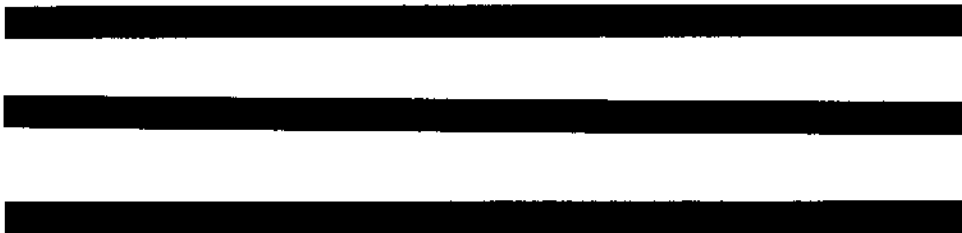




Shaker
1986

DAY-BY-DAY
TRACKSIDE REPORT
FOR THE MEDIA
INDIANAPOLIS MOTOR
SPEEDWAY



DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



LADIES AND GENTLEMEN OF THE MEDIA:

WELCOME TO THE INDIANAPOLIS MOTOR SPEEDWAY FOR THE 70TH RUNNING OF THE 500-MILE RACE AND THE 41ST ANNIVERSARY OF THE HULMAN FAMILY'S RESTORATION OF ITS HISTORIC TRADITION.

COMPLETE DAILY REPORTS OF THE MONTH OF MAY, QUALIFYING QUOTES, COLUMN NOTES, TRACK RECORD INFORMATION AND OTHER BACKGROUND MATERIALS ARE INCLUDED HERE TO ASSIST YOU IN COVERING THE "500."

IF WE MAY BE OF FURTHER ASSISTANCE, PLEASE ASK ANY OF OUR PRESS-ROOM STAFF FOR HELP.

I M S -- M E D I A P E R S O N N E L

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



TABLE OF CONTENTS

OFFICIAL STARTING LINE-UP

- "500" FACTS AND STATISTICS (pages 1 - 5)
- Starting Positions of Winning Cars at Indianapolis
- Former Winners in the 1986 Race
- Former Rookie Winners
- Pace Cars and Drivers (1911 - 1986)
- Lap Leaders Going Into This Year's Race
- Start/Finish Positions for AFNB (and Stark & Wetzel) Rookie-of-the-Year Drivers
- Column notes

NUMERICAL ROSTER OF "500" LINE-UP

GARAGE & PIT NUMBERS AND CHIEF MECHANICS LIST

1986 ACCIDENT SUMMARY

1986 AWARDS AND PRIZES

DAY BY DAY TRACKSIDE REPORTS

- Day 1 - Saturday, May 3, 1986
- Day 2 - Sunday, May 4, 1986
- Day 3 - Monday, May 5, 1986
- Day 4 - Tuesday, May 6, 1986
- Day 5 - Wednesday, May 7, 1986
- Day 6 - Thursday, May 8, 1986
- Day 7 - Friday, May 9, 1986
- Day 8 - Saturday, May 10, 1986 (1st qualifying day - pages 1 - 6)
(Supplementary Report)
(Driver Quotes - pages 1 - 6)
- Day 9 - Sunday, May 11, 1986 (2nd qualifying day - pages 1 - 2)
(Driver Quotes - pages 1 - 4)
- Day 10 - Monday, May 12, 1986
- Day 11 - Tuesday, May 13, 1986
- Day 12 - Wednesday, May 14, 1986
- Day 13 - Thursday, May 15, 1986
- Day 14 - Friday, May 16, 1986
- Day 15 - Saturday, May 17, 1986 (3rd qualifying day - pages 1 - 2)
(Driver Quotes - pages 1 - 2)
- Day 16 - Sunday, May 18, 1986 (4th qualifying day - pages 1 - 2)
(Driver Quotes - pages 1 - 2)
- Final Practice - Thursday, May 22, 1986 (pages 1 - 3)

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1986 "500" Statistics

There were 68 cars entered for this year's race, 49 fewer than the record number of 117 in 1984; 57 cars arrived and were housed in the garage area. 57 cars passed initial USAC technical inspection, 56 received final USAC certification. 56 cars made practice runs. 38 cars attempted qualifications, 34 completed qualification runs. 1 was bumped. 48 drivers passed their required medical examinations and 43 actually drove on the race course. Of those, 8 were rookies. At the conclusion of qualifications, 4 rookies and 29 veterans made the starting line-up.

STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS						
1st--12	6th--3	11th--1	16th--0	21st--1	26th--0	31st--0
2nd--10	7th--6	12th--0	17th--1	22nd--2	27th--1	32nd--0
3rd-- 7	8th--1	13th--3	18th--0	23rd--0	28th--2	33rd--0
4th-- 5	9th--0	14th--1	19th--1	24th--0	29th--0	
5th-- 5	10th--1	15th--3	20th--2	25th--1	30th--0	

Danny Sullivan, winner of the 1985 event, was the first driver to win from the eighth starting position. According to history, Rick Mears and Danny Sullivan, starting in the first and second positions this year, would seem to have the best chance of winning.

FORMER WINNERS IN THE 1986 RACE

Mario Andretti (1969)	Tom Sneva (1983)
A.J. Foyt (1961, 64, 67, 77)	Danny Sullivan (1985)
Rick Mears (1979, 84)	Al Unser (1970, 71, 78)
Johnny Rutherford (1974, 76, 80)	

Two of these former winners also have sons in the starting field - #18, Michael Andretti and #30, Al Unser, Jr.

Youngest winner.....Troy Ruttman (1952) - 22 years old
 Oldest winner.....Bobby Unser (1981) - 47 years old
 Youngest driver in this race.....Michael Andretti - 23 years old
 Oldest driver in this race.....A. J. Foyt - 51 years old
 Largest winning margin.....Jules Goux in 1913 was 13 minutes, 8.40 seconds ahead of Spencer Wishart
 Closest finish.....Gordon Johncock in 1982 over Rick Mears by .16 of a second
 Most laps led.....Billy Arnold with 198 laps in 1930
 Least laps led.....Joe Dawson with 2 laps in 1912
 Fastest winning speed.....Rick Mears - 163.612 MPH in 1984
 Slowest winning speed.....Ray Harroun - 74.59 MPH in 1911
 Most cars running at finish.....26 (1911)
 Least cars running at finish.....7 (1966)
 Worst finish from the pole.....Cliff Woodbury in 1929 finished 33rd (4th lap crash)

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 all remaining 198 laps to win.

Tommy Milton became the first two-time winner of the "500" in 1923. The first three-time winner was Louis Meyer, who accomplished that feat in 1936. The first four-time winner was A.J. Foyt in 1977. The first man to win the race twice in a row was Wilbur Shaw, who won in 1939 and 1940, for the second and third times. Other consecutive winners were Mauri Rose (1947-48), Bill Vukovich, Sr. (1953-54) and Al Unser, Sr. (1970-71). No man has ever won three in a row. A. J. Foyt is the only four-time winner of the race (1961, 64, 67, 77). Three-time winners besides Meyer are Shaw (1937, 39, 40), Rose (1941, 47, 48), Al Unser (1970, 71, 78), Johnny Rutherford (1974, 76, 80) and Bobby Unser (1968, 75, 81). The two-time winners, besides Milton, are Vukovich (1953, 54), Rodger Ward (1959, 62), Gordon Johncock (1973, 82) and Rick Mears (1979, 84)

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



MORE "500" STATISTICS - page 2

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 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 Mario Andretti, Kevin Cogan, Roger Mears and Dale Whittington.

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

PACE CARS AND DRIVERS

YEAR	PACE CAR	DRIVER	YEAR	PACE CAR	DRIVER
1911	Stoddard-Dayton	Carl G. Fisher	1953	Ford	William C. Ford
1912	Stutz	Carl G. Fisher	1954	Dodge	William Newburg
1913	Stoddard-Dayton	Carl G. Fisher	1955	Chevrolet	T. H. Keating
1914	Stoddard-Dayton	Carl G. Fisher	1956	DeSoto	L. I. Woolson
1915	Packard "6"	Carl G. Fisher	1957	Mercury	F. C. Reith
1916	Premier "6"	Frank E. Smith	1958	Pontiac	Sam Hanks
1919	Packard V-12	J. G. Vincent	1959	Buick	Sam Hanks
1920	Marmon V-16	Barney Oldfield	1960	Oldsmobile	Sam Hanks
1921	H.C.S. "6"	Harry C. Stutz	1961	Ford	Sam Hanks
1922	National "8"	Barney Oldfield	1962	Studebaker	Sam Hanks
1923	Duesenberg "8"	Fred Duesenberg	1963	Chrysler	Sam Hanks
1924	Cole V-8	Lew Pettijohn	1964	Ford	Benson Ford
1925	Rickenbacker "8"	E. Rickenbacker	1965	Plymouth	P. Buckminster
1926	Chrysler "8"	Louis Chevrolet	1966	Mercury	Benson Ford
1927	LaSalle V-8	"Big Boy" Raeder	1967	Camaro	Mauri Rose
1928	Marmon	Joe Dawson	1968	Ford	Wm. C. Ford
1929	Studebaker	George Hunt	1969	Chevrolet	Jim Rathmann
1930	Cord V-8	E. L. Cord	1970	Oldsmobile	Rodger Ward
1931	Cadillac	"Big Boy" Raeder	1971	Dodge	Eldon Palmer
1932	Lincoln	Edsel Ford	1972	Oldsmobile	Jim Rathmann
1933	Chrysler	Byron Foy	1973	Cadillac	Jim Rathmann
1934	LaSalle	"Big Boy" Raeder	1974	Oldsmobile	Jim Rathmann
1935	Ford V-8	Harry Mack	1975	Buick	James Garner
1936	Packard	Tommy Milton	1976	Buick	Marty Robbins
1937	LaSalle	Ralph DePalma	1977	Oldsmobile	James Garner
1938	Hudson	Stuart Baits	1978	Corvette	Jim Rathmann
1939	Buick	Charles Chayne	1979	Mustang	Jackie Stewart
1940	Studebaker	Harry Hartz	1980	Pontiac	Johnnie Parsons
1941	Chrysler	A. B. Couture	1981	Buick	Duke Nalon
1946	Lincoln V-12	Henry Ford II	1982	Camaro	Jim Rathmann
1947	Nash	George W. Mason	1983	Buick	Duke Nalon
1948	Chevrolet	Wilbur Shaw	1984	Pontiac	John Callies
1949	Oldsmobile	Wilbur Shaw	1985	Oldsmobile	James Garner
1950	Mercury	Benson Ford	1986	Corvette	Chuck Yeager
1951	Chrysler	Dave Wallace			
1952	Studebaker	P.O. Peterson			

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



MORE "500" STATISTICS - page 3

LAP LEADERS GOING INTO THIS YEAR'S RACE

DRIVER	LAPS LED
Ralph DePalma.....	613*
Al Unser.....	595
A.J. Foyt.....	555
Johnny Rutherford.....	296
Mario Andretti.....	290
Rick Mears.....	234
Tom Sneva.....	208
Gary Bettenhausen.....	138
Danny Ongais.....	79
Danny Sullivan.....	67
Bobby Rahal.....	29
Josele Garza.....	13
Emerson Fittipaldi.....	11
Pancho Carter.....	8
Al Unser, Jr.....	4
George Snider.....	3
Scott Brayton.....	1

* Also has led the most laps by a non-winner (196 in 1912). He led all but the first two and last two laps.

START/FINISH POSITIONS FOR AMERICAN FLETCHER NATIONAL BANK (& STARK & WETZEL) ROOKIE-OF-THE-YEAR DRIVERS

YEAR	DRIVER	START	FINISH	YEAR	DRIVER	START	FINISH
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	Bobby Grim	5	26	1976	Vern Schuppan	17	18
1960	Jim Hurtubise	23	18	1977	Jerry Sneva	16	10
1961	Parnelli Jones & Bobby Marshman	5 33	12 7	1978	Larry Rice & Rick Mears	30 3	11 23
1962	Jim Mc Elreath	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	1984	Michael Andretti & Roberto Guerrero	4 7	5 2
1968	Bill Vukovich, Jr.	23	7	1985	Arie Luyendyk	20	7

Six rookies started the race in 1985.

FACTS, COLUMN NOTES ON THE INDIANAPOLIS 500 (Compiled by Bob Laycock of the IMS staff and historian Bob Watson):

- Fewest cars still running at the conclusion of the race is seven in 1966.
- Fewest starts in becoming a two-time winner is four by Bill Vukovich.
- Fewest starts in becoming a three-time winner is nine by Louis Meyer and 10 by A.J. Foyt. Meyer actually won his third race in his 10th race appearance due to the fact he drove relief only his rookie year.
- Fewest starts in becoming a four-time winner is 20 by A.J. Foyt.
- Ted Horn and A.J. Foyt are the only drivers to have completed the full 500-mile distance eight times. Wilbur Shaw (1935-40) and Rodger Ward (1959-64) are the only drivers to complete the distance six consecutive times.
- Johnny Aitken and Teo Fabi are the only rookies to have led the 500 in first lap of competition, Aitken in 1911 and Fabi in 1983. First-time starter Paul Bost led the opening lap in 1931, but drove relief previously.
- Most laps completed by a car finishing in last place is 74 by 33rd-place finisher Bill Homeier in 1954.
- Fastest race lap in Indianapolis history was turned in by Rick Mears on lap #14 in 1985. His time was 43.916 seconds and speed was 204.937.
- Fastest leading lap in history was turned in by Danny Sullivan on lap #199 in 1985. Sullivan's time was 44.017 seconds, 204.466 miles an hour.
- Lowest starting position of a race winner is 28th by Ray Harroun in 1911 and

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



MORE "500" STATISTICS - page 4

FACTS, COLUMN NOTES (cont'd):

- Johnny Rutherford is the only driver to win the "500" from the pole twice (1976 and 1980).
- No driver has completed the full 500 miles from the second starting position since Mario Andretti won from that position in 1969.
- Only 11 of the 22 drivers who finished in last place in their first-ever "500" start ever managed to start at Indy again, and of those who did, only one went on to win during his career (3-time winner Bobby Unser).
- Fewest cars to finish full distance is 1, by Frank Lockhart (1926, rain, 160 laps); Johnnie Parsons (1950, rain, 138 laps), A.J. Foyt (1967, 200 laps) and Rick Mears (1984, 200 laps).
- Most cars still running at the finish out of a 33-car field: 27 in 1976 (255 miles, rain), 22 in 1950 (345 miles, rain), 19 in 1940, 1952 and 1954.
- Wilbur Shaw and Bobby Unser are the only drivers to have won the "500" from the front row three times. Shaw from second in 1937 and 1940 and from third in 1939. Unser won from third in 1968 and 1975 and from the pole in 1981.
- The last time a relief driver ran at Indianapolis was in 1977, when Larry Cannon took over from John Mahler on the 150th lap.
- Parnelli Jones is the only driver to have led 400 miles or more of a race twice, 417.5 miles in 1963 and 427.5 miles in 1967.
- Four-time winner A.J. Foyt has never won starting from the front row, although he's started there seven times.
- Only two drivers have ever started and finished in last place -- Dempsey Wilson in 1960 and Ronnie Duman in 1966.
- Mario Andretti led 10 laps of the 1980 race, the first time he had led since his 1969 victory.
- Tommy Milton led 13 times for 128 laps during the 1923 race, the most times a driver has ever led in one race. Next best in this category is Jim Rathmann, who led 12 times for 100 laps in 1960.
- Three-time winner Johnny Rutherford and two-time winners Tommy Milton and Gordon Johncock are the only multiple winners to have never set a track record for fastest winning average speed.
- Rex Mays is the only driver to have led the opening lap of the race six times (1935, 1936, 1938, 1940, 1941, 1948). Mays led the opening lap a record four times from the pole and once each from second and third starting positions.
- Ted Horn completed 1,799 laps out of a possible 1,800 laps during a span covering nine consecutive races. During this streak, Horn never finished higher than second or lower than fourth. Horn's missing lap occurred in 1940 when rain forced the field to be flagged off the course after the first three finishers crossed the finish line. Horn finished fourth that year.
- In 1985, race winner Danny Sullivan became the first driver to ever complete the FULL 500-mile distance with a final lap speed in excess of 200 miles an hour. Sullivan's speed for the white-flag lap was 203.151. Second-place finisher Mario Andretti completed the final lap with an even faster speed of 203.422. Both drivers had recorded their fastest laps of the race on lap #199.
- Dick and Jim Rathmann are the only brother combination to have set four-lap qualification records, Jim in 1956 and 1960, Dick in 1958. Jim, ironically, never started on the pole.
- Two pairs of brothers have led the "500." Louis and Gaston Chevrolet were the first pair and Bobby and Al Unser the second. Bobby and Al are the only brothers to lead in the same year (1971, 1973, 1977, 1979).
- Only four cars have completed 500 miles without a pit stop: Dave Evans in the Cummins Diesel (13th in 1931); Cliff Bergere in the Noc-Out Hose Clamp Special (5th in 1941); Jimmy Jackson in the Howard Keck Special (6th in 1949) and Johnny Mantz in the Agajanian Special (7th in 1949). Pit stops are now mandatory.
- Lowest starting position of a race leader is 33rd by Tom Sneva in 1980.
- Most consecutive laps led starting with the opening lap of the "500" is 81 by Frank Lockhart in 1927.
- Lowest finishing position by a driver who led the most laps of the race is 19th by Leon Duray in 1928 (led 59 laps) and Billy Arnold in 1931 (led 155 laps).
- In the 1985 starting field, all cars were '85 chassis. In 1986, Phil Krueger is driving the lone year-old machine.
- In 1958, the entire front row (as well as the entire second row) did NOT have a single member lead a lap of the race. This is the only time an entire front row failed to do so.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



MORE "500" STATISTICS - page 5

FACTS, COLUMN NOTES (cont'd):

- The last time teammates won the "500" and "Rookie of the Year" award was in 1973, when Gordon Johncock won the race and Graham McRae won top rookie honors for Pat Patrick's team. Possibilities for 1986 are Leader Card (veteran Gary Bettenhausen, rookie Phil Krueger), Hemelgarn (veteran Scott Brayton, rookie Jacques Villeneuve) and Galles (veterans Pancho Carter and Geoff Brabham, rookie Roberto Moreno).
- First time the pace car was used to bunch up the field after each caution light was in 1979.
- Al Unser is the only driver to have completed the full 500-mile distance five times with a 150 mile-an-hour or better average speed. All told, only 22 drivers have accomplished this feat at least once.
- Al Unser, Tom Sneva and Rick Mears are the only drivers to have averaged 160 miles an hour or better for the full 500-mile distance three times. A.J. Foyt, Mark Donohue and Gordon Johncock accomplished this feat once each and are the only others to have done so.
- Gary Bettenhausen was the last driver to take his rookie test at Indianapolis in a dirt car.
- The last time three teammates led the same race was in 1981, when Mario Andretti, Gordon Johncock and Gordon Smiley led the race in Pat Patrick-owned cars.
- When Bobby Unser won the 1981 "500", he replaced Sam Hanks as the oldest winner of the race. Hanks' mark, set in 1957, stood for a record 24 years.
- Largest margin of victory was in 1913 when Jules Goux beat Spencer Wishart by 13:08.40. Closest was in 1982 when Gordon Johncock beat Rick Mears by .16 second.
- Bobby Unser is the only driver to have won in three different decades (1968, 1975, 1981).
- Gary Bettenhausen's third-place finish in 1980 is the highest finish ever for the slowest qualifier of a starting field.
- Rick Mears is the only driver to have led six consecutive races. Next best is five straight by Rex Mays, Mauri Rose, Bobby Unser and Tom Sneva.
- Bill Vukovich led the most laps of a race a record three consecutive times (1952-54).
- A.J. Foyt has led a record 13 races.
- Parnelli Jones (1961-64) and Jim Clark (1963-66) are the only drivers to have led the race in each of their first four starts.
- Most drivers to have ever led a race is 10 in 1980.
- Most former winners to lead a race is five in 1980 and 1981.
- When Danny Sullivan won the 69th running of the Indianapolis 500 in 1985, he became the first driver to ever win starting from eighth position. Ironically, the year before, Geoff Brabham started eighth and finished last.
- In 1965, Mario Andretti was fastest rookie qualifier, started fourth and won the "Rookie of the Year Award." In 1984, Michael Andretti was fastest rookie qualifier, started fourth and was co-Rookie of the Year.
- Fastest average speed for the entire 500 miles by a rookie driver is 152.777 by fourth-place finisher Donnie Allison in 1970.
- In 1985, Pancho Carter became the first son of a former or present "500" driver to start from the front row. Michael Andretti became the second this year.
- The starting field with the greatest total of previous race experience is 233 years by 34 veterans and 1 rookie of the 1979 field.
- Fastest winning average speed for the entire 500 miles is 163.612 by Rick Mears in 1984.
- Slowest winning average speed for the entire 500 miles is 74.602 by Ray Harroun in 1911.
- Fastest non-winning average speed for the entire 500 miles is 162.026 by second-place finisher Rick Mears in 1982.
- Slowest non-winning average speed for the entire 500 miles is 56.29 by 10th-place finisher Ralph Mulford in 1912.
- Highest finishing position for a "Rookie of the Year" award winner is second place, by George Amick (1958), Jim Clark (1963) and Roberto Guerrero (co-winner, 1984).
- Josele Garza is the youngest driver to have won the Rookie of the Year award at age 19 in 1981. The late Jim Hickman is the oldest driver to have won it, at age 39 in 1982.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1986 ACCIDENT SUMMARY

1. CAR NO. 25 DATE: 5/6 TIME: 2:50 p.m.
DRIVER: Danny Ongais
CAR NAME: GM Goodwrench March
DRIVER'S CONDITION: Released in good condition from track hospital - not to drive today (Tuesday).
CAR CONDITION: Front and back wings light damage.
DESCRIPTION: Lost control out of turn #1, 1/2 spin (360'). Hit wall with left side. Bounced on and off wall approximately 420'. Slid (1/2 spin) 260' across track to infield grass at end of south short chute.
2. CAR NO. 28 DATE: 5/6 TIME: 3:31 p.m.
DRIVER: Herm Johnson
CAR NAME: Menard Lumber Special March
DRIVER'S CONDITION: As of 4:15 p.m., report from Methodist Hospital listed as stable, alert and awake. Reported to have severe open fractures of both feet and a lumbar spinal fracture (no spinal cord damage).
CAR CONDITION: Extensive damage to right side.
DESCRIPTION: Apparently something broke. (Turn #1) Slid 420' (1 spin). Hit wall nearly straight (right side). Continued along wall approximately 480' and came to stop.
3. CAR NO. 45 DATE: 5/6 TIME: 4:07 p.m.
DRIVER: Johnny Parsons
CAR NAME: Pizza Hut/Eastern/Mechel/Grote Racing March
DRIVER'S CONDITION: OK
CAR CONDITION: Damage to right front corner.
DESCRIPTION: Got a little high out of turn #1. Tapped wall with right side tires. Slid sideways 330' thru the south short chute and 270' thru infield grass and stopped in turn #2. The previous lap, he had turned a speed of 202.110.
4. CAR NO. 31 DATE: 5/8 TIME: 5:56 p.m.
DRIVER: Jim Crawford
CAR NAME: ASC Buick March
DRIVER'S CONDITION: Released from track hospital but must be reexamined before driving tomorrow (5/9).
CAR CONDITION: Damage to right rear.
DESCRIPTION: Lost control going into turn #1, slid 600' (2 spins). Hit wall at end of turn #1. Bounced on wall twice, drove car to start of backstretch.
5. CAR NO: 21 DATE: 5/9 TIME: 11:38 a.m.
DRIVER: Johnny Rutherford
CAR NAME: Vermont American Tool Special March
DRIVER'S CONDITION: OK
CAR CONDITION: Collapsed rear suspension.
DESCRIPTION: Going into turn #2, apparently a wheel (right rear) locked up. Slid all the way thru turn #2 (approximately 20' above groove) 1/2 spin right, 1/2 spin left, at end of turn #2. Then came to stop in backstretch. No contact.
6. CAR NO: 2 DATE: 5/14 TIME: 11:22 a.m.
DRIVER: Mario Andretti
CAR NAME: Newman/Haas Lola
DRIVER'S CONDITION: Lacerations to left heel and abrasions to both knees. Taken to Methodist Hospital for further observation.
UPDATE: At 1:00 - Xrays negative. Heel will be repaired and he will be released. Mario will be checked at track hospital Thursday and will probably be released to drive.
CAR CONDITION: Extensive front and right side.
DESCRIPTION: Apparently something let loose on right rear (3/4 way thru turn #3); slid 480' (1 Spin). Hit head on, slid along wall (1/2 spin) 300' - straightened it out, continued on to middle of north short chute (400')
7. CAR NO: 19 DATE: 5/18 TIME: 3:13 p.m.
DRIVER: Rick Miaskiewicz
CAR NAME: R.C.V. Corp. March
DRIVER'S CONDITION: OK
CAR CONDITION: OK
DESCRIPTION: Made contact with Car #45 going through turn #2. Both returned to the pits. Both cars were a little out of shape.
8. CAR NO: 36, 9, 84 DATE: 5/22 TIME: 11:43
DRIVERS: Dennis Firestone (36), Roberto Moreno (9), George Snider (84)
CAR NAMES: Pace Electronics Lola (36), Valvoline Spirit II Lola (9), Calument Farm March (84)
DRIVERS' CONDITION: Firestone - suffered abrasions to the left knee, contusions to the right arm. Sent to Methodist Hospital for observation and neurological examination.
Moreno - checked and released from track hospital
Snider - checked and released from track hospital
(All three drivers are required to be re-examined before driving again)
CARS' CONDITION: #36, torn into two sections; #9, damage to right front and a half-shaft went through the monocoque; #84, extensive damage to the transmission and elsewhere on the rear of the car
DESCRIPTION: Firestone's car lost its left rear wheel off turn #4, spun at least 1 1/2 times, hit inside fourth-turn wall, slid sideways hitting the pit-entrance wall. Moreno and Snider were trailing.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1986 AWARDS AND PRIZES

QUALIFYING:

BUDWEISER/STARCRAFT/CHEVROLET TRUCK POLE AWARD - \$22,500 & van (\$25,000 value)
 ECKRICH "TOP DOG" AWARD - \$10,000 (to fastest single qualifying lap driver)
 JIM ELLIS ENTERPRISES - \$5,000 (to driver with most consistent qualifying laps)
 GTE FRONT RUNNERS AWARD - \$30,000 (\$10,000 to each front row driver)
 INDIANAPOLIS MOTOR SPEEDWAY QUALIFYING AWARDS - \$35,000
 MASTER MECHANIC AWARD - \$7,500 & tools-\$2,500 value (to pole winning
 chief mechanic)
 UND QUALIFYING AWARDS - \$60,000 (\$15,000 to fastest qualifier each
 qualifying period)

RACE DAY:

AFNB "ROOKIE OF THE YEAR" AWARD - \$10,000
 AMERICAN DAIRY AWARDS - \$5,000 (to Winner, Fastest Rookie, & Winning Mechanic)
 AMERITECH BELL YELLOW PAGES AWARD FOR EXCELLENCE - \$5,000 (to Race Winner)
 BEAR "LEADER AT LAP 56" - \$5,600
 BORG-WARNER TROPHY AWARD - \$10,000 & trophy replica (to Race Winner)
 CASSELBERRY COLLECTOR'S BELT BUCKLE AWARD - \$5,000 & 14KT gold belt buckle -
 \$5,000 value (to Race Winner)
 CHEVROLET CORVETTE PACE CAR AWARD - 1986 Pace Car Replica (to Race Winner)
 DOMINO'S PIZZA TRIPLE CROWN AWARD - \$10,000 (to Race Winner)
 GOODYEAR "WINNING CAR OWNER" AWARD - \$5,000 & ring-\$3,300 value
 GOULD AWARD - \$5,000 (to Race Winner)
 HERFF JONES CHAMPION OF CHAMPIONS RING AWARD - \$5,000 & winner's ring-
 \$5,000 value
 INDIANA NATIONAL "LEADERS CIRCLE" AWARD - \$7,500 (to driver who leads the most
 laps in the race)
 INDIANA OXYGEN PERSERVERANCE AWARD - \$5,000 (to lowest positioned car running
 at the end of the race)
 KAY JEWELERS/LONGINES "70TH ANNIVERSARY" AWARD - \$5,000 & watch-\$550 value
 (to race leader at 70 laps)
 KODAK 250 MILE AWARD - \$7,500
 LOCTITE WINNING TEAM AWARD - \$6,000
 MACHINISTS UNION WINNING CHIEF MECHANIC AWARD - \$6,000
 MARLBORD 500 MILE CLUB - \$75,000 (divided evenly among drivers completing
 500 miles)
 MATCH LIGHT FAST START AWARD - \$25,000 (Race leader at lap 10)
 MERCHANTS CHECKERED FLAG AWARD - \$5,000
 MILLER PIT STOP CONTEST - \$50,000
 NADA MILESTONE AWARDS - \$10,000 (lap leader at 100, 200, 300 & 400 miles)
 ROPER FAST LAP AWARD - \$5,000
 SEARS CRAFTSMAN PIT CREW AWARD - \$20,000 (least accumulative time in pits)

ACCESSORY AWARDS:

BELL HELMETS -----	\$ 9,000	PENNZOIL -----	\$ 13,000
ROBERT BOSCH -----	68,000	PPG INDUSTRIES -----	165,000
BRAKE SYSTEMS -----	10,000	PREMIER INDUSTRIAL CORP. ----	6,000
CANON -----	6,500	ROCKWELL INTERNATIONAL -----	10,000
CHAMPION -----	68,000	SEARS DIEHARD BATTERY -----	10,000
DURACELL USA -----	5,000	SIMPSON SPORTS -----	10,000
EARL'S PERFORMANCE ---	6,600	SNAP-ON TOOLS -----	5,000
GT&T RACING PRODUCTS -	5,000	STANT -----	5,000
IDEAL DIVISION -----	5,000	STEWART-WARNER -----	5,000
KONI AMERICA -----	5,000	STP FILTERS -----	5,000
MALLORY IGNITION -----	5,000	STP OIL TREATMENT -----	17,000
MOBIL OIL CORP. -----	15,000	VALVOLINE -----	15,000
MONROE AUTO EQUIPMENT-	15,200	VANDERVELL ENGINE BEARINGS --	8,000

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 1 -- Saturday, May 3, 1986

Chip Ganassi was the first driver to take the track when chief steward Tom Binford officially opened the Speedway for practice at 1:32 p.m. Ganassi was uncontested for first-on-the-track honors, and had already completed a warmup lap in the Bryant Heating & Cooling/Machinists March before Dick Simon, who was first on the track in 1985, went out in the Duracell-Copper Top Lola. "We just wanted to be one of the first," said Ganassi, smiling. "We were uncontested. Hopefully, we'll be uncontested the rest of the month." "We wanted to be first, but we were still installing a new roll bar on the car," said Simon. "Sal (Incandela, his chief mechanic) wanted the car to be right when we went on the track."

Matt Murphy, Indianapolis zone manager of Chevrolet Motor Division presented the keys to the Corvette convertible pace car to IMS Vice President and Public Relations Director Mari Hulman George during opening ceremonies of Day 1. Mrs. George then presented the keys to Binford to signify the start of track activities. Also present at the ceremonies were Indianapolis Mayor William H. Hudnut III; Len Delehanty, 1986 500 Festival President; Gen. Chuck Yeager, who'll drive the pace car for the 1986 classic; and Miss Wendy Diane Barth, a sophomore at Indiana University-Purdue University at Indianapolis, the 1986 500 Festival queen.

Josele Garza, in the Schaefer/Machinists/Eastern Airlines March, became the first driver over 200 miles an hour after Binford lifted the 195 mile-an-hour speed limit at 2 p.m., with a lap at 201.207.

Other cars making their first Speedway appearances of 1986 on Day 1 were #3 and #3T, Bobby Rahal, Budweiser/Truesports March; #9, Roberto Moreno, Galles Lola; #18T, Michael Andretti, Kraco-STP-Lean Machine March; #45, Johnny Parsons, Eastern Airlines/Mechel/Grote Machinists March 850; #2, Mario Andretti, Newman/Haas Lola; #21, Johnny Rutherford, Vermont American/Korales Autosport March; #98, Jan Lammers, Skoal Long Cut Eagle; #8, Geoff Brabham, Valvoline Spirit; #28, Herm Johnson, Menard Lumber Special; and #7, Kevin Cogan, 7-Eleven March.

The 6th annual Indianapolis Special Olympics "Arnold II" festivities are scheduled for Sunday, May 4, with opening ceremonies at 1 p.m. in the flag lot. Mini-track meet, volleyball and soccer events are slated for 3 p.m. with a barbecue to follow at 3:45 p.m. More than \$377,000 has been raised in the last five years, which has benefited more than 21,000 mentally handicapped individuals.

Michael Andretti became the fastest driver on the first day of practice in IMS history with his lap at 210.133, breaking the mark set last year by Dick Simon of 209.302.

"I was hoping to do about that," Michael said after his run in the Kraco-STP-Lean Machine March. "Conditions are so good right now, I can't think of any better. You'd rather have them shooting at you. You try to run as fast as you can and try to make the other guys catch up."

He walked back to the garage area and had a quick conversation with his father, Mario, who was headed toward pit road. Then Mario ran 210.329 in the Newman/Haas Lola for the top speed of the day, just before the track closed.

A total of 32 cars were at the Speedway for Day 1, 14 passing inspection and 13 more in process. Thirteen drivers turned their initial laps of the month.

There were a total of 8 yellow lights for a total time of 48 minutes.

TOP 10 OF THE MONTH

5/3	Mario Andretti	Newman/Haas Lola (2)	210.329
5/3	Michael Andretti	Kraco-STP-Lean Machine March (18)	210.133
5/3	Bobby Rahal	Budweiser/Truesports March (3)	209.399
5/3	Johnny Rutherford	Vermont American March (21)	207.996
5/3	Bobby Rahal	Budweiser/Truesports March (3T)	206.232
5/3	Herm Johnson	Menard Lumber Special March (28)	205.714
5/3	Josele Garza	Schaefer/Machinists March (55)	205.620
5/3	Roberto Moreno	Galles Lola (9)	201.748
5/3	Johnny Parsons, Jr.	Machinists Union March (45)	201.162
5/3	Dick Simon	Duracell Copper Top Lola (22)	195.439

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 2 -- Sunday, May 4, 1986

The Kentucky Derby victory yesterday by Ferdinand gave Howard Keck, its owner, a second major sporting championship. Keck owned the Fuel Injection Specials that Bill Vukovich drove to victory in the Indianapolis 500 in 1953 and 1954. He also owned the car that three-time "500" champion Mauri Rose drove here in 1951, his final appearance in the race.

Indiana Special Olympics held its "Arnold II" festivities this afternoon in the flag lot with a record turnout of 13 teams of Special Olympians and an expected record fund-raising effort.

"We're expecting over \$85,000 but the total ticket count isn't in yet," said Mari Hulman George, Vice President and Public Relations Director of IMS. "Last year, we made \$77,000, which was a good year for us."

La Rue D. Carter Memorial Hospital Youth Service will conduct the 13th annual Art Pollard Memorial Picnic, 11 a.m.-1 p.m. Monday in tent #2, with lunch starting at Noon.

Roberto Moreno, the fastest rookie on Day 1, completed his rookie test today. Randy Lanier became the fastest rookie of the month at 205.902 early today, but did not complete his rookie examination, then Moreno bested him in the last half hour at 208.429.

OTHER CARS ON TRACK TODAY: For first time of the month...#1, Danny Sullivan, Miller American March; #2T, Mario Andretti, Newman/Haas Lola; #4, Rick Mears, Pennzoil Z-7 March; #5, Roberto Guerrero, True Value/Emerson Electric March; #8T, Geoff Brabham, Galles Lola; #11, Al Unser, Hertz Penske PC-15; #12 Randy Lanier, Arciero March; #16, Tony Bettenhausen, Bettenhausen March; #20, Emerson Fittipaldi, Marlboro March; #24, Gary Bettenhausen, Leader Cards March; #30, Al Unser, Jr., Domino's Pizza "Hot One" Lola; #33T, Tom Sneva, Skoal Bandit March; #36, Dennis Firestone, Pace Electronics Lola; #40, Emerson Fittipaldi, Patrick March; #61, Arie Luyendyk, Race For Life Lola; #66, Ed Pimm, Skoal/Pace/Curb March; and #81, Jacques Villeneuve, Canadian Tire/Labatt. Others were #2, Mario Andretti; #3T, Rahal; #7, Cogan; #8, Brabham; #9, Moreno; #18, Michael Andretti; #21, Rutherford; #22, Simon; #28, Johnson; #45, Parsons; #55, Garza; and #59, Ganassi.

Michael Andretti became the fastest of the Andretti family when he turned a lap at 210.378 today. "It was maybe a little better," he said. "It was a little windier today. That gave us a little understeer in turn #3." Mario turned the tables on his son again for the second straight day, however, in the last half hour with a speed of 211.764. "It would be nice if it would last," Mario said. "It just seems to keep working out that way."

Total of 38 cars are now at the Speedway, 29 have passed technical inspection and 9 are in the process. 28 drivers have been on the track to date. There were 9 yellows for one hour, 15 minutes.

TODAY'S FAST FIVE

1.	Mario Andretti	Newman/Haas Lola (2)	211.764
2.	Michael Andretti	Kraco-STP-Lean Machine March (18)	210.378
3.	Rick Mears	Pennzoil Z-7 March (4)	210.329
4.	Bobby Rahal	Budweiser/Truesports March (3T)	210.133
5.	Kevin Cogan	7-Eleven March (7)	209.448

TOP 10 OF THE MONTH

5/4	Mario Andretti	Newman/Haas Lola (2)	211.764
5/4	Michael Andretti	Kraco-STP-Lean Machine March (18)	210.378
5/4	Rick Mears	Pennzoil Z-7 March (4)	210.329
5/4	Bobby Rahal	Budweiser/Truesports March (3T)	210.133
5/4	Kevin Cogan	7-Eleven March (7)	209.448
5/3	Bobby Rahal	Budweiser/Truesports March (3)	209.399
5/4	Roberto Moreno	Galles Lola (9)	208.429
5/4	Emerson Fittipaldi	Patrick March (40)	208.188
5/4	Ed Pimm	Skoal/Pace/Curb March (66)	208.044
5/3	Johnny Rutherford	Vermont American March (21)	207.996

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Day 3 -- Monday, May 5, 1986



Scott Brayton, the Speedway track record holder (214.199 on the third lap of qualifying in '85) talked about his record's chances of holding up.

"It might get broken, it might not," Brayton said. "High speeds during the week don't bother me because conditions change. I'll know next Friday night after 'Happy Hour' if it'll be broken or not. Reliability is what we've concentrated on (with the Buick V-6 motor). We've done a lot of dyno testing and I'm confident with the motor. I wasn't the quickest on the straightaway last year and I still had the record."

Galles Racing has abandoned plans to use the new Honda engine in its cars at the Speedway this year in the cars assigned to Pancho Carter, Geoff Brabham and Roberto Moreno. They'll stay with Cosworths.

Jacques Villeneuve and Jan Lammers passed their rookie tests.

TOP SPEED BY CAR

CAR#	DATE	DRIVER	SPEED	CAR#	DATE	DRIVER	SPEED
1	5/ 5	Sullivan	202.110	22	5/ 3	Simon	195.439
2	5/ 4	Ma. Andretti	211.764	25	5/ 5	Ongais	201.929
2T	5/ 4	Ma. Andretti	205.526	28	5/ 4	Johnson	206.327
3	5/ 3	Rahal	206.232	30	5/ 5	Unser, Jr.	203.389
3T	5/ 4	Rahal	210.133	31	5/ 5	Paul, Jr.	202.065
4	5/ 5	Mears	211.118	33T	5/ 5	Sneva	207.612
4T	5/ 5	Mears	200.758				
5	5/ 4	Guerrero	189.513	36	5/ 4	Firestone	198.587
7	5/ 4	Cogan	209.448	45	5/ 3	Parsons	201.162
8	5/ 5	Brabham	201.072				
8T	5/ 4	Brabham	196.035	55	5/ 3	Garza	205.620
9	5/ 4	Moreno	208.429	59	5/ 4	Garassi	205.479
11	5/ 5	Unser	208.044	61	5/ 5	Luyendyk	204.220
12	5/ 4	Lanier	205.902	66	5/ 4	Pimm	208.044
14	5/ 5	Foyt	197.845	71	5/ 5	Brayton	190.920
15	5/ 5	Carter	200.713	81	5/ 5	Villeneuve	199.291
16	5/ 5	T. Rettenhausen	201.027	98	5/ 5	Lammers	194.049
18	5/ 4	Mi. Andretti	210.378				
20	5/ 4	Fittipaldi	200.892				
20T	5/ 4	Fittipaldi	208.188				
21	5/ 3	Rutherford	207.996				

CARS ON TRACK TODAY: For first time of the month...#4T, Rick Mears, Pennzoil Z-7 Special March; #12T, Lanier, Anciero March; #14, A.J. Foyt, Gilmore-Copenhagen March; #15, Pancho Carter, Doons Light Silver Bullet Lola; #25, Danny Ongais, GM Goodwrench Buick March; #31, John Paul, Jr., ASC Buick March; and #71, Scott Brayton, Living Well/WTV March. Others were #1, Sullivan; #2, Mario Andretti; #3, Rahal; #4, Rick Mears; #8, Brabham; #8T, Moreno; #9, Moreno; #11, Unser; #12, Lanier; #16, T. Rettenhausen; #18, Michael Andretti; #20, Fittipaldi; #30, Unser, Jr.; #33T, Sneva; #36, Firestone; #45, Parsons; #55, Garza; #61, Luyendyk; #66, Pimm; #81, Villeneuve; and #98, Lammers.

Total of 45 cars are now at the Speedway, 39 have passed technical inspection and 6 are in the process. 33 drivers have been on the track to date. There were 10 yellows for one hour, 12 minutes.

TODAY'S FAST FIVE

1. Rick Mears	Pennzoil Z-7 Special March (4)	211.118
2. Al Unser	Hertz Special Penske (11)	208.044
3. Tom Sneva	Skoal Bandit March (33T)	207.612
4. Mario Andretti	Newman/Haas Lola (2)	207.612
5. Michael Andretti	Kraco-STP-Lean Machine March (18)	207.564

TOP 10 OF THE MONTH

5/4	Mario Andretti	Newman/Haas Lola (2)	211.764
5/5	Rick Mears	Pennzoil Z-7 Special March (4)	211.118
5/4	Michael Andretti	Kraco-STP-Lean Machine March (18)	210.378
5/4	Rick Mears	Pennzoil Z-7 March (4)	210.329
5/4	Bobby Rahal	Budweiser/Truesports March (3T)	210.133
5/4	Kevin Cogan	7-Eleven March (7)	209.448
5/3	Bobby Rahal	Budweiser/Truesports March (3)	209.399
5/4	Roberto Moreno	Galles Lola (9)	208.429
5/4	Emerson Fittipaldi	Patrick March (40)	208.188
5/4	Ed Pimm	Skoal/Face/Curb March (66)	208.044
5/5	Al Unser	Hertz Special Penske (11)	208.044

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 4 -- Tuesday, May 6, 1986

Danny Ongais, Herm Johnson and Johnny Parsons brought out cautions in separate accidents, the first of the month.

Ongais, at 12:50 p.m., lost control out of turn #1, did a half-spin and hit the wall with the left side of the GM Goodwrench March, bounced on and off the wall approximately 420 feet and slid to the infield grass. Damage to front and rear wings. Ongais released in good condition from track hospital, not to drive further today.

Johnson, at 3:31 p.m., hit the wall in the first turn nearly straight (right side) after something apparently broke on the #28 Menard Lumber March. The car continued along the wall approximately 480 feet and came to a stop. As of 4:15 p.m., report from Methodist Hospital listed him as stable, alert and awake. Reported to have severe open fractures of both feet and a lumbar spinal fracture (no spinal cord damage). Car had extensive damage to the right side.

Parsons, at 4:07 p.m., got a little high out of turn #1 and tapped the wall with the right-side tires of the Pizza Hut/Eastern/Mechel/Grote Racing March. The car slid sideways 330 feet through the south short chute and 270 feet through the infield grass and stopped in turn #2. Parsons okay. Car suffered minor damage to right front and rear corners. The previous lap, Parsons had turned a speed of 202.110 miles an hour.

CARS ON TRACK TODAY: For first time of the month...#18T, Michael Andretti, Kraco-STP-Lean Machine March; #30T, Al Unser, Jr, Domino's Pizza "Hot One" Lola; #33, Tom Sneva, Skoal Bandit March; #61T, Arie Luyendyk, MCI-Race for Life Lola; and #84, A.J. Foyt, Calumet Farms March; Others were #1, Sullivan; #2, Andretti; #3 and #3T, Rahal; #4, Mears; #5, Guerrero; #7, Cogan; #8, Brabham; #8T, Moreno; #11, Unser; #12 and #12T, Lanier; #14, Foyt; #15, Carter; #16, T. Bettenhausen; #18, Michael Andretti; #20, Fittipaldi; #21, Rutherford; #22, Simon/Boesel; #25, Ongais; #28, Johnson; #31, Paul; #36, Firestone; #45, Parsons; #55, Garza; #59, Ganassi; #61, Luyendyk; #66, Pimm; #71, Brayton; #81, Villeneuve; and #98, Lammers.

Danny Sullivan matched Mario Andretti's fastest speed of the month today with a lap of 211.764 at 1:15 p.m.

"Today is really the first productive day we've had," Sullivan said. "We ran Sunday, but only a few laps. Because of the wind yesterday, we weren't able to make the adjustments we needed."

Sullivan ended his practice day around 5 p.m. "with the wind the way it is."

The wind was reported as 10-20 miles an hour out of the southwest.

Ed Pimm boosted the #66 Skoal/Pace/Curb March to fourth fastest of the month shortly before the track closed with a speed of 211.019.

"We're just pecking away at it," Pimm said. "We started out this morning with a 207 right off the bat, and we found the right sidepod was pulling loose. We spent the rest of the day fixing that and came back out. I guess that was our problem."

Total of 50 cars are now at the Speedway, 43 have passed technical inspection and 7 are in the process. 33 drivers have been on the track to date. There were 10 yellows for two hours and one minute.

Randy Lanier passed his rookie test late in the day.

TODAY'S FAST FIVE

1.	Danny Sullivan	Miller American Special Penske (1)	211.764
2.	Rick Mears	Pennzoil Z-7 Special March (4)	211.460
3.	Ed Pimm	Skoal/Pace/Curb March (66)	211.019
4.	Mario Andretti	Newman/Haas Lola (2)	210.822
5.	Emerson Fittipaldi	Marlboro March (20)	210.084

TOP 10 OF THE MONTH

5/4	Mario Andretti	Newman/Haas Lola (2)	211.764
5/6	Danny Sullivan	Miller American Special Penske (1)	211.764
5/6	Rick Mears	Pennzoil Z-7 Special March (4)	211.460
5/6	Ed Pimm	Skoal/Pace/Curb March (66)	211.019
5/4	Michael Andretti	Kraco-STP-Lean Machine March (18)	210.378
5/4	Bobby Rahal	Budweiser/Truesports March (3T)	210.133
5/6	Emerson Fittipaldi	Marlboro March (20)	210.084
5/4	Kevin Cogan	7-Eleven March (7)	209.448
5/3	Bobby Rahal	Budweiser/Truesports March (3)	209.399
5/4	Roberto Moreno	Galles Lola (9)	208.429

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Day 5 -- May 7, 1986



Update on Herm Johnson from Methodist Hospital: He is in serious condition, but alert and joking with attendants after seven hours of surgery by Drs. Terry Trammell and Any Vicar to repair fractures and re-establish blood flow to his feet and ankles. He is confined to the intensive care unit.

John Paul, Jr. was sentenced this morning in U.S. District Court in Jacksonville, Fl. to five years in prison on a racketeering charge and received a suspended five-year sentence with an equal amount of probation to be served consecutively on a false passport charge. Team officials said today that no replacement driver has been named for the #31 ASC Buick March.

Phil Krueger passed his refresher test in the #42 Moran Electric March.

Rick Mears ran 25 laps in the Pennzoil Z-7 Special March, changed tires, went back out and registered a 214.694 at 2:30 p.m. "I was happy because it was over 80 degrees (when I did it)," said Mears.

CARS ON TRACK TODAY: For first time of the month...#19, Rick Miaskiewicz, R.C.V. March; #42, Phil Krueger, Moran Electric March; and #65, Steve Chassey, Genesee Beer Wagon March. Others were #1, Sullivan; #2 and #2T, Andretti; #3T, Rahal; #4 and #4T, Mears; #5, Guerrero; #7, Cogan; #8, Brabham; #8T, Moreno; #11, Unser; #12, Lanier; #14, Foyt; #15, Carter; #18 and #18T, Mi. Andretti; #20, Fittipaldi; #21, Rutherford; #22, Boesel; #24, G. Bettenhausen; #30T, Unser, Jr.; #33, Sneva; #36, Firestone; #55, Garza; #59, Ganassi; #61 and #61T, Luyendyk; #71, Brayton; #81, Villeneuve; #84, Foyt; and #98, Lammers.

Total of 50 cars are now at the Speedway, 46 have passed technical inspection and 2 are in the process. 36 drivers have been on the track to date. There were 10 yellows for 1 hour and 25 minutes. Track closed at 5:08 for rain.

TOP SPEED BY CAR

CAR#	DATE	DRIVER	SPEED	CAR#	DATE	DRIVER	SPEED
1	5/7	Sullivan	214.081	21	5/3	Rutherford	207.996
2	5/4	Ma. Andretti	211.764	21T	5/7	Rutherford	208.760
2T	5/7	Ma. Andretti	210.592	22	5/6	Boesel	202.748
3	5/3	Rahal	206.232	25	5/6	Ongais	204.778
3T	5/7	Rahal	213.017	28	5/4	Johnson	206.327
4	5/7	Mears	214.694	30	5/5	Unser, Jr.	203.389
4T	5/7	Mears	210.329	30T	5/6	Unser, Jr.	206.422
5	5/7	Guerrero	204.964	31	5/5	Paul, Jr.	202.065
7	5/7	Cogan	211.466	33	5/7	Sneva	208.623
8	5/5	Brabham	201.072	33T	5/5	Sneva	207.612
8T	5/6	Moreno	207.230	36	5/6	Firestone	200.490
9	5/4	Moreno	208.429	42	5/7	Krueger	193.465
11	5/7	Unser	212.064	45	5/7	Parsons	202.110
12	5/7	Lanier	208.574	55	5/7	Garza	209.839
12T	5/6	Lanier	191.734	59	5/4	Ganassi	205.479
14	5/7	Foyt	206.422	61	5/7	Luyendyk	208.671
15	5/7	Carter	207.325	61T	5/6	Luyendyk	204.951
16	5/6	T. Bettenhausen	202.330	66	5/6	Pimm	211.019
18	5/4	Mi. Andretti	210.378	71	5/7	Brayton	201.703
18T	5/6	Mi. Andretti	203.286	81	5/6	Villeneuve	207.421
20	5/7	Fittipaldi	211.019	84	5/7	Foyt	203.435
20T	5/4	Fittipaldi	208.188	98	5/5	Lammers	194.049

TODAY'S FAST FIVE

1.	Rick Mears	Pennzoil Z-7 Special March (4)	214.694
2.	Danny Sullivan	Miller American Special March (1)	214.081
3.	Michael Andretti	Kraco-STP-Lean Machine March (18)	213.725
4.	Bobby Rahal	Budweiser/Truesports March (3T)	213.017
5.	Al Unser	Hertz Special Penske (11)	212.064

TOP 10 OF THE MONTH

5/7	Rick Mears	Pennzoil Z-7 Special March (4)	214.694
5/7	Danny Sullivan	Miller American Special Penske (1)	214.081
5/7	Michael Andretti	Kraco-STP-Lean Machine March (18)	213.725
5/7	Bobby Rahal	Budweiser/Truesports March (3T)	213.017
5/7	Al Unser	Hertz Special Penske (11)	212.064
5/4	Mario Andretti	Newman/Haas Lola (2)	211.764
5/7	Kevin Cogan	7-Eleven March (7)	211.466
5/6	Ed Pimm	Skoal/Pace/Curb March (66)	211.019
5/7	Emerson Fittipaldi	Marlboro March (20)	211.019
5/7	Rick Mears	Pennzoil Z-7 Special March (4T)	210.729

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 6-- May 8, 1986

Jim Crawford was named at 2 p.m. today to replace John Paul, Jr. in the #31 ASC Buick March.

The 9 a.m. update on driver Herm Johnson's condition from Methodist Hospital and Dr. Hank Rock, Speedway Medical Director: serious, but stable; still in intensive care; feels better. Dr. Terry Trammell will schedule surgery for Friday for redressing and wound inspection.

Rick Mears' lap of 214.694 in the Pennzoil Z-7 Special March broke the record for the fastest unofficial practice lap in Speedway history. The previous fastest was by Don Whittington in practice before the opening qualifying session last year at 214.643. Time difference between the two runs was .01 of a second.

Mike Nish completed his refresher course in 20 laps in the #84 Calumet Farms March.

CARS ON TRACK TODAY: #1, Sullivan; #2, Mario Andretti; #3 and #3T, Rahal; #4 and #4T, Mears; #5, Guerrero; #7, Cogan; #8, Brabham; #8T, Moreno/Brabham; #9, Moreno; #11, Unser; #12 and #12T, Lanier; #14, Foyt; #15, Carter; #16, T. Bettenhausen; #18 and #18T, Michael Andretti; #19, Miaskiewicz; #20, Fittipaldi; #21, Rutherford; #22, Boesel; #23, Simon; #24, G. Bettenhausen; #25, Ongais; #30T, Unser, Jr.; #31, Crawford; #33 and #33T, Sneva; #42, Krueger; #44, Foyt; #55, Garza; #59, Ganassi; #61 and #61T, Luyendyk; #66, Pimm; #71, Brayton; #84, Nish; and #98, Lammers.

Seven-time stock-car champion Richard Petty, who has made an annual visit to the Speedway the past few years on behalf of STP, was joined this year by fellow competitors Darrell Waltrip and Terry Labonte today. As Waltrip left the track via a tunnel, three cars went past. "After seeing 'em run for the first time at Indy, I have a new respect for the sound 'ee-oww-www,'" Waltrip said.

Rick Mears, fastest of the day for the second straight day in the Pennzoil Z-7 Special March, said, "The heat might've slowed me up a little bit but not very much. Mainly, we've just been making little changes...balancing the car a little bit here and a little bit there. We've had no problems at all."

At 5:56 p.m., Jim Crawford lost control going into turn #1, slid 600 feet (2 spins), hit wall at end of turn #1, bounced on the wall twice and drove car to start of backstretch. The #31 ASC Buick March had damage to the right rear. Crawford released from track hospital, but must be re-examined before driving again.

Danny Sullivan, second fastest today in the Miller American Special March, said of the possible best single lap of qualifying Saturday: "Everything's going to depend on the weather. With ideal conditions, you could look for 215 plus."

Total of 51 cars are now at the Speedway, 50 have passed technical inspection and 1 is in the process. 36 drivers have been on the track to date. There were 17 yellows for 2 hours and 3 minutes. Track closed at 5:56 p.m.

TODAY'S FAST FIVE

1.	Rick Mears	Pennzoil Z-7 Special March (4)	214.592
2.	Danny Sullivan	Miller American Special March (1)	214.285
3.	Emerson Fittipaldi	Marlboro March (20)	214.183
4.	Michael Andretti	Kraco-STP-Lean Machine March (18T)	213.980
5.	Kevin Cogan	7-Eleven March (7)	213.929

TOP 10 OF THE MONTH

5/7	Rick Mears	Pennzoil Z-7 Special March (4)	214.694
5/8	Danny Sullivan	Miller American Special March (1)	214.285
5/8	Emerson Fittipaldi	Marlboro March (20)	214.183
5/8	Michael Andretti	Kraco-STP-Lean Machine March (18T)	213.980
5/8	Kevin Cogan	7-Eleven March (7)	213.929
5/7	Michael Andretti	Kraco-STP-Lean Machine March (18)	213.725
5/8	Bobby Rahal	Budweiser/Truesports March (3T)	213.421
5/8	Fd Pimm	Skoal/Pace/Curb March (66)	213.285
5/8	Mario Andretti	Newman/Haas Lola (2)	212.214
5/8	Al Unser	Hertz Special Penske (11)	212.164

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 7 -- May 9, 1986

All of the 33 qualifiers, plus pace-car driver Chuck Yeager, will receive a gold ring mounted with a green stone signifying the starting flag from PPG Industries. "In baseball's World Series and pro football's Super Bowl, all competitors receive a ring...", said Jim Chapman, director of racing for PPG. "We believe that all competitors in the world's greatest auto racing event deserve no less. The ring will be exclusive and symbolic, a timeless badge of excellence."

Yellow light went on at 11:38 a.m. when Johnny Rutherford, in the #21 Vermont American Tools March, experienced a right rear suspension collapse going into turn #2. He slid through turn #2, approximately 20 feet above the groove, did a half spin right, a half spin left at end of turn #2 and came to a stop in the backstretch. No contact.

Rick Mears, steadily in the 214 mile-an-hour bracket unofficially in the Pennzoil Z-7 Special March, said today's conditions were "pretty close to the same" as Thursday.

"The wind's blowing a little different, that's all," he said.

"We had one yesterday at 215.4 on our clocks and two other clocks had us at 215.1 and 215.2," he added. "All of ours had 214.8s today. We're trying to get it consistent so we can put four good laps together. It feels pretty good."

(About the pole): "We want it," he said. "I don't know how much, but we want it. I don't worry about it much, but if you're in striking distance, it becomes more important. It'd be good for the guys. Pennzoil, Penske. If I'm struggling for 10th place, I don't care."

After turning the day's fastest speed (at the time) of 213.169, Michael Andretti blew the Kraco team's fourth engine of the month going down the frontstretch.

"The car was working well," Michael said. "It wasn't our qualifying car but now we'll have to try some things with the other car."

CARS ON TRACK TODAY: For the first time of the month...#5T,Roberto Guerrero,True Value/Emerson Electric March. Others were #1,Sullivan; #2,Mario Andretti; #3 and #3T,Rahal; #4,Mears; #7,Cogan; #8 and #8T,Brabham; #9,Koreno; #11, Unser; #12 and #12T Lanier; #14,Foyt; #15,Carter; #16,T.Bettenhausen; #18 and 18T,Michael Andretti; #19,Miaskiewicz; #20,Fittipaldi; #21,Rutherford; #22,Boesel; #23,Simon; #24,G.Bettenhausen; #25,Ongais; #30T,Unser,Jr.; #31,Crawford; #33,Sneva; #36,Firestone; #42,Krueger; #44,Foyt; #45,Parsons; #55,Garza; #59,Ganaassi; #61 and #61T,Luyendyk; #66,Pimm; #71,Brayton and #98,Lammers/Parsons.

Rick Miaskiewicz passed the third phase of his rookie test.

Mario Andretti became the fastest of the day on the day before "Pole Day" for the third straight year at the Speedway with his lap of 214.643.

"We definitely made progress as the day went along," he said. "We changed engines last night and that helped, but it was really our work on the chassis that made the difference. That's something we've continued to work on all along."

Total of 51 cars are now at the Speedway, 50 have passed technical inspection and 1 is in the process. There were 20 yellows for 1 hour, 32 minutes.

TODAY'S FAST FIVE

1.	Mario Andretti	Newman/Haas Lola (2)	214.643
2.	Rick Mears	Pennzoil Z-7 Special March (4)	214.592
3.	Bobby Rahal	Budweiser/Truesports March (3T)	214.387
4.	Michael Andretti	Kraco-STP-Lean Machine March (18T)	214.132
5.	Tom Sneva	Skoal Bandit March (33)	214.030

TOP 10 OF THE MONTH

5/7	Rick Mears	Pennzoil Z-7 Special March (4)	214.694
5/9	Mario Andretti	Newman/Haas Lola (2)	214.643
5/9	Bobby Rahal	Budweiser/Truesports March (3T)	214.387
5/8	Danny Sullivan	Miller American Special March (1)	214.285
5/8	Emerson Fittipaldi	Marlboro March (20)	214.183
5/9	Michael Andretti	Kraco-STP-Lean Machine March (18T)	214.132
5/9	Tom Sneva	Skoal Bandit March (33)	214.030
5/8	Kevin Cogan	7-Eleven March (7)	213.929
5/7	Michael Andretti	Kraco-STP-Lean Machine March (18)	213.725
5/8	Ed Pimm	Skoal/Face/Curb March (66)	213.285

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Day 8 -- May 10, 1986
First Qualifying Day



Good morning, ladies and gentlemen of the media. The Indianapolis Motor Speedway welcomes you to the first day of qualifications for the 70th edition of its 500-mile classic.

The IMS press and information staffs are available to serve your press-room needs throughout the month of May. If you need assistance, please ask any of us.

Rick Mears, piloting the Pennzoil Z-7 Special March, came out of the gate fast at the start of the morning practice session. At 8:07 a.m., he registered a time of 41.371 seconds, 217.548 miles an hour. Bobby Rahal then turned a lap of 216.190 in the Budweiser/Truesports March.

Update on condition of driver Herm Johnson from Methodist Hospital and Speedway Medical Director Dr. Hank Bock: good condition, good spirits.

Weather for today: sunny, winds out of the southeast at 10 miles an hour, temperatures 75-80. Chance of rain Sunday.

We will use the following abbreviations for the chronological qualification reports: QA - Qualification attempt; Q - Qualifier; UA - Unsuccessful attempt; R - Rookie; TR -- Track record.

Michael Andretti reached the 216 mile-an-hour bracket near the end of the first session with a speed of 216.398 in the Kraco-STP-Lean Machine March. Rahal then boosted his speed to 216.710 and Andretti came back with 216.554.

Two-time Indianapolis 500 winner Gordon Johncock arrived at the Speedway at 4:30 p.m. Friday.

TRIVIA, FACTS ON POLE DAY (compiled by Bob Laycock of IMS and historian Bob Watson):

- The last time the fastest qualifier of a field was not classified as a "first-day qualifier" was in 1981 when Tom Sneva led all qualifiers with a 200.691 average but had to start 20th.
- The only driver to be the fastest qualifier of a starting field twice in a row starting with his rookie year was Walt Faulkner in 1950 and 1951.
- In 1958, polesitter Dick Rathmann was involved in a multi-car accident on the first lap. As a result, he did not complete a lap and is the only polesitter to have ever failed to do so.
- A.J. Foyt is the only driver to have won in both front (1961, 1964) and rear-engined cars (1967, 1977). No driver has ever qualified for the pole in both front- and rear-engined cars, or set one- or four-lap records in both.
- Rex Mays is the only driver to have qualified on the pole position at two different qualifying distances, 10-laps in 1935 and 1936 and four laps in 1940 and 1948.
- The fastest three-lap "incomplete" run was recorded by rookie driver Roberto Guerrero in 1984. Guerrero's accumulated time for the three laps was 2:12.244 and his average speed was 204.168 miles an hour. Guerrero's run had to be aborted on the fourth lap when the cowling flew off his car.
- The fastest three-lap "wave off" was recorded by Michael Andretti in 1985. His time was 2:12.360 and speed of 203.989.
- Fastest qualification run by a rookie: Michael Andretti, 207.805, 1984. (fastest lap 208.126)
- Fastest qualification run by foreign driver: Emerson Fittipaldi, 211.322, 1985. (fastest lap 211.595)
- Fastest qualification run by foreign rookie driver: Teo Fabi, 207.395, 1983. (fastest lap 208.126)
- Fastest four-lap qualification "tie" in history is 200.122 by Danny Ongais and A.J. Foyt, 1978.

At 9:54 a.m., Danny Sullivan got the #1 Miller American Special March up to the month's fastest speed of 217.601 miles an hour. Others, and their fastest laps, over 216 this morning: #4 Rick Mears, Pennzoil Z-7 Special March, 217.548; #3T Bobby Rahal, Budweiser/Truesports March, 216.710; #18 Michael Andretti, Kraco-STP-Lean Machine March, 216.554.

USAC Technical Director Jack Beckley reported no known mechanical malfunctions during the morning sessions.

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 8 -- May 10, 1986

page 2

11:07 A.M. -- #23	DICK SIMON, Capistrano Beach, CA Duracell Copper Top Lola	
QA - 1	1 -- 43.219 -- 208.242 2 -- 43.676 -- 206.063 3 -- 43.319 -- 207.761 4 -- waved off	UA - 1
11:18 A.M. -- # 2	MARIO ANDRETTI, Nazareth, PA Newman/Haas Racing Lola	
QA - 2	1 -- 42.310 -- 212.716 2 -- 42.249 -- 213.023 3 -- 42.428 -- 212.124 4 -- 42.584 -- 211.347 <hr/> T- 2:49.571 -- 212.300	R - 1
11:25 A.M. -- #21	JOHNNY RUTHERFORD, Ft. Worth, TX Vermont American Tool Special March	
QA - 3	1 -- 43.169 -- 208.483 2 -- 43.061 -- 209.006 3 -- 43.122 -- 208.710 4 -- waved off	UA - 2
11:32 A.M. -- #61	ARIE LUYENDYK, Waukesha, WI MCI-Race For Life Lola	
QA - 4	1 -- 43.271 -- 207.991 2 -- lost power	UA - 3
11:43 A.M. -- # 1	DANNY SULLIVAN, Louisville, KY Miller American Special March	
QA - 5	1 -- 41.719 -- 215.729 TR 2 -- 41.714 -- 215.755 TR 3 -- 41.737 -- 215.636 4 -- 41.975 -- 214.413 <hr/> T- 2:47.145 -- 215.382 TR	Q - 2
11:57 A.M. -- #59	CHIP GANASSI, Pittsburgh, PA Bryant/Machinists Union March	
QA - 6	1 -- 44.061 -- 204.262 2 -- waved off	UA - 4
12:07 P.M. -- #33T	TOM SNEVA, Paradise Valley, AZ Skoal Bandit March	
QA - 7	1 -- 43.867 -- 205.166 2 -- 43.859 -- 205.203 3 -- waved off	UA - 5
12:32 P.M. -- #12	RANDY LANIER, Davie, FL (R) Arciero Racing Teams March	
QA - 8	1 -- 42.718 -- 210.684 2 -- 42.823 -- 210.167 3 -- 42.910 -- 209.741 4 -- 43.007 -- 209.268 <hr/> T- 2:51.458 -- 209.964	Q - 3

Legend: QA - Qualification Attempt; Q - Qualifier; UA - Unsuccessful attempt; R - Rookie; TR - Track Record.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Day 8 -- May 10, 1986

page 3

12:40 P.M. -- # 4	RICK MEARS, Bakersfield, CA Pennzoil Z-7 Special March	Q - 4
QA - 9	1 -- 41.364 -- 217.581 TR 2 -- 41.451 -- 217.124 3 -- 41.503 -- 216.852 4 -- 41.712 -- 215.765 <hr/> T- 2:46.030 -- 216.828 TR	
12:51 P.M. -- #20	EMERSON FITTIPALDI, Long Beach, CA Marlboro March	
QA - 10	1 -- 42.201 -- 213.265 2 -- 42.245 -- 213.043 3 -- 43.044 -- 209.088 4 -- 43.745 -- 205.738 <hr/> T- 2:51.235 -- 210.237	Q - 5
(5-car field average - 212.942)		
1:00 P.M. -- # 8	GEOFF BRABHAM, Noblesville, IN Valvoline Spirit Lola	
QA - 11	1 -- 43.461 -- 207.082 2 -- 43.353 -- 207.598 3 -- came in	UA - 6
1:05 P.M. -- #18T	MICHAEL ANDRETTI, Nazareth, PA Kraco-STP-Lean Machine March	
QA - 12	1 -- 41.924 -- 214.674 2 -- 41.915 -- 214.720 3 -- 41.926 -- 214.664 4 -- 42.050 -- 214.031 <hr/> T- 2:47.815 -- 214.522	Q - 6
1:24 P.M. -- #81T	JACQUES VILLENEUVE, Quebec, Canada (R) LivingWell/Hemelgarn/Labatts March	
QA - 13	1 -- 43.094 -- 208.846 2 -- 42.965 -- 209.473 3 -- 42.901 -- 209.785 4 -- 42.962 -- 209.487 <hr/> T- 2:51.922 -- 209.397	Q - 7
1:32 P.M. -- # 9	ROBERTO MORENO, Brazilia, Brazil (R) Galles Lola	
QA - 14	1 -- 43.027 -- 209.171 2 -- 42.962 -- 209.487 3 -- 42.924 -- 209.673 4 -- 42.950 -- 209.546 <hr/> T- 2:51.863 -- 209.469	Q - 8
1:41 P.M. -- # 3T	BOBBY RAHAL, Dublin, OH Budweiser/Truesports/March	
QA - 15	1 -- 41.922 -- 214.684 2 -- 42.229 -- 213.124 3 -- 42.193 -- 213.306 4 -- 42.235 -- 213.093 <hr/> T- 2:48.579 -- 213.550	Q - 9

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 8 -- May 10, 1986

page 4

1:52 P.M. -- #66	ED PIMM, Dublin, OH Skool/Pace/Curb March	
QA - 16	1 -- 43.099 -- 208.822 2 -- came in	UA - 7
1:59 P.M. -- #30T	AL UNSER, JR, Albuquerque, NM Domino's Pizza "Hot One" Lola	
QA - 17	1 -- 42.406 -- 212.234 2 -- 42.394 -- 212.294 3 -- 42.710 -- 210.723 4 -- 42.676 -- 210.891 <hr/> T- 2:50.186 -- 211.533	Q - 10
(10-car field average - 212.289)		
2:11 P.M. -- #36	DENNIS FIRESTONE, Los Alamitos, CA Pace Electronics Lola	
QA - 18	1 -- 43.415 -- 207.302 2 -- 43.528 -- 206.763 3 -- 43.526 -- 206.773 4 -- came in	UA - 8
2:23 P.M. -- #55	JOSELE GARZA, Mexico City, Mexico Schaefer/Machinists Union March	
QA - 19	1 -- 43.199 -- 208.338 2 -- 43.090 -- 208.865 3 -- 42.943 -- 209.580 4 -- 43.067 -- 208.977 <hr/> T- 2:52.299 -- 208.939	Q - 11
2:33 P.M. -- # 7	KEVIN COGAN, Redondo Beach, CA 7-Eleven March	
QA - 20	1 -- 42.326 -- 212.635 2 -- 42.315 -- 212.691 3 -- 42.545 -- 211.541 4 -- 42.688 -- 210.832 <hr/> T- 2:49.874 -- 211.922	Q - 12
2:46 P.M. -- #25	DANNY ONGAIS, Santa Ana, CA GM Goodwrench Buick March	
QA - 21	1 -- 42.536 -- 211.585 2 -- 42.846 -- 210.055 3 -- 43.225 -- 208.213 4 -- 43.512 -- 206.839 <hr/> T- 2:52.119 -- 209.158	Q - 13
2:58 P.M. -- #15	PANCHO CARTER, Brownsburg, IN Coors Light Silver Bullet Lola	
QA - 22	1 -- 42.822 -- 210.172 2 -- 42.760 -- 210.477 3 -- 42.974 -- 209.429 4 -- 43.171 -- 209.635 <hr/> T- 2:51.727 -- 209.635	Q - 14

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 8 -- May 10, 1986

page 5

3:08 P.M. -- #16	TONY BETTENHAUSEN, Indianapolis, In Bettenhausen Racing March	Q - 15
QA - 23	1 -- 43.035 -- 209.132 2 -- 42.996 -- 209.322 3 -- 43.117 -- 208.734 4 -- 43.156 -- 208.546	
	<hr/> T- 2:52.304 -- 208.933	
(15-car field average - 211.423)		
3:19 P.M. -- #33	TOM SNEVA, Paradise Valley, AZ Skool Bandit March	
QA - 24	1 -- 42.454 -- 211.994 2 -- 42.513 -- 211.700 3 -- 42.422 -- 212.154 4 -- 42.520 -- 211.665	Q - 16
	<hr/> T- 2:49.909 -- 211.878	
3:28 P.M. -- #66	ED PIMM, Dublin, OH Skool/Pace/Curb March	
QA - 25	1 -- 42.564 -- 211.446 2 -- 42.490 -- 211.815 3 -- 42.711 -- 210.719 4 -- 42.953 -- 209.531	Q - 17
	<hr/> T- 2:50.718 -- 210.874	
3:43 P.M. -- #61	ARIE LUYENDYK, Waukesha, WI MCI-Race For Life Lola	
QA - 26	1 -- 43.029 -- 209.161 2 -- pulled off - Second Attempt-	UA - 9
5:01 P.M. -- #22	RAUL ROESEL, Curitiba, Brazil Duracell Copper Top Lola	
QA - 27	1 -- 42.973 -- 209.434 2 -- 43.060 -- 209.011 3 -- 43.002 -- 209.293 4 -- 42.916 -- 209.712	Q - 18
	<hr/> T- 2:51.951 -- 209.362	
5:20 P.M. -- #23	DICK SIMON, Capistrano Beach, CA Duracell Copper Top Lola	
QA - 28	1 -- 43.240 -- 208.141 2 -- 43.121 -- 208.715 3 -- 42.748 -- 210.536 4 -- 43.193 -- 208.367	Q - 19
	<hr/> T- 2:52.302 -- 208.935	
5:26 P.M. -- #21T	JOHNNY RUTHERFORD, Ft. Worth, TX Vermont American Tool Special March	
QA - 29	1 -- 42.875 -- 209.913 2 -- 42.781 -- 210.374 3 -- 42.759 -- 210.482 4 -- 42.834 -- 210.113	Q - 20
	<hr/> T- 2:51.249 -- 210.220	
(20-car field average - 211.128)		

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



May 8 -- May 10, 1986

page 6

5:32 P.M. -- # 5	ROBERTO GUERREKO, Medellin, Colombia True Value/Emerson Electric March	
QA - 30	1 -- 42.523 -- 211.650 2 -- 42.364 -- 212.445 3 -- 42.530 -- 211.615 4 -- 42.735 -- 210.600	Q - 21
	<hr/> T- 2:50.152 -- 211.576	
5:40 P.M. -- #61	ARIE LUYENDYK, Waukesha, WI MCI-Race For Life Lola	
QA - 31	1 -- 43.092 -- 208.855 2 -- 43.257 -- 208.059 3 -- 43.470 -- 207.039 4 -- 43.415 -- 207.302	Q - 22
	<hr/> T- 2:53.234 -- 207.811	
5:47 P.M. -- #36	DENNIS FIRESTONE, Los Alamitos, CA Pace Electronics Lola	
QA - 32	1 -- 43.422 -- 207.268 2 -- 43.319 -- 207.761 3 -- 43.387 -- 207.435 4 -- 43.390 -- 207.421	Q - 23
	<hr/> T- 2:53.518 -- 207.471	
5:53 P.M. -- #11	AL UNSER, Albuquerque, NM Hertz Special Penske	
QA - 33	1 -- 42.357 -- 212.480 2 -- 42.343 -- 212.550 3 -- 42.483 -- 211.849 4 -- 42.392 -- 212.304	Q - 24
	<hr/> T- 2:49.575 -- 212.295	
5:59 P.M. -- # 8	GEOFF BRABHAM, Noblesville, IN Valvoline Spirit Lola	
QA - 34	1 -- 43.088 -- 208.875 2 -- 43.179 -- 208.435 3 -- 43.515 -- 206.825 4 -- 44.062 -- 204.258	Q - 25
	<hr/> T- 2:53.844 -- 207.082	

Field average for 25 cars, 210.744 miles an hour, a record. Previous record was 208.557 last year, a difference of 2.187 miles an hour.

There were 10 yellows today for 1 hour, 17 minutes.

A.J. Foyt's #14 failed the deflector test during technical inspection before a potential final-hour run today.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SUPPLEMENTARY REPORT -- 8 P.M., May 10, 1986

Qualifications today by cars #22 and #23, driven by Dick Simon and Raul Boesel, were disallowed by the USAC technical committee, it was announced at 7:15 p.m. by Indianapolis 500 Chief Steward Tom Binford.

The cars may requalify, with one additional attempt against them.

The new average speed of the field of 23 cars is 210.884 miles an hour, increasing the record, by plus 2.310 miles an hour.

STATEMENT OF TOM BINFORD, CHIEF STEWARD, AT 7:45 P.M. IN THE PRESS ROOM:

"The qualifying attempts of cars #22 and #23 were disallowed for a technical violation of rule 128E of the 1986 USAC Competition Rules. Reference: Minimum size of the valve-fitting opening on the (turbocharger) log. The runs have been disallowed. They can requalify the cars if they meet the technical requirements. I can't tell you why we didn't catch it (the violation in pre-qualifying inspection). That is something we normally check."

104

NATIONAL CHAMPIONSHIP DIVISION

- E. A minimum hole size of 3.400 inches is required for mounting the pressure relief valve, with NO REDUCTION IN SIZE into the main log.
- (1) 4-Cylinder Engines. Valve mounting flanges must be placed on the intake log (manifold). See Illustration No. 15.
 - (2) V-type or opposed engines with dual intake logs (manifolds): Valve mounting flanges must be placed on each intake log (manifold). See Illustration No. 15.
 - (3) V-type engines with one single intake log (manifold): Installation the same as for 4-cylinder engines. See Illustration No. 15.

COMMENTS FROM DICK SIMON:

"It's just a technicality of construction -- it's not cheating. If they thought that we were cheating, they would've disqualified us. The first technical inspection didn't catch it...the second didn't catch it...the third did. Unfortunately the third is after qualification.

"I'm not concerned about Raul, but if something goes wrong on my next attempt (third and last), I could be in trouble. God willing, and I know we are, we'll be back in tomorrow."

(Speaking of USAC) "They're being very nice about it. They're saying by the time it got to their sophisticated equipment, it wasn't legal. I'm arguing that by the time I got here, I thought their technical people knew what they were doing. They're checking everything repeatedly. They ought to catch everything. We need to have that higher technology available before qualifying."

Simon indicated that the opening for the popoff valve was too small by only .080 of an inch and said that actually only a portion of the opening was that much in violation because of a cutout. He indicated that the USAC check is to insert a plunger into the opening and the plunger could not be placed in the openings on his cars.

"It's a letdown. I'm very angry that we run 17 races a year...CART needs USAC, USAC needs CART and I don't know why they can't cooperate on the rules. I'm very discouraged."

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 1

May 10, 1986
First Qualifying Day

AL UNSER (#11 Hertz Special PC-15) (Did not attempt to qualify.) "We just don't have it right yet. We want to practice some more. We'll go out later."

DICK SIMON (#23 Duracell Copper Top Lola) (Waved off with a 3-lap average of 207.351, which is the fastest "wave off", faster than Michael Andretti's wave off in 1985, with a 3-lap average of 203.989. "I got a little loose on the second lap and the car jumped out on me. It was looser yet on the next lap but by then I knew what to do with it. The last lap, though, I was out of control. I wanted to start out on new tires, but I gave Raul (Boesel) two new sets this morning and the stagger went backwards, so I started on worn tires and the stagger grew on me. We'll fuel it up and go back in line." Crew chief Sal Incandela said, "We were looking for a 208.5 or 209. (Asked if they would consider taking what they had in speed) "No, because I knew what I wanted."

JOHNNY RUTHERFORD (#21 Vermont American Tool March) (Waved off with a 3-lap average of 208.733.) "We were going to go for a strong 209 and we only had a mid to strong 208 going. We wanted to make sure this year after what happened in 1985. We've been having problems with getting the (popoff) valve set." (Note this is the fastest wave off, see Simon above.)

ARIE LUYENDYK(#61 MCI-Race for Life Lola): "The first lap was a little over 207, not really where I wanted to be. I could feel the engine starting to tighten up--there was a vibration. It upset me to go out there and have that happen. Here it is the first day of qualifications, everybody's all pumped up, it was my turn, and then -- poof. I was telling myself, 'stay calm, let's stay smooth' then my concentration level was abruptly taken away. The team is changing engines now. We may get out later today, or tomorrow." (Arie completed one lap before blowing the engine, and stopped at the south end of the pits, leaking oil and water, which necessitated a clean-up on the front stretch. Aat Groenevelt, president of Hasselhoff-Groenevelt MCI-Race for Life Team, announced earlier that his team would run only one car for the 1986 Indianapolis 500.) (courtesy Ned Wicker)

MARIO ANDRETTI (#2 Newman/Haas Lola): "The car kept getting looser and looser. I tried as hard as I could and we did the best we could, which is a tribute to Bob Sprow (Newman/Haas chief mechanic) and the crew. However, we fell short of what we could have done with this car, as far as its potential is concerned." On the track conditions: "The conditions were slower for me than they were this morning. I hope it will be the same for everyone else." On getting ready for the race: "The qualifying race is over. Now we have a new program, starting from this moment on, and that's to find what will work for the race." (courtesy Michael Knight)

NON-QUALIFIERS: Tom Sneva in the #33T Skoal Bandit March had a 2-lap average of 205.184, before pulling in.

The #24 of Gary Bettenhausen, the Leader Cards March, did not attempt qualifying, because the car did not pass sidepod deflection technical inspection.

Roberto Guerrero, in the #5T True Value/Emerson Electric March took a warmup lap, but did not take the green flag.

A.J. Foyt will not be attempting qualifying in the #14. The team is changing engines after a manifold problem surfaced. The engine used yesterday will be installed.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 2

May 10, 1986
First Qualifying Day

DANNY SULLIVAN (#1 Miller American Special March): (Reason for drop in speed from 217 mph practice lap this morning?) "It was a little hotter so the track got a little slippery. I just had more slide in the turns. Conditions this morning were about as ideal as you can get." (Did you slip somewhat on one lap?) "Yes, a little bit, in turn 3 on the fourth lap. But I felt like I had a good run going so I thought, the hell with it, I might just as well keep it flat out like I had been doing. I told Derrick (team manager Derrick Walker) not to give me my speeds on the radio unless they were bad. The back end slipped out on me a little bit more than I wanted it to. When it does that, it usually scrubs off about a mile an hour. Hopefully, it won't cost me the pole." (What would it mean to be on the pole?) "I don't know yet, and it's too soon. If it should hold up it would be fantastic to have won last year and then come back and win the pole. The Miller American crew has worked awfully hard and it would mean a lot to them. It all makes me a little nervous, I think." (Who do you consider the biggest threat to take the pole from you?) "No question, it's my teammate, Rick Mears. In my heart, I would really like to have it but if Rick beats me, I wouldn't feel too bad. Rick is probably the finest oval track driver there is. If anybody can go out there and put together four perfect laps, he is the one." (Have the cars reached a speed limit on this track?) "It depends on the rules. But it's not just the rules. There are people like Buick and Chevrolet and Cosworth that come up with better engines. Goodyear develops a better tire. It's all these things. It's a package deal. The drivers now are close to the limit given them by the car. Obviously if you make a car that will drive around out there at 225 mph, there'll be ten guys capable of doing it. It just depends on the equipment." (Courtesy Bob Russo)

JACQUES VILLENEUVE (#81T LivingWell/Indiana Business Magazine/Labatt's March): "I'm happy to be in the race solidly, but feel I could have gone faster, a 210 or better." Ron Hemelgarn, car owner: "We only had 23 laps on a brand new car, and if we had another full week we could have gone a lot faster. We've had problems all week long, but we've done better than we expected." (courtesy Dennis Hensley)

RICK MEARS (#4 Pennzoil Z-7 Special March): (Did you feel you could beat Danny Sullivan's time to win the pole?) "I was a nervous wreck. You never know from one minute to the next what the track conditions have done. Danny did a helluva job putting those 4 laps together as consistently as he did and as quick as he was. That really got my attention." (Who were you concerned with beating you?) "All of them. It's never over until it's over. Rahal's been running strong, Cogan's been running strong, Michael Andretti's been running strong, so until I hear them say the track is closed for the day I'm going to be nervous." (Explain how the wind effects the car) "If you've got a headwind going into the corner it usually pins the front end of the car. It makes the car loose, into the loose direction. If you've got a tailwind going into a corner, it makes the car push. If you're going into a corner you're going faster, and as you start through the corner the wind starts hitting it in the side, which washes the front end out of the car. Or it's the other way around if you're driving into it it just starts pinning the front end of the car and makes the thing loose." Car owner Roger Penske: (Plan to use PC-15s for Rick and Danny?) "Our plan is to run the PC-15s at Milwaukee, two of them." (Does it get routine to do so well?) "Well, we're here to win and the workmanship of the car and the mechanics plus the teamwork -- Danny's helped Rick on the road courses and Rick's helped him on the ovals, Al's been kind of a real fireplug for us, a guide. We don't have a number one driver. I think Rick will tell you that. If the team does well you do well, and we just kind of leave it that way. That's how we go into this. The guys all come here to run hard and fast, and they're working every single day. They're here early in the morning and usually the last guys to leave at night, and that's what we expect."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 3

May 10, 1986
First Qualifying Day

MICHAEL ANDRETTI (#18T Kraco-STP-Lean Machine March): "The car just wasn't quite as good as it was this morning. We made some adjustments and I'm glad we made those adjustments because it helped our situation but I think we could have went a little further than what we did. It was very consistent, but it just wasn't the way it should be. I think if we would have had a little more grip I think I could have been right there with Rick, I mean Danny. I think Rick was out of reach today." (How do you feel about bumping your dad out of the front row?) "Great. He's been doing it to me all month long, you know when I go out and do a good time he'd go out and better it, so it's about time I do it to him." (What's making Kraco the team it is this year, concentrating on a 1-car team?) "Definitely. That's a big difference, but also you've got to give credit to the people. We've got a great team, we've got a lot of good people. Barry Green is running the show. I can't say enough good things about him, and also Adrian Newey, our team engineer, those two guys are the guys that really turned our team around. I give them all the credit." (Do you feel you're beginning to be recognized as Michael Andretti, the driver, not Mario's son?) "I think I am now. I think when I got into Indy Cars people started to look at me that way because to drive somebody's 200,000 dollar car you're not just letting me drive it because of who I am. They're letting me drive because of my ability. "

ROBERTO MORENO (#9 Five Star Marketing Lola) (on qualifying attempt) "I did a 211 in practice this morning. We were expecting that in qualifying. The Five Star Marketing Lola has been having some handling problems which we thought we had corrected at the end of the morning session when I did my quick time. The car is still not perfect." (On the track) "The track was clear, not too bad really, very warm though." (on oval racing) "This is my second oval race. Phoenix was the first. I was nervous at Phoenix but not really here. After the first I have some confidence. I'm beginning to feel at home here. The days are very long but I'm not getting as tired as I did when I first came here. It's good for me, I wake up in the morning feeling very fit. " (on Rookie of the Year) "I don't think about it. If it happens it will be a nice bonus. I want to be there at the end, it is a very long race." (courtesy Kathy Gallagher)

BOBBY RAHAL (#3T Budweiser/Truesports March): "It felt really good on the first lap, but felt progressively worse from then on. The handling just went away. Turns 1, 2, and 4 were fine, but it developed a push in 3 and that's where we lost our time; if you lift for an instant here, there goes a mile an hour." (After Rick Mears record run) "I didn't feel we had a shot at the pole, but I thought we could get the second or third spot. I'm a little disappointed, because when you set you sights high, it's easy to be disappointed. But I'm also happy this week is over with. We're in the race, we're right up there, and now we can get on with what this is all about -- winning the race." (courtesy Gary Ronberg)

AL UNSER, JR (#30 Domino's Pizza "Hot One" Lola) "I'm not disappointed at all...we've got the Domino's Pizza car in the race. I can't say I'm super happy -- I would like to be on the front row, but I'm happy. I feel like we've been about two days behind the fast guys all month. We didn't start going quick until the end of yesterday. It has taken a tremendous effort on the crews part to get us up to speed-- they deserve a lot of the credit. They've worked their butts off all week." (on the car) "I'm not going to change too much, the car feels as good as it has all month. The "Hot One" seems to be very sensitive to very slight changes. I don't want to dial myself out." (on the track) "Overall, it's good. It's a little slippery in places, but not bad." (tired of being called "Little Al"?) "No, not at all. In fact, I'm proud of it. I hope it never changes. I've got a son named Al too. We call him "Mini" Al. So there's actually three of us: big, little and mini." (will you let your son race?) "Yeah, for sure, when the time comes. He's got a go-kart and he drives pretty well, considering I just took the training wheels off his bike." (Courtesy Scott Atherton)

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 4

May 10, 1986
First Day Qualifying

KEVIN COGAN (#7 7-Eleven March): "In the first corner of the third lap, it got loose on me and it just kept getting looser, so I had to lift in the turns. When you lift, it's just a little bit, but it makes a significant difference in speed. By the end I was just trying to keep from crashing it. I'm disappointed. I thought it would be easy to get the inside of the second row the way the car was this morning. I'll really be disappointed if we don't stay in the second row."

PANCHO CARTER (#15 Coors Light Silver Bullet Lola): "Like every race driver, I would have liked to have gone faster, but overall I'm happy with my time. The Galles Team has been working really hard on the car all week, and it's got us in the race. We were running faster than this in the morning, but it was kind of warm down there. I'm just happy to be in the race, and now we can start to get the car set up for 500 miles. I knew early this week my record (4-lap qualifying record set in 1985) was going to fall... 217 is really fast, but I'm not all that surprised after what Rick was running this morning. A lot of guys are posting fast times, but I don't think anyone will take the pole away from Rick at this time."
(courtesy Tom Hohensee)

RANDY LANIER (#12 Arciero Racing March): (Lanier is the fastest rookie qualifier, besting Michael Andretti's run in 1984 of 207.805.) (on fastest rookie record) "I didn't come here to set any records, I came here to get in the race and get experience that I want." (what speed were you trying for?) "I was just shooting to get in the field."
(courtesy Cheryl Carter)

EMERSON FITTIPALDI (#20 Marlboro March): "The first two laps everything felt great and the car was running well. The last two laps the car got loose and I almost spun out on lap three. I'm very disappointed with our current pole position because I was running so well (214.183) in practice and during my first two qualifying laps (213.265 and 213.043)."
(courtesy Linda Wallen)

TONY BETTENHAUSEN (#16 Bettenhausen Racing March): "We took it, have to live with it and hope it's there. Taking it might be a mistake; I hope not, but that's all there was in the car. We just wanted to get it done and start preparing for the race. We need nice hot weather this week (to slow down the other cars)." Following his qualifying run, Tony went back to his garage to relax and talk with his 32 car owners. "It's one way to finance a car here." said Ray Skillman, president of Stuart-Skillman Oldsmobile in Indianapolis, "and I hope it catches on." The many owners reside in various states--from Alabama to Indiana to New York.

TOM SNEVA (#33 Skoal Bandit March): "We're happy. We had a motor problem early this morning and the crew had to work real hard to get the car ready. There was a problem with the scavenger pump which they fixed but the problem in the morning practice session may have injured the motor internally. The Skoal Bandit was easy to drive. It was easier to run 211 today than it was to run 200 back in '77. The car's trimmed up pretty good: I was able to run flat-footed for four laps. Actually, the Bandit feels so good now, I may be able to go play golf next week and still be all set for race day." (on taking out the back-up car early in qualifying) "We pretty much used that to determine track conditions and see what tire set-up we'd use. We knew the motor was soft in that car and were counting on putting this one in the race."

ED PIMM (#66 Skoal/Face March): "I'm a little disappointed because we didn't run as quick as I had hoped, but we got it in the show and that's what counts. We got messed up on the tires. This morning we went out on new tires but the stagger didn't come up the way it had been all week. I knew after the first lap that it wasn't going to work--it was pushing so bad, so we waved off. We went with the older tires that we'd run in practice--they had about 20 laps on them so the edge was off."
(both courtesy Anne Fornoro)

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 5

May 10, 1986
First Day Qualifying

JOSELE GARZA (#55 Schaefer/Machinists Union March): "I'm glad to be in the show. Indy is special--the guys deserve a lot of credit--I blew a couple of engines and they worked day and night to get the car right. The car is comfortable. The suspension is right although the track is a little sloppy but that changes. I hope I can start from the middle. I think my times will hold up."

(courtesy Fred Frameli)

GEOFF BRABHAM (#8 Valvoline Spirit Lola): "If we'd have run tomorrow (Sunday), we'd have been in the same spot, so I just decided to go ahead and finish it. We ran 211 this morning but somewhere along the way we lost it (the set-up) and it was pushing real bad. On those last two laps, all I could do was keep it off the wall. At least we're in. I think 207 will hold up. If not, we've got the 8T car that we can come back with next week." (Last qualifier of the day, completing his run at 5:59.)

AL UNSER (#11 Hertz Special Penske): "We just didn't feel when it came time to qualify (earlier today), that the car was such that I could handle it. The car just wasn't right. It was unbalanced, I could make it loose or I could make it push. But when I got it to where it felt comfortable, I had it so bound up that I couldn't go anyplace. So we decided to pull it out of line and wait for later--but I didn't plan on it being this late. That's tough on the nerves. What we did made the car better, but we're still not getting through the turns the way we should."

DENNIS FIRESTONE (#36 Pace Electronics Lola): "I just couldn't get the valve to work properly. I couldn't get it to work at all. I moved it two or three notches one way and two or three notches the other and I couldn't get it off 45 inches. I sure would like to be sitting one or two mph faster. It's uncomfortable to be sitting at the bottom of the heap."

JOHNNY RUTHERFORD (#21 Vermont American March): (Any second thoughts on waving off your first attempt this morning?) "No, that was a decision we made going in to not take less than 209 and a half. And when the car didn't get up to that, we knew we had problems. There wasn't any point of struggling. That's kind of what we wound up doing last year and it bit us. We had to do the last day; they drag you down to the tech line and get in the line in the last minute and get qualified. It's tough doing it that way, it's tough doing it this way, but we had to, sometimes you get forced to. We had to wait all day for the cars to get through qualifying, and for practice to be called so we could take advantage of it, and we went out. The primary car isn't quite there yet. We've been having trouble finding the valve. "

NON-QUALIFIERS: Scott Brayton has made the decision to qualify his Hardee's/LivingWell/WTTV March tomorrow, Sunday. "We're going to try to make it go fast. We're going to go out tomorrow and give it a shot."

The #14 of A.J. Foyt was pushed out of the qualifying line after it failed to pass the deflection test. Foyt said, "It (the sidepod) moved two thousandths. It was something that would have taken 30 seconds to fix, but they wouldn't let me. I had the car running 212."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE NOTE 6

May 10, 1986
First day qualifying

RANDY LANIER (#12 Arciero Racing March) (from press conference for being fastest qualifying rookie) (regarding last year's attempt to participate in the Indianapolis 500) "Of course I want to say I had enough experience to be here or else I wouldn't have been here. I felt I could have qualified. I think I'll do a better job this year than I would have done last year, being that I've driven some Indy Car races 'cause the only Indy Car race I did (last year) was Long Beach, before I came here last year, so open wheel cars were quite new to me. I had only driven sports cars." (on passing his rookie test Tuesday after experiencing difficulties on Monday) "Well, I didn't flunk it. They just asked me to complete it and give them another 10 laps. There's a difference between flunking and doing it again. "

ARIE LUYENDYK (#61 MCI-Race for Life Lola) "Under the circumstances, I suppose I should be quite happy: actually I am. We lost the engine this morning and my crew did an excellent job getting everything back together again to give me another opportunity. On my second attempt the car was very loose, so I brought it in. When we finally did qualify the car had a push in it. It's hard to find out exactly what the car wants, when the car can't tell you. I'm glad I have a backup car."
(courtesy Ned Wicker)

ROBERTO GUERRERO (#5 True Value/Emerson Electric March): "We were a little on the loose side, in fact, I got a pretty good thrill on the first turn on the last lap when I got a bit out of shape. We lost a piston on the attempt this morning, so we had to change the engine. This engine wasn't as good as the first engine. I'm a little disappointed because we had been running so good this morning. But it 's a long race and we've got a good spot."

DICK SIMON (#23 Duracell Copper Top Lola): "No, I didn't realize I could become the oldest qualifier in the history of the race when I went out, but I'm proud of that. (on the action just before he went out to qualify) "I had asked the crew to change the tires while I went up to congratulate Raul. Somebody told the crew to wait until we got in the "box" to do it, so that's what we were doing. I just had a hunch on the stagger. I guessed closer-if I had left the stagger alone, I would have been wrong."

RAUL BOESEL (#22 Duracell Copper Top Lola): "My concern was with the tire stagger and the engine, which kept losing power. It's not a qualifying engine. The car was really handling well. I was flat all the way around. I'm a little disappointed because we were looking for a 210.5, but we're in the race, and now we've got a week to work with."

THE FOLLOWING IS FROM THE USAC SUPPLEMENTARY REGULATIONS AND RELATES TO THE REMOVAL OF A.J. FOYT FROM THE QUALIFYING LINE WHEN HIS CAR FAILED THE SIDEPOD DEFLECTION TEST:

"Once a car in the qualifying line enters the inspection box in preparation for qualifying no work will be permitted on the car. If the car fails to meet the requirements it will be removed from the line immediately. . . ."

END QUOTES FOR DAY 1

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 9 -- May 11, 1986
Second Qualifying Day

page 1

Qualifying lineup as of Noon today:

#59 Ganassi, #14 Foyt, #42 Krueger, #45 Parsons, #24 G. Bettenhausen, #31 Crawford, #21 (no driver), #4T (no driver), #19 (no driver).

12:00 P.M. -- #59 CHIP GANASSI, Pittsburgh, PA
Bryant/Machinists Union March

QA - 35	1 -- 43.378 -- 207.478	Q - 24
	2 -- 43.408 -- 207.335	
	3 -- 43.254 -- 207.474	
	4 -- 43.379 -- 208.073	
	<hr/>	
	T- 2:53.419 -- 207.590	

12:09 P.M. -- #14 A. J. FOYT, Houston, TX
Gilmore-Copenhagen March

QA - 36	1 -- 42.409 -- 212.219	Q - 25
	2 -- 42.164 -- 213.452	
	3 -- 42.059 -- 213.985	
	4 -- 42.214 -- 213.199	
	<hr/>	
	T- 2:48.846 -- 213.212	

(25-car field average - 210.842)

2:24 P.M. -- #24 GARY BETTENHAUSEN, Monrovia, IN
Leader Cards, Inc. March

QA - 37	1 -- 43.430 -- 207.230	UA - 10
	2 -- 43.210 -- 208.285	
	3 -- 43.163 -- 208.512	
	4 -- waved off	

2:40 P.M. -- #71 SCOTT BRAYTON, Coldwater, MI
Hardee's/LivingWell/WTTV March

QA - 38	1 -- 42.990 -- 209.351	Q - 26
	2 -- 43.696 -- 205.969	
	3 -- 43.285 -- 207.924	
	4 -- 43.040 -- 209.108	
	<hr/>	
	T- 2:53.011 -- 208.079	

FACTS, TRIVIA ON QUALIFYING (Compiled by Bob Laycock of the IMS staff and historian Bob Watson):

--Johnny Rutherford is the last winner of the Indianapolis 500 who was not classified as a "pole position day" qualifier. As part of a nationwide conservation campaign against the oil embargo, only two days of qualifying were held in 1974. Each day was split into two time periods with each period representing a normal qualifying day. Rutherford did not qualify until the second period and had to start behind all first-period qualifiers.

--In 1979, Rick Mears became the first driver born after World War II to win the "500." (12/3/51).

--George Snider is the only driver to have used 15 different car numbers.

--A.J. Foyt, Gordon Johncock and Bobby Unser started from the front row in 1975. Johnny Rutherford, Mario Andretti and Bobby Unser started from the front row in 1980. These are the only front rows in Speedway history made up entirely of former winners. The 1980 front row is also the only front row comprised entirely of former pole position qualifiers and former winners.

--Car owner Roger Penske has had at least one car on the front row for every Indianapolis 500 since 1971, with the exception of the 1975 and 1985 races.

--IMS--

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Day 9 -- May 11, 1986
Second Qualifying Day

page 2

4:24 P.M. -- #42	PHIL KRUEGER, Indianapolis, IN Moran Electric March	
QA - 39	1 -- 43.577 -- 206.531 2 -- 43.525 -- 206.778 3 -- waved off	UA - 11
5:26 P.M. -- #44	MIKE NISH, Salt Lake City, UT Gilmore-Copenhagen March	
QA - 40	1 -- 43.209 -- 208.290 2 -- 42.635 -- 211.094 3 -- brushed wall-came in	UA - 12
5:39 P.M. -- #42	PHIL KRUEGER, Indianapolis, IN Moran Electric March	
QA - 41	1 -- 43.303 -- 207.838 2 -- 43.301 -- 207.847 3 -- 43.274 -- 207.977 4 -- 43.242 -- 208.131 <hr/> T- 2:53.120 -- 207.948	Q - 27
5:48 P.M. -- #22	RAUL BOESEL, Curitiba, Brazil Iuracell Copper Top Lola	
QA - 42	1 -- 42.571 -- 211.412 2 -- 42.476 -- 211.884 3 -- 42.587 -- 211.332 4 -- 42.819 -- 210.187 <hr/> T- 2:50.453 -- 211.202	Q - 28

1986 INDIANAPOLIS 500 QUALIFYING PRIZES WON BY PENSKE TEAM FOR RICK KEARS' POLE RUN SATURDAY:

\$15,000 UNO Qualifying Awards (fastest first-period qualifier)
\$22,500 Budweiser Pole Award
\$10,000 GTE Front Runners Award
\$10,000 Eckrich Top Dog Award (fastest single lap)
\$ 7,500 Master Mechanic Tools Award (pole chief mechanic)
\$ 7,500 Speedway qualifying prizes (fastest overall, fastest in period)

\$72,500 plus \$27,500 Starcraft/Chevrolet Van plus \$2,500 in Master Mechanic Tools

USAC confirmed today that it tells neither the crews, nor announces, the exact measurements recorded through its technical inspection procedures.

"Any figures you hear are speculative," said Dick Jordan, USAC's News Director, in response to inquiries on the "amount off" USAC found the cars of A.J. Foyt, Dick Simon and Raul Boesel on Saturday.

Foyt collected \$15,000 in UNO Qualifying Awards as fastest qualifier of the day.

Field average for 28 cars: 210.651
Field average for 28 cars in 1985: 208.026
Difference: plus 2.625 mph.

There were 10 yellows today for two hours.

QUALIFYING ORDER FOR NEXT SATURDAY: #31 Crawford, #23 Simon, #4T (no driver), #84 Snider, #44 Nish, #98 (no driver), #19 (no driver), #24 G. Bettenhausen.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 1

May 11, 1986

Second Qualifying Day

CHIP GANASSI (#59 Bryant/Machinists Union March): "We just put miles and miles on our qualifying setup. We were down about 400 RPM with our engine from yesterday. If you think that hurts down the straightaways, you should see what it does to you in the middle of the turns and in the short chutes. Thankfully, we've got the car in the race now without using it up any more. I hope that speed will stand up." (Phil Hedback of Bryant Heating & Cooling, Ganassi's sponsor, is donating a Susan B. Anthony dollar for each mile an hour of Ganassi's qualifying attempt, and \$10 per lap completed by Ganassi to the Statue of Liberty restoration. --courtesy, Fred Frameli.)

A.J. FOYT (#14 Gilmore-Copenhagen March): (on being 5th quickest but starting 24th) "You got to be careful in traffic and keep your nose clean for a few laps and wait for your turn to get up there. The car's been running good and working real good all week. It was a very disappointing day yesterday for the crew. They worked all night long. We made a special qualifying motor-we put it in the car yesterday morning and just as they had it almost out, some way on the intake manifold, there was a plug that was left out. Instead of electing to put the plug in after it was all stripped down, I said--look, the old motor ran real good, let's put it back in. Then we got in line and shook down right at 211. So, I told them (the crew) to put the other tires on, then we'll go to qualify. So, I let a couple cars go in front of me just stalling for time. We went up there, they checked and everything was perfect. Then on the right side, where a bracket started cracking, it moved twenty-five thousandths too much. I thought it was kind of a hard call myself. When you're talking about something as thick as your finger nail, that isn't going to make or break you in anything. But you have to bite your lip and go on with it. (On his qualifying run): "This morning, the crew knew how fast we could run because we didn't even try to run until Friday. I felt we could have been on the first two rows; well, we did turn the fifth fastest time. And that's what's disappointing. We felt like if everything went right, it would be very possible to be close to Rick (Mears) or Danny (Sullivan). But, that's the breaks. (How do you feel about the call on Simon's cars): "I think that's a (expletive deleted) call. I think that anytime you get caught with something underneath the pop-off valve, that the car's automatically disqualified - same as any other race. That's my understanding. I don't think the time should have been taken away. This is my personal opinion--- anytime you get caught cheating, I don't care if it's A.J. Foyt or Roger Penske, the car should be out. I only know what was told to me; that the cars were impounded, and there's some shims or a small hole put on the valve. You got the rules and I think that's not a good call. (on his new program): "I think my crew's all got their heads on their shoulders. We have made some changes in the crew. We let some people go that was with us for a long time. The whole combination is stronger. (Have you lost your heart for racing): "Well, I never did. But I think my crew might have thought so because I didn't spend the time with them. I'm a little different from most race drivers. A lot of times, I'm helping out in the engine room, working the dyno, help build a lot of my motors, but I did not have time. What with my horses, my dealership, and other businesses, I used to spend 24 hours a day on racing and then people who were with you 15-16 years see you show up two days a week or twice a month, they feel he wants his race cars but doesn't really. I think we're all pulled back together now. I think they realize I really mean business."

(How are you going to race with Rick?): "Well, I hope he slows down some. We all are having some problems with these cars with the splicer joints on the rear end. I've already burned up a couple sets. I know Rick's had some problems. We're all working on them with special cooling ducts. We've been trying different greases to keep them cool."

more

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 2

May 11, 1986
Second Qualifying Day

(MORE FROM A.J. FOYT INTERVIEW)

(What are your chances for race day?): "I feel pretty good because we've pulled back together. I felt competitive last year, we ran good on Carburation Day and then on race day, we broke the right front wing right in the beginning. We tried to dial it in but there was no way."

(Have you thought about giving up?): "Well, they say the older you get, the slower you go. But goddamn, since 1958 here, I'm getting faster with age. When I get where I don't feel good or not healthy, that's when I'll quit and just become a car owner. They think Penske's (Roger) rough -- I don't think he'd be near as bad as me."

(Speeds of today's cars): "I felt, like today, I ran 212 and felt more comfortable than when I ran 145. It's just hard for me to feel nowadays that you never lift. You just go right on down into that corner (whew)--that corner looks awful tight. But the cars feel really good."

(Most dangerous period for cars): "I would have to say when the Lotus' first came over here. That was probably the spookiest years because everytime you used to crash, the cars just blew up. You can get broke up, but fire puts the fear of God in you. I always said fire can make a dead man walk. I think Goodyear coming out with the fuel cells has really made automobile racing safe."

Foyt's average speed of 213.212 mph put him fifth quickest according to cars that have qualified so far, however he will line up 24th on race day. Foyt's most competitive qualification run in recent years was third in 1982, the year he had the accident with Kevin Cogan and had to do some makeshift repairs. He ended up dropping out later.

NOTES ON FOYT'S QUALIFYING RUN (Compiled by Bob Laycock and Bob Watson):

- A.J. Foyt has driven car #14 a total of 15 times (counting 1986), a record for a driver using a particular car number. He won his third and fourth Indy 500's with that number.
 - He has never won from the front row, despite starting their seven times. He won from twice from 4th (1867, 1977), once from fifth ('64), 7th ('61).
 - Foyt and Tom Sneva are the only drivers to have led the race from six different starting positions. Foyt has led from the pole, 3rd, 4th, 5th, 6th, 7th.
 - In 1984, the final qualifying lap of Foyt's was the 200th - 200-mile-an-hour qualification lap in Speedway history.
 - Greatest difference in speed between a driver's highest and lowest successful qualification runs of his career is 70.564 miles an hour. (fastest, 1986, 213.212; slowest, 1959, 142.648).
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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 3

May 11, 1986
Second Qualifying Day

GARY BETTENHAUSEN (#24 Leader Cards March) (commenting on his wave-off of his qualifying attempt): "We just want to make sure we make the race. We feel, including our car owner, Ralph Wilke, there are about 14 cars capable of running pretty fast. We made our minds up going into qualifying to do a 209 flat. And we didn't do it. I know there's more in the car because we ran a 209 in this morning's practice. We just want to be sure rather than stand around all next week biting finger nails(wondering if a slower qualifying speed will hold). (commenting on their engine situation): "We only have the one engine, but it's only got about 30 laps on it. We've got enough to build another for next weekend if we have to." Bettenhausen said the team will try for a second attempt yet today if they get the car sorted out.

Dr. Hank Bock, Speedway Medical Director, and Dr. Terry Trammell, who performed the orthopedic surgery required on driver Herm Johnson, spoke at a press conference this morning in the IMS conference room.

DR. TRAMMELL (on Johnson): "He had compound fractures of both heel bones. Both feet were identical in injuries, but the right foot may have been a little more severe. The heel bones were shattered and we re-constructed them. He also has fractures of both ankles unique to high-impact loads. Those will have to be repaired in the next week to 10 days."

(He was asked to compare Johnson's injuries with other race-related foot injuries he has treated.) "It's in a different part of his feet. (Rick) Mears' was more toward his toes and mid-foot. Herm's is confined to his heels. It'll be 8-12 weeks before he can stand on them with casts and a good year before he can be normally active on his heels. The biggest difference between his and Mears' is that his is typical of an accident in industry, like a high fall." (Trammell likened the injury to a fall between three and five stories high.)

(About car construction): "The car did what it was designed to do with the strengthened front end. You really can't run into a concrete wall at 200 miles an hour and expect to walk away every time. You could move the driver back in the car behind the front wheels, but to change this, what else is it going to do? What does it do to the rest of the car and what injury potential might that present?"

DR. BOCK: "The safety of the cars have a lot to do with it. Look at the old cars that used to hit walls. It didn't do that much to the cars but the energy was transmitted to the driver. A lot of drivers died of internal injuries from this. The combination of the cars and the track itself is as safe as you can make it for this type of racing. The skill of the drivers themselves, safety crews, fire crews, training, rapid response...I don't know when the last fuel tank ruptured...perhaps it was Gordon Smiley's accident."

SCOTT BRAYTON (#71 Hardee's/Living Well/WTTV March): "I didn't do as good as I thought I should have. I haven't had a lot of time in the car. I'm glad that I was able to get it (the speed) back on the last lap." (on his drop in speed between lap one--209.351-- and lap two--205.969): "It was picking up a push and I was getting high (in a turn) and I had to get out of it. I tried to get more out of the car. That slowed me down a lot." (Did he expect to see yellow flag from crew following slow second lap): "That decision is up to the car owner, Ron Hemelgarn. He decided to take the 208. I stand behind him 100 percent. When I did not see the yellow flag I knew I had to bring up my average by going fast on that fourth lap. (on his struggles thus far this month): "We were working with a brand new car that had never been run. There were pieces to make and things to fit. There were no major failures and there were some things that we just did not understand. We tried to focus on making the car and the motor run well together. It's been the most frustrating week I've ever had in racing." Brayton likened the run, however, to the one he made in 1984 after he had crashed two cars within one week. "After that, today was not entirely the hardest thing that ever happened to me."

(more)

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 4

May 11, 1986
Second Qualifying Day

(MORE COMMENTS FROM SCOTT BRAYTON)

Brayton said the configuration of the 1986 March made a bit of difference in what he termed the Buick vs Cosworth battle. "Last year there were much more ground effects and bigger tunnels. We now have a lower car and side pods, lower ground effects and the wing situation is different. It made our work different."

(Brayton's race day strategy): "...I'm just excited about putting the car in the show. I'm thinking about running a strong race. What really matters to me now is running 500 miles and having a Buick V6 at the end."

--Brayton still holds the one-lap record for V6 stock block engines at 214.199.

--His first qualifying lap today of 209.351 is the fastest time he has achieved this month out of a total of about 45 laps he has run all month.

(courtesy Denise Melilli)

MIKE NISH (#44 Calumet Farm March): "I just tagged the short chute in the north turn and I knew I bent something, so I came in. The car was pushing pretty good. I think the biggest problem was that I needed a few more laps. I only got 2 practice laps in the Chevy. I got my 20 laps in during my refresher test but that was in the #84. But, we'll be back next week.

A.J. Foyt: "I was rushing him a bit. I was wanting 208--209 and the 2 miles an hour came up a bit quick, and it pushed the front end on him." Foyt indicated that he intends to keep Nish in the car. Jack Starne, crew chief for Foyt said the car has superficial suspension damage.

PHIL KRUEGER (#42 Moran Electric March): "I was hoping everything mechanical was okay. I had been having a problem with the popoff valve so I was hoping that was alright. I was a little concerned when I saw the first lap speed -- I think I probably was driving a little too conservative on it."

RAUL BOESEL (#22 Duracell Copper Top Lola): (where did speed come from since yesterday?) "We put a new engine in the car. I did 2 warmups and that was it. In addition to the new engine we had new tires and better weather conditions. "

DICK SIMON: (why didn't you attempt to qualify today?) "We ran faster in 3 consecutive laps this morning (209) than we attempted in qualifying yesterday, so we got in line to qualify this afternoon where one of my crew members saw that I had a broken shock line. Consequently we had to pull the car out of line. We also had new wheels mounted on the car which we hadn't tested yet. Once we got the shock line repaired we wanted to see if we could find more speed in the car with the new wheels, so went out to practice, and the shock line blew out of the shock completely. That ended our day."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Day 10 -- May 12, 1986



The Speedway opened for practice at 3:32 p.m. after rain delayed the scheduled 11 a.m. start.

The cars of Danny Ongais and Jim Crawford stayed in the garage today as the team awaited the arrival of two new engines Tuesday.

A.J. Foyt said this afternoon that the #44 Gilmore-Copenhagen March/Chevrolet, which was damaged when driver Mike Nish brushed the wall during a qualification attempt Sunday, should be repaired in time for practice Tuesday.

Rich Vogler was named today to drive the #6 Jonathan Byrd's Kentucky Fried Chicken/Vermont American Tools March. He had been assigned to drive a 1985 March, but switches to a 1986 March for the Alex Morales team, which already has Johnny Rutherford qualified for the field.

Spike Gehlhausen got his first track time in the #10 J.P. Racing Lola. The car was entered at Indianapolis last year by Forsythe Racing.

ADVANCE FACTS (Compiled by Bob Laycock of the IMS staff and historian Bob Watson):

- Lowest starting position of a race winner is 28th by Ray Harroun in 1911 and Louis Meyer in 1936.
- The first four starting positions in 1982 were filled by drivers who each made their first start in a different decade.
- The last time a relief driver ran at Indianapolis was in 1977 when Larry Cannon took over from John Mahler on the 150th lap.
- In 1956, Paul Russo became the first and only driver to ever lead an Indianapolis 500 in a car which finished in last place.
- Lowest starting position from which a driver has led the opening lap is ninth by Jimmy Murphy in 1923 and Mauri Rose in 1946.
- On lap #3 in 1984, Michael Andretti became the first rookie to ever record a 200 mile-an-hour lap during the race. Andretti's time was 44.915 seconds, speed 200.378. Rookie drivers Roberto Guerrero and Al Holbert also recorded 200 mile-an-hour laps in that race.
- There have been six drivers who, at one time or another, have been the slowest qualifier and fastest qualifier in a Indianapolis 500 starting field. They are Howdy Wilcox, Kelly Petillo, Ralph Hepburn, Duke Nalon, Johnny Thomson and Peter Revson.

Raul Boesel was fined \$200 May 11 by USAC for improper pit entry. Roberto Guerrero was assessed two fines of \$200 each May 10 for crossing the broken line, a pit entrance violation.

CARS ON TRACK TODAY: #1, Sullivan; #2, Andretti; #5T, Guerrero; #7, Coogan; #8, Brabham; #10, Gehlhausen; #11, Unser; #15, Carter; #18T, Mi. Andretti; #19, Miaskiewicz; #20, Fittipaldi; #30, Unser, Jr.; #33T, Sneva; #59, Parsons; #61T, Luyendyk; and #98, Parsons.

SPEEDS OF QUALIFIED CARS: #1, Sullivan, 210.280; #2, Andretti, 212.414; #7, Coogan, 210.231; #8, Brabham, 203.481; #11, Unser, 207.996; #15, Carter, 205.667; #20, Fittipaldi, 204.918; #30, Unser, Jr., 207.996; #33, Sneva, ; and #59, Parsons, 204.918.

There were five yellows for 37 minutes following the 4-hour, 32-minute rain delay.

TODAY'S FAST SPEEDS (UNQUALIFIED CARS)

1.	Tom Sneva	Skoal Bandit March (33T)	210.280
2.	Michael Andretti	Kraco-STP-Lean Machine March (18T)	207.852
3.	Arie Luyendyk	MCI-Race For Life Lola (61T)	206.801
4.	Rick Miaskiewicz	RCV Corp. March (19)	198.982

TOP 10 (UNQUALIFIED CARS) OF THE MONTH

5/10	Michael Andretti	Kraco-STP-Lean Machine March (18T)	216.554
5/10	Al Unser, Jr.	Domino's Pizza "Hot One" Lola (30T)	214.234
5/10	Bobby Rahal	Budweiser/True Sports March (3)	213.017
5/ 9	Johnny Rutherford	Vermont American March (21)	212.514
5/10	Dick Simon	Duracell Copper Top Lola (23)	211.964
5/ 8	Rick Mears	Pennzoil Z-7 Special March (4T)	211.515
5/11	Mike Nish	Gilmore-Copenhagen March (44)	211.094
5/10	Jim Crawford	ASC Buick March (31)	210.970
5/ 7	Mario Andretti	Newman/Haas Racing Lola (2T)	210.592
5/12	Tom Sneva	Skoal Bandit March (33T)	210.280

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 11 -- May 13, 1986

At 5 p.m., Derek Daly was named to replace the injured Herm Johnson in the Menard Cashway Lumber March. The car is the backup entry for the team. Daly said the car is scheduled to arrive late today at the Speedway and he hopes to be on the track Wednesday.

Two-time winner Gordon Johncock said at 5 p.m. today that he has not yet drawn an assignment for the 70th Indianapolis 500.

Andy Kenopensky, team manager for Machinists Union Racing, said he is negotiating the purchase of an already-entered 1986 March. If the team gets an additional 1986 March, Kenopensky said he plans to put driver Johnny Parsons in that car and rookie Mike Nish in the team's 1985 March.

Rick Miaskiewicz passed his rookie examination today and is now cleared to attempt qualification in the final days this weekend. "It's a relief that I have now completed the final part of the rookie test," Miaskiewicz said. "Without a sponsor, the test has taken longer than anticipated. The engine I used in completing my test was even built right here in our garage at the Speedway."

The United States Auto Club technical committee today said that its system for identification of all cars refers to the number beside the roll bar for verification of registration with USAC. Of last weekend's qualifiers, Bobby Rahal, Al Unser, Jr., Jacques Villeneuve and Roberto Guerrero qualified other than so-called primary cars. Technically, Guerrero's car is registered as No. 75. Rahal's registration number is 3, although that car has been regularly listed as 3T. Rahal's so-called primary car is registered as No. 73. Al Unser, Jr.'s qualified car is technically No. 50. Jacques Villeneuve's qualified car is technically No. 91. The remainder of the qualifiers were in so-designated "primary" cars, with the sidepod numbers corresponding to inspection numbers, and therefore, roll-bar numbers.

Johnny Rutherford qualified the car designated No. 6 beside the roll bar. The Alex Morales entry now assigned to Rich Vogler will carry No. 21 beside the roll bar. Both cars have carried sidepod numbers of #21 or #21T during the month. A comparison list of sidepod and inspection numbers will be available Wednesday morning.

Cars on track today: First time this month - #56, Rupert Keegan, Genesee Beer Wagon March. Others were #1, Sullivan; #2, Andretti; #3T, Rahal; #5T, Guerrero; #7, Cogan; #8, Brabham; #10, Gehlhausen; #11, Unser; #15, Carter; #18, Michael Andretti; #19, Miaskiewicz; #20, Fittipaldi; #21, Rutherford; #25, Ongais; #30, Unser, Jr.; #42, Krueger; #61T, Luyendyk; #71, Brayton; #81, Villeneuve; and #98, Parsons.

Total of 55 cars are now at the Speedway, 54 have passed technical inspection and 1 is in the process. 38 drivers have been on the track to date. There were 13 yellows for 1 hour and 29 minutes. Track closed at 6:00 p.m.

TODAY'S TOP SPEEDS (UNQUALIFIED CARS)

1. Michael Andretti	Kraco-STP-Lean Machine March (18)	211.714
2. Arie Luyendyk	Race For Life Lola (61T)	210.772
3. Johnny Parsons	Skoal Long Cut Eagle (98)	200.133

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 12 - May 14, 1986

Hands Across America and the Indianapolis Motor Speedway announced today that the May 25 project to combat hunger and homelessness in the United States will be recognized in pre-race and post-race ceremonies at the Indianapolis 500. The announcement was made by Brad Senden, Indiana State Director for Hands Across America; Mari Hulman George, Vice President and Director of Public Relations for the Speedway; and Steve Chassey, representing the Championship Drivers Association.

The Speedway has shown its support by sponsoring 2 1/2 miles, the length of the track, in the Hands Across America line (\$33,750).

Senden said 75-80,000 people have signed up to participate in the project throughout Indiana.

"We're very pleased that the Indianapolis Motor Speedway is part of this," said Mrs. George. "It's a wonderful gesture and an excellent cause."

"For the memory of Tony Hulman and his humanitarian achievements, I feel honored to represent the CDA in this cause," Chassey said.

At 11:22 a.m., something apparently let go on the right rear of #2 Newman-Haas Lola driven by Mario Andretti, approximately 3/4 of the way through turn #3. The car slid 480 feet (1 spin), hit head-on, slid along the wall with a 1/2 spin 300 feet, straightened out and continued to the end of the north short chute 400 feet. Andretti suffered lacerations to his left heel and abrasions to both knees and was taken to Methodist Hospital for evaluation and observation. X-rays were negative, his left heel was repaired and he was released. Andretti will receive a checkup tomorrow prior to being cleared to drive. At approximately 5 p.m., the tub was sent to England for repairs. A team spokesman said the team hopes to have the car back by Wednesday to use carburetion day. The team is preparing the backup car for shakedown by Andretti on Saturday. The spokesman said a decision on use of the backup car or primary car was not imminent.

Driver Herm Johnson continues to improve at present rate and if no further complications occur, he is expected to be released within a week.

Dick Simon Racing was fined \$5,000 for violation of rule 128E by USAC, representing \$2,500 fines for each of the cars driven in qualifying last weekend by Simon and Raul Boesel.

Rupert Keegan passed his rookie test today and was cleared to drive at full speed. Spike Gehlhausen passed his refresher.

CARS ON TRACK TODAY: For the first time this month - #28, Derek Daly. Others were #1, Sullivan; #2, Andretti; #3, Rahal; #5 and #5T, Guerrero; #6, Vogler; #7, Coyan; #8, Brabham; #10, Gehlhausen; #11, Unser; #12, Lanier; #15, Carter; #18T, Michael Andretti; #19, Miaskiewicz; #20, Fittipaldi; #23, Simon; #24, Bettenhausen; #30, Unser, Jr.; #31, Crawford; #33, Sneva; #42, Krueger; #44, Foyt; #56, Chassey/Keegan; #61, Luyendyk; #65, Keegan; #66, Pimm; #71, Brayton; #81, Villeneuve; and #98, Lammers.

Total of 55 cars are now at the Speedway, 54 have passed technical inspection and 1 is in the process. 38 drivers have been on the track to date. There were 14 yellows for 1 hour and 59 minutes. Track closed at 6:00 p.m.

TODAY'S FAST SPEED (UNQUALIFIED CARS)

1.	Jim Crawford	ASC Buick March (31)	214.592
2.	Gary Bettenhausen	Leader Cards, Inc. March (24)	204.498
3.	Rich Vogler	Byrd's Ky. Fr. Ckn./Vermont Am. March (6)	203.252
4.	Rupert Keegan	Genesee Beer Wagon March (56)	200.937

TOP SPEED OF UNQUALIFIED CARS

CAR#	DATE	DRIVER	SPEED
6	5/7	Rich Vogler	208.760 (by Rutherford)
10	5/14	Spike Gehlhausen	190.4
19	5/12	Rick Miaskiewicz	198.982
23	5/10	Dick Simon	211.964
24	5/11	Gary Bettenhausen	209.205
28	5/14	Derek Daly	190.8
31	5/14	Jim Crawford	214.592
56	5/14	Rupert Keegan	200.937 (by Chassey)
65	5/14	Steve Chassey	190.7
98	5/14	Jan Lammers	200.122 (by Parsons)

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 13 -- May 15, 1986

Mario Illien, designer of the Chevrolet racing engine, has won the 1986 Louis Schwitzer Award for best engineering accomplishment in this year's field for the Indianapolis 500. The award, announced at the Speedway today, is to be made Friday by the Indiana section of the Society of Automotive Engineers. It is the 20th annual presentation and the most prestigious honor for an automotive engineer in American racing. The award carries a \$1,000 stipend from the Schwitzer Division of Household Finance Corp.

Mario Andretti talked of his Thursday accident and plans for the Newman-Haas Team at a press conference at noon.

"I couldn't feel it," he said. "There was no initial wobble. It was very sudden, a total surprise."

He was asked what he did to save the car. "I had nothing to do with anything that happened," he said.

"The team is very diligent," he added about the Lola's chances of returning in shape to run the "500". "Once we get the setup, everything is recorded. We should be able to duplicate that on the car, so we should be at least where we wound up practicing. We'd like to go with this one (the qualified car) because we'd like to start fifth. That's the only reason.

"The mandatory rule on forward construction of the tub has done its job," he said. "Otherwise, for me or Herm Johnson, we probably couldn't have survived it. I'd hate to have something like that happen two years ago."

Andretti said he had several stitches in his left foot near the heel where a piece of metal came through his shoe and that his knees and neck were sore. He plans to be checked at the track hospital Friday and return to the track in his backup machine Saturday.

Andretti's crew, headed by Darrell Soppa won the Sears Craftsman Fastest Pit Crew Award last year with a time of 4:47 on pit road. In 1984, Rick Means' crew, headed by Peter Parrott, took the contest in 1:54. A \$20,000 check awaits the team who accumulates the least amount of pit time during the "500" for the third straight year.

CARS ON TRACK TODAY: #8, Brabham; #16, T. Bettenhausen; #28, Daly; #33, Sneva; #45, Parsons; #56, Keegan; #58, Firestone; and #66, Pimm.

Total of 57 cars are now at the Speedway, 55 have passed technical inspection and 2 are in the process. There were 5 yellows for 5 hours and 30 minutes. Track opening was delayed until 1:42 p.m. because of rain. The Speedway closed at 3:38 p.m. because of rain.

TOP SPEEDS OF UNQUALIFIED CARS

CAR#	DATE	DRIVER	SPEED
6	5/7	Rich Vogler	208.760 (by Rutherford)
10	5/14	Spike Gehlhausen	190.4
19	5/12	Rick Miaskiewicz	198.982
23	5/10	Dick Simon	211.964
24	5/11	Gary Bettenhausen	209.205
28	5/14	Derek Daly	190.8
31	5/14	Jim Crawford	214.592
45	5/15	Johnny Parsons	191.611
56	5/14	Rupert Keegan	200.937 (by Chassey)
65	5/14	Steve Chassey	190.7
98	5/14	Jan Lammers	200.122 (by Parsons)

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 14 -- May 16, 1986

Mario Andretti was cleared to drive at the track hospital this morning, and is expected to be on the track in the backup Newman-Haas Lola Saturday.

In a qualifying runoff today, Emerson Fittipaldi's Marlboro March joined the field for the \$50,000 Miller Pit Stop Contest, to be held following final carburetion runs next Thursday. Others in the contest are the Miller American Special March of Danny Sullivan, the Kraco-STP-Lean Machine March of Michael Andretti and the Budweiser/Truesports March of Bobby Rahal. The crews will be shooting for a \$25,000 top prize, \$15,000 for second and \$5,000 each for third and fourth. The winning chief mechanic will receive a Snap-On Tools award, including a 350-piece tool set and chest cabinet.

CARS ON TRACK TODAY: For the first time this month - #98T, Jan Lammers, Skoal Long Cut Eagle. Others were #4, Mears; #5T, Guerrero; #6, Vogler; #8 and #8T, Brabham; #10, Gehlhausen; #12, Lanier; #14, Foyt; #16, T. Bettenhausen; #18T, Michael Andretti; #20T, Fittipaldi; #23, Simon/Boesel; #24, G. Bettenhausen; #25, Ongais; #28, Daly; #31, Crawford; #33, Sneva; #44, Snider; #45, Nish; #56, Keegan; #58, Firestone; #61 and #61T, Luyendyk; #65, Chassey; #66, Pimm; #71, Brayton; #91, Villeneuve; #95, Mears/Parsons.

Jim Crawford, fastest of the month among non-qualified competitors at 214.592 in the #31 ASC Buick March, said his team has solved its problems. "Everything's falling into place perfectly," he said. "Obviously, it'd be nice to have the car up at the front, but that's all water under the bridge, isn't it. "I think 208.5 will be safe," he added, "unless a transporter full of cars arrives tonight."

For second-weekend qualifying, car #23 (Dick Simon) has two attempts against it and cars #24 (Gary Bettenhausen), #44 (George Snider) and #33T (no driver) have one each.

QUALIFYING LINEUP: #31 Crawford, #23 Simon, #95 Parsons, #84 (no driver), #44 Snider, #98 Lammers, #19 Miaskiewicz, #24 Gary Bettenhausen, #98T Lammers, #12T (no driver), #6 Vogler, #58 Firestone, #10 Gehlhausen, #26 Vogler, #61T Luyendyk, #65 Chassey, #8T Brabham, #56 Keegan, #28 Daly, #45 Nish, #91 (no driver).

Total of 57 cars are now at the Speedway and all have passed technical inspection. There were 18 yellows for 1 hour and 57 minutes. Track closed at 6:00 p.m.

TOP SPEEDS OF NON-QUALIFIED CARS

CAR#	DATE	DRIVER	SPEED	
2T	5/7		210.592	(by Mario Andretti)
3T	5/10		213.017	(by Rahal)
5T	5/14		210.378	(by Guerrero)
6	5/7	Rich Vogler	208.760	(by Rutherford)
8T	5/6		207.230	(by Moreno)
10	5/14	Spike Gehlhausen	190.4	
12T	5/10		209.010	(by Lanier)
18T	5/7		213.725	(by Michael Andretti)
19	5/12	Rick Miaskiewicz	198.982	
20T	5/4		208.188	(by Fittipaldi)
23	5/10	Dick Simon	211.964	(in qual.)
24	5/11	Gary Bettenhausen	209.205	
28	5/16	Derek Daly	202.931	
30T	5/5		203.389	(by Unser, Jr.)
31	5/14	Jim Crawford	214.592	
33T	5/12		210.280	(by Sneva)
44	5/11	George Snider	211.094	(by Nish, in qual.)
45	5/10	Mike Nish	204.359	(by Parsons)
56	5/14	Rupert Keegan	200.937	(by Chassey)
58	5/16	Dennis Firestone	208.333	
61T	5/13		210.773	(by Luyendyk)
65	5/14	Steve Chassey	190.7	
84	5/11		204.359	(by Snider)
91	5/16	Jacques Villeneuve	202.657	
95	5/8	Johnny Parsons	211.515	(by Mears)
98	5/14	Jan Lammers	200.122	(by Parsons)
98T	5/16	Jan Lammers	196.807	

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 15 -- May 17, 1986
Third Qualifying Day

page 1

The track opened for qualifications at 11:00 a.m.

11:02 A.M. -- #31	JIM CRAWFORD, Lees Summit, MO ASC Buick March	
QA - 43	1 -- 42.228 -- 213.129 2 -- called in	UA - 13
11:08 A.M. -- #95	JOHNNY PARSONS, Brownsburg, IN Pizza Hut/Machinists Union March	
QA - 44	1 -- 42.995 -- 209.327 2 -- 43.371 -- 207.512 3 -- 43.359 -- 207.569 4 -- 43.440 -- 207.182 <hr/> T- 2:53.165 -- 207.894	Q - 29
11:13 A.M. -- #6	RICH VOGLER, Indianapolis, IN Byrd's Kentucky Fried Chken/Vermont American March	
QA - 45	1 -- 43.157 -- 208.541 2 -- 43.351 -- 207.608 3 -- 43.266 -- 208.016 4 -- 43.229 -- 208.194 <hr/> T- 2:53.003 -- 208.089	Q - 30
(30-car field average - 210.471)		
11:45 A.M. -- #23 ED	DICK SIMON, Capistrano Beach, CA Duracell Copper Top Lola	
QA - 46	1 -- 43.459 -- 207.092 2 -- 43.612 -- 206.365 3 -- 44.305 -- 203.137 4 -- 44.253 -- 203.376 <hr/> T- 2:55.629 -- 204.978	Q - 31
4:01 P.M. -- #24	GARY BETTENHAUSEN, Monrovia, IN Leader Cards, Inc. March	
QA - 47	1 -- 43.554 -- 206.687 2 -- 43.647 -- 206.200 3 -- waved off	UA - 14
4:07 P.M. -- #44	GEORGE SNIDER, Bakersfield, CA Bilmore-Copenhagen March	
QA - 48	1 -- 43.444 -- 207.163 2 -- 43.870 -- 205.152 3 -- pulled off	UA - 15

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Day 15 -- May 17, 1986
Third Day Qualifying

page 2

4:47 p.m. -- #31 JIM CRAWFORD, Lee's Summit, MO
ASC Buick March

QA - 49	1 -- 42.909 -- 209.746	Q - 32
	2 -- 43.167 -- 208.493	
	3 -- 43.237 -- 208.155	
	4 -- 43.009 -- 209.259	
	<hr/>	
	T- 2:52.322 -- 208.911	

The track went yellow briefly during the last half-hour when the cowling flew off car #12 driven by Randy Lanier on the backstretch. Lanier steered the car around to the fourth-turn pit apron, where he stopped.

QUALIFYING ORDER FOR SUNDAY: #84, Snider; #56, Chassey; #45, Nish; #8T, Brabham; #58, Firestone; #24, G. Bettenhausen; #19, Miaskiewicz; #28, Daly; #10, Gehlhausen; #98, Lammers; #98T, Lammers.

Crawford collected \$15,000 in UNO Qualifying Awards as fastest qualifier of the day.

Field average for 32 cars: 210.246
Field average for 32 cars in 1985: 207.707
Difference: plus 2.539 mph

GEORGE SNIDER, end of day: "We'll try to get the Chevrolet out tomorrow. We burnt a piston in it this afternoon. They've changed the engine. Since we ran 2 laps this morning at 209.5 we're confident about tomorrow."

Total yellows for today: 15 for 1 hour 29 minutes.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 1

May 17, 1986
Third Qualifying Day

The only yellow during the practice session before qualifying was for the left mirror falling off the #20T car of Emerson Fittipaldi. A washer, apparently from the mirror assembly, also cut Fittipaldi's left rear tire.

Late in the same session Dick Simon slowed, out of fuel.

JOHNNY PARSONS (#95 Machinists Union March): (how was run?) "The wind picked up and pushed me out of the groove on the second lap. That forced me to use the on-board weight jacker to try to keep the car from pushing. I also changed my approach to the corners as a result. In addition, I turned the boost down to keep from cracking the (popoff) valve. That's the biggest reason that my speed dropped. I didn't want to blow the valve off. We would accept anything that would get us in the show comfortably. That was our philosophy for qualifying. It looks like we are pretty safe." (car setup) "Yesterday when Rick Mears tested the car it had a lot of wing, and we kept that basic setup. We could have trimmed the car and gone faster as a result, but we preferred a wing angle that is the same as our race setup. We'll run later this afternoon with a full fuel load to further dial in the car." (how was arrangement for car made?) "Andy Kenopensky didn't feel the Eagle was competitive so that prompted the discussion with Roger Penske that led to the purchase of this car. It wasn't until consummated the deal with Penske that I learned of it. The Eagle does contain some good workmanship, and it has some potential." (feelings on race) "I feel very confident. This car matches the best equipment that I've ever had. That was the 1983 500 when I qualified Frank Arciero's PC-10B after Pete Halsmer was injured in a practice crash. The car that came the closest to that one was Pat Patrick's Wildcat Offy in 1977." (Future with the team?) "I've heard rumors about the rest of the series but nothing definite has occurred. The Machinists Union crew has been trying for over a year to get me a ride with that team. I discussed it with Andy at Phoenix and Long Beach and he kept his promise which was to get me in the race. Andy is a real competitor. John Barnes, my present crew chief, was on my crew when I first appeared at the Speedway in 1973 in Tassi Vatis' car." (on development of cars) "With the technology improving every year, one can go fast in a hurry. They become less difficult to drive every year, so the lack of practice won't really hurt me. Experience is tough to beat."

RICH VOGLER (#6T Byrd's Kentucky Fried Chicken/Vermont American March) "John Stiles of the Indianapolis Speedrome has just added \$10,000 to my earnings. This award goes to the driver who wins the preceding year's Midget championship at the Speedrome and then qualifies for the 500. This is 2 years in a row that I've gotten John's money." (qualifying run) "Things went smoothly. It wasn't a last minute thrash. It was a preplanned last minute attempt. John Capels and Jonathan Byrd put the deal together at the USAC Midget race last January at the Hoosier Dome. I really should have come to the Speedway in 1977 instead of 1980 when owners were forced to look for sponsorship and no longer hired drivers strictly for merit. My primary problem has been a failure to put together sponsorship. The influx of foreign drivers due to road racing and CART's domination of the sport with their temporary circuits has also hurt." (feel of Indy Cars as compared to Midgets) "I've had more exciting moments at Winchester at 120 than in my Indy Car today at 208. The conditions were ideal and the car was very ideal." (oval racing) "I think the pendulum will swing back to oval racers. Al Unser, Jr is a good example, as he began his career in sprint cars. We oval trackers have to convince the car owners of our abilities." (Will race tonight at Putnamville in a USAC sprint car, the Speedrome in a Midget Thursday, and the USAC dirt cars at the fairgrounds Friday.)

Jim Crawford, who attempted qualification in the #31, was aborted by turbocharger malfunction. The shaft for the impeller blade sheared off. A representative of McLaren engines said there was no problem with the Buick engine itself. Crawford said there was no prior indication of trouble before the turbocharger let go as he was leaving the second turn on his second lap. He said the fire at the rear of the car broke out as he was coming onto the apron in the fourth turn, preparatory to entering the pits. Crawford quickly exited the car and was uninjured. Damage to the car appeared to be limited to the turbocharger.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 2

May 17, 1986
Third Qualifying Day

DICK SIMON (#23 Duracell Copper Top Lola) (what happened during your run which caused the speed to drop?) "On the second lap I began to pick up a severe push. I had to get out of the throttle. In fact, I grazed the wall coming out of turns 2 and 4. With all my experience, it didn't bother me." (why did you choose that time to qualify?) "I called the FAA flight services, and they told me that the weather would be here at 4 p.m. today, and continue throughout tomorrow." (what has this past week been like for you?) "It's been my most frustrating week at the Speedway ever, but also pleasing because our new crew really came together. Raul has helped me as a driver and I've helped him. Everything considered, we've done a helluva job. I chose Raul on the basis of his tenacity, perseverance, appearance, his ability, and his p.r. capabilities. I've probably given more rookies an opportunity here at the Speedway than any other owner." (what will you do if you're bumped?) "I don't know who has cars available. I'll probably get a list, explore the garage area, and see if I can pick up another ride. After his comments last week, A.J. owes me a ride. I'm mad at him now, but my anger would go away in 2 seconds, if he would give me a ride. God works in strange ways. Perhaps our best chance to win the race is to concentrate on the one car with Raul." (on last weekend's disallowing of qualifying run) "We remain in the show. I'll feel vindicated about what happened last week. It was an oversight of my crew. I feel we were at fault, not USAC, but USAC should have caught the violation before we qualified. I sure as heck didn't do it on purpose. That's why we weren't disqualified."

MARIO ANDRETTI (#2T Newman/Haas Racing Lola): "I'm really improving. In a couple of days I think I'll feel as good as new. My foot is still a little painful and my heels are sore, but it's getting better each day. Meanwhile, we can get a little work done today, and that's fine with me."

(courtesy Michael Knight)

JIM CRAWFORD (#31 ASC Buick March) (on the earlier qualifying attempt during which the turbocharger failed) "The turbocharger took the engine with it. We need a new engine, turbo, a whole new system. The engine was replaced in approximately 3 hours, which is quite remarkable, really. The turbo fire was of no consequence." (how did you feel after that happened?) "I've been there before. Two years ago I sat in the rain the entire last day of qualifying, with the belief that I could make the race. It was even more frustrating this year when I had a car capable of running 214." (qualifying speed?) "Obviously the car wasn't as fast as it had been. I didn't take it easy, though. I had to struggle a bit because with an engine change, we lost the cross weights. The car didn't handle as well, as a result." (how did the ride come about?) "I was originally assigned to drive for Pace Racing, when Dennis Firestone raised sponsorship and I was without a ride. I was in Dallas when Roman Kuzma, the team manager called, and offered me the ride. I had planned to return for the second weekend of qualifying and stand around with helmet bag in hand." (on the Buick engine) "It's a mystery, really. There's nothing wrong with the engine per se, but with the stuff hanging on it. There's nothing in the engine that's indicates it won't go 500 miles." (how do you feel now?) "I'm exhausted. I feel like I've done an entire season. I could certainly feel the pressure building. I had to concentrate on the job at hand. If not, I could have gotten myself into all kinds of bother." (why qualify when you did?) "We knew we had to go as soon as possible because of tomorrow's weather forecast." (what was last lap like?) "I wasn't even aware I was on the last lap. I was concentrating on qualifying. I did not know it was complete until I saw the checkered flag."

NON-QUALIFIERS: The #19 of Rick Miaskiewicz was pulled out of the qualifying line after it failed to pass the sidepod deflection test during tech inspection.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 16 -- May 18, 1986
Fourth Day Qualifying page 1

Opening of the track was delayed by rain.

Car #44, entered by Gilmore-Foyt, was added to the official qualifying line this morning, bringing the total to 12.

The Indianapolis Motor Speedway Radio Network will again broadcast the race live to stations around the world, including worldwide shortwave and the Armed Forces radio and television system.

Paul Page will again anchor the broadcast as "Voice of the 500", and joining him in the booth will be three-time "500" winner Bobby Unser, historian Donald Davidson and statistician John DeCamp.

Other network assignments are: Jerry Baker, first turn; Howdy Bell, second turn; Larry Henry, third turn; Bob Jenkins, fourth turn; Lou Palmer, pits and Victory Lane; Chuck Marlowe, Gary Gerould (for the first time) and Ron Carroll, pits; Sally Larvick and Bob Forbes, at-large; and Luke Walton, who will continue his string of service in handling the starting command for every "500" broadcast since World War II.

Track opened under caution at 3 p.m., then went green for practice at 3:08 p.m.

The #98 and #98T Skoal Eagles, assigned this month to Jan Lammers, were withdrawn from the qualifying lineup for the Indianapolis 500 after telephone discussions among Lammers, chief mechanic Kim Green and owner Dan Gurney, citing further development and testing needs.

Shortly after the start of practice, the track went yellow when Rick Miaskiewicz in the #19 R.C.V. Corporation March and Mike Nish in the #45 Pizza Hut/Eastern/Mechel/Grote March made contact in turn #2 and slid. Both returned to the pits.

4:01 p.m. -- #84	GEORGE SNIDER, Bakersfield, CA Calumet Farm March	
QA - 50	1 -- 43.062 -- 209.001 2 -- 42.912 -- 209.732 3 -- 43.093 -- 208.851 4 -- 43.161 -- 208.522	Q - 33
	<hr/>	
	T- 2:52.228 -- 209.025	
4:13 p.m. -- #56	STEVE CHASSEY, Carmel, IN Genesee Beer Wagon March	
QA - 51	1 -- 43.664 -- 206.119 2 -- 44.108 -- 204.045 3 -- waved off	UA - 16
4:20 p.m. -- #24	GARY BETTENHAUSEN, Monrovia, IN Vita Fresh Orange Juice March	
QA - 52	1 -- 42.812 -- 210.221 2 -- 42.827 -- 210.148 3 -- 42.944 -- 209.575 4 -- 43.045 -- 209.084	Q - 34
	<hr/>	
	T- 2:51.628 -- 209.756	BUMPS Dick Simon (#23)
4:35 p.m. -- #19	RICK MIASKIEWICZ, Denver, CO -R R.C.V. Corp. March	
QA - 53	1 -- 44.396 -- 202.721 2 -- 44.063 -- 204.253 3 -- waved off	UA - 17

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Day 16 -- May 18, 1986
Fourth Day Qualifying

page 2

4:39 p.m. -- #28 DEREK DALY, Dublin, Ireland
Menard Lumber Special March

1 -- 43.584 -- 206.498
2 -- yellow - rain

Track went yellow for rain at 4:43 p.m.

The field is set with 24 Marches, 8 Lolas and 1 Penske chassis.

Seven former Indianapolis 500 winners are in the field, tying a record set in 1984.

There are four rookies in the field, the fewest number since Howdy Holmes was the lone rookie in the 1979 field.

Field average for 33 cars is 210.358, a record. The 1985 field average was 208.138, so the '86 field breaks the mark by 2.22 miles an hour.

The difference between Rick Mears' pole-winning speed of 216.828 miles an hour and the 207.082 posted by slowest qualifier Geoff Brabham is 9.746 miles an hour.

TOTAL AVAILABLE QUALIFYING TIME FOR 1986

May 10	7 hours	May 11	6 hours
-	42 min.	-	1 hour, 26 min.
<hr/>		<hr/>	
	6 hours, 18 min.		4 hours, 34 min.
May 17	7 hours	May 18	6 hours
-	1 hour, 16 min.	-	5 hours, 20 min.
<hr/>		<hr/>	
	5 hours, 44 min.		40 min.

Total available time 26 hours
- 8 hours, 44 min.

Total qualifying time

17 hours, 16 min.

Track closed at 6:00 p.m. There were 5 yellows for a total of 6 hours.

--IMS--

Day 17 -- May 19, 1986

Mario Andretti and the Newman-Haas Team announced today that Andretti will drive the backup Lola and start in 33rd position instead of fifth in his primary machine, which was too badly damaged to repair for Race Day.

Andretti had qualified at 212.300 but his car suffered extensive damage when it hit the turn #3 wall after a probable rear suspension failure.

This is the third time in Andretti's career in which he's started at the rear of the field. In 1978, Andretti missed Indy qualifying because of a Formula One commitment and Mike Hiss qualified his Penske Racing entry. He started 33rd and finished 12th after being slowed by engine problems.

In 1981, he again missed Indy qualifying for Patrick Racing and Wally Dallenbach came out of retirement to qualify the car. Andretti started 32nd and finished second. Tim Richmond started in the final spot after replacing George Snider after Andretti's move.

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 1

May 18, 1986
Fourth Qualifying Day

MIKE NISH (#45 Pizza Hut/Eastern/Mechel/Grote March): (on contact with Rick Miaskiewicz) "I was having trouble with the turbocharger — it was cutting in and out. I was running slow and I was probably higher on the track than I should have been. He touched my left front wheel, and I did a complete spin. It scared the hell out of me. I left a hole on the outside, but he chose to go on the other side."

RICK MIASKIEWICZ (#19 R.C.V. Corporation March): (on contact with Nish) "There really wasn't anything to it. I didn't know anything had happened until I saw the yellow light, and then I thought it was for something on the other end. I didn't feel anything. I was passing him on the inside and I thought there was plenty of room."

STEVE CHASSEY (#56 Genesee Beer Wagon March) (on waved off attempt) "I just didn't have enough laps in the car. Earlier I was letting up just a bit in the turns. This time I was trying to go flat out when it pushed really badly. If I had had more laps in the car I would have tried some flat-out laps but there wasn't enough time."

GEORGE SNIDER (#84 Calumet Farm March): "We were concerned with the weather. I was supposed to qualify the Chevrolet, but since the #84 was first in line, we couldn't take a chance on missing out. I was a little worried about driving the Cosworth because I hadn't driven a Cosworth in 2 years. The Chevrolet with its torque and horsepower is a fast car and fairly easy to drive. Still the #84 is a good car, I didn't push it. I just ran conservative to make sure we got it in the show." (does it get easier to qualify every year?) "No, it gets harder. The track conditions were ideal when I went out to run. I didn't go quicker because of the weather. This car is capable of running 213. " (do you have an agreement with A.J. Foyt?) "I have no formal agreement with A.J., but we do go back to 1965. I went to Houston after Phoenix to work on the cars. I'd like to be a full-time racer, but I can't road race because of my arm. Also, I think people don't ask me to drive because they assume I'm going to drive for A.J. I'd like to drive the oval races even though there aren't many left." (race day philosophy?) "Rick Mears is a shoo-in because of all the Penske testing. You have to test to win here. If nothing else, testing indicates what parts are liable to break under race conditions. I'll probably be racing with 95% of the field. "

GARY BETTENHAUSEN (#24 Vita Fresh Orange Juice March): "For the last 4 years I've been wondering if I could drive one of these things. Since 1980, when I started last, and finished third." (how did you acquire today's engine?) "It really came together about 4:00 Friday afternoon. I told Watson and Wilke that the car was perfect but we needed more horsepower. Ralph agreed that he would buy a new engine if we could acquire some sponsorship. I found Gordon VanLiew who had helped my brother Tony in 1981. He along with Tim Del Rose and Dale Holt, who own my dirt cat, agreed to buy an engine, if we could find one. Danny Ongais told me he had one that was in his car when he flipped during last year's Michigan 500. He had sold all of his other Cosworth equipment, but people didn't want to buy this one, because it had been upside down. I've been upside down enough in sprint cars to know that the engine is seldom damaged." (strategy for the race?) "I think I have a chance to win, but we're going to have to get the breaks with things like yellow lights like I got in 1980. One advantage is that we've been running our race setup with no tricks." (how do you feel?) "Fantastic. The only thing better would be to win the race. I've dreamed of this since 1980." (what does race mean to you?) "I think my brother Tony and I can appreciate this race more than anyone else. This place has not been good to the Bettenhausen family. My dad started 14 500's, only finished 2, and lost his life here in 1961. I've started 14, and only finished 2. I almost had it won in 1972 -- I led the most laps when the engine blew near the end. Since I was a little boy, this has been my goal. I remember hearing my dad talking about it and how much he wanted to win it." (is this the happiest moment for you in recent years?) "I would rank it about the same emotionally as when my sons won the Art Lamey Scholarship award last year."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



QUOTE SHEET 2

May 18, 1986
Fourth Qualifying Day

DEREK DALY (#28 Menard Lumber Special March): "We made a change to the front of the car, and it really helped. We ran 208 in practice session this afternoon. I feel confident we could have bumped Geoff but just ran short of time. In fact, I saw the yellow come on before I saw the rain."

RICK MIASKIEWICZ (#19 R.C.V. Corp. March): (why did the crew wave off of the attempt?) "I had a problem with the car in turn 3. It had excessive understeer. I had to come out of the turn at half-throttle. We could have done 208 -- 209 but that particular problem in that turn slowed me down a good 4 or 5 miles an hour each lap. The weather wasn't really a problem, however I could see mist in the air. If we had just had one more day, we'd be there. We put all new bodywork on the car Thursday through Saturday and really had to use Saturday's practice to finally sort the car out."

DICK SIMON (#23 Duracell Copper Top Lola): "I been around here too many years-- I know what the weather can do. I told my wife that if it goes green, we're done. There were just too many cars out there not to get the job done under the weather conditions, which were ideal. I guess the good Lord must have wanted me in the pits on race day helping the team instead of on the track. Now instead of a two-car effort with a split crew we'll have a one-car effort with a whole team. I'll definitely be back next year -- especially after this. I'm starting to phase myself out, but I want to do it on my terms."

GEOFF BRABHAM (#8 Valvoline Spirit Lola): "This has been the worst week of my life. No one ever said racing wasn't character building. When I saw the rain moving in, I was terrified. I could see it coming when Derek pulled away. I just knew, the way my luck has been going, that he was going to get in the race, and I wasn't going to have a chance. I feel like now we can work on the car, and get it better for the race. I think Rick Galles made the right decision to take this speed. If we had waited a week, we would've been further back. Still, there were some anxious moments."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Final Practice Day - May 22, 1986

Today's final practice was red-flagged at 11:43 a.m. when an accident occurred involving #36 Dennis Firestone, #84 George Snider and #9 Roberto Moreno at pit entrance. Josele Garza, parked in his pit in #55, suffered damage to his car in the incident.

Firestone's car lost its left rear wheel off turn #4, spun at least 1 1/2 times, hit inside fourth-turn wall, slid sideways hitting the pit-entrance wall, tearing the car in two sections. Moreno and Snider were trailing.

Snider was released in good condition from the track hospital with no injuries, according to Dr. Hank Bock, Speedway Medical Director.

Firestone suffered abrasions to the left knee, contusions to the right arm. He was sent to Methodist Hospital for observation and neurological examination.

Moreno was not examined immediately.

QUOTES:

ANDY KENOPENSKY (car owner of Garza's car): "He (Garza) was sitting in the pit. (Johnny) Parsons had just gone out or his car would've been hit, too."

The backup machine for Moreno is a car in which teammate Geoff Brabham crashed in testing early this week at Milwaukee. Repairs to the left rear of the backup were under way shortly after today's accident.

ROBERTO MORENO: "I was coming down the back straight and a car (the one that crashed) was warming its tires and pulled out in front of me as I was getting ready to head into turn #3. I slowed and followed him through three, the short chute and into four and I was setting up to pass him on the inside coming out of #4. It was then that his left rear wheel just disintegrated. He started to head for the outside wall and I cut sharply to the inside, figuring I could go low and then back on to the circuit. But that's when I got together with the other cars and started heading down pit lane. At that point, there wasn't anything else I could do."

GEORGE SNIDER: "I don't have any idea what happened. I was going in a straight line and just got drilled in the rear."

MARK BRIDGES (chief mechanic, car #55 Garza): "It's repairable, but it'll take awhile." He reported left-side damage, including suspension and rear uprights, left rear wheel and tire, accident got into the rear deck and damaged the transmission."

JOSELE GARZA: "I saw my guys go running and that's when I knew something was happening. I thought Snider was going to hit me, but he slid by. I knew there was someone else coming but I never saw Moreno till he drilled me. Actually, I was watching a tire off Snider's car that was bouncing."

DAVE THOMAS (chief mechanic, car #36, who watched the incident from his pit): "I watched it and I don't know what happened. The rear end just came out from under him (Firestone). We don't know whether it's a wheel or a tire at this point." Thomas said about a replacement car, "At this point, I don't know if we have enough pieces to put the #58 car together, but I suppose we'll try. We borrowed a lot of pieces from it for this car, and they're history. We're short on some suspension pieces and the gearbox is busted. This also was our race engine. I've got another engine but the gearbox and suspension parts could be tough. We'll just have to scrounge."

Report from A.J. Foyt's garage that damage to the #84 driven by George Snider was extensive to the transmission and elsewhere on the rear of the car. The team's plan is to put the engine from the #84 car into the team's backup #44 March for the race.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Final Practice Day - May 22, 1986

page 2

Other injuries reported by Dr. Hank Bock from the incident:

Don Cox, 60, a Machinists Union crewman, had scalp contusion, possible ankle injury, was transferred to Methodist Hospital for X-rays of the ankle. Generally good condition.

Michael Arnold, 30, crewman for Pancho Carter, contusions right knee, abrasions right hip, released from track hospital.

Fred Hager, 75, spectator, struck by tire, abrasions left knee and lower left leg, released from track hospital.

Further damage report to Moreno's car indicated that a half-shaft from the incident went through the monocoque.

Moreno subsequently visited the track hospital and was released. Moreno, Snider and Firestone were required to be re-checked at the track hospital before driving.

The track was closed for 62 minutes for the incident, until 12:45 p.m.

Thirty-three of the 34 eligible cars took part in the final practice. Alternate Dick Simon got on the track and qualifier Phil Krueger passed up the session. "We were planning to run but we discovered a water leak in the motor when we fired the car up in the garage this morning. We decided not to risk hurting the motor. Instead, we've ended up rebuilding the motor to get it race-ready."

Polesitter Rick Mears led the way in the final practice session with an unofficial 212.7 in the Pennzoil Z-7 Special March. Following him were Michael Andretti at 211.366 in the Kraco-STP-Lean Machine March, Roberto Guerrero in the True Value/Emerson Electric March at 210.231, Ed Pimm in the Skoal/Pace/Curb March at 210.132, Bobby Rahal in the Budweiser/Truesports March at 209.986 and Mario Andretti in the backup Newman/Haas Lola at 209.692.

2 p.m. damage report to cars involved in the morning accident:

#36 -- no change from above, per Dave Thomas.

#55 -- "We should have 'er put together tomorrow night," said chief mechanic Mark Bridges. "Right now, we're gathering all the parts we need. We have about 50% now and we have to get the other half."

#44 -- no change from above

9 -- crew taking rear end of crashed car today (includes gearbox and engine) and are installing it on backup car that had incident at Milwaukee.

MORE FROM MORENO PRESS CONFERENCE: "I was preparing to pass Firestone on the inside when his left rear wheel exploded. He spun right in front of me. When he got into the spin, I didn't get on the brakes right away -- that's the worse thing you can do. I tried to move out of the way and around him, but it didn't work. The car took a big shot to the left and I was facing the pits. I was on the brakes hard then and I still thought I might make it but then Snider came into view. He was on a normal procedure for entering the pits. Unfortunately, I was going 160 mph. The right (front wheel) came off when I hit Snider and that's when I lost control. The left came off when I hit the pit wall. The most amazing thing was getting along the pit wall...one mechanic not seeing me and getting out of the way. Fortunately, all of them saw me and got over the wall. That was terrifying. It doesn't make any difference starting the spare car. The spare car is exactly like this one. The accident (with Geoff Brabham testing) at Milwaukee was very minor. At this point, I think we will be better off to put the good bits from my car into the spare car and go with it."

Announced at 3 p.m. that Dennis Firestone has been released from Methodist Hospital in good condition. X-rays of left knee and catscan were normal. Firestone scheduled to be examined for final release Friday morning. Don Cox treated for sprained ankle and released.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Final Practice Day - May 22, 1986

page 3

Chief steward Tom Binford said at 4 p.m. that owners of cars #84 (George Snider) and #9 (Roberto Moreno) had requested permission to start backup cars and permission was granted.

11th RDW as of 4 P.M.

31	# 2	Mario Andretti	Newman-Haas Lola
32	#84	George Snider	Calumet Farm March
33	# 9	Roberto Moreno	Valvoline Spirit II Lola

Binford said that car #36 (Dennis Firestone) did not have a backup entry and would have to repair the damages or withdraw.

At 5 p.m., Dave Thomas, chief mechanic on Firestone's car, said his crew will try to repair it.

DAVE THOMAS: "We have to rebuild the crashed car and we've made arrangements with Lola to have parts flown in from England. It's going to be marginal (whether they have time to fix it). We'll have to wait and see. We're sort of getting some help from everybody. The rear suspension has quite a bit of damage. The tub has damage on the left side and that's the part we're going to replace. We've probably got 8-10 guys working on it, including some outside Lola people on the tub. We're getting bits we need from other Lola teams. We'll probably get a little bit from everybody. The accident was either a brake rotor failure or a wheel failure that caused the tire to explode."

DENNIS FIRESTONE: "I didn't know whether I was hitting walls or cars or what. As I was exiting turn #4 at speed, I felt an interruption in the normal movement of the car. Then a split second later, the car went wild. I didn't realize it was that bad (until watching the TV tape). The structure at the end of the pit wall saved my life -- that and the fuel cell. Somehow, some way, we're going to get the car repaired. We don't have any choice."

Goodyear fuel-cell engineer Al Irwin examined the crashworthy fuel system in Dennis Firestone's car following the accident, and said:

"This was a worse crash than Pat Bedard's in the 1984 Indianapolis 500 from a fuel system standpoint. There was more damage around the fuel-cell area on Firestone's car. The car was torn in half in the fuel-cell area, immediately behind the driver and in front of the engine. All of the dry-break fittings performed flawlessly and the cell resisted penetration by several sharp metal components exposed in the impact with the outside (pit entrance) wall."

The Miller American Penske team of Danny Sullivan scored a second consecutive victory in the annual Miller Indy Pit stop Contest today.

Sullivan's crew, headed by Chuck Sprague, had a time of 20.288 seconds in the final round, defeating the Budweiser/Truesports team of Bobby Rahal with a time of 22.734.

In the semifinal round, the same two teams were paired, with the Miller team posting a 12.253 clocking against a 13.206 for Truesports. Also in the semifinal, Michael Andretti's Kraco-STP-Lean Machine crew defeated Emerson Fittipaldi's Marlboro March crew, 14.456 seconds to 15.292.

The finalists were taken from the two best times turned in the semifinal eliminations.

The winning Penske crew won \$25,000 of the \$50,000 purse. Sprague also won the Snap-On Tools tool set and rolling chest cabinet.

--IMS--

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



OFFICIAL STARTING LINE-UP FOR THE 70TH ANNUAL
INDIANAPOLIS 500-MILE RACE, May 25, 1986

ROW	CAR	DRIVER	CAR NAME	TIME	SPEED
***	***	*****	*****	*****	*****
1	4	Rick Mears *	Pennzoil Z-7 Special March	2:46.030	216.828
1	1	Danny Sullivan *	Miller American Special March	2:47.145	215.382
1	18	Michael Andretti	Kraco-STP-Lean Machine March	2:47.815	214.522
2	3	Bobby Rahal	Budweiser/Truesports/March	2:48.579	213.550
2	11	Al Unser *	Hertz Penske Chevrolet	2:49.575	212.295
2	7	Kevin Cogan	7-Eleven March	2:49.874	211.922
3	33	Tom Sneva *	Skoal Bandit March	2:49.909	211.878
3	5	Roberto Guerrero	True Value/Emerson Elec.March	2:50.152	211.576
3	30	Al Unser, Jr.	Domino's Pizza "Hot One" Lola	2:50.186	211.533
4	66	Ed Pimm	Skoal/Pace Electronics/Curb	2:50.718	210.874
4	20	Emerson Fittipaldi	Marlboro March	2:51.235	210.237
4	21	Johnny Rutherford *	Vermont Amer.Tools/Pinata Foods	2:51.249	210.220
5	12	Randy Lanier -R	Arciero Racing Teams March	2:51.458	209.964
5	15	Pancho Carter	Coors Light Silver Bullet Lola	2:51.727	209.635
5	81	Jacques Villeneuve-R	LivingWell/IN Bus.Mag./Lab.March	2:51.922	209.397
6	25	Danny Ongais	GM Goodwrench/Team Panavision	2:52.119	209.158
6	55	Josele Garza	Schaefer/Machinists Union March	2:52.299	208.939
6	16	Tony Bettenhausen	Bettenhausen Racing March	2:52.304	208.933
7	61	Arie Luyendyk	MCI-Race For Life Lola	2:53.234	207.811
7	36	Dennis Firestone	Raynor/Pace/Hoosier Transport.	2:53.518	207.471
7	8	Geoff Brabham	Valvoline Spirit Lola	2:53.844	207.082
8	14	A. J. Foyt *	Copenhagen-Gilmore March	2:48.846	213.212
8	22	Raul Boesel	Duracell Copper Top Lola	2:50.453	211.202
8	71	Scott Brayton	Hardee's/LivingWell/WTTU March	2:53.011	208.079
9	42	Phil Krueger -R	Moran Electric March	2:53.120	207.948
9	59	Chip Ganassi	Bryant/Machinists Union March	2:53.419	207.590
9	31	Jim Crawford	Team ASC Buick March	2:52.322	208.911
10	6	Rich Vogler	Byrd's Ky.Fr.Ckn/Vermont Amer.	2:53.003	208.089
10	95	Johnny Parsons	Pizza Hut/Machinists Un. March	2:53.165	207.894
10	24	Gary Bettenhausen	Vita Fresh March	2:51.628	209.756
11	2	Mario Andretti **	Newman/Haas Racing Lola	N.T.	N.S.
11	84	George Snider @	Calumet Farm/Copenhagen-Gilmore	N.T.	N.S.
11	9	Roberto Moreno -R @	Valvoline Spirit II Lola	N.T.	N.S.
ATLERNATE:					
	23	Dick Simon	Duracell Copper Top Lola	2:55.629	204.978

* - Former Winner R - Rookie

+ - Original qualified car wrecked 5/14/86 after posting speed of 212.300.

@ - Original qualified cars wrecked 5/22/86 after #84 posted speed of 209.025 and car #9 posted speed of 209.469.

1986 Field average - 210.358 mph

1985 Field average - 208.138 mph

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



NUMERICAL ROSTER - 1986 INDIANAPOLIS 500 - MAY 25, 1986

CAR#	GARAGE	PIT	DRIVER	CAR NAME	CHASSIS/ ENGINE

1	A17	5	DANNY SULLIVAN	MILLER AMERICAN SPECIAL	M/C
2	B31	14	MARIO ANDRETTI	NEWMAN/HAAS RACING	L/C
3	B25	12	BOBBY RAHAL	BUDWEISER/TRUESPORTS	M/C
4	A19	1	RICK MEARS	PENNZOIL Z-7 SPECIAL	M/C
5	B17	10	ROBERTO GUERRERO	TRUE VALUE/EMERSON ELECTRIC	M/C
6	C20	21	RICH VOGLER	BYRD'S KY.FR.CKN./VERMONT AM.	M/C
7	B 1	17	KEVIN COGAN	7-ELEVEN	M/C
8	A12	29	GEOFF BRABHAM	VALVOLINE SPIRIT	L/C
9	A14	30	ROBERTO MORENO	VALVOLINE SPIRIT II	L/C
11	A21	2	AL UNSER	HERTZ PENSKE CHEVROLET	P/CH
12	C25	9	RANDY LANIER	ARCIERO RACING TEAMS	M/C
14	A 3	15	A. J. FOYT	COPENHAGEN-GILMORE	M/C
15	A15	31	PANCHO CARTER	COORS LIGHT SILVER BULLET	L/C
16	B19	19	TONY BETTENHAUSEN	BETTENHAUSEN RACING	M/C
18	B14	4	MICHAEL ANDRETTI	KRACO-STP-LEAN MACHINE	M/C
20	B 2	18	EMERSON FITTIPALDI	MARLBORO	M/C
21	C21	20	JOHNNY RUTHERFORD	VERMONT AMER.TOOLS/PINATA FOOD	M/C
22	C31	8	RAUL BOESEL	DURACELL COPPER TOP	L/C
24	C22	23	GARY BETTENHAUSEN	VITA FRESH	M/C
25	C15	25	DANNY ONGAIS	GM GOODWRENCH/TEAM PANAVISION	M/B V6
30	A 1	3	AL UNSER, JR.	DOMINO'S PIZZA "HOT ONE"	L/C
31	B12	26	JIM CRAWFORD	TEAM ASC BUICK MARCH	M/B V6
33	C 5	6	TOM SNEVA	SKOAL BANDIT	M/C
36	B26	35	DENNIS FIRESTONE	RAYNOR/PACE/HOOSIER TRANSPORT.	L/C
42	C28	24	PHIL KRUEGER	MORAN ELECTRIC	M/C
55	C 2	32	JOSELE GARZA	SCHAEFER/MACHINISTS UNION	M/C
59	C 3	33	CHIP GANASSI	BRYANT/MACHINISTS UNION	M/C
61	B29	22	ARIE LUYENDYK	MCI-RACE FOR LIFE	L/C
66	B26	7	ED PIMM	SKOAL/PACE ELECTRONICS/CURB	M/C
71	C17	28	SCOTT BRAYTON	HARDEES/LIVINGWELL/WTTV	M/B V6
81	C18	27	JACQUES VILLENEUVE	LIVINGWELL/IN BUS.MAG./LABATTS	M/C
84	A 7	16	GEORGE SNIDER	CALUMET FARM/COPENHAGEN-GILMORE	M/C
95	C 2	34	JOHNNY PARSONS	PIZZA HUT/MACHINISTS UNION	M/C

ALTERNATE:

24	C32		DICK SIMON	DURACELL COPPER TOP	L/C
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LEGEND: M/C - March/Cosworth
L/C - Lola/Cosworth
P/CH - Penske/Chevrolet
M/B V6 - March/Buick V-6
M/B - March/Buick

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1986 INDIANAPOLIS 500 MILE RACE GARAGE & PIT NUMBERS AND CHIEF MECHANICS

CAR NO.	DRIVER	CHIEF MECHANIC	GARAGE	PIT NO
*****	*****	*****	*****	*****
1	DANNY SULLIVAN	CHUCK SPRAGUE	A17	5
2	MARIO ANDRETTI	BOB SPROW	B31	14
3	BOBBY RAHAL	STEVE HORNE	B25	12
4	RICK MEARS	PETER PARROTT	A19	1
5	ROBERTO GUERRERO	PHIL CASEY	B17	10
6	RICH VOGLER	JOHNNY CAPELS	C20	21
7	KEVIN COGAN	LARRY CURRY	B 1	17
8	GEOFF BRABHAM	MARTIN FOX	A12	29
9	ROBERTO MORENO	OWEN SNYDER	A14	30
11	AL UNSER SR	CLIVE HOWELL	A21	2
12	RANDY LANIER	PAUL DIATLOVICH	C25	9
14	A.J.FOYT JR	JACK STARNE	A 3	15
15	PANCHO CARTER	TRACY POTTER	A15	31
16	TONY BETTENHAUSEN	R.HATCH/W.DAVIS	B19	19
18	MICHAEL ANDRETTI	BARRY GREEN	B14	4
20	EMERSON FITTIPALDI	GARY ROVAZZINI	B 2	18
21	JOHNNY RUTHERFORD	JOHNNY CAPELS	C21	20
22	RAUL BOESEL	SAL INCANDELA	C31	8
24	GARY BETTENHAUSEN	A.J. WATSON	C22	23
25	DANNY ONGAIS	KEITH LEIGHTON	C15	25
30	AL UNSER, JR.	DENNIS SWAN	A 1	3
31	JIM CRAWFORD	ROMAN KUZMA	B12	26
33	TOM SNEVA	JOHN ANDERSON	C 5	6
36	DENNIS FIRESTONE	DAVE THOMAS	B26	35
42	PHIL KRUEGER	A.J. WATSON	C28	24
55	JOSELE GARZA	MARK BRIDGES	C 2	32
59	CHIP GANASSI	JOHN BARNES	C 3	33
61	ARIE LUYENDYK	RICHARD TAYLOR	B29	22
66	ED PIMM	KEN WINNING	B26	7
71	SCOTT BRAYTON	GRAHAM DONALDSON	C17	28
81	JACQUES VILLENEUVE	GRAHAM DONALDSON	C18	27
84	GEORGE SNIDER	JACK STARNE	A 7	16
95	JOHNNY PARSONS	JOHN BARNES	C 2	34

ALTERNATE:

23	DICK SIMON	SAL INCANDELA	C32
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