

PRESS Room

1978



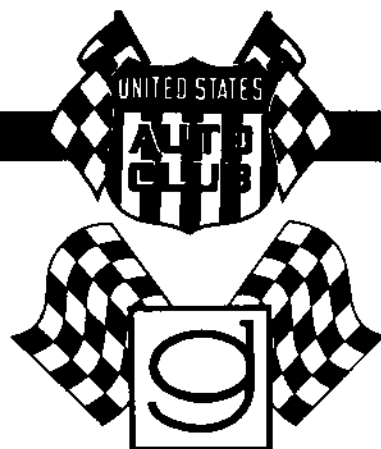
With respect to
Mr. Hulman for his
many contributions
to auto racing.

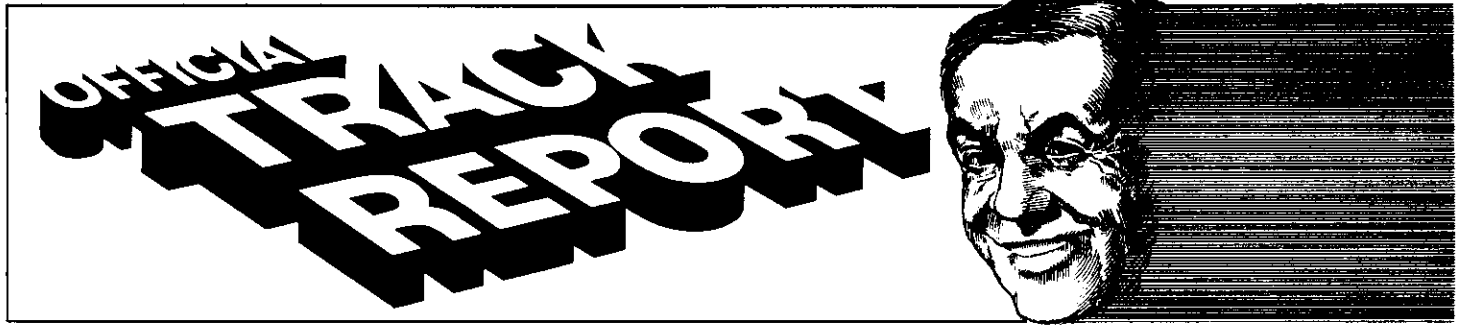
OFFICIAL RACING REPORT 1978

INDIANAPOLIS 500

Courtesy
GILMORE/FOYT RACING TEAM

A. J. FOYT — Only 4-time winner of
the Indianapolis 500





With respect to Mr. Hulman for his many contributions to auto racing.

1978

INDIANAPOLIS "500" PRESS INFORMATION

UNITED STATES AUTO CLUB & GILMORE FOYT RACING TEAM

The Gilmore Foyt Racing Team is issuing the 500 Daily Track Summary for the fifth consecutive year. This press information has been compiled to give you instant background on all that has gone on during the practice and qualification period for the 62nd annual 500-Mile Race. It is our sincere wish that it will help in your assignment.

The press kit includes:

Starting Lineup

Statistics concerning the 1978 race

Pit assignments

Chief mechanics, accessories and garage listing

Carburetion tests

Pace cars through the years

Spin and wreck report

Rookie test report

Results of time trials

Daily track summaries

All 4 laps of completed qualification runs

Courtesy GILMORE / FOYT
RACING TEAM



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OFFICIAL TRACK REPORT



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 INDIANAPOLIS 500-MILE RACE PACE CARS

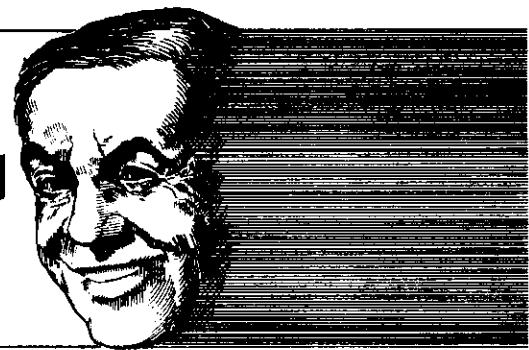
YEAR	PACE CAR	DRIVER	YEAR	PACE CAR	DRIVER
1911	Stoddard-Dayton	Carl G. Fisher	1948	Chevrolet	Wilbur Shaw
1912	Stutz	Carl G. Fisher	1949	Oldsmobile	Wilbur Shaw
1913	Stoddard-Dayton	Carl G. Fisher	1950	Mercury	Benson Ford
1914	Stoddard-Dayton	Carl G. Fisher	1951	Chrysler	Dave Wallace
1915	Packard "6"	Carl G. Fisher	1952	Studebaker	P.O. Peterson
1916	Premier "6"	Frank E. Smith	1953	Ford	William C. Ford
1919	Packard V-12	Col. J.G. Vincent	1954	Dodge	William Newburg
1920	Marmon V-16	Barney Oldfield	1955	Chevrolet	T.H. Keating
1921	H.C.S. "6"	Harry C. Stutz	1956	DeSoto	L.I. Woolson
1922	National "8"	Barney Oldfield	1957	Mercury	F.C. Reith
1923	Duesenberg "8"	Fred Duesenberg	1958	Pontiac	Sam Hanks
1924	Cole V-8	Lew Pettijohn	1959	Buick	Sam Hanks
1925	Rickenbacker "8"	E.V. Rickenbacker	1960	Oldsmobile	Sam Hanks
1926	Chrysler "8"	Louis Chevrolet	1961	Ford	Sam Hanks
1927	LaSalle V-8	"Big Boy" Raeder	1962	Studebaker	Sam Hanks
1928	Marmon	Joe Dawson	1963	Chrysler	Sam Hanks
1929	Studebaker	George Hunt	1964	Ford	Benson Ford
1930	Cord V-8	E. L. Cord	1965	Plymouth	P.N. Buckminster
1931	Cadillac	"Big Boy" Raeder	1966	Mercury	Benson Ford
1932	Lincoln	Edsel Ford	1967	Camaro	Mauri Rose
1933	Chrysler	Byron Foy	1968	Ford	William C. Ford
1934	LaSalle	"Big Boy" Raeder	1969	Chevrolet	Jim Rathmann
1935	Ford V-8	Harry Mack	1970	Oldsmobile	Rodger Ward
1936	Packard	Tommy Milton	1971	Dodge	Eldon Palmer
1937	LaSalle	Ralph DePalma	1972	Oldsmobile	Jim Rathmann
1938	Hudson	Stuart Baits	1973	Cadillac	Jim Rathmann
1939	Buick	Charles Chayne	1974	Oldsmobile	Jim Rathmann
1940	Studebaker	Harry Hartz	1975	Buick	James Garner
1941	Chrysler	A.B. Couture	1976	Buick	Marty Robbins
1946	Lincoln V-12	Henry Ford II	1977	Oldsmobile	James Garner
1947	Nash	George W. Mason	1978	Corvette	Jim Rathmann

Courtesy GILMORE / FOYT RACING TEAM



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With respect to Mr. Hulman for his many contributions to auto racing.
1978 INDIANAPOLIS "500" STATISTICS (Continued)

FORMER ROOKIE WINNERS - 6

1911 -- Ray Harroun	1914 -- Rene Thomas	1927 -- George Souders
1913 -- Jules Goux	1926 -- Frank Lockhart	1966 -- Graham Hill

RACE WINNERS FROM THE POLE POSITION - 9

1922 -- Jimmy Murphy	1938 -- Floyd Roberts	1963 -- Parnelli Jones
1923 -- Tommy Milton	1953 -- Bill Vukovich	1970 -- Al Unser
1930 -- Billy Arnold	1956 -- Pat Flaherty	1976 -- Johnny Rutherford

START/FINISH POSITIONS FOR STARK & WETZEL "ROOKIE-OF-THE-YEAR" DRIVERS

1952 Art Cross	20-5	1965 Mario Andretti	4-3
1953 Jimmy Daywalt	21-6	1966 Jackie Stewart	11-6
1954 Larry Crockett	25-9	1967 Denis Hulme	24-4
1955 Al Herman	16-7	1968 Bill Vukovich Jr.	23-7
1956 Bob Veith	23-7	1969 Mark Donohue	4-7
1957 Don Edmunds	27-19	1970 Donnie Allison	23-4
1958 George Amick	25-2	1971 Denny Zimmerman	28-8
1959 Bobby Grim	5-26	1972 Mike Hiss	25-7
1960 Jim Hurtubise	23-18	1973 Graham McRae	13-19
1961 Parnelli Jones and	5-12	1974 Duane Carter Jr.	21-7
Bobby Marshman	33-7	1975 Bill Puterbaugh	15-7
1962 Jim McElreath	7-6	1976 Vern Schuppan	17-18
1963 Jim Clark	5-2	1977 Jerry Sneva	16-10
1964 Johnny White	21-4		

DRIVER STATISTICS

Oldest driver.....Jim McElreath (50-born 2-18-28)
 Youngest driver.....Spike Gehlhausen (23-born 11-19-54)
 Tallest driver.....Phil Threshie, John Mahler, Sheldon Kinser (6'2")
 Shortest driver.....Joe Saldana (5'4")

The veteran drivers in the race have driven a total of 213 races. A. J. Foyt leads with 20 races under his belt. Next is Roger McCluskey with 16. Bobby Unser has 15, Johnny Rutherford 14, Mario Andretti, Gordon Johncock and George Snider 13, Al Unser and Jim McElreath 12 each, and Wally Dallenbach 11. Foyt is the only driver ever to participate in more than 17 500's. Cliff Bergere and Chet Miller each drove in 16, and Roger McCluskey reaches the 16 figure this year. Lloyd Ruby, not in this year's race, has 17 starts.

Four second-generation drivers are in the race. They are Gary Bettenhausen, son of Tony Bettenhausen; Pancho Carter, son of Duane Carter Sr., Johnny Parsons, son of Johnnie Parsons (1950 winner), and Larry Rice, son of former midget driver Bob Rice. Missing this year's race after starting 10 straight is Bill Vukovich, Jr., son of 1954-55 winner Bill Vukovich.

LAP LEADERS IN THIS YEAR'S FIELD

A. J. Foyt.....522	Wally Dallenbach.....108
Al Unser.....328	Roger McCluskey.....7
Bobby Unser.....236	Tom Sneva.....4
Gordon Johncock.....209	Mike Mosley.....3
Johnny Rutherford.....185	Pancho Carter.....3
Gary Bettenhausen.....138	George Snider.....2
Mario Andretti.....132	

Courtesy GILMORE / FOYT RACING TEAM



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With respect to Mr. Hulman for his many contributions to auto racing.
1978 INDIANAPOLIS "500" STATISTICS (Continued)

Janet Guthrie is again, of course, the first woman ever to qualify for the 500 starting field, now in her second consecutive race.

FORMER WINNERS IN 1978 RACE -- 6

A. J. Foyt (1961, 64, 67, 77)	Al Unser (1970, 71)
Bobby Unser (1968, 75)	Gordon Johncock (1973)
Mario Andretti (1969)	Johnny Rutherford (1974, 76)

Youngest winner.....	Troy Ruttman (1952) 22 years old
Oldest winner.....	Sam Hanks (1957) 43 years old
Closest finish.....	1937 - Wilbur Shaw won by only 2.16 seconds over Ralph Hepburn
Largest winning margin.....	1913 - Jules Goux was 13 minutes, 8 and 40/100ths seconds ahead of Spencer Wishart
Least cars to complete the distance.....	1 (1926) Frank Lockart (1950) Johnnie Parsons (1967) A. J. Foyt
Most cars running at the finish.....	26 (1911)
Least cars running at the finish.....	7 (1966)

The farthest back that a winner has ever started was 28th position. In 1911, Ray Harroun started from that spot and won the first race. In 1936, Louis Meyer became a three-time winner after starting from that spot. The worst a pole car ever finished was in 1929 when Cliff Woodbury started there and crashed on the fourth lap, to take 33rd and last spot in the standings.

In 1930, Billy Arnold started on the pole and nearly accomplished the "impossible." He lost the lead at the start, but after working his way into the lead on the third lap, led the remaining 198 laps to win.

Tommy Milton became the first two-time winner of the "500" in 1923. The first three-time winner was Louis Meyer, who accomplished that feat in 1936. A. J. Foyt became the first 4-time winner last year! The first man to win the race twice in a row was Wilbur Shaw, who won in 1939 and 1940, for the second and third times. Other consecutive winners were Mauri Rose (1947-48), Bill Vukovich (1953-54) and Al Unser (1970-71). No man has ever won three in a row. A. J. Foyt is the only 4-time winner of the race (1961, 64, 67, 77), three-time winners besides Meyer, are Shaw (1937-39-40) and Rose (1941-47-48). Two-time winners, besides Milton, are Vukovich (1953-54), Rodger Ward (1959-62), Bobby Unser (1968-75), Al Unser (1970-71) and Johnny Rutherford (1974-76).

In 1959, the defending winner, Jimmy Bryan, failed to get started at the beginning of the race. In 1936, Bill Cummings, the 1934 winner, failed to move from his starting spot due to a broken clutch stud.

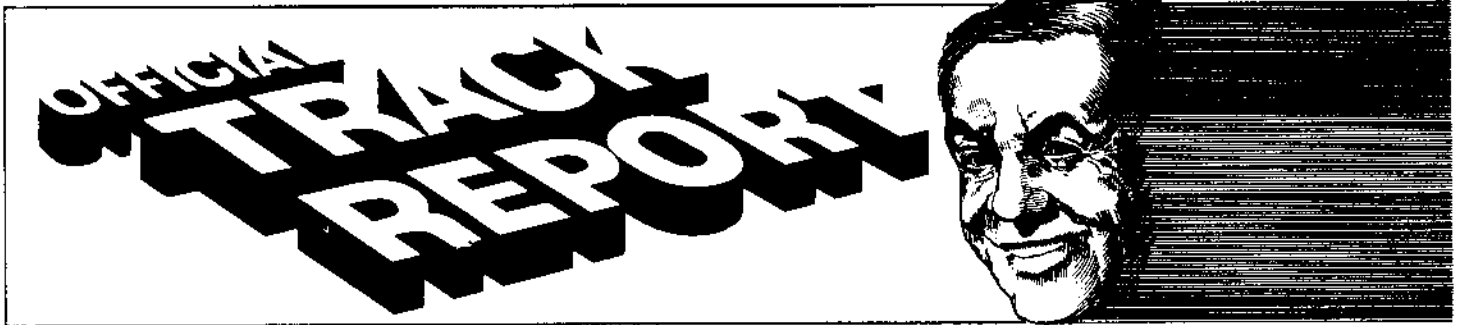
In 1970, Jim Malloy hit the fourth turn (NW) wall on the pace lap and the race had to be halted. In 1957, Elmer George and Eddie Russo collided on the backstretch and were eliminated in the parade lap.

The 1977 race winner, A. J. Foyt, gave car #14 its fifth Indy victory. Cars #1 & 2 have seven victories each, while cars #4 and 16 each have won four races.

Courtesy GILMORE / FOYT RACING TEAM



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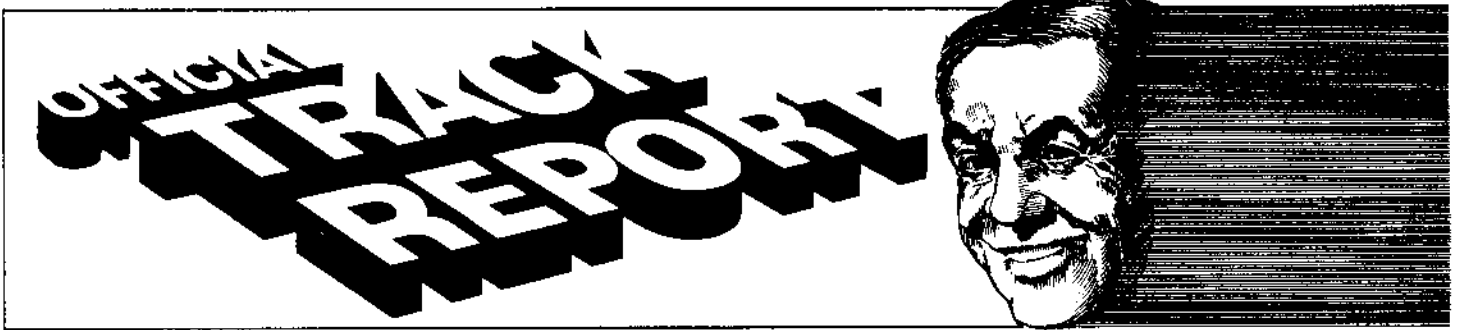


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CHIEF MECHANICS AND GARAGE NUMBERS

<u>Car No.</u>	<u>Garage No.</u>	<u>Chief Mechanics</u>
1	76	Jim McGee
25	24	Phil Casey
71	77	Jim McGee-Derrick Walker
4	87	Phil Sharp-Steve Roby
2	61	Hywel Absalom
20	55	George Bignotti
6	14	Jud Phillips
7	75	Jim McGee-Darrell Soppe
16	7	Mike Devin
30	73	Chuck Looper
17	3	Paul Diatlovich
11	67	Dennis McCormack
24	20	A. J. Watson
40	56	George Bignotti
22	21	Don Koda
51	36	Kenny Ozawa
19	47	Ed Baue-John Barnes
39	48	Ed Baue-John Barnes
43	50	Paul Leffler
48	41	Wayne Leary
14	29	Jack Starne
8	16	Derek Mower
77	81	Tom Smith
34	31	Jack Starne
69	45	Glenn Hall
78	12	John Capels
26	82	Danny Jones
29	49	Larry Burton
88	6	Frank Fiore
47	35	Dick Cancilla-Rick Shea
35	37	Mark Stainbrook
98	59	Grant King
30	70	Jerry Ruth-Charlie Patterson





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1978 INDIANAPOLIS "500" ROOKIES TEST REPORT

Under the upgraded format in use for the first time this year, rookie tests were conducted in two phases of 20 laps (50 miles) each; the first phase at 165 mph and the second at 175 or above. The latter phases were observed by a crew of veteran drivers. Refresher tests were 20 laps (50 miles) at 175 or above.

TWO-PHASE -- FIRST YEAR DRIVERS ROOKIE TESTS:

1. Tom Bagley, #22 Kent Oil Watson/Offy: 5/6, 165, & 5/10, 175 & OK.
2. Larry Rice, #65 City of Syracuse Eagle/Offy: 5/6, 165, & 5/16, 175 & OK.
3. Roger Rager, #95 Dairy Queen, Kingfish/Offy: 5/9, 165, & 5/17, 175 & OK.
4. Phil Threshie, #47 Threshie, Lightning/Offy: 5/10, 165, & 5/11, 175 & OK.

ONE-PHASE REFRESHER TESTS:

1. Gary Irvin, #92 McCord Auto Supply Eagle/Offy, 5/6, 175, & OK.
2. Joe Saldana, #69 Mr. Wize-Buys Carpet Shops Eagle/Offy, 5/12, 175 & OK.
3. *Graham McRae, #34, Dayton-Walther McLaren/Offy, 5/17, 175 & OK.

SPECIAL NOTE: Rookie Rick Mears (#71 CAM2 Motor Oil Penske/Cosworth) was not required by USAC to take Rookie or Refresher tests because of experience in other USAC 500-mile races.

*--Graham McRae was required to take refresher test because he had not run in the 500 since 1973, when he was Rookie of the Year.



OFFICIAL TRACK REPORT



With respect to Mr. Hulman for his many contributions to auto racing.

We of the Daily Track Report are starting 1978 with a heavy heart because of the loss of two of our key staff members -- Judy Phillips and Ray Marquette -- in the tragic plane crash near Arlington, Ind., which claimed nine lives on April 23. "We know that Ray and Judy never can be replaced in the full sense of the word, but the rest of our staff will try to carry on the work as they would have wanted it," said Jim Gilmore, sponsor of the Daily Report, "They were two of the greatest and most able people in auto racing and we will miss them tremendously." Jap Cadou will continue to write the Daily Report, as he has for the last seven years. Sue Jordan will do the final typing. Bill Marvel, who originated the service as the Autolite Daily Report in 1966, will be co-ordinator and will handle all the myriad details and nuts-and-bolts necessary. Tom Bush will continue as mailing supervisor and Garage Area Distributor. Now, out with the Green -- as Ray and Judy would have wanted it.

Larry Dickson was the first out but Danny Ongais was the fastest on an unexpectedly pleasant opening day of practice for the 62nd Indianapolis 500-mile race.

Three guys named Larry in blue cars went on the track in zip-zip-zip fashion right after Chief Steward Thomas W. Binford ordered the green light turned on promptly at 11 a.m. following the traditional opening-day ceremonies.

It was Dickson in the #80 Polak Construction Penske/Cosworth, Rookie Larry Rice in the #65 City of Syracuse/S & M Eagle/Offy and Larry Cannon in the #85 That's My Race Car Wildcat/SGD, out in that order.

Binford lifted the speed limit at 2:50 p.m. and after Dickson had given everyone something to shoot at with a lap at 186.258, Ongais fired a real speed salvo.

The dark-haired and dark-complexioned Ongais was a happy Hawaiian after he turned in seven laps at over 190 miles an hour and had a best lap of 196.164 timed on the electric eyes. "Everything feels all right," he told Chief Mechanic Phil Casey after coming in from his final segment of fast laps just 10 minutes before the track closed for the day at 6 p.m.

Bill Yeager, spokesman for the team of Ongais's #25 Interscope Parnelli VPJ, said the team believed in taking advantage of the near-ideal weather to get up to speed quickly. "You never can tell...It might rain for the next week," Yeager said. The weather was sunny but cool with little wind -- near-ideal conditions for high-speed running.

There were 12 cars on the track, a good number for opening day, with the Hulman Classic at Terre Haute occupying many of the drivers. Dick (Toby) Tobias won it.

Dickson was second fastest at 187.891. Ongais has won two of the USAC Championship races so far this year. The man who won the other two, Gordon Johncock, was the third fastest at 187.656. He did it in the V-8 engined #20 North American Van Lines Pacesetter. Rookie Rick Mears got 187.417 in the #71 CAM2 Penske/Cosworth. Salt Walther hit 183.337 in the #77 Dayton-Walther McLaren/Cosworth. Janet Guthrie took her first ride in the #51 Texaco Star Wildcat/SGD and got over 181. There are 34 cars at the track; 22 have passed technical inspection.

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT -- Only 4-time winner of the
Indianapolis 500

OFFICIAL TRACK REPORT



With respect to Mr. Hulman for his many contributions to auto racing.

Not a wheel turned on the Indianapolis Motor Speedway today as persistent rains raked the world's most famous race track. Chief Steward Thomas W. Binford capitulated to the elements at 1:15 p.m. and closed the track for the day.

To bring matters up to date, we didn't have the space yesterday to report that Gary Irvin completed his refresher test at 175-plus mph in the #92 McCord Auto Supply Eagle/Offy; Larry Rice passed the first phase (165) in the #65 City of Syracuse Eagle/Offy and Tom Bagley got in his first phase (165) in the #22 Kent Oil Watson/Drake.

Because past performances are just as important in the Indianapolis 500 as they are in the Kentucky Derby, we thought you would like to have a complete rundown on the USAC/Citicorp National Championship performances so far this year. Here it is:

DRIVER	POINT RANK	PHOENIX 150 3/18/78	ONTARIO 200 3/26/78	TEXAS 200 4/15/78	TRENT.200 4/23/78
GORDON JOHNSON	2	1st	19th	3rd	1st
DANNY ONGAIS	1	12th	1st	1st	4th
STEVE KRISILOFF	5	2nd	14th	8th	5th
TOM SNEVA	3	22nd	2nd	2nd	3rd
A. J. FOYT	4	3rd	4th	17th	2nd
AL UNSER	9	10th	3rd	--*	--
DICK SIMON	8	4th	6th	--	--
WALLY DALLENBACH	6	14th	9th	4th	11th
RICK MEARS	17	5th	--	--	--
LARRY DICKSON	14	17th	5th	14th	--
MARIO ANDRETTI	13	--	15th	5th	13th
SHELDON KINSER	12	6th	8th	15th	14th
JIM McELREATH	10	--	--	6th	7th
BOBBY OLIVERO	7	9th	10th	9th	6th
CLIFF HUCUL	18	7th	--	--	--
TOM BIGELOW	11	15th	7th	12th	8th
SALT WALTHER	15	13th	11th	7th	15th
TOM BAGLEY	16	8th	17th	10th	12th
LARRY RICE	20	--	--	--	9th
JOHNNY RUTHERFORD	19	16th	13th	19th	10th
JERRY KARL	22	11th	21st	21st	22nd
JOHNNY PARSONS	21	--	18th	11th	17th
GARY BETTENHAUSEN	24	21st	12th	--	19th
BOBBY UNSER	23	18th	16th	13th	20th
SPIKE GEHLHAUSEN	25	20th	23rd	16th	18th
VERN SCHUPPAN	27	--	--	18th	16th
ROGER McCLUSKEY	26	19th	20th	20th	21st
BOB HARKEY	T28	--	22nd	--	--
CHUCK GURNEY	T28	--	24th	--	--

*=Crashed during practice

There were 39 cars at the track when it closed for the day; 24 had passed USAC Technical Inspection. Seven more were in the process of inspection. Patrick Depallier in a Tyrrel won today's Grand Prix of Monaco at Monte Carlo. Mario Andretti finished 11th, out of the points, and is now tied for 2nd with 18, behind Depallier, who has 23.

Courtesy GILMORE / FOYT RACING TEAM



A.J. FOYT — Only 4-time winner of the Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing. Hard-pressed racing teams trying to get to qualifying speed had only two hours and 27 minutes of practice time today, due to a combination of fickle Hoosier weather and a blown car engine.

The track didn't open for the day until 3:21 because of rains that lasted until after noon. It closed down 12 minutes early at 5:48 p.m., 5 minutes after Jerry Sneva's power plant in the #30 Club 500 McLaren/Offy blew and scattered parts, at the head of the main straightaway.

Two-time 500 winner Johnny Rutherford had the day's top speed of 191-plus in the #4 1st National City/Goodyear McLaren/Cosworth. That was still 5 miles an hour behind the top 1978 practice speed which was turned in on Saturday (May 6) by Danny Ongais in the "black beauty" #25 Interscope Parnelli/VPJ.

Ongais got to 189-plus earlier and had just been pushed out onto the apron for a late speed run to try to claim top-speed honors for the day when Jerry Sneva experienced his mishap.

Steve Krisiloff got going fairly fast quickly in the #40 Foreman Industries Wildcat/Drake, hitting 188.6. His teammate, Gordy Johncock, also was practicing with the #20 North American Van Lines Pacesetter/Drake 8-cylinder job, but no quick times were reported for him.

Tying at 187.5 were Bobby Unser, out for the first time today in the #48 ARCOgraphite Lightning/Cosworth and Larry Dickson in the #80 Polak Construction Penske/Cosworth, which was the first car out on the track Saturday.

Only other top speeds reported by the USAC timing crew were 185.1 for Tom Bigelow in the #43 Armstrong Mould Wildcat/Offy and 181.781 for Al Unser in the #2 1st National City Lola/Cosworth.

There were 21 cars on the track during the brief period. Others were #1 Tom Sneva; #6 Wally Dallenbach; #16 Johnny Parsons; #18 Bubby Jones; #19 Spike Gehlhausen; #22 Tom Bagley; #51 Janet Guthrie; #78 Bobby Olivero; #85 Larry Cannon; and #95 with both Gary Bettenhausen and Roger Rager in the cockpit.

There are now 44 cars at the track and 25 have passed technical inspection.

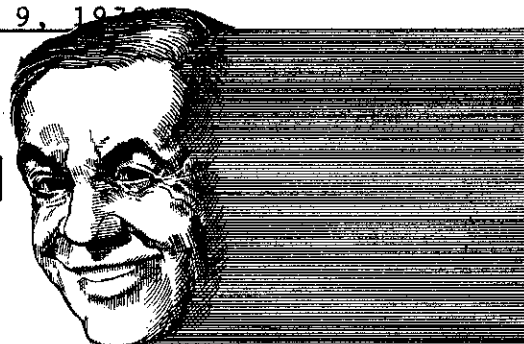
Hoosier Coal & Oil announced today that the company will sponsor the award nobody wants to win -- the Almost Made It (AMI Award). It returns to the Speedway after a year's absence. It will be presented just after 6 p.m. May 21 at the conclusion of 1978 qualifications. It will go to the driver left waiting next in line when time trials expire. The winner will receive a trophy and \$2,000.

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RACING TEAM



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Two-time Indianapolis 500 winner Johnny Rutherford and sophomore sensation Danny Ongais pushed the practice pace at the Speedway into the 197 miles-an-hour bracket today.

The weatherman was unkind again as intermittent showers cost increasingly anxious race crews another three hours and 12 minutes of possible running time. With only three days of practice now left, any more bad weather could throw some of the more marginal operations into a downright desperate state.

Rutherford had several laps in the 197 bracket and was caught by the electric eye at 197.585 for the quick one in the #4 1st National City McLaren/Cosworth.

Ongais, who had previously held the unofficial 1978 practice record at 196.164 hit 197.066 today in the #25 "black beauty" - the Interscope Parnelli/VPJ.

Bobby Unser, another two-time winner, was just a tad behind the quick pair at 196.507 in the #48 ARCOgraphite Lightning/Cosworth.

A total of 24 cars were on the track while the green was on. It was interspersed with four yellow-light periods and six others; all the latter were due to minor incidents with the exception of one for a 600-foot slide taken by rookie Roger Rager in Turn-1 in the #95 Riggs/Scio Cabinet Kingfish/Offy.

Rager's car dropped down on the track and stopped near the beginning of the south short chute. Rager didn't let that experience bother him, obviously, because before the day was over, he completed the 165-mph phase of his driver's test in the car.

Mario Andretti took his first rides in his #7 Gould Charge Penske/Cosworth after arriving back from the Grand Prix of Monaco. He got to speed rapidly and turned a 194.133 mph lap before practice ended for the day.

The three drivers in the 191 bracket included Mario's teammate and official Indianapolis record holder Tom Sneva at 191.2 in the #1 Norton Spirit Penske/Cosworth, David (Salt) Walther in the #77 Dayton-Walther Penske/Cosworth; and Steve Krisiloff at 191.245 in the #40 Foreman Industries Wildcat/Drake.

Wally Dallenbach flirted with the 190 mark, running 189.6 in the #6 Sugaripe Prune McLaren/Cosworth.

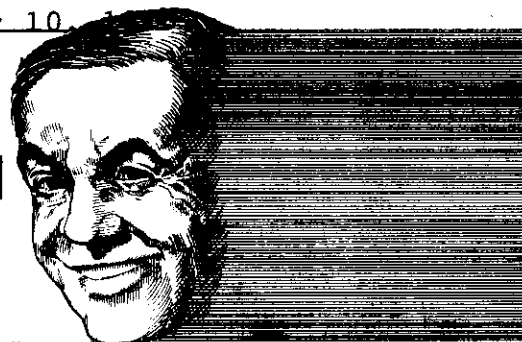
Al Unser, still another of the two-time winners, reached 187.5 in the #2 1st National City Lola/Cosworth -- just about 15 mph slower than he ran in Goodyear tire tests in April.

Larry (Boom Boom) Cannon got 185.1 out of the #85 "That's My Race Car" Wildcat/SGD. Gordon Johncock test-hopped the #51 Texaco Star Wildcat/SGD for Janet Guthrie. He also practiced in his own #20 North American Van Lines Wildcat/Drake, reaching 183.360.

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RACING TEAM



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**OFFICIAL
TRACK
REPORT**

With respect to Mr. Hulman for his many contributions to auto racing.

Danny Ongais waited until the very last practice lap of the day to zoom his "Black Beauty" around the Speedway at 201.974 miles an hour today to nudge Mario Andretti out of the 1978 practice record.

Ongais had a total of seven laps over the "magic" 200 mark in the #25 Interscope Parnelli VPJ.

Andretti, driving the #7 Gould Charge was just beginning to relax about 5:56 p.m. after running 201.838, when Ongais, who had previously been timed at 201.432, went out for "just one more try."

He got into the 200 bracket on his first two hot laps, just missing Andretti's mark. Then he hit the electric eye at the 201.974 lap and wasn't even into the second turn when the yellow light came out to end the day's practice at 6 p.m.

Ongais' fast lap was the quickest ever timed by the electric eye, though unofficial. The official track record is 200.535 by Tom Sneva in 1977. It was by far the busiest day at the Speedway so far this year, with the best weather. There were 35 cars on the track and 16 of them ran 190 miles an hour or more.

The King, A. J. Foyt, put in his first appearance after work was completed on his brand new #14 Gilmore Racing/Valvoline/1st National City Coyote/Foyt. He "shook down" the sleek orange car at slightly over 189 miles an hour.

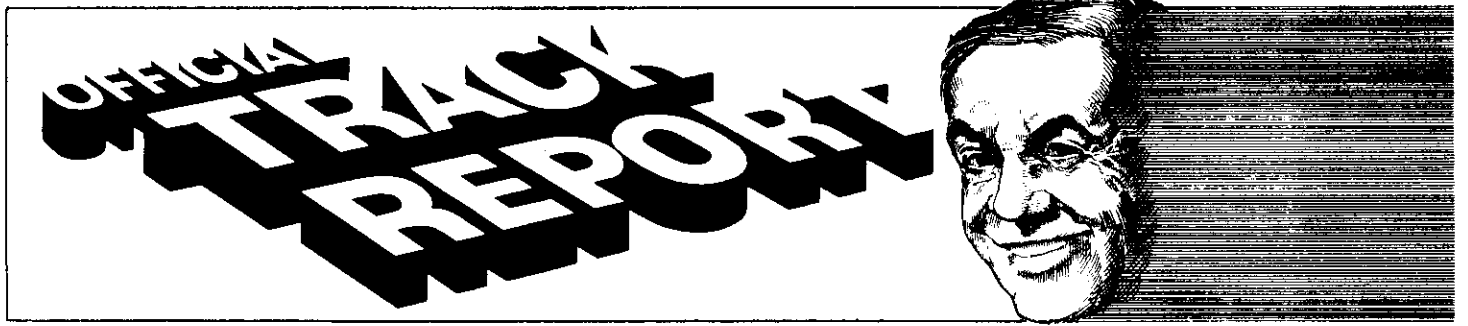
Bobby Unser, the 1968-75 winner, had the dubious distinction of becoming the first driver this year to leave the mark of Goodyear on the wall. At 4:11 p.m. Bobby lost control of his #48 ARCOgraphite Lightning/Cosworth coming out of Turn-1. He got sideways, slid 340 feet, made light contact with the right rear tire and slid another 80 feet. He didn't kill the engine and was able to drive around to the pits. Bobby got to 195.610 before that.

Others at 190 or more in order were: 1973 winner GordonJohncock at 197.672 in the #20 North American Van Lines Pacesetter/SGD; Wally Dallenbach, 197.4 in the #6 Sugaripe Prune McLaren Cosworth; 1974-76 winner Johnny Rutherford, 196.9 in the #4 1st National City/Goodyear McLaren/Cosworth; 1970-71 winner Al Unser, 196.850 in the #2 1st National City Chapparral Lola/Cosworth; Salt Walther, 196.7 in the #77 Dayton-Walther McLaren/Cosworth; Sneva, 195.897 in the #1 Norton Spirit Penske/Cosworth; Johnny Parsons, 195.524 in the #16 1st National City Lightning/Offy; Steve Krisloff, 195.2 in the #40 Foreman Industries Wildcat/Drake; Rutherford, 192.884 in his backup car with the same sponsorship; Duane (Pancho) Carter, 192.5 in the #8 Budweiser Lightning/Cosworth; Larry (Boom Boom) Cannon, 191 plus in the #85 "That's My Race Car" Wildcat/SGD; Tom Bigelow, 190.759; in the #43 Armstrong Mould Wildcat/Offy, and Rick Mears, 190.7 in the #71 CAM2 Motor Oil Penske/Cosworth. Tom Bagley completed his driver's test in the #22 Kent Oil Watson/Drake. Larry Rice got in 7 good laps of the final 175 phase of his test before blowing an engine. Phil Threshie got in the 165 phase in the #47 Threshie Lightning./ Offy. Roger Rager completed 6 laps before blowing an engine in the #95 Dairy Queen Kingfish/Offy.

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT — Only 4-time winner of the
Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing. Rick Mears stamped himself as a prime candidate for 1978 Rookie of the Year honors today by joining the exclusive 200 Miles an Hour club.

The 26-year-old "No. 3" driver on Roger Penske's team did it with a precise touch that should please the precision-minded Penske: a flat 45.0 seconds for the 2½ mile oval -- 200 mph right on the button with no sloppy decimals.

That was good only for second-fast honors for the day, however, as "Black Beauty" continued to look like the car to beat for the pole. Sophomore sensation Danny Ongais exercised the Beauty, alias the #25 Interscope Parnelli/VPJ, at 201.567 mph, just a tad under the 201.974 with which Ongais set the 1978 practice record on Wednesday (May 10).

It was the third day out of the five practice days in which there was any running time at all that Ongais has been the fastest practicer. The run won him and his chief mechanic, Phil Casey, a pair of free hair stylings at the Clipper's Mate Styling Salon, 11 East Ohio Street.

Mears was driving the #71 CAM2 Motor Oil Penske/Cosworth. His quick lap made him the second member of the Penske team to hit the magic mark. The only driver out of the fold for 1978, ironically, is the official track record holder, Tom Sneva, who set the 200.535 standard in winning the Pole for the 1977 race. But the team figures that Tom will do something about that omission before Saturday's time trial opening.

The weatherman dealt another low blow, with rain claiming 4 hours and 19 minutes of the scheduled time and closing the track at 4:05 p.m.

Just missing the 200 mark today were four-time Indianapolis winner A. J. Foyt (1961-64-67-77) and two-time victor Johnny Rutherford (1974-76). Rutherford had slightly the better of it with a lap at 199.2 in the #4 1st National City/Goodyear McLaren/Cosworth. Foyt, out for only the second day in the #14 Gilmore Racing/Citicorp/Valvoline Coyote/Foyt, got in a circuit at 199.158.

Mario Andretti (1969 winner), who had a high of 201.838 on Wednesday, settled for 198.9 today in his #7 Gould Charge Penske/Cosworth. Another ex-champion, Gordon Johncock (1973) turned a lap at 196.9 in the #20 North American Van Lines Pacesetter/SGD.

One of the big surprises -- and it couldn't happen to a nicer guy -- was a 196-even clocking for Dick Simon in the #17 Vollstedt/Drake. Having given up his tutor role of the last two years when he spent most of his time coaching Janet Guthrie, Simon looks like he could be the "sleeper" in the Pole-day pack.

Another happy driver was Duane (Pancho) Carter who got to 195.8 in the #8 Budwiser Lightning/Cosworth in only his third day in a Championship car since his terrible crash at Phoenix in a December practice run.

Steve Krisiloff, hit 195.143 in the #40 Foreman Industries Wildcat/Drake. Bobby Unser got 193.9 in the #48 ARCOgraphite Lightning/Cosworth. Larry Dickson hit 191.001 in the #80 Polak Construction Penske/Cosworth. Phil Threshie completed his 20-lap 175 phase of the rookie test in the #47 Lightning/Offy which he owns and got the approval of a jury of veteran drivers.

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT -- Only 4-time winner of the
Indianapolis 500

OFFICIAL TRACK REPORT



With respect to Mr. Hulman for his many contributions to auto racing.

Mario Andretti gave the late-staying spectators at the Speedway their biggest thrill of the month at 5:35 p.m. today when he reached the heights with a lap at 203.482 mph. Four drivers exceeded 200.

That brought a prediction from Roger Penske, owner of Andretti's car and two other potential 200-miles-an-hour automobiles that the pole speed on Saturday could be "near 205" if weather conditions are just right.

They were almost perfect when Andretti, the 1969 500 winner, made his late run in the #7 Gould Charge Penske/Cosworth. We say "almost" because it was just a tad-bit on the windy side.

Rick Mears, another of the Penske chauffeurs, had the day's third fastest speed of 201.703 in the #71 CAM2 Motor Oil Penske/Cosworth. Coming between them was two-time winner Johnny Rutherford (1974-76) who gained admittance to the 200 Club with a 201.839 circuit in the #4 1st National City McLaren/Cosworth.

The other driver to exceed 200 for the day was none other than four-time winner A. J. Foyt, whose 200.356 lap brought cheers from the Foyt fans on the rail in the early afternoon. He did it in the #14 Gilmore Racing/1st National City/Valvoline Coyote/Foyt.

The Penske team certainly would be the odds-on favorite for the pole if considered as an entry. Only Tom Sneva, the defending USAC Citicorp champion and Speedway record holder, has failed to hit the 200 mark among Penske's three drivers. And Sneva, who has a high of 196.3 so far in the #1 Norton Spirit, is expected to run considerably faster when the marbles are at stake -- just like he did in 1977 when he set the 200.535 lap mark and won the pole. There were 36 cars on the track as it opened late and was interrupted a couple of times, both because of rain. One hour and 22 minutes was lost because of weather. Al Unser, 1970-71 winner, got to 198.194 in the #2 1st National City Lola/Cosworth and could be a factor. Danny Ongais, the other leading pole candidate and 200-plus driver, was content with running tests at 197.901. Gordon Johncock hit 197.2, Wally Dallenbach 196.078, Bobby Unser 195.695, Salt Walther 193.798 and George Snider touched 192.555 in his first day in Foyt's backup car. Positions drawn for qualifying, which is scheduled to begin at 11 a.m. Saturday are:

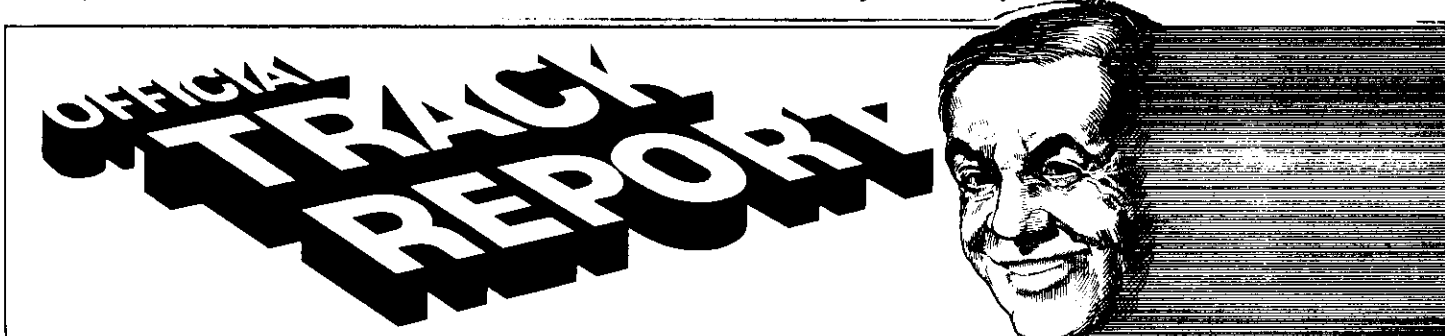
- | | | |
|------------------------|---------------------------|--------------------------|
| 1. #49 Rutherford BU | 13. #6 Wally Dallenbach | 25. #12 Ongais BU |
| 2. #80 Larry Dickson | 14. #25 Danny Ongais | 26. #24 Sheldon Kinser |
| 3. #20 Gordon Johncock | 15. #14 A. J. Foyt | 27. #46 Parsons BU |
| 4. #17 Dick Simon | 16. #84 George Snider | 28. #7 Mario Andretti |
| 5. #92 Gary Irvin | 17. #39 John Mahler | 29. #19 Spike Gehlhausen |
| 6. #40 Steve Krisiloff | 18. #2 Al Unser | 30. #43 Tom Bigelow |
| 7. #85 Larry Cannon | 19. #4 Johnny Rutherford | 31. #11 Roger McCluskey |
| 8. #22 Tom Bagley | 20. #98 Gary Bettenhausen | 32. #77 Salt Walther |
| 9. #1 Tom Sneva | 21. #93 Bill Vukovich | 33. #8 Pancho Carter |
| 10. #48 Bobby Unser | 22. #18 Bubby Jones | 34. #28 John Martin |
| 11. #71 Rick Mears | 23. #16 Johnny Parsons | 35. #69 Joe Saldana |
| 12. #51 Janet Guthrie | 24. #78 Bobby Olivero | |

BU = Backup Car

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT — Only 4-time winner of the
Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing.

No one qualified for the 62nd Indianapolis 500-Mile Race on the scheduled opening weekend, due to taunting intermittent showers which kept the Speedway always just a little bit too damp to run on.

It was the first time since 1969 that there were no opening-weekend qualifiers and the first time in the modern era that there was not even a single attempt to make the race on the first weekend.

In 1969, Leon Duray (Jigger) Sirois was waved off on opening day (May 17) after three laps of a run which, had it been completed at the same average, would have been good enough to win the pole and stay in the starting field, as later events showed. As a result, the "hard-luck" award of the American Auto Racing Writers and Broadcasters Association was named the "Jigger Award" after Sirois. After that, the rains came and washed out the rest of Saturday and all of Sunday (May 18). The track officially closed for the weekend at 2:30 p.m. Sunday.

It was a matter of "Good news, bad news" for the two former 500 winners who were really sweating out the weather. It was good news for four-time winner A. J. Foyt Jr., who had gambled by taking off for Alabama in the morning and running in the Talledega 500. (Foyt had "hedged" his bet by having a jet plane standing by on an air strip adjoining the Talledega track with the capability of getting him back to Indianapolis in an hour and 10 minutes.)

For Andretti, however, it was the worst kind of news because he has plans to run in the Grand Prix of Belgium at Zolder next Sunday. At a news conference in the press room shortly after trials were canceled, Roger Penske, Andretti's car owner, said that he hopes to get Bobby Allison here to qualify the #7 Gould Charge Penske/Cosworth, with which Andretti set an unofficial practice record of 203.482 mph on Friday (May 12). Another possibility, Penske said, was to have Andretti run in the Belgium practice and qualifying period Friday and lasting until 2 p.m. on Saturday, then return to Indianapolis via jet plane to qualify here on Saturday afternoon. (There is a time difference of seven hours which would work in Andretti's favor.) He would then return to Belgium to run in the GP. Andretti, who also spoke at the conference, and Penske both expressed disappointment that neither Indianapolis Motor Speedway nor USAC officials would listen to their pleas to set up a special qualifying period for Andretti, perhaps on Monday (May 15). Andretti said he would rather go through all the stress and strain of the international commuting with its tight time-table than have to start at the back of the pack, the prospect he faces if anyone besides himself qualifies the car.

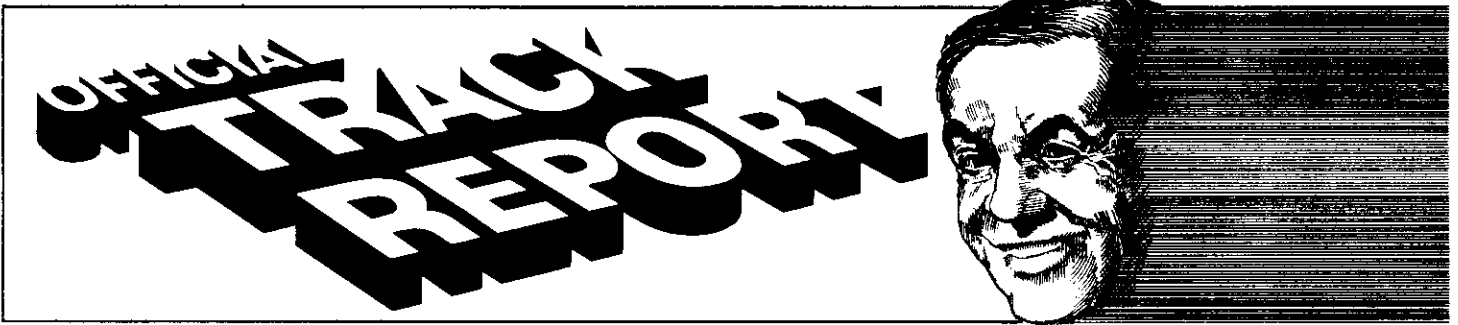
There was considerable criticism voiced by some persons about not allotting a special qualifying time at some time before next weekend for Andretti's benefit. Some cited the fact such special periods have been set aside at the California 500 at Ontario, CA. for qualifications to allow drivers to race elsewhere. But USAC spokesmen pointed out that the Ontario Entry Blank specifically made advance provisions for such periods and that no such provision is contained in the Indianapolis Entry Blank. Also, the Ontario special qualification runners were not eligible for the front row spots.

- MORE -

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT — Only 4-time winner of the
Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing.

The total rain-out set up prospects for a frantic Pole Position battle and a record qualifying crowd for next Saturday (May 20) if the weatherman should take mercy and give us a good day for time trials. Qualifications are scheduled from 11 a.m. - to 6 p.m. Saturday and noon to 6 p.m. Sunday. If a full field of 33 cars is qualified by the end of Sunday's running and all the 35 cars in the original draw have each had one chance at qualifying, it is highly unlikely that trials would be extended beyond next Sunday. Ticket stubs for either day of opening weekend will be honored on Saturday.

The postponement was also good news for most rookies and other drivers who have yet worked their way up to qualifying speeds. It will give them another week of practice time to gain the needed speed. Janet Guthrie, who has run 188.5 in the #51 Texaco Star, believes she can gain about 3 more miles an hour, for example.

Miller Brewing Company announced that for the second straight year, it will sponsor competition between Indianapolis 500 pit crews for a purse of more than \$25,000 in cash and accessory awards. Entitled "Miller Pit Stop II", will be held Wednesday, May 17, and Thursday, May 18 (preliminaries) and Thursday, May 25 (finals).

Car #86, to be driven by Al Loquasto Jr., will be sponsored by American Rustproofing of Indianapolis, it was announced by Dave Hollingsworth, president of American Rustproofing.

The guarantees for a shot at the pole or the "first-day" starting order now will apply only up through the last car in the line of 35 which drew for qualifying spots on Friday evening -- Joe Saldana's #69 "Team 69" Eagle/Offy.

This is the time table for next weekend:

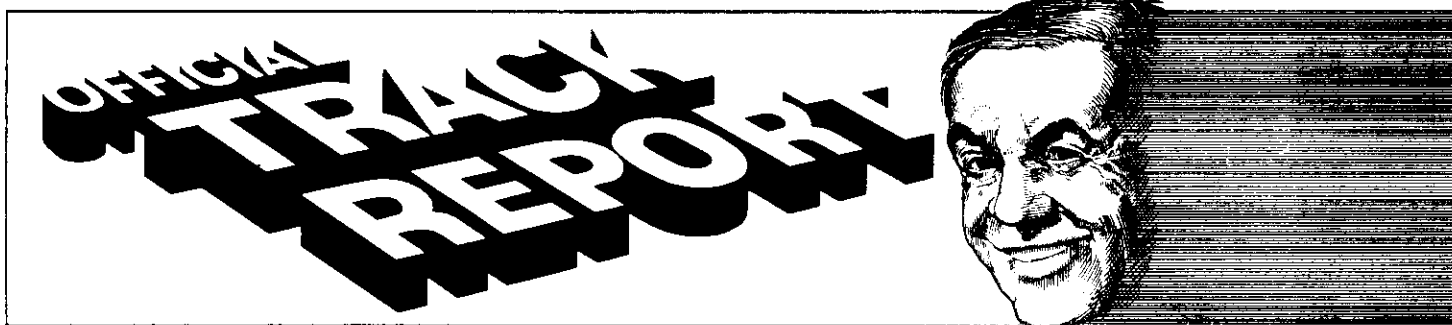
	<u>Saturday, May 20</u>	<u>Sunday, May 21</u>
Gates Open	9 a.m.	9 a.m.
Practice	9 to 10:30 a.m.	10 to 11:30 a.m.
Time Trials	11 a.m. to 6 p.m.	12 Noon to 6 p.m.

There were 57 cars at the track at the end of Sunday, with 44 having passed initial USAC Technical inspection and 39 the final inspection. Thirty-eight different drivers have been on the track so far.

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT -- Only 4-time winner of the
Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing.

For the first time in 91 hours and 10 minutes, the green light at the Indianapolis Motor Speedway flashed on at 1:10 p.m. today, ending a nightmare period of wet-track weather that had 500-Mile Race crews pulling their hair.

Less than a minute later, Roger McCluskey was out on the track in the #11 Experimental Engineering Spirit/AMC, the first of 24 cars to take advantage of the chance to resume practice and start getting ready for Saturday's opening of time trials, delayed a week by some of the worst weather in Speedway history.

Danny Ongais probably would have been just as happy if it never opened for the day. He hit the wall on Turn-4 and destroyed his backup #25T Parnelli/VPJ in midafternoon while testing an engine that was destined to be placed in the Parnelli/VPJ being purchased by Gene White for Lloyd Ruby to run.

Ongais, the sophomore sensation who has set the practice pace much of the time, had run laps as high as 198.719 in the car. He was coming out of the northwest turn when he got sideways and spun a half-turn and slid 460 feet backwards against the wall, hitting it with the left rear. A flash fire was extinguished quickly. Removed from the crunched car, Ongais was taken to the infield hospital for a checkup in slightly dazed condition. He was treated for minor bruises on the back and a cut tongue and released. He is expected to be back on the track Wednesday. The accident won't put Ruby out of the running because the Vel's-Parnelli Jones team has another spare engine he can use.

It was good news, bad news for driver Johnny Parsons, chief mechanic Mike Devin and the Lindsey Hopkins crew of the #16 First National City Lightning/Offy "laydown". Parsons was timed on the electric eye at 197.889 for the day's second fastest speed and the crew got him on one circuit with hand watches at 198.5. Then the transmission on the car broke, one of several that has expired so far. The team would love to run the car in the race -- if they can keep a transmission in it.

Two-time winner Johnny Rutherford had his backup #4T First National City/Goodyear McLaren/Cosworth up to 193.798 and another double victor, Bobby Unser, practiced at 195.2 in the #48T ARCOgraphite Eagle/Cosworth, which could change his mind about running the Lightning/Cosworth, which he ran at 192.061 today.

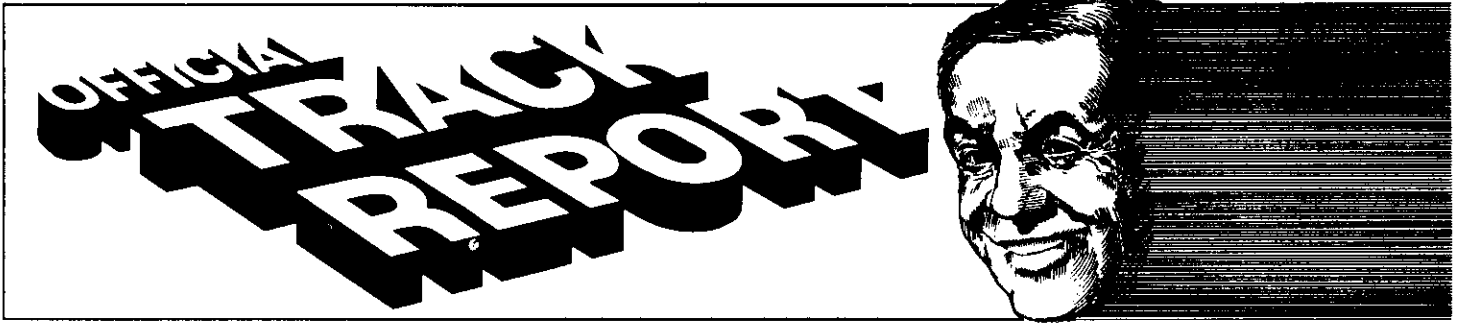
Larry (Boom Boom) Cannon continued to run faster than almost anyone had expected him to with a circuit at 191.612 in the #85 "That's My Race Car" Wildcat/SGD.

Larry Rice was a happy Hoosier after completing his driver's test in the #35 Bryant Heating/WIBC Lightning/Offy. He put in 13 good laps in the car today to add to his previous seven and then got the approval of a jury of veteran drivers. Mike Hiss arrived, passed his physical and joined the Penske team as a possible qualifying replacement for Mario Andretti, or a possible fourth team driver with Andretti, Tom Sneva and Rick Mears. Hiss, who doesn't have to take a driver's test, will practice in the #66 Penske Racing Penske/Cosworth. Drivers' test must be started by 6 p.m. Wednesday. The Miller Pit Stop contest preliminaries are scheduled for 9 a.m. Wednesday. Other top speeds today were Larry Dickson, 188.597; Tom Bigelow, 188.206; Gordon Johncock, (V-8 car), 187.032; Jerry Karl, 187.032; Bill Vukovich, 186.916; Bubby Jones, 186.567; Al Loquasto, 186.073; Janet Guthrie, 185.797.

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT — Only 4-time winner of the
Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing.

Duane (Pancho) Carter joined the 200 Miles an Hour Club today, writing another chapter in one of the most astounding comeback stories in auto racing annals.

Critically injured only last December in a practice crash at Phoenix International Raceway, the 27-year-old Brownsburg (Ind.) resident wasn't even expected by his doctors to be able to walk by May, let alone drive at such sensational speed.

Carter waited until the very last practice lap of the day, just before the 6 p.m. closing time to post a lap at 200.222 in the #8 Budweiser Lightning/Cosworth and bring joy to his pretty blond wife, Carla, who is expecting their first child. Sitting in a golf cart in the Carter pit, Carla gave Pancho a big kiss when he came in and told him, "That's just great!"

He was the only driver of the sunny, pleasant day to top the 200 mark and became the sixth member of the 200 Club. Others are Mario Andretti, Johnny Rutherford, Danny Ongais, A. J. Foyt and Rick Mears.

Asked if he considered himself a pole candidate for Saturday, Carter said, "What do you think?" and smiled. Is there more speed left in the car? "It feels like it," he said.

Bobby Unser, 1968-75 winner, barely missed joining Carter in the club with another super-late run. Bobby hit 199.9 in the #48 ARCOgraphite Eagle/Cosworth.

Danny Ongais, who escaped with minor injuries in the first real wall-banging incident of the year on Tuesday, showed that it hadn't slowed him down significantly with a lap at 197.846 in his front-line #25 Interscope Parnelli/VPJ. It was his "backup" car he crunched while "running in" an engine scheduled to be used in the car that was sold to Gene White for Lloyd Ruby.

Norman (Bubby) Jones provided one of the day's big thrills for a good crowd of spectators. He lost control of his #18 Simon/Longhorn Wildcat/SGD in Turn-4, did a complete spin, gathered the car up again and came on around the track with a flat right front tire.

There were 32 cars taking advantage of the near-ideal weather. Johnny Rutherford, 1974-76 winners, tied Ongais exactly at 197.846 while running his backup #4T First National City/Goodyear McLaren/Cosworth. A. J. Foyt, four-time winner, ran at 195.440 in the #14 Gilmore Racing/Citicorp Coyote/Foyt, a speed which was tied exactly by Salt Walther in his best performance so far in the #77 Dayton-Walther McLaren/Cosworth. Steve Krisiloff practiced at 195.3 in the #40 Foreman Industries Wildcat/Drake. His teammate, Gordon Johncock, was at 194.678 in the #20 North American Van Lines Wildcat/SGD. Wally Dallenbach turned 193.573 in the #6 Sugaripe Prune McLaren/Cosworth. Spike Gehlhausen got in his best speed of 193.340 in the #19 Hubler/WIRE Eagle/Offy. Tom Bigelow hit 191.898 in the #43 Armstrong Mould Wildcat/Offy. Janet Guthrie continued to gain, hitting 190.194 in the #51 Texaco Star/Wildcat/SGD. Roger Rager passed the final phase of his driver's test in the #97 Dairy Queen Dragon/Offy and got the okay. Graham McRae of New Zealand passed his refresher in the #34 Dayton/Walther McLaren/Offy. Rutherford and his Team McLaren crew set a new record of 12.89 seconds during the Miller Pit Stop Championship preliminary this morning. USAC announced it has scheduled a night Sprint race for Eldora Speedway, June 17.

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT — Only 4-time winner of the
Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing.

Tom Sneva served notice today that he isn't going to give up the Indianapolis Motor Speedway one-lap and four-lap track records without a fight.

Obviously weary of people pointing out he was the only driver on the Roger Penske team, who had not yet joined the 200 Club, with a vengeance in his #1 Norton Spirit Penske/Cosworth, hit a lap at 203.1 miles per hour.

That put him in the same practice bracket with his tiny teammate, Mario Andretti, who is off in Europe Grand Prix racing and probably will miss the second edition of opening qualifying weekend. Andretti's best speed, set last Friday, was 203.482.

Unfortunately, the timers operating the electric eye at the start/finish line missed the rapid Sneva lap set in the last 10 minutes of the practice period. But, all kinds of watches including those of rival teams had him in either the high 202 or low 203 bracket. Penske watches averaged to 44.3, a speed of 203.1.

That gave the USAC National Champion the day's best speed by a sizable margin over A. J. Foyt who had 200.490 in the #14 Gilmore Racing/Citicorp Coyote/Foyt about 10 minutes before Tom's hot lap.

Sneva holds the official one-lap record of 200.535 and also the four-lap (10-mile) mark of 198.884. But he had been taking a back seat to Andretti and rookie Rick Mears on the Penske team until today. Tom had run a circuit at 199.645 in the early afternoon. He said the only difference was that the team turned up his turbocharger boost to near qualifying figures (80 inches) from the 72 inches he had been running.

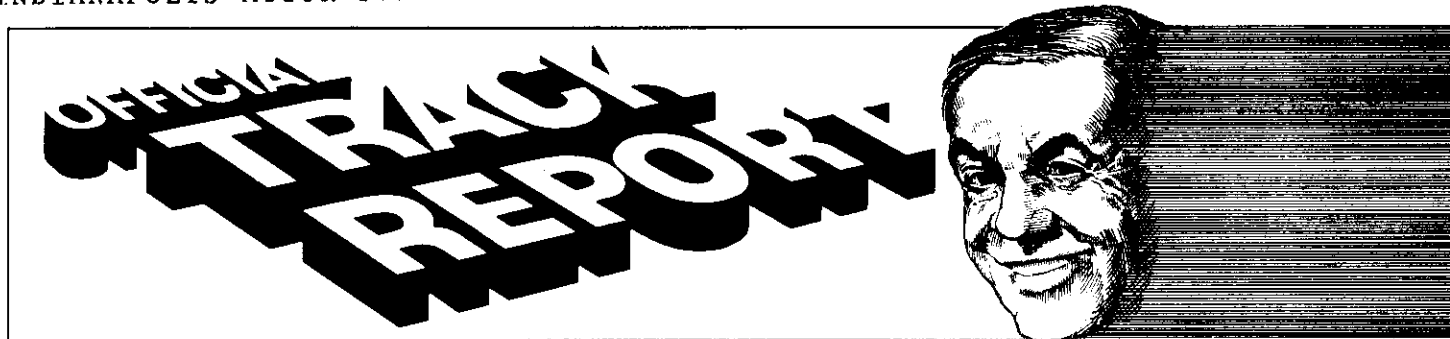
"That makes the group happy, I guess," Sneva said in a classic understatement. Asked if he would be bidding to defend his Pole laurels, Sneva said, "That's the name of the game, isn't it?" Another happy face belonged to Mike Hiss, the Californian imported by Penske to qualify the super-speedy #7 Gould Charge Penske/Cosworth for Andretti. Hiss got to 191.857 in the second day he has been in the car, on only his 20th hot practice lap. John Mahler also was impressive in his very first day in the #39 Gehlhausen Eagle/Offy, running 189.354. There were 35 cars on the track on a beautiful, sunny day with temperatures in the 80's which also brought out the halters and sun dress along pit row.

After Sneva and Foyt, you had to go all the way down to the 195 bracket to find the day's third fastest driver. That was Bobby Unser, who hit 195.482 in the #48 ARCOgraphite Eagle/Cosworth. Wally Dallenbach was at 194.763 in the #6 Sugaripe McLaren/Cosworth. Johnny Parsons hit 194.5 in his "straight up" #16 Lightning/Offy. Gordy Johncock got 194.007 out of the #20 North American Van Lines Wildcat/Drake. Dick Simon reached 193.757 in the #17 La Machine Vollstedt/Offy. Larry Dickson hit 190.435 in the #80 Polak Construction Penske/Cosworth. Larry Rice, making steady progress in the #35 Bryant Heating/WIBC Lightning/Offy, reached 189.7. Steve Krisiloff was at 189.036 in the #40 Foreman Industries Wildcat/SGD. Eight finalists who topped the competition in Miller Pit Stop II will meet on Thursday, May 25 to decide the 1978 championship. Veteran mechanic Clint Brawner and driver Al Loquasto and their American Rust Proofing Special topped second day qualifiers with a 20.53 timing which moved them into third spot among the final eight. Other finalists are the crews of #4 Johnny Rutherford; #6 Wally Dallenbach; #80 Larry Dickson; #16 Johnny Parsons; #11 Roger McCluskey; #8 Pancho Carter and #78 Bobby Olivero.

Courtesy GILMORE/FOYT RACING TEAM



A.J. FOYT — Only 4-time winner of the Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing.

Danny Ongais, the flying Hawaiian held the reins in on "Black Beauty" until the final 15 minutes of the last 1978 practice day before turning her loose for the day's top speed and a new personal high of 203.2 miles per hour today.

It was the busiest day in Speedway practice history with a record 49 cars on the track and four of them exceeding 200 miles an hour. Just a tick behind Ongais on the "official unofficial" practice listing was four-time winner A. J. Foyt at 202.976 in the #14 Gilmore Racing/Citicorp Coyote/Foyt. His crew also caught Supertex at 203.2.

The electric eye was not on Ongais' top lap, in the #25 Interscope Parnelli/VPJ, so you could almost call it a Mexican standoff between the Hawaiian and the Texan, who are prime favorites for the pole tomorrow, along with Tom Sneva. Mario Andretti, who has the fastest practice lap of all at 203.482 will miss the Pole Day festivities and Mike Hiss is scheduled to qualify his #7 Gould Charge Penske/Cosworth.

Also over the 200 mark today were two-time winner Johnny Rutherford at 201.027, who also could be a pole contender, in the #4 First National City/Good-year McLaren/Cosworth, and Sneva at 200.624 in the #1 Norton Spirit Penske/Cosworth.

Rick Mears, the rookie teammate of Sneva, Andretti and Hiss, clocked 198.6 in the #71 CAM2 Motor Oil Wildcat/SGD. Duane (Pancho) Carter cut a 197.759 in his #8 Budweiser Lightning/Cosworth and also found time to help Bobby Olivero by taking a test-hop in the #78 Alex-Xlnt Foods Lightning/Offy at 190.5. Carter's half-brother, Johnny Parsons, got 196.950 out of the straight-up #16 First National City Lightning/Offy.

Hiss got to a very respectable 194.495 in his "practice" car, listed as the #66 Penske Racing Penske/Cosworth, and then climbed into the super-speedy #7 he will qualify for Andretti, reaching 190.799.

Al Unser practiced at 193.340 in the #2 First National City/Chaparral Lola/Cosworth. Also over the 190 mark were Tom Bigelow in the #43 Armstrong Mould Wildcat/Offy at 191.939, and Larry Dickson in the #80 Polak Construction Penske/Cosworth at 191.734.

The bright sunny weather with temperatures in the 80's brought out what most observers believed was an all-time record practice crowd and, combined with still-soggy parking lots, resulted in a king-size afternoon traffic jam on the infield roads.

A supplementary drawing was held after the track closed today to allot qualifying positions after the first 35 cars which drew last Friday. Here are the spots determined in the lineup. (They will not be eligible for the Pole or the "first-day" qualifying lineup, which will end after the #69 "Team 69" Eagle/Offy of Joe Saldana has its opportunity as 35th in the original lineup).

- | | | |
|----------------------|-----------------------|------------------------|
| 36. #48T B. Unser BU | 42. #88 Jerry Karl | 48. #42 Bob Harkey |
| 37. #86 Al Loquasto | 43. #35 Larry Rice | 49. # 6T Dallenbach BU |
| 38. #30 Jerry Sneva | 44. #47 Phil Threshie | 50. #26 Jim McElreath |
| 39. #97 Roger Rager | 45. #27 No Driver | |
| 40. #77 Walther BU | 46. #34 Graham McRae | BU = Backup Car |
| 41. #60 No Driver | 47. #29 Cliff Hucul | |

Andretti was fastest in Beltsville Sprints at Zolder today at 1:21.48.
 Courtesy GILMORE / FOYT RACING TEAM A.J. FOYT — Only 4-time winner of the Indianapolis 500





With respect to Mr. Hulman for his many contributions to auto racing.
Ladies and gentlemen of the news media:

Welcome to qualifications for the 62nd Indianapolis 500-Mile Race. Through the courtesy of the Gilmore Racing Team and the United States Auto Club, we will be issuing full reports on all qualifying and race activity, as we have on practice action so far.

At 9:00 a.m., as practice opened, the Weather Bureau reported a temperature of 72 degrees with 71% humidity and winds of 8 miles an hour from the southwest. The forecast calls for temperatures in the high 70's or low 80's by this afternoon. There was no rain in the forecast but a light sprinkle fell shortly after practice opened, shutting down the track briefly.

PRACTICE PERIOD (9 a.m. to 10:15 a.m.)

- 9:07 a.m. -- YELLOW Rain
- 9:11 a.m. -- GREEN
- 9:27 a.m. -- YELLOW (with Electropacer flashing) Track inspection after report #69 Joe Saldana spraying water.
- 9:32 a.m. -- GREEN
- 9:36 a.m. -- YELLOW Tow-in for #69 Joe Saldana.
- 9:41 a.m. -- GREEN

There were 45 cars on the track during the hour and 15 minutes of practice.

UNOFFICIAL PRACTICE TIMES THIS MORNING

- | | |
|------------------------------|--------------------------------|
| #14 A. J. Foyt -- 203.666 | # 8 Pancho Carter -196.078 |
| # 1 Tom Sneva -- 203.6 | #20 Gordon Johncock-195.6 |
| #71 Rick Mears -- 202.997 | #48 Bobby Unser(Eagle)-193.590 |
| #25 Danny Ongais- 200.267 | #85 Larry Cannon -193.4 |
| #16 Johnny Parsons-199.867 | #84 George Snider -191.652 |
| # 6 Wally Dallenbach-199.336 | #40 Steve Krisiloff-191.205 |
| # 2 Al Unser -- 198.2 | |
| # 7 Mike Hiss -- 196.937 | |

QUALIFICATIONS

NOTE: Times given below are those at which driver took green, or if no green, the time the incident mentioned happened.

11:05 a.m. -- #4 JOHNNY RUTHERFORD, 40, Fort Worth, Texas
First National City, Goodyear McLaren/Cosworth

QA-1	1 -- 45.05 -- 199.778	<u>Q-1</u>
	2 -- 45.40 -- 198.238	
	3 -- 45.84 -- 196.335	
	4 -- 46.36 -- 194.133	
	T--3:02.65 -- 197.098	

Courtesy GILMORE / FOYT RACING TEAM



A.J. FOYT — Only 4-time winner of the Indianapolis 500



11:13 a.m. -- #80 With respect to Mr. Hulman for his many contributions to auto racing.
 LARRY DICKSON, 39, Marietta, Ohio
 Polak Sta-on-Glaze, Penske/Cosworth

QA-2	1 -- 46.21 -- 194.763	<u>Q-2</u>
	2 -- 46.15 -- 195.016	
	3 -- 46.63 -- 193.009	
	4 -- 47.12 -- 191.002	
	<u>T--3:06.11 -- 193.434</u>	

11:20 a.m. -- #20 GORDON JOHNCOCK, 41, Phoenix, Arizona
 North American Van Lines, Wildcat/SGD

QA-3	1 -- 45.44 -- 198.063	<u>Q-3</u>
	2 -- 46.14 -- 195.059	
	3 -- 46.17 -- 194.932	
	4 -- 46.08 -- 195.313	
	<u>T--3:03.83 -- 195.883</u>	

11:28 a.m. -- #17 DICK SIMON, 44, San Juan Capistrano, California
 La Machine Products, Vollstedt/Offy

QA-4	1 -- 46.67 -- 192.843	<u>Q-4</u>
	2 -- 46.44 -- 193.798	
	3 -- 46.62 -- 193.050	
	4 -- 46.83 -- 192.184	
	<u>T--3:06.56 -- 192.967</u>	

11:34 a.m. -- #92 GARY IRVIN, 34, West Lafayette, Indiana
 McCord Auto Supply, Eagle/Offy

Took 3 warmup laps and came in without taking green flag.

11:39 a.m. -- #40 STEVE KRISILOFF, 31, Dana Point, California
 Foreman Industries, Wildcat/SGD

QA-5	1 -- 46.71 -- 192.678	<u>Q-5</u>
	2 -- 47.11 -- 191.042	
	3 -- 47.26 -- 190.436	
	4 -- 47.15 -- 190.880	
	<u>T--3:08.23 -- 191.255</u>	

11:46 a.m. -- #85 LARRY CANNON, 41, Danville, Illinois
 "That's My Race Car", Wildcat/SGD

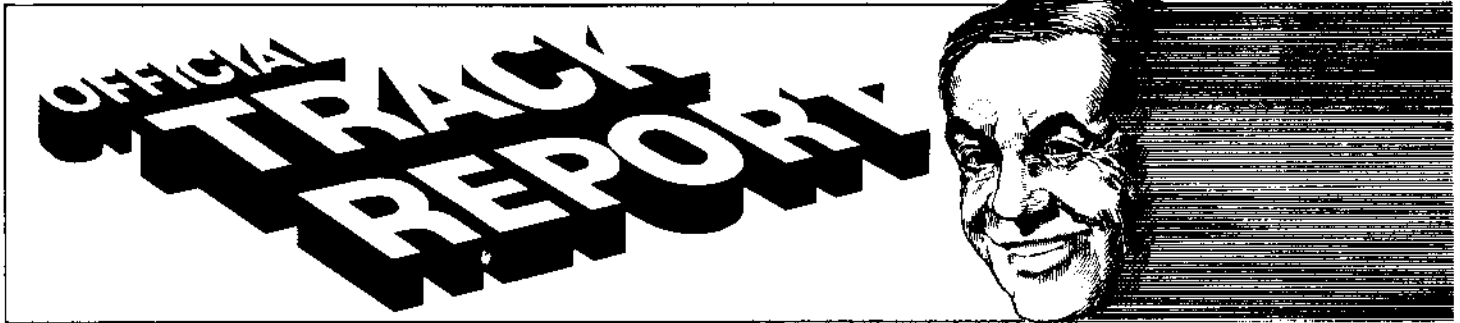
QA-6	1 -- TOOK GREEN, CAME IN	<u>UA-1</u>
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11:57 a.m. -- #22 TOM BAGLEY, 38, Centre Hall, Pennsylvania
 Kent Oil, Watson/Drake

QA-7	1 -- 46.97 -- 191.612	<u>Q-6</u>
	2 -- 47.27 -- 190.396	
	3 -- 47.25 -- 190.476	ROOKIE #1
	4 -- 47.05 -- 191.286	
	<u>T--3:08.54 -- 190.941</u>	

Field Average for first 6 qualifiers -- 193.562 mph





With respect to Mr. Hulman for his many contributions to auto racing.

12:03 p.m. -- #1 TOM SNEVA, 29, Spokane, Washington
Norton Spirit, Penske/Cosworth

QA-8 1 -- 44.20 -- 203.620 (New Track Record) Q-7
 2 -- 44.43 -- 202.566
 3 -- 44.60 -- 201.794
 4 -- 44.85 -- 200.669
 T--2:58.08 -- 202.156 (New Track Record)

12:13 p.m. -- #71 RICK MEARS, 26, Bakersfield, California
CAM2 Motor Oil, Penske/Cosworth

QA-9 1 -- 44.95 -- 200.222 Q-8
 2 -- 45.02 -- 199.911
 3 -- 44.96 -- 200.178 ROOKIE #2
 4 -- 45.00 -- 200.000
 T--2:59.93 -- 200.078

12:22 p.m. -- #51 JANET GUTHRIE, 40, New York, New York
Texaco Star, Wildcat/SGD

QA-10 1 -- 47.12 -- 191.002 Q-9
 2 -- 47.15 -- 190.880
 3 -- 47.37 -- 189.994
 4 -- 47.51 -- 189.434
 T--3:09.15 -- 190.325

12:27 p.m. -- YELLOW FOR DEBRIS ON TRACK. GREEN AT 12:29 p.m.

12:32 p.m. -- #6 WALLY DALLENBACH, 41, Basalt, Colorado
Sugaripe Prune, McLaren/Cosworth

QA-11 1 -- 45.51 -- 197.759 Q-10
 2 -- 45.88 -- 196.164
 3 -- 46.17 -- 194.952
 4 -- 46.84 -- 192.143
 T--3:04.40 -- 195.228

12:39 p.m. -- #25 DANNY ONGAIS, 36, Costa Mesa, California
Interscope, Parnelli/VPJ

QA-12 1 -- 44.35 -- 202.931 Q-11
 2 -- 44.91 -- 200.401
 3 -- 45.13 -- 199.424
 4 -- 45.50 -- 197.802
 T--2:59.89 -- 200.122

Field average for the first 11 qualifiers --

12:47 p.m. -- #14 A. J. FOYT JR., 43, Houston, Texas
Gilmore Racing/Citicorp Coyote/Foyt

QA-13 - -- TOOK GREEN, CAME IN UA-2





With respect to Mr. Hulman for his many contributions to auto racing.

1:50 p.m. -- #78 BOBBY OLIVERO, 31, Lakewood, California
Alex Xint Foods, Lightning/Offy

QA-21	1 -- 47.95 -- 187.696	<u>UA-7</u>
	2 -- 47.83 -- 188.166	
	3 -- 48.05 -- 187.305	
	4 -- YELLOW FLAGGED BY CREW	

1:59 p.m. -- #24 SHELDON KINSER, 35, Bloomington, Indiana
Thermo King, Watson/Offy

QA-22	1 -- 46.89 -- 191.939	<u>Q-15</u>
	2 -- 46.67 -- 192.843	
	3 -- 46.81 -- 192.267	
	4 -- 47.08 -- 191.164	
	<u>T--3:07.45 -- 192.051</u>	

2:08 p.m. -- #7 MIKE HISS, 36, Tustin, California
Gould Charge, Penske/Cosworth

QA-23	1 -- 46.16 -- 194.974	<u>Q-16</u>
	2 -- 46.33 -- 194.259	
	3 -- 46.28 -- 194.468	
	4 -- 46.18 -- 194.890	
	<u>T--3:04.95 -- 194.647</u>	

2:17 p.m. -- #19 SPIKE GEHLHAUSEN, 23, Speedway, Indiana
Hubler Chev./WIRE, Eagle/Offy

QA-24	1 -- 46.99 -- 191.530	<u>Q-17</u>
	2 -- 47.07 -- 191.205	
	3 -- 47.47 -- 189.593	
	4 -- 47.62 -- 188.996	
	<u>T--3:09.15 -- 190.325</u>	

2:27 p.m. -- #43 TOM BIGELOW, 38, Whitewater, Wisconsin
Armstrong Mould, Wildcat/Offy

QA-25	1 -- 47.78 -- 188.363	<u>Q-18</u>
	2 -- 47.48 -- 189.553	
	3 -- 47.52 -- 189.394	
	4 -- 47.58 -- 189.155	
	<u>T--3:10.36 -- 189.115</u>	

2:33 p.m. -- #11 ROGER MC CLUSKEY, 47, Tucson, Arizona
National Eng. Exp., Spirit/AMC

QA-26	1 -- 46.66 -- 192.885	<u>Q-19</u>
	2 -- 46.81 -- 192.607	
	3 -- 46.91 -- 191.857	
	4 -- 46.87 -- 192.020	
	<u>T--3:07.25 -- 192.256</u>	

Field average for 19 cars -- 194.053

2:43 p.m. -- YELLOW FLAG RAIN

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT — Only 4-time winner of the
Indianapolis 500

OFFICIAL TRACK REPORT



With respect to Mr. Hulman for his many contributions to auto racing.

PROVISIONAL LINEUP FOR THE 1978 500-MILE RACE (SUBJECT TO CHANGE)

POS.	CAR NO.	DRIVER	CHASSIS/ENGINE	TIME	SPEED
1	1	TOM SNEVA	Penske/Cosworth	2:58.08	202.156
2	25	DANNY ONGAIS	Parnelli/VPJ	2:59.89	200.122
3	71	RICK MEARS (R)	Penske/Cosworth	2:59.93	200.073
4	4	JOHNNY RUTHERFORD	McLaren/Cosworth	3:02.65	197.098
5	2	AL UNSER	Lola/Cosworth	3:03.23	196.474
6	20	GORDON JOHNCOCK	Wildcat/SGD	3:03.83	195.883
7	6	WALLY DALLENBACH	McLaren/Cosworth	3:04.40	195.228
8	7	MIKE HISS	Penske/Cosworth	3:04.95	194.647
9	16	JOHNNY PARSONS	Lightning/Offy	3:05.30	194.280
10	80	LARRY DICKSON	Penske/Cosworth	3:06.11	193.434
11	17	DICK SIMON	Vollstedt/Offy	3:06.56	192.967
12	11	ROGER MCCLUSKEY	Spirit/AMC	3:07.25	192.256
13	24	SHELDON KINSER	Watson/Offy	3:07.45	192.051
14	40	STEVE KRISILOFF	Wildcat/SGD	3:08.23	191.255
15	22	TOM BAGLEY (R)	Watson/Offy	3:08.54	190.941
16	51	JANET GUTHRIE	Wildcat/SGD	3:09.15	190.325
17	19	SPIKE GEHLHAUSEN	Eagle/Offy	3:09.15	190.325
18	39	JOHN MAHLER	Eagle/Offy	3:09.75	189.723
19	43	TOM BIGELOW	Wildcat/Offy	3:10.36	189.115
20	48	BOBBY UNSER	Eagle/Cosworth	3:04.94	194.658

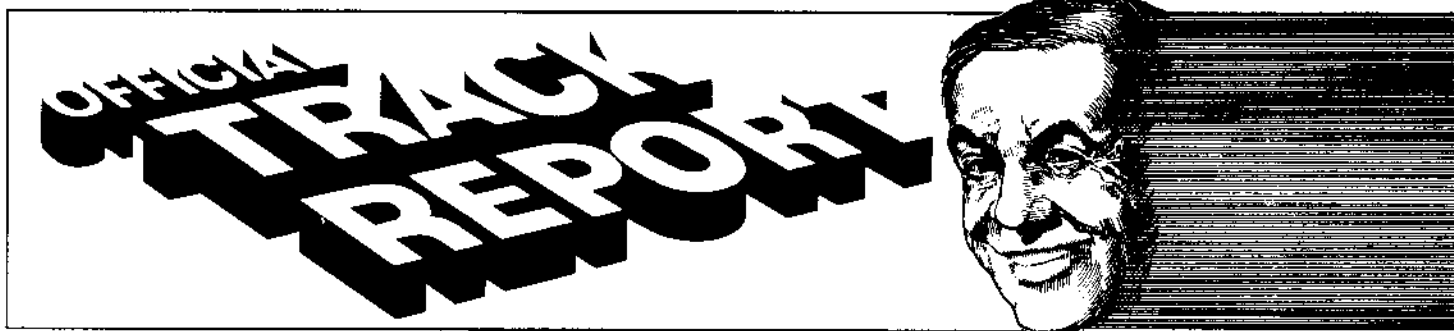
FIELD AVERAGE FOR THE 20 QUALIFIED CARS: 194.083 --

WHICH IS 2.572 MPH FASTER THAN THE 1977 AVERAGE FOR THE FIRST 20 CARS IN THE STARTING FIELD.

Courtesy GILMORE / FOYT RACING TEAM



A.J. FOYT -- Only 4-time winner of the Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing. The Weather Bureau forecasts near-ideal weather for today's final day of 1978 500-mile race qualifications. Mostly sunny weather is predicted for this afternoon with temperatures in the mid-70's and winds of 10 to 15 miles per hour from the north-northeast. At 11 a.m., the temperature was 63 degrees and the wind was 12 miles an hour from the north.

Practice Period -- (10 to 11:30 a.m.)

11:12 a.m. -- There was one mildly serious incident during the practice period. Bob Harkey lost control of the #42 Guarantee Auto Supply Eagle/Offy coming out of Turn-4; did one complete spin. Slid approximately 500 feet and came to stop in middle of track. No wall contact.

Unofficial practice speeds:

#14 - A. J. Foyt - 197+	#93 - Bill Vukovich - 187.149
# 8 - Pancho Carter - 194.974	#35 - Larry Rice - 185.567
#84 - George Snider - 194.133	#85 - Larry Cannon - 185.376
#78 - Mike Mosley - 190.355	#30 - Jerry Sneva - 182.482
#26 - Jim McElreath - 188.324	#56 - Jim Hurtubise - 174+

NOTE FROM ZOLDER, BELGIUM (Courtesy of United Press International)

MARIO ANDRETTI won the Belgian Grand Prix at Zolder, Belgium today (Sunday 5/21) and took the lead in the World GP Driving Championship points. Andretti drove a John Player Lotus to victory at an average speed of 112 miles per hour. His teammate, Ronnie Peterson, was second in another Lotus, Carlos Reutemann was third in a Ferrari and Giles Villeneuve fourth in a Ferrari. Jacques Lafitte was fifth in a Ligier and Didier Peroni sixth in a Tyrrel to complete the points winners. The first four cars finished the 70-lap distance. These are the GP point standings after Belgium:

1. Mario Andretti.....27	4. Ronnie Peterson..20
2. Patrick Depallier..23	5. Niki Lauda.....16
3. Carlos Reutemann...22	6. John Watson.....7

It was Andretti's 2nd GP victory of 1978. He also won the Argentinian GP.

QUALIFYING

12:03 p.m. -- #86 AL LOQUASTO, 37, Easton, Pennsylvania
American Rust Proofing, McLaren/Offy

QA-30	1 -- 48.29 -- 186.374	<u>Q-21</u>
	2 -- 48.58 -- 185.261	
	3 -- 48.53 -- 185.452	
	4 -- 48.54 -- 185.414	
	<u>T--3:13.94 -- 185.624</u>	



OFFICIAL TRACK REPORT



With respect to Mr. Hulman for his many contributions to auto racing.

12:14 p.m. -- #30 JERRY SNEVA, 28, Spokane, Washington
Smock Material Handling, McLaren/Offy

QA-31	1 -- 47.93 -- 187.774	<u>Q-22</u>
	2 -- 48.02 -- 187.422	
	3 -- 48.13 -- 186.994	
	4 -- 48.16 -- 186.877	
	<u>T--3:12.24 -- 187.266</u>	

12:23 p.m. -- #77 SALT WALTHER, 30, Dayton, Ohio
Dayton-Walther, McLaren/Cosworth

QA-32	1 -- 46.11 -- 195.185	<u>Q-23</u>
	2 -- 46.38 -- 194.049	
	3 -- 46.63 -- 193.009	
	4 -- 47.19 -- 190.718	
	<u>T--3:06.31 -- 193.226</u>	

12:30 p.m. -- #88 JERRY KARL, 37, Manchester, Pennsylvania
Machinist Union, McLaren/Offy

QA-33	1 -- 47.12 -- 191.002	<u>Q-24</u>
	2 -- 47.58 -- 189.155	
	3 -- 48.29 -- 186.374	
	4 -- 48.96 -- 183.824	
	<u>T--3:11.95 -- 187.549</u>	

12:42 p.m. -- #47 PHIL THRESHIE, 25, Alamo, California
Lightning/Offy

QA-34	1 -- 47.81 -- 188.245	<u>Q-25</u>
	2 -- 48.06 -- 187.266	
	3 -- 47.94 -- 187.735	(ROOKIE #3)
	4 -- 48.17 -- 186.838	
	<u>T--3:11.98 -- 187.520</u>	

12:54 p.m. -- #33 GRAHAM MCRAE, 38, Wellington, New Zealand
Dayton-Walther, McLaren/Cosworth

QA-35	1 -- 48.16 -- 186.877	<u>Q-26</u>
	2 -- 48.00 -- 187.500	
	3 -- 48.03 -- 187.383	
	4 -- 48.36 -- 186.104	
	<u>T--3:12.55 -- 186.964</u>	

1:03 p.m. -- #26 JIM MCELREATH, 50, Arlington, Texas
Circle City Coal, Eagle/Offy

QA-36	1 -- 48.12 -- 187.032	<u>Q-27</u>
	2 -- 47.68 -- 188.758	
	3 -- 47.70 -- 188.679	
	4 -- 47.93 -- 187.774	
	<u>T--3:11.43 -- 188.058</u>	





With respect to Mr. Hulman for his many contributions to auto racing.
 FIELD AVERAGE FOR FIRST 27 QUALIFIERS -- 192.470 mph

1:11 p.m. -- #85 LARRY CANNON, 41, Danville, Illinois
 "That's My Race Car", Wildcat/SGD

QA-37 1 -- 47.25 -- 190.476 UA-10
 2 -- Spun and hit wall coming off turn-4. (2nd ATTEMPT)
 Drove on into pits.

1:24 p.m. -- #14 A. J. FOYT JR., 43, Houston, Texas
 Gilmore Racing/Citicorp Coyote/Foyt

QA-38 1 -- 44.82 -- 200.803 Q-28
 2 -- 44.88 -- 200.535 (2nd ATTEMPT)
 3 -- 45.01 -- 199.956
 4 -- 45.18 -- 199.203
 T--2:59.89 -- 200.122

1:32 p.m. -- #84 GEORGE SNIDER, 37, Bakersfield, California
 Gilmore Racing/Citicorp Coyote/Foyt

QA-39 1 -- 46.28 -- 194.468 Q-29
 2 -- 46.47 -- 193.673 (2nd ATTEMPT)
 3 -- 46.84 -- 192.143
 4 -- 47.30 -- 190.275
 T--3:06.89 -- 192.627

1:38 p.m. -- #98 GARY BETTENHAUSEN, 36, Monrovia, Indiana
 Oberdorfer Dragon/Offy

QA-40 1 -- 48.18 -- 186.800 Q-30
 2 -- 48.07 -- 187.227 (2nd ATTEMPT)
 3 -- 48.03 -- 187.383
 4 -- 47.90 -- 187.891
 T--3:12.18 -- 187.324

1:44 p.m. -- #18 BUBBY JONES took warmup laps and came in.

1:46 p.m. -- #78 MIKE MOSLEY, 31, Fallbrook, California
 Alex Kint Foods, Lightning/Offy

QA-41 1 -- 47.44 -- 189.713 Q-31
 2 -- 47.84 -- 188.127 (2nd ATTEMPT
 3 -- 47.67 -- 188.798 FOR CAR, FIRST
 4 -- 47.81 -- 188.245 FOR DRIVER)
 T--3:10.76 -- 188.719

1:54 p.m. -- #42 BOB HARKEY, 47, Indianapolis, Indiana
 Guarantee Auto, Eagle/Offy

QA-42 1 -- 48.66 -- 184.957 UA-11
 2 -- YELLOW FLAGGED BY CREW



OFFICIAL TRACK REPORT



With respect to Mr. Hulman for his many contributions to auto racing.

2:03 p.m. -- #8 DUANE (PANCHO) CARTER JR., 27, Brownsburg, Indiana
Budweiser Lightning/Cosworth

QA-43	1 -- 45.79 -- 196.549	<u>Q-32</u>
	2 -- 45.54 -- 197.628	
	3 -- 45.67 -- 197.066	
	4 -- 45.90 -- 196.078	
	<u>T--3:02.90 -- 196.829</u>	

2:14 p.m. -- #28 JOHN MARTIN took two warmup laps and came in.

2:17 p.m. -- #97 ROGER RAGER, 29, Mound, Minnesota
Dairy Queen, Dragon/Offy

QA-44	1 -- 48.06 -- 187.266	<u>UA-12</u>
	2 -- 48.11 -- 187.071	
	3 -- 48.17 -- 186.838	
	4 -- YELLOW FLAGGED BY CREW	

2:25 p.m. -- #29 CLIFF HUCUL warmed up and on 3rd lap hit wall in
turn-4. Came into pits under own power.

2:37 p.m. -- TRACK OPEN FOR PRACTICE

FIELD AVERAGE FOR 32 CARS -- 192.553

3:47 p.m. -- #28 JOHN MARTIN, 39, Irvine, California
American Kids Racer, Eagle/Offy

QA-45	1 -- 49.72 -- 181.014	<u>UA-13</u>
	2 -- YELLOW FLAGGED BY CREW	(2nd ATTEMPT)

3:53 p.m. -- #97 ROGER RAGER warmed up and on 2nd lap hit wall in turn-4
with right front, getting slightly airborne, slid 400 ft.
more and hit wall again, slid another 60 ft. along wall,
continued on to pit entrance. Light damage to front of
car. Driver being checked at infield hospital. Doctors
at infield hospital report Rager as possible fracture of
right index finger; he is being taken to Methodist Hospi-
tal for treatment.

4:05 p.m. -- TRACK OPEN FOR PRACTICE OR QUALIFICATION.

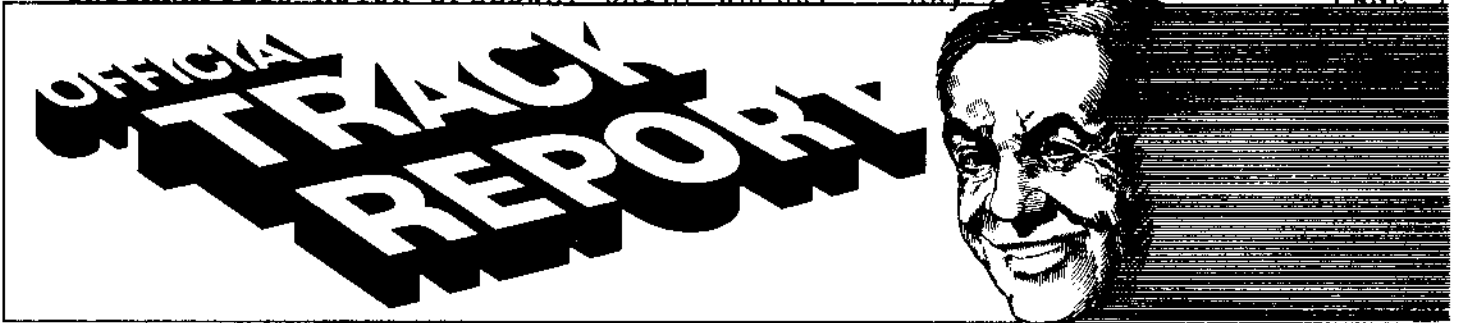
4:11 p.m. -- YELLOW #27 DICK SIMON, setting up second Vollstedt car for
Bill Puterbaugh came out of turn-4 high, brushed wall with
right side of car (along wall approximately 100 ft.) car
continued on down straightaway, stopped near scoring tower.
Driver okay.

5:07 p.m. -- #42 BOB HARKEY, Indianapolis, Indiana
Guarantee Auto, Eagle/Offy

QA-46	1 -- 48.44 -- 185.797	<u>Q-33</u>
	2 -- 48.28 -- 186.413	(2nd ATTEMPT)
	3 -- 48.35 -- 186.143	
	4 -- 48.34 -- 186.181	
	<u>T--3:13.47 -- 186.133</u>	

FIELD FULL AT 5:10 P.M.





With respect to Mr. Hulman for his many contributions to auto racing.

5:16 p.m. -- #35 LARRY RICE, 32, Linden, Indiana
Bryant Heating/WIBC, Lightning/Offy

QA-47	1 -- 48.11 -- 187.071		<u>Q-34</u>
	2 -- 48.17 -- 186.838		
	3 -- 47.92 -- 187.813	(ROOKIE #4)	
	4 -- 47.91 -- 187.852	BUMPS #86 AL LOQUASTO	
	<u>T--3:12.11 -- 187.393</u>		

5:25 p.m. -- #69 JOE SALDANA, 33, Lincoln, Nebraska
"Team 69", Eagle/Offy

QA-48	1 -- 47.37 -- 189.994		<u>Q-35</u>
	2 -- 47.17 -- 190.799		
	3 -- 46.99 -- 191.530	(ROOKIE #5)	
	4 -- 47.14 -- 190.921	BUMPS #42 BOB HARKEY	
	<u>T--3:08.67 190.809</u>		

5:32 p.m. -- #85 LARRY CANNON, 41, Danville, Illinois
"That's My Race Car", Wildcat/SGD

QA-49	1 -- 49.41 -- 182.149		<u>Q-36</u>
	2 -- 49.78 -- 180.796	(3rd ATTEMPT)	
	3 -- 49.85 -- 180.542	TOO SLOW TO BUMP	
	4 -- 50.93 -- 176.713		
	<u>T--3:18.97 -- 180.027</u>		

5:38 p.m. -- #18 BILL VUKOVICH, 34, Coarsegold, California
Simon Longhorn, Wildcat/SGD

Took 3 warmup laps and came in

5:44 p.m. -- #28 JOHN MARTIN, 39, Irvine, California
American Kids Racer, Eagle/Offy

QA-50	1 -- 49.07 -- 183.411		<u>UA-14</u>
	2 -- 49.19 -- 182.964	(3rd ATTEMPT)	
	3 -- CAME IN		

5:52 p.m. -- #29 CLIFF HUCUL, 29, Prince George B.C., Canada
Spirit of Prince George, McLaren/Offy

QA-51	1 -- 47.74 -- 188.521		<u>Q-37</u>
	2 -- 47.98 -- 187.578		
	3 -- 48.11 -- 187.071	BUMPS #34 GRAHAM MCRAE	
	4 -- 47.86 -- 188.048		
	<u>T--3:11.69 -- 187.803</u>		

5:58 p.m. -- #18 BILL VUKOVICH, 34, Coarsegold, California
Simon Longhorn, Wildcat/SGD

QA-52	1 -- 51.16 -- 175.919		<u>UA-15</u>
	2 -- CAME IN		

END OF 1978 QUALIFICATION AVERAGE
STARTING FIELD AVERAGE 192.584 MPH -- 3.096 MPH FASTER THAN 1977 FIELD.

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT — Only 4-time winner of the
Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing.

FINAL STARTING LINEUP FOR THE 1978 INDIANAPOLIS 500-MILE RACE

POS.	CAR NO.	DRIVER	CHASSIS/ENGINE	TIME	SPEED
<u>ROW 1</u>					
1	1	TOM SNEVA	Penske/Cosworth	2:58.08	202.156
2	25	DANNY ONGAIS	Parnelli/VPJ	2:59.89	200.122
3	71	RICK MEARS (R)	Penske/Cosworth	2:59.93	200.078
<u>ROW 2</u>					
4	4	JOHNNY RUTHERFORD	McLaren/Cosworth	3:02.65	197.098
5	2	AL UNSER	Lola/Cosworth	3:03.23	196.474
6	20	GORDON JOHNCOCK	Wildcat/SGD	3:03.83	195.833
<u>ROW 3</u>					
7	6	WALLY DALLENBACH	McLaren/Cosworth	3:04.40	195.228
8	7	MIKE HISS	Penske/Cosworth	3:04.95	194.647
9	16	JOHNNY PARSONS	Lightning/Offy	3:05.30	194.280
<u>ROW 4</u>					
10	80	LARRY DICKSON	Penske/Cosworth	3:06.11	193.434
11	17	DICK SIMON	Vollstedt/Offy	3:06.56	192.967
12	11	ROGER MCCLUSKEY	Spirit/AMC	3:07.25	192.256
<u>ROW 5</u>					
13	24	SHELDON KINSER	Watson/Offy	3:07.45	192.051
14	40	STEVE KRISILOFF	Wildcat/SGD	3:08.23	191.255
15	22	TOM BAGLEY (R)	Watson/Offy	3:08.54	190.941
<u>ROW 6</u>					
16	51	JANET GUTHRIE	Wildcat/SGD	3:09.15	190.325
17	19	SPIKE GEHLHAUSEN	Eagle/Offy	3:09.15	190.325
18	39	JOHN MAHLER	Eagle/Offy	3:09.75	189.723
<u>ROW 7</u>					
19	43	TOM BIGELOW	Wildcat/Offy	3:10.36	189.115
20	48	BOBBY UNSER	Eagle/Cosworth	3:04.94	194.658
21	14	A. J. FOYT	Coyote/Foyt	2:59.89	200.122
<u>ROW 8</u>					
22	8	PANCHO CARTER	Lightning/Cosworth	3:02.90	196.829
23	77	SALT WALTHER	McLaren/Cosworth	3:06.31	193.226
24	84	GEORGE SNIDER	Coyote/Foyt	3:06.89	192.627
<u>ROW 9</u>					
25	69	JOE SALDANA (R)	Eagle/Offy	3:01.67	190.809
26	78	MIKE MOSLEY	Lightning/Offy	3:10.76	188.713
27	26	JIM MCCELREATH	Eagle/Offy	3:11.43	188.050
<u>ROW 10</u>					
28	29	CLIFF HUCUL	McLaren/Offy	3:11.69	187.803
29	88	JERRY KARL	McLaren/Offy	3:11.95	187.549
30	47	PHIL THRESHIE (R)	Lightning/Offy	3:11.98	187.520
<u>ROW 11</u>					
31	35	LARRY RICE (R)	Lightning/Offy	3:12.11	187.393
32	98	GARY BETTENHAUSEN	Dragon/Offy	3:12.18	187.324
33	30	JERRY SNEVA	McLaren/Offy	3:12.24	187.266

33 CAR FIELD AVERAGE 192.584 MPH -- 3.096 MPH FASTER THAN 1977 FIELD.

Courtesy GILMORE / FOYT RACING TEAM



A.J. FOYT — Only 4-time winner of the Indianapolis 500

OFFICIAL TRACK REPORT



With respect to Mr. Hulman for his many contributions to auto racing.
1978 SPIN AND WRECK REPORT

May 9, 1978 -- Tuesday

1. Time: 11:55 a.m. -- Roger Rager in the #95 Dairy Queen Kingfish/Offy lost control and slid sideways in Turn-1 (SW) approximately 600 feet, dropped down on track apron near the start of south short chute. No contact. Driver okay.

May 10, 1978 -- Wednesday

2. Time: 4:11 p.m. -- Bobby Unser in the #48 ARCOgraphite Lightning/Cosworth lost control coming out of Turn-1 (SW), got sideways, slid 340 feet, hit wall with right rear tire (light contact). Slid away from wall 80 feet; continued on into pits. Driver okay.

May 16, 1978 -- Tuesday

3. Time: 3:27 p.m. -- Danny Ongais in the #25T Interscope backup, lost control coming out of Turn-4, got sideways, sliding 460 feet, hit wall backwards. Stayed along wall 600 feet and came to stop. Small fire was quickly extinguished by fire safety crew. Driver slightly dazed, minor abrasions on back, slight cut on tongue. Observed at track hospital and released. Car damaged extensively.

May 17, 1978 -- Wednesday

4. Time: 5:17 p.m. -- Bubby Jones in the #18 Simon-Longhorn Wildcat/SGD lost control in Turn-4 (NW), got sideways, did one-half spin; continued on around track and into pits. Car blew right front tire.

May 21, 1978 -- Sunday

5. Time: 11:12 p.m. -- Bob Harkey in the #42 Guarantee Auto Stores Eagle/Offy lost control coming out of Turn-4 (NW), did one complete spin, slid approximately 500 feet and came to stop in middle of track. No contact. (During practice period.)
6. Time: 1:12 p.m. -- Larry Cannon, on qualifying run in the #85 "That's My Race Car" Wildcat/SGD lost control coming out of Turn-4 (NW), slid 450 feet, did one complete spin, slightly brushed outside wall.
7. Time: 3:53 p.m. -- Roger Rager in #97 Dairy Queen Dragon/Offy lost control in Turn-3 (NE), slid 420 feet, while spinning one complete time, hit wall with right front (got slightly airborne), slid another 60 feet along wall, continued on to pit entrance. Light damage to front of car. Driver possible fracture to right index finger. Taken to Methodist Hospital for X-ray. General condition okay.
8. Time: 4:11 p.m. -- Dick Simon in #27 Vollstedt/Offy came out of Turn-4 (NW) high, brushed wall with right side of car (along wall approximately 100 feet), car continued on down straightaway, stopped near scoring tower. (Driver okay).





With respect to Mr. Hulman for his many contributions to auto racing.

A. J. Foyt flirted with the 200-miles-an-hour mark today in the final tune-ups for the 62nd Annual Indianapolis 500-Mile Race, as 31 of the 33 cars in the starting field for the international speed classic to be run at 11 a.m. Sunday (May 28) got on the track.

Foyt averaged 199.468 in the #14 Gilmore Racing/Citicorp Coyote/Foyt and then had to shut off the power, coast down the main straightaway and get a tow-in. Sponsor Jim Gilmore said Foyt shut off because the car developed an oil-line problem.

Only starters not taking advantage of the practice period were the #98 Oberdorfer Dragon/Offy to be driven by Gary Bettenhausen and the #69 Mr. Wize Buys Carpet Eagle/Offy of Joe Saldana.

Grant King, chief mechanic on the #98 car, said the crew just didn't complete their engine work after an all-night ordeal in time to get Gary out. King said that late Wednesday, the crew discovered a "mortal weakness" in the engine that was in the car. They installed a new one, fired it up and found a serious defect also in that one. They then installed still another engine and then had to re-sleeve it.

Saldana said the crew had to put a new engine in it and, since they weren't finished in time for him to run, he plans to take it to the Bignotti shops tonight and have Louis (Sonny) Meyer Jr. run it on the dynamometer.

Foyt's speed was an indication that on race day he will be flying up through the pack from his starting spot in the middle of Row 7.

You can also look for Mario Andretti to be zooming past cars from his starting spot in 33rd and last spot. Andretti had a lap at 192.719 today in the so-called carburetion tests. Car Owner Roger Penske then made the official substitution of Andretti for Mike Hiss in the #7 Gould Charge Penske/Cosworth. USAC officials immediately moved the car from the middle of the third row to the back spot, as the rules require in event of driver substitution. Andretti's speed was the third fastest of the day.

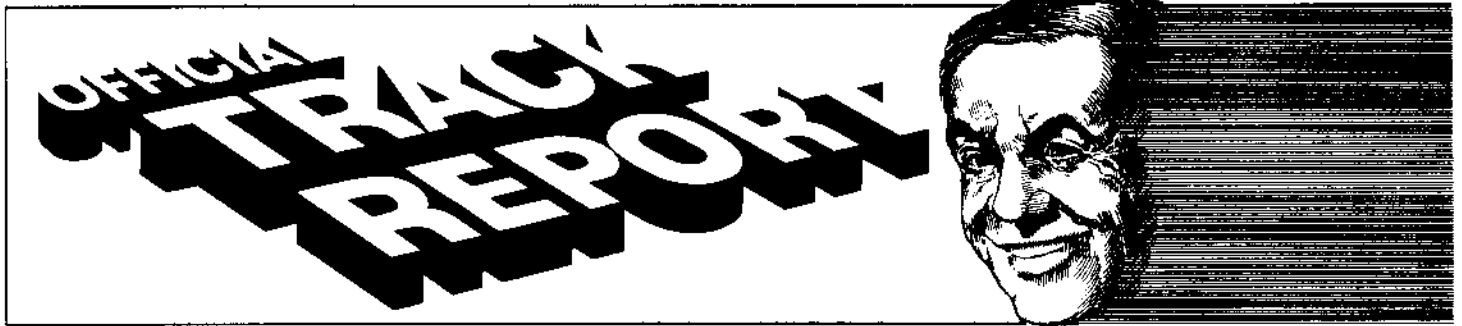
Runnerup to Foyt for speed honors was sophomore sensation Danny Ongais at 193.798 in the #25 Interscope Parnelli/VPJ. Others over the 190 mark were: Johnay Rutherford in the #7 First National City McLaren/Cosworth, 192.554; Pancho Carter in the #8 Budweiser Lightning/Cosworth, 192.513; polesitter Tom Sneva in the #1 Norton Spirit Penske/Cosworth, 192.431; Bobby Unser in the #48 ARCOgraphite Eagle/Cosworth, 192.104; Johnny Parsons in the #16 First National City Lightning/Offy, 191-plus; Rick Mears in the #71 CAM2 Motor Oil Penske/Cosworth, 191-plus, and Gordon Johncock in the #20 North American Van Lines Wildcat/SGD, 190.517. Other speeds included Al Unser in the #2 First National City/Chaparral Lola/Cosworth, 189.195; Wally Dallenbach in the #6 Sugaripe Prune McLaren/Cosworth, 189.235; Steve Krisloff in the #40 Foreman Industries Wildcat/SGD, 188.363. Also, George Snider in the #84 Gilmore Racing/Citicorp Coyote/Foyt, 187.539; John Mahler in the #39 Tibon Eagle/Offy, 187.500; Spike Gehlhausen in the #19 Hubler/WIRE Eagle/Offy, 186.413; Mike Mosley in the #78 Alex Xtnt Foods Lightning/Offy, 186.181; Salt Walther in the #77 Dayton-Walther McLaren/Offy, 186.104; Janet Guthrie in the #51 Texaco Star Wildcat/SGD, 185.759; Larry Dickson in the #80 Polak Sta-on-Car-Glaze Penske/Cosworth, 183.720; Tom Bagley in the #22 Kent Oil Watson/Offy, 184.501; Roger McCluskey in the #11 National Experimental Engineering Eagle/AMC, 184.313; Tom Bigelow in the #43 Armstrong Mould Wildcat/Offy, 183.486; Larry Rice in the #35 Bryant Heating/WIBC Lightning/Offy; 183.3.

Courtesy GILMORE / FOYT
RACING TEAM



A.J. FOYT — Only 4-time winner of the
Indianapolis 500

INDIANAPOLIS MOTOR SPEEDWAY DAILY REPORT



With respect to Mr. Hulman for his many contributions to auto racing.
PIT ASSIGNMENT FOR THE 62nd INDIANAPOLIS 500-MILE RACE

<u>Pit No.</u>	<u>Car No.</u>	<u>Driver</u>	<u>Car Name</u>
1			
2			
3	17	Dick Simon	La Machine
4	80	Larry Dickson	Polak/Sta-On Car Glaze
5	4	Johnny Rutherford	First National City
6	25	Danny Ongais	Interscope Racing
-- GASOLINE ALLEY --			
7	7	Mario Andretti	Gould Charge
8	1	Tom Sneva	Norton Spirit
9	71	Rick Mears	CAM2 Motor Oil
10	2	Al Unser	First National City
11	14	A. J. Foyt	Gilmore Racing/Citicorp
12	84	George Snider	Gilmore Racing/Citicorp
13	16	Johnny Parsons	First National City
14	48	Bobby Unser	ARCOgraphite
15	8	Pancho Carter	Budweiser
-- USAC STARTING LINE -- FIRE EQUIPMENT			
16	6	Wally Dallenbach	Sugaripe Prune
17	20	Gordon Johncock	North American Van Lines
18	40	Steve Krisiloff	Foreman Industries
19	77	Salt Walther	Dayton-Walther
20	51	Janet Guthrie	Texaco Star
21	11	Roger McCluskey	National Engineering
22	22	Tom Bagley	Kent Oil
23	24	Sheldon Kinser	Thermo-King
24	69	Joe Saldana	Mr. Wize Buys Carpet Shops
25	39	John Mahler	Tibon
26	19	Spike Gehlhausen	Hubler Chevrolet/WIRE Radio
27	43	Tom Bigelow	Armstrong Mould
28	26	Jim McElreath	Circle City Coal
29	78	Mike Mosley	Alex-XLNT Foods
-- OPENING --			
30	29	Cliff Hucul	Spirit of Prince George
31	88	Jerry Karl	Machinist Union
32	47	Phil Threshie	Circle Chev./Tutwiler Co.
33	35	Larry Rice	Bryant Heating/WIBC Radio
34	98	Gary Bettenhausen	Oberdorfer
35	30	Jerry Sneva	Smock Material Handling
36-47 OPEN			
48 -- EMERGENCY CREW			

Courtesy GILMORE / FOYT RACING TEAM



A.J. FOYT — Only 4-time winner of the Indianapolis 500



With respect to Mr. Hulman for his many contributions to auto racing.
 OFFICIAL STARTING LINEUP FOR THE 62nd ANNUAL INDIANAPOLIS 500-MILE RACE

Car No.	Driver, Engine/Chassis	Time	Speed	Car Name
ROW 1				
1	Tom Sneva COS-1	2:58.08@	202.156@	Norton Spirit
25	Danny Ongais VPJ-COS-7	2:59.89	200.122	Interscope Racing
71	Rick Mears (R) COS-1	2:59.93	200.078	CAM2 Motor Oil
ROW 2				
4	Johnny Rutherford COS-2	3:02.65	197.098	First National City
2	Al Unser COS-8	3:03.23	196.474	First National City
20	Gordon Johncock SGD-3	3:03.83	195.833	North American
ROW 3				
6	Wally Dallenbach COS-2	3:04.40	195.228	Sugaripe Prune
16	Johnny Parsons DO-4	3:05.30	194.280	First National City
80	Larry Dickson COS-1	3:06.11	193.434	Polak/Sta-On Car
ROW 4				
17	Dick Simon DO-9	3:06.56	192.967	La Machine
11	Roger McCluskey AMC-5	3:07.25	192.256	National Engineering
24	Sheldon Kinser DO-10	3:07.45	192.051	Thermo-King
ROW 5				
40	Steve Krisiloff SGD-3	3:08.23	191.255	Foreman Industries
22	Tom Bagley (R) DO-10	3:08.54	190.941	Kent Oil
51	Janet Guthrie SGD-3	3:09.15	190.325	Texaco Star
ROW 6				
19	Spike Gehlhausen DO-5	3:09.15	190.325	Hubler Chev./WIRE
39	John Mahler DO-5	3:09.75	189.723	Tibon
43	Tom Bigelow DO-3	3:10.36	189.115	Armstrong Mould
ROW 7				
48	Bobby Unser CCS-5	3:04.94	194.658	ARCOgraphite Spl.
14	A. J. Foyt F-6	2:59.89	200.122	Gilmore/Citicorp
8	Pancho Carter COS-4	3:02.90	196.829	Budweiser
ROW 8				
77	Salt Walther COS-2	3:06.31	193.226	Dayton-Walther
84	George Snider F-6	3:06.89	192.627	Gilmore/Citicorp
69	Joe Saldana (R) DO-5	3:08.67	190.809	Mr. Wize Buys Carpet
ROW 9				
78	Mike Mosley DO-4	3:10.76	188.719	Alex-XLNT Foods
26	Jim McElreath DO-5	3:11.43	188.058	Circle City Coal
29	Cliff Hucul DO-2	3:11.69	187.803	Spirit Prince George
ROW 10				
88	Jerry Karl DO-2	3:11.95	187.549	Machinist Union
47	Phil Threshie (R) DO-4	3:11.98	187.520	Circle Chev./Tutwiler
35	Larry Rice (R) DO-4	3:12.11	187.393	Bryant Heating/WIBC
ROW 11				
98	Gary Bettenhausen DO-11	3:12.18	187.324	Oberdorfer
30	Jerry Sneva DO-2	3:12.24	187.266	Smock Material
7	Mario Andretti* COS-1	3:04.95	194.647	Goold Charge

Fastest field in history. Old Record was 192.329 in 1973.
 @NEW TRACK RECORDS
 *CAR QUALIFIED BY MIKE HISS
 (R) - Rookie (5 in field). Average speed for the starting field - 192.584mph
 CHASSIS CODE AND NUMBERS: 1 - Penske (4); 2 - McLaren (6); 3 - Wildcat (4);
 4 - Lightning (5); 5 - Eagle (6); 6 - Coyote (2); 7 - Parnelli (1); 8 - Lola
 (1); 9 - Vollstedt (1); 10 - Watson (2); 11 - Dragon (1). ENGINE CODE: DO-
 Drake Offy (16); SGD - Sparks-Goosen-Drake (3); F - Foyt (2); COS - Cosworth
 (10); VPJ - Vel's-Parnelli Jones (1); AMC - American Motors Corporation (1).
 All cars are equipped with Goodyear tires and Champion Spark Plugs.

Courtesy GILMORE / FOYT RACING TEAM



A.J. FOYT — Only 4-time winner of the Indianapolis 500

1978 Indianapolis "500"
 United States Auto Club
Rules Infractions

<u>Car No./Driver</u>	<u>Infraction</u>	<u>Fine</u>
77	Bolt fell out of Suspension ✓	\$50.00
22	Plug fell out of transmission	\$50.00
6	Spilled tool box in hot lane	\$50.00
John Rutherford	Absent from Drivers Meeting	\$200.00
A.J. Foyt	Absent from Drivers Meeting	\$200.00

RACE DAY

14	One hour late in pits/with excuse	\$100.00
84	Half hour late in pits/no excuse	\$500.00
24	Man over wall, lap 5, not fireproofed	\$ 50.00
77	Man over wall, laps 3, 8 & 10	\$350.00
7	Laps 20, 94 & 153 six men over wall, one not fire proofed (twice)	\$850.00
39	Six men over wall lap 59	\$250.00
29	Six men over wall lap 5	\$250.00
6	Six men over wall lap 73	\$250.00
84	Wheel nut rolled in pit lane lap 50.	\$ 50.00
84	Seven men over wall lap 103	\$300.00
14 & 84	Ten men over wall lap 100	\$500.00
14	Six men over wall lap 157	\$250.00
48	Right rear wheel unattended	\$100.00
51	Threw away plastic jug in other pits twice.	\$100.00
2	Wheel not out of lane lap 117	\$ 50.00


 THOMAS W. BINFORD,
 CHIEF STEWARD


 JACK BECKLEY,
 CHAIRMAN TECH.COM.