

PRESS Room



THE SIXTY-SIXTH · MAY 30, 1982

Conte

ONLY
1982



DAY-BY-DAY

TRACKSIDE REPORT

FOR THE MEDIA

INDIANAPOLIS MOTOR
SPEEDWAY



DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



1982

INDIANAPOLIS 500 PRESS INFORMATION

This press information has been compiled to give you instant background on all that has taken place during practice and qualification periods leading up to the 66th 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 1982 Race
- Pit Assignments
- Chief Mechanics and garage listing
- Race Cars through the years
- Spin and wreck report
- Rookie Test report
- Results of time trials
- Daily track summaries
- All 4-lap qualification runs

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



1982 INDIANAPOLIS "500" STATISTICS

It was another truly record-breaking year at Indianapolis, in terms of volume as well as speed...109 entries set a new record, four more than the old record of 105 set in 1981...82 arrived at the track...76 took practice runs... 35 completed qualification runs...2 cars were bumped, the least number since 1974 when 2 also were bumped. Cars bumped were #2 Bill Alsup and #49 Chip Mead. No driver completed a qualifying run too slow to bump. There were 42 different cars making attempts, with a total of 54 attempts. There were 19 incomplete attempts.

During the month, there were a total of 70 drivers on the track. There were 30 of last year's starting field of 33 on the track. The exceptions were Larry Dickson, Tom Klausler and Tim Richmond. There were 46 veterans and 24 rookies on the track. The veteran drivers on the track were: Bill Alsup, Mario Andretti, Gary Bettenhausen, Tony Bettenhausen, Tom Bigelow, Geoff Brabham, Scott Brayton, Pancho Carter, Mike Chandler, Kevin Cogan, Billy Engelhart, Dennis Firestone, A.J. Foyt, Josele Garza, Spike Gehlhausen, Pete Halsmer, Bob Harkey, Howdy Holmes, Gordon Johncock, Jerry Karl, Steve Krisiloff, Bob Lazier, Greg Leffler, John Mahler, John Martin, Jimmy McElreath, Rick Mears, Mike Mosley, Danny Ongais, Johnny Parsons, Roger Rager, Johnny Rutherford, Joe Saldana, Vern Schuppan, Billy Scott, Dick Simon, Gordon Smiley, Jerry Sneva, Tom Sneva, George Snider, Al Unser, Bobby Unser, Bill Vukovich, Salt Walther, Bill Whittington, Don Whittington. The rookies were: Patrick Bedard, Phil Caliva, Steve Chassey, Chet Phillip, Tom Frantz, Bob Fleg, Chip Ganassi, Ken Hamilton, Jim Hickman, Gary Irvin, Harm Johnson, Phil Krueger, Chip Mead, Roger Mears, Teddy Pilette, Bobby Rahal, Hector Rebaque, Rusty Schmidt, Jan Sneva, Danny Sullivan, Larry Van Sneeden, Sean Vetrock, Dale Whittington, Desire Wilson.

STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS

1st -- 12	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	

Bobby Unser in 1981 was the 12th driver to win from the pole position and the third in a row (Rick Mears in 1979 and Johnny Rutherford in 1980 also started on the pole.) If the above positions which have zeroes remain zeroes, the following drivers would have no chance of winning this year: Don Whittington, Danny Ongais, Johnny Rutherford, Al Unser, Howdy Holmes, Dale Whittington, Jim Hickman, George Snider, Chet Phillip, Gary Bettenhausen, Tom Bigelow, Pete Halsmer and Josele Garza.

Rick Mears and Kevin Cogan appear to have the best starting spots from the statistical standpoint, since first-place starters have won 12 times and second-place starters 10 times.

For the third 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. Desire Wilson was not able to make the starting field this year, but did have one qualifying attempt.

FORMER WINNERS IN THE 1982 RACE -- 6

A.J. Foyt (1961, 64, 67, 77)	Al Unser (1970, 71, 78)
Johnny Rutherford (1974, 76, 80)	Maric Andretti (1969)
Gordon Johncock (1973)	Rick Mears (1979)
Youngest winner.....	Troy Ruttman (1952) 22 years old
Oldest winner.....	Bobby Unser (1981) 47 years old
Closest finish.....	1937 - Wilbur Shaw won by only 2.16 seconds over Ralph Hepburn
Largest winning margin.....	1913 - Jules Goux was 13 minutes and 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. The first four-time winner was A.J. Foyt 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 Sr. (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), Johnny Rutherford (1974, 76, 80) and Bobby Unser (1968, 75, 81). Two time winners, besides Milton are Vukovich (1953-54) and Rodger Ward (1959-62).

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 1981 race winner, Bobby Unser, gave car #3 its sixth Indy victory. Others were by Howdy Wilcox (1919), Mauri Rose (1948), Rodger Ward (1962), Bobby Unser (1968) and Johnny Rutherford (1974). Car #2 leads in victories with eight; car #1 has seven; car #14 has five and #16 has four.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Statistics - Page 3

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 - 12

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	1981 - Bobby Unser

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	1950	Mercury	Benson Ford
1912	Stutz	Carl G. Fisher	1951	Chrysler	Dave Wallace
1913	Stoddard-Dayton	Carl G. Fisher	1952	Studebaker	P.O. Peterson
1914	Stoddard-Dayton	Carl G. Fisher	1953	Ford	William C. Ford
1915	Packard "6"	Carl G. Fisher	1954	Dodge	William Newburg
1916	Premier "6"	Frank E. Smith	1955	Chevrolet	T.H. Keating
1919	Packard V-12	Col. J.G. Vincent	1956	DeSoto	L.I. Woolson
1920	Marmon V-16	Barney Oldfield	1957	Mercury	F.C. Reith
1921	H.C.S. "6"	Harry C. Stutz	1958	Pontiac	Sam Hanks
1922	National "8"	Barney Oldfield	1959	Buick	Sam Hanks
1923	Duesenberg "8"	Fred Duesenberg	1960	Oldsmobile	Sam Hanks
1924	Cole V-8	Lew Pettijohn	1961	Ford	Sam Hanks
1925	Rickenbacker "8"	E.V. Rickenbacker	1962	Studebaker	Sam Hanks
1926	Chrysler "8"	Louis Chevrolet	1963	Chrysler	Sam Hanks
1927	LaSalle V-8	"Big Boy" Raeder	1964	Ford	Benson Ford
1928	Marmon	Joe Dawson	1965	Plymouth	P.N. Buckminster
1929	Studebaker	George Hunt	1966	Mercury	Benson Ford
1930	Cord V-8	E.L. Cord	1967	Camaro	Mauri Rose
1931	Cadillac	"Big Boy" Raeder	1968	Ford	William C. Ford
1932	Lincoln	Edsel Ford	1969	Chevrolet	Jim Rathmann
1933	Chrysler	Byron Foy	1970	Oldsmobile	Rodger Ward
1934	LaSalle	"Big Boy" Raeder	1971	Dodge	Eldon Palmer
1935	Ford V-8	Harry Mack	1972	Oldsmobile	Jim Rathmann
1936	Packard	Tommy Milton	1973	Cadillac	Jim Rathmann
1937	LaSalle	Ralph DePalma	1974	Oldsmobile	Jim Rathmann
1938	Hudson	Stuart Baits	1975	Buick	James Garner
1939	Buick	Charles Chayne	1976	Buick	Marty Robbins
1940	Studebaker	Harry Hartz	1977	Oldsmobile	James Garner
1941	Chrysler	A.B. Couture	1978	Corvette	Jim Rathmann
1946	Lincoln V-12	Henry Ford II	1979	Ford Mustang	Jackie Stewart
1947	Nash	George W. Mason	1980	Pontiac	Johnnie Parsons
1948	Chevrolet	Wilbur Shaw	1981	Buick	Duke Nalon
1949	Oldsmobile	Wilbur Shaw	1982	Camaro	Jim Rathmann

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



1982 SPIN AND WRECK REPORT

- May 9, 1982 - Sunday
1. Time: 4:38 p.m. Gordon Smiley in the #35 Intermedics Innovator March/Cosworth got high out of Turn-3 (NE) for 280 feet, brushed wall with right rear tire for approximately 40 feet, continued on into pits.
- May 11, 1982 - Tuesday
2. Time: 3:19 p.m. Ken Hamilton in #63 Eagle Aircraft Flyer DW2/Chevy lost control coming out of Turn-4 (NW), gathered it in and continued into pits.
- May 11, 1982 - Tuesday
3. Time: 3:37 p.m. Dean Vetrock in #71 Vetco Racing/Larrie Ervin Lightning/Chevy lost left rear wheel in Turn-3 (NE); got sideways for 200 feet, stopped on infield grass. No contact.
- May 11, 1982 - Tuesday
4. Time: 5:20 p.m. Bob Lazier in #34 Wysard Racing Team March/Cosworth ran over metal, causing blow-out of right rear tire, in backstretch, continued on to Turn-4 (NW) and stopped. No contact.
- May 12, 1982 - Wednesday
5. Time: 1:10 p.m. Roger Rager in #72 Indiana Coal/Wildcat/Cosworth spun 1 time coming out of Turn-4 (NW) for 440 feet, hit inside wall with left side, scraping 40 feet along wall, then did 3/4 spin away from wall for 200 feet; stopped on track near pit entrance. Driver: Checked and released complaining of sore left shoulder. Car - extensive damage.
- May 12, 1982 - Wednesday
6. Time: 5:13 p.m. Danny Sullivan in #53 Forsythe-Brown Racing March/Cosworth lost control in Turn-3 (NE), slid 440 feet, spinning 1½ times, hit wall on left side; slid along wall approximately 80 feet, car came to stop on infield grass in Turn-4 (NW). Driver: checked and released. Car - very little damage.
- May 12, 1982 - Wednesday
7. Time: 5:49 p.m. Tony Bettenhausen in #16 Provimi Veal March/Cosworth had problem with clutch going into Turn-3 (NE), causing him to slide for 200 feet in a half-spin; slid 240 feet backwards into outside wall with left rear hitting; traveled 120 feet, hit wall again, then slid 120 feet away from wall, stopping on track surface, near outside wall. Driver - O.K. Car - damage to left rear.
- May 13, 1982 - Thursday
8. Time: 11:38 a.m. Ken Hamilton in #63 Eagle Aircraft Flyer DW2/Chevy got low in Turn-1 (SW), got sideways and slid 300 feet, dipped into grass infield, gathered it in and continued into pits. No contact.
- May 13, 1982 - Thursday
9. Time: 4 p.m. Josele Garza in #50 Schlitz Gusto March/Cosworth in middle of Turn-3 (NE) lost control and made 1 complete spin, covering 480 feet, hit wall, was airborne for 20 feet; made one additional spin for 360 feet away from wall. Came to stop in middle of track mid-way in north short chute. Driver - O.K. Car - extensive damage to right rear section.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



SPIN AND WRECK REPORT - 1982

Page 2

- May 14, 1982 - Friday
10. Time: 5:35 p.m. Jim Hickman in #42 Stroh's March March/Cosworth coming out of Turn-1 (SW) lost control, spun 1½ times across track for 820 feet, hit inside steel retaining wall at start of Turn-2 (SE). Stopped against wall. Driver - checked at track hospital and released. Car - damage to right rear section.
- May 15, 1982 - Saturday
11. Time: 12:15 p.m. Gordon Smiley in #35 Intermedics Innovator March/Cosworth in Turn-3 (NE), lost control, overcorrected into a reverse slide for 280 feet to wall. Airborne (vertically) approximately 50 feet. Car disintegrated into 3 sections. Engine section sliding 480 feet to middle of north short chute. Driver: died instantaneously (12:15 p.m.) of massive head injuries (Dr. Henry Bock confirmed @ 12:30 p.m.)
- May 16, 1982 - Sunday
12. Time: 12:25 p.m. Tom Bigelow got high out of Turn-1 (SW), making a 3/4 spin for 380 feet to middle of south short chute. No contact. #56 Genesee Beer Wagon Penske/Cosworth.
- May 19, 1982 - Wednesday
13. Time: 2:57 p.m. Desire Wilson in #53 Theodore Racing March/Cosworth lost control coming out of Turn-1 (SW), spun 1½ times for 883 feet, slid across track into infield grass at the east end of the south short chute. No contact.
- May 20, 1982 - Thursday
14. Time: 2:02 p.m. John Mahler in #92 P.W.S. Racing Penske/Offy lost control in Turn-1 (SW), slid 480 feet, making 1 spin; hit wall, slid another 640 feet, making an additional spin, car traveled across track and came to stop on apron of Turn-2 (SE). Driver: O.K. Car - extensive damage.
- May 21, 1982 - Friday
15. Time: 5:14 p.m. Greg Leffler in #43 Armstrong Mould Armstrong/Cosworth apparently had right rear suspension problem in north short chute; car slid 460 feet into Turn-4 (NW) making 1 spin, hit wall, went along wall for 100 feet, slid an additional 280 feet to inside of track apron. Driver - O.K. Car - Moderate damage to right side.
- May 22, 1982 - Saturday
16. Time: 2:44 p.m. Phil Krueger in #89 Crysen McLaren/Chevy got low in Turn-4 (NW), lost control and slid 420 feet, making 1 spin, hit wall, scraped along wall 40 feet, then slid away from wall 440 feet, making 1½ spins to inside of track. Driver - slight concussion, will be sent to Methodist Hospital for further observation. (Krueger was released following day 5/23). Car - extensive damage to rear section.
- May 23, 1982 - Sunday
17. Time: 10:28 p.m. John Martin in #17 Vollstedt Enterprises Vollstedt/Offy spun one time in Turn-3 (NE) and stopped in Turn-4 (NW) with flat right front tire. No contact, no further damage.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



SPIN AND WRECK REPORT - 1982

Page 3

May 23, 1982 - Sunday
#18 - Time: 10:54 a.m.

Steve Chassey in #11 Hubler/Q95 Rattlesnake/Cosworth spun one time in Turn-1 (SW), slid 380 feet to outside, hitting with right front and right rear, continued along wall 60 feet and came to stop 440 feet farther on. Driver-released, had abrasions and contusions to chest. Car - damage to right side.

May 23, 1982 - Sunday
#19 - Time: 4:15 p.m.

Bill Whittington in #94 Whittington Brothers March/Cosworth spun 1 time in Turn-1 (SW), covering 280 feet; hit outside wall with right side, continued along wall additional 360 feet. Driver-chest contusions, sent to Methodist Hospital for further evaluation. (Whittington was released from hospital that evening). Car - extensive damage.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



1982 INDIANAPOLIS 500 ROOKIE TEST REPORT

Rookie tests in 1982 were conducted in two phases of 20 laps (50 miles) each; the first phase at 165-plus miles per hour and the second phase at 175 or above. The last 10 laps of Phase 2 for drivers taking their first-year tests were observed by a crew of veteran drivers. Refresher tests were 20 laps (50 miles) at 175 or above, according to bulletin.

TWO PHASE -- FIRST YEAR DRIVERS' ROOKIE TESTS

1. Chip Ganassi, #12 Wildcat/Cosworth: 5/8, 165; 5/9 175 and OK.
2. Bobby Rahal, #19 March/Cosworth: 5/8, 165; 5/9 175 and OK.
3. Danny Sullivan, #53 March/Cosworth: 5/9, 165, 175 and OK.
4. Hector Rebaque, #52 March/Cosworth: 5/8, 165, 175; 5/9 OK.
5. Desire Wilson, #33 Eagle/Cosworth: 5/10, 165; 5/11, 175 and OK.
6. Jim Hickman, #42 March/Cosworth: 5/10, 165; 5/11, 175 and OK.
7. Chet Fillip, #39T Wildcat/Cosworth: 5/10, 165; 5/12, 175 and OK.
8. Dale Whittington, #95 March/Cosworth: 5/17, 165, 175 and OK.

INCOMPLETE FIRST YEAR DRIVERS' ROOKIE TESTS

Completed 165 phase -- Leroy Van Connett in #46 Penske/Cosworth, Rusty Schmit in #27 Watson/Offy, Teddy Pilette in #67 Penske/Cosworth.

Did not complete 165 phase - Jan Sneva in #92 Penske/Offy; Ken Hamilton in #63 DW2/Chevy.

ONE PHASE -- REFRESHER TESTS

1. Pat Bedard in #36 Wildcat/Cosworth; 5/11, 175 and OK.
2. Bob Frey in #64 Eagle/Chevy: 5/14, 175 and OK.
3. Tom Frantz in #77 Phantom/Chevy: 5/17, 175 and OK.
4. Billy Scott in #88 Lightning/Donovan: 5/19, 175 and OK.
5. Phil Krueger in #89 McLaren/Chevy: 5/19, 175 and OK.

INCOMPLETE REFRESHER TEST

Did not complete 175 phase -- Gary Irvin in #90 Swinger/Chevy

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:

Phil Caliva	Herm Johnson	Roger Mears
Steve Chassey	Chip Mead	

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



START/FINISH POSITIONS FOR AFNB (and STARK & WETZEL) ROOKIE-OF-THE-YEAR DRIVERS

1952	Art Cross	20	5	1967	Denis Hulme	24	4
1953	Jimmy Daywalt	21	6	1968	Bill Vukovich Jr.	23	7
1954	Larry Crockett	25	9	1969	Mark Donohue	4	7
1955	Al Herman	16	7	1970	Donnie Allison	23	4
1956	Bob Veith	23	7	1971	Denny Zimmerman	28	8
1957	Don Edmunds	27	19	1972	Mike Hiss	25	7
1958	George Amick	25	2	1973	Graham McRae	13	19
1959	Bobby Grim	5	26	1974	Pancho Carter	21	7
1960	Jim Hurtubise	23	18	1975	Bill Puterbaugh	15	7
1961	Parnelli Jones & Bobby Marshman	5 33	12 7	1976	Vern Schuppan	17	18
1962	Jim McElreath	7	6	1977	Jerry Sneva	16	10
1963	Jim Clark	5	2	1978	Larry Rice & Rick Mears	30 3	11 23
1964	Johnny White	21	4	1979	Howdy Holmes	13	7
1965	Mario Andretti	4	3	1980	Tim Richmond	19	9
1966	Jackie Stewart	11	6	1981	Josele Garza	6	23

DRIVER STATISTICS

Oldest driver.....A.J. Foyt (47 - born 1/16/35)
 Youngest driver.....Dale Whittington (22 - born 9/23/
 Tallest driver.....Chet Phillip, Josele Garza &
 Bobby Rahal - 6-1
 Shortest driver.....Howdy Holmes - 5-5

Second generation drivers in the race are Pancho Carter, Tony and Gary Bettenhausen and Johnny Parsons. Carter is the son of Duane Carter Sr. Tony and Gary are the sons of Tony Bettenhausen Sr., killed in a 1961 practice accident. Parsons is the son of Johnnie Parsons, the 1950 winner.

LAP LEADERS IN THIS YEAR'S FIELD

Al Unser.....534	Danny Ongais.....75
A.J. Foyt.....523	Tom Sneva.....48
Johnny Rutherford..296	Rick Mears.....36
Gordon Johncock....282	Josele Garza.....13
Mario Andretti.....155	Pancho Carter..... 8
Gary Bettenhausen..138	George Snider..... 3

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Saturday May 8 1982 -- #1

Veteran Gary Bettenhausen won a drag race out of the pits to take first-man-out honors but the rookies were in the limelight the rest of the day on a near-ideal practice opener for the 66th Indianapolis 500-Mile Race.

Bettenhausen who had this race all wrapped up just 10 years ago until a gearbox failure edged sophomore driver Pete Halsmer to get onto the asphalt first right after Chief Steward Tom Binford opened the track for practice at 1:12 p.m. Bettenhausen was in the #8 Hopkins Lightning/Cosworth while Halsmer was driving the #66 Colonial Bread/Payless Markets Eagle/Chevy.

Top-speed honors for the day went to rookie Roger Mears, who got 190.5 out of the #21 Machinists Union Penske/Cosworth in mid-afternoon.

Most of the day bore out Mayor Bill Hudnut's remarks in the opening ceremonies: "What a beautiful day in sunny Indianapolis!" But it rained at 5:15 p.m. and shut the track down 45 minutes early. It didn't open until 1:12 p.m. because of the ceremonies and one-lap trips around the track by all those who attended the Mayors' Breakfast downtown and then drove to the track.

Most of the action consisted of rookie drivers embarking on their drivers' tests. Completing the 165 phase were Chip Ganassi in the #12 1st Commercial Corporation Wildcat/Cosworth; Bobby Rahal in the #19 Red Roof Inns March/Cosworth and Hector Rebaque in the #52 Carta Blanca March/Cosworth. Rebaque also completed the 175 phase. Lady driver Desire Wilson got in the first 9 laps of the required 20 at the 165 phase in her #33 Theodore Racing Eagle/Cosworth.

Other significant speeds included: 186.1 by Chip Mead, like Mears a "retread rookie" in the #49 Jamieson Racing Team Penske/Cosworth; 184.7 by Bob Lazier in the #24 Wysard Racing Team March/Cosworth; 183.9 by Howdy Holmes in the #30 Domino's Pizza/Shierson March/Cosworth; and 171.4 by the aforementioned Mrs. Wilson.

Other drivers on the track included: Bill Vukovich in his new ride, the #18 Kraco Car Stereo Penske/Cosworth; Herm Johnson, #28 Menard Cashway Lumber Eagle/Chevy; Pat Bedard, #36 Escort Radar Detector Wildcat/Cosworth; Greg Leffler, #43 Armstrong Mould Armstrong/Cosworth; Leroy Van Connett, #46 McCray Racing Penske/Cosworth; Ken Hamilton in the radically-different and longer #63 Eagle Aircraft Flyer; Tom Frantz in the #77 Burger King Phantom and Vern Schuppan in the #99 Kraco Car Stereo Penske/Cosworth.

After losing the drag duel for first-out to Bettenhausen, Halsmer encountered some more bad luck. His race car literally started to come apart on him on the backstretch the first time he put it into fourth gear, at 1:45 p.m. "I checked my mirrors and saw the body work over the engine was peeling up over the rear wing," Halsmer said, "I have no idea yet as to why it happened. Fortunately, there was no one behind me and there was no other damage." The team has borrowed some cowling from Herm Johnson's team and hopes to have Halsmer back out Sunday.

Some changes in qualifying and practice procedure were announced: Practice will start 30 minutes earlier than formerly, at 8:30 a.m. instead of 9:00 a.m.; cars will be divided into "odd" and "even" numbered groups for a half-hour of practice each, then if there is any more time left, both groups will be allowed out; there will be only two warmup laps on qualifying runs before a driver must either take the green flag or come off the track. Qualifying money has been boosted to more than \$50,000 total with the pole man expected to earn more than \$20,000.

There were 19 cars on the track of the 50 that have arrived here so far. Fifty-one drivers have passed their physical exams.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

500
THE SIXTY-SIXTH - MAY 30, 1982

Sunday, May 9, 1982 -- #2

Rick Mears reinforced his role as one of the most pronounced early favorites in 500-Mile Race annals on a sunny Sunday with a sizzling speed of 203.7 miles an hour in his #1 Gould Charge Penske/Cosworth. It was the fastest lap--official or unofficial--ever turned here! The official 1 lap record of 203.620 is held by Tom Sneva in 1978.

Mears needed only about 11 laps of practice to climb to that mark and send many rival racing teams away muttering, "What's he got that we don't?" or words to that effect. The 30-year-old Bakersfield, CA driver who won the 1979 Indianapolis 500, said the car was "pretty stable" during his fast laps and that circuit "felt quite smooth all around." He said, "It surprised me somewhat because the track was hot." Old unofficial track record was 203.666 turned by A. J. Foyt in 1978.

You might think a driver who had run that fast on his first day out might tell the crew to "lock it up in the garage until qualifying day." Not Rick Mears. "We've got to make some changes and then we'll be back out," he said. Mears belittled the fact that he did his fast speed despite having three fingers of his right hand still in plastic splints as the result of an accident while he was working on a Model A Ford. He said, "I was putting on a water pump and the pliers slipped off the water-packing nut and my hand went into the fan. They had to take a few stitches on my hand." Mears has won the only two Indy-car races in 1982. He said the injury bothered him somewhat shifting gears but not steering.

Another record was set when 38 cars took to the track, the most ever on a second day of practice, eclipsing the old mark of 36 set in 1974.

Mario Andretti, the 1969 500 winner and 1978 World Grand Prix champion, also got over the "magic" 200 mark with a lap at 200.133 in the #40 STP Oil Treatment Wildcat/Cosworth.

Two drivers were in the 197 bracket: Al Unser at 197.8 in the #10 Longhorn Racing Longhorn/Cosworth and Danny Ongais at 197.369 in the #25 Interscope Racing Interscope/Cosworth. Two more were in the 106 range: Bill Whittington, 196.937 in the #94 Whittington Brothers March/Cosworth and Kevin Cogan, Rick Mears' teammate, at 196.506 in the #4 Norton Spirit Penske/Cosworth.

Pancho Carter got to 195.7 in the #3 Alex Foods March/Cosworth and Rick Mears was at slightly over 195 in his backup machine, the #11 Gould Charge. Geoff Brabham hit 194.5 in the #21 Pentax Super March/Cosworth. Roger Mears kept within almost 10 miles an hour of his super-fast brother with 193.4 in the #31 Machinists' Union Penske/Cosworth. Herm Johnson was something of a surprise with a 191.1 clocking in his #28 Eagle/Chevy, fastest of the stock-blockers so far.

After brushing the wall at 4:38 p.m. when he got too high coming off of Turn-3 and sliding along it with his right rear tire making contact for some 40 feet, Gordon Smiley went back out in the #35 Intermedics Innovator and turned a 190.5 lap.

Rookie Chip Mead got 189.6 in the #49 Jamieson Racing Eagle/Cosworth. In the 186 bracket were Bob Lazier at 186.7 in the #34 Wysard Racing Eagle/Cosworth and rookie Bobby Rahal at 186.6 in the #19 Red Roof Inns March/Cosworth. Rahal was one of four rookies receiving the O.K. after finishing the 175-and-up phase of their drivers' tests. Others were Hector Rebaque, who completed his second phase Saturday but needed to run 10 more laps yesterday to convince the "jury" he had learned the groove; Danny Sullivan #53 and Chip Ganassi #12. Desire Wilson blew an engine.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Monday, May 10, 1982 -- #3

Rick Mears pushed the Speedway practice pace into the figurative stratosphere Monday with a blazing 205-miles-an-hour lap in the #1 Gould Charge Penske/Cosworth. His feat, accomplished in the last quarter-hour of the day's practice session gave the ring of truth to car owner Roger Penske's prediction earlier in the day that a "hot lap" of 206 is likely on the first day of time trials Saturday "if weather conditions are good."

Mears' speed wiped out the old unofficial track record of 203.7 which he had set just Sunday afternoon in the same car. His teammate, Kevin Cogan, got in the spirit of things, too, with a 202.7 clocking in the #4 Norton Spirit Penske/Cosworth that had stood as the day's fast speed until Rick displaced him. Just to put on the "clincher", Rick also did a circuit at 202.2 in his "backup" car, the #1T Norton Spirit Penske Cosworth. Al Unser also joined the "200" Club at 200.9 in the #10 Longhorn Racing Longhorn/Cosworth.

And, there was an indication that the battle for the AFNB Rookie-of-the-Year diadem for 1982 may be an intra-team fight among two neophytes of the Forsythe-Brown team. Both Danny Sullivan, the Louisville lad who made his mark on the road courses of Europe, and Hector Rebaque, the former Brabham team Grand Prix driver, turned in clockings of 196.5 on their first day as full-fledged Speedway drivers. Sullivan was in the #53 Forsythe-Brown Racing March/Cosworth while Rebaque was in the #52 Carta Blanca March/Cosworth.

For the second straight day, the record for cars on the track also was eclipsed. There were 44 today compared with the old mark of 43 set last year.

Bill Whittington flirted with the 200 mark, getting 199.6 out of his #94 Whittington Brothers March/Cosworth. And 1969 winner Mario Andretti was at 198.5 in the #40 STP Oil Treatment Wildcat/Cosworth.

Sneva, a man who realizes he has a ways to go yet if he hopes to defend his marks, did 193.2 in his Texaco Star March/Cosworth. Herm Johnson continued to gladden the stock-block fans with a 191.4 run in the #28 Menard Cashway Lumber Eagle/Chevy. Johnny Rutherford, like Al Unser, a three-time winner, made his first appearance on the track in his #5 Pennzoil Chaparral/Cosworth and got to 197.5. Roger Mears turned 191.2 in the #31 Machinists Union Penske/Cosworth. Gordon Smiley was a 193.4 practice traveler in the #35 Intermedics Innovator March/Cosworth.

Bob Lazier got the Wysard Racing Team March/Cosworth over the 190 mark at 190.6. In the mid-189 range were 1973 winner Gordon Johncock in the #20 STP Wildcat/Cosworth, Chip Mead in the #49 Jamieson Racing Team Eagle/Cosworth and Bill Vukovich in the #18 Kraco Car Stereo Penske/Cosworth. Bill Alsop hit 187.5 in the #2 A.B. Dick Pacemaker Penske/Cosworth.

Geoff Brabham hit 186.2 in the #21 Pentax Super March/Cosworth. Jerry Sneva reached 184.8 in the #69 Great American Spirit March/Cosworth. Desire Wilson completed the 165 phase of her driver's test and got in the first 10 laps at 175-and-up and now is ready for 10 laps in front of a jury of veteran drivers. Chet Phillip also competed the 165 phase.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Tuesday, May 11, 1982
#4



TODAY'S FAST FIVE: Kevin Cogan 204.5 - Rick Mears 204.2 - Mario Andretti 203.4 - Bill Whittington 201.4 - Al Unser 189.9

Both Rick Mears and Kevin Cogan exercised the Penske team's #1T Gould Charge "backup" machine at more than 204 miles an hour Tuesday on another sunny and speedy day at the Indianapolis Motor Speedway. The handwatches had Kevin at just a shade better, 204.5 just before the 6 p.m. closing. Mears earlier had been timed on the electric eye at 202.2. It was the first time this month that someone named Mears has not been the fastest practice traveler. Brother Roger Mears was speediest on opening day and Rick on both Sunday and Monday.

There were 44 cars on the track on another sunbaked day with temperatures in the 80's. That compares with a fourth-day practice record of 49 cars. Eight cars were on the track for the first time.

Mario Andretti gave an indication that the pole position battle may not be just a one-team show after all when he got 203.4 out of the #40 STP Oil Treatment Wildcat/Cosworth in the final 10 minutes of the session, just before Cogan ran his quick lap in the backup Penske,

Climbing over the 200 mark for the first time was Bill Whittington at 201.4 mph in the #94 Whittington Brothers March/Cosworth. Three-time winner Al Unser turned 189.9 in the #10 Longhorn Racing Longhorn/Cosworth for the day's fifth quickest speed.

In the 197 bracket were Danny Ongais at 197.7 in the #25 Interscope Racing Interscope/Cosworth; Tom Sneva, 197.5 in the #7 Texaco Star March/Cosworth and Pancho Carter at 197.3 in the #3 Alex Foods March/Cosworth.

Gordon Smiley got at 195.4 in the #35 Intermedics Innovator March/Cosworth. Don Whittington had a similar speed in the #91 Whittington Brothers March/Cosworth. Three-time winner Johnny Rutherford hit 194.4 in the #5 Pennzoil Chaparral/Cosworth. Rookie Danny Sullivan clocked 194.3 in the #53 Forsythe-Brown Racing March/Cosworth. Gordon Johncock, the 1973 winner, got 193.3 out of the #20 STP Oil Treatment Wildcat/Cosworth.

Geoff Brabham was at 192.3 in the #21 Pentax Super March/Cosworth. Hector Rebaque got 191.9 out of the #52 Forsythe-Brown March/Cosworth. Bob Lazier was timed at 191 before being involved in one of the day's three minor incidents. At 5:20 p.m., his #34 Wysard Racing Team March/Cosworth broke a right rear half-shaft and blew the tire on the same quarter half-way down the backstretch. Lazier continued around to the fourth turn where he stopped.

At 3:19 p.m., rookie Ken Hamilton in the #63 Eagle Aircraft Flyer lost control coming out of Turn-4, then gathered the car in and continued around to the pits. At 3:37 p.m., rookie Dean Vetrock lost a left rear wheel on his #71 Vetco Racing/Larrie Ervin Lightning/Chevy on Turn-2, got sideways for 200 feet and stopped in the infield without making contact.

Desire Wilson and Jim Hickman both passed drivers' tests, in the #33 Theodore Racing Eagle/Cosworth and the #42 Rattlesnake Racing March/Cosworth, respectively. Pat Bedard completed his refresher test in the #36 Escort Radar Detector Wildcat/Cosworth.

A "Save Arnold" party was held after the track closed in the Hulman family suite in the second-turn hospitality suites to make final plans for the big barbecue to benefit Indiana Special Olympics to be held Sunday, May 23.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Wednesday, May 12, 1982
#5



TODAY'S FAST FIVE: Kevin Cogan 206.3 - Rick Mears 205.8 - Mario Andretti 202.6 - Don Whittington 201.5 - Bobby Rahal 199.4

Kevin Cogan took over the unofficial practice record for the Speedway Wednesday with a searing 206.3 miles per hour lap which thrilled a heavy crowd of sun-baked speed enthusiasts, with temperatures in the mid-80's.

Both Cogan's speed and the earlier 205.8 turned in today by his teammate Rick Mears were run "in the heat of the day" before 2:30 p.m. Cogan was in the #4 Norton Spirit Penske/Cosworth while Mears was in his #1 Gould Charge Penske/Cosworth. It was obvious that the old time-honored Speedway belief that "you can't run fast in the heat of the early afternoon" has been thoroughly dishonored and disproved by a Penske team which realizes they are likely to have to qualify Saturday at that approximate time of day. Yesterday's were the two fastest speeds posted thus far by the Penske team, which has dominated the practice period like few teams before it in Speedway history. Team owner Roger Penske now is predicting a fast lap in the 207 range for time trials. And you can guess which team he is depending on to do it. Penske says there is no special secret: the performance is just a combination of many things, with the accent on preparation.

The day also saw the first 3 serious wall-smacking incidents of the 1982 practice period. At 1:10 p.m., Roger Rager, driving the #72 Indiana Coal Wildcat/Cosworth, spun one time coming out of Turn-4 (NW) covering 440 feet, hit the inside wall with the left side of the car, scraped 40 feet along the wall, then did a 3/4 spin, stopping on the track near the pit entrance. Rager complained of a sore left shoulder. He was treated at the infield hospital and released. At 5:13 p.m., rookie Danny Sullivan, who had been up to 197-plus in the #53 Forsythe-Brown March/Cosworth, lost control in Turn-3 (NE), slid 440 feet, spinning 1 1/2 times, hit the wall with the left side, slid along the wall approximately 80 feet, with the car coming to a stop on the infield grass in Turn-4 (NW). Sullivan was unhurt and there was minor damage to the car. At 5:49 p.m., Tony Bettenhausen Jr. in the #16 Provimi Veal March/Cosworth broke a half-shaft on the backstretch, going into Turn-3 (NE), car got half-way around and hit outside wall with left rear, covering 440 feet, left wall and hit 120 feet later, then 120 feet more away from the wall and stopped in Turn-3 at top of track. He had been timed at 190.7 before the accident.

There were a total of 52 cars on the track, still under the record of 63, but making it a busy day for all the speed fans. Mario Andretti again settled for "show spot" behind the Penske pair. He turned a lap at 202.6 in the #40 STP Oil Treatment Wildcat/Cosworth. Also getting above the 200 mark -- first time for him -- was Don Whittington in the #91 Whittington Brothers March/Cosworth, thus joining brother Bill in the 200 club. Bill got 198.5 in his #94 Whittington Bros. March/Cosworth today. Rookie Bobby Rahal was the major surprise of the day, picking up scads of speed to reach 199.4 in the Red Roof Inns March/Cosworth. Close behind him was speedy sophomore Geoff Brabham, a 199.2 traveler in the #21 Pentax Super March/Cosworth.

The legendary A.J. Foyt finally wore some smiles on his expressive countenance after getting all the way to 197.8 in the #14 Valvoline-Gilmore March/Cosworth. In the same bracket with him were Hector Rebaque, the Mexican Grand Prix graduate, Sullivan, three-time winner Johnny Rutherford at 197 flat and 1973 victor Gordon Johncock at the same speed. There was a dropoff to 193.7, the speed reported for Roger Mears in the #31 Machinists Union Penske/Cosworth. Howdy Holmes at 191.4 #30, Bill Alsop at 191.3 #2. Chet Fillip passed his driver's test in #39. Speed fans are reminded gates open at 6 a.m. and practice will start at 8:30 a.m. Saturday for qualifications.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Thursday, May 13, 1982
#6



TODAY'S FAST FIVE: Rick Mears 206.8 - Mario Andretti 206.6 - Don Whittington 204.5 - Tom Sneva 202.5 - Gordon Johncock 202.1

Rick Mears and Mario Andretti indicated Thursday that they may hook up in an heroic battle for the pole position come Saturday as both posted speeds in the 206 miles an hour bracket on another beautiful day at the Speedway. Mears set a new unofficial practice record of 206.8 miles an hour in his #1 Gould Charge Penske/Ford with about 25 minutes remaining in the day's activity. Then, in the final 5 minutes, Andretti went out and came within an eyelash-flicker of Mears' speed. Both were slightly over the 206.3 turned Wednesday by Mears' teammate, Kevin Cogan, who took today off.

Don Whittington indicated he also has front-row aspiration with a circuit at 204.5 in the #91 Whittington Brothers March/Cosworth. Tom Sneva, who has never been a particularly fast practice runner but is always a speedy qualifier, served notice he should not be forgotten in the front-row speculation with a 202.5 clocking in his #7 Texaco Star March/Cosworth. Gordon Johncock, the 1973 winner, joined teammate Andretti in the rarified ranks of the 200-and-up group with a 202.1 clocking in the #20 STP Oil Treatment Wildcat/Cosworth. And four-time winner A.J. Foyt joined the select 200 club with a 201.3 run in the #14 Valvoline-Gilmore March/Cosworth. Danny Ongais made the group at 200 or more a sixsome with a 200.3 clocking in his "Black Beauty," the #25 Interscope Racing Interscope Cosworth.

(The Penske team has applied for and received permission to call their Cosworth Ford DFX engines "Ford" rather than Cosworth.)

At day's end, there was an even 500-mile race field of 33 cars which had exceeded the 190 miles an hour mark. It seemed likely that any driver averaging less than 192 miles an hour will be given the yellow flag by his crew after 3 laps on Saturday, aborting a "chancy" qualifying run.

Josele Garza, the 1981 Rookie-of-the-Year escaped injury at 4 p.m. when he spun in the third turn (NE), for 480 feet, hit the outside wall, got airborne for 20 feet, making an additional spin for 360 feet and coming to a stop in the middle of the north short chute. He was driving the #50 Schlitz Gusto March/Cosworth, which sustained moderate damage. Garza had run as high as 194.8 before the crash. Also escaping unscathed was rookie Ken Hamilton who got low in Turn-1 (SW) in the #63 Eagle Aircraft Flyer DW2/Chevy, got sideways and slid 300 feet, dipping into the pits without making contact.

Hector Rebaque, the Mexican Grand Prix driver, got 198 out of his #52 Carta Blanca March/Cosworth. Herm Johnson, who continues to amaze and delight the stock-block fans, turned 196.1 in his #28 Menard Cashway Lumber Eagle/Chevy. Geoff Brabham was at 195.7 in the #21 Pentax Super March/Cosworth, Bobby Rahal got 194.5 in the #19 Red Roof Inns March/Cosworth. Five rookies -- four men and a lady -- were in the 193 bracket. Roger Mears was at 193.5 in the #31 Machinists Union Penske/Cosworth. Jim Hickman got 193.3 out of the #42 Rattlesnake Racing March/Cosworth. Chip Ganassi was at 193.1 in the #12 First Commercial Corporation Wildcat/Cosworth and both Desire Wilson in the #33 Theodore Racing Eagle/Cosworth and Chip Mead in the #49 Jamieson Racing Eagle/Cosworth were at 193 even.

Tickets for the "Save Arnold" Barbecue to be held after closing time on Sunday, May 23, for the benefit of Indiana Special Olympics, are on sale at the Speedway Motel and the ticket office in the Hall of Fame Museum.

DAY BY DAY

TRACKSIDE REPORT

Friday, May 14, 1982

FOR THE MEDIA

#7



THE SIXTY-SIXTH - MAY 30, 1982

TODAY'S FAST FIVE: Rick Mears 208.7 - Kevin Cogan 207.8 - Mario Andretti 203.2 - Gordon Johncock 203.2 - A.J. Foyt 202.5 - Don Whittington 202.5 (tie)

Rick Mears and Kevin Cogan traded the unofficial practice record for the Speedway back and forth in their continuing intra-team duel Friday with Mears ending up on top with a blazing 208.7 miles-per-hour run in the "happy hour" before the track closed, in his #1 Gould Charge Penske/Ford. Earlier, in the heat of mid-day, sophomore sensation Cogan had run 207.8 in his #4 Norton Spirit Penske/Ford.

One of the heaviest Practice-day crowds in history came out for the final pre-qualification action and they were not disappointed. The Tower Terrace seats along the main straightaway were filled with sunbaked spectators. Traffic on West 16th Street, leading to the track, was tied up three-abreast and bumper-to-bumper all the way eastward to Lafayette Road at one point in the early afternoon.

Most observers expected the struggle for the pole Saturday, from 11 a.m. to 6 p.m., to be strictly a Penske team battle between Mears and Cogan, but there was some grounds Friday for feeling there may be other contenders as well. A total of seven drivers in eight different cars were over the 200 mark. And, it was the fifth day out of the last six that the unofficial track record has fallen. Speedway gates will open at 6 a.m. Saturday and practice is slated to begin at 8:30 a.m.

Rookie Jim Hickman joined the growing ranks of the concrete-testers at 5:35 p.m. when his #42 Rattlesnake Racing March/Cosworth came out of Turn-1 (SW) low, lost control, spun 1½ times, covering 820 feet, slid across the track and hit the inside wall with right rear, at start of Turn-2 (SE). Hickman was unhurt. Less than 10 minutes later, at 5:44 p.m., JCe Saldana in the #58 Genesee Beer Penske/Chevy spun one complete turn in Turn-1 (SW) without making contact and continued around to the pits.

Others above the 200 mark besides the Penske pair were: teammates Mario Andretti in the #40 STP Oil Treatment Wildcat/Cosworth and Gordon Johncock in the #20 STP Oil Treatment Wildcat/Cosworth, both at 203.2; four-time victor A.J. Foyt in the #14 Valvoline-Gilmore March/Cosworth and Don Whittington in the #91 Whittington Brothers March/Cosworth, both at 202.5; and track record holder Tom Sneva at 200.9 in his #7 Texaco Star March/Cosworth. Sneva considers it a foregone conclusion his track record of 203.620 for one lap will be bettered on Saturday. Fifty cars were on the track.

The drawing for qualifying positions:

1.#2 Alsup	17.#21 Brabham	33.#68 Chandler	49.#95 Dale Whitt.-R
2.#1T No Driver	18.# 5 Rutherford	34.#34 Lazier	50.#16 T.Bett'n.
3.#19 Rahal-R	19.#79 Harkey	35.# 3 Carter	51.#10T Al Unser
4.# 1 Rick Mears	20.#98 McElreath	36.#56 Bigelow	52.# 5T Rutherford
5.#31 Roger Mears	21.#27 Schmidt-R	37.#40 Andretti	53.#22 Simon
6.#20 Johncock	22.# 8T G. Bett'n.	38.#10 Al Unser	54.# 7 T. Sneva
7.#19T Rahal-R	23.#37 Brayton	39.#86 Al Loquasto	55.# 4 Cogan
8.#46 Van Connett-R	24.#25 Ongais	40.#91 Don Whitt.	56.#18 Vukovich
9.#33 Wilson-R	25.#84 Snider	41.#64 Frey-R	57.#39 Phillip-R
10.#66 Halsmer	26.#30 Holmes	42.#12 Ganassi-R	58.#14 Foyt
11.#17 Martin	27.#53 Sullivan-R	43.#43 Leffler	59.#32 Karl
12.#55 Garza	28.#11 Chassey-R	44.# 8 G. Bett'n.	60.# 2T Alsup
13.#39T Phillip-R	29.#59 Engelhart	45.#52 Rebaque	61.#80 Gloy-R
14.#20T No Driver	30.#75 Firestone	46.#28 Johnson-R	62.#99 Schuppan
15.#58 Saldana	31.#42 Hickman-R	47.#67 Pilette-R	63.#49 Mead
16.#48 Mosley	32.#35 Smiley	48.#94 B. Whitt.	64.#69 Jerry Sneva
			65.#36 Bedard

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Saturday, May 15, 1982

#8 First Qualification Day

Ladies and gentlemen of the news media, good morning.

Welcome to qualifications for the 66th 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 so far. We will use the following abbreviations: QA=Qualification Attempt; Q=Qualifier; UA=Unsuccessful Attempt; R=Rockie.

The weather was good as time trials neared. It was 72 degrees at 9 a.m. and partly-sunny weather was forecast for the day.

Practice: (8:30 to 10:15 a.m.) For the first time, the cars were divided into odd-numbered and even-numbered groups for the initial practice session. Unofficial speeds reported included:

207.421 #1 Rick Mears	198.412 #5 Rutherford
205.4 #7 Tom Sneva	197.889 #3 Carter
202.825 #40 Andretti	197.2 #28 Johnson (SB)
202.474 #14 Foyt	195.609 #52 Rebaque
201.974 #20 Johncock	195.3 #66 Halsmer
201.793 #91 Don Whittington	193.756 #19T Rahal
201.027 #21 Brabham	193.673 #49 Mead
200.624 #25 Ongais	193.548 #35 Smiley
200.6 #94 Bill Whittington	193.506 #39 Phillip
200.4 #2 Cogan	190.758 #33 Wilson
	190.114 #99 Schuppan

QUALIFYING: (Times given are time car took green, or came in after warm-up laps; times at Eastern Standard Time (EST))

11:03 a.m. --- #4 KEVIN COGAN, 26, Redondo Beach, CA
(#11)The Norton Spirit Penske/Ford

QA - 1

1 --- 44.27 --- 203.298	<u>Q - 1</u>
2 --- 44.15 --- 203.351 (NTR)	
3 --- 43.98 --- 203.638 (NTR)	
<u>4 --- 44.00 --- 204.545</u>	
T --- 2:56.40 - 204.082 (NTR)	

11:09 a.m. --- #1 RICK MEARS, 30, Bakersfield, CA
The Gould Charge Penske/Ford

QA - 2

1 --- 43.52 --- 206.801 (NTR)	<u>Q - 2</u>
2 --- 43.47 --- 207.039 (NTR)	
3 --- 43.35 --- 207.612 (NTR)	
<u>4 --- 43.57 --- 206.564</u>	
T --- 2:53.91 - 207.004 (NTR)	

11:15 a.m. --- #31 ROGER MEARS, 35, Bakersfield, CA
Machinists Union Penske/Cosworth

QA - 3

1 --- 46.33 --- 194.259	<u>Q - 3</u>
2 --- 46.09 --- 195.270	
3 --- 46.38 --- 194.049	ROOKIE #1
<u>4 --- 46.62 --- 193.050</u>	
T --- 3:05.42 - 194.154	

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Saturday, May 15, 1982
#8



Page 2

11:22 a.m. -- #20 GORDON JOHNCOCK, 45, Coldwater, MI
STP Oil Treatment Wildcat/Cosworth

QA - 4 1 -- 44.53 -- 202.111 Q - 4
 2 -- 44.56 -- 201.975
 3 -- 44.63 -- 201.658
 4 -- 44.60 -- 201.794
 T --2:58.32 - 201.884

11:27 a.m. -- #19 BOBBY RAHAL, 29, Columbus, OH
(T) Red Roof Inns March/Cosworth

QA - 5 1 -- 46.31 -- 194.342 Q - 5
 2 -- 46.16 -- 194.974
 3 -- 46.14 -- 195.059 ROOKIE #2
 4 -- 46.29 -- 194.426
 T --3:04.90 - 194.700

11:32 a.m. -- #33 DESIRE WILSON, 28, Ditton, England Rookie
Theodore Racing Eagle/Cosworth

QA - 6 1 -- 47.14 -- 190.921 UA - 1
 2 -- 47.19 -- 190.718
 3 -- 47.11 -- 191.042
 4 - CAME IN

11:39 a.m. -- #55 JOSELE GARZA, 23, Mexico City, Mexico
Schlitz Gusto March/Cosworth

QA - 7 1 -- 47.89 -- 187.931 UA - 2
 2 -- YELLOW BY CREW

11:47 a.m. -- #21 GEOFF BRABHAM, 30, San Clemente, CA
Pentax Super March/Cosworth

 Took two warm-up laps and came in

11:52 a.m. -- #5 JOHNNY RUTHERFORD, 44, Fort Worth, TX
Pennzoil Chaparral Chaparral/Cosworth

QA - 8 1 -- 45.61 -- 197.325 Q - 6
 2 -- 45.80 -- 196.464
 3 -- 45.56 -- 197.542
 4 -- 45.71 -- 196.937
 T --3:02.68 - 197.066

11:57 a.m. -- #25 DANNY ONGAIS, 39, Santa Ana, CA
Interscope Interscope/Cosworth

QA - 9 1 -- 45.05 -- 199.778 Q - 7
 2 -- 45.19 -- 199.159
 3 -- 45.25 -- 198.895
 4 -- 45.28 -- 198.763
 T --3:00.77 - 199.148

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Saturday, May 15, 1982
#8

Page 3

12:01 p.m. -- #30 HOWDY HOLMES, 32, Ann Arbor, MI
Domino's Pizza/Team Sheirson March/Cosworth

QA - 10

1 -- 46.26 -- 194.553	O - 8
2 -- 46.16 -- 194.974	
3 -- 46.18 -- 194.890	
<u>4 -- 46.52 -- 193.465</u>	
T --3:05.12 - 194.468	

12:08 p.m. -- #53 DANNY SULLIVAN, 32, Louisville, KY
Forsythe-Brown Racing March/Cosworth

QA - 11

1 -- 45.81 -- 196.507	O - 9
2 -- 45.85 -- 196.292	
3 -- 45.89 -- 196.121	ROOKIE #3
<u>4 -- 45.86 -- 196.249</u>	
T --3:03.41 - 196.292	

12:15 p.m. -- #35 GORDON SMILEY, 33, Grapevine, TX
Intermedics Innovator March/Cosworth

Crash in Turn-3 on second warm-up lap. IMS announced at 12:30 p.m. that Smiley died instantly of massive head injuries, according to Dr. Henry Bock, Speedway medical director. The report was that Smiley lost control, overcorrected into a reverse slide, sideways to the right for 280 feet to the wall, got airborne for 50 feet, disintegrated into three major portions, with the engine, one wheel continuing 480 feet onward.

Track was shut down until 2:32 p.m. for cleanup of Smiley accident in Turn-3 and north short chute. At that time, Jerry Sneva in #69 and Don Whittington in #95 went out to test the track patching at the request of officials.

3:17 p.m. track opens for qualifications.

3:20 p.m. -- #3 PANCHO CARTER, 31, Brownsburg, In
Alex Foods March/Cosworth

QA - 12

1 -- 45.17 -- 199.247	O - 10
2 -- 45.27 -- 198.807	
3 -- 45.21 -- 199.071	
<u>4 -- 45.30 -- 198.675</u>	
T --3:00.95 - 198.950	

3:25 p.m. -- #40 MARIO ANDRETTI, 42, Nazareth, PA
STP Oil Treatment Wildcat/Cosworth

QA - 13

1 -- 44.11 -- 204.035	O - 11
2 -- 44.50 -- 202.247	
3 -- 44.39 -- 202.748	
<u>4 -- 44.19 -- 203.666</u>	
T --2:57.19 - 203.172	

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Saturday, May 15, 1982
#8



Page 4

3:31 p.m. -- #10 AL UNSER, 42, Albuquerque, NM
Longhorn Racing LRO3/Cosworth

QA - 14 1 -- 45.43 -- 198.107 Q - 12
 2 -- 46.15 -- 195.016
 3 -- 46.19 -- 194.847
 4 -- 46.31 -- 194.342
 T -- 3:04.08 - 195.567

3:35 p.m. -- #91 DON WHITTINGTON, 36, Fort Lauderdale, FL
Whittington Brothers Racing March Cosworth

QA - 15 1 -- 44.73 -- 201.207 Q - 13
 2 -- 44.37 -- 202.840
 3 -- 45.17 -- 199.247
 4 -- 45.08 -- 199.645
 T -- 2:59.35 - 200.725

3:43 p.m. -- #12 CHIP GANASSI, 23, Pittsburgh, PA
Rhoades Aircraft Wildcat/Cosworth

QA - 16 1 -- 45.42 -- 198.151 Q - 14
 2 -- 45.56 -- 197.542
 3 -- 45.55 -- 197.585 ROOKIE #4
 4 -- 45.56 -- 197.542
 T -- 3:02.09 - 197.704

3:48 p.m. -- #43 GREG LEFFLER, 30, Winchester, IN
Armstrong Mould Inc. Armstrong/Cosworth

QA - 17 1 -- 46.83 -- 191.775 UA - 3
 2 -- 47.32 -- 190.194
 3 -- YELLOW BY CREW

3:53 p.m. -- #52 HECTOR REBAQUE, 26, Mexico City, Mexico
Carta Blanca Forsythe-Brown March/Cosworth

QA - 18 1 -- 45.76 -- 196.678 Q - 15
 2 -- 45.92 -- 195.993
 3 -- 46.04 -- 195.482 ROOKIE #5
 4 -- 46.25 -- 194.595
 T -- 3:03.97 - 195.684

3:59 p.m. -- #28 HERM JOHNSON, 29, Eau Claire, WI
Menard Cashway Lumber Eagle/Chevy

QA - 19 1 -- 45.91 -- 196.036 Q - 16
 2 -- 45.87 -- 196.207
 3 -- 45.86 -- 196.249 ROOKIE #6
 4 -- 46.10 -- 195.228
 T -- 3:03.74 - 195.929

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Saturday, May 15, 1982
#8



Page 5

4:05 p.m. -- #94 BILL WHITTINGTON, 32, Fort Lauderdale, FL
Whittington Brothers March/Cosworth

QA - 20
1 -- 44.69 -- 201.387
2 -- 44.62 -- 201.703
3 -- 44.67 -- 201.478
4 -- 44.54 -- 202.066
T --2:58.62 - 201.658 Q - 17

4:10 p.m. -- #7 TOM SNEVA, 33, Spokane, WA
Texaco Star March/Cosworth

QA - 21
1 -- 44.24 -- 203.436
2 -- 44.94 -- 200.267 Touched wall T-2
3 -- 45.05 -- 199.778
4 -- 44.85 -- 200.669
T --2:59.08 - 201.027 Q - 18

4:16 p.m. -- #39 CHET FILLIP, 35, Ozona, TX
Circle Bar Truck Corral Wildcat/Cosworth Rookie

QA - 22
1 -- 45.90 -- 196.078
2 -- 45.88 -- 196.164
3 -- CAME IN UA - 4

4:23 p.m. -- #14 A. J. FOYT, 47, Houston, TX
Valvoline Gilmore March/Cosworth

QA - 23
1 -- 44.02 -- 204.453
2 -- 44.62 -- 201.703
3 -- 44.30 -- 203.160
4 -- 44.11 -- 204.035
T --2:57.05 --203.332 Q - 19

4:29 p.m. -- #49 CHIP MEAD, 32, Dayton, OH
Jamieson Racing Eagle/Cosworth

QA - 24
1 -- 46.16 -- 194.974
2 -- 46.44 -- 193.798
3 -- 46.49 -- 193.590 ROOKIE #7
4 -- 46.65 -- 192.926
T --3:05.74 - 193.819 Q - 20

4:36 p.m. -- #69 JERRY SNEVA, 32, Spokane, WA
Hoffman Auto Racing March/Cosworth

QA - 25
1 -- 46.68 -- 192.802
2 -- 46.46 -- 193.715
3 -- 46.46 -- 193.715
4 YELLOW BY CREW UA - 5

Field Average 198.748

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Saturday, May 15, 1982
#8



Page 6

4:51 p.m. -- #21 GEOFF BRABHAM, 30, San Clemente, CA
Pentax Super March/Cosworth

QA - 26 1 -- CAME IN (Burned Piston)

UA - 6

4:54 p.m. Track open for Practice.

Mears was awarded the \$10,000 Budweiser Pole Position Award after the track closed at 6:00.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

SUNDAY, MAY 16, 1982
#9
2nd DAY QUALIFICATIONS



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

There were no incidents of serious nature in the period.

Unofficial speeds:

193.340 #8T G. Bettenhausen	188.127 #55 Garza
193.298 #66 Halsmer	187+ #99 Schuppan
191.979 #43 Leffler	185.912 #22 Simon
188.127 #18 Vukovich	185.720 #56 Bigelow

Others on track: #34 Lazier; #36 Bedard; #39 Phillip; #58 Saldana

Lineup of cars in qualifying line: #69 J. Sneva, #42 Hickman, #58 Saldana, #36 Bedard, #56 Bigelow, #79 Harkey, #11 Chassey, #98 McElreath, #39 Phillip, #39T No Driver

When the track opened for practice and/or qualifications at 12 Noon, no cars remained in the qualifying lineup. The track was opened for practice.

12:25 p.m. -- #56 Tom Bigelow got high out of Turn-1 (SW) slid 380' with 3/4 spin to middle of south short chute. No contact.

QUALIFYING:

12:35 p.m. -- #39 CHET FILLIP, 35, Ozona, TX
Circle Bar Truck Corral Wildcat/Cosworth Rookie

QA - 27
1 -- 46.79 -- 192.349 2ND ATTEMPT UA - 7
2 -- 46.19 -- 194.847
3 -- 46.18 -- 194.890
4 YELLOW BY CREW (194.022 Average for 3 laps)

Reopened the track at 12:40 for practice.

5:18 p.m. -- #21 GEOFF BRABHAM, 30, San Clemente, CA
Pentax Super March/Cosworth

QA - 28
1 -- 45.36 -- 198.413
2 -- 45.22 -- 199.027 2ND ATTEMPT Q - 21
3 -- 45.11 -- 199.512
4 -- 45.30 -- 198.675
T -- 3:00.99 - 198.906

5:28 p.m. -- #43 GREG LEFFLER, 30, Winchester, IN
Armstrong Mould Inc. Armstrong/Cosworth

QA - 29
1 -- 46.58 -- 193.216 2ND ATTEMPT UA - 8
2 -- 46.32 -- 194.301
3 -- 46.53 -- 193.424
4 YELLOW BY CREW

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Sunday, May 16, 1982
#9



Page 2

5:35 p.m. -- #75 DENNIS FIRESTONE, 37, Gardena, CA
B.C.V. Racing Eagle/Milodon V8

QA - 30

1	--	45.46	--	197.976	
2	--	45.59	--	197.412	Q - 22
3	--	45.72	--	196.850	
4	--	45.77	--	196.637	
T	--	3:02.54	--	197.217	

5:42 p.m. -- #42 JIM HICKMAN, 39, Chamblee, GA
Rattlesnake Racing Team March/Cosworth Rookie

QA - 31

1	--	46.09	--	195.270	UA - 9
2	--	46.70	--	192.719	
3	--	46.73	--	192.596	
4	--	YELLOW BY CREW			

5:48 p.m. Track open for practice.

22 car field average 198.685.

5:54 p.m. Rain - YELLOW.

6:55 p.m. Track closed for day.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Sunday, May 16, 1982
#9

PROVISIONAL STARTING LINEUP FOR THE 1982 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	1	Rick Mears		Penske/Ford	2:53.91	207.004
2	4	Kevin Cogan		Penske/Ford	2:56.40	204.082
3	14	A. J. Foyt		March/Cosworth	2:57.05	203.332
			ROW 2			
4	40	Mario Andretti		Wildcat/Cosworth	2:57.19	203.172
5	20	Gordon Johncock		Wildcat/Cosworth	2:58.32	201.884
6	94	Bill Whittington		March/Cosworth	2:58.52	201.658
			ROW 3			
7	7	Tom Sneva		March/Cosworth	2:59.08	201.027
8	91	Don Whittington		March/Cosworth	2:59.35	200.725
9	25	Danny Ongais		Interscope/Cosworth	3:00.77	199.148
			ROW 4			
10	3	Pancho Carter		March/Cosworth	3:00.95	198.950
11	12	Chip Ganassi	R	Wildcat/Cosworth	3:02.09	197.704
12	5	Johnny Rutherford		Chaparral/Cosworth	3:02.68	197.066
			ROW 5			
13	53	Danny Sullivan	R	March/Cosworth	3:03.41	196.292
14	28	Herm Johnson	R	Eagle/Chevy	3:03.74	195.929
15	52	Hector Rebaque	R	March/Cosworth	3:03.97	195.684
			ROW 6			
16	10	Al Unser		Longhorn/Cosworth	3:04.08	195.567
17	19	Bobby Rahal	R	March/Cosworth	3:04.90	194.700
18	30	Howdy Holmes		March/Cosworth	3:05.12	194.468
			ROW 7			
19	31	Roger Mears	R	Penske/Cosworth	3:05.42	194.154
20	49	Chip Mead	R	Eagle/Cosworth	3:05.74	193.819
21	21	Geoff Brabham		March/Cosworth	3:00.99	198.906
			ROW 8			
22	75	Dennis Firestone		Eagle/Milodon V8	3:02.54	197.217

Field average for 22 cars 198.685 mph.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Monday, May 17, 1982
#10



TODAY'S FAST FIVE: Mario Andretti 199.335 - Danny Ongais 197.238 -
Howdy Holmes 193.382 - Bobby Unser 192.184 -
Vern Schuppan 190.961.

It was like the quiet after the storm at the Indianapolis Motor Speedway as activity subsided noticeably after the weekend. The track opened on schedule at 11 a.m. following a night thunderstorm which struck the city, and the track action was a parallel, after a busy final hour Sunday.

Mario Andretti in the already qualified #40 STP Oil Treatment Wildcat/Cosworth turned in the day's fastest reported speed of 199.335. Danny Ongais was not far behind at 197.238 in the #25 Interscope Racing Interscope/Cosworth, also already qualified. Both were running tests looking forward to race-day.

Prospects grew that we might have three brothers in the same race for the first time as Dale Whittington whizzed through both phases of his rookie test in the #95 Whittington Brothers March/Cosworth. His brothers, Bill and Don, are both already solidly in the race with 200-plus averages and they exercised the #95 car at more than 200 on Sunday.

Bobby Unser set off a wave of speculation when he took the #55 Schlitz Gusto March/Cosworth out on some shakedown laps. He said he found one of the wheels was "toeing in." While some pit people thought it meant that Bobby might try to qualify the car next weekend, best guess appeared that he is just trying to set it up better for his "boss," Josele Garza. Garza made one unsuccessful qualifying attempt over the past weekend. Best speed reported for Bobby U. in the car today was 192.184.

USAC announced that crews of four former winning drivers have agreed to participate in the \$43,750 Miller High Life-Indy Pit Stop Contest on Thursday, May 27, after the final practice session at the track. They are the crews of pole winner Rick Mears (1979), A.J. Foyt (1961-64-67-77), Mario Andretti (1969) and Gordon Johncock (1973). The other four teams that will participate in the contest will be selected during pit-stop qualifying sessions to be held this week. The winner of the contest this year will get \$20,000 -- just twice what the first prize was last year when the Penske crew of Bobby Unser's Norton Spirit took down the biggest chunk of cash.

Howdy Holmes got 193.382 today in his already-qualified #30 Domino's Pizza/Team Shierson March/Cosworth. Vern Schuppan got the non-qualified #99 Kraco Car Stereo Penske/Cosworth to 190.961. Bill Vukovich was at 187.032 in the team car, the #18 Kraco Car Stereo Penske/Cosworth. Bob Lazier was at 186.683 in the #34 Wysard Racing Team March/Cosworth. Tom Frantz completed his refresher test in the #77 Burger King Phantom Phantom/Chevy V-8. On the track for the first time this month, in addition to Bobby U., and Dale, were John Martin in the #17 Vollstedt Racing Vollstedt/Offy and Gary Irvin in the #90 Swingler (S-2) Chevy.

For comparative purposes, the 22-car starting field qualified so far for this year's race averages 198.685 miles per hour, compared with 189.883 for the first 22 cars of 1981--an increase of 8.802 miles per hour.

Tickets for the "Save Arnold Barbecue" and field day for the benefit of Indiana Special Olympics, to be held after the track closes Sunday (May 23) are now on sale for \$10 at both the Speedway Motel and the ticket Office in the Hall of Fame Museum.

There are two social affairs of note tonight. Monroe Auto Equipment Company played host to last year's 10 rookies, with special honors to Rookie-of-the-Year Josele Garza, and to several hundred other guests at the annual Rookie Recognition banquet in the Columbia Club. And Budweiser honored 1981 winner Rick Mears with a special "Salute to the Champion" party.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Tuesday, May 18, 1982
#11



TODAY'S FAST FIVE: Danny Ongais 198.938 - Bobby Rahal 197.109 -
A.J. Foyt 196.764 - Chet Phillip 194.258 -
Bobby Unser 193.965

Chet Phillip, who already has two qualifying strikes on him, was the fastest of the non-qualified drivers Tuesday with a speed of 194.258 in his #39 Circle Bar Truck Corral Wildcat/Cosworth. Among the qualified gentry, Danny Ongais was the leader with a lap at 198.938 in his #25 Interscope Racing Interscope/Cosworth.

Close behind Ongais were qualified drivers Bobby Rahal, a rookie with a 197.109 clocking in the #19 Red Roof Inns March/Cosworth, and veteran A.J. Foyt at 196.764 in the #14 Valvoline-Gilmore March/Cosworth. Other qualified car to practice was the #30 Domino's Pizza/Team Shierson March Cosworth of Howdy Holmes, with a reported top lap of 189.115.

Bobby Unser again was out in the #55 Schlitz Gusto March/Cosworth, assigned to Josele Garza, which has one qualifying strike on it. Unser had a fast lap of 193.965 as he endeavors to set up the car so that Garza can qualify this weekend -- ostensibly, at least.

Dale Whittington, who seeks to make the Whittingtons the first team of three brothers ever in a 500-Mile Race lineup, made progress, getting to 193.798 in the #95 Whittington Brothers March/Cosworth. Bill Alsop, who has been struggling with the #2 A.B. Dick Pacemaker Penske/Cosworth, got over the 190 mark with a circuit at 190.154. Other speeds reported for the non-qualified cars included 187.578 for Vern Schuppan in the #99 Kraco Car Stereo Penske/Cosworth; 186.799 for Dick Simon in the #22 Vermont American Watson/Cosworth; 186.451 for Bob Frey in the #64 Jet Engineering Eagle/Chevy; 182.629 for Joe Saldana in the #58 Genesee Beer Wagon Penske/Chevy, and 182.296 for Jerry Karl in the #32 Purcell Racer Purcell/Chevy.

There were 25 cars on the track. Practice was cut short by a thunderstorm which hit the track shortly after 4:30 p.m., only the third day this May that any time has been lost because of weather. Previous to today, the lost time totaled only 50 minutes. Officially, the track closed for the day at 4:57 p.m. after being shut down a quarter hour by high winds.

There were two driver changes. Steve Krisiloff moved into the #34 and #34T Wysard Racing Team cars, a March/Cosworth and an Eagle/Cosworth, replacing Bob Lazier. And John Mahler took over the cockpit of the #92 PWS Racing Team Penske/Offy, replacing Jan Sneva.

The United States Auto Club announced a new, state-of-the-art electronic timing and scoring network developed by Dataspeed, Inc., has been selected as the official system for the May 30 race. Dick King, USAC President said, "The creativity and co-operation of the Dataspeed organization has been instrumental in incorporating our timing and scoring needs into a single, portable system which will be used at this year's Indianapolis 500-Mile Race. This same system will be the basis for further improvements which will be developed throughout the 1980's.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

WEDNESDAY, May 19, 1982
#12



TODAY'S FAST FIVE: AL UNSER 198.281 - GREG LEFFLER 197.411 - TOM SNEVA
196.377 - DALE WHITTINGTON 195.907 - PETE HALSMER
195.312

Desire Wilson joined the Speedway spinners club Wednesday but the incident left her car undamaged and the lady undaunted. Desire lost control coming out of Turn-1 (SW), spun 1½ times in the #33 Theodore Racing Eagle/Cosworth, covering 883 feet and dipping down into the infield grass in the south short chute, without making contact. She returned to the track later for more practice. Her high speed of the day was 192.472.

Three-time winner Al Unser turned the day's fastest speed of 198.281 in the #10 Longhorn Racing Longhorn/Cosworth, nearly 3 miles an hour faster than he qualified the car last Saturday.

Greg Leffler was surprised to learn that the electric eye caught him at 197.411, for the day's second quick time, in the #43 Armstrong Mould Armstrong/Cosworth, which he has yet to qualify. "I thought we were running at a high of about 194," said the Winchester (Ind.) resident, "If we did 197, we want to keep on doing it, so we can put four of them together on Saturday."

Tom Sneva had the third fastest speed of 196.377 in the already-qualified #7 Texaco Star March/Cosworth, testing his race-day setup. Rookie Dale Whittington raised his own personal high to 195.907 in the #95 Whittington Brothers March/Cosworth. Pete Halsmer, who has blown a couple of engines earlier this week, finally got going good with a 195.312 clocking in his #66 Colonial Bread/Payless Markets Arciero Eagle/Cosworth. Jim Hickman turned a 193.133 lap in his non-qualified #42 Rattlesnake Racing March/Cosworth.

Larry Bettenhausen got 192.760 in the #8 Hopkins Lightning/Cosworth. Bobby Rahal got 192.061 in the qualified #19 Red Roof Inns March/Cosworth. Bobby Unser turned 191.001 in the #55 Schlitz Gusto March/Cosworth assigned to Josele Garza, for whom Bobby is team manager and "set-driver." Clocked at identical speeds of 190.880 were Danny Ongais in the #25 Interscope Racing Interscope/Cosworth and Johnny Rutherford in his back-up #5T Pennzoil Chaparral/Cosworth. Rutherford already has qualified his primary #5 for outside of the fourth row. Howdy Holmes, already qualified, posted a 190.677 practice speed in the Domino's Pizza/Team Sheirson March/Cosworth. The team was host to a pizza party in Garage #33 after the track closed for the day at 5:20 p.m. because of rain.

There were 33 cars on the track during the day, 28 of the non-qualified category. Dick Simon got 189.553 in the #22 Vermont American Watson/Cosworth, Bill Alsop was credited with 187+ in the #2 A.B. Dick Pacemaker Penske/Cosworth. Both Steve Chassey in the #11 Hubler/Q95 Rattlesnake/Cosworth and Bill Vukovich in the #18 Kraco Car Stereo Penske/Cosworth were at 185+.

It is beginning to appear to railbirds that the speed necessary to make the race will be lower than the 194.5 most teams were figuring on the opening weekend of trials. Best guess now appears that it will fall in the 192 or 193 bracket for the cut-off.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Thursday, May 20, 1982
#13



TODAY'S FAST FIVE: Dale Whittington 198.807 - Bill Whittington 197.585 - Al Unser 196.206 - Jim Hickman 195.397 - Bill Alsup 192.595

Dale Whittington, the youngest of the three Whittington brothers, looks like the most solid prospect to pace second-weekend qualifiers for the Indianapolis 500-Mile Race when time trials resume Saturday. Whittington made another big leap in speed to 198.807 Thursday, 3 miles an hour faster than he had run previously. Apparently satisfied that they now have the youngster "up to speed," in the #95 Whittington Brothers March/Cosworth, Don and Bill Whittington took their own #91 and #94, respectively, out for some late afternoon practice. Bill hit 197.585 for the day's second quick speed.

Also showing some good numbers among the non-qualified drivers was Jim Hickman with a 195.397 clocking in the #42 Rattlesnake Racing March/Cosworth.

Al Unser turned a speed of 196.206 in his already-qualified #10 Longhorn Racing Longhorn/Cosworth. John Mahler provided the day's most exciting moment at 2:02 p.m. when he lost control of his #92 P.W.S. Racing Penske/Offy in Turn-1 (SW), spun once sliding 480 feet, hit the wall with the right side of the car, slid another 640 feet, spinning another time, to the inside of the south short chute. There was considerable damage to the right side of the car. Mahler was unhurt.

Time ran out on three rookies -- Rusty Schmidt, Teddy Pilette and Gary Irvin, who saw the 6 p.m. deadline come without their having completed tests. In the case of Schmidt and Pilette, they failed to complete the 175-and-up phase of a full test. Irvin failed to complete a refresher. Eight rookies completed full tests this year while five finished refreshers.

Among the non-qualified, Bill Alsup got to 192.595 today in his #2 A.B. Dick Pacemaker Penske/Cosworth; Greg Leffler got 191.530 in the #43 Armstrong Mould Armstrong/Cosworth; Pete Halsmer had 191.774 in the #66 Colonial Bread/Payless Markets Eagle/Chevy; Desire Wilson was at 191.326 in the #33 Theodore Racing Eagle/Cosworth. Josele Garza got 190.516 in the #55 Schlitz Gusto March/Cosworth.

Tom Sneva had the qualified #7 Texaco Star March/Cosworth running 192.143. Don Whittington contented himself with a 189.593 ride in the #94. Sneva's crew, headed by George Bignotti, was one of four which have qualified for the Miller High Life-Indy Pit Stop Contest, joining four of the fastest qualifiers. Other teams to qualify in pit-stop time qualifications that ended today are: #19 Bobby Rahal headed by crew chief Steve Horne; #64 Bob Frey, headed by crew chief Tom Bloom, and #2 Bill Alsup, headed by crew chief Laurie Gerrish. The finals scheduled for next Thursday at 1:30 p.m. will also include crews of Cars 1, 14, 40 and 20, four of the five fastest qualifiers in the opening weekend of time trials.

Geoff Ferris, designer of the Penske PC-10, was announced as winner of the annual Louis Schwitzer Award for race car design given by the Indiana section of the Society of Automotive Engineers.

The Intermedics Racing Team has accepted an invitation from the STP/Patrick Team to join its Indianapolis 500 program. Intermedics racing decals will be carried in the race by both STP Oil Treatment Wildcat/Cosworths driven by Gordon Johncock and Mario Andretti. Intermedics was the major sponsor of driver Gordon Smiley, who was killed in a pre-qualifying warmup crash last Saturday.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Friday, May 21, 1982
#14



TODAY'S FAST FIVE: MIKE CHANDLER 197.238 - TONY BETTENHAUSEN 197.152 -
JOHNNY RUTHERFORD 196.124 - JERRY SNEVA 196.078 -
AL UNSER 195.185

The Speedway's sophomore class showed some speed on the final practice day preceding the closing weekend of qualifications for the 66th annual Indianapolis 500-Mile Race, on a track made cooler and faster by rain.

Most of the 1981 rookie crop has been having a hard time finding miles per hour. There was reason for smiles on the faces of Mike Chandler after he reached 197.238 in the #68 Freeman/Gurney Eagle/Chevy and Tony Bettenhausen, who reached 197.152 in the #16 Provimi Veal March/Cosworth, as well as that of Josele Garza, who got 194.510 in the #55 Schlitz Gusto March/Cosworth. Also showing some speed was veteran Jerry Sneva, at 196.078 in the #69 Great American Spirit March/Cosworth.

The track didn't open until 4 p.m. due to morning and early afternoon rains. So all of the action was confined to the final two hours. Greg Leffler would probably have been just as happy if it had not opened at all. Leffler, who had been at qualifying speed with a lap at 193.298 had an accident which may keep him from qualifying the #43 Armstrong Mould Armstrong/Cosworth, which already had two qualifying "strikes" and move him into one of the two Armstrong backup cars. Greg, at 5:14 p.m., apparently had a mechanical problem in the north short chute just before Turn-4 (NW). His car spun 460 feet into the wall, scraped along the wall for 100 feet, then slid another 280 feet to the inside of the track. Greg was unhurt, but the car had moderate damage to the right side. Mario Andretti got 194.384 out of the STP-Patrick Team #20T backup.

Rookie Chet Phillip was in the 193 bracket. Phillip was in his #39 Circle Bar Truck Corral Wildcat/Cosworth, which also has 2 "strikes" on it. Bill Alsup got 192.426 in the #2 A.B. Dick Pacemaker Penske/Cosworth. Johnny Parsons finally got a ride in the #34 Wysard Racing Team March/Cosworth. With only about 10 laps under his belt, Parsons climbed to 193.923 apparently winning a chance to qualify the machine. Preceding him in the cockpit were Bob Lazier and Steve Krisiloff. Krisiloff was standing by the STP #20 as Mario set it up and was reported ready to take it over and try to qualify it.

There were 38 cars on the track, 31 of the non-qualified category. Johnny Rutherford was fast among the qualified with 196.124 in the #5 Pennzoil Chaparral/Cosworth while Al Unser had 195.185 in the #10 Longhorn Racing Longhorn/Cosworth. Danny Sullivan got 193.091 in the #53 Forsythe-Brown Racing March/Cosworth.

Bobby Unser made the biggest off-track news. Holding a morning press conference, Bobby announced that he definitely will not run in this year's 500, ending a lot of speculation about him hopping into a car and attempting to qualify this weekend. Bobby had glistening eyes and appeared near tears as he said "There is a lot of sadness in Bobby Unser." He said he had been offered "rides" by both the Roger Penske and U.E. (Pat) Patrick teams but had to turn them down reluctantly because of his obligations to the Josele Garza team, of which he is the manager. "I never had intentions of retiring," Unser said, "I don't feel now that I'm ready to not drive, but I have a commitment to Josele." Garza had one unsuccessful qualifying attempt last weekend and has been having difficulty getting the #55 Schlitz Gusto March up to speed. "I got myself into whatever I got myself into, and I must make the best of it...." Unser said, "I said earlier if I could get Josele going and the crew in good shape, I would run. I'm not retired. Josele has a tremendous amount of talent but lacks experience. For the first time, he is working hard." Qualifying order of cars for Saturday is: #'s 95-69-11-2-79-39-98-8-8T-18-99-56-58-55-34-59-32-36-46-43-42-18T-22-33-72-77-42-90-47-35-37-39-38-20-64-16-88-17-62-56-11-73-87

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Saturday, May 22, 1982 THE SIXTY-SIXTH - MAY 30, 1982
#15

Good morning, ladies and gentlemen. Moderate temperatures and overcast weather greeted racing fans coming to the second weekend of time trials. As previously, we will provide full information on qualifications as well as driver quotes and pit notes today.

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

There were no incidents of any consequence.

Unofficial Speeds:

Non-Qualified Cars

196.121 #39 Phillip-R
195.737 #55 Garza
194.174 #42 Hickman-R
194.007 # 2 Alsup
192.884 #69 Jerry Sneva
192.340 #68 Chandler
192.184 #66 Halsmer
191.845 # 8 G. Bettenhausen
191.570 #34 Parsons
190.839 #22 Simon
187.695 #48 Mosley
187.695 #11 Chassey
187.187 #35 Snider
187.110 #17 Martin

Qualified Cars

199.689 # 1 Rick Mears
199.585 #10 Al Unser
198.282 # 4 Cogan
196.421 #94 Bill Whittington
192.513 #21 Brabham
192.143 # 5 Rutherford

NOTE: Joie Chitwood Thrill Show stunt drivers Tim Chitwood (driving) and J.L. Martin Jr. (standing on side of car) set a new world's record of 9/10-mile for car on two wheels with man standing on side.

Qualifications

11:02 a.m. -- #95 DALE WHITTINGTON, 22, Orlando, FL.
Whittington Bros. Racing March/Cosworth

QA - 32 1 -- 45.58 -- 197.455 ROOKIE #8 Q - 23
 2 -- 45.53 -- 197.672
 3 -- 45.46 -- 197.976
 4 -- 45.53 -- 197.672
 T --3:02.10 --197.694

11:09 a.m. -- #69 JERRY SNEVA, 32, Spokane, WA
Hoffman Auto Racing March/Cosworth

QA - 33 1 -- 45.94 -- 195.908 2nd ATTEMPT Q - 24
 2 -- 45.70 -- 196.937
 3 -- 46.13 -- 195.101
 4 -- 46.59 -- 193.175
 T --3:04.36 - 195.270

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



BILL ALSUP, 43, Woodstock, VT
A.B. Dick Pacemaker Penske/Cosworth

QA - 34
1 -- 46.31 -- 194.342
2 -- 46.51 -- 193.507
3 -- 46.75 -- 192.513
4 -- 46.84 -- 192.143
T -- 3:06.41 - 193.123

Q - 25

11:31 a.m. -- #39 CHET FILLIP, 35, Ozona, TX
Circle Bar Truck Corral Eagle/Cosworth

QA - 35
1 -- 46.30 -- 194.384
2 -- 45.90 -- 196.078
3 -- 45.90 -- 196.078
4 -- 46.63 -- 193.009
T -- 3:04.73 - 194.879

3rd ATTEMPT Q - 26
ROOKIE #9

11:37 a.m. -- # 8 GARY BETTENHAUSEN, 40, Monrovia, IN
Hopkins Lightning/Cosworth

QA - 36
1 -- 46.95 -- 191.693
2 YELLOW BY CREW

UA - 10

11:41 a.m. -- #18 BILL VUKOVICH, 38, Coarsegold, CA
Kraco Car Stereo Penske/Cosworth

QA - 37
1 -- 48.18 -- 186.800
2 -- 48.39 -- 195.989
3 CAME IN

UA - 11

11:48 a.m. -- #56 TOM BIGELOW, 42, Winchester, IN
Genesee Beer Wagon Penske/Chevy V-8

QA - 38
1 -- 48.54 -- 185.414
2 STOPPED ON COURSE SMOKING

UA - 12

Field Average for 26 cars 198.145

(Bigelow blew engine-track shut down for clean-up)

12:14 p.m. -- #55 JOSELE GARZA, 23, Mexico City, Mexico
Schlitz Gusto Garza Racing Team March/Cosworth

QA - 39
1 -- 46.52 -- 193.465
2 -- 46.85 -- 192.102
3 YELLOW FLAG BY CREW

2nd ATTEMPT UA - 13

12:20 p.m. -- #34 JOHNNY PARSONS, 37, Indianapolis, IN
Wysard Racing Team March/Cosworth

QA - 40
1 -- 46.55 -- 193.340
2 -- 46.45 -- 193.757
3 -- 46.83 -- 192.184
4 YELLOW BY CREW

UA - 14

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Saturday, May 22, 1982
#15



Page 3

12:26 p.m. -- #42 JIM HICKMAN, 39, Chamblee, GA
Rattlesnake Racing Team March/Cosworth

QA - 41 1 -- 45.71 -- 196.893 2nd ATTEMPT Q - 27
 2 -- 45.89 -- 196.121 ROOKIE #10
 3 -- 45.97 -- 195.780
 4 -- 45.90 -- 196.078
 T -- 3:03.47 - 196.217

12:33 p.m. -- #18T VERN SCHUPPAN, 39, Whyalla S. Australia
Kraco Car Stereo Penske/Cosworth

QA - 42 1 -- 47.70 -- 188.679 UA - 15
 2 -- 47.70 -- 188.679
 3 YELLOW BY CREW

12:37 p.m. -- #68 MIKE CHANDLER, 34, Dana Point, CA
Freeman/Gurney Eagle/Chevy

QA - 43 1 -- 45.52 -- 197.715 Q - 28
 2 -- 45.31 -- 198.632
 3 -- 45.34 -- 198.500
 4 -- 45.61 -- 197.325 New Track Record for normally
 T -- 3:01.78 - 198.042 aspirated engines.

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

2:44 p.m. -- #89 Phil Krueger in Crysen McLaren/Chevy got low in Turn-4 (NW), lost control, sliding 420 feet and making one spin. Hit wall and scraped along wall 40 feet, then slid away from wall 440 feet, making 1½ spins. Car has extensive damage to rear section. Krueger suffered slight concussion. Was taken to Methodist Hospital, after being checked at infield hospital.

3:12 p.m. -- Track re-opened for practice after clean-up of Krueger accident.

3:33 p.m. -- #34 JOHNNY PARSONS, 37, Indianapolis, IN
Wysard Racing Team March/Cosworth

QA - 44 1 -- 45.90 -- 196.078 Q - 29
 2 -- 45.90 -- 196.078 2nd ATTEMPT
 3 -- 45.99 -- 195.695
 4 -- 45.95 -- 195.865
 T -- 3:03.74 - 195.929

Track open for practice at 3:37 p.m.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Saturday, May 22, 1982
#15



Page 4

3:57 p.m. -- #16 TONY BETTENHAUSEN JR., 30, Speedway, IN
Provimi Veal March/Cosworth

QA - 45
1 -- 45.78 -- 196.592
2 -- 45.86 -- 196.249
3 -- 46.07 -- 195.355
4 -- 46.50 -- 193.548
T -- 3:04.21 - 195.429

Q - 30

4:02 p.m. -- Track open for practice

NOTE: Please change Car #42 name to "Stroh's"March/Cosworth

4:14 p.m. -- #35 GEORGE SNIDER, 41, Bakersfield, CA
Intermedics Innovator March/Cosworth

QA - 46
1 -- 45.90 -- 196.078
2 -- 46.15 -- 195.016
3 -- 46.01 -- 195.610
4 -- 46.09 -- 195.270
T -- 3:04.15 - 195.493

Q - 31

4:20 p.m. -- Track open for practice.

31 car field average: 197.832 m.p.h.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Saturday, May 22, 1982
#15

PROVISIONAL STARTING LINEUP FOR THE 1982 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	1	Rick Mears	Penske/Ford	2:53.91	207.004
2	4	Kevin Cogan	Penske/Ford	2:56.40	204.082
3	14	A.J. Foyt	March/Cosworth	2:57.05	203.332
			ROW 2		
4	40	Mario Andretti	Wildcat/Cosworth	2:57.19	203.172
5	20	Gordon Johncock	Wildcat/Cosworth	2:58.32	201.884
6	94	Bill Whittington	March/Cosworth	2:58.52	201.658
			ROW 3		
7	7	Tom Sneva	March/Cosworth	2:59.08	201.027
8	91	Don Whittington	March/Cosworth	2:59.35	200.725
9	25	Danny Ongais	Interscope/Cosworth	3:00.77	199.148
			ROW 4		
10	3	Pancho Carter	March/Cosworth	3:00.95	198.950
11	12	Chip Ganassi R	Wildcat/Cosworth	3:02.09	197.704
12	5	Johnny Rutherford	Chaparral/Cosworth	3:02.68	197.066
			ROW 5		
13	53	Danny Sullivan R	March/Cosworth	3:03.40	196.292
14	28	Herm Johnson R	Eagle/Chevy	3:03.74	195.929
15	52	Hector Rebaque R	March/Cosworth	3:03.97	195.684
			ROW 6		
16	10	Al Unser	Longhorn/Cosworth	3:04.08	195.567
17	19	Bobby Rahal R	March/Cosworth	3:04.90	194.700
18	30	Howdy Holmes	March/Cosworth	3:05.12	194.468
			ROW 7		
19	31	Roger Mears R	Penske/Cosworth	3:05.42	194.154
20	49	Chip Mead R	Eagle/Cosworth	3:05.74	193.819
21	21	Geoff Brabham	March/Cosworth	3:00.99	198.906
			ROW 8		
22	75	Dennis Firestone	Eagle/Milodon V8	3:02.54	197.217
23	68	Mike Chandler	Eagle/Chevy	3:01.78	198.042
24	95	Dale Whittington R	March/Cosworth	3:02.10	197.694
			ROW 9		
25	42	Jim Hickman R	March/Cosworth	3:03.47	196.217
26	34	Johnny Parsons	March/Cosworth	3:03.74	195.929
27	35	George Snider	March/Cosworth	3:04.15	195.493
			ROW 10		
28	16	Tony Bettenhausen	March/Cosworth	3:04.21	195.429
29	69	Jerry Sneva	March/Cosworth	3:04.36	195.270
30	39	Chet Phillip R	Eagle/Cosworth	3:04.73	194.879
			ROW 11		
31	2	Bill Alsup	Penske/Cosworth	3:06.41	193.123

31 car field average: 197.832 m.p.h. 1982
" " " " 190.187 m.p.h. 1981

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Sunday, May 23, 1982
#16



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

10:28 a.m. -- #17 John Martin in Vollstedt Enterprises Vollstedt/Offy spun one time in Turn-3 (NE) and stopped in Turn-4 (NW) with flat right front tire. No contact.

10:54 a.m. -- #11 Steve Chassey in Hubler/Q 95 Rattlesnake/Cosworth, spun 1 time in Turn-1 (SW) for 380 feet to outside wall, hitting with right rear, continued along wall 60 feet and came to stop 440 feet farther on. Driver had chest contusions and abrasions. Treated at infield hospital and released. Car had damage to right side and rear.

UNOFFICIAL PRACTICE SPEEDS: (Non-qualified cars)

196.635 #66 Halsmer	191.204 #72 Rager
192.802 #11 Chassey	188.166 #18T Vukovich
191.938 #55 Garza	187.265 #17 Martin
191.734 #33 Wilson	185.681 #37 Schuppan

NOTES: Report from Methodist Hospital is that driver Phil Krueger who suffered a mild concussion in accident Saturday, is in good condition and due to be released from hospital today; he will not drive further in this year's 500.

Please change name of #91 car qualified by Don Whittington for middle of third row on May 15 to "The Simoniz Finish."

Slowest qualifier to make the 1981 starting field was Jerry Karl at 186.008 mph.

QUALIFYING

12:03 p.m. -- #17 JOHN MARTIN, 43, Irvine, CA
Vollstedt Enterprises Vollstedt/Offy

QA - 47 1 -- CAME IN UA - 16

12:06 p.m. -- #55 JOSELE GARZA, 23, Mexico City, Mexico
Schlitz Gusto Garza Racing Team March/Cosworth

QA - 48 1 -- 46.47 -- 193.672 3rd ATTEMPT Q - 32
 2 -- 46.11 -- 195.185
 3 -- 46.10 -- 195.228
 4 -- 46.41 -- 193.924
 T -- 3:05.09 - 194.500

12:12 p.m. -- #73 TOM BIGELOW, 42, Winchester, IN
Center Line Eagle/Chevy V-8

QA - 49 1 -- 47.39 -- 189.913 UA - 17
 2 -- 47.54 -- 189.314
 3 -- YELLOW BY CREW

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Sunday, May 23, 1982
#16



NOTE: First lap Speed on Garza has been corrected to 193.673 (instead of 193.672) Page 2

12:18 p.m. -- #66 PETE HALSMER, 38, Lafayette, IN
Colonial/Payless Arciero Racing Team Eagle/Chevy

QA - 50 1 -- 46.47 -- 193.673 UA - 18
2 -- 46.62 -- 193.050
3 YELLOW BY CREW

12:22 p.m. -- #72 ROGER RAGER, 33, Mound, MN
Indiana Coal Spl. Wildcat/Cosworth

QA - 51 1 -- 47.78 -- 188.363 UA - 19
2 -- YELLOW BY CREW

12:25 Track open for practice.

32 car field average 197.736.

12:42 p.m. -- #66 PETE HALSMER, 38, Lafayette, IN
Colonial/Payless Arciero Racing Team Eagle/Chevy

QA - 52 1 -- 45.95 -- 195.865 Q - 33
2 -- 46.12 -- 195.143
3 -- 46.42 -- 193.882
4 -- 46.51 -- 193.507
T -- 3:05.00 - 194.595

Field filled at 12:45 p.m.

12:47 p.m. Track open for practice.

1:59 p.m. -- #27 TOM BIGELOW, 42, Winchester, IN
H.B.K. Racing Eagle/Chevy V-8

QA - 53 1 -- 46.12 -- 195.143 2nd ATTEMPT Q - 34
2 -- 46.05 -- 195.440
3 -- 46.32 -- 194.301 BUMPS #2 BILL ALSUP
4 -- 46.33 -- 194.259
T -- 3:04.82 - 194.784

2:08 p.m. -- Track open for practice.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Sunday, May 23, 1982
#16



4:03 p.m. -- # 8 GARY DETTENHAUSEN, 40, Monrovia, IN
Hopkins Lightning/Cosworth

QA - 54	1 -- 46.06 -- 195.397	2nd ATTEMPT	<u>Q - 35</u>
	2 -- 46.00 -- 195.652		
	3 -- 45.95 -- 195.865	BUMPS #49 MEAD	
	<u>4 -- 45.97 -- 195.780</u>		
	T -- 3:03.98 - 195.673		

New 33 car field average 197.740 m.p.h.

4:10 p.m. -- Track open for practice.

4:15 p.m. -- #94 Bill Whittington in Whittington Brothers March/Cosworth spun 1 time in Turn-1 (SW) for 280 feet, hit outside wall with right side, continued along wall additional 360 feet. Extensive damage to car. Driver has chest contusions. Sent to Methodist Hospital for further evaluation.

4:45 p.m. -- Track reopened for practice.

NOTE: Desire' Wilson announced she has withdrawn from any qualifying attempt at this year's 500 after suffering her sixth engine failure in the past three weeks on Sunday. She expressed appreciation to car owner Teddy Yip, Chief Mechanic Derek Mower, the Bob Fletcher Racing team and all the race fans and media, as well as USAC and the Indianapolis Motor Speedway, for the treatment she has received and expressed the desire to return to the USA soon. She is now returning to her post as School Administrator at the Brands Hatch (England) Driving School.

Chief Steward Thomas W. Binford said the Whittington Brothers team has informed him that they intend to repair the #94 car. He said they can replace virtually any or all parts of the car provided it still meets the same specifications as the original #94 March/Cosworth, as provided for in USAC rules. Bill Whittington was released from Methodist Hospital about 5:30 p.m. in good condition.

NOTE: Last time as few as 2 cars were bumped was 1974 (2 bumped).

6:00 p.m. -- Track closed without further attempts.

Immediately after closing, a "Save Arnold Field Day and Barbecue" for the benefit of Indiana Special Olympics was held in the control tower area. Mari Hulman George was Chairman.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

Sunday, May 23, 1982
#16



UNOFFICIAL FINAL STARTING LINEUP FOR 66th
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	1	Rick Mears		Penske/Ford	2:53.91	207.004
2	4	Kevin Cogan		Penske/Ford	2:56.40	204.082
3	14	A.J. Foyt		March/Cosworth	2:57.05	203.332
			ROW 2			
4	40	Mario Andretti		Wildcat/Cosworth	2:57.19	203.172
5	20	Gordon Johncock		Wildcat/Cosworth	2:58.32	201.884
6	94	Bill Whittington		March/Cosworth	2:58.52	201.658
			ROW 3			
7	7	Tom Sneva		March/Cosworth	2:59.08	201.027
8	91	Don Whittington		March/Cosworth	2:59.35	200.725
9	25	Danny Ongais		Interscope/Cosworth	3:00.77	199.148
			ROW 4			
10	3	Pancho Carter		March/Cosworth	3:00.95	198.950
11	12	Chip Ganassi	R	Wildcat/Cosworth	3:02.09	197.704
12	5	Johnny Rutherford		Chaparral/Cosworth	3:02.68	197.066
			ROW 5			
13	53	Danny Sullivan	R	March/Cosworth	3:03.40	196.292
14	28	Herm Johnson	R	Eagle/Chevy	3:03.74	195.929
15	52	Hector Rebaque	R	March/Cosworth	3:03.97	195.684
			ROW 6			
16	10	Al Unser		Longhorn/Cosworth	3:04.08	195.567
17	19	Bobby Rahal	R	March/Cosworth	3:04.90	194.700
18	30	Howdy Holmes		March/Cosworth	3:05.12	194.468
			ROW 7			
19	31	Roger Mears	R	Penske/Cosworth	3:05.42	194.154
20	21	Geoff Brabham		March/Cosworth	3:00.99	198.906
21	75	Dennis Firestone		Eagle/Milodon V8	3:02.54	197.217
			ROW 8			
22	68	Mike Chandler		Eagle/Chevy V8	3:01.78	198.042
23	95	Dale Whittington	R	March/Cosworth	3:02.10	197.694
24	42	Jim Hickman	R	March/Cosworth	3:03.47	196.217
			ROW 9			
25	34	Johnny Parsons		March/Cosworth	3:03.74	195.929
26	35	George Snider		March/Cosworth	3:04.15	195.493
27	16	Tony Bettenhausen		March/Cosworth	3:04.21	195.429
			ROW 10			
28	69	Jerry Sneva		March/Cosworth	3:04.36	195.270
29	39	Chet Phillip	R	Eagle/Cosworth	3:04.73	194.879
30	8	Gary Bettenhausen		Lightning/Cosworth	3:03.98	195.673
			ROW 11			
31	27	Tom Bigelow		Eagle/Chevy V8	3:04.82	194.784
32	66	Pete Halsmer		Eagle/Chevy V8	3:05.00	194.595
33	55	Josele Garza		March/Cosworth	3:05.09	194.500

Field Average 197.740 for 1982.
Field Average 191.300 for 1981.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Thursday, May 27, 1982

#17

TODAY'S FAST FIVE: Kevin Cogan 202.292 - Mario Andretti 202.247 - Rick Mears 200.758 - Gordon Johncock 200.579 - Tom Sneva 196.850.

Four drivers were over the 200 miles-an-hour mark in the final practice day for the 66th annual Indianapolis 500-Mile Race, indicating a rapid early pace for the 1982 running of the world's greatest auto race.

Thirty-one of the thirty three drivers in the starting field took the opportunity to get in their last licks, most with full fuel loads, running under race-day conditions. Only exception were the #39 Circle Bar Truck Corral Eagle/Cosworth of Chet Phillip, which had clutch problems, and the #75 B.C.V. Racing Eagle/Milodon V8 of Dennis Firestone, which did not have its engine back together in time. Intermittent showers delayed opening of the practice session and split it off into three separate segments, which finally concluded at 5:37 p.m.

Fastest speed reported for the day was 202.292 for Kevin Cogan, who starts from the middle of the front row. Cogan was in the #4 Norton Spirit Penske/Ford. Only a tick behind at 202.247 was Mario Andretti in the #40 STP Oil Treatment Wildcat/Cosworth. Cogan's teammate, Rick Mears, the pole position starter, was timed at a top of 200.758, in the #1 Gould Charge Penske/Ford, while Andretti's teammate, Gordon Johncock, had 200.579 in the #20 STP Oil Treatment Wildcat/Cosworth.

Most drivers were in the mid to low 190's. Tom Sneva had 196.850 in the #7 Texaco Star March/Cosworth. Late-comer to his ride Johnny Parsons had 196.721 in the #34 National Silhouette Health Spas (newly sponsored) March/Cosworth. Danny Ongais recorded 195.652 in the #25 Interscope Racing Interscope/Cosworth. Don Whittington got 194.974 in the #91 Simoniz Finish March/Cosworth. Brother Bill Whittington was back out in the #94 Whittington Brothers March/Cosworth, repaired since its Sunday crash, and got 193.673. Little brother Dale Whittington had 192.431 in the #95 Whittington Brothers March/Cosworth. Pancho Carter ran 193.798 in the #3 Alex Foods March/Cosworth.

The crew of Mears' #1 Gould Charge Penske/Ford won the \$20,000 first prize in Miller High Life-Indy Pit Stop Contest with a final round victory over the crew of A.J. Foyt's #14 Valvoline-Gilmore March/Cosworth.

Headed by Peter Parrott, the crew chief, the team had the best time of the entire 1982 contest in the final round with 13.93 seconds to change the two right-side tires and make a simulated fuel hook-up. Other crew members are Mark Wisniewski, Jerry Breon, Chuck Sprague and John Woodard. All of them received championship rings.

Foyt's team had a final round time of 18.05 seconds. Members of the runner-up team, which received \$10,000 were Chief Jack Starne, Cecil Taylor, Charles Luenberg, Dean Jeffries and Billy Woodruff.

Order of finish of the other eight teams, which did not make the finale, was: third, crew of Gordon Johncock's #20 STP Oil/Treatment Wildcat/Cosworth; four, crew of Tom Sneva's #7 Texaco March/Cosworth; fifth, crew of Mario Andretti's #40 STP Oil Treatment Wildcat/Cosworth; sixth, crew of Bill Alsup's #2 A.B. Dick Penske/Cosworth; seventh, crew of Bobby Rahal's #19 Red Roof Inns March/Cosworth, and eighth, crew of Bob Frey's #64 Jet Engineering Eagle/Chevy. Sam Belnavis, manager of sports marketing for Miller Brewing Company, made the trophy presentation to Mears' crew.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



OFFICIAL STARTING LINEUP FOR THE 66th ANNUAL INDIANAPOLIS 500-MILE RACE May 30, 1982

Car No.	Driver, Chassis/Engine	Time	Speed	Car Name
ROW 1				
1	xRick Mears P/F	2:53.91	207.004	The Gould Charge Penske
4	Kevin Cogan P/F	2:56.40	204.082	Norton Spirit Penske
14	xA.J. Foyt M/C	2:57.05	203.332	Valvoline-Gilmore
ROW 2				
40	xMario Andretti W/C	2:57.19	203.172	STP Oil Treatment Spl.
20	xGordon Johncock W/C	2:58.32	201.884	STP Oil Treatment Spl.
94	Bill Whittington M/C	2:58.52	201.658	Whittington Bros. Racing
ROW 3				
7	Tom Sneva M/C	2:59.08	201.027	Texaco Star
91	Don Whittington M/C	2:59.35	200.725	The Simoniz Finish
25	Danny Ongais I/C	3:00.77	199.148	Interscope Racing
ROW 4				
3	Pancho Carter M/C	3:00.95	198.950	Alex Foods Spl.
12	R Chip Ganassi W/C	3:02.09	197.704	First Commercial Corp.
5	xJohnny Rutherford C/C	3:02.68	197.066	Pennzoil Chaparral
ROW 5				
53	R Danny Sullivan M/C	3:03.40	196.292	Forsythe-Brown Racing
28	R Herm Johnson E/Ch	3:03.74	195.929	Menard Cashway Lumber
52	R Hector Rebaque M/C	3:03.97	195.684	Carta Blanca
ROW 6				
10	xAl Unser L/C	3:04.08	195.567	Longhorn Racing Inc.
19	R Bobby Rahal M/C	3:04.90	194.700	Red Roof Inns March
30	Howdy Holmes M/C	3:05.12	194.468	Domino's Pizza/Team Shierso
ROW 7				
31	R Roger Mears P/C	3:05.42	194.154	Machinists Union Racing
21	Geoff Brabham M/C	3:00.99	198.906	Pentax Super
75	Dennis Firestone E/Mil	3:02.54	197.217	B.C.V. Racing
ROW 8				
68	Michael Chandler E/Ch	3:01.78	198.042	Freeman/Gurney Eagle
95	R Dale Whittington M/C	3:02.10	197.694	Whittington Bros. Racing
42	R Jim Hickman M/C	3:03.47	196.217	Stroh's March
ROW 9				
34	Johnny Parsons M/C	3:03.74	195.929	Silhouette N.H. Spas
35	George Snider M/C	3:04.15	195.493	Cobra-Tire
16	Tony Bettenhausen M/C	3:04.21	195.429	Provimi Veal
ROW 10				
69	Jerry Sneva M/C	3:04.36	195.270	The Great American Spirit
39	R Chet Fillip E/C	3:04.73	194.879	Circle Bar Truck Corral
8	Gary Bettenhausen Li/C	3:03.98	195.673	KRACO Spl.
ROW 11				
27	Tom Bigelow E/Ch	3:04.82	194.784	H.B.K. Racing Inc.
66	Pete Halsmer E/TCh	3:05.00	194.595	Colonial Bread/Pay Less
55	Josele Garza M/C	3:05.09	194.500	Schlitz Gusto

KEY: x = Former Indianapolis winner, R = Rookie. P/F = Penske/Ford, P/C = Penske/Cosworth, M/C = March/Cosworth, W/C = Wildcat/Cosworth, I/C = Interscope/Cosworth, C/C = Chaparral/Cosworth, E/Ch = Eagle/Chevy, L/C = Longhorn/Cosworth, E/Mil = Eagle/Milodon, Li/C = Lightning/Cosworth, E/TCh = Eagle/Turbo-charged Chevy.

1982 33-car field average qualifying speed - 197.740. This compares with last year's field average of 191.244.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



NUMERICAL ROSTER - 1982 INDIANAPOLIS 500-MILE RACE - MAY 30, 1982

<u>CAR NO.</u>	<u>START POS.</u>	<u>DRIVER</u>	<u>CHASSIS/ENGINE</u>
1	1	Rick Mears	Penske/Ford
3	10	Pancho Carter	March/Cosworth
4	2	Kevin Cogan	Penske/Ford
5	12	Johnny Rutherford	Chaparral/Cosworth
7	7	Tom Sneva	March/Cosworth
8	30	Gary Bettenhausen	Lightning/Cosworth
10	16	Al Unser	Longhorn/Cosworth
12	11	Chip Ganassi R	Wildcat/Cosworth
14	3	A.J. Foyt	March/Cosworth
16	27	Tony Bettenhausen	March/Cosworth
19	17	Bobby Rahal R	March/Cosworth
20	5	Gordon Johncock	Wildcat/Cosworth
21	20	Geoff Brabham	March/Cosworth
25	9	Danny Ongais	Interscope/Cosworth
27	31	Tom Bigelow	Eagle/Chevy V8
28	14	Herm Johnson R	Eagle/Chevy
30	18	Howdy Holmes	March/Cosworth
31	19	Roger Mears R	Penske/Cosworth
34	25	Johnny Parsons	March/Cosworth
35	26	George Snider	March/Cosworth
39	29	Chet Fillip R	Eagle/Cosworth
40	4	Mario Andretti	Wildcat/Cosworth
42	24	Jim Hickman R	March/Cosworth
52	15	Hector Rebaque R	March/Cosworth
53	13	Danny Sullivan R	March/Cosworth
55	33	Josele Garza	March/Cosworth
66	32	Pete Halsmer	Eagle/Chevy V8
68	22	Mike Chandler	Eagle/Chevy V8
69	28	Jerry Sneva	March/Cosworth
75	21	Dennis Firestone	Eagle/Milodon V8
91	8	Don Whittington	March/Cosworth
94	6	Bill Whittington	March/Cosworth
95	23	Dale Whittington R	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	1	Rick Mears	The Gould Charge
2	4	Kevin Cogan	Norton Spirit
3	25	Danny Ongais	Interscope Racing
4	68	Michael Chandler	Freeman/Gurney Eagle
GASOLINE ALLEY			
5	14	A.J. Foyt	Valvoline-Gilmore
6	3	Pancho Carter	Alex Foods Special
7	40	Mario Andretti	STP Oil Treatment
8		ABC	
9	20	Gordon Johncock	STP Oil Treatment
10	7	Tom Sneva	Texaco Star
11	21	Geoff Brabham	Pentax Super
		USAC	
12	91	Don Whittington	Simoniz Finish
14	94	Bill Whittington	Whittington Bros. Racing
15	95	Dale Whittington	Whittington Bros. Racing
16	42	Jim Hickman	Stroh's March
17	5	Johnny Rutherford	Pennzoil Chaparral
18	12	Chip Ganassi	First Commercial Corp.
19	28	Herm Johnson	Menard Cashway Lumber
20	34	Johnny Parsons	Wysard Racing
21	10	Al Unser	Longhorn Racing
22	35	George Snider	Intermedics Innovator
23	8	Gary Bettenhausen	Lindsey Hopkins
24	75	Dennis Firestone	B.C.V. Racing
PIT OPENING			
25	52	Hector Rebaque	Carta Blanca
26	53	Danny Sullivan	Forsythe-Brown Racing
27	16	Tony Bettenhausen	Provimi Veal
28	69	Jerry Sneva	The Great American Spirit
29	73	Tom Bigelow	H.B.K. Special
30	19	Bobby Rahal	Red Roof Inns March
31	66	Pete Halsmer	Colonial Bread-Payless
32	55	Josele Garza	Schlitz Gusto
33	31	Roger Mears	Machinists Union Racing
34	39	Chet Phillip	Circle Bar Truck Corral
35	30	Howdy Holmes	Domino's Pizza/Team Shiersc
36			
37			
38			
39			

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



GARAGE NOS. AND CHIEF MECHANICS

<u>CAR NO.</u>	<u>GAR. NO.</u>	<u>CHIEF MECHANIC</u>
1	75	Peter Parrott
4	76	Bob Sprow
14	29	Jack Starne
40	55	Ron Baddeley
20	56	George Huening
94	43	Keith Leighton
7	83	George Bignotti
91	42	Keith Leighton
25	24	Phil Casey
3	11	John Capels
12	34	Mark Bridges
5	86	Tony Dowe
53	62	Hywel Absalom
28	45	Dan Cota
52	51	Hywel Absalom
10	52	Ray Kuehltham
19	14	Steve Horne
30	33	Dennis Swan
31	81	Chuck Swearingin
21	84	George Bignotti
75	60	Ron Capps
68	41	Steve Frase
95	44	Keith Leighton
42	89	Danny Jones
34	73	Lew Parks
35	16	Derek Mower
16	15	Robert Hatch
69	67	Paul Diatlovich
39	26	Bill Hite
8	8	Chuck Bockman
27	4	Martin Clifton
66	74	Chuck Looper
55	22	Ron Dawes

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

May 30, 1982
#18 - RACE DAY



Good Morning, Ladies and Gentlemen of the News Media:

The sun broke through the morning overcast at 9:40 a.m. indicating a good day for the 66th running of the Indianapolis 500-Mile Race.

The United States Weather Bureau Report from Indianapolis International Airport shows a temperature of 67 degrees under overcast skies at 10 A.M. The forecast for the remainder of the day calls for gradually improving to partly cloudy by 11 a.m. with a high temperature of upper 70's to lower 80's. There was an 8-mile an hour wind from the west. The weather service also reported that the clouds will continue to break up and there will be more sunshine as the day progresses.

Louis Sudler of Chicago sang "Back Home Again in Indiana". The multi-colored balloons went off in a southeasterly direction. Mary Fendrich Hulman, Chairman of the Board of the Indianapolis Motor Speedway gave the command "Gentlemen Start your Engines". All cars got away from starting line promptly except Tom Sneva. He started a quarter-lap late, and got into his proper position. Car 4 Kevin Cogan suddenly veered left just before starting line setting off multi-car accident. Red flag on lap 1. Cars involved are #4, Cogan, #40 Andretti and #95 Dale Whittington. There was no official start. The race will be restarted. Also reported involved is #14 A.J. Foyt and Roger Mears #31. Cars will be refueled before the race is restarted. The cars are released to return to their pit areas. All cars away on restart. Green at 11:54. Car #14 Foyt led into Turn 1 and led first lap.

UNOFFICIAL

10 LAPS (25 MILES)	20 LAPS (50 MILES)	30 LAPS (75 MILES)	40 LAPS (100 MILES)
1. #14 Foyt	1. #14 Foyt	1. #14 Foyt	1. #1 Ri. Mears
2. # 1 Ri. Mears	2. #20 Johncock	2. # 1 Ri. Mears	2. #14 Foyt
3. #20 Johncock	3. # 1 Ri. Mears	3. #20 Johncock	3. #20 Johncock
4. # 7 T. Sneva	4. # 7 T. Sneva	4. # 7 Sneva	4. # 7 T. Sneva
5. #91 D. Whittington	5. #91 D. Whitting.	5. #91 D. Whitting.	5. #25 Ongais
6. # 3 Carter	6. # 3 Carter	6. #25 Ongais	6. # 3 Carter
7. #94 B. Whittington	7. #25 Ongais	7. # 3 Carter	7. #91 D. Whitting.
8. #53 Sullivan	8. #94 B. Whitting.	8. # 5 Rutherford	8. # 5 Rutherford
9. #25 Ongais	9. #53 Sullivan	9. #10 A. Unser	9. #94 B. Whitting.
10. # 5 Rutherford	10. # 5 Rutherford	10. #94 B. Whitting.	10. #52 Rebaque
AVG. SP. 194.966 NTR	AVG. SP. 191.355 NTR	AVG. SP. 185.066 NTR	AVG. Sp. 185.482 NTR
INTERVAL 7/10 sec.	INTERVAL 5.5 sec.	INTERVAL 8/10 sec.	INTERVAL 3 sec.

LAP LEADERS

Laps Led	Car No.	Driver
1 - 22	14	Foyt
23	20	Johncock
24 - 25	91	D. Whittington
26	25	Ongais
27 - 35	14	Foyt
36 -	1	Ri. Mears

YELLOW FLAGS

Laps	Reason
Pace Lap	Red Flag Multi-car accident
40	#16 T. Bettenhausen - hit wall on main straightaway

CARS OUT OF RACE

Car No.	Driver	Reason Out
95	Da. Whittington	Pace Lap Crash
31	Ro. Mears	Pace Lap Crash
40	Andretti	Pace Lap Crash
4	Cogan	Pace Lap Crash
55	Garza	Engine
21	Brabham	Smoking in Pits
16	T. Bettenhausen	Accident

KEY PIT STOPS

Car No.	Lap (G or Y)	Time
1	21 G	15.7
14	21 G	16.4
20	21 G	14.
7	21 G	17.7
91	21 G	23.6

orig

Pennzoil Chaparral driver Johnny Rutherford on the aborted start:
"Rick brought us down too slow, I believe. I was tempted to drop
'er down into first (gear), but then I thought, no, just as soon as
I do that, they'll take off. So I was coasting down there in second
laying back so I would have some room when the turbocharger kicked
in. Pretty soon all I could see was cars sideways on the track, and
I thought, what the hell is this?"

"Well, that's four gone. Maybe I'll wind up top eliminator."

. . . .

A.J. Foyt set a record first lap of 194.342 mph. It was the first
time that A.J. had led the first lap in 25 years. Old record was set by
Ongais at 185.567 mph.

. . . .

Revin "Cogan. "Wreck had to be one of 2 causes, either mechanical
failure, caused the car to go straight right or, there were tire marks on
the car which would have caused me to go right."

. . . .

Mario Andretti--- I had a car come in front of me with no place to
go. It looked like Cogan was looking for a little bit of trouble. He
did exactly what he's not supposed to do. He crowded Foyt.

He couldn't handle the responsibility of the front row. Roger Penske
has a car that's too good for him (Cogan).

(Andretti described a practice incident with Cogan); Out of the blue
he jumped out of the groove in front of me. I tried after to talk to him, just
like a father, and he ~~at~~ just walked away.

Starting in first gear, you're calling for a spin. The starting
speed was too slow. Mears should have come out of the fourth turn a little
quicker. When you start that slow, you're asking for trouble.

This is a bigger ~~dis~~ disappointment than 1981....I never had
a shot at going through the first turn.

AARWBA PIT NOTES

Greg 2

Roger Mears....Nailed by Dale Whittington.

I saw smoke, and all the trash flying, and I pulled way over to the right, and he just drove over my left side.

I can't understand anybody being back as far as I was, and not being able to see what was going on. He must have had his eyes closed. Whittington came through like the green was on.

He had to be on the gas with his eyes shut!!!
(some one ~~asked~~ asked if he had talk to Dale)I don't want to see him. I want to cool off a couple of days.

Dennis Firestone "I think we lost a gearbox. We had some problems earlier, changed some things in the pit stop. But, it didn't make any difference. The track was in good shape, the accident didn't cause any problems with the track.

Garza, ~~first~~ first car after the start (second time) The engine seized going into turn one.... I had no indication. He was seen smoking on the end of the first lap.

The car was working very good on the parade laps, the first start, and the first lap.

Regarding difficulties all month. "Yea, but it will pay off I'm going to win this baby!" He then marched into the garage.

AARWBA PIT NOTES #3

Chet ~~Phillip~~ Phillip: I slowed down for the Ongais wreck and somebody ran into the side of me. (he thinks it was J. Sneva).

On the Ongais wreck, Phillip was right behind him. It looked to me like something broke. He started snaking. He was smoking before that. he had passed me the previous lap; I don't know if it was the engine or?

On his own first Indy as a rookie Phillip said, It's great, its' an honor to be here, I hope to do better next time.

I really felt good, I wasn' getting tired. The car was pushing hard all day. We kept on adjusting, I was really tickled with everything.

. . . .

FOYT!....The handling was very poor all day long. We never got the toe-in set properly. (he said this was the result of the pace lap accident with Cogan...., the car went out because it was stuck in one gear). the crash didn't have anything to do with the gearbox.

The ~~Phillip~~ pace lap wreck..."was just a stupid deal. The guy had his head up his ass!"

. . . .

George Snider....Clutch went. ~~My~~ I'd get up on the blower and shift into 3rd, and it would about have to die, before it would shift into 4th gear. (blames the problem on the ~~pace~~ pace car accident and s topping in the pits).

It would take a lap to get up to speed, but then I could stay with people.

On the Ongais accident, "I was right behind him, I didn't see all that happened. I was too busy dodging all the debris."

....

Note: Snider is leading for the Gold Crown into this race. His closest competition, Brabham, Andretti and Foyt. All of whom are out Foyt is the only one who lasted longer than he did. "I think I have enough laps to get him. He was about 400 points behind me. Bigglows' got a wild s hot at it (~~the~~ Gold Crown) but I don't know how long that Chevy is going to last."

AARWBA PIT NOTES #4

Michael Chandler: It was fun while it lasted. ~~But~~ But Johncock was still hanging me up in the corners., and I couldn't get by him in the straight aways. One time I got right up beside him, and he could'n get in front of me. So he came over on me a little bit. and we almost bumped wheels, (he ll said laughing).

On his views onthe pace lap accident. He had pulled over behind Roger Mearsand s topped. "Dale Whittington came s pinning in frø nt of me and hit Mears."

* * * *

Johnny Parsons....Everyone was energetic today. We lost a half-shaft. before that we spit a lot...we just had a whole lot ofproblems.

m * * *

Tom Bigelow....I think my crew did a super job. We came in wth with an oilproblem. At first we thought it was a burnt valve, we ended up changing a valve cover gasket. Burnie got it t1 done in a hurry with a hot engine. We went back out just to have the problem again. Turned out to be a cracked valve cover. We lost too much oil to keep on going.

* * *

RHector Rebaque....My car was running ok, but my engine was down in power. I started ~~running~~ running out of clutch after ~~the~~ the 3rd pit stop. There was a pit fire, some gas spilled out the hot headders. I would like to come back next year...it was a real tough race.

* * * *