

PRESS ROOM



COPY

1988

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 72nd RUNNING OF THE 500-MILE RACE AND THE 43rd ANNIVERSARY OF THE HULMAN FAMILY'S RESTORATION OF ITS HISTORIC TRADITION.

COMPLETE DAILY REPORTS OF THE MONTH OF MAY, 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 MEMBERS FOR HELP.

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

Mari Hulman George, Chairman

Bill Donaldson, Director, Marketing

Bob Laycock, Speedway Historian

Roger Deppe and Gloria Novotney, Credentials

Kurt Hunt, Special Projects Coordinator

Bill York, Press Room Director

Bob Clidinst, Press Room Staff

Tom Bush and Marvin Skimmerhorn, Press Room Staff

Ron McQueeney, Director, Photography

Jan Shaffer, Gwynda Eversole, Lynda Havens, Debbie Shaffer, Julie Cordes, Suzanne Robinson, Ruth Ann Cadou, Vern Morseman and Kurt Freudenthal, Information Staff

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



T A B L E O F C O N T E N T S

OFFICIAL STARTING LINE-UP

"500" FACTS AND STATISTICS (pages 1 - 6)

- Starting Positions of Winning Cars at Indianapolis
- Former Winners in the 1988 Race
- Former Rookie Winners
- Pace Cars and Drivers (1911 - 1988)
- Lap Leaders Going Into This Year's Race
- Start/Finish Positions for BANK ONE, Indianapolis Rookie-of-the-Year Drivers
- Column notes

NUMERICAL ROSTER OF "500" LINE-UP

GARAGE & PIT NUMBERS

CHIEF MECHANICS and MEDIA RELATIONS REPRESENTATIVES

1987 AWARDS AND PRIZES (pages 1-2)

DAY BY DAY TRACKSIDE REPORTS

- Day 1 - Saturday, May 7, 1988
- Day 2 - Sunday, May 8, 1988
- Day 3 - Monday, May 9, 1988
- Day 4 - Tuesday, May 10, 1988
- Day 5 - Wednesday, May 11, 1988
- Day 6 - Thursday, May 12, 1988
- Day 7 - Friday, May 13, 1988
- Day 8 - Saturday, May 14, 1988 (1st qualifying day - pages 1 - 8)
- Day 9 - Sunday, May 15, 1988 (2nd qualifying day - pages 1 - 2)
- Day 10 - Monday, May 16, 1988
- Day 11 - Tuesday, May 17, 1988
- Day 12 - Wednesday, May 18, 1988
- Day 13 - Thursday, May 19, 1988
- Day 14 - Friday, May 20, 1988
- Day 15 - Saturday, May 21, 1988 (3rd qualifying day - pages 1 - 3)
- Day 16 - Sunday, May 22, 1988 (4th qualifying day - pages 1 - 3)

--1988 ACCIDENT SUMMARY

- Final Practice - Thursday, May 26, 1988

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

1988 "500" Statistics



There were 92 cars entered for this year's race, 25 fewer than the record number of 117 in 1984; 76 cars arrived and were housed in the garage area. 69 cars passed initial USAC technical inspection, 69 received final USAC certification. 66 cars made practice runs. 45 cars attempted qualifications, 36 completed qualification runs, 3 were bumped. 51 drivers passed their required medical examinations and 43 actually drove on the race course. Of those, 9 were rookies. At the conclusion of qualifications, 5 rookies and 28 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--6	9th--0	14th--1	19th--1	24th--0	29th--0	
5th--5	10th--1	15th--3	20th--3	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 1988 RACE

Mario Andretti (1969)	Johnny Rutherford (1974, 76, 80)
A.J. Foyt (1961, 64, 67, 77)	Tom Sneva (1983)
Rick Mears (1979, 84)	Danny Sullivan (1985)
Bobby Rahal (1986)	Al Unser (1970, 71, 78, 87)

Two of these former winners also have sons in the starting field - #18, Michael Andretti and #3, Al Unser, Jr. Billy Vukovich, III, grandson of the late former two-time winner, Bill Vukovich, is in the field for the first time.

Youngest winner.....Troy Ruttman (1952) - 22 years old
 Oldest winner.....Al Unser (1987) - 47 years old
 Youngest driver in this race.....Billy Vukovich, III - 24 years old
 Oldest driver in this race.....Dick Simon - 54 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.....Bobby Rahal - 170.722 MPH in 1986
 Slowest winning speed.....Ray Harroun - 74.602 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. Foyt and Al Unser are the only four-time winners of the race. 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. Three-time winners besides Meyer are Shaw (1937, 39, 40), Rose (1941, 47, 48), 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)

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

- In 1979, Rick Mears became the first driver born after World War II to win the "500." (12/3/81).
- George Snider is the only driver to have used 15 different car numbers.
- In 1988, the first four starting spots, for the second year in a row, are occupied by former winners. These are the only times in "500" history this has occurred.
- 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. The 1988 front row is the first in history to be occupied by cars of the same team.

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.

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	1987	Chrysler	Carroll Shelby
1952	Studebaker	P.O. Peterson	1988	Oldsmobile	Chuck Yeager

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.....	613
A.J. Foyt.....	555
Mario Andretti.....	460
Rick Mears.....	310
Johnny Rutherford.....	296
Tom Sneva.....	208
Bobby Rahal.....	87
Danny Sullivan.....	71
Michael Andretti.....	45
Kevin Cogan.....	13
Emerson Fittipaldi.....	12
Al Unser, Jr.....	10
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	12	1978	Larry Rice & Rick Mears	30	11
1962	Jim Mc Elreath	7	6	1979	Howdy Holmes	3	23
1963	Jim Clark	7	6	1979	Howdy Holmes	13	7
1964	Johnny White	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	5
1968	Bill Vukovich, Jr.	23	7	1984	Michael Andretti & Roberto Guerrero	7	2
				1985	Arie Luyendyk	20	7
				1986	Randy Lanier	13	10
				1987	Fabrizio Barbazza	17	3

Six rookies started the race in 1987.

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 their first lap of competition, Aitken in 1911 and Fabi in 1983. First-time starter Paul Rost 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 Bobby Rahal on lap #200 in 1986 (Also fastest leading lap). His time was 43.031 seconds and speed was 209.152.
- Lowest starting position of a race winner is 28th by Ray Harroun in 1911 and Louis Meyer in 1936.

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.
- Bobby Rahal led the 200th lap of the 1986 race at an average speed of 209.152, the fastest race lap in Speedway history.
- 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 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.
- 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 six times with a 150 mile-an-hour or better average speed. All told, only 22 drivers have accomplished this feat at least once.
- Rick Mears and Al Unser are the only drivers to have averaged 160 miles an hour or better for the full 500-mile distance four times.
- 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.
- 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.
- Robby 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. In 1986 only 1 (Rick Mears).
- 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 in 1986.
- The starting field with the greatest total of previous race experience was the 1987 field with 260 years of "500" experience among 27 veterans and six rookies
- Fastest winning average speed for the entire 500 miles is 170.722 by Bobby Rahal in 1986.
- 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 170.698 by second-place finisher Kevin Cogan in 1986.
- 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.

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



MORE "500" STATISTICS -- page 6

FACTS, COLUMN NOTES (cont'd):

- The 1987 field had six rookie starters, all of whom qualified over 200 miles an hour, tying the mark set in 1985 for number of rookie starters over 200.
- Al Unser and Al Unser, Jr. have qualified for the last six Indianapolis 500s, most-ever for a father-son combination in the same events. Mario and Michael Andretti have qualified for the last five.
- The last foreign driver to win the "500" was Graham Hill in 1966.
- On five occasions, a rookie driver has led most laps of a race. Those are Ray Harroun (1911), Jules Goux (1913), Rene Thomas (1914), Frank Lockhart (1926) and 1947 second-place finisher Bill Holland. The 143 laps led by Holland in '47 are the most ever by a rookie driver.
- 1957 winner Sam Hanks won in his 12th start, the most starts ever for a first-time winner.
- Jimmy Clark became the first driver to lead the "500" in a rear-engined car when he led 28 laps in 1963. When A.J. Foyt took the checkered flag to win the 1964 race, it marked the last time a front-engined car led here.
- Bobby Rahal took home a record \$581,062.50 in prize money for winning the 1986 "500." Danny Sullivan's 1985 paycheck of \$517,622.50 was the first winner's share to exceed the half-million dollar mark.
- Among the six rookies who have won at Indianapolis, Graham Hill is the oldest, having won in 1966 at 42 years, 3 months and 15 days of age.
- Most cars still running at the conclusion of the race when the winner went the full 500 miles is 26 in 1911 (40 started). Most cars still running at the conclusion of race of a 33-car field is 27 in 1976 (255 miles, rain), 22 in 1950 (345 miles, rain), and 19 in 1940, 1952 and 1954.
- Bobby Unser is the last driver to have led the opening lap of the race in back-to-back years (1972-73).
- Bill Vukovich, Jr.'s second-place finish in 1973 is the highest finishing position ever by the son of a former or present-day Indy 500 driver.
- L.L. Corum was co-winner of the 1924 race. Floyd Davis was co-winner in 1941. Neither driver ever led a single lap during their entire Indy 500 careers.
- Since the conclusion of World War II, 34 starting fields have been represented by at least one member of the Tony Bettenhausen family.
- The only starting field to consist of all new cars was the 1985 field. There were 24 Marches, seven Lolas and two Eagles.
- Greatest total number of starts by three brothers is 43 by Jerry Unser (1), Bobby Unser (19) and Al Unser (23, counting 1988). The combined total of 42 starts for Bobby and Al are also the Indianapolis record for a pair of brothers.
- Jimmy Clark and Mario Andretti are the only drivers to have led a 500 both before and after becoming a Formula One champion.
- Only driver to ever record a 200 mile-an-hour speed for the opening lap of the race is Michael Andretti in 1986, at 202.940.
- Although Smith is one of the most common of American names, no driver by that name has ever started at Indianapolis.
- Counting 1988's five rookies, 577 different drivers have started at least one Indianapolis 500. Counting the six, A.J. Foyt has started against a record 221 of those drivers.
- On only three occasions has an alternate starter made the lineup. In 1929, Billy Landau started in place of Phil Pardee, who had wrecked his car in practice the day preceding the race. In 1984, Chris Kneifel started in place of Jacques Villeneuve, who withdrew from the race after suffering a head injury in a practice mishap. In 1986, Dick Simon started in place of Dennis Firestone, who had demolished his qualified car on the final practice day.
- When Kevin Cogan lost the lead to Bobby Rahal in 1986 at the end of the 198th lap, Cogan became only the third driver ever to lose the lead within three laps or less of the finish. In 1912, Ralph Depalma broke down with only two laps remaining and handed the victory to Joe Dawson. In 1961, A.J. Foyt took the lead from Eddie Sachs on the 198th lap when Sachs had to pit with a badly worn tire.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1988 INDIANAPOLIS 500 MILE RACE
CHIEF MECHANICS AND MEDIA RELATIONS REPRESENTATIVES

CAR#	DRIVER	CHIEF MECHANIC	MEDIA REP.

1	Al Unser	Clive Howell	Dan Luginbuhl
2	Roberto Guerrero	Larry Curry	Harvey Duck
3	Al Unser, Jr.	Owen Snyder	Bob Walters
4	Bobby Rahal	Jim Prescott	Carol Wilkins
5	Rick Mears	Peter Parrott	Deke Houlgate
6	Mario Andretti	Colin Duff	Don Henderson
7	Arie Luyendyk	Gilbert Lage	Dick Miller
8	Teo Fabi	Steve Erickson	Mike Knight
9	Danny Sullivan	Charles Sprague	John Love
10	Derek Daly	Kim Green	Jim Dinsmore
11	Kevin Cogan	Mark Bridges	Dave Overpeck
14	A. J. Foyt, Jr.	Jack Starne	Anne Fornoro
15	Jim Crawford	Mark Scott	Susan Arnold
16	Tony Bettenhausen	Rick Duman	Ted Quackenbush
17	Johnny Rutherford	Mark Scott	Susan Arnold
18	Michael Andretti	Barry Green	Hank Ives
20	Emerson Fittipaldi	Gary Rovazzini	Kevin Diamond
21	Howdy Holmes	John Capels	John Capels
22	Dick Simon	Glen Griffin	Dianne Simon
23	Tero Palmroth	Dave Thomas	Dianne Simon
24	Randy Lewis	A. J. Watson/T. Gibbons	Ralph Wilke
29	Rich Vogler	John Barnes	Dave Overpeck
30	Raul Boesel	D.Swan/N. Micklewright	Dan Criscenti
35	Steve Chassey	Eddie Meinking	Michael Deer
48	Rocky Moran	Jack Starne	Anne Fornoro
56	Bill Vukovich, III	G.Fox/P.Diatlovich	Bill Vukovich, Jr.
71	Ludwig Heimrath, Jr.	Ron Dawes	Ned Wicker
81	Tom Sneva	Darrell Soppe	Ned Wicker
84	Stan Fox	Jack Starne	Anne Fornoro
91	Scott Brayton	Butch Dennison	Ned Wicker
92	Dominic Dobson	Terry Hopkins	John Shean
97	Phil Krueger	David McLerran	Bill Allee
98	John Andretti	John Anderson	Anne Fornoro
ALTERNATES:			
60	Gordon Johncock	Billy Rignotti	Harvey Duck
29T	(no driver)	John Barnes	Dave Overpeck

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1988 AWARDS AND PRIZES

QUALIFYING:

- ACCUSPLIT/JIM ELLIS "MOST CONSISTENT QUALIFYING LAPS" AWARD - \$5,000 to
Arie Luyendyk .087 second
- AMERICAN DAIRY AWARD - \$1,500 (fastest rookie qualifier) to Dominic Dobson
- AMERITECH "FIRST IN THE FIELD" AWARD - \$5,000 to Mario Andretti
- AMERITECH "PAGES PLUS AWARD FOR EXCELLENCE" AWARD - \$5,000 (for youngest
driver to start 1988 "500") to Billy Vukovich, III
- AMOCO "ON THE BUBBLE" AWARD - \$5,000 (slowest speed in field at conclusion of
qualifying) to Howdy Holmes
- BUDWEISER/STARCRAFT POLE AWARD - \$27,500 + Van (\$30,000 value) to Rick Mears
- CORNELIUS "OLDEST STARTING DRIVER" AWARD - \$5,000 to Dick Simon
- GTE "FRONT RUNNERS" AWARD - \$30,000 (\$10,000 to each front row driver)
Rick Mears, Danny Sullivan and Al Unser
- INDIANAPOLIS MOTOR SPEEDWAY QUALIFYING AWARDS - \$35,000
- MASTER MECHANIC AWARD - \$7,500 + tools (\$2,500 value) (to pole winning chief
mechanic) Peter Parrott
- OSCAR MAYER "TOP DOG" AWARD - \$10,000 (to fastest single qualifying lap
driver) Rick Mears
- UNO CARD GAME QUALIFYING AWARDS - \$60,000 (\$15,000 to fastest qualifier of
each qualifying period) Rick Mears, Jim Crawford, Raul Boesel
and Stan Fox

RACE DAY:

- AMERICAN DAIRY AWARDS - \$5,500 (\$5,000 to winner, \$500 to winning mechanic)
- BANK ONE "ROOKIE OF THE YEAR" AWARD - \$10,000
- BEAR "LEADER AT LAP 58" AWARD - \$5,800
- BORG-WARNER TROPHY AWARD - \$10,000 + trophy replica
- CLINT BRAUNER MECHANICAL EXCELLENCE AWARD - \$5,000
- DESIGN FORUM "EXCELLENCE IN TEAM GRAPHICS" AWARD - \$5,000
- EASTMAN KODAK "250 MILE" AWARD - \$7,500 (to leader at halfway mark)
- FACTORY OUTLET TRANSPORT AWARD - \$5,000 (for beauty of transport vehicles,
1st-\$2,500, 2nd-\$1,500, 3rd-\$1,000, 4th-10th-
\$500 merchandise certificates)
- GENERAL FOODS "PASS" AWARD - \$5,000
- GOODYEAR "WINNING CAR OWNER" AWARD - \$5,000 + ring (\$4,000 value)
- HERFF JONES "CHAMPION OF CHAMPIONS" RING AWARD - \$5,000 + winner's ring
(\$5,000 value)

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



page 2 Awards

KAY JEWELERS/LONGINES "72ND ANNIVERSARY" AWARD - \$5,000 + watch (\$650 Value)
(race leader at 72 laps)

LOCTITE "WINNING TEAM TROPHY" AWARD - \$6,000

MACHINISTS UNION "WINNING CHIEF MECHANIC" AWARD - \$6,000

MARLBORO "500 MILE CLUB" AWARD - \$75,000 (divided evenly among drivers
completing 500 miles)

MERCHANTS "CHECKERED FLAG" AWARD - \$10,000

MILLER PIT STOP CONTEST - \$51,000 (1st-\$25,000, 2nd-\$15,000, 3rd and
4th-\$5,000, 1st alternate - \$1,000)

NADA MILESTONE AWARDS - \$10,000 (lap leaders at 100,200,300 and 400 miles)

OLDSMOBILE CUTLASS SUPREME PACE CAR AWARD - 1988 Pace Car Replica to winner

CECIL C. PECK COMPANY - \$2,000 (to outstanding welding design)

PPG INDUSTRIES - \$165,000 (\$5,000 to each of the 33 starters)

REYNOLDS & REYNOLDS "TEAMWORK" AWARD - \$20,000 (to winning race team)

SEARS CRAFTSMAN PIT CREW AWARD - \$30,000 (least cumulative time in pits)
\$25,000 is contingent upon the fastest crew having a Craftsman
Pro-Set 2000 tool chest and roll away cabinet in its pit.

SNAP-ON TOOLS - \$5,000 (finishing 1st-\$2,500, 2nd-\$1,000, 3rd-\$750,
4th-\$500, 5th-\$250)

VANDERVELL "ENGINE BUILDER" AWARD - \$5,000 (winning engine builder)

CONTINGENCY AWARDS:

AMOCO OIL-----	\$ 10,000
BELL HELMETS-----	6,000
ROBERT BOSCH-----	68,000
BUICK MOTOR DIV.-----	5,000
CANON, U.S.A.-----	7,500
CHAMPION-----	68,000
DELCO BATTERY-----	12,500
EARL'S PERFORMANCE---	6,750
IDEAL DIVISION-----	5,000
INDIANA NATIONAL-----	10,000
INDIANA OXYGEN-----	5,000
LOCTITE CORP-----	9,000
MALLORY IGNITION-----	5,000
MOBIL OIL-----	15,000
MONROE-----	16,000
PENNZOIL-----	13,000
PREMIER INDUSTRIAL---	6,000
QUAKER STATE-----	10,000
RAYBESTOS BRAKE-----	20,000
ROCKWELL INTL-----	10,000
SEARS DIEHARD-----	20,000
SEARS TRACTOR-----	5,000
SIMPSON-----	9,800
SPEED-PRO-----	7,500
STANT INC.-----	5,000
STEWART-WARNER CORP.-	5,500
STP FILTERS-----	5,000
STP OIL TREATMENT---	15,000
SUN REFINING-----	10,000
VALVOLINE-----	20,000
THE WAX SHOP-----	5,000

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 1 - SATURDAY, MAY 7, 1988

Raul Boesel and the #30 Domino's Pizza "Hot One" March won the race to be first on the track when Chief Steward Tom Binford officially opened the speedway for practice at 2:19 p.m., beating Dick Simon's #22T Soundesign/Uniden Lola and Arie Luyendyk's #7 Provimi Veal Lola. When the track opened, Simon and Boesel pulled out together, but Boesel led the way off pit road. Simon and Luyendyk came down the frontstraight side-by-side to complete the first official laps. Binford had a 190 mile-an-hour speed limit for the first 18 minutes, then lifted the limit at 2:37 p.m.

Kenny Bernstein announced that driver Jim Crawford would start his comeback from leg injuries suffered in an accident last May 9 here on his first qualifying lap in a team car to three-time winner Johnny Rutherford, the Mac Tools King Protofab Buick. "I'm 150 percent mentally and 99 percent physically," Crawford said.

Butch Bunker, Cincinnati zone manager for Oldsmobile, presented the keys to the Oldsmobile Cutlass Supreme convertible pace car to IMS President Joe Cloutier during opening ceremonies today. More than 3,400 attended the Mayor's Breakfast today and more than 800 attendees took a lap around the 2 1/2-mile oval prior to opening of the track, up more than 100 from a year ago. Attending the ceremonies on the IMS frontstretch were Mayor William H. Hudnut III, Lt. Gov. John Mutz, 1987 Indy winner Al Unser and 500 Festival Queen Sara Bassett and her court.

The Indianapolis Motor Speedway announced today that Mary F. Hulman, Chairman of the Board since 1977, has been named Chairman Emeritus. Replacing her as Chairman is her daughter, Mari Hulman George, who has been a board member and vice president for many years. Members added to the board were Nancy Lee Gunter, Mary Josephine Krisiloff and Jack R. Snyder. They join Anton H. George and Joseph R. Cloutier. The board elected Cloutier as President, Treasurer and Chief Executive Officer; Anton George as Vice President, Secretary and Executive Officer; Terrell W. Gunter and Steve Krisiloff, Vice Presidents and Snyder as assistant secretary.

Roberto Guerrero and the STP Granatelli Lola reeled off a fast lap of 210.772 in mid-afternoon, tying Michael Andretti's fastest first-day lap in Speedway history set last year. In the final 15 minutes of practice, Simon turned a lap at 211.665 to break the record. It was the second occasion on which Simon was fastest on the first day, matching his 1985 performance.

The eighth annual Arnold II activities are scheduled for Sunday in the flag lot behind the tower. The annual Special Olympics competition starts with opening ceremonies at 2:30 p.m. with a barbecue at 3:45 p.m. More than \$500,000 has been raised for Special Olympics over the past seven years.

USAC announced that rookies John Andretti, Scott Atchison, Tero Palmroth, John Jones, Bill Vukovich III and Harry Sauce have only the final observation phase of their rookie tests to complete. Rookie Dale Coyne must take the full test. Rookie Dominic Dobson and veterans Tom Bigelow, Dick Ferguson, Spike Gehlhausen and Howdy Holmes must take refresher tests consisting of 10 laps without observation over 195 miles an hour. Veterans Teo Fabi, Raul Boesel and Phil Krueger, although they did not make the 1987 Indy field, were not required to take refreshers. Andretti became the first rookie to pass his test during the final hour today. One of the observers for Andretti's test was defending champion Al Unser.

Veteran Ed Pimm replaced Ferguson on the two Los Angeles Dry Wall entries.

Cars on the track on Day #1 were #2 Guerrero; #2T Guerrero; #3 Al Unser, Jr., Team Valvoline March Stroh's Chevy; #4 Bobby Rahal, Budweiser Truesports Lola; #7 Luyendyk; #8 Teo Fabi, Quaker State Porsche March; #10 Derek Daly, Raynor Garage Doors Lola; #10T Daly; #11 Kevin Cogan, Schaefer/Playboy Fashion/Machinists March; #12 John Jones, Arciero/Labatts March; 12T Jones; #15 Crawford; #17 Johnny Rutherford, Mac Tools King Protofab Buick Lola; #18 Michael Andretti, Kraco March; #20 Emerson Fittipaldi, Marlboro Racing Team March; #22T Simon; #28 Pancho Carter, Hardee's Special March; #29 Rich Vogler, Jonathan Byrd's Cafeteria/Pepsi/Bryant March; #30 Boesel; #55T Atchison, WTUX/Explorer Vans/Mechel March; #56 Vukovich III, Genesee Beer Wagon March; #71 Ludwig Heimrath, Jr., Mackenzie Industrial Group of Funds Lola; #91T Scott Brayton, Amway Products March; #98 John Andretti, Skoal Bandit Lola.

A total of 47 cars were at the Speedway for Day #1, 31 have passed initial inspection and 16 are in process. There were seven yellow lights for a total of 59 minutes.

TOP SPEEDS OF THE MONTH

5/7 Dick Simon	Soundesign/Uniden Lola (22T)	211.665
5/7 Roberto Guerrero	STP/Granatelli Lola (2)	210.772
5/7 Bobby Rahal	Budweiser Truesports Lola (4)	209.298
5/7 Michael Andretti	Kraco March (18)	209.059
5/7 Jim Crawford	Mac Tools King Protofab Buick (15)	206.422
5/7 Al Unser, Jr.	Team Valvoline March Stroh Chevy (3)	205.198
5/7 Johnny Rutherford	Mac Tools King Protofab Buick Lola (17)	203.206

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 2 - SUNDAY, MAY 8, 1988



Two-time Indianapolis 500 winner Gordon Johncock was named to drive one of the 1987 March entries for Vince Granatelli Racing at a 2:30 p.m. press conference. Johncock and Granatelli said that the sponsor of the #60 machine was to be named. The car is one of the machines driven last year in championship racing by Roberto Guerrero, who will be Johncock's teammate for the 500. "The car is obviously competitive," Granatelli said. "We were on the same lap as the leader last year and we have a year's experience with the car and that type of motor (Cosworth), which is different than the new ones. I've had several offers with large amounts of money but if we don't have a chance to win the race, I'm not interested in putting anybody in a second car. I've always wanted to run two cars. Gordie could very well win the race." Johncock, who moved a week ago from Pima, Ariz., to Hastings, Mich., said he felt more comfortable coming to the Speedway this year as opposed to last year, when he made his first Indy appearance in two seasons. "Coming back last year, if I had wrecked, all the newspapers would've talked about it," Johncock said. "I miss it, but I miss it more when I'm around it."

The eighth annual Arnold II ceremonies for Special Olympics took place in the flag lot, and donations reached \$79,000 to bring the eight-year total to \$617,000. Fifteen drivers acted as coaches for the event after master of ceremonies Tom Carnegie welcomed the 4,000 Special Olympians, their families and guests. The event is the single largest fund raiser for Indiana Special Olympics. The charity began in 1981 when Mari Hulman George, chairman of IMS, raised contributions in tongue-in-cheek fashion to save her 700-pound pet pig, Arnold.

Pit crews in this year's Indianapolis 500 will vie for up to \$30,000 from Sears Craftsman in the third contest for the fastest crew. Last year, the award went to Al Unser's team, which completed eight pit stops in 5:26. The fastest crew since Sears' involvement was the effort of Rick Mears' crew in 1986, which had a cumulative time of 3:52.

Mario Andretti was the fastest of the day at 210.970 miles an hour. "It felt great," Mario said. "It was our first run and we're really just feeling things out. The car is very balanced. We had great conditions except for the wind. It was plenty gusty...more than I like. It was important for us to get out and I'm glad we got that done." (On the Lola chassis vs. others) "It's too early to tell on it yet. I'm very confident we have a very good package and we're going to take it one day at a time."

The track was closed officially for the day at 4:15 because of rain.

Nearly 35 handicapped children were guests at the Speedway today of "500" Shrine Club members. While here, they visited the Speedway Museum, were entertained at the Champion Spark Plug suite and received a supply of Jolly Rancher Candies and Pennzoil decals, among other items. Jug's Catering, which also caters the Special Olympic Arnold II barbecue in connection with Kroger, also catered the Shrine Club function.

Tero Palmroth of Tampere, Finland, who went through USAC's Rookie Orientation Program in one of the Dick Simon Racing entries, was named to drive Simon's #23, a 1987 Lola. He has competed in the SCCA Super Vee division the past two years, mostly in Simpson Safety Equipment entries, and was fifth in the "Night Before the 500" SV event last year at Indianapolis Raceway Park.

Dominic Dobson, a rookie who passed his driver's test in 1987, has been assigned the No. 92 Raynor Garage Doors Lola.

Cars on the track today: #1 Al Unser, Penske Chevrolet; #2T Guerrero; #3 Unser, Jr.; #4 Rahal; #5 Rick Mears, Pennzoil Z-7 Penske Chevrolet; #6T Mario Andretti, Amoco Kmart Lola; #7 Luyendyk; #8 Fabi; #9 Danny Sullivan, Miller High Life Penske Chevrolet; #10T Daly; #11 Cogan; #12 Jones; #15 Crawford; #17 Rutherford, #18 Michael Andretti; #20 Fittipaldi; #21 Howdy Holmes, Jiffy Mixes March; #28 Carter; #29 Vogler; #30 Boesel; #56 Vukovich; #71 Heimrath, Jr.; #77 Tom Bigelow, Performers, Inc., March; #98 John Andretti.

A total 56 cars are now at the Speedway, 35 have passed technical inspection and 13 are in the process. 27 drivers have been on the track to date. There were five yellows for four hours and two minutes (3:41 of rain). 39 drivers have passed their physical exams.

TOP SPEEDS OF THE MONTH

5/7	Dick Simon	Soundesign/Uniden Lola (22)	211.665
5/8	Mario Andretti	Amoco Kmart Lola (6T)	210.970
5/7	Roberto Guerrero	STP/Granatelli Lola (2)	210.772
5/8	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	209.888
5/8	Bobby Rahal	Budweiser TrueSports Lola (4)	209.879
5/7	Michael Andretti	Kraco March (18)	209.059
5/8	Emerson Fittipaldi	Marlboro Racing Team March (20)	208.816
5/8	Raul Boesel	Domino's Pizza "Hot One" March (30)	207.564
5/8	Jim Crawford	Mac Tools King Prototfab Buick (15)	207.039

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 3 - MONDAY, MAY 9, 1988

At a press conference this morning, Valvoline, Galles Racing and Al Unser, Jr., unveiled a poster and song entitled "The Calm Before the Storm." It was portrayed as the first "fantasy poster" depicting a championship driver. The song, with the same title, was written and sung by J.D. Miller of Louisville, Ky. "I've heard several about dad and I always thought about how neat it would be for me," Unser, Jr., said. He also said he doubted if Rick Mears' track record would be broken. "I don't think you're going to see 218," he said. "I don't think Mears' record will be in jeopardy."

Howdy Holmes passed his refresher in mid-afternoon in the #21 Jiffy Mixes March. "We haven't tested this configuration so we don't know what it likes," Holmes said. "We're trying to do things in small increments and repeat them so we know the wind isn't playing a part."

According to the air traffic control center at Indianapolis International Airport, gusts reached 34 miles an hour during the day.

The Larue B. Carter Memorial Hospital Youth Service and 15th annual Art Pollard Memorial Picnic was held today, and more than 50 youths attended. Pollard visited the hospital many times during his "500" career. The youths received decals from Champion, STP, GTE, Pennzoil, Valvoline, Jolly Rancher Candies and Premier and the Speedway Gift Shop.

Rick Mears reeled off the month's fastest lap this morning at 213.118 in the #1T Pennzoil-yellow Penske Chevrolet backup car in the car's first trip to the 2 1/2-mile oval. "It had a little push in the wind," Mears said. "Without the wind, it might've had a lot of push. In the middle of the turn, it wouldn't turn and you had to drive it through. The car was plenty comfortable for as bad as conditions were, but in this wind, you can't fine-tune the car."

Derek Daly got up to 208.478 in the #10 Raynor Garage Doors Lola. "The car is extremely comfortable considering we were running with a full fuel load. There's a lot more left."

Teo Fabi pulled to the grass off turn #4 in the last 15 minutes of practice when a ball bearing broke in the left front upright on the #8 Quaker State Porsche.

Ludwig Heimrath, Jr., lost an engine early this afternoon in the #71 Mackenzie Industrial Group of Funds entry but was able to bring it into the pits.

Cars on the track today: #1 Unser; #1T Rick Mears, Penske Chevrolet; #2T Guerrero; #3 Unser, Jr.; #4T Rahal; #6 Mario Andretti, Amoco Kmart Lola; #7 Luyendyk; #8 Fabi; #9 Sullivan; #10 Daly; #11 Cogan; #12 Jones; #12T Jones; #20 Fittipaldi, #21 Holmes; #24 Randy Lewis, Toshiba/Oracle/Altos/Prius Lola; #28 Carter; #29 Vogler; #39 Dale Coyne, Dale Coyne Racing March; #46 Gary Bettenhausen, Scheid Tire Centers March; #55 Atchison; #56 Vukovich; #71 Heimrath, Jr.; #77 Bigelow; #81 Tom Sneva, Pizza Hut/WRTV Channel 6 Lola; #91 Brayton, #98 John Andretti.

A total of 60 cars are now at the Speedway, 43 have passed technical inspection and 11 are in the process. 31 drivers have been on the track to date. There were 11 yellows for one hour, 38 minutes for track-related caution. The track opened under running caution at 12:28 p.m. and went green at 12:40 p.m., delayed by rain. The track closed at 5:58 p.m.

TOP FIVE OF THE DAY

5/9	Rick Mears	Penske Chevrolet (1T)	213.118
5/9	Mario Andretti	Amoco Kmart Lola (6)	212.665
5/9	Al Unser, Jr.	Team Valvoline March Stroh Chevy (3)	211.317
5/9	Derek Daly	Raynor Garage Doors Lola (10)	208.478
5/9	Scott Brayton	Away Winning Spirit Lola (91)	207.182

TOP 10 OF THE MONTH

5/9	Rick Mears	Penske Chevrolet (1T)	213.118
5/9	Mario Andretti	Amoco Kmart Lola (6)	212.665
5/7	Dick Simon	Soundesign/Uniden Lola (22)	211.665
5/9	Al Unser, Jr.	Team Valvoline March Stroh Chevy	211.317
5/8	Mario Andretti	Amoco Kmart Lola (6T)	210.970
5/7	Roberto Guerrero	STP/Dianetics Lola (2)	210.772
5/8	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	209.888
5/8	Bobby Rahal	Budweiser TrueSports Lola (4)	209.879
5/7	Michael Andretti	Kraco March (18)	209.059
5/8	Emerson Fittipaldi	Marlboro Racing Team March (20)	208.816

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 4 - TUESDAY, MAY 10, 1988



At 4:54 p.m., Rick Mears turned the fastest unofficial lap in Speedway history, driving the #5 Pennzoil Z-7 Penske Chevrolet to a speed of 220.048. "There were good conditions," Mears said. "I got just a touch loose in the middle of (turn) #3, hooked the left front and I touched the paint. I knew better than to do that but the paint almost caught me. Turn #2 and turn #4 were just fine." (Reaction to 220?) "We got Mario." (Is he the favorite?) "No, I don't think so. For example, two years ago we had a Mears Benefit race here and we finished third."

Earlier, at 1:25 p.m., Mario Andretti had upped the unofficial mark to 219.031 in the #6 Amoco/Kmart Lola. He reached 219.995 in the closing minutes of practice. "This is the first full good day of running we've had since Saturday," Andretti said after his first 219. "There's not much rubber down. It stayed overcast. It's cool. At this point, it had to be pretty right. We did three things to the car and all of them worked. We have a couple little things to do. I'm not saying we can't squeeze a little more out of it. It could be that track conditions will not duplicate. Last year, I ran 218 on Tuesday and had to struggle to get back to 218 on Thursday. I didn't think we'd run that quick today. You just don't know."

At a press conference this morning, Roger Penske reminisced about 20 years at Indy. "I guess typically the races you think you're going to win, you don't," he said. "Like in '82, when we sat on the front row with the PC-10. That was the last Penske chassis that was real competitive here." (About the effort put forth by the team last year in converting to 1986 Marches) "Each year, you come to win. It's hard for me to say which was the most rewarding...when Sullivan spun and won...in '72, with Gary Bettenhausen leading and dropping out and Mark (Donohue) winning...in '79, when Bobby (Unser) was leading and Rick (Mears) won."

Defending champion and four-time winner Al Unser also improved, reaching 216.867. (on Mario's early 219) "It surprised me, he said of Andretti's early fast lap. "It shows it can be done. It puts everybody in the racing fraternity in a searching pattern. It gives us something to shoot at. To gain to 219, I have to gain 8/10ths of a second. It isn't anything, but it's a lot at that speed. It's in an area that nobody knows."

Rookies John Jones, Scott Atchison and Bill Vukovich III passed the final phase of their rookie tests.

At 5:32 p.m., Roberto Guerrero in the #2 STP/Dianetics Lola lost control in turn #1, made a full spin for 600 feet, tapped the wall with the left rear wing, came away from the wall, did another full spin for 140 feet and hit the wall again, slid away from the wall and across the track 780 feet where he stopped in the infield grass in turn #2. Light damage to the car. Driver examined and released from Hanna Medical Center.

Cars on track today: #1 Unser; #1T Mears; #2 Guerrero; #2T Guerrero; #3 Unser, Jr.; #4 Rahal; #5 Mears; #6 Mario Andretti; #7 Luyendyk; #8 Fabi; #9 Sullivan; #10 Daly; #11 Cogan; #11T Cogan; #12 Jones; #14 A.J. Foyt, Copenhagen Gilmore Lola; #15 Crawford; #17 Rutherford; #18 Michael Andretti; #18T Michael Andretti; #20 Fittipaldi; #21 Holmes; #22T Simon; #24 Lewis; #28 Carter; #29 Vogler; #30 Boesel; #30T Boesel; #36 Harry Sauce, Conesco Indy Special March; #41 A.J. Foyt, Copenhagen/Foyt Lola; #46 Gary Bettenhausen; #55 Atchison; #55T Scott Atchison, WTUX/Explorer Van/Mechel March; #56 Vukovich; #71 Heimrath, Jr.; #77 Bigelow; #81 Sneva; #91 Brayton; #97 Phil Krueger, CNC Systems Sales March; #98 John Andretti.

A total of 65 cars are now at the Speedway, 51 have passed technical inspection and five are in the process. 34 drivers have been on the track to date. There were 18 yellows for two hours, 29 minutes.

TOP FIVE OF THE DAY

5/10	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	220.048
5/10	Mario Andretti	Amoco/Kmart Lola (6)	219.995
5/10	Rick Mears	Penske Chevrolet (1T)	217.181
5/10	Al Unser	Penske Chevrolet (1)	216.867
5/10	Roberto Guerrero	STP/Dianetics Lola (2)	215.930

TOP 10 OF THE MONTH

5/10	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	220.048
5/10	Mario Andretti	Amoco/Kmart Lola (6)	219.995
5/10	Rick Mears	Penske Chevrolet (1T)	217.181
5/10	Al Unser	Penske Chevrolet (1)	216.867
5/10	Roberto Guerrero	STP/Dianetics Lola (2)	215.930
5/10	Al Unser, Jr.	Team Valvoline March Stroh Chevy (3)	215.156
5/10	Arie Luyendyk	Provimi Veal Lola (7)	214.592
5/10	Bobby Rahal	Budweiser Truesports Lola (4)	214.489
5/10	Danny Sullivan	Miller High Life Penske Chevrolet (9)	214.265
5/10	Pancho Carter	Hardee's Special (28)	211.714

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 5 - WEDNESDAY, MAY 11, 1988



At a 1 p.m. press conference today, Mario Andretti was asked if he could go faster. "I wish I could answer that," he said. "At the moment, we've got a fairly good handle on it but that could change in the next hour." At 5:45 p.m., Andretti turned the fastest unofficial lap in Speedway history at 221.565 miles an hour. At an end-of-day press conference, Andretti said, "I was slightly surprised to be honest but I knew it had to be pretty good. (Was he in traffic?) "Nope. I was quite alone." (About his ongoing battle with Rick Mears) "We don't need Rick to inspire us. We're certainly not going to put ourselves on the back burner. This is what it's all about. It's the big payoff. After working and working all the time, you strive exactly for this (the 221)." (Did he have a neutral car through the corner?) "Today we accept nothing less than perfect. We strive for perfection because we know it's there. You have it, then you don't because it's such a fine, fine line." (Can you go faster?) "At this point, we'll have to make adjustments to the car because our only chance to go faster is to keep making adjustments."

Tom Bigelow completed his refresher test by mid-afternoon. The nine-year veteran is bidding for his first "500" field since 1982.

All media representatives are invited to the Bank One Media Breakfast at 9 a.m. Thursday in the Bank One suite, #282 in the second turn. Rookie drivers and their car owners will be available at that time.

Random poll of drivers on the fastest lap, fastest four-lap average and slowest speed to make the "500" field:

	FASTEST LAP	FASTEST 4-LAP AVERAGE	SLOW SPEED TO MAKE RACE
Rick Mears	221.400	218.900	210.000
John Andretti	220.400	218.000	205.000
Johnny Rutherford	219.900	218.900	206.000
Tom Sneva	219.500	218.100	206.900
Al Unser	219.200	217.500	207.000
Mario Andretti	219.200	218.700	206.300
Danny Sullivan	218.900	218.200	207.000
Michael Andretti	218.800	217.129	204.200
Emerson Fittipaldi	218.500	217.700	206.500
Bobby Rahal	218.300	217.900	207.000
Al Unser, Jr.	218.300	216.800	202.300
Teo Fabi	217.000	216.000	

Cars on the track today: #1 Unser; #1T Unser; #2 Guerrero; #3T Al Unser, Jr., Team Valvoline March Stroh Chevy; #3 Unser, Jr.; #4 Rahal; #4T Rahal; #5 Mears; #6 Mario Andretti; #7 Luyendyk; #8 Fabi; #9 Sullivan; #10 Daly; #10T Daly; #11T Cogan; #12T Jones; #14 Foyt; #15 Crawford; #16 Tony Bettenhausen, Bettenhausen Associates/Scot Lad Foods Lola; #17 Rutherford; #18 Michael Andretti; #20 Fittipaldi; #21 Holmes; #21T Howdy Holmes, Jiffy Mixes March; #22 Dick Simon, Soundesign/Uniden Lola; #22T Simon; #28 Carter; #29 Vogler; #29T Rich Vogler, Jonathan Byrd's Cafeteria/Pepsi/Bryant March; #30 Boesel; #39 Coyne; #41 Foyt; #42 Randy Lewis, Moran Electric March; #44 A.J. Foyt, Copenhagen/Gilmore/Foyt Lola; #55T Atchison; #56 Vukovich; #71 Heimrath, Jr.; #77 Bigelow; #81 Sneva; #81T Tom Sneva, Pizza Hut/WRTV Channel 6 Lola; #91 Brayton; #97 Krueger, #98 John Andretti.

A total of 68 cars are now at the Speedway, 54 have passed technical inspection and eight are in the process. 35 drivers have been on the track to date. There were 20 yellows for 2 hours, 17 minutes.

TOP 5 OF THE DAY

5/11	Mario Andretti	Amoco/Kmart Lola (6)	221.565
5/11	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	220.967
5/11	Al Unser	Penske Chevrolet (1)	218.128
5/11	Jim Crawford	Mac Tools King Prototab Buick (15)	217.129
5/11	Al Unser, Jr.	Team Valvoline March Stroh Chevy (3)	214.643

TOP 10 OF THE MONTH

5/11	Mario Andretti	Amoco/Kmart Lola (6)	221.565
5/11	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	220.967
5/11	Al Unser	Penske Chevrolet (1)	218.128
5/10	Rick Mears	Penske Chevrolet (1T)	217.181
5/11	Jim Crawford	Mac Tools King Prototab Buick (15)	217.129
5/10	Roberto Guerrero	STP/Dianetics Lola (2)	215.930
5/10	Al Unser, Jr.	Team Valvoline March Stroh Chevy (3)	215.156
5/10	Arie Luyendyk	Provimi Veal Lola (7)	214.592
5/10	Bobby Rahal	Budweiser Truesports Lola (4)	214.489
5/10	Danny Sullivan	Miller High Life Penske Chevrolet (9)	214.265

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 6 - THURSDAY, MAY 12, 1988



Going into today's practice, the Penske team and Mario Andretti were putting in practice laps at a rapid pace. According to the Penske team, Rick Mears (127), Danny Sullivan (149) and Al Unser (173) had run 449 laps and Andretti had put in 145. Mears said his 220.967 lap Wednesday could've been faster. "I caught Danny (Sullivan) in #3 and lifted a little," Mears said. "I didn't actually get out of it but I knew I would probably catch him in the corner. I had already conceded the lap before #3 but if I hadn't lifted a little, it would've been enough." (on Mario and their battle) "This is a lot of fun, because we've always gotten along well and because him being him." After practice today, Mears figured conditions had changed. "You aren't going to see any big numbers today," he said just prior to the final hour. "The track is not as clean or as quick and the wind's blowing pretty hard again. It's hard to learn much out there today."

Mario Andretti was asked why he thought Mears didn't compete with him during the final hour, when he posted the day's fastest speed of 219.084. "He was doing his own program and we were doing ours," Mario said. "I guess he just has his reasons for not coming out." (comparing Wednesday to Thursday) "I just don't think it (speed) was in it today. The wind just never died down. Yesterday it got a lot better. Today, it didn't. I got caught in traffic and I just don't think I could've gone as fast as I did yesterday. Every time I go out, I try to go faster. If it's not there, it just isn't. I'm not going to put new tires on every time when it's not. In the interim runs, we keep making adjustments and try to make it a little bit better."

Scott Brayton had the day's second fastest speed, 214.889, which was nearly five miles an hour faster than he'd gone previously this month. Previous best: 210.182 on Tuesday. "We were just working on the car all day in little areas," Brayton said, "and I felt more and more the car would work. There's a temptation to try to go faster than the car's ready to do. You have to fight that and make the car ready to go that fast. When the car's not working, it's the toughest time. There's more power left. When the chassis is right, we'll be able to use it."

Jim Crawford said at a press conference today that he would've won the pole here last year "if I'd done the other corners." Crawford crashed in turn #1 on his first qualifying lap and is making his comeback ride from leg injuries here. "I went over the bump that Sullivan spun on a few years ago. I had to go over the bump because I missed the apex and was going too fast to get around the corner. It was going backwards before I figured out it was the wrong way to go." (About the Buicks) "The Buicks have a lot more torque (than the others) and don't rev anywhere near as high."

At 2:15 p.m., Ludwig Heimrath, Jr., in the #71 Mackenzie Group of Funds Lola brought out the caution when he went high in turn #2, brushed the wall with the right-side tires (140'), did a half-spin and hit the wall with the left rear, then slid an additional 560' and stopped in the backstretch. Light damage to the car's left rear suspension.

Cars on track today: #1 Unser; #1T Sullivan; #2 Guerrero; #2T Guerrero; #3 Unser, Jr.; #4 Rahal; #4T Rahal; #5 Mears; #6 Mario Andretti; #7 Luyendyk; #8 Fabi; #9 Sullivan; #11 Cogan; #11T Cogan; #12 Jones; #12T Jones; #14 Foyt; #15 Crawford; #16 Tony Bettenhausen; #17 Rutherford; #18 Michael Andretti; #18T Michael Andretti; #20 Fittipaldi; #21T Holmes; #22 Simon; #22T Simon; #24 Lewis; #27 Ed Pimm, Los Angeles Dry Wall March; #28 Carter; #29 Vogler; #30 Boesel; #36 Sauce; #39 Coyne; #41 Foyt; #55 Atchison; #56 Vukovich; #71 Heimrath, Jr.; #77 Bigelow; #81 Sneva; #91 Brayton.

A total of 71 cars are now at the Speedway, 57 have passed technical inspection and seven are in process. 35 drivers have been on the track to date. There were 12 yellows for a total of one hour, 54 minutes.

TOP 5 OF THE DAY

5/12	Mario Andretti	Amoco/Kmart Lola (6)	219.084
5/12	Scott Brayton	Amway Winning Spirit Lola (91)	214.889
5/12	Danny Sullivan	Miller High Life Penske Chevrolet (9)	214.489
5/12	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	214.132
5/12	Danny Sullivan	Penske Chevrolet (1T)	213.371

TOP 10 OF THE MONTH

5/11	Mario Andretti	Amoco/Kmart Lola (6)	221.565
5/11	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	220.967
5/11	Al Unser	Penske Chevrolet (1)	218.128
5/10	Rick Mears	Penske Chevrolet (1T)	217.181
5/11	Jim Crawford	Mac Tools King Prototfab Buick (15)	217.129
5/10	Roberto Guerrero	STP/Dianetics Lola (2)	215.930
5/10	Al Unser, Jr.	Team Valvoline March Stroh Chevy (3)	215.156
5/12	Scott Brayton	Amway Winning Spirit Lola (91)	214.889
5/10	Arie Luyendyk	Provimi Veal Lola (7)	214.592
5/10	Bobby Rahal	Budweiser Truesports Lola (4)	214.489
5/12	Danny Sullivan	Miller High Life Penske Chevrolet (9)	214.489

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 7 - FRIDAY, MAY 13, 1988



Drivers who have passed their physicals who have not yet been on the track are Gary Irvin, Tero Palmroth, George Snider, Dominic Dobson, Gordon Johncock, Stan Fox, Johnny Parsons, Danny Ongais and Geoff Brabham.

At a press conference this morning, Bobby Rahal discussed the potential pole speed. "You might see one lap at 220," Rahal said. "If it's windy or hot, you're not going to see it. We ran 215 the other day and I thought that was pretty good. But it's the little things that make the difference around here. I'm confident we can get over 215. I don't know whether we can run 220 or not." (About straightaway speeds) "I know we're going faster down the straightaway with the Judd engine than we did with the Cosworth last year. On the radar guns, only Rick and Mario are faster on the front straightaway. Mario was 232, supposedly." (About his own feeling of speed) "We did 217 in 1986 and the best lap I've ever done at Indianapolis is my fastest lap. 200 in an ill-handling car feels worse than 217 in a good handling car."

Among the visitors to pit road today was baseball's Reggie Jackson, who stopped by the Penske pits.

Rick Mears, at a press conference at 5 p.m., said the Penske team decided not to run the Pennzoil Z-7 entry during the final hour. "We did what we wanted to do, the time of day we wanted and with the weather conditions we wanted," Mears said. (About his battle with Andretti) "It's all been fun but it's getting a little more serious now." (Comfortable at 220?) "I really don't think you can run over 220 without overextending yourself." (Flat out all the way around?) "The pedal is all the way down but the foot pressure changes." (Reasons for increased speed?) "There are small gains everywhere...the engine, tires, wind-tunnel testing, weather conditions...they are all conducive to better speeds. It's a combination of all those things."

Mario Andretti, at a 5:30 p.m. press conference, was asked what happens if he and Mears tie again tomorrow, as they did today at 221.456. "Well, I guess we'll go to the 15th hole," Mario said. (Surprised at speeds today?) "It was a bit surprising. It was good to see we were able to maintain the speeds we had set earlier, especially considering that the track was quite a bit warmer. It was most interesting to us. Does anyone know what the weather will be tomorrow?" (Are tires reason for increased speeds?) "The tires are better but that wasn't the problem last year. It was a chassis problem and Goodyear took the rap for it. The suspension geometry of the March was the problem." (Do you favor a battle like you're having with Rick, or would you rather be by yourself?) "If anybody could find something to do that interested Rick more tomorrow, I'd certainly appreciate it." (Are you working with John Andretti?) "Johnny's doing what he wants. He's learning a lot and he's asking a lot of questions...sometimes questions I can't answer."

Cars on track today: #1 Unser; #1T Mears; #2 Guerrero; #3 Unser, Jr.; #4 Rahal; #4T Rahal; #5 Mears; #6 Mario Andretti; #7 Luyendyk; #8 Fabi; #9 Sullivan; #10 Daly; #11 Cogan; #12 Jones; #12T Jones; #14 Foyt; #15 Crawford; #16 Tony Bettenhausen; #17 Rutherford; #18 Michael Andretti; #18T Michael Andretti; #20 Fittipaldi; #21 Holmes; #22 Simon; #22T Simon; #24 Lewis; #27 Pimm; #28 Carter; #29 Vogler; #30 Boesel; #30T Boesel; #35 Steve Chassey, Gary Trout Motorsports March; #36 Sauce; #46 Gary Bettenhausen; #55 Atchison; #56 Vukovich III, #71 Heimrath, Jr.; #81 Sneva; #87 Spike Gehlhausen, Subway/Perdue Foods/Indiana Carbon March; #91 Brayton; #97 Krueger; #98 John Andretti.

A total of 72 cars are now at the Speedway, 59 have passed technical inspection and six are in process. 37 drivers have been on the track to date. There were 18 yellows for two hours, 49 minutes, including 47 minutes for rain. Today's high temperature was 82, with winds in late afternoon out of the north at 5-12 miles an hour.

TOP 5 OF THE DAY

5/13	Mario Andretti	Amoco/Kmart Lola (6)	221.456
5/13	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	221.456
5/13	Danny Sullivan	Miller High Life Penske Chevrolet (9)	218.446
5/13	Emerson Fittipaldi	Marlboro Racing team March (20)	216.242
5/13	Al Unser	Penske Chevrolet (1)	215.105

TOP 10 OF THE MONTH

5/11	Mario Andretti	Amoco/Kmart Lola (6)	221.565
5/13	Rick Mears	Pennzoil Z-7 Penske Chevrolet (5)	221.456
5/13	Danny Sullivan	Miller High Life Penske Chevrolet (9)	218.446
5/11	Al Unser	Penske Chevrolet (1)	218.128
5/10	Rick Mears	Penske Chevrolet (1T)	217.181
5/11	Jim Crawford	Mac Tools King Prototab Buick (15)	217.129
5/13	Emerson Fittipaldi	Marlboro Racing Team March (20)	216.242
5/10	Roberto Guerrero	STP/Dianetics Lola (2)	215.930
5/10	Al Unser, Jr.	Team Valvoline March Stroh Chevy (3)	215.156
5/12	Scott Brayton	Amway Winning Spirit Buick (91)	214.889
5/10	Arie Luyendyk	Provimi Veal Lola (7)	214.592

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 8 - SATURDAY, MAY 14, 1988
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 72nd running of the 500-mile classic. The IMS press room 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.

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

--In 1971, George Snider made the most consistent four-lap qualification run in history. Snider's first, second and fourth lap times were identical at 52.45 seconds per lap and his third lap time was only 1/100th of a second faster at 52.44.

--Making their first start ever from the front row in 1985 were drivers Pancho Carter, Scott Brayton and Bobby Rahal. The 1985 front row is the last front row to contain a trio of drivers with no previous front row experience since 1968 when Joe Leonard, Graham Hill and Bobby Unser made their front-row debuts.

--Five drivers have set a new one-lap record on an unsuccessful qualification attempt. Those five drivers are Frank Lockhart (1926), Leon Duray (1928), Jimmy Snyder (1937), Chet Miller (1952) and Bill Vukovich, Jr. (1972).

--Leon Duray and Chet Miller are the only drivers to have set new qualification records on two separate qualification attempts. On May 26, 1928, Duray set a new one-lap record on an incomplete run and then returned later in the day to successfully qualify for the race with a new four-lap record. On May 24, 1952, Chet Miller established a new one-lap record on an incomplete run and then returned two days later to successfully qualify for the race with a new four-lap record.

--In 1965, Mario Andretti was the fastest rookie qualifier, started fourth and won the Rookie of the Year Award. In 1984, Michael Andretti was the fastest rookie qualifier, started fourth and was co-winner of the Rookie of the Year Award. They are the only father-son combination to have won the award.

--Mario Andretti is the only driver to have set new qualification records on five occasions. Mario set new one and four-lap records in 1965, 1966, 1967 and 1972 and a new one-lap record only in 1984. Andretti is the only driver to have set a new four-lap record four times and a new one-lap record five times. He is the only driver to have set a new one-lap record in each of three decades. Starting with his rookie debut in 1965, Mario set a new one-lap record and a new four-lap mark three years running. Mario is the only driver to have established a new record in either category for three consecutive years.

--Rookie drivers Ed Pinn, Raul Boesel and John Paul, Jr. all started from the eighth row in 1985. This is the last time an entire starting row consisted of all rookies.

--1985 pole sitter Pancho Carter is the last driver to have started from the pole and not led a single lap of the race. Although Carter is the first pole-position starter who failed to do so since Johnny Rutherford in 1973, it is not as unusual as one might think, for it has happened on 19 occasions. In fact, not one lap was led by a polesitter from 1950-52.

--Walt Faulkner is the only driver to have been fastest qualifier of a starting field twice in a row, starting with his rookie year. Faulkner was fastest qualifier starting from the pole in 1950 and fastest qualifier starting from the 14th position in 1951.

--Gary (1980) and Tony Bettenhausen (1985) are the only brothers to have been the slowest qualifier of a starting field. Bobby (1972) and Al Unser (1970) are the only brothers to have been the fastest qualifier of a starting field. The Unsers are also the only brothers who have started from the pole. Al started and won from the pole in 1970. Bobby started from the pole in 1972 and won from the pole in 1981.

--In 1977, pole sitter Tom Sneva was the only driver starting in the first two rows who was not a former winner. This also represents the first and only time that five former winners started in consecutive positions.

--The first four starting positions in 1987 were filled by former Indianapolis winners.

--The 1919 starting field did not contain one member of the 1916 starting front row (no races 1917-18, WW I). The 1930 starting field did not contain one member of the 1929 starting front row.

--Mario Andretti and Tom Sneva have each started from the first position three times and each driver has started from the last-place position once. Andretti and Sneva have also finished first on one occasion and each has finished last on one occasion. They are the only drivers to have completed this bittersweet cycle at Indianapolis.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 8 - SATURDAY, MAY 14, 1988
FIRST QUALIFYING DAY



page 2

ADDITIONAL TRIVIA, FACTS ON POLE DAY

--In 1975, the first three starting positions contained former winners and the first three finishing positions contained former winners. These two facts in combination have never occurred in another Indianapolis 500.

--Ten-lap qualifications were run from 1933 to 1938 with two-man cars being used for every year except 1938, when one-man cars were used. Bill Cummings was the only driver to set records for the 10-lap distance on two occasions (1933 and 1937). Kelly Petillo set a 10-lap record in 1934 but was denied a 10-lap record in 1935 when he used 1 5/8 pints of fuel over the three-gallon limit.

--Rex Mays, Wilbur Shaw and Mauri Rose started from the front row in 1940 and 1941. Peter Revson, Mark Donohue and Bobby Unser started from the front row in 1971 and 1972. These are the only times that back-to-back front rows contained the same drivers.

--Bobby Unser started from the front row a record nine times. Harry Hartz, Leon Duray and Jack McGrath are the only drivers to have started on the front row five consecutive times.

--The last time teammates set one- and four-lap qualification records in the same year was 1986 by Danny Sullivan and Rick Mears. The last time teammates set one- and four-lap qualification records in back-to-back runs was 1982, by Kevin Cogan and Rick Mears.

--Although Rex Mays started from the pole four times and led the race nine times, he never won or set a one- or four-lap qualification record during his Indy career.

--A.J. Foyt had never started from the front row until his eighth start in 1965 when he started from the pole with a new track record. It was also Foyt's first start with a rear-engined car at Indianapolis.

--In 1970, Al Unser's qualification run was only 1/100th of a second faster than that of Johnny Rutherford. These are the two closest four-lap qualification runs that ever decided the pole position.

--A new one or one- and four-lap qualification record has been established on seven occasions by a rookie driver. Setting one-lap marks only were rookie drivers Rene Thomas (1914), Georges Boillot (1914) and Frank Lockhart (1926). Establishing new one- and four-lap standards were Walt Faulkner (1950), Jim Hurtubise (1960), Mario Andretti (1965) and Teo Fabi (1983).

--A.J. Foyt has started the "500" from the fourth position on three occasions. Those three occasions were 1967, 1977 and 1987 when A.J. made his 10th, 20th and 30th anniversary starts at Indianapolis. For the record, Foyt's finishing position figures for those three years were 1, 1 and 19.

--Jimmy Snyder, Parnelli Jones and Tom Sneva are the only drivers to have broken their own one-lap track record. Ralph DePalma, Parnelli Jones and Tom Sneva are the only drivers to have broken their own four-lap qualification record.

--In the history of the Indianapolis 500, a new one-lap qualification record has been established 75 times among 51 drivers and a new four-lap qualification mark has been established on 73 occasions among 52 drivers. The current record holder of each category is Rick Mears, who established new one- and four-lap records in 1986. Mears' time and speed for the one-lap record was 41.364 seconds/217.581 mph. Mears' total time and average speed for the four-lap mark was 2:46.030/216.828 mph.

--The oldest driver to ever start in the "500" was Dick Simon in 1987 at 53 years, 8 months and three days of age.

--The fastest qualification lap ever recorded by a NON-veteran driver is 211.094 mph by Mike Nish on an incomplete run in 1986. Nish failed in his attempt to make the 1986 starting field as a rookie. The fastest qualification run ever recorded by a NON-veteran driver is 209.964 mph by Randy Lanier in 1986.

At 8:08 a.m., Raul Boesel, who was first on the track this morning, slid off turn #4 200 feet to the outside wall, slid an additional 200 feet to make second contact with outside wall and slid an additional 600 feet with 1 and 1/2 spins across the track to the inside wall, stopping at the pit entrance. Car had damage to suspension and wings on both front corners, a damaged nose cone and a broken right rear wheel. Boesel was examined and released from Hanna Medical Center and was cleared to drive later this morning.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 8 - SATURDAY, MAY 14, 1988
FIRST QUALIFYING DAY

page 3

Mario Andretti's fastest unofficial lap of the morning session was 40.84 seconds, 220.372 miles an hour.

Rick Mears turned an unofficial practice lap at 9:54 a.m. of 40.39 seconds or 222.827 miles an hour, the fastest unofficial lap in Speedway history. The current records are held by Rick Mears, set in 1986, with a one-lap mark of 41.364 seconds, 217.581 mph; and a 4-lap record of 2:46.030, 216.828 mph.

11:03 a.m. # 6 MARIO ANDRETTI, Nazareth, PA
Amoco Kmart Lola

QA - 1	1 -- 41.472 -- 217.014	Q - 1
	2 -- 41.849 -- 215.059	
	3 -- 42.060 -- 213.980	
	<u>4 -- 42.301 -- 212.761</u>	
	T 2:47.682 -- 214.692	

11:13 a.m. #81 TOM SNEVA, Paradise Valley, AZ
Pizza Hut/WRTV Channel 6 Lola

QA - 2	1 -- 42.997 -- 209.317	Q - 2
	2 -- 42.952 -- 209.536	
	3 -- 43.228 -- 208.198	
	<u>4 -- 43.353 -- 207.598</u>	
	T 2:52.530 -- 208.659	

Car #55, rookie Scott Atchison, took 2 warmup laps and pulled into the pits after reportedly noting debris on the track. He went out again to qualify. A.J. Foyt, Jr, also pulled into the pits after a warmup.

11:24 a.m. #55 SCOTT ATCHISON, Bakersfield, CA (R)
Otter Pops/Mechanists Union March

QA - 3	1 -- 43.547 -- 206.673	Q - 3
	2 -- 43.786 -- 205.545	
	3 -- 43.717 -- 205.870	
	<u>4 -- 44.438 -- 202.529</u>	
	T 2:55.488 -- 205.142	

11:30 a.m. #11 KEVIN COGAN, Palos Verdes Estates, CA
Schaefer/Playboy Fashions/Mechanists

QA - 4	1 -- 42.594 -- 211.297	Q - 4
	2 -- 42.812 -- 210.221	
	3 -- 43.123 -- 208.705	
	<u>4 -- 43.266 -- 208.016</u>	
	T 2:51.795 -- 209.552	

11:37 a.m. #21 HOWDY HOLMES, Ann Arbor, MI
Jiffy Mixes March

QA - 5	1 -- 44.187 -- 203.680	UA - 1
	2 -- 43.753 -- 205.700	
	3 -- 44.424 -- 202.593	
	4 -- waved off	

11:48 a.m. #15 JIM CRAWFORD, Dallas, TX
Mac Tools King Prototab Buick Lola

QA - 6	1 -- 44.183 -- 203.698	UA - 2
	2 -- waved off	

The #4 Budweiser TrueSports Lola of Bobby Rahal was presented for qualifying, but would not start.

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

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

DAY 8 - SATURDAY, MAY 14, 1988
FIRST QUALIFYING DAY



page 4

12:07 p.m. # 1 AL UNSER, Albuquerque, NM
Penske Chevrolet Penske

QA - 7	1 -- 41.842 -- 215.095	Q - 5
	2 -- 41.617 -- 216.258	
	3 -- 41.764 -- 215.497	
	<u>4 -- 42.009 -- 214.240</u>	
	T 2:47.232 -- 215.270	

(Five-car field average - 210.594)

12:15 p.m. #18 MICHAEL ANDRETTI, Nazareth, PA
Kraaco March

QA - 8	1 -- 42.905 -- 209.766	Q - 6
	2 -- 42.793 -- 210.315	
	3 -- 42.738 -- 210.585	
	<u>4 -- 42.843 -- 210.069</u>	
	T 2:51.279 -- 210.183	

12:25 p.m. #10 DEREK DALY, Noblesville, IN
Raynor Garage Doors Lola

QA - 9	1 -- 42.453 -- 211.999	Q - 7
	2 -- 42.304 -- 212.746	
	3 -- 42.233 -- 213.103	
	<u>4 -- 42.585 -- 211.342</u>	
	T 2:49.575 -- 212.295	

12:32 p.m. #22 DICK SIMON, Capistrano Beach, CA
Uniden/Soundesign Lola

QA - 10	1 -- 43.583 -- 206.503	UA - 3
	2 -- 43.630 -- 206.280	
	3 -- 43.602 -- 206.413	
	4 -- pulled in	

12:39 p.m. #91 SCOTT BRAYTON, Coldwater, MI
Anway Winning Spirit Buick Lola

QA - 11	1 -- 42.112 -- 213.716	Q - 8
	2 -- 42.381 -- 212.359	
	3 -- 42.317 -- 212.680	
	<u>4 -- 42.503 -- 211.750</u>	
	T 2:49.313 -- 212.624	

12:45 p.m. #28 PANCHE CARTER, Brownsburg, IN
Hardee's Special March

QA - 12	1 -- 43.304 -- 207.833	UA - 4
	2 -- 43.293 -- 207.886	
	3 -- waved off	

12:52 p.m. #24 RANDY LEWIS, Hillsborough, CA
Toshiba/Oracle/Altos/Priam Lola

QA - 13	1 -- 42.817 -- 210.197	Q - 9
	2 -- 42.812 -- 210.221	
	3 -- 42.971 -- 209.444	
	<u>4 -- 43.013 -- 209.239</u>	
	T 2:51.613 -- 209.774	

12:59 p.m. # 2 ROBERTO GUERRERO, San Juan Capistrano, CA
STP/Dianetics Lola

QA - 14	1 -- 42.469 -- 211.919	Q - 10
	2 -- 43.051 -- 209.054	
	3 -- 43.058 -- 209.020	
	<u>4 -- 43.151 -- 208.570</u>	
	T 2:51.729 -- 209.633	

(Ten-car field average - 210.744)

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

DAY 8 - SATURDAY, MAY 14, 1988
FIRST QUALIFYING DAY

page 5



1:06 p.m.	#16	TONY BETTENHAUSEN, Speedway, IN Bettenhausen Assoc. Scot Lad Foods	
QA - 15		1 -- 43.319 -- 207.761 2 -- 43.288 -- 207.910 3 -- 43.547 -- 206.673 4 -- waved off	UA - 5
1:15 p.m.	# 4T	BOBBY RAHAL, Dublin, OH Budweiser Truesports Lola	
QA - 16		1 -- 42.802 -- 210.271 2 -- 43.244 -- 208.121 3 -- 43.457 -- 207.101 4 -- waved off	UA - 6
1:21 p.m.	# 9	DANNY SULLIVAN, Louisville, KY Miller High Life Penske Chevrolet Penske	
QA - 17		1 -- 41.411 -- 217.334 2 -- 41.332 -- 217.749 TR (1-lap) 3 -- 41.836 -- 215.126 <u>4 -- 41.923 -- 214.679</u> T 2:46.502 -- 216.214	Q - 11
Previous one-lap record set by Rick Mears in 1986 with 41.364 seconds, 217.581 mph.			
1:26 p.m.	# 8	TED FABI, Milan, Italy Quaker State Porsche March	
QA - 18		1 -- 43.330 -- 207.708 2 -- 43.225 -- 208.213 3 -- 43.393 -- 207.407 <u>4 -- 43.760 -- 205.667</u> T 2:53.708 -- 207.244	Q - 12
1:32 p.m.	#98	JOHN ANDRETTI, Indianapolis, IN Skool Bandit Lola	
QA - 19		1 -- 43.308 -- 207.814 2 -- 43.389 -- 207.426 3 -- 44.013 -- 204.485 4 -- pulled in	UA - 7
1:43 p.m.	#97	PHIL KRUEGER, Indianapolis, IN CNC System Sales Inc. March	
QA - 20		1 -- 43.329 -- 207.713 2 -- 43.120 -- 208.720 3 -- 43.137 -- 208.638 <u>4 -- 43.315 -- 207.780</u> T 2:52.901 -- 208.212	Q - 13
1:58 p.m.	# 5	RICK HEARS, Bakersfield, CA Pennzoil Z-7 Penske Chevrolet Penske	
QA - 21		1 -- 40.825 -- 220.453 TR (1-lap) 2 -- 40.932 -- 219.877 3 -- 41.137 -- 218.781 <u>4 -- 41.341 -- 217.702</u> T 2:44.235 -- 219.198 TR (4-lap)	Q - 14

(Previous one-lap record set by Danny Sullivan earlier today with a lap of 41.332 seconds, 217.749 mph. The previous four-lap record was set by Rick Mears in 1986: 2:46.030, 216.828 mph.)

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

DAY 8 - SATURDAY, MAY 14, 1988
FIRST QUALIFYING DAY

page 6



2:19 p.m. #29 RICH VOGLER, Indianapolis, IN
Jon. Byrd's Cafeteria/Pepsi/Bryant March

QA - 22 1 -- 43.418 -- 207.287 Q - 15
2 -- 43.251 -- 208.088
3 -- 43.458 -- 207.097
4 -- 44.238 -- 203.445
T 2:54.365 -- 206.463

(Fifteen-car field average: 210.942 mph)

End of original qualifying order

2:25 p.m. #17 JOHNNY RUTHERFORD, Ft Worth, TX
Mac Tools King Protofab Buick Lola

QA - 23 1 -- 43.463 -- 207.073 UA - 8
2 -- 43.432 -- 207.220
3 -- pulled in

2:35 p.m. # 3 AL UNSER, JR, Albuquerque, NM
Team Valvoline, March, Stroh Chevy March

QA - 24 1 -- 42.209 -- 213.225 UA - 9
2 -- pulled in

4:58 p.m. # 7 ARIE LUYENDYK, Rosmalen, Holland
Provimi Veal/Lola Cosworth

QA - 25 1 -- 42.085 -- 213.853 Q - 16
2 -- 42.149 -- 213.528
3 -- 42.172 -- 213.412
4 -- 42.125 -- 213.650
T 2:48.531 -- 213.611

5:03 p.m. # 3 AL UNSER, JR, Albuquerque, NM
Team Valvoline, March, Stroh Chevy March
(2nd attempt)

QA - 26 1 -- 42.004 -- 214.265 Q - 17
2 -- 41.948 -- 214.551
3 -- 41.898 -- 214.807
4 -- 42.228 -- 213.129
T 2:48.078 -- 214.186

5:08 p.m. # 4 BOBBY RAHAL, Dublin, OH
Budweiser TrueSports Lola

QA - 27 1 -- 42.107 -- 213.741 UA - 10
2 -- 42.285 -- 212.841
3 -- 42.466 -- 211.934
4 -- pulled in

5:18 p.m. #20 EMERSON FITTIPALDI, Sao Paulo, Brazil
Marlboro Racing Team March

QA - 28 1 -- 42.132 -- 213.614 Q - 18
2 -- 42.280 -- 212.867
3 -- 42.470 -- 211.914
4 -- 42.520 -- 211.665
T 2:49.402 -- 212.512

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 8 - SATURDAY, MAY 14, 1988

FIRST QUALIFYING DAY

page 7

5:23 p.m. #14

A.J. FOYT, JR, Houston, TX
Copenhagen/Gilmore Lola

(2nd attempt)

QA - 30

1 -- 42.694 -- 210.802
2 -- 42.883 -- 209.873
3 -- 43.590 -- 206.469
4 -- pulled in

UA - 11

The late afternoon attempt by A.J. Foyt was confirmed as his second attempt by USAC. On Scott Atchison's run, fourth scheduled of the day, Atchison pulled in because of a bird on the track. Chief Steward Tom Binford released Foyt, the fifth scheduled qualifier, to make his attempt, on which it was ruled he took the green and waved off. After the hazard was reported to Binford by Atchison's crew and a track inspection was conducted, Atchison was allowed to re-attempt after Foyt's run. This raises the number of qualifying attempts to 30.

5:40 p.m. #22

DICK SIMON, Capistrano Beach, CA
Uniden/Soundesign Lola

(2nd attempt)

QA - 31

1 -- 43.393 -- 207.407
2 -- 43.309 -- 207.809
3 -- 43.230 -- 208.189
4 -- 43.516 -- 206.820
T 2:53.448 -- 207.555

Q - 19

5:46 p.m. #16

TONY BETTENHAUSEN, Speedway, IN
Bettenhausen Assoc. Scot Lad Foods

(2nd attempt)

QA - 32

1 -- 43.775 -- 205.597
2 -- 44.320 -- 203.069
3 -- pulled in

In the closing minutes Pancho Carter presented the #28 Hardee's Special March for qualifying, but did not take the green.

(Nineteen-car field average: 211.150 mph)

A total of 72 cars are now at the Speedway, 59 have passed technical inspection and six are in the process. 35 drivers have been on the track to date. There were 12 yellows for 1 hour and 32 minutes.

The wind was six to seven miles per hour out of the east, with a high temperature of 83 degrees.

Next page will give record information on qualifying.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



DAY 8 - SATURDAY, MAY 14, 1988
FIRST QUALIFYING DAY

page 8

RECORDS, ETC. SET ON POLE DAY

(compiled by Bob Watson and Bob Laycock)

--The pole was Rick Mears' fourth four-lap record at Indianapolis, tying Mario Andretti for most four-lap records. Andretti has five one-lap records.

--This is the third time Mears has been on the pole with one- and four-lap records (1982-86-88). Tom Sneva is the only other driver in Speedway history to sit on the pole with one- and four-lap records on three occasions (1977-78-84).

--This is the first time in Speedway history that one team has placed three cars on the front row.

--This is the third time that Mears has broken records set by teammates. In 1982, Kevin Cogan set one- and four-lap records, which Mears broke. In 1986, Danny Sullivan set one- and four-lap records which Mears broke. In 1988, Sullivan set a one-lap record which Mears broke.

--Scott Brayton's four-lap average of 212.624 breaks the four-lap mark for stock-block based engines, previously held by Pancho Carter in winning the 1985 pole at 212.583.

--This is the fastest front row in Speedway history at an average speed of 216.881. Previous fastest was in 1986, when Mears, Sullivan and Michael Andretti averaged 215.773. The first all-200 mile-an-hour front row was in 1978 with Tom Sneva, Danny Ongais and rookie Rick Mears at a combined average speed of 200.781.

--Since 1971, the Penske team has had at least one car on the front row for every Indianapolis 500 except 1975 and 1985.

--Mears' fourth pole tied him with Rex Mays and A.J. Foyt for most Indianapolis 500 poles.

--This marks Mears' eighth start on the front row -- four times each in positions #1 and #3. Bobby Unser holds the mark for front-row starts with nine.

--The last time three teammates led the same Indianapolis 500 was 1981, when Mario Andretti, Gordon Johncock and Gordon Smiley led the race in cars owned by U.E. (Pat) Patrick.

--In the history of the Indianapolis 500, a new one-lap qualification record has been established 77 times among 51 drivers and a new four-lap qualification mark has been established on 74 occasions among 52 drivers.

--The last time a pair of teammates finished 1-2 in the Indianapolis 500 was in 1962, when Rodger Ward won and Len Sutton finished second for Bob Wilke's Leader Card team.

--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. Mario Andretti, Bobby Rahal and Rick Mears started from the front row in 1987. With Mears, Sullivan and Unser on the front row for '88, they become the fourth front row comprised entirely of former winners.

--INS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 9 - SUNDAY, MAY 15, 1988
SECOND QUALIFYING DAY



Al Holbert, director of Porsche Motorsport North America, discussed the Porsche program at a press conference this morning before traveling to Germany to "bring back about 50 more horsepower." (About the program) "One thing we've learned is how to work together a little bit. Teo doesn't give us any false readings with a white knuckler until its time. Where we're ranked is very accurate. The program is behind time. Did we underestimate the task? The answer's yes." (About the Porsche engine) "We're shy of horsepower but we haven't had a water leak, oil leak or engine failure of any kind this week." (About the future) "When Rick did his number, Teo said to our group, 'that's me next year.'" (About the Porsche chassis) "We're continuing to work with the original Porsche chassis. We have a new design and the new chassis will be a step further in the right direction. That won't come on line till July. It'll be six to eight weeks after that before the car's testable...it's really an '89 car." (Was the task underestimated in Germany?) "In my opinion, yes. I'm an American and I'm proud of the accomplishments of our racers here. I think they're underestimated."

At 10:22 a.m., Johnny Rutherford in the #17 Mac Tools King Prototfab Buick pushed into the turn #1 wall, continued across the south short chute hitting intermittently, then a second hard impact (1530 feet), stopping in turn #2. Rutherford examined at Hanna Medical Center, suffered contusion to right chest, transported to Methodist Hospital for chest X-rays. with overall condition good. The car sustained extensive suspension and chassis damage. Chief mechanic Mark Scott said, "we will repair the car and I anticipate we'll be practicing by the latter part of the week and our plan is to attempt to qualify next weekend." Rutherford was found to have bruised right-side ribs at Methodist, was scheduled to return to the Speedway and was cleared to drive.

Chief Steward Tom Binford issued the following statement this morning:

"Upon further investigation after the track closed Saturday, we learned that Mario Andretti was right in saying that oil dry was used during the period between practice and qualifying to treat a narrow strip across the groove in turn #4.

"From four to six cups were applied, then brushed and broom-swept approximately five times. Had I been aware of this at the time, I would have called it to Mario's attention, even though it had been swept thoroughly. When Mario saw it on the practice laps, if he considered it a hazard, he should have come in and informed us.

"Mario is a great race driver and I share in his disappointment in the Saturday performance. It is nevertheless an official completed qualification attempt."

FACTS, TRIVIA ON POLE QUALIFYING (courtesy of Dick Jordan, USAC):

Single-digit car numbers swept the first two rows for this year's Indianapolis 500, for the first time in 64 years. The last time was in 1924 when numbers 2-4-5-9-3-8 occupied the first six starting spots. The 1988 Indianapolis 500 marks the first time that's happened in 95 500-mile championship races, including all 17 Pocono 500s, all 11 Ontario 500s, all seven Michigan 500s and the past 60 Indy 500s.

Single-digit numbers also swept the first two rows for the 1911, 1912 and 1915 races at IMS. Each year, numbers 1-2-3-4-5-6 started in that order.

Only once in Indianapolis 500 history have single-digit numbers been shut out of the first two rows. That was in 1936, when numbers 33-21-18-10-38-44-42-27 occupied the first eight spots. The highest starting single-digit number that year was #3 in eighth place, driven by Wilbur Shaw. Only one other time in 500-mile championship history have single-digit numbers been shut out of the first two rows. That was at Pocono in 1979 when there were no single-digit numbers among the 25 starters in the race. The lowest car number was 14, driven by A.J. Foyt, who started first and finished first.

Scott Brayton's four-lap qualifying run of 212.624 Saturday, breaking the alltime mark for stock-block based engines, gives him both the one- and four-lap standards. He set the one-lap mark of 214.199 in 1985. Also, his seventh starting position is the highest ever in the field for a car numbered #91.

At a Chevrolet press conference this morning, Mario Illien, designer of the Chevy Indy V-8, was asked about reliability. "There were only two engine-related problems of all of the breakdowns (in the first two races). We found it was the same part...the crankshaft." (Background) "In November of '83, we called Roger Penske and asked him if he was interested in this type of engine. Roger asked how much it would take, and how long. So we told him and he worked out a program that would work for us and I put a clean sheet of paper on my drawing board in the back room and started working. In October, 1984, everybody got together and signed everything about three o'clock in the morning. May 16th of 1985, we first ran the engine. Then in August, Rick came over and tested it at an airport in England. Our first American testing was at Michigan in September. We found various problems we needed to sort out and decided to run the Phoenix '86 race." (About mass production of engines) "We don't want to keep producing engines and engines and stop development. We want to keep improving them." (About performance) "It definitely did exceed our expectations. We knew Buick would be here and that put a doubt in my mind."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 9 - SUNDAY, MAY 15, 1988
SECOND QUALIFYING DAY

page 2

Mario Andretti issued a statement this afternoon regarding his qualifying run. "As it turned out, we're not as badly off as I thought," Andretti said in the statement. "We'll be behind three very seasoned, totally reliable drivers and alongside two other equally talented drivers." (On Saturday's qualifying run) "I won't hide the disappointment but I can't dwell on it. That was yesterday. We're looking ahead. Concentration on the race is what we're concerned with." About the race, Andretti said the Newman/Haas team would use "three days of practice during the week ahead to get the best setup to deal with the worst conditions. Cool days will not be that useful because those conditions take care of themselves. At Indy, you have the luxury after qualifying to use time the best way possible, to prepare with a degree of comfort so the team is not rushed. I feel good about it."

Raul Boesel practiced this afternoon in the #44 Copenhagen/Gilmore Foyt Lola. The car's top speed of the month to date was 207.421 miles an hour with A.J. Foyt driving on May 11.

The thermometer reached 88 degrees at 3 p.m., tying a record high set in 1894. Southwest winds at 20-30 mph.

5:26 p.m.	#15	JIM CRAWFORD, Dallas, TX Mac Tools King Prototab Buick	(2nd attempt)	
QA - 33		1 -- 42.324 -- 212.645		Q - 20
		2 -- 42.210 -- 213.220		
		3 -- 43.067 -- 208.977		
		<u>4 -- 43.368 -- 207.526</u>		
		T 2:50.969 -- 210.564		
5:32 p.m.	# 4T	BOBBY RAHAL, Dublin, OH Budweiser Trueports Lola	(2nd attempt)	
QA - 34		1 -- 43.082 -- 208.904		Q - 21
		2 -- 43.075 -- 208.938		
		3 -- 43.165 -- 208.502		
		<u>4 -- 43.318 -- 207.766</u>		
		T 2:52.640 -- 208.526		
5:39 p.m.	#98	JOHN ANDRETTI, Indianapolis, IN Skool Bandit Lola	(2nd attempt)	
QA - 35		1 -- 43.935 -- 204.848		UA - 12
		2 -- 43.979 -- 204.643		
		3 -- 43.871 -- 205.147		
		4 -- waved off		

(Twenty-one car field average: 210.995 mph)

A total of 73 cars are now at the Speedway, 62 have passed technical inspection and four are in the process. 39 drivers have been on the track to date. There were 13 yellows for 1 hour, 42 minutes.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 10 - MONDAY, MAY 16, 1988



1988 INDIANAPOLIS 500 QUALIFYING PRIZES WON BY PENSKE RACING FOR RICK NEARS' RUN IN THE PENNZOIL 2-7 PENSKE CHEVROLET SATURDAY:

- \$ 15,000 UNO Qualifying Awards (fastest first-period qualifier)
- 27,500 Budweiser/Starcraft Pole Award
- 30,000 Budweiser/Starcraft Pole Award van
- 10,000 Oscar Mayer "Top Dog" Award (fastest single qualifying lap driver*)
- 10,000 GTE "Front Runners" Award to front row qualifiers
- 7,500 Master Mechanic Award (to pole-winning chief mechanic Peter Parrott)
- 2,500 Master Mechanic tool set (to Parrott)
- 2,500 Speedway first-day qualifying prize
- 5,000 Speedway overall fastest qualifier prize*

\$110,000

*--contingent on Mears' one-lap and four-lap speeds officially qualifying for the awards at the close of time trials.

OTHER QUALIFYING AWARDS:

- \$15,000 UNO Qualifying Award for fastest of the day, May 15, to Jim Crawford and King Prototfab Racing
- 10,000 GTE "Front Runners" Award to Danny Sullivan and Penske Racing for front-row starting spot
- 10,000 GTE "Front Runners" Award to Al Unser and Penske Racing for front-row starting spot
- 5,000 Ameritech "First in the Field" Award to Mario Andretti and Newman/Haas Racing
- 1,500 Speedway prize for second fastest of the day, May 14, to Danny Sullivan and Penske Racing
- 1,000 Speedway prize for third fastest of the day, May 14, to Al Unser and Penske Racing
- 2,500 Speedway prize for fastest of the day, May 15, to Jim Crawford and King Prototfab Racing
- 1,500 Speedway prize for second fastest of the day, May 15, to Bobby Rahal and Truesports

At 1:31 p.m., rookie Harry Sauce in the #36 Conesco Indy Special March, came low off turn #1 into a slide, did one spin to the grass inside the south short chute, did a half-spin on the grass and stopped at the edge of the track in turn #2 with no contact (820 feet). Sauce was on the final phase of his rookie test.

The Machinists Union and Kraco teams announced today they have swapped cars that are entered in the "500." The 1988 March No. 18T goes from Kraco to the Machinists. The 1988 Lola goes from the Machinists to Kraco. The trade has been approved by USAC and both cars remain eligible to qualify and compete. Dave Overpeck, a spokesman for the Machinists Union, said neither team planned to withdraw qualified cars and requalify due to the swap.

Vince Granatelli Racing announced that it has sold the 1987 March No. 60 to Royal Motor Racing and two-time Indy winner Gordon Johncock took the track for the first time in it this afternoon. Granatelli said retaining the car in his stable would be difficult because of damage to one of the team's entries in a crash May 10 by Roberto Guerrero. "However, we are supplying extra parts and a crew to further aid the Johncock effort," Granatelli said. Johncock was originally announced as driver of the car May 8. Royal Motor Racing is owned by David Anderson. The car will be called the STP Oil Treatment Special.

Qualification order for Saturday, May 21, third day of time trials: #46 Gary Bettenhausen; #16 Tony Bettenhausen; #30T Boesel; #21 Holmes; #12 Jones; #21T Holmes; #56 Vukovich; #4 Rahal; #28 Carter; #87 Gehlhausen; #29T (no driver); #55T (no driver); #11T (no driver); #35 Chassey; #71 Heiarath, Jr.; #44 Boesel; #27 Pinn; #98 John Andretti.

Mario Andretti in the #6 Amoco/Kwart Lola was fastest of the day at 216.398.

Cars on track today: #1T Mears; #2T Guerrero; #3 Unser, Jr.; #6 Mario Andretti; #7 Luyendyk; #8 Fabi; #18 Michael Andretti; #20 Fittipaldi; #29 Vogler; #35 Chassey; #36 Sauce; #39 Coyne; #60 Gordon Johncock, STP Oil Treatment Special March; #71 Heiarath, Jr.; #71T Heiarath, Jr.; #81 Sneva; #87 Gehlhausen; #91 Brayton; #92 Dobson.

A total of 73 cars are now at the Speedway, 63 have passed technical inspection and three are in the process. 40 drivers have been on the track to date. There were 13 yellows for one hour, 36 minutes. High temperature today was 75 degrees, with winds southwesterly up to 22 miles an hour. Winds shifted late afternoon to northwest.

FASTEST NON-QUALIFIED CARS

5/16	Rick Mears	Penske Chevrolet (1T)	215.775
5/16	Ludvig Heiarath, Jr.	Mackenzie Industrial Funds Lola (71)	204.021
5/16	Roberto Guerrero	STP/Dianetics Lola (2T)	203.804
5/16	Steve Chassey	Gary Trout Motorsports March (35)	203.343

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 11 - TUESDAY, MAY 17, 1988



A.J. Foyt talked about his engine problems this month and his two qualifying attempts with the #14 Copenhagen Gilmore Lola. "It was good the other day," he said, referring to his initial qualifying run. "The practice lap was 211 but the high pressure sensor deal popped open. Then it just quit. Some of you guys didn't even know I tried it. I went back that evening and the left rear got big, so I slowed to 206." (About not attempting Sunday) "I just didn't want to take a chance right then in a rush. If it'd been 10 cars in line, I'd have run right up there. Now, what I'm going to qualify, I'll try to race." (About the engine problems) "With these new '88 cars, the new sump system gives us a problem. We took all the oil pans off and changed the scavenge. We're burning pistons. I sold that car to Shierson and Boesel went out and he didn't run 10 laps before he burned a piston." (About his picking the 1988 Lola rather than the 1987) "I picked this car to run new. The '88 to me feels better. I believe it's a little slower car but I think it'll be better in the race. All the pickup points and geometry are the same." (About Rick Mears' development as a race driver) "I don't think he's improved a bit. He's smarter, but we all get smarter as we get older. He had the ability to be a race driver when he came here." (About his second qualifying attempt) "Speed hasn't been our problem. We'd probably had a 207 if we took it but I'm scared that could be shaky. I'm back far enough now, one or two spots doesn't make any difference. We just got into an engine problem and the rest of the (Cosworth) teams have the same problem we have."

Raybestos Brake Systems, Inc. and Rockwell International postings have brought Rick Mears' record-setting pole run to a conditional total of \$113,000. Raybestos posted \$1,000 for the pole and \$1,000 to the pole-winning chief mechanic (Peter Parrott). Rockwell posted \$1,000 for the pole.

Two-time "500" winner Gordon Johncock reached 197 in shakedown runs early in the day in the #60 STP Oil Treatment March. "We ran 20 laps or so in setting the car up and we're going to go back to the setup we know is fast," said Johncock at 4:15 p.m. "It feels good. Every change we make affects the car. We've been doing a lot of changing on the angles of the front wings." (About the car) "It's really not like starting out with a new car. Last year, when I came, (Jim) Crawford had the car set. As long as we get the setups Roberto (Guerrero) ran (last year), it should be somewhere near. That was about the best March here last year." (About preparation) "Actually, I'd rather be getting race setups than qualified. Some of them have all week to get it. If we're close, we're not going to do any drastic things to the car. I know if we get up to 201, I can get three or four miles an hour in qualifying." Johncock is scheduled to appear at the Indiana Material Handlers Society annual Speedway meeting at 7 tonight at the Speedway Motel.

Dominic Dobson completed his refresher test by mid-afternoon in the #92 Raynor Garage Doors Lola.

Pancho Carter drove his backup car, the #82 Hardee's Special, today for the first time in the month of May. It's the car the crew calls "Rosie," which Gordon Johncock drove during last year's "500."

Cars on track today: #1T Sullivan; #2T Guerrero; #3T Unser, Jr.; #4 Rahal; #6 Mario Andretti; #7 Luyendyk; #10T Daly; #11 Cogan; #12 Jones; #14 Foyt; #15 Crawford; #18 Michael Andretti; #20; Fittipaldi; #22 Simon; #22T Simon and Tero Palmaroth; #27 Pima; #36 Sauce; #39 Coyne; #46 Gary Bettenhausen; #60 Johncock; #71T Heimrath, Jr.; #77T Tom Bigelow, Performers, Inc. March; #81 Sneva; #81T Sneva; #82 Pancho Carter, Hardee's Special March; #87 Gehlhausen; #91 Brayton; #92 Dobson; #98 John Andretti.

A total of 73 cars are now at the Speedway, 63 have passed technical inspection and three are in process. 40 drivers have been on the track to date. There were 11 yellows for one hour and 10 minutes. High temperature today was 73 with winds from the north at 8 miles per hour.

FASTEST NON-QUALIFIED CARS OF THE DAY

5/17	Danny Sullivan	Penske Chevrolet (1T)	214.183
5/17	Roberto Guerrero	STP/Dianetics Lola (2T)	209.888
5/17	Al Unser, Jr.	Team Valvoline March Stroh Chevy (3T)	209.741
5/17	Derek Daly	Raynor Garage Doors Lola (10T)	209.205
5/17	A.J. Foyt	Copenhagen Gilmore Lola (14)	209.205
5/17	John Andretti	Skool Bandit March (98)	209.059
5/17	Bobby Rahal	Budweiser Truesports Lola (4)	204.638
5/17	Gary Bettenhausen	Scheid Tire Centers March (46)	202.839
5/17	Tom Sneva	Pizza Hut/WRTV Channel 6 Lola (81T)	202.429
5/17	John Jones	Arciero/Labatts March (12)	201.922
5/17	Dominic Dobson	Raynor Garage Doors Lola (92)	201.838
5/17	Ludvig Heimrath, Jr.	Mackenzie Funds Lola (71T)	201.793
5/17	Dick Simon	Uniden/Soundesign Lola (22T)	201.297

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 12 - WEDNESDAY, MAY 18, 1988



At 11:19 a.m., Spike Gehlhausen in the #87 Subway/Perdue Foods/Indiana Carbon March lost control in turn #1, slid 360 feet with a half-spin and hit the wall with the left side. The car continued away from the wall 580 feet with a half-spin and came to a stop in the middle of the south short chute. Gehlhausen suffered a bruised left foot and was taken to Methodist Hospital for X-rays, which proved negative. Car sustained extremely heavy damage.

Tero Palmroth of Finland completed the final phase of his rookie test in the #22T Uniden/Soundesign Lola of Dick Simon Racing.

Rookies Harry Sauce and Dale Coyne will not compete in this year's '500.' Sauce said, in fairness to his car owner and sponsors, he has decided he doesn't have sufficient time to work back up to speed to complete his rookie test. Coyne will not start the rookie test because the #39 Dale Coyne Racing March is unable to attain the speeds needed to complete the test.

Coyne announced in the press room that his team experienced a scavenger problem with the 390-cubic-inch stock-block engine. "We've had nothing but oil-control problems," Coyne said. "It works with a 355 but not with a 390. We've had help from Galen Fox and Dan Gurney but it's going to take major surgery." (About the engine) "We like the engine. The fans love the engine. We'd love to go to a Cosworth but all the support we get from the fans is one of the reasons we stick with it. Cost and rules are also factors." (About his first experience at Indy) "This is our first time here and USAC's been good to us. It was nice being here. We enjoyed it and we definitely want to come back." (About comparison to Cosworth problems this month) "Our problem is scavenge and the new configuration Cosworth...their problem is scavenge. There may be some parallels. At Michigan and Pocono, we've always had a reliability problem."

Car No. 44, which started the month as an A.J. Foyt entry, has been changed to Car No. 30 to reflect the transfer of the car to Team Shierson.

Rocky Moran, who passed his rookie test last year, made his first appearance of the 1988 month of May today in the #48 Greer Foyt March. He is required to pass a 10-lap refresher.

Pancho Carter was fastest of the day among non-qualified cars and drivers with a lap at 208.574. He was asked what he thinks it'll take to make the Race Day field. "I don't really know," he said. "Probably somewhere in the 207s would be a safe guess." (About what speed his team would take) "We haven't even talked about it yet and probably won't even make that decision until Saturday." A team spokesman said the car suffered a broken connecting rod late in the day.

Note: A.J. Foyt has more Indianapolis 500 miles (10,620) than the entire 1987 field ran in the race (9,772.5).

Cars on track today: #1T Unser; #2T Guerrero; #3T Unser, Jr.; #4 Rahal; #6 Mario Andretti; #8T Teo Fabi, Quaker State Porsche; #11 Cogan; #12 Jones; #14 Foyt; #15 Crawford; #20 Fittipaldi; #22 Simon; #22T Palmroth; #27 Pimm; #30 Boesel; #36 Sauce; #39 Coyne; #46 Gary Bettenhausen; #48 Rocky Moran, Greer Foyt March; #56 Vukovich III; #60 Johncock; #71T Heimrath, Jr.; #77T Bigelow; #81T Sneva; #82 Carter; #87 Gehlhausen; #91 Brayton; #92 Dobson; #97 Krueger.

A total of 74 cars are now at the Speedway, 65 have passed technical inspection and four are in the process. 41 drivers have been on the track to date. There were 15 yellows for one hour and 46 minutes. High temperature today was 76 degrees with winds out of the northeast at 13 miles an hour.

FASTEST NON-QUALIFIED CARS OF THE DAY

5/18	Al Unser	Penske Chevrolet (1T)	210.280
5/18	Al Unser, Jr.	Team Valvoline March Stroh Chevy (3T)	208.865
5/18	Pancho Carter	Hardee's Special March (82)	208.574
5/18	Bill Vukovich III	Genesee Beer Wagon March (56)	207.086
5/18	A.J. Foyt	Copenhagen Gilmore Lola (14)	206.944
5/18	Bobby Rahal	Budweiser Truesports Lola (4)	206.801
5/18	Tom Sneva	Pizza Hut/WRTV Channel 6 Lola (81T)	205.479
5/18	Raul Boesel	Domino's Pizza "Hot One" March (30)	204.964
5/18	Ludwig Heimrath, Jr.	Mackenzie Funds Lola (71T)	204.359
5/18	Gordon Johncock	STP Oil Treatment Special March (60)	203.573
5/18	John Jones	Arciero/Labatts March (12)	201.987
5/18	Tom Bigelow	Performers, Inc. March (77T)	201.432
5/18	Gary Bettenhausen	Scheid Tire Centers March (46)	200.892
5/18	Tero Palmroth	Uniden/Soundesign Lola (22T)	200.311
5/18	Teo Fabi	Quaker State Porsche (8T)	200.133

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 13 - THURSDAY, MAY 19, 1988



John Lindo and Ray Sorce of Tilton Engineering of Buellton, Cal., were named recipients of the 1988 Louis Schwitzer Award by the Indiana Section of SAE. The award carries a cash prize of \$1,000 provided by Schwitzer Division of Household International. The recipients designed a clutch for Formula One use that has been employed by several Indy Car teams. The clutches are carbon/carbon and made to withstand friction and stresses on clutch plates. According to Team Lotus, which used the clutches for the first time in winning the 1987 Monaco and Detroit Grands Prix, wear figures indicated an average active face wear rate of .001133 inches after 1,748 miles of use, mileage that would probably consume three to four sintered clutches. Sorce and Lindo designed and built the clutch under direction of Tilton president Mac Tilton. The Schwitzer Award has been given each year since 1967, when Andy Granatelli received the first for his turbine engine.

Roberto Guerrero, Danny Sullivan, Mario Andretti and Al Unser, Jr., and their pit crews will compete Thursday afternoon, May 26, for the \$25,000 winners' share of \$51,000 in total prize money in the 12th Miller-Indy Pit Stop Championship. Guerrero secured the final spot in the semifinals for his STP/Dianetics Lola crew by posting the best pit-stop time during preliminaries today. His time of 13.791 seconds bested times posted by Derek Daly's Raynor crew and Dick Simon's Provimi Veal and Uniden/Soundesign crews. Next Thursday's competition starts at 1:30 p.m., following final track practice. The semifinal matchups pit Sullivan's team against Guerrero's, and the Andretti crew faces Unser, Jr.'s. Second-place finisher receives \$15,000, while third and fourth get \$5,000 each. First alternate is presently designated as Daly's crew, which would receive \$1,000.

Twelve members of the nuclear-powered attack submarine USS Indianapolis are scheduled to be on hand at the Speedway to participate in Armed Forces Day activities Saturday. The group will be led by Cdr. Harold L. Sheffield, who will present awards at 10:10 a.m. Saturday to U.S. Senator Richard Lugar, Al Unser, Roger Penske and Terry Gunter.

At 3:28 p.m., rookie Scott Atchison lost control of the #55T WTUX/Explorer Van/Mechel March in turn #4, slid 340 feet to the outside wall with one full spin, hit the wall with the right side, slid 80 feet along the wall, came off the wall 680 feet and touched the inside wall with the left front, stopping just short of the pit entrance. Atchison was reported awake and alert, but complaining of right-side facial pain and was transported to Methodist Hospital for examination. X-rays at Methodist were normal and Atchison was admitted for overnight observation. Car sustained right side and nose-cone damage.

Rocky Moran passed his refresher in the #48 Greer/Foyt March.

Raul Boesel was fastest of the day at 213.270 in the ex-Foyt #30 Domino's Pizza "Hot One" Lola. "We couldn't get rid of the imbalance and we didn't want to experience any major problems because I'm still getting used to the car," Boesel said. "We ran the March the first two races and I felt it was a very good car. It's very sensitive and it doesn't feel the same here."

The Speedway announced today that the blackout area of the live telecast of the Indianapolis 500 by ABC Sports will be reduced from the State of Indiana to the Indianapolis market only. Prior to the 1988 race, ABC affiliates outside of Indianapolis and within Indiana were restricted to same-day-delayed coverage. The Indianapolis market will not be permitted to air the race telecast within a two-week period after the race.

Cars on track today: #1T Sullivan; #2T Guerrero; #3T Unser, Jr.; #4 Rahal; #8T Fabi; #10T Daly; #11 Cogan; #12 Jones & Johnny Parsons; #12T Johnny Parsons; #14 Foyt; #16 Tony Bettenhausen; #20 Fittipaldi; #21 Holmes; #22 Simon; #23 Palmroth; #24 Lewis; #27 Pimm; #28 Carter; #30 Boesel; #35 Chassey; #41 Foyt; #46 Gary Bettenhausen; #48 Moran; #55T Atchison; #56T Vukovich III; #60 Johncock; #71 Heimrath; #71T Heimrath, Jr.; #77T Bigelow; #84 George Snider, Calumet Farm March; #92 Dobson.

A total of 74 cars are now at the Speedway, 64 have passed technical inspection and four are in the process. 43 drivers have been on the track to date. There were 15 yellows for an hour and 51 minutes. High temperature today was 76 degrees with winds north-northeast.

FASTEST NON-QUALIFIED CARS OF THE DAY

5/19 Raul Boesel	Domino's Pizza "Hot One" Lola (30)	213.270
5/19 Danny Sullivan	Penske Chevrolet (1T)	212.816
5/19 Pancho Carter	Hardee's Special March (28)	212.364
5/19 Al Unser, Jr.	Team Valvoline March Stroh Chevy (3T)	211.764
5/19 Tony Bettenhausen	Bettenhausen/Scot Lad Foods March (16)	209.888
5/19 Howdy Holmes	Jiffy Mixes March (21)	209.399
5/19 Bobby Rahal	Budweiser TrueSports Lola (4)	209.205
5/19 A.J. Foyt	Copenhagen-Gilmore Lola (14)	208.671
5/19 Rocky Moran	Greer/Foyt March (48)	208.526
5/19 Derek Daly	Raynor Garage Doors Lola (10T)	208.188
5/19 A.J. Foyt	Copenhagen-Foyt Lola (41)	208.092
5/19 Tero Palmroth	Bronson-Neste-Editor Lola (23)	207.756

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 14 - FRIDAY, MAY 20, 1988

Scott Atchison was released from Methodist Hospital this morning in good condition, with only minor facial pain. Atchison has been cleared to drive on Sunday.

Speedway/American Auto Racing Writers and Broadcasters Association press conferences with leading drivers in the 1988 Indianapolis 500 are being scheduled over the weekend for Wednesday through Friday, May 25-27. They'll be held in the Speedway conference room. The schedule will be posted when finalized.

Ludvig Heimrath, Jr., was advised by the engineer of the #71 Mackenzie Funds Lola that the engineer figured he could qualify today at 208 or 209. After blowing five engines this month, Heimrath, Jr. was asked what that news meant. "The main thing is that I don't have to look for tall buildings to jump off of. Fortunately, there're not a lot of those in Indianapolis."

Jimmy Clark and Dan Gurney will be inducted into the Auto Racing Hall of Fame Monday at the Oldtimers Barbecue. Ceremonies are at 6 p.m. Monday in the Speedway chalet area, tent #1. The induction of Clark and Gurney raises membership in the Hall of Fame to 87.

Tony Bettenhausen got up to 211.515 today in the #16 Bettenhausen/Scot Lad Foods Lola. "I think we had a pretty good basic setup last Saturday," Bettenhausen said. "When we went to qualify, it would've been a low 207 so we waved it off. We started looking for (veteran chief mechanic) Phil Casey early in the week. Phil came by Wednesday and eyeballed what we had. We didn't make wholesale changes, but refined what we had. Our guys have done a great job, with all that trouble we had last week...lost two motors. We knew the car was pretty close. We're second in line and we're going to go. That's why we've been practicing at 11 each morning."

Pancho Carter was fastest of the day in the #28 Hardee's Special. "The car's back in balance the way we want," he said. "I did two laps in traffic that were in the 'nines' and I felt really good about that. Then we were back up into the '12s.' (About a minimum speed Saturday) "I'm not concerned about speed for tomorrow. The car's running good." (About the Buick engine for the race) "The question is, can the Chevies go 500 miles (here). They haven't yet."

Cars on track today: #6T Mario Andretti; #8T Fabi; #12 Jones; #12T Parsons; #14 Foyt; #15 Crawford; #16 Tony Bettenhausen; #17 Rutherford; #21 Holmes; #22 Simon; #23 Palmroth; #24 Lewis; #27 Pinn; #28 Carter; #30 Boesel; #35 Chassey; #36 Parsons; #41 Foyt; #46 Gary Bettenhausen; #48 Moran; #56 Vukovich III; #56T Vukovich III; #60 Johncock; #71 Heimrath, Jr.; #77T Bigelow; #82 Carter; #84 Snider; #92 Dobson; #97 Krueger; #98 John Andretti.

Cars at track, not through technical inspection (6): 7T, 23T, 26, 70, 79, 98T 99.

Cars in process of technical inspection (2): 20T, 88.

Cars passing technical inspection without final sticker (4): 16T, 39, 42, 70.

Cars entered but not at Speedway (16): 5T, 9T, 17T, 19, 27T, 33, 40, 50, 53, 54, 64, 76, 80, 85, 89, 94.

A total of 76 cars are now at the Speedway, 68 have passed technical inspection and two are in the process. 43 drivers have been on the track to date. There were 14 yellows for an hour and 36 minutes. High temperature today was 76 with winds from the north at 6-9 miles an hour.

FASTEST NON-QUALIFIED CARS OF THE DAY

5/20	Pancho Carter	Hardee's Special Buick (28)	213.878
5/20	Raul Boesel	Domino's Pizza "Hot One" Lola (30)	213.068
5/20	Mario Andretti	Amoco/Kmart Lola (6T)	212.314
5/20	Tony Bettenhausen	Bettenhausen/Scot Lad Foods Lola (16)	211.515
5/20	Johnny Rutherford	Mac Tools King Prototab Buick (17)	211.168
5/20	John Andretti	Skool Bandit Lola (98)	210.477
5/20	A. J. Foyt	Copenhagen/Foyt Lola (41)	208.962
5/20	Ludvig Heimrath, Jr.	Mackenzie Funds Lola (71)	208.865
5/20	Steve Chassey	Gary Trout Motorsports March (35)	208.683
5/20	Pancho Carter	Hardee's Special Buick (82)	207.852
5/20	Tero Palmroth	Bronson-Neste-Editor Lola (23)	207.804
5/20	Dominic Dobson	Moore Industries Lola (92)	207.612
5/20	Howdy Holmes	Jiffy Mixes March (21)	207.600
5/20	Bill Vukovich III	Genesee Beer Wagon March (56)	207.325
5/20	Ed Pinn	Los Angeles Drywall Special (27)	206.753
5/20	Bill Vukovich III	Genesee Beer Wagon March (56T)	205.902
5/20	Gordon Johncock	STP Oil Treatment Special (60)	205.011
5/20	A. J. Foyt	Copenhagen-Gilmore Lola (14)	202.657
5/20	Teo Fabi	Quaker State Porsche (8T)	202.474
5/20	Rocky Moran	Greer/Foyt March (48)	201.612
5/20	Johnny Parsons	Conseco Indy Special March (36)	201.072

--IMS--

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



DAY 15 - SATURDAY, MAY 21, 1988
THIRD QUALIFYING DAY

page 1

The last time three former winners or more qualified on the second weekend of time trials was 1987, when Gordon Johncock, Tom Sneva and eventual winner Al Unser qualified the third day. Additionally in 1987, Danny Sullivan requalified after withdrawing his qualified car from the first weekend, thus making four former winners joining the field on the second weekend.

11:00 a.m. #16 TONY BETTENHAUSEN, Speedway, IN
Bettenhausen Assoc. Scot Lad Foods Lola
(3rd attempt)

QA - 36 1 -- 43.204 -- 208.314 Q - 22
2 -- 42.998 -- 209.312
3 -- 43.271 -- 207.991
4 -- 43.320 -- 207.756
T 2:52.793 -- 208.342

11:07 a.m. #21 HOWDY HOLMES, Ann Arbor, MI
Jiffy Mixes March
(2nd attempt)

QA - 37 1 -- 43.434 -- 207.211 UA - 15
2 -- 43.682 -- 206.035
3 -- 44.216 -- 203.546
4 -- waved off

11:10 a.m. #56 BILLY VUKOVICH III, Coarsegold, CA
Genesee Beer Wagon March

QA - 38 1 -- 43.961 -- 204.727 UA - 16
2 -- 44.238 -- 203.445
3 -- waved off

11:18 a.m. #28 PANCHO CARTER, Brownsburg, IN
Hardee's Special March
(2nd attempt)

QA - 39 1 -- 42.933 -- 209.629 UA - 17
2 -- 43.687 -- 206.011
3 -- 43.197 -- 208.348
4 -- accident/yellow light

At 11:21 a.m., Carter brushed the wall off turn #4, continued along the wall, then spun one time to the inside wall (approximately 1,800 feet), spun again and stopped in front of the scoring pylon. Car sustained right-side damage. Carter checked and released from Hanna Medical Center, cleared to drive.

11:48 a.m. #35 STEVE CHASSEY, Carmel, IN
Gary Trout Motorsports March

QA - 40 1--pulled in UA - 18

11:52 a.m. #71 LUDWIG HEIMRATH, JR, Toronto, Canada
Mackenzie Industrial Group of Funds Lola

QA - 41 1 -- 43.600 -- 206.422 UA - 19
2 -- 43.925 -- 204.895
3 -- pulled in

11:57 a.m. #30 RAUL BOESEL, Curitiba, Brazil
Domino's Pizza "Hot One" Lola

QA - 42 1 -- pulled in UA - 20

12:13 p.m. #17 JOHNNY RUTHERFORD, Ft Worth, TX
Mac Tools King Prototab Buick Lola
(2nd attempt)

QA - 43 1 -- waved off UA - 21

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



DAY 15 - SATURDAY, MAY 21, 1988
THIRD QUALIFYING DAY

page 2

12:46 p.m. #48 ROCKY MORAN, Pasadena, CA (R)
Greer/Foyt March

QA - 44	1 -- 43.512 -- 206.839	Q - 23
	2 -- 43.498 -- 206.906	
	3 -- 43.297 -- 207.867	
	<u>4 -- 43.454 -- 207.116</u>	
	T 2:53.761 -- 207.181	

1:21 p.m. #98 JOHN ANDRETTI, Indianapolis, IN (R)
Skool Bandit Lola

		(3rd attempt)	
QA - 45	1 -- 43.062 -- 209.001		Q - 24
	2 -- 43.339 -- 207.665		
	3 -- 43.242 -- 208.131		
	<u>4 -- 43.522 -- 206.792</u>		
	T 2:53.165 -- 207.894		

At 4:01 p.m., Pancho Carter in the #82 Hardee's Special vent high in turn #2 190 feet to the outside wall, slid 60 feet along the wall, came away from the wall 680 feet with a half spin, stopping against the inside wall in the middle of the backstretch. Car sustained extensive right side and rear bodywork damage. Carter examined at Hanna Medical Center and released in good condition.

4:35 p.m. #41 A.J. FOYT, JR, Houston, TX
Copenhagen Foyt Lola

QA - 46	1 -- 42.721 -- 210.669	Q - 25
	2 -- 42.734 -- 210.605	
	3 -- 43.039 -- 209.113	
	<u>4 -- 43.183 -- 208.415</u>	
	T 2:51.677 -- 209.696	

(Twenty-five car field average: 210.555 mph)

4:41 p.m. #92 DOMINIC DOBSON, Sonoma, CA (R)
Moore Industries Lola

QA - 47	1 -- 43.368 -- 207.526	Q - 26
	2 -- 42.760 -- 210.477	
	3 -- 42.603 -- 211.253	
	<u>4 -- 42.619 -- 211.173</u>	
	T 2:51.350 -- 210.096	

Dobson's qualifying run is the fastest qualification ever made by a rookie. Randy Lanier's 4-lap average in 1986 was 2:51.458, 209.964 mph. Lanier's fastest single lap was a 210.684. (Dobson qualified for the 1987 Indianapolis 500 at a speed of 201.240 but was bumped from the starting lineup.)

5:07 p.m. #23 TERO PALMROTH, Tampere, Finland (R)
Bronson/Neste/Editor Lola Lola

QA - 48	1 -- 43.376 -- 207.488	Q - 27
	2 -- 43.250 -- 208.092	
	3 -- 43.193 -- 208.367	
	<u>4 -- 43.257 -- 208.059</u>	
	T 2:53.076 -- 208.001	

5:15 p.m. #21T HOWDY HOLMES, Ann Arbor, MI
Jiffy Mixes March

QA - 49	1 -- pulled in	UA - 22
---------	----------------	---------

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



DAY 15 - SATURDAY, MAY 21, 1988
THIRD QUALIFYING DAY

page 3

5:19 p.m. #56 BILLY VUKOVICH III, Coarsegold, CA (R)
Genesee Beer Wagon March (2nd attempt)
QA - 50 1 -- 43.295 -- 207.876 Q - 28
2 -- 43.219 -- 208.242
3 -- 43.059 -- 209.016
4 -- 43.052 -- 209.050
T 2:52.625 -- 208.545

5:30 p.m. #30 RAUL BOESEL, Curitiba, Brazil
Domino's Pizza "Hot One" Lola (2nd attempt)
QA - 51 1 -- 42.803 -- 210.266 Q - 29
2 -- 42.557 -- 211.481
3 -- 42.553 -- 211.501
4 -- 42.656 -- 210.990
T 2:50.569 -- 211.058

5:38 p.m. #35 STEVE CHASSEY, Carmel, IN
Gary Trout Motorsports March (2nd attempt)
QA - 52 1 -- 44.098 -- 204.091 UA - 23
2 -- 44.612 -- 201.739
3 -- waved off

(Twenty-nine car field average: 210.398 mph)

5:59 p.m. #35 STEVE CHASSEY, Carmel, IN
Gary Trout Motorsports March (3rd attempt)
QA - 53 1 -- 43.114 -- 208.749 Q - 30
2 -- 43.296 -- 207.871
3 -- 43.564 -- 206.593
4 -- 43.144 -- 208.604
T 2:53.118 -- 207.951

(Thirty car field average: 210.315 mph)

A total of 76 cars are now at the Speedway, 69 have passed technical inspection, and 2 are in the process. 43 drivers have been on the track to date. There were 11 yellows for 1 hour 51 minutes. The high temperature today was 85, with winds out of the southeast at 5 to 10 mph.

CORRECTION: Dominic Dobson's qualifying run, with laps of 207.526, 210.477, 211.253, and 211.173 for an average speed of 210.096 was a four-lap rookie qualifying record, breaking Randy Lanier's 1986 run of 209.964. Dobson's fastest lap of 211.253 broke the one-lap rookie record of 211.094 set by Mike Nish on an incomplete run in 1986.

--INS--

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Day 16 - SUNDAY, MAY 22, 1988
FOURTH QUALIFYING DAY

12:05 p.m. #17 JOHNNY RUTHERFORD, Ft Worth, TX
Mac Tools King Protofab Buick Lola
(3rd attempt)

QA - 54	1 -- 42.967 -- 209.463	Q - 31
	2 -- 43.170 -- 208.478	
	3 -- 43.170 -- 208.478	
	<u>4 -- 43.403 -- 207.359</u>	
	T 2:52.710 -- 208.442	

(Thirty-one car field average: 210.254 mph)

Spike Gehlhausen passed his refresher test in car #37 and is cleared to attempt qualification.

The qualification of Mario, Michael and John Andretti (respectively, father, son and nephew) in the "500" field represents the first time three members of the same family qualified for the same "500" field since Don, Bill and Dale Whittington (brothers) qualified for the 1982 Indy 500.

GATES, PARKING: Gates open at 8 a.m. Carburetion Day, with 30th Street entrance (Gate #10) advised for quick access. The "North 40" parking area will open at 8 a.m. Saturday of race weekend for cars only (overnight parking, \$15). The North 40 will be infield overflow parking on Sunday with \$10 charge (cars only). Additional parking is available race weekend on 30th Street west of Georgetown at \$5 per vehicle. Lot opens at 5 a.m. race morning.

2:44 p.m. #27 ED PIMM, Dublin, OH
Los Angeles Drywall Special March

QA - 55	1 -- 43.984 -- 204.620	UA - 24
	2 -- 43.825 -- 205.362	
	3 -- hit wall in turn 2	

2:59 p.m. #46 GARY BETTENHAUSEN, Monrovia, IN
Scheid Tire Centers March

QA - 56	1 -- 44.034 -- 204.388	UA - 25
	2 -- 43.946 -- 204.797	
	3 -- 43.939 -- 204.829	
	4 -- waved off	

3:06 p.m. #21T HOWDY HOLMES, Ann Arbor, MI
Jiffy Mixes March
(2nd attempt)

QA - 57	1 -- 43.715 -- 205.879	Q - 32
	2 -- 43.289 -- 207.905	
	3 -- 43.428 -- 207.240	
	<u>4 -- 43.506 -- 206.868</u>	
	T 2:53.938 -- 206.970	

3:11 p.m. #60 GORDON JOHNCOCK, Hastings, MI
STP Oil Treatment Special/Diamond Head Ranch March

QA - 58	1 -- 43.801 -- 205.475	UA - 26
	2 -- 43.886 -- 205.077	
	3 -- 43.757 -- 205.681	
	4 -- waved off	

3:15 p.m. #84 STAN FOX, Janesville, WI
Calumet Farm March

QA - 59	1 -- 43.392 -- 207.412	Q - 33
	2 -- 42.896 -- 209.810	
	3 -- 42.778 -- 210.389	
	<u>4 -- 43.531 -- 206.749</u>	
	T 2:52.597 -- 208.578	

(Thirty-three car field average: 210.102 mph)

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

DAY 16 - SUNDAY, MAY 22, 1988
FOURTH QUALIFYING DAY



page 2

3:23 p.m. #28T PANCHO CARTER, Brownsburg, IN
Hardee's March

QA - 60 1 -- 44.944 -- 200.249 UA - 27
2 -- waved off

3:28 p.m. #12 JOHN JONES, Thunder Bay, Ontario, Canada (R)
Arciero/Labatts March

QA - 61 1 -- 44.830 -- 200.758 UA - 28
2 -- 44.581 -- 201.880
3 -- waved off

3:35 p.m. #12T JOHNNY PARSONS, Brownsburg, IN
Arciero/Labatts March

QA - 62 1 -- pulled in UA - 29

3:38 p.m. #71 LUDWIG HEIMRATH, JR, Toronto, Canada
Mackenzie Industrial Group of Funds Lola
(2nd attempt)

QA - 63 1 -- 43.281 -- 207.943 Q - 34
2 -- 43.451 -- 207.130
3 -- 43.518 -- 206.811
4 -- 43.483 -- 206.977
T 2:53.733 -- 207.215

(Bumps Scott Atchison, 205.142)

(Thirty-three car field average: 210.167 mph)

A.J Foyt's qualified #41 Copenhagen/Foyt Lola will carry #14 in the 1988 Indianapolis 500 and be renamed the Copenhagen/Gilmore Lola.

If George Snider does not qualify for the 1988 Indianapolis 500, it will break his string of qualifying for 23 consecutive Indy 500s to date, dating back to his first in 1965. He has competed in 22 of the 23 events, turning his ride over to Tim Richmond for the race after qualifying in 1981.

At 2:46 p.m., Ed Pimm in the #27 Los Angeles Drywall Special, on his third lap of a qualification attempt, lost control in turn #2, did a half spin 400 feet to the wall, then spun 1 1/2 times 640 feet with a reverse half spin to stop in the infield grass. Car sustained left side damage. Pimm was transported to Methodist Hospital, where he was listed in good condition and scheduled to be released at 6 p.m.

5:07 p.m. #60 GORDON JOHNCOCK, Hastings, MI
STP Oil Treatment Special/Diamond Head Ranch March
(2nd attempt)

QA - 64 1 -- 43.679 -- 206.049 UA - 30
2 -- pulled in

5:43 p.m. #60 GORDON JOHNCOCK, Hastings, MI
STP Oil Treatment Special/Diamond Head Ranch March
(3rd attempt)

QA - 65 1 -- 43.775 -- 205.597 Q - 35
2 -- 43.509 -- 206.854
3 -- 43.409 -- 207.330
4 -- 43.478 -- 207.001
T 2:54.171 -- 206.693

(Bumps Rich Vogler, 206.463)

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Day 16 - SUNDAY, MAY 22, 1988
FOURTH QUALIFYING DAY

page 3

At 5:29 p.m., Johnny Parsons in the #14 Copenhagen/Gilmore Lola slid into the north chute wall with the right side, continued on into turn #4 (northwest) approximately 1,350 feet. Car sustained right-side damage. Parsons examined and released from Hanna Medical Center.

5:50 p.m. #46 GARY BETTENHAUSEN, Monrovia, IN
Scheid Tire Centers March
(2nd attempt)
QA - 66 1 -- 43.985 -- 204.615 UA - 31
2 -- 44.149 -- 203.855
3 -- 44.504 -- 202.229
4 -- waved off

5:56 p.m. #29T RICH VOGLER, Indianapolis, IN
Jon. Byrd's Cafeteria/Pepsi/Bryant March
QA - 67 1 -- 43.370 -- 207.517 Q - 36
2 -- 43.394 -- 207.402
3 -- 43.443 -- 207.168
4 -- 43.600 -- 206.422
T 2:53.807 -- 207.126

(Bumps Gordon Johncock, 206.693)

(Average of field: 210.188 mph)

A total of 76 cars are now at the Speedway, 69 have passed technical inspection and 2 are in the process. 43 drivers have been on the track to date. There were 12 yellows for 1 hour, 19 minutes. The high temperature was 86 degrees, the wind out of the southeast, 14 mph.

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 20 - THURSDAY, MAY 26, 1988

Thirty-three cars logged a total of 1,670 miles during final practice today for Sunday's 72nd Indianapolis 500. Drivers not on the track were Dominic Dobson in the #92 Moore Industries Lola (fuel system problem), Scott Brayton in the #91 Amway Winning Spirit/Hemelgarn Lola and the #29T Byrd's Cafeteria/Pepsi/Bryant March alternate to Rich Vogler. In addition to 31 starters, Gordon Johncock in the #60 STP Oil Treatment/Diamond Head Ranch March and Scott Atchison in the #55 Otter Pops/Machinists Union March also took the track.

About Brayton's car #91, chief mechanic Butch Dennison said "the car had been rebuilt prior to Sunday and we used that as our warmup day. We were pleased with the performance of the car and did not feel this morning's warmup was necessary."

Fastest of the session was Mario Andretti in the #6 Amoco/Kmart Lola at 215.105 miles an hour. "I'm very happy with the car," Andretti said. "It's feeling pretty much the way we left it. The engine was entirely rebuilt and it's back to where it was. Mission accomplished." (about track conditions) "The track is in good condition, very clean and relatively cool."

Stan Fox in the #84 Calumet Farm/Copenhagen March pulled to a stop near the pit exit during the session with electronic problems. "I lost something in the spark box or ignition so I shut the engine off," Fox said. "Before I shut it off, it started popping and spitting, so they're going to take it back to the garage, give it a couple Rolaids and bring it back out." They did, and Fox got back out during the session.

There were seven yellows during the session for 45 minutes. The cautions were for debris three times, one track inspection, a tow-in for Derek Daly in the #10 Raynor Garage Doors Lola after an electrical cable came loose, a debris yellow for Johncock in the #60 STP Oil Treatment/Diamond Head Ranch March when bodywork came off on the front straightaway and an oil yellow when Randy Lewis had engine failure in the #24 Toshiba/Oracle/Altos/Prius Lola.

Danny Sullivan's crew, headed by Chuck Sprague, captured the \$25,000 first prize in the Miller Pit Stop Contest, defeating Mario Andretti's Amoco/Kmart Lola team, led by Colin Duff, 14.782 seconds to 15.006 seconds in the final. Although Sullivan's crew won the "first final," 14.405 seconds to 15.151, Sullivan's car was assessed a five-second penalty for having a tire on the wall and Andretti's team used the wrong "spec" tire. The final was rerun with the agreement of both owners. The Sullivan effort bested Roberto Guerrero and the STP/Dianetics crew, 15.279-15.387 in the semifinal round and Andretti's team beat the Galles effort of Al Unser, Jr., 15.654-20.127 in the other semi. Andretti's team collected \$15,000 for second, the Galles and Granatelli teams got \$5,000 each for third and fourth and Derek Daly's Raynor Garage Doors crew got \$1,000 as the first alternate. The Penske crew was composed of Sprague, who also serves as right front tire man, left front tire man Rick Rinaman, right rear tire man Jerry Breon, left rear tire man Richard Buck, fueler Vic McCarthy and vent man John Haslett. Andretti's crew, headed by Duff, won last year's contest in a time of 18.05 seconds. Sprague led the crew that set the record of 11.742 seconds in 1985.

High temperature today during the final practice was 71 with winds out of the southeast at nine miles an hour.

FASTEST UNOFFICIAL SPEEDS OF THE DAY

6	Mario Andretti	Amoco/Kmart Lola	215.105
9	Danny Sullivan	Miller High Life Penske Chevrolet	214.694
5	Rick Mears	Pennzoil Z-7 Penske Chevrolet	213.118
4	Bobby Rahal	Budweiser Truesports Lola	212.811
18	Michael Andretti	Kraco Automotive Products March	210.981
20	Emerson Fittipaldi	Marlboro Racing Team March	210.970
1	Al Unser	Hertz Penske Chevrolet	210.035
11	Kevin Cogan	Schaefer/Playboy/Machinists March	208.790
3	Al Unser, Jr.	Team Valvoline March Stroh Chevy	208.7
7	Arie Luyendyk	Provimi Veal Lola	208.6

--IMS--

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



1988 ACCIDENT REPORT

1. CAR NO.: 2 DATE: May 10 TIME: 5:32 p.m.
DRIVER: Roberto Guerrero
CAR NAME: STP/Dianetics Lola
DRIVER'S CONDITION: Examined and released from Hanna Medical Center, to be re-examined before practicing May 11.
CAR CONDITION: Rear wing damaged, left front wing damaged.
DESCRIPTION: Lost control in turn #1, made a full spin for 600 feet, tapped the wall with left rear wing, came away from the wall, did another full spin for 140 feet and hit the wall again, slid away from the wall and across the track 780 feet where he stopped in the infield grass in turn #2.
UPDATE: Driver cleared May 11, returned to practice.
2. CAR NO. 71 DATE: May 12 TIME: 2:15 p.m.
DRIVER: Ludwig Heimrath, Jr.
CAR NAME: Mackenzie Group of Funds Lola
DRIVER'S CONDITION: Checked at track hospital and released to drive.
CAR CONDITION: Light damage to left rear suspension.
DESCRIPTION: Went high in turn #2, brushed wall with right-side tires (140'), did a half-spin and hit the wall with left rear, then slid an additional 560' and stopped in the backstretch.
3. CAR NO. 30 DATE: May 14 TIME: 8:08 a.m.
DRIVER: Raul Boesel
CAR NAME: Domino's Pizza "Hot One" March
DRIVER'S CONDITION: Examined and released from Hanna Medical Center, released to drive later in morning.
CAR CONDITION: Suspension and wings on both front corners damaged plus the nose cone, broken right rear wheel.
DESCRIPTION: Car slid 200 feet out of turn #4 to the outside wall, slid an additional 200 feet and made second contact with outside wall, slid 600 feet to inside wall, with 1 1/2 spins, coming to a stop in the pit entrance.
4. CAR NO. 77 DATE: May 14 TIME: 9:01 a.m.
DRIVER: Tom Bigelow
CAR NAME: Performers, Inc. March
DRIVER'S CONDITION: Suffered bruised left foot, was examined and released from Hanna Medical Center and cleared to drive.
CAR CONDITION: Extensive damage.
DESCRIPTION: Lost control out of turn #3, slid 240 feet to outside wall, lost right rear wheel, slid through short chute 900 feet to second impact with outside wall, slid to inside additional 440 feet to inside of track at exit of turn #4.
5. CAR NO. 17 DATE: May 15 TIME: 10:22 a.m.
DRIVER: Johnny Rutherford
CAR NAME: Mac Tools King Protofab Buick
DRIVER'S CONDITION: Overall condition good. Contusion to right chest. Transported to Methodist Hospital for chest x-rays.
CAR CONDITION: Extensive right side damage
DESCRIPTION: Car "pushed" into turn #1 wall, continued across south short chute, hit intermittently, then second hard impact, (1530'), stopped in turn #2
UPDATE: Released to drive
6. CAR NO. 36 DATE: May 16 TIME: 1:31 p.m.
DRIVER: Harry Sauce
CAR NAME: Conseco Indy Special March
DRIVER'S CONDITION: Cleared to drive
CAR CONDITION: No contact
DESCRIPTION: Came low off turn #1 into a slide, did one spin to the grass inside the south short chute, did a half-spin on the grass and stopped at the edge of the track in turn #2 with no contact. Driver on final phase of rookie test.
7. CAR NO. 87 DATE: May 18 TIME: 11:19 a.m.
DRIVER: Spike Gehlhausen
CAR NAME: Subway/Perdue Foods/Indiana Carbon March
DRIVER'S CONDITION: Condition good. Taken to Methodist Hospital for x-rays of bruised left foot.
CAR CONDITION: Extremely heavy damage.
DESCRIPTION: Lost control in turn #1, slid 360' (1/2 spin), hit wall with left side. Continued away from wall 580' (1/2 spin) and came to stop in middle of south short chute.
UPDATE: X-rays negative.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



1988 ACCIDENT REPORT -- PAGE 2

8. CAR NO. 55T DATE: May 19 TIME: 3:28 p.m.
DRIVER: Scott Atchison
CAR NAME: WTUX/Explorer Van/Mechel March
DRIVER'S CONDITION: Reported awake and alert, but complaining of right-side facial pain. Was transported to Methodist Hospital for examination. X-rays were normal. Atchison was admitted for overnight observation.
CAR CONDITION: Right side and nose-cone damage.
DESCRIPTION: Lost control in turn #4, slid 340 ' to the outside wall with one full spin, hit the wall with the right side, slid 80 ' along the wall, came off the wall 680 ' and touched the inside wall with the left front, stopping just short of the pit entrance.
UPDATE: Released from Methodist Hospital May 20. He is in good condition with some minimal facial tenderness. He will be cleared to drive on Sunday.
9. CAR NO. 28 DATE: May 21 TIME: 11:21 a.m.
DRIVER: Pancho Carter
CAR NAME: Hardee's Special March
DRIVER'S CONDITION: Checked and released at Hanns Medical Center, cleared to drive.
CAR CONDITION: Damage to right side
DESCRIPTION: Brushed the wall off turn #4. Continued along wall, then spun one time to inside wall (approximately 1,800 feet), spun again. Stopped in front of the scoring pylon.
10. CAR NO. 12T DATE: May 21 TIME: 2:07 p.m.
DRIVER: Johnny Parsons
CAR NAME: Arciero/Labatt's March
DRIVER'S CONDITION: Examined, released and cleared from Hanns Medical Center
CAR CONDITION:
DESCRIPTION: Brushed wall when car went high, turn #2, continued to pit.
11. CAR NO. 82 DATE: May 21 TIME: 4:01 p.m.
DRIVER: Pancho Carter
CAR NAME: Hardee's Special March
DRIVER'S CONDITION: Examined and released, cleared to drive.
CAR CONDITION: Extensive right-side and rear bodywork damage.
DESCRIPTION: Car went high off turn #2 190 feet to the wall, stayed along the wall 60 feet, came away from the wall with a half-spin 680 feet, stopping against the wall in the middle of the backstretch.
12. CAR NO. 27 DATE: May 22 TIME: 2:46 p.m.
DRIVER: Ed Pimm
CAR NAME: Los Angeles Drywall Special March
DRIVER'S CONDITION: Transported to Methodist Hospital in good condition for further examination, scheduled for release at 6 p.m.
CAR CONDITION: Left side damage.
DESCRIPTION: Third lap of qualification attempt, lost control in turn #2, half-spin 400 feet to wall, then 1 1/2 spins 640 feet with reverse half spin to a stop in infield grass.
13. CAR NO. 14 DATE: May 22 TIME: 5:29 p.m.
DRIVER: Johnny Parsons
CAR NAME: Copenhagen/Gilmore Lola
DRIVER'S CONDITION: Examined and released from Hanna Medical Center
CAR CONDITION: Right-side damage
DESCRIPTION: Slid into north chute wall with right side, continued on into turn #4 approximately 1,350 feet.

--IMS--

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1988 INDIANAPOLIS 500 MILE RACE

PIT ASSIGNMENTS IN NUMERICAL ORDER AND GARAGE ASSIGNMENTS

PITH	CAR#	GAR#	DRIVER
1	5	A19	Rick Mears
2	1	A21	Al Unser
3	18	B14	Michael Andretti
4	9	A17	Danny Sullivan
- - - Gasoline Alley - - -			
5	3	A12	Al Unser, Jr.
6	24	C27	Randy Lewis
7	10	B27	Derek Daly
- - - ABC Sports Network - - -			
9	30	A 1	Raul Boesel
10	2	B17	Roberto Guerrero
11	20	B 1	Emerson Fittipaldi
- - - USAC - - -			
12	92	A16	Dominic Dobson
14	7	C31	Arie Luyendyk
15	22	C32	Dick Simon
16	23	B 9	Tero Palmaroth
17	11	C 1	Kevin Cogan
18	91	C17	Scott Brayton
19	81	C23	Tom Sneva
20	71	C11	Ludwig Heimrath, Jr.
21	4	A26	Bobby Rahal
22	56	C29	Billy Vukovich, III
23	16	A31	Tony Bettenhausen
24	6	B30	Mario Andretti
- - - Pit Opening - - -			
25	17	C15	Johnny Rutherford
26	15	C14	Jim Crawford
27	84	A 7	Stan Fox
28	14	A 4	A. J. Foyt
29	48	A 6	Rocky Moran
30	35	A 8	Steve Chassey
31	8	A 9	Teo Fabi
32	29	C 4	Rich Vogler
33	21	C20	Howdy Holmes
34	98	A28	John Andretti
35	07	B25	Phil Krueger

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



OFFICIAL STARTING LINE-UP FOR THE 72ND ANNUAL
INDIANAPOLIS 500-MILE RACE, MAY 29, 1988

ST. POS.	CAR NO.	DRIVER	CAR	TIME	SPEED	SPEED RANK
ROW 1						
1	5 W	Rick Mears	Pennzoil Z-7 Penske Chevrolet	2:44.235	219.198	1
2	9 W	Danny Sullivan	Miller High Life Penske Chevrolet	2:46.502	216.214	2
3	1 W	Al Unser	Hertz Penske Chevrolet	2:47.232	215.270	3
ROW 2						
4	6 W	Mario Andretti	Amoco/Kmart Lola	2:47.682	214.692	4
5	3	Al Unser, Jr.	Team Valvoline March Stroh Chevy	2:48.078	214.186	5
6	7	Arie Luyendyk	Provimi Veal	2:48.531	213.611	6
ROW 3						
7	91	Scott Brayton	Amvay Winning Spirit/Hemelgarn	2:49.313	212.624	7
8	20	Emerson Fittipaldi	Marlboro Racing Team	2:49.402	212.512	8
9	10	Derek Daly	Raynor Garage Doors	2:49.575	212.295	9
ROW 4						
10	18	Michael Andretti	Kraco Automotive Products	2:51.279	210.183	12
11	24	Randy Lewis	Toshiba/Oracle/Altos/Priam	2:51.613	209.774	14
12	2	Roberto Guerrero	STP/Dianetics	2:51.729	209.633	16
ROW 5						
13	11	Kevin Cogan	Schaefer/Playboy/Machinists	2:51.795	209.552	17
14	81W	Tom Sneva	Pizza Hut/WRTV Channel 6/Hemelgarn	2:52.530	208.659	18
15	97	Phil Krueger	CNC System Sales	2:52.901	208.212	24
ROW 6						
16	22	Dick Simon	Uniden/Soundesign	2:53.448	207.555	28
17	8	Teo Fabi	Quaker State Porsche	2:53.708	207.244	29
18	15	Jim Crawford	Mac Tools King Prototfab Buick	2:50.969	210.564	11
ROW 7						
19	4 W	Bobby Rahal	Budweiser Truesports Lola	2:52.640	208.526	21
20	30	Raul Boesel	Domino's Pizza "Hot One"	2:50.569	211.058	10
21	92R	Dominic Dobson	Moore Industries	2:51.350	210.096	13
ROW 8						
22	14W	A. J. Foyt	Copenhagen/Gilmore	2:51.677	209.696	15
23	56R	Bill Vukovich III	Genesee Beer Wagon/E-Z Wider	2:52.625	208.545	20
24	16	Tony Bettenhausen	Sony/Scot Lad Foods/Hardee's	2:52.793	208.342	23
ROW 9						
25	23R	Tero Palmroth	Bronson/Neste/Editor	2:53.076	208.001	25
26	35	Steve Chassey	Gary Trout Motorsports March	2:53.118	207.951	26
27	98R	John Andretti	Skoal Bandit Lola	2:53.165	207.894	27
ROW 10						
28	48R	Rocky Moran	Skoal Classic/Trench Shoring	2:53.761	207.181	31
29	84	Stan Fox	Calumet Farm/Copenhagen	2:52.597	208.578	19
30	17W	Johnny Rutherford	Mac Tools King Prototfab Buick	2:52.710	208.442	22
ROW 11						
31	71	Ludvig Heimrath, Jr.	Mackenzie Funds/Hemelgarn	2:53.733	207.215	30
32	29	Rich Vogler	Byrd's Cafeteria/Pepsi/Bryant	2:53.807	207.126	32
33	21	Hovdy Holmes	JIFFY mixes	2:53.938	206.970	33

ALTERNATES:

60W	Gordon Johncock	STP Oil Trtant/Diamond Head Ranch	2:54.171	206.693
29T		Byrd's Cafeteria/Pepsi/Bryant	2:54.365	206.463

W = FORMER WINNER; R = ROOKIE

Field average for 33 starters, 1988: 210.188 mph
 Field average for 33 starters, 1987: 207.194 mph
 Field average for 33 starters, 1986: 210.280 mph (RECORD)

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



NUMERICAL STARTING LINE-UP FOR THE 72ND ANNUAL
INDIANAPOLIS 500-MILE RACE, MAY 29, 1988

CAR NO.	GAR NO.	PIT NO.	DRIVER	CAR NAME	CHASSIS/ ENGINE
1	A21	2	Al Unser	Hertz Penske Chevrolet	1988 Penske/Chev Indy V-8
2	B17	10	Roberto Guerrero	STP/Dianetics	1988 Lola/Cosworth
3	A12	5	Al Unser, Jr.	Team Valvoline March Stroh Chevy	1988 March/Chev Indy V-8
4	A26	21	Bobby Rahal	Budweiser Truesports Lola	1988 Lola/Judd
5	A19	1	Rick Mears	Pennzoil Z-7 Penske Chevrolet	1988 Penske/Chev Indy V-8
6	B30	24	Mario Andretti	Amoco/Kmart Lola	1987 Lola/Chev Indy V-8
7	C31	14	Arie Luyendyk	Provimi Veal	1988 Lola/Cosworth
8	A 9	31	Teo Fabi	Quaker State Porsche	1988 March/Porsche
9	A17	4	Danny Sullivan	Miller High Life Penske Chevrolet	1988 Penske/Chev Indy V-8
10	B27	7	Derek Daly	Raynor Garage Doors	1988 Lola/Cosworth
11	C 1	17	Kevin Cogan	Schaefer/Playboy/Machinists	1988 March/Cosworth
14	A 4	28	A.J. Foyt	Copenhagen/Gilmore	1987 Lola/Cosworth
15	C14	26	Jim Crawford	Mac Tools King Protofab Buick	1987 Lola/Buick V-6
16	A31	23	Tony Bettenhausen	Sony/Scot Lad Foods/Hardee's	1987 Lola/Cosworth
17	C15	25	Johnny Rutherford	Mac Tools King Protofab Buick	1987 Lola/Buick V-6
18	B14	3	Michael Andretti	Kraco Automotive Products	1988 March/Cosworth
20	B 1	11	Emerson Fittipaldi	Marlboro Racing Team	1988 March/Chev Indy V-8
21	C20	33	Howdy Holmes	JIFFY mixes	1988 March/Cosworth
22	C32	15	Dick Simon	Uniden/Soundesign	1988 Lola/Cosworth
23	B 9	16	Tero Palmroth	Bronson/Neste/Editor	1987 Lola/Cosworth
24	C27	6	Randy Lewis	Toshiba/Oracle/Altos/Prism	1988 Lola/Cosworth
29	C 4	32	Rich Vogler	Byrd's Cafeteria/Pepsi/Bryant	1987 March/Cosworth
30	A 1	9	Raul Boesel	Domino's Pizza "Hot One"	1988 Lola/Cosworth
35	A 8	30	Steve Chassey	Gary Trout Motorsports March	1987 March/Cosworth
48	A 6	29	Rocky Moran	Skoal Classic/Trench Shoring	1986 March/Cosworth
56	C29	22	Bill Vukovich III	Genesee Beer Wagon/E-Z Wider	1988 March/Cosworth
71	C11	20	Ludvig Heimrath, Jr.	Hackenzie Funds/Hewelgarn	1988 Lola/Cosworth
81	C23	19	Tom Sneva	Pizza Hut/WRTV Chan. 6/Hewelgarn	1988 Lola/Judd
84	A 7	27	Stan Fox	Calumet Farm/Copenhagen	1986 March/Chev V-6
91	C17	18	Scott Brayton	Away Winning Spirit/Hewelgarn	1988 Lola/Buick V-6
92	A16	12	Dominic Dobson	Moore Industries	1987 Lola/Cosworth
97	B25	35	Phil Krueger	CNC System Sales	1986 March/Cosworth
98	A28	34	John Andretti	Skoal Bandit Lola	1988 Lola/Cosworth

There are 11 1988 Lolas, 7 1988 Marches, 7 1987 Lolas, 3 1988 Penskes, 3 1986 Marches and 2 1987 Marches. Engine types consist of 20 Cosworths, 6 Chevy Indy V-8s, 3 Buick V-6s, 2 Judds, 1 Chevy V-6 and 1 Porsche.

ALTERNATES:

60	B19	Gordon Johncock	STP Oil Trtant/Diamond Head Ranch	1987 March/Cosworth
29T	C 3		Byrd's Cafeteria/Pepsi/Bryant	1987 March/Cosworth



OFFICIAL BOX SCORE
72nd INDIANAPOLIS 500
May 29, 1988

FN.	ST.	CAR				LAPS	RUNNING OR
PS.	PS.	NO.	DRIVER	CAR NAME & CHASSIS		COMP	REASON OUT
1	1	5 W	Rick Mears	Pennzoil Z-7 Penske Chevrolet P Ch		200	144.809 mph
2	8	20	Emerson Fittipaldi	Marlboro Racing Team M Ch		200	144.726 mph
3	3	1 W	Al Unser	Hertz Penske Chevrolet P Ch		199	Running
4	10	18	Michael Andretti	Kraco Automotive Products M C		199	Running
5	19	4 W	Bobby Rahal	Budweiser Truesports Lola L J		199	Running
6	18	15	Jim Crawford	Mac Tools King Prototfab Buick L B		198	Running
7	20	30	Raul Boesel	Domino's Pizza "Hot One" L C		198	Running
8	15	97	Phil Krueger	CNC System Sales M C		196	Running
9	16	22	Dick Simon	Uniden/Soundesign L C		196	Running
10	6	7	Arie Luyendyk	Provimi Veal L C		196	Running
11	13	11	Kevin Cogan	Schaefer/Playboy/Machinists M C		195	Running
12	33	21	Howdy Holmes	JIFFY mixes M C		192	Running
13	5	3	Al Unser, Jr.	Team Valvoline March Stroh Chevy M Ch		180	Running
14	23	56R	Bill Vukovich III	Genesee Beer Wagon/E-Z Wider M C		179	Running
15	11	24	Randy Lewis	Toshiba/Oracle/Altos/Priam L C		175	Running
16	28	48R	Rocky Moran	Skoal Classic/Trench Shoring M C		159	Engine
17	32	29	Rich Vogler	Byrd's Cafeteria/Pepsi/Bryant M C		159	Accident turn 3
18	21	92R	Dominic Dobson	Moore Ind./Columbia Helicopters L C		145	Loss of coolant
19	25	23R	Tero Palmroth	Bronson/Neste/Editor L C		144	Engine
20	4	6 W	Mario Andretti	Amoco/Kmart Lola L Ch		118	Electrical
21	27	98R	John Andretti	Skoal Bandit Lola L C		114	Engine
22	30	17W	Johnny Rutherford	Mac Tools King Prototfab Buick L B		107	Contact between 1&
23	2	9 W	Danny Sullivan	Miller High Life Penske Chevrolet P Ch		101	Contact turn 2
24	26	35	Steve Chassey	Gary Trout Mtrapta/Kasle Recycling M C		73#	Accident turn 4
25	31	71	Ludwig Heimrath, Jr.	Mackenzie Funds/Hemelgarn L C		59	Contact turn 4
26	22	14W	A.J. Foyt	Copenhagen/Gilmore L C		54	Contact turn 2
27	14	81W	Tom Sneva	Pizza Hut/WRTV Channel 6/Hemelgarn L J		32	Contact pit entry
28	17	8	Teo Fabi	Quaker State Porsche M P		30	Accident in pits
29	9	10	Derek Daly	Raynor Garage Doors L C		18	Gearbox
30	29	84	Stan Fox	Calumet Farm/Copenhagen M Ch V-6		2	Half shaft
31	7	91	Scott Brayton	Amway Winning Spirit/Hemelgarn L B		0	Accident T2
32	12	2	Roberto Guerrero	STP/Dianetics L C		0	Accident T2
33	24	16	Tony Bettenhausen	Sony/Scot Lad Foods/Hardee's L C		0	Accident T2

W = FORMER WINNER; R = ROOKIE

CHASSIS LEGEND: L=Lola; M=March; P=Penske

ENGINE LEGEND: B=Buick V-6; C=Cosworth; Ch=Chevrolet; Ch V-6=Chevrolet V-6; J=Judd

#--Penalized 2 laps for passing under the yellow

TIME OF RACE: 3 hours 27 minutes 10.204 seconds

AVERAGE SPEED: 144.809 mph

MARGIN OF VICTORY: 7.076 seconds

LAP LEADERS:

# 9 Sullivan	1 - 30	#15 Jim Crawford	104
# 1 Unser	31 - 33	# 1 Al Unser	105 -112
# 9 Sullivan	34 - 94	# 5 Rick Mears	113 -121
#15 Crawford	95 -101	# 1 Al Unser	122
# 5 Rick Mears	102 -103	# 5 Rick Mears	123 -200

LAP LEADER SUMMARY: Danny Sullivan, 2 times for 91 laps; Rick Mears, 3 times for 89 laps; Al Unser, 3 times for 12 laps; Jim Crawford, 2 times for 8 laps.

CAUTION FLAGS:

1 - 5	#2 Guerrero, #16 T Bettenhausen, and #91 Brayton accident turn 2
34-39	#81 Sneva spun, contact in pit entrance
58-63	#14 Foyt contact turn 2
64-70	#71 Heimrath accident turn 4
82-88	#35 Chassey and #29 Vogler accident turn 4
93-95	Debris on track
102-106	#9 Sullivan contact turn 2
109-111	Rabbit on track
117-120	#17 Rutherford contact between turns 1 and 2
140-145	#6 Mario Andretti required tow
160-163	#23 Palmroth tow-in
167-170	#48 Moran blew engine, pulled off turn 1
175-179	#29 Vogler accident turn 3
198-200	#18 Michael Andretti lost right front sidepod, front straight

TOTAL OF 14 YELLOW STOP PERIODS



DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

UNOFFICIAL LRP STRANDINGS
May 29, 1988
RRCCE DAY

LRP/MILES	RVS.	SPEED	RECORDS						
1 2 1/2	166.254	1. #9 Sullivan	2. #5 Mears	3. #1 Unser	4. #3 Unser, Jr	5. #6 Mario Andretti	202.940	Michael Andretti	1986
2 5	87.248	6. #7 Luyendyk	7. #20 Fittipaldi	8. #10 Daly	9. #18 Mi Andretti	10. #81 Sneva	204.643	Michael Andretti	1986
4 10	75.554	1. #9 Sullivan	2. #5 Mears	3. #1 Unser	4. #3 Unser, Jr	5. #6 Mario Andretti	204.536	Michael Andretti	1986
10 25	103.866	6. #7 Luyendyk	7. #20 Fittipaldi	8. #10 Daly	9. #18 Mi Andretti	10. #81 Sneva	202.359	Michael Andretti	1986
20 30	135.655	1. #9 Sullivan	2. #5 Mears	3. #1 Unser	4. #3 Unser, Jr	5. #6 Mario Andretti	198.419	Rick Mears	1984
30 75	151.595	6. #5 Mears	7. #20 Fittipaldi	8. #10 Daly	9. #18 Mi Andretti	10. #20 Fittipaldi	192.355	Mario Andretti	1984
40 100	140.397	1. #9 Sullivan	2. #1 Unser	3. #81 Sneva	4. #6 Mario Andretti	5. #7 Luyendyk	192.724	Mario Andretti	1984
50 125	149.211	6. #3 Unser, Jr	7. #20 Fittipaldi	8. #15 Crawford	9. #18 Mi Andretti	10. #5 Mears	186.657	Mario Andretti	1984
60 150	153.112	1. #9 Sullivan	2. #7 Luyendyk	3. #15 Crawford	4. #5 Mears	5. #30 Boesel	176.627	R.J. Foyt, Jr	1974
70 175	142.950	6. #18 Mi Andretti	7. #15 Crawford	8. #5 Mears	9. #30 Boesel	10. #21 Holmes	171.113	Rick Mears	1986
		1. #9 Sullivan	2. #7 Luyendyk	3. #1 Unser	4. #3 Unser, Jr	5. #15 Cogan			
		6. #20 Fittipaldi	7. #5 Mears	8. #18 Mi Andretti	9. #30 Boesel	10. #17 Rutherford			
		1. #9 Sullivan	2. #3 Unser, Jr	3. #5 Mears	4. #1 Unser	5. #11 Cogan			
		6. #7 Luyendyk	7. #18 Mi Andretti	8. #15 Crawford	9. #30 Boesel	10. #4 Rahal			
		1. #9 Sullivan	2. #3 Unser, Jr	3. #15 Crawford	4. #1 Unser	5. #5 Mears			
		6. #20 Fittipaldi	7. #18 Mi Andretti	8. #30 Boesel	9. #4 Rahal	10. #17 Rutherford			

LRP LEADERS

YELLOW FLAGS

Laps Led	Car No./Driver	Laps	Reason
1-30	#9 Danny Sullivan	1 - 6	Accident turn 2, #2 Guerrero, #91 Brayton, and #16 T Bettenhausen
31-33	#1 R1 Unser	34-39	#81 Sneva spun, accident pit entrance
34-	#9 Danny Sullivan	58-70	#14 Foyt contact turn 2

CRRS OUT OF RACE

# 2 Guerrero	Accident turn 2
#91 Brayton	Accident turn 2
#16 T Bettenhausen	Accident turn 2
#84 Fox	Broken half shaft
# 8 Fabi	Lost left rear wheel, accident in pits
#81 Sneva	Accident pit entrance
#10 Daly	Gearbox
#14 Foyt	Accident turn 2
#71 Heizerath	Contacted wall, turn 4



LAP MILES SPEED

Laps	Car No./Driver	Laps	Reason	Laps	Car No./Driver	Laps	Reason	Records from Media Fact book, compiled by Bob Laycock
80 200	147.047	1. #9 Sullivan	2. #3 Uwehr, Jr	3. #15 Crawford	4. #1 Uwehr	5. #5 Hears	172.635	Michael Andretti 1986
90 225	141.905	6. #20 Fittipaldi	8. #30 Borseal	9. #4 Rahal	10. #99 John Andretti		174.134	Bobby Rahal 1986
100 280	142.585	1. #9 Sullivan	3. #1 Uwehr	4. #5 Hears	5. #30 Borseal		176.251	Bobby Rahal 1986
110 275	140.186	6. #20 Fittipaldi	8. #4 Rahal	9. #98 J Andretti	10. #11 Cogan		170.794	Bobby Rahal 1986
120 300	139.073	1. #5 Hears	3. #9 Sullivan	4. #1 Uwehr	5. #30 Borseal		172.678	Bobby Rahal 1986
130 325	141.641	6. #18 Ni Andretti	7. #80 Borseal	8. #97 Krueger	9. #92 Debon		174.223	Bobby Rahal 1986
140 350	144.010	1. #5 Hears	3. #15 Crawford	4. #20 Fittipaldi	5. #4 Rahal		169.497	Rick Hears 1986
		6. #18 Ni Andretti	7. #90 Borseal	8. #97 Krueger	9. #23 Palmeroh	10. #92 Debon		
		1. #5 Hears	2. #1 Uwehr	3. #15 Crawford	4. #20 Fittipaldi	5. #18 Ni Andretti		
		6. #18 Ni Andretti	7. #90 Borseal	8. #97 Krueger	9. #11 Cogan	10. #92 Debon		
		1. #5 Hears	2. #1 Uwehr	3. #15 Crawford	4. #20 Fittipaldi	5. #18 Ni Andretti		
		6. #18 Ni Andretti	7. #90 Borseal	8. #97 Krueger	9. #11 Cogan	10. #92 Debon		

LMP LEADERS

YELLOW FLAGS

Laps	Car No./Driver	Laps	Reason
1-30	# 9 Danny Sullivan	1-6	Accident turn 2, #2 Guerrero, #91 Brayton, and #16 T Bettenhausen
31-33	# 1 RI Uwehr	34-39	#81 Sneva spun, accident pit entrance
34-94	# 9 Danny Sullivan		
95-101	#15 Jim Crawford	64-71	#71 Heierath accident turn 4
102-109	# 5 Rick Hears	81-89	#35 Chassany accident
104	#15 Jim Crawford	90-96	Debris on track
105-112	# 1 RI Uwehr	102-107	#9 Sullivan contact with wall, turn
113-121	# 5 Rick Hears	109-112	Rabbit on track
122	# 1 RI Uwehr	117-121	Rutherford axle contact with wall between
123-	# 5 Rick Hears		

DRGS OUT OF RICE

Car No.	Driver	Reason
# 2 Guerrero		Accident turn 2
#91 Brayton		Accident turn 2
#16 T Bettenhausen		Accident turn 2
#84 Fox		Broken half shaft
# 8 Fabi		Last left rear wheel, accident in pits
#81 Sneva		Accident pit entrance
#10 Dally		Gearbox
#14 Foyt		Accident turn 2
#71 Heierath		Contacted wall, turn 4
#35 Chassany		Accident with #23 Vogler, turn 4
# 9 Sullivan		Accident turn 2
#17 Rutherford		Accident between turns 1 & 2
#98 J Andretti		Engine

REDD0905

RMS.
IRL/MILES SPEED

IRL/MILES	SPEED	RECORDS
150 375	143.080	1. #5 Nears 2. #1 Unser 3. #15 Crawford 4. #20 Fittipaldi 5. #4 Rahal 6. #30 Bossel 7. #18 Mi Andretti 8. #7 Lugendyk 9. #97 Krueger 10. #11 Cogan 11. #18 Mi Andretti 12. #55 Nears 13. #15 Crawford 14. #18 Mi Andretti 15. #4 Rahal 16. #1 Unser 17. #30 Bossel 18. #7 Lugendyk 19. #97 Krueger 20. #22 Sison 21. #19 Mi Andretti 22. #10 Cogan 23. #20 Fittipaldi 24. #15 Crawford 25. #18 Mi Andretti 26. #4 Rahal 27. #20 Fittipaldi 28. #97 Krueger 29. #18 Mi Andretti 30. #7 Lugendyk 31. #20 Fittipaldi 32. #8 Krueger 33. #18 Mi Andretti 34. #97 Krueger 35. #18 Mi Andretti 36. #7 Lugendyk 37. #20 Fittipaldi 38. #8 Krueger 39. #18 Mi Andretti 40. #7 Lugendyk 41. #20 Fittipaldi 42. #8 Krueger 43. #18 Mi Andretti 44. #97 Krueger 45. #18 Mi Andretti 46. #7 Lugendyk 47. #20 Fittipaldi 48. #8 Krueger 49. #18 Mi Andretti 50. #7 Lugendyk 51. #20 Fittipaldi 52. #8 Krueger 53. #18 Mi Andretti 54. #97 Krueger 55. #18 Mi Andretti 56. #7 Lugendyk 57. #20 Fittipaldi 58. #8 Krueger 59. #18 Mi Andretti 60. #97 Krueger 61. #18 Mi Andretti 62. #7 Lugendyk 63. #20 Fittipaldi 64. #8 Krueger 65. #18 Mi Andretti 66. #97 Krueger 67. #18 Mi Andretti 68. #7 Lugendyk 69. #20 Fittipaldi 70. #8 Krueger 71. #18 Mi Andretti 72. #97 Krueger 73. #18 Mi Andretti 74. #7 Lugendyk 75. #20 Fittipaldi 76. #8 Krueger 77. #18 Mi Andretti 78. #97 Krueger 79. #18 Mi Andretti 80. #7 Lugendyk 81. #20 Fittipaldi 82. #8 Krueger 83. #18 Mi Andretti 84. #97 Krueger 85. #18 Mi Andretti 86. #7 Lugendyk 87. #20 Fittipaldi 88. #8 Krueger 89. #18 Mi Andretti 90. #97 Krueger 91. #18 Mi Andretti 92. #7 Lugendyk 93. #20 Fittipaldi 94. #8 Krueger 95. #18 Mi Andretti 96. #97 Krueger 97. #18 Mi Andretti 98. #7 Lugendyk 99. #20 Fittipaldi 100. #8 Krueger 101. #18 Mi Andretti 102. #97 Krueger 103. #18 Mi Andretti 104. #7 Lugendyk 105. #20 Fittipaldi 106. #8 Krueger 107. #18 Mi Andretti 108. #97 Krueger 109. #18 Mi Andretti 110. #7 Lugendyk 111. #20 Fittipaldi 112. #8 Krueger 113. #18 Mi Andretti 114. #97 Krueger 115. #18 Mi Andretti 116. #7 Lugendyk 117. #20 Fittipaldi 118. #8 Krueger 119. #18 Mi Andretti 120. #97 Krueger 121. #18 Mi Andretti 122. #7 Lugendyk 123. #20 Fittipaldi 124. #8 Krueger 125. #18 Mi Andretti 126. #97 Krueger 127. #18 Mi Andretti 128. #7 Lugendyk 129. #20 Fittipaldi 130. #8 Krueger 131. #18 Mi Andretti 132. #97 Krueger 133. #18 Mi Andretti 134. #7 Lugendyk 135. #20 Fittipaldi 136. #8 Krueger 137. #18 Mi Andretti 138. #97 Krueger 139. #18 Mi Andretti 140. #7 Lugendyk 141. #20 Fittipaldi 142. #8 Krueger 143. #18 Mi Andretti 144. #97 Krueger 145. #18 Mi Andretti 146. #7 Lugendyk 147. #20 Fittipaldi 148. #8 Krueger 149. #18 Mi Andretti 150. #97 Krueger 151. #18 Mi Andretti 152. #7 Lugendyk 153. #20 Fittipaldi 154. #8 Krueger 155. #18 Mi Andretti 156. #97 Krueger 157. #18 Mi Andretti 158. #7 Lugendyk 159. #20 Fittipaldi 160. #8 Krueger 161. #18 Mi Andretti 162. #97 Krueger 163. #18 Mi Andretti 164. #7 Lugendyk 165. #20 Fittipaldi 166. #8 Krueger 167. #18 Mi Andretti 168. #97 Krueger 169. #18 Mi Andretti 170. #7 Lugendyk 171. #20 Fittipaldi 172. #8 Krueger 173. #18 Mi Andretti 174. #97 Krueger 175. #18 Mi Andretti 176. #7 Lugendyk 177. #20 Fittipaldi 178. #8 Krueger 179. #18 Mi Andretti 180. #97 Krueger 181. #18 Mi Andretti 182. #7 Lugendyk 183. #20 Fittipaldi 184. #8 Krueger 185. #18 Mi Andretti 186. #97 Krueger 187. #18 Mi Andretti 188. #7 Lugendyk 189. #20 Fittipaldi 190. #8 Krueger 191. #18 Mi Andretti 192. #97 Krueger 193. #18 Mi Andretti 194. #7 Lugendyk 195. #20 Fittipaldi 196. #8 Krueger 197. #18 Mi Andretti 198. #97 Krueger 199. #18 Mi Andretti 200. #7 Lugendyk 201. #20 Fittipaldi 202. #8 Krueger 203. #18 Mi Andretti 204. #97 Krueger 205. #18 Mi Andretti 206. #7 Lugendyk 207. #20 Fittipaldi 208. #8 Krueger 209. #18 Mi Andretti 210. #97 Krueger 211. #18 Mi Andretti 212. #7 Lugendyk 213. #20 Fittipaldi 214. #8 Krueger 215. #18 Mi Andretti 216. #97 Krueger 217. #18 Mi Andretti 218. #7 Lugendyk 219. #20 Fittipaldi 220. #8 Krueger 221. #18 Mi Andretti 222. #97 Krueger 223. #18 Mi Andretti 224. #7 Lugendyk 225. #20 Fittipaldi 226. #8 Krueger 227. #18 Mi Andretti 228. #97 Krueger 229. #18 Mi Andretti 230. #7 Lugendyk 231. #20 Fittipaldi 232. #8 Krueger 233. #18 Mi Andretti 234. #97 Krueger 235. #18 Mi Andretti 236. #7 Lugendyk 237. #20 Fittipaldi 238. #8 Krueger 239. #18 Mi Andretti 240. #97 Krueger 241. #18 Mi Andretti 242. #7 Lugendyk 243. #20 Fittipaldi 244. #8 Krueger 245. #18 Mi Andretti 246. #97 Krueger 247. #18 Mi Andretti 248. #7 Lugendyk 249. #20 Fittipaldi 250. #8 Krueger 251. #18 Mi Andretti 252. #97 Krueger 253. #18 Mi Andretti 254. #7 Lugendyk 255. #20 Fittipaldi 256. #8 Krueger 257. #18 Mi Andretti 258. #97 Krueger 259. #18 Mi Andretti 260. #7 Lugendyk 261. #20 Fittipaldi 262. #8 Krueger 263. #18 Mi Andretti 264. #97 Krueger 265. #18 Mi Andretti 266. #7 Lugendyk 267. #20 Fittipaldi 268. #8 Krueger 269. #18 Mi Andretti 270. #97 Krueger 271. #18 Mi Andretti 272. #7 Lugendyk 273. #20 Fittipaldi 274. #8 Krueger 275. #18 Mi Andretti 276. #97 Krueger 277. #18 Mi Andretti 278. #7 Lugendyk 279. #20 Fittipaldi 280. #8 Krueger 281. #18 Mi Andretti 282. #97 Krueger 283. #18 Mi Andretti 284. #7 Lugendyk 285. #20 Fittipaldi 286. #8 Krueger 287. #18 Mi Andretti 288. #97 Krueger 289. #18 Mi Andretti 290. #7 Lugendyk 291. #20 Fittipaldi 292. #8 Krueger 293. #18 Mi Andretti 294. #97 Krueger 295. #18 Mi Andretti 296. #7 Lugendyk 297. #20 Fittipaldi 298. #8 Krueger 299. #18 Mi Andretti 300. #97 Krueger

Records from Media Fact book.

compiled by Bob Laycock

IRL LEADERS

YELLOW FLAGS

Laps Led	Car No./Driver	Laps	Reason
1-30	# 9 Danny Sullivan	1-6	Accident turn 2, #2 Guerrero, #91 Brayton, and #16 T Bettenhausen
31-33	# 1 Al Unser	34-39	#81 Sveva spun, accident pit entrance
34-94	# 9 Danny Sullivan	58-63	#71 Heierath accident turn 4
95-101	#15 Jim Crawford	64-71	#35 Chasssey accident
102-103	# 5 Rick Nears	81-89	Debris on track
104	#15 Jim Crawford	93-96	#9 Sullivan contact with wall, turn
105-112	# 1 Al Unser	7 102-107	Rabbit on track
113-121	# 5 Rick Nears	8 109-112	Rutherford made contact with wall between
122	# 1 Al Unser	9 117-121	#5 Mario Andretti tow-in
123-200	# 5 Rick Nears	10 141-146 11 160-164 12 167-169 13 174-180 14 197-200	#23 Paleroth tow-in #29 Vogler accident #18 Mi Andretti accident

Total of 79 laps under yellow. The record since 1967 was in 1981, when there were 11 cautions for 69 laps.

CRASH OUT OF RACE

Car No.	Driver	Accident
# 2 Guerrero		Accident turn 2
#91 Brayton		Accident turn 2
#16 T Bettenhausen		Accident turn 2
#84 Fox		Broken half shaft
# 8 Fabel		Lost left rear wheel, accident in pits
#81 Sveva		Accident pit entrance
#10 Daly		Gearbox
#14 Foyt		Accident turn 2
#71 Heierath		Contacted wall, turn 4
#35 Chasssey		Accident with #29 Vogler, turn 4
# 9 Sullivan		Accident turn 2
#17 Rutherford		Accident between turns 1 & 2
#99 J Andretti		Engine
#92 Dobson		Loss of coolant
#23 Paleroth		Engine
#29 Vogler		Accident
#48 Moran		Engine
# 6 Mario Andretti		Electrical



May 29, 1988

Dominic Dobson (Moore Industries Lola #92): The race--my first on an oval--went well. Perhaps the pace was slower than anticipated but that applies to the rest of the field. The car handled great with full or low fuel loads. I did have a problem early on with boost--I couldn't get it down. That might have contributed to our blown head gasket. The race turbulence was very severe and I learned there is no such thing as "clean air" during the race. Also, I have to improve my restart technique. I particularly want to thank Moore Industries, Columbia Helicopter and Ray Neisewander, Jr of Raynor.

DEREK DALY (#10 Raynor Garage Door Lola) -- I am deflated, naturally, but our day is coming, believe me. The car was handling just as we planned. Everything was following our prerace plan. In fact, the car was so strong that Fittipaldi was actually holding me up. I could see that Mario wasn't getting away, so I was content to stay put. Then something -- perhaps a bearing -- failed in the gear box and it was irreparable. Now it is on to Milwaukee where I was third last year. It could well be our day. (On the first lap crash) "I went up into the gray with Fittipaldi and just saw the nose of Brayton. I didn't see anything else."

ARIE LUYENDYK (#7 Provimi Veal Lola Cosworth) (on the restart incident) "Kruger was asleep at the restart. He didn't have his act together. I had built up speed and had to go around him and ran into Heimrath. You can't be asleep on a restart. We had to come in and repair the wings and the suspension was bent."

MICHAEL ANDRETTI (#18 Kraco March C) "I'm pretty satisfied with the results (of the race) since I didn't have the horse power. I believe we're first in the points now. I was running quicker at the end and we improved after every pit stop, but on the straights -- forget it--it was frustrating. The yellows saved us or we would have been down another lap or two."

PAT PATRICK (Car Owner/Marlboro Racing Team March) (On Fittipaldi's 7th place finish) "I feel horrible, how would you feel. We had second fair and square. When you have someone incompetent take it away from you, it's just not fair. I don't know what they're going to do about it. There will be a protest, absolutely and we are going to file it right away."

RAUL BOESEL (#30 Domino's Pizza "Hot One" Lola C) (on being away from Indy Car racing for one year and coming back and finishing in the top 10) "I feel very good. We ran well all day. We switched cars (to a Lola for qualifying) and came out good and strong all day. We had a slow start, but picked it up on the second pit stop. What killed us was one of the pit stops where it caused us to lose one or two positions (last pit stop). The engine was strong and the car was reliable all day long. We just can't run with the Chevy's. We had one very good set of tires we used for half the race. We were strong and quick on those tires." (Boesel is now 2nd in the point standings for CART).

HOWDY HOLMES (#21 Jiffy Mixes March C) (on how the race went for him) "We didn't really do much except keep off the wall. We qualified 33rd and there really wasn't a great deal expected from us, but we kept our nose clean and ran all day. I'm happy that we were able to run all day with no problems, but finishing other than first -- no."

ROBERTO GUERRERO (#2 STP/Dianetics Lola C) (Owner Vince Granatelli) (what happened) "Brayton spun in front of Roberto and there wasn't much he could do. This is not a happy moment for us, but I guess we'll just have to wait for next year." We had a hell of a chance, the crew worked hard and the car was running well."

AL UNSER, JR. (#3 Team Valvoline March Stroh Chevy CH) (Owner Rick Galles) "It wasn't as bad as we first thought it was. It was a broken CV joint and we had everything in the pits to fix it. It was important to stay in the race for the points. We could pick up one or two points today which could make a difference in the point standings at the end of the season." (Al Jr.) "The car was running great and it felt extremely comfortable. I thought we were done when it broke, but the guys got it fixed. At first I didn't want to go back out but I think we owe it to Chevrolet to show people how good the engine really is."



May 29, 1988

TERO PALMROTH (#23 Bronson/Neste/Editor Lola C) (what happened) "The car was running great. We were running in tenth and got as high as eighty before the engine blew. I like this track very much, the car was performing well and we just had a touch of bad luck."

JIM CRAWFORD (#15 Mac Tools King Prototfab Buick Lola) (how does it feel) "It seems like we did something right. We have been out here in the snow and freezing temperatures testing and finally after four years it paid off. (problem in the last 6 laps) "I felt that something was going away with the car I radioed in, and I could hear the crew, but they couldn't hear me, so I made the decision to come in. The car was scaring me and it's difficult to drive with your heart in your throat. All four tires were changed and we were back on the track in 1 minute and 40 seconds." (how do you feel) "I feel like I could go some more, at least the monkey is off my back now." (did you think about last year) "Last year never crossed my mind, it was an unfortunate incident, but it's in the past. (courage to drive again) "While I was in the hospital the only thing I could think about was when I would be able to drive again. I look at the last year as a set back, and it was no big deal getting back into the car. It was what I wanted to do." (were you surprised with your finish) "No, Indy is a strange place, things happen here that you think are impossible."

TOM SNEVA (#81 Pizza Hut/WRTV Channel 6) (on what happened) "The car just got loose coming off the corner, and the fuel went down. But I thought when we came in and got a full load of fuel and took a little of the front wing off, it would push a little. (on how car was running) "The Chevys and the other cars weren't working as well as mine. We were so close...The Pizza Hut car was working better than anybody else in the corners. We took half a turn on the stop because I thought it would push, but then the back end jumped out. I felt it wobble a little...I thought I could catch it, but I couldn't."

MARIO ANDRETTI (#6 Amoco KMart Lola) (on first problem) "First there was a problem in the gear box. Then a leak in the oil bearing. The car felt perfect after the first long stop." (on the problem that knocked him out of the race) "The ignition just went dead and then the engine. They changed all the electronics they could change. There must be something more than that. It was another long day for us...We tried to salvage what we could for the day. We're not down yet... We'll be back."

RICK MEARS (#5 Pennzoil Z-7 Penske Chevrolet) (was it a diluted victory because it was won under a yellow flag?) "Well, that's part of the deal. I've never had to do that before, but with two laps to go, I didn't think it would make any difference. As far as I'm concerned, we just won it. It's like Roger says, 'The first half was theirs, but the second half was ours.'" (on the track conditions) "I thought I'd end up with more push and more understeer...boy, was I off! The heat made the track a lot more slippery than we thought. You really had to stay on top of it. As far as the heat itself bothering me, well, when you've got a 200 mile breeze coming through, it's not really too bad." (on dealing with the accidents) "I pretty much stayed away from the accidents. We had some pretty close calls of our own, though. Guys were slipping and sliding all over the place...It was tough avoiding them. We also had a little trouble coming into the pits with all the traffic." (on giving Penske a win on his 20th anniversary) "Everybody said it was a great gift when we took the pole. This really makes me happy. It shows that all the time, money and dedication that has been put into the past 20 years is finally really coming together." (comparing 1st and 2nd win with this one) "Everyone says that your first win is the best. But actually, my second win was better than my first because of the circumstances we had to overcome to get it. Now, the third is even better. It can't get any better than this." (what changes were made on the car?) "The car would change with the track conditions. It was loose to begin with. We changed the tires. And taking the front wing out was vital. Once we made those combination changes, we could pick the throttle back up and go with it." (did the car not have the "magic" it had during May?) "It was getting frustrating because of the difference from what it had been doing this month. But I knew what the problem was...condition. Obviously, I didn't like getting a lap down, but we knew we had to keep our nose to the grindstone and we'd come through." (Can you empathize with what Jim Crawford has been going through since his accident?) "It's tough. You come back and you're a little rusty. I know how he feels. I went to the hospital to see him, to tell him that. And he seemed to appreciate it. My hat's off to him. What he did today is worth about eight months of therapy for him." (how does it feel taking your third victory in only nine years?) "It's like Roger says, 'You can't get around here without a good horse. Time, dedication and effort put into a



May 29, 1988

ROGER PENSKE, owner, winning car (#5 Pennzoil Z-7 Penske Chevrolet)
 (on his strategy for dealing with all the yellow flags) "If you noticed, we didn't come in on every yellow. We did that so we could maintain the lap we had gotten. It comes down to knowing not to bring 'em in." (on working with Mears) "To work with a guy like Rick is great. He's like a son, a brother. He stayed with us when we were up and when we were down. I'm smiling a lot today...Rick's got a seat with us for a long, long time." (What does this win mean in your 20th year?) "It's terrific. But for our team and employees, I can't tell you how much it means. The prize money and all that doesn't matter." (about the chevy engine) "It ran all day for us. And I have Mario Illien to thank for that. He approached us about it. One day he called us and asked if we'd be interested in putting together an engine. The Chevy did a great job today. Thank you, Mario." (On marketing the Penske chassis) "We will probably sell off this year's. But we have made no decision on the '89s." (about the cost of all of this) "It hasn't cost me anything when you look at what it does for the businesses. It's almost free!"

PHIL KRUEGER (#97 CNC System Sales March) "We're overjoyed to finish. The fact that our equipment is old (an '86 March) was our biggest fear. The guys at Race Engine Services did a great job. They took old, outdated equipment and made it work. On our second to the last pit stop, I started losing the clutch, and stalled the car and lost 3 minutes in the pits. Overall, we're overjoyed and I hope our finish will attract someone's attention. This crew has never worked together before and I know that with a full-time team and better equipment we could really do well in some of the other races."

RANDY LEWIS (#24 Toshiba/Oracle/Altos/Prius Lola) (why so much time in the pits?) "We didn't have full boost, that was the problem. It was either the valve or the wastegate. We just couldn't get to run 48 full inches in the race. We had it in the shop, but what happens in the shop and what happens on the track are 2 different things. The other guys just blew my doors off on the straightaways, because I was down to 40 inches. The motor never missed a beat, and the credit goes to A.J. Watson, because he put it together. This was our last motor. We went through 2 here. It was our qualifying motor. It had 350 miles on it, and it wasn't supposed to be our race motor. Even though we weren't strong because of our boost problem, we were still out there at the finish. The crew really did their job." (finishing his first 500) "It feels really nice and says a lot for the crew, including A.J. Watson, the crew chief and the motor man, and Terry Gibbons, co-crew chief and chassis man."

STAN FOX (#84 Calumet Farm/Copenhagen March) (after dropping out after completing 2 laps) "The engine loaded up with fuel or something. I couldn't get it to clean up. I tried on the first lap to see if it would clear up but it just wouldn't clean. Then I tried it on the yellow, but it wouldn't clean then either so I brought it in."

JOHN ANDRETTI (#98 Skoal Bandit Lola) (after completing 114 laps) "We blew the motor. The track conditions were perfect. They are better now than they were in qualifying. I could have held my own, but the Buicks and the Chevies drive by you on the straightaways and then hold you up."

LUDWIG HEIMRATH, JR (#71 Mackenzie Funds/Hemelgarn Lola) (referring to incident) "I had nothing to do with it. It was one of those idiots we talk about in the drivers' meetings who hit me from behind, and when I find out who did it, I'm going to wring their neck." (more on accident) "I got punted by someone who wasn't paying attention. I got hit from behind, in the left rear. I saw him in my rearview mirror. He was about 300 yards behind me and I knew he wanted to slingshot around me on the restart. But the yellow light never went off and the pace car was still on the track...I was just trying to be really careful and bring the car back in one piece, because before the first stop it was a handful. But 50% of the problem went away after we changed tires and the car kept getting better. I'm very angry. I could wring his neck right now."

--with assistance from Ned Wicker, Hemelgarn

TED FABI (#8 Quaker State Porsche) (after retiring due to losing a left rear wheel, and brushing the inside pit wall) "We wanted to try to run all day and finish in the points. I came in and got the signal to go but the wheel wasn't on (tight). It spun quickly. There was nothing I could do." --courtesy Michael Knight, Quaker State



May 29, 1988

TONY BETTENHAUSEN (Scot Lad Foods Lola #16): The accident--I don't know what happened. I just saw a bunch of smoke in front of me. I shouldn't even have been in the wreck. We're supposed to be professionals and I only got around Turn 1 and wrecked a \$150,000 race car.

SCOTT BRAYTON (Amway Winning Spirit Lola #91): The accident--I was running 10th or 11th. I let everybody go (past me). Mike (Andretti) and I went through Turn 1 together. Then I went in (line) behind him. It (my car) got a little loose in Turn 2 and I saved it. Then I just went around on me. After I got backward (Roberto) Guerrero smacked into me. I'm very sorry for the Guerrero team. They worked very hard. It was a very heart-breaking situation. This is the biggest race of the year . . . it's so disappointing. I got burned by some fluids in the cockpit, but it was superficial.

A.J. FOYT (Copenhagen/Gilmore Lola #14): His car--We had a bad vibration. We changed the tires, then I killed the engine. The vibration was a problem from the word go. Then some dirty air caught me and took me around. His day--It ended when he hit the wall in Turn 2. The track--It was a little greasy, but that's racing. You have to take the good with the bad. For me, it was just a bad day. And I was moving up steadily when the dirty air caught me.

DANNY SULLIVAN (Miller High Life Penske #9): His car--We knew we had a problem and it got worse. It was probably the wing adjuster in front. It picked up a lot of push. The adjuster was broken. I finally banged it up (in Turn 2). The race--I knew I had a good car and I wasn't surprised I had the lead. I was doing 210 quite easily. For me, the car worked good at the beginning. But it was much too early to tell if it was going to be my race. The weather--It didn't bother me (the heat). The track was in great shape.

KEVIN COGAN (Schaefer/Playboy/Machinists March #11): His car--It was loose all day. It was just not a good setup all day. We tried all day long to improve it. It was the worst setup I've had here. I just didn't do a very good job setting it up. We could have had a bad shock. It (the car) felt a lot better in Thursday's final testing. The handling was just a little bit of everything just wasn't right.

BOBBY RAHAL (Budweiser Truesports Lola #4): His day--When you start that far back (in 19th position), you need yellows to help you. We really had a pretty good day, considering we started with a set of wheels we didn't want. That hurt me early on. It messed up the car totally. About mid-race I was running as fast as anybody, but we were behind the 8-ball all day. If I could have gotten on the same lap with Rick (Mears), it might have been different. His car--It really ran without a hitch. But we had a flat (left rear). We ran hard and the car was very reliable. The flat cost us. What we needed was one more yellow. Losing a lap (with the flat) hurt me. After that the car ran beautifully. But the flat may have given us the underpush we had. The race--In traffic I was doing 199s and 200s. That's tough to do in traffic when the car is pushing. Once we got the right wheels the car certainly was no worse than any other. The outcome--I am happy for Rick. He is a good friend. Obviously, he is going to win more than three times. We had a real chance to be on the same lap (as Mears). I'd rather win, sure, but we did pretty well. Overall . . . the thing (car) made it. Our pitwork was again superb.

DICK SIMON (Uniden/Soundesign Lola #22): The race--I stayed out of trouble all day but almost lost it six times. I got sideways at the start in Turn 1. Randy Lewis jerked in front of me and I had to turn left more than I wanted to, but I was lucky. I sneaked underneath (the Brayton-Guerrero wreck). I was lucky. His car--It was loose all day. I jerked the car pretty hard (to avoid Lewis). I think something changed in the suspension. We changed tires and adjusted the wings, but it didn't affect the handling very much. The biggest problem I had was running in traffic. The outcome--We had two cars finishing in the Top 10 (Arie Luyendyk was the other). Had Tero Palmroth (in the other team car) not burned a piston, we might have finished 8-9-10. His future--I feel like a million bucks. There's nothing wrong with my health. I like to race the next 5-10 years. (At 54, Simon has been the oldest Indy 500 driver the last three years).

BILL VUKOVICH III (Genesee Beer Wagon March #56): His race--It was a struggle. Our goal was to finish in the Top 10 and win "Rookie of the Year." I think we finished 14th. I still hope I'll win rookie honors. Sure, I am a bit disappointed. I wanted to finish higher up. On one pit stop I killed the engine. Then the motor wouldn't fire. The first accident--That was as close as I came to being involved. I just ran through it.