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# Official TRACK REPORT 1979



# INDIANAPOLIS 500





1979

INDIANAPOLIS "500" PRESS INFORMATION

UNITED STATES AUTO CLUB & TRUE VALUE HARDWARE STORES

True Value Hardware Stores are issuing the 500 Daily Track Summary for the first time this 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 63rd 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 1979 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



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1979 INDIANAPOLIS 500-MILE RACE

CAR NO.	CAR NO.	DRIVER	CAR NAME	ENTRANT
1	14	Tom Sneva (5)	Sugaripe Prune Special	Jerry O'Connell
2	61	Al Unser (13)	Pennzoil Chaparral	Chaparral Racing, Ltd.
3	55	Gordon Johncock (14)	North American Van Lines Pacesetter	Patrick Racing Team
4	85	John Rutherford (15)	Budweiser McLaren/Goodyear	Team McLaren, Ltd.
5	60		Gilmore Racing Team	A. J. Foyt Enterprises
6	56	Wally Dallenbach (12)	Foreman Industries Spl.	Patrick Racing Team
7	16	Steve Krisiloff (8)	Frosty Acres-Winton Sales	Fletcher Racing Team
8	24	Danny Ongais (2)	Interscope/Panasonic P6B	Interscope Racing Corp.
9	75	Rick Hears (1)	The Gould Charge	Penske Racing, Inc.
10	10	Pancho Carter (5)	Alex-KLIT Foods Special	Alex Morales
11	52	Tom Bagley (1)	Dairy Queen/Kent Oil Spl.	Bobby Hillin's Long. Rac
12	76	Bobby Unser (16)	Norton Spirit	Penske Racing, Inc.
14	29	A. J. Foyt, Jr. (21)	Gilmore Racing Team	A. J. Foyt Ent. & V.P.J.
15	7	Johnny Parsons (5)		Lindsey Hopkins
16	2	Tom Frantz (X)	The Freight Train	Tom Frantz
17	3	Dick Simon (9)		Vollstedt Enterprises
19	47	Spike Gehlhausen (2)	Sta-On Car Glaze/ Guarantee Auto-WIRE	Gehlhausen & Reath Rac.
20	23	John Martin (5)	Scientific Drilling Controls Special	Jack L. Rhoades
21	30		Gilmore Racing Team	A. J. Foyt Ent. & V.P.J.
22	20	Bill Vukovich (10)	Hubler, WIDE Special; Thermo King of Indiana	Leader Cards, Inc.
23	88	Jimmy McElreath (13)		Shirley McElreath
24	19	Sheldon Kinser (4)	Genesee Beer Wagon	Leader Cards, Inc.
25	25	Danny Ongais (2)	Interscope/Panasonic P6B	Interscope Racing Corp.
26	89	Tony Bettenhausen (X)		Shirley McElreath
27	4			Vollstedt Enterprises
28		Billy Scott (1)	Wheel Center Racer	Wheel Center, Inc.
29		Cliff Hucul (2)		Hucul, Hunter & Arndt
30	75	Dana Carter (X)	Hollymate Special	Thunder Racing, Inc.
31	37	Larry Rice (1)	S & M Electric Special	S & M Electric Co., Inc.
32	15	Tom Sneva (5)	Sugaripe Prune Special	Jerry O'Connell
33	80	Salt Walther (6)	Dayton-Walther Special	Walmotor, Inc.
34	5	Vern Schuppan (1)	Wysard Motor Co. Special	Herb & Rose Wysard
35	21	Bill Puterbaugh (3)		Walter Medlin
36	41	Mike Mosley (11)		Daniel S. Gurney
38	33	Jerry Karl (4)	Tonco Trailer	William R. Compton
39	48	Al Loquasto (2)	American Rustproofing - WTFV Special	Gehlhausen & Reath Rac.
40		Sheldon Kinser (4)	Genesee Beer Wagon	Leader Cards, Inc.
41	82	Bill Alsup (X)	Insley Excavator Special	WASP Racing
43	50	Tom Bigelow (5)	Armstrong Mould, Inc.	Sherman E. Armstrong
44	51		Armstrong Mould, Inc.	Sherman E. Armstrong
45	38	Janet Guthrie (2)	Texaco Star	Sherman E. Armstrong
46	39	Howdy Holmes (X)	Armstrong Mould/Jiffy Mix	Sherman E. Armstrong
47			Armstrong Mould, Inc.	Sherman E. Armstrong
48	40	Mike Mosley (11)		Daniel S. Gurney
49				Penske Racing, Inc.
50	83	Frank Weiss (X)	Vans by Bivouac/WFMS Manta	B.F.M. Enterprise, Ltd.
51	8	Burley Baywood (X)		Lindsey Hopkins
52	42	Woody Fisher (X)	Eagle Magnetic of Indy	Rex Leonard-Jim Hurtubi
53	26	Danny Ongais (2)	Interscope/Panasonic P6B	Interscope Racing Corp.
54	43		S & S Truck Parts Special	Mark Feeser-Jim Hurtubi
55				Lindsey Hopkins
56	44	Jim Hurtubise (10)	Moran Electric of Indy	Kenny Moran-Jim Hurtubi
57		Jerry Sneva (2)	Crower/Smock Special	H. Bruce Crower
58		Eldon Rasmussen (2)	Vans by Bivouac/WFMS Ras-Car	Eldon Rasmussen
59	46			Hoffman Auto Racing
60			Precision Metalcraft	Robert W. LaWarre, Sr.
61	49			Hoffman Auto Racing
62	35	Ed Finley (X)	Bob Olmsted's V-12	Bob Olmsted
64	86	John Rutherford (15)	Budweiser McLaren/Goodyear	Team McLaren, Ltd.
65	62	Al Unser (13)	Pennzoil Chaparral Lola	Chaparral Racing, Ltd.

(over please)

## CAR GAR.

NO. NO.

DRIVER

CAR NAME

Page two

ENTRANT

66	6	Roger Rager (0)	Advance-Clean Sweep Spl.	Roger Rager
67	84	Bill Alsup (X)	Insley Excavator Special	WASP Racing
68	77			Penske Racing, Inc.
69	45	Joe Saldana (1)		Hoffman Auto Racing
70			Thunder Racing Special	Thunder Racing, Inc.
71	53	Tom Bagley (1)	Dairy Queen/Kent Oil Spl.	Bobby Hillin's Long. Rac
72	66	Roger McCluskey (17)		National Eng. Co.
73	67	Neil Bonnett (X)		National Eng. Co.
75		Todd Gibson (0)	Gibson Racing Team	Brenda Gibson
76	79			Penske Racing, Inc.
77	81	Salt Walther (6)	Dayton-Walther Special	Walmotor, Inc.
78	11		Alex-XLNT Foods Special	Alex Morales
79	36			Patrick Racing Team
80	73	Larry Dickson (6)		Russel Polak
81		Dick Ferguson (X)	Aero Electronics Special	Wayne Woodward
82	74	Larry Dickson (6)		Russel Polak
83		Billy Engelhart (0)	Wildcat	Beaudoin Racing Ent., Inc
84	31		Foyt and Greer Special	Foyt and Greer
86	17	Steve Krisiloff (8)	Frosty Acres-Winton Sales	Fletcher Racing Team
87	70	Lee Kunzman (3)		Conqueste Racing Team
89	71	Lee Kunzman (3)		Conqueste Racing Team
90				Patrick Racing Team
91	64	John Mahler (3)		Intercomp
92	65	John Mahler (3)		Intercomp
93		Larry McCoy (2)	O'Hanlons L'I'L Cheaper	Raymond G. Reimer
94	87	John Rutherford (15)	Budweiser McLaren/Goodyear	Team McLaren, Ltd.
95	1	Larry Cannon (3)		Larry Cannon
97	59			Agajanian/King
98	58	Gary Bettenhausen (11)	Oberdorfer Special	Agajanian/King/Purcell
	34		Giuffre Bros. Crane Spl.	Agajanian/King
		Phil Threshie (1)		Agajanian/King
	12	Pancho Carter (5)	Alex-XLNT Foods Special	Alex Morales
	18	Steve Krisiloff (8)	Frosty Acres-Winton Sales	Fletcher Racing Team
	22			Donna Allen
		Earle Canavan (X)	Kosin's Auto Parts	Earle Canavan
			Sugaripe Prune Special	Jerry O'Connell
				Vel's Parnelli Jones
				Lindsey Hopkins
				H. Bruce Crower
				David Rogers Racing.

( ) -- Number of previous races

(X) -- Must take Driver's Test



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1979 INDIANAPOLIS 500 STATISTICS

The year 1979 will go down as one unlike any other in Indianapolis 500 history. The spotlight shone on the event as early as April, long before the track ever opened for practice on May 5. Here is a quick recap of the order of events of the past seven weeks.

APRIL 12 -- A 44-entry package is delivered to the Indianapolis Motor Speedway office, pushing the 1979 entry total over the old record of 92. Eventually, the entry list is to reach 103.

APRIL 19 -- The United States Auto Club Board of Directors votes unanimously to refuse the entries of six teams (19 cars) -- Penske Racing, Patrick Racing, Team McLaren, Fletcher Racing, Chaparral Racing and Gurney Racing.

APRIL 26 -- The six excluded teams file suit in Federal court, asking to be granted a preliminary injunction that would allow them to compete in the 500-mile race.

MAY 5 -- U.S. District Judge James E. Noland grants the temporary injunction at the end of a three-day hearing, but he also enjoins and restrains the six teams from doing anything to interfere with or disrupt the running of the race.

MAY 11 -- USAC President Dick King offers his resignation to the Board of Directors but receives an overwhelming vote of confidence when the board unanimously votes to refuse the offer.

MAY 14 -- Officials of USAC and IMS announce that for the first time the pace-car pickup rule will be in effect for caution periods during the 500-mile race, replacing the Electro-Pacer system that had been in use since 1972. Prior to that time, cars were on a kind of honor system to retain the distance between them while running under yellow.

MAY 19 -- Following a full day of qualifications and inspection of qualified cars, announcement is made that the attempts of three of the cars -- Nos. 7T, 44 and 81 -- will be disallowed and that the mechanics would be fined \$5,000 for flagrant attempts to defeat the purpose of the manifold pressure relief valve.

MAY 20 -- The No. 68 car is disqualified by race stewards after it is discovered that the engine used in the qualification run had been used to qualify another car a week earlier.

MAY 21 -- The Stewards Committee listens to protests filed on behalf of eight cars -- Nos. 7T, 19, 30, 38, 39, 68, 81 and 95. All the protests were denied.

MAY 22 -- Dick King, citing Rule 1.5 of the USAC Competition Rules which allows him to make special rulings for the well-being of automotive competition, proposed a special qualification session for 11 cars that had been bumped from the field. However, all 33 starting field entrants would have to agree by signing a special agreement.

MAY 23 -- Waivers were signed by only 31 of the 33 entrants in the starting field, so the proposal to allow a special requalification session became null and void. The 500-Mile race field will stand as qualified.

\*\*\*\*\*

The possibility of starting as many as 44 cars sent people scurrying to the record-books to research starting fields of the past. The last time more than 33 cars started the 500-mile race was in 1933, when the entry blank called for the fastest 42 to start after 10-lap trials. Forty-two did start. Forty-car fields started in 1911, 1931 and 1932, and 38 cars started in 1930. Since 1934, the field has been limited to the fastest 33 qualifiers; and only twice has the field been anything other than 33 cars -- 31 started in 1941 and 30 started in 1947. The smallest field was 21 cars in 1916, when 33 could have started. The 1924 and 1925 races had just 22 starters. Twenty of the previous 62 races started with fields of more or less than 33 cars, so while the 11 rows of three is the most familiar alignment, it has not been the ONLY one.

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1979 INDIANAPOLIS "500" STATISTICS

100 Entries (new record)...71 arrived at the track...67 took practice runs...47 completed qualification runs...7 cars were bumped: three qualified too slow to make the field: #51 Hurley Haywood, #98 Gary Bettenhausen, #31 Dick Ferguson. There were 23 incomplete qualifying runs.

A total of 53 cars made 70 attempts at qualifying.

During the month, there were a total of 56 drivers on the track. There were 32 of last year's starting field out on the track, the exception being Mario Andretti. Of the 56 on the track, 45 were veterans and 11 were rookies.

The veteran drivers on the track were: Tom Bagley, Gary Bettenhausen, Tom Bigelow, Larry Cannon, Pancho Carter, Wally Dallenbach, Larry Dickson, A.J. Foyt, Spike Gehlhausen, Todd Gibson, Janet Guthrie, Bob Harkey, Cliff Hucul, Jim Hurtubise, Gordon Johncock, Jerry Karl, Sheldon Kinser, Steve Krisiloff, Lee Kunzman, Al Loquasto, Roger McCluskey, Larry McCoy, Jim McElreath, John Mahler, John Martin, Rick Mears, Mike Mosley, Danny Ongais, Jan Opperman, Johnny Parsons, Bill Puterbaugh, Eldon Rasmussen, Larry Rice, Johnny Rutherford, Joe Saldana, Vern Schuppan, Dick Simon, Jerry Sneva, Tom Sneva, George Snider, Phil Threshie, Al Unser, Bobby Unser, Bill Vukovich, and Salt Walther. The rookies were: Bill Alsup, Neil Bonnett, Dana Carter, Bill Engelhart, Dick Ferguson, Tom Frantz, Hurley Haywood, Howdy Holmes, Roger Rager, Billy Scott and Frank Weiss.

Twenty drivers were in at least two cars during the period. One driver, Gordon Johncock, was in three different machines. Two cars had three different drivers during the period, car #68 and #73.

STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS

1st -- 9	7th -- 5	13th -- 3	19th -- 1	25th -- 1	31st -- 0
2nd -- 10	8th -- 0	14th -- 1	20th -- 2	26th -- 0	32nd -- 0
3rd -- 6	9th -- 0	15th -- 3	21st -- 1	27th -- 1	33rd -- 0
4th -- 4	10th -- 1	16th -- 0	22nd -- 2	28th -- 2	
5th -- 4	11th -- 1	17th -- 1	23rd -- 0	29th -- 0	
6th -- 4	12th -- 0	18th -- 0	24th -- 0	30th -- 0	

Al Unser in 1978 was the fourth driver to win from the fifth starting position. If the above positions which have zeroes remain zeroes, the following drivers would have no chance of winning this year: Johnny Rutherford, Johnny Parsons, Mike Mosley, Salt Walther, Cliff Hucul, Larry Rice, Larry Dickson, Joe Saldana, Phil Threshie, Tom Bigelow, Spike Gehlhausen, John Mahler, Eldon Rasmussen.

Tom Sneva appears to have the best starting spot, second.



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1979 INDIANAPOLIS "500" STATISTICS (Continued)

FORMER ROOKIE WINNERS - 5

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 Bobby Marshman	5-12 33- 7	1974 Duane Carter Jr.	21- 7
1962 Jim McElreath	7- 6	1975 Bill Puterbaugh	15- 7
1963 Jim Clark	5- 2	1976 Vern Schuppan	17-18
1964 Johnny White	21- 4	1977 Jerry Snev	16-10
		1978 Larry Rice and Rick Mears	30-11 3-23

DRIVER STATISTICS

Oldest driver.....Jim McElreath (51-born 2-18-28)  
 Youngest driver.....Spike Gehlhausen (24-born 11-19-54)  
 Tallest driver.....Phil Threshie, John Mahler, Sheldon Kinser (6'2")  
 Shortest driver.....Howdy Holmes and Joe Saldana (5'4")

The veteran drivers in the race have driven a total of 208 races. A.J. Foyt leads with 21 races under his belt. Next is Roger McCluskey with 17. Bobby Unser has 16. Johnny Rutherford 15, Gordon Johncock 14, Al Unser and Jim McElreath 13 each, and Wally Dallenbach 12. 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 17 figure this year. Lloyd Ruby, not in this year's race, has 18 starts.

Two second-generation drivers are in this race. They are Pancho Carter, son of Duane Carter Sr., and Johnny Parsons, son of Johnnie Parsons (1950 winner).

LAP LEADERS IN THIS YEAR'S FIELD

A.J. Foyt.....	522	Wally Dallenbach	108
Al Unser.....	449	Danny Ongais.....	71
Bobby Unser.....	236	Roger McCluskey.....	7
Gordon Johncock.....	209	Tom Sneva.....	7
Johnny Rutherford.....	185	Steve Krisiloff.....	5
		Mike Mosley.....	3
		Pancho Carter.....	3



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1979 INDIANAPOLIS "500" STATISTICS (Continued)

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

FORMER WINNERS IN 1979 RACE -- 6

- A.J. Foyt (1961, 64, 67, 77)
- Bobby Unser (1968, 75)
- Al Unser (1970, 71, 78)
- Gordon Johncock (1973)
- 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 3.16 sec. over Ralph Hepburn
Largest winning margin.....	1913 - Jules Goux was 13 minutes, 8 and 40/100ths sec. 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 in 1977. 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), Rose (1941-47-48) and Al Unser (1970-71-78). Two-time winners, besides Milton, are Vukovich (1953-54), Rodger Ward (1959-62), Bobby Unser (1968-75), 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 1978 race winner, Al Unser, gave car #2 its eighth Indy victory. Car #1 has seven victories, car #14 has six, while cars #4 and 16 each have won four races.

#3 - FIVE

FIVE

FOUR

FIVE



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## INDIANAPOLIS 500-MILE RACE PACE CARS

YEAR	PACE CAR	DRIVER	YEAR	PACE CAR	DRIVER
1911	Stoddard-Dayton	Carl G. Fisher			
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	Law 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	1975	Buick	Marty Robbins
1946	Lincoln V-12	Henry Ford II	1977	Oldsmobile	James Garner
1947	Nash	George W. Mason	1978	Corvette	Jim Rathmann
1948	Chevrolet	Wilbur Shaw	1979	Ford Mustang	Jackie Stewart



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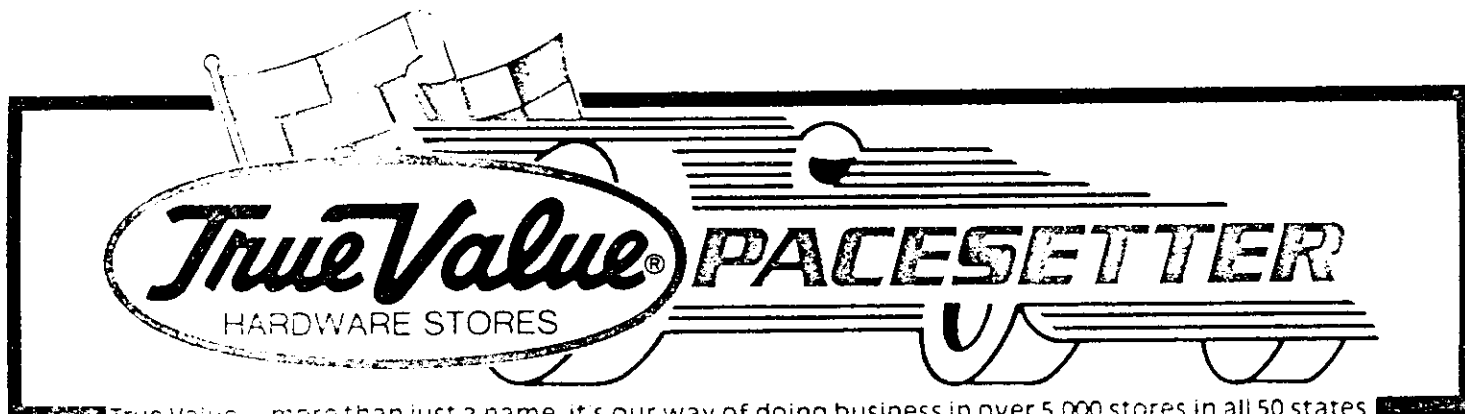
1979 Indianapolis 500 Pit Assignments

<u>Pit No.</u>	<u>Car No.</u>	<u>Driver</u>	<u>Car Name</u>
1			
2			
3	14	A.J. Foyt	Gilmore Racing Team
4	7	Steve Krisiloff	Frosty Acres/Winton Sales
5	4	Johnny Rutherford	Budweiser
6	1	Tom Sneva	Sugaripe Prune
-- GASOLINE ALLEY --			
7	2	Al Unser	Pennzoil
8	3	Gordon Johncock	North American Van Lines Pacesetter
9	6	Wally Dallenbach	Foreman Industries
10	69	Joe Saldana	KBHL FM/Spirit of Nebraska
11	25	Danny Ongais	Interscope/Panasonic
12	15	Johnny Parsons	Hopkins
13	9	Rick Mears	Gould Charge
14	12	Bobby Unser	Norton Spirit
-- USAC STARTING LINE -- FIRE EQUIPMENT			
16	24	Sheldon Kinser	Genesee Beer Wagon
17	89	Lee Kunzman	Conqueste Racing Team
18	36	Mike Mosley	Theodore Racing
19	29	Cliff Hucul	Hucul
20	97	Phil Threshie	Giuffre Brothers Crane
21	10	Pancho Carter	Alex-XLNT Foods
22	43	Tom Bigelow	Armstrong Mould
23	46	Howdy Holmes	Armstrong Mould/Jiffy Mix
24	45	Janet Guthrie	Texaco Star/Armstrong Mould
25	11	Tom Bagley	Dairy Queen/Kent Oil
26	17	Dick Simon	Sanyo
27	19	Spike Gehlhausen	Sta-On Car Glaze/Guarantee Auto/WIRE
28	23	Jim McElreath	McElreath
29	34	Vern Schuppan	Wysard Motor Company
-- OPENING --			
30	92	John Mahler	Sport Magazine
31	31	Larry Rice	S & M Electric
32	77	Salt Walther	Dayton-Walther
33	50	Eldon Rasmussen	Vans by Bivouac/WFMS
34	73	Jerry Sneva	National Engineering AMC
35	72	Roger McCluskey	National Engineering
36	80	Larry Dickson	Polak Construction
37-47 OPEN			
48 -- EMERGENCY CREW			



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<u>Pit No.</u>	<u>Car No.</u>	<u>Driver</u>	<u>Car Name</u>
1			
2			
3	14	A.J. Foyt	Gilmore Racing Team
4	7	Steve Krisiloff	Frosty Acres/Winton Sales
5	4	Johnny Rutherford	Budweiser/ McLaren/Goodyear
6	1	Tom Sneva	Sugaripe Prune Special
-- GASOLINE ALLEY --			
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13	9	Rick Mears	The Gould Charge
14	12	Bobby Unser	Norton Spirit
-- USAC STARTING LINE -- FIRE EQUIPMENT			
16	24	Sheldon Kinser	Genesee Beer Wagon
17	89	Lee Kunzman	Conqueste Racing Team
18	36	Mike Mosley	Theodore Racing
19	29	Cliff Hucul	Hucul
20	97	Phil Threshie	Giuffre Brothers Crane
21	10	Pancho Carter	Alex-XLNT Foods Spl.
22	43	Tom Bigelow	Armstrong Mould
23	46	Howdy Holmes	Armstrong Mould/Jiffy Mix
24	45	Janet Guthrie	Texaco Star/Armstrong Mould
25	11	Tom Bagley	Dairy Queen/Kent Oil
26	17	Dick Simon	Sanyo
27	19	Spike Gehlhausen	Sta-On Car Glaze/Guarantee Auto/WIRE
28	23	Jim McElreath	Amex Oil
29	34	Vern Schuppan	Wysard Motor Company
-- OPENING --			
30	92	John Mahler	Sport Magazine
31	31	Larry Rice	S & M Electric
32	77	Salt Walther	Dayton-Walther
33	50	Eldon Rasmussen	Vans by Bivouac/WFMS Flexsteel
34	73	Jerry Sneva	National Engineering AMC
35	72	Roger McCluskey	National Engineering
36	80	Larry Dickson	Polak Construction
37	22	Bill Vukovich	Fubler WDF Thermo King
38	59	George Snider	Hoffman Auto Racing
39 to 47	OPEN		
48	-- EMERGENCY CREW		



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CHIEF MECHANICS AND GARAGE NUMBERS

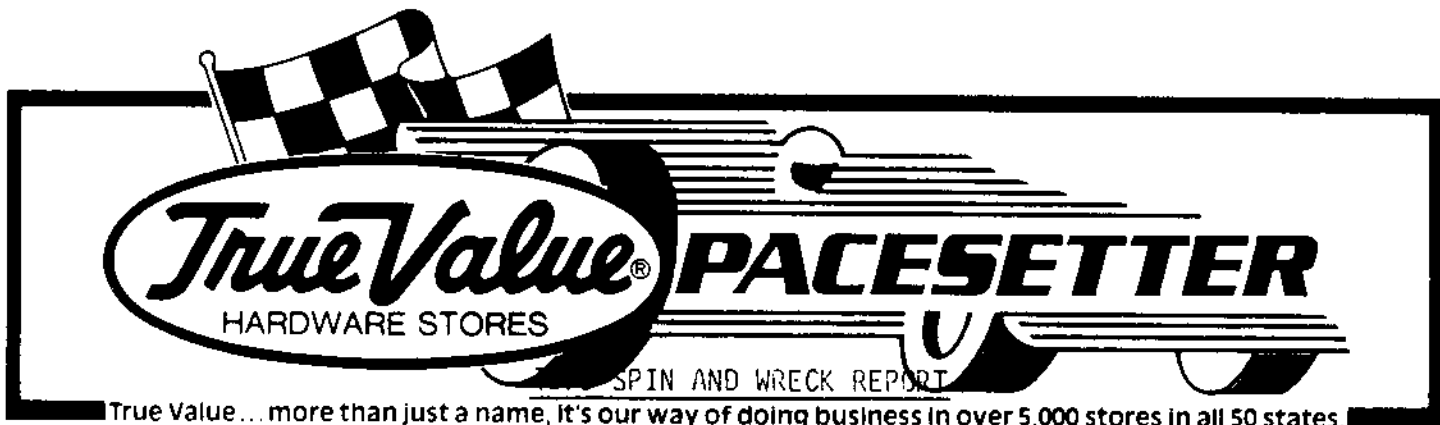
<u>Car No.</u>	<u>Garage No.</u>	<u>Chief Mechanics</u>
9	72	Darrell Soppe
1	14	Jud Phillips
2	61	Jim Hall
12	75	Lori Gerrish
3	55	George Bignotti
14	29	Jack Starne
5	56	George Bignotti
4	85	Steve Roby
15	7	Mike Devin
24	19	A.J. Watson
89	71	John Barnes
36	41	Wayne Leary
46	39	Paul Leffler
45	38	Hywel Absalom
11	52	George Huening
77	81	Bob Hatch
10	10	Johnny Capels
29	49	Larry Prior
23	88	Tony Bettenhausen
17	3	Rolla Vollstedt
73	67	Jack McCormack
34	5	Mike Mullins
31	37	Mark Stainbrook
80	73	Chuck Looper
72	66	Jack McCormack
59	46	Glen Hall
25	25	Phil Casey
7	16	Derek Mower
97	59	Grant King
43	51	Paul Leffler
19	57	George Bignotti
92	65	Bill Finley
50	84	Ken Mahoney



COURTESY

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May 9, 1979 -- Wednesday

1. Time: 5:36 p.m. -- Larry Cannon in the #95 Cannon got slightly high in the middle of Turn 4, slid sideways 260 feet through the turn. No contact, drove car into the pits.

May 12, 1979 -- Saturday

2. Time: 4:43 p.m. -- Danny Ongais in the #25 Interscope/Panasonic Parnelli/Cosworth. Coming out of Turn 4, the car did a half spin, slid 550', hit the inside wall, did another half spin while sliding 150' and made contact with the wall again. Slid 100' along the wall. Driver was in the car approximately 22 minutes, then was taken to the track hospital. He was conscious. Track hospital report: driver stable, good shape, had movement in both arms and legs. Had pain in lower part of the neck. Taken to Methodist Hospital by ambulance. Dr. Thomas Hanna states all x-rays negative. Driver will be kept overnight for observation.

May 16, 1979 -- Wednesday

3. Time: 12:33 p.m. -- Eldon Rasmussen in the #58 Vans by Bivouac/WFMS Rascar/Foyt, got low in the middle of Turn 3, did one complete spin over 420 feet, hit wall. Got slightly airborne and hit the wall again 50' farther down the track. Slid 750' away from the wall to infield grass at edge of track. Driver taken to track hospital, checked and released. Car suffered extensive damage to right side, will not be repaired.

May 16, 1979 -- Wednesday

4. Time: 4:13 p.m. -- Roger Rager in the #66 Advance Clean Sweep Eagle/Chevy came low out of Turn 3, got sideways, slid 420' down into the infield grass. Continued on into the pits. No contact.

May 17, 1979 -- Thursday

5. Time: 5:11 p.m. -- Billy Engelhart in the #83 Beaudoin Racing Wildcat/SGD drifted high in Turn 1, hit wall, continued against the wall for 560'. The car came to a stop in the infield grass in Turn 2. Driver okay.

May 19, 1979 -- Saturday

6. Time: 2:14 p.m. -- Todd Gibson in the #75 Gibson Racing Eagle/Offy lost control coming out of Turn 4 on his third warmup lap, slid 480', executing one spin; hit the wall with the right side, slid along the wall 150 feet. Extensive damage to right side of car. Driver okay.

May 20, 1979 -- Sunday

7. Time: 2:57 p.m. -- Billy Engelhart in the #83 Beaudoin Racing Wildcat/SGD coming out of Turn 1, slid 320 feet, hit wall, came off wall and slid another 50', hitting the wall a second time. Then slid another 360 feet and hit wall a third time; slid another 800' against the wall. Stopped against the wall in front of VIP SUITES (Total 1,560 feet). Car extensively damaged. Driver taken to infield hospital. Fractured left leg, taken to Methodist Hospital.

May 20, 1979 -- Sunday

8. Time: 5:40 p.m. -- Tom Frantz in The Freight Train Wildcat/Offy, spun in Turn 1 on first lap, hit wall, continued against the wall for 560'. Made no contact with



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1979 INDIANAPOLIS 500 ROOKIE TEST REPORT

Rookie tests in 1979 were conducted in two phases of 20 laps (50 miles) each; the first phase at 160-plus mph. and the second at 170 or above. The last 10 laps of phase two were observed by a crew of veteran drivers. Refresher tests were 20 laps (50 miles) at 170 or above.

TWO PHASE -- FIRST YEAR DRIVERS ROOKIE TESTS:

1. Hurley Haywood #51 Hopkins Lightning/Offy: 5/6, 160; 5/8 170 & OK
2. Bill Alsup #41 Insley Excavator McLaren/Offy: 5/7, 160; 5/8, 170 & OK
3. Howdy Holmes #46 Armstrong Mould/Jiffy Mix Wildcat/SGD: 5/9, 160 & 170 & OK
4. Neil Bonnett #73 National Engineering Spirit/AMC: 5/8, 160; 5/10, 170 & OK
5. Dana Carter #30 MollyMate McLaren/Offy: 5/11, 160 & 170 & OK
6. Dick Ferguson #81 Aero Electronics Eagle/Offy: 5/11, 160; 5/14, 170 & OK
7. Tom Frantz #16 The Freight Train Wildcat/Offy: 5/9, 160; 5/15, 170 & OK

ONE PHASE REFRESHER TESTS:

1. Bill Engelhart #83 Beaudoin Racing Wildcat/SGD: 5/6, 170 & OK
2. Billy Scott #28 Wheel Center Eagle/Offy: 5/9, 170 & OK
3. Roger Rager #66 Advance-Clean Sweep Eagle/Chevy: 5/16, 170 & OK

INCOMPLETE TESTS:

1. Frank Weiss #50 Vans by Bivouac Manta/Offy: 5/15, 160

SPECIAL NOTE: Rookie Todd Gibson (#75 Gibson Racing Team Eagle/SGD) was not required by USAC to take Rookie or Refresher tests because of prior experience in other 500-mile races.



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Saturday, May 5



Dan Cotter, president of True Value, would like to thank Jim Gilmore and Gilmore Enterprises publicly for stepping down and letting True Value take over sponsorship of the Daily Track Report. We are sure the news media will join us in giving a hearty thank-you to Jim and the Gilmore/Foyt Racing team for their sponsorship of the Daily Report since 1972.

Three cars were on the track during the opening day of practice at the Speedway, with Larry (Boom Boom) Cannon taking "first car out" honors and Dick Simon turning in the fastest lap of the day.

Cannon, a 42-year-old barber-driver from Danville, IL., pulled his blue and yellow Wildcat/SGD onto the track just after the green light came on at 11 a.m. Simon was right behind him in the black #17 Vollstedt/Offy. But Simon got in less than half a lap before a coil wire came off, causing him to stall in Turn-2, and turning on the yellow light for the first time--after less than a minute of green. Simon was running despite a Federal Court subpoena which asked him to be downtown at the Federal Courts Building at 11 a.m. to testify as a witness in the current USAC-IMS-CART suit. Simon did put in an appearance at the courtroom shortly after noon, clad in his black driving suit, which caused quite a stir.

Biggest flurry of excitement at the Speedway was caused when Billy Engelhart lost a wheel on his white #83 Beaudoin Racing Enterprises Wildcat/SGD in Turn 4. There was no damage to car or driver and Engelhart was back out on the track later in the day.

Simon turned in a lap at 174 miles an hour shortly before Referee Art Myers lifted the "170 Speed Limit" at 3:58 p.m.

When the track closed at 6 p.m. after a beautiful sunny and mild day, there were 29 cars in the garage area and 21 drivers had passed physical examinations. A total of six cars had received the temporary inspection approval from USAC Technical Committee. The others besides the three on the track were Bill Vukovich's #22 Hubler/WNDE/Thermo King Watson/Offy; the #51 Lindsey Hopkins Lightning/Offy with no driver assigned, and the #57 Crower Eagle/Chevy stock-block machine to be driven by Jerry Sneva.

Most of the people at the Speedway had an eye or an ear, or both, trained on the Terre Haute Action Track, where Duane (Pancho) Carter Jr. won the Hulman Classic. Behind him in order in the USAC Sprint event were Sheldon Kinser, Larry Rice, Johnny Parsons and Bob East. Bubby Jones was leading the event at 28 laps when he apparently broke an axle, causing him to flip over the fence. He was unhurt but the car was damaged extensively. "It was real easy," said the nonchalant Bubby of his flip-ride.

The Speedway is scheduled to reopen for practice at 11 a.m. Sunday.



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Sunday, May 6


**True Value®** **PACESETTER**  
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Hurryin' Hurley Haywood, a graduate of international endurance racing, posted the fastest time of the day and of the 1979 practice season at the Indianapolis Motor Speedway. Haywood, a Jacksonville, FL. resident, got in a lap at 181.452 in the #51 Lightning/Offy out of Lindsey Hopkins stable.

Haywood is the only man to score the big triple of endurance races, with victories in the 24-Hours of both LeMans, France, and Daytona, FL., plus the 12-Hours of Sebring, FL. His only previous oval racing experience before today, however, was about 20 laps of practice at Ontario, CA.

Haywood passed the 160 mile-an-hour phase of his driver's test handily and got in 14 of the 20 laps of the 170-plus phase before his car threw a rod, parking him for the day.

The beautiful, sunny practice day ended 21 minutes before schedule when Dick Simon blew an engine in his #17 Vollstedt Enterprises Vollstedt/Offy. The mishap scattered oil and engine pieces all through Turn 4 (NW) and down the main straightaway.

The day also saw the return to the Speedway and to full official status on the entry list defending Champion Al Unser and his gleaming yellow, mechanically innovative #2 Pennzoil Special, plus a number of other cars and drivers from the "Rejected Six" of CART who were running under terms of a Federal Court temporary injunction issued Saturday night by Judge James E. Noland. None of the cars concerned were on the track today.

Veteran Roger McCluskey got second-quick honors at 177-plus in his own #72 National Engineering McLaren Cosworth and then was shaking down the #73 Spirit/AMC-turbocharged team car of Neil Bonnett when Simon's mishap dropped the curtain for the day. Bonnett was otherwise engaged running in the NASCAR stock car race at Talladega, AL.

The "first lady of auto racing," Janet Guthrie, took her first ride at intermediate speeds in the #45 Texaco Star Lola/Cosworth of the Sherman Armstrong stable, making some cockpit adjustments.

Billy Engelhart, winner of the 1977 Hoosier Hundred and a former USAC National Midget Champion, passed his refresher test in the #83 Beaudoin Racing Enterprises Wildcat/SGD and got the okay of fellow drivers.

Jerry Sneva got up to 174.859 in the #57 Crower Eagle/Chevy, another stock-block machine. Others in the nine-car total who took runs included Billy Vukovich in the #22 Hubler/WNDE/Thermo King Watson/Offy, and John Martin in the #20 Scientific Drilling Controls McLaren/Offy.

As of the close of business today, there were 41 cars at the track; 39 drivers have passed physical exams and 17 cars had their preliminary inspection stickers from USAC.



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Rick Mears and Danny Ongais, who won eight Championship races between them in 1978, pushed the Speedway practice top up to 187.578 today as the CART cars of the "Rejected Six" took to the track for the first time since their reinstatement on the 500 entry list.

Mears was timed at 187.578 and Ongais at 187.188 on the electric eye in the final quarter-hour of a busy, sunny, windy practice day that saw a total of 27 cars take practice runs.

Mears was driving the #9 Gould Charge Penske/Cosworth and Ongais was in the #25 Interscope/Panasonic Parnelli/Cosworth. Ongais won five USAC Championship races last year and led every one in which he competed. Mears won three, in a "substitute" role when Mario Andretti was not able to run for the Penske team.

Not far behind them at 186.451 was two-time winner Johnny Rutherford (1974-76) in the #4 Budweiser McLaren/Cosworth. There was a considerable dropoff from that to the 183.038 posted by three-time victor Al Unser (1970-71-78) and Triple Crown winner in the ground-effects #2 Pennzoil Chaparral/Cosworth. Gordon Johncock got 182.334 in the #3 North American Van Lines Penske/Cosworth and Mike Mosley was at 182.297 in the #36 Gurney Eagle/Cosworth. Tom Bagley got 180.759 in the #11 Dairy Queen/Kent Oil Penske/Cosworth.

Undoubtedly the "hottest ride" of the day, however, was taken by Spike Gehlhausen in the #19 Sta-On Car Glaze/Guarantee Auto/WIRE Eagle/Offy. A water line let loose while Spike was practicing and sprayed steaming water onto the seat and onto Spike. He pulled the car down into the grass in Turn-3, turning on the yellow light, and was taken to the hospital and treated for first and second degree burns over the buttocks, side and arms and then released.

Gehlhausen had turned laps in the 171 bracket just before the mishap. Billy Vukovich looked happier after getting 177.670 in the #22 Hubler, WNDE, Thermo King of Indiana Watson/Offy. Jerry Sneva claimed honors for the fastest stock-blocker, hitting 176.748 in the #57 Crower Eagle/Chevy. Larry Cannon got 174.351 out of the #95 Cannon Wildcat/SGD. Sheldon Kinser got in the 173 bracket in the #24 Genesee Beer Wagon and Billy Engelhart to 172.977 in the #83 Beaudoin Racing Wildcat/SGD. Engelhart completed his refresher test and got the okay of fellow drivers.

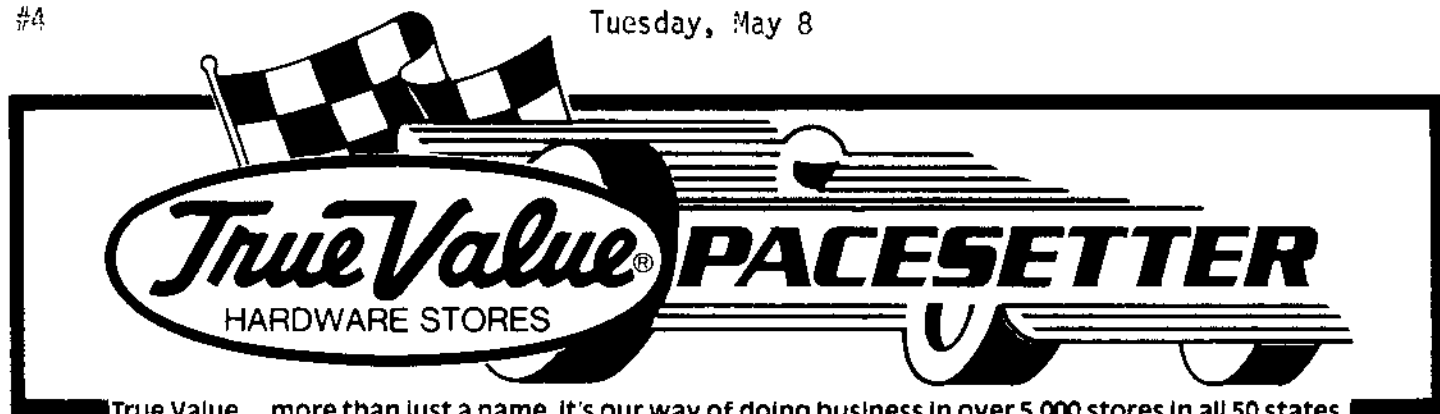
Rookie Bill Alsup, the 1978 Mini-Indy champion of USAC, completed the 165 phase of his driver's test and got in four laps of the 170-and-up phase.

At the 6 p.m. close of business, there were 55 cars at the track and 41 had received initial inspection stickers. One of them was the #14 Gilmore Racing Team Parnelli/Cosworth of four-time 500 winner A. J. Foyt but "Supertex" still has not been out on the track.



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Tuesday, May 8



True Value... more than just a name. It's our way of doing business in over 5,000 stores in all 50 states. Rapid Rick Mears waited until the very last practice lap of the day to post a sensational 193.5 miles an hour practice lap and send everyone else at the Speedway to shaking their heads today.

Mears was hand-timed at that speed or faster on several hand watches along pit row in the #9 Gould Charge Penske/Cosworth. His own crew, timing farther down toward the south turn, had him at 194.5.

When he was shown the time on a stop-watch while he still had his helmet on after the run, the 32-year-old Bakersfield, CA., driver exclaimed "All right!"

Asked if he had "flat-footed it" all around the track (stayed on the pedal) on his quick lap, Mears said "I sure came awfully close to that." He said the lap was harder than the laps at over 200 he turned in 1978. Crew Chief Jim McGee said "We've got an amazing driver."

Mears not only established himself as a favorite for the pole position when qualifying begins Saturday morning at 11 a.m., but he also wiped out the previous season's best of 189.235 hours earlier by Al Unser, defending champion, in the #2 Pennzoil Chaparral/Cosworth, the radical ground-effects car of Jim Hall. Unser, a three-time Indianapolis winner (1970-71-78) was the first man ever to win the Triple Crown of Auto Racing in a single season, last year.

Another rapid traveler on a sunny, near-ideal day at the Speedway was two-time winner Johnny Rutherford at 188.957 in the #4 Budweiser McLaren/Cosworth.

There was a big dropoff in speed from there back to the 184.805 turned by Danny Ongais in the #25 Interscope Panasonic Parnelli/Cosworth. Gordon Johncock got 183.150 out of the #3 North American Van Lines Penske/Cosworth. National Champion Tom Sneva hit 182.890 in the #1 Sugarripe Prune McLaren/Cosworth.

It was also a big day for rookies as both 1978 USAC Mini-Indy Champion Bill Alsup and top-flight endurance racer Hurley Haywood completed their tests and got the okay of a jury of veteran drivers.

Alsup, a 41-year-old Champ-car rookie from Woodstock, Vt., was consistently in the mid-170's while completing his test. "Getting used to a car with four times as much power took a little while, but I'm glad I made the move to Championship racing this year," he said. "It's the first time in 17 or 18 years that I have had someone pay me to race," he said of his sponsor, Insley Excavator. His car is the #41 Insley Excavator McLaren/Offy.

Haywood needed only six laps to complete his test, and he cranked off one lap at 182.14 in the Lindsey Hopkins Lightning/Offy "laydown". Haywood has been on the winning team for the 24 Hours of Daytona four times. He seems to be having little trouble making the transition from the sedans to the exotic turbocharged Championship cars.

Another rookie, Neil Bonnett, one of the few stars from NASCAR who has made the move up to Indy, finished his first 160 phase of his test and got in 10 laps of the 170-and-up phase when he tagged a valve on the #73 National Engineering Spirit/AMC and had to quit for the day. Some of today's other fast laps were Johnny Parsons at 181.855 in the #15 Hopkins Lightning/Drake; 181.232 by Sheldon Kinser in the #24 Genesee Beer Wagon Watson/Offy; 179.390 by Lee Kunzman in the #89 Conqueste Racing Parnelli/Cosworth; 178.749 by two-time winner Bobby Unser in the #12 Norton Spirit Penske/Cosworth; 177-plus by Billy Vukovich in the #22 Hubler, WNDE, Thermo King Watson/Offy and 176.922 by Pancho Carter in the #78 Alex-XLNT Lightning/Offy.





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A. J. Foyt, the only four-time winner of the Indianapolis 500, wasted no time in going to the head of the pack in practice for the 1979 race. Foyt hit 194.007 today in his Gilmore Racing Team Parnelli/Cosworth on only his seventh hot lap -- on his first day of practice.

Foyt, undefeated so far in two USAC National Championship and two USAC Stock races for 1979, commented, "We can't let 'em outdo us, Can we?"

On an earlier run, Foyt had brushed the outside retaining wall with a tire in the north short chute between Turns 3 and 4. But he obviously didn't let that phase him.

Larry Cannon picked that same location to register the first spin of the year. Driving the #95 Cannon Wildcat/Offy, Cannon did a 360-degree loop there and then continued around to the pits without damage, except for flat-spotting the tires.

Al Unser, three-time winner and the defending champion, was only a tad behind Foyt with a 193.382 clocking turned in the last half-hour of another sunny, near-ideal practice day. Unser was driving the #2 Pennzoil Chaparral/Cosworth.

Rick Mears, who had turned an unofficial 193.5 on hand-held watches Tuesday, had a day's best for him of 191.652 today in the #9 Gould Charge Penske/Cosworth. Also above the 190 mark was two-time winner Johnny Rutherford at 190.084 in the #4 Budweiser McLaren/Cosworth. Only a tick or so away from that mark was Danny Ongais at 189.913 in the #25 Interscope/Panasonic Parnelli/Cosworth. Mears' teammate, Bobby Unser, the 1968-75 winner, finally got going fast with a circuit at 187.149 in the #12 Norton Spirit Penske/Cosworth.

So despite the reduction in permissible manifold pressure from 80 inches to 50 inches for the turbocharged engines, the practice pace now is just 7.9 miles an hour slower than it was on the corresponding Wednesday of 1978 when Ongais was tops at 201.974. On that same day, Foyt took his first run and had a top lap of 189 -- five miles an hour slower than he ran today.

Following Bobby U. today was a group in the 185 bracket including 1973 winner Gordon Johncock at 185.605 in the #3 North American Van Lines Penske/Cosworth; 1978 USAC Rookie of the Year Tom Bagley at 185.761 in the #11 Dairy Queen/Kent Oil Penske/Cosworth; 1977-78 pole winner Tom Sneva at 185.033 in the #1 Sugaripe Prune McLaren/Cosworth and former USAC Sprint champion Sheldon Kinser at 185-plus in the #24 Genesee Beer Wagon Watson/Offy.

Tom Bigelow, the defending USAC Sprint champion, brought smiles to his many fans with a 184.124 clocking in the #43 Armstrong Mould Lola/Cosworth and to that of car owner Sherman Armstrong. Sherm's "lady driver", Janet Guthrie, also moved way up to 178.571 in the #45 Texaco Star Lola/Cosworth.

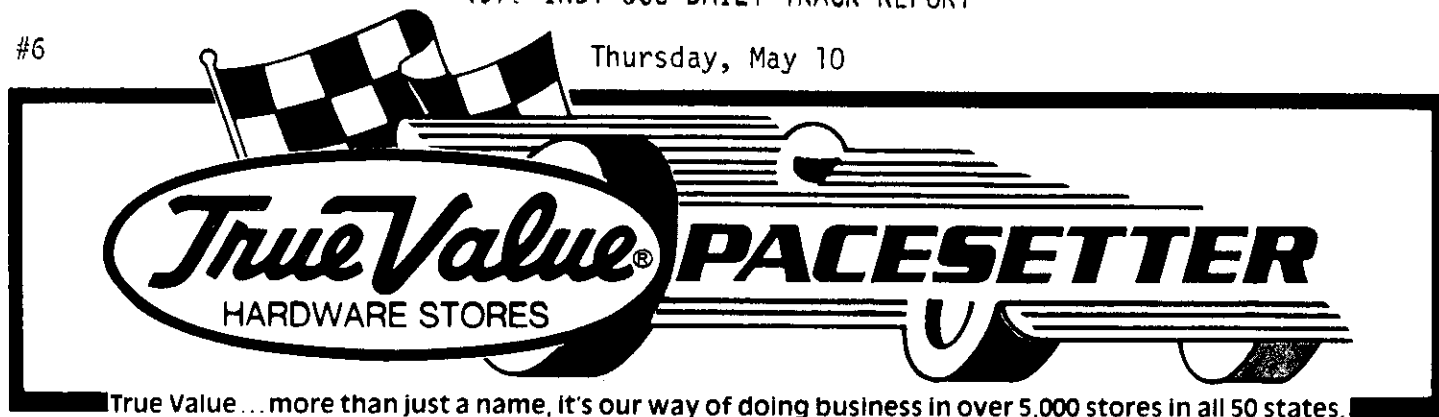
Lee Kunzman got 183.189. Other quick speeds included: Billy Vukovich 180.650; John Martin 180.460; Spike Gehlhausen 180-plus; Wally Dallenbach 179.856. Tom Frantz passed the 160 mph phase of his driver's test in the #16 The Freight Train Wildcat/Offy and then shut down the track three minutes ahead of its scheduled time when he blew a transmission and oiled it down at 5:57 p.m. Howdy Holmes, the former Formula Atlantic champion, got in all of his test in one day and got the okay of veteran drivers. Holmes said his only trouble was "going that slow" in the 160 phase. Bill Alsup, the 1978 USAC Mini-Indy champion, turned a 178.112 lap in the #41 Insley Excavating McLaren/Offy. Steve Krisiloff got 177.550 out of the #7 Frosty Acres - Winston Sales Lightning/Cosworth.



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Thursday, May 10



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A. J. Foyt pushed the practice top for the 1979 Indianapolis 500 up to just a shade under the 195 mark on a hot and muggy day at the Speedway. The four-time winner and six-time driving champion of the United States Auto Club got in a circuit at 194.890 in the #14 Gilmore Racing Team Parnelli/Cosworth -- in the heat of the day.

Danny Ongais, who had been having trouble finding speed previously, leaped into the "190 Club" with a vengeance, hitting 193.133 in his #25 Interscope/Panasonic Parnelli/Cosworth in the last quarter-hour. Rick Mears, a consistent daily member of that club, was at 192.308 in the #9 Gould Charge Penske/Cosworth -- his third straight day in the 190's.

Two-time winner Johnny Rutherford got 191.083 out of the Budweiser McLaren/Cosworth. Three-time winner Al Unser was in the 189 bracket in two cars -- his radically-new #2 Pennzoil Chaparral/Cosworth at 189.593 and in his last year's winning Lola/Cosworth at 189.434.

Gordon Johncock, the 1973 winner, turned in his best laps so far, being timed at 187.227 in the #3 North American Van Lines Penske/Cosworth.

Tom Sneva, the man who will be defending the pole on Saturday and the race runnerup the last two years, was at 186.374 in the #1 Sugaripe Prune McLaren/Cosworth. A heavy bracket at 184 included: sensational Rookie Howdy Holmes, who just passed his driver's test yesterday, at 184.5 in the #46 Armstrong Mould/Jiffy Mix Wildcat/Offy; three drivers with identical speeds of 184.124 on the eyes -- Vern Schuppan in the #34 Wysard Motor Co. Wildcat/SGD; Wally Dallenbach in the #6 Foreman Industries Penske/Cosworth, and Pancho Carter in the #78 Alex Xtnt Foods Lightning/Offy, as well as Sheldon Kinser at 184-plus in the #24 Genesee Beer Wagon Watson/Offy.

There was a blank at 183 but in the 182 bracket were two-time winner Bobby Unser, struggling at 182.927 in the #12 Norton Spirit Penske/Cosworth; Lee Kunzman, 182.704 in the #89 Conqueste Racing Parnelli/Cosworth, and Steve Krisiloff in the #7 Frosty Acres-Winton Sales Lightning/Cosworth.

One notch down were John Martin at 181.958 in the #20 Scientific Drilling Controls McLaren/Offy; Billy Vukovich, 181.818 in the #22 Hubler, WNDE, Thermo King Watson/Offy; and Joe Saldana at 181.784 in his #69T back-up Hoffman Eagle/Offy.

NASCAR ace Neil Bonnett completed the last 10 laps of his rookie test with an amazingly consistent performance -- all laps in the 180 range -- and turned a hot lap of 180.796, in the #73 National Engineering Spirit/AMC. His teammate, Roger McCluskey, hit 180.832 in the #72 National Engineering McLaren/Cosworth.

Billy Engelhart turned 179.605 in the #83 Beaudoin Racing Wildcat/SGD. Lady driver Janet Guthrie got 178.5 out of the #45 Texaco Star Lola/Cosworth.

The weather forecast, which calls for a cold front to come in Friday night and bring scattered showers on Saturday, brought some dismay to those anticipating qualifying Saturday -- and some relief to the numerous teams that are not ready.

The Olsonite Corporation announced the establishment of the Ray Marquette Memorial Award. It includes an award for a professional writer as well as a \$1,000 scholarship to be awarded to a deserving college student at Indiana University, Marquette's alma mater.



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The Brothers Unser had a banner day at the Speedway today as time ran out on preparation for Saturday's "Pole Day" qualifying.

First, Bobby U. moved into the 190 Club for the first time with a 190.921 clocking in the #12 Norton Spirit Penske/Cosworth. Then, younger brother Al turned in the day's quick speed of 193.341 in the last 15 minutes of running on a hot and muggy day.

There was a season record of 47 cars taking advantage of the last-gasp practice before time trials start at 11 a.m. tomorrow. The first inclement weather of the 1979 practice period forced the track to delay opening until 1:10 a.m., meaning that two hours and 10 minutes of potential practice time was lost.

Numerous timers along pit row and his own crew caught Rick Mears also in the 193 range, but there was no USAC electric eye time on the young Californian who astounded most everyone last year by taking the outside starting spot in the front row. Mears is driving the team car to Bobby Unser's, the #9 Gould Charge Penske/Cosworth.

Danny Ongais also turned in a sizzling late run with 191.898 in the #25 Interscope/Panasonic Parnelli/Cosworth. Also moving into the 190 Club -- thus increasing its total membership to 7 -- was Tom Sneva, the 1977 and 1978 pole winner, who will be going for three in a row tomorrow. Sneva got 190.921 out of the #1 Sugaripe Prune McLaren/Cosworth. John Rutherford, a consistent 190 performer, hit 190.154 today in his #4 Budweiser McLaren/Cosworth. A. J. Foyt, the only four-time 500 winner, was close to the charmed circle at 189.4 in the #14 Gilmore Racing Parnelli/Cosworth.

Dana Carter zipped through his rookie test with all 40 laps in one day in the #30 Mollymate McLaren/Offy and brother Pancho made it a great day for the family by moving up to 187.004 in the #78 Alex XLNT Foods Lightning/Offy. Dick Ferguson passed phase one.

The qualifying draw, made at 6:15 p.m. today after the track closed:

1.#69 Joe Saldana	16.#68 B. Unser BU	31.#22 Billy Vukovich
2.#32 Sneva BU	17.#58 Eldon Rasmussen	32.# 7 Steve Krisiloff
3.#10 P. Carter BU	18.#39 Al Loquasto	33.#36 Mike Mosley
4.# 4 Johnny Rutherford	19.#92 John Mahler	34.#41 Bill Alsup R
5.#28 Billy Scott	20.#51 Hurley Haywood R	35.#11 Tom Bagley
6.# 6 Wally Dallenbach	21.#79 Johncock BU	36.#43 Tom Bigelow
7.#27 Simon BU	22.#23 Jim McElreath	37.#95 Larry Cannon
8.#89 Lee Kunzman	23.#17 Dick Simon	38.#15 Johnny Parsons
9.#38 Jerry Karl	24.#34 Vern Schuppan	39.#26 McElreath BU
10.#57 Jerry Sneva	25.#25 Danny Ongais	40.#24 Sheldon Kinser
11.#64 Rutherford BU	26.#72 Roger McCluskey	41.#20 John Martin
12.# 2 Al Unser	27.#45 Janet Guthrie	42.# 3 Gordon Johncock
13.#77 Salt Walther	28.#12 Bobby Unser	43.# 1 Tom Sneva
14.#46 Howdy Holmes R	29.#30 Dana Carter R	44.#83 Billy Engelhart R
15.#29 Cliff Hucul	30.#80 Larry Dickson	45.#75 Todd Gibson R
		46.#73 Neil Bonnett R
		47.#31 Larry Rice
		48.#19 Spike Gehlhausen
		49.#59 Saldana BU
		50.#14 A. J. Foyt
		51.# 9 Rick Mears

BU = Backup Car  
R = Rookie



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Ladies and gentlemen of the news media:

Welcome to qualifications for the 63rd Indianapolis 500-Mile Race. Through the courtesy of True Value Hardware Stores 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.

Opening of practice and qualifications was delayed by heavy morning and early afternoon rains which came in with a cold front from the West.

As the track was finally opened for practice at 4:19 p.m., it was a cool 55 degrees F and the wind was from the Northwest at 12 miles per hour.

PRACTICE PERIOD (4:19 p.m. to 5:47 p.m.). Track closed for the day at 5:59 p.m.

- 4:19 p.m. - Track opened for practice under the Yellow (caution) light and with the Pacer lights working.
  - 4:24 p.m. - GREEN for high-speed practice.
  - 4:28 p.m. - YELLOW for #73 Neil Bonnett spraying oil on track.
  - 4:33 p.m. - GREEN
  - 4:43 p.m. - YELLOW. Danny Ongais, 37 years old Costa Mesa, Ca., in #25 Interscope/Panasonic Parnelli/Cosworth, coming out of turn-4 (NW) after just turning lap at 191.205, did half-spin, slid 550 feet, hit inside wall; did another half-spin, while sliding 150 feet, made contact again with inside wall; slid along wall 100 feet. Driver in car 22 minutes before he could be removed. Taken to track hospital, Ongais was conscious. Track hospital reported his condition stable, in good shape; they said he has movement in both arms and legs with pain in lower part of neck. Ongais was taken to Methodist Hospital for further observation. All X-rays negative; Ongais will be kept over night for observation.
  - 5:23 p.m. - GREEN
  - 5:26 p.m. - YELLOW. False report of apparent accident by observer.
  - 5:30 p.m. - GREEN.
  - 5:34 p.m. - YELLOW. Debris on track.
  - 5:37 p.m. - GREEN.
- USAC announced by bulletin some new regulations designed to tighten its controls over turbo-charger boost. Signed by Chief Steward Thomas Binford and Chairman of Tech. Committee Jack Beckley, Bulletin #14 provides that (1) cockpit manifold pressure (boost) controls will not be permitted during qualification attempts, and (2) exhaust wastegate will be set by USAC Officials to relieve manifold pressure at the prescribed specification for the specific type engine involved. Cockpit manifold pressure controls will be permitted for the race.

Weather forecast for Sunday calls for fair and sunny weather with high temperatures in the 60's. The same qualification lineup that was enforce today will hold for tomorrow with Joe Saldana in the #69 KBHL-FM/Spirit of Nebraska Lightning Offy at the front.

THERE WERE NO QUALIFICATION ATTEMPTS TODAY.



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(Weather-Delayed Pole Day)

The Weather Bureau forecasts near-ideal weather for today's rain-delayed Pole Day time trials with partly-sunny skies and temperatures in the mid-60's and relatively high humidity. There was no wind and no precipitation expected as practice concluded.

Practice period -- (Scheduled for 10 a.m. to 11:20 a.m.)

There was only one incident of any importance during practice. Jerry Sneva blew the stock-block engine on his #57 Crower Special Eagle/Chevy in turn 3, turning on the yellow light at 11:13 a.m. Because of the large amount of oil and parts dumped on the track, the practice period was closed at that point, seven minutes ahead of schedule.

Unofficial practice speeds:

# 2 - Al Unser	- 192.712	* #15 - Johnny Parsons (Offy LD)	• 187.774
#14 - A. J. Foyt	- 192.389	#69 - Joe Saldana	• 186.649
# 1 - Tom Sneva	- 191.083	# 6 - Wally Dallenbach	• 186.104
# 9 - Rick Mears	- 190.880	# 7 - Steve Krisiloff	• 185.682
# 3 - Gordon Johncock	- 189.434	#10 - Pancho Carter	• 183.824
#11 - Tom Bagley	- 188.561		

\* NOTE: Parsons and teammate Hurley Haywood have exchanged cars. Parsons now is in the Offy laydown, which now will carry #15. Haywood now is in the Drake V-8, which will carry #51. Time of day below is time driver took green or time driver got yellow after failing to take green flag.

QUALIFYING

12:06 p.m. -- #69 JOE SALDANA, 34, Lincoln, Neb.  
KBHL-FM/Spirit of Nebraska, Gus Hoffman, Lightning/Offy

QA - 1	1 -- 48.72 -- 184.729	<u>UA - 1</u>
	2 -- 49.16 -- 183.076	
	3 -- 49.08 -- 183.374	
	4 -- YELLOW BY CREW	

12:15 p.m. -- #10 PANCHO CARTER, 28, Brownsburg, IN.  
Alex XLNT Foods, Alex Morales, Lightning/Drake V8

QA - 2	1 -- 48.70 -- 184.805	<u>UA - 2</u>
	2 -- 48.65 -- 184.995	
	3 -- 48.93 -- 183.936	
	4 -- YELLOW BY CREW	

12:23 p.m. -- #4 JOHNNY RUTHERFORD, 40, Fort Worth TX.  
Budweiser McLaren/Goodyear, Team McLaren, McLaren/Cosworth

QA - 3	1 -- 47.85 -- 188.088	<u>Q - 1</u>
	2 -- 47.78 -- 188.363	
	3 -- 47.83 -- 188.166	
	4 -- 47.89 -- 187.931	
	T -- 3:11.35 - 188.137	



Sunday, May 13



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12:30 p.m. -- #6 WALLY DALLENBACH, 42, Basalt, CO.  
Foreman Industries, Penske/Cosworth, U.E. (Pat) Patrick

QA - 4	1 -- 47.67 -- 188.798	<u>Q - 2</u>
	2 -- 47.64 -- 188.917	
	3 -- 48.01 -- 187.461	
	4 -- 47.88 -- 187.970	
	<u>T -- 3:11.20 - 188.285</u>	

12:39 p.m. -- #89 LEE KUNZMAN, 34, Barrington, IL.  
Conqueste Racing Team, Parnelli/Cosworth, Conqueste Racing

QA - 5	1 -- 48.24 -- 186.567	<u>Q - 3</u>
	2 -- 48.15 -- 186.916	
	3 -- 48.30 -- 186.335	
	4 -- 48.44 -- 185.797	
	<u>T -- 3:13.13 - 186.403</u>	

12:51 p.m. -- #2 AL UNSER, 39, Albuquerque, N.M. (1970-71-78 WINNER)  
Pennzoil Chaparral, Chaparral/Cosworth, Jim Hall

QA - 6	1 -- 46.84 -- 192.143	<u>Q - 4</u>
	2 -- 46.73 -- 192.596	
	3 -- 46.72 -- 192.637	
	4 -- 45.72 -- 192.637	
	<u>T -- 3:07.01 - 192.503</u>	

Four car field average 188.805.

1:00 p.m. -- #77 SALT WALTHER, 31, Beverly Hills, CA.  
Dayton-Walther, Penske/Cosworth, George Walther

QA - 7	1 -- 48.95 -- 183.861	<u>Q - 5</u>
	2 -- 48.97 -- 183.786	
	3 -- 48.85 -- 184.237	
	4 -- 48.71 -- 184.767	
	<u>T -- 3:15.48 - 184.162</u>	

1:09 p.m. -- #46 HOWDY HOLMES, Ann Arbor, MI.  
Armstrong Mould, Wildcat/Offy, Sherman Armstrong

QA - 8	1 -- 48.17 -- 186.838	<u>Q - 6</u>
	2 -- 48.55 -- 185.376	
	3 -- 48.43 -- 185.835	(ROOKIE #1)
	4 -- 48.54 -- 185.414	
	<u>T -- 3:13.69 - 185.864</u>	

1:17 p.m. -- #29 CLIFF HUCUL, 30, Prince George, B.C.  
Hucul McLaren/Offy, Cliff Hucul

Took 3 warmup laps, came in without taking green.







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1:23 p.m. -- #58 ELDON RASMUSSEN, 42, Indianapolis, IN.  
 Vans by Bivouac, Rascar/Foyt, Eldon Rasmussen  
 Took 3 warmup laps, came in without taking green.

1:27 p.m. -- #92 JOHN MAHLER, 42, Newport Beach, CA.  
 Intercomp Eagle/Offy, Intercomp

QA - 9 1 -- 50.20 -- 179.283 UA - 3  
 2 -- 50.58 -- 177.936  
 3 YELLOW FLAG BY CREW

1:37 p.m. -- #15 JOHNNY PARSONS, 34, Speedway, IN.  
 Hopkins Lightning/Offy (Laydown), Lindsey Hopkins

QA - 10 1 -- 47.92 --- 187.813 Q - 7  
 2 -- 47.88 -- 187.970  
 3 -- 47.93 --- 187.774  
 4 --- 47.95 --- 187.696  
 T -- 3:11.68 - 187.813

1:45 p.m. -- #17 DICK SIMON, 45, San Juan Capistrano, CA.  
 Vollstedt, Vollstedt/Offy, Rolla Vollstedt  
 Took 3 warmup laps, came in without taking green.

1:50 p.m. -- #34 VERN SCHUPPAN, 35, Mt. Barker, S. Australia  
 Wysard Motor Co., Wildcat/SGD, Herb & Rose Wysard  
 Took 3 warmup laps, came in without taking green.

1:54 p.m. -- #72 ROGER MC CLUSKEY, 48, Tucson, AZ.  
 National Engineering McLaren/Cosworth, Warner Hodgdon

QA - 11 1 -- 49.90 -- 180.361 UA - 4  
 2 -- 49.76 --- 180.868  
 3 YELLOW FLAG BY CREW

2:01 p.m. -- #45 JANET GUTHRIE, 41, New York, N.Y. (FIRST LADY)  
 Texaco Star, Lola/Cosworth, Sherman Armstrong

QA - 12 1 -- 49.43 -- 185.835 Q - 8  
 2 -- 48.33 -- 186.220  
 3 -- 48.68 -- 184.881  
 4 -- 48.40 -- 185.950  
 T -- 3:13.84 - 185.720

2:08 p.m. -- #12 BOBBY UNSER, 45, Albuquerque, N.M. (1968-75 WINNER)  
 Norton Spirit, Penske/Cosworth, Roger Penske

QA - 13 1 -- 47.36 --- 190.034 Q - 9  
 2 -- 47.40 -- 189.873  
 3 -- 47.41 -- 189.833  
 4 -- 47.39 -- 189.913  
 T -- 3:09.55 - 189.913



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2:17 p.m. -- #22	BILLY VUKOVICH, 35, Coarsegold, CA. Hubler, WNDE/Thermo King, Watson/Offy	
QA - 14	1 -- 48.90 -- 184.049 2 -- 48.96 -- 183.824 3 -- 48.99 -- 183.711 4 YELLOW FLAG BY CREW	<u>UA - 5</u>
2:29 p.m. -- #7	STEVE KRISILOFF, 31, Dana Point, CA. Frosty Acres-Winton Sales Lightning/Cosworth, Bob Fletcher	
QA - 15	1 -- 49.24 -- 182.778 2 -- 49.26 -- 182.704 3 -- 49.10 -- 183.299 4 -- 49.17 -- 183.038 T -- 3:16.77 - 182.955	<u>Q - 10</u>
2:38 p.m. -- #36	MIKE MOSLEY, 32, Fallbrook, CA. Theodore Racing Hong Kong, Eagle/Cosworth, Dan Gurney	
QA - 16	1 -- 48.32 -- 186.258 2 -- 48.24 -- 186.567 3 -- 48.31 -- 186.297 4 -- 48.39 -- 185.989 T -- 3:13.26 - 186.278	<u>Q - 11</u>
2:47 p.m. -- #41	BILL ALSUP, 40, Woodstock, VT. 1978 USAC MINI-INDY CHAMP Insley Excavator, McLaren/Offy, Bill Alsup	
QA - 17	1 -- 49.53 -- 181.708 2 -- 49.70 -- 181.087 3 YELLOW FLAG BY CREW	<u>UA - 6</u>
2:57 p.m. -- #11	TOM BAGLEY, 39, Centre Hall, PA. Dairy Queen/Kent Oil Penske/Cosworth, Bobby Hillin	
QA - 18	1 -- 48.47 -- 185.682 2 -- 48.59 -- 185.223 3 -- 48.50 -- 185.567 4 -- 48.60 -- 185.185 T -- 3:14.16 - 185.414	<u>Q - 12</u>
3:05 p.m. -- #43	TOM BIGELOW, 39, Whitewater, WI. Armstrong Mould, Lola/Cosworth, Sherman Armstrong	
QA - 19	1 -- 49.32 -- 182.482 2 -- 49.41 -- 182.149 3 -- 49.44 -- 182.039 4 -- 49.71 -- 181.050 T -- 3:17.88 - 181.928	<u>Q - 13</u>





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3:15 p.m. -- #95 LARRY CANNON, 42, Danville, IL.  
Cannon Wildcat/Offy, Larry Cannon

QA - 20	1 -- 49.85 -- 180.542	<u>Q - 14</u>
	2 -- 49.64 -- 181.305	
	3 -- 49.65 -- 181.269	
	4 -- 49.83 -- 180.614	
	<u>T -- 3:18.97 - 180.932</u>	
Field average for 14 cars	186.117	

3:25 p.m. -- #23 JIM MC ELREATH, 51, Arlington, TX.  
McElreath, Penske/Cosworth

Took 3 warmup laps, came in without taking green.

3:32 p.m. -- #24 SHELDON KINSER, 36, Bloomington, IN.  
Genesee Beer Wagon, Watson/Offy, Leader Cards, Inc.

QA - 21	1 -- 48.16 -- 186.877	<u>Q - 15</u>
	2 -- 48.01 -- 187.461	
	3 -- 48.28 -- 186.413	
	4 -- 48.40 -- 185.950	
	<u>T -- 3:12.85 - 186.674</u>	

3:43 p.m. -- #20 JOHN MARTIN, 40, Irvine, CA.  
Scientific Drilling Controls McLaren/Offy, Jack L. Rhoades

QA - 22	1 -- 48.98 -- 183.748	<u>Q - 16</u>
	2 -- 49.09 -- 183.337	
	3 -- 49.56 -- 181.598	
	4 -- 50.06 -- 179.784	
	<u>T -- 3:17.69 - 182.103</u>	

3:53 p.m. -- #3 GORDON JOHNCOCK, 42, Phoenix, AZ. (1973 WINNER)  
North American Van Lines Penske/Cosworth, U.E. (Pat) Patrick

QA - 23	1 -- 47.37 -- 189.994	<u>Q - 17</u>
	2 -- 47.54 -- 189.314	
	3 -- 47.35 -- 190.074	
	4 -- 47.46 -- 189.633	
	<u>T -- 3:09.72 - 189.753</u>	

4:00 p.m. -- #1 TOM SNEVA, 30, Spokane, WA.  
Sugaripe Prune McLaren/Cosworth, Jerry O'Connell

QA - 24	1 -- 46.65 -- 192.926	<u>Q - 18</u>
	2 -- 46.48 -- 193.632	
	3 -- 46.59 -- 193.175	
	4 -- 46.81 -- 192.267	
	<u>T -- 3:06.53 - 192.998</u>	



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4:08 p.m. -- #83 BILLY ENGELHART, 36, Madison, WI  
Beaudoin Racing Wildcat/SGD, Beaudoin Racing Ent.

QA - 25 1 -- 50.16 -- 179.426 UA - 7  
2 YELLOW FLAG BY CREW

4:17 p.m. -- #75 TODD GIBSON, 41, Richwood, OH.  
Gibson Racing Team Eagle/SGD, Brenda Gibson

QA - 26 1 -- 49.83 -- 180.614 UA - 8  
2 -- 50.10 -- 179.641  
YELLOW FLAG BY CREW

4:24 p.m. -- #19 SPIKE GEHLHAUSEN, 24, Speedway, IN.  
Sta-On Car Glaze/Guarantee Auto/WIRE Eagle/Offy, Carl Gehlhausen

QA - 27 1 -- 48.70 -- 184.805 Q - 19  
2 -- 48.97 -- 183.786  
3 -- 49.01 -- 183.636  
4 -- 49.18 -- 183.001  
T -- 3:15.86 - 183.805

4:32 p.m. -- #14 A. J. FOYT, 44, Houston, TX (1961-64-67-77 WINNER)  
Gilmore Racing Parnelli/Cosworth, A. J. Foyt, Jr.

QA - 28 1 -- 46.91 -- 191.775 Q - 20  
2 -- 46.87 -- 192.020  
3 -- 47.79 -- 188.324  
4 -- 48.27 -- 185.451  
T -- 3:09.86 - 189.613

4:39 p.m. -- #9 RICK MEARS, 27, Bakersfield, CA.  
Gould Charge Penske/Cosworth, Roger Penske

QA - 29 1 -- 46.19 -- 194.847 Q - 21  
2 -- 46.34 -- 194.217  
3 -- 46.60 -- 193.133  
4 -- 46.69 -- 192.761  
T -- 3:05.82 - 193.736

END OF "FIRST-DAY" QUALIFIERS

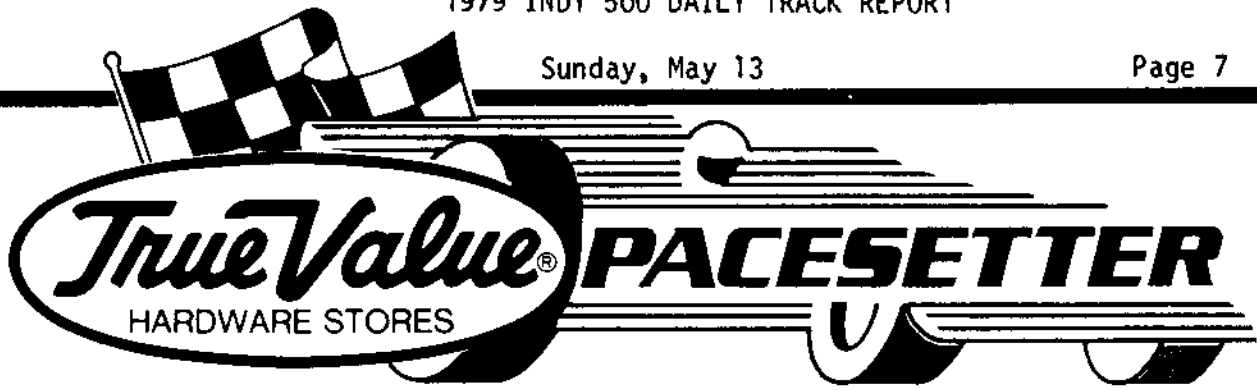
4:50 p.m. -- #38 JERRY KARL, 38, Manchester, PA.  
Tonco Trailer McLaren/Offy, William R. Compton

QA - 30 1 -- 48.94 -- 183.899 Q - 22  
2 -- 49.03 -- 183.561  
3 -- 48.98 -- 183.748  
4 -- 49.25 -- 182.741  
T -- 3:16.20 - 183.486

Field Average 186.682 for 22 cars.



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5:00 p.m. -- #69 JOE SALDANA, 34, Lincoln, Neb.  
KBHL-FM/Spirit of Nebraska Lightning/Offy, Gus Hoffman

QA - 31  
 1 -- 48.77 -- 184.540 Q - 23  
 2 -- 49.00 -- 183.673  
 3 -- 49.26 -- 182.704 2nd Attempt  
 4 -- 49.24 -- 182.778  
 T -- 3:16.27 - 183.421

5:08 p.m. -- #10 PANCHO CARTER, 28, Brownsburg, IN,  
Alex XLNT Foods Lightning/Drake V8

QA - 32  
 1 -- 48.41 -- 185.950 Q - 24  
 2 -- 48.22 -- 186.645  
 3 -- 48.41 -- 185.950 2nd Attempt  
 4 -- 48.73 -- 184.691  
 T -- 3:13.75 - 185.806

5:15 p.m. -- #92 JOHN MAHLER, 42, Newport Beach, CA.  
Intercomp Eagle/Offy, Intercomp

Took one warm up lap, car was smoking, got yellow flag came into pits.

5:20 p.m. -- #23 JIM MC ELREATH, 51, Arlington, TX.  
McElreath, Penske/Cosworth

1 -- 50.84 -- 177.026  
 2 YELLOW BY CREW

5:25 p.m. -- #34 VERN SCHUPPAN, 36, Mt. Barker, S. Australia  
Wysard Motor Co., Wildcat/SGD, Herb & Rose Wysard

Took 3 warmup laps, came in without taking green.

5:30 p.m. -- #17 DICK SIMON, 45, San Juan Capistrano, CA.  
Vollstedt, Vollstedt/Offy, Rolla Vollstedt

Took 3 warmup laps, came in without taking green.

5:33 p.m. -- #22 BILLY VUKOVICH, 35, Coarsegold, CA.  
Hubler, WNDE/Thermo King, Watson/Offy

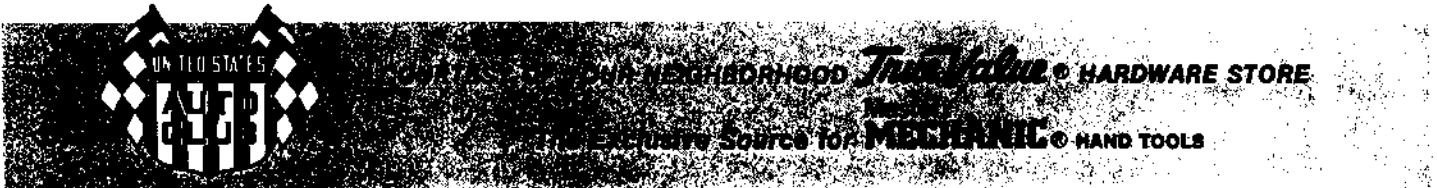
QA - 33  
 1 -- 48.63 -- 185.071 Q - 25  
 2 -- 48.82 -- 184.351  
 3 -- 49.16 -- 183.076 2nd Attempt  
 4 -- 49.16 -- 183.076  
 T -- 3:15.72 - 183.889

5:40 p.m. -- #72 ROGER MC CLUSKEY, 48, Tucson, AZ  
National Engineering McLaren/Cosworth, Warner Hodgdon

5:45 p.m. -- #27 DICK SIMON, Vollstedt, Vollstedt/AMC Turbo, Rolla Vollstedt

5:48 p.m. -- #29 CLIFF HUCUL, Hucul McLaren/Offy, Cliff Hucul  
 All took 3 warmup laps without taking green.

6:00 p.m. TRACK CLOSED - END OF DAY




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**PROVISIONAL LINEUP FOR THE 1979 INDIANAPOLIS 500-MILE RACE**

POS.	CAR NO.	DRIVER	CHASSIS/ENGINE	TIME	SPEED
1	9	RICK MEARS	Penske/Cosworth	3:05.82	193.736
2	1	TOM SNEVA	McLaren/Cosworth	3:06.53	192.998
3	2	AL UNSER	Chaparral/Cosworth	3:07.01	192.503
4	12	BOBBY UNSER	Penske/Cosworth	3:09.56	189.913
5	3	GORDON JOHNCOCK	Penske/Cosworth	3:09.72	189.753
6	14	A. J. FOYT	Parnelli/Cosworth	3:09.86	189.613
7	6	WALLY DALLENBACH	Penske/Cosworth	3:11.20	188.285
8	4	JOHNNY RUTHERFORD	McLaren/Cosworth	3:11.35	188.137
9	15	JOHNNY PARSONS	Lightning/Offy	3:11.68	187.813
10	24	SHELDON KINSER	Watson/Offy	3:12.85	186.674
11	89	LEE KUNZMAN	Parnelli/Cosworth	3:13.13	186.403
12	36	MIKE MOSLEY	Eagle/Cosworth	3:13.26	186.278
13	46	HOWDY HOLMES (R)	Wildcat/Offy	3:13.69	185.864
14	45	JANET GUTHRIE	Lola/Cosworth	3:13.84	185.720
15	11	TOM BAGLEY	Penske/Cosworth	3:14.16	185.414
16	77	SALT WALTHER	Penske/Cosworth	3:15.48	184.162
17	19	SPIKE GEHLHAUSEN	Eagle/Offy	3:15.86	183.805
18	7	STEVE KRISILOFF	Lightning/Cosworth	3:16.77	182.955
19	20	JOHN MARTIN	McLaren/Offy	3:17.69	182.103
20	43	TOM BIGELOW	Lola/Cosworth	3:17.88	181.928
21	95	LARRY CANNON	Wildcat/Offy	3:18.97	180.932
22	10	PANCHO CARTER	Lightning/Offy	3:13.75	185.806
23	22	BILLY VUKOVICH	Watson/Offy	3:15.72	183.889
24	38	JERRY KARL	McLaren/Offy	3:16.20	183.486
25	69	JOE SALDANA	Lightning/Offy	3:16.27	183.421

FIELD AVERAGE FOR 25 CARS - 186.401




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QUALIFYING ORDER

TRACK INDIANAPOLIS MOTOR SPEEDWAY DATE MAY 12, 1979

	CAR	DRIVER	TIME		CAR	DRIVER	TIME	
			LAP 1	LAP 2			LAP 1	LAP 2
1	69	JOE SALDANA	182.445		31			
2	32	TOM SNEVA	No TIME		32	30	DANA CARTER	No TIME
3	10	PANCHO CARTER	No TIME		33	80	LARRY DICKSON	172.480
4	4	JOHNNY RUTHERFORD	191.085		34	22	BILL VUKOVICH	184.0
5	28	BILLY SCOTT	<del>183.175</del> 175.747		35	7	STEVE KRISLOFF	185.071
6	6	WALLY DALLENBACH	184.124		36	36	MIKE MOSLEY	182.297
7	27	DICK SIMON	No TIME		37	41	BILL ALSUP	178.112
8	89	LEE KUNZMAN	184.1		38	11	TOM BAGLEY	188.719
9	38	JERRY KARL	No TIME		39	43	TOM BIGELOW	184.124
10	57	JERRY SNEVA	179.677		40	95	LARRY CANNON	179.497
11	64	JOHNNY RUTHERFORD	183.524		41	15	JOHNNY PARSONS	187.5
12	2	AL UNSER	193.382		42			
13					43	26	No DRIVER	178.749
14	77	SALT WALTHER	177.235		44	24	SHELDON KINSER	189.0
15	46	HOWDY HOLMES	184.767		45	20	JOHN MARTIN	181.598
16	29	CLIFF HUCUL	179.784		46	3	GORDON JOHNCOCK	187.227
17	68	No DRIVER	No TIME		47	1	TOM SNEVA	190.921
18	58	ELDON RASMUSSEN	172.117		48	83	BILLY ENGELHART	179.605
19	39	AL LOQUASTO	175.7		49	75	TODD GIBSON	No TIME
20					50	73	NEIL BONNETT	180.796
21	92	JOHN MAHLER	No TIME		51	31	LARRY RICE	173.986
22	51	HURLEY HAYWOOD	182.149		52	19	SPIKE GEHLHAUSEN	180.0
23	79	No DRIVER	No TIME		53	59	No DRIVER	No TIME
24	23	JIM MCELREATH	173.310		54	14	A.J. FOYT, JR.	194.890
25	17	DICK SIMON	No TIME		55	9	RICK MEARS	193.5
26	34	VERN SCHUPPAN	184.124		56			
27	25	DANNY ONGAIS	193.133		57			
28	72	ROGER MCCLUSKEY	180.832		58			
29	45	JANET GUTHRIE	180.144		59			
30	12	BOBBY UNSER	190.921		60			



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The big news on Monday was made during the usual "happy hour" between 5 and 6 p.m. -- but it was not on the Indianapolis Motor Speedway track but in the Media building.

Chief Steward Thomas W. Binford announced that the Pace-Car packup rule used at virtually all the Championship car races in the United States will be used in the 1979 500-Mile Race on Sunday, May 27.

The packup rule replaces the Electro-Pacer system which had been in use since 1972. Prior to 1972, the yellow-light rule required the cars to maintain their distance from one another.

"A misunderstanding of the Electro-Pacer has led to some dissatisfaction on the part of the drivers," said Binford. "Everyone is more familiar with the packup rule, and the majority of competitors have asked at one time or another that it be included here." The basics of the USAC packup rule will be in effect.

On the track, all of the really quick laps were turned by cars already qualified, with Johnny Rutherford posting the fastest circuit of 192.185 in the #4 Budweiser McLaren/Cosworth, which he will start from the middle of the third row.

Al Unser, who earned the outside starting berth in the front row in Sunday's time trials, was next at 191.571, in the #2 Pennzoil Chaparral/Cosworth. Tom Sneva, who was nudged out of a chance to write history by being the first man to win the pole three years in a row and relegated to the middle of the front row by Rick Mears, was next at 188.798 in the #1 Sugaripe Prune McLaren/Offy.

Gordon Johncock, starting in the middle of Row 2, turned 187.891 in the #3 North American Van Lines Penske/Cosworth. Mike Mosley hit 186.528 in the #36 Theodore Racing Hong Kong Eagle/Cosworth, and Wally Dallenbach got 185.797 out of the #6 Foreman Industries Penske/Cosworth.

Fastest of the not-yet-qualified cars was the #12T backup machine of the Penske team, and it was driven by a qualified driver, Bobby Unser, who is starting inside the second row. Unser got 184.237, leading the speculation that another driver might be put in it this weekend to attempt to qualify. Could it possibly be Mario Andretti, who ran "out of the points" in the Belgian Grand Prix Sunday?

Larry Rice, co-rookie of the year in 1978, got to 179.6 in the #31 S & M Electric Lightning/Offy. John Mahler was at 179.211 in the #92 Intercomp Eagle/Offy. Rookie Dana Carter ran 177-plus in the #30 MollyMate McLaren/Offy. Al Loquasto was over 176 in the #39 American Rustproofing/WTTV Eagle/Offy. Dick Ferguson completed his 170-and-up phase of his rookie test in the #81 Aero Electronics Eagle/Offy and then got up to 176.881.

Three cars were on the track for the first time for shake-downs -- the #35 Medlin Cicada Offy of Bill Puterbaugh, the #66 Advance Clean Sweep Eagle/Chevy Stock Block of Roger Rager and the #98 Oberdorfer King/Chevy Stock Block of Gary Bettenhausen.

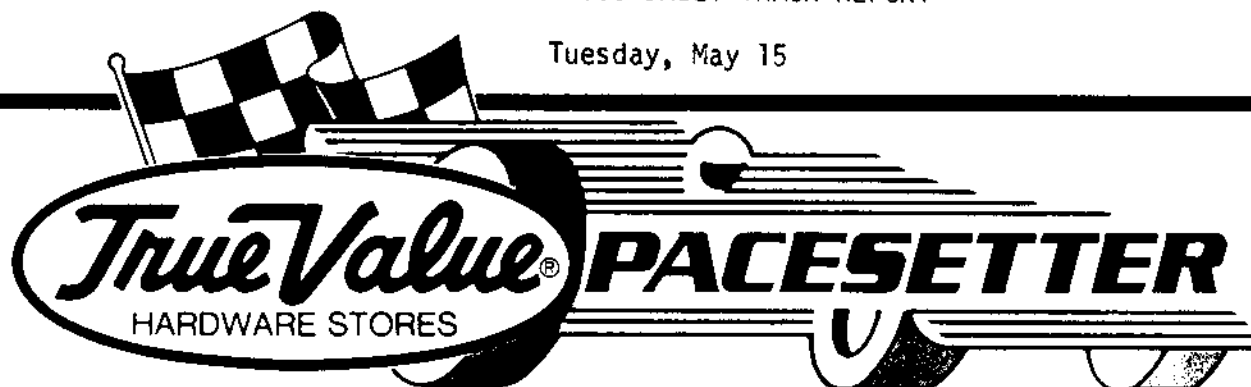


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Tuesday, May 15



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Jim Hurtubise made his first appearance on the Indianapolis Motor Speedway since his notorious "run on the track" incident in May of 1978 on a cool and sunny day with a minimum of other important activity.

Hurtubise wheeled the white #56 Moran Electric Mallard roadster with turbo-offy power onto the track at 5:16 p.m. and got a big cheer out of the fans in the pit stands. He shook down the car and got to 165.350 before calling it a day.

Drivers who have already qualified again turned in all of the top speeds of the day. Johnny Rutherford was tops for the second day in a row with 192.308 in the #4 Budweiser McLaren/Cosworth. USAC National Champion Tom Sneva was next at 188.206.

Bobby Unser continued to log many laps in the #12T backup Penske/Cosworth, leading to all kinds of speculation about what driver Bobby is setting up the car for. It ranged from Mario Andretti to Roger Mears to another theory that it might be used for some driver bumped out of the starting field. The crew said he was testing various nose-cone configurations and other adjustments, indicating the car was merely being used as a "mule" (practice car). His 187.110 speed in the backup was the third quickest of the day.

Rookie Howdy Holmes, only neophyte in the lineup so far, continued to impress on-lookers with a 185.414 clocking in the #46 Armstrong Mould Jiffy Mfx. Joe Saldana turned 182.927 in his own #69 KBHL/Spirit of Nebraska Lightning/Offy and was close to that with 181.347 in his backup, the #59 Hoffman Eagle/Offy.

Vern Schuppan topped the drivers who have yet to qualify with 181.561 in the #34 Wyszard Motor Co. Wildcat/SGD. Also near the speed believed necessary to make the race were Larry Dickson at 180 flat in the #80 Polak Construction Penske/Cosworth; Dick Simon at 179.497 in the #17 Vollstedt/Offy; Rookie Bill Alsup, also at 179.497 in the #41 Insley Excavator McLaren/Offy; Larry Rice, co-rookie of 1978, at 178.183 in the #31 S. & M. Electric Lightning/Offy.

With time starting to run out on the rookies, Tom Frantz finished his test and got the okay of veteran drivers. He then got up to 177.550 in the #16 Freight Train Wildcat/Offy. He got some help from Tom Bagley, who was USAC's Championship Rookie-of-the-Year in 1978, Chief Mechanic George Bignotti, a six-time Indy winner, also stopped by for some consultation.

Rookie Dick Ferguson got into the 177 bracket in the #81 Aero Electronics Eagle/Offy. Veteran Al Loquasto moved up right at the end of the day to 179.9 in the #39 American Rustproofing Eagle/Offy and appears ready to qualify. Gary Bettenhausen got to 174.486 in the #98 Oberdorfer King/Chevy.

The Miller Pit Stop competition will begin with eliminations tomorrow and is scheduled to be completed on Thursday.



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The north end of the race track, which seems to be the trouble spot for the 1979 Indianapolis 500 practice and qualifying period, was the scene of two more accidents Wednesday, but both of them had relatively happy endings.

At 12:33 p.m., Eldon Rasmussen got low on the track in Turn-3 (NE), did one complete spin, covering 420 feet, hit the outside wall with the right front, got slightly airborne, hit with the right rear 50 feet further down the track, slid 750 feet away from the wall to the infield grass at the edge of the track and stopped. There was extensive damage to the #58 Vans by Bivouac Rascar/Foyt but Rasmussen was not hurt. He was checked at the infield hospital and released.

At 4:13 p.m., Roger Rager in the #66 Advance-Clean Sweep Eagle/Chevy came low out of Turn-3, got sideways, slid 420 feet down into the infield grass and then continued on into the pits without hitting anything.

Rasmussen said later in the day no attempt will be made to repair the #58 car.

Again, the top speeds were turned by the drivers already qualified with two-time winner Johnny Rutherford being fast-man-out for the third day in a row. He got 191.775 out of the #64 backup car of the team and 191.285 out of his #4 Budweiser McLaren/Cosworth, which he had qualified for the middle spot in Row #3. Steve Krisiloff got 187.452 out of the #7 Frosty Acres-Winton Sales Lightning/Cosworth he had qualified at 182 for the outside of the sixth row.

Gordon Johncock, starting in the middle of the second row, hit 186.645 in his backup, the #90 Patrick Wildcat/Cosworth.

Bobby Unser, still working extensively in the #12T backup car of the Penske team for the third straight day, got 184.426 out of it.

Fastest of the non-qualified drivers was veteran Jim McElreath with 184.426 in the #23 McElreath Penske/Cosworth. Two rookies climbed markedly into the 183 bracket with Dick Ferguson turning 183.001 in the #81 Aero Electronics Eagle/Offy and Billy Engelhart getting 182.3 in the #83 Beaudoin Wildcat/SGD. Not far behind them were another rookie pair, Dana Carter at 181.965 in the #30 MollyMate McLaren/Offy and Bill Alsup at 181.190 in the #41 Insley Excavator McLaren/Offy.

Larry Rice, the 1978 co-rookie of the year, got 182.927 in the #31 S & M Electric Lightning/Offy and started smiling. So did Vern Schuppan after turning 182.852 in the #34 Wysard Motor Wildcat/SGD. Al Loquasto also moved into potential qualifying range at 181.598 in the #39 American Rustproofing/WTTV Eagle/Offy.

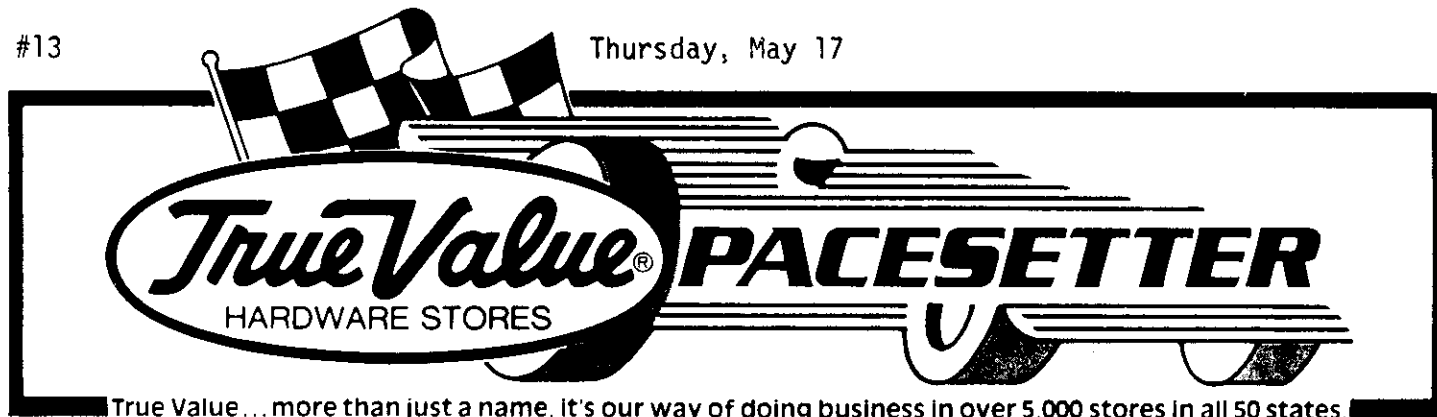
Veterans Roger McCluskey at 180.868 in the #72 National Engineering McLaren/Cosworth and Larry Dickson at 180.180 in the #80 Polak Construction Penske/Cosworth, appeared ready also. Close behind at 179.533 was rookie Todd Gibson in the #75 Gibson Racing Team Eagle/SGD. Gary Bettenhausen climbed to 177.061 in the #98 Oberdorfer King/Chevy and also took the #44 Armstrong Mould Lola/Cosworth out for some shakedown laps -- just in case.

Dick Simon hit 176.505 in the #17 Vollstedt Enterprises Vollstedt/Offy. His protege, Phil Threshie, got 176.7 in the #97 Agajanian/King King/Chevy. The defending champion Team McLaren crew broke its own record today while establishing itself as the team to beat in Miller-Indy Pit Stop III, changing two right-side wheels in just 11.94 seconds, breaking its old record of 12.89 by almost a full second.



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Rookie Billy Engelhart had the exceedingly dubious honor of being the first driver to get into serious trouble at the south end of the Indianapolis Motor Speedway in 1979 in a practice accident today. After running as high as 180.723 in the #83 Beaudoin Racing Wildcat/SGD, Engelhart got high in Turn-1 (SW), tagged the concrete with the right side of the car and rode around against the wall for 560 feet, breaking off the right front and rear wheels and scuttling the suspension system. It was a bitter break for Engelhart, who had been working as hard as anyone here to get up to qualifying speed, with more than 750 miles on the car, and appeared about ready. The damage does not appear serious and it appeared repairs could be made in time for qualifying Saturday. Engelhart's car is 11th in the qualifying line which has been established for the weekend. All four of the previous incidents of 1979 had been at the north end of the track.

For the first time in 10 days, no driver got into the 190 miles-an-hour range. Four-time winner A. J. Foyt, who will start from the outside of the second row on May 27, was tops at 189.036, in the #14 Gilmore Racing Parnelli/Cosworth. Rookie Howdy Holmes, already qualified, continued to impress with a circuit at 185.491 in the #46 Armstrong Mould Wildcat/SGD. His teammate, Janet Guthrie, was at 180.795 in the #45 Texaco Star Lola/Cosworth. Dick Simon climbed markedly to 184.4 in the #17 Vollstedt Enterprises Vollstedt/Offy. Larry Rice, co-rookie of 1978, also was in the 184 range in his #31 S & M Electric Lightning/Offy. Joe Saldana, qualified but working in his backup #59 Hoffman Eagle/Offy, got 183.369. Larry Dickson a three-time USAC Sprint Champion, was at 182.890 in the #80 Polak Construction Penske/Cosworth.

Steve Krisiloff got 182.778 out of the #7 Frosty Acres-Winton Sales Lightning/Cosworth, also in the starting field. Vern Schuppan, still trying to get in, had a 181.9 lap in the #34 Wysard Motor Co. Wildcat/SGD. Al Loquasto, another potential qualifier, got 181.415 out of the #39 American Rustproofing-MITV Eagle/Offy. He also is on the outside looking in. Veteran Roger McCluskey had grounds for optimism with 182.039 in the #72 National Engineering McLaren/Cosworth. Approaching qualifying speed were Rookie Bill Alsup at 180.9 in the #41 Insley Excavator McLaren/Offy; Gary Bettenhausen at 179.605 in the #98 Oberdorfer King/Chevy; Phil Threshie at 180.014 in the #97 Agajanian/King King/Chevy; Jim McElreath at 178.713 in his backup #26 McElreath Eagle/Offy; and Billy Puterbaugh at 178.2 in the #35 Medlin Cicada/Offy.

Tom Bigelow, already qualified, practiced in the #44 Armstrong Mould Lola/Cosworth, his backup in case he should get bumped, and hit 177.795.

Roger Rager got 176.090 out of the #66 Advance-Clean Sweep Eagle/Chevy. Other speeds included 175.850 for Tom Frantz in the #16 Freight Train Wildcat/Offy; 174.250 for Billy Scott in the #28 Wheel Center Racer Eagle/Offy; 173.779 for Hurley Haywood in the #51 Hopkins Lightning/Drake V8; 172.513 for Jim Hurtubise in the #56 Moran Electric Mallard/Offy roadster, and 170.229 for Simon in his backup #27 Vollstedt Enterprises Vollstedt/AMC turbo.



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There was reason for Larry Cannon and other drivers high on the "bump list" to be shaking in their driving boots today as nine non-qualified drivers turned in practice laps at 183 or better as the final weekend of time trials drew near.

Veteran Roger McCluskey, who has been struggling for two weeks, finally found the secret and zoomed to 186.7 in the final half-hour of the day in the #72 National Engineering McLaren/Cosworth. There was one report he had some inspiration from a couple of exhibitionists in the Tower Terrace seats right behind his car.

That was about 3 miles an hour behind the top speed of the day turned in by the already-qualified Gordon Johncock -- who had runs in the 189 bracket in two different cars. After hitting 189.076 in his own #3 North American Van Lines Penske/Cosworth, he got into the team's backup #90 Patrick Racing Team Wildcat/Cosworth and hit 189.235.

The other non-qualified drivers who were traveling fast included: rookie Hurley Haywood at 184.8 in the #51 Hopkins Lightning/Drake V8; Vern Schuppan at 184.691 in the #54 Mysard Motor Co. Wildcat/SGD; veteran Jim McElreath at 184.651 in the #23 McElreath Penske/Cosworth; surprising sophomore Phil Threshie at 183.899 in the #97 Agajanian/King King/Chevy -- fastest of the stock-block element so far; Larry Rice at 183.599 in the #31 S & M Electric Lightning/Offy; John Mahler at 183.225 in the #92 Intercomp Eagle/Offy; rookie Dick Ferguson, at 183.225 in the #81 Aero Electronics Eagle/Offy, and Lightning Larry Dickson, at 183.113 in the #80 Polak Construction Penske/Cosworth.

The man who had been expected by almost everyone to be the fastest qualifier this weekend won't be qualifying at all; but he may be in the race. That would be none other than Danny Ongais, who returned to Indianapolis Thursday night from a brief recuperation period on the West Coast. Ongais did not receive approval from Dr. Thomas A. Hanna, Speedway medical director, and his own neurosurgeon to run Saturday or Sunday. But they did indicate he may be given clearance to run by Thursday, when the traditional "carburetion tests" are run.

Someone, of course, will have to qualify Ongais' backup #25 Interscope/Panasonic Parnelli/Cosworth, which fact led to one of the biggest speculation games of the month. Everyone from Mike Hiss -- last year's "Designated Qualifier" for Mario Andretti -- to Bubby Jones was mentioned along pit-row. Chief Mechanic Phil Casey said he frankly does not know just who it will be.

Haywood is the first car in line with a chance to qualify when time trials resume at 11 a.m. Saturday, after practice from 9:00 to 10:15 a.m.

Rookie Bill Alsup, in the #41 Insley Excavator McLaren/Offy, who is second in line, is in the qualifying range, with a lap at 182.260 today, but that could be shaky, as could the 182.149 practice speed of Al Loquasto in the #39 American Rustproofing-RTTV Eagle/Offy.

Gary Bettenhausen, who had been unable to get over 179 in his own #98 Oberdorfer King/Chevy, moved -- at least temporarily -- into the #44 Armstrong Mould Lola/Cosworth and got 181.781. Dana Carter was at 181.159 in the #30 MollyMate McLaren/Offy. Dick Simon got 180.650 in the 17 Vollstedt Enterprises Vollstedt/Offy (which he previously had run at 184.4); Billy Scott was at 180.232 in the #28 Wheel Center Eagle/Offy.

The Annual International Race Drivers Golf Tournament for active and retired drivers, mechanics, car owners, sponsors, accessory and media members will be held on Monday at the Speedway Golf Course. Shotgun start at 10:00 a.m. Entry blanks are available at the News Media room from Bob Laycock.



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Threatening weather greeted speed fans on hand for the scheduled third day (actual second day) of time trials for the 1979 Indianapolis 500. As the 11 a.m. opening of qualifications neared, the Weather Bureau was forecasting rain for the Indianapolis area about 11:30 a.m. It already was raining in Terre Haute and a small, narrow line of showers 20 to 25 miles wide was approaching Indianapolis. The temperature was 78 degrees and the wind was a moderate 8 miles an hour from the southwest. The barometer was steady.

Practice Period: (9:00 a.m. to 10:20 a.m.)

There were no serious incidents during the practice period.

Unofficial practice speeds:

# 2 - Al Unser (Qualified)	-190.215	#31 - Larry Rice	-182.076
#51 - Hurley Haywood (Rookie)	-185.491	#39 - Al Loquasto	-182.002
#23 - Jim McElreath	-184.313	#29 - Cliff Hucul	-181.342
#30 - Dana Carter (Rookie)	-183.599	#66 - Roger Rager (Rookie)	-181.342
#34 - Vern Schuppan	-183.486	#57 - Jerry Sneva	-179.820
#59 - Joe Saldana (Backup)	-182.704	#41 - Bill Alsop (Rookie)	-178.042

#### QUALIFYING

11:07 a.m. -- #51 HURLEY HAYWOOD, 31, Jacksonville, FL.  
Hopkins Lightning/Offy, Lindsey Hopkins

QA - 35	1 -- 47.21 -- 190.638	UA - 10
	2 -- 49.25 -- 182.741	
	3 -- 50.48 -- 178.288	
	4 YELLOW BY CREW	

11:18 a.m. -- #30 DANA CARTER, 26, Huntington Beach, CA.  
MollyMate McLaren/Offy, Truender Racing Inc.

QA - 36	1 -- 48.76 -- 184.578	Q - 26
	2 -- 48.99 -- 183.711	
	3 -- 48.97 -- 183.786	(ROOKIE #2)
	4 -- 49.05 -- 183.486	
	T -3:15.77 - 183.889	

11:26 a.m. -- #31 LARRY RICE, 33, Linden, IN.  
S & M Electric Lightning/Offy, S & M Electric Co.

QA - 37	1 -- 49.68 -- 181.159	UA - 11
	2 -- 49.60 -- 181.452	
	3 YELLOW BY CREW	

11:33 a.m. -- #73 JERRY SNEVA, 30, Spokane, WA.  
National Engineering Experimental Spirit/AMC turboch., Warner Hodgdon  
Took 3 warmup laps, came in without taking green.



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11:38 a.m. -- #80 LARRY DICKSON, 40, Marietta, OH.  
Polak Penske/Cosworth, Russ Polak

QA - 38	1 -- 48.68 -- 184.881	<u>Q - 27</u>
	2 -- 48.73 -- 184.691	
	3 -- 48.91 -- 184.011	
	4 -- 49.14 -- 183.150	
	<u>T -- 3:15.46 - 184.181</u>	

11:48 a.m. -- #39 AL LOQUASTO, 38, Easton, PA.  
American Rustproofing/WTTV Eagle/Offy, Gehlhausen-Reath

QA - 39	1 -- 48.90 -- 184.049	<u>Q - 28</u>
	2 -- 49.06 -- 183.449	
	3 -- 49.04 -- 183.524	
	4 -- 49.34 -- 182.408	
	<u>T -- 3:16.34 - 183.355</u>	

11:57 a.m. -- #75 TODD GIBSON, 41, Richwood, OH.  
Gibson Racing Team, Eagle/SGD, Brenda Gibson

QA - 40	1 -- 50.25 -- 179.104	<u>UA - 12</u>
	2 -- 50.96 -- 176.609	
	3 YELLOW BY CREW	2nd Attempt

12:03 p.m. -- #92 JOHN MAHLER, 42, Newport Beach, CA.  
Intercomp Eagle/Offy, Intercomp

QA - 41	1 -- 48.89 -- 184.087	<u>Q - 29</u>
	2 -- 49.44 -- 182.039	
	3 -- 49.17 -- 183.038	2nd Attempt
	4 -- 49.20 -- 182.927	
	<u>T -- 3:16.70 - 183.020</u>	

12:13 p.m. -- #34 VERN SCHUPPAN, 36, Mt. Barker, S. Australia  
Wysard Motor Co. Wildcat/SGD, Herb & Rose Wysard

QA - 42	1 -- 48.92 -- 183.974	<u>Q - 30</u>
	2 -- 48.83 -- 184.313	
	3 -- 48.75 -- 184.615	
	4 -- 48.79 -- 184.464	
	<u>T -- 3:15.29 - 184.341</u>	

Track shut down by rain 12:15 to 12:35.

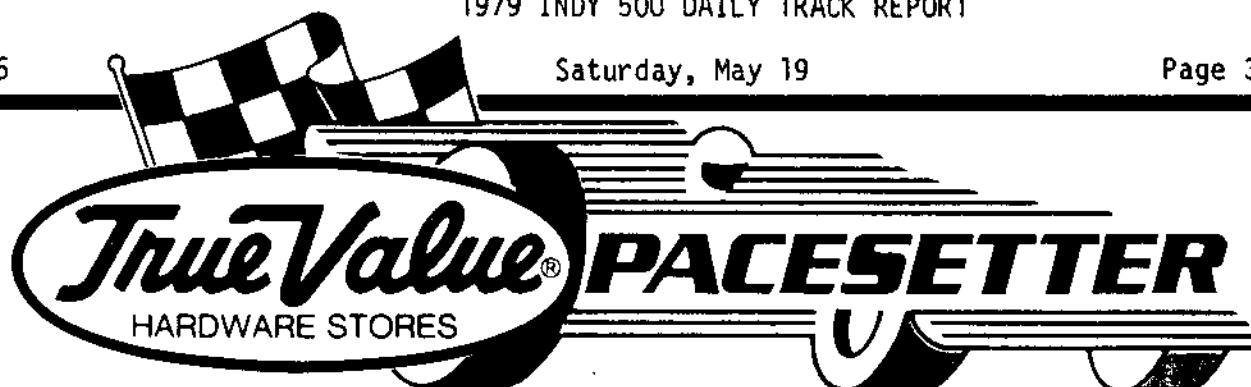
12:38 p.m. -- #72 ROGER MC CLUSKEY,  
National Engineering Co. McLaren/Cosworth, Warner Hodgdon

QA - 43	1 -- 48.96 -- 183.824	<u>Q - 31</u>
	2 -- 48.92 -- 183.974	
	3 -- 48.96 -- 183.824	
	4 -- 48.91 -- 184.011	
	<u>T -- 3:15.75 - 183.908</u>	



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12:46 p.m. -- #29 CLIFF HUCUL, 30, Prince George, B.C.  
Hucul McLaren/Offy, Hucul, Hunter & Arndt

QA - 44                    1 -- 48.14 -- 186.955                    Q - 32  
                                 2 -- 48.22 -- 186.645  
                                 3 -- 48.45 -- 185.759  
                                 4 -- 48.53 -- 185.452  
                                 T -- 3:13.34 - 186.200

12:54 p.m. -- #81 DICK FERGUSON, 29, Los Angeles, CA.  
Aero Electronics Eagle/Offy, Wayne Woodward

QA - 45                    1 -- 50.18 -- 179.354                    UA - 13  
                                 2 -- 50.15 -- 179.462  
                                 3 -- YELLOW BY CREW

1:04 p.m. -- #97 PHIL THRESHIE, 26, Alamo, CA.  
Agajanian/King King/Chevy  
  
Took 3 warmup laps, came in without taking green.

1:08 p.m. -- #98 GARY BETTENHAUSEN, 37, Monrovia, IN.

QA - 46                    1 -- CAME IN AT END OF LAP                    UA - 14

1:15 p.m. -- #23 JIM MC ELREATH, 51, Arlington, TX.  
McElreath Penske/Cosworth, Shirley McElreath

QA - 47                    1 -- 48.30 -- 186.335                    Q - 33  
                                 2 -- 48.28 -- 186.413  
                                 3 -- 48.49 -- 185.605                    2nd Attempt  
                                 4 -- 48.60 -- 185.185  
                                 T -- 3:13.67 - 185.883

Field Full at 1:18. Field Average for 33 cars 185.897.

1:25 p.m. -- #35 BILL PUTERBAUGH, 42, Indianapolis, In.  
Medlin Cicada/Offy, Walter Medlin

Took 3 warmup laps, came in without taking green.

1:30 p.m. -- #41 BILL ALSUP, 40, Woodstock, Vt.  
Insley Excavator McLaren/Offy, Bill Alsop

Took 3 warmup laps, came in without taking green.

1:37 p.m. -- #17 DICK SIMON, 45, San Juan Capistrano, CA.  
Vollstedt, Vollstedt/Offy, Rolla Vollstedt

QA - 48                    1 -- 48.54 -- 185.414                    Q - 34  
                                 2 -- 48.62 -- 185.109  
                                 3 -- 48.56 -- 185.338                    Bumps #95 LARRY CANNON  
                                 4 -- 48.80 -- 184.426  
                                 T -- 3:14.52 - 185.071

Field Average for 33 cars 186.027.



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1:43 p.m. -- #56 JIM HURTUBISE, 46, Indianapolis, IN.  
Moran Electric Mallard/Offy roadster, Kenny Moran  
Took 3 warmup laps, came in without taking green

1:43 p.m. -- #51 HURLEY HAYWOOD, 31, Jacksonville, FL.  
Hopkins Lightning/Offy, Lindsey Hopkins  
Took 3 warmup laps, came in without taking green.

1:57 p.m. -- #31 LARRY RICE, 33, Linden, IN.  
S & M Electric Lightning/Offy  
Took 3 warmup laps, came in without taking green.

2:00 p.m. -- #73 JERRY SNEVA, 30, Spokane, WA.  
National Engineering Exp. Spirit/AMC turboch., Warner Hodgdon

QA -49 1 -- 48.71 -- 184.767 Q - 35  
2 -- 48.81 -- 184.388  
3 -- 48.77 -- 184.540 BUMPS #43 TOM BIGELOW  
4 -- 48.96 -- 183.824  
T -- 3:15.25 - 184.379

2:08 p.m. -- #50 ELDON RASMUSSEN, 42, Indianapolis, IN  
Vans by Bivouac, Manta/Offy WFMS Manta

QA - 50 1 -- 49.56 -- 181.598 UA - 15  
2 -- 49.52 -- 181.745  
3 YELLOW BY CREW

2:15 p.m. -- #75 TODD GIBSON, 41, Richwood, OH.  
Gibson Racing Team Eagle/SGD, Brenda Gibson  
Lost control coming out of turn 4 (NW) on third warmup lap,  
slid 480 feet, executing one spin; hit the wall with right side,  
slid along wall 150 feet. Extensive damage to right side of car.  
Gibson okay.

2:36 p.m. -- #81 DICK FERGUSON, 29, Los Angeles, CA.  
Aero Electronics Eagle/Offy, Wayne Woodward

QA - 51 1 -- 48.89 -- 184.087 Q - 36  
2 -- 48.63 -- 185.071 BUMPS #20 JOHN MARTIN  
3 -- 48.70 -- 184.805 2nd Attempt  
4 -- 48.75 -- 184.615 (ROOKIE #3)  
T -- 3:14.97 - 184.644

2:43 p.m. -- #41 BILL ALSUP, 40, Woodstock, Vt.  
Insley Excavator McLaren/Offy, Bill Alsup  
Took 3 warmup laps, came in without taking green.







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2:52 p.m. -- #44 TOM BIGELOW, '39, Whitewater, WI.  
Armstrong Mould, Lola/Cosworth, Sherman Armstrong

QA - 52	1 -- 47.87 -- 188.009	<u>Q - 37</u>
	2 -- 47.92 -- 187.813	
	3 -- 48.39 -- 185.989	BUMPS #7 STEVE KRISILOFF
	4 -- 48.62 -- 185.109	
	<u>T -- 3:12.80 - 186.722</u>	

2:58 p.m. - Track open for practice for first time during 1979 Qualifications.

3:40 p.m. - USAC announced that the qualification run of Car #81 (Dick Ferguson) has been disallowed and the car owner and chief mechanic, Wayne Woodward, has been fined \$5,000 for "a deliberate attempt to over-ride the pop-off valve." The car will still be eligible to make a third (and last) qualification attempt, after the fine has been paid, USAC said. The move reinstates to the field the #7 Frosty Acres-Winton Sales Lightning/Cosworth.

4:00 p.m. - #7T\* STEVE KRISILOFF, 31, Dana Point, CA.  
Frosty Acres/Winton Sales Lightning/Offy

QA - 53	1 -- 47.86 -- 188.048	<u>Q - 38</u>
	2 -- 47.74 -- 188.521	
	3 -- 47.70 -- 188.679	BUMPS #20 JOHN MARTIN
	4 -- 47.76 -- 188.442	
	<u>T -- 3:11.06 - 188.422</u>	

\* - Withdrew his original #7 car which he had qualified on Sunday, May 13, thereby reinstating the #20 Scientific Drilling Controls McLaren/Offy of John Martin into the field.

4:05 p.m. -- Track open for practice.

4:12 p.m. -- #31 LARRY RICE, 33, Linden, IN.  
S & M Electric Lightning/Offy, S & M Electric Co.

QA - 54	1 -- 48.24 -- 186.567	<u>Q - 39</u>
	2 -- 48.34 -- 186.181	
	3 -- 49.00 -- 183.673	BUMPS #92 JOHN MAHLER
	4 -- 49.84 -- 180.578	2nd Attempt
	<u>T -- 3:15.42 - 184.219</u>	

4:16 p.m. -- Track open for practice.



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There were two announcements of major importance made Sunday morning before the opening of practice:

- (1) Danny Ongais has been cleared to attempt qualification today.
- (2) USAC announced that Cars #7T (Steve Krisiloff) and #44 (Tom Bigelow), as well as #81 (Dick Ferguson) have had their apparent qualifications negated because they "had altered their waste gate exhaust pipes by the addition of restrictions which significantly affected the air flow. As a result, their qualification attempts are charged but not allowed to stand as completed attempts, and a fine of \$5,000 is assessed." (According to the rules of the race, the fine goes against the chief mechanic of the car.)

"No cars have been or will be considered legal with an added restriction within the waste gate exhaust pipe. To date the minimum size exhaust pipe inspection has been 1.470 inches (inside diameter). As a rule of thumb, only clean unrestricted pipes of this size or larger will be approved for qualifying Sunday, May 20."

"The shape of the waste gate exhaust pipe should not be such as to defeat the purpose of unrestricted air flow, in the opinion of the USAC officials."

The action restored cars #92 (John Mahler) and #20 (John Martin) to their original positions in the lineup.

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

There were no serious incidents on the race track during the practice period. In a sidelines mishap, Chris Economake, commentator for ABC television and editor and publisher of NATIONAL SPEED SPORT NEWS, suffered first degree burns on the left leg during filming of a TV segment designed to illustrate the different degrees of intensity of fire involving alcohol, methanol and gasoline. He was treated at the infield hospital and is expected to be in action as usual this afternoon with the ABC team covering "Bump Day."

Unofficial practice speeds:

Non-qualified cars

#68 (12T) - Bill Alsup 186.104  
 #50 - Eldon Rasmussen 185.989

Qualified Cars

#9 - Rick Mears 182.519

12:07 p.m. -- Track was opened for practice and/or qualifications, there being no cars presented at the line for attempts.

12:40 p.m. -- #68 (12T) BILL ALSUP, 40, Woodstock, Vt.  
 Penske Racing Penske/Cosworth

QA - 55	1 -- 47.93 -- 187.774	Q - 40
	2 -- 47.86 -- 188.048	
	3 -- 47.93 -- 187.774	(ROOKIE #3)
	4 -- 48.03 -- 187.383	BUMPS #20 JOHN MARTIN
	T -- 3:11.75 - 187.744	

12:45 p.m. -- Track open for practice.



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2:57 p.m. -- Billy Engelhart, 37, Madison, WI. lost control of #83 Beaudoin Racing Wildcat/SGD coming out of turn 1 (SW). Slid 320 feet, hit wall, came off wall and slid another 60 feet hitting wall a second time; then slid another 360 feet and hit wall for the third time; slid another 800 feet against wall. Stopped against wall in front of VIP Suites (Total 1,540 feet) car extensively damaged. Driver taken to infield hospital. Report is Engelhart suffered fractured left leg, taken to Methodist Hospital.

3:25 p.m. -- Track open for practice.

3:35 p.m. -- #59 JOE SALDANA, 34, Lincoln, Neb.  
KBHL-FM/Spirit of Nebraska, Gus Hoffman, Eagle/Offy

QA - 61	1 -- 47.96 -- 187.656		Q - 44
	2 -- 47.69 -- 188.719	BUMPS #38 JERRY KARL	
	3 -- 47.52 -- 189.394		
	4 -- 47.53 -- 189.354		
	T -- 3:10.70 - 188.778		

3:42 p.m.\* -- #7T STEVE KRISILOFF, 31, Dana Point, CA.  
Frosty Acres/Winton Sales Lightning/Offy

QA - 62	1 -- 48.50 -- 185.567		Q - 45
	2 -- 48.26 -- 186.490		
	3 -- 48.21 -- 186.683	BUMPS #19 SPIKE GEHLHAUSEN	
	4 -- 48.28 -- 186.413		
	T -- 3:13.25 - 186.287		

\* - This is a requalification of car #7T following USAC action nullifying the first attempt by this car due to the fact the team had "altered their waste gate exhaust pipes by the addition of restrictions which significantly affected the air flow."

3:48 p.m. \*\*\* SEE BELOW

3:50 p.m. -- #51 HURLEY HAYWOOD, 31, Jacksonville, FL.  
Hopkins Lightning/Offy, Lindsey Hopkins

QA - 63	1 -- 48.69 -- 184.843		Q - 46
	2 -- 48.40 -- 185.950		
	3 -- 49.33 -- 182.445	TOO SLOW TO BUMP	
	4 -- 51.89 -- 173.444		
	T -- 3:18.31 - 181.534		

\*\*\* 3:48 p.m. -- USAC announced the qualification of Car #68 (12T) by Rookie Bill Alsop has been voided because the car utilized the same engine contained in Bobby Unser's #12 Norton Spirit Penske/Cosworth when it was qualified. This action reinstated the #19 car of Spike Gehlhausen into the field. The #68 car was disqualified.

4:04 p.m. -- YELLOW FOR RAIN ON TRACK.

Field Average 186.838.



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5:10 p.m. -- #50 ELDON RASMUSSEN, 42, Indianapolis, In.  
Vans by Bivouac/WFMS Manta Offy

QA - 64	1 -- 49.13 -- 183.187		
	2 -- 48.95 -- 183.861		
	3 -- 48.88 -- 184.124		
	4 -- 48.77 -- 184.540		
	<u>T -- 3:15.73 - 183.927</u>		
		BUMPS #19 SPIKE GEHLHAUSEN	<u>Q - 47</u>
		3rd Attempt	

5:20 p.m. -- #98 GARY BETTENHAUSEN, 37, Monrovia, IN.  
Oberdorfer King/Chevy Grant King/J. C. Agajanian

QA - 65	1 -- 49.04 -- 183.524		
	2 -- 49.31 -- 182.519		
	3 -- 49.17 -- 183.038		
	4 -- 49.78 -- 180.796		
	<u>T -- 3:17.30 - 182.463</u>		
		TOO SLOW TO BUMP	<u>Q - 48</u>
		3rd Attempt	

5:27 p.m. -- #28 BILLY SCOTT, 30, San Bernardino, CA.  
Wheel Center Racer Eagle/Offy, Wheel Center, Inc.

QA - 66	1 -- 49.29 -- 182.593		
	2 YELLOW BY CREW		
			<u>UA - 18</u>

5:33 p.m. -- #90 SPIKE GEHLHAUSEN, 24, Speedway, IN.  
Foreman Industries Wildcat/Cosworth, U.E. (Pat) Patrick

QA - 67	1 -- 49.46 -- 181.965		
	2 -- 48.95 -- 183.861		
	3 -- 48.17 -- 186.838		
	4 -- 47.95 -- 187.696		
	<u>T -- 3:14.53 - 185.061</u>		
		BUMPS #30 DANA CARTER	<u>Q - 49</u>

5:40 p.m. -- #16 TOM FRANTZ, 35, Littleton, CO.  
The Freight Train Wildcat/Offy

QA - 68	1 -- SPUN IN TURN 1		
			<u>UA - 19</u>

5:52 p.m. -- #81 DICK FERGUSON, 29, Los Angeles, CA.  
Aero Electronics Eagle/Offy, Wayne Woodward

QA - 69	1 -- 49.62 -- 181.378		
	2 -- 49.85 -- 180.542		
	3 -- 55.27 -- 162.837		
	4 -- 55.65 -- 161.725		
	<u>T -- 3:30.39 - 171.111</u>		
		TOO SLOW TO BUMP	<u>Q - 50</u>
		3rd Attempt	

5:59 p.m. -- #92T JOHN MAHLER, 42, Newport Beach, CA.  
Intercomp Eagle/Offy, Intercomp Sport Magazine

QA - 70	1 -- 48.75 -- 184.616		
	2 -- 48.68 -- 184.881		
	3 -- 48.81 -- 184.388		
	4 -- 49.07 -- 183.411		
	<u>T -- 3:15.31 - 184.322</u>		
		BUMPS #22 BILLY VUKOVICH	<u>Q - 51</u>

Field Average 186.771



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Sunday, May 20



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## FINAL STARTING LINEUP FOR THE 1979 INDIANAPOLIS 500-MILE RACE

POS.	CAR NO.	DRIVER	CHASSIS/ENGINE	TIME	SPEED
ROW 1					
1	9	RICK MEARS	Penske/Cosworth	3:05.82	193.736
2	1	TOM SNEVA	McLaren/Cosworth	3:06.53	192.998
3	2	AL UNSER	Chaparral/Cosworth	3:07.01	192.503
ROW 2					
4	12	BOBBY UNSER	Penske/Cosworth	3:09.56	189.913
5	3	GORDON JOHNCOCK	Penske/Cosworth	3:09.72	189.753
6	14	A. J. Foyt	Parnelli/Cosworth	3:09.86	189.613
ROW 3					
7	6	WALLY DALLENBACH	Penske/Cosworth	3:11.20	188.285
8	4	JOHNNY RUTHERFORD	McLaren/Cosworth	3:11.35	188.137
9	15	JOHNNY PARSONS	Lightning/Offy	3:11.68	187.813
ROW 4					
10	24	SHELDON KINSER	Watson/Offy	3:12.85	186.674
11	89	LEE KUNZMAN	Parnelli/Cosworth	3:13.13	186.403
12	36	MIKE MOSLEY	Eagle/Cosworth	3:13.26	186.278
ROW 5					
13	46	HOWDY HOLMES (R)	Wildcat/SGD	3:13.69	185.864
14	45	JANET GUTHRIE	Lola/Cosworth	3:13.84	185.720
15	11	TOM BAGLEY	Penske/Cosworth	3:14.16	185.414
ROW 6					
16	77	SALT WALTHER	Penske/Cosworth	3:15.48	184.162
17	10	PANCHO CARTER	Lightning/Offy	3:13.75	185.806
18	29	CLIFF HUCUL	McLaren/Offy	3:13.34	186.200
ROW 7					
19	23	JIM MCELREATH	Penske/Cosworth	3:13.67	185.883
20	17	DICK SIMON	Vollstedt/Offy	3:14.52	185.071
21	73	JERRY SNEVA	Spirit/AMC	3:15.25	184.379
ROW 8					
22	34	VERN SCHUPPAN	Wildcat/SGD	3:15.29	184.341
23	31	LARRY RICE	Lightning/Offy	3:15.42	184.219
24	80	LARRY DICKSON	Penske/Cosworth	3:15.46	184.181
ROW 9					
25	72	ROGER MCCLUSKEY	McLaren/Cosworth	3:15.75	183.908
26	59	JOE SALDANA	Eagle/Offy	3:10.70	188.778
27	25	DANNY ONGAIS	Parnelli/Cosworth	3:11.48	188.009
ROW 10					
28	7	STEVE KRISILOFF	Lightning/Cosworth	3:13.25	186.287
29	97	PHIL THRESHIE	King/Chevy	3:13.70	185.854
30	44	TOM BIGELOW	Lola/Cosworth	3:14.44	185.147
ROW 11					
31	90	SPIKE GEHLHAUSEN	Wildcat/Cosworth	3:14.53	185.061
32	92	JOHN MAHLER	Eagle/Offy	3:15.31	184.322
33	50	ELDON RASMUSSEN	Manta/Offy	3:15.73	183.927

Field Average 186.771. Statistical Summary: Total Qualification Attempts 70. Cars making Attempts 53. Qualifiers 47\* new record.  
 \*- Old record was 44 qualifications in 1954, 1957 and 1967.



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## OFFICIAL STARTING LINEUP FOR THE 63rd ANNUAL INDIANAPOLIS 500-MILE RACE

Car No.	Driver, Chassis/Engine	TIME	SPEED	CAR NAME
			<u>ROW 1</u>	
0	Rick Mears PC	3:05.82	193.736	The Gould Charge
1	Tom Sneva MC	3:06.53	192.998	Sugaripe Prune
2	xAl Unser CC	3:07.01	192.503	Pennzoil Chaparral
			<u>ROW 2</u>	
12	xBobby Unser PC	3:09.56	189.913	Norton Spirit
3	xGordon Johncock PC	3:09.72	189.753	N. American Van Lines Pacesetter
14	xA.J. Foyt ParC	3:09.86	189.613	Gilmore Racing Team
			<u>ROW 3</u>	
6	Wally Dallenbach PC	3:11.20	188.285	Foreman Industries
4	xJohnny Rutherford MC	3:11.35	188.137	Budweiser
15	Johnny Parsons LiO	3:11.68	187.813	Hopkins
			<u>ROW 4</u>	
24	Sheldon Kinser WaO	3:12.85	186.574	Genesee Beer Wagon
89	Lee Kunzman ParC	3:13.13	186.403	Conqueste Racing Team
36	Mike Mosley EC	3:13.26	186.278	Theodore Racing
			<u>ROW 5</u>	
46 R	Howdy Holmes WSGD	3:13.69	185.864	Armstrong Mould/Jiffy Mix
45	Janet Guthrie LC	3:13.84	185.720	Texaco Star/AMI Racing
11	Tom Bagley PC	3:14.16	185.414	Dairy Queen/Kent Oil
			<u>ROW 6</u>	
77	Salt Walther PC	3:15.48	184.162	Dayton-Walther
10	Pancho Carter LiO	3:13.75	185.806	Alex-XLNT Foods
29	Cliff Hucul MO	3:13.34	186.200	Hucul
			<u>ROW 7</u>	
23	Jim McElreath PC	3:13.67	185.883	McElreath
17	Dick Simon VO	3:14.52	185.071	SANYO
73	Jerry Sneva SAMC	3:15.25	184.379	National Engineering AMC
			<u>ROW 8</u>	
34	Vern Schuppan WSGD	3:15.29	184.341	Wysard Motor Co.
31	Larry Rice LiO	3:15.42	184.210	S & M Electric Co.
80	Larry Dickson PC	3:15.46	184.181	Polak Construction
			<u>ROW 9</u>	
72	Roger McCluskey MC	3:15.75	183.908	National Engineering
69	Joe Saldana EO	3:10.70	188.778	KBHL-FM/Spirit of Nebraska
25	Danny Ongais ParC	3:11.48	188.009	Interscope/Panasonic
			<u>ROW 10</u>	
7	Steve Krisiloff LiC	3:13.25	186.287	Frosty Acres-Winton Sales
97	Phil Threshie KCh	3:13.70	185.854	Giuffre Brothers Crane
44	Tom Bigelow LC	3:14.44	185.147	Armstrong Mould
			<u>ROW 11</u>	
19	Spike Gehlhausen WC	3:14.53	185.061	Sta-On Car Glaze/Guarantee Auto/WIRE
92	John Mahler FO	3:15.31	184.322	Sport Magazine
50	Eldon Rasmussen MaO	3:15.73	183.927	Vans by Bivouac/WFMS

KEY: x - Former Indianapolis Winner, R - Rookie. CC - Chaparral Cosworth (1), EC - Eagle Cosworth (1), EO - Eagle Offy (1), FO - Finley Offy (1), KCh - King Chevy (1), LC - Lola Cosworth (2), LiC - Lightning Cosworth (1), LiO - Lightning Offy (3), MC - McLaren Cosworth (3), MO - McLaren Offy (1), MaO - Manta Offy (1), PC - Penske Cosworth (8), ParC - Parnelli Cosworth (3), SAMC - Spirit Amer. Motors (1), VO - Vollstedt Offy (1), WaO - Watson Offy (1), WC - Wildcat Cosworth (1), WSGD - Wildcat Sparks-Goossen-Drake (2)  
Overall Qualifying Average - 186.771 mph. Last Year's Average Speed - 192.584 mph.



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Thursday, May 24



True Value... more than just a name, it's our way of doing business in over 5,000 stores in all 50 states.

Gordon Johncock was the swiftest runner in the final tuneups for the 1979 Indianapolis 500-Mile Race with a lap at 192.555 miles per hour today in the so-called "carburetion tests." The 1973 Indianapolis winner was driving the #3 North American Van Lines Penske/Cosworth, which he will start in the middle of the second row on Sunday.

There were 34 cars on the track -- but one of them was not supposed to be there. Thirty-one of the starters and both alternates took practice runs, those being -- Bill Vukovich and Dana Carter. The driver who was not supposed to be out there was Bob Harkey, who got black-flagged in the #19 Sta-On Car Glaze/Guarantee Auto/WIRE Eagle/Offy which had been bumped from the field with Spike Gehlhausen in it. The Gehlhausen team had hoped to get another opportunity to qualify it, with Harkey in the cockpit, if all 33 cars in the field agreed to a waive for a special qualifying session for 11 "bumped" cars. But time ran out at 2:30 p.m. with two "hold-outs" -- the #23 McElreath team and the #50 Vans by Bivouac team of Eldon Rasmussen.

USAC had extended the deadline several times during the day from the original 8:15 a.m. time and had picked up approval from car owners A.J. Foyt (#14) and Sherman Armstrong (Nos. 44, 45, 46) but McElreath and Rasmussen were adamant.

Pole position driver Rick Mears was second quickest on the electric eye at 190.840 in the #9 Gould Charge Penske/Cosworth. Al Unser, who will be bidding for a fantastic fifth consecutive 500-Mile Race victory (after winning the 1977 Ontario 500 and all three 500's last year) was at 190.759 in the beautiful yellow #2 Pennzoil Chaparral/Cosworth, which he will start on the outside of the front row.

Tom Sneva, starting in the middle of Row #1 in Jerry O'Connell's #1 Sugaripe Prune McLaren/Cosworth, got to 189.553. In the 188 bracket were: Bobby Unser at 188.521 in the #12 Norton Spirit Penske/Cosworth; Wally Dallenbach at 188.245 in the #6 Foreman Industries Penske/Cosworth and Steve Krisiloff at 188.036 in the #7 Frosty Acres/Winton Sales Lightning/Cosworth. Johnny Parsons, son of 1950 winner Johnnie Parsons, got to 187.4 in the #15 Hopkins Lightning/Offy "laydown".

Other times reported by USAC included: 187.344 by Spike Gehlhausen in the #90 Foreman Industries Wildcat/Cosworth; 183.599 by Danny Ongais in the #25 Interscope/Panasonic Parnelli/Cosworth; 183.411 by Roger McCluskey in the #72 National Engineering McLaren/Cosworth; 182.964 by Joe Saldana in the #69 (changed from #59 in previous listings) KBHL-FM/Spirit of Nebraska Eagle/Offy; 181-plus by Salt Walther in the #77 Dayton-Walther Penske/Cosworth; 175.713 by Vern Schuppan in the #34 Wysard Motor Co. Wildcat/SGD; 172.216 by Tom Bigelow in the #44 Armstrong Mould Lola/Cosworth; and 171.135 by Cliff Hucul in the #29 Hucul McLaren/Offy. Vukovich, one of the alternates, had a lap at 186.143 in the #22 Hubler/WNDE/Thermo King Watson/Offy.

Among those encountering problems, which kept the yellow light flashing on and off for minor incidents, were Walther, who blew an oil scavenger pump; Mike Mosley, who blew a transmission in the #36 Theodore Racing Eagle/Cosworth; and Howdy Holmes -- only rookie in the field -- who blew an engine in the #46 Armstrong Mould Wildcat/SGD. Another one will be installed for the race, of course.

The two drivers of the starting field who failed to get onto the track were Rasmussen in the #50 machine, who said he did not complete an engine installation in time for the period, and John Mahler in the #92 Sport Magazine Eagle/Offy, whose car also was "not together in time" for practice. A suit filed by car owner Wayne Woodward in attempt to get the #81 car qualified by Rookie Dick Ferguson back into the field is scheduled to be heard in Marion Superior Court, Room 5, at 9 a.m. Friday, by Judge Michael Dugan. All 33 drivers in the starting field have been subpoenaed.



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ORDER OF THE DAY

May 27, 1979

- 5:00 a.m. Military Bomb - Gates Open
- 8:00 a.m. Race cars on the Apron in Front of Respective Pits
- 8:00 a.m. Spectacle of Bands featuring the Purdue University Band and bands representing the 50 states of the United States.
- 9:45 a.m. "On the Banks of the Wabash"  
As cars are placed in starting position
- 10:00 a.m. Featured events and presentation of Celebrities
- 10:34 a.m. Track inspection
- 10:44 a.m. "Star-Spangled Banner," Purdue Band  
Al B. Wright Directing
- 10:47 a.m. Invocation by Rev. James Bonke
- 10:48 a.m. "Taps" - Combined U.S. Armed Forces Color Guard
- 10:50 a.m. "Back Home Again in Indiana" by Peter Marshall  
Balloon Spectacle
- 10:53 a.m. "Start Your Engines"
- 10:54 a.m. The Pace Lap. The Ford Mustang Pace Car driven by Jackie Stewart will lead the 35 fastest qualifiers on a parade lap. The speed then will be increased for the official pace lap culminating in a flying start at approximately 100 miles an hour.
- 11:00 a.m. Start of Race  
At the end of the race the presentation will be made to the winner and he will be driven around the track in the pace car for the acclamation of all present.

STARTING ORDER AND QUALIFICATION AVERAGES FOR THE 35 QUALIFIED CARS  
AND DRIVERS IN THE 1979 INDIANAPOLIS 500-MILE RACE

CAR NO.	DRIVER	CAR NAME	QUAL. SPEED
<u>FIRST ROW</u>			
9	Rick Mears, Bakersfield, CA	PC-The Gould Charge	193.736
1	Tom Sneva, Spokane, WA	MC-Sugaripe Prune Special	192.998
2x	Al Unser, Albuquerque, NM	CC-Pennzoil Chaparral	192.503
<u>SECOND ROW</u>			
12x	Bobby Unser, Albuquerque, NM	PC-Norton Spirit	189.913
3x	Gordon Johncock, Phoenix, AZ	PC-N. Amer. Van Lines Pacesetter	189.753
14x	A. J. Foyt, Jr., Houston, TX	ParC-Gilmore Racing Team	189.613
<u>THIRD ROW</u>			
6	Wally Dallenbach, Basalt, CO	PC-Foreman Industries Special	188.285
4x	Johnny Rutherford, Ft. Worth, TX	MC-Budweiser McLaren/Goodyear	188.137
15	Johnny Parsons, Indianapolis, IN	LiO-	187.813
<u>FOURTH ROW</u>			
24	Sheldon Kinser, Bloomington, IN	WaO-Genesee Beer Wagon	186.674
89	Lee Kunzman, Barrington, IL	ParC-Vetter Windjammer	186.403
36	Mike Mosley, Fallbrook, CA	EC-	186.278
<u>FIFTH ROW</u>			
46R	Howdy Holmes, Ann Arbor, MI	WSGD-Armstrong Mould/Jiffy Mix	185.864
45	Janet Guthrie, Miami, FL	LC-Texaco Star/AMI Racing	185.720
11	Tom Bagley, Centre Hall, PA	PC-Dairy Queen/Kent Oil Special	185.414
<u>SIXTH ROW</u>			
77	Salt Walther, Beverly Hills, CA	PC-Dayton-Walther Special	184.162
10	Pancho Carter, Brownsburg, IN	LiO-Alex-XLNT Foods Special	185.806
29	Cliff Hucul, Prince George, Canada	MO-	186.200
<u>SEVENTH ROW</u>			
23	Jim McElreath, Arlington, TX	PC-	185.883
17	Dick Simon, San Juan Capis., CA	VO-SANYO	185.071
73	Jerry Sneva, Spokane, WA	SAMC-	184.379
<u>EIGHTH ROW</u>			
34	Vern Schuppan, Whyalla, S. Aust.	WSGD-Wysard Motor Co. Special	184.341
31	Larry Rice, Linden, IN	LiO-S & M Electric Co.	184.219
80	Larry Dickson, Marietta, OH	PC-Russ Polak Special	184.181
<u>NINTH ROW</u>			
72	Roger McCluskey, Tucson, AZ	MC-	183.908
69	Joe Saldana, Lincoln, NE	EO-KBHL-FM/Spirit of Nebraska	188.778
25	Danny Ongais, Costa Mesa, CA	ParC-Interscope/Panasonic P6B	188.009
<u>TENTH ROW</u>			
7	Steve Krisiloff, Dana Point, CA	LiC-Frosty Acres-Winton Sales	186.287
97	Phil Threshie, Alamo, CA	KCh-Giuffre Brothers Crane Special	185.854
44	Tom Bigelow, Whitewater, WI	LC-Armstrong Mould, Inc.	185.147
<u>ELEVENTH ROW</u>			
19	Spike Gehlhausen, Speedway, IN	WC-Sta-On Car Glaze/Guarantee/WIRE	185.061
92	John Mahler, Newport Beach, CA	FO-	184.322
50	Eldon Rasmussen, Indpls., IN	MaO-Vans by Bivouac/WFMS Manta	183.927
<u>TWELFTH ROW</u>			
22	Bill Vukovich, Coarsegold, CA	WO-Hubler, WNDE; Thermo King of IN	187.042
59	George Snider, Bakersfield, CA	EO-KBHL-FM/Spirit of Nebraska	185.319

K E Y

x-Former Indianapolis Winner	CC-Chaparral Cosworth	MO-McLaren Offy
R-In Race For First Time	EC-Eagle Cosworth	MaO-Manta Offy
	EO-Eagle Offy	PC-Penske Cosworth
	FO-Finley Offy	ParC-Parnelli Cosworth
35 Car Field Qual. Ave. 186.737	KCh-King Chevy	SAMC-Spirit Amer. Motors
	LC-Lola Cosworth	VO-Vollstedt Offy
Last Year's Ave. Speed. 192.584	LiC-Lightning Cosworth	WaO-Watson Offy
	LiO-Lightning Offy	WC-Wildcat Cosworth
	MC-McLaren Cosworth	WSGD-Wildcat Sparks-Goossen-Drake



1979 NUMERICAL STARTING LINEUP

CAR NO.	DRIVER	CAR NAME	QUAL SPEED
1	Tom Sneva	Sugaripe Prune Special	192.998
2	Al Unser	Pennzoil Chaparral	192.503
3	Gordon Johncock	N. Amer. Van Lines Pacesetter	189.753
4	Johnny Rutherford	Budweiser McLaren/Goodyear	188.137
6	Wally Dallenbach	Foreman Industries Special	188.285
7	Steve Krisiloff	Frosty Acres-Winton Sales	186.287
9	Rick Mears	The Gould Charge	193.736
10	Pancho Carter	Alex-XLNT Foods Special	185.806
11	Tom Bagley	Dairy Queen/Kent Oil Special	185.414
12	Bobby Unser	Norton Spirit	189.913
14	A. J. Foyt, Jr.	Gilmore Racing Team	189.613
15	Johnny Parsons		187.813
17	Dick Simon	SANYO	185.071
19	Spike Gehlhausen	Sta-On Car Glaze/Guar./WIRE	185.061
22	Bill Vukovich	Hubler, WNDE; Thermo King	187.042
23	Jim McElreath		185.883
24	Sheldon Kinser	Genesee Beer Wagon	186.674
25	Danny Ongais	Interscope/Panasonic P6B	188.009
29	Cliff Hucul		186.200
31	Larry Rice	S & M Electric Co.	184.219
34	Vern Schuppan	Wysard Motor Co. Special	184.341
36	Mike Mosley		186.278
44	Tom Bigelow	Armstrong Mould, Inc.	185.147
45	Janet Guthrie	Texaco Star/AMI Racing	185.720
46	Howdy Holmes	Armstrong Mould/Jiffy Mix	185.864
50	Eldon Rasmussen	Vans by Bivouac/WFMS Manta	183.927
59	George Snider	KBHL-FM/Spirit of Nebraska	185.319
69	Joe Saldana	KBHL-FM/Spirit of Nebraska	188.778
72	Roger McCluskey		183.908
73	Jerry Sneva		184.379
77	Salt Walther	Dayton-Walther Special	184.162
80	Larry Dickson	Russ Polak Special	184.181
89	Lee Kunzman	Vetter Windjammer	186.403
92	John Mahler		184.322
97	Phil Threshie	Giuffre Bros. Crane Special	185.854



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# OFFICIAL SPEEDWAY RECORDS

## QUALIFYING RECORDS

LAP	MILES	RECORD	YEAR	DRIVER	CAR	1978 AVERAGE	DRIVER	1979 AVERAGE
1	2½	203.620	1978	Tom Sneva	Norton Spirit			
4	10	202.156	1978	Tom Sneva	Norton Spirit			
RACE RECORDS								
1	2½	185.567	1978	Danny Ongais	Interscope Racing	185.567		
2	5	187.637	1974	Wally Dallenbach	STP Oil Treatment	158.158		
4	10	185.366	1974	A. J. Foyt, Jr.	Gilmore Racing Tm.	107.594		
10	25	185.197	1977	Al Unser	American Racing	136.089		
20	50	184.604	1977	Gordon Johncock	STP Dble. Oil Filter	145.932		
30	75	180.181	1977	A. J. Foyt, Jr.	Gilmore Racing Tm.	132.640		
40	100	177.859	1974	A. J. Foyt, Jr.	Gilmore Racing Tm.	139.082		
50	125	177.381	1974	Bobby Unser	Olsonite Eagle	141.347		
60	150	176.627	1974	A. J. Foyt, Jr.	Gilmore Racing Tm.	142.860		
70	175	164.149	1975	A. J. Foyt, Jr.	Gilmore Racing Tm.	147.813		
80	200	162.669	1975	Wally Dallenbach	Sinmast Wildcat	150.580		
90	225	164.210	1975	Wally Dallenbach	Sinmast Wildcat	151.050		
100	250	162.113	1972	Gary Bettenhausen	Sunoco McLaren	154.033		
110	275	163.760	1972	Gary Bettenhausen	Sunoco McLaren	156.053		
120	300	165.043	1972	Gary Bettenhausen	Sunoco McLaren	150.402		
130	325	164.747	1972	Gary Bettenhausen	Sunoco McLaren	152.728		
140	350	165.640	1972	Gary Bettenhausen	Sunoco McLaren	154.257		
150	375	162.642	1972	Gary Bettenhausen	Sunoco McLaren	156.159		
160	400	163.739	1972	Gary Bettenhausen	Sunoco McLaren	157.157		
170	425	163.510	1972	Gary Bettenhausen	Sunoco McLaren	158.644		
180	450	162.260	1972	Jerry Grant	Mystery Eagle	159.522		
190	475	162.839	1972	Mark Donohue	Sunoco McLaren	160.536		
200	500	162.962	1972	Mark Donohue	Sunoco McLaren	161.363		



FINAL OFFICIAL RESULTS - 1979 INDIANAPOLIS 500-MILE RACE

POS.	CAR NO.	DRIVER	CAR NAME	LAPS	TIME/SPEED	
1	9	RICK MEARS	Gould Charge	200	3:08:47.97	158.899
2	14	A. J. FOYT	Gilmore Racing Team	200	3:09:33.66	158.260
3	36	MIKE MOSLEY	Theodore Racing	200	3:09:36.00	158.228
4	25	DANNY ONGAIS	Interscope/Panasonic	199	3:08:49.25	158.086
5	12	BOBBY UNSER	Norton Spirit	199	3:08:53.80	158.023
6	3	GORDON JOHNCOCK	No. Amer. Van Lines	197	3:08:52.75	156.449
7	46	HOWDY HOLMES (R)	Armstrong Mould/Jiffy Mix	195	3:09:10.49	154.619
8	22	BILLY VUKOVICH	Hubler/WNDE/Thermo K.	193	3:08:54.20	153.253
9	11	TOM BAGLEY	Dairy Queen/Kent Oil	193	3:08:55.85	153.231
10	19	SPIKE GEHLHAUSEN	Ste-On Glaze/Guar. Auto	192	3:08:54.65	152.453
11	7	STEVE KRISILOFF	Frosty Acres/Winton S.	192	3:08:56.75	152.425
12	77	SALT WALTHER	Dayton-Walther	191	3:08:56.09	151.640
13	72	ROGER McCLUSKEY	National Engineering	191	3:08:57.86	151.616
14	44	TOM BIGELOW	Armstrong Mould Inc.	190	3:08:58.57	150.813
15	1	TOM SNEVA	Sugaripe Prune	188	2:57:04.58	159.253
16	69	JOE SALDANA	KBHL-FM/Spirit of Neb.	186	3:09:12.03	147.463
17	97	PHIL THRESHIE	Guiffre Bros. Crane	172	3:09:15.68	136.319
18	4	JOHNNY RUTHERFORD	Budweiser McLaren/GY	168	3:08:53.39	133.411
19	31	LARRY RICE	S & M Electric	142	2:21:56.98	150.053
20	10	PANCHO CARTER	Alex-XLNT Foods	129	2:04:23.45	155.558
21	34	VERN SCHUPPAN	Wysard MotorCo.	111	1:49:23.80	152.198
22	2	AL UNSER	Pennzoil Chaparral	104	1:37:39.96	159.728
23	50	ELDON RASMUSSEN	Van by Bivouac/WFMS	89	1:48:00.46	123.602
24	80	LARRY DICKSON	Polak Construction	80	1:22:38.39	156.099
25	92	JOHN MAHLER	Sporb Magazine	63	1:43:28.41	95.677
26	17	DICK SIMON	SANYO	57	1:23:24.62	102.505
27	6	WALLY DALLENBACH	Foreman Industries	43	41:04.13	157.053
28	24	SHELDON KINSER	Genesee Beer Wagon	40	37:00.38	162.134
29	29	CLIFF HUCUL	Hucul	22	19:17.92	170.996
30	89	LEE KUNZMAN	Vetter/Windjammer	18	42:04.64	64.168
31	73	JERRY SNEVA	National Engineering	16	14:14.62	168.496
32	15	JOHNNY PARSONS	Hopkins/Goodyear	16	14:22.80	166.898
33	59	GEORGE SNIDER	KBHL-FM/Spirit of Neb	7	6:22.95	164.512
34	45	JANET GUTHRIE	Texaco Star	3	2:58.39	151.354
35	23	JIM McELREATH	Amox Coal	0	.00	.000

FASTEST LAP OF RACE: 193.216 mph by #36 MIKE MOSLEY ON LAP #184

FASTEST LEADING LAP OF RACE: 192.143 mph by #2 AL UNSER ON LAP #3

preliminary Lap Figures: 1 Lap - 181.781 by #2 AL UNSER  
 2 Laps - 185.970 by " " "  
 4 Laps - 188.413 by " " "



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FINAL OFFICIAL PRIZE LIST, TIMES AND AVERAGES FOR THE 1979 "500" MILE RACE

CAR POS. NO.	DRIVER		TIME	LAPS	AVERAGE	SPEEDWAY PRIZES	TOTAL PRIZES
1	Rick Mears	The Gould Charge	3:08:47.97	200x	158.899	\$161,607.27	\$270,401.38
2	A. J. Foyt, Jr.	Gilmore Racing Team	3:09:33.66	200x	158.260	77,747.28	107,291.39
3	Mike Mosley	Theodore Racing	3:09:36.00	200x	158.228	51,487.28	65,031.39
4	Danny Ongais	Interscope Panasonic P6B	3:08:49.25	199x	158.086	35,347.28	41,197.28
5	Bobby Unser	Norton Spirit	3:08:53.80	199x	158.023	33,275.28	62,319.39
6	Gordon Johncock	North American Van Lines Pacesetter	3:08:52.75	197x	156.449	31,371.28	34,815.39
7	Howdy Holmes	Armstrong Mould/Jiffy Mix	3:09:10.49	195x	154.619	28,909.28	38,503.39
8	Bill Yukovich	Hubler, VMEB; Thermo King of Indiana	3:08:54.20	193x	153.253	28,261.28	31,305.39
9	Tom Bagley	Dairy Queen/Kent Oil Special	3:08:55.85	193x	153.231	26,183.28	26,927.39
10	Spike Gehlhausen	Sta-On Car Glaze/Guarantee Auto/WIRE	3:08:54.65	192x	152.453	25,672.28	26,366.40
11	Steve Krisloff	Frosty Acres-Winton Sales	3:08:56.75	192x	152.425	25,419.27	25,713.39
12	Salt Walther	Dayton-Walther Special	3:08:56.09	191x	151.640	24,195.27	24,739.39
13	Roger McCluskey	National Engineering	3:08:57.86	191x	151.616	23,598.27	26,392.39
14	Tom Bigelow	Armstrong Mould	3:08:58.57	190x	150.813	23,273.27	25,817.39
15	Tom Sneva	Sugarripe Prune Special	2:57:04.58	188	159.253	24,134.27	30,578.39
16	Joe Saldana	KBHL-FW/Spirit of Nebraska	3:09:12.03	186x	147.463	23,523.27	24,467.39
17	Phil Threshie	Ciuffire Brothers Crane Special	3:09:15.68	172x	136.319	21,840.27	24,634.39
18	Johnny Rutherford	Budweiser McLaren/Goodyear	3:08:53.39	168x	133.411	21,185.27	30,729.39
19	Larry Rice	S & W Electric Company	2:21:56.98	142	150.053	20,759.27	21,053.39
20	Pancho Carter	Alex-XINN Foods Special	2:04:23.45	129	155.558	21,362.27	21,656.39
21	Vern Schuppan	Wysard Motor Company Special	1:49:23.80	111	152.198	20,093.27	20,537.39
22	Al Unser	Pennzoil Chaparral	1:37:39.96	104	159.728	20,852.27	39,646.39
23	Eldon Rasmussen	Vans by Bivouac/WFWS Mantia	1:48:00.46	89	123.602	19,139.27	19,433.39
24	Larry Dickson	Russ Polak Special	1:22:38.39	86	156.099	18,855.27	19,149.39
25	John Mahler	Sport Magazine	1:43:28.41	66	95.677	18,600.27	18,894.39
26	Dick Simon	SANTO	1:23:24.62	57	102.505	18,973.27	19,267.39
27	Wally Dallenbach	Foreman Industries Special	4:1:04.13	43	157.053	18,474.27	19,768.39
28	Sheldon Kinser	Genesee Beer Wagon	37:00.38	40	162.134	18,003.27	18,297.39
29	Cliff Hucul	Vetter/Windjammer	19:17.92	22	170.996	19,061.27	21,605.35
30	Lee Kunzman	National Engineering AMC	42:04.64	18	64.168	17,718.27	18,042.39
31	Jerry Sneva	Hopkins	14:14.62	16	168.496	18,063.27	18,357.39
32	Johnny Parsons	KBHL-FW/Spirit of Nebraska	6:22.95	7	164.512	17,977.27	18,900.39
33	George Snider	Texaco Star/AMT Racing	2:58.39	3	151.354	18,377.27	18,921.35
34	Janet Guthrie	AMAX Coal	- 0 -	0	000	18,377.27	18,671.39
35	Jim McElreath	Other Prize Money Earned By Others Not In Starting Lineup:				600.00	4,400.00
		x-Cars Running At Finish					

\*Includes Lap Prize Money and Accessory Awards

\$1,009,154.54

\$1,271,954.54\*

COMPLETE PRIZE FUND FOR THE 1979 INDIANAPOLIS 500-MILE RACE

Indianapolis Motor Speedway (original 33-car field)	\$ 973,200.00*
Indianapolis Motor Speedway (34th and 35th positions)	35,954.54
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Indianapolis Motor Speedway (Total)	\$1,009,154.54*
Citizens Speedway Committee (Parade)	10,000.00
Citizens Speedway Committee (Lap Prizes)	40,000.00
Accessory Prizes	212,800.00
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	\$1,271,954.54*

\*New records. Former records, \$873,250. and \$1,145,225., respectively.  
(1979 Total is \$126,729.54 more than previous record last year)

ACCESSORY PRIZES

AFNB	\$ 5,000.00	Loctite	\$ 3,000.00
American Dairy Association	3,000.00	Machinists Union	8,000.00
Anheuser-Busch, Inc.	5,000.00	Mallory Electric	2,000.00
Arno Adhesive Tapes	1,800.00	Miller Brewing	21,400.00
Bell Helmets	1,800.00	Monroe Auto Equipment	24,750.00
Borg-Warner	5,000.00	Motorola	1,000.00
Canon USA	1,000.00	Cecil C. Peck	1,000.00
Bruce Cartage Co.	250.00	Premier	3,400.00
Gen. Ind. Stand. Oil Dealers	2,500.00	Premier D/A	2,500.00
Champion Spark Plug Co.	36,000.00	Raybestos	3,050.00
Chicago Pneumatic	1,750.00	Renner's Express	1,000.00
Claypool Dress Shops	250.00	Rockwell	10,000.00
Corvettes Unlimited	500.00	A. C. Rupp	250.00
Cotter & Co. - True Value	5,000.00	S-K Tools	1,500.00
George K. Dallas	200.00	STP-Mueller	500.00
Ditzler-PPG	3,000.00	STP Corporation	3,750.00
John Doerflinger	250.00	Sears, Roebuck & Co.	10,000.00
Earl's Supply	1,100.00	Simpson	1,250.00
Fox Photo	1,000.00	Stant Manufacturing	1,200.00
Gabriel	3,250.00	Stewart-Warner	200.00
Gould	6,000.00	Stewart-Warner Trophy	500.00
Hillman-Seiko	800.00	Sunmark Industries	7,000.00
Hoosier Coal and Oil	2,000.00	Sunnen Products	1,500.00
Hurst	250.00	Thermo King	500.00
Ideal	1,000.00	Valvoline Oil Company	3,000.00
Indiana Oxygen	500.00	Von Duprin	200.00
Indiana Section SAE	1,000.00	Wagner Electric	6,000.00
Ingersoll-Rand	3,000.00	WRTV	500.00
Knights of Columbus	1,000.00	Ben Ziegler Company	400.00
L & H Threaded Rods	250.00		

TOTAL ACCESSORY PRIZES \$212,800.00

Merchandise won by race participants included:

- The Ford Mustang Pace Car
- The Thornton Bardach Checkered Flag Ring
- Eight Seiko Digital Chronographs From Hillman Jewelers
- A Rolex Wrist Watch
- Tool Sets From The Ingersoll-Rand and S-K Companies

Trophies were presented to race participants by the following companies:

- |                          |                                |
|--------------------------|--------------------------------|
| Borg-Warner              | St. Pius X Knights of Columbus |
| W R T V                  | Raybestos-Manhattan            |
| A F N B                  | American Dairy Association     |
| Indiana Oxygen           | Stewart-Warner                 |
| S T P                    | Machinists Union               |
| Thermo King              | Renner's Express               |
| Cecil C. Peck            | Hoosier Coal and Oil Company   |
| Miller Beer              | Budweiser                      |
| Premier/DA Lubricant Co. |                                |