



1989

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 73RD RUNNING OF THE 500-MILE RACE AND THE 44TH 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.

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# 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 1989 Race

--Former Rookie Winners

--Pace Cars and Drivers (1911 - 1989)

--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

1989 AWARDS AND PRIZES (pages 1-2)

### DAY BY DAY TRACKSIDE REPORTS

--Day 1 - Saturday, May 6, 1989

--Day 2 - Sunday, May 7, 1989

--Day 3 - Monday, May 8, 1989

--Day 4 - Tuesday, May 9, 1989

--Day 5 - Wednesday, May 10, 1989

--Day 6 - Thursday, May 11, 1989

--Day 7 - Friday, May 12, 1989

--Day 8 - Saturday, May 13, 1989 (1st qualifying day - 1 page)

--Day 9 - Sunday, May 14, 1989 (2nd qualifying day - pages 1 - 5)

--Day 10 - Monday, May 15, 1989

--Day 11 - Tuesday, May 16, 1989

--Day 12 - Wednesday, May 17, 1989

--Day 13 - Thursday, May 18, 1988

--Day 14 - Friday, May 19, 1989

--Day 15 - Saturday, May 20, 1989 (3rd qualifying day - pages 1 - 2)

--Day 16 - Sunday, May 21, 1989 (4th qualifying day - pages 1 - 2)

--1989 ACCIDENT SUMMARY

--Final Practice - Thursday, May 25, 1989

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## 1989 "500" Statistics

There were 107 cars entered for this year's race, 10 fewer than the record number of 117 in 1984; 80 cars arrived and were housed in the garage area. 80 cars passed initial USAC technical inspection, 74 received final USAC certification. 78 cars made practice runs. 46 cars attempted qualifications, 38 completed qualification runs, 4 were bumped, 1 run disqualified, 56 drivers passed their required medical examinations and 50 actually drove on the race course. Of those, 10 were rookies. At the conclusion of qualifications, rookies and 29 veterans made the starting line-up.

### STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS

1st--13	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.

### FORMER WINNERS IN THE 1989 RACE

Mario Andretti (1969)	Bobby Rahal (1986)
A.J. Foyt (1961, 64, 67, 77)	Tom Sneva (1983)
Gordon Johncock (1973, 82)	Danny Sullivan (1985)
Rick Mears (1979, 84, 88)	Al Unser (1970, 71, 78, 87)

Two of these former winners also have sons in the starting field - #6, Michael Andretti and #2, Al Unser, Jr. Billy Vukovich, III, grandson of the late former two-time winner, Bill Vukovich, is in the field for the second time.

Youngest winner.....Troy Ruttman (1952) - 22 years old  
 Oldest winner.....Al Unser (1987) - 47 years old  
 Youngest driver in this race.....John Jones - 23 years old  
 Oldest driver in this race.....A. J. Foyt - 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  
 Fewest 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 and Pancho Carter in 1985 finished 33rd

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 (1953-54) and Al Unser (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), Bobby Unser (1968, 75, 81) and Rick Mears (1979, 84, 88). The two-time winners, besides Milton, are Vukovich (1953, 54), Rodger Ward (1959, 62) and Gordon Johncock (1973, 82).

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." (12/3/51).
- George Snider is the only driver to have used 15 different car numbers.
- 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 was the first in history to be occupied by cars of the same team.

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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 - 13

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
		1988 - Rick Mears

### 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 Neuburg
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	Harmon 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" Rader	1967	Camaro	Mauri Rose
1928	Harmon	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" Rader	1971	Dodge	Eldon Palmer
1932	Lincoln	Edsel Ford	1972	Oldsmobile	Jim Rathmann
1933	Chrysler	Byron Foy	1973	Cadillac	Jim Rathmann
1934	LaSalle	"Big Boy" Rader	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
			1989	Pontiac	Bobby Unser

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MORE "500" STATISTICS - page 3

## LAP LEADERS GOING INTO THIS YEAR'S RACE (Active Drivers in Field)

DRIVER	LAPS LED
Al Unser.....	625
A.J. Foyt.....	553
Mario Andretti.....	460
Rick Mears.....	399
Gordon Johncock.....	339
Tom Sneva.....	208
Danny Sullivan.....	162
Gary Bettenhausen.....	138
Bobby Rahal.....	87
Michael Andretti.....	45
Teo Fabi.....	37
Kevin Cogan.....	13
Emerson Fittipaldi.....	12
Al Unser, Jr.....	10
Pancho Carter.....	8
Jim Crawford.....	8
Scott Brayton.....	1

## START/FINISH POSITIONS FOR BANK ONE ROOKIE-OF-THE-YEAR DRIVERS

YEAR	DRIVER	START	FINISH	YEAR	DRIVER	START	FINISH
1952	Art Cross	20	5	1973	Graham McRae	13	19
1953	Jimmy Daywalt	21	6	1974	Pancho Carter	21	7
1954	Larry Crockett	25	9	1975	Bill Puterbaugh	15	7
1955	Al Herman	16	7	1976	Vern Schuppan	17	18
1956	Bob Veith	23	7	1977	Jerry Sneva	16	10
1957	Don Edmunds	27	19	1978	Larry Rice & Rick Mears	30	11
1958	George Amick	25	2	1979	Howdy Holmes	3	23
1959	Bobby Grim	5	26	1980	Howdy Holmes	13	7
1960	Jim Hurtubise	23	18	1980	Tim Richmond	19	9
1961	Parnelli Jones & Bobby Marshman	5	12	1981	Josele Garza	6	23
1962	Jim Mc Elreath	33	7	1982	Jim Hickman	24	7
1963	Jim Clark	7	6	1983	Teo Fabi	1	26
1964	Johnny White	5	2	1984	Michael Andretti & Roberto Guerrero	4	5
1965	Mario Andretti	21	4	1985	Arie Luyendyk	7	2
1966	Jackie Stewart	4	3	1985	Arie Luyendyk	20	7
1967	Denis Hulme	11	6	1986	Randy Lanier	13	10
1968	Bill Vukovich, Jr.	24	4	1987	Fabrizio Barbazza	17	3
1969	Mark Donohue	23	7	1988	Bil Vukovich, III	17	3
1970	Mark Donohue	4	7			23	14
1971	Donnie Allison	23	4				
1972	Denny Zimmerman	28	8				
	Mike Hiss	25	7				

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 Rick Mears on lap 166 in 1988 (Also fastest leading lap). His time was 42.956 seconds and speed was 209.517.
- Lowest starting position of a race winner is 28th by Ray Harroun in 1911 and Louis Meyer in 1936.

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MORE "500" STATISTICS - page 4

FACTS, COLUMN NOTES (cont'd):

- Johnny Rutherford (1976 - 1980) and Rick Mears (1979 - 1988) are the only drivers to win the "500" from the pole twice.
- 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, Bobby Unser and Rick Mears 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. Mears from the pole in 1979 and 1988 and from third in 1984.
- 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.
- 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.

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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 1988, when Rick Mears, Al Unser and Danny Sullivan led the race in Penske-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.
- Bobby Unser is the only driver to have won in three different decades (1968, 1975, 1981).
- Gary Bettenhausen's third-place finish in 1980 is the highest finish ever for the slowest qualifier of a starting field.
- Rick Mears is the only driver to have led six consecutive races. Next best is five straight by Rex Mays, Mauri Rose, Bobby Unser and Tom Sneva.
- Bill Vukovich led the most laps of a race a record three consecutive times (1952-54).
- A.J. Foyt has led a record 13 races.
- Parnelli Jones (1961-64) and Jim Clark (1963-66) are the only drivers to have led the race in each of their first four starts.
- Most drivers to have ever led a race is 10 in 1980.
- Most former winners to lead a race is five in 1980 and 1981. 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.

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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 seven Indianapolis 500s, most-ever for a father-son combination in the same events. Mario and Michael Andretti have qualified for the last six.
- 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.
- Rick Mears took home a record \$809,853.04 in prize money for winning the 1988 "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, 35 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 by Jerry Unser (1), Bobby Unser (19) and Al Unser (24, counting 1989). The combined total of 43 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 1989's four rookies, 581 different drivers have started at least one Indianapolis 500. Counting the four, A.J. Foyt has started against a record 225 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.

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1989 INDIANAPOLIS 500 MILE RACE  
CHIEF MECHANICS AND MEDIA RELATIONS REPRESENTATIVES

CAR NO.	DRIVER	CHIEF MECHANIC	MEDIA REPRESENTATIVE
1	Danny Sullivan	Tim Bumps	John Love
2	Al Unser, Jr.	Oven Snyder	Bob Walters
3	Scott Pruett	Jim Prescott	Gary Ronberg
4	Rick Mears	Richard Buck	Deke Houlgate
5	Mario Andretti	Carl Dean	Michael Knight
6	Michael Andretti	Tom Wurtz	Michael Knight
7	Tom Sneva	Larry Curry	Harvey Duck
8	Teo Fabi	Steve Erickson	Steve Brown
9	Arie Luyendyk	Andreas Leberle	Ned Wicker
10	Derek Daly	Kim Green	Jim Dinsmore
11	Kevin Cogan	Mark Bridges	Bob Peitacher
12	Didier Theys	Sal Incandela	Stuart Chase
14	A.J. Foyt, Jr.	Jack Starne	Anne Fornoro
15	Jim Crawford	Mark Scott	Bob Abdallah/ Susan Arnold
18	Bobby Rahal	Barry Green/ Trev Weston	Lynda Havens/ Carol Wilkins
20	Emerson Fittipaldi	Tom Anderson	Kevin Diamond/ Mark Curran
22	Scott Brayton	Bryant Ingalls	Brad Amster
24	Pancho Carter	John Barnes	Buddy McAtee/ Sheryl Matthys
25	Al Unser	Rick Rinaman	Dan Luginbuhl
28	Randy Lewis	Peter Jamie	Roman Kuzma
29	Rich Vogler	Bevan Weston	Bob Peitacher
30	Raul Boesel	Mike Battersby	Chris Stock
33	Rocky Moran	Craig Baranowski	Anne Fornoro
50	Davy Jones	Dave Thomas	Dave Thomas/ Antonio Ferrari
56	Tero Palmroth	Galen Fox	Dick Hammond/ Galen Fox
65	John Jones	James Fraser	Kent Jacobs
69	Bernard Jourdain	Paul Diatlovich	John Baker
70	John Andretti	Larry Curry	Vince Granatelli
71	Ludwig Heimrath, Jr.	Ron Daves	Billy Edwards
81	Billy Vukovich III	Larry Burton	Billy Edwards
86	Dominic Dobson	Walter Gerber	Teri Rogers/ Hank Ives
91	Gordon Johncock	Corey Phillip	Harvey Duck
99	Gary Bettenhausen	Mark Stainbrook	Brad Craig
ALTERNATES:			
98	Johnny Rutherford	Phil Casey	
77	Phil Krueger	David McLerran	Bill Allee

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

1989 AWARDS AND PRIZES



## QUALIFYING:

- PPG POLE AWARD -- \$100,000 (pole winner) to Rick Mears.
- STARCRAFT/CHEVROLET POLE AWARD -- \$30,000 (pole winner) to Rick Mears.
- UNO CARD GAME QUALIFYING AWARDS -- \$60,000 (\$20,000 to fastest qualifier of second, third and fourth qualifying periods) to Michael Andretti, Danny Sullivan, Billy Vukovich III.
- GTE FRONT RUNNERS AWARD -- \$30,000 (\$10,000 to each front-row driver) to Rick Mears, Al Unser and Emerson Fittipaldi.
- TRUE VALUE MASTER MECHANIC AWARD -- \$10,000 + Lawn Chief Garden Tractor (to pole-winning chief mechanic) to Richard Buck.
- OSCAR MAYER "TOP DOG" AWARD -- \$10,000 (to driver of fastest single qualifying lap) to Rick Mears.
- AMOCO "ON THE BUBBLE" AWARD -- \$5,000 (to 33rd fastest qualifier) to Bernard Jourdain.
- INDIANA BELL "FIRST IN THE FIELD" AWARD -- \$5,000 (to first qualifier) to Al Unser.
- AMERITECH "YOUNGEST STARTING DRIVER" -- \$5,000 (to youngest starting driver) to John Jones.
- ACCUSPLIT/JIM ELLIS "MOST CONSISTENT QUALIFYING LAPS" AWARD -- \$5,000 (to driver with most consistent qualifying run) to Rich Vogler.
- STROH "OLDEST STARTING DRIVER" AWARD -- \$5,000 (to oldest driver in field) to A.J. Foyt.
- INDIANAPOLIS MOTOR SPEEDWAY QUALIFYING AWARDS -- \$35,000.

## RACE DAY:

- AMERICAN DAIRY ASSOCIATION -- \$7,000 (\$5,000 to winner, \$1,500 to fastest rookie and \$500 to winning mechanic).
- BANK ONE, INDIANAPOLIS "ROOKIE OF THE YEAR" AWARD -- \$10,000.
- BEAR "LEADER AT LAP #59" AWARD -- \$5,900.
- BORG-WARNER TROPHY AWARD -- \$35,000 + trophy replica (to race winner).
- CAMPBELL SOUP AWARD -- \$5,000 (to race leader at lap #8).
- CLINT BRAWNER MECHANICAL EXCELLENCE AWARD -- \$5,000 (to outstanding mechanic).
- GENERAL FOODS PASS AWARD -- \$5,000 (to driver with most improved position).
- GOODYEAR "WINNING CAR OWNER" AWARD -- \$5,000 + ring.
- HERFF JONES "CHAMPION OF CHAMPIONS" RING -- \$9,000 + winner's ring.
- INB "LEADER'S CIRCLE" AWARD -- \$10,000 (to driver who leads most laps in race).
- KAY JEWELERS/LONGINES "73RD ANNIVERSARY" AWARD -- \$5,000 + watch (to race leader at lap #73).
- KODAK "250 MILE" AWARD -- \$7,500 (to race leader at 250 miles).
- MACHINISTS UNION "WINNING CHIEF MECHANIC" AWARD -- \$6,000.
- MARLBORO "500 MILE CLUB" AWARD -- \$75,000 (split among drivers completing the 500 miles).
- MERCHANTS "CHECKERED FLAG" AWARD -- \$10,000 (to race winner).
- MILLER PIT STOP CONTEST -- \$51,000 (1st-\$25,000, 2nd-\$15,000, 3rd and 4th-\$5,000 each, first alternate-\$1,000).
- NADA MILESTONE AWARDS -- \$10,000 (to race leaders at 100, 200, 300 and 400 miles).
- PONTIAC TRANS AM PACE CAR AWARD -- 1989 Pace Car replica (to winner).
- LOUIS SCHWITZER AWARD -- \$5,000 (awarded for innovation and engineering in the field of race car design) to Anthony Purnell of Pi Research.
- REYNOLDS AND REYNOLDS "TEAMWORK" AWARD -- \$5,000 (to winning team).
- SEARS CRAFTSMAN PIT CREW AWARD -- \$30,000 (to team with least accumulated time in pits).
- TRUCKERS TOY STORE AWARD -- \$5,000 (awarded for beauty of transport vehicles).

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CONTINGENCY AWARDS:

BELL HELMETS	--	\$ 6,000
ROBERT BOSCH CORPORATION	--	68,000
CANON, U.S.A.	--	7,500
CHAMPION SPARK PLUG CO.	--	68,000
CHEVROLET MOTOR DIVISION	--	25,000
DELCO BATTERY, GMC	--	20,000
EARL'S PERFORMANCE PRODUCTS	--	6,750
FIRST BRANDS-STP OIL TREATMENT	--	15,000
FIRST BRANDS-STP FILTERS	--	5,000
HAVOLINE	--	10,000
HILTON OIL CORPORATION	--	5,000
HYPERCO	--	5,000
IDEAL DIVISION/PARKER AUTOMOTIVE	--	5,000
INDIANA OXYGEN COMPANY	--	5,000
LOCTITE CORPORATION	--	25,000
MALLORY IGNITION	--	5,000
MOBIL OIL CORPORATION	--	25,000
PPG INDUSTRIES	--	165,000
PENNZOIL PRODUCTS COMPANY	--	13,000
PREMIER INDUSTRIAL GROUP	--	6,000
QUAKER STATE	--	10,000
RAYBESTOS/BRAKE PARTS, INC.	--	20,000
ROCKWELL INTERNATIONAL	--	10,000
CRAFTSMAN TRACTORS	--	5,000
SEARS ROEBUCK MERCHANDISE GROUP	--	25,000
SIMPSON RACE PRODUCTS	--	12,850
SNAP-ON TOOLS	--	5,000
SPEED-PRO BY SEALED POWER	--	5,000
STANT INCORPORATED	--	5,000
VALVOLINE OIL COMPANY	--	20,000
VANDERVELL AMERICA, INC.	--	5,000
WARNER-ISHI	--	6,000
THE WAX SHOP	--	15,000
WIL EQUIPE	--	5,000

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 1 - SATURDAY, MAY 6, 1989

Arie Luyendyk and the #9T Provimi Veal Lola won an uncontested race today to be first on the track when it opened for practice at 12:57 p.m. with a 190 mile-an-hour speed limit imposed by Chief Steward Tom Binford. Dick Simon Racing, Luyendyk's team, traditionally has been a contender for the honor of "first out" of the month. Last year, however, Raul Boesel beat Simon, then a driver, for the honor. Binford lifted the speed limit at 1:58 p.m. "You get a lot of attention because it's the opening of the season at Indy for the month of May," Luyendyk said of his first-out status. "This year, it was a lot easier because there was nobody (else) in the pit ready to go."

Bill O'Neill, director of public relations for Pontiac Motor Division, presented the keys to the 20th Anniversary Trans Am pace car to Speedway President Joe Cloutier at opening ceremonies this morning. Cloutier then turned the keys over to Binford for the traditional ceremonial laps preceding the opening of practice. Cloutier also turned to three-time winner Bobby Unser, who drives the pace car for the first time this year, and said, "you know you're supposed to get off (the track), don't you?" Then to the audience, he added, "I hope he remembers that."

Prior to opening ceremonies and throughout the day, snow flurries descended intermittently. "I don't remember it," said Cloutier at opening ceremonies, "but I was told that in 1960 we had snow at opening ceremonies."

The ninth annual "Save Arnold II" Barbecue for the benefit of Special Olympics is scheduled for Sunday in the flag lot behind the tower. More than 4,000 Special Olympians are expected to participate, with "500" drivers serving as coaches for the youths. The activities begin at 2:30 p.m. with Special Olympians staging demonstrations in soccer, a 50-meter shuttle relay and the standing long jump. Through the first eight editions of the Arnold II program, more than \$608,000 has been raised for Special Olympics. The barbecue at the Speedway hospitality area follows the event activities at 3:45 p.m.

Loctite Corporation, an active part of the Indianapolis 500 tradition since 1972, honors chief mechanics of the 1989 entries at the first Loctite Chief Mechanics Recognition Dinner tonight at the Speedway Motel.

Nine rookies passed the first phases of their rookie test during USAC's Rookie Orientation Program April 28-30. They are Bernard Jourdain, Steve Saleen, Scott Pruett, Steve Butler, Didier Theys, Michael Greenfield, Scott Harrington, Buddy Lazier and John Jones. All but Jones must complete their final phase during regular official practice. Jones, the 1988 series rookie of the year who practiced here last year, is not required to take the final portion. Dick Ferguson, a non-starter at Indy since 1980, is required to take a 20-lap refresher without drivers in the corners as observers. Dale Coyne, who failed to make the field in a 1988 bid, and Bobby Olivero, who has not started at Indy since 1977, are required to take the full rookie test. Rookies Jean Pierre Frey, Andy Hillenburg and Kevin Whitesides were told by USAC officials to acquire additional high-speed experience before making another bid next year at Indy.

Three cars have been withdrawn from the original entry list of 107. They are cars #54 and #64 fielded by Gary Trout Racing and car #88 fielded by Hemelgarn Racing.

The #16T of Tony Bettenhausen has a new car name, effective today. It's now the Federal Truck Driving School/Amx/Central Indiana GMC Truckin' Dealers Lola.

The fewest cars to take the track on opening day was three, in 1979, when only six machines had passed technical inspection. Weather on opening day that year was sunny and mild.

The Indianapolis Motor Speedway Photo Shop has extended its hours for the '89 month of May. It'll be open 7 a.m.-7 p.m. daily.

The team with the fastest pit stops on Race Day will be awarded up to \$30,000 from Sears Craftsman, which began its sponsorship of the competition in 1986. Sears will present a guaranteed \$5,000 to the fastest of the pit crews and a \$25,000 bonus if the winning team has a Craftsman Pro-Set 2000 tool chest and rollaway cabinet in its pit. Last year, Rick Mears and his Pennzoil winning crew headed by Peter Parrott captured the Craftsman contest and the \$5,000 prize. Mears made seven stops for a total of 4:33. Three seconds behind was the Schaefer/Playboy/Machinists car driven by Kevin Cogan with crew chief Mark Bridges, taking the \$25,000 bonus.

Cars on the track on Day #1 were: #3 Scott Pruett, Budweiser Truesports Lola Judd; #9T Luyendyk; #16 T. Bettenhausen; #18 Bobby Rahal, Kraco Racing Team Lola; #22T Scott Brayton, Amway/Speedway/Uniden Lola; #24 Pancho Carter, Hardee's Lola; #44 Scott Harrington, Holloway Ready Mix/Pace Electronics/H&H Racing Lola; #56 Tero Palmroth, Neste/Rotator/Nanso Lola; #61 Butler, Stoops Racing Team Lola; #71T, Ludwig Heimrath, Jr., MacKenzie Industrial Group of Funds Lola; #86 Dominic Dobson, Texaco Havoline Star Lola.

Luyendyk was the fastest of the day unofficially at 213.675. Last year, no driver exceeded that speed until Day #4, when Rick Mears hit 220.048. Other unofficial speeds: Butler 206.659, Rahal 197.6, Pruett 191.6 and T. Bettenhausen 183.9.

A total of 52 cars are now at the Speedway, 34 have passed technical inspection and 18 are in the process. There were three yellows for 1 hour, 18 minutes, including a 58-minute caution for snow 3:15-4:13 p.m. During track activity period today, the high was 45 and low was 40. Winds today ranged from NNW at 23 to 32 miles an hour at 1 p.m. to NW winds at 14 miles an hour at track closing.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 2 - SUNDAY, MAY 7, 1989



Today's ninth annual "Save Arnold II" Special Olympics program and barbecue raised \$84,350 for Indiana Special Olympics, according to Speedway Chairman Mari Hulman George. "It seems like every year it gets bigger and bigger," she said. "Hopefully, we'll have some other miscellaneous donations. This is one of our bigger years." The tally raises the total over the event's nine-year history to \$692,350. More than 5,500 tickets were sold and more than 4,000 Special Olympians were on hand. It's the single largest fund-raiser of the year for Special Olympics. Indy Car drivers serving as coaches for the demonstrations this year were John Paul, Jr., Steve Chassey, Tero Palmroth, Johnny Rutherford, Stan Fox, George Snider, Pancho Carter and Scott Harrington.

Bernard Jourdain, Scott Pruett, Michael Greenfield, Didier Theys and Steve Butler completed the final phase of their rookie tests by mid-afternoon.

Steve Butler's lap at 214.234 miles an hour is the fastest-ever lap for a rookie in practice at Indianapolis. The fastest rookie qualifying runs of 211.253 for one lap and 210.096 for a four-lap average were set last year by Dominic Dobson on the third qualifying day. "There's a real fine line between feeling good and feeling not so good," Butler said. "I want to make sure I get qualified. I have 500 miles to learn about traffic. At 214... some people think we ought to rest on that. But we're racers, so we want to go as fast as we can go. We're tantalizingly close to 215 but we're trying to strike a balance between being there when qualifying comes around and improving the car. Our radar gun shows 218 on the straight and we're lapping at 213-214, so it'll be pretty hard to increase without getting more straightaway speed."

The 44 cars on the track today is the most for a Day #2 since 44 took the track on Day #2 in 1984.

The increase in the top speed from Day #1 to Day #2 in 1989 is the most since 1981, when Pancho Carter was the fastest on Day #1 at 181.125 miles an hour and Al Unser was the fastest on Day #2 at 190.395. Arie Luyendyk was fastest on Day #1 at 213.675.

Emerson Fittipaldi's fastest speed of the day of 221.347 was not exceeded by a driver last year until Day #5, when Mario Andretti hit 221.565.

"During the last few laps, everything got better," Fittipaldi said. "The boost... the balance... everything was beautiful. The track is smoother. It looks wider. It's better than before. (It looks wider because) it's all black. There's no gray. We worked on the handling and the boost all day long and finally, this afternoon, we put it all together." (about the speed) "I didn't expect it. When it gets hot next week, we'll really see how the cars perform. If the weather stays cool, 225 could be achieved." (Roger Penske, Danny Sullivan and Rick Mears rode past Fittipaldi's pit and Fittipaldi was asked if he thanked Mr. Penske yet.) "No, not yet. I should, though."

Cars on the track today: #1 Danny Sullivan, Miller High Life Penske Chevrolet; #2 Al Unser, Jr., Team Valvoline-Lola-Stroh Light-Chevrolet; #3 and #3T Scott Pruett, Budweiser Truesports Lola Judd; #4 Rick Mears, Pennzoil Z-7 Penske Chevrolet; #5 and #5T Mario Andretti, K mart Havoline Lola; #6 Michael Andretti, K mart Havoline Lola; #7 and #7T Tom Sneva STP/Granatelli/Buick Lola; #8T Teo Fabi, Quaker State Porsche; #9 and #9T Arie Luyendyk Provimi Veal Lola; #10T Derek Daly, Raynor Garage Doors Lola; #11 and #11T Kevin Cogan, Schaefer Beer/Playboy Fashions/Machinist Union March; #12 and #12T Didier Theys, Arciero Nines/Arciero MacPherson Racing Teams PC-17; #15 and #15T Jim Crawford, Mac Tools Distributors/Planters Buick; #16 Tony Bettenhausen, Federal Truck Driving School/AMAX/Central Indiana GMC Truckin' Dealers Lola; #18 Bobby Rahal, Kraco Racing Team Lola; #20 Emerson Fittipaldi, Marlboro Racing Team PC-18; #22 and #22T Scott Brayton, Amway/Speedway Uniden Lola; #24 Pancho Carter, Hardee's Lola; #25 Al Unser, Marlboro Penske Chevrolet; #29T Rich Vogler, Jonathan Byrd's Cafeteria/Bryant March; #30 Raul Boesel, Domino's Pizza "Hot One" Lola; #35 Buddy Lazier, Lazier Racing March; #44 Scott Harrington, Holloway Ready Mix/Pace Electronics/H&H Racing Lola; #50 Davy Jones, Euromotorsport Lola; #56 Tero Palmroth, Neste/Rotator/Nanso Lola; #61 Steve Butler, Stoops Racing Team Lola; #63 Michael Greenfield, Greenfield Industries Lola; #65 John Jones, Labatt's Prototab Racing Team Lola; #69 and #69T Bernard Jourdain, Andale Racing - Monarch Sports Lola; #70 John Andretti, Granatelli/Buick Lola; #71T Ludwig Heimrath, Jr., MacKenzie Industrial Group of Funds Lola; #81T Billy Vukovich III, Hemelgarn/Consani Racing Lola; #86 Dominic Dobson, Texaco Havoline Star Lola; #91 Gordon Johncock, STP-Lola/Pizza Hut-KATV Lola; #99 Gary Bettenhausen, ATEC Environmental Lola/Buick.

A total of 59 cars are now at the Speedway, 51 have passed technical inspection and eight are in the process. 35 drivers have been on the track to date. There were 16 yellows for one hour, 44 minutes. High temperature today was 54 at 4:30 p.m. Low was 33 at 6 a.m. Winds out of NSW 10-13 miles an hour.

## TOP 10 OF THE MONTH

5/7	Emerson Fittipaldi	Marlboro Racing Team Penske (20)	221.347
5/7	Michael Andretti	K mart/Havoline Lola (6)	220.858
5/7	Al Unser, Jr.	Team Valvoline-Lola-Stroh Light-Chev (2)	219.458
5/7	Jim Crawford	Mac Tools Distributors-Planters Buick (15)	219.031
5/7	Mario Andretti	K mart/Havoline Lola (5)	218.978
5/7	Mario Andretti	K mart/Havoline Lola (5T)	218.658
5/7	Bobby Rahal	Kraco Racing Team Lola (18)	218.658
5/7	Rick Mears	Pennzoil Z-7 Penske (4)	218.023
5/7	Tom Sneva	STP-Granatelli-Buick Lola (7)	215.723
5/7	Raul Boesel	Domino's Pizza Hot One Lola (30)	215.672

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 3 - MONDAY, MAY 8, 1989

Rookie Steve Saleen, who made his first appearance of the month on the track today, is coming off a win Sunday in the Sports Car Club of America's Racetruck Challenge at Sears Point near Sonoma, Calif.

Chief Steward Tom Binford explained procedures for administering the safety lane on the course. In an April 18 USAC supplementary regulation bulletin, under race course regulations, it states:

"During practice periods, qualifications and the race, cars are not permitted to drive beneath the yellow (amended to white) lines in the turns, unless they are warming up or entering the pits. Flagrant violations of this regulation during practice and/or qualifications may result in penalties being assessed and during the race, a black flag stop and go detention penalty may be utilized."

"We are not doing it to slow them down," Binford said today. "We're doing it to maintain a safety lane. It's to be used in an emergency and not for racing. There will be a penalty assessed for any car with the right-side wheels under the line unless forced there to avoid an accident."

Binford said television may be used as a backup to observers but that plan is not definite at this time.

"If the infraction occurs during qualifying, the lap would not be counted and it would be an incomplete attempt," Binford said.

Buddy Lazier and Scott Harrington became the sixth and seventh rookies to pass their driver's tests.

The 49 cars that took to the track today is a record for Day #3.

Recapping practice of a year ago in view of the high speeds today: Last year, Mario Andretti hit a high practice speed of 221.565 on Day #5 of practice. Rick Mears hit a high practice speed of 222.827 at 9:54 a.m. on Day #8, the first qualifying day of the '88 month of May. They were the only two drivers to exceed 220 miles an hour in Speedway history until Emerson Fittipaldi and Michael Andretti passed that barrier on Day #2 and the subsequent flurry of 220-plus runs today.

RICK MEARS: (Ideal conditions?) "It's as good as you could get it. There was a cloud cover. It was cool. We had a new surface. Everything made a big difference." (About track being comfortable) "The only way to go faster is to make it uncomfortable." (Is 230 possible?) "It's not out of the realm for next year given the technological changes. It will only take time to reach that speed." (What will run out first, motor or chassis?) "It's like a seesaw. We can make it very comfortable at 210 with the throttle wide open but we won't be going anywhere. So we need to make other changes to get the speed up." (Top speed for '89?) "Well, I was off by four for '88." (Can he do four laps together at 225?) "Well, maybe if my heart will take it." (Was it a goal to be fastest today?) "No, we weren't trying to run quick. We were just going to see if we could be in the ball park." (Did you want to be the first to reach 225?) "That wasn't our goal. What we wanted to do was go out and improve each time. If another team runs 225, we want to run 226." (Faster from here?) "I haven't seen a year yet here when it hasn't. It's just more difficult to find."

Cars on the track on Day #3 were: #1 Sullivan; #2 Unser, Jr.; #3 and #3T Pruett; #4 Mears; #5 Mario Andretti; #6 Michael Andretti; #7, #7T and #7TT Sneva; #8T Fabi; #9 and #9T Luyendyk; #10 Daly; #11 Cogan; #12 and #12T Theys; #14 A.J. Foyt, Copenhagen-Calumet Farm-Gilmore Lola; #15 and #15T Crawford; #16 Tony Bettenhausen; #18 Rahal; #20 Fittipaldi; #22 Brayton; #24 Carter; #25 Unser; #28 Randy Lewis, Toshiba-Oracle/TEAMKAR Lola; #29T Vogler; #30 and #30T Boesel; #35 Lazier; #44 Harrington; #50 Davy Jones #56 Palmroth; #59 Steve Saleen, Saleen/Auto Express March; #61 Butler; #63 Greenfield; #65 John Jones; #69 Jourdain; #70 John Andretti; #71T Heimrath, Jr.; #77 Phil Krueger, US Engineering/Dynamic Special Penske; #81 Vukovich; #86 and #86T Dobson; #91 Johncock; #97T Steve Chassey and John Paul, Jr., Miyano/Kasle/Mistral Lola; #98, Johnny Rutherford, Menard, Inc. Lola; #99 Gary Bettenhausen.

A total of 64 cars are now at the Speedway and 55 have passed technical inspection. 42 drivers have been on the track to date. There were 13 yellows for two hours, three minutes. High temperature today was 66 at 4:40 p.m. Low was 36 at 6 a.m. Highest winds were out of the south at 12 miles an hour at 2:51 p.m.

## TOP 11 OF THE DAY AND MONTH (all cars over 220)

5/8	Rick Mears	Pennzoil Z-7 Penske Chevrolet (4)	225.733
5/8	Al Unser	Marlboro Penske Chevrolet (25)	224.831
5/8	Michael Andretti	K mart Havoline Lola (6)	224.382
5/8	Emerson Fittipaldi	Marlboro Racing Team Penske (20)	224.047
5/8	Danny Sullivan	Miller High Life Penske Chevrolet (1)	223.325
5/8	Al Unser, Jr.	Team Valvoline-Lola-Stroh Light-Chev (2)	223.103
5/8	Mario Andretti	K mart Havoline Lola (5)	222.606
5/8	Jim Crawford	Mac Tools Distributors-Planters Buick (15)	221.511
5/8	Jim Crawford	Mac Tools Distributors-Planters Buick (15T)	221.238
5/8	John Andretti	Granatelli/Buick (70)	220.588
5/8	Bobby Rahal	Kraco Racing Team Lola (18)	220.102

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 4 - TUESDAY, MAY 9, 1989

The "500" Oldtimers Club/Hall of Fame Dinner is scheduled for Friday night, May 12 at the Waterfront Plaza Hotel with reception at 6:30 p.m. and dinner at 7:30 p.m. Tickets are available at the Oldtimers trailer through Wednesday, May 10. The dinner will salute the 1949 field and WRTV Channel 6. Living members of the 1949 field expected to attend are Emil Andres, Fred Agabashian, Bill Cantrell, Duane Carter, George Connor, Sam Hanks, Jackie Holmes, Norm Houser, Bayliss Levrett, Duke Nalon, Jim Rathmann, Charlie Van Acker, and Travis (Spider) Webb. Channel 6, which signed on the air in 1949 with a live local telecast of the "500," will also be honored, with Bob Flanders, John Guion, John Proffitt and Earl Townsend on hand. Inductees into the Speedway Hall of Fame will also be announced at the dinner.

Rain cancelled all practice efforts today, marking the first scheduled day of track activities to be totally washed out since May 20, 1984, which was the fourth day of qualifying. The second qualifying day in 1983, May 15, was also washed out. The last practice day to be rained out came in 1981, when three practice days succumbed to rain, May 5, May 11 and May 14. The second day of qualifying in 1981, May 10, was also washed out. Race day in 1986 was postponed twice, from Sunday (May 25) to Monday (May 26) and Monday to Saturday, May 31.

Official closing of the track today was at 4:10 p.m.

At track closing today, 71 cars are now at the Speedway, 67 have passed technical inspection and four are in the process.

### TOP SPEEDS OF THE MONTH BY CAR

1 Sullivan	223.325	29T Vogler	213.219
2 Unser, Jr.	223.103	30 Boesel	215.672
3 Pruett	205.902	30T Boesel	N. S.
3T Pruett	208.478	35 Lazier	206.706
4 Mears	225.733	44 Harrington	205.573
5 Mario Andretti	222.606	50 D. Jones	207.756
5T Mario Andretti	218.978		
6 Michael Andretti	224.382	56 Palmroth	205.385
7 Sneva	218.499	59 Saleen	N. S.
7T Sneva	207.134	61 Butler	214.336
7TT Sneva	N. S.	63 Greenfield	207.325
8T Fabi	219.191	65 J. Jones	204.591
9 Luyendyk	219.138	69 Jourdain	219.191
		69T Jourdain	209.406
9T Luyendyk	214.951	70 John Andretti	220.588
10 Daly	217.338	71T Heimrath	209.497
10T Daly	213.472		
11 Cogan	214.030	77 Krueger	N. S.
11T Cogan	208.574		
12 Theys	N. S.	81 Vukovich	204.220
12T Theys	203.665	86 Dobson	208.913
14 Foyt	209.497	86T Dobson	N. S.
15 Crawford	221.511	91 Johncock	209.692
15T Crawford	221.238	97T Chassey-Paul	N. S.
16 T. Bettenhausen	212.314	98 Rutherford	N. S.
18 Rahal	220.102	99 G. Bettenhausen	204.498
20 Fittipaldi	224.047		
22 Brayton	211.317		
22T Brayton	210.921		
24 Carter	215.311		
25 Unser	224.831		
28 Lewis	N. S.		

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 5 - WEDNESDAY, MAY 10, 1989

Al Unser was fastest of the day shortly before track closing with a lap at 223.380. "We've been working all day on the car," Unser said. "The guys found some problems with it this morning. They found some things they didn't like. We didn't get much done. You always hope that you can squeeze a little bit more from it. It's just like writing, isn't it? Some days you write good and some days you don't. (An all-Penske front row again Saturday?) "We sure would love it. You always want that. But, there are other guys running out there who are quick, too, and we've all got our work cut out for us."

At 2:46 p.m., rookie Steve Butler became the first driver to be involved in an incident this month when the #61 Stoops Racing Team Lola broke loose in turn #4, slid 380 feet with one complete spin to the outside wall, came away from the wall 520 feet with a half-spin to the inside wall and slid an additional 100 feet with a half-spin to stop in the pit entrance. The car sustained extensive damage. Butler was transported to the Methodist Hospital where he was found to have a broken right collarbone. He was released and his ability to drive will be assessed on a day-to-day basis. "I know I had a high 213 the lap before it happened," Butler said after returning to the track. "In turn #4, I noticed a little push. The right rear tire had two cuts in it. John Paul told me he got something in a tire after he went through. Dr. Trammell said he can make me a special brace to have me ready by the time the car's fixed. I've waited my whole life to do this and I'm not going to let this stop me."

Press Conferences: 9:30-11 a.m. Thursday with Al Unser at Marlboro hospitality coach; 1:30 p.m. Thursday with Budweiser and driver Scott Pruett, Speedway conference room; Noon Friday with Buick drivers at Buick Motorsports coach, space #18.

Chief Steward Tom Binford announced at 6 p.m. that the so-called "white line rule" has been modified. His statement said, "Drivers are expected to recognize that the white line designates the separation of race track and safety apron. Racing should be confined to the track above the white line and "continuous" driving with four wheels beneath the line may result in a one-lap or black-flag penalty. Occasional crossing of the line in response to track conditions (including overtaking a car will not be penalized. During qualification runs, cars must have at least two wheels above the line. A violation of this rule will result in the car being charged with an incomplete attempt." Binford said the rule was made this year "because of the repaving of the track, which eliminated the transition of the pavement. Before it was a disadvantage to drive on the safety apron. (Has there been much driving below the white line in practice?) "There haven't been any flagrant situations. Considering we've run about 3,000 laps, there have only been 10-15 calls for four wheels below the line." (The penalty?) "It wouldn't be anything less than a stop-and-go, but it could be a one-lap penalty and that would be for a continuous circling of the track with four wheels below the line."

The 49 cars on the track today is the most for a Day #5 since 54 took to the Speedway in 1984.

John Paul, Jr. started his refresher test today.

Cars on the track today: #1 Sullivan, #1T Rick Mears, Miller High Life Penske Chevrolet; #2 Unser, Jr.; #3T Pruett; #4 Mears; #5 Mario Andretti; #6 Michael Andretti; #7 and #7T Sneva; #8 and #8T Fabi; #9 and #9T Luyendyk; #10 and #10T Daly; #11 Cogan; #12T Theys; #14 Foyt; #15 Crawford; #16 Tony Bettenhausen; #18 Rahal; #20 Fittipaldi; #22 and #22T Brayton; #24 Carter; #25 Unser; #28 Lewis; #29 Rich Vogler, Jonathan Byrd's Cafeteria/Bryant March; #30 Boesel; #39 Dale Coyne, Burago Lola; #44 Harrington; #50 Davy Jones; #56 Palmroth; #59 and #59T Steve Saleen, Saleen/Auto Express March; #61 Butler; #65 John Jones; #69 and #69T Jourdain; #70 John Andretti; #71 Ludwig Heimrath, Jr., MacKenzie Industrial Group of Funds Lola; #77 Krueger; #81 Vukovich III; #86T Dobson; #91 and #91T Johncock; #97T Paul, Jr.; #98 Rutherford; #99 Gary Bettenhausen.

A total of 72 cars are now at the Speedway and 70 have passed technical inspection and two are in the process. 43 drivers have been on the track to date. There were 12 yellows for two hours, 23 minutes. High temperature today was 65 at 4:15 p.m. Low was 39 at 5:20 a.m. Highest winds were 15-22 out of the north at 12:50 p.m.

### TOP 5 OF THE DAY

1. Al Unser	Marlboro Penske Chevrolet (25)	223.380
2. Emerson Fittipaldi	Marlboro Racing Team Penske (20)	223.048
3. Mario Andretti	K mart Havoline Lola (5)	222.551
4. Jim Crawford	Mac Tools Distributors-Planters Buick (15)	221.948
5. Michael Andretti	K mart Havoline Lola (6)	221.838

### TOP SPEEDS OF THE MONTH (All cars over 220 listed)

5/8 Rick Mears	Pennzoil Z-7 Penske Chevrolet (4)	225.733
5/8 Al Unser	Marlboro Penske Chevrolet (25)	224.831
5/8 Michael Andretti	K mart Havoline Lola (6)	224.382
5/8 Emerson Fittipaldi	Marlboro Racing Team Penske (20)	224.047
5/8 Danny Sullivan	Miller High Life Penske Chevrolet (1)	223.325
5/8 Al Unser, Jr.	Team Valvoline-Lola-Stroh Light-Chev (2)	223.103
5/8 Mario Andretti	K mart Havoline Lola (5)	222.606
5/8 Jim Crawford	Mac Tools Distributors-Planters Buick (15)	221.511
5/8 Jim Crawford	Mac Tools Distributors-Planters Buick (15T)	221.238
5/8 John Andretti	Granatelli/Buick (70)	220.588
5/10 Bobby Rahal	Kraco Racing Team Lola (18)	220.588

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 6 - THURSDAY, MAY 11, 1989

Jim Crawford was the fastest of the day in #15 Mac Tools Distributors-Planters Buick at 221.021. It was the first time this month that Crawford led a day. "I think the secret here is to just do your own thing and ignore everyone else," he said., "I tested so much here for the Buick folks so it's natural just to focus on my car and let everyone else fall into place where they will. I've had a lot of questions about the wind and if it is a bother. Yes, it affects the car...we're 300-400 revs different from one straightaway to the other. Aside from that, my car is really very stable. I think that with all the testing we've done here, we've already found out how to compensate for a stiff breeze."

John Paul, Jr. completed his refresher test today. Rookie Steve Saleen started the final phase of his rookie test today but a blown engine sidelined the effort.

At 3:26 p.m., Scott Brayton in the #22 Amway-Speedway-Uniden Lola came high out of turn #1, brushed the wall with the right rear (60 feet), slid across the south short chute with a half-spin and stopped backward against the inside guard rail in turn #2. No damage to the car. Brayton was examined and released from Hanna Medical Center.

At 4:11 p.m., Danny Sullivan in the #1 Miller High Life Penske Chevrolet lost the engine cover entering turn #3, maintained control 150 feet before sliding into a full spin and recovering 645 feet against the outside wall at the exit of turn #3. The car then slid an additional 480 feet along the wall before coming to a stop against wall in north short chute. Car had extensive right-side damage. Sullivan was taken directly to Methodist Hospital, where he was found to have a mild concussion, a fractured right forearm and a bruised right foot. He underwent surgery at approximately 5:30 p.m. by Dr. Terry Trammell to repair his arm and will be admitted overnight for observation.

Press Conferences: 9:30 a.m. Friday with Al Unser, Jr.; 10:30 a.m., Chevrolet with Mario Illien, trackside conference room.

Cars on track today: #1 and #1T Sullivan; #2 Unser, Jr.; #3 and #3T Pruett; #4 Mears; #5 Mario Andretti; #6 Michael Andretti; #7, #7T and #7TT Sneva; #8 and #8T Fabi; #9 and #9T Luyendyk; #10T Daly; #12 and #12T Theys; #14 and #14T Foyt; #15 Crawford; #16 Tony Bettenhausen; #18 Rahal; #20 Fittipaldi; #22 and #22T Brayton; #24 and #24T Carter; #25 Unser; #28 Lewis; #29 Vogler; #30 Boesel; #35 Lazier; #44 Harrington; #47 Dick Ferguson, Lotto America-Wake Up to Missouri-Universal March; #50 Davy Jones; #56T Tero Palmroth, Neste-Rotator-Nanso; #59 Saleen; #63 Greenfield; #65 John Jones; #69 and #69T Jourdain; #70 John Andretti; #71T Heimrath, Jr.; #77 Krueger; #81 Vukovich; #86T Dobson; #91 and #91T Johncock; #97T Paul, Jr.; #98 Rutherford; #99 Gary Bettenhausen.

A total of 72 cars are now at the Speedway and all have passed technical inspection. 43 drivers have been on the track to date. There were 25 yellows for three hours, three minutes. High temperature today was 63 at 3:30 p.m. Low was 39 at 5:30 a.m. Highest wind out of the north at 15-24 miles an hour.

### TOP 5 OF THE DAY

1.	Jim Crawford	Mac Tools Distributors-Planters Buick (15)	221.021
2.	Rick Mears	Pennzoil Z-7 Penske Chevrolet (4)	220.696
	Michael Andretti	K mart Havoline Lola (6)	220.696
4.	Bobby Rahal	Kraco Racing Team Lola (18)	219.726
5.	Mario Andretti	K mart Havoline Lola (5)	219.244

### TOP 11 OF THE MONTH (all cars over 220)

5/8	Rick Mears	Pennzoil Z-7 Penske Chevrolet (4)	225.733
5/8	Al Unser	Marlboro Penske Chevrolet (25)	224.831
5/8	Michael Andretti	K mart Havoline Lola (6)	224.382
5/8	Emerson Fittipaldi	Marlboro Racing Team Penske (20)	224.047
5/8	Danny Sullivan	Miller High Life Penske Chevrolet (1)	223.325
5/8	Al Unser, Jr.	Team Valvoline-Lola-Stroh Light-Chev (2)	223.103
5/8	Mario Andretti	K mart Havoline Lola (5)	222.606
5/8	Jim Crawford	Mac Tools Distributors-Planters Buick (15)	221.511
5/8	Jim Crawford	Mac Tools Distributors-Planetrs Buick (15T)	221.238
5/8	John Andretti	Granatelli Buick (70)	220.588
5/10	Bobby Rahal	Kraco Racing Team Lola (18)	220.588

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 7 - FRIDAY, MAY 12, 1989

Rick Mears turned the fastest unofficial lap in Speedway history today, at 226.231. Mears is tied with A.J. Foyt and Rex Mays for the record with four "500" pole positions. (Is there a point where the new track surface will get slower?) "The track may be backing up already. The amount of steering has gone down with the same amount of push that it had on Monday, so we're not holding the same arc today that we did Monday. And we don't have quite the edge that we had before." (4 laps at 226?) "A lot would depend on the balance, the heat and the tires, but yes, I think we can do it." (Did he know about Al Unser's fast run?) "No, I wasn't aware of any of the speeds that anyone else was running. I guess that's why Al was shaking his head when he passed by... sorry about that, Al."

Al Unser hit 225.723 miles an hour today in the Marlboro Penske shortly before Mears' run. "The car feels real good," he said. "Between Rick and I, we hit on some real good things and definitely made improvement."

Emerson Fittipaldi was fifth fastest at 224.494. "I ran a 224 on brand new tires," he said. "I think it's going to take 224-225 to take the pole."

Update on driver Danny Sullivan: Surgery performed by Dr. Terry Trammell to repair his right forearm was successful. Sullivan is expected to be released Saturday night or Sunday morning. Miller public relations representatives John Love and Ron Richards quoted Sullivan as follows regarding Thursday's accident: "My arm is pretty sore, but other than that I'm okay. I've been resting most of the day. I guess it's ironic. The first year I ran here (1982) the bodywork came off my car (Forsythe) going into turn #3. The doctors say I should be cleared to run for next weekend. That sounds pretty good to me. I really don't know what happened. The car lurched and I tried to catch it but it was gone. Rick (Mears, who was following) said it looked like bodywork came loose. Nigel (Bennett) told me he thinks it was the bodywork and the team has already made a modification to the other three cars."

Rocky Moran entered pit road about 12:30 p.m. today to take a ride in the #48 Copenhagen-Foyt March. It's the same machine he drove to a 16th place last year.

Steve Butler returned to the track today in a car previously entered by Dale Coyne, a 1988 Lola that Coyne purchased over the winter from A.J. Foyt. It was Butler's first appearance since severely damaging his primary car May 10 and the car's first appearance on the track this month. The car carries the number of Butler's primary car, #61.

Matt Nolf, 8, of Bethlehem, Pa., arrived at the track today with his parents, Mr. and Mrs. David Nolf, and his brother, Mike, for pole weekend. Matt is a liver transplant patient and a big race fan who was "adopted" by some Indy Car people after his condition became known to them a few weeks ago. Upon arrival, the Nolfs toured the Hall of Fame Museum with Speedway Vice President Terry Gunter. Chris Nolf of Simpson Racing Products organized the Nolfs' trip, the Machinists Union offered use of their airplane, Lee's Inn donated accommodations and Apple Limousine Service provided transportation.

Press Conference: STP with Richard Petty on his annual visit to Indy, 10:30 a.m., trackside conference room.

Weather forecast for Pole Day calls for mostly cloudy and a small chance for light showers. Early-morning temperatures will be in the middle 40s. Highs in the afternoon are expected to be in the low-to-mid 60s. Outlook for Sunday calls for partly cloudy with temperatures reaching the upper 60s during the afternoon.

Steve Saleen became the eighth rookie to pass his driver's test in 1989. "Except for rain delays, chassis problems and \$100,000 or so in blown engines, it has been a delightful week," Saleen said.

Cars on track today: #1T Unser; #2 and #2T Unser, Jr.; #3 and #3T Pruett; #4 Mears; #5 Mario Andretti; #6 Michael Andretti; #7 and #7T Sneva; #8 and #8T Fabi; #9 Luyendyk; #10 and #10T Daly; #11 Cogan; #12 Theys; #14 Foyt; #15 and #15T Crawford; #16 Tony Bettenhausen; #18 Rahal; #20 Fittipaldi; #22 Brayton; #24 and #24T Carter; #25 Unser; #28 Lewis; #29 Vogler; #30 Boesel; #35 Lazier; #44 Harrington; #47 Ferguson; #48 Rocky Moran, Copenhagen-Foyt March; #50 Davy Jones; #56 Palmroth; #59 Saleen; #61 Butler; #63 Greenfield; #65 John Jones; #69 and #69T Jourdain; #70 John Andretti; #71 and #71T Heimrath, Jr.; #77 Krueger; #81 Vukovich III; #86T Dobson; #91 Johncock; #98 Rutherford; #99 Gary Bettenhausen.

A total of 72 cars are now at the Speedway and 71 have passed technical inspection. 44 drivers have been on the track to date. There were 16 yellows for 2 hours, 6 minutes. Temperature today was 62 at 1:30 p.m. Low was 37 at 3 a.m. Winds NNW, 12-18 miles an hour.

### TOP SPEEDS OF THE DAY (Nine over 220)

1. Rick Mears	Pennzoil Z-7 Penske Chevrolet (4)	226.231
2. Jim Crawford	Mac Tools Distributors-Planters Buick (15)	225.960
3. Al Unser	Marlboro Penske Chevrolet (25)	225.723
4. Bobby Rahal	Kraco Racing Team Lola (18)	224.662
5. Emerson Fittipaldi	Marlboro Racing Team Penske (20)	224.494
6. Mario Andretti	K mart Havoline Lola (5)	223.769
7. Arie Luyendyk	Provimi Veal Lola (9)	221.838
8. Scott Brayton	Amway-Speedway-Uniden Lola (22)	220.102
9. Raul Boesel	Domino's Pizza "Hot One" (30)	220.048

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 8 - SATURDAY, MAY 13, 1989  
FIRST QUALIFYING DAY

8:40 a.m. update on driver Danny Sullivan: He remains in good condition and good spirits at Methodist Hospital under the care of orthopedic surgeon Dr. Terry Trammell and Dr. Henry Feuer (pronounced "foyer"), a neurosurgeon. His recovery is progressing satisfactorily and he is expected to be released within the next few days. Medical clearance for further participation at the Indianapolis Motor Speedway this year will be evaluated on a day-to-day basis.

Rick Mears and A.J. Foyt will both try to break out of a deadlock with Rex Mays as the only four-time pole winners in Speedway history. Mays won the pole here in 1935, 1936, 1940 and 1948. Foyt won poles in 1965, 1969, 1974 and 1975. Mears won poles in 1979, 1982, 1986 and 1988.

Other former Indy pole winners who'll be bidding for the top spot this month are Mario Andretti (1966-67-87), Al Unser (1970), Johnny Rutherford (1973-76-80), Tom Sneva (1977-78-84), Teo Fabi (1983), Pancho Carter (1985). In addition, Andretti was the fastest qualifier in 1976 and Sneva was fastest qualifier in 1981, although others won the pole in those years.

Rick Mears' record-breaking pole qualifying run from 1988:

Lap #1	-- 40.825 seconds	-- 220.453 miles an hour
Lap #2	-- 40.932	-- 219.877
Lap #3	-- 41.137	-- 218.781
Lap #4	-- 41.341	-- 217.702

-----  
Total -- 2:44.235 -- 219.198

The biggest increase in top speed at Indianapolis between years came in the years 1971 and '72. The late Peter Revson won the '71 pole at 178.696 miles an hour. Bobby Unser won the '72 pole at 195.940. The difference is 17.244 miles an hour.

From research by Deke Houlgate of Pennzoil:

--Mario Andretti has set either one- or four-lap track records or both five times here in his career (1965-67-68-72-75) to lead all drivers in that category. Rick Mears is next with four (1982-84-86-88). In 1984, Mears broke the existing mark before Tom Sneva took the pole with a track record.

--Mears has eight starts at Indy on the front row. That is second only to Bobby Unser, who has nine. Rex Mays and A.J. Foyt are tied for third in that category with seven each.

--Mears' front-row starts are as follows: 3rd, 1978; 1st, 1979; 2nd, 1982; 2nd, 1983; 3rd, 1984; 1st, 1986; 3rd, 1987; 1st, 1988.

The last time a qualifying day was rained out was the fourth day in 1984. Others over the past 20 years were: 1983 (1st and 2nd days), 1981 (2nd day), 1980 (3rd day), 1978 (1st and 2nd days), 1969 (2nd day).

From research by Bob Watson in conjunction with Speedway historian Bob Laycock:

--66 drivers have completed 205 four-lap qualification runs of over 200 miles an hour in Speedway history.

--Tom Sneva leads the way with 39 official qualification laps at Indy exceeding 200 miles an hour. This includes official laps recorded on incomplete or unsuccessful runs. Kevin Cogan is next with 35 and Rick Mears is third at 32.

--The first rookie to qualify at over 200 miles an hour at the Speedway was Rick Mears in 1978 at 200.078. Another rookie did not reach the figure until Teo Fabi in 1983 at 207.395.

--The fastest field average in Speedway history was 1986, at 210.279.

--Youngest driver to have recorded a 200-mile-an-hour qualifying lap is Al Unser, Jr., 21 years, 1 month and 2 days old, 5-21-83, fastest lap of 202.803.

--Oldest driver to have recorded a 200-mile-an-hour qualifying lap was Dick Simon, 54 years, 7 months and 23 days old, 5-14-88, fastest lap of 208.189.

--The first driver to hit the 200-mile-an-hour mark at the Speedway was Tom Sneva, 5-14-77, at 200.401.

--There have been 963 laps of 200 miles an hour or more in Speedway history going into today's qualifying.

--A.J. Foyt has started against 221 different drivers in his 31 years at the Speedway.

--Foyt's 31 appearances in an Indy field is a Speedway record. Next comes Johnny Rutherford (24), Mario Andretti and Al Unser (23 each), George Snider (22) and Gordon Johncock (21).

Richard Petty made his annual visit to the Speedway today, courtesy of STP.

(Did you ever want to race here?) "No, I'd like to run stock cars here," Petty said, "but I'd never run Indy Cars." (Comparing stock cars with Indy Cars) "People relate better to those (stock) cars. Indy Cars are like spaceships to them." (Did he ever have an Indy offer?) "No, they know better. In '75, I talked with Ford about it. I came up here to the Speedway and looked at it and thought better of it." (About the "mask" he's working on) "Well, it's like a fighter mask like they wore in Top Gun. We've spent about six months on it. We're using it a little now and developing it. The mask pulls air from outside the car. The air goes through a filter to take out the carbon monoxide. You really don't have a problem with carbon monoxide when you're running by yourself. The problem comes when you're in a crowd. The mask cuts out about two-thirds of the carbon monoxide." (About retirement) "I'm not going to retire as long as I'm running as bad as I am now. Let me win a few and then I'll probably say, 'bye.'" (About conversation with A.J. Foyt this morning) "When A.J. has a good year, I have a good year. I told him, 'You better get your crap together this year.' He said he'd be working on it."

The track was closed officially at 2:45 p.m.

Schedule for Sunday:

Gate open to the public, 7 a.m.

Church services 8 a.m., trackside press conference room.

Practice, 8-10 a.m.

Qualifying, 12-6 p.m.

The high today was 59 degrees at 2:30 p.m., the low was 48 degrees at 6:15 a.m. The winds were from the WNW at 7 - 10 mph. Precipitation amounted to .1 inch today. Forecast for tomorrow: partly cloudy, slightly higher temperatures, 65 - 70 degrees, with winds from the north at 5 mph.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 9 - SUNDAY, MAY 14, 1989  
SECOND QUALIFYING DAY

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Update on Danny Sullivan as of 8:16 a.m.: Sullivan will be released from Methodist Hospital sometime today. As stated yesterday, medical clearance for participation at the Indianapolis Motor Speedway is being evaluated day-by-day. Miller spokesman John Love said at 9:45 a.m. this morning that Sullivan had been released.

Assuming there is a pole winner today (Sunday), presentation the PPG Pole Award will be made at the raised platform in front of Victory Circle almost immediately after qualifying ends at 6 p.m. At that time, Jim Chapman, PPG's director of racing, will present a \$100,000 check and a magnificent trophy crafted by Tiffany of New York to the pole winner. Then Starcraft and Chevrolet will present the pole winner with a \$30,000 converted van, which is also a part of the PPG Pole Award. The trophy presented to the pole winner today will be on permanent display in the Indianapolis Motor Speedway Museum, but a smaller replica will be presented to the pole winner and to this car owner later this month.

At 9:01 a.m., Phil Krueger in the #77 US Engineering/Dynamic Special PC-17 lost control in the south short chute and made one complete spin, approximately 240', before continuing into the pits. No contact.

At 10:44 a.m., Bill Vukovich III in the #81 Hemelgarn/Consani Racing Lola went sideways on pit road approximately 60 feet apparently attempting to avoid another car. No apparent damage.

12:00	#25	AL UNSER, Albuquerque, NM Marlboro Penske Chevrolet	
QA - 1		1 -- 40.411 -- 222.712	Q - 1
		2 -- 40.244 -- 223.636	
		3 -- 40.226 -- 223.736	
		4 -- 40.214 -- 223.803	
		T 2:41.095 -- 223.471	TR (1-lap) TR (4-lap)
12:09 p.m.	#22	SCOTT BRAYTON, Coldwater, MI Amway-Speedway-Uniden Lola	
QA - 2		1 -- 41.118 -- 218.882	Q - 2
		2 -- 40.969 -- 219.678	
		3 -- 40.646 -- 221.424	
		4 -- 40.563 -- 221.877	
		T 2:43.296 -- 220.459	TR (1-lap stock block) TR (4-lap stock block)
12:13 p.m.	#12	DIDIER THEYS, Nivelles, Belgium Arciero Wines/Arciero MacPherson Rog PC-17	
QA - 3		1 -- 42.534 -- 211.595	UA - 1
		2 -- 42.572 -- 211.407	
		3 -- waved off	
12:17 p.m.	#3T	SCOTT PRUETT, Dublin, OH (R) Budweiser Truesports Lola Judd	
QA - 4		1 -- 42.325 -- 212.640	Q - 3
		2 -- 42.066 -- 213.950	
		3 -- 41.928 -- 214.654	
		4 -- 41.941 -- 214.587	
		T 2:48.260 -- 213.955	
12:22 p.m.	#69	BERNARD JOURDAIN, Mexico City, Mexico (R) Andale Racing-Monarch Sports Lola	
QA - 5		1 -- 42.525 -- 211.640	Q - 4
		2 -- 42.156 -- 213.493	
		3 -- 42.132 -- 213.614	
		4 -- 42.118 -- 213.685	
		T 2:48.931 -- 213.105	
12:27 p.m.	#8	TEO FABI, Milan, Italy Quaker State Porsche March	
QA - 6		1 -- 41.735 -- 215.646	Q - 5
		2 -- 41.734 -- 215.642	
		3 -- 41.771 -- 215.460	
		4 -- 41.764 -- 215.497	
		T 2:47.004 -- 215.564	
12:32 p.m.	#50	DAVY JONES, McGraw, NY Euromotorsport Lola	
QA - 7		1 -- 42.546 -- 211.536	UA - 2
		2 -- 42.501 -- 211.760	
		3 -- 42.512 -- 211.705	
		4 -- yellow flag	

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

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



DAY 9 - SUNDAY, MAY 14, 1989  
SECOND QUALIFYING DAY

Page 2

Gordon Johncock in car #91 took warmup laps and pulled in without taking a green flag.

12:43 p.m. #6 MICHAEL ANDRETTI, Nazareth, PA  
K mart Havoline Lola

QA - 8	1 -- 40.768 -- 220.761	Q - 6
	2 -- 40.740 -- 220.913	
	3 -- 40.710 -- 221.076	
	4 -- 40.722 -- 221.011	
	<u>T 2:42.940 -- 220.940</u>	

Tony Bettenhausen in car #16 also took warmup laps and pulled in without taking the green.

12:51 p.m. #30 RAUL BOESEL, Curitiba, Brazil  
Domino's Pizza "Hot One" Lola

QA - 9	1 -- 41.198 -- 218.457	Q - 7
	2 -- 41.232 -- 218.277	
	3 -- 41.217 -- 218.357	
	4 -- 41.318 -- 217.823	
	<u>T 2:44.965 -- 218.228</u>	

12:58 p.m. #77 PHIL KRUEGER, Indianapolis, IN  
US Engineering/Dynamic Special PC-17

QA - 10	1 -- 42.373 -- 212.399	UA - 3
	2 -- 42.317 -- 212.680	
	3 -- 42.249 -- 213.023	
	4 -- waved off	

1:04 p.m. #10T DEREK DALY, Noblesville, IN  
Raynor Garage Doors Lola

QA - 11	1 -- 42.041 -- 214.077	UA - 4
	2 -- waved off	

1:09 p.m. #56 TERO PALMROTH, Tampere, Finland  
Neste/Rotator/Nanso Lola

QA - 12	1 -- 42.150 -- 213.523	Q - 8
	2 -- 41.962 -- 214.480	
	3 -- 42.003 -- 214.270	
	4 -- 41.950 -- 214.541	
	<u>T 2:48.065 -- 214.203</u>	

1:14 p.m. #71T LUDWIG HEIMRATH, JR, Toronto, Ontario, Canada  
MacKenzie Industrial Group of Funds Lola

QA - 13	1 -- 42.035 -- 214.107	Q - 9
	2 -- 42.032 -- 214.123	
	3 -- 42.088 -- 213.838	
	4 -- 42.165 -- 213.447	
	<u>T 2:48.320 -- 213.878</u>	

1:19 p.m. #18 BOBBY RAHAL, Dublin, OH  
Kraco Racing Team Lola

QA - 14	1 -- 41.039 -- 219.304	Q - 10
	2 -- 41.006 -- 219.480	
	3 -- 40.981 -- 219.614	
	4 -- 40.961 -- 219.721	
	<u>T 2:43.987 -- 219.530</u>	

(Ten-car field average - 217.278)

1:24 p.m. #14 A.J. FOYT, JR, Houston, TX  
Copenhagen-Calumet Farm-Gilmore Lola

QA - 15	1 -- 41.753 -- 215.553	Q - 11
	2 -- 41.349 -- 217.659	
	3 -- 41.347 -- 217.670	
	4 -- 41.346 -- 217.675	
	<u>T 2:45.795 -- 217.136</u>	

1:29 p.m. #81 BILLY VUKOVICH III, Fresno, CA  
Hemelgarn/Consani Racing Lola

QA - 16	1 -- 42.195 -- 213.295	UA - 5
	2 -- 42.257 -- 212.982	
	3 -- 42.369 -- 212.419	
	4 -- waved off	

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SECOND QUALIFYING DAY

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1:38 p.m.	#11	KEVIN COGAN, Palos Verdes Estates, CA Schaefer Beer-Playboy Fashions-Machinists Union March	
QA - 17		1 -- blew engine	UA - 6
1:59 p.m.	#9	ARIE LUYENDYK, Brookfield, WI Provimi Veal Lola	
QA - 18		1 -- 41.892 -- 214.838 2 -- 41.853 -- 215.038 3 -- 41.887 -- 214.864 4 -- 41.901 -- 214.792 T 2:47.533 -- 214.883	Q - 12
2:04 p.m.	#5	MARIO ANDRETTI, Nazareth, PA K mart Havoline Lola	
QA - 19		1 -- 40.805 -- 220.561 2 -- 40.759 -- 220.810 3 -- 40.832 -- 220.415 4 -- 40.880 -- 220.157 T 2:43.276 -- 220.486	Q - 13
2:09 p.m.	#4	RICK HEARS, Bakersfield, CA Pennzoil Z-7 Penske Chevrolet	
QA - 20		1 -- 40.325 -- 223.187 2 -- 40.197 -- 223.897 3 -- 40.133 -- 224.254 4 -- 40.142 -- 224.204 T 2:40.797 -- 223.885	Q - 14 TR (1-lap) TR (4-lap)
2:15 p.m.	#99	GARY BETTENHAUSEN, Monrovia, IN ATEC Environmental Lola Buick	
QA - 21		1 -- 41.839 -- 215.110 2 -- 41.759 -- 215.522 3 -- 41.776 -- 215.435 4 -- 41.889 -- 214.854 T 2:47.263 -- 215.230	Q - 15
The qualifying run of #6, Michael Andretti has been disqualified, after technical inspection determined the car was 4.5 pounds underweight.			
2:21 p.m.	#2	AL UNSER, JR, Albuquerque, NM Team Valvoline-Lola-Stroh Light-Chevrolet	
QA - 22		1 -- 41.144 -- 218.744 2 -- 41.122 -- 218.861 3 -- 41.182 -- 218.542 4 -- 41.205 -- 218.420 T 2:44.653 -- 218.642	Q - 15
2:25 p.m.	#28	RANDY LEWIS, Hillsborough, CA Toshiba-Oracle/TEAMKAR Lola	
QA - 23		1 -- 41.668 -- 215.993 2 -- 41.613 -- 216.279 3 -- 41.551 -- 216.601 4 -- 41.454 -- 217.108 T 2:46.286 -- 216.494	Q - 16
2:30 p.m.	#24	PANCHO CARTER, Brownsburg, IN Hardee's Lola	
QA - 24		1 -- 42.358 -- 212.475 2 -- 42.532 -- 211.605 3 -- waved off	UA - 8
2:35 p.m.	#70	JOHN ANDRETTI, Indianapolis, IN Tuneup Masters Granatelli Buick Lola	
QA - 25		1 -- 41.605 -- 216.320 2 -- 41.846 -- 215.074 3 -- 41.848 -- 215.064 4 -- 41.668 -- 215.993 T 2:46.967 -- 215.611	Q - 17
2:40 p.m.	#15	JIM CRAWFORD, Tierra Verde, FL Mac Tools Distributors/Planters Buick Lola	
QA - 26		1 -- 40.865 -- 220.237 2 -- 40.618 -- 221.577 3 -- 40.554 -- 221.926 4 -- 40.528 -- 222.069 T 2:42.565 -- 221.450	Q - 18 TR (1-lap stock block) TR (4-lap stock block)

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2:45 p.m.	#86	DOMINIC DOBSON, San Anselmo, CA Texaco Havoline Star Lola	
QA - 27		1 -- 43.003 -- 209.288 2 -- waved off	UA - 9
2:49 p.m.	#65	JOHN JONES, Thunder Bay, Ontario, Canada Labatt's Prototab Racing Team Lola	
QA - 28		1 -- 42.535 -- 211.590 2 -- 42.298 -- 212.776 3 -- 41.858 -- 215.013 4 -- waved off	UA - 10
2:54 p.m.	#29	RICH VOGLER, Indianapolis, IN Jonathan Byrd's Cafeteria/Bryant/Saturday Evening Post March	
QA - 29		1 -- 42.770 -- 210.428 2 -- 42.848 -- 210.045 3 -- waved off	UA - 11
2:58 p.m.	#12T	DIDIER THEYS, Nivelles, Belgium (R) Arciero Wines/Arciero MacPherson Racing PC-17	
QA - 30		1 -- 42.305 -- 212.741 2 -- 42.162 -- 213.462 3 -- 42.232 -- 213.109 4 -- 42.220 -- 213.169 T 2:48.919 -- 213.120	Q - 19
3:03 p.m.	#20	EMERSON FITTIPALDI, Sao Paulo, Brazil Marlboro Racing Team PC-18	
QA - 31		1 -- 40.550 -- 221.948 2 -- 40.474 -- 222.365 3 -- 40.444 -- 222.530 4 -- 40.454 -- 222.475 T 2:41.922 -- 222.329	Q - 20
End of original qualifying order			
3:13 p.m.	#91	GORDON JOHNCOCK, Hastings, MI STP-Lola/Pizza Hut-WRTV Lola	
QA - 32		1 -- 42.348 -- 212.525 2 -- 42.465 -- 211.939 3 -- waved off	UA - 12
3:19 p.m.	#7T	TOM SNEVA, Paradise Valley, AZ Granatelli/Buick March Buick	
QA - 33		1 -- 40.327 -- 223.176 2 -- 41.593 -- 216.383 3 -- blown engine	UA - 13 TR (1-lap stock block)
3:41 p.m.	#65	JOHN JONES, Thunder Bay, Ontario, Canada Labatt's Prototab Racing Team Lola (2nd attempt)	
QA - 34		1 -- 42.510 -- 211.715 2 -- 42.175 -- 213.397 3 -- 41.781 -- 215.409 4 -- 41.736 -- 215.641 T 2:48.202 -- 214.028	Q - 21
21-car field average: 217.360 mph			
3:59 p.m.	#6	MICHAEL ANDRETTI, Nazareth, PA K mart Havoline Lola (2nd attempt)	
QA - 35		1 -- 41.164 -- 218.638 2 -- 41.144 -- 218.744 3 -- 41.121 -- 218.866 4 -- 41.124 -- 218.850 T 2:44.553 -- 218.774	Q - 22
4:33 p.m.	#86	DOMINIC DOBSON, Fairfax, CA Texaco Havoline Star Lola (2nd attempt)	
QA - 36		1 -- 42.536 -- 211.585 2 -- 42.565 -- 211.441 3 -- waved off	UA - 14
4:38 p.m.	#77	PHIL KRUEGER, Indianapolis, IN US Engineering/Dynamic Special PC-17 (2nd attempt)	
QA - 37		1 -- 42.354 -- 212.495 2 -- 42.303 -- 212.751 3 -- 42.256 -- 212.988 4 -- waved off	UA - 15



# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 9 - SUNDAY, MAY 14, 1989  
SECOND QUALIFYING DAY

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Front Row photo to be taken Monday morning at 9 a.m., trackside.

4:43 p.m.	#50	DAVY JONES, McGraw, NY Euromotorsport Lola	
QA - 38		1 -- 42.409 -- 212.219 2 -- 42.380 -- 212.364 3 -- 42.393 -- 212.299 4 -- waved off	(2nd attempt) UA - 16
5:09 p.m.	#10T	DEREK DALY, Noblesville, IN Raynor Garage Doors Lola	
QA - 39		1 -- 42.032 -- 214.123 2 -- 41.994 -- 214.316 3 -- 41.996 -- 214.306 4 -- 42.016 -- 214.204 T 2:48.038 -- 214.237	(2nd attempt) Q - 23
5:14 p.m.	#7	TOM SNEVA, Paradise Valley, AZ STP-Granatelli-Buick Lola	
QA - 40		1 -- 41.093 -- 219.015 2 -- 41.136 -- 218.786 3 -- 41.294 -- 217.949 4 -- 41.315 -- 217.839 T 2:44.838 -- 218.396	Q - 24
5:19 p.m.	#91	GORDON JOHNCOCK, Hastings, MI STP-Lola/Pizza Hut-WRTV Lola	
QA - 41		1 -- 41.675 -- 215.957 2 -- 41.813 -- 215.244 3 -- 41.823 -- 215.193 4 -- 42.075 -- 213.904 T 2:47.386 -- 215.072	(2nd attempt) Q - 25
5:24 p.m.	#29	RICH VOGLER, Indianapolis, IN Jonathan Byrd's Cafeteria/Bryant/Saturday Evening Post March	
QA - 42		1 -- 42.948 -- 209.556 2 -- 42.987 -- 209.366 3 -- waved off	(2nd attempt) UA - 17
5:34 p.m.	#63	MICHAEL GREENFIELD, Manhasset, NY (R) Greenfield Industries Lola	
QA - 43		1 -- 42.831 -- 210.128 2 -- 42.849 -- 210.040 3 -- waved off	UA - 18
5:38 p.m.	#24	PANCHO CARTER, Brownsburg, IN Hardee's Lola	
QA - 44		1 -- 42.397 -- 212.279 2 -- 42.369 -- 212.419 3 -- waved off	(2nd attempt) UA - 19
5:47 p.m.	#59	STEVE SALEEN, Anaheim, CA (R) Saleen/Auto Express March	
QA - 45		1 -- 42.871 -- 209.932 2 -- yellow - turn 1 white line infraction	UA - 20
5:51	#50	DAVY JONES, McGraw, NY Euromotorsport Lola	
QA - 46		1 -- 42.542 -- 211.556 2 -- 42.562 -- 211.456 3 -- 42.588 -- 211.327 4 -- 42.541 -- 211.561 T 2:50.233 -- 211.475	(3rd attempt) Q - 26

In the last 5 minutes, Rich Vogler went out for warmup laps and came back into the pits.

Notes on the pole for Rick Mears:

--Rick Mears is the only 5-time pole winner. Rex Mays (1935, 1936, 1940, 1948) and A.J. Foyt, Jr (1965, 1969, 1974, 1975) have won 4 pole positions each. Mears' other poles came in 1979, 1982, 1986, and 1988.

--Penske pole positions: 1977 Tom Sneva; 1978 Tom Sneva; 1979 Rick Mears; 1981 Bobby Unser; 1982 Rick Mears; 1986 Rick Mears; 1988 Rick Mears.

Weather for today: high temperature 66 degrees, low of 45. Winds out of the north at 8 mph.

A total of 73 cars are now at the Speedway, 52 cars have been on the track. There were 13 yellows today for 2 hours, 6 minutes. 73 have passed technical inspection and 0 are in process. 45 drivers have been on the track to date.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 10 - MONDAY, MAY 15, 1989

The Penske Team announced this morning its contingency plans for the second weekend of qualifying. Team owner Roger Penske said Geoff Brabham will shake down the team's backup PC-17 and Rick Mears and Al Unser will begin dialing in race setups on the #1 Miller High Life car, a 1989 model.

"Dr. (Terry) Trammell expects to remove Danny's cast and fit him with a plastic brace this morning," Penske said. "We expect Danny to be cleared to drive later in the week."  
"Geoff's a pro," Sullivan said at a 1 p.m. press conference. "He knows what to do. Rick will set up the car and they'll get Geoff to drive around. He's not going to set any records. As far as I understand, he's been hired to get the car and himself ready if he has to qualify this weekend. If I can't run it on race day, he'll probably do it."  
"No one's going to know if Danny's going to be okay till he drives," Brabham said. "It's an honor to drive for Roger Penske even if it is for just a couple days. You don't like to see anybody get hurt and I'd be surprised if Danny doesn't drive the car."  
Brabham substituted for John Paul, Jr., when he was injured here at the Speedway in 1983 and got his best career finish, a fourth, of his seven previous "500" starts.

The World Council of Motorsport Sciences, Methodist Hospital and its Graduate Medical Center will sponsor a conference May 24-25 at the Methodist Hospital Auditorium to discuss initial management of catastrophic athletic injuries in motorsports. Some of the case studies that will be presented May 24 illustrate the remarkable recovery made by professional drivers who have suffered serious injury, recovered and returned to racing. These studies include Roberto Guerrero (8 a.m.) and Rick Mears (1:30 p.m.). If you are interested in covering the conference, please contact Katherine Walsh-Miller at (317) 929-8498.

Arie Luyendyk's #9 Provimi Veal Lola sustained an engine failure during the morning portion of today's practice.

In all, the fastest seven drivers in qualifying May 14 exceeded the previous four-lap track record set by Rick Mears in 1988.

Tero Palmroth will speak at the Indianapolis Chapter, International Material Management Society dinner at 5:30 p.m. Tuesday at the Speedway Hotel. The Tampere, Finland driver is appearing at the annual function for the first time.

Geoff Brabham ran 215.362 in the #4T Pennzoil Z-7 Penske PC-17 Chevrolet after Rick Mears shook it down in its first track appearance at 215.930. (How did the car feel?) "It felt really nice. It was steady as a rock and this is the quickest I've ever been around this track. Even if nothing comes from this, it's been a great experience." (Do you think doing this affects your chance of another ride with someone else?) "I haven't had any good offers and I don't think running with just any team would further my career. And I wouldn't enjoy it. It's not the type of situation I would want to come back in."

Cars on the track today not yet qualified: #1T Mears; #4T Rick Mears, Pennzoil Z-7 Penske Chevrolet; #5T Mario Andretti; #8T Fabi; #11 Cogan; #12 Theys; #35 Lazier; #39 Dale Coyne, Burago Lola; #61 Butler; #79 Steve Chassey, Miyano/Kasle/Mistral Lola; #97T Paul, Jr.; #98 Rutherford.

Qualified cars on the track today: #1 Mears; #3 Pruett; #6 Michael Andretti; #8 Fabi; #9 Luyendyk; #22 Brayton; #30 Boesel; #99 Gary Bettenhausen.

A total of 75 cars are now at the Speedway and all 75 have passed technical inspection. 46 drivers have been on the track to date. There were 16 yellows for 1 hour, 35 minutes. High temperature today was 69 at 2:30 p.m. Low was 49 at 6:30 a.m. Winds from NNW from 6-15 mph.

### TODAY'S SPEEDS (NONQUALIFIED CARS)

1. Mario Andretti	K mart Havoline Lola (5T)	219.084
2. Rick Mears	Miller High Life Penske Chevrolet (1T)	218.499
3. Kevin Cogan	Schaefer Beer/Playboy/Machinists (11)	216.138
4. Rick Mears	Pennzoil Z-7 Penske Chevrolet (4T)	215.930
Teo Fabi	Quaker State Porsche (8T)	215.930
6. Geoff Brabham	Pennzoil Z-7 Penske Chevrolet (4T)	215.362
7. Didier Theys	Arciero Wines/Arciero-MacPherson (12)	213.523
8. Johnny Rutherford	Menard (98)	212.014
9. Steve Butler	Stoops Racing Team (61)	209.351
10. Buddy Lazier	Lazier Racing (35)	206.801
11. Arie Luyendyk	Provimi Veal Lola (9T)	205.151

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 11 - TUESDAY, MAY 16, 1989

Rick Mears and the Penske team won at least \$157,500 in cash and prizes for his record pole-winning run Sunday for the 73rd Indianapolis 500. The prizes include \$100,000 for the first PPG Pole Award, the largest single corporate award in Speedway history, the \$10,000 GTE "Front Runners" Award for his front row starting spot, the \$10,000 True Value Master Mechanic Award to the pole-winning chief mechanic (Richard Buck), a \$5,000 cash award and a \$30,000 Starcraft van from Starcraft and Chevrolet Truck Division of General Motors and \$2,500 in Speedway qualifying prizes.

Mears also is the leading contender for the \$10,000 Oscar Mayer "Top Dog" Award for the fastest single qualifying lap of the month.

In qualifying to date, Teo Fabi is the leading contender for the Accusplit/Jim Ellis Most Consistent Qualifying Lap Award of \$5,000. The difference from the fastest to slowest laps on Fabi's run Sunday was .037 second, .001 of a second more consistent than the run of Derek Daly. Fabi's "top and bottom" lap times were 41.771 seconds and 41.734 seconds, vs. Daly's 42.032 to 41.994. Competition for this award continues this weekend.

Michael Andretti won the \$20,000 UNO qualifying award for being the fastest "second-day" qualifier and \$2,500 in Speedway qualifying prizes.

The 31st annual Indianapolis Motor Speedway Golf Scramble is scheduled for 9 a.m. May 22 at the Speedway Championship Course.

The 13th annual Mechanics Recognition Party is scheduled for 3:30 p.m. Thursday, May 25 with a garage tour and buffet-style dinner. Paul Page will serve as master of ceremonies. The "500" Festival Queen and her court will also be featured, along with the Nap Town Strutters Dixieland Band. Tickets are \$15 at the "500" Festival Office, call 636-4556.

Press Conferences: 12-1:30 p.m. Wednesday at Marlboro Media Center hospitality coach with Emerson Fittipaldi.

Geoff Brabham posted the fastest lap today among non-qualified car-driver combinations with a lap at 217.443 in the #4T Pennzoil Z-7 Penske Chevrolet.

Kevin Cogan was second fastest in that category at 214.336 in the #11T Schaefer Beer/Machinists/Playboy March. "This car is not as quick as the other car for some reason," Cogan said. "Everything's the same but the turbocharger but it's two miles an hour slower." The team has lost four engines this month. "Four for sure," Cogan said. "They weren't all blowups, though. One time the fuel thing broke and fried the motor so that doesn't really count. Still, they're frustrations."

Qualified cars on track today: #6 Michael Andretti; #7 Sneva; #8 Fabi; #9 Luyendyk; #20 Fittipaldi; #22 Brayton; #30 Boesel; #65 Jones; #70 John Andretti; #99 Gary Bettenhausen.

Non-qualified cars on the track today: #1T Mears; #2T Unser, Jr.; #3 Pruett; #4T Brabham; #5T Mario Andretti; #9T Luyendyk; #10 Daly; #11T Cogan; #12 Theys; #14T Foyt; #15T Crawford; #18T Rahal; #20T Fittipaldi; #24 Carter; #24T Carter; #29 Vogler; #35 Lazier; #44 Harrington; #48 Moran; #69T Jourdain; #77 Krueger; #81 Vukovich; #86 Dobson; #97 Paul, Jr.; #97T Chassey; #98 Rutherford.

A total of 76 cars are now at the Speedway, 75 have passed technical inspection and one is in the process. 46 drivers have been on the track to date. There were 14 yellows for 1 hour, 20 minutes. High temperature of the day was 73 at 4:10 p.m. Low was 48 at 5 a.m. Winds NE at 4-10 miles an hour.

## TOP SPEEDS OF THE DAY OF NON-QUALIFIED CARS

Rick Mears	Miller High Life Penske Chevrolet (1T)	222.167
Mario Andretti	K mart Havoline Lola (5T)	220.264
Al Unser, Jr.	Team Valvoline-Lola-Stroh Light-Chev (2T)	219.298
Bobby Rahal	Kraco Racing Team Lola (18T)	218.924
Geoff Brabham	Pennzoil Z-7 Penske Chevrolet (4T)	217.443
Arie Luyendyk	Provimi Veal Lola (9T)	216.242
Jim Crawford	Mac Tools Distributors-Planters Buick (15T)	216.242
Didier Theys	Arciero Wines/Arciero-MacPherson Rcg. (12)	216.242
Kevin Cogan	Schaefer Beer/Machinists/Playboy March (11T)	214.336
Scott Pruett	Budweiser Trueports Lola Judd (3)	213.929
Bernard Jourdain	Andale Racing-Monarch Sports (69T)	213.675
Phil Krueger	U.S. Engineering/Dynamic Special (77)	213.675
John Paul, Jr.	Miyano/Kasle/Mistral March (97)	213.624
Pancho Carter	Hardee's Lola (24)	213.320
Johnny Rutherford	Menard Lola (98)	213.118
Dominic Dobson	Texaco Havoline Star (86)	212.014
Rocky Moran	Copenhagen-Foyt (48)	210.871
Derek Daly	Raynor Garage Doors Lola (10)	210.723
Rich Vogler	Jonathan Byrd's/Bryant/Sat. Eve. Post (29)	209.594
Scott Harrington	Holloway Ready Mix-Pace-H&H Rcg. (44)	209.156
Pancho Carter	Hardee's Lola (24T)	209.107
Buddy Lazier	Lazier Racing March (35)	205.620
A.J. Foyt	Copenhagen-Foyt (14T)	204.638
Steve Chassey	Miyano/Kasle/Mistral March (97T)	203.850
Bill Vukovich III	Hemelgarn/Consani Racing (81)	201.387

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 12 - WEDNESDAY, MAY 17, 1989

Danny Sullivan said today that he figures to return to the track Thursday. "Until we've been out on the track, we won't know how the arm feels and what changes, if any, we need to make to the wheel, shift lever and instruments," he said. "We hope to run when the track opens at 11 a.m. before things get busy and everyone is up to speed. That would also give us more time to make changes." This will mark his first time in a race car since his May 11 accident in turn #3. Sullivan must still meet with Speedway Medical Director Dr. Henry Bock for clearance to drive.

Al Unser, Jr.'s Team Valvoline pit crew staked its claim to the final spot in the \$51,000 13th Miller-Indy Pit Stop Championship with a time of 13.618 seconds this morning in qualifying this morning. Unser, Jr.'s crew of chief Owen Snyder, Paul Marcus, Kyle Moyer, Shay Campbell, Gary Armentrout, Mike Arnold, Randy Bain beat the Kraco team of Bobby Rahal and chief Barry Green, which posted a time of 14.432 seconds with a 10-second penalty for running over a hose. Mario Andretti's K mart Havoline Lola team was disqualified for running through the lights. Unser Jr.'s team joins Al Unser and the Marlboro Penske Chevrolet crew headed by Rick Rinaman, Emerson Fittipaldi and the Marlboro Racing Team Penske crew led by Tom Anderson and Jim Crawford and the Mac Tools Distributors/Planters Buick Lola crew headed by crew chief Mark Scott. The Pennzoil Z-7 Penske Chevrolet and driver Rick Mears had earned an automatic berth but were withdrawn from the competition.

The winner of the May 25 contest will receive \$25,000, while second place is worth \$15,000 and third and fourth \$5,000 each. A first alternate will also be designated and receive \$1,000.

Dominic Dobson, bidding for his second Indy 500 start, has accepted a ride at the 24 Hours of LeMans with Indy veteran Vern Schuppan's Porsche team. Dobson will team with Australian Will Hoy and Frenchman Jean Elise in a Porsche 962C.

Nine-time "500" starter Tom Bigelow appeared on the track today for the first time this month in the Milligan-Burns Racing Team entry, renamed the Dianetics/Indianapolis Indeed/GTE/Mobilnet March.

Press Conference: 10:30 a.m. Thursday, Louis Schwitzer Award announcement, Speedway trackside conference room.

Among the visitors to the track today were three former major leaguers, Indianapolis Indians pitching coach Joe Kerrigan and Montreal Expos minor-league instructors Luis Pujols and Tommy Harper. Randy Johnson, at 6-10 the tallest player ever to pitch in the major leagues visited the Speedway Tuesday.

The Auto Racing Memorabilia Swap Meet is scheduled for 9 a.m.-6 p.m. Saturday, May 27 in the White River Ballroom of the Indiana Convention Center.

Non-qualified cars on track today: #1 Unser; #2T Unser, Jr.; #3 Pruett; #4T Brabham; #5T Mario Andretti; #10 Daly; #14T Foyt; #15T Crawford; #16 Tony Bettenhausen; #18T Rahal; #20T Fittipaldi; #24 Carter; #35 Lazier; #44 Harrington; #48 Moran; #56T Palmroth; #59T Saleen; #66 Tom Bigelow, Dianetics/Indianapolis Indeed/GTE/Mobilnet March; #69T Jourdain; #77 Krueger; #81 Vukovich; #86T Dobson; #97T Chassey.

Qualified cars on track today: #8 Fabi; #9 Luyendyk; #14 Foyt; #15 Crawford; #20 Fittipaldi; #50 Davy Jones; #65 John Jones; #70 John Andretti.

A total of 76 cars are now at the Speedway and all have passed technical inspection. 48 drivers have been on the track to date. There were 14 yellows for 1 hour, 54 minutes. High temperature today was 76 at 4 p.m. Low was 47 at 6 a.m. Winds out of southeast at 10-14 miles an hour.

### TOP SPEEDS OF THE DAY, NON-QUALIFIED CARS

Bobby Rahal	Kraco Racing Team (18T)	219.726
Mario Andretti	K mart Havoline Lola (5T)	218.128
Al Unser, Jr.	Team Valvoline-Lola-Stroh Light-Chev (2T)	217.970
Emerson Fittipaldi	Marlboro Racing Team Penske (20T)	217.706
Geoff Brabham	Pennzoil Z-7 Penske Chevrolet (4T)	216.919
Bill Vukovich III	Hemelgarn/Consani Racing	216.242
Al Unser	Miller High Life Penske Chevrolet (1T)	216.034
Phil Krueger	U.S. Engineering/Dynamic Special (77)	215.930
Jim Crawford	Mac Tools Distributors-Planters Buick (15T)	214.183
Scott Pruett	Budweiser Truesports Lola Judd (3)	213.929
Dominic Dobson	Texaco Havoline Star (86T)	213.675
Tony Bettenhausen	Federal Trk. Drv./Amax/Cen. Ind. GMC (16)	213.118
Rocky Moran	Copenhagen-Foyt (48)	212.314
Bernard Jourdain	Andale Rcg./Monarch Sports (69T)	210.921
Derek Daly	Raynor Garage Doors (10)	210.280
Steve Chassey	Miyano/Kasle/Mistral Lola (97T)	209.399
Pancho Carter	Hardee's Lola (24)	208.236
Buddy Lazier	Lazier Racing (35)	206.422
Scott Harrington	Holloway Ready Mix/Pace/H&H Racing (44)	206.374
Tero Palmroth	Neste-Rotator-Nanso (56T)	201.567

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 13 - THURSDAY, MAY 18, 1989

Al Unser, Jr., Owen Snyder and the Galles crew were declared the final qualifier today for the \$51,000 Miller Pit Stop Contest. The Galles team posted a time of 13.618 seconds Wednesday. Competitors on Thursday failed to match the Galles mark. Teo Fabi, crew chief Steve Erickson and the Quaker State Porsche team becomes first alternate (worth \$1,000) after posting the best time Thursday of 16.286. Others attempting to qualify were, with chief mechanics in parentheses, Tom Sneva and Vince Granatelli Racing (Larry Curry) 17.082 seconds, A.J. Foyt and A.J. Foyt Enterprises (Jack Starne) 17.257, John Andretti and Vince Granatelli Racing (Larry Curry) 17.824, Derek Daly and Raynor Motorsports (Kim Green) 23.391, Pancho Carter and Leader Card (John Barnes) killed engine, no time, and Michael Andretti and Newman-Haas Racing (Colin Duff) disqualified for being pushed in pits. The Galles crew joins those of Al Unser and Penske Racing, Emerson Fittipaldi and Patrick Racing and Jim Crawford and King Sports in the finals May 25.

Anthony Purnell, proprietor of Pi Research of England, was announced today as winner of the \$5,000 Louis Schwitzer Award for "innovative and engineering excellence in race car design" by the Indiana Chapter of the Society for Automotive Engineers. Purnell was cited for inventing and developing the monitoring systems, commonly called "black boxes" on 18 of the 26 cars qualified for the "500." The device is called the Intelligent Instrumentation System and measures performance of various systems and chassis setups on the cars. The award was the 23rd annual and is named for the winner of the first race ever held at the Speedway in 1909. The black box on the car, when hooked to a pitside cable, transfers data to a computer terminal for analysis.

At 3:54 p.m., Jim Crawford, after a lap at 215.1 in the #15 Mac Tools Distributors-Planters Buick, sustained an apparent failure on the left rear of the car entering turn #3, slid 480 feet to hit the outside wall, stayed along the wall 120 feet, came away from the wall approximately 1,000 feet with a 3/4 spin right, a 3/4 spin left and 1 1/2 spins through the north short chute with the car stopping in the middle of the track at the entrance to turn #4. Crawford was briefly examined at Hanna Medical Center before being transported to Methodist Hospital, where he was released in good condition at 6:05 p.m. The car sustained extensive damage. "It appears that the lower left suspension arm broke and caused Jim to hit the wall," said King Sports team engineer Bob Riley in a statement released by the team. "We are looking into repairing the tub so Crawford can maintain his fourth-place starting position. If the tub cannot be repaired, we may have two alternatives -- we can start the backup car from the rear of the field or maybe requalify the backup car this weekend if the rules permit."

Danny Sullivan was cleared to drive by Speedway Medical Director Dr. Henry Bock at 9:30 a.m. today. He took the track in car #4T at 11:30 a.m. He went out in #1T at 3:45 p.m. and got in about 10-12 hot laps. "I went out in the '17' and they had to modify it and redo things a little bit," Sullivan said. "Then we tried the '18' but the '18' is a little different car and the steering wheel is in a little different position. We changed that and we had to alter the seat. (Will he qualify the car?) "I don't see why not. The car feels pretty good right now. The design of the brace is such that I can't turn my arm or twist it. (Can he go 500 miles?) "If I get the seat more comfortable, yes. I've never done this before so we're trying to cross each bridge as we get to it. We're fine-tuning the cockpit. My movement up and down in the car was okay." (How did he feel this morning?) "I was pretty anxious when I came over here on what I was going to be able to do."

Non-qualified cars on the track today: #1T Unser/Sullivan; #2T Unser, Jr.; #4T Sullivan; #8T Fabi; #10 Daly; #11 and #11T Cogan; #14T Foyt; #16 Tony Bettenhausen; #18T Rahal; #24 and #24T Carter; #29T Vogler; #30T Boesel; #35 Lazier; #44 Harrington; #48 Moran; #56T Palmroth; #59 and #59T Saleen; #61 Butler; #63 Greenfield; #66 Bigelow; #69T Jourdain/Johnny Parsons; #84 Stan Fox, Calumet Farm March; #86T Dobson; #97 Paul, Jr.; #97T Chassey.

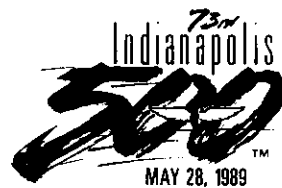
Qualified cars on the track today: #14 Foyt; #15 Crawford; #65 John Jones; #70 John Andretti.

A total of 76 cars are now at the Speedway and all have passed technical inspection. 49 drivers have been on the track to date. There were 10 yellows for 1 hour, 49 minutes. High today was 76 at 12:30 p.m. Low was 57 at 4:30 a.m. Winds out of southeast at 18-25 miles an hour.

### TOP SPEEDS TODAY OF NON-QUALIFIED CAR-DRIVER COMBINATIONS

Kevin Cogan	Schaefer Beer/Machinists/Playboy March (11)	217.654
Dominic Dobson	Texaco Havoline Star (86T)	213.827
Danny Sullivan	Miller High Life Penske Chevrolet (1T)	213.118
Pancho Carter	Hardee's Lola (24T)	212.665
Rocky Moran	Copenhagen-Foyt (48)	212.615
Kevin Cogan	Schaefer Beer/Machinists/Playboy March (11T)	212.615
Steve Saleen	Saleen/Auto Express (59)	212.414
Tony Bettenhausen	Fedl Trk Drv. Schl./Amax/Cent Ind GMC (16)	211.515
Steve Butler	Stoops Racing Team (61)	211.366
Michael Greenfield	Greenfield Ind./Fedl. Trk. Drv. School (63)	211.218
Johnny Parsons	Andale Racing-Monarch Sports (69T)	210.133
Danny Sullivan	Pennzoil Z-7 Penske Chevrolet (4T)	209.986
Tom Bigelow	Dianetics/Ind. Indeed/GTE/Mobilnet (66)	209.156
Steve Chassey	Miyano/Kasle/Mistral (97T)	208.885
Pancho Carter	Hardee's Lola (24)	208.768
Buddy Lazier	Lazier Racing (35)	207.612
Steve Saleen	Saleen/Auto Express (59T)	207.564
Scott Harrington	Holloway Ready Mix/Pace/H&H Racing (44)	200.756
Stan Fox	Calumet Farm March (84)	193.631
John Paul, Jr.	Miyano/Kasle/Mistral (97)	205.808

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 14 - FRIDAY, MAY 19, 1989

Rain washed out all track activities today. The track officially closed at 3:45 p.m.

USAC Technical Director Jack Beckley outlined the requirements for repair of the #15 Mac Tools Distributors-Planters Buick qualified for fourth starting spot and subsequently crashed yesterday to maintain its starting position.

"They have three options," Beckley said. "They can repair it, they can withdraw the qualified car and qualify the backup, or they can start the backup in last position." If the King Motorsports team chooses to repair the car, the tub is the main item that must be "original issue," according to Beckley.

"It's the main structure of the car that contains the driver compartment and fuel cell," Beckley said. "The transmission and engine mounts hook to the back of it, the suspension components hook on to it and the structure on the front bulkhead is what the shocks and steering links attach to."

Beckley said that all parts of the damaged car would undergo Magnaflux testing and a technical inspection before it would be certified raceworthy by USAC.

Tom Binford, chief steward for the Indianapolis 500, issued the following response when asked about procedure if rain washed out both Saturday and Sunday qualifying:

"Traditionally, if the field is not full at the close of qualifying, we would allow everyone in the line at the close one chance to qualify on the next clear day. Those already qualified would be assured a spot in the field and competition would be for remaining spots. I'm 95 percent sure that's the way we'd do it, but the final decision is made by Speedway management."

Press Conference: 10:30 a.m. Saturday, May 20, with Marilyn Quayle, wife of the Vice President, trackside conference room.

## INDIANAPOLIS 500 QUALIFYING PROCEDURES, MAY 20-21

The final lineup of the 33-car starting field is determined by ranking by car, by speed, by qualifying day.

**BUMPING PROCEDURE:** The 33 fastest qualifiers start the race. The car qualifies, not the driver. A "bumped" driver may qualify in another car. A car cannot requalify if bumped. The slowest four-lap average in the field, regardless of where it's shown in the lineup, is bumped once the field is filled, by cars qualifying in subsequent qualifying runs. If the slowest qualifier is, say, a first-day qualifier, and is bumped, the cars behind it in the lineup move up.

**CHOICES FOR JIM CRAWFORD AND KING MOTORSPORTS:** If the car that was damaged May 18 is able to be repaired and pass technical inspection, it may start in its original position in the lineup. If the team elects to use its backup car, that car must start at the rear of the field. The team may also elect to qualify the backup car, in which case the original qualified car must be withdrawn. If a backup car is qualified, it would start in its ranked position in the field.

**CHOICES FOR DANNY SULLIVAN AND PENSKE RACING:** If Geoff Brabham qualifies the car and Danny Sullivan is selected to start the race, the car must start at the rear of the field under the substitute driver rule. If Sullivan qualifies the car, it will join the field in its ranked position. If Sullivan starts the car on race day and needs a relief driver, it must be a driver approved for relief duty by the chief steward. If Brabham qualifies the car and starts the race, it goes into the field in its ranked position.

\*\*\*

Order when track opens for qualifications Saturday: #61 Butler; #12 (no driver); #16 Tony Bettenhausen; #44 Harrington; #69T (no driver); #86 Dobson; #11T Cogan; #81 Vukovich; #86T Dobson; #63 Greenfield; #98 Rutherford; #24 Carter; #77 Krueger; #97 Paul, Jr.; #59 Saleen; #29T Vogler; #24T Carter; #1T Sullivan; #35 Lazier; #11 Cogan; #29 Vogler. This was the order as of last Sunday. In a draw conducted after the track closed today, the following cars are added to the list, in order: #66 (no driver); #71 (no driver); #4T (no driver); #48 (no driver); #84 (no driver); #14T (no driver); #47 (no driver); #37 (no driver); #97T Chassey; #9T (no driver); #39 (no driver); #10 (no driver); #59T (no driver). Any other cars would be taken in sequence of their presentation at the end of the line.

STP has become an associate sponsor of the #70 Tuneup Masters/Granatelli/Buick driven by John Andretti, it was announced today.

--IMS--

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 15 - SATURDAY, MAY 20, 1989  
THIRD QUALIFYING DAY

Page 1

Speedway historian Bob Laycock researched Friday the number of cars "bumped" from the field in each race of the last decade as follows:

1988 -- 3 cars  
 1987 -- 3 cars  
 1986 -- 3 cars (2 disqualified)  
 1985 -- 7 cars (1 disqualified)  
 1984 -- 1 car  
 1983 -- 1 car  
 1982 -- 2 cars  
 1981 -- 11 cars (one extra day of qualifications because of rainout)  
 1980 -- 7 cars  
 1979 -- 11 cars (35 starters)

Rev. Richard Cooley, chaplain of the Indiana State Police, will conduct Mass in the west end of the safety office (old museum) at 9 a.m. Sunday, May 21 for Speedway personnel and guests. Hunter Floyd and Motorsports Ministries will conduct a non-denominational chapel service at 8 a.m. Sunday, May 21 and 7:30 a.m. Sunday, May 28 in the trackside conference room.

The oldest rookie ever to qualify for the Indianapolis 500 was Walt Hansgen in 1964 at the age of 44.

Marilyn Quayle, wife of the Vice President, visited the Speedway today, including a tour of the garage area, a visit to the tower and a ride in the Pontiac Trans-Am pace car. Mrs. Quayle plans to return to the Speedway next Sunday with Vice President Quayle and their three children.

Weather info at 11:30 a.m.: Currently 65 degrees, 93% humidity. Forecast for later today: 80 degrees, 10-15 mph winds this afternoon, cool tonight. Tomorrow's forecast: sunny, temperature near 80.

11:45 a.m.	#86T	DOMINIC DOBSON, Fairfax, CA Texaco Havoline Star L/C	
QA - 47		1 -- 42.141 -- 213.569	Q - 27
		2 -- 42.109 -- 213.731	
		3 -- 42.122 -- 213.665	
		4 -- 42.175 -- 213.397	
		T 2:48.547 -- 213.590	
11:55 a.m.	#77	PHIL KRUEGER, Indianapolis, IN US Engineering/Dynamic Special PC-17/C (3rd attempt)	
QA - 48		1 -- 42.379 -- 212.369	Q - 28
		2 -- 42.370 -- 212.414	
		3 -- 42.315 -- 212.691	
		4 -- 42.381 -- 212.359	
		T 2:49.445 -- 212.458	
12:05 a.m.	#1T	DANNY SULLIVAN, Louisville, KY Miller High Life Penske Chevrolet P/Ch	
QA - 49		1 -- 41.916 -- 214.715	Q - 29
		2 -- 41.522 -- 216.753	
		3 -- 41.572 -- 216.492	
		4 -- 41.636 -- 216.159	
		T 2:46.646 -- 216.027	
12:10 a.m.	#11	KEVIN COGAN, Palos Verdes Estates, CA Schaefer Beer-Playboy Fashions-Machinists M/C (2nd attempt)	
QA - 50		1 -- 42.048 -- 214.041	Q - 30
		2 -- 41.912 -- 214.736	
		3 -- 41.926 -- 214.664	
		4 -- 41.892 -- 214.838	
		T 2:47.778 -- 214.569	

Field average for 30 cars: 216.625

Legend: QA - Qualification Attempt; Q - Qualifier; UA - Unsuccessful Attempt; R - Rookie;  
 TR - Track Record  
 Chassis Legend: P = Penske; L = Lola; M = March  
 Engine Legend: Ch = Chevrolet; B = Buick; C = Cosworth; J = Judd.

--IMS--

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



DAY 15 - SATURDAY, MAY 20, 1989  
THIRD QUALIFYING DAY

Page 2

At 2:11 p.m., Buddy Lazier in the #35 Lazier Racing March got high in turn #2, drove into the outside wall (510') with the right rear, then hit with the right front (40') along the wall, went across the track 1,080 feet, and stopped in the back straightaway. The car sustained extensive right side damage. Lazier was examined and released from Hanna Medical Center, and has been cleared to drive. According to the team, the cause of Buddy Lazier's accident was a broken left front shock.

At 4:27 p.m., Steve Saleen in the #59 Saleen/Auto Express March lost control coming out of turn 4, made one complete spin (280'), and hit the outside wall almost head on. The car then slid along the wall (50'), then across the track, making a half-spin (540'), before stopping at pit entrance. Damage to the nose, right front and right rear. Saleen was taken to Hanna Medical Center and examined. Saleen was awake and alert. He was transported to Methodist Hospital after complaining of lower back pains.

5:21 p.m. #97 JOHN PAUL, JR, West Palm Beach, FL  
Miyano/Kasle/Mistral Lola L/C

QA - 51	1 -- 43.137 -- 208.638	UA - 21
	2 -- 43.012 -- 209.244	
	3 -- 42.954 -- 209.526	
	4 -- waved off	

5:34 p.m. #48 ROCKY MORAN, Pasadena, CA  
Copenhagen-Foyt M/C

QA - 52	1 -- 41.742 -- 215.610	Q - 31
	2 -- 41.753 -- 215.553	
	3 -- 41.925 -- 214.669	
	4 -- 42.638 -- 211.079	
	T 2:48.058 -- 214.212	

31-car field average: 216.547

Johnny Rutherford in the #98, Rich Vogler in the 29T, Billy Vukovich III in the #81, and John Paul, Jr in the #97 go through warmup laps, but none took the green. Before the gun went off, Johnny Rutherford in the #98 had again taken warmup laps.

A total of 79 cars are now at the Speedway, 79 have passed technical inspection. 50 drivers have been on the track to date. There were 15 yellows for 2 hours 56 minutes.

The high temperature today was 81 degrees at 5:30 p.m. The low temperature of 62 degrees was recorded at 3:30 a.m. The winds were 12 mph out of the west.

--IMS--





# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 16 - SUNDAY, MAY 21, 1989  
FOURTH QUALIFYING DAY

page 2

3:06 p.m. #50T DAVY JONES, McGraw, NY  
Euromotorsport UNO L/C

QA - 56 1 -- 42.107 -- 213.741 Q - 35  
2 -- 42.091 -- 213.822  
3 -- 41.955 -- 214.516  
4 -- 41.852 -- 215.043  
T 2:48.005 -- 214.279

(Bumps John Paul, Jr, #97, 211.969)

At approximately 4:20 the #9 Provimi Veal Lola of Arie Luyendyk experienced a fire of undetermined origin on pit road, which was quickly extinguished.

4:42 p.m. #24 PANCHO CARTER, Brownsburg, IN  
Hardee's L/C

QA - 57 1 -- 42.156 -- 213.493 (3rd attempt) Q - 36  
2 -- 42.067 -- 213.944  
3 -- 41.963 -- 214.475  
4 -- 41.986 -- 214.357  
T 2:48.172 -- 214.067

(Bumps Phil Krueger, #77, 212.458)

4:50 p.m. #29 RICH VOGLER, Indianapolis, IN  
Jonathan Byrd's Cafeteria/Bryant/Sat Eve Post M/C

QA - 58 1 -- 42.575 -- 211.392 UA - 22  
2 -- 42.467 -- 211.929  
3 -- waved off

At 4:58 Johnny Parsons in the #59 Saleen/Auto Express March lost control out of turn 1, making one spin (240') and hit the wall. The car went along the wall 160', through the south short chute (640'), and stopped 10' away from the wall in turn 2. Extensive damage to the right side. Parsons was checked at Hanna Medical Center and released in good condition.

5:27 p.m. #63 MICHAEL GREENFIELD, Manhasset, NY (R)  
Greenfield Industries/Federal Truck Driving School L/C

QA - 59 1 -- 43.429 -- 207.235 (2nd attempt) UA - 23  
2 -- waved off

In the closing half-hour, several new car-driver combinations were putting in track time, including Johnny Rutherford in the #14T, Tony Bettenhausen in #24T, and Rich Vogler in 11T.

5:45 p.m. #11T RICH VOGLER, Indianapolis, IN  
Schaefer Beer-Playboy Fashions-Machinists M/C

QA - 60 1 -- 42.217 -- 213.184 Q - 37  
2 -- 42.196 -- 213.290  
3 -- 42.204 -- 213.250  
4 -- 42.208 -- 213.230  
T 2:48.825 -- 213.239

(Bumps Johnny Rutherford, #98, 213.097)

5:49 p.m. #24T TONY BETTENHAUSEN, Speedway, IN  
Hardee's L/C

QA - 61 1 -- 42.368 -- 212.424 UA - 24  
2 -- 42.371 -- 212.409  
3 -- waved off

5:54 p.m. #63 MICHAEL GREENFIELD, Manhasset, NY (R)  
Greenfield Industries/Federal Truck Driving School L/C

QA - 62 1 -- 42.705 -- 210.748 (3rd attempt) UA - 25  
2 -- waved off

5:58 p.m. #14T JOHNNY RUTHERFORD, Ft Worth, TX  
Copenhagen-Calumet Farm-Foyt L/C

QA - 63 1 -- blown engine UA - 26

Field average: 216.588 mph.

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

Chassis Legend: P = Penske; L = Lola; M = March

Engine Legend: Ch = Chevrolet; B = Buick; C = Cosworth; J = Judd

High temperature today was 79 degrees at 3:30, with a low of 48 at 4:40 a.m. Winds were out of the southwest and west at 5-10 mph.

A total of 80 cars are now at the Speedway, 80 have passed technical inspection. 50 drivers have been on the track to date. There were 12 yellows for 2 hours 43 minutes.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 20 - THURSDAY, MAY 25, 1989

Michael Andretti was the first driver on the track at 11 a.m. for Carburetion Day, the final practice session for the 73rd Indianapolis 500.

Andale Racing, fielding the car driven by rookie Bernard Jourdain, will carry a Stoops Racing logo on it for the "500" as a gesture of respect for the latter team and Steve Butler, eliminated from contention for a spot in the field by a crash. The car also had a name change, to Corona Racing-Monarch Sports.

John Jones was presented the 1989 Indianapolis 500 "Fastest Rookie of the Year" award Tuesday by the American Dairy Association of Indiana, Inc. at a luncheon at the Speedway Motel. He received a \$1,500 cash prize and plaque and his name will be engraved on the trophy that is on permanent display in the Speedway's Hall of Fame Museum.

There were 8 cautions for 27 minutes in the session. The first caution of the day was for a damp track. The second was caused by a spray from #18 Bobby Rahal's Kraco Racing entry. "The oil tank was just a little too full," said chief mechanic Barry Green. "Nothing to worry about." Four other cautions were for objects on the track. Rahal required a tow-in after shutting off the motor in car #18 for the sixth caution. The other was for a rabbit on the track.

Teo Fabi and the Quaker State Porsche were among the top performers in the session. "Everything's in good shape with the car," said team manager Derrick Walker. "After the past two weeks, we're all looking forward to Sunday."

Mario Andretti and the K mart Havoline Lola were also among the front runners. "We're quite happy with the car," Andretti said. "We ran with quite a bit of fuel, trying to simulate race day situations. So far, we've gone through a number of different setups. We're happy with the speed."

Al Unser also took the track in the #1 Miller High Life entry to be driven in the race by Danny Sullivan, who took it out originally. A team spokesman said Unser tested it for a vibration experienced by Sullivan.

All 33 cars participated in the session. Jim Crawford's #15 Mac Tools Distributors-Planters entry machine was the last of the field to take to the track. The car arrived in Indianapolis at 8:58 p.m. Wednesday night. At 6:30 a.m. today, the crew had it reassembled and fired the engine. From 6:30-11:25, the crew worked on chassis setup. The car took the track at 11:25 a.m.

"The car is as comfortable as before the accident," Crawford said. "It's a little tighter across the shoulders. We made some adjustments during practice and now we're going to take it back to the garage and see if those adjustments are because the (rebuilt) car has not settled or because of the track and weather conditions today." He was asked if he was in the shop with the team all night. "No," he replied. "I watched them on TV from home. They don't want me in the shop. With a little paint, it'll be just like the old car."

Crawford had written a note on the tub when it went to England saying, "Please fix my race car."

The Lola factory reply was a note on the car, "We did and good luck." The factory also sent back a masking-tape banner that said, "Miracles take a few days. The impossible a little longer."

Team owner Kenny Bernstein said the Lola factory put six people on the project around the clock until completion.

The competitors took a total of 941 practice laps during the session.

The Galles crew of the #2 Team Valvoline-Stroh Light entry for Al Unser, Jr., captured the \$25,000 first prize in today's Miller High Life Pit Stop Championship held after the final practice today.

The Galles crew composed of chief mechanic Owen Snyder (right front tire), Paul Marcus (left front tire), Shay Campbell (left rear tire), Kyle Moyer (right rear tire), Mike Arnold (fueler) and Gary Armentrout (air jack) bested the Newman Haas crew (chief Colin Duff) of Mario Andretti's #6 K mart Havoline entry in the final. The Galles time was 14.716 seconds vs. Newman-Haas' 26.582 seconds, which included a five-second penalty for a loose wheel.

In one semifinal, Galles defeated the Penske crew (chief Chuck Sprague) of Al Unser's #25 Marlboro Penske, 14.342 seconds to 30.229 seconds. The Penske crew had two penalties, 10 seconds for running over a hose and five seconds for a loose wheel.

Newman-Haas beat the Patrick (chief Tom Anderson) crew of Emerson Fittipaldi's #20 Marlboro entry, 13.649 seconds to 14.626 seconds in the other semi.

Newman-Haas collected \$15,000 for second place, while the Patrick and Penske teams each earned \$5,000.

Snyder, as crew chief of the winning team, also received \$10,000 in tools from Snap-On Tools, including a KR1000 Master Roll Cab.

Teo Fabi's Quaker State Porsche crew received \$1,000 as first alternate.

### TOP SPEEDS OF THE SESSION (UNOFFICIAL)

Al Unser	Marlboro (25)	217.407
Mario Andretti	K mart Havoline (5)	217.286
Teo Fabi	Quaker State (8)	217.233
Rick Mears	Pennzoil 2-7 (4)	216.710
Scott Brayton	Amway-Speedway-Uniden (22)	216.658
Emerson Fittipaldi	Marlboro Racing Team (20)	216.450
Michael Andretti	K mart Havoline (6)	216.206



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1989 ACCIDENT REPORT -- PAGE 2

9. CAR NOS. 63 & 12 DATE: 5/21 TIME: 11:14  
DRIVERS: Michael Greenfield & Didier Theya  
CAR NAMES: Greenfield Industries/Federal Truck Driving School Lola & Arciero Wines/Arciero MacPherson Racing PC-17  
DRIVER'S CONDITION: Both examined at Hanna Medical Center and released; both cleared to drive  
CAR CONDITION: #63 sidepod damage; #12 damage to sidepod and right side  
DESCRIPTION: Greenfield low into turn 1, broke loose, spun twice (740') toward turn 2 outside wall (130'). Collided with Theya along wall (130'), then slid off wall (360') hooked together, stopping in turn 2 about five feet off the wall.
10. CAR NO. 61T DATE: 5/21 TIME: 12:05  
DRIVER: Steve Butler  
CAR NAME: Stoops Racing Team  
DRIVER'S CONDITION: Good condition. Released from Hanna Medical Center, but has not been cleared to drive.  
CAR CONDITION: Extensive nose and right side damage  
DESCRIPTION: Got low in turn 1, slid 300' with one complete spin to the outside wall, slid 30' along the wall, slid off the wall 680' to hit the outside in the entry of turn 2, slid off the wall (160'), then came to a stop in turn 2.
11. CAR NO. 59 DATE: 5/21 TIME: 4:58  
DRIVER: Johnny Parsons, Jr  
CAR NAME: Saleen/Auto Express March  
DRIVER'S CONDITION: Taken to Hanna Medical Center. Good condition. Not released to drive.  
CAR CONDITION: Extensive right side damage.  
DESCRIPTION: Lost control out of turn 1 (1 spin 240'), hit wall, along wall 160' through south short chute (640'). Stopped 10' away from wall in turn 2.  
UPDATE:

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## STARTING LINE-UP FOR THE 73RD ANNUAL INDIANAPOLIS 500-MILE RACE, MAY 28, 1989

ST. POS.	CAR NO.	DRIVER	CAR	TIME	SPEED	SPEED RANK
ROW 1						
1	4	W Rick Mears	Pennzoil Z-7 P/Ch	2:40.797	223.885	1
2	25	W Al Unser	Marlboro P/Ch	2:41.095	223.471	2
3	20	Emerson Fittipaldi	Marlboro Racing Team P/Ch	2:41.922	222.329	3
ROW 2						
4	15	Jim Crawford	Mac Tools Dist.-Planters L/B	2:42.565	221.450	4
5	5	W Mario Andretti	K mart Havoline L/Ch	2:43.276	220.486	5
6	22	Scott Brayton	Amway-Speedway-Uniden L/B	2:43.296	220.459	6
ROW 3						
7	18	W Bobby Rahal	Kraco Racing Team L/C	2:43.987	219.530	7
8	2	Al Unser, Jr.	Team Valvoline-Stroh Light L/Ch	2:44.653	218.642	9
9	30	Raul Boesel	Domino's Pizza "Hot One" L/J	2:44.965	218.228	11
ROW 4						
10	14	W A.J. Foyt, Jr.	Copenhagen-Calumet Farm-Gilmore L/C	2:45.795	217.136	12
11	28	Randy Lewis	Toshiba-Oracle/TEAMKAR L/C	2:46.286	216.494	14
12	70	John Andretti	Tuneup Masters/Granatelli L/B	2:46.967	215.611	16
ROW 5						
13	8	Teo Fabi	Quaker State Porsche M/P	2:47.004	215.564	17
14	99	Gary Bettenhausen	ATEC Environmental L/B	2:47.263	215.230	18
15	9	Arie Luyendyk	Provimi-Dutch Boy-Uniden L/C	2:47.533	214.883	20
ROW 6						
16	56	Tero Palmroth	Neste-Rotator-Nanso L/C	2:48.065	214.203	25
17	3	R Scott Pruett	Budweiser Truesports L/J	2:48.260	213.955	28
18	71	Ludwig Heimrath, Jr.	Mackenzie Indus. Group/Hemelgarn L/J	2:48.320	213.878	29
ROW 7						
19	12	R Didier Theys	Arciero Wines/Arciero MacPherson P/C	2:48.919	213.120	32
20	69	R Bernard Jourdain	Andale Racing-Monarch Sports L/C	2:48.931	213.105	33
21	6	Michael Andretti	K mart Havoline L/Ch	2:44.553	218.774	8
ROW 8						
22	7	W Tom Sneva	STP-Granatelli L/B	2:44.838	218.396	10
23	91	W Gordon Johncock	STP/Hemelgarn/Pizza Hut-WRTV L/B	2:47.386	215.072	19
24	10	Derek Daly	Raynor Garage Doors L/J	2:48.038	214.237	23
ROW 9						
25	65	R John Jones	Labatt's Protofab Racing Team L/C	2:48.202	214.028	27
26	1	W Danny Sullivan	Miller High Life P/Ch	2:46.646	216.027	15
27	11	Kevin Cogan	Schaefer-Playboy Fash.-Machinist M/C	2:47.778	214.569	21
ROW 10						
28	33	Rocky Moran	Skoal Bandit M/C	2:48.058	214.212	24
29	86	Dominic Dobson	Texaco Havoline Star L/C	2:48.547	213.590	30
30	81	Billy Vukovich III	Hemelgarn/Consani/Sierra L/J	2:46.130	216.698	13
ROW 11						
31	50	Davy Jones	Euromotorsport/UNO L/C	2:48.005	214.279	22
32	24	Pancho Carter	Hardee's L/C	2:48.172	214.067	26
33	29	Rich Vogler	Jon. Byrd's Cftra/Bryant/SaEvePostM/C	2:48.825	213.239	31

### ALTERNATES:

98	W Johnny Rutherford	Menard, Inc L/C	2:48.937	213.097
77	Phil Krueger	US Engineering/Dynamic Spl PC-17/C	2:49.445	212.458

W = FORMER WINNER; R = ROOKIE

Field average for 33 starters, 1989: 216.588 mph (NEW RECORD)  
 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 (PREVIOUS RECORD)

Chassis Legend: P = Penske; L = Lola; M = March.

Engine Legend: Ch = Chevrolet; B = Buick; C = Cosworth; J = Judd; P = Porsche

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## NUMERICAL STARTING LINEUP FOR THE 73RD ANNUAL INDIANAPOLIS 500 MILE RACE, MAY 28, 1989

CAR NO.	GARAGE NO.	PIT NO.	DRIVER	CAR NAME	CHASSIS/ ENGINE
1	A17	3	Danny Sullivan	Miller High Life	1989 Penske/Chevy
2	A14	6	Al Unser, Jr.	Team Valvoline-Stroh Light	1989 Lola/Chev
3	A26	31	Scott Pruett	Budweiser Trueports	1989 Lola/Judd
4	A19	1	Rick Mears	Pennzoil Z-7	1989 Penske/Chevy
5	B29	24	Mario Andretti	K mart Havoline	1989 Lola/Chevy
6	B31	23	Michael Andretti	K mart Havoline	1989 Lola/Chevy
7	B17	8	Tom Sneva	STP-Granatelli	1989 Lola/Buick
8	A 9	18	Teo Fabi	Quaker State	1989 March/Porsche
9	C 5	14	Arie Luyendyk	Provimi-Dutch Boy-Uniden	1989 Lola/Cosw
10	B27	21	Derek Daly	Raynor Garage Doors	1989 Lola/Judd
11	C 1	22	Kevin Cogan	Schaefer Beer/Playboy Fashions/ Machinists	1988 March/Cosw
12	C25	34	Didier Theys	Arciero Wines/Arciero-McPherson	1988 Penske/Cosw
14	A 3	16	A.J. Foyt, Jr.	Copenhagen-Calumet Farm-Gilmore	1989 Lola/Cosw
15	C15	5	Jim Crawford	Mac Tools Distributors-Planters	1987 Lola/Buick
18	B15	10	Bobby Rahal	Kraco Racing Team	1989 Lola/Cosw
20	B 1	4	Emerson Fittipaldi	Marlboro Racing Team	1989 Penske/Chevy
22	C32	12	Scott Brayton	Amway-Speedway-Uniden	1989 Lola/Buick
24	C27	29	Pancho Carter	Hardee's	1989 Lola/Cosw
25	A21	2	Al Unser	Marlboro	1989 Penske/Chevy
28	B 7	15	Randy Lewis	Toshiba-Oracle/TEAMKAR	1989 Lola/Cosw
29	C 3	32	Rich Vogler	Jonathan Byrd's Cafeteria/ Bryant/Saturday Evening Post	1988 March/Cosw
30	A 1	7	Raul Boesel	Domino's Pizza "Hot One"	1989 Lola/Judd
33	A 6	17	Rocky Moran	Skoal Bandit	1986 March/Cosw
50	B 9	20	Davy Jones	Euromotorsport/UNO	1988 Lola/Cosw
56	C29	28	Tero Palmroth	Neste-Rotator-Nanso	1989 Lola/Cosw
65	B13	30	John Jones	Labatt's Prototab Racing	1989 Lola/Cosw
69	C 9	35	Bernard Jourdain	Andale Racing-Monarch Sports	1989 Lola/Cosw
70	B19	9	John Andretti	Tuneup Masters/Granatelli	1988 Lola/Buick
71	C17	25	Ludwig Heimrath, Jr.	Mackenzie Industrial Group/ Hemelgarn	1989 Lola/Judd
81	C19	26	Billy Vukovich III	Hemelgarn/Consani/Sierra	1988 Lola/Judd
86	C13	33	Dominic Dobson	Texaco Havoline Star	1989 Lola/Cosw
91	C24	27	Gordon Johncock	STP/Hemelgarn/Pizza Hut-WRTV	1988 Lola/Buick
99	A28	19	Gary Bettenhausen	ATEC Environmental	1987 Lola/Buick

There are 18 1989 Lolas, 4 1988 Lolas, 2 1987 Lolas, 4 1989 Penskes, 1 1988 Penske, 1 1989 March, 2 1988 Marches, and 1 1986 March. Engine types consist of 7 Chevy Indy V-8s, 6 Buicks, 5 Judds, 14 Cosworths and 1 Porsche.

### ALTERNATES:

98	A12		Johnny Rutherford	Menard, Inc.	1989 Lola/Cosw
77	B21		Phil Krueger	U.S. Engineering/Dynamic Spl.	1988 Penske/Cosw

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

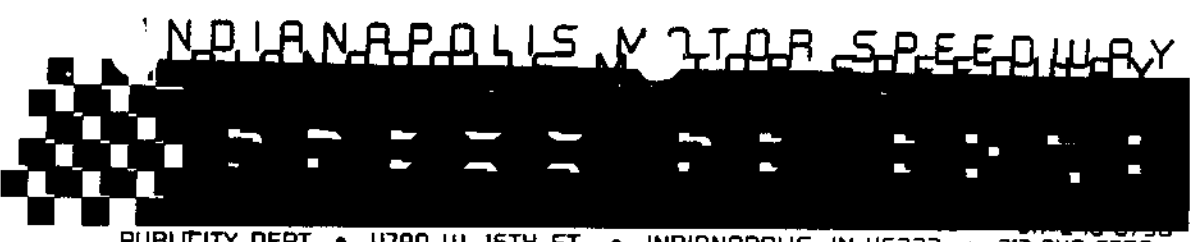
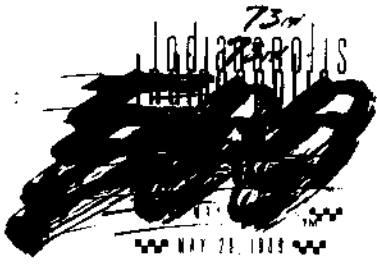


## 1989 INDIANAPOLIS 500 MILE RACE

### PIT ASSIGNMENTS IN NUMERICAL ORDER AND GARAGE ASSIGNMENTS

PIT NO.	CAR NO.	GARAGE NO.	DRIVER
(First Turn)			
1	4	A19	Rick Mears
2	25	A21	Al Unser
3	1	A17	Danny Sullivan
4	20	B 1	Emerson Fittipaldi
----- Gasoline Alley -----			
5	15	C15	Jim Crawford
6	2	A14	Al Unser, Jr.
7	30	A 1	Raul Boesel
8	7	B17	Tom Sneva
9	70	B19	John Andretti
10	18	B15	Bobby Rahal
----- ABC Sports -----			
----- USAC -----			
12	22	C32	Scott Brayton
14	9	C 5	Arie Luyendyk
15	28	B 7	Randy Lewis
16	14	A 3	A.J. Foyt, Jr.
17	33	A 6	Rocky Moran
18	8	A 9	Teo Fabi
19	99	A28	Gary Bettenhausen
20	50	B 9	Davy Jones
21	10	B27	Derek Daly
22	11	C 1	Kevin Cogan
23	6	B31	Michael Andretti
24	5	B29	Mario Andretti
----- Pit Opening -----			
25	71	C17	Ludvig Heimrath, Jr.
26	81	C19	Billy Vukovich III
27	91	C24	Gordon Johncock
28	56	C29	Tero Palmroth
29	24	C27	Pancho Carter
30	65	B13	John Jones
31	3	A26	Scott Pruett
32	29	C 3	Rich Vogler
33	86	C13	Dominic Dobson
34	12	C25	Didier Theys
35	69	C 9	Bernard Jourdain
(Fourth Turn)			





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UNOFFICIAL LAP STANDINGS  
May 28, 1989  
RACE DAY

LAP 10/25 MILES

1. #20 Fittipaldi
  2. # 4 Mears
  3. # 5 Ma Andretti
  4. #25 Unser
  5. # 2 Unser, Jr
  6. #18 Rahal
  7. # 9 Luyendyk
  8. #15 Crawford
  9. #30 Bossel
  10. #22 Brayton
- AVG SPEED: 97.490

LAP 20/50 MILES

1. #20 Fittipaldi
  2. # 5 Ma Andretti
  3. # 4 Mears
  4. # 2 Unser, Jr
  5. #25 Unser
  6. #18 Rahal
  7. # 9 Luyendyk
  8. #15 Crawford
  9. # 6 Mi Andretti
  10. #30 Bossel
- AVG SPEED: 104.842

LAP 30/75 MILES

1. #20 Fittipaldi
  2. # 5 Ma Andretti
  3. # 2 Unser, Jr
  4. #25 Unser
  5. # 6 Mi Andretti
  6. # 4 Mears
  7. #18 Rahal
  8. #15 Crawford
  9. #30 Bossel
  10. #22 Brayton
- AVG SPEED: 126.193

LAP 40/100 MILES

1. #20 Fittipaldi
  2. # 5 Ma Andretti
  3. # 6 Mi Andretti
  4. # 4 Mears
  5. # 2 Unser, Jr
  6. #25 Unser
  7. # 9 Luyendyk
  8. #18 Rahal
  9. # 3 Pruett
  10. #15 Crawford
- AVG SPEED: 138.572

LAP LEADERS:

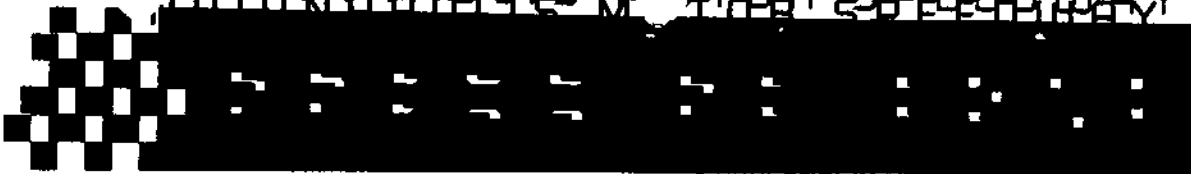
<u>LAPS</u>	<u>CAR NO./DRIVER</u>
1 -	#20 Fittipaldi

CAUTION FLAGS:

<u>LAPS</u>	<u>REASON:</u>
4 - 15	#11 Cogan contact turn 4

CARS OUT OF RACE:

<u>CAR NO./DRIVER</u>	<u>REASON</u>
99 Gary Bettenhausen	Bent valves
11 Kevin Cogan	Accident, turn 4
91 Gordon Johncock	



May 28, 1989

RADE DAY

LAP 50/125 MILES

1. #20 Fittipaldi
  2. # 6 Mi Andretti
  3. # 5 Ma Andretti
  4. # 2 Unser, Jr
  5. # 4 Mears
  6. #25 Unser
  7. # 9 Luyendyk
  8. #18 Rahal
  9. #15 Crawford
  10. #30 Boesel
- AVG SPEED: 148.392

LAP 60/150 MILES

1. #20 Fittipaldi
  2. # 6 Mi Andretti
  3. # 2 Unser, Jr
  4. # 5 Ma Andretti
  5. # 4 Mears
  6. #25 Unser
  7. #15 Crawford
  8. #30 Boesel
  9. # 9 Luyendyk
  10. #22 Brayton
- AVG SPEED: 156.467

LAP 70/175 MILES

1. #20 Fittipaldi
  2. # 6 Mi Andretti
  3. # 2 Unser, Jr
  4. # 4 Mears
  5. # 5 Ma Andretti
  6. #15 Crawford
  7. #22 Brayton
  8. #30 Boesel
  9. #86 Dabson
  10. # 9 Luyendyk
- AVG SPEED: 153.960

LAP 80/200 MILES

1. #20 Fittipaldi
  2. # 6 Mi Andretti
  3. # 2 Unser, Jr
  4. # 4 Mears
  5. # 5 Ma Andretti
  6. #15 Crawford
  7. #22 Brayton
  8. #30 Boesel
  9. # 9 Luyendyk
  10. #86 Dabson
- AVG SPEED: 159.777

LAP LEADERS:

LAPS	CAR NO./DRIVER
1 - 34	#20 Fittipaldi
35	# 5 Mario Andretti
36	#30 Boesel
37 -	#20 Fittipaldi

CAUTION FLAGS:

LAPS	REASON:
4 - 15	#11 Cogan contact turn 4
60 - 64	#18 Rahal stalled on course

CARS OUT OF RACE:

CAR NO./DRIVER	REASON
99 Gary Bettenhausen	Bent valves
11 Kevin Cogan	Accident, turn 4
91 Gordon Johncock	Engine
1 Danny Sullivan	Right rear axle
18 Bobby Rahal	Engine
7 Tom Sneva	Pit fire/fuel nozzle/valve
25 Al Unser	
28 Randy Lewis	Wheel bearing



UNOFFICIAL LAP STANDINGS  
May 28, 1989  
RACE DAY

LAP 90/225 MILES

1. # 6 Mi Andretti
  2. # 2 Unser, Jr
  3. #20 Fittipaldi
  4. # 4 Mears
  5. #15 Crawford
  6. #30 Bossel
  7. #86 Dobson
  8. #14 Foyt
  9. # 9 Luyendyk
  10. # 5 Ma Andretti
- AVG SPEED: 164.175

LAP 100/250 MILES

1. # 20 Fittipaldi
  2. # 6 Mi Andretti
  3. # 2 Unser, Jr
  4. # 4 Mears
  5. # 15 Crawford
  6. # 9 Luyendyk
  7. # 30 Bossel
  8. # 22 Brayton
  9. # 86 Dobson
  10. # 56 Palmroth
- AVG SPEED: 167.609

LAP 110/275 MILES

1. #20 Fittipaldi
  2. # 6 Mi Andretti
  3. # 2 Unser, Jr
  4. # 4 Mears
  5. #15 Crawford
  6. # 9 Luyendyk
  7. #30 Bossel
  8. #22 Brayton
  9. #86 Dobson
  10. # 3 Pruett
- AVG SPEED: 171.087

LAP 120/300 MILES

1. # 6 Mi Andretti
  2. #20 Fittipaldi
  3. # 2 Unser, Jr
  4. #15 Crawford
  5. #30 Bossel
  6. # 9 Luyendyk
  7. #86 Dobson
  8. #14 Foyt
  9. # 3 Pruett
  10. #22 Brayton
- AVG SPEED: 173.250

LAP LEADERS:

LAPS	CAR NO./DRIVER
1 - 34	#20 Fittipaldi
35	# 5 Mario Andretti
36	#30 Bossel
37 - 87	#20 Fittipaldi
88 - 92	# 6 Michael Andretti
93 -	#20 Fittipaldi # 6 Michael Andretti

CAUTION FLAGS:

LAPS	REASON:
4 - 15	#11 Cogan contact turn 4
60 - 64	#18 Rahal stalled on course
129 -	# 9 Luyendyk blown engine

CARS OUT OF RACE:

CAR NO./DRIVER	REASON
99 Gary Bettenhausen	Bent valves
11 Kevin Cogan	Accident, turn 4
91 Gordon Johncock	Engine
1 Danny Sullivan	Right rear axle
18 Bobby Rahal	Dropped valve (engine)
7 Tom Sneva	Pit fire/fuel nozzle/valve
25 Al Unser	Clutch
28 Randy Lewis	Wheel bearing
8 Teo Fabi	Ignition
9 Arie Luyendyk	Blown engine



# INDIANAPOLIS MOTOR SPEEDWAY 73rd INDIANAPOLIS MOTOR SPEEDWAY

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## UNOFFICIAL LAP STANDINGS May 28, 1989 RACE DAY

PAGE 4

<u>LAP 130/325 MILES</u>		<u>LAP 140/350 MILES</u>		<u>LAP 150/375 MILES</u>		<u>LAP 160/400 MILES</u>	
1. # 6 Mi Andretti	1. #20 Fittipaldi	1. #20 Fittipaldi	1. # 6 Mi Andretti	1. #20 Fittipaldi	1. # 6 Mi Andretti	1. # 6 Mi Andretti	1. #20 Fittipaldi
2. #20 Fittipaldi	2. # 6 Mi Andretti	2. # 6 Mi Andretti	2. # 2 Unser, Jr	2. # 6 Mi Andretti	2. #20 Fittipaldi	2. #20 Fittipaldi	2. #20 Fittipaldi
3. # 2 Unser, Jr	3. # 2 Unser, Jr	3. # 2 Unser, Jr	3. #30 Bossel	3. # 2 Unser, Jr	3. # 2 Unser, Jr	3. # 2 Unser, Jr	3. # 2 Unser, Jr
4. #15 Crawford	4. #30 Bossel	4. #30 Bossel	4. #86 Dobson	4. #30 Bossel	4. #30 Bossel	4. #30 Bossel	4. #30 Bossel
5. #30 Bossel	5. #86 Dobson	5. #22 Brayton	5. #15 Crawford	5. #22 Brayton	5. #22 Brayton	5. #22 Brayton	5. #22 Brayton
6. #86 Dobson	6. #15 Crawford	6. #14 Foyt	6. #22 Brayton	6. #14 Foyt	6. #14 Foyt	6. #14 Foyt	6. #14 Foyt
7. #22 Brayton	7. #22 Brayton	7. # 5 Ma Andretti	7. #14 Foyt	7. # 5 Ma Andretti	7. # 5 Ma Andretti	7. # 5 Ma Andretti	7. # 5 Ma Andretti
8. #14 Foyt	8. #14 Foyt	8. # 3 Pruett	8. # 5 Ma Andretti	8. # 3 Pruett	8. # 3 Pruett	8. # 3 Pruett	8. # 3 Pruett
9. # 3 Pruett	9. # 5 Ma Andretti	9. #50 Davy Jones	9. #50 Davy Jones	9. #50 Davy Jones	9. #50 Davy Jones	9. #50 Davy Jones	9. #50 Davy Jones
10. #50 Davy Jones	10. #50 Davy Jones	10. #29 Vogler	10. #29 Vogler	10. #29 Vogler	10. #29 Vogler	10. #29 Vogler	10. #29 Vogler
AVG SPEED: 173.790	AVG SPEED: 173.617	AVG SPEED: 164.577		AVG SPEED: 166.995			

### LAP LEADERS:

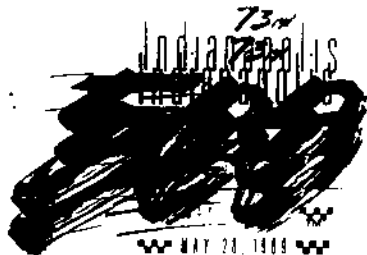
<u>LAPS</u>	<u>CAR NO./DRIVER</u>
1 - 34	#20 Fittipaldi
35	# 5 Mario Andretti
36	#30 Bossel
37 - 87	#20 Fittipaldi
88 - 92	# 6 Michael Andretti
93 - 112	#20 Fittipaldi
113 - 123	# 6 Michael Andretti
124 - 129	#20 Fittipaldi
130 -	# 6 Michael Fittipaldi
16 -	# 2 Unser, Jr
	#20 Fittipaldi

### CAUTION FLAGS:

<u>LAPS</u>	<u>REASON:</u>
5 - 14	#11 Cogan contact turn 4
61 - 65	#18 Rahal stalled on course
128 - 131	# 9 Luyendyk blown engine
139 - 149	#15 Crawford slowed
	# 6 Mi Andretti blown engine

### CARS OUT OF RACE:

<u>CAR NO./DRIVER</u>	<u>REASON</u>
99 Gary Bettenhausen	Bent valves
11 Kevin Cogan	Accident, turn 4
91 Gordon Johncock	Engine
1 Danny Sullivan	Right rear axle
18 Bobby Rahal	Dropped valve (engine)
7 Tom Sneva	Pit fire/fuel nozzle/valve
25 Al Unser	Clutch
28 Randy Lewis	Wheel bearing
8 Teo Fabi	Ignition
9 Arie Luyendyk	Blown engine
15 Jim Crawford	Drive train
4 Rick Mears	Blown engine
70 John Andretti	Engine
12 Didier Theys	Engine
6 Michael Andretti	Blown engine



UNOFFICIAL LAP STANDINGS  
May 28, 1989  
RACE DAY

<u>P 170/425 MILES</u>	<u>LAP 180/450 MILES</u>	<u>LAP 190/475 MILES</u>	<u>LAP 200/500 MILES</u>
1. #20 Fittipaldi	1. #20 Fittipaldi	1. #20 Fittipaldi	1. #20 Fittipaldi
2. # 2 Unser, Jr	2. # 2 Unser, Jr	2. # 2 Unser, Jr	2. # 2 Unser, Jr
3. #30 Boesel	3. #30 Boesel	3. #30 Boesel	3. #30 Boesel
4. #22 Brayton	4. # 5 Ma Andretti	4. # 5 Ma Andretti	4. # 5 Ma Andretti
5. # 5 Ma Andretti	5. #14 Foyt	5. #14 Foyt	5. #14 Foyt
6. #14 Foyt	6. #22 Brayton	6. #22 Brayton	6. #22 Brayton
7. # 3 Pruett	7. # 3 Pruett	7. #50 Davy Jones	7. #50 Davy Jones
8. #50 Davy Jones	8. #50 Davy Jones	8. #69 Jourdain	8. #29 Vogler
9. # 6 Mi Andretti	9. #29 Vogler	9. #29 Vogler	9. #69 Jourdain
10. #29 Vogler	10. #69 Jourdain	10. # 3 Pruett	10. # 3 Pruett
AVG SPEED: 166.101	AVG SPEED: 168.209	AVG SPEED: 166.478	AVG SPEED: 167.581

AP LEADERS:

CAUTION FLAGS:

<u>APS</u>	<u>CAR NO./DRIVER</u>	<u>LAPS</u>	<u>REASON:</u>
1 - 34	#20 Fittipaldi	5 - 14	#11 Cogan contact turn 4
55	# 5 Mario Andretti	61 - 65	#18 Rahal stalled on course
56	#30 Boesel	128 - 131	# 9 Luyendyk blown engine
57 - 87	#20 Fittipaldi	139 - 149	#15 Crawford slowed
88 - 92	# 6 Michael Andretti	162 - 166	# 6 Mi Andretti blown engine
93 - 112	#20 Fittipaldi	181 - 186	#56 Lost wheel, turn 4
113 - 123	# 6 Michael Andretti	199 - 200	# 2 Unser, Jr contact, turn 3
124 - 129	#20 Fittipaldi		
130 - 139	# 6 Michael Andretti		
140 - 153	#20 Fittipaldi		
154 - 162	# 6 Michael Andretti		
163	#20 Fittipaldi		
164 - 165	# 2 Unser, Jr		
166 - 195	#20 Fittipaldi		
196 - 198	# 2 Unser, Jr		
199 - 200	#20 Fittipaldi		

CARS OUT OF RACE:

<u>CAR NO./DRIVER</u>	<u>REASON</u>
79 Gary Bettenhausen	Bent valves
11 Kevin Cogan	Accident, turn 4
71 Gordon Johncock	Engine
1 Danny Sullivan	Right rear axle
18 Bobby Rahal	Dropped valve (engine)
7 Tom Sneva	Pit fire/fuel nozzle/valve
25 Al Unser	Clutch
28 Randy Lewis	Wheel bearing
8 Teo Fabi	Ignition
9 Arie Luyendyk	Blown engine
15 Jim Crawford	Drive train
4 Rick Mears	Blown engine
70 John Andretti	Engine
12 Didier Theys	Engine
6 Michael Andretti	Blown engine
24 Pancho Carter	Electrical
56 Tero Palmroth	Broken spindle
2 Al Unser, Jr	Accident, turn 3



# INDIANAPOLIS MOTOR SPEEDWAY

# PRESS RELEASE

PUBLICITY DEPT. OFFICE • INDIANAPOLIS, IN 46222 • 317-248-6750  
 73rd INDIANAPOLIS 500  
 May 28, 1989

FN.	ST.	CAR	DRIVER	CAR NAME & CHASSIS	LAPS	RUNNING OR
PS.	PS.	NO.			COMP	REASON OUT
1	3	20	Emerson Fittipaldi	Marlboro Racing Team P/Ch	200	167.581 mph
2	8	2	Al Unser, Jr	Team Valvoline-Stroh Light L/Ch	198	Accident turn 3
3	9	30	Raul Boesel	Domino's Pizza "Hot One" L/J	194	Running
4	5	5 W	Mario Andretti	K mart Havoline L/LC	193	Running
5	10	14 W	A.J. Foyt, Jr	Copenhagen-Calumet Farm - Gilmore L/C	193	Running
6	6	22	Scott Brayton	Amway-Speedway-Uniden L/B	193	Running
7	31	50	Davy Jones	Euromotorsport/UNO L/C	192	Running
8	33	29	Rich Vogler	Jon. Byrd's Citra/Bryant/SaEvePost M/C	192	Running
9	20	69 R	Bernard Jourdain	Corona Racing-Monarch Sports L/C	191	Running
10	17	3 R	Scott Pruett	Budweiser Truesports L/J	190	Running
11	25	65 R	John Jones	Labatt's Prototab Racing Team L/C	189	Running
12	30	81	Billy Vukovich III	Hemelgarn/Consani/Sierra L/J	186	Running
13	18	71	Ludwig Heimrath, Jr	Mackenzie Indus. Group/Hemelgarn L/J	185	Running
14	28	33	Rocky Moran	Skoal Bandit M/C	181	Running
15	24	10	Derek Daly	Raynor Garage Doors L/J	167	Running
16	16	56	Tero Palmroth	Neste-Rotator-Nanso L/C	165	Broken spindle
17	21	6	Michael Andretti	K mart Havoline L/Ch	163	Blown engine
18	29	86	Dominic Dobson	Texaco Havoline Star L/C	161	Blown engine
19	4	15	Jim Crawford	Mac Tools Dist. -Planters L/B	135	Drive Train
20	19	12 R	Didier Theys	Arciero Wines/Arciero MacPherson P/C	131	Engine
21	15	9	Arie Luyendyk	Provimi-Dutch Boy-Uniden L/C	123	Blown engine
22	32	24	Pancho Carter	Hardee's L/C	121	Electrical
23	1	4 W	Rick Mears	Pennzoil Z-7 Penske Chevrolet P Ch	113	Blown engine
24	2	25 W	Al Unser	Marlboro P/Ch	68	Clutch
25	12	70	John Andretti	Tuneup Masters/Granatelli L/B	61	Engine
26	7	18 W	Bobby Rahal	Kraco Racing Team L/C	58	Dropped valve
27	22	7 W	Tom Sneva	STP-Granatelli L/B	55	Pit fire
28	26	1 W	Danny Sullivan	Miller High Life P/Ch	41	Right rear axle
29	11	28	Randy Lewis	Toshiba-Oracle/TEAMKAR L/C	24	Rt frt whl bearing
30	13	8	Teo Fabi	Quaker State Porsche M/P	23	Ignition
31	23	91 W	Gordon Johncock	STP/Hemelgarn/Pizza Hut-WRTV L/B	19	Engine
32	27	11	Kevin Cogan	Schaefer-Playboy Fash. -Machinist M/C	2	Accident Turn 4
33	14	99	Gary Bettenhausen	ATEC Environmental L/B	0	Bent valve

W = FORMER WINNER; R = ROOKIE

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

ENGINE LEGEND: B=Buick; C=Coovorth; Ch=Chevrolet; J=Judd; P=Porsche

---Car #81 Billy Vukovich III assessed 2-lap penalty for passing pace car under the yellow, lap 165

Other penalties: #29 Rich Vogler assessed detention penalty for running over air hose in adjoining pit. #3 Scott Pruett assessed detention penalty for running over air hose.

TIME OF RACE: 2 hours 59 minutes 1.04 seconds

AVERAGE SPEED: 167.581 mph

MARGIN OF VICTORY: more than 1 lap

FASTEST LAP OF RACE (ALSO FASTEST LEADING LAP): Lap 85 by #20 Emerson Fittipaldi, 40.455 seconds, 222.469 mph.

### LAP LEADERS:

#20 Emerson Fittipaldi	1 - 34
# 5 Mario Andretti	35
#30 Raul Boesel	36
#20 Emerson Fittipaldi	37 - 87
# 6 Michael Andretti	88 - 92
#20 Emerson Fittipaldi	93 - 112
# 6 Michael Andretti	113 - 123
#20 Emerson Fittipaldi	124 - 129
# 6 Michael Andretti	130 - 139
#20 Emerson Fittipaldi	140 - 153
# 6 Michael Andretti	154 - 162
#20 Emerson Fittipaldi	163
# 2 Al Unser, Jr	164 - 165
#20 Emerson Fittipaldi	166 - 195
# 2 Al Unser, Jr	196 - 198
#20 Emerson Fittipaldi	199 - 200

### LAP LEADER SUMMARY:

Driver	Times	Laps
Emerson Fittipaldi	8	158
Michael Andretti	4	35
Al Unser, Jr	2	5
Mario Andretti	1	1
Raul Boesel	1	1

### LAP PRIZE AWARDS:

\$71,100
15,750
2,250
450
450
\$90,000

### CAUTION FLAGS:

5 - 14	#11 Cogan accident turn 4
61 - 65	#18 Rahal stalled on course
128 - 131	# 9 Luyendyk blown engine
139 - 149	#15 Crawford slowed
162 - 166	# 6 Mi Andretti blown engine
181 - 186	#56 lost tire, turn 4
199 - 200	# 2 Unser, Jr accident turn 3

TOTAL OF 7 YELLOWS FOR 43 LAPS

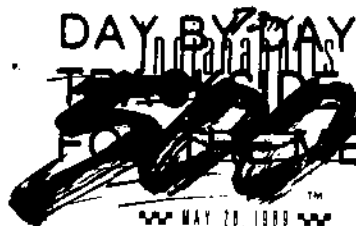
Emerson Fittipaldi (car #20 Marlboro Racing Team Penske/Chevy) (on the last two laps) "I was leading the race, going into turn #2. Al came up faster and passed me. By then, my car was handling really well. I came out of turn #2 on the next one and had to back off. I came off faster. We were in the back straight, Al came down, we touched wheels and I was able to keep hold of it." (what do you think of Al Jr.'s gestures to you after he was out of his car?) "It would be nice to see the tape first. I don't know. I'm sure he was very unhappy. I'm just happy he was unhurt. It was a big relief to see him walk away from the car okay." (it looked as though you stalled in the pits) "Coming out of the pits, the engine nearly stalled. I put it back in first gear and luckily it picked up. The engine was okay. The engine was running beautifully all day." (your next goal?) "Today, I achieved my biggest race event. Next week is Milwaukee and the championship is still on. I'm very proud to be an Indy driver now. For sure, I'm aiming at the championship. That would be my next goal." (about the PC-18?) "I'm very pleased to have one. The team has done incredible preparation. This was the same car that crashed in Phoenix. It's the team that did this. I just drove the car." (about going below the white line during the race) "Pat (Patrick) warned me about that on the radio. I was lapping people quite often. I had to go down to get clean air and not disturb my front wing too much. Tom Binford was very clear in the meeting that anyone who stayed by himself under the line would have a problem. The traffic was so heavy, there was no other way I could drive." (did you have a problem with your tires?) "I started the race on my qualifying tires. By the end of the race, I asked them to put them back on. It was set number 7. The balance of the car was much better with them." (did you follow your race strategy?) "I was planning to have a good start. I knew if I took the lead early and passed others, the balance of the car would be similar to testing. That's exactly what happened. I took the lead on the first lap and the car was good." (what will the reaction in Brazil be?) "The first time I came to Indianapolis was in 1954 or 1955, when Vukovich and Bettenhausen were the top drivers. Back in Brazil, we could get no television, only pictures in magazines. It was very excited. I'm sure they'll be happy." (could you tell how far ahead you were?) "The first few laps, I saw that my car was really well-balanced. I could see in my rear view mirror that they were falling back. I knew I was doing okay." (can you read other drivers' moves?) "We know each other pretty well, and I know they'll respect my position and they know that I'll respect theirs. It can happen any way. Today, it happened my way." (about the other PC-18s that went out of the race) "I feel sorry for the Penske people. It's tough to bring a three-man team out. They worked hard. We were very concerned that we'd have similar problems." (on qualifying in the front row, you said, "Today, I am an Indy car driver." How do you feel today?) "Today, I'm feeling more and more like an Indy car driver."

A.J. Foyt, Jr. (car #14 Copenhagen-Calumet Farm-Gilmore) "Anytime you finish the 500, you gotta feel good. The fans haven't given up on us yet. The Cosworth just doesn't have the heart that the Chevys have. We had a handicap. I do think we can keep up with the young guys."

Michael Andretti (car #6 K Mart Havoline Lola/Chevy) "I was running a nice, consistent pace. Obviously, I just took too much out of it. I got a lot from my dad. More than his driving, I think I inherited my dad's luck."

Scott Pruett (Budweiser Truesports Car #3) "I made some mistakes out there, but I learned a whole lot. I learned a whole lot in a pretty short period of time this past month and I'm ready to go racing again. It's really been wild out there, believe me. Really exciting. Running in traffic here is a real experience. Guys like Fittipaldi come hustling up, blow by you, leave you in their draft and the whole car starts shaking. I'd just like to thank the entire Truesports team. Those guys know what Indianapolis is all about and I'm proud to be a member of their team. We had our sights set on a higher finish, maybe 6th, but we had a battery problem at the end."

Bernard Jourdain (Andale Racing-Monarch Sports Car #69) "The race was great. I feel good about working from the back to finish in the top ten. Especially since I was working against the toughest rookies. Coming in here for the first time to finish is great. I was the whole month during practice the fastest rookie and I'm really happy that I finished. It takes a couple of laps to understand the traffic. The handling is completely different in traffic than when you're out there by yourself."



## RACE DAY QUOTE SHEET #2

ROCKY MORAN (#33 Skoal Bandit March C)--"We lost nine or ten laps at the start because we had to replace a dead battery. On our second stop, the crew made a front wing change. After that, the car ran great considering it's four years old! The last few laps were tense. Little Al (Unser) crashed right in front of me."

DAVY JONES (#50 Euromotorsport/UNO Lola C)--"I know I wasn't a rookie, but I considered myself a rookie since I only ran about 25 laps or so here in 1987. I started at the back of the pack and I was happy with that. I didn't have the slowest time in qualifying. But I felt I got the most out of the car. It gave me the chance to learn about turbulence and drafting. Half-way into the race, the car felt good. I started to learn where to place the car on the track. When Kevin (Cogan) crashed, my right front tire went flat when I ran over the debris. The pit entrance was closed and I couldn't come in. Then, on another stop, I stalled the motor trying to leave the pits. There was a bit of a push in the car at the end. But overall, it was a really nice race. I learned so much. I can see where I can win this race with the right surroundings."

DEREK DALY (#10 Raynor Garage Doors Lola J)--"I had electrical problems at the start of the race and we lost 26 laps before our first scheduled stop. We replaced the spark box, but it took four stops to do it. The car was at its best with full (fuel) tanks. When the tank was half-full, it became loose and hard to drive."

LUDWIG HEIMRATH, JR. (#71 Mackenzie Indus. Group/Hemelgarn Lola J)--"We're glad we finished. We'll take it one goal at a time. Our next goal is to win this thing. The car wasn't handling that well and it took a long time to catch up to it. Time was running out." (his view of the Unser, Jr./Fittipaldi duel at the end) "I knew they were intense. There were cars four abreast going into the backstretch. So, I rolled back and got out of that." "It was a long day, but it felt good to finish. We haven't seen a lot of checkered flags."

RICK HEARS (#4 Pennzoil Z-7 P/ch) (failure to live up to being race favorite) "At least it's not like this every year. The guys, Richard Buck, Peter Gibbons and the rest, did a great job all month. We were very happy with our qualifying." (feelings about race) "I was disappointed, but it happened, and there was nothing I could do about it. I was starting to work with the car to help (the boost problem) a little bit." (any clutch problems?) "No, not at all. After Al fell out of the race, he told us to baby it, and I was going to."

RAUL BOESEL (#30 Domino's Pizza "Hot One") (how the car was running) "The car was perfect, it was running at 100 percent, and our pit stops were great." (explain the mishap in the pit) "I came into the pit too hot and I tried to slow down, but the wheel locked and I spun out. The team didn't panic, they got things straightened out and we didn't lose a place." (what will you work on to become more efficient for next year's race?) "The engine, the car is reliable and it works well in traffic there are just a few things to get the engine into shape."

SCOTT BRAYTON (#22 Aaway-Speedway-Uniden L/B) (feelings about the race) "I am thrilled to have finished. It's the first time I have finished since 1983. We overcame mechanical difficulties, the car ran all day and that's a victory in itself. And I got through Turn 2." (explain some of the problems with the car) "We had some problems with the boost and then I experienced some tire vibration and on top of that the right side tire blistered. Our air jack got stuck on one of those metal plates which cost us fourth place."

AL UNSER, JR. (#2 Team Valvoline-Stroh Light L/Ch) (are you angry about the finish?) "Mad isn't the word. I am disappointed for myself about how I didn't win the race, but that I did not win the race." (do you blame Emerson for the mishap?) "No, not at all. Emmo did as much as he could to avoid the accident without putting himself in an accident." (how do you think the race would have finished minus the accident?) "I don't know. We (Emmo) were running very close and we were coming up on traffic so quickly it would be impossible to predict what would have happened." (what was the first thing that went through your mind right before you and Emmo touched?) "Oh shit." (how was your fuel supply at the end of the race?) "We were running out of gas so we were glad to see the yellow, it saved both (Emmo) of us." (explain the gesture you gave Emmo as he passed you) "I gave Emerson the thumbs up. He is a great racer and I am truly impressed with his driving ability." (question to Rick Galles regarding the Galles team compared to the Penske team) "I think people have wondered all month if there was another team at Indianapolis other than Penske. Don't get me wrong, Penske has developed a great race team, but I think today proves that there are other teams just as competitive and I think it will continue to be proven throughout the series." (question to Rick Galles, your feels about the day) "We fought back all day. We were a lap down and the crew gave us great pit stops and Al used his head on the straightaways. We just missed by a little and I want to congratulate Pat Patrick and his team because they ran a great race." (feelings about accident) "There's not way it was my fault. When I go out I race as hard as I can race because I want to win. I'm sure Emmo felt the same way. I want to congratulate Emerson on his victory, it was an exciting show and I think Emmo is a great driver."



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Billy Vukovich III (Car #81 Hemelgarn/Consani/Sierra) "We had no boost. The knob fell out. We only had 42 inches the whole way. If you have no power you can't go anywhere. I'm glad we finished with the car in one piece, but I would have liked to have finished further up...we did all we could."

Rich Vogler (Car #29 Jonathan Byrd's Cafeteria/Bryant/Saturday Evening Post) "The car was really good. We didn't have any long time in the pits than we had to have. The only thing that hurt us was the stop-n-go penalty because I ran over Dominic Dobson's hose and when I ran out of fuel before the half way mark...that really hurt us. I think the car was excellent. We started 33rd and had to be conservative. If it hadn't been for those two main problems, we would have only been four laps down and possibly 4th instead of eighth."

John Jones (Car #65 Labatt's Prototfab Racing) "I'm pleased with our finish. The object was to qualify and to finish the race. It was a great learning experience...learning to cope, to deal with the traffic and the turbulence. The longer I was in the traffic, the better it got out there. Running the race in the beginning was scary. I didn't want to put myself in a position where I would mess up the guys who were running fast. At the beginning I looked around and saw that there were 4-5 cars abreast, so I fell back a little so that I would be more comfortable. The way I look at it, I'd rather be careful and be here for 20 years than screw up and not come back."

Andy Kenopensky (Team Manager, Machinists Union Racing Team, re Kevin Cogan, #11 Schaefer Beer/Playboy Fashions/Machinists March): "By the time I got down there, he was sitting on the pit wall. Actually, he got out of the tub in a hurry. He's at his apartment resting and won't return to the track. It's a racing incident. We have four more '88s (Marches) for him so he's in pretty good shape for the rest of the season. He bounces back pretty easy. I'm sure as that thing starts backing up, you don't know what it's headed for. Psychologically, you're upset because you're out of the race earlier and he thought we had a chance to win this thing. Early on in the race, you're out there and you're loose and the only thing the driver can adjust is the front and rear bar. On a pit stop, we can make other adjustments but that's all he has. He was loose the first two race laps, adjusted the bars and that gave him a little confidence. Kevin likes to run a high line here and he said, all of a sudden, the car jumped out. It hit directly on the gearbox cover and exploded the ring and pinion. That absorbed tremendous impact."

Jim Crawford (Mac Tools Distributors-Planters Buick #15): "They're putting the turbochargers lower and lower and the heat has to go somewhere. During the first yellow, I lost the clutch and the pedal was just falling to the floor. After the last restart, it was making a funny noise. It went okay for awhile, but it got worse and worse. Going down into turn #1, boom!. Maybe the main input shaft? I don't know. Something pretty major."

Randy Lewis (#28 Toshiba/Oracle/TEAMKAR): "We just lost the right front wheel bearing. I thought maybe it was a tire problem because it happened pretty suddenly. I went through Cogan's debris. I was pulling away from A.J. and Fabi. I pulled in to check it, went back out and immediately got out of the groove into the gray. It was almost impossible to drive. It was weaving all over, so I got it down and brought it back to the pits. It seized up and destroyed the upright."

Al Unser (#25 Marlboro Penske): "The clutch was slipping. It's something that happens... why I don't know. We hadn't had that problem all month. We were all right as long as we stayed on the same lap. It's a waiting game...you race hard and hope you'll be in the right place at the right time to win. (about Fittipaldi early in the race) "He's running strong. We figured he would and he is." (when did he realize his clutch was going bad) "When I started slowing down. I figured we had a chance of finishing well. That's why we were out there. It was a bad day at work."

Derrick Walker (team manager, #8 Quaker State Porsche): "We really felt we would be able to hold our own today. We were pacing ourselves and somehow we lost power. It's a real shame that our team has been deprived of a chance to perform well."



## RACE DAY QUOTE SHEET #4

MARIO ANDRETTI (K mart Havoline Lola #5): "The car was consistent the whole race. I think we did a good job on the setup. If we hadn't had the problem, we'd have been in good shape. It would've been me and Mike at the end. (on his mechanical problem) "It was an electronics problem. The clue when it started to go haywire was the fuel counter quit. Anytime I had to lift off the throttle in traffic, the engine died. I either had full throttle or no throttle. That killed me in traffic. That we came back to finish fourth shows that the car was very capable of going well." (on son Michael's problems) "Obviously I know how he feels. He was in good shape for the win. I feel we had two of the best cars in the field. I think it's a great tribute to our team."

DIDIER THEYS (Arciero Wines/Arciero-McPherson Racing #12): "I saw oil on the right rear tire after the yellow came out. The oil pressure fell quickly, so I turned it off and coasted around the backstretch through turns #2 and #3. I got it restarted to make it around to the pits. The car was a little loose, so we changed gurneys on the rear wing and that seemed to help a lot. Traffic was tough, though, but the car got better. Yes, I am disappointed, but I will see you all next year."

ARIE LUYENDYK and team owner DICK SIMON (Proviai-Dutch Boy-Uniden #9): Luyendyk: (on what happened) "There was no warning at all. Everything was going fine. I came out of turn #4 flat out and the engine just let go. The temperatures were fine, everything was going smoothly. I really don't know what failed. That's the price you pay for being on a development program, but we aren't going to switch. We're going to continue to work with the Cosworth and the DFS engine. Otherwise there would be no point to be involved in a development program. The Cosworths were very hard to pass today. They were quick. This is the first time I've ever felt choked up about something breaking on the car. I had to fight a little to keep my composure. I could run flat out all the way around the track except for a very slight lift in #1 and #3. (on the white line): "Everybody was doing it (going under). I think they (USAC) just threw the rule out after 20 laps. I ran with two tires down below the line." SIMON: (About the problem that put the car out): "Probably the turbo blew. Earlier, we couldn't get the right rear tire to fit on the hub but he came out of that okay. He speved oil and the engine digested it. It's a shame. The car got a little sideways and he broke the wheel."

DOMINIC DOBSON (Texaco Havoline Star #86): "There was oil all over turn #2 after Crawford's motor blew. I should've seen it. I screwed up and didn't see the oil. I didn't spin, but I lost control enough so that I couldn't keep the car from tapping the wall. (The car) was very comfortable. The crew did a great job of making the repairs. I guess I would rather run well and get as high as fifth and then break than to just truck along at the back of the field and finish higher. At least I know we can be competitive. Now we have to start thinking about Detroit. We have to finish a race."

ROCKY MORAN (Skoal Bandit March #33): "I had a blast. We missed nine laps in the beginning and I was just praying that I could go out and run. If you're ever going to be competitive here, you need to do two or three races to learn to handle the turbulence in traffic situations. I didn't have any real big moments except when Little Al crashed right in front of me. He and Emmo were going for the turn and they made contact and Little Al spun and hit the wall. It looked like a racing accident. I kept wondering which way he was going to go. I just missed his wheel by about 10 feet (as it was flying through the air). I went on the high side to miss him. Earlier when A.J. and I were running together, Tero Palmroth lost his left front wheel and we had to circumnavigate that wheel also. I guess there were a couple of moments out there."

DANNY SULLIVAN (Miller High Life #1): "We lost a clutch. I could feel it starting to slip fairly early on but it just got worse and after our pit stop, it was all over. We ran one more lap just to be sure, but it was gone. We were getting some wheelspin and just couldn't put down the power. The plan was to take our time and we were doing okay, but not as well as Emerson was running. I think we moved up 10-12 places and had just started to work with the car. The arm is fine. I'm a little sore but no more than Dr. (Terry) Trammell told me to expect. I think the arm would've held up for the distance. We'll be in Milwaukee. That's Miller Country."