



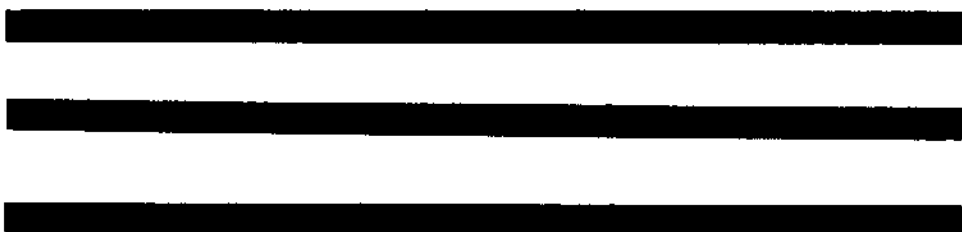
1983

DAY-BY-DAY

TRACKSIDE REPORT

FOR THE MEDIA

INDIANAPOLIS MOTOR
SPEEDWAY



DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



1983 INDIANAPOLIS "500" STATISTICS

There were 93 cars entered in this year's "500," 16 less than the record-setting entry field of 109 cars for the 1982 race....75 arrived at the track....73 took practice runs....34 completed qualification runs....1 car was bumped....that was the least number bumped since 1972, when one car also was bumped....The car bumped was #92 John Mahler. No driver completed a qualifying attempt too slow to bump. There were 39 different cars making attempts with a total of 44 attempts. There were 10 incomplete attempts.

During the month, there were a total of 63 drivers on the track. There were 29 of last year's starting field of 33 on the track. The exceptions were the late Jim Hickman, Hector Rebaque, Dale Whittington and Danny Sullivan. There were 45 veterans and 18 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, Larry Cannon, Pancho Carter, Mike Chandler, Kevin Cogan, Dick Ferguson, Chet Phillip, Dennis Firestone, A.J. Foyt, Chip Ganassi, Josele Garza, Spike Gehlhausen, Pete Halsmer, Bob Harkey, Howdy Holmes, Gordon Johncock, Herm Johnson, Jerry Karl, Sheldon Kinser, Steve Krisiloff, Greg Leffler, Al Loquasto, John Mahler, Rick Mears, Roger Mears, Mike Mosley, Danny Ongais, Johnny Parsons, Roger Rager, Bobby Rahal, Johnny Rutherford, Dick Simon, Tom Sneva, Tom Sneva, George Snider, Al Unser Sr., Bill Vukovich, Bill Whittington, Don Whittington. The rookies were Mark Alderson, Pat Bedard, Jim Buick, Phil Caliva, Chuck Ciprich, Steve Chasse, Derek Daly, Teo Fabi, Doug Heveron, Chris Kneifel, Phil Krueger, Harold MacDonald, John Paul Jr., Ken Schrader, Bill Tempero, Al Unser Jr., Rick Vogler, 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 -- 5 | 11th -- 1 | 17th -- 1 | 23rd -- 0 | 29th -- 0 | |
| 6th -- 4 | 12th -- 0 | 18th -- 0 | 24th -- 0 | 30th -- 0 | |

Gordon Johncock in 1982 was the fifth driver to win from the fifth starting position, breaking a string of three races in a row that had been won from the pole position. If the above positions which have zeroes remain zeroes, the following drivers would have no chance of winning this year: Roger Mears, Tony Bettenhausen, Howdy Holmes, Chip Ganassi, Josele Garza, Johnny Parsons, A.J. Foyt, Geoff Brabham, Scott Brayton, Mike Chandler, Steve Krisiloff, Chet Phillip and Dennis Firestone.

Teo Fabi and Mike Mosley 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 fourth 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 and '79 races. Desire Wilson did not arrive in time to complete her refresher test this year.

FORMER WINNERS IN THE 1983 RACE -- 5

| | |
|------------------------------|-------------------------|
| A.J. Foyt (1961, 64, 67, 77) | Al Unser (1970, 71, 78) |
| Gordon Johncock (1973, 82) | Mario Andretti (1969) |
| Rick Mears (1979) | |

Youngest winner.....Troy Ruttman (1952) 22 years old
 Oldest winner.....Bobby Unser (1981) 47 years old
 Closest finish.....1982 - Gordon Johncock won by only 16/100ths of a second over Rick Mears
 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) Johnnie Parsons
 (1967) A.J. Foyt

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STATISTICS Page 2

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 Sr. (1970-71). No man has ever won three in a row. A.J. Foyt is the only four-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). The two-time winners, besides Milton, are Vukovich (1953-54), Rodger Ward (1959-62) and Gordon Johncock (1973-82).

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 on the parade lap. In 1982, four cars were eliminated in an aborted start, those of Kevin Cogan, Mario Andretti, Roger Mears and Dale Whittington.

The 1982 race winner, Gordon Johncock, gave car #20 its second Indy victory. The other one also was by Johncock when he had #20 on his 1973 winner. Car #2 leads in victories with eight; car #1 has seven, car #14 has five and #16 has four.

FORMER ROOKIE WINNERS - 6

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

RACE WINNERS FROM THE POLE POSITION - 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 |

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GARAGE NOS. AND CHIEF MECHANICS

| CAR NO. | GAR. NO. | CHIEF MECHANIC |
|---------|----------|------------------|
| 33 | 62 | Barry Green |
| 18 | 1 | Rouem Haffenden |
| 2 | 75 | Peter Parrott |
| 5 | 83 | George Bignotti |
| 19 | 40 | David Evans |
| 4 | 14 | Stephen Horne |
| 7 | 76 | Bob Sprow |
| 9 | 80 | Steve Roly |
| 10 | 21 | Robert Hatch |
| 20 | 57 | George Huening |
| 3 | 86 | Darrell Sophe |
| 30 | 47 | Dennis Swan |
| 1 | 30 | Jack Starne |
| 21 | 11 | Johnny Capels |
| 94 | 43 | Dennis McCormack |
| 60 | 55 | Gary Rovazzini |
| 35 | 71 | Jim Wright |
| 55 | 81 | Devan Weston |
| 56 | 78 | Galen Fox |
| 22 | 9 | Jack McCormack |
| 25 | 24 | Mike Colucci |
| 16 | 84 | George Bignotti |
| 66 | 74 | Mike Hull |
| 14 | 29 | Jack Starne |
| 72 | 38 | Wayne Leary |
| 12 | 52 | Phil Casey |
| 91 | 42 | Dennis McCormack |
| 34 | 16 | John Sullivan |
| 37 | 70 | Jim Wright |
| 29 | 88 | Larry Curry |
| 43 | 50 | Paul Leffler |
| 38 | 26 | Mark Stainbrook |
| 90 | 22 | Robert Hatch |



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START/FINISH POSITIONS FOR AFNE (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 |
| | | | | 1982 | Jim Hickman | 24 | 7 |

DRIVER STATISTICS

Oldest driver.....Dick Simon (49 - born 9/21/33)
 Youngest driver.....Al Unser Jr. (21 - born 4/19/62)
 Tallest driver.....Chris Kneifel - 6-6
 Shortest driver.....Teo Fabi & Howdy Holmes 5-5

Second generation drivers in the race are Pancho Carter, Tony Bettenhausen, Johnny Parsons and Al Unser Jr. Carter is the son of Duane Carter Sr. Tony is the son of Tony Bettenhausen Sr., killed in a 1961 practice accident. Parsons is the son of Johnnie Parsons, the 1950 winner. Unser is the son of Al Unser Sr., a three-time 500 winner.

LAP LEADERS IN THIS YEAR'S FIELD

| | |
|----------------------|-----------------------|
| A.J. Foyt.....555 | Danny Ongais.....76 |
| Al Unser Sr.....534 | Josele Garza.....13 |
| Gordon Johncock..339 | Pancho Carter..... 8 |
| Mario Andretti...154 | Steve Krisiloff.... 5 |
| Rick Mears.....113 | George Snider..... 3 |
| Tom Sneva..... 79 | Mike Mosley..... 3 |
| | Don Whittington.... 2 |

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| <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. Ccuture | 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 |
| | | | 1983 | Buick | Duke Nalon |

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1983 INDIANAPOLIS 500 ROOKIE TEST REPORT

Rookie tests in 1983 were conducted in two phases of 20 laps (50 miles) each; the first phase at 170-plus miles per hour and the second phase at 180 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. Teo Fabi, #33 March/Cosworth; 5/9, 170; 5/9, 180 and OK

REQUIRED TO TAKE ONLY SECOND PHASE - FIRST YEAR ROOKIE DRIVERS' TESTS

2. Al Unser Jr., #19 Eagle/Cosworth: 5/8, 180 and OK
3. John Paul Jr., #12 Penske/Cosworth: 5/8, 180 and OK
4. Derek Daly, #54 March/Cosworth: 5/8, 180 and OK
5. Doug Heveron, #41 Wildcat/Cosworth: 5/8, 180 and OK
6. Chris Kneifel, #72 Primus/Cosworth: 5/9, 180 and OK
7. Ken Schrader, #98 March/Cosworth: 5/16, 180 and OK

INCOMPLETE FIRST YEAR DRIVERS' ROOKIE TESTS

Completed 170 phase -- Chuck Ciprich in #36 Finley/Chevy, Mark Alderson in #17 Vollstedt/Offy

Did not complete 170 phase -- Mack McClellan in #17 Vollstedt/Offy, Teddy Pilette in #42 March/Cosworth. (Did not start test)

ONE PHASE -- REFRESHER TESTS

1. Steve Chassey in #56 Eagle/Chevy: 5/9, 180 and OK
2. Phil Krueger in #46 Penske/Cosworth: 5/10, 180 and OK
3. Rich Vogler in #8 Watson/Cosworth: 5/11, 180 and OK
4. Pat Bedard in #35 March/Cosworth: 5/12, 180 and OK
5. Bill Tempero in #15 Longhorn/Chevy: 5/16, 180 and OK
6. Harold MacDonald in #43 Lola/Cosworth: 5/16, 180 and OK

INCOMPLETE REFRESHER TEST

Did not complete 180 phase -- Bob Harkey in #79 Coyote/Cosworth; Desire Wilson in #54 March/Cosworth

SPECIAL NOTE:

Rookie Phil Caliva was not required by USAC to take either the full rookie test or a refresher test because of previous racing experience.

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67th INDIANAPOLIS
500 MAY 29, 1983

#1 - Saturday, May 7, 1983

TODAY'S FAST FIVE: Rick Mears (#2) - 196.377; Rick Mears (#2T) - 194.174; Al Unser Jr. - 192.225; John Paul Jr., - 190.355.

Rick Mears took both of the first two spots on the speed ladder on a windy day interrupted several times by brief showers as practice opened today for the 67th annual Indianapolis 500-Mile Race.

The 1979 winner turned in a 196.377 clocking in his primary #2 Pennzoil Penske/Cosworth, after earlier recording a 194.174 speed in his "backup" #2T Pennzoil Penske/Cosworth.

Al Unser Jr., who got in 10 laps of his 20-lap required second phase of the driver's test, was next behind Mears with a 192.225 speed in his #19 Coors Light Silver Bullet Eagle/Cosworth. Another second-generation rookie, John Paul Jr., has the next best speed of 190.355 in his #12 V.D.S. Associates Penske/Cosworth. Paul also got in 10 laps of his second phase, as did Irishman and former Grand Prix star Derek Daly, who had a day's personal high speed of 183.598.

Fifth best speed was turned in by Tony Bettenhausen at 189.473 in his #10 Provimi Veal March/Cosworth.

Next was Pete Halsmer in the #66 Colonial Breas-Arciero Penske/Cosworth at 186.8. Seventh was Al Unser Sr. at 185.605 in his Hertz-Penske/Cosworth. Eighth was Roger Mears, Rick's older brother, at 184.880 in the #9 Machinists Union Racing Team Penske/Cosworth. Ninth was 1969 winner Mario Andretti, who "shook down" his #3 Newman/Haas Budweiser Lola/Cosworth at 184.237. Tenth was Daly.

Taking "first man on the track" honors was Bill Tempero, who piloted his #15 M.W. Tempero/Cornelius BTR Bullet/Chevy onto the asphalt just seconds after the green light came on at 1:22 p.m. following ceremonies and a drive-around-the-track by 523 motorists who had attended the Mayor's Breakfast downtown. Tempero's speed was recorded for posterity at 113.9 miles per hour. Mayor Bill Hudnut said Pace Car Driver Duke Nalon bettered that by at least a mile per hour in taking Hizzoner around the circuit.

The green had been on for only 12 minutes when the first accident of the official 1983 practice period happened. Rookie Rich Vogler, driving the #8 Leader Card Racers Watson/Cosworth, said he was traveling at about 130 miles per hour when he suddenly lost control in the third turn. The car spun 1½ turns and hit the wall with the left rear and then left front, scraping 280 feet along the concrete. It then slid another 280 feet away from the wall, stopping in the infield grass of the north short chute. Vogler was checked at the infield hospital and pronounced okay. There was serious damage to the left rear of the car. Chief Mechanic A.J. Watson said later that he was sure "something broke" to cause the accident.

There was a total of 22 cars on the track with 21 different drivers. Others not already mentioned were #17 Dick Simon, #28 Gary Bettenhausen, #41 Doug Heveron, #56 Steve Chassey, #55 Josele Garza, #69 Jerry Sneva, #73 Chris Kneifel, #81 Herm Johnson and #88 Roger Rager. At the 6 p.m. close of business, there were 53 cars in the garage area, 38 had passed initial inspection and 51 drivers have passed physical examination.

The speed limit for the day started at 130, was raised to 190 by Chief Steward Tom Binford at 3:30 p.m. and was lifted entirely at 4:15 p.m. Binford announced that Johnny Capels, chief mechanic of Car #21 driven by Pancho Carter, was fined \$500 for using a part in his pop-off valve that did not meet USAC specifications.

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67th INDIANAPOLIS
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#2, Sunday, May 8, 1983

TODAY'S FAST FIVE: Rick Mears - 202.565; Howdy Holmes - 198.281; Al Unser Sr. - 198.063; Al Unser Jr. - 197.411; Roger Mears - 197.281.

Rick Mears pushed the Speedway practice pace over the 200-miles-an-hour mark on a windy Sunday at the Indianapolis Motor Speedway. Mears had a quick lap of 202.565 in his #2 Pennzoil Penske/Cosworth. Rick said "it was a little tricky with the wind out there. It was not as bad as yesterday (Saturday). Everything was turned around because the wind was in a different direction."

Also at or above the speed it is expected to take to make the 67th running of the Indianapolis 500 were Howdy Holmes at 198.281 in the #30 Domino's Pizza "Hot One" March/Cosworth; Al Unser Sr. at 198.063 in the #7 Hertz Penske Penske/Cosworth; Al Unser Jr., at 197.411 in the #19 Coors Light Silver Bullet Eagle/Cosworth; Roger Mears at 197.281 in the #9 Machinists Union Racing Team Penske/Cosworth; Pancho Carter at 195.907 in the #21 Alex Foods Pinata Special March/Cosworth; Pete Halsmer at 195.524 in the #66 Colonial Bread-Arciero PC-10/Cosworth; Mario Andretti at 195.439 in the #3 Newman/Haas Budweiser Lola/Cosworth and Kevin Cogan at 195.058 in the #16 Bignotti-Cotter March/Cosworth.

Veteran Johnny Rutherford, a three-time winner of the 500, pretty well wiped out his #40 Sea Ray Boats Special Wildcat/Cosworth in the early afternoon. Rutherford got too high in Turn-1 (Southwest) slid 660 feet, making a half spin, hit the wall and slid along the wall for 460 feet, slid another 420 feet away from the wall down into the south short chute infield grass. Rutherford suffered a puncture wound that required five stitches at Methodist Hospital to close, plus bruises to his left ankle and heel. He was back out at the track before the 6 p.m. quitting time. Rutherford said he wasn't sure just what happened.

Rookie Chuck Ciprich did two complete spins in the north short chute earlier in the day, sliding some 700 feet, but made no contact with the wall and was towed into the pits. Rookie Pat Bedard also thrilled himself when his #35 Escort Radar Warning Special March/Cosworth lost its left front wheel on Turn-1 (Southwest). "We've already made the new car warranty claim to March," Bedard joked later, "I know we didn't abuse the car. I hadn't stood on it. I hadn't even shifted into fourth."

There were 35 cars on the track, an unusually high number for the second day of practice. Other high speeds were 194.389 by Bobby Rahal in the #4 Red Roof Inns March/Cosworth; 194-plus by Rick Mears in his backup #2T Pennzoil Penske/Cosworth; 192.381 by Gordon Johncock, the defending champion, in the #20 STP Oil Treatment Wildcat/Cosworth; 191.397 by rookie John Paul in the #12 V.D.S. Associates Inc. Penske/Cosworth; 191.439 by Tony Bettenhausen in the #10 Promimi Veal March/Cosworth, and 190.920 by Josele Garza in the #55 National Health Spas/Machinists Union Penske/Cosworth, and 190.758 by Bedard.

Four rookies completed their second phase of their drivers' tests and received the O.K. from a group of veteran drivers. They were Unser Jr., Paul, Doug Heveron in the #41 Andre Wildcat Special Wildcat/Cosworth, and Derek Daly in the #54 Wysard Motor Company March/Cosworth. Steve Chassey got in 10 laps, half of his refresher test at 180 and up. Chuck Ciprich completed 11 laps of the first phase (170 mph) of his test.

At the close of business Sunday, there were 60 cars at the track out of the 93 entered, 50 cars had completed initial technical inspection and 55 drivers had finished their physical examinations.

Bedard who went the fastest he's ever driven said, "It's an incredible feeling! It's not just the speed. We'll do better than that. It's that finally, after all this time working for it, the effort is paying off this year with the Escort Radar. I've got a great crew, and they're doing it the right way."

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67th INDIANAPOLIS
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#3 - Monday, May 9, 1983

TODAY'S FAST FIVE: Rick Mears - 203.850; Kevin Cogan - 201.929; Mike Mosley - 201.838;
Bobby Rahal - 201.207; Howdy Holmes - 200.088

Five different drivers bettered the 200 miles-an-hour mark today on the best day for running so far in the 1983 practice period. Rick Mears led the speed parade for the third consecutive day, chalking up a 203.850 clocking in his #2 Pennzoil Penske/Cosworth.

Kevin Cogan turned in the second quick speed of 201.929 in his #16 Bignotti-Cotter March/Cosworth. Mike Mosley was third at 201.838 in his #18 Kraco Car Stereo March/Cosworth. Also above the "magic mark" of 200 were Bobby Rahal at 201.207 in the #4 Red Roof Inns March/Cosworth and Howdy Holmes at 200.088 in the #30 Domino's Pizza "Hot One" March/Cosworth.

Al Unser Jr. just missed joining the select group with a 199.866 speed in his #19 Coors Light Silver Bullet Eagle/Cosworth. So did Pete Halsmer who had a 199.645 lap in his #66 Colonial Bread-Arciero Eagle/Chevy. Next on the speed chart was John Paul Jr., at 198.456 in his #12 V.D.S. Associates Penske/Cosworth. Mears in his backup #2T Pennzoil Penske/Cosworth was next at 198.150 and 10th on the day's speed parade was Tony Bettenhausen at 197.889 in his #10 ProVimi Veal March/Cosworth. Others in the 198 bracket were Al Unser Sr., at 197.498 in his #7 Hertz Penske/Cosworth, Roger Mears at 197.022 in his #9 Machinists Union Penske/Cosworth, Pancho Carter at 197.541 in his #21 Alex Foods Pinata March/Cosworth.

Others turning in respectable speed were Al Unser in the #2T backup at 195.779, rookie Teo Fabi in the newly sponsored #33 Skoal Bandit March/Cosworth at 195.1; Josele Garza at 194.049 in the #55 National Health Spas/Machinists Union Penske/Cosworth; Pat Bedard at 191.774 in the #35 Escort Radar Warning March/Cosworth, Chris Kneifel at 191.204 in the #72 Primus Racing Primus/Cosworth.

Both Fabi and Kneifel completed their rookie tests and got the O.K. from a group of veteran drivers who watched their last 20 laps at 180 and up.

The legendary A.J. Foyt brought cheers from the large crowd of sun-baked spectators in the Tower Terrace Section at 4:35 p.m. when he strode out behind his #14 Gilmore-Valvoline March/Cosworth and put on his helmet. Foyt was content to "shake down" with a top speed of 188.127 miles per hour.

Jerry Sneva, driving the Little King's Cream Ale #69 March/Cosworth, lost control coming out of the third (northeast) turn in late afternoon and spun two complete circuits. The car did not make wall contact and outside of a set of flat-spotted tires and a little loss of pride, Jerry was perfectly all right.

There were 30 cars on the track during the day. Steve Chassey completed his refresher test in the #56 Genesee Beer/Sizzler Steak/WRTV Eagle/Chevy and got the okay to practice at higher speeds.

At the close of the day, there were 61 cars at the track, 53 had passed initial technical inspection and 58 drivers had passed their physical examinations.

Rick Mears commented, "We're working pretty hard at it. Conditions were excellent. I see the other guys are creeping up on us, so we have to work a little harder. I think we'll get there."

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67th INDIANAPOLIS
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#4, Tuesday, May 10, 1983

TODAY'S FAST FIVE: Rick Mears 204.498; Don Whittington 203.297; Teo Fabi 202.939;
Bobby Rahal 202.611; Al Unser Sr. 201.477

Rapid Rick Mears waiting until the last 10 minutes of a near-perfect practice day at the Indianapolis Motor Speedway today to set the day's fastest speed--for the fourth consecutive day. Mears' 204.498 was the fastest practice speed of the month, achieved in his #2 Pennzoil Penske/Cosworth.

There were a total of seven drivers over the "magic" 200-miles-an-hour mark today, including two rookies. That brought the total number of drivers for the practice period who have joined the "200 Club" to 10.

Don Whittington was the day's second fastest traveler at 203.297 in the #91 Simoniz Finish March/Cosworth. Rookie Teo Fabi, an Italian, was third quick at 202.939 in the #33 Forsythe Racing's Skoal Bandit.

Bobby Rahal was fourth at 202.611 in the #4 Red Roof Inns March/Cosworth. Al Unser Sr. joined teammate Mears in the rarified atmosphere of the 200's with a lap at 201.477 in the #7 Hertz Penske/Cosworth. Just a tick or two behind his Dad was Al Unser Jr. in sixth spot for the day with 200.848 in the #19 Coors Light Silver Bullet Eagle/Cosworth. Final driver in the 200 bracket was Tony Bettenhausen Jr. at 200.490 in the #10 Provimi Veal March/Cosworth.

Just a split-second behind them was another second-generation driver, John Paul Jr. at 199.026 in the V.D.S. Associates Penske/Cosworth. Mike Mosley got to 198.851 today in the #18 Kraco Car Stereo March/Cosworth in which he traveled 201 on Monday. Pete Halsmer got 197.411 in the #66 Colonial Bread/WISH-TV/Arciero Penske/Cosworth. Rookie Steve Chassey turned in the high stock-block run so far this month with 197.152 in his #56 Genesee Beer/Sizzler Steak/WRTV Eagle/Chevy.

Rookie Chris Kneifel, the tall man of current drivers at 6-6, got to 196.206 in his #72 Primus Racing Primus/Cosworth. Josele Garza, the 1981 Rookie of the Year, got to 196.163 in his #55 National Health Spas/Machinists Union Penske/Cosworth. Next on the speed ladder was Roger Mears at 195.822 in his #9 Machinists Union Racing Team Penske/Cosworth. In the same bracket were Scott Brayton at 195.652 in his #37 SME Cement March/Cosworth, Mario Andretti at 195.397 in his #3 Budweiser Lola/Cosworth and Gordon Johncock in his #20 STP Oil Treatment Wildcat/Cosworth, at 195.100.

Four-time winner A.J. Foyt, in his second day on the track in his #14 Valvoline/Gilmore March/Cosworth, increased his speed to 194.174. Rookie Doug Haveron posted a 192.884 speed in his #61 Andre Wildcat/Cosworth. Chip Ganassi got 191.042 in the #60 Patrick Racing Team Wildcat/Cosworth. Pancho Carter hit 190.920 in his backup #21T Alex Foods Pinata March/Cosworth.

The three drivers who have run 200 previously who weren't in that bracket today were Kevin Cogan with 201.929, Mosley with 201.838 and Howdy Holmes with 200.490.

Jerry Sneva again was the central figure in the day's lone accident. Jerry got low in Turn-1, spun one time, sliding 520 feet, hit the wall with the right front, continued along the wall 40 feet, slid 60 feet away from the wall. There was light damage to the car. Jerry was unhurt.

Rookie Phil Kreuger passed his refresher test in the #46 McCray Racing Penske/Cosworth.

There were 45 cars on the track during the day. At closing time there were 65 cars at the track, 56 had passed initial technical inspection and 58 drivers had passed physical examinations.

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#5, Wednesday, May 11, 1983

TODAY'S FAST FIVE: Don Whittington - 205.198; Rick Mears - 203.804; Mike Mosley - 202.020; Kevin Cogan - 202.020; Teo Fabi - 201.833.

Don Whittington served notice today that he is not conceding the pole for the 1983 500-Mile Race to Rick Mears. Whittington did it with a blazing speed of 205.198 miles per hour in his #91 Simoniz Finish March/Cosworth.

For the first time since practice began last Saturday, Mears had to content himself with second-best honors rather than being at the top of the speed totem pole. Mears got 203.804 out of his #2 Pennzoil Penske/Cosworth.

There were a total of nine drivers over the 200-miles-an-hour mark on another sunny, near-ideal practice day that obviously had many job-holders and students playing "hook-ey" to take in the action at trackside.

Veteran A.J. Foyt joined the 200-Mile-an-Hour Club for the first time this year with a speed of 200.133 in his #14 Valvoline-Gilmore March/Cosworth. But that was only the day's ninth quickest speed.

Others who bettered Super-Tex besides Whittington and Mears were Mike Mosley in the #18 Kraco Car Stereo March/Cosworth and Kevin Cogan in the #16 Bignotti-Cotter March/Cosworth, both at 202.020; rookie Teo Fabi got 200.833 in the #33 Forsythe Racing's Skoal Bandit; rookie Al Unser Jr. hit 201.612 in the #19 Coors Light Silver Bullet Eagle/Cosworth; Bobby Rahal reached 201.552 in the #4 Red Roof Inns March/Cosworth; and Al Unser Sr. hit 201.3 in the #7 Hertz Penske/Cosworth.

Just missing the 200 mark today were Tony Bettenhausen at 199.733 in the #10 Provimi Veal March/Cosworth, and Mario Andretti at 199.115 in the #3 Budweiser Lola/Cosworth. Pete Halsmer got 198.938 out of the #66 Colonial Bread/WISH-TV/Arciero Penske/Cosworth. Pancho Carter was at 193.150 in the #21 Alex Foods Pinata March/Cosworth. Howdy Holmes hit 197.930 in the #30 Domino's Pizza "Hot One" March/Cosworth. Josele Garza reached 197.889 in the #55 National Health Spas/Machinists Union Penske/Cosworth. Derek Daly was at 197.541 in the #34 Wysards Motor Company March/Cosworth. John Paul hit 196.463 in the #12 V.D.S. Penske/Cosworth. Roger Mears was at 196.249 in the #9 Machinists Union Penske/Cosworth.

Tom Sneva got 195.694 in the #5 Texaco Star March/Cosworth. In the same bracket was Gordon Johncock, a two-time winner at 195.524 in the #20 STP Oil Treatment Wildcat/Cosworth. Rookie Chris Kneifel hit 194.174 in the #72 Primus Racing Inc. Primus/Cosworth. Tom Sneva also ran in his "backup" #5T Texaco Star March/Cosworth with a high of 193.485. Chip Ganassi reached 193.133 in the #60 Patrick Racing Team Wildcat/Cosworth. Johnny Rutherford was back out on the track for the first time since his accident Sunday. Now in his backup #40 Sea Ray Boats Wildcat/Cosworth, Rutherford reached 192.678.

Gary Bettenhausen was at 191.143 in his #28 American Spirit Racing H & R Spirit/Chevy. Rookie Doug Heveron reached 191.611 in his #61 Andre Wildcat/Cosworth. Scott Brayton hit 190.677 in his #37 SME Cement March/Cosworth. Rick Mears turned in a 190.315 lap in his backup #2 Pennzoil Penske/Cosworth.

There were three serious incidents but no drivers were seriously injured. At 2:01 p.m., Chet Fillip in the #38 Circle Bar Truck Corral Eagle/Cosworth spun once in the third (northeast) turn, slid 400 feet, hit the wall, slid another 280 feet away from the wall to the middle of the track in the north, short chute. There was "light to moderate" damage reported to the car. Fillip had bruises on his left leg and was released after treatment at the infield hospital. At 3:14 p.m. Doug Heveron, who was driving the #61 Andre Wildcat/Cosworth "pinched" it coming out of the second (southeast) turn, spun 1 and 3/4 turns covering 660 feet into the edge of the infield grass in the backstretch. He made no wall contact. At 5:09 p.m. Scott Brayton, driving the #37 SME Cement March/Cosworth, lost control, slid 600 feet, hit the wall with the right front in the fourth (northwest) turn. He scraped along the wall for 100 feet and continued down the main straightaway an additional 1640 feet. There was damage to the right front quarter of the car. There were 40 cars on the track during the day.

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#6 Thursday, May 12, 1983

TODAY'S FAST FIVE: Rick Mears - 203.389; Mike Mosley - 202.976; John Paul Jr. - 200.177;
Teo Fabi - 200.133; Kevin Cogan - 200.088.

Rain washed out most of the "Happy Hour" Thursday, leaving the scoreboard showing five 200-mile-an-hour cars for the day. Rick Mears returned to his customary place atop the speed ladder with a lap at 203.389 in the #2 Pennzoil Penske/Cosworth. Don Whittington, who set the month's top speed of 205.198 on Wednesday, made no appearance on the track today.

Mike Mosley was the day's second quickest driver at 202.976 in his #18 Kraco Car Stereo March/Cosworth. John Paul Jr. joined the 200 Club for the first time with a speed of 200.177 recorded in the #12 V.D.S. Penske/Cosworth. Rookie Teo Fabi, driving his own #33 Forsythe Racing's Skoal Bandit, got 200.133. Kevin Cogan hit 200.088 in the #16 Bignotti-Cotter March/Cosworth. The number of drivers who have traveled over 200 was increased to 13 with the belated announcement that Pete Halsmer hit that mark in Tuesday practice in his #66 Colonial Bread/WISH-TV/Arciero Penske/Cosworth, which somehow got lost in the shuffle.

Rain closed the track for the day at 5:11 p.m. It was already under the yellow light due to a piece of cowling coming off the #30 Domino's Pizza "Hot One" March/Cosworth and flying over the head of driver Howdy Holmes.

Bob Harkey suffered serious injuries in the day's major incident. Going into Turn-4, Harkey touched wheels of his #79 Spirit of Noblesville Coyote/Cosworth with Mosley's car. Harkey slid 400 feet into the wall and continued along the wall for 1,000 feet, shearing off the right side of the car. Harkey was extricated from the wreckage and taken to Methodist Hospital with two neck fractures, multiple rib fractures and bruised lung and injuries to his right wrist. Surgery was scheduled to be performed on the wrist this afternoon. Mosley said "I was pursuing my normal line and thought I was past Harkey. Then, I felt a slight tug on my right rear wheel. I kept on going and didn't see what happened to Bob after that." Harkey was alert and stable at the hospital.

~~Edging close to the 200 mark was Pancho Carter at 199.291 in the #21 Alex Foods Pinata March/Cosworth. Chip Ganassi got to 197.802 in the #60 Patrick Racing Team Wildcat/Cosworth. Tony Bettenhausen took out his backup #10T Provimi Veal March/Cosworth and got it to 197.238. Racing driver-writer Pat Bedard topped the 196 mark in his #35 Escort Radar Warning March/Cosworth. Al Unser Sr. got 196.377 in the #7 Hertz Penske/Cosworth. Jimmy Rutherford reached 195.694 in the #40 Sea Ray Boat Wildcat/Cosworth.~~

Roger Mears was at 195.658 in the #9 Machinists Union Penske/Cosworth. Fabi hit 194.342 in his backup car. Defending champion Gordon Johncock got to 193.965 in his #20 STP Oil Treatment Wildcat/Cosworth. Tom Sneva had his backup #5T car out and reached 193.465 in it. Howdy Holmes, before his late thrill, hit 193.2 in the Domino's Pizza March/Cosworth; Rick Mears in his backup #2T Pennzoil Penske/Cosworth, was at 192.884.

Rich Vogler reached 192.678 in the #8 Leader Card Watson/Cosworth before he was involved in a late incident. At 4:02 p.m., the fiberglass panels blew off of his car in the fourth (northwest turn) causing him to spin 2½ turns, covering 620 feet, down the main straightaway. Vogler was not hurt and the damage to the car was light. Vogler passed his refresher test on Wednesday and got the okay to move up in speed.

George Snider, A.J. Foyt's teammate in the #1 Calumet Farms March/Cosworth reached 192.431. Incidentally, the car which Harkey crashed today is the same one in which Foyt suffered serious arm injuries when he hit a guard-rail at Michigan International Speedway in 1981. There were 37 cars on the track today.

At the end of the day, there were 71 cars at the track; 62 had passed initial inspection and 65 drivers had passed physical examinations. ~~Forty-six cars had passed final USAC certification, making them eligible to qualify Saturday.~~

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



#7, Friday, May 13, 1983

TODAY'S FAST FIVE: Rick Mears - 205.1; Mike Mosley - 204.1; Bobby Rahal - 203.5; Teo Fabi - 203.0; Tom Sneva - 203.0

Five drivers were at or over the 203 miles an hour mark today in the final day of practice before opening of qualifications for the 1983 Indianapolis 500-Mile Race.

Rick Mears was at the head of the class for the sixth day out of seven with a speed of 205.1 miles per hour. That was just a fraction under the fast lap set on Wednesday by Don Whittington at 205.198 mph. Mears was in his #2 Pennzoil Penske/Cosworth.

Mike Mosley exceeded the 200 mark today in both of his cars. He hit 204.1 in his backup #18T Kraco Car Stereo March/Cosworth and 202.5 in his primary #18 Kraco Car Stereo March/Cosworth. Bobby Rahal was timed at 203.5 in his #4 Red Roof Inns March/Cosworth. Caught at 203 even were rookie Teo Fabi in the #33 Forsythe Racing's Skoal Bandit and Tom Sneva in the #5T Texaco Star backup March/Cosworth.

A. J. Foyt was at 201.4 in his #14 Valvoline/Gilmore March/Cosworth. Don Whittington got 200.4 out of his #91 Simoniz Finish March/Cosworth. Al Unser Sr. was at 200.1 in his #7 Hertz Penske/Cosworth. Roger Mears flirted with the magic mark with a 199.8 lap in his #9 Machinists Union Penske/Cosworth. Pancho Carter was at 199.0 in his #21 Alex Foods Pinata March/Cosworth.

Al Unser Jr. reached 198.6 in his #19 Coors Light Silver Bullet Eagle/Cosworth. Mario Andretti was at 198.4 in his backup #3T Lola/Cosworth. Mears reached 197.368 in his backup #2T Pennzoil Penske/Cosworth. Rookie Patrick Bedard had his personal high of 197.0 in his #35 Escort Radar Warning March/Cosworth.

Gordon Johncock was at 197.2 in his #20 STP Oil Treatment Wildcat/Cosworth. Rookie Chris Kneifel got 195.6 out of his #72 Primus Racing Primus/Cosworth. Josele Garza went 195.482 in his #55 Silhouette Health Spa/Machinists Union Penske/Cosworth. Johnny Rutherford was timed at 195.3 in his #40 Sea Ray Boats Wildcat/Cosworth. George Snider was at 195.016 in his #1 Calumet Farm March/Cosworth.

Tony Bettenhausen was at 195.8 in his #10 Provimi Veal March/Cosworth. Chip Ganassi touched 194.5 in his #60 Patrick Racing Team Wildcat/Cosworth. Rookie Derek Daly got 198.800 in his #34 Wysard Motors March/Cosworth. Friday the 13th proved to be a most unlucky day for Rookie John Paul Jr. He suffered a fractured left ankle and cuts and bruises to his right leg and his chin in an early afternoon accident. At 1:16 p.m., Paul had the rear end get loose on his #12 V.D.S. Associates Penske/Cosworth; reports were that he over-corrected and spun once, and hit the wall with the right front, then slid 340 feet and hit the wall again. There was front end damage to the car. The qualifying draw, made at 6:30 p.m. today after the track closed:

| | | |
|-------------------------|--------------------------|--------------------------|
| 1. #28 G. Bettenhausen | 21. #33 Fabi R | 41. #94 Bill Whittington |
| 2. #35 Bedard R | 22. #14 Foyt | 42. #58 Chassey R |
| 3. # 7 Al Unser Sr. | 23. #72 Kneifel R | 43. #17 No Driver |
| 4. #40 Rutherford | 24. #37 Brayton | 44. #64 Leffler |
| 5. #18 Mosley | 25. # 9 Roger Mears | 45. #66 Halsmer |
| 6. #73 Kneifel R | 26. #34 Daly R | 46. #30 Holmes |
| 7. # 3T Andretti | 27. #10T T. Bettenhausen | 47. #61 Heveron R |
| 8. #54 Daly R | 28. # 1 Snider | 48. #60 Ganassi |
| 9. #69 J. Sneva | 29. # 8 Vogler R | 49. #11 Alsup |
| 10. #22 Simon | 30. #10 T. Bettenhausen | 50. #55 Garza |
| 11. #43 MacDonald R | 31. # 5 Tom Sneva | 51. #26 Buick R |
| 12. #19 Al Unser Jr. R | 32. # 6 Bigelow | 52. # 4 Rahal |
| 13. # 2 Rick Mears | 33. #48 No Driver | 53. # 3 Andretti |
| 14. # 2T Rick Mears | 34. #16 Cogan | 54. #86 Loquasto |
| 15. #47 Gehlhausen | 35. #29 Chandler | 55. #98 Schrader R |
| 16. #92 Mahler | 36. #81 Johnson | 56. #21 Carter |
| 17. # 5T Tom Sneva | 37. #42 No Driver | 57. #33T Fabi R |
| 18. #46 Kreuger R | 38. #56 Chassey R | 58. #51 Carter |
| 19. #18T Mosley | 39. #15 Tempero R | 59. # 9T Roger Mears |
| 20. #91 Don Whittington | 40. #30T Holmes | 60. #41 Heveron R |
| | | 61. #20 Johncock |

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#8, Saturday, May 14, 1983 (First Qualifying Day)

Ladies and Gentlemen of the news media:

Welcome to qualifications for the 67th Indianapolis 500-Mile Race on behalf of the Indianapolis Motor Speedway. We will be issuing full reports on all qualifying and race activity, as we have on practice action so far.

Rains Friday night and Saturday delayed the opening of the track until 4:13 p.m., when it was opened for practice under the caution yellow by the first 40 cars in the qualification draw. The green came out shortly.

4:24/Yellow - Part fell off of Car #19 Coors Light Silver Bullet Eagle/Cosworth driven by Al Unser Jr.

4:30 p.m. - Green Light.

4:34 p.m. - Car #56 Steve Chassey in the Genesee Beer/Sizzler/WLHN reportedly smoking and pulled into infield on second turn. (No Yellow necessary)

4:38 p.m. - Yellow. Object in the groove in Turn-1.

4:43 p.m. - Green.

4:54 p.m. - Caution Yellow for tow-in Car #30 Howdy Holmes in Domino's Pizza "Hot One" March/Cosworth.

4:58 p.m. - Green Light.

5:01 p.m. - Yellow for tow-in for #3T Mario Andretti in Newman/Haas Budweiser Lola/Cosworth.

5:06 p.m. - Green

5:08 p.m. - Yellow for end of first practice group.

Top unofficial speeds reported for first practice group: 203.989 #18 Mike Mosley; 203.896 #5 Tom Sneva; 201.929 #33 Teo Fabi; 201.658 #91 Don Whittington; 200.000 #7 Al Unser; 202.565 #2 Rick Mears.

5:14 p.m. - Green for second practice group.

5:15 p.m. - Yellow for mist

5:21 p.m. - Green

5:25 p.m. - Pit fire in Dick Simon's new #48 Vermont American Eagle/Cosworth is extinguished.

5:49 p.m. - Yellow for end of second practice period.

Unofficial speed during second practice session: 202.702 Mosley #18-T; 200.937 #4 Rahal; 198.010 #66 Halsmer.

It was announced that there would be no qualifying today because the necessary 15-minute period to line up the cars would not end before 6 p.m.

NOTE: Team V.D.S. announced the Indy veteran Geoff Brabham will replace the injured John Paul Jr. in the V.D.S. Penske/Cosworths, which now will be sponsored by Uno International Games.

Quotes from Dick Simon on Pit Fire in his #48 car. "Well, we were taking our brand new 1983 Eagle out when what happened was the turbo-charger was shipped to us the shield around the blower was oiled to keep it from rusting or whatever, (the one on the other one wasn't oiled) so the oil caught on fire. Lucky it happened right here and they were able to put it right out. What we're going to have to do now is to take the blower off and burn the remaining oil off, nothing else on the car was damaged at

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#9, Monday, May 16, 1983

TODAY'S FAST FIVE: Bobby Rahal - 202.429; Rick Mears - 201.342; Gordon Johncock - 200.311; Mario Andretti - 198.982; Bill Whittington - 198.150.

Gordon Johncock, the defending Indianapolis 500-Mile Race champion finally got going Monday and joined the "200 Mile an Hour Club" with a lap at 200.311 in his #20 STP Oil Treatment Wildcat/Cosworth. Also over the 200 mph mark were Bobby Rahal at 202.429 in the #4 Red Roof Inns March/Cosworth and Rick Mears at 201.342 in his backup #2T Pennzoil Penske/Cosworth.

Mario Andretti also moved near the 200 mark with a lap at 198.982 in the #3 Budweiser Lola/Cosworth. In the same bracket was Bill Whittington at 198.150 in the #94 Whittington Brothers March/Cosworth.

Geoff Brabham, in his first day in the remaining #12 V.D.S. Associates Penske/Cosworth, gained speed quickly to 197.976. He is replacing the injured John Paul Jr. Pete Halsmer got in a lap at 197.498 just before an accident which sent him to Methodist Hospital with a partially collapsed left lung and right and left heel injuries. At 2:42 p.m., it was reported, Halsmer "pinched" his #66 Colonial Bread/Arciero Penske/Cosworth leaving the first (southwest) turn. He spun once, covering 440 feet, and hit the wall nearly head-on. He then slid on through the south short chute, making one spin away from the wall for 960 feet, stopping in the middle of the track. The car was extensively damaged. Halsmer was taken to Methodist Hospital.

George Snider, the defending USAC Gold Crown champion, got 195.016 in the #1 Calumet Farm March/Cosworth. Dick Simon, driving his new #48 Vermont American Eagle/Cosworth, hit 194.805. Howdy Holmes in the #30 Domino's Pizza "Hot One" March/Cosworth, reached 193.340. Mike Chandler was at 192.348 in the #29 Rattlesnake Racing Rattlesnake/Cosworth. Ken Schrader, defending USAC Silver Crown champion, passed the second phase of his driver's test, got an okay from a group of veteran drivers and then climbed to 191.936.

Rookie Chris Kneifel reached 191.001 in the #72 Primus Racing Primus/Cosworth. Herm Johnson hit 190.718 in the #31 Rattlesnake Racing Rattlesnake/Cosworth. Rookie Phil Kreuger had a lap at 190.677 in the #46 McCray Racing Penske/Cosworth. Tony Bettenhausen reached 190.234 in his backup #10T Provimi Veal March/Cosworth.

Also smacking the wall today was rookie Jim Buick in the #26 "Fride of Allied" Penske/Chevy. At 12:48 p.m. Buick got low in the fourth (northwest) turn, lost control, slid 460 feet, making 1½ spins, hit the wall with the right rear, slid away from the wall 45 feet. The car had extensive damage to the right side and rear section. Buick was unhurt.

Passing their refresher tests today were Bill Tempero in the #15 Zena Jeans/Marcello Steel Longhorn/Chevy and Harold MacDonald in the #3 Armstrong Mould Lola/Cosworth. There were 38 cars on the track during the day.

The Indianapolis Motor Speedway announced the following time schedule for Saturday, May 21: Gates open - 8 a.m. Practice - 9 to 10:15 a.m. Qualifying - 11 a.m. to 6 p.m.

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#10, Tuesday, May 17, 1983

TODAY'S FAST FIVE: Don Whittington - 204.081; Teo Fabi - 203.435; Mike Mosley - 203.383; Bobby Rahal - 202.748; Gordon Johncock - 201.522.

Some of the drivers who were "hurting for speed" last week are finding increasing miles per hour in the second week of practice. Mario Andretti joined the "200 Club" today with a lap at 200.133 in his Newman/Haas Budweiser/Lola and Gordon Johncock moved up his top speed to 201.522 in his #20 STP Oil Treatment Wildcat/Cosworth.

Fast man for the day was Don Whittington at 204.081 in his #91 Simoniz Finish March/Cosworth. Second quick was rookie Teo Fabi at 203.435 in his #33 Forsythe Racing Skoal Bandit. Third fastest was Mike Mosley in his backup #18T Kraco Car Stereo March/Cosworth at 203.383. Fourth was Bobby Rahal at 202.748 in his #4 Red Roof Inns March/Cosworth.

Johncock was next on the speed ladder and then Andretti. Howdy Holmes practiced at 199.600 in the #30T backup Domino's Pizza "Hot One" March/Cosworth. Steve Chassey, also in a backup, the #58 Genesee Beer/Sizzler/WLHN Eagle/Chevy, hit 198.456. At exactly the same speed was Geoff Brabham in the UNO-British Sterling Penske/Cosworth.

Mike Chandler was at 197.284 in the #29 Rattlesnake Racing Rattlesnake/Cosworth. Chris Kneifel reached 196.807 in the #72 Primus Racing Primus/Cosworth. Chip Ganassi was at 194.216 in the #60 Patrick Racing Wildcat/Cosworth. His teammate, Johnny Rutherford, bettered that slightly with a lap at 194.636 in his #40 Sea Ray Boats Wildcat/Cosworth. Rookie Phil Kreuger hit 193.465 in the #46 McCray Racing Penske/Cosworth. Tom Sneva, in his #5 Texaco Star Theodore/Cosworth, got 193.881.

Dennis Firestone, taking out Tony Bettenhausen's #10T backup Provimi Veal March/Cosworth for practice, got to 192.513. Rookie Rich Vogler reached 191.856 in his #8 Leader Card Watson/Cosworth. Tom Bigelow got 191.285 in the #6 H.B.K. Racing Eagle/Chevy. Dick Simon was at 191.082 in his #48 Vermont American Eagle/Cosworth and at 190.556 in his #22 Vermont American March/Cosworth. Tony Bettenhausen, also working out the #10T Provimi Veal March/Cosworth, got to 190.753.

Rookie Ken Schrader totaled his #98 Friendship Special March/Cosworth in an accident just 11 minutes after noon. Schrader got low in the fourth (northwest)turn, spun once covering 300 feet, hit the wall with the right side, spun a half-turn away from the wall, covering 520 feet across the track to 30 feet from the inside wall. Schrader was unhurt but there was extensive damage to the right side of the car and Schrader said the crew did not believe it could be repaired in time to qualify.

Other speeds reported today included 189.833 for Spike Gehlhausen in the #47 Arizona International Travel Eagle/Cosworth; 188.363 for Doug Heveron in the #61 Andre Wildcat/Cosworth; 186.027 for Al Unser Jr. in his backup #19T Coors Light Silver Bullet March/Cosworth; 185.385 for Chet Fillip in the #38 Circle Bar Truck Corral Eagle/Cosworth.

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#11, Wednesday, May 18, 1983

TODAY'S FAST FIVE: Mike Mosley - 201.072; Teo Fabi - 200.624; Gordon Johncock - 198.544; Bill Whittington - 197.889; George Snider - 197.195.

Three-time winner Johnny Rutherford hit the wall for the second time in 1983 practice Wednesday, making his chances to be in the field for the 67th Indianapolis 500-Mile Race look extremely doubtful. The report from Methodist Hospital was that Johnny suffered a fractured right ankle and a broken bone in his left foot in the 4:25 p.m. accident. Johnny was practicing in the #40 Sea Ray Boats Wildcat/Cosworth in high winds when he reportedly got high in the third (northeast) turn, did a half-spin covering 440 feet, hit the wall with the left side of the car, continued three feet away from the wall for 680 feet, hit the wall again and glanced along the wall an additional 240 feet. The car stopped in the fourth (northwest) turn against the wall and backwards. The left side of the car was damaged extensively, making it doubtful it could be repaired for this weekend's time trials. Rutherford was reported awake and alert. He was scheduled for surgery on the ankle and foot late today. Rutherford's high lap for the day was 194.174.

Mike Mosley had the day's quick speed of 201.072 in his backup #18T Kraco Car Stereo March/Cosworth. Only other driver who got over the 200 mark was rookie Teo Fabi at 200.624 in the #33 Forsythe Racing Skoal Bandit. Gordon Johncock, a two-time winner, got 198.544 in the #20 STP Oil Treatment Wildcat/Cosworth. Bill Whittington hit 197.889 in the #94 Whittington Brothers March/Cosworth. George Snider reached 197.195 in the #1 Calumet Farm March/Cosworth.

Mario Andretti, with co-owner Paul L. Newman in attendance for the first time this year, got to 196.678 in his #3 Newman/Haas Budweiser Lola/Cosworth. Geoff Brabham, subbing for the injured John Paul Jr. in the #12 UNO-British Sterling Penske/Cosworth, hit 196.292. Howdy Holmes in the #30 Domino's Pizza "Hot One" March/Cosworth, got 195.779. Roger Mears, driving his backup #9T Machinists Union Penske/Cosworth, got 195.016. Al Unser Jr. reached 194.931 in his #19 Coors Light Silver Bullet Eagle/Cosworth.

Rutherford's speed just before his accident was next on the ladder. Danny Ongais got in the fastest lap so far reported for him at 192.472 in the #65 Interscope March/Chevy. Rookie Doug Heveron practiced at 191.570 in the #41 Andre Wilcat/Cosworth. Dennis Firestone, who has moved into the Tony Bettenhausen backup #70 Provimi Veal March/Cosworth, got to 188.009. Also taking a wide for the first time was Steve Krisiloff in the #43 Armstrong Mould Lola/Cosworth. He reached 182.296. Mark Alderson completed the first phase of his driver's test at 170 miles per hour in the #17 Rolla Vollstedt Vollstedt/Offy.

Newman, interviewed by newsmen, said, "This is the first time I've been back here since I made "Winning" in 1969. I won that race. And, now we're coming back here to win this one. I think with Mario we've got a chance. I like our team. I know we were down some on speed, but I know, if you look at each day, we've been a little faster. We're ekeing up on it. I think we'll be in the hunt."

In timed pit-stop qualifying for the Miller High Life-Indy Pit Stop Contest VII today, the crew of Bobby Rahal's #4 Red Roof Inns March/Cosworth turned in the best time of 16.374 seconds. Headed by chief mechanic Steve Horne, the crew also include Jim Prescott, Dave Heap, Shep Anderson and Tim Douthat. Next fastest was the crew of Andretti's #3 car headed by Darrell Scappe with a time of 17.833. The crew of Fabi's #33 car headed by Barry Green was next at 21.497 seconds. Fourth was the crew of Ken Schrader's #98 Friendship Special headed by Grant King and Ed Baue at 29.727 seconds.

Jerry Sneva has withdrawn from his ride in the #69 Little King's Cream Ale March/Cosworth and another driver is yet to be named. Sneva said he has not yet found another car. Missing from the track until this afternoon were Rick Mears and Al Unser. They had been at Michigan International Speedway Tuesday and part of today conducting a 500-mile test in one of their backup cars. Each ran about half the distance as they did 330 miles Tuesday and finished up the other 170 today. There was no report on their speed average. Desire Wilson barely got under the wire when she completed one lap of her 180 miles an hour and up Refresher Test after being delayed first by rain and then by the Rutherford accident. USAC officials said she will be permitted to continue the test in the #54 Wyard Motors March/Cosworth on Thursday.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



#12, Thursday, May 19, 1983

TODAY'S FAST FIVE: Derek Daly - 200.490; Teo Fabi - 199.911; Kevin Cogan - 199.379; Danny Ongais - 198.237; Rick Mears - 196.463.

Rockie Derek Daly, the Irishman who has had considerable Grand Prix racing experience, had the day's fast lap of 200.490. And his reward was getting to sit idly on the pit wall for the last 20 minutes of today's practice period. The reason was that Daly completed the last half of that fast lap under the yellow light, which meant he was supposed to slow down. USAC officials gave him the rest of the afternoon off. Just before that circuit, Daly had turned an all-green lap at 200.356. He was driving the Wysard Motor Company #34 March/Cosworth. Daly was also fined \$500 for ignoring the yellow.

Another rookie, Teo Fabi, took second quick honors for the day. Fabi got 199.911 in the #33 Forsythe Racing Skoal Bandit March/Cosworth. It was the first time in several days that Fabi had been under the 200 mark. High winds appeared to hold speeds down below their normal level. The track didn't open until 2:20 p.m. because of rains Wednesday night and Thursday morning.

Kevin Cogan was third high with 199.379 in his #16 Bignotti-Cotter March/Cosworth. Danny Ongais, shifting from his #65 Interscope March/Chevy to the #25 Interscope March/Cosworth, finally climbed into the bracket necessary for qualification safely with a lap at 198.237. Ongais had been stuck at about 192 with the Chevy-powered car. Rick Mears took fifth quick honors with 196.463 in his backup #2T Pennzoil Penske/Cosworth.

Mario Andretti was at 195.482 in the #3T Newman/Haas Budweiser Lola/Cosworth backup. Bill Whittington reached 195.058 in the #94 Whittington Brothers March/Cosworth. Dennis Firestone, driving the #10T Provimi Veal March/Cosworth, which is being changed to the #70 Simpson Sports March/Cosworth after working out a deal with safety firm owner Bill Simpson, got 192.802.

Patrick Bedard, the racer-writer, hit 192.636 in the #35 Escort Radar Warning March/Cosworth. Pancho Carter was at 192.061 in the #21 Alex Foods Pinata March/Cosworth. Tony Bettenhausen got 192.020 in the #10 Provimi Veal March/Cosworth. Michael Chandler was at 191.520 in the #29 Rattlesnake Racing Rattlesnake/Cosworth. Roger Mears reached 190.961 in his backup #9T Machinists Union Penske/Cosworth.

Dick Ferguson moved into the #69 Little Kings Cream Ale March/Cosworth to replace Jerry Sneva and got to 189.354. Doug Heveron was at 189-plus in the #41 Andre Wildcat/Cosworth. Al Unser Jr. got 188.916 out of his #19 Coors Light Silver Bullet Eagle/Cosworth. Howdy Holmes was at 187.723 in the #30 Domino's Pizza "Hot One" March/Cosworth. Scott Brayton got 186-plus out of the #37 SME Cement March/Cosworth. Rich Vogler got 187.110 in the #8 Leader Card Watson/Cosworth.

Desire Wilson gave up the ghost in her attempt to make this year's 500 after it was learned she blew an engine Wednesday night as she started on her refresher test in the #54 Wysard Motor Company March/Cosworth. The team said that Desire will be driving for them next in the Cleveland 500-kilometer race in July.

It was announced that Johnny Parsons is replacing the injured Pete Halsmer as driver of the #66 Colonial Bread/Arciero. Halsmer was released from Methodist Hospital today but has not been cleared to drive. A replacement Penske/Cosworth will be used.

Cogan also practiced in the #5 Texaco Star Theodore/Cosworth that is assigned to his teammate, Tom Sneva, and reached 188.127 in that one.

Revised schedule for Saturday, May 21, calls for gates to open at 8 a.m., practice from 8:30 to 10:15 a.m. and time trials from 11 a.m. to 6 p.m.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

67th INDIANAPOLIS
500 MAY 29, 1983

#13, Friday, May 20, 1983

TODAY'S FAST FIVE: Danny Ongais - 205.996; Mike Mosley - 205.058; Rick Mears - 204.918; Teo Fabi - 203.481; Bobby Rahal - 203.252.

In a bit of pre-qualification irony, Danny Ongais--who is not eligible for the Pole position--turned the two fastest practice laps of the entire 1983 practice period today, identical circuits at 205.996 miles per hour in two different sets of late-afternoon laps. He was driving the #25 Interscope March/Cosworth.

There were 11 cars and nine drivers over the 200 mark in the busiest day of practice so far this year, with 54 cars on the track.

One of the favorites for the Pole, Mike Mosley, hit 205.058 in his primary #18 Kraco Car Stereo March/Cosworth and 202.338 in his backup #18T Kraco Car Stereo March/Cosworth.

Another of the Pole favorites, Rick Mears, got to 204.918 in his primary #2 Pennzoil Penske/Cosworth and to 202.020 in his backup #2T Pennzoil Penske/Cosworth.

Rookie Teo Fabi, looking more and more like a top candidate for Rookie of the Year, reached 203.481 in the #33 Forsythe Racing Skoal Bandit March/Cosworth. Bobby Rahal was at 203.252 in the #4 Red Roof Inns March/Cosworth. Tom Sneva got 202.794 in his backup #5T Texaco Star March/Cosworth. His teammate, Kevin Cogan, was at 201.522 in the #16 Bignotti March/Cosworth.

A.J. Foyt, back from the bedside of his critically ill father, A.J. Sr., in Houston, TX., got 201.207 in his #14 Valvoline-Gilmore March/Cosworth. Al Unser Jr., another definite candidate for Rookie-of-the-Year, reached 200.896 in the #19 Coors Light Silver Bullet Eagle/Cosworth.

Four cars hit the wall during the frantic, last-day practice session. Doug Heveron suffered a fractured left ankle in the most serious mishap. At 2:28 p.m., his #41 Andre Wildcat/Cosworth got low in the first (southwest) turn, spun a half-turn slicing 310 feet to the wall and hitting with the left side. He then spun away from the wall 780 feet to the infield grass at the start of the second turn. There was extensive damage to the left side of the car. Heveron was placed in an ankle cast and admitted to Methodist Hospital for Observation.

For the third time this month, a #40 Sea Ray Boats Wildcat/Cosworth crashed today. Test driver Don Whittington was at the controls in the 4:41 p.m. accident. He got low in the groove in the first (southwest) turn, spun once, sliding 520 feet, hit the wall with the right side of the car and continued along the wall on the south short chute, hitting it a total of 20 times at intervals of about 35 feet.

Whittington was not hurt and was released to drive his own #91 Simoniz Finish March/Cosworth, which has been over 205 mph previously, in qualifications. The Patrick Team said the #40 car would be rebuilt to serve as a backup for the team's other two cars if needed.

Dennis Firestone escaped with a stiff neck from a crash at 12:11 p.m. His #90 Simpson Sport March/Cosworth spun in the fourth (northwest) turn, making 1½ turns, covering 480 feet. It brushed the wall with the rear end, stayed sideways an additional 450 feet. There was light damage to the car. Firestone was released after X-rays at Methodist Hospital showed nothing was broken. At 5:01 p.m., Bill Tempero lost control of the #15 Zena Jeans/Marcello Steel Longhorn/Chevy in the second (southeast) turn, making 1½ spins and sliding 740 feet; it barely tapped the wall with the left side tires and rolled down the backstretch and came to a stop. There was no damage to the car and Tempero was unhurt. Nudging close to the 200 mark were Roger Mears in his backup #9T Machinists Union Penske/Cosworth and Geoff Brabham in the #12 UNO-British Sterling Penske/Cosworth, both at 199.911 and Howdy Holmes in the #30 Domino's Pizza "Hot One" March/Cosworth at 199.732, as well as Al Unser Sr. at 199.556 in the #7 Hertz Penske/Cosworth. Drawing for additional qualifying positions behind the first 61:

1. Car #70 No Driver
2. Car #38 Chet Fillip
3. Car #83 Bill Vukovich
4. Car #88 Roger Rager
5. Car #19T No Driver
6. Car #65 Danny Ongais
7. Car #25 Danny Ongais
8. Car #12 Geoff Brabham

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



#14, Saturday, May 21, 1983

Ladies and gentlemen of the news media, good morning.

Welcome to qualifications for the 67th 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=Rookie.

First Practice Period (8:30 a.m. to 9:27 a.m.)

8:40 a.m. -- YELLOW. #8 Rich Vogler in Leader Card Watson/Cosworth came out of the third (northeast) turn low, spun one time across the track 620 feet, hit inside retaining wall with left side; then slid sideways 480 feet through the grassy infield back onto the track in the fourth (northwest) turn. Stopped approximately 20 feet from wall. Car had heavy damage to left side. Vogler unhurt.

Unofficial practice speeds: (27 cars on track)

| | | | |
|-----------------|-----------|---------------------|-----------|
| #18 Mike Mosley | - 206.896 | #91 Don Whittington | - 201.804 |
| #33 Teo Fabi | - 206.043 | # 2 Rick Mears | - 201.161 |
| # 9 Roger Mears | - 202.748 | #19 Al Unser Jr. | - 200.848 |

Second Practice Period (9:39 a.m. to 10:29 a.m.)

There were no accidents during the second practice period. Josele Garza, driving the #55 National Health Spas/Machinists Union Penske/Cosworth, was fined \$500 for running too fast under the yellow light.

Unofficial practice speeds: (23 cars on track)

| | | | |
|------------------|-----------|----------------------|------------|
| #25 Danny Ongais | - 203.573 | #94 Bill Whittington | - 199 plus |
| # 4 Bobby Rahal | - 203.068 | # 3 Mario Andretti | - 198 plus |
| # 5T Tom Sneva | - 202.748 | #20 Gordon Johncock | - 198 plus |

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

11:05 a.m. -- #28 GARY BETTENHAUSEN, 41, Monrovia, IN
H & R Spirit/Chevy V-6

QA - 1 1 -- 47.976 -- 187.594 UA - 1
 2 YELLOW BY CREW

11:10 a.m. -- #35 PATRICK BEDARD, 41, New York, NY
Escort Radar Warning March/Cosworth

QA - 2 1 -- 45.906 -- 196.053 Rookie #1 Q - 1
 2 -- 45.829 -- 196.382
 3 -- 45.888 -- 196.130
 4 -- 46.106 -- 195.202
 T - 3:03.729 - 195.941

11:15 a.m. -- #18 MIKE MOSLEY, 36, Fallbrook, CA.
Kraco Car Stereo March/Cosworth

QA - 3 1 -- 43.690 -- 205.997 Q - 2
 2 -- 43.778 -- 205.583
 3 -- 43.849 -- 205.250
 4 -- 43.975 -- 204.662
 T - 2:55.292 - 205.372

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#14, Saturday, May 21, 1983

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11:21 a.m. -- #69 DICK FERGUSON, 33, Los Angeles, CA
Little King's Cream Ale March/Cosworth

QA - 4 1 -- 48.625 -- 185.090
 2 -- Came In

UA - 2

11:27 a.m. -- #22 DICK SIMON, 49, San Juan Capistrano, CA
Vermont American March March/Cosworth

QA - 5 1 -- 46.428 -- 193.849
 2 -- 46.653 -- 192.914
 3 -- 46.752 -- 192.505
 4 -- 46.702 -- 192.711
 T - 3:06.535 - 192.993

Q - 3

11:33 a.m. -- #19 AL UNSER, JR., 21, Albuquerque, NM
Coors Light Silver Bullet Eagle/Cosworth

QA - 6 1 -- 44.428 -- 202.575 Rookie #2
 2 -- 44.465 -- 202.406
 3 -- 44.378 -- 202.803
 4 -- 44.813 -- 200.812
 T - 2:58.039 - 202.146

Q - 4

11:39 a.m. -- # 2 RICK MEARS, 31, Bakersfield, CA
Pennzoil Penske PC-11 Penske/Cosworth

QA - 7 1 -- 43.956 -- 204.750
 2 -- 44.091 -- 204.123
 3 -- 44.058 -- 204.276
 4 -- 44.106 -- 204.054
 T - 2:56.211 - 204.301

Q - 5

11:44 a.m. -- # 7 AL UNSER SR., 44, Albuquerque, NM
Hertz Penske PC-11 Penske/Cosworth

QA - 8 1 -- 44.638 -- 201.622
 2 -- 44.411 -- 202.652
 3 -- 44.554 -- 202.002
 4 -- 44.655 -- 201.545
 T - 2:58.258 - 201.954

Q - 6

11:52 a.m. -- #5T TOM SNEVA, 34, Spokane, WA
Texaco Star March/Cosworth

QA - 9 1 -- 44.194 -- 203.648
 2 -- 44.125 -- 203.966
 3 -- 44.129 -- 203.948
 4 -- 44.294 -- 203.138
 T - 2:56.742 - 203.687

Q - 7

12:00 Noon - #33 TEO FABBI, 27, Milan, Italy
Forsythe Racing's Skoal Bandit

QA - 10 1 -- 43.421 -- 207.273
 2 -- 43.259 -- 208.049 - NTR Rookie #3
 3 -- 43.348 -- 207.622
 4 -- 43.554 -- 206.640
 T - 2:53.582 - 207.395 - NTR

Q - 8

8 car field average 201.619 mph

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12:19 p.m. -- # 9 ROGER MEARS, 36, Bakersfield, CA
Machinists Union Penske/Cosworth

QA - 11 1 -- 45.038 -- 199.831 Q - 9
 2 -- 44.986 -- 200.062
 3 -- 44.940 -- 200.267
 4 -- 44.939 -- 200.271
 T - 2:59.903 - 200.108

12:35 p.m. -- # 1 GEORGE SNIDER, 42, Bakersfield, CA
Calumet Farm March/Cosworth

QA - 12 1 -- 45.124 -- 199.450 Q - 10
 2 -- 45.210 -- 199.071
 3 -- 45.480 -- 197.889
 4 -- 45.506 -- 197.776
 T - 3:01.320 - 198.544

12:42 p.m. -- #10 TONY BETTENHAUSEN JR., 31, Speedway, IN
Provimi Veal March/Cosworth

QA - 13 1 -- 45.071 -- 199.685 Q - 11
 2 -- 44.927 -- 200.325
 3 -- 45.001 -- 199.996
 4 -- 45.097 -- 199.570
 T - 3:00.096 - 199.893

1:01 p.m. -- #94 BILL WHITTINGTON, 33, Ft. Lauderdale, FL
Whittington Brothers March/Cosworth

QA - 14 1 -- 45.608 -- 197.334 Q - 12
 2 -- 45.340 -- 198.500
 3 -- 45.397 -- 198.251
 4 -- 45.698 -- 196.945
 T - 3:02.043 - 197.755

1:07 p.m. -- #58 STEVE CHASSEY, 38, Clermont, IN
Genesee Beer/Sizzler Steak/WLHN Eagle/Chevy V-8

QA - 15 1 -- 45.999 -- 195.656 Rookie #4 Q - 13
 2 -- 46.059 -- 195.402
 3 -- 46.223 -- 194.708
 4 -- 46.232 -- 194.670
 T - 3:04.513 - 195.108

1:16 p.m. -- #30 HOWDY HOLMES, 33, Ann Arbor, MI
Dcmino's Pizza "Hot One" March/Cosworth

QA - 16 1 -- 45.004 -- 199.982 Q - 14
 2 -- 45.052 -- 199.769
 3 -- 45.338 -- 198.509
 4 -- 45.243 -- 198.926
 T - 3:00.637 - 199.295

1:21 p.m. -- #60 CHIP GANASSI, 25 (May 24), Pittsburgh, PA
Sea Ray Boats Wildcat/Cosworth

QA - 17 1 -- 45.891 -- 196.117 Q - 15
 2 -- 45.418 -- 198.159
 3 -- 45.332 -- 198.535
 4 -- 45.538 -- 197.637
 T - 3:02.179 - 197.608

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1:46 p.m. -- #11 BILL ALSUP, 44, Woodstock, VT
William E. Alsup Jr. Argo/Cosworth

QA - 18 1 -- 47.372 -- 189.986 UA - 3
2 -- 47.315 -- 190.215
3 -- 47.579 -- 189.159
4 YELLOW BY CREW

1:52 p.m. -- #55 JOSELE GARZA, 24, Mexico City, Mexico
National Health Spa/Machinists Union Penske/Cosworth

QA - 19 1 -- 46.053 -- 195.427 Q - 16
2 -- 46.027 -- 195.537
3 -- 45.903 -- 196.066
4 -- 45.999 -- 195.656
T - 3:03.982 - 195.671

1:57 p.m. -- # 4 BOBBY RAHAL, 30, Dublin, OH
Red Roof Inns March March/Cosworth

QA - 20 1 -- 44.529 -- 202.115 Q - 17
2 -- 44.723 -- 201.239
3 -- 44.491 -- 202.288
4 -- 44.470 -- 202.384
T - 2:58.213 - 202.005

2:02 p.m. -- #3 MARIO ANDRETTI, 43, Nazareth, PA
Newman/Haas Budweiser Lola Lola/Cosworth

QA - 21 1 -- 45.012 -- 199.947 Q - 18
2 -- 45.048 -- 199.787
3 -- 45.096 -- 199.574
4 -- 45.382 -- 198.317
T - 3:00.538 - 199.404

2:09 p.m. -- #21 PANCEO CARTER, 32, Brownsburg, IN
Alex Foods Pinata Special March/Cosworth

QA - 22 1 -- 45.069 -- 199.694 Q - 19
2 -- 45.315 -- 198.610
3 -- 45.519 -- 197.720
4 -- 45.698 -- 196.945
T - 3:01.601 - 198.237

2:17 p.m. -- #20 GORDON JOHNSCOCK, 46, Coldwater, MI
STP Oil Treatment Wildcat/Cosworth

QA - 23 1 -- 44.755 -- 201.095 Q - 20
2 -- 44.881 -- 200.530
3 -- 45.175 -- 199.225
4 -- 45.416 -- 198.168
T - 3:00.227 - 199.748

END OF FIRST DAY QUALIFIERS
START OF THIRD DAY QUALIFIERS (Second day was rained out)

2:25 p.m. -- #38 CHET FILLIP, 26, Ozona, TX
Circle Bar Truck Corral Eagle/Cosworth

QA - 24 1 -- 49.422 -- 182.105 Q - 21
2 -- 49.170 -- 183.038
3 -- 48.877 -- 184.136
4 -- 49.096 -- 183.314
T - 3:16.565 - 183.146

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2:31 p.m. -- #12 GEOFF BRABHAM, 31, San Clemente, CA
V.D.S. Associates Inc. Penske/Cosworth

QA - 25 1 -- 45.618 -- 197.291 Q - 22
 2 -- 45.313 -- 198.618
 3 -- 45.127 -- 199.437
 4 -- 45.194 -- 199.141
 T - 3:01.252 - 198.618

2:37 p.m. -- #69 DICK FERGUSON, 33, Los Angeles, CA
Little King's Cream Ale March/Cosworth

QA - 26 1 -- 47.323 -- 190.182 2nd attempt UA - 4
 2 YELLOW BY CREW

2:41 p.m. -- #47 SPIKE GEHLHAUSEN, 28, Speedway, IN
Arizona International Travel Eagle/Cosworth

QA - 27 1 -- 48.120 -- 187.032 UA - 5
 2 CAME IN

2:44 p.m. -- #92 JOHN MAHLER, 46, Indianapolis, IN
Intercomp Inc. Lion/Chevy V-8

QA - 28 1 -- 49.596 -- 181.466 Q - 23
 2 -- 49.718 -- 181.021
 3 -- 50.235 -- 179.158
 4 -- 50.427 -- 178.476
 T - 3:19.976 - 180.022

2:53 p.m. -- #91 DON WHITTINGTON, 37, Ft. Lauderdale, FL
The Simoniz Finish March/Cosworth

QA - 29 1 -- 45.286 -- 198.737 Q - 24
 2 -- 45.127 -- 199.437
 3 -- 45.155 -- 199.313
 4 -- 45.704 -- 196.919
 T - 3:01.272 - 198.597

2:59 p.m. -- #14 A.J. FOYT JR., 48, Houston, TX
Valvoline-Gilmore March/Cosworth

QA - 30 1 -- 44.745 -- 201.140 Q - 25
 2 -- 45.150 -- 199.336
 3 -- 45.487 -- 197.859
 4 -- 45.018 -- 199.920
 T - 3:00.400 - 199.557

3:13 p.m. -- #72 CHRIS KNEIFEL, 22, Riverwoods, IL
Primus Racing Inc. Primus/Cosworth

QA - 31 1 -- 45.368 -- 198.378 Rookie #5 Q - 26
 2 -- 45.191 -- 199.155
 3 -- 45.311 -- 198.627
 4 -- 45.376 -- 198.343
 T - 3:01.246 - 198.625

3:17 p.m. -- #37 SCOTT DRAYTON, 24, Coldwater, MI
SME Cement Special March/Cosworth

QA - 32 1 -- 46.107 -- 195.198 Q - 27
 2 -- 45.566 -- 197.516
 3 -- 45.720 -- 196.850
 4 -- 45.615 -- 197.304
 T - 3:03.088 - 196.713

27th Qualifier ties one-day record.

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3:24 p.m. -- #34 DEREK DALY, 30, Dublin, Ireland
Wysard Motor Company March/Cosworth

QA - 33 1 -- 45.002 -- 199.991 Q - 28
2 -- 45.482 -- 197.880 Rookie #6
3 -- 45.803 -- 196.494
4 -- 45.846 -- 196.309
T - 3:02.133 - 197.658

28th Qualifier of day sets new one-day record.

3:28 p.m. -- #90 DENNIS FIRESTONE, 38, Long Beach, CA
Simpson Sports March/Cosworth

QA - 34 1 -- 48.556 -- 185.353 UA - 6
2 -- 48.141 -- 186.951
3 YELLOW BY CREW

3:34 p.m. -- #16 KEVIN COGAN, 27, Redondo Beach, CA
Bignotti-Cotter March/Cosworth

QA - 35 1 -- 44.560 -- 201.975 Q - 29
2 -- 44.643 -- 201.599
3 -- 44.633 -- 201.645
4 -- 44.799 -- 200.897
T - 2:58.635 - 201.528

3:40 p.m. -- #29 MIKE CHANDLER, 25, Dana Point, CA
Rattlesnake Racing Rattlesnake/Cosworth

QA - 36 1 -- 45.110 -- 195.185 UA - 7
2 -- 45.990 -- 195.695
3 CAME IN

3:47 p.m. -- #15 BILL TEMPERO, 39, Ft. Collins, CO
Zena Jeans/Marcello Steel Longhorn/Chevy Rookie

QA - 37 1 -- 52.078 -- 172.818 UA - 8
2 -YELLOW FLAG BY CREW

3:52 p.m. -- #25 DANNY ONGAIS, 41, Santa Ana, CA
Interscope March/Cosworth

Warmed up and came in

3:54 p.m. -- #66 JOHNNY PARSONS, 38, Indianapolis, IN
Colonial Bread/WISH-TV/Arciero Penske/Cosworth

Warmed up and came in

4:11 p.m. -- #25 DANNY ONGAIS, 41, Santa Ana, CA
Interscope March/Cosworth

QA - 38 1 -- 44.410 -- 202.657 Q - 30
2 -- 44.436 -- 202.538
3 -- 44.479 -- 202.343
4 -- 44.611 -- 201.744
T - 2:57.936 - 202.320

30 car field average 198.307 (.396 faster than 1982)

4:20 p.m. Track open for practice for first time

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5:03 p.m. -- Track open for Qualifying

5:05 p.m. -- #90 DENNIS FIRESTONE, 38, Long Beach, CA
Simpson Sports March/Cosworth

QA - 39 1 -- 47.046 -- 191.302 2nd attempt UA - 9
 2 -- 48.141 -- 186.951
 3 -- 47.386 -- 189.930
 4 YELLOW FLAG BY CREW

5:11 p.m. -- #28 GARY BETTENHAUSEN, 41, Monrovia, IN
American Spirit Racing H & R Spirit/Chevy V-6

Warmed up and came in

5:19 p.m. -- Track open for practice

5:44 p.m. -- #66 JOHNNY PARSONS, 38, Indianapolis, IN
Colonial Bread/WISH-TV/Arciero

QA - 40 1 -- 44.952 -- 200.214 Q - 31
 2 -- 44.973 -- 200.120
 3 -- 45.080 -- 199.645
 4 -- 45.009 -- 199.960
 T - 3:00.014 - 199.984

5:49 p.m. -- #29 MIKE CHANDLER, 25, Dana Point, CA
Rattlesnake Racing Rattlesnake /Cosworth

QA - 41 1 -- 45.939 -- 195.912 2nd attempt Q - 32
 2 -- 46.042 -- 195.474
 3 -- 46.168 -- 194.940
 4 -- 46.529 -- 193.428
 T - 3:04.678 - 194.934

5:55 p.m. -- #43 STEVE KRISILOFF, 36, Dana Point, CA
Armstrong Mould Inc. Lola/Cosworth

QA - 42 1 -- 47.283 -- 190.343 Q - 33
 2 -- 47.202 -- 190.670
 3 -- 46.992 -- 191.522
 4 -- 46.815 -- 192.246
 T - 3:03.292 - 191.192

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PROVISIONAL STARTING LINEUP FOR THE 1983 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 | 33 | Teo Fabi R | March/Cosworth | 2:53.582 | 207.395 |
| 2 | 18 | Mike Mosley | March/Cosworth | 2:55.292 | 205.372 |
| 3 | 2 | Rick Mears | Penske/Cosworth | 2:56.211 | 204.301 |
| Row 2 | | | | | |
| 4 | 5 | Tom Sneva | March/Cosworth | 2:56.742 | 203.687 |
| 5 | 19 | Al Unser Jr. R | Eagle/Cosworth | 2:58.089 | 202.146 |
| 6 | 4 | Bobby Rahal | March/Cosworth | 2:58.213 | 202.005 |
| Row 3 | | | | | |
| 7 | 7 | Al Unser Sr. | Penske/Cosworth | 2:58.258 | 201.954 |
| 8 | 9 | Roger Mears | Penske/Cosworth | 2:59.903 | 200.108 |
| 9 | 10 | Tony Bettenhausen | March/Cosworth | 3:00.096 | 199.893 |
| Row 4 | | | | | |
| 10 | 20 | Gordon Johncock | Wildcat/Cosworth | 3:00.227 | 199.748 |
| 11 | 3 | Mario Andretti | Lola/Cosworth | 3:00.538 | 199.404 |
| 12 | 30 | Howdy Holmes | March/Cosworth | 3:00.637 | 199.295 |
| Row 5 | | | | | |
| 13 | 1 | George Snider | March/Cosworth | 3:01.320 | 198.544 |
| 14 | 21 | Pancho Carter | March/Cosworth | 3:01.601 | 198.237 |
| 15 | 94 | Bill Whittington | March/Cosworth | 3:02.043 | 197.755 |
| Row 6 | | | | | |
| 16 | 60 | Chip Ganassi | Wildcat/Cosworth | 3:02.179 | 197.608 |
| 17 | 35 | Pat Bedard R | March/Cosworth | 3:03.729 | 195.941 |
| 18 | 55 | Josele Garza | Penske/Cosworth | 3:03.982 | 195.671 |
| Row 7 | | | | | |
| 19 | 56 | Steve Chassey R | Eagle/Chevy | 3:04.513 | 195.108 |
| 20 | 22 | Dick Simon | March/Cosworth | 3:06.535 | 192.993 |
| 21 | 25 | Danny Ongais | March/Cosworth | 2:57.936 | 202.320 |
| Row 8 | | | | | |
| 22 | 16 | Kevin Cogan | March/Cosworth | 2:58.635 | 201.528 |
| 23 | 60 | Johnny Parsons | Penske/Cosworth | 3:00.014 | 199.934 |
| 24 | 14 | A.J. Foyt | March/Cosworth | 3:00.400 | 199.557 |
| Row 9 | | | | | |
| 25 | 72 | Chris Kneifel R | Trinus/Cosworth | 3:01.246 | 198.685 |
| 26 | 12 | Geoff Brabham | Penske/Cosworth | 3:01.252 | 198.678 |
| 27 | 97 | Don Whittington | March/Cosworth | 3:01.272 | 198.570 |
| Row 10 | | | | | |
| 28 | 34 | Derek Daly R | March/Cosworth | 3:02.133 | 197.658 |
| 29 | 37 | Scott Brayton | March/Cosworth | 3:03.088 | 196.713 |
| 30 | 29 | Mike Chandler | Rattlesnake/Cosworth | 3:04.678 | 194.934 |
| Row 11 | | | | | |
| 31 | 43 | Steve Krisiloff | Lola/Cosworth | 3:08.292 | 191.192 |
| 32 | 38 | Chet Fillip | Eagle/Cosworth | 3:16.565 | 183.146 |
| 33 | 92 | John Mahler | Lion/Chevy | 3:19.976 | 180.022 |

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

INDIANAPOLIS
67# 500 MAY 29, 1983

#15, Sunday, May 22, 1983 (FOURTH DAY OF QUALIFICATIONS)

The track did not open until 1:29 p.m. for practice, due to morning rains. It originally opened for practice under a "caution yellow" to further dry the surface. Practice Period: (1:29 p.m. to 2:40 p.m.)

1:37 p.m. - GREEN light.

2:01 p.m. - YELLOW light. Phil Krueger in #46 McCray Racing Penske/Cosworth, got high coming out of the second (southeast) turn. Spun $1\frac{1}{2}$ times, covering 530 feet to the inside retaining wall, brushed the wall with the right rear wheel and wing and did a half-spin covering another 140 feet in the grass. Light damage to car. Driver walked to ambulance, checked and released at track hospital.

Unofficial Practice Speeds:

#69 Ferguson - 187-plus
#11 Alsup - 185-plus
6 Bigelow - 184-plus

3 p.m. -- Track Open for Practice and/or Qualifications

3:46 p.m. -- #28 GARY BETTENHAUSEN, 41, Monrovia, IN
H & R Spirit/Chevy V-6

QA - 43 1 -- 45.491 -- 193.586 2nd attempt UA - 10
 2 CAME IN

3:48 p.m. -- Track open for Practice and/or Qualifications.

4:14 p.m. -- #90 DENNIS FIRESTONE, 38, Long Beach, CA
Simpson Sports March/Cosworth

QA - 44 1 -- 46.982 -- 191.563 3rd attempt Q - 34
 2 -- 46.703 -- 192.707
 3 -- 46.815 -- 192.246 BUMPS #92 MAHLER
 4 -- 48.092 -- 187.141
 T - 3:08.592 - 190.888

Sitting in line when the rain came were: #11 Bill Alsup, #69 Dick Ferguson, #47 Spike Gehlhausen, #17 Larry Cannon, #28 Gary Bettenhausen.

The 6 p.m. deadline expired before the track had dried sufficiently to resume qualifications.

-IMS -

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



#15, Sunday, May 22, 1983

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UNOFFICIAL STARTING LINEUP FOR THE 1983 INDIANAPOLIS 500-MILE RACE

| POS. | CAR NO. | DRIVER | | CHASSIS/ENGINE | TIME | SPEED |
|--------|---------|-------------------|---|----------------------|----------|---------|
| ROW 1 | | | | | | |
| 1 | 33 | Teo Fabi | R | March/Cosworth | 2:53.582 | 207.395 |
| 2 | 18 | Mike Mosley | | March/Cosworth | 2:55.292 | 205.372 |
| 3 | 2 | Rick Mears | | Penske/Cosworth | 2:56.211 | 204.301 |
| ROW 2 | | | | | | |
| 4 | 5 | Tom Sneva | | March/Cosworth | 2:56.742 | 203.687 |
| 5 | 19 | Al Unser Jr. | R | Eagle/Cosworth | 2:58.089 | 202.146 |
| 6 | 4 | Bobby Rahal | | March/Cosworth | 2:58.213 | 202.005 |
| ROW 3 | | | | | | |
| 7 | 7 | Al Unser Sr. | | Penske/Cosworth | 2:58.258 | 201.954 |
| 8 | 9 | Roger Mears | | Penske/Cosworth | 2:59.903 | 200.108 |
| 9 | 10 | Tony Bettenhausen | | March/Cosworth | 3:00.096 | 199.893 |
| ROW 4 | | | | | | |
| 10 | 20 | Gordon Johncock | | Wildcat/Cosworth | 3:00.227 | 199.748 |
| 11 | 3 | Mario Andretti | | Lola/Cosworth | 3:00.538 | 199.404 |
| 12 | 30 | Howdy Holmes | | March/Cosworth | 3:00.637 | 199.295 |
| ROW 5 | | | | | | |
| 13 | 1 | George Snider | | March/Cosworth | 3:01.320 | 198.544 |
| 14 | 21 | Pancho Carter | | March/Cosworth | 3:01.601 | 198.237 |
| 15 | 94 | Bill Whittington | | March/Cosworth | 3:02.043 | 197.755 |
| ROW 6 | | | | | | |
| 16 | 60 | Chip Ganassi | | Wildcat/Cosworth | 3:02.179 | 197.608 |
| 17 | 35 | Pat Bedard | R | March/Cosworth | 3:03.729 | 195.941 |
| 18 | 55 | Josele Garza | | Penske/Cosworth | 3:03.982 | 195.671 |
| ROW 7 | | | | | | |
| 19 | 56 | Steve Chassey | R | Eagle/Chevy | 3:04.513 | 195.108 |
| 20 | 22 | Dick Simon | | March/Cosworth | 3:06.535 | 192.993 |
| 21 | 25 | Danny Ongais | | March/Cosworth | 2:57.936 | 202.320 |
| ROW 8 | | | | | | |
| 22 | 16 | Kevin Cogan | | March/Cosworth | 2:58.635 | 201.528 |
| 23 | 66 | Johnny Parsons | | Penske/Cosworth | 3:00.014 | 199.984 |
| 24 | 14 | A.J. Foyt | | March/Cosworth | 3:00.400 | 199.557 |
| ROW 9 | | | | | | |
| 25 | 72 | Chris Kneifel | R | Primus/Cosworth | 3:01.246 | 198.625 |
| 26 | 12 | Geoff Brabham | | Penske/Cosworth | 3:01.252 | 198.618 |
| 27 | 91 | Don Whittington | | March/Cosworth | 3:01.272 | 198.597 |
| ROW 10 | | | | | | |
| 28 | 34 | Derek Daly | R | March/Cosworth | 3:02.133 | 197.658 |
| 29 | 37 | Scott Brayton | | March/Cosworth | 3:03.088 | 196.713 |
| 30 | 29 | Mike Chandler | | Rattlesnake/Cosworth | 3:04.678 | 194.934 |
| ROW 11 | | | | | | |
| 31 | 43 | Steve Krisiloff | | Lola/Cosworth | 3:08.292 | 191.192 |
| 32 | 38 | Chet Phillip | | Eagle/Cosworth | 3:16.565 | 183.146 |
| 33 | 90 | Dennis Firestone | | March/Cosworth | 3:08.592 | 190.888 |

Fastest Starting Field in history.

33 car Field Average 198.406 which is .656 mph faster than 1982's 197.740 Field Average.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

67th INDIANAPOLIS
500 MAY 29, 1983

1983 SPIN AND WRECK REPORT

- May 7, 1983 - Saturday
1. Time: 1:35 p.m.
Rich Vogler in the #8 Leader Card Watson/Cosworth apparently broke something, lost control, coming out of Turn-3 (northeast). Spun 1½ times, sliding 280 feet, hit wall with left rear, then left front. Slid away from wall 280 feet, stopped in north short chute infield grass. Driver checked and released at infield hospital. Car had extensive damage to left side.
- May 8, 1983 - Sunday
2. Time: 1:00 p.m.
Chuck Ciprich in #36 Pace Electronics Finley/Chevy coming out of Turn-3 (northeast), made two complete spins (near white line), sliding 700 feet. No contact. Towed into pits.
- May 8, 1983 - Sunday
3. Time: 2:10 p.m.
Johnny Rutherford in #40 Sea Ray Boats Wildcat/Cosworth, got high in Turn-1 (southwest), slid 660 feet (half-spin), hit wall, slid along wall 460 feet, slid away from wall 420 feet into the infield grass in the south short chute. Rutherford had bruised left ankle and heel, puncture wound to right leg, required 5 stitches. Released from Methodist Hospital.
- May 9, 1983 - Monday
4. Time: 4:04 p.m.
Jerry Sneva in #69 Little Kings Cream Ale March/Cosworth lost control coming out of Turn-3 (northeast), looped it 2 times through the north short chute. Stopped at start of Turn-4. No contact.
- May 10, 1983 - Monday
5. Time: 12:14 p.m.
Jerry Sneva in #69 Little Kings Cream Ale March/Cosworth was low in Turn-1 (southwest), spun once for 520 feet, hit wall with right front, continued along wall 40 feet, slid 60 feet away from wall. Sneva checked at track hospital by Dr. Bock and released. Car had light damage.
- May 11, 1983 - Wednesday
6. Time: 2:01 p.m.
Chet Phillip in #38 Circle Bar Truck Corral Eagle/Cosworth spun once in Turn-3 (northeast), slid 400 feet, hit wall. Slid another 160 feet along wall. Went 230 feet away from wall to middle of track in north short chute. Driver has contusion of lower left leg, treated and released. Car has light to moderate damage.
- May 11, 1983 - Wednesday
7. Time: 3:14 p.m.
Doug Heveron in #61 Andre Wildcat/Cosworth pinched it coming out of Turn-2 (southeast), spun 1 3/4 times (660 feet) into edge of infield grass in backstretch. No contact.
- May 11, 1983 - Wednesday
8. Time: 5:09 p.m.
Scott Drayton in #37 SME Cement March/Cosworth got high in turn-4 (northeast, sliding 600 feet, hit wall with right front, glanced along wall 100 feet. Continued on down main straightaway 1640 feet. Driver uninjured and released from track hospital. Car had light damage.
- May 12, 1983 - Thursday
9. Time: 1:18 p.m.
Bob Harkey in #79 Spirit of Noblesville Coyote/Cosworth going into Turn-4 (northwest, front left wheel made contact with right rear wheel of Car #18. Slid directly into wall with right side, stayed on the wall for 1000 feet. Harkey car (#79) same car A.J. Foyt crashed in Turn-2 at Michigan 500 in 1981. Harkey sustained fractured hand and wrist, multi-rib fractures, bruised lung, 2 fractures in neck (no paralysis), fractured collarbone.
- May 12, 1983 - Thursday
10. Time: 4:02 p.m.
Rich Vogler in #8 Leader Card Watson/Cosworth coming out of Turn-4 (northwest), fiberglass panels flew off, causing 2½ spins (620 feet) down main straightaway (No contact).

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

INDIANAPOLIS
67th
500
MAY 29 1983

SPIN AND WRECK REPORT

Page 2

May 13 - Friday
11. Time: 1:16 p.m.

John Paul Jr. in #12 UNO-British Sterling-VDS Penske/Cosworth had rear end get loose in Turn-1 (southwest), over-corrected, spun once (460 feet), hit wall with right front, slid away from wall approximately 20 feet, then 340 feet farther hit south short chute wall again. Slid down into infield grass 420 feet. Paul had chin lacerations, leg injuries, taken to Methodist Hospital for X-rays. From Methodist: severe fracture of left ankle, will go into surgery. Overall condition - good.

May 16 - Monday
12. Time: 11:03 p.m.

Jim Buick in #26 Pride of Allied Penske/Chevy got low in Turn-4 (northwest), lost control, slid 460 feet (1½ spin) hit wall with right rear, slid away from wall 45 feet. Driver checked at track hospital and released. Car had extensive damage.

May 16 - Monday
13. Time: 2:24 p.m.

Pete Halsmer in #66 Colonial Bread/Arciero Penske/Cosworth pinched it leaving Turn-1 (southwest), made one spin covering 440 feet, hit wall nearly head-on, made half-spin away from wall (sliding 960 feet) through the south short chute. Stopped on track at start of Turn-2. Halsmer sustained partial collapsed left lung, no fractures, cut left leg. Condition satisfactory, in intermediate care unit of Methodist Hospital for several days.

May 17 - Tuesday
14. Time: 12:11 p.m.

Ken Schrader in #93 Friendship Special March/Cosworth was low in Turn-4 (northwest), making one spin and sliding 300 feet, hit wall with right side. Slid away from wall, spinning 2½ times for 520 feet, came to stop 30 feet from inside wall. Schrader checked at track hospital and released. Car had extensive damage to right side.

May 18 - Wednesday
15. Time: 4:25 p.m.

Johnny Rutherford in #40 Sea Ray Boats Wildcat/Cosworth was high in Turn-3 (northeast), slid ½ spin for 440 feet, hit wall with left side, continued 3 feet away from wall for 680 feet, hit wall again. Glanced along wall an additional 240 feet, stopped in Turn-4 against the wall, backwards. Rutherford awake and alert, taken to Methodist Hospital fractured left fifth metatarsal (foot). Fractured right distal fibula (ankle). No internal injuries. Admitted to Methodist Hospital. Left side of car damaged extensively.

May 20 - Friday
16. Time: 12:11 p.m.

Dennis Firestone in #90 Simpson Sports March/Cosworth spun 1½ times in Turn-4 (northwest) brushed wall with rear-end, stayed sideways an additional 450 feet. Driver taken to Methodist Hospital for neck X-rays and later released. Car had light damage.

May 20 - Friday
17. Time: 2:28 p.m.

Doug Heveron in #41 Andre Wildcat/Cosworth got low in Turn-1 (southwest), did 1/2 spin covering 310 feet to wall, hitting with left side, spun away from wall 730 feet across track to infield grass at start of Turn-2. Heveron sustained fractured left ankle, placed in ankle cast, admitted to Methodist. (Released next morning.) Car extensively damaged.

May 20 - Friday
18. Time: 4:41 p.m.

Don Whittington in #40 Sea Ray Boats Wildcat/Cosworth on test drive got low in groove in Turn-1 (southwest), slid 520 feet, hit wall with right side, continued along wall to south short chute 750 feet, hit wall on 35-foot intervals 20 times. Previous lap 189-plus. Driver checked at track hospital and released to drive. Car may be rebuilt for backup.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SPIN AND WRECK REPORT

Page 3

May 20 - Friday
19. Time: 5:01 p.m.

Bill Tempero in #15 Zena Jeans/Marcello Steel Longhorn/Chevy lost control in Turn-2 (southeast), did 1½ spins sliding 740 feet, barely tapped wall with left side tires. Rolled down the backstretch and came to stop. Driver Okay. Car no damage.

May 21 - Saturday
20. Time: 8:40 a.m.

Rich Vogler in #8 Leader Card Watson/Cosworth coming out of Turn-3 (northeast) low, spun one time across the track, covering 620 feet, hit inside grass/dirt retaining wall with left side. Got sideways and slid across track 400 feet into Turn-4, stopped approximately 30 feet from wall. Vogler checked at track hospital and released. Car has left side damage.

May 22 - Sunday
21. Time: 2:01 p.m.

Phil Krueger in #46 McCray Racing Penske/Cosworth got high coming out of Turn-2 (northeast), spinning 530 feet to inside retaining wall. Brushed with right rear wheel and wing. Did 1/2 spin off 140 feet in grass. Driver walked to ambulance, checked and released at track hospital. Car had light damage.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

67th INDIANAPOLIS
500
MAY 29, 1983

OFFICIAL STARTING LINEUP FOR THE 67th ANNUAL INDIANAPOLIS 500-MILE RACE May 29, 1983

| CAR NO. | DRIVER, | CHASSIS/ENGINE | TIME | SPEED | CAR NAME |
|---------|-------------------|----------------|----------|---------|----------------------------------|
| ROW 1 | | | | | |
| 33 | R Teo Fabi | M/C | 2:53.582 | 207.395 | Forsythe Racing Skoal Bandit |
| 18 | Mike Mosley | M/C | 2:55.292 | 205.372 | Kraco Car Stereo Special |
| 2 | x Rick Mears | P/C | 2:56.211 | 204.301 | Pennzoil Penske PC-11 |
| ROW 2 | | | | | |
| 5 | Tom Sneva | M/C | 2:56.742 | 203.687 | Texaco Star |
| 19 | R Al Unser Jr. | E/C | 2:58.089 | 202.146 | Coors Light Silver Bullet |
| 4 | Bobby Rahal | M/C | 2:58.213 | 202.005 | Red Roof Inns March |
| ROW 3 | | | | | |
| 7 | x Al Unser Sr. | P/C | 2:58.258 | 201.954 | Hertz Penske PC-11 |
| 9 | Roger Mears | P/C | 2:59.903 | 200.108 | Machinists Union |
| 10 | Tony Bettenhausen | M/C | 3:00.096 | 199.893 | Provimi Veal |
| ROW 4 | | | | | |
| 20 | x Gordon Johncock | W/C | 3:00.227 | 199.748 | STP Oil Treatment Special |
| 3 | x Mario Andretti | L/C | 3:00.538 | 199.404 | Newman-Haas Budweiser Lola |
| 30 | Howdy Holmes | M/C | 3:00.637 | 199.295 | Domino's Pizza "Hot One" |
| ROW 5 | | | | | |
| 1 | George Snider | M/C | 3:01.320 | 198.544 | Calumet Farm |
| 21 | Pancho Carter | M/C | 3:01.601 | 198.237 | Alex Foods Pinata Special |
| 94 | Bill Whittington | M/C | 3:02.043 | 197.755 | Whittington Brothers |
| ROW 6 | | | | | |
| 60 | Chip Ganassi | W/C | 3:02.179 | 197.608 | Sea Ray Boats Special |
| 35 | R Pat Bedard | M/C | 3:03.729 | 195.941 | Escort Radar Warning March |
| 55 | Josele Garza | P/C | 3:03.982 | 195.671 | Mach. Union/Silhouette |
| ROW 7 | | | | | |
| 56 | R Steve Chassey | E/Ch | 3:04.513 | 195.108 | Genesee Beer/Sizzler/WLHN |
| 22 | Dick Simon | M/C | 3:06.535 | 192.993 | Vermont American March |
| 25 | Danny Ongais | M/C | 2:57.936 | 202.320 | Interscope Racing |
| ROW 8 | | | | | |
| 16 | Kevin Cogan | M/C | 2:58.635 | 201.528 | Master Mech. Tools/Caesar's Pal. |
| 66 | Johnny Parsons | P/C | 3:00.014 | 199.984 | Colonial Bread/Arciero |
| 14 | x A.J.Foyt | M/C | 3:00.400 | 199.557 | Valvoline-Gilmore |
| ROW 9 | | | | | |
| 72 | R Chris Kneifel | Pr/C | 3:01.246 | 198.625 | Primus/C.F.I. |
| 12 | Geoff Brabham | P/C | 3:01.252 | 198.618 | UNO/British Sterling/VDS |
| 91 | Don Whittington | M/C | 3:01.272 | 198.597 | Simoniz Finish |
| ROW 10 | | | | | |
| 34 | R Derek Daly | M/C | 3:02.133 | 197.658 | Wysard Motor Company |
| 37 | Scott Brayton | M/C | 3:03.088 | 196.713 | SME Cement Special |
| 29 | Mike Chandler | R/C | 3:04.678 | 194.934 | Agajanian/Mike Curb Special |
| ROW 11 | | | | | |
| 43 | Steve Krisiloff | L/C | 3:08.292 | 191.192 | Armstrong Mould Inc. |
| 38 | Chet Phillip | E/C | 3:16.565 | 183.146 | Circle Bar Truck Corral |
| 90 | Dennis Firestone | M/C | 3:08.592 | 190.888 | Simpson Sports |

KEY: x = Former Indianapolis winner R = Rookie M/C = March/Cosworth P/C = Penske/Cosworth
E/C = Eagle/Cosworth W/C = Wildcat/Cosworth E/Ch = Eagle/Chevy Pr/C = Primus/Cosworth
R/C = Rattlesnake/Cosworth L/C = Lola/Cosworth.

1983 Field Average qualifying speed - 198.406. This compares with last year's field average of 197.740.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



NUMERICAL ROSTER - 1983 INDIANAPOLIS 500-MILE RACE - May 29, 1983

| CAR NO. | START POS. | DRIVER | CHASSIS/ENGINE |
|---------|------------|-------------------|----------------------|
| 1 | 13 | George Snider | March/Cosworth |
| 2 | 3 | Rick Mears | Penske/Cosworth |
| 3 | 11 | Mario Andretti | Lola/Cosworth |
| 4 | 6 | Bobby Rahal | March/Cosworth |
| 5 | 4 | Tom Sneva | March/Cosworth |
| 7 | 7 | Al Unser Sr. | Penske/Cosworth |
| 9 | 8 | Roger Mears | Penske/Cosworth |
| 10 | 9 | Tony Bettenhausen | March/Cosworth |
| 12 | 26 | Geoff Brabham | Penske/Cosworth |
| 14 | 24 | A.J. Foyt | March/Cosworth |
| 16 | 22 | Kevin Cogan | March/Cosworth |
| 18 | 2 | Mike Mosley | March/Cosworth |
| 19 | 5 | Al Unser Jr. R | Eagle/Cosworth |
| 20 | 10 | Gordon Johncock | Wildcat/Cosworth |
| 21 | 14 | Pancho Carter | March/Cosworth |
| 22 | 20 | Dick Simon | March/Cosworth |
| 25 | 21 | Danny Ongais | March/Cosworth |
| 29 | 30 | Mike Chandler | Rattlesnake/Cosworth |
| 30 | 12 | Howdy Holmes | March/Cosworth |
| 33 | 1 | Teo Fabi R | March/Cosworth |
| 34 | 28 | Derek Daly R | March/Cosworth |
| 35 | 17 | Pat Bedard R | March/Cosworth |
| 37 | 29 | Scott Brayton | March/Cosworth |
| 38 | 32 | Chet Fillip | Eagle/Cosworth |
| 43 | 31 | Steve Krisiloff | Lola/Cosworth |
| 55 | 18 | Josele Garza | Penske/Cosworth |
| 56 | 19 | Steve Chassey R | Eagle/Chevy |
| 60 | 16 | Chip Ganassi | Wildcat/Cosworth |
| 66 | 23 | Johnny Parsons | Penske/Cosworth |
| 72 | 25 | Chris Kneifel R | Primus/Cosworth |
| 90 | 33 | Dennis Firestone | March/Cosworth |
| 91 | 27 | Don Whittington | March/Cosworth |
| 94 | 15 | Bill Whittington | March/Cosworth |

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



PIT ASSIGNMENTS

| Pit | Car | Driver | Car Name |
|----------------|-----|-------------------|-----------------------------------|
| 1 | 2 | Rick Mears | Pennzoil Penske PC-11 |
| 2 | 7 | Al Unser | Hertz Penske PC-11 |
| 3 | 66 | Johnny Parsons | Colonial Bread-Arciero |
| 4 | 33 | Teo Fabi | Forsythe Racing Skoal Bandit |
| GASOLINE ALLEY | | | |
| 5 | 5 | Tom Sneva | Texaco Star |
| 6 | 16 | Kevin Cogan | Master Mech Tools/Caesar's Palace |
| 7 | 18 | Mike Mosley | Kraco Car Stereo Special |
| 8 | | ABC | |
| 9 | 25 | Danny Ongais | Interscope Racing |
| 10 | 3 | Mario Andretti | Newman/Haas Budweiser Lola |
| 11 | 19 | Al Unser Jr. | Coors Light Silver Bullet |
| | | USAC | |
| 12 | 4 | Bobby Rahal | Red Roof Inns March |
| 14 | 30 | Howdy Holmes | Domino's Pizza "Hot One" |
| 15 | 14 | A.J. Foyt | Valvoline-Gilmore |
| 16 | 1 | George Snider | Calumet Farm |
| 17 | 60 | Chip Ganassi | Sea Ray Boats Special |
| 18 | 20 | Gordon Johncock | STP Oil Treatment Special |
| 19 | 72 | Chris Kneifel | Primus/Arby's |
| 20 | 12 | Geoff Brabham | UNO-British Sterling/VDS |
| 21 | 21 | Pancho Carter | Alex Foods Pinata Special |
| 22 | 34 | Derek Daly | Wysard Motor Company |
| 23 | 94 | Bill Whittington | Whittington Brothers |
| 24 | 91 | Don Whittington | The Simoniz Finish |
| PIT OPENING | | | |
| 25 | 9 | Roger Mears | Machinists Union |
| 26 | 55 | Josele Garza | Machinists Union/Silhouette |
| 27 | 37 | Scott Brayton | SME Cement Special |
| 28 | 35 | Patrick Bedard | Escort Radar Warning |
| 29 | 10 | Tony Bettenhausen | Provimi Veal |
| 30 | 90 | Dennis Firestone | Simpson Sports/Provimi |
| 31 | 56 | Steve Chassey | Genesee Beer/Sizzler/WLHN |
| 32 | 29 | Michael Chandler | Agajanian/Mike Curb |
| 33 | 22 | Dick Simon | Vermont American |
| 34 | 43 | Steve Krisiloff | Armstrong Mould Inc. |
| 35 | 38 | Chet Phillip | Circle Bar Truck Corral |

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



May 29, 1983

RACE DAY

Good morning, Ladies and Gentlemen of the News Media:

At 9 A.M. the United States Weather Bureau report from Indianapolis International Airport showed a temperature of 65 degrees. The forecast for the remainder of the day called for showers up to 10 A.M. A few showers were reported on the northeast side of the city. Winds were WSW at 13 mph. Forecast for after 10 A.M. was for less than 20% chance of showers. The sun broke through at 9:48 A.M., momentarily. Forecast for remainder of race period -- mostly sunny, breezy and mild. The temperature at 10 A.M. was 63 degrees, high expected to be near 70.

Jim Nabors sang "Back Home Again in Indiana" and the balloons went off in a southeasternly direction. Mrs. Tony Hulman, Chairman of the Board of IMS gave the traditional command "Gentlemen start your engines". All 33 cars got started okay. Teo Fabi led the pack into the first turn.

UNOFFICIAL

| 10 Laps 25 Miles | 20 Laps 50 Miles | 30 Laps 75 Miles | 40 Laps 100 Miles |
|---------------------|-------------------|--------------------|--------------------|
| 1. #33 Fabi | 1. #33 Fabi | 1. # 7 Unser Sr. | 1. # 5 Sneva |
| 2. # 2 Ri. Mears | 2. # 2 Ri. Mears | 2. # 5 Sneva | 2. # 7 Unser Sr. |
| 3. #18 Mosley | 3. #18 Mosley | 3. #94 B. Whitt'n. | 3. # 4 Rahal |
| 4. # 4 Rahal | 4. # 4 Rahal | 4. # 4 Rahal | 4. #33 Fabi |
| 5. # 5 Sneva | 5. # 5 Sneva | 5. # 2 Ri. Mears | 5. # 2 Ri. Mears |
| 6. # 9 Ro. Mears | 6. # 9 Ro. Mears | 6. #33 Fabi | 6. #12 Brabham |
| 7. #19 Unser Jr. | 7. #19 Unser Jr. | 7. #30 Holmes | 7. #30 Holmes |
| 8. #10 T. Betten'n. | 8. # 7 Unser Sr. | 8. #12 Brabham | 8. #18 Mosley |
| 9. # 7 Unser Sr. | 9. #21 Carter | 9. #16 Cogan | 9. #19 Unser Jr. |
| 10. #30 Holmes | 10. #30 Holmes | 10. #18 Mosley | 10. #16 Cogan |
| AVG. SP. 193.262 | AVG. SP. 190.546 | AVG. SP. 170.120 | AVG. SP. 164.652 |
| INTERVAL 5 sec. | INTERVAL 2.1 sec. | INTERVAL 3.5 sec. | INTERVAL 1.7 secs. |

LAP LEADERS

| Laps Led | Car No. | Driver |
|----------|---------|-----------|
| 1 - 23 | #33 | Fabi |
| 24 | #18 | Mosley |
| 25 - 26 | # 2 | Ri Mears |
| 27 - 35 | # 7 | Unser Sr. |
| 36 | # 5 | Sneva |

YELLOW FLAGS

| Laps | Reason |
|---------|---|
| 28 - 32 | #35 Bedard hit wall coming out of Turn-4. |

KEY PIT STOPS

| | Lap | G or Y | Time |
|---------------|-----|--------|------|
| #33 Fabi | 24 | G | 18.7 |
| #18 Mosley | 25 | G | 21.5 |
| # 2 Ri. Mears | 26 | G | 18.8 |
| #19 Unser Jr. | 27 | Y | 26.5 |
| # 7 Unser Sr. | 27 | Y | 27.8 |

CARS OUT OF RACE

| | |
|-------------|---------------|
| #35 Bedard | Hit wall |
| #14 Foyt | Shift Linkage |
| #11 Phillip | |

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RACE DAY

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50 Laps 125 Miles

1. # 7 Unser Sr.
2. # 4 Rahal
3. # 2 Ri. Mears
4. #30 Holmes
5. #18 Mosley
6. # 5 Sneva
7. #12 Brabham
8. # 3 Andretti
9. #25 Ongais
10. #66 Parsons
AVG. SP. 150.572
INTERVAL 1/2 sec.

60 Laps 150 Miles

1. # 4 Rahal
2. # 5 Sneva
3. # 7 Unser Sr.
4. #12 Brabham
5. # 2 Ri. Mears
6. #30 Holmes
7. #18 Mosley
8. # 3 Andretti
9. #19 Unser Jr.
10. #66 Parsons
AVG. SP. 153.888
INTERVAL 4.1 secs.

70 Laps 175 Miles

1. # 5 Sneva
2. # 4 Rahal
3. #12 Brabham
4. # 7 Unser Sr.
5. # 2 Ri. Mears
6. #30 Holmes
7. #66 Parsons
8. # 3 Andretti
9. #18 Mosley
10. #37 Brayton
AVG. SP. 158.388
INTERVAL 3.9 sec.

80 Laps 200 Miles

1. # 7 Unser Sr.
2. # 5 Sneva
3. # 2 Ri. Mears
4. #30 Holmes
5. #18 Mosley
6. #12 Brabham
7. # 4 Rahal
8. #19 Unser Jr.
9. # 3 Andretti
10. #66 Parsons
AVG. SP. 160.845
INTERVAL 7.3 secs.

LAP LEADERS

| Laps Led | Car No. | Driver |
|----------|---------|-----------|
| 1 - 23 | #33 | Fabi |
| 24 | #18 | Mosley |
| 25 - 26 | # 2 | Ri. Mears |
| 27 - 35 | # 7 | Unser Sr. |
| 36 - 46 | # 5 | Sneva |
| 47 - 52 | # 7 | Unser Sr. |
| 53 - 66 | # 4 | Rahal |
| 67 - 73 | # 5 | Sneva |
| 74 | # 4 | Rahal |
| 75 - 80 | # 7 | Unser Sr. |

YELLOW FLAGS

| Laps | Reason |
|---------|---|
| 28 - 32 | #35 Bedard hit wall coming out of Turn-4. |
| 45 - 51 | # 9 Roger Mears hit wall in Turn-1. |

CARS OUT OF RACE

| | |
|-----------------|-----------------|
| #35 Bedard | Hit Wall |
| #14 Foyt | Shift Linkage |
| #11 Phillip | |
| # 9 Ro. Mears | Hit Wall |
| #33 Fabi | Fuel Filter |
| # 1 Snider | Ignition |
| #43 Krisiloff | Universal joint |
| #91 D. Whitt'n. | Electrical |

KEY PIT STOPS

| Driver | Lap | G or Y | Time |
|---------------|-----|--------|------|
| #18 Mosley | 67 | G | 26.6 |
| #19 Unser Jr. | 69 | G | 16.8 |
| # 2 Ri. Mears | 72 | G | 16.6 |
| # 4 Rahal | 74 | G | 52.2 |

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RACE DAY

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90 Laps 225 Miles

1.# 7 Unser Sr.
2.# 2 Ri. Mears
3.#30 Holmes
4.# 5 Sneva
5.#12 Brabham
6.#18 Mosley
7.# 4 Rahal
8.#19 Unser Jr.
9.#21 Carter
10.#34 Daly
AVG. SP. 149.035
INTERVAL 1/2 sec.

100 Laps 250 Miles

1.# 7 Unser Sr.
2.# 2 Ri. Mears
3.# 5 Sneva
4.#12 Brabham
5.#30 Holmes
6.#18 Mosley
7.# 4 Rahal
8.#16 Cogan
9.#19 Unser Jr.
10.#21 Carter
AVG. SP. 152.260
INTERVAL 2 secs.

110 Laps 275 Miles

1.# 5 Sneva
2.# 7 Unser Sr.
3.#12 Brabham
4.# 2 Ri. Mears
5.#30 Holmes
6.# 4 Rahal
7.#16 Cogan
8.#18 Mosley
9.#60 Ganassi
10.#21 Carter
AVG. SP. 159.651
INTERVAL 2.7 sec.

120 Laps 300 Miles

1.# 5 Sneva
2.# 7 Unser Sr.
3.#12 Brabham
4.# 2 Ri. Mears
5.#30 Holmes
6.#18 Mosley
7.#16 Cogan
8.#19 Unser Jr.
9.#34 Daly
10.#21 Carter
AVG. SP.156.659
INTERVAL 14.0 secs

LAP LEADERS

| Laps Led | Car No. | Driver |
|----------|---------|-----------|
| 1 - 23 | #33 | Fabi |
| 24 | #18 | Mosley |
| 25 - 26 | # 2 | Ri. Mears |
| 27 - 35 | # 7 | Unser Sr. |
| 36 - 46 | # 5 | Sneva |
| 47 - 52 | # 7 | Unser Sr. |
| 53 - 66 | # 4 | Rahal |
| 67 - 73 | # 5 | Sneva |
| 74 - | # 4 | Rahal |
| 75 - 80 | # 7 | Unser Sr. |
| 81 - 89 | # 5 | Sneva |
| 90 -107 | # 7 | Unser Sr. |
| 108 | # 5 | Sneva |

YELLOW FLAGS

| Laps | Event |
|---------|--|
| 29 - 32 | #35 Bedard hit wall coming out of Turn-4 |
| 45 - 51 | # 9 Roger Mears hit wall Turn-1. |
| 93 - 90 | #66 Parsons and #3 Andretti accident in Turn-1 |

CARS OUT OF RACE

| | |
|-----------------|-----------------|
| #35 Bedard | Hit Wall |
| #14 Foyt | Shift Linkage |
| #11 Phillip | Too Slow |
| # 9 Ro. Mears | Hit Wall |
| #33 Fabi | Fuel Filter |
| # 1 Snider | Ignition |
| #43 Krisiloff | Universal joint |
| #91 D. Whitt'n. | Electrical |
| #66 Parsons | accident |
| # 3 Andretti | accident |
| # 4 Rahal | |

KEY PIT STOPS

| | Lap | G or Y | Time |
|---------------|-----|--------|------|
| # 7 Unser Sr. | 115 | G | 16.9 |
| # 2 Ri. Mears | 115 | G | 19.7 |
| #16 Cogan | 117 | G | 20.4 |

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RACE DAY

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130 Laps 325 Miles

140 Laps 350 Miles

150 Laps 375 Miles

160 Laps 400 Miles

1.# 5 Sneva
2.#12 Brabham
3.# 7 Unser Sr.
4.# 2 Ri. Mears
5.#30 Holmes
6.#18 Mosley
7.#16 Cogan
8.#37 Brayton
9.#10 Bettenhausen
10.#19 Unser Jr.
AVG. SP. 159.076
INTERVAL 17.6 sec.

1.# 5 Sneva
2.# 7 Unser Sr.
3.# 2 Ri. Mears
4.#12 Brabham
5.#30 Holmes
6.#16 Cogan
7.#18 Mosley
8.#20 Johncock
9.#60 Ganassi
10.#21 Carter
AVG.SP. 161.002
INTERVAL 21.4 sec.

1.# 5 Sneva
2.# 7 Unser Sr.
3.#12 Brabham
4.#30 Holmes
5.# 2 Ri. Mears
6.#18 Mosley
7.#16 Cogan
8.#37 Brayton
9.#21 Carter
10.#19 Unser Jr.
AVG. SP. 161.903
INTERVAL 25.4 secs.

1.# 5 Sneva
2.# 7 Unser Sr.
3.# 2 Ri. Mears
4.#12 Brabham
5.#30 Holmes
6.#18 Mosley
7.#16 Cogan
8.#21 Carter
9.#37 Brayton
10.#60 Ganassi
AVG. SP.161.091
INTERVAL 4.3 secs.

LAP LEADERS

| Laps Led | Car No. | Driver |
|----------|---------|-----------|
| 1 - 23 | #33 | Fabi |
| 24 | #18 | Mosley |
| 25 - 26 | # 2 | Ri. Mears |
| 27 - 35 | # 7 | Unser Sr. |
| 36 - 46 | # 5 | Sneva |
| 47 - 52 | # 7 | Unser Sr. |
| 53 - 66 | # 4 | Rahal |
| 67 - 73 | # 5 | Sneva |
| 74 | # 4 | Rahal |
| 75 - 80 | # 7 | Unser Sr. |
| 81 - 89 | # 5 | Sneva |
| 90 -107 | # 7 | Unser Sr. |
| 108 -143 | # 5 | Sneva |
| 144 -146 | # 7 | Unser Sr. |
| 147 | # 5 | Sneva |

YELLOW FLAGS

| Laps | Event |
|-----------|--|
| 28 - 32 | #35 Bedard hit wall coming out of Turn-4 |
| 45 - 51 | # 9 Roger Mears hit wall Turn-1 |
| 83 - 90 | #66 Parsons and #3 Andretti accident in Turn-1 |
| 157 - 160 | #94 B. Whittington towed-in |

CARS OUT OF RACE

| | |
|------------------|-----------------|
| #35 Bedard | Hit Wall |
| #14 Foyt | Shift Linkage |
| #11 Phillip | Too Slow |
| # 9 Ro. Mears | Hit Wall |
| #33 Fabi | Fuel Filter |
| # 1 Snider | Ignition |
| #43 Krisiloff | Universal Joint |
| #91 D. Whitt'n. | Electrical |
| #66 Parsons | Accident |
| # 3 Andretti | Accident |
| # 4 Rahal | Radiator |
| #10 Bettenhausen | Half Shaft |
| #25 Ongais | Handling |
| #55 Garza | Oil Leak |
| #90 Firestone | Oil Leak & Fire |
| #34 Daly | Engine |

KEY PIT STOPS

| Driver | Lap | G or Y | Time |
|---------------|-----|--------|------|
| #18 Mosley | 131 | G | 17.4 |
| #19 Unser Jr. | 137 | G | 10.7 |
| #30 Holmes | 139 | G | 20.3 |
| #12 Brabham | 139 | G | 27.1 |
| #20 Johncock | 141 | G | 18.4 |
| #16 Cogan | 143 | G | 21.2 |
| # 5 Sneva | 143 | G | 24.3 |
| # 7 Unser Sr. | 146 | G | 24.2 |

DAY BY DAY
TRACKSIDE REPORT
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May 29, 1983

RACE DAY

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| <u>170 Laps 425 Miles</u> | <u>180 Laps 450 Miles</u> | <u>190 Laps 475 Miles</u> | <u>200 Laps 500 Miles</u> |
|---------------------------|---------------------------|---------------------------|---------------------------|
| 1.# 5 Sneva | 1.# 7 Unser Sr. | 1.# 7 Unser Sr. | 1.# 5 Sneva |
| 2.# 7 Unser Sr. | 2.# 5 Sneva | 2.# 5 Sneva | 2.# 7 Unser Sr. |
| 3.# 2 Ri. Mears | 3.# 2 Ri. Mears | 3.# 2 Ri. Mears | 3.# 2 Ri. Mears |
| 4.#12 Brabham | 4.#30 Holmes | 4.#12 Brabham | 4.#12 Brabham |
| 5.#30 Holmes | 5.#12 Brabham | 5.#30 Holmes | 5.#16 Cogan |
| 6.#18 Mosley | 6.#16 Cogan | 6.#16 Cogan | 6.#30 Holmes |
| 7.#16 Cogan | 7.#21 Carter | 7.#21 Carter | 7.#21 Carter |
| 8.#21 Carter | 8.#60 Ganassi | 8.#60 Ganassi | 8.#60 Ganassi |
| 9.#60 Ganassi | 9.#37 Brayton | 9.#37 Brayton | 9.#37 Brayton |
| 10.#37 Brayton | 10.#19 Unser Jr. | 10.#19 Unser Jr. | 10.#19 Unser Jr. |
| AVG. SP. 161.921 | AVG. SP. 159.333 | AVG. SP. 160.783 | AVG. SP. 162.117 |
| INTERVAL 4.6 secs. | INTERVAL 1.2 sec. | INTERVAL 4/10 sec. | INTERVAL 11.5 sec. |

LAP LEADERS

| Laps Led | Car No. | Driver |
|----------|---------|-----------|
| 1 - 23 | #33 | Fabi |
| 24 - | #18 | Mosley |
| 25 - 26 | # 2 | Ri. Mears |
| 27 - 35 | # 7 | Unser Sr. |
| 36 - 46 | # 5 | Sneva |
| 47 - 52 | # 7 | Unser Sr. |
| 53 - 66 | # 4 | Rahal |
| 67 - 73 | # 5 | Sneva |
| 74 | # 4 | Rahal |
| 75 - 80 | # 7 | Unser Sr. |
| 81 - 89 | # 5 | Sneva |
| 90 -107 | # 7 | Unser Sr. |
| 108 -143 | # 5 | Sneva |
| 144 -146 | # 7 | Unser Sr. |
| 147 -172 | # 5 | Sneva |
| 173 -190 | # 7 | Unser Sr. |
| 191 -200 | # 5 | Sneva |

YELLOW FLAGS

| Laps | Event |
|----------|---|
| 20 - 32 | #35 Bedard hit wall coming out of Turn-4 |
| 45 - 51 | # 9 Roger Mears hit wall Turn-1 |
| 83 - 90 | #66 Parsons and #3 Andretti accident Turn-1 |
| 157 -160 | #94 B. Whittington towed-in |
| 171 -176 | #18 Mosley hit wall between Turns 1 and 2 |

Sneva wins USAC Gold Crown National Championship for 1982-83

CARS OUT OF RACE

| | |
|--------------------|-----------------|
| #35 Bedard | Hit Wall |
| #14 Foyt | Shift Linkage |
| #11 Phillip | |
| # 9 Ro. Mears | Hit Wall |
| #33 Fabi | Fuel Filter |
| # 1 Snider | Ignition |
| #43 Krisiloff | Universal joint |
| #91 D. Whittington | Electrical |
| #66 Parsons | Accident |
| # 3 Andretti | Accident |
| # 4 Rahal | Radiator |
| #10 Bettenhausen | Half Shaft |
| #25 Ongais | Handling |
| #55 Garza | Oil Leak |
| #90 Firestone | Oil Leak & Fire |
| #34 Daly | Engine |
| #94 B. Whittington | Gear Box |
| #20 Johncock | |
| #18 Mosley | Accident |
| #29 Chandler | Gear Box |

KEY PIT STOPS

| # | Driver | Lap | G or Y | Time |
|-----|-----------|-----|--------|------|
| # 5 | Sneva | 171 | Y | 27.9 |
| # 7 | Unser Sr. | 171 | Y | 11.4 |
| #12 | Brabham | 172 | Y | 13.4 |

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67th INDIANAPOLIS
500
MAY 29, 1983

FINAL UNOFFICIAL BOX SCORE

67th INDIANAPOLIS 500

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| FIN. POS. | START POS. | DRIVER | | CAR # & NAME | PTS. WON | LAPS COMP. | RUNNING/REASON OFF |
|-----------|------------|-------------------|---|-----------------------------|----------|------------|--------------------|
| 1 | 4 | Tom Sneva | | # 5 Texaco Star | 1,000 | 200 | RUNNING |
| 2 | 7 | Al Unser Sr. | | # 7 Hertz Penske | 800 | 200 | RUNNING |
| 3 | 3 | Rick Mears | | # 2 Pennzoil Penske | 700 | 200 | RUNNING |
| 4 | 26 | Geoff Brabham | | #12 UNO British Sterling | 600 | 199 | RUNNING |
| 5 | 22 | Kevin Cogan | | #16 Master Mech/Caesar Pal | 500 | 199 | RUNNING |
| 6 | 12 | Howdy Holmes | | #30 Dominoes Pizza | 400 | 198 | RUNNING |
| 7 | 14 | Pancho Carter | | #21 Alex Foods Pinata | 300 | 197 | RUNNING |
| 8 | 16 | Chip Ganassi | | #60 Sea Ray Boats | 250 | 195 | RUNNING |
| 9 | 29 | Scott Brayton | | #37 SME Cement | --- | 195 | RUNNING |
| 10 | 5 | Al Unser Jr. | R | #19 Coors Lt Silv Bullet | 150 | 192 | RUNNING |
| 11 | 19 | Steve Chassey | R | #56 Genesee Beer/Sizzler | 100 | 191 | RUNNING |
| 12 | 25 | Chris Kneifel | R | #72 Primus/CFI | 50 | 191 | RUNNING |
| 13 | 2 | Mike Mosley | | #18 Kraco Car Stereo | 25 | 169 | ACCIDENT |
| 14 | 10 | Gordon Johncock | | #20 STP Oil Treatment | 25 | 164 | ENGINE |
| 15 | 20 | Dick Simon | | #22 Vermont American | 25 | 161 | RUNNING |
| 16 | 30 | Mike Chandler | | #29 Agajanian Mike Curb | 25 | 153 | GEAR BOX |
| 17 | 9 | Tony Bettenhausen | | #10 Provimi Veal | 20 | 152 | HALE SHA |
| 18 | 15 | Bill Whittington | | #94 Whittington Brothers | 20 | 143 | GEAR BOX |
| 19 | 20 | Derek Daly | | #34 Wysard Motor Co. | 20 | 126 | ENGINE |
| 20 | 6 | Bobby Rahal | | #4 Red Roof Inns | 20 | 110 | RADIATOR |
| 21 | 21 | Danny Ongais | | #25 Interscope | 15 | 101 | HANDLING |
| 22 | 11 | Mario Andretti | | #3 Budweiser Lola | 15 | 80 | ACCIDENT |
| 23 | 23 | Johnny Parsons | | #66 Colonial Bread Arciero | 15 | 60 | ACCIDENT |
| 24 | 33 | Dennis Firestone | | #90 Simpson Sports | -- | 77 | OIL LEAK |
| 25 | 10 | Josele Garza | | #55 Mach Union/Silhouette | 10 | 64 | OIL LEAK |
| 26 | 1 | Teo Fabi | | #33 Skoal Bandit | -- | 40 | FUEL FIL |
| 27 | 27 | Don Whittington | | #91 Simoniz Finish | 10 | 44 | Electr |
| 28 | 9 | Roger Mears | | #9 Machinists Union | 10 | 43 | ACCIDENT |
| 29 | 31 | Steve Krisiloff | | #43 Armstrong Mould | 5 | 42 | UNIVERSA |
| 30 | 17 | Pat Bedard | | #35 Escort Radar Warning | - | 25 | ACCIDENT |
| 31 | 24 | A.J. Foyt | | #14 Valvoline Gilmore | 5 | 24 | SHIFT LI |
| 32 | 13 | George Snider | | #1 Calumet Farm | 5 | 22 | IGNITION |
| 33 | 32 | Chet Phillip | | #36 Circle Bar Truck Corral | - | 11 | HANDLING |

Time of Race 3:05:03.066

Speed 162.117 mph

Margin of victory 11.1 sec.

INDIANAPOLIS MOTOR SPEEDWAY
INTERNATIONAL SWEEPSTAKES
FINAL STANDINGS

| NATIONAL SIT | LAPS COMPLETED | CAR NO. | TOTAL TIME HR MN SECD | RACE AVG MPH | CAR NAME | E-TRANT | DRIVER |
|--------------|----------------|---------|--------------------------|-----------------|--------------------------------|--------------------------------|--|
| | | | | | | | |
| 1 | 200 | 5 | 3 05 03.066 | 162.117 | TEXACO STAR | BIGNOTTI-COTTER | TOM SNEVA |
| 2 | 200 | 7 | 3 05 14.240 | 161.964 | HERTZ PENSKE PG-11 | PENSKE CARS LTD. | AL UNSER, SR. |
| 3 | 200 | 2 | 3 05 24.928 | 161.789 | PENNZOIL PENSKE PC-11 | PENSKE CARS LTD. | RICK MEARS |
| 4 | 199 | 12 | 3 05 28.784 | 160.934 | UNO-BRITISH STERLING | V.D.S. ASSOCIATES INC. | GEOFF BRABHAM |
| 5 | 198 | 16 | 3 05 11.314 | 160.377 | MASTER MECHANIC/CAESARS PALACE | BIGNOTTI-COTTER INC. | KEVIN COGAN |
| 6 | 198 | 30 | 3 05 13.401 | 160.347 | DOMINO'S PIZZA "HOT ONE" | DOUGLAS SHIERSON RACING INC. | HOWDY HOLMES |
| 7 | 197 | 21 | 3 05 35.339 | 159.223 | ALEX FOODS PINATA SPECIAL | ALEX MORALES CO INC | PANCHO CARTER |
| 8 | 195 | 60 | 3 05 07.484 | 158.001 | SEA RAY BOATS SPECIAL | PATRICK RACING TEAM INC. | CHIP GANASSI |
| 9 | 195 | 97 | 3 05 07.689 | 157.999 | SME CEMENT SPECIAL | BRAYTON ENGINEERING | SCOTT BRAYTON |
| 10 | 192 | 19 | 3 04 32.780 | 156.058 | COORS LIGHT SILVER BULLET | GALLES ROMAN WHEEL RACE TEAM | AL UNSER, JR. |
| 11 | 192 | 56 | 3 05 32.334 | 155.224 | GENESSEE BEER/SIZZLER/MLHN | GOHR DISTRIBUTING CO. | ** PENALIZED TWO LAPS ** |
| 12 | 191 | 72 | 3 05 33.777 | 154.396 | PRIMUS/G.F.I. | PRIMUS RACING INC. | *YELLOW PASSING VIOLATION |
| 13 | 189 | 18 | 2 38 15.123 | 150.187 | KRACO CAR STEREO SPECIAL | KRACO ENTERPRISES INC. | STEVE CHASSEY |
| 14 | 183 | 20 | 3 37 15.025 | 155.484 | STP OIL TREATMENT SPECIAL | STP-PATRICK RACING TEAM INC. | CHRIS KNEIFEL |
| 15 | 161 | 22 | 3 05 35.273 | 130.127 | VERMONT AMERICAN MARCH | DICK SIMON RACING INC. | MIKE MOSLEY |
| 16 | 153 | 29 | 2 45 25.608 | 138.732 | AGAJANIAN/MIKE CURB SPECIAL | RATTLESNAKE RACING INC. | GORDON JOHNCOCK |
| 17 | 152 | 10 | 2 29 48.979 | 152.169 | PROVIMI VEAL | PROVIMI RACING INC. | DICK SIMON |
| 18 | 144 | 94 | 2 30 06.102 | 143.902 | WHITTINGTON BROTHERS | WHITTINGTON BROTHERS | MICHAEL CHANDLER |
| 19 | 126 | 34 | 2 03 55.706 | 152.507 | WYSARD MOTOR COMPANY | WYSARD MOTOR CO. | ** PENALIZED TWO LAPS ** |
| 20 | 110 | 4 | 1 51 21.611 | 148.183 | RED ROOF INNS MARCH | TRUESPORTS COMPANY | DEREK DALY |
| 21 | 101 | 25 | 1 42 50.619 | 147.311 | INTERSCOPE RACING | INTERSCOPE RACING CORP. | BOBBY RAHAL |
| 22 | 80 | 66 | 1 16 08.588 | 157.598 | COLONIAL BREAD-ARCIERO | ARCIERO RACING | DANNY ONGAIS |
| 23 | 79 | 3 | 1 16 08.528 | 155.830 | NEWMAN/HAAAS BUDWEISER LOLA | NEWMAN/HAAAS RACING | JOHNNY PARSONS |
| 24 | 77 | 90 | 1 48 51.169 | 108.093 | SIMPSON SPORTS | PROVIMI RACING INC. | MARIO ANDRETTI |
| 25 | 64 | 55 | 1 09 07.510 | 138.879 | MACHINISTS UNION/SILHOUETTE | INTL. ASSN. OF MACHINISTS ETC. | ** PIT PROCEDURE VIOLATION ** |
| 26 | 47 | 33 | 44 17.738 | 159.158 | FORSYTHE RACING SKOAL BANDIT | FORSYTHE RACING | DENNIS FIRESTONE |
| 27 | 44 | 91 | 55 38.424 | 118.690 | THE SIMONIZ FINISH | WHITTINGTON BROTHERS | JOSELE GARZA |
| 28 | 43 | 9 | 39 45.861 | 162.208 | MACHINISTS UNION | INTL. ASSN. OF MACHINISTS ETC. | TEO FABI |
| 29 | 42 | 43 | 53 30.921 | 117.723 | ARMSTRONG MOULD | AMI RACING DIVISION | DON WHITTINGTON |
| 30 | 25 | 35 | 21 19.688 | 175.824 | ESCORT RADAR WARNING MARCH | BRAYTON ENGINEERING | ROGER MEARS |
| 31 | 24 | 14 | 32 20.069 | 111.336 | VALVOLINE-GILMORE | A.J. FOYT ENTERPRISES | STEVE KRISLOFF |
| 32 | 22 | 1 | 35 22.041 | 93.306 | CALUMET FARM | A.J. FOYT ENTERPRISES | PATRICK BEDARD |
| 33 | 11 | 38 | 27 51.947 | 59.212 | CIRCLE BAR TRUCK CORRAL | CIRCLE BAR AUTO RACING INC. | A. J. FOYT GEORGE SNIDER CHET FILLIP |

Arthur W. Binford
ARTHUR W. BINFORD
DIRECTOR OF TIMING & SCORING

Thomas W. Binford
THOMAS W. BINFORD
CHIEF STEWARD

Mable
123
1968

***** PRELIMINARY LAP FIGURES *****

| LAP NO. | CAR NO. | LAP TIME HR MN SECOND | SPEED |
|---------|---------|--------------------------|---------|
| 1 | 33 | 46.808 | 192.275 |
| 2 | 33 | 1 32.539 | 194.513 |
| 4 | 33 | 3 04.136 | 195.508 |

***** FASTEST LEADING LAP *****

| LAP NO. | CAR NO. | LAP TIME HR MN SECOND | SPEED |
|---------|---------|--------------------------|---------|
| 3 | 33 | 45.566 | 197.507 |

***** FASTEST LAP OF RACE *****

| LAP NO. | CAR NO. | LAP TIME HR MN SECOND | SPEED |
|---------|---------|--------------------------|---------|
| 3 | 33 | 45.566 | 197.507 |
