

PRESS
Room **65TH INDIANAPOLIS 500** *Copy*
MAY 24th, 1981

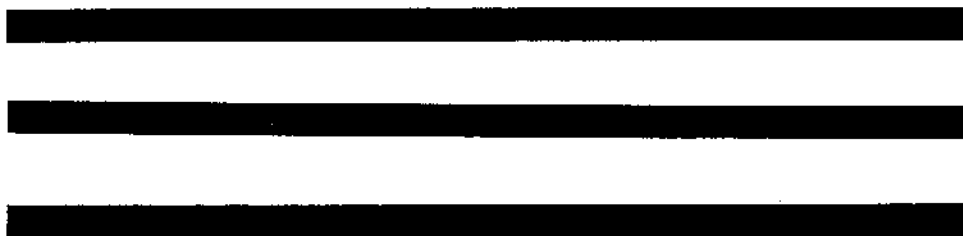
1981

DAY-BY-DAY

TRACKSIDE REPORT

FOR THE MEDIA

INDIANAPOLIS MOTOR
SPEEDWAY



1981

INDIANAPOLIS 500 PRESS INFORMATION

This press information has been compiled to give you instant background on all that has taken place during the practice and qualification periods leading up to the 65th annual 500-mile Race. It is our sincere wish that the book will assist you in completing your assignment.

The press kit includes:

- Starting Lineup
- Statistics concerning the 1981 Race
- Pit Assignments
- Chief Mechanics 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-lap qualification runs

1981 INDIANAPOLIS "500" STATISTICS

This was truly a record-setting year at Indianapolis in terms of volume...105 entries set a new record, five more than the old mark of 100 set in 1979...81 arrived at the track...65 took practice runs...46 completed qualification runs...12 cars were bumped, one qualified too slow to make the field. Cars bumped were Nos. 86 Jim Buick, #97 John Martin, #12 Johnny Parsons, #94 Bill Whittington, #98 Roger Mears, #21 Tim Richmond, #43 Tom Bagley, #99 Larry Cannon, #64 Steve Chassey, #70 Dennis Firestone, #29 Billy Engelhart, #28 Herm Johnson and #38 Jerry Karl (NOTE: #38 was subsequently reinstated in the starting field when USAC Stewards upheld his protest that Car #17 had been qualified by Jerry Sneva with illegal turbocharger boost)...There were 61 different cars making attempts, a record, with a total of 90 attempts, another record, as was the total of 44 incomplete attempts.

During the month, there were a total of 67 drivers on the track. There were 32 of last year's starting field of 33 on the track. The exception was Hurley Haywood, who was not here. There were 45 veterans and 22 rookies on the track. The veteran drivers on the track were: Mario Andretti, Tom Bagley, Gary Bettenhausen, Tom Bigelow, Larry Cannon, Pancho Carter, Wally Dallenbach, Larry Dickson, Billy Engelhart, Dick Ferguson, Dennis Firestone, A. J. Foyt, Spike Gehlhausen, Bob Harkey, Jim Hurtubise, Bubby Jones, Gordon Johncock, Jerry Karl, Sheldon Kinser, Steve Krisiloff, Greg Leffler, Jim McElreath, John Mahler, John Martin, Rick Mears, Mike Mosley, Danny Ongais, Johnny Parsons, Roger Rager, Larry Rice, Tim Richmond, Johnny Rutherford, Vern Schuppan, Joe Saldana, Dick Simon, Gordon Smiley, Tom Sneva, Jerry Sneva, George Snider, Phil Threshie, Al Unser, Bobby Unser, Bill Vukovich, Bill Whittington, Don Whittington. The rookies were: Patrick Bedard, Tony Bettenhausen, Geoff Brabham, Scott Brayton, Jim Buick, Phil Caliva, Mike Chandler, Steve Chassey, Josele Garza, Pete Halsmer, Ken Hamilton, Herm Johnson, Tom Klausler, Phil Krueger, Bob Lazier, Chip Mead, Roger Mears, Jerry Miller, Bill Tempero, Bob Frey, Harry MacDonald, Rich Vogler.

STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS

1st -- 11	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	

Johnny Rutherford in 1980 was the 11th driver to win from the pole position and the second in a row (Rick Mears also started on the pole in 1979). If the above positions which have zeroes remain zeroes, the following drivers would have no chance of winning this year: Gordon Smiley, Al Unser, Kevin Cogan, Tony Bettenhausen, Vern Schuppan, Sheldon Kinser, Pete Halsmer, Don Whittington, Tim Richmond, Scott Brayton, Tom Klausler, Jerry Karl and Mario Andretti.

Bobby Unser and Mike Mosley appear to have the best starting spots from the statistical standpoint, since first-place starters have won 11 times and second-place starters 10 times.

For the second straight year, there will be no woman starter in the race. Janet Guthrie, only woman who ever made the field, did not participate this year. She was in the 1977, 78, 79 races.

FORMER WINNERS IN THE 1981 RACE -- 7

A. J. Foyt Jr. (1961, 64, 67, 77)	Al Unser (1970, 71, 78)
Johnny Rutherford (1974, 76, 80)	Bobby Unser (1968, 75)
Mario Andretti (1969)	Gordon Johncock (1973)
	Rick Mears (1979)

Youngest winner.....Troy Ruttman (1952) 22 years old.
Oldest winner.....Sam Hanks (1957) 42 years, 331 days.
Closest finish.....1937 - Wilbur Shaw won by only 2.16 seconds
over Ralph Hepburn.
Largest winning margin.....1913 - Jules Goux was 13 minutes 8 and 40/100ths
seconds ahead of Spencer Wishart.
Least cars to complete the distance.....1 (1926) Frank Lockhart
(1950) Johnny 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), Al Unser (1970,71,78) and Johnny Rutherford (1974,76,80. Two-time winners, besides Milton, are Vukovich (1953-54), Rodger Ward (1959,62) and Bobby Unser (1968,

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 1979 race winner, Rick Mears, gave car #9 its second Indy victory; the other one was by Sam Hanks in 1957. Car #2 leads in victories with eight; Car #1 has seven; Cars #3 and #14 have five; and #16 has four.

FORMER ROOKIE WINNERS - 6

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

RACE WINNERS FROM THE POLE POSITION - 10

1922 - Jimmy Murphy	1953 - Bill Vukovich	1976 - Johnny Rutherford
1923 - Tommy Milton	1956 - Pat Flaherty	1979 - Rick Mears
1930 - Billy Arnold	1963 - Parnelli Jones	1980 - Johnny Rutherford
1938 - Floyd Roberts	1970 - Al Unser	

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

1952	Art Cross	20- 5	1966	Jackie Stewart	11- 6
1953	Jimmy Daywalt	21- 6	1967	Denis Hulme	24- 4
1954	Larry Crockett	25- 9	1968	Bill Vukovich, Jr.	23- 7
1955	Al Herman	16- 7	1969	Mark Donohue	4- 7
1956	Bob Veith	23- 7	1970	Donnie Allison	23- 4
1957	Don Edmunds	27-19	1971	Denny Zimmerman	28- 8
1958	George Amick	25- 2	1972	Mike Hiss	25- 7
1959	Bobby Grim	5-26	1973	Graham McRae	13-19
1960	Jim Hurtubise	23-18	1974	Duane Carter, Jr.	21- 7
1961	Parnelli Jones and Bobby Marshman	5-12 23- 7	1975	Bill Puterbaugh	15- 7
1962	Jim McElreath	7- 6	1976	Vern Schuppan	17-18
1963	Jim Clark	5- 2	1977	Jerry Sneva	16-10
1964	Johnny White	21- 4	1978	Larry Rice and Rick Mears	30-11 3-23
1965	Mario Andretti	4- 3	1979	Howdy Holmes	13- 7
			1980	Tim Richmond	19- 9

DRIVER STATISTICS

Oldest driver.....Bobby Unser (47-born 2/20/34)
Youngest driver.....Scott Brayton (22-born 2/20/59)
Josele Garza (22-born 3/15/59)
Tallest driver.....Two way tie between Sheldon Kinser and Bob Lazier (6'2")
Shortest driver... ..Mario Andretti - 5'6".

Second generation drivers in the race are Pancho Carter and Tony and Gary Bettenhausen and Scott Brayton. Carter is the son of Duane Carter. Tony and Gary are the sons of Tony Bettenhausen Sr., killed here in a 1961 practice accident. Brayton is the son of Lee Brayton who attempted unsuccessfully to make the race.

LAP LEADERS IN THIS YEAR'S FIELD

Al Unser.....534	Danny Ongais.....71
A.J. Foyt.....523	Rick Mears.....35
Bobby Unser.....351	Tom Sneva.....23
Johnny Rutherford..293	Pancho Carter..... 8
Gordon Johncock....230	Steve Krisiloff..... 5
Mario Andretti.....142	Mike Mosley..... 3
Gary Bettenhausen..138	Tim Richmond..... 1

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



<u>YEAR</u>	<u>PACE CAR</u>	<u>DRIVER</u>	<u>YEAR</u>	<u>PACE CAR</u>	<u>DRIVER</u>
1911	Stoddard-Dayton	Carl G. Fisher	1949	Oldsmobile	Wilbur Shaw
1912	Stutz	Carl G. Fisher	1950	Mercury	Benson Ford
1913	Stoddard-Dayton	Carl G. Fisher	1951	Chrysler	Dave Wallace
1914	Stoddard-Dayton	Carl G. Fisher	1952	Studebaker	P. O. Peterson
1915	Packard "5"	Carl G. Fisher	1953	Ford	William C. Ford
1916	Premier "6"	Frank E. Smith	1954	Dodge	William Newburg
1919	Packard V-12	Col. J.G. Vincent	1955	Chevrolet	T.H. Keating
1920	Marmon V-16	Barney Oldfield	1956	DeSoto	L.I. Woolson
1921	H.C.S. "6"	Harry C. Stutz	1957	Mercury	F.C. Reith
1922	National "8"	Barney Oldfield	1958	Pontiac	Sam Hanks
1923	Duesenberg "8"	Fred Duesenberg	1959	Buick	Sam Hanks
1924	Cole V-8	Lew Pettijohn	1960	Oldsmobile	Sam Hanks
1925	Rickenbacker "8"	E.V. Rickenbacker	1961	Ford	Sam Hanks
1926	Chrysler "8"	Louis Chevrolet	1962	Studebaker	Sam Hanks
1927	LaSalle V-8	"Big Boy" Raeder	1963	Chrysler	Sam Hanks
1928	Marmon	Joe Dawson	1964	Ford	Benson Ford
1929	Studebaker	George Hunt	1965	Plymouth	P.N. Buckminster
1930	Cord V-8	E.L. Cord	1966	Mercury	Benson Ford
1931	Cadillac	"Big Boy" Raeder	1967	Camaro	Mauri Rose
1932	Lincoln	Edsel Ford	1968	Ford	William C. Ford
1933	Chrysler	Byron Foy	1969	Chevrolet	Jim Rathmann
1934	LaSalle	"Big Boy" Raeder	1970	Oldsmobile	Rodger Ward
1935	Ford V-8	Harry Mack	1971	Dodge	Eldon Palmer
1936	Packard	Tommy Milton	1972	Oldsmobile	Jim Rathmann
1937	LaSalle	Ralph DePalma	1973	Cadillac	Jim Rathmann
1938	Hudson	Stuart Baits	1974	Oldsmobile	Jim Rathmann
1939	Buick	Charles Chayne	1975	Buick	James Garner
1940	Studebaker	Harry Hartz	1976	Buick	Marty Robbins
1941	Chrysler	A.B. Couture	1977	Oldsmobile	James Garner
1946	Lincoln V-12	Henry Ford II	1978	Corvette	Jim Rathmann
1947	Nash	George W. Mason	1979	Ford Mustang	Jackie Stewart
1948	Chevrolet	Wilbur Shaw	1980	Pontiac	Johnnie Parsons
			1981	Buick	Duke Nalon

1981 SPIN AND WRECK REPORT

- May 4, 1981 - Monday
1. Time: 2:11 p.m.
Gordon Smiley in the #60 STP Intermedics/Goodyear Wildcat/Cosworth blew right rear tire (he said, "I must have run over some debris on the track"), spun one complete time (no contact). Slid 410 feet in Turn - 4 (NW).
- May 4, 1981 - Monday
2. Time: 5:21 p.m.
Pete Halsmer in the #79 Hubler Chevrolet/KISS 99/ Colonial Bakery Penske/Cosworth lost control coming out of Turn-4 (NW), spun 1 complete time (slid 720 feet) made contact with inside wall. Slid away from wall an additional 50 feet. Driver - checked and released from track hospital. Car - damage to front and right rear.
- May 7, 1981 - Thursday
3. Time: 2:53 p.m.
Billy Engelhart in the #29 Beaudoin Racing McLaren/ Cosworth lost control out of Turn-1 (SW) slid 520 feet, hit wall with right rear, then hit with right front 40 feet later. Slid along wall 160 feet. Driver - checked at track hospital and released. Car - extensive damage to right side.
- May 9, 1981 - Saturday
4. Time: 1:56 p.m.
John Mahler in the #92 Duke Racing Penske/Offy and Jim Buick in the #86 Buick Eagle/Chevy were involved during practice on a qualifying day. Car #92 did $\frac{1}{2}$ spin in Turn-1 (SW), slid 240 feet, hit inside wall with front of car, slid an additional 410 feet to infield grass. Car #86 did $\frac{1}{2}$ spin to avoid Mahler, slid 400 feet to infield. Both drivers were okay. There was extensive damage to front of #92; no damage to #86.
- May 12, 1981 - Tuesday
5. Time: 1:42 p.m.
Larry Cannon in the #96 Kraco Car Stereo Wildcat/ SGD locked it up coming out of Turn-4 (NW), got sideways, slid 560 feet, came to stop in middle of track. (No Contact).
- May 12, 1981 - Tuesday
6. Time: 2:50 p.m.
Phil Krueger in #89 Joe Hunt Magneto Eagle/Chevy got low coming out of Turn-2 (SE), spun one time while sliding 440 feet to inside wall. Hit wall with left side, continued along wall (in the grass) 220 feet. Driver okay. Car had extensive damage to left side.
- May 12, 1981 - Tuesday
7. Time: 3:22 p.m.
Phil Caliva in #47 CHC Intersec Racing, Team McLaren/ Chevy got high in Turn-1 (SW), spun one time, sliding 550 feet, hit wall with left front, did $\frac{1}{2}$ spin away from wall for 250 feet, climbed wall with right side, fell back on track an additional 160 feet. Hurst tool needed to remove Caliva. Driver had deep bruise to right thigh; x-rays taken and released. Extensive damage to car.
- May 12, 1981 - Tuesday
8. Time: 5:52 p.m.
Tim Richmond in #21 UNO/Guarantee Auto/Valvoline/WTTV Penske/Cosworth had rear end break loose, got sideways coming out of Turn-4 (NW). Spun one time, approximately 500 feet, no contact.
- May 13, 1981 - Wednesday
9. Time: 1:34 p.m.
Joe Saldana in #69 Hoffman Auto Racing Lightning/ Cosworth had apparent wing failure problem in Turn-3 (NE). Drove into wall, 340 feet, with throttle stuck. Slid along wall 510 feet, slid away from wall 180 feet. Driver checked by Dr. Thomas Hanna and released. Car had extensive damage to right side.

SPIN AND WRECK REPORT

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May 13, 1981 - Wednesday
10. Time: 4:22 p.m.

Spike Gehlhausen in #34 21st Century/National Health Spas Eagle/Cosworth, from middle of Turn-3 (NE) drove it into the outside wall, 380 feet, hitting with right side; got on top of wall (tore light fixture loose 3 feet above wall). Continued 1060 feet across track down into infield grass at start of Turn-4 (NW). Driver suffered abrasions to left hand and cuts on lower leg. Treated and released. Car had extensive damage.

May 15, 1981 - Friday
11. Time: 5:28 p.m.

Steve Kinser in #78 Stanton Racing Products Penske/Cosworth got low in Turn-1 (SW), did $\frac{1}{2}$ spin, slid 600 feet, hit wall with left side, slid an additional 60 feet with $\frac{1}{2}$ spin, then another 160 feet, hit wall again. Continued 850 feet into Turn-2 (SE) infield grass. Driver checked at track hospital and released. Car had moderate damage.

May 17, 1981 - Sunday
12. Time: 10:23 a.m.

Spike Gehlhausen in #34 21st Century/National Health Spas Penske/Cosworth (formerly #23) spun once in south short chute, slid 600 feet, no contact.

May 17, 1981 - Sunday
13. Time: 10:52 a.m.

Roger Mears in #98 Guiffre Brothers Cranes King/Chevy lost control in the south short chute, spun $2\frac{1}{2}$ times while sliding 750 feet.

May 17, 1981 - Sunday
14. Time: 12:14 p.m.

Phil Krueger in #89 Joe Hunt Magneto Eagle/Chevy broke loose in Turn-3 (NE), slid 240 feet into wall, hitting with right side, slid 80 feet along wall, then away from wall an additional 860 feet (making two complete spins) stopped in Turn-4 infield. Driver suffered fractured and dislocated right shoulder, 2 fractured ribs, first degree facial burns taken to Methodist Hospital. (Released on May 20, 1981).

May 17, 1981 - Sunday
15. Time: 2:43 p.m.

Spike Gehlhausen in #34 21st Century/National Health Spas Penske/Cosworth (formerly #23) lost control in Turn-3 (NE) spun one time, sliding 450 feet, hit outside wall, did $\frac{1}{2}$ spin, sliding 180 feet off wall. Driver suffered bruises to both heels. Released from track hospital. Car had front-end damage.

1981 INDIANAPOLIS 500 ROOKIE TEST REPORT

Rookie tests in 1981 were conducted in two phases of 70 laps (50 miles) each; the first phase at 150-plus m.p.h. and the second phase at 170 or above. The last 10 laps of Phase 2 for drivers taking their first-year test were observed by a crew of veteran drivers. Refresher tests were 20 laps (50 miles) at 170 or above, according to bulletin.

TWO PHASE -- FIRST YEAR DRIVERS' ROOKIE TESTS:

1. Geoff Brabham, #50 Penske/Cosworth: 5/2, 160, 170 and OK.
2. Josele Garza, #55 Penske/Cosworth: 5/2, 160, 170 and OK.
3. Bob Lazier, #35 Penske/Cosworth: 5/2, 160; 5/3, 170 and OK.
4. Lee Brayton, #37 Penske/Cosworth: 5/2, 160; 5/3, 170 and OK.
5. Bob Frey, #71 Eagle/Offy; 5/2, 160; 5/15, 170 and OK.
6. Harry MacDonald, #45 Lola/Cosworth: 5/2, 160; 5/4, 170 and OK.
7. Chip Mead, #49 Eagle/Cosworth; 5/3, 160; 5/4, 170 and OK.
8. Steve Chassey, #64 Eagle/Chevy: 5/4, 160; 5/4, 170 and OK.
9. Michael Chandler, #72 Penske/Cosworth: 5/3, 160, 170 and OK.
10. Jim Buick, #86 Buick Eagle/Chevy: 5/3, 160; 5/4, 170 and OK.
11. Kevin Cogan, #32 Phoenix/Cosworth; 5/4, 160, 170 and OK.
12. Phil Krueger, #89 Eagle/Chevy: 5/4, 160; 5/7, 170 and OK.
13. Pat Bedard, #17 Vollstedt/Offy: 5/4, 160; 5/7, 170 and OK.
14. Tom Klausler, #51 Schkee/Chevy-turbo: 5/6, 160; 5/7, 170 and OK.
15. Ken Hamilton, #63 Riley/Chevy: 5/7, 160; 5/12, 170 and OK.
16. Jerry Miller, #65 Kingfish/Chevy: 5/6, 160; 5/8, 170 and OK.
17. Steve Kinser, #78 Penske/Cosworth: 5/15, 160, 170 and OK.

There were no refresher tests taken this year. There were no incomplete tests, either.

SPECIAL NOTE:

The following drivers were not required by USAC to take either the full rookie test or a refresher test because of previous racing experience:

Tony Bettenhausen
Phil Caliva
Pete Halsmer
Herm Johnson
Roger Mears
Bill Tempero
Rich Vogler

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65TH
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Saturday, May 2, 1981 -- #1

The two rookie drivers who are supplying most of the international flavor for the 65th Indianapolis 500-mile Race made an extremely happy man out of car owner Dave Psachie--a rookie at Indianapolis himself--on the opening day of practice for the 1981 classic.

Josele Garza, a Mexican, and Geoff Brabham, an Australian, zoomed through the complete 40 laps of their drivers' tests faultlessly in the white, red and green Psachie/Garza Racing Penske/Cosworths, Garza in #55 and Brabham in #50.

Garza also turned in the second fastest speed of the first day, a lap at 180.9, which was exceeded only by the 181.125 recorded by veteran Pancho Carter in the #75 Alex Foods Lightning/Cosworth. Both Rookies received quick approval from veteran drivers.

Attendance was heavy both in the stands and on the track on opening day, with 24 cars taking to the track, a near-record number exceeded only by the 27 cars on the opening day of 1974, which was a Monday due to curtailment of the Speedway schedule due to the gasoline shortage.

Among the first to congratulate the pair of foreign-born rookies was Speedway President John R. Cooper, who participated in the traditional opening day festivities with Mayor William H. Hudnut III, Mrs. Mari Hulman George and the Speedway High School band among others.

Garza, a 22-year-old resident of Mexico City, is the scion of a leading Mexican banking family. Brabham, a 29-year-old who now lives in San Clemente, CA. is the son of Jack Brabham, a three-time world Grand Prix champion who brought the rear-engined Revolution to Indianapolis when he ran an underpowered Cooper-Climax here in 1961. Geoff hit 179 plus today.

Psachie said that the major sponsor of the cars is the Mexican national government rather than Pemex, the national petroleum company of Mexico as reported in some quarters.

The Garza-Brabham test was unique in that the cars ran the final phase under the eyes of the "jury" in tandem fashion, 100 feet or so apart most of the time, with Brabham in the lead car.

Larry (Boom Boom) Cannon, the Danville (IL.) barber-politician, was the first driver to take to the track. Driving the #96 Kraco Car Stereo Wildcat/SGD, Cannon led a procession of four cars out onto the track after the green came on at 1:05 p.m.

Chief Steward Tom Binford lifted the lid on speed at 3 p.m., removing the 170-miles an hour limit, and several drivers took advantage of it quickly.

Veteran Tom Bigelow of Whitewater, WI., always a fan favorite, got 175.987 out of the #56 Genesee Beer Wagon Penske/Chevy, to bring cheers from stock-block friends, as well as Bigelow supporters.

Lightnin' Larry Dickson posted a 173.6 speed in the #31 Machinists Union Racing IAM/Cosworth before taking off for the Indiana State Fairgrounds to run in a USAC Silver Crown race Saturday night on the dirt, along with Bigelow and others of the Speedway cast.

Rookie Pete Halsmer posted a 171.885 speed in the #79 Hubler Colonial Bakery Chevrolet/KISS 99 Penske/Cosworth.

Another happy rookie was Bob Lazier of Vail, CO., a road racing graduate who got 174.927 out of his #35 Montgomery Ward Auto Club Penske-Cosworth after completing the initial 160 phase of his test. Also finishing the 160 phase was Harry McDonald, Bloomfield Hills (MI.) attorney, in the #45 Armstrong Mould Lola/Cosworth.

Rookie Scott Brayton of Coldwater, MI., a second-generation driver and son of Lee Brayton who failed in his attempt to crack the 500 field, passed his first test phase in the #37 Brayton Racing Penske/Cosworth.

Beautiful sunny and mild weather blessed the opening-day speed burst, with more of the same predicted for Sunday, when practice is scheduled from 11 a.m. to 6 p.m.

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Sunday, May 3, 1981 -- #2

Al Unser, who is bidding to join A. J. Foyt as a four-time winner of the Indianapolis 500-Mile Race, became the first driver to top the 190 mark in the 1981 practice period a few minutes before the 6 p.m. closing Sunday.

The 1970-71-78 winner, who had his problems last year in development with a new car, looked super-slick with a 190.395 run in the #88 Longhorn Racing Longhorn/Cosworth.

That shot down the 188.916 posted about half an hour earlier by "Retread Rookie" Bill Alsup, who has won Rookie-of-the-Year honors in both CART (1979) and USAC (1980) and would love to add the 1981 Indianapolis 500 neophyte award to his laurels. The 42-year-old Alsup has shown great promise in two previous attempts to gain the 500 field, but his efforts have been doomed by bad luck. In 1979, the Woodstock, VT., resident passed his driver's test and qualified at 187.744. But the run was disallowed when officials discovered his car had used the same engine used by a previous qualifier--Bobby Unser. Alsup attempted to re-qualify and was running plenty fast enough to make the race but crashed coming out of Turn #1 before completing the run. He also qualified for the 1980 500 but was bumped from the lineup and wound up as second alternate.

The rookies continued to be in the Speedway spotlight as a beautiful mild and sunny day brought out 30 cars for practice runs.

Bob Lazier, Lee Brayton and Mike Chandler finished drivers' tests and got the okay of a jury of veteran drivers, joining Josele Garza and Geoff Brabham in the list of rookies who have received the green light.

Lazier a 42-year-old Vail, CO. resident, then turned in the day's third fastest speed of 185.912 in the #35 Montgomery Ward Auto Club Penske/Cosworth. Brayton got to 183.038 in the #37 Brayton Racing Penske/Cosworth.

Rick Mears, 1979 winner, was just behind Lazier with 184.8 in the #6 Gould Charge Penske/Cosworth.

Brabham got an opportunity to show his Daddy, Jack Brabham, the three-time world GP champion, how to do it in the current Indy scene and responded with a 183.973 clocking in the #50 Psachie-Garza Racing Penske/Cosworth. The elder Brabham arrived at the track after a cross-county auto journey to see the beauties of America. The Australian driver started the "Rear Engine Revolution" at Indianapolis with an under-powered Cooper Climax which he drove to ninth place in 1961.

Pancho Carter got 183.449 out of the #5 Alex Food Penske/Cosworth after running in his backup car Saturday.

Garza joined teammate Brabham in moving up the speed ladder with a 182.371 lap in the #55 Psachie-Garza Racing Penske/Cosworth.

Chip Mead passed the 160 phase of his test in the White Castle/Q95 Starcruiser Eagle/Cosworth, as did Jim Buick in the #86 Buick Eagle/Chevy.

Both rookie Phil Krueger and veteran Bob Harkey practiced in the #89 Joe Hunt Magneto Eagle/Chevy.

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65TH
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Monday, May 4, 1981 -- #3

Bobby Unser brought forth speculation of an upcoming 200-miles-an-hour qualifying lap when he zoomed around the Indianapolis Motor Speedway at 197.715 Monday to pace a parade of former 500 winners into the 190 bracket. It was the fastest practice speed in three years here.

On only his second day on the track, the elder Unser pushed the practice pace to less than 2½ mph from the "magic 200 mark" and people were starting to say, "It can be done Saturday if conditions are right." Bobby, the 1968-75 winner, was driving the #3 Norton Spirit Penske/Cosworth, one of the new PC9-B's.

Not too far behind him in progress was his teammate, 1979 victor Rick Mears, with 195.993 in the similar #6 Gould Charge Penske Cosworth.

Bobby's younger brother, three-time winner Al Unser (1970-71-78) moved up to 192.967 in his #88 Longhorn Racing Longhorn/Cosworth. Another three-time victor, defending champion Johnny Rutherford (1974-76-80) quickly got up to 192.431 in his first day out in the #1 Pennzoil Chaparral/Cosworth. And, Gordon Johncock, the 1973 winner, was only a tick off the 190 pace with a 189.953 lap in his #20 STP Oil Treatment Wildcat/Cosworth.

The day, sunny at the start and clouding up progressively, also brought both the first spin and the first wall-smacking incident of the 1981 season. Gordon Smiley accounted for the former when he did one complete spin coming through Turn #4 (NW) in the #60 Patrick Racing Team Wildcat/Cosworth and slid 410 feet without hitting anything. Smiley said he ran over some debris on the track, causing the right rear tire to blow.

Rookie Pete Halsmer wasn't so lucky. He lost control of his #79 Hubler Chevrolet/KISS 99 Penske/Cosworth coming off of Turn #4 (NW), did one complete spin, slid 72 feet into the inside wall, whanged the concrete and slid another 50 feet away from the wall. Halsmer was unhurt but there was severe damage to the front and right rear of the car and it appeared the tub may be bent. Halsmer had run 182.709 just before the mishap.

Rookie Bill Alsup continued to look sharp as he got the third Penske team car, the #7 A.B. Dick Pacemaker Penske/Cosworth, also a PC-9B, up to 191.163 just before the track closed at 6 p.m.

Another impressive rookie was Bob Lazier with 189.2 in the #35 Montgomery Ward Auto Club Penske/Cosworth.

Pancho Carter moved up to 187.897 in the #5 Alex Foods Penske/Cosworth as he continued to show steady speed gain. Tom Sneva, the former high school principal who has finished third in three out of the last four 500's, got to 185.912 in George Bignotti's #2 Bignotti-Cotter Phoenix-March/Cosworth. Don Whittington, a Speedway sophomore, got to 185.758 in the #91 Road Atlanta Racing March/Cosworth which is assigned to his rookie brother, Bill. Smiley showed that the spin didn't effect him by running 184.729 later in the day.

Geoff Brabham got 184.275 out of the #50 Psachie-Garza Racing Penske/Cosworth. Bill Engelhart was at 183.561 in the #29 Beaudoin Racing McLaren/Cosworth. Sheldon Kinser, driving the #81 Sergio Valente Longhorn/Cosworth, reached 183.299. Dennis Firestone hit 180.905 in the #70 Rhoades Penske/Cosworth.

In addition to moving his own car near the 190 mark, Johncock also did some testing work for his fellow Coldwater, Md., townsman Scott Brayton, son of ex-driver Lee Brayton.

And, the King made his first appearance. A. J. Foyt, having arrived at the track Sunday night from the bedside of his gravely ill mother at Houston, TX. shook down his new Bob Riley-designed #14 Valvoline-Gilmore Coyote/Cosworth. Foyt said that he realized there was nothing further he could do in Houston to help his mother, who has suffered recurring heart problems. But he added that he did promise her before leaving that he would "win #5 for her."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Tuesday, May 5, 1981 -- #4

In response to rainy-day speculation by several well-known drivers and owners that the '82 Indianapolis 500 would be sanctioned by CART, Speedway President John Cooper told a reporter this afternoon, "There is absolutely no chance of that. We have said over-and-over that we are committed to having an independent sanctioning body, one whose policy is not ultimately established or administered by active participants. We looked at all the options after last year's race and decided that the restructured USAC had the best plan for insuring that all participants would receive fair and impartial rules administration from experienced and competent officials.

"Looking ahead, I discussed with Dick King (president of USAC) last week the idea of scrapping year-to-year Sanction Agreements in favor of a five-year contract between USAC and Indianapolis. I think this will appeal to other tracks as well, and I hope USAC is at work on such a program. It should add stability to Championship racing and put an end to foolish speculation about 1982 and beyond."

All activity on the Speedway track was knocked out for the day by rains which came just before the scheduled 11 a.m. opening time and lasted all day. Chief Steward Tom Binford ordered the track closed at 3:15 p.m. when it became apparent that there was no chance for any practice time because of the time it takes for the track to dry.

The number of Rookies who have passed driver's tests in 1981 was swelled to nine on Monday when four more drivers completed the final 170-plus phase and received approval from a jury of veteran drivers. They are: Kevin Cogan, #32 Jerry O'Connell Racing Phoenix/Cosworth; Harry MacDonald, #45 Armstrong Mould Lola/Cosworth; Chip Mead, #49 White Castle/Q95 Starcruiser Eagle/Cosworth, and Jim Buick, #86 Buick Eagle/Chevy. Completing the 160 phase of their tests were Pat Bedard, #17 Escort Radar Detector Vollstedt/Offy and Phil Krueger, #89 Joe Hunt Magneto Eagle/Chevy.

At closing time today, there were 73 cars actually at the track. It will take only four more arrivals to tie the record of 77 cars which got here in 1980, and five to set a new arrival mark.

Fifty-seven cars have passed their initial inspection and 10 more were in the process. A whopping total of 72 drivers have passed physicals, which is believed to be a record.

Some of the most intense work at the Speedway was going on in Garage #71 where mechanics were rebuilding the #79 Hubler Chevy/KISS 99 Colonial Bakery Penske/Cosworth which was crashed by Rookie Pete Halsmer Monday on the Northwest (#4) turn. They discovered the tub was only "wrinkled" and could be straightened and they hope to have Pete back on the track by Friday.

Chief Mechanic Ron Baddely and his five aides planned to work all night Tuesday on the car. Baddely said he believes there is about 36 hours worth of work to straighten the tub, an operation that is being performed by Bill Finley, a long-time chief mechanic at the track. Halsmer said he hopes to test the car Friday and evaluate the performance with an eye to qualifying this weekend.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Wednesday, May 6, 1981 --- #5

Mario Andretti, the 1969 Indianapolis 500 winner and 1978 World Grand Prix champion, provided most of the excitement on a very busy, very windy day at the Speedway. The 42-year-old Nazareth, PA. resident turned the day's fastest lap at 194.300 miles per hour just before the 6 p.m. closing time and only a few minutes after he had caused some excitement and turned on the yellow caution light by getting up high between Turns 3 and 4.

An observer thought he touched the wall, apparently, but Andretti said that his #40 STP Oil Treatment Wildcat/Cosworth only "kicked up some dust." He exhibited his unmarked right-side Goodyears to show that he never made contact.

The gusty winds prevented any real high speed being attained to match the 197.715 that Bobby Unser had turned in on Monday before rain washed out the whole day of practice on Tuesday. But there certainly was quantity as 49 cars were on the track--tying the record high for any practice day in race history.

Bobby U. took second-fast honors for the day with 193.715 in his #3 Norton Spirit Penske/Cosworth. Andretti's teammate, Gordon Johncock, also turned in a quick late run in his #20 STP Oil Treatment Wildcat/Cosworth, hitting 193.423. Unser's teammate, Rick Mears in the #6 Gould Charge Penske/Cosworth was next at 192.266.

Three-time winner Johnny Rutherford was at 191.652 in the #1 Pennzoil Chaparral/Cosworth. Al Unser, another three-time victor, got 189.633 out of the #88 Longhorn Racing Longhorn/Cosworth. Danny Ongais, driving one of the most outstanding-looking cars at the track, the #25 Interscope Racing Interscope/Cosworth, got in his best speed so far of 188.566.

Gordon Smiley, the third member of the Patrick team, was close behind at 188.521 in the #67 Patrick Racing Team Wildcat/Cosworth.

Don Whittington was timed at 188.482 in the #91 Road Atlanta Racing March/Cosworth, which is assigned to his younger brother, Dale, a rookie. The third brother, Bill Whittington, also practiced in the same car at 185.681.

Four-time winner A.J. Foyt got in his best speed so far of 184.237 on his second day on the track in the #14 Valvoline-Gilmore Coyote/Cosworth. Rookie Josele Garza, the Mexican representative at the 500, went 182.666 in the #55 Psachie-Garza Racing Penske/Cosworth.

Billy Engelhart, a Speedway sophomore, was at 181.196 in the #29 Beaudoin Racing McLaren/Cosworth. Rookie Kevin Cogan raised some eyebrows with a 180.868 trip in the #32 O'Connell Racing Phoenix/Cosworth. And Gary Bettenhausen got 180.036 out of his backup #18 Hopkins Lightning turbo-Chevy--the high rocker-arm engine speed reported so far this month.

At day's end, there had been a total of 23 cars with 24 different drivers (the Whittingtons sharing one) reaching 180 or better so far in the practice period.

Causing something of a minor sensation in the late afternoon was the first Speedway track appearance of outlaw superstar Steve Kinser of Bloomington, IN. The mustachioed blond bomber took the #78 Stanton Racing Products Penske/Cosworth out and got in three laps of the initial 160-plus phase of his driver's test before he was black-flagged for oiling the track. Tom Klausler completed the first phase of his test in the #51 IDS Idea Schkee/Chevy. Another rookie, Jerry Miller, got in five good laps in the #55 Luxury Racers Kingfish/Chevy.

At day's end, there were 75 cars at the track--only two short of the record. Fifty-seven had passed initial inspection and 72 drivers had completed physical exams.

Work was reported proceeding on schedule on rebuilding the #79 Hubler Chevrolet/KISS 99/Colonial Bakery Penske/Cosworth that Pete Halsmer wrecked Monday. The team plans to be ready to run either late Friday afternoon or when the track opens Saturday.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Thursday, May 7, 1981 -- #6

The Speedway enjoyed its busiest practice day in history Thursday with 51 cars taking advantage of sunny but chilly weather and eight of them getting into the 190 miles-an-hour bracket.

For the second straight day, Mario Andretti had the top speed in his #40 STP Oil Treatment Wildcat/Cosworth. He got to 195.143 today, a slight improvement over the 194.300 he had run on Wednesday.

Teammate Gordon Johncock kept right on Mario's heels with a 194.847 lap in the #20 STP Oil Treatment Wildcat/Cosworth, making happy men out of Team Chief Jim McGee and his two drivers.

The new record for track activity was set at 5:35 p.m. when Roger Rager/pulled his #66 Seymour Enterprises Wildcat Chevy onto the track--the 50th car of the day. The old record of 49 was set in 1961 and tied in 1978. John Martin boosted the total to 51 a few minutes later in the #57 Metro Bldg. McLaren/Offy.

Bobby Unser, who has the month's fastest practice speed of 187.715 on Monday, got to 194.3 today in his #3 Norton Spirit Penske/Cosworth.

In the 193 bracket were defending champion and three-time winner Johnny Rutherford and charger Danny Ongais. Rutherford got 193.590, his best speed so far in the #1 Pennzoil Chaparral. Ongais, driving the #25 Interscope Racing Interscope/Cosworth that has been dubbed the "Batmobile", got to 193.298, also his best so far.

In the 192 bracket were sophomore Gordon Smiley, third member of the Patrick team, with 192.636 in the #60 Intermedics/Patrick Racing Wildcat/Cosworth, and A.J. Foyt, the race's only four-time winner, with 192.267 in the beautiful new #14 Valvoline-Gilmore Coyote/Cosworth, also their best speeds so far.

Don Whittington, still working in the #91 Road Atlanta Racing March/Cosworth which is assigned to his brother, Dale, a Speedway rookie, got his top speed of 190.799.

Mexican rookie Josele Garza brought smiles to the faces of co-owner Dave Psachie and the Psachie-Garza team with a crew clocking of 188.9 in the #55 Penske/Cosworth.

Rick Mears test-hopped the #7 A.B. Dick Pacemaker Penske/Cosworth assigned to teammate Bill Alsup at 186.431. Gary Bettenhausen moved up to 185.727 in the #8 Sta-On Car Glaze Lightning/Cosworth out of the Lindsey Hopkins stable, which has picked up sponsorship.

In the 184 bracket were Pancho Carter, 184.918 in the #5 Alex Foods Penske/Cosworth; rookie Bob Lazier, 184.653 in the #35 Montgomery Ward Auto Club Penske/Cosworth, and Tom Bigelow, with the top rocker-arm engine speed so far of 184.615 in the #56 Genesee Beer Wagon Penske/Chevy.

Alsup got 183.861 out of his own car while Sheldon Kinser, the points leader in USAC Sprints, was at 183.861 in the #81 Sergio Valente Longhorn/Cosworth. Rookie Chip Mead turned his top speed of 182.890 in the #49 White Castle/Q95 Starcruiser Eagle/Cosworth and Rookie Herm Johnson also hit his high of 182.824 in the #28 Menard Lumber Lightning/Chevy.

Dennis Firestone ran at 181.050 in the #70 Jack L. Rhoades Penske/Cosworth. Rookie Kevin Cogan got 180.868 out of the #32 Jerry O'Connell Racing Phoenix/Cosworth and Roger Mears, rookie brother of Rick, turned 180.759 in the #98 Guiffre Brothers Cranes King/Chevy. Steve Krisiloff moved into the #53 Psachie Garza Racing Penske/Cosworth and quickly got up to 181.159. Psachie said Steve will get the opportunity to qualify this weekend, with the understanding he would yield his car in the event it is needed by either Garza or Geoff Brabham.

Tom Klausler completed his driver's test and got approval of a jury of veteran drivers in the #51 IDS Ideas Schkee/Chevy. Also getting approval but needing yet to finish their 170-plus phase were Rookie Pat Bedard, #17 Escort Radar Detector Vollstedt/Offy (2 laps to go) and Phil Krueger, #89 Joe Hunt Magneto Eagle/Chevy, (1 lap to go.)

The other notable occurrence of the day was the arrival of sexy Linda Vaughn, wearing a low-cut leather dress with fringe in all the proper places, about 4:45 p.m.-- which brought roars of approval from the sunbaked Tower Terrace fans.

Speedway officials have urged motorists coming to the track to avoid the trials to get

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Friday, May 8, 1981 --- #7

Penske teammates Bobby Unser and Rick Mears stamped themselves as dual favorites for the 1981 Pole Position on the eve of Qualifications by running right at the "magic" 200 miles an Hour mark.

Bobby U. was timed on the electric eye at 199.510 miles per hour, just 11/100ths of a second from the 200 level in his #3 Norton Spirit Penske/Cosworth. Virtually tying him for top honors was Mears with an unofficial 199.5 clocking in the #6 Gould Charge Penske/Cosworth. Some persons with hand watches said they clocked Mears at actually a shade over 200.

Mario Andretti was close behind with 198.417 in his #40 STP Oil Treatment Wildcat/Cosworth. Danny Ongais swooshed his "Batmobile" - formally known as the #25 Interscope Racing Interscope/Cosworth around the track at 197.109. Four-time winner A.J. Foyt, hungry for a fifth, was next at 196.463 in the beautiful #14 Valvoline-Gilmore Coyote/Cosworth.

Mike Mosley brought great joy to "stock block" fans with a 196.249 circuit in the #48 Pepsi-Challenger Eagle/Chevy.

The record for greatest Speedway activity was broken for the second straight day as 52 cars took to the track - one more than the 51 that were out on Thursday.

The car that set the new mark at 5:58 p.m. was the #29 Beaudoin Racing McLaren/Cosworth driven by Billy Engelhart, who had crashed on Thursday. In the accident, which was omitted from Trackside Report #6 on May 7 because of space limitations, Engelhart lost control coming out of Turn #1 (Southwest), slid 520 feet, hit the wall with the right rear, then hit with the right front 40 feet later, and slid along the wall for 160 feet. Engelhart was unhurt but the car had extensive damage to the right side. The car went through a hurry-up repair job.

Joining teammate Andretti in the upper echelons of speed were Gordon Smiley, a sensational Speedway sophomore, with 195.865 in the #60 Intermedics/Patrick Racing Wildcat/Cosworth, and Gordon Johncock, at 195.227 in the #20 STP Oil Treatment Wildcat/Cosworth. Defending champion Johnny Rutherford was between Smiley and Johncock at 195.737 in the #1 Pennzoil Chaparral. There was a big drop-off from there to the 192.061 posted by rookie Josele Garza of Mexico, in the #55 Psachie-Garza Racing Penske/Cosworth. Rookie Bob Lazier was at 187.195 in the #35 Montgomery Ward Auto Club Penske/Cosworth. Larry Cannon got his best speed of 190.036 out of his #99 Kraco Car Stereo Penske/Cosworth. There was great joy in the Bettenhausen family as Gary got 188.066 from the #3 Star-On Car Glaze Lightning/Cosworth and Tony Jr. raised a lot of eyebrows with a 187.970 run in the #16 H & R Racing McLaren/Cosworth.

Rookie Harry MacDonald got 187.344 in the Armstrong Mould Lola/Cosworth. Veteran Sheldon Kinser hit 186.833 in the #81 Sergio Valente Longhorn/Cosworth. Dennis Firestone was in the same bracket at 186.220 in the #70 Jack Rhoades Penske/Cosworth. Geoff Brabham got 185.414 out of #50 Psachie-Garza Penske/Cosworth. Larry Dickson got 184.426 in the #31 Machinists Union IAW Penske/Cosworth.

The qualifying draw, made at 6:30 p.m. today after the track closed:

- | | | |
|------------------------|-------------------------|---------------------------|
| 1. #2 Sneva | 19. #7 Alsop | 37. #89 Krueger R |
| 2. #25 Ongais | 20. #51 Klausier R | 38. #57 Martin |
| 3. #14 Foyt | 21. #60 Smiley | 39. #99 Cannon |
| 4. #96 Cannon | 22. #5 Carter | 40. #31 Dickson |
| 5. #15 MacDonald R | 23. #92 Mahler | 41. #94 Bill Whittington |
| 6. #39 Saldana | 24. #28 Johnson R | 42. #42 Vukovich |
| 7. #56 Bigelow | 25. #91 Don Whittington | 43. #36 Rager |
| 8. #1 Rutherford | 26. #23 Bobbith | 44. #18 G. Bettenhausen |
| 9. #15 Tempero R | 27. #64 Chasey R | 45. #33 Schuppan |
| 10. #38 Karl | 28. #55 Garza R | 46. #86 Buick R |
| 11. #11 A. Unser | 29. #17 Bedard R | 47. #98 Roger Mears R |
| 12. #22 Simon | 30. #72 Chandler R | 48. #32 Cogan R |
| 13. #35 Miller R | 31. #50 Brabham R | 49. #16 T. Bettenhausen R |
| 14. #75 Carter | 32. #8 G. Bettenhausen | 50. #61 Rutherford |
| 15. #21 Richmond | 33. #46 Vogler R | 51. #20 Johncock |
| 16. #37 Brayton R | 34. #3 B. Unser | 52. #53 Krisiloff |
| 17. #81 Sheldon Kinser | 35. #44 Leffler | 53. #70 Firestone |
| 18. #49 Lead R | 36. #40 Andretti | 54. #43 Mosley |
| | | 55. #5 Rick Mears |
| | | 56. #29 Engelhart |

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Saturday, May 9, 1981 -- #8 (First Qualifying Day)

Ladies and gentlemen of the news media:

Welcome to qualifications for the 65th Indianapolis 500-Mile Race on behalf of the Indianapolis Motor Speedway. We will be issuing full reports on all qualifying and race activity, as we have on practice action so far.

Rains Friday night and Saturday morning delayed opening of the track until 1:15 p.m. There were reports that more showers could come between 4 and 5 p.m.

PRACTICE PERIOD (1:15 p.m. to 1:25 p.m., running under Yellow.)

- 1:25 p.m. --GREEN
 - 1:31 p.m. --YELLOW for tow-in for #29 Billy Engelhart
 - 1:38 p.m. --YELLOW for tow-in for #88 Al Unser
 - 1:45 p.m. --YELLOW for #25 Danny Ongais, oil line let go main straightaway, with car emitting big trail of smoke.
 - 1:56 p.m. --#92 John Mahler, spun one-half turn in Turn-1 (SW), slid 240 feet, hit wall with front, slid 410 feet to infield grass; #86 Jim Buick, did one-half spin to avoid Mahler, slid 400 feet to infield. Accident resulted in light damage to #92, no damage to #86. Both drivers okay.
 - 2:17 p.m. --#40 Andretti got high on track, causing observers to switch on Yellow.
 - 2:25 p.m. --#66 Roger Rager pulled off track at south end with engine problem.
 - 2:45 p.m. --YELLOW for #21 Richmond, stalled in 3rd turn.
- END OF PRACTICE PERIOD.

Top Unofficial Practice Speeds TODAY on electric eye:

195.779 - #3 B. Unser	187.578 - # 7 Alsup
195.652 -#40 Andretti	187.578 - #14 Foyt
193.050 -# 1 Rutherford	187.226 - #60 Smiley
192.596 -#25 Ongais	185.720 - # 8 Bettenhausen
189.235 -#20 Johncock	184.615 - #48 Mosley
188.640 -#88 A. Unser	

QUALIFYING:

3:15 p.m. --Sun out today for first time over front stretch grandstands.

3:34 p.m. -- #2 TOM SNEVA, 32, Spokane, WA.
Bignotti-Cotter Racing Phoenix-March/Cosworth

QA - 1	1 -- 47.80 -- 188.285	UA - 1
	2 -- 48.39 -- 185.989	
	3 -- 48.29 -- 186.374	
	4 -- Yellow by crew	

3:44 p.m. -- YELLOW - squirrel on track during warm-up of driver below:

3:49 p.m. -- #14 A.J. FOYT, 46, Houston, TX.
Valvoline-Gilmore Coyote/Cosworth

QA - 2	1 -- 45.37 -- 198.369	Q - 1
	2 -- 45.65 -- 197.152	
	3 -- 46.01 -- 195.610 Brushed wall	
	<u>4 -- 46.57 -- 193.257</u>	
	T --3:03.60 - 196.078	

4:03 p.m. -- #56 TOM BIGELOW, 41, Whitewater, WI.
Genesee Beer Wagon Penske/Chevy V-8

QA - 3	1 -- 47.87 -- 188.009	Q - 2
	2 -- 47.76 -- 188.442	
	3 -- 47.69 -- 188.719	
	<u>4 -- 47.87 -- 188.009</u>	
	T --3:11.19 - 188.294	

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Saturday, May 9, 1981 - #3

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OTE: Bigelow's speed of 188.294 is new stock-block configuration track record; old Record is 185.374 set in 1980 by Roger Rager in Advance Clean Sweep Chevy.
4:10 p.m. -- YELLOW - Squirrel back on track

4:14 p.m. -- #1 JOHNNY RUTHERFORD, 43, Fort Worth, TX.
Pennzoil Chaparral Chaparral/Cosworth

QA - 4
1 -- 46.08 -- 195.313
2 -- 46.05 -- 195.440
3 -- 46.04 -- 195.482
4 -- 46.08 -- 195.313
T -- 3:04.25 - 195.387 Q - 3

4:22 p.m. -- #38 JERRY KARL, 40, Manchester, PA.
Tonco Trailer McLaren-Karl/Chevy V-8

QA - 5
1 -- 49.20 -- 182.927
2 -- 50.91 -- 176.783 Blew UA - 2

4:36 p.m. -- #88 AL UNSER, 41, Albuquerque, NM
Longhorn Racing Longhorn/Cosworth

QA - 6
1 -- 46.47 -- 193.673
2 -- 46.65 -- 192.926
3 -- 46.72 -- 192.637
4 -- 46.96 -- 191.652
T -- 3:06.80 - 192.719 Q - 4

4:45 p.m. -- #65 JERRY MILLER, 38, Indianapolis, IN
Luxury Racers Kingfish/Chevy V - 8

Took 3 warm up laps and came in Rookie

4:51 p.m. -- #21 TIM RICHMOND, 25, Ashland, OH
UNO/Guarantee Auto Valvoline/WTTV Penske/Cosworth

QA - 7
1 -- 48.39 -- 185.989
2 -- 48.50 -- 185.567
3 -- 48.70 -- 184.805
4 -- 48.68 -- 184.881
T - 3:14.27 - 185.309 Q - 5

5:01 p.m. -- #49 CHIP MEAD, 31, Dayton, OH.
WING/White Castle Q-95 Starcruiser Eagle/Cosworth

QA - 8
1 -- 49.62 -- 181.378 Rookie UA - 3
2 -- 49.42 -- 182.113
3 -- YELLOW BY CREW

NOTE: Speedway Safety Director Jack O'Neal expressed appreciation to the crowd for their behavior throughout the day, he said that State Police and Indianapolis Police Officers reported it was the most orderly crowd in their memory, including the group in the Southwest (#1)Turn -- formerly the site of the "snakepit".

NOTE: In pre-qualifying ceremonies, long time driver Joie Chitwood circled the track in a 1909 Buick which is part of the Hall of Fame Museum Collection. His "riding mechanic" was his son Joie Jr.

5:15 p.m. -- #7 BILL ALSUP, 42, Woodstock, VT.
A.B. Dick Pacemaker Penske/Cosworth

QA - 9
1 -- 46.37 -- 194.301 ROOKIE #1 Q - 6
2 -- 46.33 -- 194.259
3 -- 46.81 -- 192.267
4 -- 46.92 -- 191.816
T - 3:06.38 - 193.154

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5:22 p.m. -- #60 GORDON SMILEY, 32, Garland, TX.
Intermedics/Patrick Racing Wildcat/Cosworth

QA - 10	1 --- 46.53 --- 193.424		<u>Q - 7</u>
	2 --- 46.58 --- 193.216		
	3 --- 46.69 --- 192.761		
	4 --- 46.74 --- 192.555		
	T --- 3:06.54 - 192.988		

5:31 p.m. -- # 5 PANCHO CARTER, 30, Brownsburg, IN
Alex Foods Special Penske/Cosworth

QA - 11	1 --- 47.03 --- 191.357		<u>Q - 8</u>
	2 --- 47.15 --- 190.880		
	3 --- 47.07 --- 191.205		
	4 --- 47.21 --- 190.638		
	T --- 3:06.46 - 191.022		

5:40 p.m. -- #28 HERM JOHNSON, 38, Eau Claire, WI.
Menard Lumber Special Lightning/Chevy V-8

QA - 12	1 --- 47.97 --- 187.617	ROOKIE #2	<u>Q - 9</u>
	2 --- 47.4 --- 187.735		
	3 --- 48.53 --- 185.071		
	4 --- 49.14 --- 183.150		
	T --- 3:13.68 - 185.374		

5:49 p.m. -- YELLOW RAIN

5:51 p.m. -- Track closed for day.

The Patrick/STP Racing team announced that in the event 1969 winner Mario Andretti is not able to qualify on Sunday, the #40 STP Oil Treatment Penske/Cosworth will be qualified by another driver and started at the back of the pack by Andretti, who must be in Belgium next weekend for the Belgium Grand Prix. Steve Krisiloff has volunteered to give up his "ride" in the #53 Psachie-Garza Racing Team Penske/Cosworth to qualify for Mario, the spokesman said.

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PROVISIONAL STARTING LINEUP FOR THE 1981 INDIANAPOLIS 500-MILE RACE

<u>POS.</u>	<u>CAR NO.</u>	<u>DRIVER</u>	<u>CHASSIS/ENGINE</u>	<u>TIME</u>	<u>SPEED</u>
			ROW 1		
1	14	A. J. Foyt	Coyote/Cosworth	3:03.60	196.078
2	1	Johnny Rutherford	Chaparral/Cosworth	3:04.25	195.387
3	7	Bill Alsup R	Penske/Cosworth	3:06.38	193.154
			ROW 2		
4	60	Gordon Smiley	Wildcat/Cosworth	3:06.54	192.988
5	88	Al Unser	Longhorn/Cosworth	3:06.80	192.719
6	5	Pancho Carter	Penske/Cosworth	3:08.46	191.022
			ROW 3		
7	56	Tom Bigelow	Penske/Chevy V-8	3:11.19	188.294
8	28	Herm Johnson R	Lightning/Chevy V-8	3:13.68	185.874
9	21	Tim Richmond	Penske/Cosworth	3:14.27	185.309

Field Average 191.131 for 9 cars which is 4.675 mph greater than the 186.456 of 1980 Field.

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Sunday, May 10, 1981 -- #9

Day-long rains washed out any chance for qualifying on Sunday, and 27 cars will still have a shot at Pole Position and other spots in the "first-day" order when time trials resume next Saturday at 11 a.m.

Mario Andretti prepared to leave for the Belgian Grand Prix next weekend after an appeal by the Patrick/STP team for a special qualifying session on Monday was turned down by USAC.

Most of the attention was centered on a series of news conferences held in the Interview Room by Andretti and NASCAR driving aces Richard and Kyle Petty, father and son, and Buddy Baker. All three of the latter indicated they would love to race NASCAR stocks at the Indianapolis Motor Speedway in the future and Kyle also indicated he had an eye to a possible future ride in a Championship car in the 500. Both veterans, Richard and Buddy, said they thought 400 miles would be a better distance than 500 for the stocks, since it would take them about the same time to complete the 160 laps as it does the Champ cars to run 200 laps. Baker predicted that the first NASCAR event at IMS would draw more than 200,000 fans.

Brothers Don and Bill Whittington were dropped from the lineup eligible for "First-Qualifying-Day" status in a bulletin signed by Binford and issued Sunday afternoon. As a result, they lose any guarantee of a qualifying attempt. Binford said a check of qualification records indicated the two cars, the #91 and #94 Road Atlanta Racing March/Cosworths, respectively, were "not physically in the qualifying line" when time trials began at 3:29 p.m. Saturday. He said the check showed Car #91 arrived in line at 3:44 p.m. and Car #94 at 4:14 p.m.

Here is the lineup of cars remaining with a shot at the first-day order:

#23 Jim McElreath, McElreath Special Penske/Cosworth; #64 Steve Chassey Jet Engineering Eagle/Chevy; #55 Josele Garza, Psachie-Garza Racing Penske/Cosworth; #17 Pat Bedard, Escort Radar Detector Vollstedt/Offy; #50 Geoff Brabham, Psachie-Garza Racing Penske/Cosworth; #8 Gary Bettenhausen, Sta-On Glaze Lightning/Cosworth; #46 Rich Vogler, Armstrong Mould Wildcat/SGD; #3 Bobby Unser, Norton Spirit Penske/Cosworth; #44 Greg Leffler, Armstrong Mould Lola/Cosworth; #40 STP Oil Treatment Wildcat/Cosworth (designated qualifier to be named); #89 Phil Krueger, Joe Hunt Magneto Eagle/Chevy; #57 John Martin, Metro Building Racing McLaren/Offy #99 Larry Cannon, Kraco Car Stereo Penske/Cosworth; #31 Larry Dickson, Machinists Union Racing Penske/Cosworth; #42 Bill Vukovich, Rattlesnake Racing Watson/Offy; #18 Gary Bettenhausen (backup) Hopkins Lightning/turbo-Chevy; #33 Vern Schuppan, Red Roof/Theodore/Equipe 66 McLaren/Cosworth; #86 Jim Buick, Buick Eagle/Chevy; #32 Kevin Cogan, Jerry O'Connell Racing Phoenix/Cosworth; #16 Tony Bettenhausen Jr., H & R Racing McLaren/Cosworth; #20 Gordon Johncock, STP Oil Treatment, McLaren/Cosworth; #53 Steve Krisiloff, Psachie-Garza Racing Penske/Cosworth; #70 Dennis Firestone, Jack L. Rhoades Penske/Cosworth; #48 Mike Mosley, Pepsi Challenger Eagle/Chevy V-8; #6 Rick Mears, The Gould Charge Penske/Cosworth; #29 Billy Engelhart, Beaudoin Racing McLaren/Cosworth; and Bob Lazier, #35 Montgomery Ward Auto Club Penske/Cosworth.

Cars in line with no guaranteed attempt numbered 16 as follows:

#96 Larry Cannon, Kraco Car Stereo Wildcat/SGD; #12 Tom Sneva, Phoenix/Cosworth; #45 Harry MacDonald, Armstrong Mould Lola/Cosworth; #69 Joe Saldana, Great American/Michael Tires Lightning/Cosworth; #25 Danny Ongais, Interscope Racing Interscope/Cosworth; #75 No Driver, Alex Foods Lightning/Cosworth; #15 Bill Tempero, Zamboni Electric McLaren/Chevy; #47 Phil Caliva CHC Intersec Racing McLaren/Chevy; #38 Jerry Karl, Tonco Racing McLaren-Karl/Chevy; #22 Dick Simon, Vermont American Watson/Cosworth; #65 Jerry Miller, Luxury Racers Kingfish/Chevy; #37 Scott Brayton, Brayton Racing Penske/Cosworth; #81 Sheldon Kinser, Sergio Valente Longhorn/Cosworth; #51 Tom Klausler, Doug Schultz Schkee/Chevy; #49 Chip Mead, White Castle/Q95 Starcruiser Eagle/Cosworth; #72 Mike Chandler, Team California Penske/Cosworth.

All rainchecks bearing #2 will be honored at any subsequent qualifying date in 1981.

A sad note was injected on Mother's Day when word reached the track that Mrs. Evelyn Foyt, mother of provisional pole-winner and four-time 500 champion A.J. Foyt died at 12:30 a.m. today in St. Luke's Hospital in Houston, TX. of a heart condition. Funeral arrangements have not been completed at this time.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Monday, May 11, 1981 -- #10

For the second straight day, all activity on the Indianapolis Motor Speedway was washed out by day-long rains. The track was closed officially by Chief Steward Tom Binford at 2:40 p.m. It was the second full practice day lost to rain, in addition to the full qualifying day that had been scheduled on Sunday, (May 10). The other practice day lost was Tuesday, May 5.

With most of their work caught up due to all the garage time resulting from the rain-outs, racing crews took advantage of the washout to attend a noon luncheon in the Speedway Motel sponsored by the Loctite Corporation of Newington, CT. in record numbers. A new major perpetual "Winning Team Trophy" was unveiled--a beautiful, six-foot tall three-dimensional representation of the Speedway track and infield which was designed by noted racing artist Ron Burton and executed by sculptor Philip Calabro of Providence, RI.

John R. Cooper, president of IMS, accepted the trophy, which will be on permanent display in the Speedway Museum, from David Barton, president of Loctite Industrial Products Group. Barton pointed out "This trophy will be a constant reflection of the mutual admiration that exists between Loctite and the gallant people who work so hard to achieve the high performance of Indy-class racing."

Cooper termed it an "unique award" and said it was "very appropriate." Smaller replicas of the large trophy were presented to the three key members of the 1980 winning team--driver Johnny Rutherford, Chief Mechanic Steve Roby and car owner Jim Hall. Cooper paid tribute to the Pennzoil Chaparral group, saying "No more professional team exists in racing or probably in all of sports." The \$3,000 cash award that goes along with the trophy was presented at the 1980 victory banquet. A plate honoring the team has been attached to the trophy.

The Patrick/STP Racing Team announced that veteran driver Wally Dallenbach has accepted an invitation to qualify the #40 STP Oil Treatment Wildcat/Cosworth assigned to Mario Andretti, who must leave to participate in the Belgian Grand Prix this weekend. Dallenbach has been serving as co-chief steward of the CART series of National Championship races. He has been in 13 500's with a best finish of fourth in both 1976 and 1977. Andretti said the team appreciated the offer of Steve Krisiloff to qualify the car, but declined because it would have cost Krisiloff an opportunity to make the race on his own. Krisiloff, a former driver for the STP team, has a chance to qualify the #53 Psachie-Garza Racing Penske/Cosworth.

In addition to the two categories listed in Trackside Report #9 for Sunday (May 10) there are five cars who are guaranteed a qualifying attempt but are not eligible for the Pole Position and the first-day order. Coming directly after Bob Lazier's #35 Montgomery Ward Auto Club Penske/Cosworth, are: #87 Bob Harkey, Roman Wheels-Cargo Master Antares/Offy; #79 Pete Halsmer, Hubler Chevrolet KISS 99/Colonial Bread Penske/Cosworth; #34 Spike Gehlhausen, 21st Century/Silhouette Spas Eagle/Cosworth; #12 Tom Sneva, Bignotti-Cotter March/Cosworth, and #74 Mike Chandler Team California McLaren/Cosworth.

Binford also announced today that, after an informal review of the facts regarding the #91 Road Atlanta Racing March/Cosworth driven by Don Whittington will be placed in the qualifying line right behind the #2 Bignotti-Cotter Phoenix-March/Cosworth of Sneva, (which is not far enough up to give it a guaranteed qualifying attempt.) Binford said, "This position is the one assigned by the Control Official at the time the car reported to the line. The original position assigned as a result of the drawing on Friday evening remains forfeited due to non-compliance with the regulation requiring a car to be in line at the start of qualification in order to maintain their assigned position."

The Speedway will participate in the nation-wide observance of Armed Forces Day Saturday (May 16) with special ceremonies in front of the Control Tower and display of armament from all branches of the service at locations on the grounds.

The Speedway announced that gates will open at 7 a.m. on Saturday, with a large crowd anticipated as a result of the Pole still being up for grabs and with such drivers as Bobby Unser, Rick Mears, Gordon Johncock and Mike Mosley trying to shoot down the speed of four-time winner A.J. Foyt--196.078 mph.

Foyt is in Houston, TX. to attend funeral services for his mother, Mrs. A.J. (Everlyn) Foyt Sr., which are scheduled for 2:30 p.m. Tuesday (May 12) at the George Louis Funeral Home. Survivors are the husband, A.J. Sr., son, A.J. Jr. and a daughter.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

65TH
INDIANAPOLIS
500

Tuesday, May 12, 1981 -- #11

The Batmobile swooped into the starring role in the Speedway's continuing top speed drama Tuesday as Danny Ongais became the first driver in three years to hit the 200 miles an hour on the electric eye. He is not eligible for the Pole.

Ongais, driving the machine known officially as the #25 Interscope Racing Interscope/Cosworth but now known almost universally by its nickname, hit the magic mark right on the schnozzola, with an even 45-second clocking.

Mario Andretti, driving the #40 STP Oil Treatment Wildcat/Cosworth for the final time before taking off tonight for the Belgian Grand Prix, was only a tick behind Ongais with a 199.600, as a battle for the day's honors unfolded in the final half-hour before the 6 p.m. closing. It was cut short at 5:53 p.m. when Tim Richmond spun in the #21 UNO/Guarantee Auto WTTV/Valvoline Penske/Cosworth in Turn-1. (There were 2 more minutes of practice after that, on the yellow.)

Bobby Unser, in his backup #3-T Norton Spirit Penske/Cosworth, also was close to the 200 mark at 199.159. A distinct surprise entrant in the last-minute heroic was Bill Whittington in the #94 Road Atlanta Racing March/Cosworth. He amazed railbirds by hitting 197.411, which set his crew to jumping up and down with their signal board. Conditions were near-ideal in the final stages of the day and the front-runners took full advantage of it. Don Whittington, Bill's brother, also was in the upper echelon's with a 195.016 clocking in the #91 Road Atlanta March/Cosworth.

Gordon Johncock, who like Bobby Unser is among the favorites when the Pole battle resumes on Saturday at 11 a.m., got 193.673 out of his #20 STP Oil Treatment Wildcat/Cosworth. Mike Mosley had a good-news, bad-news day in his #48 Pepsi Challenger Eagle/Chevy. First, he ran 193.133; then he blew an engine and had to come in on the hook.

Two-second generation drivers who have been friendly rivals for years, Gary Bettenhausen and Johnny Parsons, were teamed up when Parsons went to work for his old boss, Lindsey Hopkins. Gary B. got 189.474 out of the #8T Hopkins Lightning/turbo-Chevy which Parsons probably will attempt to qualify, while Parsons took his first ride in the #8 Hopkins Lightning/Cosworth that Bettenhausen is assigned to. A car switch could be forthcoming.

Rookie Mike Chandler, son of Los Angeles newspaper executive Otis Chandler, got to 186.721 in the #74 Team California McLaren/Cosworth and appears ready to qualify. Joining him on the team by taking his first ride in the #72 Team California Penske/Cosworth was Jerry Sneva, a second-row starter in last year's 500, who has been car shopping up to now. In the same bracket with Chandler was another second-row starter from last-year, Spike Gehlhausen, who got 186.490 from the #34 21st Century/Silhouette Spas Eagle/Cosworth. Greg Leffler was at 184.162 in the #44 Armstrong Mould Lola, which has been switched to Cosworth power from turbo-Chevy. Before executing one complete spin through Turn-4 (NW) and then driving into the pits with one flat tire, Richmond had reached 183.300. In the same bracket with 183.076 was Pete Halsmer in the #79 Hubler Chevrolet/KISS-99/Colonial Bakery Penske/Cosworth.

The search for speed took its toll as two rookie drivers hit the wall and two veterans spun. Most serious incident at 3:22 p.m. involved Rookie Phil Caliva and his #47 CHC Intersec Racing McLaren/Chevy. Caliva got high in Turn #1 (SW), spun once, sliding 550 feet, hitting the wall going backwards with the left front, did a half-spin for 250 feet away from the wall, then climbed the wall and rode along it for 160 feet. Rescue crews used the Hurst "Jaws of Life" tool to extricate him from the wreckage. He suffered a deep bruise to his left thigh and was released from medical care after x-rays were taken; extensive car damage.

At 2:50 p.m., Phil Krueger, another neophyte, spun coming off of Turn #2 (SE), executing one loop while sliding 440 feet to the inside wall. His #89 Joe Hunt Magneto Eagle/Chevy hit the wall with the left side and continued along the wall 220 feet into the grass. There was extensive damage to the left side of the car.

Larry Cannon spun the #96 Kraco Car Stereo Wildcat/SGD coming out of turn #4 (NW) at 1:42 p.m., sliding 560 feet and coming to a stop in the middle of the track without making wall contact. Richmond's spin was the final incident. There were 40 cars on the track today.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

65TH
INDIANAPOLIS
500

Wednesday, May 13 -- #12

Rick Mears showed he is ready to give teammate Bobby Unser a real battle for the Pole when time trials for the 65th Indianapolis 500 resume on Saturday by turning in a pair of laps in excess of 200 miles an hour Wednesday.

The 1979 winner got in his quickest circuit of 200.312--tops for the month on the electric eye--after first getting in a lap at 200.133 in his #6 The Gould Charge Penske PC9-B/Cosworth. For the second straight day, Danny Ongais had a lap at an even 200 miles an hour--45 seconds flat--which must be some sort of a record for back-to-back consistency. He was driving the #25 Interscope Racing Interscope/Cosworth, which has been dubbed the "Batmobile" by Speedway railbirds, both because of its midnight color and its swooping appearance.

There were smiles all over the face of owner Dan Gurney, Driver Mike Mosley and the crew of the Pepsi Challenger Eagle/Chevy after Mosley posted a 197.455 speed, stock-block high, in late afternoon. The track was closed officially 45 minutes early, at 5:15 p.m., by rain. Veteran Tom Sneva, runnerup three of the last four 500's, got up to speed with 196.035 in the #2-T March/Cosworth, bringing joy to Chief Mechanic George Bignotti. Bobby Unser, again practicing in his "backup" #3T Norton Spirit Penske/Cosworth, ran at 195.865. Gordon Smiley, a first weekend qualifier working on his race-day set-up, had a best lap of 193.298 in his #60 Intermedics/Goodyear Wildcat/Cosworth.

It didn't take Wally Dallenbach long to get up to qualifying speed. Going out for the first day in the #40 STP Oil Treatment Wildcat/Cosworth that he will attempt to qualify for Mario Andretti, Dallenbach turned in a 191.042 speed, eminently satisfactory to earn a solid spot in the field if he can do it for four laps. The 44-year-old veteran from Basalt, CO. showed he has lost nothing of his competitive edge in a year of driving inactivity. Andretti has departed for the Belgian Grand Prix this weekend but plans to return to take over the car and start it at the back of the field.

Joining the "190 Club" were veterans Larry Cannon and Sheldon Kinser. Cannon got 190.800 out of his #99 Kraco Car Stereo Penske/Cosworth. Kinser, a former USAC Sprint champion, reached 190.276 in the #81 Sergio Valente Longhorn/Cosworth.

Rookie Mike Chandler had his best lap so far of 188.957 in the #74 Team California Penske/Cosworth. Kevin Cogan, another rookie, got 187.149 out of the #32 Jerry O'Connell Racing Phoenix/Cosworth. Spike Gehlhausen made good news on one lap, terrible news the next. He reached 186.877 just before crashing on Turn-3 at 4:22 p.m. His #34 21st Century/Silhouette Spas Eagle/Cosworth slid straight 380 feet straight into the outside wall, hitting with the right side, got on top of the wall, tearing out a signal-light fixture, then continued 1060 feet into Turn-4, stopping in the infield grass. There was extensive damage to the front and right side of the car. Spike suffered abrasions of the left hand and lower leg cuts. He was treated at the infield hospital and released. It was the second wall-smacking incident of the day on Turn-3 (NE). At 1:34 p.m., Joe Saldana suffered an apparent suspension problem, which caused his #69 Great American/Michael Tires Lightning/Cosworth to slide 340 feet into the wall, with the throttle sticking. It slid along the wall 510 feet, then slid 180 feet away from the wall. Saldana was unhurt. The car had extensive damage to the right side.

Greg Leffler had 184.314 in the #45 Armstrong Mould Lola/Cosworth, which is assigned to his teammate, rookie Harry MacDonald. In the same bracket was Rick's brother, Roger Mears, with 184.087 in the #98 Guiffre Brothers Cranes King/Chevy. Another rookie, Pete Halsmer, again was in the 183 bracket with 183.300 in the #79 Hubler Chevrolet/KISS 99/Colonial Bakery Penske/Cosworth. Scott Brayton, still another rookie, was at 181.562 in the #37 Brayton Racing Penske/Cosworth. In the 180 bracket were Dick Simon in the #22 Vermont American Watson/Cosworth and Jerry Karl in the #38 Tonco Racing McLaren/Karl Chevy. Rookie Steve Chassey finished the 160 phase of his test in a borrowed car, the #42 Rattlesnake Racing Watson/Offy assigned to Bill Vukovich and got in 10 good laps toward his 170 phase. The Clermont resident hopes to finish tomorrow. He would join Ken Hamilton who finished his test Tuesday in the #63 Idaho Special Riley/Chevy and got approval of the jury of veteran drivers.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

65TH
INDIANAPOLIS
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Thursday, May 14, 1981 -- #13

The only really significant news of the day was made by an award to the Dan Gurney team as all of today's seven hours of practice time was washed out by persistent rains. Clearing weather was forecast for Friday and Saturday.

John Ward, designer of the #48 Pepsi Challenger driven by Mike Mosley, received the Louis Schwitzer Award for innovation and engineering excellence in the field of Indianapolis-type Championship car design, which was announced at a news conference in the garage area. The car is a 1981 Gurney Eagle, which was designed with the assistance of a unique ground-effect tunnel, in which the car sits on a moving ground plane.

Sponsored by the Indiana Section, Society of Automotive Engineers, the award recognizes engineering achievements in racing technology; those resulting in increased performance, safety or energy efficiency, with emphasis on competitive potential.

Gurney's Challenger is unusual in that it was designed specifically to hold a stock-block configuration engine. The award consists of the addition of the winner's name to a permanent trophy displayed in the Speedway's Hall of Fame Museum, plus a \$1,000 cash prize provided by the Schwitzer Engine Components Group, Wallace Murry Corporation. The winner also will receive an individual trophy to be presented at the May Race meeting of the SAE Friday night (May 15) in the Indianapolis Athletic Club. The award is named in honor of Louis Schwitzer, first driver to win at the Indianapolis Speedway, in 1909 when a series of short races were held two years before the first "500."

United States Senator Richard G. Lugar (R-Ind) will induct 80 Naval recruits who are members of the Tony Hulman Indianapolis 500 Company into the U.S. Navy during Armed Forces Day ceremonies in front of the Control Tower, starting about 10:15 a.m. Saturday. The observance also will feature displays of armament from all branches of the service at two locations on the grounds. A parachute jump by members of the West Point Academy team will precede Senator Lugar's induction remarks. Following his part, Nancy George Gunter, granddaughter of Tony Hulman, will present a flag to the groups and there will be flag raising ceremonies as a 45-member band plays the National Anthem. The program is scheduled during the 45-minute period for re-fueling the race cars between practice (9 to 10:15 a.m.) and qualifying, starting at 11 a.m. The display of armament will be inside the #1 turn and behind Grandstand E near the #1 pedestrian gate at the corner of West 16th Street and Georgetown Road.

And, don't forget Arnold! Arnold is the centerpiece around which the Big Barbecue for benefit of Indiana Special Olympics has been organized. Mari Hulman George is the chairman of the big bash which is slated for 6:30 p.m. in the area of the Control Tower. It will include Special Olympics competition involving celebrity race drivers as well as other entertainment and great food provided through the courtesy of Ted Engel of Kroger Grocery Co. and Jug Eckert of Jug's Catering. Yes, Arnold will be there, too, but the 480-pound prize porker will be the Guest of Honor rather than the entree, as the result of some \$50,000 worth of major and associate sponsorships arranged by Mrs. George and her aides. The public is welcome to join in the fun with a modest contribution of \$10 per person. Tickets are on sale at the Hall of Fame Museum, the Speedway Motel and other locations in Indianapolis.

Pete Halsmer of Lafayette, IN., a Speedway rookie, has received special permission from SCCA to practice and qualify Sunday morning at Charlotte (NC), Motor Speedway for the Robert Bosch/VW Super-vee race, in which he will drive the Arciero Ralt RT-1 fielded by the Frank Arciero Construction Co. of Walnut, CA. This is contingent upon his qualifying his #79 Hubler Chevrolet/KISS-99/Colonial Bakery Penske/Cosworth on Saturday for the 500. The permission makes it unnecessary for Halsmer to commute back and forth between Indianapolis and Charlotte to take part in regular Mini-Indy qualifying Friday.

Top practice speeds so far by drivers who may qualify this weekend are: #6 Rick Mears, 200.312; #25 Danny Ongais, 200.000; #3 Bobby Unser, 199.510; #3T Bobby Unser 199.159; #20 Gordon Johncock, 197.585; #48 Mike Mosley, 197.455; #94 Bill Whittington, 197.411; #2T Tom Sneva, 196.035; #91 Don Whittington, 195.016; #55 Josele Garza, 192.061; #40 Wally Dallenbach (Designated Qualifier for Mario Andretti) 191.042.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

65TH
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500

Friday, May 15, 1981 -- #14

Bobby Unser removed all doubt that he is the favorite to take over the Pole Position when qualifying resumes Saturday by turning in a sizzling 201.387 miles per hour lap Friday on what was by far the busiest day in Speedway history. The elder Unser brother gave his rival something to shoot at with the fastest lap turned here in three years in a late afternoon run in his #3 Norton Spirit Penske/Cosworth.

There were 63 cars on the track during the day which started late with running under the yellow at 11:24 a.m. and under the green at 11:35 a.m., following drying out of the track after the rains finally went away. That wiped out the old record of 52 cars on the track set just one week previously, on May 8.

Tom Sneva, who holds both the one-lap and four laps track records set in 1978, served notice that he is ready to give Bobby and the latter's Penske teammate, Rick Mears, a battle for the Pole. Sneva got his new #2 Bignotti-Cotter Racing March/Cosworth very close to the magic 200 mark with a 199.690 circuit.

Danny Ongais, who has previously been in the 200 class twice, settled for 197.932 in his "Batmobile," the #25 Interscope Racing Interscope/Cosworth; he just may have been "playing it cool" to avoid giving the opposition too big a target for tomorrow.

Mike Mosley, a consistent chauffeur in the award-winning #48 Pepsi Challenger Eagle/Cosworth again was in the 197 bracket, this time with a 197.8 clocking. From there, the speed tailed off all the way to the 191.898 achieved by Gordon Johncock, the 1973 winner, in his backup #4 Patrick Racing Wildcat/Cosworth. At the same level was rookie Bob Lazier with 191.611 in the #35 Montgomery Ward Auto Club Penske/Cosworth.

In the 190 range were Bill Whittington, 190.800 in the #94 Road Atlanta Racing March/Cosworth; Wally Dallenbach, 190.678 in the #40 STP Oil Treatment Wildcat/Cosworth he will qualify for Mario Andretti, and three-time winner Al Unser, already qualified, running 190.235 with a race-day setup in his #88 Longhorn Racing Longhorn/Cosworth.

Rookie Kevin Cogan, certainly now more than a dark-horse candidate for first-year laurels, hit 189.075 in the #32 Jerry O'Connell Racing Phoenix/Cosworth. Tony Bettenhausen, bidding to add to the illustrious 500 history of his family, ran at 188.443 in the #16 H & R Racing McLaren/Cosworth. Brother Gary B. was just a tick behind at 187.3 in the #18 Hopkins Lightning/turbo-Chevy. Billy Engelhart got 186.529 out of the #29 Beaudoin Racing McLaren/Cosworth. Veteran Larry Dickson got 184.654 out of the #31 Machinists Union Penske/Cosworth. A.J. Foyt, the provisional pole-sitter who surely realizes his speed isn't likely to stand up, practiced at 184.383 in his backup #41-T car, which most railbirds expect will ultimately be driven by George Snider, Foyt's long-time pal. Rookies Tom Klausler and Pete Halsmer were both in the 183 bracket. Klausler got 183.861 in the #51 IDS Idea Schkee/Chevy. Halsmer was caught on the electric eye at 183.300 and by his crew at 187 before he blew an engine. A new one is being flown in from Alsup Racing and Chief Mechanic Ron Baddelley expects to have the car ready for Saturday's 9 a.m. practice session.

Vern Schuppan, a former 500 Rookie of the Year, got 182.186 from the #33 Red Roof Inns/Theodore/Equipe 66 McLaren/Cosworth. Jerry Sneva test-hopped Pat Bedard's #17 Escort Radar Detector Vollstedt/Offy at 180.678 after Bedard had run 178-plus in it. Scott Brayton got 180.325 in the #37 Brayton Racing Penske/Cosworth. Spike Gehlhausen whose own car was totaled in an accident Wednesday, got a new ride when Herb and Rose Wysard purchased the #23 car from Jim McElreath. Re-christened, the 21st Century/Silhouette Spas Penske/Cosworth got up to 180.180. Bob Frey joined Steve Kinser in the group completing drivers' test and getting the okay. Frey was in the #71 Spirit of Colorado Eagle/Offy.

Saturday's schedule calls for Speedway gates to open at 7 a.m., practice from 9 a.m. to 10:15 a.m., Armed Forces Day ceremonies from 10:15 to 11 a.m. and qualifying to begin at 11.

Outlaw super-star Steve Kinser, a dirt-track ace, probably gained some new respect for the pavement in the day's only serious incident at 5:28 p.m. He had passed his driver's test just a half-hour before. He got low in Turn-1 (SW) in his #78 Stanton Racing Products Penske/Cosworth, did a half-spin, slid 600 feet, hit the wall with the left side, slid 60 feet more, did another half-spin, touched the outside wall again, sliding 160 feet, then continued 850 feet into the infield grass of Turn #2 (SE). There was moderate damage to the car. Kinser was not hurt.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Saturday
May 16, 1981 -- #15

Good morning ladies and gentlemen of the news media. Welcome to the resumption of qualifications for the 1981 Indianapolis 500-Mile Race. The day began with near-ideal weather conditions. When practice started promptly at 9 a.m., winds were 5 to 10 miles an hour from the east and temperatures in the mid-50's. Sunny skies were expected until early afternoon, with clouding likely then. There were 27 cars eligible for the Pole position and other "first-day" qualifying spots, in the lineup. Six more cars also had guaranteed attempts. There were 29 more cars in the qualifying order with no assurance of an opportunity.

NOTE: Report #14 for Friday, May 15, stated incorrectly that Tom Sneva was a candidate for the Pole. He is not. His #2-T car that he probably will attempt to qualify is a member of the second group, assured of a qualifying opportunity but not included in the "first-day" qualifiers group. Also, engine on #48 should read "Chevy" instead of Cosworth. Sorry about that.

Practice: (9 a.m. to 10:15 a.m.)

There were 4 yellow lights for minor incidents as follows:

- 9:30 a.m. #89 Phil Krueger blew engine
- 9:53 a.m. Oil in Turn 2 (SE)
- 10:00 a.m. Track inspection for article reported in Turn 3
- 10:15 a.m. Tow-in for #99 Larry Cannon, followed by end of practice period.

Unofficial Practice Speeds on Electric Eye:

- | | |
|-------------------------------|------------------------------|
| 200.118 - #21 T. Sneva | 191.815 - #8 G. Bettenhausen |
| 199.115 - #6 Mears | 188.166 - #99 Cannon |
| 196.335 - #1 Rutherford (Q) | 184.350 - #74 Chandler |
| 191.815 - #91 Don Whittington | |

Track open for practice and qualification

11:04 a.m. -- #34 SPIKE GEHLHAUSEN, 26, Speedway, IN.
21st Century Silhouette Spas Penske/Cosworth

QA - 13 1 -- Yellow flag by crew UA - 4

11:07 a.m. -- #55 JOSELE GARZA, 22, Mexico City, Mex.
Psachie-Garza Racing Penske/Cosworth

QA - 14 1 -- 46.05 -- 195.440 ROOKIE #3 Q - 10
2 -- 46.08 -- 195.313
3 -- 45.99 -- 195.695
4 -- 46.40 -- 193.966
T -- 3:04.52 - 195.101

11:18 a.m. - #34 JERRY SNEVA, 31, Spokane, WA.
Escort Radar Detector Vollstedt/Offy

QA - 15 1 -- 51.11 -- 176.091 UA - 5
2 -- Yellow

11:23 a.m. -- #50 GEOFF BRABHAM, 29, San Clemente, CA.
Psachie-Garza Racing Penske/Cosworth

QA - 16 1 -- 47.72 -- 188.600 ROOKIE #4 Q - 11
2 -- 47.93 -- 187.774
3 -- 47.94 -- 187.735
4 -- 47.91 -- 187.852
T -- 3:11.50 - 187.990

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Saturday, May 16, 1981 -- #15

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11:31 a.m. -- # 8 JOHNNY PARSONS, 36, Indianapolis, IN
Sta On Glaze Lightning/Chevy

QA - 17 1 -- 49.20 -- 182.926 UA - 6
2 -- 49.05 -- 183.486
3 -- 48.84 -- 184.275
4 -- Yellow by crew

11:36 a.m. -- # 3 BOBBY UNSER, 47, Albuquerque, NM
Norton Spirit Penske/Cosworth

QA - 18 1 -- 44.84 -- 200.714 Q - 12
2 -- 44.70 -- 201.342
3 -- 44.83 -- 200.758
4 -- 45.14 -- 199.380
T -- 2:59.51 - 200.546

11:45 a.m. -- #44 RICH VOGLER, 30, Indianapolis, IN
Armstrong Mould Lola/Cosworth

QA - 19 1 -- 49.56 -- 181.598 Rookie UA - 7
2 -- 49.66 -- 181.232
3 -- 49.55 -- 181.635
4 -- Came in

11:53 a.m. -- #40 WALLY DALLENBACH, 45, Basalt, Co.
STP Oil Treatment Wildcat/Cosworth

QA - 20 1 -- 46.52 -- 193.465 Q - 13
2 -- 46.48 -- 193.632
3 -- 46.62 -- 193.050
4 -- 46.87 -- 192.020
T -- 3:06.49 - 193.040

12:01 p.m. -- #57 JOHN MARTIN, 42, Irvine, CA
Metro Building Racing McLaren/Offy

QA - 21 1 -- Pulled in UA - 8

12:07 p.m. -- #99 LARRY CANNON, 44, Danville, IL
Kraco Car Stereo Penske/Cosworth

QA - 22 1 -- 49.06 -- 183.449 UA - 9
2 -- 49.11 -- 183.038
3 -- 49.28 -- 182.630
4 -- Yellow by crew

12:15 p.m. -- #31 LARRY DICKSON, 42, Marietta, OH
Machinists Union Penske/Cosworth

QA - 23 1 -- 48.13 -- 186.994 Q - 14
2 -- 48.24 -- 186.567
3 -- 48.35 -- 186.143
4 -- 48.54 -- 185.414
T -- 3:13.26 - 186.278

12:24 p.m. -- #42 BILL VUKOVICH, 37, Coarsegold, CA
Rattlesnake Racing Watson/Offy

QA - 24 1 -- 51.78 -- 173.812 UA - 10
2 -- 51.97 -- 173.177
3 -- Came in

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12:33 p.m. -- # 8 GARY BETTENHAUSEN, 39, Monrovia, IN.
Sta-On Car Glaze Lightning/Cosworth

QA - 25
1 -- 46.95 -- 191.693
2 -- 46.94 -- 191.734
3 -- 47.21 -- 190.638
4 -- 47.51 -- 189.434
T -- 3:08.61 - 190.870 Q - 15

12:40 p.m. -- #33 VERN SCHURFALL, 38, Whyalla, South Australia
Red Roof Theodore Racing Equipe 66 McLaren/Cosworth

QA - 26
1 -- 48.75 -- 184.615
2 -- 48.36 -- 186.104
3 -- 47.82 -- 187.813
4 -- 47.95 -- 187.696
T -- 3:12.98 - 186.548 Q - 16

12:47 p.m. -- #86 JIM BUICK, 40, Berthoud, CO
Buick Eagle Eagle/Chevy

QA - 27
1 -- 51.29 -- 175.473
2 -- 51.41 -- 175.063
3 -- 51.23 -- 175.678
4 -- 51.62 -- 174.351
T -- 3:25.55 - 175.140
ROOKIE #5 Q - 17

12:54 p.m. -- #32 KEVIN COGAN, 25, Redondo Beach, CA
Jerry O'Connell Racing Phoenix/Cosworth

QA - 28
1 -- 47.21 -- 190.638
2 -- 47.38 -- 189.954
3 -- 47.34 -- 190.114
4 -- 48.10 -- 187.110
T -- 3:10.03 - 189.444
ROOKIE #6 Q - 18

1:04 p.m. -- #16 TONY BETTENHAUSEN, 29, Speedway, IN
Provinci Véal McLaren/Cosworth

QA - 29
1 -- 48.09 -- 187.149
2 -- 48.17 -- 186.838
3 -- 48.04 -- 187.344
4 -- 48.20 -- 186.722
T -- 3:12.50 - 187.013
ROOKIE #7 Q - 19

1:12 p.m. -- #20 GORDON JOHNCOCK, 44, Coldwater, MI
STP Oil Treatment Wildcat/Cosworth

QA - 30
1 -- 45.63 -- 197.239
2 -- 45.34 -- 194.217
3 -- 46.24 -- 194.637
4 -- 46.00 -- 195.652
T -- 3:04.21 - 195.429 Q - 20

1:18 p.m. -- #53 STEVE KRISILOFF, 34, Dana Pointe, CA
Psachie-Garza Racing Penske/Cosworth

QA - 31
1 -- 48.11 -- 187.071
2 -- 48.16 -- 186.877
3 -- 48.28 -- 186.413
4 -- 48.25 -- 186.528
T -- 3:12.80 -- 186.722 Q - 21

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1:26 p.m. -- #70 DENNIS FIRESTONE, 36, Gardena, CA
Jack L. Rhoades Penske/Cosworth

QA - 32	1 -- 48.10 -- 187.110	
	2 -- 48.58 -- 185.261	<u>Q - 22</u>
	3 -- 48.44 -- 185.797	
	<u>4 -- 48.74 -- 184.653</u>	
	T -- 3:13.86 - 185.701	

1:34 p.m. -- #48 MIKE MOSLEY, 34, Fallbrook, CA
Pepsi Challenger Eagle/Chevy

QA - 33	1 -- 45.54 -- 197.628	
	2 -- 45.55 -- 197.585	<u>Q - 23</u>
	3 -- 45.67 -- 197.066	
	<u>4 -- 45.85 -- 196.292</u>	
	T -- 3:02.61 - 197.141	

1:41 p.m. -- # 6 RICK MEARS, 29, Bakersfield, CA
Gould Charge Penske/Cosworth

QA - 34	1 -- 44.79 -- 200.938	
	2 -- 45.01 -- 199.956	UA - 11
	3 -- came in after engine vibration developed.	

1:47 p.m. -- #29 BILLY ENGELHART, 39, Madison, WI
Beaudoin Racing McLaren/Cosworth

QA - 35	1 -- 48.42 -- 185.874	
	2 -- 48.55 -- 185.376	<u>Q - 24</u>
	3 -- 48.45 -- 185.759	
	<u>4 -- 48.38 -- 186.027</u>	
	T -- 3:13.80 - 185.759	

1:54 p.m. -- #35 BOB LAZIER, 42, Vail, CO.
Montgomery Ward Auto Club Penske/Cosworth

QA - 36	1 -- 47.44 -- 189.713	ROOKIE #8	
	2 -- 47.45 -- 189.673		<u>Q - 25</u>
	3 -- 47.54 -- 189.314		
	<u>4 -- 47.62 -- 188.996</u>		
	T -- 3:10.05 - 189.424		

End of "1st Day" Qualifiers Field Average 1st Day Qualifiers 189.976

2:03 p.m. -- #47 PHIL CALIVA, 36, Hermosa Beach, CA
CHC Intersec Racing McLaren/Chevy

QA - 37	1 -- 57.47 -- 156.603	
	2 -- 56.91 -- 158.144	UA - 12
	3 Yellow	

2:09 p.m. -- # 2 TOM SNEVA, 52, Spokane, WA.
Bignotti Cotter Racing March/Cosworth

QA - 38	1 -- 44.46 -- 202.429	
	2 -- 44.73 -- 201.207	
	3 -- 45.00 -- 200.000	
	<u>4 -- 45.19 -- 199.159</u>	<u>Q - 26</u>
	T -- 2:59.38 - 200.691	

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Note: Phil Caliva was in #87 Roman Wheels Cargo Master Antares/Offy rather than #47
2:17 p.m. -- #74 MIKE CHANDLER, 23, Dana Point, CA
Team California Penske/Cosworth

QA - 39 1 -- 46.3 -- 186.291 ROOKIE #9 Q - 27
 2 -- 47.99 -- 187.539
 3 -- 47.77 -- 188.403
 4 -- 47.86 -- 188.048
 T -- 3:11.93 -- 187.568

2:24 p.m. -- #23 ROGER PAGER, 22, Mound, MN
Bignotti Carter Racing Phoenix-March/Cosworth

QA - 40 1 -- 50.68 -- 177.585 2nd Attempt on Car UA - 13
 2 -- 51.04 -- 176.332
 3 -- Yellow

2:28 p.m. -- #91 DON WHITTINGTON, 35, Ft. Lauderdale, FL
Road Atlanta McLaren/Cosworth

QA - 41 1 -- 47.09 -- 191.123. Q - 28
 2 -- 47.81 -- 188.245
 3 -- 48.23 -- 186.606
 4 -- 49.14 -- 183.150
 T -- 3:12.27 -- 187.237

2:35 p.m. -- YELLOW for track inspection.

#45 HARRY MACDONALD, 40, Bloomfield Hills, MI
Armstrong Mould Lola/Cosworth

QA - 42 1 -- 49.59 -- 181.488 Rookie UA - 14
 2 -- 49.65 -- 181.232
 3 -- YELLOW BY CREW

2:47 p.m. -- #25 DANNY ONGAIS, 32, Costa Mesa, CA
Interscope Racing Interscope/Cosworth

QA - 43 1 -- 47.97 -- 200.401 Q - 29
 2 -- 45.32 -- 190.588
 3 -- 45.88 -- 196.164
 4 -- 45.99 -- 195.695
 T -- 3:02.10 -- 197.694

2:53 p.m. -- #15 BILL TEMPERO, 37, Ft. Collins, CO.
Zamboni Electric Special McLaren/Chevy V-8

Took 3 warmup laps and came in.

3:00 p.m. -- #38 JERRY KARL, 40, Manchester, PA
Tonco Trailer McLaren-Karl/Chevy V-8

QA - 44 1 -- 49.12 -- 183.225 2nd Attempt UA - 15
 2 -- 49.94 -- 180.216
 3 -- Came In

3:08 p.m. #22 DICK SIMON, 47, San Juan Capistrano, CA
Vermont American Watson/Cosworth

Took 3 warmup laps and came in

3:10 p.m. -- #37 SCOTT BRAYTON, 22, Coldwater, MI
Brayton Racing Penske/Cosworth

QA - 45 1 -- 50.46 -- 178.359 UA - 16
 2 -- 50.65 -- 177.690
 3 Yellow by crew

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4:34 p.m. -- #43 GREG LEFFLER, 29, Winchester, IN
Armstrong Mould Armstrong/Chevy

QA - 54	1 -- 50.04 -- 179.856		UA - 22
	2 -- 49.81 -- 180.687		
	3 -- 50.41 -- 178.536		
	4 -- Yellow		

4:44 p.m. -- #17 JERRY SNEVA, 31, Spokane, WA.
Escort Radar Detector Vollstedt/Offy

QA - 55	1 -- 49.32 -- 182.482	2nd Attempt	UA - 23
	2 -- 49.38 -- 182.260		
	3 -- 49.28 -- 182.630		
	4 -- Yellow by Crew		

4:51 p.m. -- #18 JOHNNY PARSONS, 36, Indianapolis, IN
Sta On Glaze Lightning/Chevy

QA - 56	1 -- 48.36 -- 186.104		UA - 24
	2 -- 49.23 -- 182.815	2nd Attempt	
	3 -- 49.01 -- 183.636		
	4 -- Yellow		

5:01 p.m. -- #57 JOHN MARTIN, 42, Irvine, CA
Metro Building Racing McLaren/Offy

QA - 57	1 -- 50.41 -- 178.536	2nd Attempt	<u>Q - 33</u>
	2 -- 50.33 -- 178.820		
	3 -- 50.81 -- 177.130		
	<u>4 -- 51.09 -- 176.160</u>		
	T -- 3:22.64 -- 177.655		

FIELD FILLED 5:05 p.m.

5:13 p.m. -- #99 LARRY CANNON, 44, Danville, IL
Kraco Car Stereo Penske/Cosworth

QA - 58	1 -- 48.79 -- 184.464	Bumps #86 Buick	<u>Q - 34</u>
	2 -- 48.43 -- 185.835	2nd Attempt	
	3 -- 48.45 -- 185.759		
	<u>4 -- 48.27 -- 186.451</u>		
	T -- 3:13.94 -- 185.624		

Note: Previous car breaks record for most attempts in one day. Former record 45.

5:19 p.m. -- #42 BILL VUKOVICH, 37, Coarsegold, CA
Rattlesnake Racing Watson/Offy

QA - 59	1 -- 50.83 -- 177.061	2nd Attempt	UA - 25
	2 -- 50.95 -- 176.644		
	3 -- Came In		

Note: The number of Rick Mears' car will be changed from 68 to 6 according to an announcement by the Penske Team.

5:23 p.m. -- #79 PETE HALSMER, 37, Lafayette, IN
Hubler Chevrolet/KISS 99/ Colonial Bakery Penske/Cosworth

QA - 60	1 -- 47.72 -- 188.600	Bumps #57 Martin	<u>Q - 35</u>
	2 -- 47.97 -- 187.617	ROOKIE #10	
	3 -- 47.87 -- 188.009		
	<u>4 -- 48.23 -- 186.606</u>		
	T -- 3:11.79 -- 187.705		

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5:33 p.m. -- #87 PHIL CALIVA, 36, Hermosa Beach, CA
Roman Wheels Cargo Antares/Offy

QA - 61 1 -- 59.40 -- 151.515 2nd Attempt UA - 26
2 -- Yellow

5:40 p.m. -- #71 BOB FREY, 30, Elyria, OH
Spirit of Colorado Eagle/Offy

QA - 62 1 -- 53.00 -- 169.811 Rookie UA - 27
2 -- Yellow, came in

5:45 p.m. -- #72 JOHNNY PARSONS, 36, Indianapolis, IN
Bignotti-Cotter Phoenix-Merch/Cosworth

QA - 63 1 -- 49.24 -- 182.778 TOO SLOW TO BUMP UA - 28
2 -- 48.75 -- 184.615
3 -- 49.13 -- 183.187
4 -- 48.74 -- 184.653
T -- 3:15.86 - 183.805

5:53 p.m. -- #45 HARRY MACDONALD, 40, Bloomfield Hills, MI
Armstrong Mould Lola/Cosworth

QA - 64 1 -- 49.06 -- 183.449 2nd Attempt UA - 29
2 -- 48.85 -- 184.237 Rookie
3 -- Yellow by Crew

5:59 p.m. -- #66 ROGER RAGER, 32, Mound, MN
Seymour Enterprises Wildcat/Chevy

QA - 65 1 -- 49.71 -- 181.050 UA - 30
2 -- 50.48 -- 178.288
3 -- Yellow

Speedway Safety Director Jack O'Neal estimates today's qualifying crowd at 135,000.

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PROVISIONAL STARTING LINEUP FOR THE 1981 INDIANAPOLIS 500-MILE RACE

<u>POS.</u>	<u>CAR NO.</u>	<u>DRIVER</u>		<u>CHASSIS/ENGINE</u>	<u>TIME</u>	<u>SPEED</u>
				ROW 1		
1	3	Bobby Unser		Penske/Cosworth	2:59.51	200.546
2	48	Mike Mosley		Eagle/Chevy V-8	3:02.61	197.141
3	14	A.J. Foyt		Coyote/Cosworth	3:03.60	196.078
				ROW 2		
4	20	Gordon Johncock		Wildcat/Cosworth	3:04.21	195.429
5	1	Johnny Rutherford		Chaparral/Cosworth	3:04.25	195.387
6	55	Josele Garza R		Penske/Cosworth	3:04.52	195.101
				ROW 3		
7	7	Bill Alsup R		Penske/Cosworth	3:06.38	193.154
8	40	Wally Dallenbach		Wildcat/Cosworth	3:06.49	193.040
9	60	Gordon Smiley		Wildcat/Cosworth	3:06.54	192.988
				ROW 4		
10	88	Al Unser		Longhorn/Cosworth	3:06.80	192.719
11	5	Pancho Carter		Penske/Cosworth	3:08.46	191.022
12	8	Gary Bettenhausen		Lightning/Cosworth	3:08.61	190.870
				ROW 5		
13	32	Kevin Cogan R		Penske/Cosworth	3:10.03	189.444
14	35	Bob Lazier R		Penske/Cosworth	3:10.05	189.424
15	56	Tom Bigelow		Penske/Chevy V-8	3:11.19	188.294
				ROW 6		
16	50	Geoff Brabham R		Penske/Cosworth	3:11.50	187.990
17	16	Tony Bettenhausen Jr R		McLaren/Cosworth	3:12.50	187.713
18	53	Steve Krisiloff		Penske/Cosworth	3:12.80	186.722
				ROW 7		
19	33	Vern Schuppan		McLaren/Cosworth	3:12.98	186.548
20	31	Larry Dickson		Penske/Cosworth	3:13.26	186.278
21	28	Herm Johnson R		Lightning/Chevy V-8	3:13.68	185.874
				ROW 8		
22	29	Billy Engelhart		McLaren/Cosworth	3:13.80	185.759
23	70	Dennis Firestone		Penske/Cosworth	3:13.86	185.701
24	21	Tim Richmond		Penske/Cosworth	3:14.27	185.309
				ROW 9		
25	2	Tom Sneva		March/Cosworth	2:59.38	200.691
26	25	Danny Ongais		Interscope/Cosworth	3:02.10	197.694
27	6	Rick Mears		Penske/Cosworth	3:05.55	194.018
				ROW 10		
28	81	Sheldon Kinser		Longhorn/Cosworth	3:10.02	189.454
29	79	Pete Halsmer R		Penske/Cosworth	3:11.79	187.705
30	74	Mike Chandler R		Penske/Cosworth	3:11.93	187.568
				ROW 11		
31	91	Don Whittington		March/Cosworth	3:12.27	187.237
32	99	Larry Cannon		Penske/Cosworth	3:13.94	185.624
33	94	Bill Whittington		March/Cosworth	3:14.77	184.833

Field Average 190.579 which is 5.009 mph faster than the 185.570 of 1980 field.

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Practice (10 a.m. to 11:15 a.m.)

Incidents:

- 10:23 a.m. -- #34 SPIKE GEHLHAUSEN in #34 21st Century Silhouette Spas Penske/Cosworth spun once in south short chute, sliding 600 feet. No wall contact.
- 10:52 a.m. -- #98 ROGER MEARS in #98 Guiffre Brothers Cranes King/Chevy lost control in south short chute, spun 2½ times, sliding 750 feet. No wall contact.

There were 3 other minor yellows for non-serious incidents.

Top practice speeds reported on electric eye for non-qualified cars:

- 189.633 - #90 Bill Whittington (driver is qualified)
184.809 - #49 Chip Mead
183.749 - #64 Steve Chassey

Qualifying

12:06 p.m. -- #38 JERRY KARL, 40, Manchester, PA
Tonco Trailer McLaren-Karl/Chevy V-8

Took three warm up laps came in

12:13 p.m. -- #89 PHIL KRUEGER, 29, Fullerton, CA
Joe Hunt Magneto Eagle/Chevy

QA - 66 1 -- 48.38 -- 186.027 UA - 31
 2 -- 48.34 -- 186.181
 3 -- Hit wall turn 3*

*Car #89 Broke lose Turn 3 (NE), slid 240 feet, hitting wall with right side first, slid 80 feet along wall, then away from wall, making two spins covering 860 feet into infield in Turn 4 (NW). Krueger was removed from the car and taken by helicopter to Methodist Hospital. His condition was reported as generally good; he suffered a fracture and dislocated right shoulder and minor facial burns.

12:50 p.m. -- #64 STEVE CHASSEY, 36, Clermont, IN
Jet Engineering Eagle Eagle/Chevy V-8

QA - 67 1 -- 48.57 -- 185.300 UA - 32
 2 -- 48.62 -- 185.109
 3 -- 48.67 -- 184.919
 4 -- Yellow by Crew

12:56 p.m. -- #49 CHIP MEAD, 31, Dayton, OH
WING/White Castle Q-95 Starcruiser Eagle/Cosworth

QA - 68 1 -- 48.06 -- 187.266 3rd Attempt UA - 33
 2 -- 47.88 -- 187.970
 3 -- 51.01 -- 176.430
 4 Pulled Off

1:11 p.m. -- Track open for practice and qualifications for first time during 1981 time trial period.

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1:28 p.m. -- YELLOW, track inspection.

1:36 p.m. -- GREEN

1:38 p.m. -- YELLOW tow in #18 Bill Vukovich

1:42 p.m. -- GREEN

1:46 p.m. -- YELLOW

2:01 p.m. -- Track open for qualifying

2:04 p.m. -- #64 STEVE CHASSEY, 36, Clermont, IN
Jet Engineering Eagle Eagle/Chevy V-8

QA - 69 1 -- 48.96 -- 183.824 2nd Attempt UA - 34
 2 YELLOW by crew Rookie

2:16 p.m. -- #98 ROGER MEARS, 34, Bakersfield, CA
Giuffre Bros. Cranes King/Chevy

QA - 70 1 -- 48.28 -- 186.413 BUMPS #94 B. Whittington Q - 36
 2 -- 48.28 -- 186.413 ROOKIE #11
 3 -- 48.83 -- 184.313 2nd Attempt
 4 -- 49.32 -- 182.482
 T -- 3:14.71 - 184.870

2:22 p.m. -- #37 SCOTT BRAYTON, 22, Coldwater, IN
Brayton Racing Penske/Cosworth

QA - 71 1 -- 49.70 -- 181.087 Rookie UA - 35
 2 -- Yellow by crew

2:34 p.m. -- #22 DICK SIMON, 47, San Juan Capistrano, CA
Vermont American Watson/Cosworth

QA - 72 1 -- 49.54 -- 181.671 UA - 36
 2 YELLOW BY CREW

2:39 p.m. -- #34 SPIKE GEHLHAUSEN, 26, Speedway, IN
21st Century/Silhouette Spas Penske/Cosworth

QA - 73 1 -- 49.29 -- 182.593 UA - 37
 2 -- Crashed *

*Lost control in Turn 3 (NE) spun once sliding 450 feet, hit outside wall, did half spin sliding 180 feet off wall. Driver suffered bruises to both heels, held for observation in infield hospital. Car had front-end damage.

2:58 p.m. -- #92 JOHN MAHLER, 44, Newport Beach, CA
Duke Racing Penske/Offy

3 warmup laps and came in without taking the green

3:01 p.m. -- #43 TOM BAGLEY, 41, Centre Hall, PA
Armstrong Mould Armstrong/Cosworth

QA - 74 1 -- 48.44 -- 185.797 BUMPS #98 Roger Mears Q - 37
 2 -- 48.23 -- 186.606
 3 -- 48.46 -- 185.720
 4 -- 48.82 -- 184.351
 T -- 3:13.95 - 185.615

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3:09 p.m. -- #51 TOM KLAUSLER, 35, Northville, MI
IDS IDEA Schkee/Chevy

took three warm up laps and came in

3:12 p.m. #90 BILL WHITTINGTON, 31, Fort Lauderdale, FL.
Road Atlanta Racing March/Cosworth

QA - 75
1 -- 45.43 -- 198.107 BUMPS #21 Richmond
2 -- 45.34 -- 198.500
3 -- 45.79 -- 196.549
4 -- 46.09 -- 195.270
T -3:02.65 -- 197.098

Q - 38

3:18 p.m. -- #15 BILL TEMPERO, 37, Fort Collins, CO
Zamboni Electric Special McLaren/Chevy V-8

QA - 76
1 -- 50.21 -- 179.283 Rookie
2 -- 50.49 -- 178.253

UA - 38

3:23 p.m. -- #37 SCOTT BRAYTON, 22, Coldwater, IN
Brayton Racing Penske/Cosworth

Took warmup laps and came in. Did not take green.

Note: Further examination showed Phil Krueger driver of car #89, also suffered two fractured ribs on the right side.

3:27 p.m. -- #64 STEVE CHASSEY, 36, Clermont, IN
Jet Engineering Eagle Eagle/Chevy V-8

QA - 77
1 -- 48.48 -- 185.644 BUMPS #43 Bagley
2 -- 48.49 -- 185.605 ROOKIE #12
3 -- 48.43 -- 185.835 3rd Attempt
4 -- 48.49 -- 185.605
T -3:13.89 -- 185.672

Q - 39

3:33 p.m. -- #92 JOHN MAHLER, 44, New Port Beach, CA
Duke Racing Penske/Offy

Took warmup laps and came in.

3:39 p.m. -- #38 JERRY KARL, 40, Manchester, PA
Tonco Trailer McLaren-Karl/Chevy V-8

QA - 78
1 -- 48.00 -- 187.500 BUMPS #99 Cannon
2 -- 48.24 -- 186.567 3rd Attempt
3 -- 48.44 -- 185.797
4 -- 48.86 -- 184.200
T -3:13.54 -- 186.008

Q - 40

3:44 p.m. -- #22 DICK SIMON, 47, San Juan Capistrano, CA
Vermont American Watson/Cosworth

Took warmup laps and came in.

3:50 p.m. -- #51 TOM KLAUSLER, 35, Northville, MI
IDS IDEA Schkee/Chevy

QA - 79
1 -- 48.29 -- 186.374 BUMPS #64 Chassey
2 -- 48.22 -- 186.645 ROOKIE #13
3 -- 48.06 -- 187.266
4 -- 48.22 -- 186.645
T -3:12.79 -- 186.732

Q - 41

Breaks record of 78 total qualifying attempts set in 1979.

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- 4:06 p.m. -- #65 JIM HURTUBISE, 48, Port Arthur, TX
Luxury Racers Kingfish/Chevy
- QA - 80 1 -- 51.57 -- 174.520 UA - 39
 2 -- Blew Engine
- 4:20 p.m. -- #66 ROGER RAGER, 32, Mound, MN
Seymour Enterprises Wildcat/Chevy
- QA - 81 1 -- 48.43 -- 181.835 2nd Attempt UA - 40
 2 -- 49.11 -- 183.262
 3 Came In
- 4:30 p.m. -- #37 SCOTT BRAYTON, 22, Coldwater, MI
Brayton Racing Penske/Cosworth
- Took warm up laps and came in
- 4:36 p.m. -- #15 BILL TEMPERO, 37, Ft. Collins, CO.
Zamboni Electric Special McLaren/Chevy V-8
- Took three warmups and came in.
- #17 JERRY SNEVA, 31, Spokane, WA
Escort Radar Detector Vollstedt/Offy
- Warmed up and came in.
- 4:45 p.m. -- #37 SCOTT BRAYTON, 22, Coldwater, MI
Brayton Racing Penske/Cosworth
- QA - 82 1 -- 48.15 -- 186.916 ROOKIE #14 Q - 42
 2 -- 47.99 -- 187.539 BUMPS #70 Firestone
 3 -- 47.95 -- 187.696
 4 -- 47.63 -- 188.957
 T -3:11.72 -- 187.774
- 4:56 p.m. -- #84 GEORGE SNIDER, 40, Houston, TX
Valvoline Gilmore VPJ/Cosworth
- QA - 83 1 -- 47.51 -- 189.434 Q - 43
 2 -- 47.48 -- 189.553 BUMPS #29 Engelhart
 3 -- 47.55 -- 189.274
 4 -- 47.68 -- 188.758
 T -3:10.22 -- 189.255
- 5:05 p.m. -- #92 JOHN MAHLER, 44, New Port Beach, CA
Duke Racing Penske/Offy
- Took warmups and came in.
- 5:09 p.m. -- # 4 DENNIS FIRESTONE, 36, Gardena, CA
Patrick Racing Wildcat/Cosworth
- QA - 84 1 -- 47.78 -- 188.363 BUMPS #28 Johnson Q - 44
 2 -- 47.79 -- 188.324
 3 -- 47.96 -- 187.656
 4 -- 48.18 -- 186.800
 T -3:11.71 -- 187.784

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

65TH
INDIANAPOLIS
500

Sunday, May 17, 1981 -- #16

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5:18 p.m. -- #15 BILL TEMPERO, 37, Fort Collins, CO
Zamboni Electric Special McLaren/Chevy V-8

QA - 85 1 -- 49.98 -- 180.072 2nd attempt UA - 41
 2 -- 50.10 -- 179.641
 3 -- 50.58 -- 177.936
 4 -- YELLOW by Crew

5:23 p.m. -- #22 DICK SIMON, 47, San Juan Capistrano, CA
Vermont American Watson/Cosworth

QA - 86 1 -- 49.42 -- 182.113 UA - 42
 2 -- Yellow by Crew

5:25 p.m. -- #17 JERRY SNEVA, 31, Spokane, WA
Escort Radar Detector Vollstedt/Offy

QA - 87 1 -- 47.95 -- 187.696 3rd Attempt Q - 45
 2 -- 47.75 -- 188.482 BUMPS #38 Karl
 3 -- 47.81 -- 188.285
 4 -- 48.21 -- 186.683
 T - 3:11.71 -- 187.784

5:37 p.m. -- #66 ROGER RAGER, 32, Mound, MN
Seymour Enterprises Wildcat/Chevy

QA - 88 1 -- 49.71 -- 181.050 UA - 43
 2 - Pulled off on backstretch after blowing engine

5:48 p.m. -- #15 BILL TEMPERO, 37, Fort Collins, CO
Zamboni Electric Special McLaren/Chevy V-8

QA - 89 1 -- Took Green and came in 3rd Attempt UA - 44

5:52 p.m. -- #92 JOHN MAHLER, 44, New Port Beach, CA
Duke Racing Penske/Offy

QA - 90 1 -- 49.87 -- 180.469 UA - 45
 2 -- YELLOW by Crew

5:58 p.m. -- #22 DICK SIMON, 47, San Juan Capistrano, CA
Vermont American Watson/Cosworth

QA - 91 1 -- YELLOW BY CREW 3rd Attempt UA - 46

Field Average 191.300

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Sunday, May 17, 1981

UNOFFICIAL STARTING LINEUP FOR 65th INDIANAPOLIS 500

CAR NO.	DRIVER	CAR NAME	TIME	SPEED
<u>Row 1</u>				
3	BOBBY UNSER	Norton Spirit	2:59.51	200.545
48	MIKE MOSLEY	Pepsi Challenger	3:02.61	197.141
14	A. J. FOYT	Valvoline Gilmore	3:03.60	196.078
<u>Row 2</u>				
20	GORDON JOHNCOCK	STP Oil Treatment	3:04.21	195.421
1	JOHNNY RUTHERFORD	Pennzoil Chaparral	3:04.25	195.387
55	JOSELE GARZA (R)	ESSO Mexico	3:04.52	195.101
<u>Row 3</u>				
7	BILL ALSUP (R)	A B DICK Pacemaker	3:06.38	193.154
40	WALLY DALLENBACH	STP Oil Treatment	3:06.49	193.040
60	GORDON SMILEY	Intermedics Goodyear	3:06.54	192.988
<u>Row 4</u>				
88	AL UNSER	Longhorn Racing	3:06.80	192.719
5	PANCHO CARTER	Alex Foods	3:08.46	191.022
8	GARY BETTENHAUSEN	Hopkins	3:08.61	190.870
<u>Row 5</u>				
32	KEVIN COGAN (R)	Jerry O'Connell Racing	3:10.03	189.444
35	BOB LAZIER (R)	Montgomery Ward Auto Club	3:10.05	189.424
56	TOM BIGELOW	Genesee Beer Wagon	3:11.19	188.294
<u>Row 6</u>				
50	GEOFF BRABHAM (R)	ESSO Mexico	3:11.50	187.990
16	TONY BETTENHAUSEN (R)	Provimi Veal	3:12.50	187.013
53	STEVE KRISLOFF	ESSO Mexico	3:12.80	186.722
<u>Row 7</u>				
33	VERN SCHUPPAN	Red Roof Inns/Theodore	3:12.98	186.548
31	LARRY DICKSON	Machinists Union Racing	3:13.26	186.278
2	TOM SNEVA	Bignotti-Cotter Racing	2:59.38	200.691
<u>Row 8</u>				
25	DANNY ONGAIS	Interscope Racing	3:02.10	197.694
6	RICK MEARS	The Gould Charge	3:05.55	194.018
81	SHELDON KINSER	Sergio Valente	3:10.02	189.454
<u>Row 9</u>				
79	PETE HALSMER (R)	Hubler/KISS 99/Colonial	3:11.79	187.705
74	MIKE CHANDLER (R)	Team California	3:11.93	187.568
91	DON WHITTINGTON	Road Atlanta	3:12.27	187.237
<u>Row 10</u>				
90	BILL WHITTINGTON	Road Atlanta	3:02.65	197.098
84	GEORGE SNIDER	Valvoline-Gilmore	3:10.22	189.255
4	DENNIS FIRESTONE	Rhoades Racing, Inc.	3:11.71	187.784
<u>Row 11</u>				
17	JERRY SNEVA	Escort Radar Detector	3:11.71	187.784
37	SCOTT BRAYTON (R)	Brayton Racing	3:11.72	187.774
51	TOM KLAUSLER (R)	IDS Idea	3:12.79	186.732

Field Average 191.300, which is 5.730 mph faster than 1980 average of 185.570.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

65TH
INDIANAPOLIS
500

Thursday, May 21, 1981 -- #17

Bobby Unser again was the fastest traveler on the Speedway in Thursday's "carburetion tests" - final opportunity for practice before the 65th running of the Indianapolis 500.

Bobby, who Wednesday night had been named as the 1981 recipient of the Eddie Sachs Award at the American Red Ball party, was timed on the electric eye at 197.413 in his #3 Norton Spirit Penske/Cosworth. His crew said they had a stop-watch time of 197.6 on him. Bobby will start from the pole position Sunday.

There were 35 cars on the track out of 36 which had an opportunity to run. In addition to the 33-car starting field, Herm Johnson, the first alternate, was out on the track in the #28 Menard Lumber Lightning/Chevy and Jerry Sneva practiced in the #17 Escort Radar Detector Vollstedt/Offy. The car had been disqualified in a USAC Stewards' hearing Monday on the grounds it used illegal boost pressure in its qualifying run; but it was permitted to take part in the practice session because a hearing is scheduled at 7 p.m. today on an appeal by car owner Rolla Vollstedt from the USAC ruling. Billy Engelhart, the second alternate in the #29 Beaudoin Racing McLaren/Cosworth, did not avail himself of the opportunity.

Second quickest speed reported on the eye was the 195.397 by Tom Sneva in the #2 Big-notti-Cotter Racing March/Cosworth, which had the field's top qualifying speed of 200.691 as a "second day" qualifier.

Sophomore star Gordon Smiley hit 195.143 in the #60 Intermedics/Goodyear Wildcat/Cosworth; Bill Whittington got 194.594 in the #90 March/Cosworth; defending champion, Johnny Rutherford, got 193.924 in the #1 Pennzoil Chaparral/Cosworth; Mike Mosley, driving the fastest stock-blocker in the field and starting in the #2 spot in the front row, hit 193.840 in the #48 Pepsi Challenger Eagle/Chevy.

Mario Andretti, back from the Belgian Grand Prix, returned to the cockpit of the #40 STP Oil Treatment Wildcat/Cosworth, which was qualified by Wally Dallenbach, and got 193.175. The car has been moved to 32nd starting position because of the driver switch. The reason it is not 33rd and last is because that position is occupied by the #84 UNO-WTTV-Guarantee Auto VPJ/Cosworth, due to a later driver change from George Snider to Tim Richmond. The Andretti switch was made officially Tuesday and the Richmond switch Wednesday.

Don Whittington, brother of Bill, got 190.638 in the #91 March/Cosworth. Rick Mears, the 1979 winner, was caught at 190.516 in the #6 The Gould Charge Penske/Cosworth. Gordon Johncock, 1973 winner, had a 189.833 circuit in the #20 STP Oil Treatment Wildcat/Cosworth. Pancho Carter got 189.637 in the #5 Alex Food Penske/Cosworth.

There were six yellow light periods, all for minor incidents.

Rookie Bob Lazier at 189 plus was next in the #35 Montgomery Ward Auto Club Penske/Cosworth; followed by fellow neophytes Josele Garza, 188.363 in the #55 Psachie Garza ESSO Penske/Cosworth; Bill Alsup at 187.539 in the #7 A.B. Dick Pacemaker Penske/Cosworth; and Geoff Brabham, 187.461 in the #50 Psachie Garza ESSO Penske/Cosworth.

A. J. Foyt, the only four-time winner, "cooled it" with a 187.421 clocking in his #14 Valvoline-Gilmore Coyote/Cosworth.

There was one discordant note when driver Jerry Karl was arrested on a contempt of court charge on the grounds and taken downtown to face a contempt of court charge in Municipal Court, Room 1. He was released on posting of \$25 bond. The charge involved a 1979 judgment awarded to a law firm of \$1,860.22 against Karl. As a result, his car was taken out for practice by Bob Harkey, who was wearing Karl's helmet.

-IMS-

OFFICIAL STARTING LINEUP FOR THE 65th ANNUAL INDIANAPOLIS 500 MILE RACE May 24, 1981

Car No.	Driver, Chassis/Engine	Time	Speed	Car Name
ROW 1				
3	xBobby Unser P/C	2:59.51	200.546	Norton Spirit Penske
48	Mike Mosley E/Ch	3:02.61	197.141	Pepsi Challenger
14	xA. J. Foyt Jr. Co/C	3:03.60	196.078	Valvoline-Gilmore
ROW 2				
20	xGordon Johncock W/C	3:04.21	195.429	STP Oil Treatment Special
1	xJohnny Rutherford C/C	3:04.25	195.387	Pennzoil Chaparral
55	R Josele Garza P/C	3:04.52	195.101	Psachie Garza ESSO
ROW 3				
7	R Bill Alsup P/C	3:06.38	193.154	A.B. Dick Pacemaker Penske
60	Gordon Smiley W/C	3:06.54	192.988	Intermedics-Goodyear Spl.
88	xAl Unser Long/C	3:06.80	192.719	Valvoline/Longhorn
ROW 4				
5	Pancho Carter P/C	3:08.46	191.022	Goodyear/Alex Foods Spl.
8	Gary Bettenhausen Li/C	3:08.61	190.870	Hopkins Special
32	R Kevin Cogan Ph/C	3:10.03	189.444	Jerry O'Connell Racing
ROW 5				
35	R Bob Lazier P/C	3:10.05	189.424	Montgomery Ward Auto Club
56	Tom Bigelow P/Ch	3:11.19	188.294	Genesee Beer Wagon
50	R Geoff Brabham P/C	3:11.50	187.990	Psachie Garza ESSO
ROW 6				
16	R Tony Bettenhausen McL/C	3:12.50	187.013	Provimi Veal McLaren
53	Steve Krisiloff P/C	3:12.80	186.722	Psachie Garza ESSO
33	Vern Schuppan McL/C	3:12.98	186.548	Red Roof Inns/Theodore Racing/ Equipe 66
ROW 7				
31	Larry Dickson P/C	3:13.26	186.278	Machinists Union Racing Team
2	Tom Sneva Mar/C	2:59.38	200.691	Bignotti-Cotter Racing
25	Danny Ongais Int/C	3:02.10	197.694	Interscope Racing
ROW 8				
6	xRick Mears P/C	3:05.55	194.018	The Gould Charge
81	Sheldon Kinser Long/C	3:10.02	189.454	Sergio Valente Longhorn
79	R Pete Halsmer P/C	3:11.79	187.705	Hubler Chev./KISS 99/ Colonial Bakery Hodgdon
ROW 9				
74	R Mike Chandler P/C	3:11.93	187.568	
91	Don Whittington Mar/C	3:12.27	187.237	
90	Bill Whittington Mar/C	3:02.65	197.098	
ROW 10				
4	Dennis Firestone W/C	3:11.71	187.784	Rhoades Aircraft Sales
37	R Scott Brayton P/C	3:11.72	187.774	Forsythe Industries, Inc.
51	R Tom Klausler Sch/Ch	3:12.79	186.732	IDS Idea
ROW 11				
38	Jerry Karl McL-K/Ch	3:13.54	186.008	Tanco Trailer
*40	xMario Andretti W/C	3:06.49	193.040	STP Oil Treatment Spl.
**84	Tim Richmond VPJ/C	3:10.22	189.255	UNO-WTTV-Guarantee Auto

* Car qualified originally for No. 8 starting position by Wally Dallenbach.

** Car qualified originally for No. 29 starting position by George Snider.

KEY: x - Former Indianapolis Winner, R - Rookie. C/C - Chaparral Cosworth (1), Co/C - Coyote/Cosworth (1), E/Ch - Eagle/Chevy (1), Int/C - Interscope/Cosworth (1), Li/C - Lightning/Cosworth (1), Long/C - Longhorn/Cosworth (2), Mar/C - March/Cosworth (3), McL/C - McLaren/Cosworth (2), McL-K/Ch - McLaren-Karl/Chevy (1), P/C - Penske/Cosworth (1), P/Ch - Penske/Chevy (1), Ph/C - Phoenix/Cosworth (1), W/C - Wildcat/Cosworth (4), Sch/Ch - Schkee/Chevy (1), VPJ/C - Parnelli/Cosworth (1).

1981 - 33 car field average qualifying speed - 191.244. This compares with last year's field average - 185.570.

NUMERICAL ROSTER - 1981 INDIANAPOLIS 500-MILE RACE - May 24, 1981

<u>CAR NO.</u>	<u>START POS.</u>	<u>DRIVER</u>	<u>CHASSIS/ENGINE</u>
1	5	Johnny Rutherford	Chaparral/Cosworth
2	20	Tom Sneva	March/Cosworth
3	1	Bobby Unser	Penske/Cosworth
4	28	Dennis Firestone	Wildcat/Cosworth
5	10	Pancho Carter	Penske/Cosworth
6	22	Rick Mears	Penske/Cosworth
7	7	Bill Alsup (R)	Penske/Cosworth
8	11	Gary Bettenhausen	Lightning/Cosworth
14	3	A. J. Foyt Jr.	Coyote/Cosworth
16	16	Tony Bettenhausen (R)	McLaren/Cosworth
20	4	Gordon Johncock	Wildcat/Cosworth
25	21	Danny Ongais	Interscope/Cosworth
31	19	Larry Dickson	Penske/Cosworth
32	12	Kevin Cogan (R)	Phoenix/Cosworth
33	18	Vern Schuppan	McLaren/Cosworth
35	13	Bob Lazier (R)	Penske/Cosworth
37	29	Scott Brayton (R)	Penske/Cosworth
38	31	Jerry Karl	McLaren-Karl/Chevy V-8
40	32	Mario Andretti	Wildcat/Cosworth
48	2	Mike Mosley	Eagle/Chevy V-8
50	15	Geoff Brabham (R)	Penske/Cosworth
51	30	Tom Klausler (R)	Schkee/Chevy V-8 turbo
53	17	Steve Krisiloff	Penske/Cosworth
55	6	Josele Garza (R)	Penske/Cosworth
56	14	Tom Bigelow	Penske/Chevy V-8
60	8	Gordon Smiley	Wildcat/Cosworth
74	25	Michael Chandler (R)	Penske/Cosworth
79	24	Pete Halsmer (R)	Penske/Cosworth
81	23	Sheldon Kinser	Longhorn/Cosworth
84	33	Tim Richmond	VPJ/Cosworth
88	9	Al Unser	Longhorn/Cosworth
90	27	Bill Whittington	March/Cosworth
91	26	Don Whittington	March/Cosworth

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



PIT ASSIGNMENTS

<u>Pit</u>	<u>Car</u>	<u>Driver</u>	<u>Car Name</u>
1			
2			
3	14	A. J. Foyt	Valvoline-Gilmore
4	84	George Snider	Valvoline-Gilmore
5	1	Johnny Rutherford	Pennzoil Chaparral
6	25	Danny Ongais	Interscope Racing
GASOLINE ALLEY			
7	48	Mike Mosley	Pepsi Challenger
8	90	Bill Whittington	
9	91	Don Whittington	
10	2	Tom Sneva	Bignotti-Cotter Racing
11		ABC	
12	6	Rick Mears	The Gould Charge
13	8	Gary Bettenhausen	Hopkins Special
14	3	Bobby Unser	Norton Spirit Penske
15		USAC	
16	7	Bill Alsup	A.B. Dick Pacemaker Penske
17	40	Mario Andretti	STP Oil Treatment Special
18	20	Gordon Johncock	STP Oil Treatment Special
19	60	Gordon Smiley	Intermedics- Goodyear Special
20	5	Pancho Carter	Goodyear/Alex Foods Special
21	88	Al Unser	Valvoline/Longhorn
22	81	Sheldon Kinser	Sergio Valente
23	32	Kevin Cogan	Jerry O'Connell Racing
24	35	Bob Lazier	Montgomery Ward Auto Club
25	56	Tom Bigelow	Genesee Beer Wagon
26	4	Dennis Firestone	Rhoades Aircraft Sales
27	16	Tony Bettenhausen	Provimi Veal McLaren
28	53	Steve Krisiloff	Psachie Garza ESSO
29	55	Josele Garza	Psachie Garza ESSO
OPENING			
30	50	Geoff Brabham	Psachie Garza ESSO
31	79	Pete Halsmer	Hubler Chev./KISS 99/Colonial
32	31	Larry Dickson	Machinists Union Racing Team
33	33	Vern Schuppan	Red Roof Inns/Theodore Racing/Equipe
34	74	Mike Chandler	Hodgdon
35	38	Jerry Karl	Tonco Trailer
36	51	Tom Klausler	IDS Idea
37	37	Scott Brayton	Forsythe Industries Inc.

38-47 OPEN

48 --- EMERGENCY CREW

GARAGE NOS. AND CHIEF MECHANICS

<u>CAR NO.</u>	<u>GAR NO.</u>	<u>CHIEF MECHANIC</u>
3	76	Laurie Gerrish
48	40	Wayne Leary
14	29	Jack Starne
20	55	Mark Bridges
1	86	Steve Roby
55	22	Rouem Haffenden
7	75	Bob Sprow
60	56	Bobby Hatch
88	52	Hywell Absalom
5	11	Johnny Capels
8	8	Mike Devin
32	15	Jud Phillips
35	17	Derek Mower
56	79	Galen Fox
50	21	Rouem Haffenden
16	31	Paul Diatlovich
53	21	Rouem Haffenden
33	14	Vern Schuppan
31	80	Howard Millican
2	83	George Bignotti
25	25	Phil Casey
6	77	Peter Parrott
81	53	Hywell Absalom
79	71	Ron Baddeley
74	67	Dennis P. McCormack
91	44	Keith Leighton
90	42	Keith Leighton
4	35	Max Luther
37	78	Jim Wright
31	74	Chuck Looper
33	5	Lou Parks
40	57	George Huening
31	30	Jack Starne