



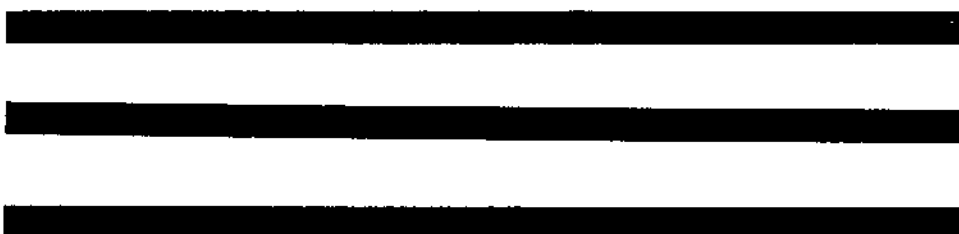
PRESS 1984 Room

DAY-BY-DAY

TRACKSIDE REPORT

FOR THE MEDIA

INDIANAPOLIS MOTOR
SPEEDWAY



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FOR THE MEDIA



GARAGE NOS. AND CHIEF MECHANICS

<u>CAR NO.</u>	<u>GAR. NO.</u>	<u>CHIEF MECHANIC</u>
1	88	Tony Van Dongen
41	89	Steve Roby
6	76	Peter Parrott
99	2	Brian Stewart
20	56	George Huening
3	87	Darrell Soppe
9	84	George Bignotti
18	1	Rouem Haffenden
28	9	Jerry Eisert
2	77	Bob Sprow
25	25	Drino Miller
14	29	Jack Starne
77	64	Allen McCall
33	61	Barry Green
7	65	Mike Arnold
21	11	Johnny Capels
16	21	Dennis McCormack & Laurie Gerrish
5	14	Steve Horne
35	70	Jim Wright
22	3	Larry Curry
10	45	Derek Mower
40	57	Gary Rovazzini
47	43	Glen Blakely
55	81	Bevan Weston
57	67	Glen Hall
76	59	Terry Cleland
37	71	Jim Wright
98	41	Bobby Hatch
30	47	Dennis Swan
61	23	Dennis McCormack & Richard Buck
84	48	Jack Starne
4	30	Jack Starne
50	50	Dave Thomas

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1984 "500" Statistics

There were 117 cars entered for this year's race, a new record by eight cars over the previous record of 109 cars entered for the 1982 race...87 arrived at the track, 83 took practice runs... 35 completed qualification runs... one car was bumped and one withdrawn so that a second team car could be qualified. Chris Kneifel's No. 73 was the only car bumped. Danny Sullivan's DSR/Cosworth, qualified on May 12 at 196.044 mph was withdrawn and a new Lola/Cosworth qualified on May 19 at an average speed of 203.567 mph. Fifty cars made a total of 57 attempts. Fifteen cars made incomplete attempts.

During the month, there were a total of 56 drivers taking practice on the track. Forty-one of those drivers were veterans and 15 were rookies. Veteran drivers included 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 Fillip, Dennis Firestone, A.J. Foyt, Chip Ganassi, Josele Garza, Spike Gehlhausen, Pete Halsmer, Howdy Holmes, Gordon Johncock, Herm Johnson, Jerry Karl, Steve Krisiloff, Rick Mears, Roger Mears, Danny Ongais, Johnny Parsons, Bobby Rahal, Johnny Rutherford, Dick Simon, Jerry Sneva, Tom Sneva, George Snider, Al Unser, Sr., Al Unser, Jr., Teo Fabi, Chris Kneifel, Steve Chassey, Derek Daly, Pat O'Leary, Danny Sullivan. Rookies: Chuck Ciprich, Phil Krueger, Emerson Fittipaldi, Michael Andretti, Tom Gloy, Desire Wilson, Roberto Guerrero, Al Holbert, Bruno Giacomelli, Jim Crawford, Stan Fox, Ed Pimm, Phil Caliva and John Paul, Jr.

STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS

1st--12	7th--6	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--5	10th--1	16th--0	22nd--2	28th--2	
5th--5	11th--1	17th--1	23rd--0	29th--0	
6th--3	12th--0	18th--0	24th--0	30th--0	

Tom Sneva, winner of the 1983 event, was the fifth driver to win from 4th place. If the above positions which have zeroes remain zeroes this year then the following drivers would have no chance of winning: Geoff Brabham, Herm Johnson, A.J. Foyt, Al Holbert, Bobby Rahal, Emerson Fittipaldi, Josele Garza, Jacques Villeneuve, Danny Sullivan, Derek Daly, Johnny Rutherford, George Snider and Dennis Firestone.

Tom Sneva and Howdy Holmes have the best statistical chance of winning, based on previous record in that pole cars have won 12 races and second place starters have won 10 races.

For the fifth straight year in a row no woman will start in the Memorial Day Classic. Janet Guthrie made the race in 1977, 1978, and 1979. Desire Wilson completed her refresher test this year but was not able to get the No. 34 Wysard Racing car to speed.

FORMER WINNERS IN THE 1984 RACE--7

A.J. Foyt (1961,64,67,71)	Al Unser, Sr. (1970, 71, 78)
Gordon Johncock (1973,82)	Mario Andretti (1969)
Rick Mears (1979)	Tom Sneva (1983)
Johnny Rutherford (1974,76,80)	
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 second place driver Rick Mears
Largest winning Margin.....	Jules Goux in 1913 was 13 minutes and 3 and 40/100th seconds ahead of Spencer Wishart.
Last winner to gain pole.....	The latest winner to gain the pole on the year following his win of the race, until Tom Sneva did it this year, was 1964 winner A.J. Foyt who sat on the

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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 197 laps to win. (a total of 198 laps).

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

1952	Art Cross	20	5	1969	Mark Donohue	4	7
1953	Jimmy Daywalt	21	6	1970	Donnie Allison	23	4
1954	Larry Crockett	25	9	1971	Denny Zimmerman	28	8
1955	Al Herman	16	7	1972	Mike Hiss	25	7
1956	Bob Veith	23	7	1973	Graham McRae	13	19
1957	Don Edmunds	27	19	1974	Pancho Carter	21	7
1958	George Amick	25	2	1975	Bill Puterbaugh	15	7
1959	Dobby Grim	5	26	1976	Vern Schuppan	17	18
1960	Jim Hurtubise	23	18	1977	Jerry Sneva	16	10
1961	Parnelli Jones &	5	12	1978	Larry Rice &	30	11
	Dobby Marshman	33	7		Rick Mears	3	23
1962	Jim McElreath	7	6	1979	Howdy Holmes	13	7
1963	Jim Clark	5	2	1980	Tim Richmond	19	9
1964	Johnny White	21	4	1981	Josele Garza	6	23
1965	Mario Andretti	4	3	1982	Jim Hickman	24	7
1966	Jackie Stewart	11	6	1983	Teo Fabi	1	26
1967	Denis Hulme	24	4				
1968	Bill Vukovich Jr.	23	7				

Oldest Driver.....Dick Simon (50 - 9/21/33)
 Youngest Driver.....Michael Andretti (21 -10/5/62)
 Tallest Drivers.....Josele Garza and Dobby Rahal, 6'1"
 Shortest Drivers.....Teo Fabi, Howdy Holmes and Jacques Villeneuve, 5'5"

Second generation drivers in this year's race are Michael Andretti, Geoff Brabham, Al Unser, Jr., Tony Bettenhausen and Pancho Carter. One other driver, Scott Brayton, could be considered for this distinction. His father Lee, raced Indy cars for several years but never made the field for the Memorial Day Classic. Two father-son combinations are in this year's race-- Mario Andretti and his son, Michael, and Al Unser, Sr., and his son, Al, Jr.

LAP LEADERS IN THIS YEAR'S RACE

Al Unser, Sr.....	595
A.J. Foyt.....	555
Gordon Johncock.....	339
Johnny Rutherford.....	296
Tom Sneva.....	177
Mario Andretti.....	154
Rick Mears.....	115
Danny Ongais.....	76
Teo Fabi.....	23
Bobby Rahal.....	15
Josele Garza.....	13
Pancho Carter.....	8
George Snider.....	3

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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	1951	Chrysler	Dave Wallace
1912	Stutz	Carl G. Fisher	1952	Studebaker	F.O. Peterson
1913	Stoddard-Dayton	Carl G. Fisher	1953	Ford	William C. Ford
1914	Stoddard-Dayton	Carl G. Fisher	1954	Dodge	William Newburg
1915	Packard "6"	Carl G. Fisher	1955	Chevrolet	T.H. Keating
1916	Premier "6"	Frank E. Smith	1956	DeSoto	L.I. Woolson
1919	Packard V-12	J.G. Vincent	1957	Mercury	F.C. Reith
1920	Marmon V-16	Barney Oldfield	1958	Pontiac	Sam Hanks
1921	H.C.S. "6"	Harry C. Stutz	1959	Buick	Sam Hanks
1922	National "8"	Barney Oldfield	1960	Oldsmobile	Sam Hanks
1923	Duesenberg "8"	Fred Duesenberg	1961	Ford	Sam Hanks
1924	Cole V-8	Lew Pettijohn	1962	Studebaker	Sam Hanks
1925	Rickenbacker "8"	E. Rickenbacker	1963	Chrysler	Sam Hanks
1926	Chrysler "8"	Louis Chevrolet	1964	Ford	Benson Ford
1927	LaSalle V-8	"Big Boy"Raeder	1965	Plymouth	P. Duckminster
1928	Marmon	Joe Dawson	1966	Mercury	Benson Ford
1929	Studebaker	George Hunt	1967	Camaro	Mauri Rose
1930	Cord V-8	E.L. Cord	1968	Ford	Wm. C. Ford
1931	Cadillac	"Big Boy"Raeder	1969	Chevrolet	Jim Rathmann
1932	Lincoln	Edsel Ford	1970	Oldsmobile	Rodger Ward
1933	Chrysler	Byron Foy	1971	Dodge	Eldon Palmer
1934	LaSalle	"Big Boy"Raeder	1972	Oldsmobile	Jim Rathmann
1935	Ford V-8	Harry Mack	1973	Cadillac	Jim Rathmann
1936	Packard	Tommy Milton	1974	Oldsmobile	Jim Rathmann
1937	LaSalle	Ralph DePalma	1975	Buick	James Garner
1938	Hudson	Stuart Baits	1976	Buick	Marty Robbins
1939	Buick	Charles Chayne	1977	Oldsmobile	James Garner
1940	Studebaker	Harry Hartz	1978	Corvette	Jim Rathmann
1941	Chrysler	A.L. Couture	1979	Ford Mustang	Jackie Stewart
1946	Lincoln V-12	Henry Ford II	1980	Pontiac	Johnnie Parsons
1947	Nash	George W. Mason	1981	Buick	Duke Nalon
1948	Chevrolet	Wilbur Shaw	1982	Camaro	Jim Rathmann
1949	Oldsmobile	Wilbur Shaw	1983	Buick	Duke Nalon
1950	Mercury	Benson Ford	1984	Pontiac	John Callies

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#1 - Saturday May 5, 1984

TODAY'S FAST FIVE: Bobby Rahal (5) 205.058; Herm Johnson (28) 203.850; Michael Andretti (99) 203.068; Scott Brayton (37) 201.297; John Paul, Jr. (12) 200.222

The Indianapolis Motor Speedway would like to welcome members of the working press to another speed-filled month of May. Members of the news media staff will do everything possible to aid you in supplying the information which will make your coverage as accurate as possible. Each day of practice, qualifications and on the final day of track practice...a sheet similar to this one will be prepared. Sets of these daily track reports will be collated into a press booklet which will be made available to members of the working press on race day. This year's daily report is being prepared by Glen Banner, who may be reached in the trackside press room daily throughout the month.

Bobby Rahal set fast time at an unofficial speed of 205.058 mph Saturday marking the first time that a lap of 200 mph or more was ever turned on opening day. Rahal's fast time was set in his 1984 March/Cosworth, sponsored by 7-Eleven/Red Roof Inns.

Dick Simon's No. 22 Break Free March was the first car on the track after Chief Steward Tom Binford okayed the green light at 1:53 p.m. There appeared to be no contest as rookie Michael Andretti drove leisurely out... a few seconds behind Simon.

Three rookies passed final phases of their rookie tests Saturday. They were Michael Andretti, Al Holbert and Stan Fox. Phil Caliva completed his driver's refresher test.

The No. 86 entry, slated for driver Al Loquasto, was purchased last week by GTS Racing, which will try to field World Champion Emerson Fittipaldi in the 88th running of The Classic. Fittipaldi's March/Cosworth will carry a No. 47.

Jim Crawford of Scotland will be practicing in No. 68, which is his oval car. The No. 78, originally thought to be his oval car is actually his road racing mount and will be used as a back-up. No. 68 is a Theodore/Cosworth. No. 78 is an RK Theodore/Cosworth.

Pancho Carter, one of Indy's second-generation drivers, will be behind the wheel of the No. 10 entered by the American Dream Racing Team. It is a March/Cosworth.

A total of 862 cars toured the famed two-and-a-half mile oval following the Mayor's Breakfast which officially opened Indianapolis' new Hoosier Dome. Opening ceremonies at the track included music by the Speedway High School Marching Band and the Gordon Pipers. Those making remarks during the ceremony included Indiana Gov. Robert Orr, Indianapolis Mayor William Hudnut III, Speedway Vice President Mari Hulman George, Speedway President Joe Cloutier and Jay Wetzel, chief engineer of the Pontiac Motor Division of General Motors Corp., which is supplying this year's Pontiac Fiero Pace Car. Reigning over activities was the 1984 500 Festival Queen Christie Katherine Giles, a freshman at Indiana University.

Members of the racing fraternity were saddened to hear Saturday morning of the death of J.C. Agajanian, who first came to the Indianapolis Motor Speedway in the late 1940s. He had gone on to own and sponsor race cars through the years, fielding two winners of the event, Troy Ruttman in 1952 and Parnelli Jones in 1963.

A total of 23 cars took practice runs on Saturday.

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#2 - Sunday May 6, 1984

TODAY'S FAST FIVE: Bobby Rahal (5) 205.996; Mario Andretti (3) 205.373; Rick Mears (6) 205.151; Danny Ongais (25) 204.591; Gordon Johncock (20) 203.481.

Second records fell at the Indianapolis Motor Speedway Sunday. A new total high of 44 cars for the day was set with 14 cars running in excess of 200 mph. No cars ran over 200 mph on the first day of practice in 1983 and only one, Rick Mears at 202.565 mph on the second day of practice. A total of 16 cars exceeded 200 mph in the first two days.

Bobby Rahal took fast time honors for the second day in a row, hitting 205.996 mph in his 7-Eleven/Red Roofs Inn March/Cosworth.

In addition to today's fast five, drivers topping the 200 mph mark were Al Unser, Sr., Roberto Guerrero, Pancho Carter, Gordon Johncock, Scott Brayton, Chip Ganassi, Howdy Holmes, Steve Chassey and Michael Andretti.

Four more rookies passed the final phases of their rookie tests Sunday. They were Chuck Ciprich, Jacques Villeneuve, Roberto Guerrero and Ed Pimm. Desire Wilson completed her refresher test. A total of seven rookies have completed their tests to date with two drivers now okayed after refresher runs.

To date, the top ten speeds for the month are: Rahal (5) 205.996; Mario Andretti (3) 205.373; Rick Mears (6) 205.151; Ongais (25) 204.591; Johnson (28) 203.850; Johncock (20) 203.481; Michael Andretti (99) 203.068; Al Unser, Sr. (2) 202.748; Brayton (37) 202.474; Carter (10) 201.974.

Ed Pimm in the No. 64 Jet Engineering March brushed the outside wall at 2:54 p.m. in turn number four but the car was able to return to the pits under its own power. The yellow was on 13 times for a total of 1 hour-43 minutes.

A total of 66 cars are now at the track, with 51 having passed their initial inspection. Fifty five drivers have passed their physicals and 43 drivers have been on the track for practice runs.

Some 12,000 persons attended Sunday's annual "Save Arnold the Pig Benefit and Barbecue," in support of the Indiana Special Olympics. A Special Olympics Team of handicapped children from Operation Forward of Indianapolis and coached by Scott Brayton and Pancho Carter won track and field events. A Pike Twp. Team, coached by Danny Ongais, was second and a Putnam County team, coached by Bill Puterbaugh, was third. Some 16 drivers, Speedway personalities and Cleveland Browns linebacker Tom Cousineau of Terre Haute coached teams which totalled more than 114 handicapped children. Mari Hulman George presented a check for \$81,685 to Dennis Schmidt, chairman of the Indiana Special Olympics, bringing to more than \$300,000 funds raised for the charitable project by Mrs. George during the past three years.

The 11th Annual Art Pollard Memorial Picnic for children at the LaRue Carter Memorial Hospital will be Monday from 11 a.m. to 1 p.m. on the IMS grounds.

Twenty-three handicapped children from the Rise Learning Center also were treated to a day at the track by the Indianapolis Shrine 500 Club Sunday. After a trip through the Speedway Hall of Fame Museum, they were guests in the Holmes Wrecker Co. suite for a catered meal and choice seats to watch trackside activities. Three of the group were participants in Sunday's Special Olympics.

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#3 - Monday May 7, 1984

TODAY'S FAST FIVE: Mario Andretti (3) 207.660; Bobby Rahal (5) 206.043; Chip Ganassi (40) 205.011; Patrick Bedard (35) 205.011; Michael Andretti (99) 204.942.

Mario Andretti, behind the wheel of the No. 3 Newman/Haas Budweiser Special, set fast lap of the month shortly before closing time Monday night with a sizzling lap of 207.660 mph. Moments later, Bobby Rahal pushed his No. 5 7-Eleven/Red Roof Inns Special to 206.043 mph but was unable to regain speed honors.

A total of 41 cars were on the track Monday but did not exceed the total of 44 cars on the track on Sunday. Sixty eight cars are now housed at the track and 55 have passed their initial technical inspection.

Twenty-four cars have now surpassed the 200 mph mark with 19 cars above that figure on Monday.

A.J. Foyt made his debut for 1984 Monday, taking practice runs in both the No. 14 Gilmore-Foyt Racing Special and the No. 84 Calumet Farms Special slated for George Snider.

Teo Fabi, 1983 pole sitter and holder of both the one-lap and four-lap track records, also made his debut Monday. He was behind the wheel of his No. 33 Skoal Bandit entered by the Forsythe Racing Team.

Other drivers making their first appearance on the track Monday included Patrick Bedard in the No. 35 Escort Radar Warning car, Jerry Karl in the No. 62 Jerry Karl/Renaissance Special and Tom Gloy in the No. 77 Simoniz Finish Special.

Pete Halsmer, driving the No. 11 Colonial/WISH-TV/Pay Less car, got high coming out of the Number One Turn at 4:41 p.m. The car skidded 260 feet into the outside wall with its right side, slid through the south short chute 720 feet, glanced into the outside wall again in Turn Number Two, slid an additional 440 feet and stopped in front of the suites in Turn Two. Pete walked away from the car, but after being checked at the in-field hospital, was taken to Indianapolis Methodist Hospital for X-rays and later released. The right of the car was extensively damaged. The accident was almost a repeat of one last year in which he suffered a collapsed lung and cut left leg. Monday's crash was the first serious incident of 1984.

Rain closed the track at 1:15 p.m. Monday and it was not until 4:28 p.m. that the green again fell. Monday saw a total of 10 yellow lights, including those for the rain and Halsmer's crash. Other yellows were for track inspections, objects on the track and for a tow-in of Michael Andretti.

Forty-eight children from the LaRue Carter Hospital enjoyed a trip to the Speedway for the Art Pollard Memorial picnic Monday.

TOP TEN SPEEDS FOR THE MONTH:

Mario Andretti (3) 207.660; Rahal (5) 206.043; Rick Mears (6) 205.151; Ganassi (40) 205.011; Bedard (35) 205.011; Michael Andretti (99) 204.942; Ongais (25) 204.591; Johnson (28) 204.213; T. Sneva (1) 203.350; Johncock (20) 203.481.

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44 - Tuesday May 8, 1984

TODAY'S FAST FIVE: Rick Mears (6) 207.039; Pancho Carter (10) 205.761; Al Unser, Jr. (71) 203.804; Tom Sneva (1) 203.252; Teo Fabi (33) 202.474

Rick Mears set fast time of the day and second fast time of the month with a 207.039 mph in his No. 6 Pennzoil Z-7 Special. The only other driver to better that time was Mario Andretti, who posted a lap of 207.660 mph on Monday.

A total of 40 cars appeared on the track Tuesday and 11 of them ran laps in excess of 200 mph.

Rick Mears quote after setting top time today..."We're going through a learning program, finding out what the car likes and what I like on the Speedway. We're getting closer, definitely making headway."

Three more drivers passed the final phases of their rookie tests on Tuesday. They were Jim Crawford of Scotland in the No. 68 Ed Wachs Motor Sports Inc. Special, Emerson Fittipaldi in the No. 47 W.I.T. Promotions Special, and Tom Cloy in the No. 77 Simoniz Finish Special. A total of 10 rookies have now passed their full series of tests and two others their refresher tests.

Drivers appearing on the track for the first time Tuesday included Gary Bettenhausen in the No. 8 H & R Racing Special, Bill Alsop in the No. 27 Alsop Racing March, Dick Ferguson in the No. 31 Tom Hess II car, Josele Garza in the No. 55 Schaefer/Machinists Union Special, Jerry Sneva in the No. 66 Timberwood/CARQUEST Special and Tom Bigelow in the No. 75 Baer Concrete Special.

Teo Fabi made appearances in both his No. 33 and No. 32 backup Skoal Bandits and Chip Ganassi tested the No. 60 Patrick Racing Team car which was listed on its original entry for Wally Dallenbach. Dallenbach has not driven a competitive car in competition since 1979.

TEN FASTEST FOR THE MONTH: Mario Andretti (3) 207.660; Rick Mears (6) 207.039; Bobby Rahal (5) 206.043; Pancho Carter (10) 205.761; Chip Ganassi (40) 205.011; Patrick Bodard (35) 205.011; Michael Andretti (99) 204.942; Danny Ongais (25) 204.591; Herm Johnson (28) 204.213; Tom Sneva (1) 203.850. Twenty-seven cars have now surpassed the 200 mph mark.

Fifteen yellow lights were recorded Tuesday. Most were for track inspections and objects on the track. One, however, was flashed for Chris Kneifel, whose car sustained a flame-out but coasted into the pits without a tow.

As of Tuesday, 74 cars were housed at the track and 61 of that number had passed their initial inspection.

With 27 cars now over the 200 mph mark...should they all qualify for the race...only six spots would remain open for the race. It could very well be that the 68th running of the Memorial Day Classic could have a field average in excess of 200 mph.

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#5 - Wednesday May 9, 1984

TODAY'S FAST FIVE: Mario Andretti (3) 210.575; Rick Mears (6) 209.937; Teo Fabi (33) 207.468; Michael Andretti (99T) 207.325; Roberto Guerrero (9) 206.801.

Mario Andretti took the brakes off his 1984 Lola to turn in the fastest unofficial lap ever at the Indianapolis Motor Speedway. Shortly after 5 p.m., the veteran driver from Nazareth, PA, turned a circuit of 210.575 mph. The feat was accomplished in his No. 3 Newman/Haas Budweiser Lola.

Rick Mears was just a tick behind Andretti, posting a lap of 209.937 mph as he slowed for a yellow light coming out of the fourth turn.

It was by far the busiest day of 1984 as 46 cars were on the track for practice laps in anticipation of the first weekend of qualifications for the Memorial Day Classic.

Twenty-nine drivers in 32 cars have now surpassed the 200 mph mark during the month. Twenty-one drivers were over the 200 mph mark Wednesday alone with those unofficial speed making Wednesday the fastest day of all time at the vintage two-and-a-half-mile oval.

Five rookies are among that select group of 200 mph-plus drivers with Michael Andretti the fastest at 207.325 mph. Others include John Paul, Jr., Tom Gloy, Al Holbert and Roberto Guerrero.

Two second generation drivers, Michael Andretti and Al Unser, Jr. have each had two cars past the 200 mph mark.

Andretti said that on his fast lap, his crew had him at 219 mph on the straightaway. He foresaw a lap of 212 mph during Saturday's qualifications and said it was feasible that laps in excess of 200 mph might be turned during this year's race. Mario commented, "I didn't do 210 with the same setup that I did 207...I drove just as hard...It's a limit I'll guarantee you...We still have some things to try. It's going to take more..."

"The track was ideal for the engine and the tires. The track was clean," Mario explained.

Rick Mears after his 209.937 mph lap: "Today was ideal weather for going fast. We are working basically on our qualifying setup and feel good about our progress. If it warms up tomorrow, I think the speeds will go down somewhat."

TOP TEN SPEEDS FOR THE MONTH: Mario Andretti (3) 210.575; Rick Mears (6) 209.937; Teo Fabi (33) 207.468; Michael Andretti (99T) 207.325; Roberto Guerrero (9) 206.801; Bobby Rahal (5) 206.043; Herm Johnson (28) 205.949; Pancho Carter (10) 205.761; Chip Ganassi (40) 205.011; Patrick Bedard (35) 205.011.

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#6 - Thursday May 10, 1984

TODAY'S FAST FIVE: Mario Andretti (3) 210.182; Rick Mears (6) 209.545; Tom Sneva (1) 207.564; Gordon Johncock (20) 207.277; Herm Johnson (28) 206.849.

Mario Andretti again had quick time at the Indianapolis Motor Speedway Thursday. However, his Thursday lap of 210.182 mph was not quick enough to surpass the 210.575 mph set Wednesday.

Rick Mears was again second fast car of the day, driving the two and a half miles at an average speed of 209.545 mph.

A total of 55 cars appeared on the track Thursday, a record for the month.

Two drivers were seen on the track in three separate cars each Thursday. A.J. Foyt went for practice runs in his No. 14, No. 4 and No. 34 cars, while Rick Mears took out cars No. 6 and No. 6T, as well as tried out the No. 2 car of Al Unser Sr.

An incident on the track at 1:07 p.m. brought out the yellow when Dennis Firestone in the No. 50 Hoosier Transportation Special lost a wheel going into the north short chute. Dennis said he felt a wobble in the car going down the back stretch and, as he slowed going into Turn Three, saw his left front wing nut...then his left front wheel fly off. Firestone guided the car into the grassy area at the inside of Turn Four. There was no contact with the wall.

At 2:12 p.m., Jerry Sneva, driving the No. 66 Timberwood/CARQUEST Special, lost a wheel and crashed coming out of the Number One Turn. The No. 66 slid 380 feet, spun once, hit the wall with its right side; then continued down the short chute for 520 feet, coming to a halt. Jerry suffered a two-inch laceration on his left shin and was taken to the track hospital for treatment. The car sustained extensive damage to its right side.

Larry Cannon, driving the No. 81 Pizza Hut Special, lost control at 4:09 p.m. in Turn Number Two, slid 620 feet, did one spin and hit the outside wall with the right side of the car. The car continued another 400 feet along the wall coming to rest just into the backstretch. Larry was OK but taken to the track hospital for the mandatory medical check. The car was extensively damaged on its right side.

Scott Brayton, driving the 37T Brayton Engineering March/Buick, crashed going into the third turn at 4:33 p.m. The car appeared to have cut a tire and slid 300 feet before crashing the outside wall with its right side. It then traveled an additional 420 feet on the track surface, stopping just above the tunnel in the north short chute. Fuel and debris touched off a small fire. The car was pretty much destroyed. Scott suffered a contusion on his left hand and a first degree burn over his right eye. He was released after the mandatory check at the track hospital.

Spike Gehlhausen, driving the No. 57 Little Kings Express passed his driver refresher test Thursday. Late in the afternoon, Spike brushed the wall in the fourth turn but continued into the pits.

Oil closed the track early after Dennis Firestone lost an engine just a few minutes before the normal 6 p.m. closing time.

TOP TEN FOR THE MONTH: Mario Andretti (3) 210.575; Rick Mears (6) 209.937; Tom Sneva (1) 207.564; Teo Fabi (33) 207.468; Michael Andretti (99T) 207.325; Gordon Johncock (20) 207.277; Herm Johnson (28) 206.849; Roberto Guererro (9) 206.801; Bobby Rahal (5) 206.043; Al Unser, Jr. (7T) 205.855.

**DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA**



47 - Friday May 11, 1984

TODAY'S FAST FIVE: Mario Andretti (3) 212.414; Gordon Johncock (20) 211.118; Rick Mears (6) 210.624; Tom Sneva (1) 208.623; Michael Andretti (99T) 208.285

Mario Andretti, for the third day in a row, took speed honors at the Indianapolis Motor Speedway, Friday prior to Saturday's opening day of qualifications for the 68th running of the Memorial Day Classic. His fast lap was a sizzling 212.414 mph.

Jordy Johncock was second fast for the day with a lap of 211.118 mph. Andretti and Johncock were the only two drivers to exceed the 211 mph mark during this month's practice.

After the fastest unofficial lap ever at the Indianapolis Motor Speedway, Andretti said, "The time when we ran, conditions were very good....optimum.... very unlikely to happen again. I don't know if everyone is showing their cars. Hope everyone is pouring it on. Pop-off valves are varying considerably....you could get a good one or one that's down. It could mean the difference for the pole. I haven't had the same boost all week with the valves we've had." Asked if he has anything left in the car, he said, "I honestly think we have things to try....will not get to try by tomorrow." He concluded that he doubted if the car would go any faster and it might be tough to repeat the 212 plus lap."

Fifty six cars practiced Friday....a new high for the month. Sixteen of them were in excess of 200 mph.

Michael Chandler was listed in serious but guarded condition at Indianapolis Methodist Hospital Friday after crashing in the third turn. He suffered brain contusions, lacerations of the forehead and lacerations of the left leg when something apparently broke on his car and his No. 88 Dubonnet-Dub Records Eagle/Pontiac slid 340 feet before smacking the wall at the apex of Turn Three. The car slid another 1,140 feet along the outside wall, coming to rest at the start of the fourth turn. He had been practicing just over 200 mph prior to the crash. The accident was reported at 2:02 p.m.

Two observers were treated at the track hospital and released after they were struck by debris from Chandler's crash. They were Roy Brown, 60, and James Brown, 39. The elder Brown suffered a laceration of the left arm and the younger Brown sustained an abrasion of the left wrist and facial bruises. James Brown was also at Station Four on Thursday, when Larry Cannon crashed into the wall.

During the years, everything has been spotted on the track from rabbits to streakers. Friday marked a first when crewmen had to remove a large owl from the track surface.

Saturday's Weather forecast calls for 20 percent chance of precipitation in the early hours of the morning with drying by the time the track opens for practice at 8:30 a.m. The high for the day should be about 70 degrees with skies partly sunny....partly cloudy throughout the day.

After a practice period from 8:30 a.m. to 10:15 a.m., the track will be closed for the opening day of qualifications pageantry. Qualifications are set to get under way at 11 a.m.

TOP TEN FOR THE MONTH: Mario Andretti (3) 212.414; Gordon Johncock (20) 211.118; Rick Mears (6) 210.624; Tom Sneva (1) 208.623; Michael Andretti (99T) 208.285; Ted Fabi (33) 207.468; Roberto Guerrero (9) 207.373; Herm Johnson (28) 207.277; Howdy Holmes (41) 206.659; Bobby Rahal (5) 206.043.

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#8 SATURDAY, May 12, 1984 (First Day of Qualifying)

Good morning ladies and gentlemen of the press. Welcome to the opening day of qualifications for the 68th running of the Memorial Day Classic at the Indianapolis Motor Speedway.

A heavy rain fell over the track area Friday night but crews were out at first light drying the surface so that qualifications might get under way.

The green flag fell to open practice at 9:03 a.m. after a delay because of wet spots still evident on the track. Practice had been scheduled to begin at 8:30 a.m.

Condition up-date: Michael Chandler, whose No. 88 Dubonnet-Curb Records Special crashed in Turn Three Friday, was listed in serious condition at Indianapolis Methodist Hospital Saturday. Hospital officials said Chandler was still unconscious but his vital signs were stable and he was suffering no complications. He is in the hospital's neuro intensive care unit.

9:11 a.m. -- 9:17 a.m. Yellow, track inspection, parts off No. 47 car of Emerson Fittipaldi

9:19 a.m. -- 9:30 a.m. ACCIDENT, YELLOW - Derek Daly, in the No. 61 Proviana Veal Racing car, spun once coming out of Turn Four, slid 360 feet to within one foot of the outside wall, then spun across the track (approx. 400 feet) and came to rest against the inside wall at the north end of the pit entrance. Driver OK, released to drive. Minimal damage to car.

TOP SPEEDS: First Practice Session (Unofficial)

Mario Andretti (3)	209.448
Rick Mears (6)	207.708
Michael Andretti (99)	207.660
Danny Ongais (25)	205.385

Twenty five of 40 cars eligible, made practice runs during the first session.

10:51 a.m. -- 11:03 a.m. YELLOW, ACCIDENT: Stan Fox in the No. 24 Pabst Racing Special got high coming out of Turn Four, no contact with the outside wall, spun two and a half times (approximately 620 feet), across track contact with rear of car for 140 feet along inside wall north of pit entrance. Fox OK...damage to rear of car.

11:13 a.m. -- 11:31 a.m. YELLOW, ACCIDENT: Steve Krisiloff, driving the No. 87 Center Line Racing Special, lost control going into the first turn, did a half spin for 690 feet, clipping the outside wall with the left rear, then continued to the end of the south short chute near the inside of the track. Driver was conscious. Car heavily damaged...chassis bent at almost a 45-degree angle at point where engine attaches to tub. Fiberglass piece flew over the outside fence. Steve transferred to Methodist Hospital by Life Line helicopter for treatment of broken left leg.

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#8 SATURDAY, May 12, 1984

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TOP SPEEDS: Second Practice Session (Unofficial)
Tom Sneva (1) 210.772
Gordon Johncock (20) 210.575

As cars proceeded through the USAC technical inspection area prior to qualification attempts, the No. 22 of Dick Simon was found to have a weight problem with its side pods. The car was sent to the end of the qualification line.

USAC technical officials also sent the No. 35 car of Patrick Bedard to the rear of the line after its wing was found to be too high.

12:15 p.m. -- #50 DENNIS FIRESTONE, 39, Long Beach, CA
Hoosier Transportation Special March/Cosworth

QA - 1 1 -- Yellow, came in

12:25 p.m. -- #6 RICK MEARS, 32, Bakersfield, CA
Pennzoil Z-7 Spl. March/Cosworth

QA - 2 1 -- 43.165 -- 208.502 NTR Q - 1
2 -- 43.193 -- 208.367
3 -- 43.326 -- 207.727
4 -- 43.520 -- 206.801
T -2:53.204 -- 207.847 NTR

12:35 p.m. -- #99T MICHAEL ANDRETTI, 21, Nazareth, PA
Kraco Enterprises, Inc. Special

QA - 3 1 -- 43.264 -- 208.025 Rookie #1 Q - 2
2 -- 43.243 -- 208.126
3 -- 43.388 -- 207.431
4 -- 43.344 -- 207.641
T -2:53.239 -- 207.805

12:41 p.m. -- #47T EMERSON FITTIPALDI, 37, Lanay, Switzerland
GTS Racing Spl. March/Cosworth

QA - 4 1 -- 44.887 -- 200.503 Rookie #2 Q - 3
2 -- 44.845 -- 200.691
3 -- 44.632 -- 201.649
4 -- 44.671 -- 201.473
T -2:59.035 -- 201.078

12:44 p.m. -- #3 MARIO ANDRETTI, 44, Nazareth, PA
Newman/Haas Budweiser Lola Lola/Cosworth

QA - 5 1 -- 42.923 -- 209.687 NTR Q - 4
2 -- 43.117 -- 208.734
3 -- 43.136 -- 208.642
4 -- 44.346 -- 202.950 Came in with engine shut off
T -2:53.522 -- 207.467

12:50 p.m. -- #56 STEVE CHASSEY, 39, Clermont, IN
Genesee Beer Wagon March/Chevy V-8 normally aspirated

QA - 6 1 -- 45.477 -- 197.902 UA -1
2 -- YELLOW BY CREW

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#3 SATURDAY May 12, 1984

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12:53 p.m. -- #2 AL UNSER, SR., 44, Albuquerque, N.M.
Miller High Life Spl. March/Cosworth

QA - 7

1 --	44.090	--	204.128	
2 --	43.973	--	204.671	Q - 5
3 --	44.005	--	204.522	
4 --	44.022	--	204.443	
T	-2:56.090	--	204.441	

12:59 p.m. -- #73 CHRIS KNEIFEL, 23, Riverwoods, IL
Primus Special Primus/Cosworth

QA - 8

1 --	46.829	--	192.139	
2 --	46.836	--	196.352	UA - 2
3 --	45.772	--	196.627	
4 --	YELLOW BY CREW			

1:04 p.m. -- #12 JOHN PAUL, JR., 24, Lawrenceville, GA
VDS/CIRCLE BAR TRUCK CORRAL SPL. Penske/Cosworth

warmed up and came in

1:05 p.m. -- #16 TONY BETTENHAUSEN, 32, Speedway, IN
Proximi Veal Racing, Inc. March/Cosworth

QA - 9

1 --	44.464	--	202.411	
2 --	44.253	--	203.376	Q - 6
3 --	44.459	--	202.434	
4 --	44.327	--	203.037	
T	-2:57.503	--	202.813	

Note: Pancho Carter in the #10 car was sent to the end of the qualifying line by USAC Officials for a weight deflection problem.

1:11 p.m. -- #18T GEOFF BRADHAM, 32, San Clemente, CA
Kraco Car Stereo Spl. March/Cosworth

warmed up and came in

1:17 p.m. -- #76 JACQUES VILLENEUVE, 20, Quebec, Canada
Canadian Tire March March/Cosworth

QA - 10

1 --	45.063	--	199.720	Rookie #3	Q - 7
2 --	44.803	--	200.611		
3 --	45.097	--	199.570		
4 --	44.965	--	200.156		
T	-2:59.908	--	200.013		

1:24 p.m. -- #40 CHIP GANASSI, 25, Pittsburgh, PA
Old Milwaukee March/Cosworth

QA - 11

1 --	44.139	--	203.671	
2 --	44.505	--	202.224	Q - 3
3 --	44.906	--	200.419	
4 --	44.961	--	201.419	
T	-2:58.561	--	201.612	

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NOTE: On earlier sheets duplicated, delete Firestone as "QA - 1"

#3 SATURDAY May 12, 1984

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1:32 p.m. -- #68 JIM CRAWFORD, Scotland and Lees Summit, MO
Ed Wachs Motor Sports, Inc. Theodore/Cosworth

QA - 11 1 -- 45.550 -- 197.585 Rookie UA - 3
2 -- 45.900 -- 196.078
3 -- YELLOW FLAG BY CREW

1:49 p.m. -- #77 TOM GLOY, 36, Lafayette, CA
Simoniz Finish Special March/Cosworth

QA - 12 1 -- 44.151 -- 203.846 Rookie #4 Q - 9
2 -- 44.186 -- 203.684
3 -- 44.159 -- 203.809
4 -- 44.184 -- 203.694
T -2:56.680 -- 203.758

1:56 p.m. -- #1 TOM SNEVA, 35, Paradise Valley, AZ
Texaco Star March/Cosworth

QA - 13 1 -- 43.039 -- 209.113 Q - 10
2 -- 42.878 -- 209.898 NTR
3 -- 42.771 -- 210.423 NTR
4 -- 42.717 -- 210.609 NTR
T -2:51.405 -- 210.029 NTR

2:06 p.m. -- #55 JOSELE GARZA, 25, Mexico City, Mexico
Schaefer/Mechinists Union Special

QA - 14 1 -- 44.734 -- 201.189 Q - 11
2 -- 44.873 -- 200.566
3 -- 44.936 -- 200.285
4 -- 44.905 -- 200.423
T -2:59.448 -- 200.615

2:11 p.m. -- #20 GORDON JOHNCOCK, 47, Coldwater, MI
STP Oil Treatment Spl. March/Cosworth

QA - 15 1 -- 43.309 -- 207.809 Q - 12
2 -- 43.313 -- 207.790
3 -- 43.411 -- 207.321
4 -- 43.423 -- 207.263
T -2:53.456 -- 207.545

2:25 p.m. -- #37 SCOTT BRAYTON, 25, Coldwater, MI
Buick Dealers of America Special March/Cosworth

QA - 16 1 -- 45.091 -- 199.685 UA - 4
2 -- Crashed in Turn One

2:26 p.m. -- 2:46 p.m. YELLOW, ACCIDENT: Scott Brayton in the Buick
Dealers of America Special No. 37, crashed in
the first turn. The car was coming out of turn
one, tapped the wall, did a half spin and came
to rest at the bottom of the track. Driver checked
at track hospital and released, damage to rear of
car.

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#8 SATURDAY, May 12, 1984

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2:46 p.m. -- #33 TEO FABI, 28, Milan, Italy
Forsythe Racing Skoal Bandit March/Cosworth

QA - 17

1	--	43.888	--	205.067	
2	--	43.934	--	204.853	Q - 13
3	--	44.290	--	203.206	
4	--	44.705	--	201.320	
<hr/>					
T	--	2:56.817	--	203.600	

2:54 p.m. -- #21 AL HOLBERT, 37, Washington, PA
C.R.C. Chemical Spl. March/Cosworth

QA - 18

1	--	44.592	--	201.830	
2	--	44.275	--	203.275	Q - 14
3	--	44.153	--	203.837	
4	--	44.306	--	203.133	
<hr/>					
T	--	2:57.326	--	203.016	

2:59 p.m. -- #7T AL UNSER, JR., Albuquerque, N.M.
Albuquerque, N.M.

QA - 19

1	--	44.352	--	202.922	
2	--	44.210	--	203.574	Q - 15
3	--	44.132	--	203.934	
4	--	44.294	--	203.188	
<hr/>					
T	--	2:56.988	--	203.404	

3:04 p.m. -- #28 HERM JOHNSON, 31, Eau Claire, WI
Menard Cashway Lumber Special March/Cosworth

QA - 20

1	--	43.904	--	204.993	
2	--	44.162	--	203.795	Q - 16
3	--	43.989	--	204.597	
4	--	43.883	--	205.091	
<hr/>					
T	--	2:55.938	--	204.618	

3:09 p.m. -- #84 JOHNNY RUTHERFORD, 46, Ft. Worth, TX
Calumet Farms Racing March/Chevy V-6

QA - 21

1	--	45.336	--	198.518	
2	--	45.244	--	198.921	UA - 5
3	--	Crew Waved Yellow			

3:19 p.m. -- #22 DICK SIMON, 50, San Juan Capistrano, CA
Break Free Special March/Cosworth

Warmed up and lost engine

3:23 p.m. -- #14 A.J. FOYT, JR., 49, Houston, TX
Gilmore-Foyt Racing March/Cosworth

QA - 22

1	--	43.034	--	209.137	
2	--	Slowed in South Chute			UA - 6

3:29 p.m. -- #5 BOBBY RAHAL, 31, Dublin, OH
7-Eleven/Red Roof Inns March March/Cosworth

QA - 23

1	--	44.447	--	202.188	
2	--	44.492	--	202.234	Q - 17
3	--	44.498	--	202.256	
4	--	44.578	--	201.893	
<hr/>					
T	--	2:58.015	--	202.230	

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#3 SATURDAY May 12, 1984

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3:35 p.m. -- #30 DANNY SULLIVAN, 34, Louisville, KY
Domino's Pizza "Hot One" March/Cosworth

QA - 24

1 --	45.715	--	196.872	
2 --	46.033	--	195.512	Q - 18
3 --	45.856	--	196.267	
4 --	46.028	--	195.533	
T	3:03.632	--	196.044	

3:41 p.m. -- #9 ROBERTO GUERRERO, 25, Medellin, Columbia
Master Mechanic Tools March/Cosworth

QA - 25

1 --	44.010	--	204.499	UA - 7
2 --	43.923	--	204.904	
3 --	44.311	--	203.110	
4 --	Yellow - Cowling came off car			

3:54 p.m. -- #41T HOWDY HOLMES, 34, Ann Arbor, MI
Mayer Motor Racing Ltd. Special March/Cosworth

QA - 26

1 --	43.297	--	207.867	Q - 19
2 --	43.227	--	208.203	
3 --	43.352	--	207.603	
4 --	43.220	--	208.237	
T	2:53.096	--	207.977	

4:02 p.m. -- YELLOW: Track inspection by Speedway and USAC Officials

4:11 p.m. -- #35 PATRICK BEDARD, 42, New York, NY
Escort Radar Warning Special March/Duick V-6 Turbo

QA - 27

1 --	44.119	--	203.994	Q - 20
2 --	44.301	--	203.156	
3 --	44.802	--	200.884	
4 --	45.071	--	199.605	
T	2:58.293	--	201.915	

4:18 p.m. -- #50 DENNIS FIRESTONE, 39, Long Beach, CA
Hoosier Transportation Special March/Cosworth

QA - 28

1 --	45.519	--	197.720	UA - 8
2 --	Slowed and came in			

4:31 p.m. -- #73 CHRIS KNEIFEL, 23, Riverwoods, IL
Primus Special Primus/Cosworth

QA - 29

1 --	44.998	--	200.009	2nd Attempt	Q - 21
2 --	44.922	--	200.347		
3 --	44.990	--	200.040		
4 --	45.241	--	198.935		
T	3:00.152	--	199.831		

4:42 p.m. -- #56 STEVE CHASSEY, 39, Clermont, IN
Genesee Beer Wagon March/Chevy V-8 normally aspirated

QA - 30

1 --	45.671	--	197.062	2nd Attempt	UA - 9
2 --	45.456	--	197.994		
3 --	45.404	--	198.220		
4 --	Crashed in Turn Four				

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#8 SATURDAY May 12, 1984

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4:49 p.m. YELLOW LIGHT, ACCIDENT: Steve Chassey in the No. 56 Genesee Beer Wagon, lost it in Turn Four, slid 330 feet, hit wall with left rear of car, slid 580 feet along wall. Driver had minor contusions on the right shin. Car is extensively damaged.

5:05 p.m. -- #10 PANCHO CARTER, 33, Brownsburg, IN
American Dream Racing Team March/Cosworth

QA - 31 1 -- 44.711 -- 201.293 Q - 22
2 -- 44.479 -- 202.343
3 -- 44.455 -- 202.452
4 -- 44.732 -- 201.198
T -2:58.377 -- 201.820

5:17 p.m. -- #22 DICK SIMON, 50, San Juan Capistrano, CA
Break Free Special March/Cosworth

QA - 32 1 -- 44.615 -- 201.726 Q - 23
2 -- 44.540 -- 202.066
3 -- 44.504 -- 202.229
4 -- 44.705 -- 201.320
T -2:58.364 -- 201.834

5:22 p.m. -- #18 GEOFF BRABHAM, 32, San Clemente, CA
Kraco Car Stereo Special March/Cosworth

QA - 33 1 -- 44.315 -- 203.092 Q - 24
2 -- 43.884 -- 205.086
3 -- 43.816 -- 205.404
4 -- 43.654 -- 206.167
T -2:55.669 -- 204.931

5:27 p.m. -- #9 ROBERTO GUERRERO, 25, Medellin, Columbia
Master Mechanic Tools March/Cosworth

QA - 34 1 -- 43.699 -- 205.954 2nd Attempt Q - 25
2 -- 43.983 -- 206.503 Rookie #5
3 -- 43.951 -- 204.773
4 -- 43.765 -- 205.644
T -2:54.998 -- 205.717

5:37 p.m. -- #57 SPIKE GEHLHAUSEN, 29, Speedway, IN
Little Kings Express March/Cosworth

QA - 35 1 -- 44.859 -- 200.629 Q - 26
2 -- 44.763 -- 201.059
3 -- 44.857 -- 200.638
4 -- 45.092 -- 199.592
T -2:59.571 -- 200.478

5:39 p.m. -- #4 A.J. FOYT, 49, Houston, TX
Jim Greer-Gilmore Special March/Cosworth

QA - 36 1 -- 44.276 -- 203.270 Q - 27
2 -- 43.980 -- 204.638
3 -- 44.262 -- 203.335
4 -- 44.074 -- 204.202
T -2:56.592 -- 203.860

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#8 SATURDAY May 12, 1984

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5:44 p.m. -- #25 DANNY ONGAIS, 42, Santa Ana, CA
Interscope Racing Corp. March/Cosworth

QA - 37 1 -- 44.174 -- 203.740 Q - 28
 2 -- 44.098 -- 204.091
 3 -- 44.103 -- 204.068
 4 -- 44.115 -- 204.012
 T -2:56.490 -- 203.978

5:50 p.m. -- The track opened for practice for the first time since
Qualifying began today.

6:00 p.m. -- The track closed.

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80 SATURDAY May 12, 1984

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UNOFFICIAL

PROVISIONAL STARTING LINEUP FOR THE 1984 INDIANAPOLIS 500-MILE RACE

<u>POS.</u>	<u>CAR NO.</u>	<u>DRIVER</u>	<u>CHASSIS/ENGINE</u>	<u>TIME</u>	<u>SPEED</u>
ROW 1					
1	1	Tom Sneva	March/Cosworth	2:51.405	210.029
2	41	Howdy Holmes	March/Cosworth	2:53.096	207.977
3	6	Rick Means	March/Cosworth	2:53.204	207.847
ROW 2					
4	99	Michael Andretti-R	March/Cosworth	2:53.239	207.808
5	20	Gordon Johncock	March/Cosworth	2:53.456	207.547
6	3	Mario Andretti	Lotus/Cosworth	2:53.522	207.467
ROW 3					
7	9	Roberto Guerrero-R	March/Cosworth	2:54.998	205.717
8	18	Geoff Brabham	March/Cosworth	2:55.619	204.931
9	28	Norm Johnson	March/Cosworth	2:55.938	204.629
ROW 4					
10	2	Al Unser	March/Cosworth	2:56.090	204.442
11	25	Danny Ongaro	March/Cosworth	2:56.498	203.878
12	4	R.J. Ryan	March/Cosworth	2:56.592	203.806
ROW 5					
13	77	Tom Cloy-R	March/Cosworth	2:56.688	203.758
14	33	Teo Fabi	March/Cosworth	2:56.817	203.606
15	17	Al Unser, Jr.	March/Cosworth	2:56.988	203.464
ROW 6					
16	21	Al Holbert-R	March/Cosworth	2:57.381	203.316
17	16	Tony Bettenhausen	March/Cosworth	2:57.808	202.808
18	5	Bobby Rahal	March/Cosworth	2:58.015	202.628
ROW 7					
19	35	Pat Peders	March/March V6	2:58.288	201.941
20	22	Dick Simon	March/Cosworth	2:58.364	201.884
21	10	Rancho Carter	March/Cosworth	2:58.377	201.828
ROW 8					
22	40	Chip Ganassi	March/Cosworth	2:58.561	201.617
23	47	Emerson Fittipaldi-R	March/Cosworth	2:59.035	201.070
24	55	Desele Garza	March/Cosworth	2:59.448	200.518
ROW 9					
25	57	Spike Gehlhausen	March/Cosworth	2:59.571	200.478
26	76	Jacques Villeneuve-R	March/Cosworth	2:59.988	200.018
27	73	Chris Kneifel	March/Cosworth	3:00.152	199.921
ROW 10					
28	30	Danny Sullivan	DSR/Cosworth	3:03.632	196.014

FIELD AVERAGE FOR 28 CARS: 203.536 mph.

FIELD AVERAGE FOR 28 CARS 1983 - 199.37 PERCENTAGE 5.463 mph FASTER IN 1984

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#9 SUNDAY May 13, 1984

Heavy rains over Saturday night delayed the opening of the Indianapolis Motor Speedway Sunday. Practice opened under caution at 12:37 p.m. and the green was given at 12:49 p.m.

YELLOW 12:51 p.m. - 1:15 p.m.....Phil Caliva (59) appeared to be oiling the track. Track inspection.

The 26th Annual "500" Golf Tournament is set to tee off on a Florida Scramble with a "Shotgun" start at 10 a.m. on Monday, May 21. Registration fee is \$25, which includes an electric golf cart, buffets, liquid refreshments and prizes. The first place team will pick up a \$1,000 gift certificate, with a \$500 gift certificate to the second place finishers and \$300 to the third place team. Deadline for entry is 6 p.m., Friday, May 18. Pick up entry blanks and return them to Bob Laycock in the trackside press room.

5:04 p.m. -- #64 ED PIMM, 28, Dublin, OH
Jet Engineering March/Chevy V-8

QA - 38 1 -- 45.812 -- 196,455 Rookie UA - 10
2 -Pulled into Pits

5:16 p.m. -- #84 JOHNNY RUTHERFORD, 46, Ft. Worth
Calumet Farms Racing March/Chevy V-6

QA - 39 1 -- Took green, off it 2nd Attempt UA - 11

RUTHERFORD--First thought it was ignition problem. Johnny said car was "binding up" in the second turn. Thought maybe it was a piston. Car now has two attempts against it.

ED PIMM-- Said his car was understeering, pushing. He pulled off the course after his first lap.

5:26 p.m. -- YELLOW, ACCIDENT: John Paul, Jr., driving the No. 12 VDS/Circle Bar Truck Corral car, lost control coming into Turn Four, slid 300 feet, made one spin into wall, spun another turn and a half for 580 feet, then into inside wall just north of the pit entrance. Car extensively damaged on right side and rear. Driver taken to Methodist Hospital for X-rays of lower legs.

5:55 p.m. -- Phil Caliva took his No. 69 American Dream Racing Team car out for a qualification attempt but did not take the green. Said there was an object in the groove on the race course. Was allowed another chance at the qualification attempt by USAC officials. Went out again but did not take the green.

6:05 p.m. -- Track closed.

Many of the cars taking practice runs Sunday were those which had already qualified on Saturday. A total of 20 cars were on the track. The fastest unofficial speed recorded was a 204.127 mph by the No. 6 car of Rick Mears.

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#10 MONDAY May 14, 1984

TODAY'S FAST FIVE: Rick Mears (6) 209.302; Teo Fabi (33) 208.429; Mario Andretti (3) 207.996; Roberto Guererro (9T) 207.182; Gordon Johncock (20) 206.753.

A handful of drivers continued their quest for speed Monday, while other drivers, already qualified, were testing race day set ups. Rick Mears had fast time of the day Monday, turning a lap of 209.302 mph, shortly before 6 p.m. Other drivers, already qualified, who made practice runs Monday were Al Unser Sr. in the No. 2 car, Mario Andretti in the No. 3, Pancho Carter in the No. 10, Tony Bettenhausen in the No. 16, Chip Ganassi in the No. 40 and Tom Gloy in the No. 77. Teo Fabi had his fastest of the month Monday as he pushed the No. 33 Forsythe Racing/Skoal Bandit to 208.429.

Unqualified cars on the track for practice Monday included Pete Halsmer in the No. 11T, Roberto Guerrero in his back-up No. 9T, Bill Alsup in No. 27, Dick Ferguson in No. 31, Johnny Parsons in No. 59, Jerry Karl in No. 52, Phil Caliva in No. 69, Tom Bigelow in No. 75, Phil Krueger in No. 85 and Johnny Parsons in car No. 59.

Rick Mears on Monday's practice runs: "We are working for consistency in our race setup and I'm happy about how things are going. We were running with almost full loads of fuel and our timer clocked three of my laps in the 208's. On my final lap the track timed me a 209.302. It was a good day."

Only 18 cars and drivers appeared on the track Monday. A year ago, on the Monday following the first weekend of qualifications, 38 cars practiced. On that day in 1983, Bobby Rahal had fast lap at 202.429 mph.

Dick Ferguson passed his driver refresher test in the No. 31 car Monday.

Cars in line for qualifications at the time the track closed Sunday and the potential orders for qualification attempts for next weekend is as follows:

27	Alsup	45	
59	Parsons	61	Daly
8	G. Bettenhausen	50	Firestone
14		68	Crawford
34		84	Rutherford
18		24	Fox
64	Pimm	85	Krueger
65	Chassey	69	Caliva
55T			

The Championship Drivers Association will host 40 children from the Children's Bureau at the Anso IV Suite (25), on the Hulman Terrace, Tuesday, May 15 at 12:30 p.m. The children will go on a tour of the Hall of Fame Museum.

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#11 TUESDAY May 15, 1984

TODAY'S FAST FIVE: Teo Fabi (33) 208.671; Rick Mears (6) 207.852; Tom Sneva (1) 207.039; Bobby Rahal (5) 205.949; Mario Andretti (3T) 203.114

Car jumping began Tuesday as Johnny Parsons took the No. 34 Wysard Racing car out. The car had been vacated by Desire Wilson on Sunday. Jerry Karl took over the cockpit of the No. 59 McCray car in which Parsons had been entered.

Business trackside picked up somewhat Tuesday with 29 cars making appearances on the oval.

Cars and drivers already qualified and setting up for race day, included Tom Sneva in the No. 1 Texaco Star, Al Unser Sr. in the No. 2 Miller High Life Special, Bobby Rahal in the No. 5 7-Eleven/Red Roof Inns March, Pancho Carter in the No. 10 American Dream Racer, Danny Sullivan in the No. 30 Domino's Pizza "Hot One", Chip Ganassi in the No. 40 Patrick Racing Team car, Tom Gloy in the No. 77 Simoniz Finish Special, Chris Kneifel in the No. 73 Spa*Erobics car, Patrick Bedard in the No. 35 Escort Radar Special, Spike Gehlhausen in the No. 57 Little Kings Express, Rick Mears in the No. 6 Pennzoil Z-7 Special and Teo Fabi in the No. 33 Skoal Bandit.

Car and driver combinations, not-yet qualified, which appeared on the track Tuesday included Mario Andretti in his No. 3T Newman-Haas Budweiser Lola, Gary Bettenhausen in the No. 8 H & R Racing Special, John Paul in the No. 12 VDS/Associates car, Stan Fox in the No. 24 Leader Cards Racer, Bill Alsup in the No. 27 Alsup Racing March, Johnny Parsons in the No. 34 Wysard Racing car, Jerry Karl in the No. 59 McCray Racing car, Gordon Johncock in the No. 60 Patrick Racing car, Phil Caliva in the No. 69 American Dream Racer, Tony Bettenhausen in the No. 74 Provimi Veal car, Michael Andretti in the No. 99 Electrolux/Kraco Special, Jacques Villeneuve in the No. 76T Canadian Tire car, Tom Bigelow in the No. 75 Baer Concrete Special, Dick Ferguson in the No. 31 Tom Hess car, Howdy Holmes in the No. 41T Mayer Motor Racing car and Dennis Firestone in the No. 50 Hoosier Transportation car.

Dennis Firestone pushed the No. 50 Hoosier Transportation Special to 201.027 just before track closing Tuesday night.

CONDITION UP-DATES--Michael Chandler is now listed as "improving" at Indianapolis Methodist Hospital, where he was taken following a crash last Friday. Hospital officials said that he was able to take liquids but was not completely conscious. He was removed from the hospital's intensive care unit. However, Steve Krisiloff, injured in a Saturday crash, is being kept for observation at Methodist Hospital. Doctors said he had developed a fever.

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#12 WEDNESDAY May 16, 1984

TODAY'S FAST FIVE: Rick Mears (6) 208.768; Dick Simon (22T) 205.104; Tom Sneva (41T) 205.011; Al Unser, Sr. (2T) 204.964; Derek Daly (61) 203.942

Late Wednesday afternoon, Danny Sullivan took his new Lola out of the box and pushed it to 203.527 mph.

Three other drivers, not yet qualified for this year's race, pushed their cars above the 200 mph mark Wednesday with only two days of practice remaining before the final weekend of qualifications. They included George Snider in the No. 4 Calumet Farms Racing Special at 202.931 mph, Derek Daly in the No. 61 Provimi Veal car at 203.942 and Phil Krueger in the No. 35 Ellme Racing Special.

Four drivers, already qualified for the race, took fast runs in their back-up mounts. Tom Sneva hit 205.011 in the No. 41T Texaco Star, Dick Simon hit 205.104 in his No. 22T Break Free Special, and Al Unser, Sr. in the No. 2 at 204.9.

Of the cars qualified, Rick Mears had fast time of the day with a 208.768 in his No. 6 Pennzcoil Z-7 Special.

Roger Mears found himself in familiar territory Wednesday, taking over the 55T Machinists Union car.

Other cars out for the first time included the 25T with Danny Ongais at the wheel, the No. 38 driven by Chet Phillip, and Al Unser, Sr., in the No. 2T car.

CONDITION UP-DATES: Michael Chandler, injured in a crash here last Friday continued to improve at Indianapolis Methodist Hospital Wednesday. Hospital officials said he was eating well, starting to talk and would be allowed to get out of bed. He is listed in stable condition.

Hospital officials said they would release Steve Krisiloff Wednesday. He had been held at the hospital since Saturday when he was injured during a practice run.

John Paul, Jr., who has been suffering from headaches underwent tests, including a catscan, at Indianapolis Methodist Hospital Tuesday night. Results of those tests raised some question and he returned for more tests on Wednesday morning. While those test results were negative, the headaches persisted and he has not been released to drive. Dr. Henry Bock, Indianapolis Motor Speedway physician, said he would check Paul again on Thursday to see if he felt Paul could be released to drive. His car crashed against the fourth turn wall Sunday.

Tony Hulman George, grandson of the late Tony Hulman and Indianapolis Motor Speedway Foundation executive vice president, will drive his first professional auto race at Indianapolis Raceway Park the night before this year's Indy 500. Tony has attended three of the nation's top driving schools under the tutorship of Jim Russell, Bob Bonderant and Skip Barber. He will be behind the wheel of a Formula Ford, in an added event with USAC midgets that night.

- IMS -

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#13 THURSDAY May 17, 1984

TODAY'S FAST FIVE: Rick Mears (2T) 208.816; Danny Sullivan (30T) 206.801; Michael Andretti (99T) 205.245; Emerson Fittipaldi (47) 204.824; Stan Fox (24) 202.338.

Of the car and drivers not yet qualified for the 1984 Indy 500, Danny Sullivan continued to be the speed story on Thursday. He pushed the new Lola/Cosworth to a speed of 206.801 mph. His DSR/Cosworth is already in the field, the slowest car at an average speed of 196.044 mph.

Rick Mears continued testing in the No. 2T car assigned as a back-up for Al Unser. His lap of 208.816 mph in that car was the fastest lap of the day.

Other speeds of the day in excess of 200 mph included A.J. Foyt in the No. 14 car, Emerson Fittipaldi in the No. 47 (qualified), Geoff Brabham in his No. 18 backup, Josele Garza in the No. 55 (qualified), Stan Fox in the No. 24, Johnny Parsons in the No. 34, Scott Brayton in the No. 37, Howdy Holmes in the No. 41T, Kevin Cogan in the No. 98 (first time on the track), Michael Andretti in the No. 99T and Steve Chassey in the No. 65.

Jacques Villeneuve, driving the No. 76T Canadian Tire Special, crashed at 4:09 p.m. in the fourth turn. The car was low coming out of Turn Three when it made a half spin 240 feet to the outside wall, smacking the concrete with its left rear. It slid along the wall backwards for 1,080 feet, coming to a stop going into Turn Four. Car was demolished. Villeneuve was taken semi-conscious to the Methodist Hospital trauma center following the crash. UP-DATE...has a concussion...undergoing catscan and other tests...listed in satisfactory condition....talking in both French and English.

Eight crews will compete for the Miller/Indy Pit Stop Championship Thursday. Automatic qualifiers include the Texaco Star Team of Tom Sneva, the Jiffy Mixes Team of Howdy Holmes, the Pennzoil Z-7 Team of Rick Mears and the Electrolux Team of Michael Andretti. Finalists, determined by their times on preliminary competition, include the CRC Chemical Team of Al Holbert, the Break Free Team of Dick Simon, the Forsythe/Skoal Bandit Team of Teo Fabi and the Simoniz Finish Team of Tom Gloy. Sneva's Team will be pitted against Gloy's, Holmes' Team against Fabi's, Mears' Team against Simon's and Michael Andretti's Team against Holberts. The winning team will be awarded \$20,000 with \$10,000 going to the runner-up team. The total purse is \$45,000.

Eighty-six cars were now on hand at the track, a new track record. There were 85 cars housed at the track in 1981.

-IMS-

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#14 FRIDAY May 18, 1984

TODAY'S FAST FIVE: Danny Sullivan (30T) 206.896; Scott Brayton (37) 205.902; Kevin Cogan (98) 203.573; Emerson Fittipaldi (47) 202.885; Al Unser, Jr. (2) 202.474.

The last final full day of practice before the final weekend of qualification saw a hot track but few hot laps. Air temperatures were in the low 80's Friday, the warmest day of the month thus far.

Three cars already qualified topped the 200 mph marker. They included A. Unser, Jr. in the No. 7 Coors Light Silver Bullet, Herm Johnson in the No. 28 Menard Cashway Lumber Special, and Emerson Fittipaldi in the No. 47 GTS Racing Special.

Cars, not yet qualified, which topped the 200 mph mark Friday included Danny Sullivan in the No. 30T Lola entered by Domino's Pizza, Scott Brayton in the No. 37 Buick Dealers of America Special, Derek Daly in the No. 61 Provimi Veal Racing car, Chris Kneifel in the No. 72T Primus Spa*Erobics/Living Well car and Kevin Cogan in the No. 98 Leiger-Curb LC-02 car. A total of 35 cars, five of them qualified and 30 not yet qualified appeared on the track.

Seventeen cars are now listed in line for runs when qualifications open on Saturday morning. They are listed as they were in line at the close of qualifications last weekend. Other cars which wish to be placed in line will draw for qualification spots after 6 p.m. tonight. That list will be made available when ready.

CONDITION UP-DATES: Michael Chandler continues to improve. He is still a patient at Indianapolis Methodist Hospital. He has been talking with his relatives and underwent plastic surgery to repair a broken nose Friday. Jacques Villeneuve, injured in a crash in Turn Three on Thursday afternoon, is in satisfactory condition at Indianapolis Methodist Hospital. His catscan was negative but doctors are continuing to hold him for observation.

Of the 28 drivers with cars already qualified for this year's race six are rookies. They are Michael Andretti, Roberto Guerrero, Tom Gloy, Al Holbert, Emerson Fittipaldi and Jacques Villeneuve.

Of those qualified, five are second generation Indy car drivers. They are Michael Andretti, Al Unser, Jr., Tony Bettenhausen, Pancho Carter and Geoff Brabham. Two of the five, Michael Andretti and Al Unser, Jr. are sons of former winners. It is conceivable that three other second generation Indy car drivers could make the field. Those would be Johnny Parsons, son of 1950 winner Johnnie Parsons; Gary Bettenhausen, eldest son of Tony Bettenhausen, Sr.; and Scott Brayton, whose father Lee attempted to make the Indy 500 but was never in the race, although he drove other Indy car races.

Seven foreign born drivers are already in the tentative line-up for the 68th running of the Memorial Day Classic. They are Mario Andretti, who was born in Trieste, Italy, Geoff Brabham of Australia, Roberto Guerrero of Columbia, Emerson Fittipaldi of Brazil, Jacques Villeneuve of Canada, Teo Fabi of Italy and Josele Garza of Mexico.

ORDER OF QUALIFICATION: From last week's remaining line and Friday's draw-- No. 27 Alsup, No. 59, No. 8 G. Bettenhausen, No. 14, No. 37 Parsons, No. 18, No. 64 Pimm, No. 65, Chassey, No. 55T Roger Mears, No. 45, No. 61 Daly, No. 50 Firestone, No. 68 Crawford, No. 84 Rutherford, No. 24 Fox, No. 85 Krueger, No. 69 Caliva, No. 42 Bigelow, No. 72, No. 74, No. 22T, No. 37 Brayton, No. 75 Bigelow, No. 72T, No. 60, No. 98 Cogan, No. 12 Paul, No. 80, No. 11T Halsmer, No. 83 Pimm, No. 66 Jerry Sneva, No. 38 Phillip, No. 30T Sullivan, No. 36 Ciprich, No. 31 Firestone.

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#15 SATURDAY May 19, 1984

CORRECTION: By the end of the first week of qualifications, 40 qualification attempts had been made rather than 39. Attempt No. 22 was made at 3:19 p.m. by Dick Simon. It was listed in last week's report that Simon lost an engine before taking the green flag. He not only took the green but completed two laps:

QA 22 1 -- 44.493 -- 202.279
 2 -- 44.304 -- 203.142
 3 -- came into pits

This would then move later qualifiers up one number on the sheets: i.e.-- A.J. Foyt's aborted run at 3:23 p.m. would be QA-23 and Bobby Rahal's qualification at 3:29 p.m. would be QA -24, and so on through the remainder of the sheets.

11:02 a.m. -- #27 BILL ALSUP, 45, Woodstock, Vermont
 Alsup Racing March March/Cosworth

QA - 41 1 -- 45.265 -- 198.829 UA - 11
 2 -- 45.267 -- 198.820
 3 -- Yellow by crew

11:07 a.m. -- Jerry Karl out in the No. 59 McCray Racing car...speed not enough...pulled off without taking green.

11:10 a.m. -- #8 GARY BETTENHAUSEN, 42, Monrovia, IN
 H & R Racing Spl. March/Cosworth

QA - 42 1 -- 44.987 -- 200.058 UA - 12
 2 -- 45.192 -- 199.150
 3 -- 45.258 -- 198.860
 4 -- Yellow Flag by Crew

11:16 a.m. -- #14 GEORGE SNIDER, 43, Bakersfield, CA
 (#4T) Gilmore-Foyt Racing March/Cosworth

QA - 43 1 -- 44.279 -- 203.257 2nd Attempt Q - 29
 2 -- 44.663 -- 201.509
 3 -- 44.624 -- 201.685
 4 -- 44.775 -- 201.005
 T -2:58.341 -- 201.860

11:20 a.m. -- #34 JOHNNY PARSONS, 39, Indianapolis, IN
 Wysard Racing Team

QA - 44 1 - Took green but pulled into pits UA - 13

11:23 a.m. -- #65 STEVE CHASSEY, 39, Clermont, IN
 Brothers Racing

QA - 45 1 - Took green, crashed in turn one UA - 14

11:26 a.m. -- YELLOW, ACCIDENT: On the first lap of his qualification attempt in the No. 65 Brothers Racing Special, Steve Chassey crashed in the first turn. The car made a half spin 360 feet into the outside wall of Turn One with left side of car, then slid 660 feet into the inside retaining barrier in Turn Two. Chassey was awake and stable...taken to Indianapolis Methodist Hospital in the Lifeline Helicopter.

11:47 a.m. -- #55 ROGER MEARS, 37, Bakersfield, California
 Schaefer/Machinists Special

QA - 46 1 -- 46.024 -- 195.550 UA - 15
 2 -- 46.214 -- 194.761
 3 -- 46.842 -- 194.834

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11:55 a.m. -- #61 DEREK DALY, 31, DUKLIN, Ireland
Provimi Veal Racing, Inc. Spl. March/Cosworth

QA - 47 1 -- 44.430 -- 202.338 Q - 30
 2 -- 44.516 -- 202.174
 3 -- 44.431 -- 202.561
 4 -- 44.401 -- 202.698
 T -2:57.828 -- 202.443

12:02 p.m. -- #50 DENNIS FIRESTONE, 39, Long Beach, CA
Hoosier Transportation Special March/Cosworth

QA - 48 1 -- 44.498 -- 202.256 2nd Attempt Q - 31
 2 -- 44.502 -- 202.238
 3 -- 44.549 -- 202.025
 4 -- 45.362 -- 198.404 Brushed wall on last lap
 T -2:58.911 -- 201.217

12:09 p.m. -- #84 JOHNNY RUTHERFORD, 46, Fort Worth, TX
Calumet Farms Racing March/Chevy V-6

QA - 49 1 -- Took green, came in 3rd Attempt UA - 16

12:14 p.m. -- #24 STAN FOX, 31, Janesville, WI
Leader Cards Special March/Cosworth

QA - 50 1 -- 45.501 -- 197.798 UA - 17
 2 -- 45.034 -- 199.627
 3 -- Yellow flag by crew

12:19 p.m. -- #98 KEVIN COGAN, 28, Redondo Beach, CA
Dubonnet-Curb Records Speial Eagle/Pontiac V-8

QA - 51 1 -- 44.180 -- 203.712 Q - 32
 2 -- 44.181 -- 203.707
 3 -- 44.144 -- 203.878
 4 -- 44.293 -- 203.192
 T -2:56.798 -- 203.622

12:24 p.m. -- #11T PETE HALSMER, 40, Lafayette, IN
Colonial/WISH-TV/Payless Special Penske/Cosworth

QA - 52 1 -- 45.211 -- 199.067 UA - 18
 2 -- 45.261 -- 198.847
 3 -- Crew flagged off with yellow

12:30 p.m. -- #30T DANNY SULLIVAN, 34, Louisville, KY
Domino's Pizza "Hot One" Lola/Cosworth

QA - 53 1 -- 43.882 -- 205.095 Q - 33
 2 -- 44.075 -- 204.197
 3 -- 44.352 -- 202.922 Withdrew his No. 30 Car qualified
 4 -- 44.537 -- 202.079 at an average speed of 196.044
 T -2:56.846 -- 203.567 last week.

12:49 p.m. -- #37 SCOTT PRAYTON, 25, Coldwater, MI
Buick Dealers of America Special March/Buick V-6 TC

QA - 54 1 -- 44.349 -- 202.936 Q - 34
 2 -- 44.432 -- 202.557
 3 -- 43.980 -- 204.638
 4 -- 44.024 -- 204.434
 T -2:56.785 -- 203.637

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1:35 p.m. Tom Bigelow went out for an attempt in the No. 75 Baer Concrete Special, took his warm-up laps but did not take the green flag.

CONDITION UP-DATE: Steve Chassey was admitted to the Intermediate Care Unit at Indianapolis Methodist Hospital with a concussion. He has no broken bones.

CORRECTIONS: This is a correction of the chassis of cars making attempts on Saturday May 19--Sheet one--Roger Mears was driving a Penske/Cosworth; Sheet two--Kevin Cogan, an Eagle/Pontiac; Danny Sullivan, a Lola/Cosworth; Scott Brayton a March/Buick V-6-TC; Dennis Firestone a March/Cosworth and Pete Halsmer a Penske/Cosworth.

1:40 p.m. -- Green light opened practice.

1:41 p.m. -- YELLOW ACCIDENT: Jerry Karl, driving the No. 59 McCray Racing Special lost it in Turn One, did one spin for 360 feet, hit wall with right side of car, slid away from wall an additional 360 feet, car washed out, driver OK but taken to Track Hospital for a mandatory check-up. Released from track hospital. Ordered not to drive for remainder of day.

1:44 p.m. -- YELLOW ACCIDENT: Chuck Ciprich, driving the No. 36 Pace Electronics Special, lost control coming out of Turn One, did one spin for 460 feet into the outside wall with the right side of the car, slid along the wall for 360 feet and came to a stop in south short chute, only slight damage to car...driver checked at track hospital and released.

Jim Gilmore announced shortly after 2 p.m. Saturday he had purchased the No. 7 back-up car of Al Unser Jr. and it was being refitted for Johnny Ruthford. It will appear on the track as the No. 84T. Names and numbers of the Foyt-Gilmore cars will be sorted out before race day.

STOCK BLOCK RECORD

Scott Brayton, qualifying his March 84C/turbo Buick V-6 today at 203.637 mph, broke the qualifying records for stock blocks set only a week ago by his Brayton Racing teammate, Patrick Dedard.

With a first-day qualifying speed of 201.915 mph on May 12 with another March 84C/turbo Buick V-6, Dedard had become the first driver to penetrate the 200-mph barrier in qualifying a stock block powered car for the race. His speed in the Escort Radar Warning Special (Car No. 35) broke the previous records for both turbo and normally aspirated stock block engines. They were: Turbo -- 194.595 mph by Pete Halsmer in 1982 (Chevrolet V-8). Normally aspirated -- 198.042 mph by Michael Chandler in 1982 (Chevrolet V-8)

Beyond their weekend-to-weekend speed records, Brayton and Dedard also put the first Buick engines into the race in 22 years.

Sam Gurney raced the last Buick engine here, an aluminum block V-8 used in Mickey Thompson's Harvey Aluminum Special in 1962. Gurney qualified the car at 147.886 mph, good for a third-row start, but a rear axle failure forced him to retire after 93 laps of the race won by Rodger Ward.

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4:45 p.m. -- #75 TOM BIGELOW, 44, Winchester, IN
Daer Concrete Special March/Cosworth

QA - 55 1 -- Took green and stalled

UA - 19

5:50 p.m. -- #84T JOHNNY RUTHERFORD, 46, Ft. Worth, TX
Foyt/Gilmore Team March/Cosworth

QA - 56 1 -- 44.301 -- 203.156 BUMPS #73 KNEIFEL
2 -- 44.451 -- 202.470
3 -- 44.612 -- 201.739
4 -- 44.799 -- 200.897
T -2:58.663 -- 202.062

Q - 35

5:58 p.m. -- #60 GARY BETTENHAUSEN, 42, Monrovia, IN
H & R Racing Wildcat/Cosworth

QA - 57 1 -- 45.280 -- 198.763
2 -- 45.582 -- 197.446
3 -- Yellow Flag by Crew

UA - 20

CORRECTION: Stan Fox

12:14 p.m. -- #24 STAN FOX, 31, Janesville, WI
Leader Cards Special March/Cosworth

QA -50 1 -- 45.501 -- 197.798
2 -- 45.084 -- 199.627
3 -Yellow flag by crew

UA - 17

CORRECTION: Stock block records...Kevin Cogan broke all stock block records, listed on Page 3 today. Then Brayton broke all the stock block records set by Cogan. Cogan still holds the normally-aspirated stock block record.

At this point in qualifications, the field average at 203.692 mph is 5.286 mph faster than last year's field of 198.406 mph.

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UNOFFICIAL

PROVISIONAL STARTING LINEUP FOR THE 1984 INDIANAPOLIS 500-MILE RACE

<u>POS.</u>	<u>CAR NO.</u>	<u>DRIVER</u>	<u>CHASSIS/ENGINE</u>	<u>TIME</u>	<u>SPEED</u>
			ROW 1		
1	1	Tom Sneva	March/Cosworth	2:51.405	210.029
2	41	Howdy Holmes	March/Cosworth	2:53.096	207.977
3	6	Rick Mears	March/Cosworth	2:53.204	207.847
			ROW 2		
4	99	Michael Andretti-R	March/Cosworth	2:53.239	207.805
5	20	Gordon Johncock	March/Cosworth	2:53.456	207.545
6	3	Mario Andretti	Lola/Cosworth	2:53.522	207.467
			ROW 3		
7	9	Roberto Guerrero-R	March/Cosworth	2:54.998	205.717
8	18	Geoff Brabham	March/Cosworth	2:55.669	204.931
9	28	Herm Johnson	March/Cosworth	2:55.938	204.618
			ROW 4		
10	2	Al Unser	March/Cosworth	2:56.090	204.441
11	25	Danny Ongais	March/Cosworth	2:56.490	203.978
12	4	A.J. Foyt	March/Cosworth	2:56.592	203.860
			ROW 5		
13	77	Tom Gloy-R	March/Cosworth	2:56.680	203.758
14	33	Teo Fabi	March/Cosworth	2:56.817	203.600
15	7	Al Unser, Jr.	March/Cosworth	2:56.988	203.404
			ROW 6		
16	21	Al Holbert-R	March/Cosworth	2:57.326	203.016
17	16	Tony Bettenhausen	March/Cosworth	2:57.503	202.913
18	5	Bobby Rahal	March/Cosworth	2:58.015	202.230
			ROW 7		
19	35	Patrick DeGard	March/Buick V-6	2:58.293	201.915
20	22	Dick Simon	March/Cosworth	2:58.364	201.834
21	10	Pancho Carter	March/Cosworth	2:58.377	201.820
			ROW 8		
22	40	Chip Ganassi	March/Cosworth	2:58.561	201.612
23	47	Emerson Fittipaldi-R	March/Cosworth	2:59.035	201.078
24	55	Josele Garza	March/Cosworth	2:59.448	200.615
			ROW 9		
25	57	Spike Gehlhausen	March/Cosworth	2:59.571	200.478
26	76	Jacques Villeneuve-R	March/Cosworth	2:59.988	200.013
27	37	Scott Brayton	March/Buick V-6TC	2:56.785	203.637
			ROW 10		
28	98	Kevin Cogan	Eagle/Pontiac V-8	2:56.798	203.622
29	30	Danny Sullivan	Lola/Cosworth	2:56.846	203.567
30	61	Derek Daly	March/Cosworth	2:57.828	202.443
			ROW 11		
31	84	Johnny Rutherford	March/Cosworth	2:58.163	202.062
32	4	George Snider	March/Cosworth	2:58.341	201.860
33	50	Dennis Firestone	March/Cosworth	2:58.911	201.217

**DAY BY DAY
TRACKSIDE REPORT
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#16 SUNDAY May 20, 1984

After a hard, steady rain, which began late Sunday morning, the final day of qualifications at the Indianapolis Motor Speedway was a complete wash-out. Chief Steward Tom Binford officially closed the track at 4 p.m. after assessing that it could not be dried and mandated practice time allowed before the normal 6 p.m. closing time.

The field was filled on Saturday with only one car lumped. That was the No. 73 Spa*Erobics car of Chris Kneifel.

This year's field averages 203.692 mph. That is 5.236 mph faster than the average of last year's field. The difference between the pole speed of Tom Sneva and the last place speed of Jacques Villeneuve is 10.116 mph.

Jacques Villeneuve, injured in a practice crash last week, was released from Indianapolis Methodist Hospital Sunday. Track physician, Dr. Henry Bock, said Villeneuve would be given a complete physical on Wednesday and it would be determined if he would be allowed to drive in this year's race.

For Villeneuve and his team it was mixed emotions. His car was the next to be lumped had it not been a rain-cut Sunday. He said, in a late afternoon press conference, "if he were not allowed to drive, they would not put another driver in the car." In that case, the car of Chris Kneifel would replace that of Villeneuve in 33rd position as first alternate.

This year's Final Row party will be Wednesday night at the Indianapolis Press Club on the eighth floor of the ISTA Building, Capital and Market Streets. Johnny Rutherford, George Snider and Dennis Firestone will be roasted by Robin Miller of the Indianapolis Star.

Thursday's schedule calls for silent pit practice from 8:30 a.m. to 11 a.m., track practice from 11 a.m. to 1 p.m. and the Miller Pit Stop Contest, featuring \$45,000 in prize money, beginning at 1:30 p.m. The day's events are open to the public.

Bill Holland, 76, the winner of the 1949 Indianapolis 500-mile race, died Saturday (May 19) in his residence, 3961 West Sunny Hill Place, Tucson, AZ 85704. Holland was a victim of Alzheimer's disease, but that was not the actual cause of death. He drove a Blue Crown Spark Plug Special to victory in the 1949 race at an average speed of 121.327 mph. He also finished second in 1947, 1948 and 1950 to give him a remarkable four-year record in the Indianapolis 500's.

Steve Chassey, injured when his car crashed during a qualification attempt on Saturday, was released from Indianapolis Methodist Hospital on Sunday.

**DAY BY DAY
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#17 THURSDAY May 24, 1984

Chris Kneifel became the first alternate to be added to the Indianapolis 500 field since 1929. The event occurred Thursday after the No. 76 Canadian Tire Special of Jacques Villeneuve was withdrawn. Villeneuve's owner decided to withdraw the car after track doctors and doctors at Indianapolis Methodist Hospital Wednesday deemed that Villeneuve had not recovered sufficiently from last week's crash to drive in this year's race. Kneifel, whose car was the only one bumped this year, will start the race from 33rd spot.

Michael Chandler, injured in a practice crash earlier in the month continues to improve. Officials at Indianapolis Methodist Hospital said Chandler continues to improve and will be released sometime during the weekend.

The final session of practice went without incident Thursday and all cars, with the exception of Johnny Rutherford's No. 34, participated. The crew was not able to get Rutherford's car ready in time for the session.

Michael Andretti's crew won the Miller Pit Stop Contest with a time of 18.526 over Howdy Holmes' crew with a time of 18.948. Preliminary times included Michael Andretti's crew - 12.318; Howdy Holmes' crew - 13.093; Fabi's crew - 13.786; Simon's crew - 14.296; Rick Mears' crew - 15.737 (including a three second penalty for a loose wing nut); Tom Sneva's crew - 16.714; and Gloy's crew disqualified for crossing the finish line with the engine off. Andretti's first place crew took home a record \$20,000. Second place paid \$10,000, third \$5,000 and the remainder of the \$45,000 purse distributed between fourth and eighth place.

Fast times during the final practice session included: Rick Mears 208.719, Mario Andretti 206.422, Tom Sneva 205.432, Roberto Guerrero 205.058, Gordon Johncock, 204.173, Bobby Rahal 203.200, Danny Ongais 202.020 and Tec Fabi 202.839.

By substituting Kneifel for Villeneuve in the field it drops the field average speed by .006 mph....from 203.692 to 203.686 mph.

Bill Yeager, a long-time speedway mechanic and currently with the Gallie Racing Team of Al Unser, Jr., was taken to Indianapolis Methodist Hospital by Lifeline helicopter Thursday after suffering a heart problem in the garage area. He was listed in critical condition but responding to treatment.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



OFFICIAL STARTING LINE-UP FOR THE 68TH ANNUAL INDIANAPOLIS 500-MILE RACE, May 27, 1984

CAR NO.	DRIVER	CHASSIS ENGINE	TIME	SPEED	CAR NAME
ROW 1					
1	X Tom Sneva	M/C	2:51.405	210.029	Texaco Star
41	Howdy Holmes	M/C	2:53.096	207.977	"Jiffy" Mixes
6	X Rick Mears	M/C	2:53.204	207.847	Pennzoil Z-7
ROW 2					
99	R Michael Andretti	M/C	2:53.239	207.805	Electrolux/Kraco
20	X Gordon Johncock	M/C	2:53.456	207.545	STP Oil Treatment
3	X Mario Andretti	L/C	2:53.522	207.467	Newman-Haas Bud Lola
ROW 3					
9	R Roberto Guerrero	M/C	2:54.998	205.717	Master Mechanic Tools
18	Geoff Brabham	M/C	2:55.669	204.931	Kraco Car Stereo
28	Herm Johnson	M/C	2:55.938	204.618	3M/Menard Cashway
ROW 4					
2	X Al Unser, Sr.	M/C	2:56.090	204.441	Miller High Life
25	Danny Ongais	M/C	2:56.490	203.978	Interscope Racing
14	X A.J. Foyt	M/C	2:56.592	203.860	Gilmore-Foyt Racing
ROW 5					
77	R Tom Gloy	M/C	2:56.680	203.758	The Simoniz Finish
33	Teo Fabi	M/C	2:56.817	203.600	Forsythe/Skoal Bandit
7	Al Unser, Jr.	M/C	2:56.988	203.404	Coors Light Silver Dullet
ROW 6					
21	R Al Holbert	M/C	2:57.326	203.016	C.R.C. Chemical
16	Tony Bettenhausen	M/C	2:57.503	202.813	Provimi Veal Racing
5	Bobby Rahal	M/C	2:58.015	202.230	7-Eleven/Red Roof Inns
ROW 7					
35	Patrick DeFord	M/D	2:58.793	201.915	Escort Warning Radar
22	Dick Simon	M/C	2:58.364	201.834	Break Free
10	Pancho Carter	M/C	2:58.377	201.820	American Dream Racing
ROW 8					
40	Chip Ganassi	M/C	2:58.561	201.612	Old Milwaukee
47	R Emerson Fittipaldi	M/C	2:59.035	201.078	W.I.T. Promotions
55	Josele Garza	M/C	2:59.448	200.615	Schaefer/Machinists
ROW 9					
57	Spike Gehlhausen	M/C	2:59.571	200.478	Little Kings Express
37	Scott Brayton	M/E	2:59.745	203.037	Quik Dealers of Am.
88	Kevin Cogan	E/P	2:59.798	203.622	Eubonnet-Curl Records
ROW 10					
38	Danny Sullivan	L/C	2:59.767	203.507	Domina's "Hot One"
61	Mark Donohue	M/C	2:57.220	202.443	Provimi Veal
MAX	Johnny Rutherford	M/C	2:57.163	202.802	Gilmore/Foyt/Greer
ROW 11					
4	George Snider	M/C	2:58.341	201.000	Calumet Farm Racing
50	Lonnis Firestone	M/C	2:57.911	201.217	DeSier Transportation
73	Chris Kneifel	P/C	3:00.152	199.931	Spa*Erotics

The 1984 field average qualifying speed - 203.692 mph. The 1983 speed was 198.406 mph.
(203.686 with Kneifel)

KEY: X = Former Indianapolis winner, R = Rookie, M/C = March/Cosworth, E/P = Eagle/Pontiac V-8, L/C = Lola/Cosworth, M/D = March/Buick V-6 turbo charged., P/C = Primus/Cosworth

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NUMERICAL ROSTER - 1984 INDIANAPOLIS 500 - May 27, 1984

<u>CAR NO.</u>	<u>START POS.</u>	<u>DRIVER</u>	<u>CHASSIS/ENGINE</u>
1	1	Tom Sneva	March/Cosworth
2	10	Al Unser, Sr.	March/Cosworth
3	6	Mario Andretti	Lola/Cosworth
4	32	George Snider	March/Cosworth
5	18	Bobby Rahal	March/Cosworth
6	3	Rick Mears	March/Cosworth
7	15	Al Unser, Jr.	March/Cosworth
9	7	Roberto Guerrero	March/Cosworth
10	21	Pancho Carter	March/Cosworth
14	12	A.J. Foyt	March/Cosworth
16	17	Tony Bettenhausen	March/Cosworth
18	8	Geoff Brabham	March/Cosworth
20	5	Gordon Johncock	March/Cosworth
21	16	Al Holbert	March/Cosworth
22	20	Dick Simon	March/Cosworth
25	11	Danny Ongais	March/Cosworth
28	9	Herm Johnson	March/Cosworth
30	29	Danny Sullivan	Lola/Cosworth
33	14	Teo Fabi	March/Cosworth
35	19	Patrick Bedard	March/Buick V-6 TC
37	27	Scott Brayton	March/Buick V-6 TC
40	22	Chip Ganassi	March/Cosworth
41	2	Howdy Holmes	March/Cosworth
47	23	Emerson Fittipaldi	March/Cosworth
50	33	Dennis Firestone	March/Cosworth
55	24	Josele Garza	March/Cosworth
57	25	Spike Gehlhausen	March/Cosworth
61	30	Derek Daly	March/Cosworth
76	26	Jacques Villeneuve	March/Cosworth
77	13	Tom Gloy	March/Cosworth
84	31	Johnny Rutherford	March/Cosworth
98	28	Kevin Cogan	Eagle/Pontiac V-8
99	4	Michael Andretti	March/Cosworth

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PIT ASSIGNMENTS

1	20	Herm Johnson	3M/Menard Cashway Lumber
2	30	Danny Sullivan	Domino's Pizza "Hot One"
3	10	Geoff Brabham	Kraco Car Stereo
4	99	Michael Andretti	Electrolux/Kraco
GASOLINE ALLEY			
5	3	Mario Andretti	Newman-Haas Budweiser Lola
6	41	Howdy Holmes	"Jiffy"Mixes
7	1	Tom Sneva	Texaco Star
8	ABC TV		
9	90	Kevin Cogan	Dubonnet-Curb Records
10	9	Roberto Guerrero	Master Mechanic Tools
11	25	Danny Ongais	Interscope Racing
USAC OFFICIALS			
12	20	Gordon Johncock	STP Oil Treatment
14	40	Chip Ganassi	Old Milwaukee
15	33	Teo Fabi	Forsythe Racing-Skoal Bandit
16	7	Al Unser, Jr.	Coors Light Silver Bullet
17	77	Tom Gloy	The Simoniz Finish
18	37	Scott Brayton	Buick Dealers of America
19	35	Patrick Bedard	Escort Warning Radar
20	22	Dick Simon	Break Free
21	21	Al Holbert	C.R.C. Chemical
22	16	Tony Bettenhausen	Provimi Veal Racing
23	61	Derek Daly	Provimi Veal Racing
24	2	Al Unser, Sr.	Miller High Life
PIT OPENING			
25	6	Rick Mears	Pennzoil Z-7
26	10	Pancho Carter	American Dream Racing Team
27	14	A.J. Foyt	Gilmore/Foyt Racing
28	4	George Snider	Calumet Farm Racing
29	84	Johnny Rutherford	Gilmore/Foyt/Greer
30	47	Emerson Fittipaldi	W.I.T. Racing Promotions
31	50	Dennis Firestone	Hoosier Transportation
32	57	Spike Gehlhausen	Little Kings Express
33	76	Jacques Villeneuve	Canadian Tire
34	55	Josele Garza	Schaefer/Machinists
35	5	Bobby Rahal	7-Eleven/Red Roof Inns March

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1984 SPIN AND WRFCK REPORT

May 7, 1984 - Monday
1. Time: 4:41 p.m.

Pete Halsmer, driving the No. 11 Colonial/WISH-TV/Pay Less car, got high coming out of the Number One Turn. The car skidded 260 feet into the outside wall with its right side, slid through the south short chute 720 feet, glanced into the outside wall again in Turn Number Two, slid an additional 440 feet and stopped in front of the suites in Turn Two. Pete walked away from the car, but after being checked at the Infield Hospital, was taken to Indianapolis Methodist Hospital for X-rays and later released. The right of the car was extensively damaged. The accident was almost a repeat of one last year in which he suffered a collapsed lung and cut left leg. Monday's crash was the first serious incident of 1984.

May 10, 1984 - Thursday
2. Time: 2:12 p.m.

Jerry Sneva, driving the No. 66 Timberwood/CAR-QUEST Special, lost a wheel and crashed coming out of the Number One Turn. The No. 66 slid 300 feet, spun once, hit the wall with its right side; then continued down the short chute for 520 feet, coming to a halt. Jerry suffered a two-inch laceration on his left shin and was taken to the track hospital for treatment. The car sustained extensive damage to its right side.

May 10, 1984 - Thursday
3. Time: 4:09 p.m.

Larry Cannon, driving the No. 81 Pizza Hut Special, lost control in Turn No. Two, slid 620 feet, did one spin and hit the outside wall with the right side of the car. The car continued another 400 feet along the wall coming to rest just into the backstretch. Larry was OK but taken to the track hospital for the mandatory medical check. The car was extensively damaged on its right side.

May 10, 1984 - Thursday
4. Time: 4:33 p.m.

Scott Brayton, driving the 37T Brayton Engineering March/Buick, crashed going into the third turn. The car appeared to have cut a tire and slid 360 feet before crashing the outside wall with its right side. It then traveled an additional 420 feet on the track surface, stopping just above the tunnel in the north short chute. Fuel and debris touched off a small fire. The car was pretty much destroyed. Scott suffered a contusion on his left hand and a first degree burn over his right eye. He was released after the mandatory check at the track hospital.

May 11, 1984 - Friday
5. Time: 1:02 p.m.

Michael Chandler was listed in serious but guarded condition at Indianapolis Methodist Hospital after crashing in the third turn. He suffered brain contusions, lacerations of the forehead and lacerations of the left leg when something apparently broke on his car and his No. 88 Dubonnet-Curb Records Eagle/Pontiac slid 340 feet before smacking the wall at the apex of Turn Three. The car slid another 1,140 feet along the outside wall, coming to rest at the start of the fourth turn. He had been practicing just over 200 mph prior to the crash.

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1984 SPIN AND WRECK REPORT

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- May 12, 1984 - Saturday
6. Time: 9:19 a.m. Derek Daly, in the No. 61 Provimi Veal Racing car, spun once coming out of Turn Four, slid 300 feet to within one foot of the outside wall, then spun across the track (approx. 400 feet) and came to rest against the inside wall at the north end of the pit entrance. Driver OK, released to drive. Minimal damage to car.
- May 12, 1984 - Saturday
7. Time: 10:51 a.m. Stan Fox in the No. 24 Pabst Racing Special got high coming out of Turn Four, no contact with the outside wall, spun two and a half times (approximately 620 feet), across track, contact with rear of car for 140 feet along inside wall north of pit entrance. Fox OK...damage to rear of car.
- May 12, 1984 - Saturday
8. Time: 11:13 a.m. Steve Krisiloff, driving the No. 87 Center Line Racing Special, lost it going into Turn 1, did spins (3 1/2) and slid 690 feet, clipping the outside wall with the left rear, then continued to the end of the south short chute near the inside of the track. Driver was conscious. Car heavily damaged...chassis bent at almost a 45-degree angle at point where engine attaches to tub. Fiberglass piece flew over the outside fence. Steve transferred to Methodist Hospital by Lifeline Helicopter for treatment of broken left leg.
- May 12, 1984 - Saturday
9. Time: 2:26 p.m. Scott Brayton in the Buick Dealers of America Special No. 37, crashed in the first turn. The car was coming out of turn one, tapped the wall, did a half spin and came to rest at the bottom of the track. Driver checked at track hospital and released, damage to rear of car.
- May 12, 1984 - Saturday
10. Time: 4:40 p.m. Steve Chassey in the No. 56 Genesee Beer Wagon, lost it in Turn Four, slid 380 feet, hit wall with left rear of car, slid 580 feet along wall. Driver had minor contusions on the right shin. Car is extensively damaged.
- May 13, 1984 - Sunday
11. Time: 5:26 p.m. John Paul, Jr., driving the No. 12 VDS/Circle Bar Truck Corral car, lost control coming into Turn Four, slid 300 feet, made one spin into wall, spun another turn and a half for 580 feet, then into inside wall just north of the pit entrance. Car extensively damaged on right side and rear. Driver taken to Methodist Hospital for X-rays of lower legs.
- May 17, 1984 - Thursday
12. Time: 4:09 p.m. Jacques Villeneuve, driving the No. 76T Canadian Tire Special, crashed in the fourth turn. The car was low coming out of Turn Three when it made a half spin 240 feet to the outside wall, smacking the concrete with its left rear. It slid along the wall backwards for 1,080 feet, coming to a stop going into Turn Four. Car was demolished. Villeneuve was taken semi-conscious to the Methodist Hospital trauma center following the crash. He has a concussion, listed in satisfactory condition.

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1984 SPIN AND WRECK REPORT

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May 19, 1984 - Saturday
13. 11:26 a.m.

Steve Chassey, on the first lap of his qualification attempt in the No. 65 Brothens Racing Special, crashed in the first turn. The car made a half spin 300 feet into the outside wall of Turn One with left side of car, (100 ft. along wall), then 660 ft. into the inside retaining barrier in Turn Two. Chassey was awake and stable...taken to Indianapolis Methodist Hospital in the Lifeline Helicopter.

May 19, 1984 - Saturday
14. 1:21 p.m.

Jerry Karl, driving the No. 59 McCray Racing Special lost it in Turn One, did one spin for 360 ft., hit wall with right side of car, slid away from wall an additional 360 feet, car washed out, driver OK but taken to Track Hospital for a mandatory check-up. Released from track hospital. Ordered not to drive for remainder of day.

May 19, 1984 - Saturday

Chuck Ciprich, driving the No. 36 Pace Electronics Special, lost control coming out of Turn One, did one spin for 460 feet into the outside wall with the right side of the car, slid along the wall for 360 feet and came to a stop in south short chute only slight damage to car...driver checked at track hospital and released.

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MEMBERS OF THE MEDIA

Welcome to the 68th running of the Memorial Day Classic 500-Mile Race at the Indianapolis Motor Speedway. The race is scheduled to begin at 11 a.m.

CORRECTIONS

To make this press book, containing this year's series of daily track reports, as historically accurate as possible, the following corrections are noted. Beginning with sheet No. 1 on the bottom of this packet and proceeding toward the top sheet:

- Report No. 1 - Fifth fast time of the day was Michael Chandler at 200.928 rather than John Paul, Jr.
- Report No. 8 - Pages 5-8, see correction note on report No. 15 page one, relating to qualification attempt by Dick Simon
- Report No. 15 - Page 1, omit correction listed on this page in regard to chassis and engine errors. A replacement sheet in your packet is correct.
- Report No. 15 - Page 4, relates to error on page 3 in regard to stock block records.
- Garage list - Substitute Chris Kneifel, Car No. 73 and garage No. 39 with Wayne Leary and Ivan Stone as chief mechanics for Jacques Villeneuve, Car No. 76, due to withdrawal of car and addition of alternate.
- Numerical list- Delete No. 76, Jacques Villeneuve from 26th starting position. Remainder of field from that point will be Scott Brayton, 26th; Kevin Cogan, 27th; Danny Sullivan, 28th; Derek Daly, 29th; Johnny Rutherford 30th; George Snider, 31st; Dennis Firestone, 32nd; and Chris Kneifel, 33rd. Due to same substitution as above.

ROOKIE TESTS

Ten of 11 new rookies at the Indianapolis Motor Speedway for 1984 passed their rookie tests. Three other rookies took refresher tests. One rookie Bruno Giacomelli did not complete the final phase of his test. Drivers approved included Michael Andretti, Stan Fox and Al Holbert on May 5, along with Phil Caliva passing a refresher; Chuck Ciprich, Jacques Villeneuve, Ed Pimm and Roberto Guerrero on May 6, along with Desire Wilson passing a refresher; Emerson Fittipaldi, Jim Crawford and Tom Gloy on May 8; and Phil Krueger, a refresher on May 11. Veteran drivers, Spike Gehlhausen and Dick Ferguson also passed refresher tests.

Six rookies qualified for the field for this year's race. Michael Andretti was fastest, sitting on the inside of the second row with an average speed of 207.805 mph. Others making the field were Tom Gloy, Roberto Guerrero, Al Holbert and Emerson Fittipaldi. Jacques Villeneuve crashed after qualifying, was deemed by medical officials not ready to race, and his car was withdrawn.

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RACE DAY

Good morning, Ladies and Gentlemen of the News Media:

This year's "second-best story" will be covered in a press conference in the Pace Car Room under the tower within the first half hour after the end of the race. The exact time will be announced in the trackside press room and the press box when it is confirmed.

At 9:30 a.m. the United States Weather Bureau report from Indianapolis International Airport shows the present temperature 60 degrees under clear skies. The forecast for the remainder of the day calls for partly cloudy, cool and breezy with no rain forecast until late afternoon.

Mary Fendrich Hulman gave the command, "Gentlemen, start your engines" shortly before 11 a.m. and all cars were under way on the parade lap.

UNOFFICIAL

<u>10 Laps 25 Miles</u>	<u>20 Laps 50 Miles</u>	<u>30 Laps 75 Miles</u>	<u>40 Laps 100 Miles</u>
1. # 6 Mears	1. # 6 Mears	1. # 3 Ma. Andretti	1. # 3 Ma. Andretti
2. # 1 Sneva	2. # 1 Sneva	2. # 6 Mears	2. # 1 Sneva
3. #99 Mi. Andretti	3. #99 Mi. Andretti	3. # 1 Sneva	3. # 7 Unser, Jr.
4. # 3 Ma. Andretti	4. # 3 Ma. Andretti	4. #99 Mi. Andretti	4. # 6 Mears
5. #41 Holmes	5. # 7 Unser, Jr.	5. # 7 Unser, Jr.	5. # 9 Guerrero
6. # 9 Guerrero	6. # 9 Guerrero	6. # 9 Guerrero	6. #99 Mi. Andretti
7. # 7 Unser, Jr.	7. # 2 Unser, Sr.	7. # 5 Rahal	7. # 5 Rahal
8. # 2 Unser, Sr.	8. # 5 Rahal	8. #33 Fabi	8. #25 Ongais
9. #28 Johnson	9. #33 Fabi	9. #25 Ongais	9. #33 Fabi
10. #14 Foyt	10. #28 Johnson	10. # 2 Unser, Sr.	10. # 2 Unser, Sr.
Avg. Sp. 199.557NTR	Avg. Sp. 198.419NTR	Avg. Sp. 192.355NTR	Avg. Sp. 192.724NTR

LAP LEADERS

Laps Led	Car No.	Driver
1 -	6	Mears

CARS OUT OF RACE

#13 Brabham Fuel Line Break

KEY PIT STOPS

#1 Sneva	Lap 25	.37 sec.
#2 Unser, Sr.	" 26	
#3 Ma. Andretti	25	.21 "
#6 Mears	25	.19
#7 Unser, Jr.	24	.19

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RACE DAY

50 Laps 125 Miles

60 Laps 150 Miles

70 Laps 175 Miles

80 Laps 200 Miles

1. # 3 Ma. Andretti
2. # 6 Mears
3. # 1 Sneva
4. # 7 Unser, Jr.
5. # 9 Guerrero
6. # 25 Ongais
7. # 2 Unser, Sr.
8. # 33 Fabi
9. # 99 Mi. Andretti
10. # 21 Holbert
Avg. Sp. 186.657NTR

1. # 1 Sneva
2. # 3 Ma. Andretti
3. # 33 Fabi
4. # 2 Unser, Sr.
5. # 9 Guerrero
6. # 99 Mi. Andretti
7. # 25 Ongais
8. # 21 Holbert
9. # 7 Unser, Jr.
10. # 5 Rahal
Avg. Sp. 171.749

1. # 33 Fabi
2. # 25 Ongais
3. # 7 Unser, Jr.
4. # 6 Mears
5. # 1 Sneva
6. # 21 Holbert
7. # 2 Unser, Sr.
8. # 3 Ma. Andretti
9. # 5 Rahal
10. # 9 Guerrero
Avg. Sp. 149.644

1. # 33 Fabi
2. # 7 Unser, Jr.
3. # 1 Sneva
4. # 6 Mears
5. # 25 Ongais
6. # 21 Holbert
7. # 2 Unser, Sr.
8. # 3 Ma. Andretti
9. # 5 Rahal
10. # 9 Guerrero
Avg. Sp. 154.540

LAP LEADERS

YELLOW FLAGS

Laps Led	Car No.	Driver
1 - 24	6	Mears
25	1	Sneva
26 - 47	3	Ma. Andretti
48 - 49	1	Sneva
50 - 53	3	Ma. Andretti
54 - 59	6	Mears
60 -	1	Sneva
61 - 63	3	Ma. Andretti
64 - 70	33	Fabi
71 - 73	25	Ongais
74 - 80	33	Fabi

Laps	Reason
48 - 53	Gehlhausen spin
59 - 63	Crash Bedard

CARS OUT OF RACE

KEY PIT STOPS

18 Brabham	Fuel Line
47 Fittipaldi	Engine
57 Gehlhausen	Spin Out
30 Danny Sullivan	Broken Wheel
35 Patrick Bedard	Crash

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RACE DAY

90 Laps 225 Miles	100 Laps 250 Miles	110 Laps 275 Miles	120 Laps 300 Miles
1.# 1 Sneva	1.# 1 Sneva	1.# 6 Mears	1.# 6 Mears
2.# 6 Mears	2.# 7 Unser, Jr.	2.# 1 Sneva	2.# 1 Sneva
3.# 2 Unser, Sr.	3.# 6 Mears	3.# 7 Unser, Jr.	3.# 7 Unser, Jr.
4.# 5 Rahal	4.# 3 Ma.Andretti	4.# 9 Guerrero	4.# 9 Guerrero
5.# 3 Ma.Andretti	5.# 9 Mi.Andretti	5.# 21 Holbert	5.# 21 Holbert
6.# 9 Guerrero	6.# 5 Rahal	6.# 99 Mi.Andretti	6.# 2 Unser, Sr.
7.# 7 Unser, Jr.	7.# 9 Guerrero	7.# 2 Unser, Sr.	7.# 99 Mi.Andretti
8.# 99 Mi.Andretti	8.#	8.# 3 Ma.Andretti	8.# 3 Ma.Andretti
9.# 33 Fabi	9.# 2 Unser, Sr.	9.#	9.# 5 Rahal
10.# 21 Holbert	10.# 33 Fabi	10.#	10.# 2 Unser, Sr.
Avg.Sp. 158.451	Avg.Sp. 160.772	Avg.Sp. 161.212	Avg.Sp. 156.859
			Interval 1.5 sec.

LAP LEADERS

YELLOW FLAGS

Laps Led	Car No.	Driver
1 - 24	6	Mears
25	1	Sneva
26 - 47	3	Ma.Andretti
48 - 49	1	Sneva
50 - 53	3	Ma.Andretti
54 - 59	6	Mears
60	1	Sneva
61 - 62	3	Ma.Andretti
63	6	Mears
64 - 69	33	Fabi
70	1	Sneva
71 - 73	25	Ongais
74 - 90	33	Fabi
91 - 114	1	Sneva
115	6	Mears

Laps	Reason
48 - 53	Gehlhausen
59 - 68	Crash Bedard
107 - 114	Crash Johncock

KEY PIT STOPS

#1 Sneva	Lap #94	18 sec.
#99 Mi.Andretti	#91	21 sec.

CARS OUT OF RACE

#18 Brabham	Fuel Line
#47 Fittipaldi	Engine
#57 Gehlhausen	Spin Out
#30 Sullivan	Broken Wheel
#35 Bedard	Crash
#61 Daly	
#20 Johncock	Crash
#33 Fabi	Fuel
#34 Rutherford	Engine
# 7 Unser, Jr.	Water Pump

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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. # 6 Mears	1. # 6 Mears	1. # 6 Mears	1. # 6 Mears
2. # 7 Unser, Jr.	2. # 1 Sneva	2. # 1 Sneva	2. # 1 Sneva
3. # 1 Sneva	3. # 9 Guerrero	3. # 9 Guerrero	3. # 2 Unser, Sr.
4. # 9 Guerrero	4. # 2 Unser, Sr.	4. # 2 Unser, Sr.	4. #21 Holbert
5. #21 Holbert	5. #99 Mi.Andretti	5. #99 Mi.Andretti	5. #99 Mi.Andretti
6. # 2 Unser, Sr.	6. # 3 Ma.Andretti	6. # 3 Ma.Andretti	6. #25 Ongais
7. #99 Mi.Andretti	7. #21 Holbert	7. #21 Holbert	7. # 9 Guerrero
8. # 3 Ma.Andretti	8. # 5 Rahal	8. # 5 Rahal	8. # 5 Rahal
9. #25 Ongais	9. #28 Johnson	9. #25 Ongais	9. #14 Foyt
10. # 5 Rahal	10. #25 Ongais	10. #14 Foyt	10. #
Avg. Sp. 159.314	Avg. Sp. 161.746	Avg. Sp. 162.965	Avg. Sp. 161.453
	Interval 11 sec.	Interval 9.5 sec.	

LAP LEADERS

Laps Led	Car No.	Driver
1 - 24	6	Mears
25	1	Sneva
26 - 47	3	Ma.Andretti
48 - 49	1	Sneva
50 - 53	3	Ma.Andretti
54 - 59	6	Mears
60	1	Sneva
61 - 62	3	Ma. Andretti
63	6	Mears
64 - 69	33	Fabi
70	1	Sneva
71 - 73	25	Ongais
74 - 80	33	Fabi
81 - 114	1	Sneva
115 - 130	6	Mears

YELLOW FLAGS

Laps	Reason
48 - 53	Gehlhausen Spun
50 - 68	Crash Bedard
107 - 114	Crash Johncock
154 - 158	Guerrero Spun
163 - 167	Tow-in Brayton

CARS OUT OF RACE

#18 Brabham	Fuel Line
#47 Fittipaldi	Engine
#57 Gehlhausen	Spin Out
#30 Sullivan	Broken Wheel
#35 Bedard	Crash
#61 Daly	
#20 Johncock	Crash
#33 Fabi	Fuel
#34 Rutherford	Engine
# 7 Unser Jr.	Water Pump
#40 Ganassi	Electrical
#10 Carter	Engine
# 3 Andretti	Broken Nose Cone

KEY PIT STOPS

**DAY BY DAY
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RACE DAY

<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. # 6 Mears	1. # 6 Mears	1. # 6 Mears	1. # 6 Mears
2. # 2 Unser, Sr.	2. # 2 Unser, Sr.	2. # 9 Guerrero	2. # 9 Guerrero
3. #21 Holbert	3. #21 Holbert	3. # 2 Unser, Sr.	3. # 2 Unser, Sr.
4. #99 Mi. Andretti	4. #99 Mi. Andretti	4. #21 Holbert	4. #21 Holbert
5. #25 Ongais	5. # 9 Guerrero	5. #99 Mi. Andretti	5. #99 Mi. Andretti
6. # 9 Guerrero	6. # 5 Rahal	6. # 5 Rahal	6. #14 Foyt
7. # 5 Rahal	7. #14 Foyt	7. #14 Foyt	7. # 5 Rahal
8. #14 Foyt	8. #28 Johnson	8. #	8. #28 Johnson
9.	9. # 4 Snider	9. #	9. #25 Ongais
10.	10. #	10. #	10. #55 Garza
Avg. Sp. 159.342	Avg. Sp. 161.162	Avg. Sp. 162.224	Avg. Sp. 163.612

LAP LEADERS

<u>Laps Led</u>	<u>Car No.</u>	<u>Driver</u>
1 - 24	6	Mears
25 -	1	Sneva
26 - 47	3	Ma. Andretti
48 - 49	1	Sneva
50 - 53	3	Ma. Andretti
54 - 59	6	Mears
60 -	1	Sneva
61 - 62	3	Ma. Andretti
63	6	Mears
64 - 69	33	Fabi
70	1	Sneva
71 - 73	25	Ongais
74 - 80	33	Fabi
81 - 114	1	Sneva
115 - 141	6	Mears
142 - 143	1	Sneva
144 - 200	6	Mears

YELLOW FLAGS

<u>Laps</u>	<u>Reason</u>
48 - 53	Gehlhausen spun
59 - 68	Crash Bedard
107 - 114	Crash Johncock
154 - 158	Guerrero spun
163 - 167	Tow-in Brayton

KEY PIT STOPS

#2 Unser, Sr.	Lap #183	20 sec.
#99 Mi. Andretti	" #184	21 sec.
#21 Holbert	" #184	25 sec.
# 6 Mears	" #185	17 sec.

CARS OUT OF RACE

#13 Brabham	Fuel Line
#47 Fittipaldi	Engine
#57 Gehlhausen	Spin out
#30 Sullivan	Broken Wheel
#35 Bedard	Crash
#61 Daly	
#20 Johncock	Crash
#33 Fabi	Fuel
#04 Rutherford	Engine
# 7 Unser, Jr.	Water Pump
#98 Cogan	Wheel failure
# 1 Sneva	Broken Joint
#77 Gloy	Stopped in Turn 1
#10 Carter	Engine
# 3 Ma. Andretti	

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SAVE



FINAL UNOFFICIAL BOX SCORE

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FIN. POS.	START POS.	DRIVER	CAR # & NAME	LAPS COMP.	RUNNING/ REASON OUT
1	3	Rick Mears	6 Pennzoil Z-7	200	Running
2	7	Roberto Guerrero R	9 Master Mechanic Tools	198	Running
3	10	Al Unser, Sr.	2 Miller High Life	198	Running
4	16	Al Holbert R	21 C.R.C. Chemical	198	Running
5	4	Michael Andretti R	99 Electrolux/Kraco	198	Running
6	12	A.J. Foyt	14 Gilmore/Foyt Racing	197	Running
7	18	Bobby Rahal	5 7-Eleven/Red Roof Inns	197	Running
8	9	Herm Johnson	28 3M/Menard Cashway Lumber	194	Running
9	11	Danny Ongais	25 Interscope Racing	193	Running
10	24	Josele Garza	55 Schaefer/Machinists	193	Running
11					
12					
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33					

Only the top ten positions were unofficially confirmed by USAC timing and scoring officials Sunday. A full run down of official results will be posted at 8:30 a.m. Monday.

Time of Race 3:03:21.660

Speed: 163.612 mph