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Our thanks to the men and women of the United States
Armed Forces who served our country in the recent
Persian Gulf conflict. We welcome you home and
congratulate you on a job well done!

Welcome Home, Trooper!



George

"Junior" Kurtz

Chuck Gurney

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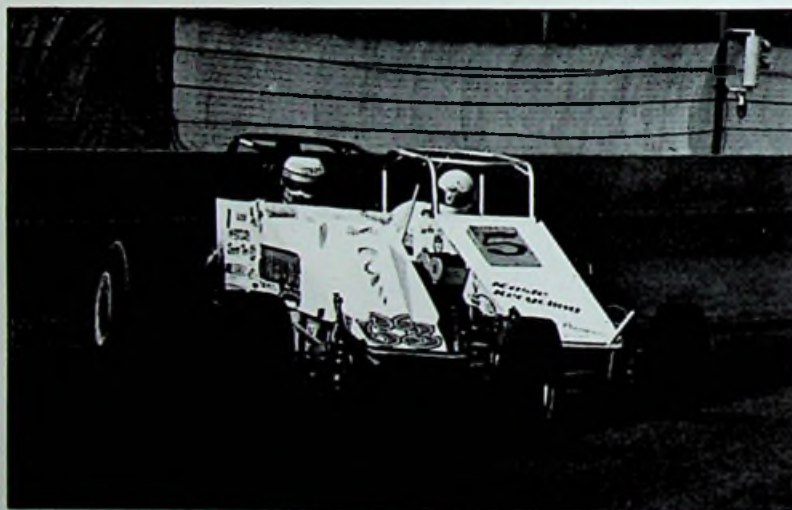
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All types of auto racing at the Indiana State Fairgrounds are thrilling and spectacular, but also can be dangerous.

We have taken every possible precaution for your safety and for the safety of others around you. We have done everything to insure your comfort and enjoyment this evening. We ask that you abide by all the rules for the safety of yourself and others.

The promoters of this evening's Hulman 100 assume no liabilities for injuries to the

body or property arising from an accident of any kind which occurs during tonight's racing activities. You attend these activities at your own risk.

To fully enjoy this evening's schedule of events, we ask that you use common sense and, again, abide by all the safety regulations of the track. We thank you for your support, your continued patronage and your safe and sensible conduct.

The Foyt Group

**A.J. Foyt's
HULMAN 100**
Presented by
True Value
HARDWARE STORES

Welcome Race Fans,

On behalf of The Foyt Group, I want to welcome all of you to tonight's Hulman 100 Presented by True Value Hardware Stores.

As most of you know, Tony Hulman — and the rest of the Hulman-George family, for that matter — was a very special person in my life and it is a privilege for me and the rest of The Foyt Group to honor Tony's name tonight.

We said when we decided to take over the Hulman and Hoosier 100 races that we would do everything in our power to put on the very best possible show and we can only hope you enjoy tonight's racing as much as we have enjoyed promoting it.

I do want to add a special thanks to Dan Cotter and the rest of his True Value Hardware people for helping make this race so special. It didn't take Dan long to say, "I'm in," when we first called him about sponsoring the Hulman 100.

There are too many others to thank — fans, sponsors, advertisers and racers — but we want all of you to know how much we appreciate your support. It takes a lot of work on everybody's part to make a race such as this successful and we know a lot of people put in a lot of hard work to make tonight happen.

So, sit back and enjoy the Hulman 100 and don't forget to come back and see us at the Hoosier 100, sponsored by Coors Light, on August 10.

Sincerely,

A.J. Foyt, Jr.

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May 24, 1991

Dear Hulman 100 Fans,

On behalf of everyone at True Value Hardware, it is a pleasure to welcome you to this evening's 11th running of the Hulman 100.

We are particularly excited to be involved in tonight's schedule of events with the legendary A. J. Foyt. A. J.'s influence on the sport of auto racing is truly unique, and we're certain he and his group will have a very positive influence on the revitalization of tonight's Hulman 100 and the Hoosier 100 on August 10.

We hope you enjoy tonight's Hulman 100 and the tremendous talents of the drivers competing in the USAC Silver Crown Series. Both the Series and the Fairgrounds are steeped in tradition, and your support of this evening's racing is important to everyone involved.

Again, welcome and enjoy the race. We are proud to be involved in this evening's festivities and look forward to being on hand in August for the Hoosier 100. Thanks for your support of tonight's Hulman 100. We look forward to seeing you again at the Hoosier 100!

Regards,

Daniel A. Cotter
President

On The Cover

A Hulman 100 thanks to Indianapolis artist Ron Burton, whose "Hoosier Autumn" graces the cover of tonight's souvenir program.

Ron is a well-known talent in auto racing circles where he has put onto canvas everything from Indy cars to midgets, from dirt cars to sprinters.

Thanks, Ron.



Let The Good Times Roll!

This evening's souvenir Hulman 100 program has been produced by The Foyt Group. Additional copies can be purchased for \$5.00 (includes postage and handling charges). Please send a check or money order in the amount of \$5.00 (U.S.), payable to The Foyt Group, to P.O. Box 22245, Indianapolis, Indiana, 46222.

A special thanks to the USAC News Bureau's Dick Jordan and Scott Simpson for their assistance in compiling statistics, photos and historical information relevant to this evening's Hulman 100.

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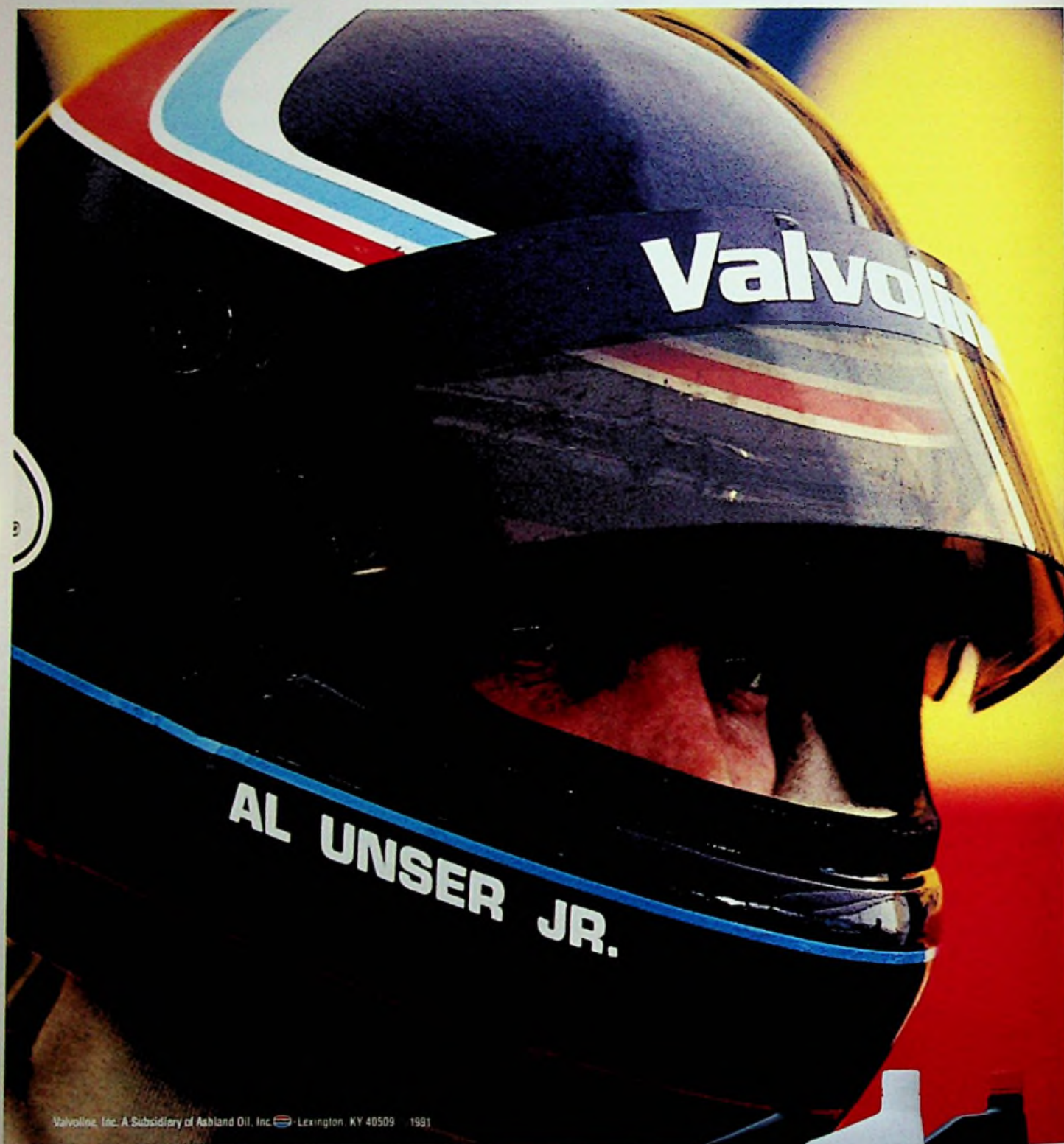
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Dear Race Fans,

I have been a race fan for many, many years and, while all races are special to me, I want to let my buddy A.J. Foyt and the rest of The Foyt Group know how much I appreciate their efforts in taking over the promotion of the Hulman and Hoosier 100s.

Most of us have been Foyt fans for years, but I want to take this opportunity tonight to personally thank him for a lot of fond memories.

The folks involved in The Foyt Group could have been doing other things tonight, but because of their love for this sport and their commitment to these races, they're here tonight and I'm happy to be with them.

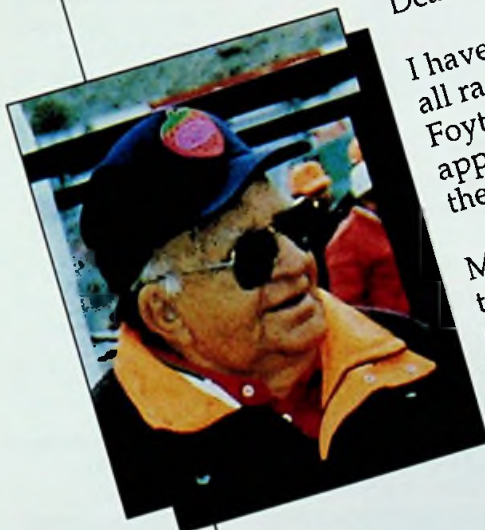
The Hulman and Hoosier 100s are still what racing is all about.

God bless all of you and let's sit back and enjoy the best racing anywhere!

My love to all,

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This Evening's Sponsor

True Value's Racing Program

Nice guys don't always finish last. Sometimes they finish first.

In sports. In racing.

Guys like Dan Cotter, for example.

It's probable that many of this country's countless race fans are not aware of the many contributions Daniel A. Cotter has made to help improve the quality of auto racing. At the same time, he is one of the most respected personalities in motorsports and in American business circles.

Simply put, when it comes to making it big time in racing, as well as in the financial world, Cotter could easily be selected as a text-book example.

He is President and Chief Executive Officer of Cotter & Company. It is a 100% retailer-owned warehouse distributor of hardware, variety and related lines to over 7,000 True Value Hardware Stores and Home Centers and more than 1,000 V & S Variety Stores. These 8,000-plus outlets are found in each of the 50 states.

The company maintains an inventory of over \$200,000,000, covering 32,000 items ranging from garden supplies to snow throwers, from paints to power mowers.

On the motorsports scene, True Value has been actively involved in many forms of racing. In addition to the sponsorship of this evening's Hulman 100, True Value has supported the NASCAR and Indy-car circuits, as well as other forms of the sport (include the sponsorship of a monster truck!) for a dozen years.

Over the last several seasons, the NASCAR Winston Cup True Value Master Mechanic Hard Charger Award (a \$200,000 annual program) has honored dozens of drivers. The program was designed, and has been successful in "recognizing drivers and teams who consistently run up front during a race and during a season," explains Cotter.

Yet another innovative program seldom recognized by the fellow in the grandstand is the True Value/Master Mechanic Gold Wrench Award. This one honors the eight



Dan Cotter:

A nice guy helping motorsports finish first

of auto racing, lends a hand. As always, the assistance is provided without a great deal of banner-waving and hoopla.

"Racing, when you stop and think about it, has a certain relationship to baseball," contends Cotter. "In order to make it to the big leagues, you've got to prove yourself first, either in the minor leagues or more recently on the college level.

"Same thing in racing. Drivers, crew members, mechanics and such don't just reach Winston Cup or the Indy-car level overnight.

"They've got to get experience somewhere — on the small tracks around the country, obviously. So our involvement on the local level ultimately extends to the big time.

"We're just pleased that we have the opportunity to lend a hand."

And, as pleased as Cotter is that he can — and does — lend such support to auto racing, the A.J. Foyt-led group of men promoting this evening's Hulman 100 are delighted to have him aboard tonight's effort at the Fairgrounds.

"I've known Dan Cotter for a long time and we've been good friends," said Foyt at an April press conference announcing True Value's sponsorship of the Hulman 100. "We're all thankful for Dan's involvement and his support of this race. He's been involved in auto racing for a long time and it's great to have him working with us."

Dan Cotter hasn't been just a race fan and a sponsor, but also a car owner. In 1953, he bought his first race car, a V-8, 60-horse Ford midget with a Hiligas chassis. He stooged for car owner Harry Turner for several years, working with drivers like Rex Easton, Jud Larson, Tony Bettenhausen, Joe James and Mike Nazaruk.

Graduate school and marriage curtailed this end of his career until 1981 when he formed a partnership with Indy-car racing's all-time winningest chief mechanic, George Bignotti. The two fielded a team at the Indy 500 and, with Tom Sneva behind the wheel, won the "Greatest Spectacle in Racing" in 1983. In 1984, Cotter and Bignotti hooked up with driver Roberto Guerrero, who recorded second-, third- and fourth-place Indy 500 finishes through 1986 when the effort was sold to Vince Granatelli.

"Maybe that's been one of the reasons for our successes in racing as well as in the financial community," says Cotter, referring to the consistency factor. "You don't do justice to your corporation's efforts in marketing, advertising, promotion or in racing if you do not adopt and adhere to a consistent effort. I sometimes shudder when I see sponsors come into this sport making a lot of noise and big promises and realizing very little in the way of results. You just know they're in for the short haul and will slip away without making any impact at all."

A.J. Foyt's
HULMAN 100
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NASCAR regional winning chief mechanics, all of whom are selected by their peers. The eventual national champion receives another \$5,000 and the prestigious Gold Wrench Trophy.

Smaller duplicates of the trophy are made available to each NASCAR Winston Racing Series track for presentation at their annual awards banquets.

The cost of the popular program exceeds \$50,000 annually.

As important as Cotter's True Value support is to the NASCAR and Indy-car series, it may be more so to track promoters who occasionally have difficulty meeting an upcoming payroll. Cotter & Company, through its support

Benefits From

The Duluth-born Cotter's career has been a model of consistency.

In 1949, he joined Cotter & Company on a part-time basis as a warehouse worker. The company had been founded two years earlier by his father John. That initial group consisted of just 10 small regional hardware stores. Now, 43 years later, the organization has swelled to over 8,000 members.

After graduation from Marquette University in 1957, he turned his full attention to company business, first as an assistant sporting goods buyer. He developed the company's first automotive department in 1960 and three years later was given responsibilities for the hand and power tool operations. He was elected an officer of the company in 1966.

Cotter continued to climb the corporate ladder and is now president and CEO.

"I've been very fortunate along the way," he confesses in his usual, modest way.

Cotter has merited many honors. He is a member of the corporate board of the Chicago Boys and Girls Club and is chairman of the group's President's Council.

He serves on the Chicago Association of Commerce and Industry and was instrumental in forming the Automotive Parts and Accessories Association (APPA). One of his most cherished memories occurred on the evening of January 18, 1991, when more than 900 guests attended the 15th Annual Driving Championship Recognition dinner, held at Chicago's downtown Marriott.



Guests paid \$125 apiece to honor Winston Cup champion and IROC titlist Dale Earnhardt, CART/PPG Indy Car World Series champion Al Unser Jr., IMSA champion Dorsey Schroeder and Trans-

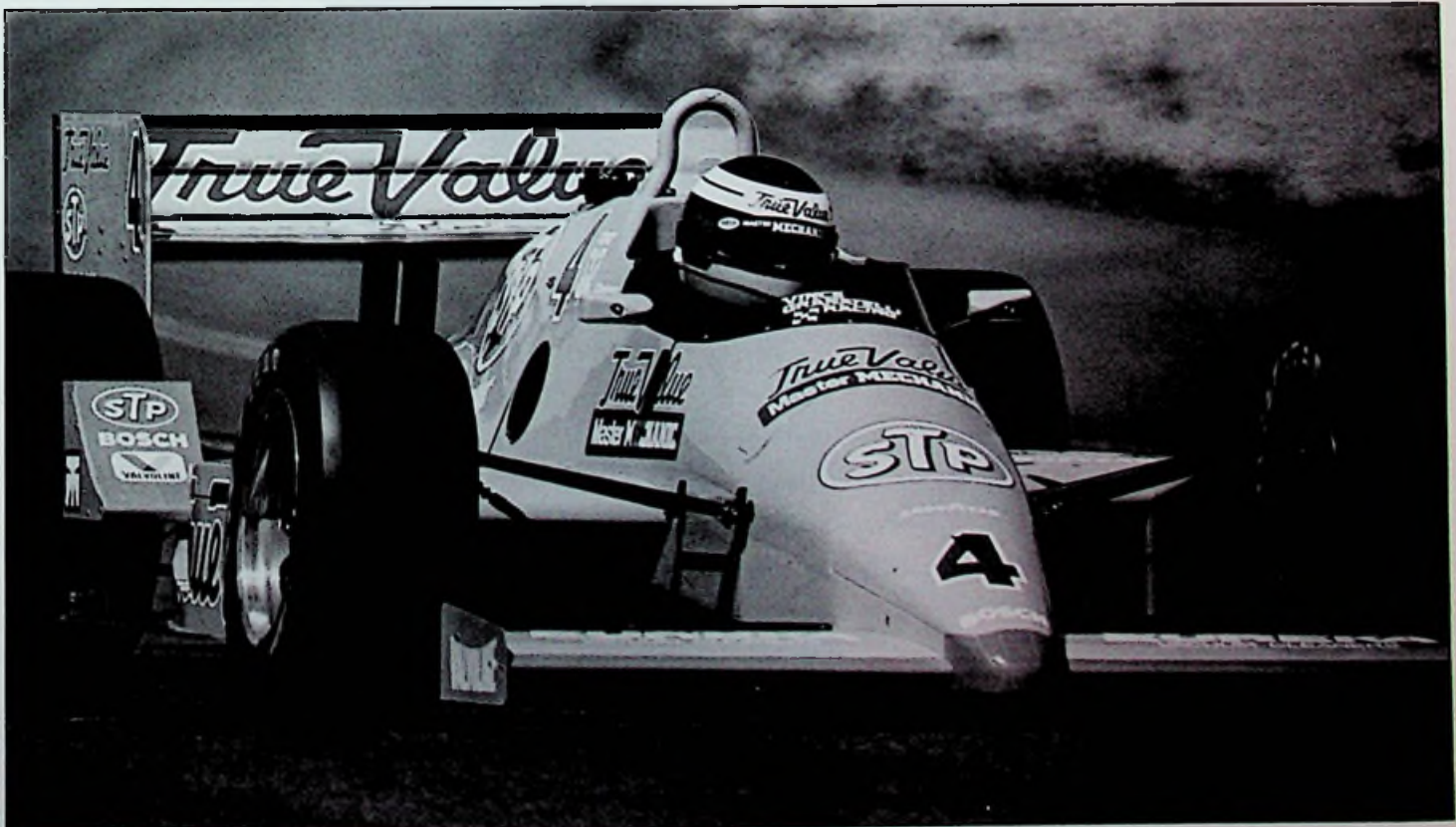
Am champion Tommy Kendall. The affair was further bolstered by the attendance of such drivers as Mark Martin, Geoff Bodine and Bill Elliott, as well as a host of Indy-car, midget and sprint-car pilots.

The annual fund-raiser for the Lathrop Unit of the Chicago Boys Club is another low key yet dignified affair, conceived in 1977 by Cotter to assist the desperately poor inner-city organization.

"The dinner was really a history-making occasion," says Cotter. "From a small event held in a private club, the National Driving Recognition Dinner has grown to become one of motorsports' most anticipated awards banquets."

No wonder. Look at the fellow who created and nurtured the concept. He's the same man who is behind the sponsorship of this evening's Hulman100.

And now you know him a little better
He's Mr. Nice Guy.



For a three-year stretch, Roberto Guerrero's Indy-car effort was powered by True Value sponsorship.

Photo by Dan Boyd



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ALL ABOUT THE



The United States Auto Club, the sanctioning organization for the Silver Crown Championship Series, is now into its fifth decade of operation. Prize money paid out to competitors during those 30-plus years totals over \$100 million and includes purses paid at each year's USAC-governed Indianapolis 500.

USAC continues to function as a not-for-profit, democratic sporting organization, which is governed by a nine-member Board of Directors and is supplemented by an eight-member advisory board. Input is received from Competition Commissions representing each phase of the sport, meeting several times each year for the purpose of offering recommendations for the Board's consideration. The organization normally presents over 200 events each year in a variety of different racing classes.

High on USAC's list of priorities has always been the issue of safety in racing. USAC first called for the mandatory use of driver protection roll bars on the front-engine Indianapolis cars that were competing in the late 1950s and stipulated the mandatory use of fire retardant driver uniforms in 1960. Five years later, rubber bladder inserts, or

fuel "cells", were first required by USAC in fuel tank construction, resulting in a commendation from Federation Internationale De L'Automobile, the worldwide governing body for auto racing. Aircraft-type breakaway fuel systems were introduced in 1975 and between 1969 and 1971, full cockpit roll cages became mandatory on all USAC registered championship dirt cars, sprint cars and midgets. In 1966, the USAC National Championship Series made an appearance at Mt. Fuji International Speedway in Japan. Other

foreign ventures have taken USAC to Italy, England, Argentina and, most recently, back again to Japan and the new Autopolis facility. Occasional assaults on the out-and-out World Land Speed record at the Bonneville Salt Flats and other locations are conducted under the auspices of USAC officials who have the authority to certify internationally recognized long

distance record attempts in a variety of classes in the United States. USAC role in the sport of auto racing is felt on nearly every level and it continues to strive for the very finest presentation of motor racing competition possible.



The USAC Gold Crown Series features Sunday's Indianapolis 500 at the Indianapolis Motor Speedway. While Al Unser Jr. and his Galle-Kraco Valvoline Chevy carry the #1 car during the 1991 Indy-car season, it will be defending "500" champion Arie Luyendyk who will carry the #1 at the Speedway on Sunday Afternoon. Photo by Dan Boyd

1991 USAC

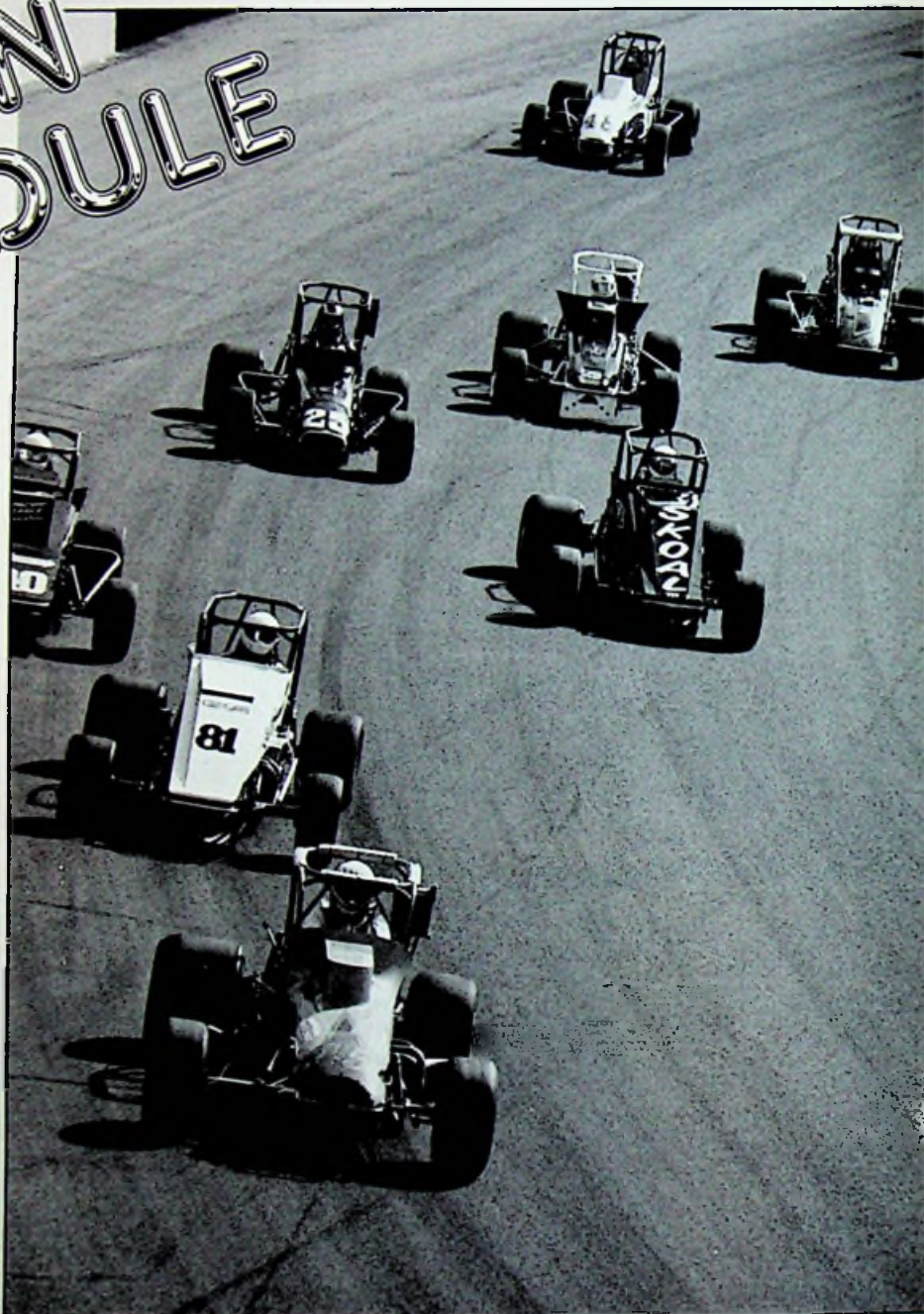
SILVER CROWN SCHEDULE

Eight races are featured on USAC's 1991 Silver Crown Series calendar, including this evening's Hulman 100 Presented by True Value Hardware Stores and the August 10 Coors Light Hoosier 100 here at the Fairgrounds.

Here's a look at the 1991 slate of races:

Date	Track
Feb. 3	Phoenix International Raceway Phoenix, Ariz. (1-mile paved, 50 miles)
Winner:	Jeff Gordon
May 24	Indiana State Fairgrounds Indianapolis, Ind. (1-mile dirt, 100 miles)
June 29	Indianapolis Raceway Park Indianapolis, Ind. (.686-mile dirt, 100 laps)
Aug. 4	Wisconsin State Fair Park Speedway Milwaukee, Wis. (1-mile paved, 100 miles)
Aug. 10	Indiana State Fairgrounds Indianapolis, Ind. (1-mile dirt, 100 miles)
Aug. 17	Illinois State Fairgrounds Springfield, Ill. (1-mile dirt, 100 miles)

Date	Track
Sep. 2	DuQuoin State Fairgrounds DuQuoin, Ill. (1-mile dirt, 100 miles)
Sep. 20	Eldora Speedway Rossburg, Ohio (1/2-mile dirt, 50 laps)



The 1991 season-opening Skoal Bandit Racing Copper World Classic was staged on the one-mile paved oval at Phoenix International Raceway.





These four drivers competed in the 1986 Hulman 100 before travelling down the road for an Indy 500 appearance just days later. The four are, from left to right, Rich Vogler, George Snider, Johnny Parsons Jr. and Gary Bettenhausen. While Vogler was the top Hulman finisher that year (3rd), Bettenhausen crossed the Indy 500 finish line first among this group, recording an 11th-place effort after starting 29th.

Photo by Larry Hostetler

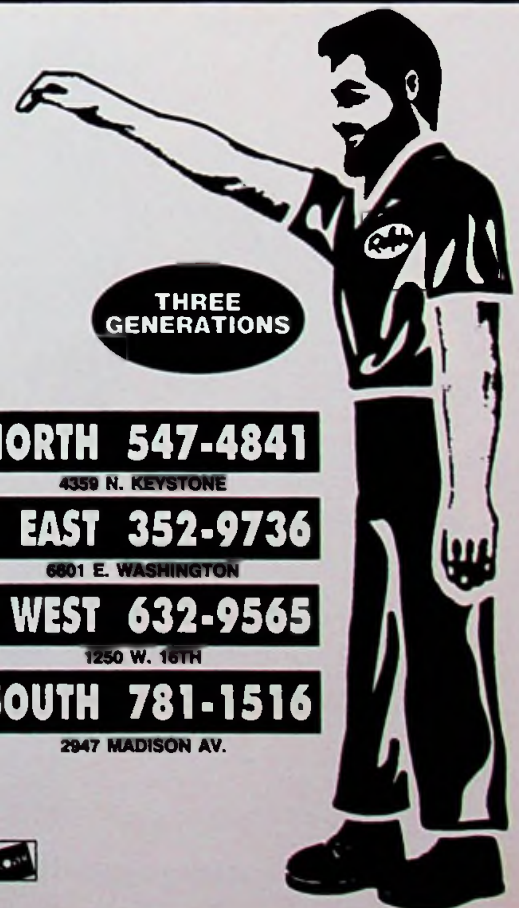
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IMS Point Fund Sets Hulman-Hoosier Stage

As you consider this evening's schedule of events, the men and machines of the USAC Silver Crown Series and the history and tradition evident in the Indiana State Fairgrounds' staging of the Hulman and Hoosier 100s, consider this added ingredient: racers competing in tonight's Hulman 100 and the August 10 Hoosier 100 will be chasing a \$20,000 points fund offered by the Indianapolis Motor Speedway.

"There is no way to express our appreciation for the establishment of the points fund," says A.J. Foyt. "It should come as no surprise that Tony George and the Speedway would come forward with such a generous contribution."

George, grandson of the late Tony Hulman and president of the famed Indianapolis Motor Speedway, is the man behind the points fund concept, an idea he shared with The Foyt Group in March.

"The Hulman and Hoosier 100s are two very important races to so many different people involved in this sport," says George, adding, "I know A.J.'s feelings about the races, and his role as a promoter of both says a great deal

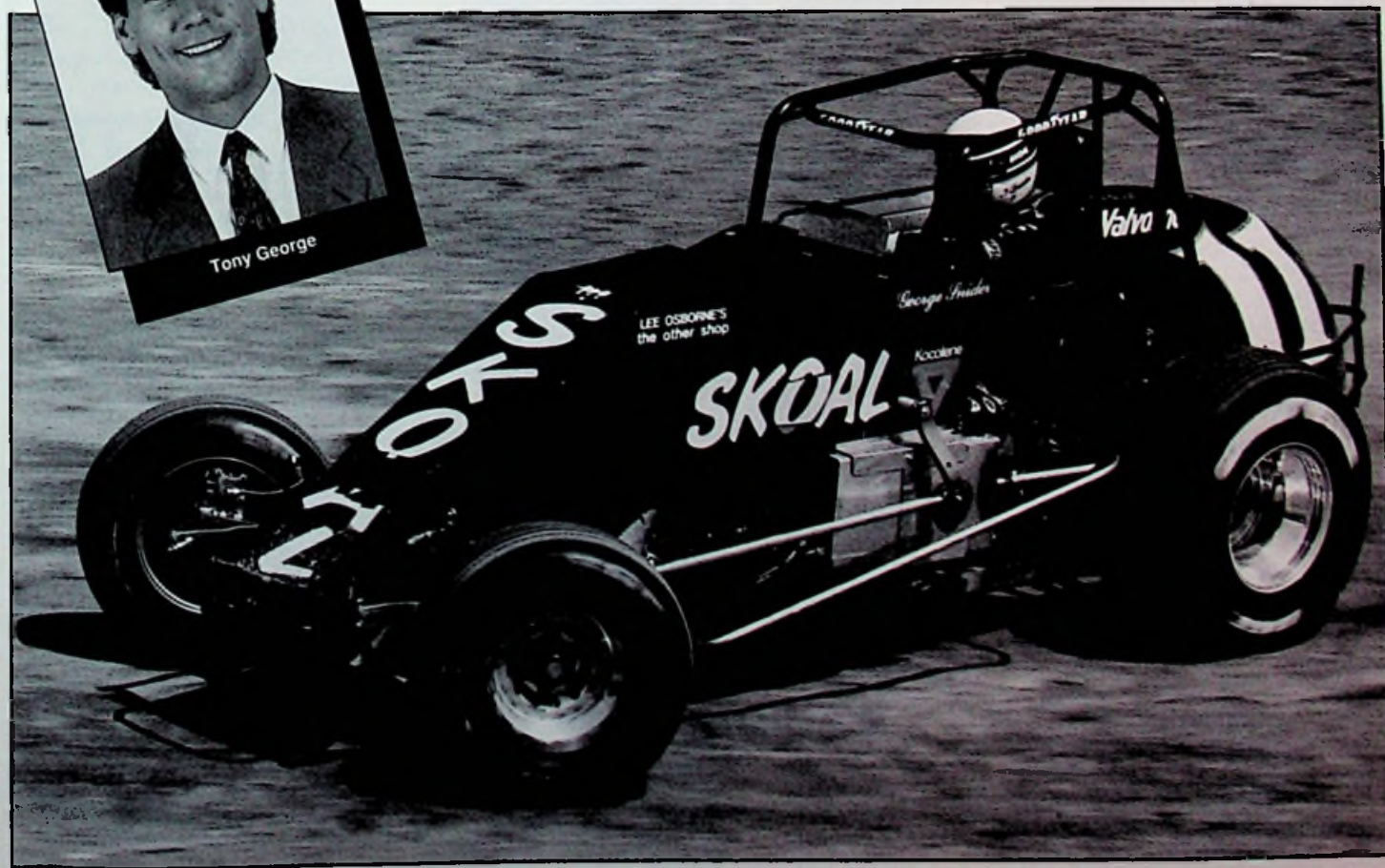
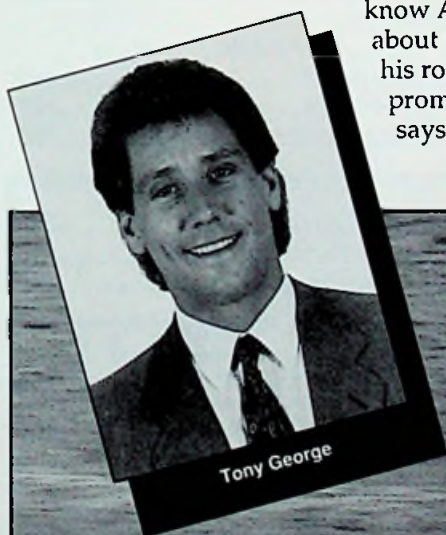
about his commitment to make the events the best they can possibly be. The points fund gives the Speedway an avenue to repay A.J. for his many great contributions to auto racing, and it gives us an opportunity to do something exciting for the drivers.

"We're happy to be involved in these races and hope to be on hand for both."

Three drivers will share in the \$20,000 fund, based on their finishes in both races. The fund winner will receive \$10,000, the runner-up will take home \$6,000 and the third-place driver will pocket \$4,000. A points system has been devised to determine the top three finishers in the two races — winners in each race will receive 30 points, runners-up in each race earn 24 points and so forth on a declining scale of 20, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. Places 21 through 30 will each receive a single point.

"We've said all along we're going to put the excitement back into these races," says Foyt. "The points fund set up by Tony and the Speedway is exactly the type of excitement we're looking for."

"It makes me think more seriously about getting back into a dirt car. That \$10,000 to the winner looks awful good."



George Snider is just one of nearly 60 drivers who now have more to shoot for at this evening's Hulman 100 and the August 10 Hoosier 100, thanks to Tony George and the Indianapolis Motor Speedway.

Photo by John Mahoney

SILVER CROWN CHAMPIONS

1971-1991



1974 Silver Crown Champ

Here's a look at the top three drivers in each year's championship points race, dating to the Silver Crown Series inaugural campaign in 1971:

1971

1. George Snider.....520
2. Jim McElreath.....420
3. A.J. Foyt/Bill Vukovich.....360

1972

1. A.J. Foyt.....550
2. Al Unser.....450
3. Arnie Knepper.....350

1973

1. Al Unser.....460
2. Mario Andretti/Tom Bigelow.....400

1974

1. Mario Andretti.....900
2. Tom Bigelow.....720
3. Al Unser.....500

1975

1. Jimmy Caruthers.....700
2. Tom Bigelow.....640
3. Arnie Knepper.....360

1976

1. Billy Cassella.....430
2. Johnny Parsons.....370
3. Sheldon Kinser.....280

1977

1. Larry Rice.....490
2. Bill Vukovich.....400
3. Sheldon Kinser.....340

1978

1. Pancho Carter.....560
2. Gary Bettenhausen.....504
3. Jim McElreath/Bubby Jones.....360

1979

1. Bobby Olivero.....403
2. Bill Engelhart.....360
3. Pancho Carter.....340

1980

1. Gary Bettenhausen.....832
2. Pancho Carter.....767
3. Rich Vogler.....456



1980, 1983 Silver Crown Champ

1981

1. Larry Rice.....513
2. Rich Vogler.....490
3. Jack Hewitt.....475

1982

1. Ken Schrader.....630
2. Mark Alderson.....556
3. Ron Shuman.....539

1983

1. Gary Bettenhausen.....694
2. Ken Schrader.....631
3. Chuck Gurney.....560

1984

1. Dave Blaney.....525
2. Gary Bettenhausen.....404
3. Chuck Gurney.....354

1985

1. Rick Hood.....760
2. Sheldon Kinser.....601
3. Chuck Gurney.....400

1986

1. Jack Hewitt.....954
2. Steve Butler.....465
3. Tom Bigelow.....377

1987

1. Jack Hewitt.....844
2. Steve Butler.....530
3. Jeff Swindell.....506

1988

1. Steve Butler.....668
2. Jack Hewitt.....619
3. George Snider.....592

1989

1. Chuck Gurney.....567
2. Johnny Parsons.....529
3. Rich Vogler.....408

1990

1. Jimmy Sills.....610
2. Eric Gordon.....599
3. Chuck Gurney.....567



1973 Silver Crown Champ

Hulman 100 Champions

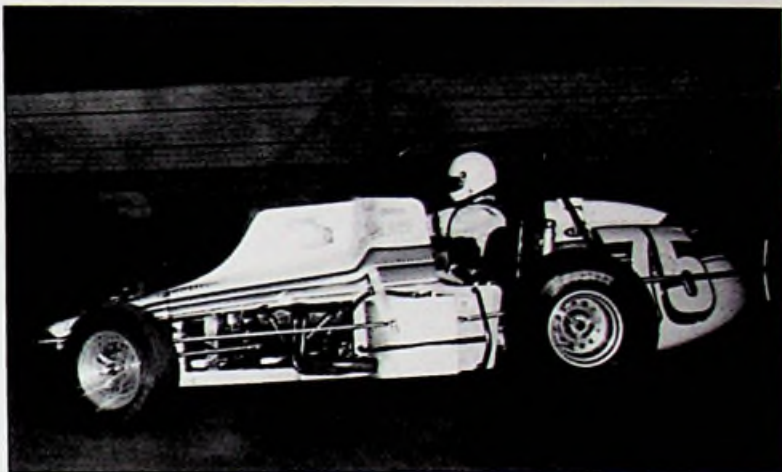
1971-1991

This evening's True Value Hardware-presented Hulman 100 marks the 11th time the USAC Silver Crown Series has gathered at the Indiana State Fairgrounds for this May competition.

There have been eight different winners and only two repeat victors: Chuck Gurney in 1983 and 1988 and Jack Hewitt in 1986 and 1990.

Here's a look at the Hulman 100 champions:

YEAR	DRIVER
1981	Steve Kinser
1982	Rick Hood
1983	Chuck Gurney
1984	George Snider
1985	Sheldon Kinser
1986	Jack Hewitt
1987	Jeff Swindell
1988	Chuck Gurney
1989	Rich Vogler
1990	Jack Hewitt



Steve Kinser was the inaugural Hulman 100 winner, taking the checkered first in 1981.

Photo by John Mahone

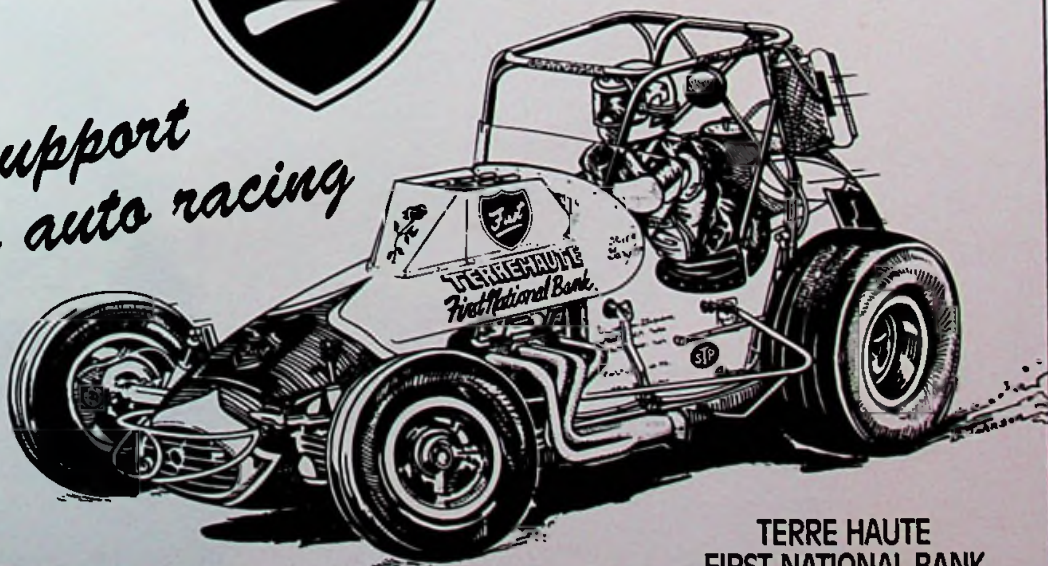
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A History

Dirt Car Racing at the 'Groun

It was a scant few years ago and noted car designer Adrian Reynard was making his first-ever visit to the Indianapolis Motor Speedway.

Reynard is a friendly chap from jolly old England, and his travels about the Speedway grounds led him to Bill Simpson's trackside suite after the track closed one evening.

Simpson's place at that time was a spot where racers solved the world's problems. On hand was one of the many racing "throw-backs" to another day, a day when racing was based on merit, machinery and moxie.

The presence of both the newcomer Reynard and the brash old timer in the same room led to an understandably raucous conversation.

"You ain't ever seen a REAL race car," Old Timer told Reynard. "You wanna' see a real race car? C'mon. Come with me," he said, motioning to his Silver Crown dirt car on a trailer in the Speedway parking lot.

It was dark when they returned to Simpson's quarters.

"Quite ingenious, actually," Reynard said of his first look at a Silver Crown machine.

What was ingenious to Reynard was the evolution of the pinnacle of the American racing industry almost from the days of the first-ever U.S. auto race from Chicago to Evanston in 1895 until British designers brought the rear-engined concept to Indianapolis in 1961.

The front-engined championship cars and roadsters, generally, could run anywhere. In those days, "anywhere" meant dirt and paved ovals.

As the evolution to rear-engined equipment took center stage and became the machine of Indy, though, the front-engine championship car and its popularity, refused to die. Eventually, its home became USAC's Silver Crown series, keeping a tradition alive by continuing as the symbol of American speed shop ingenuity.

The list of famous drivers who have competed in these machines at the Indiana State Fairgrounds is a long one. Thirteen Indianapolis 500 winners representing 25 Indy victories have driven dirt cars on the Fairgrounds Mile. Seven of them have won here a total of 19 times.

At the head of the list — and many other racing lists — is A.J. Foyt, Jr., whose mastery of the dirt led him to victory a whopping six times (1960-61-64-65-68-69).

Others are Al Unser, who took four in a row here from 1970 through 1973, Jimmy Bryan (1954-55-56), Rodger Ward (1959-63), Mario Andretti (1966-67), Bob Sweikert (1953) and Pamelli Jones (1962).

The legend of championship racing here began in 1946, when the great Rex Mays won a 100-miler. But it wasn't until Sept. 26, 1953, that an event was started that became a championship benchmark.

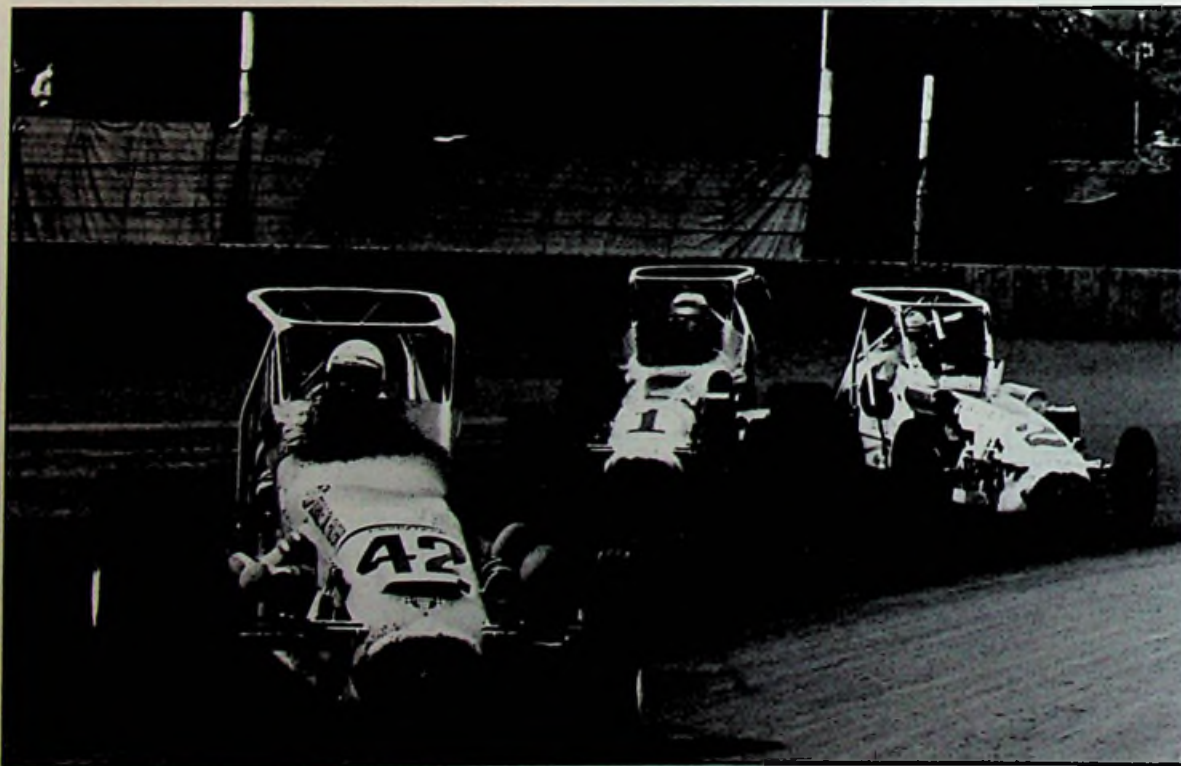
On that date, the list of those who missed the 18-car field that would travel a 100-mile distance was almost as impressive as those who made the lineup — Jack McGrath, Eddie Sachs, Gene Force, Cal Niday, Jimmy Reece, Chuck Stevenson, Jimmy Davies, Bob Scott, Jerry Hoyt and Indy winner Bill Holland.

Sweikert took the lead on the sixth lap over pole winner Manuel Ayulo that day and breezed to victory, starting the long tradition of the Hoosier 100.

Of all current championship and Silver Crown races, only four are older than the Hoosier 100: the Indianapolis 500 and the post-500 event at Milwaukee in the PPG Cup Series and 100-mile dirt races at Springfield and DuQuoin, Ill., in the dirt-car ranks.

Unser recalls the high standing of the race during the '60s and early '70s.

"It was the most prestigious race next to Indianapolis," he says.



One of the most exciting dirt car races in Fairgrounds history was the 1974 Hoosier 100. Photographer John Mahoney caught the final lap, as Jackie Howerton leads Al Unser (#1) and Mario Andretti (#2) to the checkered flag.

nds



A.J. Foyt won six champ car races at the Fairgrounds, including the 1969 Hoosier 100.
Photo by John Mahoney

Several notable drivers made their first championship starts here. According to data compiled by historian John Printz, Johnny Rutherford made his championship debut at the Indiana State Fairgrounds on September 15, 1962. He has now won 27 championship races, tied for fifth all-time, but a win here was not among them.

"It was the first time I'd ever run on a mile," Rutherford remembers. "The cars were a lot different - skinny tires. It was a new experience to go that fast down a long straightaway, pitch it into the corner, stand on it and feel it jerk back and forth. But I made the race and that was an accomplishment. In those days, everybody who had a dirt car would bring it out for the Hoosier 100. It was held in high esteem.

"In '63, I started on the front row and got to run up front," continues Rutherford. "We had a problem and I was back to third. They used to give you those nice blue nylon jackets with the band on the cuff and a patch that said you were first, second or third in the Hoosier Hundred. I really wanted one of those. A.J. was fourth at the time and hammered on me most of the second half of the race.

"Finally, he buzzed past me and I can remember thinking, 'he took my jacket away from me.'"

In 1971 USAC separated the dirt cars from the national championship circuit, and drivers started to specialize.

"I was coming up through the ranks of racing and I wished I could run the Hoosier 100," Unser says. "To win it meant a lot to me. (When the series split), people back then said, 'What are you doing it for?' I told them because I enjoy racing and dirt racing is a lot of fun. It's a highly technical driving deal to figure out the dirt and do it."

Even though the national championship and Silver Crown series took separate paths, neither racers nor fans would allow the dirt cars to go away.

The track record is held by the late Rich Vogler, who toured the mile at 114.635 miles an hour in 1989. The track's 100-mile mark was set by Kenny Jacobs at 106.977 in 1987.

The Hulman Hundred was started in 1981 as a new accompaniment to the traditional month of May at 16th and Georgetown. Steve Kinser won the 60-lapper over Larry Rice, Gary Bettenhausen and Sheldon Kinser that year.

The Fairgrounds has been the site of many a fine duel

among the nation's top drivers. But perhaps the best occurred in the Hoosier 100 of 1974.

The field was full of luminaries that year. There was Al Unser, with a four-race Hoosier 100 winning streak, and Mario Andretti, in Viceroy-sponsored machines. Others were Pancho Carter, Foyt in his familiar Gilmore #14, Johnny Parsons, Jan Opperman, Jimmy Caruthers, Sheldon Kinser and Jim McElreath.

But a 31-year-old fabricator for the noted George Bignotti had built a dirt car in the Bignotti shops while he was fabricating Indy car parts and running his own sprinter on the USAC trail. His name was Jackie Howerton.

"We'd run it a couple of times before but we had mechanical problems," Howerton recalls today, "George decided to park the car, but Ted Hall, who worked with us there, had a fit because of all the work we had in it and talked him back into running one more race.

"To me, it was a turning point. I had told my wife the night before, if I couldn't win a race driving for Bignotti, I might as well go back to Oklahoma."

When qualifying time came, the luminaries played at least second fiddle. Beating all odds, Howerton came from nowhere to put the STP Double Oil Filter machine on the pole.

Kinser qualified outside on the front row. Andretti, was third with Tom Bigelow alongside, and Snider and Bill Puterbaugh made up the third row.

Many thought Howerton would be swallowed early, but he got the drop going into the first turn and took the lead. Kinser and McElreath departed in a first-lap accident.

Howerton squeezed out a comfortable lead until a caution midway in the race. It was then that Unser, who had started 13th and Andretti closed up for the restart and a wild dash to the finish.

Lap after lap, Unser and Andretti went after Howerton both high and low, the two racing giants battling each other as well as fighting to take the lead from the unheralded newcomer.

Howerton stayed low, and as the laps wound down, the crowd realized the feat unfolding before it, that a determined race driver was holding back two of the finest to ever sit in a cockpit.



The late Rich Vogler set the Fairgrounds' one-lap record during qualifying for the 1989 Hulman 100.
Photo by John Mahoney

Dirt Car Racing at the 'Grounds, (continued from page 17)

"Late in the race, we were scratching to get hold of the track," Howerton remembers. "Our tires weren't working at all. I wasn't really aware of it (the two-pronged challenge behind him) until the last few laps."

Unser finally was able to make a move, going under Howerton off the second turn.

"I was really kind of shocked," Howerton says. "I saw Al's nose a few laps from the end. He tried to scoot me off the groove and I tried to pinch him down and we hit. It's probably the first time I ever hit somebody that I didn't lift. I'd led all the laps and I was determined not to lift, or he'd be gone. He was pretty upset with me because he thought I cut him off and I probably did a little bit."

But it stayed that way to the checkered flag, Howerton leading all 100 laps and breaking Unser's winning streak. Unser was second and Andretti third.

"He won the race," Unser said. "If I had to do it all over again, I'd never put myself in that position. I had him. He was mine but that doesn't count in the record books. Jackie—he did a helluva job that day. It was a good one. The people had to enjoy that race."

A year later, Howerton retired as a driver to start Howerton Race Car Works in Indianapolis. He and his wife, Becky, have built the business to a thriving enterprise, which straightens tubs for damaged Indy-Cars, builds suspensions and wings for American Racing Series machines and is now

building a pair of GTP cars for Mazda. In addition, Howerton hasn't forgotten his roots. He's restoring a 1957 Kuzma championship dirt car that was driven by the gifted O'Connor.

Even though he was 24 hours from moving back to Oklahoma for good, the victory changed Jackie Howerton's calling.

"I was pretty frustrated before that," Howerton says today. "My wife stuck with me, supported me and helped on the business end and everything worked out. The rest is history. It was quite a day for us. Otherwise, I probably would've drafted around race cars forever and ended up being a bum."

Today, a new group makes up the drivers and owners of the USAC Silver Crown series. Rutherford thinks the racing is the same, but the names are different.

"Back in the '60s, practically everyone who ran Indianapolis ran the Hoosier Hundred," he said. Now, you have guys who are very capable, very good on dirt. They're just not as nationally known. There needs to be an emphasis on the guys doing the trade today. Maybe, as part of it, you have a match race with Foyt and Rutherford in a couple of dirt cars (to bring back the history).

Are you serious, J.R.?

"I think I would if I got a chance to get out and get the feel again."

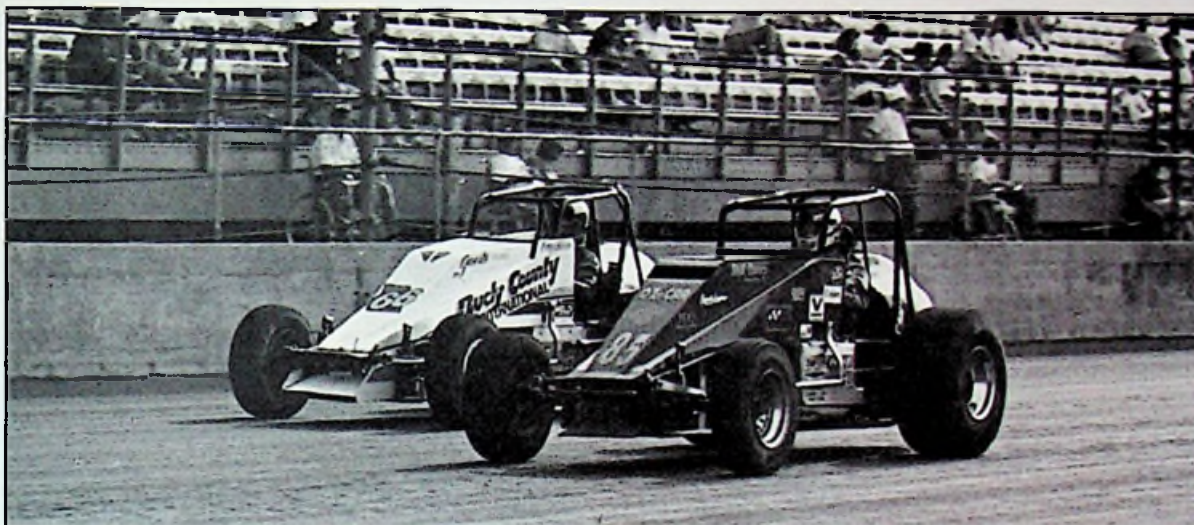
GRAB A CASE FOR THE RACE.



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ABOUT THE SILVER CROWN CARS



In all Silver Crown Championship Division races, only front engine upright Dirt cars are permitted to compete. The definition of an upright car is a conventional front-mounted engine in which the vertical position is to be maintained as closely as possible, with a maximum half-inch off-set. The driver is seated directly behind the engine. The driver may not be positioned in front of the engine, to the side of the engine or side of the drive shaft.

The essence of United States Auto Club racing is embodied in its Silver Crown, Sprint car and Midget Series, as they provide competition unequaled in motor sports anywhere in the world.

Despite basic differences in wheel bases, weight and engine specifications, these three types of open-wheel racing are distinctly similar in terms of entertainment value, as related to universal appeal among all age groups.

All of these machines, especially the Silver Crown cars, serve as the very backbone of "grass-roots" American auto racing. For the most part, little has changed from those tremendous pioneers of yesteryear which so thrilled racing fans for decades.

One look at the history of this type of racing will quickly reveal their stature in the racing community. Names like A.J. Foyt, Mario Andretti, Bobby and Al Unser, Parnelli Jones, Bill Vukovich, Johnny Rutherford – and more recently – Rich Vogler, Gary Bettenhausen, Steve Chassey, Pancho Carter, Billy Vukovich III, Chuck Gurney, Jack Hewitt and Kenny Jacobs are among those gracing the pages of results manuals.

Past Silver Crown Champions since 1971 include George Snider, A.J. Foyt, Al Unser, Mario Andretti, Jimmy Caruthers, Billy Cassella, Larry Rice, Pancho Carter, Bobby Olivero, Gary Bettenhausen, Ken Schrader, Dave Blaney, Rick Hood, Jack Hewitt, Steve Butler, Chuck Gurney and Jimmy Sills.

Some of the great Indy-car champions of past history learned their trade in upright, front-engine cars on one-mile dirt tracks. National Driving Champions such as Ralph DePalma, Tommy Milton, Jimmy Murphy, Peter DePaolo, Louis Meyer, Billy Arnold, Mauri Rose, Wilbur Shaw, Rex Mays, Ted Horn, Johnnie Parsons, Tony Bettenhausen, Jimmy Bryan, Rodger Ward, A.J. Foyt, Mario Andretti, Bobby and Al Unser, Roger McCluskey and John Rutherford have all earned their titles not solely on paved race tracks, but on the dangerous dirt tracks as well.

Unquestionably, racing fans are unanimous in their praise for this form of motor sports. It affords not only a full view of the driver and his talents, but provides the exciting close racing with which it has long been associated.

Dating back to the turn of the century and the very creation of the automobile, this form of racing has always been synonymous with the term "thrilling." As you will witness tonight, it continues to be!

Enjoy this evening's Hulman 100.

SILVER CROWN SERIES

No.	Driver/Hometown	Entrant/Sponsor	Lap Time
1	Jimmy Sills/Placerville, CA	Consani/Pioneer Concrete, Carrera Shocks	
4	Jeff Gordon/Pittsboro, IN	M&L Plumbing/Rasmussen, MPD	
5	Larry Rice/Brownsburg, IN	Dave Lefevre	
6	Gary Heiber/Langhorne, PA	EWB Service Inc./Bucks County International	
9		Leader Cards Racers/ Moran Electric	
10	Steve Butler/Kokomo, IN	Robert Hoerner/Hoerner Race Cars	
11	George Snider/Bakersfield, CA	Kenneth Jarrett/Jarrett Farms Inc.	
12	Jeff Swindell/Memphis, TN	Snider - Foyt/Skoal Racing Classic	
14	Tom Bigelow/Winchester, IN	Delrose - Holt Racing Inc./Terre Haute First National Bank	
15	Jim Hettinger/Mason, MI	Cissy Smith/Smith Speed Shop	
16	Steevie Reeves, Speedway, IN	Robert Bilby/Auto Motion Enterprises, Inc.	
18	Ron Shuman/Tempe, AZ	Wilke Racing/National Trac Master, Hoosier Tire	
20	Johnny Parsons/Brownsburg, IN	Joe Conroy/Conroy Racing	
21	Jac Haudenschild/Millersburg, OH	Gene Nolan/Columbus Container, LJ Mold, Niebel, MIG	
23	Jim McElreath/Arlington, TX	Don Snow/DSR	
24	Chip Thomas/ Belleville, IL	Shirley McElreath/McElreath Special	
25	Matt Berryhill/Tulsa, OK	Thomas Racing Inc./Bollmeier Hobbie Shop	
28	Dave Burns/Casa Grande, AZ	Matty Berryhill/Berryhill Consultants, Inc.	
29		Dave Burns/	
30	Chuck Gurney/Livermore, CA	Louis Seymour/Seymour Enterprises	
31	Tray House/Chesterfield, IN	Transportation Computer Systems/ Plastic Express,	
33	Sidney Blanford	George Middleton	
34	Bill Kojis/Milwaukee, WI	Bill Mataka/Race Weld Charger, Mataka 3-1 Motor Sports	
36	Jim Hall/Charleston, MO	Robert Graybill/Graybill's Truck Repair, Marcello Steel	
37	Andy Hillenburg/Indianapolis, IN	Kurt Gunderson/Behling Racing Equipment, LAM Engines	
38	Bill Throckmorton/Indianapolis, IN	Jim Hall/Hall Racing Equipment	
39	Jerry Russell/Springfield, IL	Charlie Scruggs/Delta Diversified, Concrete Coring,	
40	Walt Kennedy/Upland, CA	Scruggs Racing	
42	Ron Dunstan/Allentown, PA	Steve Mac Pherson	
43		Tom Tapocik/Kammerer Auto Parts, Tapocik Rental	
44	Greg Staab/Cincinnati, OH	Properties/McQuinn Auto Service	
		Larry Woodard/Larry's Rim & Tire, Senter Engineering	
		Corporation Special	
		Frank Tomasits/	
		Rick Nix/Rick's Tire Service	
		Greg Staab/Emery Transportation	



No.	Driver/Hometown	Entrant/Sponsor	Lap Time
45		Billy Earl/	_____
47	Kevin Whitesides/Columbia, MO	Randy Whitesides/Missouri Department of Tourism, "Wake Up To Missouri"	_____
48	Gary Irvin/West Lafayette, IN	Gary Irvin/McCord Tire, Slide-n-Lock	_____
50		Aviators Racing Inc./Aviators Racing	_____
54	Mark Alderson/Brownsburg, IN	Stapp Racing Components/Stapp Race Cars	_____
55	Randy Bateman/Murphysboro, IL	Randy Bateman/CP Engines, Magnum Chassis	_____
56	Wally Pankratz/Yorba Linda, CA	Gohr Racing Inc./Gohr Racing	_____
57	Billy Boat/Phoenix, AZ	E.J. Dolner/Speedway Automotive	_____
59	Bob Cicconi/Prospect Park, PA	Louis Cicconi/SEC, Senter Engineering	_____
60	Brent Whited/Richmond, IN	Bryan Whited/	_____
63	Jack Hewitt/Troy, OH	Bob Hampshire/J.W. Hunt, Barfields Gift Fruit,	_____
68		Gene Kazaark	_____
69	Steve Chassey/Carmel, IN	Del McClure/McClure Special	_____
71		Gary Runyon/	_____
73	Larry Dickson/Indianapolis, IN	Dickson/Britton, Tomax Special	_____
74	Robbie Stanley/Brownsburg, IN	Lyn McIntosh/Lyn McIntosh , MRS Racing	_____
75	Warren Mockler/Westfield, IN	Tom Mitchell/G.W. Pierce Special	_____
77		Jerry Prichett/Prichett Metal Products	_____
81	Eric Gordon/Greenfield, IN	Eric Gordon/Epperson and Lester, Oz-Car,	_____
		Epperson and Lester	_____
83		Chapin Racing/Bill Chapin Racing Special	_____
85	Russ Gamester/Peru, IN	Ron McMahon/Oz-Car, MPD Racing Products, B&B	_____
	Tavern, Gaerte Engines		_____
87	Bob Meli/Temple City, CA	Louis Senter/SEC Racing Wheels	_____
88		J&J Marine/Quickload Aluminum Boat Trailers, J.W. Hunt	_____
89		Richard Soubirou/Soubirou Racing	_____
90		Jesse Plumber/Jesse Plumber, Phil Walker Ent., Goldfinger	_____
		Lounge	_____
91	Perry Ferrel/Memphis, TN	Ferrell Racing/	_____
92		Bob Hoerner	_____
93	Blake Hollingsworth/ Indianapolis, IN	Duke Henning/Henning	_____
94	Jeff Bloom/Bangor, MI	Stephan Truchan/Gary Bridge & Iron Co.	_____
95		Stephan Truchan/	_____
96	Brent Kaeding/Campbell, CA	Los Gatos Body Shop/J.W. Hunt Produce , Los Gatos Body	_____
		Shop Special	_____
99	Dave Darland/Lincoln, IN	Frank Faurote/Lone Star Welding	_____

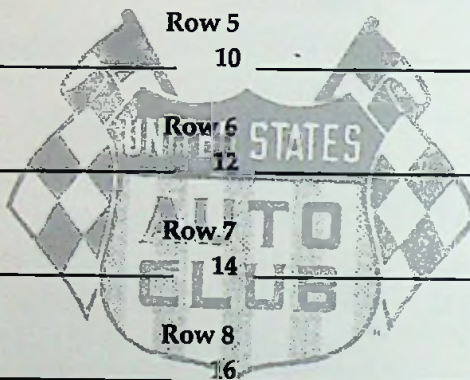
Tonight's Starting Grid

7:00 p.m.

Top 10 finishers qualify for Hulman 100

10-LAP CONSY

1	Row 1	2
3	Row 2	4
5	Row 3	6
7	Row 4	8
9	Row 5	10
11	Row 6	12
13	Row 7	14
15	Row 8	16
17	Row 9	18
19	Row 10	20
21	Row 11	22
23	Row 12	24
25	Row 13	26
27	Row 14	28
29	Row 15	30



Tonight's Starting Grid

HULMAN 100

Presented by

True Value Hardware

8:00 p.m.

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

A.J. Foster
HULMAN 100
True Value
HARDWARE STORES

by Robin Miller, Indianapolis Star

Foyt & His Vanishing Breed



In the 1960s, A.J. Foyt owned a home in Houston and rented an apartment in Indianapolis during the summer. But he also held the deed to the Indiana State Fairgrounds.

During that decade, Foyt dominated the two most prestigious races on the United States Auto Club's championship trail. He put his career in overdrive by capturing the Indianapolis 500 in 1961, 1964 and 1967.

But back then, the next best thing to an Indy 500 triumph was winning the Hoosier 100. And Foyt did it six times.

Super Tex was as tough to handle on the one-mile Fairgrounds dirt track as he was at Tony Hulman's place. He opened the '60s with back-to-back wins, repeated in 1964-65 and closed out the decade with victories in '68 and '69.

Although he hasn't raced at the Fairgrounds since 1978,

the 56-year-old legend is back tonight — as a promoter.

Former driver Bill Puterbaugh, Indy businessman Steve Baber, Phoenix International Raceway owner Buddy Jobe, PIR consultant Dennis Wood and Foyt formed a partnership in January to promote both this evening's Hulman 100 and the August 10 Hoosier 100.

"I've always had a soft spot in my heart for the Hoosier 100. It's always been good to me," says Foyt. "And I've always been close to the Hulman family, so I guess it was just natural I got involved."

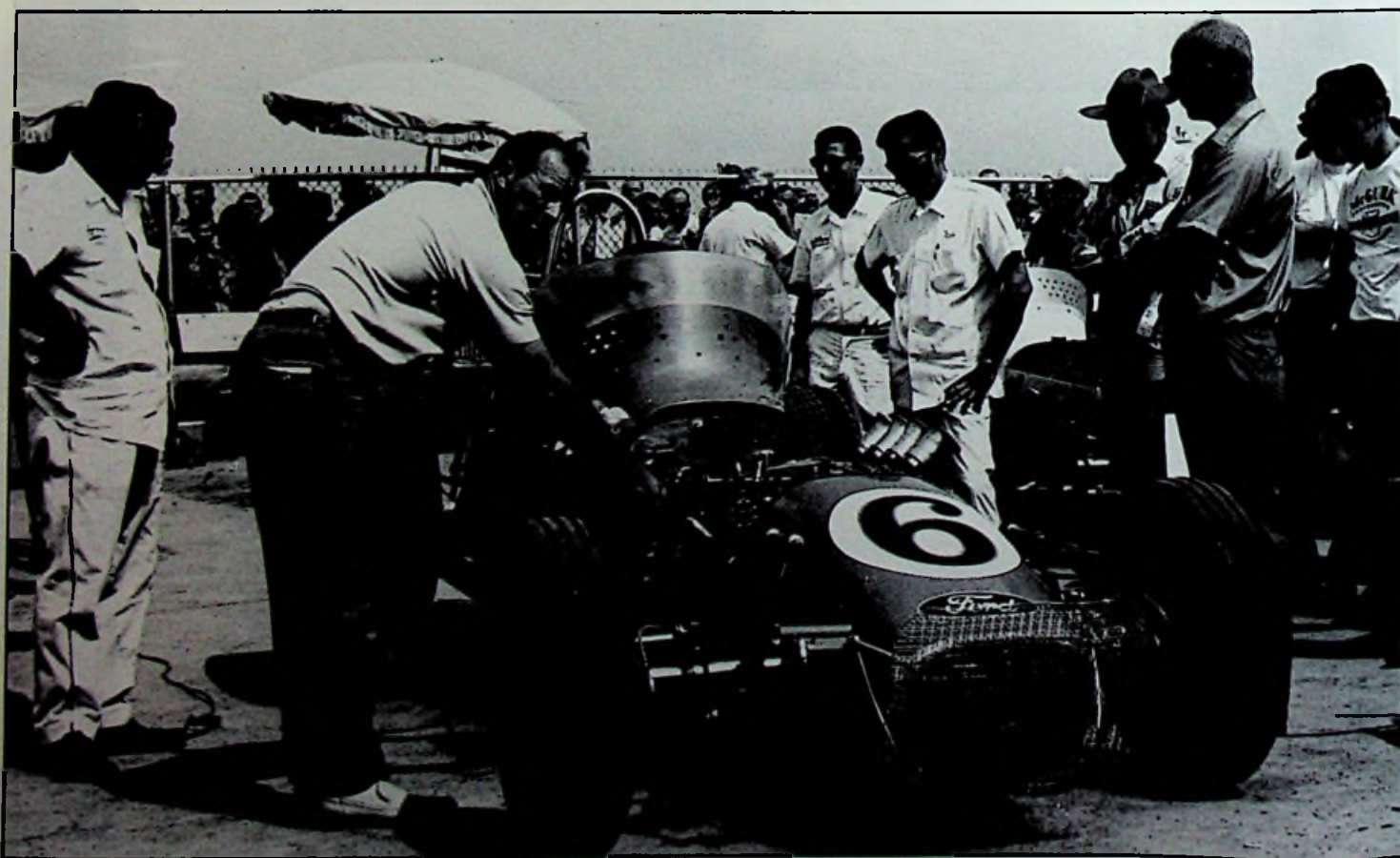
"I don't know much about promoting, but I know we'll do everything to make these two races as good as possible."

Dirt races haven't been part of the Indy-car circuit since 1971 and their popularity has decreased since big names like Foyt, Mario Andretti and Al Unser (a four-time Hoosier 100 winner) no longer compete.

"To tell the truth, I doubt if half of today's Indy-car drivers would know what to do if you put them in a dirt car," exclaims Foyt. "We'd like to get as many Indy-car drivers, who still run the dirt, as possible to compete (in the Hulman and Hoosier 100s)."

"But we're really interested in getting guys like Steve Kinser and Sammy Swindell, guys who remind me of the old days, guys who have grown up on the dirt."

Foyt, whose desire to go back to straight 100-mile features with no heat races has led to such a change in the format of the Hulman and Hoosier 100s, says he wouldn't be





Foyt: The legendary Texan is behind the promotion of this year's Hulman and Hoosier 100s.

against running himself again at the Fairgrounds. But since he's recovering from severe foot injuries suffered in September of 1990 and he's already announced '91 will be his final year behind the wheel, A.J.'s priorities are understandably on the westside of Indianapolis.

"My heart's at the Fairgrounds, but my heart is also gonna be at Indy because I've had a lot of catching up to do," says Foyt, whose efforts to qualify for a 34th consecutive Indy 500 this May have been well-documented.

With all of his monumental achievements and records, A.J. can still look back to the beginning of his checkered career as one of the highlights.

That was 1958 and Foyt was just a wide-eyed rookie from Houston with broad shoulders, high hopes and big shoes to fill. He was replacing Jimmy Bryan in the Dean Van Lines Special.

"I know a lot of drivers who wanted that ride," remembers Foyt, "and a lot of drivers had more experience than I did and were better than me at the time."

In the 33 years that have since passed, Foyt has certainly proved he belonged. Four times he's won the Indianapolis 500. He'd qualified for 33 consecutive Indy shows entering the 1991 season. He started out running 143 miles per hour and averaged 220 mph a year ago on the same 2-mile oval. He's logged over 11,700 miles, led 555 laps and won the pole position four times.

He's survived terrible crashes and fire, not to mention five decades of race cars — from roadsters with skinny tires to ground-effects rockets that are monitored by computers.

He's built his own cars and engines, has a great seat-of-the-pants feel for what makes a chassis work and still doesn't mind getting his hands dirty.

This weekend will mark the end of an illustrious, fulfilling, unparalleled career at the Indy Motor Speedway — the world's most famous race track.

"I owe everything I am today to the Indianapolis Motor Speedway," admits Foyt. "Nobody would have ever heard of me without it."

That might be open for discussion since Anthony Joseph Foyt Jr. will go down in history as one of motorsports' greatest all-around drivers. He's won more Indy-car races than any man before him, not to mention major triumphs in midgets, sprints, stocks and sports cars — on dirt and pavement.

But for sure, Indianapolis is where Foyt cultivated his reputation, his following and his fortune.

"I was so proud just to make the race back in '58 and my life goal was just to win it once," says Foyt, who took the checkered flag first in 1961-64-67-77. "It's hard for me to believe I've been here 34 years in a row and I'll be honest, I never imagined being there that many times."

"It's a record I don't guess anyone will ever break."

The fact Foyt has adapted to the drastic changes of Indy-car racing is testament to his talent.

"When I began running roadsters at Indianapolis, most guys were backing off just past the start/finish line and today we're running flat out," says Super Tex. "Back in 1958 if someone would have told me you'd be running wide open at Indy someday and 200 mph wouldn't even make the race, you'd have had the guy taken to the nuthouse."

"Those roadsters were twice as hard to drive as a car today. You can make a lot of mistakes in today's Indy cars and you're forgiven. But make one little mistake in a roadster and you paid for it — right then."

Foyt, whose stormy run-ins with the press, race officials, other drivers and his own crew have just added to his legacy, says it's a good thing he came from the old era. Because the tempestuous Texan would be lost in today's yuppie market where drivers carry briefcases and don't earn jobs — they buy rides with big sponsorship deals.

"I can honestly say that if racing back then was like it is today, I'd have never made it," he admits. "I've never been a salesman or promoter and I'm not the type of guy to go out and tell somebody what I can do for them without doing it first."

"I got hired at Indy because the man went out and saw me prove it on the high banks."

When Foyt finally retires, auto racing will lose one of its superstars, as well as a vanishing breed. Like the roadster, they just don't make 'em like A.J. anymore.

*Good luck
to A.J. Foyt and
tonight's Hulman 100 racers!*

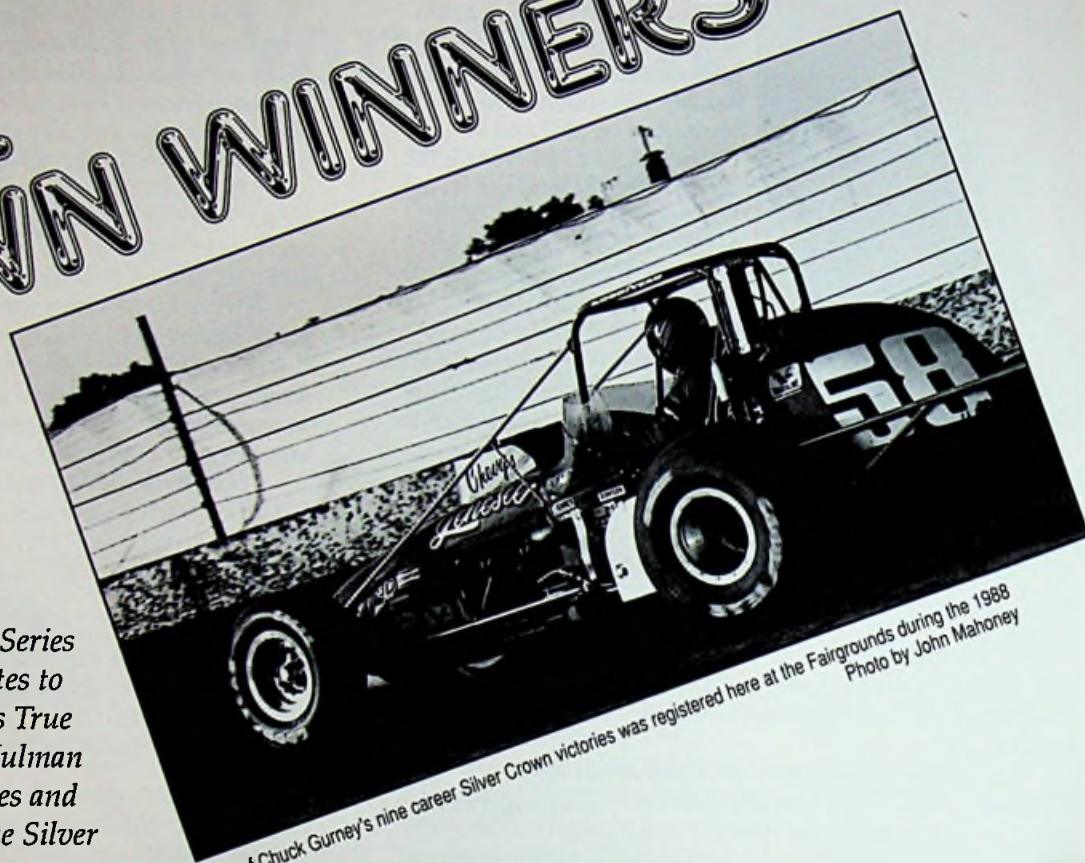
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**Dale's Garage
and U-Haul Rentals
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SILVER CROWN WINNERS

The USAC Silver Crown Series for championship dirt cars dates to 1971. Entering this weekend's True Value Hardware-sponsored Hulman 100, the series counts 130 races and 44 winners. Here's the all-time Silver Crown Series winners' directory:



One of Chuck Gurney's nine career Silver Crown victories was registered here at the Fairgrounds during the 1988 Hulman 100.
Photo by John Mahoney

Jack Hewitt.....13	Steve Chassey2	Eric Gordon.....1
Gary Bettenhausen.....10	Larry Dickson2	Jeff Gordon.....1
Chuck Gurney9	Bill Engelhart2	Gary Hieber1
Rick Hood.....7	A.J. Foyt2	Jimmy Horton1
George Snider7	Joe Saldana2	Jackie Howerton.....1
Tom Bigelow6	Jeff Swindell2	Kenny Jacobs1
Ken Schrader.....6	Doug Wolfgang2	Bubby Jones1
Al Unser.....6	Jeff Bloom.....1	Keith Kauffman.....1
Mario Andretti.....5	Steve Butler.....1	Eddie Leavitt1
Pancho Carter5	Marvin Carman.....1	Jim McElreath.....1
Sheldon Kinser5	Shane Carson.....1	Ron Shuman1
Larry Rice5	Bob Cicconi1	Jimmy Sills1
Rich Vogler4	Herb Copeland1	Danny Smith.....1
Steve Kinser3	Bruce Field1	Billy Vukovic III1
Bobby Olivero.....3	Bob Frey1	

Editor's Note: The most recent Silver Crown winner is Jeff Gordon, who captured the 1991 season-opening 50-lap Skoal Bandit Racing Copper World Classic at Phoenix International Raceway in February.

1990 in Review

SILVER CROWN SEASON

Nine Races, Nine Winners

Jimmy Sills of Placerville, CA, outdistanced runnerup Eric Gordon to win the closest Valvoline/USAC Silver Crown championship in the 20-year history of the series. He ended up with only an 11-point margin at season's end.

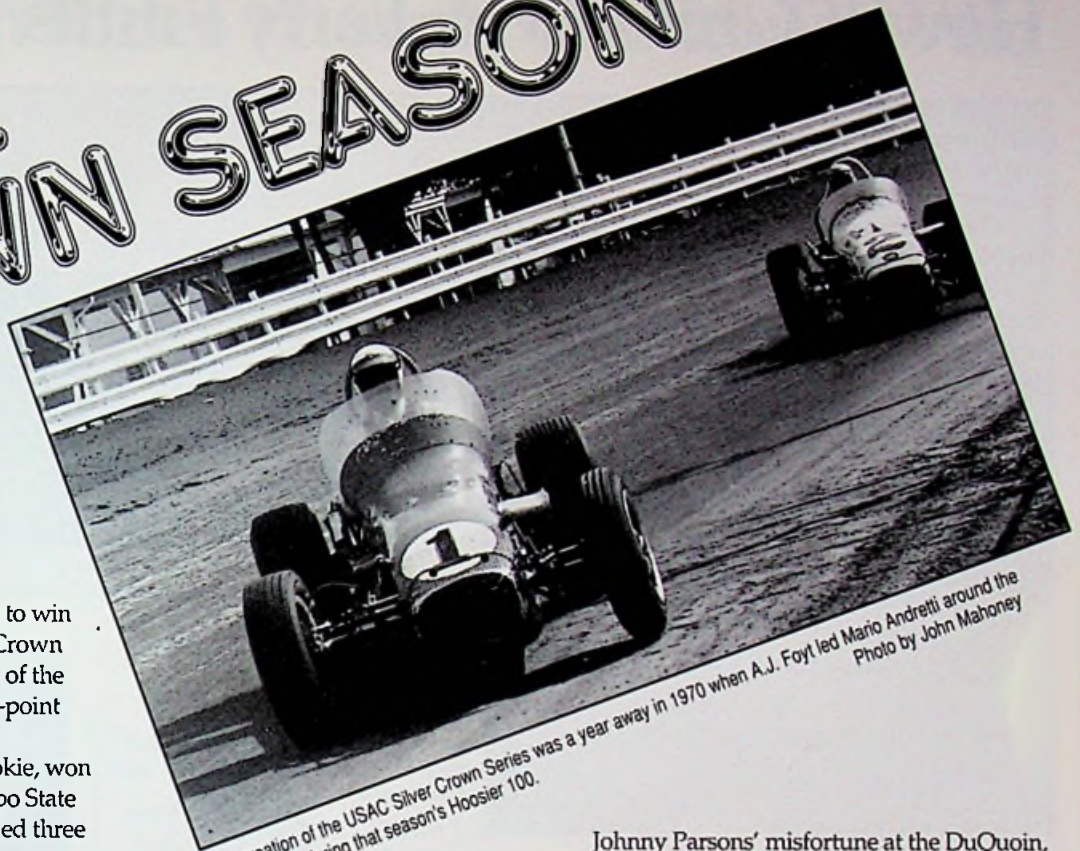
Sills, the previous year's top rookie, won the "Golden State 100" at the CalExpo State Fairgrounds in Sacramento and added three other "top-5" finishes enroute to the championship, but a crash at the start of the final race in Rossburg, OH, nearly cost him the crown.

Driving the Pioneer Concrete Special for owner Bob Consani, Jimmy had to fight off the challenges of first Jeff Gordon, then Eric for the series honors, with Jeff holding the runnerup spot until late-August. Eric's victory in the "Miller Genuine Draft 100" at Milwaukee, WI, thrust him into the title contention but his seventh-place finish in the Rossburg "4-Crown Nationals" finale was not sufficient to overcome Sills' points lead.

The 1990 Silver Crown Series proved to be the most unpredictable major series in the world, with nine different winners in nine events! Ken Schrader, Jack Hewitt, George Snider, Gary Hieber, Chuck Gurney, Jeff Swindell, Eric Gordon and Steve Butler all visited victory lane during the year, five of the winners new to the Silver Crown victory circle!

Schrader kicked off the season with a 50-mile triumph in the Skoal Bandit Racing Copper World Classic at Phoenix International Raceway, but second-finishing Bob Frey was the early series points leader.

Hewitt's victory in the "Hulman Mile" at the Fairgrounds came after Eric Gordon had led the first 45 miles before oil pump trouble surfaced. Jack's win was his 13th in the series, an all-time record.



The creation of the USAC Silver Crown Series was a year away in 1970 when A.J. Foyt led Mario Andretti around the Fairgrounds during that season's Hoosier 100.
Photo by John Mahoney

Sills' victory at Sacramento was marred by serious injuries suffered by Gary Bettenhausen in an accident on the opening lap. Gary recovered by season's end and was a welcome sight as a "Hoosier 100" spectator.

Snider, after starting 16th, caught Eric Gordon 11 laps from the end to win the "Pepsi Cola 100" at Indianapolis Raceway Park, beating Schrader and Gordon to the checkered flag.

Hieber stunned many with his surprise victory here in the "Hoosier 100," but the crowd favorite was Andy Hillenburg, who led the first 96 laps before a shredding right rear tire forced him out. Sills' second-place finish bolstered his title hopes.

Gurney scored his fourth victory in the "Tony Bettenhausen 100" at Springfield's State Fairgrounds mile, leading all 100 laps after starting on the pole!

Swindell benefitted from

Johnny Parsons' misfortune at the DuQuoin, IL State Fairgrounds and came away the winner of the Labor Day 100-miler. Parsons led until eight laps remained in his bid for his first series victory, but lost a drive line and wound up 16th.

September featured the final two races of the calendar, as Eric Gordon edged Stan Fox in a 100-lapper at Milwaukee, and Steve Butler claimed the season finale with a "4-Crown Nationals" victory over runnerup Jack Hewitt.

Nine races, nine winners. The 1990 USAC Silver Crown season was a whopper and a truly appropriate way to celebrate the series 20th anniversary!

1990 Valvoline/USAC Silver Crown Series Final Standings

1.	Jimmy Sills	610
2.	Eric Gordon	599
3.	Chuck Gurney	567
4.	George Snider	474
5.	Jeff Gordon	437
6.	Gary Hieber	346
7.	Jeff Swindell	325
8.	Wally Pankratz	280
9.	Andy Hillenburg	244
10.	Stan Fox	240



Last Year's "Hulman Mile"

Hewitt Grabs Win, Early Points Lead

Jack Hewitt drove away with the Hulman hardware last year, taking the lead from Eric Gordon on the 46th lap of the 60-lap feature and never looking back.

Hewitt's victory was his series-leading 13th in a Silver Crown career that dates to 1978 and was worth \$9,000. His first-place effort also put him at the top of the Silver Crown Series points chase, if only temporarily, as Jimmy Sills vaulted into the lead one week later with a victory at Sacramento.

Here's a look at the boxscore from last May's "Hulman Mile" at the Indiana State Fairgrounds:



Hulman 100 winner Jack Hewitt (right) is joined on the victory stand by (from right to left) Brent, Kaeding, Miss Indiana State Fairgrounds Kelly Dwyer and Rich Vogler.

Photo by John Mahoney



Brent Kaeding (#96) and Jeff Gordon (#35) fight to straighten it out at last May's Hulman encounter.

Photo by Bob Mount

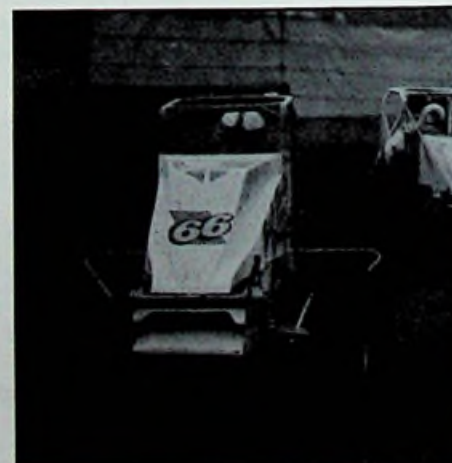
Fin. Pos.	St. Pos.	Driver	Car Name/ Number	Money Won	Laps Comp.	Running/ Reason Out
1	6	Jack Hewitt	Barfield's Gift (63)	\$9,000	60	Running
2	4	Rich Vogler	Future Electric/Trac Master (16)	\$4,500	60	Running
3	11	Brent Kaeding	Los Gatos Body Shop (96)	\$3,000	60	Running
4	3	Walt Kennedy	Woodward Properties of Hawaii (40)	\$2,000	60	Running
5	16	Jimmy Sills	Pioneer Concrete (54)	\$1,800	60	Running
6	5	Stan Fox	Charlie Scruggs Racing (37)	\$1,600	60	Running
7	21	Warren Mockler	G.W. Pierce/Dan Young Chevrolet (75)	\$1,400	60	Running
8	20	Larry Rice	Kasle Recycling/LeFevre Automotive (5)	\$1,200	60	Running
9	24	Danny Milburn	Newkirk Trailer/Milburn Garage Doors (27)	\$1,100	60	Running
10	14	Chip Thomas	Bollmeier Hobby Shop (24)	\$1,000	60	Running
11	12	Wally Pankratz	Genesee Beer Wagon (56)	\$ 900	60	Running
12	25	Ron Dunstan	Dunstan Racing (42)	\$ 800	60	Running
13	30	Tony Elliott	GCU Racing (51)	\$ 700	60	Running
14	19	Ed Lynch, Jr.	Gary Bridge & Iron (94)	\$ 600	59	Running
15	28	Perly Farrell	KSE/Mag. Chass./Lunati Cams/Shaver (91)	\$ 500	59	Running
16	29	Jim Mahoney	Aviators Racing (50)	\$ 500	56	Engine
17	23	Wayne Hammond	Quikload Aluminum Boat Trailers (88)	\$ 500	54	Engine
18	2	Eric Gordon	Epperson & Lester Painting/All-Pro (81)	\$ 500	47	Oil Pump
19	1	Gary Hieber	Bucks County International (66)	\$ 500	47	Drive Line
20	15	Johnny Parsons	Columbus Container/LJ Mold/Niebel (20)	\$ 500	34	Oil Pump
21	27	Russ Gamester	Hoerner Race Cars (9)	\$ 400	27	Engine
22	10	George Snider	Skoal Classic Racing (11)	\$ 400	19	Rear End
23	17	Steve Chassey	Aristocrat Products (8)	\$ 400	16	Oil Pressure
24	7	Dave Feese	McClure (69)	\$ 400	15	Engine
25	18	Chuck Gurney	Plastic Express/George Middleton (30)	\$ 300	15	Suspension
26	8	Brian Tyler	I-96 Speedway (25)	\$ 300	15	Accident
27	13	Steve Butler	Kenneth Jarrett Farms (10)	\$ 300	15	Accident
28	22	Gary Irvin	Slide-N-Lock/McCord Auto Supply (48)	\$ 300	14	Magneto
29	26	Bob Cicconi	Ben's Tire Clinic/Cicconi Body Shop (3)	\$ 300	11	Drive Line
30	9	Andy Hillenburg	Oz-Car/MPD Products/B&B Tavern (85)	\$ 300	1	Rear End

Average Speed: None-Yellow Flag; Time: None-Yellow Flag; QUALIFYING HEAT RACE WINNERS: 15 miles Gary Hieber & Eric Gordon; LAST CHANCE RACE WINNER: (15 miles) Ron Dunstan; FEATURE LAP LEADERS: Laps 1-44 E. Gordon, Laps 46-60 Hewitt; YELLOW FLAGS: Lap 16 Butler-Tyler Accident in turn 2; LAP 28 Gamester blew engine on front stretch.



Eric Gordon brings his Oz-Car under control before his oil pump let go on the 47th lap.

Photo by Gerald Walker



Gary Hieber (#66) leads Rich Vogler around the 'Grounds last May. Hieber returned in August to claim the Hoosier 100.

Photo by Bob Mount

1991 Silver Crown Season Opener

Jeff Gordon Rides Phoenix Hardtop to Win

For the third year in a row, the USAC Silver Crown Series opened its schedule of races on the one-mile paved oval at Phoenix International Raceway.

The 1991 season opener was won by Jeff Gordon, as he outdueled runner-up Eric Gordon and seven others who finished on the lead lap in the 50-lap affair. Gordon's victory — his career first in Silver Crown competition — also snapped Ken Schrader's string of three straight champ dirt car wins on the world's fastest one-mile oval.

Here's a look at the boxscore from the season-opening Skoal Bandit Racing Copper World Classic at Phoenix International Raceway on February 3.



NASCAR ace Kenny Schrader won three straight Silver Crown races at Phoenix International Raceway before young Jeff Gordon snapped the string with a victory at last February's Skoal Bandit Racing Copper World Classic. Schrader is shown here picking up his 1989 hardware at the Phoenix Mile.



Jimmy Sills (#1) set a Phoenix Mile Silver Crown record with a qualifying run of 136.116 miles per hour.
Photo by Tim Remppe



A.J. Foyt was on hand for his third straight Copper World Classic at Phoenix, but this time around his driving chores were limited to the track pace car!
Photo by Tim Remppe

Fin. Pos.	St. Pos.	Driver	Car Name/ Number	Money Won	Laps Comp	Running/ Reason Out
1	3	JEFF GORDON	M & L Plumbing/Rasmussen/MPD (4)	\$10,485	50	Running
2	6	ERIC GORDON	Epperson & Lester/All Pro Cylinder Head (81)	\$ 6,249	50	Running
3	17	WALLY PANKRATZ	Gohr Racing (56)	\$ 4,109	50	Running
4	8	RUSS GAMESTER	Oz-Car/MPD/Gaerte/B 7 B Tavern (85)	\$ 3,023	50	Running
5	11	STEVE CHASSEY	Kasle Recycling/McCure (69)	\$ 2,546	50	Running
6	23	JOHNNY PARSONS	Columbus Container/LJ Mold/Niebel/MIG (20)	\$ 2,000	50	Running
7	12	ANDY HILLENBURG	Delta Diversified/Concrete Coring (37)	\$ 1,800	50	Running
8	19	LEALAND McSPADEN	Leader Card Racers/Moran Electric (7)	\$ 1,700	50	Running
9	13	STAN FOX	Runyon/Beast (9)	\$ 1,600	50	Running
10	15	WALT KENNEDY	Larry's Discount Muffler/S & C Center (40)	\$ 1,500	49	Running
11	27	BOB CICCONE	Senter Engineering (59)	\$ 1,450	49	Running
12	26	TRAY HOUSE	Race Weld (31)	\$ 1,350	49	Running
13	29	KEVIN WHITESIDES	Wake Up To Missouri (47)	\$ 1,250	49	Running
14	28	RICK HOWERTON	Aviators Racing (50)	\$ 1,150	49	Running
15	18	DAVE FEESE	Quickload Aluminum Boat Trailers/J.W. Hunt (88)	\$ 1,000	49	Running
16	7	CHUCK GURNEY	Plastic Express/Middleton (30)	\$ 1,159	44	Engine
17	14	BRENT KAEDING	J.W. Hunt Produce/JDK/Los Gatos Body Shop (96)	\$ 1,000	42	Engine
18	1	JIMMY SILLS	Pioneer Concrete/Carrera Shocks (1)	\$ 1,518	35	Engine
19	20	GARY IRVIN	Builders Equipment McCord Tire/ Interstate Brick & Block (48)	\$ 900	35	Accident
20	10	STEVIE REEVES	National Trac Master/Hoosier Tire (16)	\$ 800	34	Accident
21	22	LARRY DICKSON	Dickson-Britton Racing (73)	\$ 750	34	Power Steering
22	21	BILL BOAT	Wide World of Maps/Speedway Automotive/ AZ Custom (57)	\$ 700	33	Fuel Pump
23	5	STEVE BUTLER	Jarrett Farms (10)	\$ 650	29	Tie Rod
25	2	KEN SCHRADER	Budweiser/Checker Auto (29)	\$ 718	24	Magneto
26	4	GEORGE SNIDER	Skoal Racing/Map Trucking (11)	\$ 643	22	Handling
27	24	RON SHUMAN	Conroy Racing/J.W. Hunt Produce (18)	\$ 600	12	Handling
28	16	CHIP THOMAS	Bollmeier Hobby Shop/Thomas Racing (24)	\$ 600	6	Oil Leak
29	25	MARK ALDERSON	Stapp Racing (54)	\$ 650	6	Accident
30	30	DANNY MILBURN	Newkirk Trailer Supply/Silver Dollar Speedway/ Fast Signs (27)	\$ 650	6	Accident

Average Speed: None - Red Flag; Time: None - Red Flag; Fast Qualifier: Jimmy Sills (#1) - 26.448 seconds - 136.116 mph.

Consolation Race Winner: (10 laps) Mark Alderson; Lap Leaders: Laps 1-34 Sills, Laps 35-50 J. Gordon

Yellow Flags: Red Flag on Lap 7 Milburn-Alderson accident in turn 1; Lap 35 Reeves-Butler tangle in turn 2; Lap 36 Irvin hit wall in turn 3; Lap 43 Kaeding blew engine in turn 1.

Next Up at the 'Grounds

Coors Light Hoosier 100 Set for Aug. 10 Run

The USAC Silver Crown Series will return to the Indiana State Fairgrounds on August 10 for the Coors Light Hoosier 100, the fifth race on the circuit's eight-race schedule.

"Some of my best days in racing have been here at the Fairgrounds, running the Hoosier 100," says A.J. Foyt, whose group of promoters will once again be behind the presentation of the 100-lap race.

"There's so much tradition and history linked to the Hoosier 100. We'll have a lot of fun in August, I can assure you that," Foyt continues.

If the fun Foyt and his group - Indy businessmen Steve Baber and Bill Puterbaugh and Phoenix International Raceway associates Emmett "Buddy" Jobe and Dennis Wood - have in mind is anything like the fun the legendary Texan had while racing here in the '60s, look out. Foyt set a track record that stands to this day, racking up six dirt car wins while battling the likes of Al Unser, Mario Andretti, Johnny Rutherford, Parnelli Jones and Rodger Ward.

The Hoosier 100, like Foyt says, is steeped in history. The August 10 Coors Light-presented version will mark the 40th running of the late-summer classic. Among the winners of the event are Rex Mays, Jimmy Bryan, Jud Larson, Eddie Sachs, Foyt, Unser, Jones, Andretti, Unser and Ward.

Tickets to the August 10 Coors Light Hoosier 100



Andy Hillenberg (#85) and Jeff Swindell (#12) in action at last year's Hoosier 100. The race was won by Gary Hieber.
Photo by Bob Mount

can be purchased at any TicketMaster outlet, or through the Indiana State Fairgrounds. Ticket information can be obtained by calling the Fairgrounds at (317) 927-7512.

YEAR	DRIVER	YEAR	DRIVER	YEAR	DRIVER
1946	Rex Mays	1964	A.J. Foyt	1977	Pancho Carter
Named Hoosier 100 in 1953		1965	A.J. Foyt	1978	Bill Engelhart
1953	Bob Sweikert	1966	Mario Andretti	1979	Bobby Olivero
1954	Jimmy Bryan	1967	Mario Andretti	1980	Gary Bettenhausen
1955	Jimmy Bryan	1968	A.J. Foyt	1981	Larry Rice
1956	Jimmy Bryan	1969	A.J. Foyt	1982	Chuck Gurney
1957	Jud Larson	1970	Al Unser	1983	Chuck Gurney
1958	Eddie Sachs	1971	Al Unser	1984	Steve Chassey
1959	Rodger Ward	1972	Al Unser	1985	Sheldon Kinser
1960	A.J. Foyt	1973	Al Unser	1986	Jack Hewitt
1961	A.J. Foyt	1974	Jackie Howerton	1987	Kenny Jacobs
1962	Parnelli Jones	1975	Tom Bigelow	1988	Jack Hewitt
1963	Rodger Ward	1976	Joe Saldana	1989	Jack Hewitt
				1990	Gary Hieber

USAC Favorites

Vuke III, Vogler Remembered

Despite all its glory, auto racing will never be exempt from an occasional tragedy.

Racing has made great strides in safety over the years, which have resulted in a dramatic turnaround in the numbers of deaths and serious injuries.

Still, the sport lost two of its most prized possessions in 1990. It simply does not seem possible that Billy Vukovich II and Rich Vogler will not be in this year's starting fields. Further, the legendary name Vukovich, so synonymous with the Indianapolis 500, was suddenly erased with the untimely death of Vuky III in a CRA sprint car crash last November at Mesa Marin Raceway in Bakersfield.

Vogler, USAC's all-time winningest driver, ironically died doing what he did best – leading a USAC sprint car race at Salem last summer.

As all of us in racing recall, young Vuky's famous grandfather, Bill Vukovich Sr., won a pair of Indy 500's and came within a whisker of winning two others before he was killed in a back straightaway crash while leading at the Brickyard in 1955. Vukovich II was just as fierce a competitor as his dad and finished second and third in back-to-back Indy 500's in 1973 and 1974. He won Indy 500 Rookie of the Year honors in 1968.

Then along came Billy III, he with the inspirational grin, calm in the most tense moments, loved by everyone and as gritty a competitor as both his dad and grandfather.

For the first time in many years, there won't be a Vukovich in the winner's circle. Billy III was the latest in the storied line of Vukovichs and his fierce competitiveness was proof enough of his heritage. Whether behind the wheel of a super modified at Phoenix International Raceway's annual Skoal Bandit Racing Copper World Classic, or in the seat of an Indy-car earning 1988 Indy 500 Rookie of the Year honors, or strapped into a sprinter, "Vuky" personified class in the sport.

There will forever be a void in auto racing and the emptiness will be felt at tracks around the country. It will be hard to forget Billy III dancing with his mom, Joyce, at the annual Coors party prior to the Phoenix Copper World Classic; no longer will we see Bill II pacing between motorhomes in the infield, not bearing to watch his talented boy whipping the field; we'll miss Bill II trying to hide the tears of love in Victory Lane that can only come from a proud father.



Rich Vogler on the Copper World's victory stand in 1989. Vogler won the midget trophy that year – his second in succession.

Photo by
Western Open Wheel Photos



Billy Vukovich III earned nearly \$500,000 in a relatively short USAC career, much of which was pocked as a result of his Indy 500 efforts.
Photo by Tim Rempe

Vogler was the epitome of the ultimate race driver.

Those of us who go back in racing further than we'd like to admit feel a tremendous loss because we are too well aware that Vogler might be the last of the grit-your-teeth, hang-on-to-your-hat drivers who were prevalent in the days of Vukovich Sr., Jimmy Bryan, Tony Bettenhausen, A.J. Foyt and others.

If there was a race of any kind and Vogler was in the vicinity, he would not only be there, but you had him to beat.

It didn't matter whether it was in an Indy car, a championship dirt car, sprint car, midget, NASCAR Winston Cup car, super modified, or what have you, Vogler was on full race.

In fact, prior to the 1990 four-division Copper World Classic at Phoenix, Vogler placed a call to the track offices and asked simply, "What does it pay to win all four classes?" He entered and competed in all four.

We recall a race a few years ago at Milwaukee, A.J. Foyt's Skoal Racing Classic, when the "Strawberry Man," J.W. Hunt, put up \$1,000 to the leader of the 63rd lap of the 100-lap champ dirt car event. Vogler was running fifth at the end of the 62nd lap when one of his crewmen held up a pitboard sign which merely read "\$." Vogler, despite a badly smoking engine, never lifted on that last lap, running rampant through traffic and beating the field to the start/finish line of the 63rd lap. Perhaps it wasn't so much for the \$1,000 as it was that something had been offered in the spirit of competition – that was all Rich Vogler needed.

Vogler never would have made it in the public relations industry, because his forte was winning and nothing ever got in the way of that goal. Few could or would ever match him.

Auto racing will continue to capture the imagination of both drivers and fans alike – it's the very nature of this purest of competitive sports. It just won't be the same without Vuky and Vogler.

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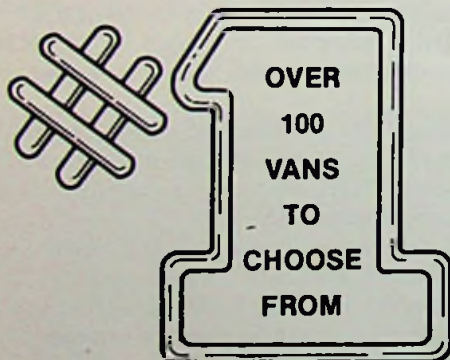
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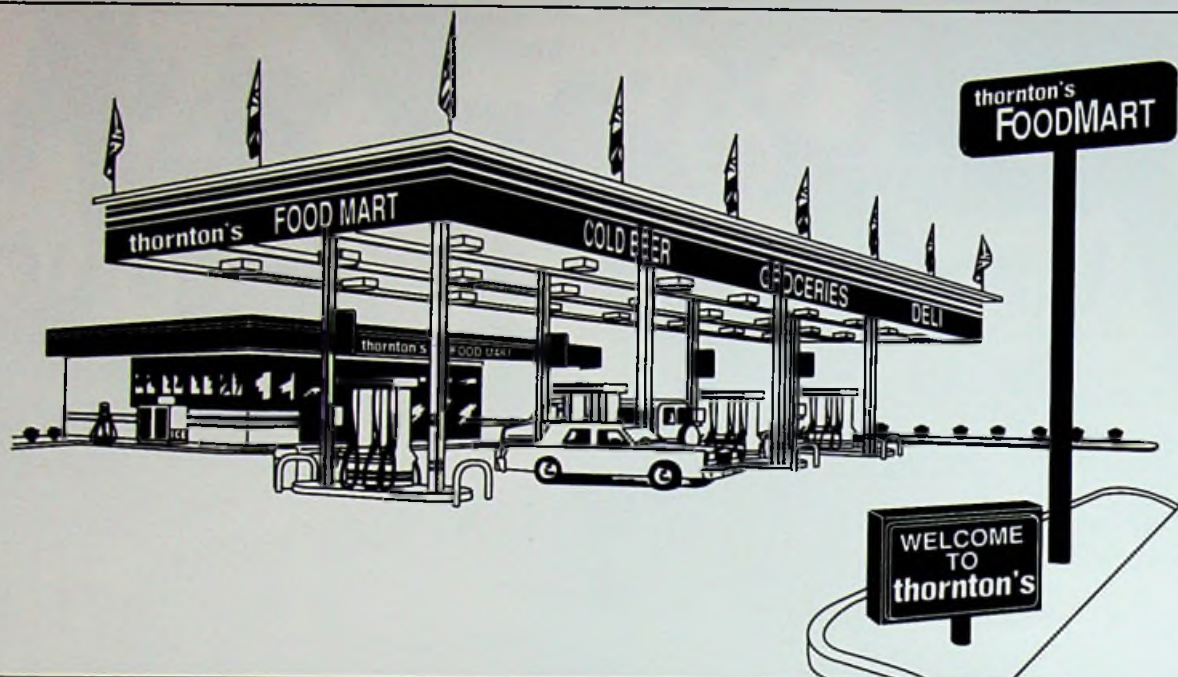


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DIRT MEAN at the 'Grounds



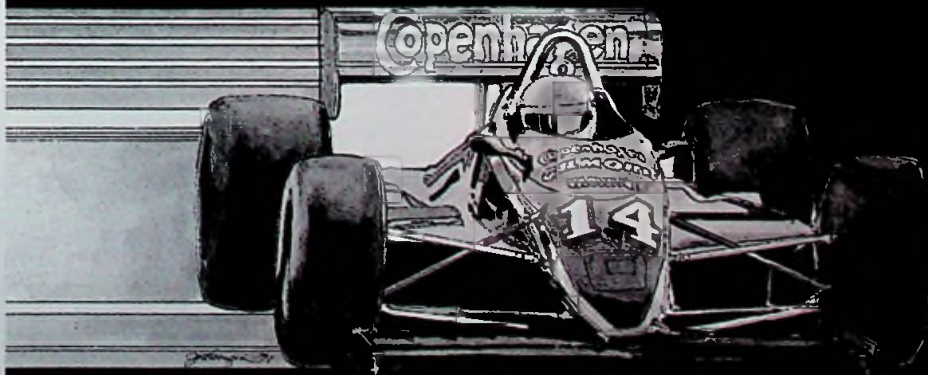
A pack of Silver Crown machines battle for position during last May's Hulman 100 at the Fairgrounds. Caught in the action are Chip Thomas (#24), Rich Vogler (#16), Brian Tyler (#25), and Wally Pankratz (#56). Of this group, Vogler finished best, recording a second-place report behind winner Jack Hewitt.

Photo by John Mahoney

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Silver Crown Drivers to Watch

Vogler-Vukovich Pacesetter Award

As you look over this selection of Hulman 100 drivers, keep in mind their thoughts during qualifying this evening. Up for grabs, courtesy of Jonathan Byrd and Ron Hemelgarn, is the Vogler-Vukovich Pacesetter Award, offered in tribute to racers Rich Vogler and Billy Vukovich III.

The award carries a \$500 payday to the fastest qualifier. However, if the fast qualifier is quick enough to establish a new Fairgrounds track record, the Pacesetter Award payout doubles to \$1,000.

The track record to beat was set by Vogler on August 27, 1989, and stands at 114.635 miles per hour.

Our thanks to Jonathan Byrd and Ron Hemelgarn for their generous remembrance of these two great racers and for making tonight's Hulman 100 such a special event for everyone.



Tom Bigelow
1974, 1975 Silver Crown Runner-Up



Steve Butler
1988 Silver Crown Champion



Bob Cicconi
10th-Year Silver Crown driver



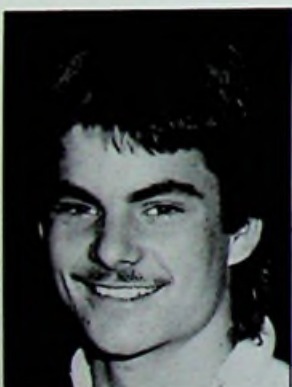
Dave Feese
5th-Year Silver Crown driver



Bob Frey
5-Time "Little 500" Champion



Eric Gordon
Top Silver Crown rookie, 1990



Jeff Gordon
Season-opening win at Phoenix



Chuck Gurney
1989 Silver Crown Champion



Jack Hewitt
1986, 1987 Silver Crown Champion



Gary Hieber
1990 Hoosier 100 winner



Andy Hillenberg
1988 Silver Crown "Most Improved"



Tray House
6th-Year Silver Crown driver



Gary Irvin
14th-Year Silver Crown driver



Brent Kaeding
1985 "Turkey Night" midget winner



Walt Kennedy
4th-year Silver Crown driver



Jim Mahoney
5th-Year Silver Crown driver



Wally Pankratz
'85-'86 Super mod series runner-up



Johnny Parsons
1988 Caruthers Award winner



Stevie Reeves
February midget win at Phoenix



Larry Rice
1977, 1981 Silver Crown Champion



Jerry Russell
Top Sprint-Car rookie, 1984



Jimmy Sills
1990 Silver Crown Champion



George Snider
Inaugural Silver Crown Champion



Jeff Swindell
Top Silver Crown rookie, 1987



Chip Thomas
3rd-Year Silver Crown driver



If you'd like to receive the latest information from A.J. Foyt on upcoming races, including the August 10 Coors Light Hoosier 100, please fill out the information below and drop it in the nearest mailbox. We'll do the rest!

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