



**Indianapolis Motor Speedway Foundation, Inc.
Statement of Scope of General Collection**

**Approved and Effective as of November 15, 2018
Amended as of October 3, 2019**

I. Foundation Mission

The Indianapolis Motor Speedway Foundation, Inc. (“Foundation”) operates a museum open to the general public, the Indianapolis Motor Speedway Museum (“Museum”). The Museum includes exhibits concerning the international sport of auto racing (with a focus on the Indianapolis 500, IndyCar racing, Championship Auto Racing, and National Association for Stock Car Auto Racing), antique automobiles, and the history thereof. The mission of the Foundation is to celebrate more than a century of the innovation, thrill, and adventure of motor racing at the Indianapolis Motor Speedway (the “Mission”). The Mission stems from the Foundation’s vision that motor racing will be a revered aspect of our American heritage and a valued part of family culture for generations to come.

II. Collections Management Policy

This Foundation has adopted a Collections Management Policy (“Policy”) for the Museum setting forth the basic guidelines for the development and care of the Museum’s collections consistent with the Mission and with professional museum standards. The Policy assures that the collections are accounted for, properly protected, conform to legal requirements, disposed of properly, and promote the public good rather than individual financial gain.

The Policy does not, however, describe the scope of the Museum’s collections, nor assign priorities for funding available for protection or acquisition. The purpose of this document is to define the general parameters – the scope – of the collections that serve the Mission (hereinafter the “Statement”).

III. Establishing the Scope of Collections

The purpose of a written statement of the scope of the Museum’s general collection (the “Collection”) is to guide curatorial and administrative staff in (a) establishing priorities for conservation and restoration; (b) formulating acquisition priorities; and (c) identifying unwanted and duplicative items for deaccessioning. Given storage restrictions, limited funds for preservation and care of collection items, and the lack of significant funds for acquisition of collection objects by purchase, it is important to have a clear understanding of the scope of the Collection.

While this Statement identifies target items for the Collection and establishes general priorities, the judgment of curatorial staff will be crucial in making decisions about the scope of the Collection. These decisions necessarily will include judgments about the importance of an object, the quality of the object, the current condition of the object, the ability (financial and otherwise) to restore and preserve the object, the ability to properly store and care for the object (e.g., sufficient space in properly controlled conditions), and in some cases its usefulness (as in whether film, photographs, or slides are in a condition suitable for use). This Statement is not intended to be a substitute for the exercise of informed and expert judgments about an object and its suitability for the Collection. And, a variety of factors may affect the relative priorities identified in this Statement. A reasonable curator may determine, for example, that a

pristine uniform of a lesser known driver is a better choice than a worn-out, faded, and torn uniform of a more well-known driver, particularly if the Collection already include examples of the uniforms of the more well-known driver. A car that is not the highest priority for the Collection may nevertheless be an attractive and appropriate addition if it is to be donated rather than purchased. A blurry, faded, torn photograph of a well-known team owner may not be as valuable to our ability to tell the story of racing as a clear photograph of a less well-known team owner.

Curatorial and Collections Management staff shall decide how many of each item will be collected. Typically, as to non-unique items, that number will be three. As to common items that may be available elsewhere and the item is retained principally for convenience of staff or research guests, the number may be one or two. Best practices for archival and other collections will be applied, as appropriate.

IV. The Collections

The Foundation has an extensive general collection of artifacts and objects connected to the sport of auto racing in Indiana and beyond; artifacts from the Indianapolis Motor Speedway; race cars covering a time span from the late 1800s to the 2000s; Indiana manufactured automobiles; classic passenger cars; a variety of stand-alone engines; racing and passenger motorcycles; land speed record holding vehicles; car parts; racing records, films, slides, and photographs; racing memorabilia, uniforms, and equipment connected to racing; and library and archival materials. It has not identified separate subject matter collections except for collections donated to the Foundation and so identified in donation documentation (each a “Named Collection,” and collectively, the “Named Collections”). The Named Collections identified to date are listed in [Section VII](#) below, but this document does not attempt to define the scope of those collections. The Named Collections are each defined by the donation agreements or other documents in the Foundation’s records that existed at the time of donation. In the absence of such written documentation, those collections are defined to consist solely of the items donated by the persons identified as connected to them. As we gather donation documentation and review our collections and improve our inventory, we may find other Named Collections not yet known.

V. Scope of General Collection

For purposes of this Statement, our general Collection is encompassed in several categories we have defined for ease of reference and discussion of scope. They do not constitute formal collections, and the categories may be changed or eliminated over time, as collection management needs change. Those categories are as follows:

A. Race Cars

The scope includes Indianapolis 500 race cars, stock cars, NASCAR race cars, and race cars from other series. [Appendix 1](#) shows the scope and priority of all vehicles in the collection, including those race cars most important to the collection. The vehicles ranked 5 are the most important and with each listing below the first the items are less important and/or less relevant to core of the Museum’s race car collection, but nevertheless are within the scope of the collection.

The core of the collection are the winning Indianapolis 500 race cars, highly significant Indy cars, highly innovative Indy cars, and exceptional vehicles representing iconic Indy 500 drivers at the Indianapolis Motor Speedway (“Speedway”).

Moving out from that center are cars involved in the Indianapolis 500 that did not win and other significant cars that may not have placed well or that failed to perform at the highest levels but nevertheless reflected innovative thinking. This level also includes significant, especially winning, cars that raced in

other series at the Speedway: Brickyard 400, IndyCar Grand Prix road course race (f/k/a Angie's List Grand Prix and Indianapolis Grand Prix), Formula, IMSA, and USAC BC39 races.

This level includes race cars of other series that are rare, were driven by famous drivers, that won other world-renown races, and are very valuable ("Crown Jewels") or that otherwise enhance the reputation of the Foundation's collection and attract guests.

Third in terms of priority would be cars driven by Indianapolis 500 drivers/teams in other race series, followed in fourth priority by cars reflecting special innovations or attempts at innovation that had a significant influence in future design. This fourth level includes cars victorious in other races in Indiana that influenced the racing culture in Indiana or were driven by Indianapolis 500, Indy Car Grand Prix, or Brickyard 400 drivers during a portion of their careers. "Special innovation" includes such cars as the first rear-engine car, the dihedral wing cars, Smokey Yunick's "side car," turbine engine cars, and other similar cars.

Last on the list of Collection cars are race cars of other series that took place in Indiana, including dragsters driven at NHRA Championship drag racing events held in Clermont/Brownsburg, Indiana, and short-track race cars (quarter midgets, midgets, sprint cars, Silver Crown/Champ dirt track race cars) that showcase Indiana's vital role in grassroots racing.

The collection also includes a significant number of engines (below) and parts (pistons, tires, water pumps, wheels, etc.) for a variety of cars. Our scope for car parts follows the same approach in terms of substance and priority as that for cars.

B. Engines

The Foundation has a collection of approximately 70 stand-alone engines for race cars, pace cars, and passenger cars. The collection priorities for such engines will be the same as for the associated cars to which they relate. We will avoid duplicating engines in existing cars with engines on stands, but note that some duplication is advisable. An engine on a stand can be easily viewed by our guests, whereas most engines in vehicles are completely or largely obscured and not available for viewing except on rare occasions. And, we may include engines from passenger cars for comparison with engines from race cars when we would not otherwise consider including the whole passenger car in our collection. As we move toward more STEM/STEAM educational initiatives with industrial and automotive trade education programs, engines on stands may be particularly helpful in our programming and for loans to educational organizations.

C. Pace Cars

Each year, the Foundation receives as a gift from the Speedway and/or General Motors the cars that actually paced the Indianapolis 500 and the Brickyard 400 races. The Foundation has more than 70 pace cars in its collection, including every pace car from 1975 through 2018. In addition, the Foundation has several earlier pace cars (Mercury Comet, Mustang, and others) and has several passenger cars that have been painted and decaled to look like the original pace car (1911 Stoddard Dayton and 1932 Cord for example).

Pace cars have their own following and thousands of people have purchased and collected 500 Festival "pace cars" as well as the original pace cars used prior to 1975. In 2016, the Foundation held a reunion of pace cars that attracted about 244 cars during the week-end of qualifications for the Indianapolis 500. These cars are tangible connections to racing that the non-racer can own and appreciate – they are within reach of many people, if not the average car driver. It has been suggested that the Foundation establish a second museum dedicated to pace cars.

The Foundation's collection priority is for iconic or fan-favorite Indianapolis 500 pace cars, followed by first-edition or distinctive Indy 500 pace cars. The third priority is for Indy 500 pace cars, followed by Brickyard 400 pace cars. In addition, the Foundation has one 500 Festival "pace car" that is used in operations and is not considered a part of the Museum's Collection. It currently is not clear to what extent the Foundation may dispose of pace cars donated by General Motors, or if so, how we may dispose of them. If we remove a pace car from the collection, we may not be able to sell it or we may have to return it to General Motors.

D. Passenger Cars

The Speedway was originally conceived as a proving ground for Indiana-based automobile manufacturers, as well as for manufacturers of component parts (such as tires). Classic passenger cars remain popular and can be an important way to attract car enthusiasts into the Museum, where they then can learn about the connections between racing innovations (speed, engine development, safety) and passenger cars. This is particularly true when we display race cars and passenger cars of the same marque and timeframe together.

Thus, the Foundation owns many passenger cars representing marques produced by companies headquartered in Indiana and manufactured in Indiana. In addition, the Foundation owns a variety of high-end passenger cars manufactured outside of Indiana by companies headquartered in Europe or elsewhere in the United States. Further, some of the passenger cars were manufactured in Indiana by companies headquartered outside of Indiana, and thus are "Indiana built" passenger cars (Fords, Maxwells, and others). A number of the cars were acquired for restoration, including several unrestored vehicles such as Model T and Model A Fords, a Harroun passenger car, and a Rickenbacker passenger car. The Foundation has plans to restore the Harroun and Rickenbacker cars because of their connection to individuals who played important roles in the history of the Indianapolis 500 and the Speedway. It has no plans to restore the Model Ts and Model A, as the cost of those restorations would exceed the resultant car values.

Appendix 1 presents the hierarchy of priorities for the passenger car collection. The focus is on Indiana owned and built cars prior to 1964 where the company also built Indy 500 race cars. Examples include Duesenberg, Studebaker, Stutz, Premier, National, and Marmon. The year 1964 relates to the fact that there were no Indiana owned companies in existence after Studebaker closed in 1964. Next are passenger car marques were produced before 1964 by companies headquartered in Indiana. The third category, and lowest priority, is of passenger cars associated with Indy 500 personalities and include the Harroun and Rickenbacker cars noted above as well as the Empire marque. This category also includes unusual, extraordinary, historic, or otherwise important passenger cars not associated with Indiana that are worthy of display or that would enhance the Collection and attract guests.

E. Motorcycles

The Foundation's collection of motorcycles is not extensive. To illustrate the history of the Indianapolis Motor Speedway, it will be helpful to have motorcycles from the first year of the Speedway's history, which is the only year in which motorcycles were raced at the track until 2008/9. In addition, it would be appropriate to have one or two motorcycles used in MotoGP racing at Indianapolis and the forthcoming MotoAmerica races (starting in 2020). The collection will not include racing motorcycles from other eras unless they have a direct tie to a prominent individual involved in auto racing at Indianapolis and thus are illustrative of his or her career, such as Joe Leonard, Swede Savage, Paul Goldsmith, or Cannonball Baker.

F. Library/Reference (Print) Archival Materials

Our archives encompass books, periodicals, manuals, media guides, race/event programs, advertising materials, race records, scrapbooks, newspapers, blue prints, and other written, audio, film, and photographic materials related to the Speedway, races at the Speedway, races at other venues, drivers, teams, race car design and engineering, engine design and maintenance, automotive history and design, Indiana automotive history, and similar materials. The hierarchy of print materials for collections purposes is set forth in **Appendix 2**.

Of greatest importance are those items that are primary source materials documenting races at the Speedway, the cars driven, the drivers, and the team members. These include the archives of the United States Automobile Club and the American Automobile Association, and timing and scoring records from the Indianapolis 500. Additional primary source materials include bills of sale and repair manuals for cars, information on the creation of trophies, correspondence about Speedway operations, marketing materials, legal documents about the Speedway, and similar items. Secondary source materials are more widely available, and the Collection is designed for ease of research and reference. Items that are easily found in public or other libraries or on-line resources (such as the Vault of Sports Illustrated), will be retained only when used repeatedly and having hard copies is a significant convenience. Some secondary materials – some books and records – were of limited distribution and will be retained because they are not readily available elsewhere. Of least importance to the collection are the general automotive and history books related to Indiana automotive manufacturers, books on marques in the Collection, and general books on race cars, trophies, and other topics reflecting the types of objections in the Collection.

Details about objects in the scope of the archival materials are:

(1) History of the Speedway Grounds

Drawings, blue prints, written documents, and master facility and other plans describing and showing the history of development of the Indianapolis Motor Speedway, including the adjacent properties such as the Indianapolis Motor Speedway Motel, Brickyard Crossing Golf Course, administrative and facility buildings and space, and parking lots.

(2) Race Events

Programs, tickets, credentials, promotional materials, press releases, schedules, maps, runs-of-show, news accounts, race statistics, timing and scoring records, and other materials relating to race events held at the Speedway, and secondarily elsewhere (Championship Series, IndyCar Series, Monza).

(3) Documentation of Race Car Design, Engineering, and History

Drawings, blue prints, patents, and written documents about the development of race cars, safety features, engines, tires, and similar topics.

(4) Documentation of Passenger Car Design, Engineering, and History

Drawings, blue prints, patents, and written documents about the development of race cars, safety features, engines, tires, and similar topics.

(5) Documentation of Open-Wheel Race events

Sanctioning body records including information on drivers, teams, cars, inspections, practice results, qualification results, race results, officials, and similar information on the conduct of the race, in written/paper, photographic, film, and audio formats.

(6) Books, Periodicals, Manuals, Media Guides

Printed materials on racing, the automotive industry, the history of specific automobile marques, drivers, teams, team owners, officials, the Speedway, car owner manuals, repair manuals, and similar materials.

(7) Museum Exhibit Guides

Exhibit guides for Museum curated exhibits, including printed materials used in the exhibit. Does not include printed photographs, banners, or backdrops used in the exhibit and easily reproducible, but may include the electronic files for creating those materials as well as the printed exhibit guide.

(8) Indianapolis Motor Speedway Hall of Fame

Written materials (including some in electronic format) related to the history of the Indianapolis Motor Speedway Hall of Fame and its inductees. Does not include routine correspondence, voting ballots older than 36 months, or operational documents.

(9) Promotional and Advertising Materials

Print materials promoting race events, IndyCar series, advertising for sponsor products or otherwise related to driver, team, or Speedway sponsorships. To a limited extent, pop culture/souvenir materials related to open-wheel racing, specific drivers, specific teams, the Speedway, and other race venues.

G. Media (Film, Photographs, Audio, Slides, Negatives) Archival Materials

In addition to print materials, the Foundation has an extensive collection of films, photographs, negatives, slides, transcription discs, and audio tapes related to the history of the Speedway, races conducted at the Speedway and other locations, drivers, mechanics, and race teams. These consist principally of professionally recorded audio discs and tapes and professionally shot films, negatives, slides, and similar materials. They also include amateur photographs, slides, negatives, and home movies. We also are expanding the format of the collection to include digitized versions of these same media. The collection will include media whose original format is digital. The hierarchy has at its core materials from any professional race series held at the Speedway and materials concerning key personalities involved with those races and the operation of the Speedway. Of secondary importance are Championship races at other venues, followed by racing in a variety of series by drivers and teams that also raced at the Speedway. The group of items in the Collection of least importance are films and materials about Indiana's automobile history and films from other race venues in Indiana regardless of race series depicted.

Appendix 3 sets forth this hierarchy.

H. Fine Arts, Trophies, and Commercial Art

The collection will consist of high-quality, original works of fine art and commercial artwork and design that help tell the story of automobile racing, design, promotion, and financing, as well as race track design, management, and development. The focus of the collection will be on fine art, including trophies, connected to Championship, open-wheel racing series. Original works of art focused on motorsports and racing will be considered on a case-by-case basis. Limited edition prints, posters, signage and promotional materials with artistic value will likewise be considered on an individual basis.

The collection may include trophies of drivers and teams prominent in open wheel racing regardless of the race series in which the trophy was earned as a means of telling the full biographical story of the driver or team in question. In addition, the trophy collection will include trophies from professional race series held at the Speedway, as well as crown jewel trophy collections such as the Caracciola collection. That collection in particular is important for its variety and as a standard by which other trophies will always be measured. It is a world-class collection that has attracted guests and will continue to do so, particularly once we have it curated and can explain and promote it better. The collection will not include

trophies we have received from entries we made in concours and car shows. We will endeavor to decline those upon registration, and will determine how to best handle those we have on hand after consultation with the concours organizers.

Appendix 4 explains the types of items included in the collection.

I. Autographs

The Foundation's collection includes a number, as yet undetermined, of autographs of drivers, team owners, Speedway officials, and others prominent in motorsports. Autographs only have value to a research organization as exemplars that may be used to validate signatures on historically important documents. They may also be important to autograph collectors as a means of verifying signatures on collectible materials. The Foundation would create high resolution scans of the autographs and may be able to charge for access to those scans.

The Foundation will collect autographs only for (a) research purposes, and (b) the purpose of enhancing personal connections between guests and the autograph signer in an exhibit – e.g. a signature is something that all people have in common and expresses the humanity and personality of well-known personalities who otherwise may seem distant to our guests. The Foundation will keep up to three examples of each person's autograph. However, if the person's signature changes over time, the Foundation will collect signatures consistent with those changes.

Securing autographs will not be a priority in terms of either purchase or staff time. It is anticipated that most additions to the collection will come through interaction with drivers at Museum events and through donations. **Appendix 5** shows the priority of the autographs by source.

J. Textiles and Clothing

The textile and clothing portion of the Collection consists primarily of uniforms – race driver, crew member, safety, media, and others participating in race festivities. For drivers, the scope includes suits, gloves, shoes, helmets, goggles, and other safety related personal equipment such as arm bands and Nomex clothing. As noted below, textiles may also cover select pop culture items such as t-shirts and commemorative clothing. The Collection may also include quilts made for drivers, if donated to the Museum. Priorities in terms of collection will be on suits for drivers and crew that raced at the Speedway, particularly items that show the evolution of safety measures for drivers and crew over the years. Certain other select items may be collected on a case-by-case basis to represent what fans wore to the track over the years and iconic clothing worn by those involved in racing (such as Parnelli Jones' striped pants).

K. Popular Culture Objects

The general collection includes a wide variety of objects that illustrate how auto racing at Indianapolis (and beyond) has been incorporated into the daily life of fans. Appropriate staff will evaluate the inclusion of these objects into the collection on a case-by-case basis, with a view to including representational samples of many of the types. Examples may include: model cars and toys; souvenir pins, key chains, pens, magnets, can cozies, and similar items; household utility or decorative items such as drinking glasses, shot glasses, and plates; fan clothing such as t-shirts, jackets, tie clasps, belt buckles, and caps; whimsical items such as bobble-heads, and Coca-Cola bottles and cans; and artwork such as fan posters, commemorative plaques for anniversaries of particular wins, and items depicting scenes from the Speedway.

Appendix 6 illustrates the hierarchy of items, with those of greatest interest focused on races at the Speedway and the associated drivers and teams. Next are popular culture items related to Hall of Fame Members, and then items related to other persons with a connection to the Indianapolis Motor Speedway. The final category is of items related to personalities or organizations connected to auto racing.

VI. Not Included in Scope of General Collection

The general collection shall not include the following categories of items, amongst other individual items the appropriate personnel determine do not meet the Foundation's mission and the scope set forth above:

- A. Items related to golf at the Brickyard Crossing Golf Course unless (a) they are specifically related to events, drivers, teams, or persons directly connected to races at the Speedway, such as items related to a pro-amateur golf tournament involving Indianapolis 500 drivers; or (b) cover the history of the development of the Speedway. Golf trophies, marketing and promotional materials, play records and statistics, and other matters involving golf at the Brickyard generally will not be included in the Museum's collection.
- B. Vehicles that set land-speed records – these vehicles have no connection to racing at the Speedway or in Indiana. While competitive in nature and involving team efforts, they do not involve the same types of competitive racing strategies that races at Indianapolis are known for such as pit stop strategy; driver strategies such as drafting, blocking, and coordination with teammates; fuel quantity and weight strategy; and the endurance required of 400- to 500-mile races.
- C. Duplicate items that exceed the archival standard of three.
- D. Items such as film, slides, negatives, and audio files that are not in a condition to be restored or otherwise used.
- E. Any item with mold or other conditions that render it inappropriate to retain.

VII. Named Collections

The Foundation has received a number of collections of objects, the scope of which varies with the collection. These Named Collections shall be evaluated by consideration of the donation documents creating each collection and the Foundation's mission. Any consideration of deaccession shall be handled through the Foundation's deaccession policy. It is acknowledged that in agreeing to accept a collection, the Foundation may acquire a small subset of items that typically would not fall within the scope of its collections. It may have been and in the future it may be necessary to accept and retain those items indefinitely in order to acquire other items of significant importance to the Foundation.

- A. Vels Parnelli Jones Collection (cars, memorabilia, artwork, trophies, photographs, archival materials, scrapbooks)
- B. Charles Saylor Collection (slides and photographs, some miscellaneous items)
- C. William Hunneke Collection (media guides, programs, pop culture items, magazines, newspaper articles)
- D. Andy Granatelli Collection (films, scrapbooks, Novi car parts, business records, pop culture items, paintings, photographs, slides)
- E. Dale Mueller Collection (film)
- F. Orfe Racing Art Collection (paintings)
- G. USAC Archives (racing records of the United States Auto Club)
- H. AAA Archives (racing records of the American Automobile Association to 1955)
- I. Caracciola Trophy (trophies of Rudolf Caracciola, Grand Prix driver for Mercedes in the 1920s and 1930s)

VIII. Duties of the Board of Directors

Pursuant to this Statement, the Board of Directors, acting through the Collections Committee of the Foundation (the “Board”) has the following responsibilities:

1. To review and approve this Statement, which staff may propose be amended from time to time.
2. Upon request of the staff, to interpret the Statement should any questions arise about whether an item or class of items is within the scope of the Collection.
3. To review and in appropriate cases approve all deaccessions of items recommended by staff as not within the Collection scope and to otherwise comply with the Foundation’s Deaccession Procedure.

IV. Duties of Staff of the Foundation

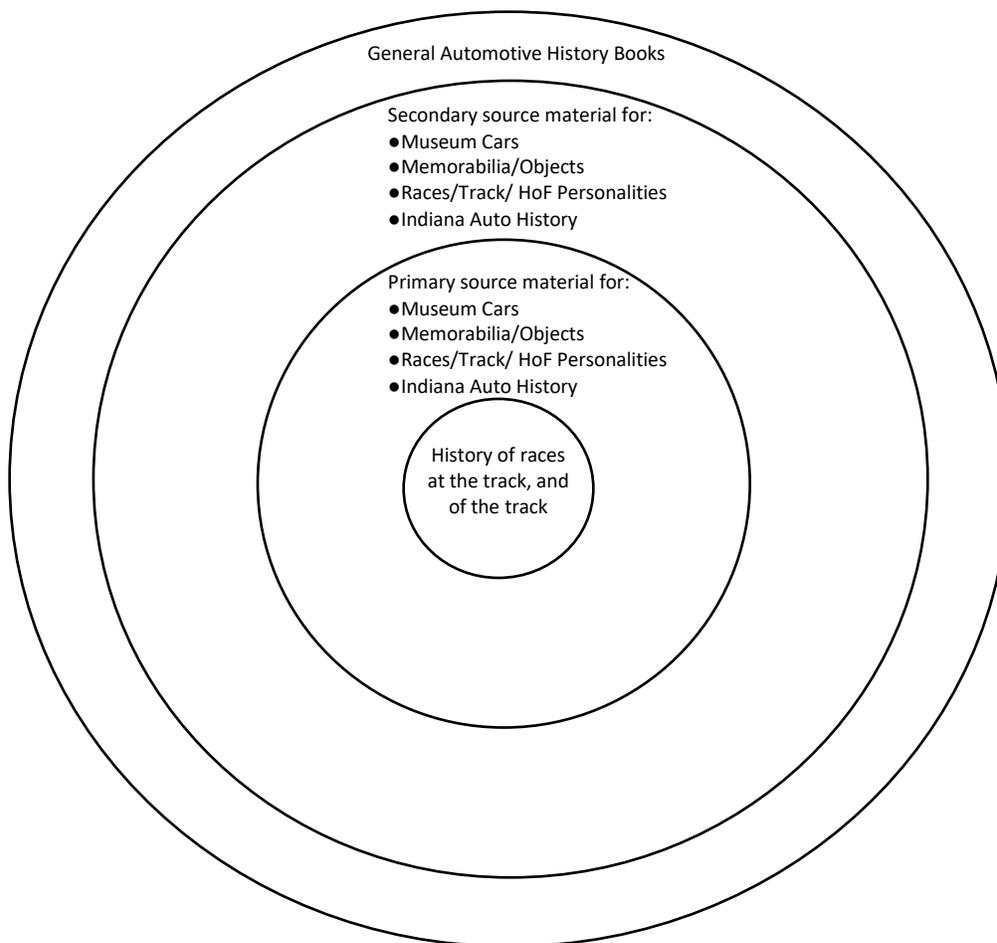
Staff of the Foundation shall be responsible for interpreting and implementing this Statement and evaluating all items in the collection or proposed for donation for compliance with this Statement. Items found to not comply with this Statement shall be recommended to the Board for deaccession or shall be declined as gifts. Staff may request amendment of and in extraordinary situations the Board’s evaluation of and concurrence with staff interpretations of this Statement.

Appendix 1 to General Statement of Scope of Collection Priorities in Vehicle Classes

Scale	Race Cars
5	Winning Indianapolis 500 race cars, highly significant Indy cars, highly innovative Indy cars, exceptional vehicles representing iconic 500 drivers at the Speedway.
4	Significant Indy 500 race cars. Significant, especially winning cars, that raced in other series at the Indianapolis Motor Speedway: Brickyard 400, IndyCar Grand Prix, Formula 1, IMSA, USAC BC39 Midget Race. Race cars of other series that are rare, driven by famous drivers, won other world-renown races, and are very valuable (“Crown Jewels”) or that otherwise enhance the reputation of our collection and attract guests. Crown Jewels include famous or rare race cars that would attract guests by themselves, such as the Ferrari 250LM, Mercedes W196, and the Corvette SS.
3	Cars driven by Indianapolis 500 drivers/teams in other race series.
2	Cars reflecting innovations or attempts at innovation that had a significant influence on future design. Cars victorious in other races in Indiana that influenced the racing culture in Indiana or were driven by Indianapolis 500, IndyCar Grand Prix, or Brickyard 400 drivers during a portion of their career. “Special innovation” means such cars as the first rear-engine car, the dihedral wing cars, Smokey Yunick’s “sidecar,” turbine engine cars, and other cars that represent significant attempts (not always successful) for innovation in design, including engines.
1	Race cars of other series that took place in Indiana, including dragsters driven at NHRA U.S. Nationals held in Clermont/Brownsburg, Indiana, and short track cars (¼ midgets, midgets, sprints, silver crown/champ dirt) that showcase Indiana’s vital role in grassroots racing.
	Pace Cars
5	Iconic or fan-favorite Indy 500 pace cars
4	First edition or distinctive Indy 500 pace cars
3	Indianapolis 500 Pace Cars
2	Brickyard 400 Pace Cars
1	500 Festival Cars that could be used in operations, not part of the collection

Passenger Cars	
3	Passenger cars produced before 1964 built by companies that also built Indy 500 racing cars and headquartered in Indiana, such as Duesenberg, Studebaker, Stutz, Premier, National, Marmon, etc.
2	Passenger cars produced before 1964 built by companies headquartered in Indiana, such as Haynes, Cole, Studebaker, Stutz, Premier, National, Marmon, etc.
1	Passenger cars associated with Indy 500 personalities, such as the Rickenbacker and Harroun, and Empire marques. Unusual, extraordinary, historic or important passenger cars worthy of display or that would enhance the IMSM collection.
Motorcycles	
2	Motorcycles that raced at the Indianapolis Motor Speedway in 1909, Moto GP (2008-2015), and MotoAmerica races (2020-).
1	Motorcycles with a direct tie to a prominent individual involved in auto racing at Indianapolis, i.e., Joe Leonard, Swede Savage, Paul Goldsmith, or Cannonball Baker.
Engines	
	Same priorities as the vehicles of the type matching the engine (race, pace, passenger, etc.).

Appendix 2 to General Statement of Scope of Collection Library/Reference Material

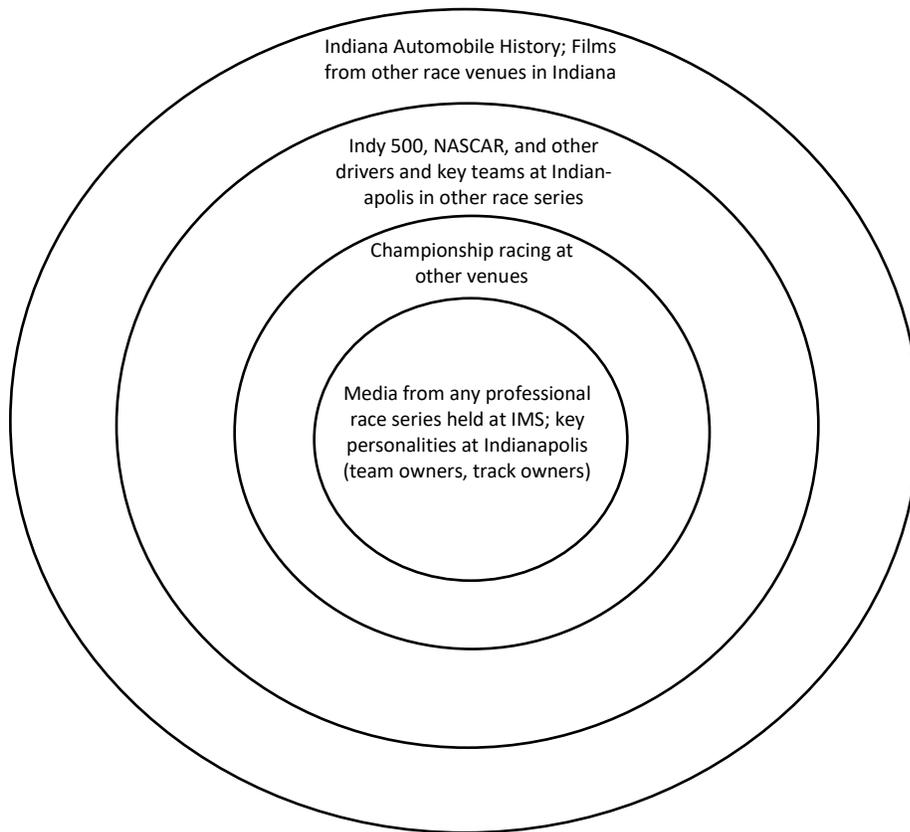


**Appendix 3 to General Statement of Scope of Collection
Media Material – Film, Photographs, Audio and Slides**

IMSM will seek all copyright and reproduction rights to media to the extent possible.

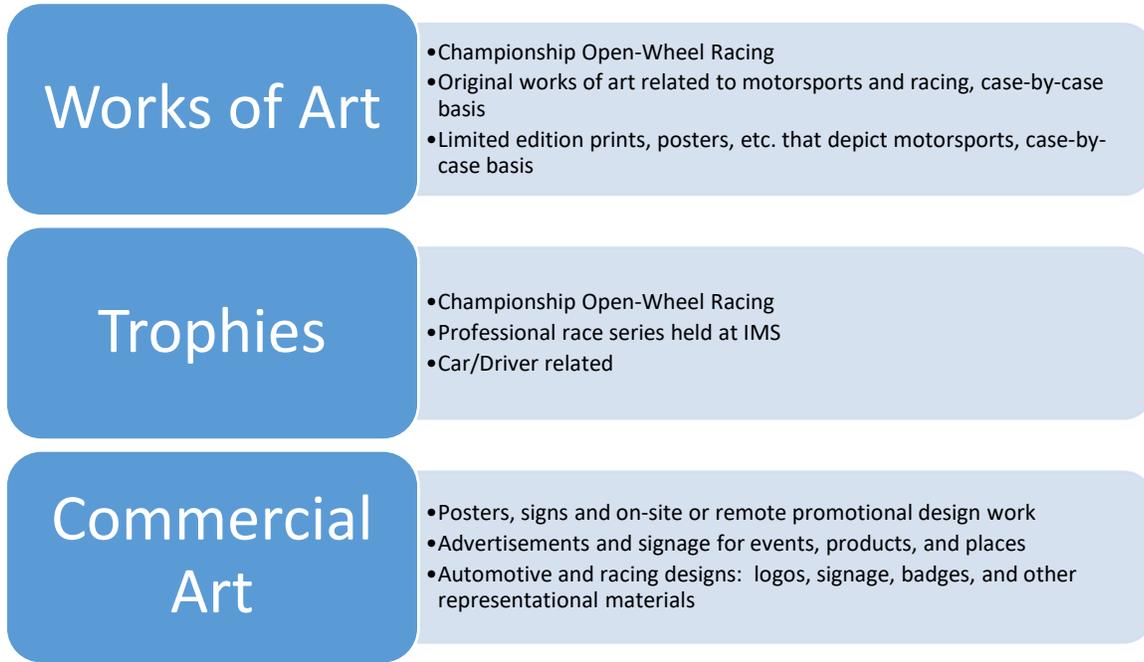
Professionally made film material can include original TV broadcast, B-roll of races, qualifying races, practice races, summary films, advertisements relative to racing, and documentaries.

Home movies and amateur photographs will be considered, too.

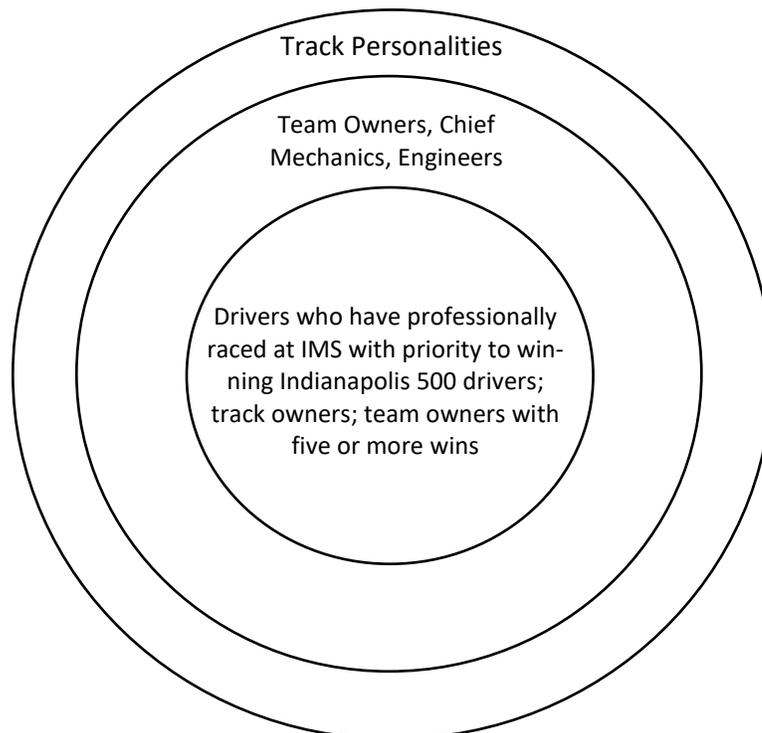


Appendix 4 to General Statement of Scope of Collection
Fine Art, Trophies, Commercial Art

The collection will consist of high-quality, original works of fine art and commercial artwork and design that help tell the story of automobile racing, design, promotion, financing (revenue sources such as tickets, sponsorships), and development.

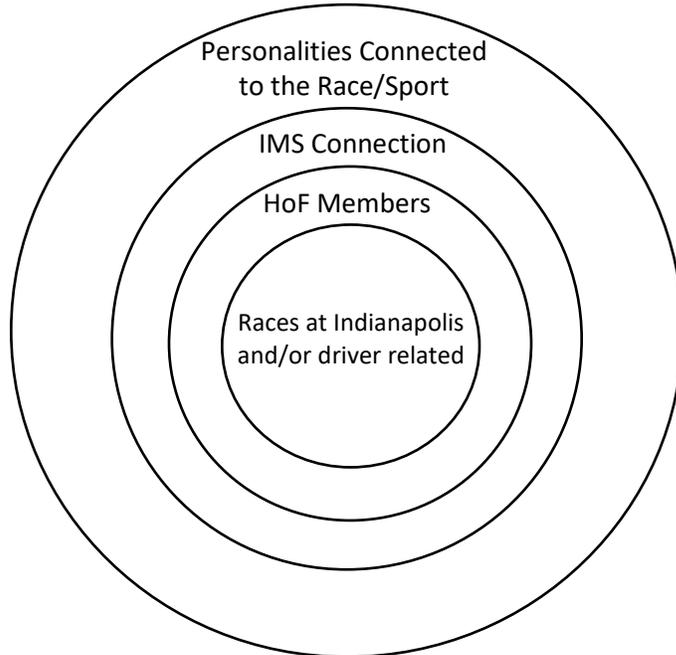


Appendix 5 to General Statement of Scope of Collection
Autographs



**Appendix 6 to General Statement of Scope of Collection
Popular Culture Objects**

Popular Culture objects will be determined on a case-by-case basis and will be limited to representational examples of how auto racing at Indianapolis (and on occasion elsewhere) is incorporated into the daily lives of fans.



**Appendix 7 to General Statement of Scope of Collection
Textiles**

Textiles

- Driver Equipment
 - Race Suits
 - Gloves
 - Shoes
 - Helmets
 - Goggles
- Crew Member Uniforms
- Safety Uniforms
- Media Uniforms
- Select pop culture/commentative clothing
- Select commercial clothing
- Quilts, if driver is donating the item to us

** Driving equipment and race uniforms to help show the evolution of safety in racing