| | Johnny Mantz, US | | | 42 |
| 1954 | Jim Rathmann, US | KK500C Offenhauser | 38 | 95 |
| | Pat Flaherty, US | | | 15 |
| 1954 | Spider Webb, US | Bromme Offenhauser | 65 | 54 |
| | Danny Kladis, US | | | 50 |
| 1954 | Chuck Stevenson, US | Kuzma Offenhauser | 98 | 82 |
| | Walt Faulkner, US | | | 117 |
| 1954 | Gene Hartley, US | KK4000 Offenhauser | 31 | 151 |
| | Marshall Teague, US | | | 17 |
| 1954 | Frank Armi, US | Stilness Offenhauser or Curtis Offenhauser | 71 | 169 |
| | George Fonder, US | | | 24 |
| 1954 | Len Duncan, US | Schroeder Offenhauser | 33 | 43 |
| | George Fonder, US | | | 58 |
| 1954 | Andy Linden, US | Schroeder Offenhauser | 74 | 113 |
| | Bob Scott, US | | | 52 |
| 1954 | Ed Elisian, US | Stevens Offenhauser | 27 | 148 |

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| | Bob Scott, US | | | 45 |
| 1954 | Johnny Thomson, US | Nichels Offenhauser | 43 | 113 |
| | Andy Linden, US | | | 27 |
| | Bill Homeier, US | | | 25 |
| | | | | |
| 1954 | Art Cross, US | KK4000 Offenhauser | 45 | 120 |
| | Johnnie Parsons, US | | | 22 |
| | Sam Hanks, US | | | 11 |
| | Andy Linden, US | | | 17 |
| | Jim Davies, US | | | 30 |
| 1954 | Sam Hanks, US | KK4000 Offenhauser | 1 | 112 |
| | Jim Davies, US | | | 36 |
| | Jim Rathmann, US | | | 43 |
| 1954 | Paul Russo, US | KK500A Offenhauser | 5 | 150 |
| | Jerry Hoyt, US | | | 50 |
| 1954 | Troy Ruttman, US | KK500A Offenhauser | 34 | 130 |
| | Duane Carter, US | | | 70 |
| 1954 | Duane Carter, US | KK4000 Offenhauser | 16 | 76 |
| | Marshall Teague, US | | | 29 |
| | Jimmy Jackson, US | | | 57 |
| | Tony Bettenhausen, US | | | 34 |
| 1954 | Rodger Ward, US | Allen Offenhauser or Pawl Offenhauser or Allen-Pawl Offenhauser | 12 | 105 |
| | Eddie Johnson, US | | | 67 |
| 1955 | Walt Faulkner, US | KK500C Offenhauser | 77 | 176 |
| | Bill Homeier, US | | | 24 |
| 1955 | Tony Bettenhausen, US | KK500C Offenhauser | 10 | 123 |
| | Paul Russo, US | | | 77 |
| 1956 | Ed Elisian, US | KK500C Offenhauser | 10 | 123 |
| | Eddie Russo, US | | | 37 |