

SEVENTY FOURTH



MAY 27  
1990

FILE

1990

COMPLETE

DAY-BY-DAY

TRACKSIDE REPORT

FOR THE MEDIA

INDIANAPOLIS MOTOR  
SPEEDWAY



# THE 74th ANNUAL INDIANAPOLIS 500-MILE RACE

## LADIES AND GENTLEMEN OF THE MEDIA:

Welcome to the Indianapolis Motor Speedway for the 74th running of the 500-Mile Race and the 45th 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 media staff members for help.

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1990 "500" Statistics

There were 97 cars entered for this year's race, 20 fewer than the record number of 117 in 1984; 80 cars arrived and were housed in the garage area. 78 cars passed initial USAC technical inspection, 67 received final USAC certification. 76 cars made practice runs. 42 cars attempted qualifications, 38 completed qualification runs and five were bumped. 49 drivers passed their required medical examinations and 43 actually drove on the race course. Of those, eight were rookies. At the conclusion of qualifications, three rookies and 30 veterans made the starting lineup.

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-- 8	8th--1	13th--3	18th--0	23rd--2	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, is the only driver to win from the eighth starting position.

FORMER WINNERS IN THE 1990 RACE

Mario Andretti (1969)	Bobby Rahal (1986)
Emerson Fittipaldi (1989)	Tom Sneva (1983)
A.J. Foyt (1961-64-67-77)	Danny Sullivan (1985)
Rick Mears (1979-84-88)	Al Unser (1970-71-78-87)

Two of these former winners have sons in the starting field -- #3 Michael Andretti and #5 Al Unser, Jr. Billy Vukovich III, grandson of the late former two-time winner, Bill Vukovich, is in the field for the third time.

<i>Youngest winner</i>	Troy Ruttman (1952) -- 22 years old
<i>Oldest winner</i>	Al Unser (1987) -- 47 years old
<i>Youngest driver in this race</i>	Billy Vukovich III, 26 years old
<i>Oldest driver in this race</i>	A.J. Foyt, Jr., 55 years old (marking oldest driver to ever start race)
<i>Largest winning margin</i>	Jules Goux (1913) was 13 minutes, 8.40 seconds ahead of Spencer Wishart.
<i>Closest finish</i>	Gordon Johncock (1982) over Rick Mears by .16 of a second.
<i>Most laps led</i>	Billy Arnold with 198 laps in 1930.
<i>Fewest laps led (winner)</i>	Joe Dawson with two laps in 1912.
<i>Fastest winning speed</i>	Bobby Rahal -- 170.722 MPH in 1986.
<i>Slowest winning speed</i>	Ray Harroun -- 74.602 MPH in 1911.
<i>Most cars running at finish</i>	26 (1911)
<i>Least cars running at finish</i>	7 (1986)
<i>Worst finish from pole</i>	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 driver 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 Speedway 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)
- 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.
- Rick Mears' appearance on the front row this year is his 10th, a record. He had been tied with Bobby Unser at nine times each. This year marks Mears' first appearance in the No. 2 starting position.
- In 1990, for the second year in a row, the defending race winner took the pole position.
- Rick Mears is the "500's" only five-time pole winner.

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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 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	CAR	DRIVER	YEAR	CAR	DRIVER
1911	Stoddard-Dayton	Carl G. Fisher	1954	Dodge	William Newburg
1912	Stutz	Carl G. Fisher	1955	Chevrolet	T.H. Keating
1913	Stoddard-Dayton	Carl G. Fisher	1956	DeSoto	L.I. Woolson
1914	Stoddard-Dayton	Carl G. Fisher	1957	Mercury	F.C. Reith
1915	Packard "6"	Carl G. Fisher	1958	Pontiac	Sam Hanks
1916	Premier "6"	Frank E. Smith	1959	Buick	Sam Hanks
1919	Packard V-12	J. G. Vincent	1962	Studebaker	Sam Hanks
1920	Marmon V-16	Barney Oldfield	1961	Ford	Sam Hanks
1921	H.C.S. "6"	Harry C. Stutz	1962	Studebaker	Sam Hanks
1922	National "8"	Barney Oldfield	1963	Chrysler	Sam Hanks
1923	Duesenberg "8"	Fred Duesenberg	1964	Ford	Benson Ford
1924	Cole V-8	Lew Pettijohn	1965	Plymouth	P. Buckminster
1925	Rickenbacker "8"	E. Rickenbacker	1966	Mercury	Benson Ford
1926	Chrysler "8"	Louis Chevrolet	1967	Camaro	Mauri Rose
1927	LaSalle V-8	"Big Boy" Rader	1968	Ford	Wm. C. Ford
1928	Marmon	Joe Dawson	1969	Chevrolet	Jim Rathmann
1929	Studebaker	George Hunt	1970	Oldsmobile	Rodger Ward
1930	Cord V-6	E.L. Cord	1971	Dodge	Eldon Palmer
1931	Cadillac	"Big Boy" Rader	1972	Oldsmobile	Jim Rathmann
1932	Lincoln	Edsel Ford	1973	Cadillac	Jim Rathmann
1933	Chrysler	Byron Foy	1974	Oldsmobile	Jim Rathmann
1934	LaSalle	"Big Boy" Rader	1975	Buick	James Garner
1935	Ford V-8	Harry Mack	1976	Buick	Marty Robbins
1936	Packard	Tommy Milton	1977	Oldsmobile	James Garner
1937	LaSalle	Ralph DePalma	1978	Corvette	Jim Rathmann
1938	Hudson	Stuart Baits	1979	Mustang	Jackie Stewart
1939	Buick	Charles Chayne	1980	Pontiac	Johnnie Parsons
1940	Studebaker	Harry Hartz	1981	Buick	Duke Nalon
1941	Chrysler	A.B. Couture	1982	Camaro	Jim Rathmann
1946	Lincoln V-12	Henry Ford II	1983	Buick	Duke Nalon
1947	Nash	George W. Mason	1984	Pontiac	John Callies
1948	Chevrolet	Wilbur Shaw	1985	Oldsmobile	James Garner
1949	Oldsmobile	Wilbur Shaw	1986	Corvette	Chuck Yeager
1950	Mercury	Benson Ford	1987	Chrysler	Carroll Shelby
1951	Mercury	Benson Ford	1988	Oldsmobile	Chuck Yeager
1952	Studebaker	P.O. Peterson	1989	Pontiac	Bobby Unser
1953	Ford	William C. Ford	1990	Beretta	Jim Perkins

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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.....	555
Mario Andretti.....	461
Rick Mears.....	399
Tom Sneva.....	208
Emerson Fittipaldi.....	170
Danny Sullivan.....	162
Gary Bettenhausen.....	138
Bobby Rahal.....	87
Michael Andretti.....	80
Teo Fabi.....	37
Al Unser, Jr.....	15
Kevin Cogan.....	13
Roberto Guerrero.....	9
Pancho Carter.....	8
Jim Crawford.....	8
Scott Brayton.....	1
Raul Boesel.....	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 3	11 23
1958	George Amick	25	2	1979	Howdy Holmes	13	7
1959	Bobby Grim	5	26	1980	Tim Richmond	19	9
1960	Jim Hurtubise	23	18	1981	Josele Garza	6	23
1961	Parnelli Jones & Bobby Marshman	5 33	12 7	1982	Jim Hickman	24	7
1962	Jim McElreath	7	6	1983	Teo Fabi	1	26
1963	Mario Andretti	4	3	1984	Michael Andretti & Roberto Guerrero	4 7	5 2
1964	Johnny White	21	4	1985	Arie Luyendyk	20	7
1965	Mario Andretti	4	3	1986	Randy Lanier	13	10
1966	Jackie Stewart	11	6	1987	Fabrizio Barbazza	17	3
1967	Denis Hulme	24	4	1988	Bill Vukovich III	23	14
1968	Bill Vukovich, Jr.	23	7	1989	Bernard Jourdain & Scott Pruett	20 17	9 10
1969	Mark Donohue	4	7				
1970	Donnie Allison	23	4				
1971	Denny Zimmerman	28	8				
1972	Mike Hiss	25	7				

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

- 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 Bost led the opening lap in 1931, but drove relief previously.
- Most laps completed by a car finishing in last place is 74 by 33rd-place finisher Bill Homeier in 1954.
- Fastest race lap in Indianapolis history was turned in by Emerson Fittipaldi on lap #85 in 1989. His time was 40.455 seconds and speed was 222.469.
- 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 (1976-80) and Rick Mears (1979-88) are the only drivers to win the "500" from the pole position 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 (three-time winner Bobby Unser).
- Fewest cars to finish the full distance is one, 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 won 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 won 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 (1935-36-38-40-41-48). 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 (1971-73-77-79).
- 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 by 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 1968, when Rick Mears, Al Unser and Danny Sullivan led the race in Penske-owned cars.
- Bobby Unser is the only driver to have won in three different decades (1968-75-81).
- 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).
- 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 one led (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 as 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.
- 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 eight Indianapolis "500s," most ever for a father-son combination in the same events. Mario and Michael Andretti have qualified for the last seven.
- The last foreign driver to win the "500" was Emerson Fittipaldi in 1989, who was the first to do so since 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.



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## MORE "500" STATISTICS -- page 6

### FACTS, COLUMN NOTES (cont'd):

- Emerson Fittipaldi took home a record \$1,001,604 in prize money for winning the 1989 "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 the 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 and Al Unser, Jr.'s runnerup finish in 1989 mark the highest finishing position ever by sons 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, 36 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 Loias and two Eagles.
- Greatest total number of starts by three brothers is 45 by Jerry Unser (1), Bobby Unser (19) and Al Unser (25, counting 1990). The combined total of 44 starts for Bobby and Al is also the Indianapolis record for a pair of brothers.
- Jimmy Clark and Mario Andretti are the only drivers to have led both a "500" both before and after becoming a Formula One champion.
- A.J. Foyt has led a record 13 races.
- First 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. In 1989, Emerson Fittipaldi set a new opening-lap record speed of 209.200.
- Although Smith is one of the most common of American names, no driver by that name has ever started at Indianapolis.
- Counting 1990's three rookies, 584 different drivers have started at least one Indianapolis 500. Counting the three, A.J. Foyt has started against a record 228 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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**1990 AWARDS AND PRIZES**

**QUALIFYING**

**PPG POLE AWARD**

\$100,000 (pole winner) to Emerson Fittipaldi.

**STARCRAFT/CHEVROLET POLE AWARD**

\$30,000 (pole winner) to Emerson Fittipaldi.

**UNO QUALIFYING AWARDS**

\$40,000 (\$20,000 to fastest qualifier of third and fourth qualifying periods) to Teo Fabi and John Paul Jr.

**GTE FRONT RUNNERS AWARD**

\$30,000 (\$10,000 to each front-row driver) to Emerson Fittipaldi, Rick Mears and Arie Luyendyk.

**TRUE VALUE MASTER MECHANIC AWARD**

\$10,000 + Lawn Chief garden tractor (to pole-winning chief mechanic) to Rick Rinaman.

**THOMAS BARRETT "FASTEST QUALIFYING LAP" AWARD**

\$10,000 (to driver of fastest single qualifying lap) to Emerson Fittipaldi.

**INDIANA BELL "FIRST IN THE FIELD" AWARD**

\$5,000 (to first qualifier) to Emerson Fittipaldi.

**AMERITECH "YOUNGEST STARTING DRIVER" AWARD**

\$5,000 (to youngest starting driver) to Billy Vukovich III.

**ACCUSPLIT/JIM ELLIS "MOST CONSISTENT QUALIFYING LAPS" AWARD**

\$5,000 (to driver with most consistent qualifying laps) to Rocky Moran.

**SRE INDUSTRIES "MY BUBBLE BURST" AWARD**

\$5,000 (to first alternate at end of qualifying) to Salt Walther.

**AMOCO "ON THE BUBBLE" AWARD**

\$5,000 (to 33rd fastest qualifier) to Rocky Moran.

**INDIANAPOLIS MOTOR SPEEDWAY QUALIFYING AWARDS**

\$30,000 (Qualifiers each day) First Day: \$7,500 Emerson Fittipaldi, \$5,500 Rick Mears, \$4,000 Arie Luyendyk, \$2,000 Bobby Rahal, \$1,000 Michael Andretti - Third Day: \$2,500 Teo Fabi, \$1,500 Dean Hall, \$1,000 Tom Sneva - Fourth Day: \$2,500 John Paul Jr., \$1,500 Rocky Moran, \$1,000 Salt Walther.

**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 60" AWARD**

\$6,000.

**BORG-WARNER TROPHY AWARD**

\$75,000 plus trophy replica (to race winner).

**CHEVROLET BERETTA PACE CAR AWARD**

1990 Pace Car replica (to winner).

**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" AWARD**

\$10,000 + winner's ring.

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**RACE DAY**

**INB NATIONAL BANK "LEADERS' CIRCLE CLUB" AWARD**  
\$10,000 (to driver who leads the most laps).

**INDIANA OXYGEN "PERSEVERANCE" AWARD**  
\$5,000 (to lowest-positioned car running at conclusion of race).

**KODAK "250 MILE" AWARD**  
\$7,500 (to race leader at 250 miles).

**LOCTITE**  
\$15,000 and Loctite Team Trophy (to race winner).

**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.

**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).

**REYNOLDS AND REYNOLDS "TEAMWORK" AWARD**  
\$7,500 (to winning race team).

**LOUIS SCHWITZER AWARD**  
\$5,000 (awarded for innovation and engineering in the field of race car design) to Tim Halsmer, Bill Simpson, Mike Held and Luciano Aguirre of Simpson Race Products.

**SEARS CRAFTSMAN PIT CREW AWARD**  
\$30,000 (to team with least accumulated time in pits).

**SPEED SPA, INC.**  
\$5,000 (awarded for beauty of transport vehicle).

**UNO SPECIAL EVENTS**  
\$20,000 (awarded to the leader at lap 111)

**VANDERVELL "ENGINE BUILDER OF THE YEAR" AWARD**  
\$10,000 (to engine builder of winning car).

**CONTINGENCY AWARDS**

AMWAY -- \$25,000  
BELL RACESTAR -- \$6,000  
BORG-WARNER AUTOMOTIVE -- \$6,000  
CANON U.S.A. -- \$10,000  
CHAMPION SPARK PLUG CO. -- \$68,000  
CHEVROLET MOTOR DIVISION -- \$25,000  
CONOCO -- \$10,000  
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 -- \$5,000  
HYPERCO -- \$5,000  
IDEAL DIVISION/EPICOR INDUSTRIES -- \$5,000  
INDY SPECIALTY PRODUCTS -- \$10,000  
LOCTITE -- \$21,500  
MALLORY IGNITION -- \$5,000  
MOBIL OIL CORP. -- \$25,000

MONROE AUTO EQUIPMENT -- \$16,000  
PPG INDUSTRIES -- \$231,000  
PENNZOIL PRODUCTS COMPANY -- \$13,000  
PREMIER INDUSTRIAL CORP. -- \$6,000  
QUAKER STATE CORP. -- \$10,000  
RAYBESTOS/BRAKE PARTS, INC. -- \$20,000  
ROCKWELL INTERNATIONAL -- \$7,000  
ROBERT BOSCH CORP. -- \$68,000  
SEARS CRAFTSMAN TRACTORS -- \$5,000  
SEARS DIEHARD BATTERY -- \$25,000  
SIMPSON RACE PRODUCTS -- \$5,000  
SNAP-ON TOOLS -- \$5,000  
STANT, INC. -- \$5,000  
TEXACO LUBRICANT COMPANY -- \$5,000  
TOTAL PETROLEUM, INC. -- \$5,000  
TRIDON, INC. -- \$10,000  
VALVOLINE, INC. -- \$20,000  
THE WAX SHOP -- \$15,000

WIL-EQUIPE' -- \$7,500

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 1 - SATURDAY, MAY 5, 1990

Welcome to the 74th running of the Indianapolis 500. Our press room staff will be happy to answer all your questions each day during the "Month of May." Several new features have been added to press room operations this year, most notably the timing and scoring monitors that can be found throughout the facility. The monitors will have instant updates on daily track activity through an interface with the Speedway's new Dorian system, which will be used for the first time as the primary system for timing and scoring, sponsored by Valvoline Oil Company.

Chevrolet general manager and General Motors Vice President Jim Perkins presented the keys to the 1990 Chevrolet Beretta pace car to IMS President Tony George at opening ceremonies at the start-finish line. Following tradition, George then handed the keys to "500" Chief Steward Tom Binford for the track inspection.

Sunday, May 6 marks the 10th anniversary of the Speedway's Indiana Special Olympics program. Through the efforts of Speedway Chairman Mari Hulman George, Sunday's activities are expected to boost the Speedway's contribution to more than \$800,000. Mrs. George's efforts for Indiana Special Olympics began in 1981 with her "Save Arnold" campaign. Special Olympics activities will be held in the flag lot behind the tower.

A Dick Simon Racing entry was first out for the third straight year when the track officially opened for practice at 1:04 p.m., driver Tero Palmroth taking out the backup #23 Hoechst Celanese Innovator for the honor. The Simon crew was on pit road with the car, which was the first to pass technical inspection for 1990, well in advance of the anticipated start. A few minutes prior to the opening, Tony Bettenhausen's #16 AMAX Lola was also towed to pit road, parked directly in front of Palmroth's machine. Simon saw Bettenhausen climb into his machine and asked USAC officials when the track would open. As he was asking, the track opened, Palmroth left pit road and Bettenhausen followed a few minutes later. "We stayed over (after USAC's Rookie Orientation program last week to 'tech' the car for the purpose of being ready today," Simon said. "Our three 1990s are ready but we have no Magnaflux papers. They're being hand-carried to the Speedway by (Carl) Haas' people (Lola distributors) tonight." Two years ago, while Simon was still a driver, his teammate, Raul Boesel, beat him for the honor. "Raul beat me once because I taught him and he blocked me," Simon said. "I told him how to work the throttle and the clutch to get out of the pits and not let anyone past. He made the comment to me after that, 'What do you say now? You taught me well.'" Last year, Arie Luyendyk was first out in a Simon entry.

Vince Granatelli Racing announced that the team will attempt to qualify three cars for the "500" with Kevin Cogan joining Tom Sneva and Didier Theys for the effort. Cogan has been assigned the #70 Granatelli/Buick. Cogan is competing in an IMSA race in Topeka, Kan., this weekend and is scheduled to arrive Sunday night. The addition of Cogan to the Granatelli stable reunites the veteran driver with Larry Curry, his crew chief with Patrick Racing when he narrowly missed victory at Indianapolis in 1986, when Bobby Rahal passed him on a restart and went on to win the "500."

Update on rookie Steve Barclay, injured in an accident during USAC's Rookie Orientation Program. Dr. Steve Olvey reports from Methodist Hospital that Barclay is in good condition and continues to improve. Dr. Olvey said if his recovery is maintained, he will be released next week.

Dean Hall and Eddie Cheever were the first rookies to pass driver's test and be approved by USAC.

Tom Sneva set the fastest Day #1 practice speed in Speedway history today at 215.646. "We had a lot of wing in the car," Sneva said, "which helped gain speed in the corners, but we're going to have to adjust it to pick up time on the straights."

Al Unser, Jr., second-place finisher in the 1989 Indianapolis 500, finished second to Dale Earnhardt today in the International Race of Champions event at Talladega, Ala. Geoff Brabham was ninth, Emerson Fittipaldi 10th, Bobby Rahal 11th and Danny Sullivan 12th among other drivers entered in the "500." Both Unser, Jr., and Rahal returned to Indianapolis to practice this afternoon after the race.

Cars on the track on Day #1 were: #5 Al Unser, Jr., Valvoline Chevy Lola; #8 Rich Vogler, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling Special; #9 Tom Sneva, RCA/Granatelli/Buick V-6; #11 Didier Theys, Tuneup Masters/Granatelli Buick; #15 Jim Crawford, Glidden Paints Special; #16 Tony Bettenhausen, AMAX Lola Buick; #17 Johnny Rutherford, Conoco, Inc.; #18 Bobby Rahal, STP-Kraco Chevy Lola; #19 Raul Boesel, Budweiser Truesports Lola Judd; #19T Boesel, Budweiser Truesports Lola Judd; #23 Tero Palmroth, Hoechst Celanese "INNOVATOR"; #25 Eddie Cheever, Target Stores; #29 Pancho Carter, Hardee's/Machinists Union; #39 Dean Hall, Insight Lola; #50 Mike Groff, Indianapolis Experience Lola; #81 Bill Vukovich III, Hemelgarn Racing, Inc.; #86 Dominic Dobson, Texaco Havoline Star; #91 Buddy Lazier, Hemelgarn Racing, Inc.; #98 Jeff Andretti, Amoco TEAMKAR.

A total of 48 cars are now at the Speedway, 28 have passed technical inspection and 20 are in the process. 18 drivers have been on the track to date in 19 cars. A total of 344 laps were run today. Dean Hall ran the most with 56 in #39. There were nine yellows for 36 minutes. Low today was 45 degrees at 7:50 a.m. High was 62 at 2:56 p.m. Winds from NW at 12 mph.

## TOP 10 OF THE DAY

9	Tom Sneva	RCA/Granatelli/Buick V-6 Penske/Buick	215.646
16	Tony Bettenhausen	AMAX Lola/Buick	214.158
5	Al Unser, Jr.	Valvoline Chevy Lola	213.619
19	Raul Boesel	Budweiser Truesports Lola/Judd	211.984
15	Jim Crawford	Glidden Paints Special Lola/Buick	211.471
81	Billy Vukovich III	Hemelgarn Racing Lola/Buick	210.064
17	Johnny Rutherford	Conoco, Inc. Lola/Cosworth	209.795
25	Eddie Cheever	Target Stores Penske/Chevrolet	208.880
18	Bobby Rahal	STP-Kraco Chevy Lola	205.987
19T	Raul Boesel	Budweiser Truesports Lola/Judd	205.860

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 2 - SUNDAY, MAY 6, 1990

The 10th annual Arnold Day for Special Olympics was held today -- spearheaded by IMS chairman Mari Hulman George -- drove the money raised for the Indiana Special Olympics to \$815,000 since 1981. "We gave out 5,800 tickets to Special Olympic families, said Indiana Special Olympics executive director Dennis Schmidt, "and about 1,000 more were sold as of Friday." Schmidt said this year's turnout was the biggest in IMS history. Among the drivers who joined a crowd of about 3,000 were Mario and Michael Andretti, Rick Mears, Al Unser and Al Unser, Jr., Roberto Guerrero, Tom Sneva, Bobby Rahal, Tony Bettenhausen, Jim Crawford, Pancho Carter, Billy Vukovich III, Rich Vogler and Scott Brayton. "It's worth all the efforts of everyone involved, just to see the smiles on the faces of these kids," said Mario Andretti, a regular for the event. "Mari is such a beautiful person -- obviously it took somebody to get the ball rolling on this, and she was the one who made it go."

The new 900-foot-long terrace containing 38 glass-fronted suites and 17,000 permanent seats was unveiled May 2 and new suiteholders have already "christened" them. The massive new structure, located on the infield side of the track at the north end of the frontstretch, took 10 months to build. Contractors used 1,390 tons of steel and 15,000 yards of concrete. Total seating in the facility is roughly equivalent to a full house for basketball at Indianapolis' Market Square Arena.

Three-time Indianapolis 500 winner Bobby Unser will be inducted into the Auto Racing Hall of Fame Friday at the annual Hall of Fame/Oldtimers Recognition Dinner, it was announced by Speedway President Tony George. J.C. Agajanian, the late car owner, will be inducted posthumously. Unser will also be honored Saturday morning during opening ceremonies for Pole Day.

A new addition to the Speedway Museum will be made Tuesday with the unveiling of Michael Turner's 1990 Miller "Wall of Fame" painting entitled "Million Dollar Meeting."

Jeff Andretti, Mike Groff and Scott Goodyear became the third, fourth and fifth Speedway rookies to pass the final phases of their rookie tests and be approved by USAC.

The Mann Motorsports team announced today that the car originally entered as car #99 would be the No. 93 ATEC Environmental Lola Buick. A spokesman said the car would be on the track Monday. No driver has been named. The car is the machine qualified in 1989 by Gary Bettenhausen for 14th starting spot.

At 3:35 p.m. today, all four Andrettis -- Mario, Michael, John and Jeff -- were on the track at the same time. This marked the first time in Speedway history that four members of the same family had been on the IMS oval at the same time. Mario, John and Jeff were on the track just as Michael pulled out from pit road. The Whittington brothers -- Don, Bill and Dale -- made the "500" field in 1982. Mario, Michael and John Andretti made the "500" field in 1988 and 1989. In the 1920's, the three Chevrolet brothers -- Gaston, Louis and Arthur -- were entered in several "500s" and are presumed to have been on the track together, although they never made the same "500" starting lineup together.

Rookie Guido Dacco of Milan, Italy practiced today in the #66 Burns Racing entry, now being called the Indianapolis Experience Lola and currently being crewed by the Euromotorsport team.

At 5:40 p.m., Jim Crawford in the #15 Glidden Paints Special Lola/Buick slid starting from apron in turn #1 240 feet to the outside wall, slid along the wall 120 feet, came off the wall 280 feet, hit the wall again and slid an additional 40 feet, then came off the wall 260 feet to stop sideways in entrance of turn #2. Car had damage to right rear, right front suspension and right front wing. Driver was examined at Hanna Medical Center and released to drive.

Cars on the track today: #1 Emerson Fittipaldi, Marlboro Penske Chevy; #2 Rick Mears, Pennzoil Z-7 Penske Chevy; #3 Michael Andretti, K mart Havoline Lola; #5 Unser, Jr.; #6 and #6T Mario Andretti, K mart Havoline Lolas; #7 Danny Sullivan, Marlboro Penske Chevy; #8 Vogler; #9 Sneva; #11 Theys; #12 Randy Lewis, AMP/Oracle/Samsung/Arciero Wines Special; #15 Crawford; #16 Tony Bettenhausen; #17 Rutherford; #18 Rahal; #19 Boesel; #22 Scott Brayton, Amway/Speedway Winning Spirit; #23 Palmroth; #25 Cheever; #28 Scott Goodyear, Mackenzie Financial/O'Donnell Racing; #29 Carter; #30 Arie Luyendyk, Domino's Pizza "Hot One"; #39 Hall; #41T John Andretti, Fosters Quaker State Porsche; #44T Jeff Wood, U.S. Engineering/Dynamic Special; #50 Groff; #60 Guido Dacco, Indianapolis Experience Lola; #77 Salt Walther, Walther Motorsports; #81 Vukovich III; #86 Dobson; #91 Lazier; #98 Jeff Andretti.

Emerson Fittipaldi was fastest of the day at 222.607, breaking the Day #2 practice record he set last year when he led all competitors with a best speed of 221.347. Rick Mears also bested Fittipaldi's top Day #2 speed of 1989. "It's got to pick up a mile per hour," Fittipaldi quipped."

A total of 57 cars are now at the Speedway, 48 have passed technical inspection and 9 are in the process. 31 drivers have been on the track to date. A total of 889 laps of practice were run today. There were 12 yellows for 2 hours, 12 minutes. Low today was 48 degrees at 7 a.m. High was 66 at 5:10 p.m. Winds from NW at 8 miles an hour.

## TOP 11 OF THE DAY AND MONTH

1	Emerson Fittipaldi	Marlboro Penske Chevy	222.607
2	Rick Mears	Pennzoil Z-7 Penske Chevy	221.658
30	Arie Luyendyk	Domino's Pizza "Hot One"	221.130
5	Al Unser, Jr.	Valvoline Chevy Lola	218.245
9	Tom Sneva	RCA/Granatelli/Buick V-6	217.860
6	Mario Andretti	K mart Havoline Lola	217.124
6T	Mario Andretti	K mart Havoline Lola	216.440
18	Bobby Rahal	STP-Kraco Chevy Lola	216.362
22	Scott Brayton	Amway/Speedway Winning Spirit	216.247
3	Michael Andretti	K mart Havoline Lola	215.843
16	Tony Bettenhausen	AMAX Lola	215.714

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 3 - MONDAY, MAY 7, 1990

At 12:44 p.m., Buddy Lazier in the #91 Hemelgarn Racing entry, lost control near the exit of turn #4, did one full spin (390 feet) and hit the outside wall. The car came off the wall 70 feet, then hit again, came off the wall 120 feet and hit a third time. The car came off the wall 220 feet, brushed the wall and slid an additional 200 feet to a stop in the middle of the track near the pit entrance. Lazier was examined, released and cleared to drive. The car sustained damage to the nose and left front suspension.

At 3:40 p.m., the track went under caution when a duck and her two ducklings waddled across the south short chute. Safety workers "escorted" them to a nearby storm drain.

George Snider was assigned to the #51 Menard, Inc., entry, the team car to Jim Crawford.

At 4:57 p.m., Johnny Rutherford in the #17 Stoops Racing Lola, went high into the exit of turn #2 and brushed the outside wall with the right-side tires, coasting to a stop 1,340 feet down the backstretch. The car had damage to the right side wheels and slight suspension damage. Rutherford was examined and released from the Hanna Medical Center, cleared to drive.

John Paul, Jr., made his first appearance in the ATEC Environmental Buick.

Rick Mears became the fastest of the month with a lap at 224.389. Last year on Day #3, Mears reeled off the fastest speed of the month at 225.733, followed by Al Unser at 224.831, Michael Andretti at 224.382 and Emerson Fittipaldi at 224.047.

At 5:58 p.m., Bill Vukovich III in the #81 Hemelgarn Racing entry, lost control exiting turn #1, did a half-spin 440 feet to the outside wall, hitting with left side of car, slid 560 feet to stop in turn #2 grass. Car had severe left-side damage. Vukovich was taken to Methodist Hospital for observation of a concussion.

RICK MEARS: "My target was to lift less and to give more and more throttle to keep the car balanced. I ran all out for most of the way, but I did have to lift." (On his new helmet, a smaller one) "There's a night and day difference between the old helmet and the new one. The new helmet is much smaller, where the old helmet was larger and the wind would lift it, pulling the straps up around my neck and choking me. Because the air going around the car is tighter, the helmet fits tighter and deals with the wind better." (About the new rules) "I feel the new rules are holding us where we were last year. They're not slowing us down but we're not getting faster. They're working to a point because it's getting more and more difficult to make large gains. Now we have to make several small adjustments to show small gains." (Was it a clean lap?) "It was tough getting a clear lap today. We ran a couple at 220 in a lot of turbulence, but the 224 was definitely a clear one. We had no tow. We were on our own."

Cars on the track today: #1 Fittipaldi; #1T Emerson Fittipaldi, Marlboro Penske Chevy; #2 Mears; #2T Rick Mears, Pennzoil Z-7 Penske Chevy; #3 Michael Andretti; #4 Teo Fabi, Fosters Quaker State Porsche; #5 Unser, Jr.; #6 Mario Andretti; #7 Sullivan; #8 Vogler; #9 Sneva; #11 Theys; #12 Lewis; #14 A.J. Foyt, A.J. Foyt Copenhagen Racing/Gilmore/Calumet; #15T Jim Crawford, Glidden Paints Special; #16 Tony Bettenhausen; #17 Rutherford; #18 Rahal; #19 Boesel; #20 Roberto Guerrero, Patrick Racing/Miller Genuine Draft Alfa Romeo; #21T Geoff Brabham, The Mac Tools Distributors Truesports Lola; #22 Brayton; #23 Palmroth; #25 Cheever; #28 Goodyear, #28T Scott Goodyear, Mackenzie Financial, O'Donnell Racing; #29 Carter; #30 Luyendyk; #39 Hall; #41T John Andretti; #44T Wood; #56 Rocky Moran, Genesee Beer Wagon; #69 Bernard Jourdain, Andale Racing Lola; #81 Vukovich; #86 Dobson; #91 Lazier; #93 John Paul, Jr., ATEC Environmental Buick; #96 Steve Chassey, "Design for Recycling" Buick; #98 Jeff Andretti.

A total of 1,037 laps were run in practice today, raising the total for the month to 2,276. Rookie Jeff Wood ran the most laps today with 81. Wood completed the first three phases of his driver's test.

A total of 62 cars are now at the Speedway, 53 have passed technical inspection and 9 are in the process. 39 drivers have been on the track to date. There were 18 yellows for one hour, 54 minutes. High for the day was 74 degrees. Low was 45. Winds were 15 miles an hour out of the southwest.

## TOP 12 OF THE DAY

2	Rick Mears	Pennzoil Z-7 Chevy	224.389
30	Arie Luyendyk	Domino's Pizza "Hot One" Lola	222.816
1	Emerson Fittipaldi	Marlboro Penske Chevy	222.211
6	Mario Andretti	K mart Havoline Lola	222.041
5	Al Unser, Jr.	Valvoline Chevy Lola	220.297
1T	Emerson Fittipaldi	Marlboro Penske Chevy	219.888
3	Michael Andretti	K mart Havoline Lola	219.710
2T	Rick Mears	Pennzoil Z-7 Penske Chevy	218.029
7	Danny Sullivan	Marlboro Penske Chevy	217.992
9	Tom Sneva	RCA/Granatelli/Buick	217.728
81	Bill Vukovich III	Hemelgarn Racing, Inc.	217.717
18	Bobby Rahal	STP-Kraco Chevy	217.098

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 4 - TUESDAY, MAY 8, 1990

Driver Bill Vukovich III was released from Methodist Hospital at 10 a.m. today after spending the night for observation following his crash in turn #1 near the close of practice Monday.

At 2:14 p.m., Steve Chassey in the #93 ATEC Environmental Buick went high in turn #3 390 feet to the outside wall, went along the wall 40 feet, came off the wall 720 feet with one complete spin and hit the wall again. The car came away from the wall an additional 100 feet, coming to a stop in the middle of turn #4. The car had extensive right-side damage. Chassey was examined and released from Hanna Medical Center and cleared to drive.

Jeff Wood became the sixth rookie to pass his driver's test, completing the final phase in the #44T U.S. Engineering/Dynamic Special. Wood ran the most laps of any driver for the second straight day. He put in 74 laps today.

NOTES, RECORDS LEADING UP TO POLE DAY (Compiled by Speedway historian Bob Laycock and Bob Watson):

- Johnny Rutherford (1976-80) and Rick Mears (1979-88) are the only drivers to have won twice starting from the pole position.
- Rick Mears is the only driver to have started from the pole position five times (1979-82-86-88-89). He could be the first driver in Speedway history to win the pole three consecutive times.
- Bobby Unser and Rick Mears have each started from the front row a record nine times. Mears could claim this record by himself in qualifying.
- Harry Hartz, Leon Duray and Jack McGrath are the only drivers to have started from the front row five consecutive times. Mears could join this group in qualifying.
- Highest starting position ever for the slowest qualifier of a starting field is eighth by Howdy Wilcox in 1923 (qualified in downpour) and Louis Tomei in 1936.
- Pancho Carter, son of 11-year Indy veteran Duane Carter, started from the pole in 1985. Michael Andretti, son of 1969 winner Mario Andretti, started from the third position in 1986. They are the only second-generation Indy 500 drivers to have started on the front row.
- The oldest driver to ever start the "500" was Dick Simon in 1988 at 54 years, 8 months and 8 days of age. A.J. Foyt will be 55 years, 4 months and 11 days of age on May 27, Race Day.
- The lowest starting position for a defending "500" winner is 31st by Graham Hill in 1967.
- Mario Andretti, Al Unser and Johnny Rutherford are bidding for their 25th start in an Indianapolis 500 field.

Ed Daisey, president of the Industrial Group of Loctite Corporation, announced a special addition to Loctite's program of presenting recognition rings to chief mechanics of cars in the "500." A diamond will be inserted in the center of the red sapphire insert of the ring for the chief mechanic of the winning car and Tom Anderson, chief mechanic of the winning Patrick Racing team last year, will receive it retroactively.

Reigning NASCAR Winston Cup champion Rusty Wallace was on hand today as a guest of Bill Simpson of Simpson Race Products. It was his first look at the Indianapolis Motor Speedway. "This place is awesome," he said. "We're up here in the (second-turn) suite getting ready to watch what they call 'happy hour.' I spent about half the day with A.J. Foyt." Asked if he'd like to drive a championship car, he said, "No, not really. They're neat, but I've got so much work involved in Winston Cup racing...that's kind of where my career has gone. But this is enjoyable. I hope I make it every year now."

Cars on the track today: #1 Fittipaldi; #2 Mears, #2T Mears; #3 Michael Andretti; #4 Fabi; #5 Unser, Jr.; #5T Unser, Jr.; #6 Mario Andretti; #6T Mario Andretti and Michael Andretti; #7 Sullivan; #7T Sullivan; #8 Vogler; #9 Sneva; #11 Cogan and Theys; #12 Lewis; #14 Foyt; #15T Crawford; #16 Tony Bettenhausen; #18 Rahal; #19 Boesel; #20 Guerrero; #21 Brabham; #22 Brayton; #23 Palmroth; #25 Cheever; # 28 and #28T Goodyear; #29 Carter; #30T Luyendyk; #39 Hall; #40 Al Unser; #41 John Andretti; #41T John Andretti; #44T Wood; #56 Moran; #69 and #69T Jourdain; #70 Theys; #77 Walther; #86 Dobson; #93 Chassey; #96 Chassey; #97 Fox; #98 Jeff Andretti.

Rick Mears, with less than 10 minutes before track closing, jumped past Emerson Fittipaldi for fastest of the day at 222.546. At 5:55 p.m., Fittipaldi ran consecutive laps of 222.590 and 223.286 to take fastest of the day honors.

A total of 790 laps were run today, raising the practice total for the month to 3,066.

A total of 59 cars are now at the Speedway, 55 have passed technical inspection and 4 are in the process. 42 drivers have been on the track to date. There were 20 yellows for 2 hours, 48 minutes. High for the day was 76 degrees. Wind gusts were 30 miles an hour from the southwest at 5 p.m.

## TOP 10 OF THE DAY (EXCLUDING SECOND CARS)

1	Emerson Fittipaldi	Marlboro Penske Chevy	223.286
2	Rick Mears	Pennzoil Z-7 Penske Chevy	222.546
3	Michael Andretti	K mart Havoline Lola	221.697
6	Mario Andretti	K mart Havoline Lola	221.233
30T	Arie Luyendyk	Domino's Pizza "Hot One"	221.174
18	Bobby Rahal	STP-Kraco Chevy Lola	219.207
5T	Al Unser, Jr.	Valvoline Chevy Lola	219.197
7	Danny Sullivan	Marlboro Penske Chevy	216.570
21	Geoff Brabham	The Mac Tools Distributors Truesports Lola	215.858
22	Scott Brayton	Amway/Speedway Winning Spirit	215.559

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 5 - WEDNESDAY, MAY 9, 1990

Veteran Gary Bettenhausen replaced George Snider in the #51 Glidden Paints Special. Snider had been named to the ride following the team's accident in the USAC Rookie Orientation Program with rookie Steve Barclay at the wheel. Snider had not practiced in the car.

At 1 p.m., Johnny Rutherford in the #17 Conseco Lola did a half-spin 665 feet to the outside wall in turn #3, became airborne and slid 75 feet along the wall, then slid 690 feet with a half-spin to come to a stop at the entrance to turn #4. Car sustained severe left side and nose damage. Rutherford was taken to Methodist Hospital, where he was admitted with a concussion and a questionable left knee injury. He is being treated by Drs. Geis, Feuer and Trammell. "I was coming up on J.R. getting ready to pass him, and all of a sudden, he swapped ends," said Dominic Dobson, driver of the #86 Texaco Havoline Star. "I couldn't tell what happened because you're looking past the car that is right ahead of you. The engine cover flew off and went right over the top of me. We got a small nick in the front wing, but I don't think it was the engine cover (that caused it). In 1988, when A.J. (Foyt) spun and hit the wall, his wheel flew right over the top of me. Missed me by about three inches. You can't get any lower in the cockpit, but there are times when you wish you could."

Bill Pyle, 61, of Wilmington, Del., who assisted Tom Carnegie at the starting line, was found dead this morning of an apparent heart attack at his room at the Speedway Motel. "He was a retired policeman and a devoted fan," Carnegie said. "He was with me for 22 years." Services will be held in Delaware.

On May 26, A.J. Foyt becomes "Dr. A.J. Foyt" when he receives an honorary degree of engineering from Rose-Hulman Institute of Technology in Terre Haute. Foyt and five others will receive honorary degrees during the college's 112th commencement program at Shook Memorial Fieldhouse.

## MEDIA CONFERENCES FOR THURSDAY, MAY 10:

- 9 a.m. -- BANK ONE Rookie Breakfast for 1990 rookies and Rookie of the Year Selection Committee, second-turn suite #282.
- 10 a.m. -- Al Unser, Jr., Speedway conference room.
- 11 a.m. -- Truesports with Raul Boesel, Geoff Brabham, Steve Horne, Speedway conference room.

Car owner Ron Hemelgarn said today that rookie Buddy Lazier and veteran Billy Vukovich III figure to return to the track in the next two days. Lazier is expected out Thursday in a 1988 Lola with Cosworth DFS power, a machine Hemelgarn acquired from Arciero Racing prior to the start of the month of May. Vukovich is expected to be out Friday in a 1988 Lola/Buick acquired from Granatelli Racing after Vukovich's Monday accident. Vukovich is scheduled to undergo a medical check Thursday morning prior to being cleared to drive. "The kid was going fast," Hemelgarn said. "We were in the top 10 and he deserves another run."

Al Unser, Jr., had the fastest time of the day at 220.507 miles an hour at 2:50 p.m. in the #5 Valvoline Chevy Lola. Arie Luyendyk was second fastest at 220.232 at 2:26 p.m. in the #30T Domino's Pizza "Hot One" backup machine. Unser, Jr.'s speed was his fastest of the month to date. Luyendyk hit 222.816 in the primary car two days ago.

UNSER, JR.: "The team's doing well. Bobby and I are both very happy with our cars. The reason I was quick was because I caught it when it wasn't so windy. Our time is not that impressive because of the wind. Other guys have run quicker than in the low 220s. They just caught the wind at the wrong time. The wind is too much. It just knocks the car around a lot."

LUYENDYK: "I'm very happy about the whole thing. Everything's running very smoothly. The engine is great. The car is great. The crew and the engineer did a great job setting up both cars. And I just drive 'em. (About which car he preferred) "They're both good. We'd like to run both one day when there is less wind to decide which one is actually the best. But in the wind, they're equal."

Cars on the track today: #1 Fittipaldi; #2 Mears; #3 Michael Andretti; #4 Fabi; #5 Unser, Jr.; #6 Mario Andretti; #8 Vogler; #9 Sneva; #11 Cogan; #12 Lewis; #14 Foyt; #15T Crawford; #16 Tony Bettenhausen; #17 Rutherford; #18 Rahal; #18T Bobby Rahal, STP-Kraco Chevy Lola; #19 Boesel; #20 Guerrero; #21 and #21T Brabham; #22 Brayton; #23T Tero Palmroth, Hoechst Celanese-Neste-Rotator Innovator; #25T Eddie Cheever, Target Stores; #28 Goodyear; #29 Carter; #30 and #30T Luyendyk; #39 Hall; #40 Unser; #41 John Andretti; #44 Jeff Wood, U.S. Engineering/Dynamic Special; #50T Dacco; #51 Gary Bettenhausen, Glidden Paints Special; #56 Moran; #56T Rocky Moran, Genesee Beer Wagon; #69 and #69T Jourdain; #70 Theys; #77 Walther; #86 Dobson; #96 Chassey; #97 Fox; #98 Jeff Andretti.

A total of 647 laps were run today, raising the practice total for the month to 3,713.

A total of 68 cars are now at the Speedway, 60 have passed technical inspection and 3 are in the process. 43 drivers have been on the track to date. There were 12 yellows for 2 hours, 1 minute. High for the day was 77 degrees. Low was 58. Winds out of the south at 25 miles an hour with gusts to 33.

## TOP 10 OF THE DAY

5	Al Unser, Jr.	Valvoline Chevy Lola	220.507
30T	Arie Luyendyk	Domino's Pizza "Hot One"	220.232
18	Bobby Rahal	STP-Kraco Chevy Lola	219.914
1	Emerson Fittipaldi	Marlboro Penske Chevy	219.769
6	Mario Andretti	K mart Havoline Lola	219.475
2	Rick Mears	Pennzoil Z-7 Penske Chevy	218.850
19	Raul Boesel	Budweiser Truesports Lola Judd	216.878
22	Scott Brayton	Anway/Speedway Winning Spirit	216.092
29	Pancho Carter	Hardee's/Machinists Union	215.023
41	John Andretti	Fosters Quaker State March Porsche	214.276



# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 6 - THURSDAY, MAY 10, 1990

Johnny Rutherford was released this morning from Methodist Hospital. "I remember the back end coming out and letting (the car) go a little bit to let it straighten up," he said. "But it caught and came around. I saw it coming and tried to anticipate when to try to steer it off the wall, but it was too late."

Billy Vukovich III was cleared to drive this morning by Dr. Henry Bock at the Hanna Medical Center and cleared at 1:15 p.m. by Methodist Hospital physicians.

Rolland (Lefty) Hurt, 60, USAC's Chief Observer for the "500" since 1980, died of complications from a blood clot Wednesday night at Christ Hospital in Oaklawn, Ill. A memorial service for members of the racing fraternity (not open to public) is scheduled for 8:30 a.m. Wednesday at the Speedway Hall of Fame Museum. Hurt took over as chief observer from Art Meyers, who was serving a dual role as chief observer and steward.

Roger McCluskey, USAC executive vice president and director of competition, said at a press conference this afternoon that USAC would leave the so-called "diffuser rule" for pre-1990 model cars intact. A group of owners and drivers had requested a review of the rule Tuesday night. McCluskey met with the group Tuesday night at the Arciero team's garage and conveyed USAC's decision to its representatives at noon today. The group's representatives included Vince Granatelli and Ron Faulk of Vince Granatelli Racing, Jonathan Byrd, sponsor of an Arciero Racing entry and drivers Tom Sneva and Steve Chassey. "The request was that USAC allow them to remove tunnel restrictors on '89 and older cars because they felt they were unsafe and unpredictable," McCluskey said. "We have quite a few other people using the same restrictors and they feel comfortable with the cars and don't feel it's that big a problem. Basically, they've rebuilt the tunnels to get in the position they're in now instead of using the diffusers that were provided. I explained our decision that we didn't feel justified in making that rule change at this time. It was a sincere request (from the group) and they were disappointed. They still have their position that they felt strongly about. To say they were happy about the decision wouldn't be true." Tony George, president of the Speedway, had similar comments to McCluskey's. "After a great deal of thought, the Indianapolis Motor Speedway concurs with the position taken this afternoon by USAC," George said. "Knowing that any decision which USAC makes will be looked upon as unfavorable to some teams, we feel USAC's ruling is the most appropriate step to take at this time."

Al Unser, Jr., and Rick Galle held a press conference this morning. UNSER, JR. -- (On the '89 race: "It was tough on us but we got through it. (When looking at the tape): "I felt some pressure lift off my shoulders in the fact that I could have won the race. I was leading with 1 1/2 laps to go." (On this year's race): "My goal is to sit on the front row. I've never sat on the front row of any 500-mile race. (On a two-car team): "I've always been brought up not wanting a second car (on his team). I don't feel as strongly about that as I did a couple years ago, mostly because of who the other driver is (Bobby Rahal). We work together well. I've lessened my desire to be a one-car effort, but it doesn't change the way I feel." GALLE -- (On a two-car team): "Two-car teams are only good if you've got the personnel and the equipment to do it. The positives are, you're able to sell more sponsorships and you have two chances to win." (On the '89 race): "What happened last year has matured us. I'm not sure if we were ready to handle that. This team is very focused, very strong."

Steve Horne, Geoff Brabham and Raul Boesel also came to the conference room. HORNE -- (On a two-car team): "It's always good to run a two-car team and not just on the race track. The transfer of knowledge is very important, but you have to have two good drivers. I don't want a first driver and a second driver." (On the Judd program): "When we first got involved with the Judd three years ago, it was a three-year program. I think we can place ourselves someplace between the Chevrolets and the Porsches. I think we've come a long way. Next year, we will be talking to other manufacturers but I don't think there are any out there." (On the future): "I think you are going to see more manufacturers involved in Indy Car racing. I think you're going to see an explosion." BRABHAM -- (On the car) "If you're in a bad handling car, 202 can scare you to death. We've got a lot of downforce in our car. It's very stable. I think, in fact, we've got too much downforce and we have to take some out to get that extra 4-5 miles per hour."

Jim Crawford was fastest of the day at 208.686, set at 1:19 p.m. "We went out today so we could balance the springs and work on the boost," Crawford said. "I had to use caution in turns #2 and #3 but I could blast up and down the front and back stretches. I can't help it that no one else wanted to go out today. We've tested here in worse conditions, but it's usually snowing as well as blowing on days like these."

Cars on the track today: #1 Fittipaldi; #7 Sullivan; #12 Lewis; #15T Crawford; #19 Boesel; #20 Guerrero; #21 and #21T Brabham; #23T Palmroth; #50 Groff; #56 Moran; #70 Theys; #86 Dobson.

A total of 68 cars are now at the Speedway, 64 have passed initial technical inspection, 4 are in the process and 41 have passed final technical inspection. 43 drivers have been on the track to date. There were 10 yellows for 2 hours, 22 minutes. The track closed at 5:09 p.m., early because of weather. High today was 58 degrees. Low was 45. Winds 15 miles an hour from the west with gusts to 32.

A total of 74 laps were run today, raising the total for the month to 3,787.

## TOP 5 OF THE DAY

15T	Jim Crawford	Glidden Paints Special	208.686
23T	Tero Palmroth	Hoechst Celanese-Neste-Rotator Innovator	203.362
19	Raul Boesel	Budweiser Truesports Lola Judd	196.627
70	Didier Theys	Granatelli Buick	191.245
12	Randy Lewis	AMP/Oracle/Samsung/Arciero Wines Special	188.501

--IMS--

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 7 - FRIDAY, MAY 11, 1990

Assuming there is a pole winner Saturday, presentation of the PPG Pole Award will be made at the raised platform in front of Victory Circle immediately after the end of qualifying (scheduled for 6 p.m.). At that time, Kears Pollock, Vice President-Automotive Products for PPG and/or Jim Chapman, PPG's Director of Racing, will present a \$100,000 check and trophy crafted by Tiffany of New York to the pole winner. Then Starcraft and Chevrolet will present a \$30,000 converted van, also part of the PPG Pole Award. The trophy to the pole winner is on permanent display in the Speedway's Hall of Fame Museum. Smaller replicas will be presented to the pole winner and his car owner at the drivers' meeting Saturday, May 26. If no pole winner is determined Saturday, the same presentation procedure will be followed Sunday.

At 12:42 p.m., Jeff Wood in the #44 U.S. Engineering/Dynamic Special, went high out of turn #1, hit the outside wall, came off the wall 360 feet and hit a second time, came off the wall 240 feet and hit a third time, came off the wall 200 feet and hit a fourth time and stopped 300 feet further in the middle of turn #2. Wood was examined at the Hanna Medical Center and released, cleared to drive. The car sustained right side suspension and sidepod damage.

At 1:01 p.m., three minutes after the green came back out after Wood's accident, Jeff Andretti in the #98 Amoco TEAMKAR entry, lost control in the middle of turn #4, did a half-spin over 280 feet to the outside wall to hit with the left side, did 1 1/2 more spins off the wall and came to a stop against the inside wall at the pit entrance. Andretti was examined, had a bruised left knee and was cleared to drive. The car sustained heavy left front damage.

Before noon today, entrants practicing for the 74th Indianapolis 500 reached the 10,000-mile mark. At 4:05 p.m., entrants totaled 1,000 laps for the day. At 4:06 p.m., entrants hit 12,000 miles for the month. At 4:56 p.m., Teo Fabi completed the 5,000th lap of the month in the #4 Fosters Quaker State Porsche.

Information on past rained-out qualifying days: 1989 -- Pole Day rained out; 1983 -- Practiced first day, but no qualifying, and second day rained out; 1981 -- 2nd day rained out; 1980 -- 3rd day rained out; 1979 -- Pole Day rained out; 1978 -- Pole Day and 2nd day rained out. Indianapolis metropolitan forecast from National Weather Service, as of 4 p.m.: 70 percent chance of rain overnight with a few thundershowers. Periods of thundershowers with heavy rainfall possible Saturday morning, likelihood of rain 100 percent. For Saturday afternoon, 50 percent chance for thunderstorms, high around 65, southwest winds 10-20 miles an hour. Saturday night, periods of thunderstorms, low near 55, likelihood for rain is 80 percent.

At 5:27 p.m., Jim Crawford in the #15 Glidden Paints Special lost control in middle of turn #1, did half-spin 240 feet to outside wall, off wall airborne with a 1/2 spin, bounced across track 280 feet to grass, then slid 360 feet on grass, stopping near inside wall at entrance to turn #2. Car had extensive damage. Crawford awake and alert in good condition, taken to Methodist Hospital for X-ray of lower legs. "I was right behind Crawford," said Michael Andretti. "I saw him flying through the air and it looked like he was as high as the fence. I was worried about where to go. I was just far enough behind him not to get involved."

Al Unser, Jr., in the #5 Valvoline Chevy Lola hit an alltime unofficial practice record of 228.502 miles an hour at 5:09 p.m. Emerson Fittipaldi in the #1 Marlboro Penske Chevy set the alltime mark previously at 227.181 at 4:12 p.m. Fittipaldi's previous lap of 227.101, also recorded at 4:12, broke the mark of 226.398 set by Rick Mears earlier in the day. Mears broke his own unofficial mark of 226.231 set on May 12, 1989.

UNSER, JR.: "There's no magic in running what we did today. It took a lot of hard work, dedication and desire." (About his feeling): "Psychologically, I've never been in this position on Friday afternoon. Rick Mears could probably answer this question better than I. The pressures to qualify this year are far beyond any I felt before. It's tough because of the big buildup." (About the 228 lap): "We made a change on Bobby's (Rahal) car this afternoon and it worked, so the guys went ahead and made the same change to my car. And we went out and ran a 228. That's the advantage of a two-car team."

Cars on track today: #1 and #1T Fittipaldi; #2 Mears; #3 Michael Andretti; #4 Fabi; #5 Unser, Jr.; #6 Mario Andretti; #6T Michael Andretti; #7 Sullivan; #8 Vogler; #9 Sneva; #11 Cogan; #12 Lewis; #14 and #14T Foyt; #15 Crawford; #16 Tony Bettenhausen; #18 Rahal; #19 and #19T Boesel; #20 Guerrero; #21 and #21T Brabham; #22 Brayton; #23T Palmroth; #25 and #25T Cheever; #28 and #28T Goodyear; #29 Carter; #30 and #30T Luyendyk; #39 Hall; #40 Unser; #41 John Andretti; #44 and #44T Wood; #50 Groff; #50T Dacco; #51 Gary Bettenhausen; #56 and #56T Moran; #69 and #69T Jourdain; #70 Theys; #77 Walther; #86 and #86T Dobson; #96 Chassey; #97 Fox; #98 Jeff Andretti.

A total of 70 cars are now at the Speedway, 62 have passed initial technical inspection, 3 are in the process and 51 have passed final technical inspection. 43 drivers have been on the track to date. There were 22 yellows for 3 hours, 6 minutes. High today was 66 degrees. Low was 36. Winds from WSW at 5 miles an hour with gusts to 18.

A total of 1,517 laps were run today, raising the month's total to 5,304.

## TOP 10 OF THE MONTH (EXCLUDES SECOND CARS)

5	Al Unser, Jr.	Valvoline Chevy Lola	228.502
1	Emerson Fittipaldi	Marlboro Penske Chevy 90	227.181
2	Rick Mears	Pennzoil Z-7 Penske Chevy 90	226.655
6	Mario Andretti	K mart Havoline Lola	225.006
18	Bobby Rahal	STP-Kraco Chevy Lola	224.607
30	Arie Luyendyk	Domino's Pizza "Hot One"	224.579
7	Danny Sullivan	Marlboro Penske Chevy 90	223.686
4	Teo Fabi	Fosters Quaker State Porsche	221.784
3	Michael Andretti	K mart Havoline Lola	221.697
41	John Andretti	Fosters Quaker State Porsche	220.913

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 8 - SATURDAY, MAY 12, 1990  
FIRST Qualifying Day

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QUALIFYING STATISTICS, TRIVIA (Compiled by Speedway historian Bob Laycock and Bob Watson):

--An oddity occurred in 1974 when three drivers qualified consecutively on the same day, but in different sessions. Qualifying procedure was changed that year to two sessions per day for two days, May 11 and May 18 because of the energy crisis. Since May 11 was rained out after 10 qualifiers, all qualifying was completed May 18. John Martin was the last of the first-day qualifiers at 12:27 p.m. Rick Muther was next, the first of the third session qualifiers, at 12:34 p.m. Practice then continued until 4:24 p.m., when Bob Harkey became the first of the fourth session qualifiers.

--The last time an alternate starter made the 33-car starting field was in 1986, when Dick Simon started in place of Dennis Firestone, who crashed on Carburetion Day.

--The most evenly matched field was in 1953, when the difference was only 3.1 miles an hour. The most unbalanced field was in 1928, with a difference of 28.8 miles an hour.

--The four most consistent qualifying laps in Speedway history was George Snider's run in 1971. His first, second and fourth qualifying laps were clocked at 52.45 seconds, 171.592 miles an hour. His third lap was a tick faster, at 52.44 seconds, 171.625 miles an hour.

--In 1976, four pairs of drivers qualified at the same speed. Bill Puterbaugh and Al LoQuasto were at 182.002, Spike Gehlhausen and Jan Opperman were at 181.717, Larry Cannon and Larry McCoy were at 181.388 and George Snider and Bob Harkey were at 181.141.

--The closest qualifying time for the two fastest cars came in 1970 when Al Unser (3:31.49) beat Johnny Rutherford (3:31.50) by .01 of a second. The widest difference between the two fastest cars was in 1923, when Tommy Milton beat Jimmy Murphy by 13.13 seconds.

Mario and Michael Andretti were "first up" in the Speedway conference room when the start of practice and qualifying was delayed from by rain. MARIO ANDRETTI (about son Jeff's first appearance here): "It's been no distraction. We try to separate that in a sense. I experienced some of that when Michael first came on. If I had to, or thought I had to, hold his hand, I would have advised him to not even try it. All the while he's been here, we (Michael and Mario) were only down there once. The very first run, he did 3-4 laps and ran right at 180, so we put him on the first phase of orientation almost immediately." (About his first trip to Indy): "The only advice I was getting was from our own people, Clint Brawner and Jim McGee. They gave me confidence, tried to cool me down." (About the strength of the Porsches and others this week): "I don't think there should be any surprises (in qualifying) here. Porsche being strong is no surprise to me." MICHAEL ANDRETTI (On Jeff's efforts): "It actually came down to (the name) Andretti probably didn't help him because there's too many of us. I've been very fortunate to get the right sponsor at the right time where Jeff's never had a full season. It's hard to do. Ask any race driver. I started my first Super Vee year with no sponsor. We had the money to do the first two races and we were going to have to park it. A guy named Phil Conte came along. If Al, Jr., hadn't found Rick Galles, it would've been tougher for him." (About his own rookie year at Indy): "I felt in my rookie year that I was a legitimate contender. It's probably one of the easier years of my career here at Indy. It all comes down to if you have a good car under you."

Jim Perkins, General Manager of Chevrolet Division and 1990 Pace Car Driver, in a press conference said that he thought this year's Indianapolis 500 race will "be an outstanding show." When asked how he will pace the race, he said, "USAC has some pretty strict standards on how you pace the race. We're just interested in having a safe race." About the benefits to pace car sponsorship, Perkins said, "It gives us the opportunity to showcase our products, giving us exposure to close to a half-million people here, not to mention TV. It also gives us the opportunity to test a lot of things for the future, to show what a manufacturer can do. The dealers really get behind it. It gives them the indication that we're really in for the long run." When asked what advice A.J. Foyt had given him, he responded, "Well, A.J. will do a lot of things unsolicited. He said, 'What you do is stand on it, turn left, stay cool and just do it.'" When asked what it costs to sponsor the pace car program, Perkins said, "It's difficult to assess the cost, because the commitment is involved too, in the way of man hours. I've been told that we have \$6 million worth of vehicles out here. But, we really don't get into the overall cost." About Perkins' driving experience, he said, "When you're out there by yourself, driving 120 miles per hour or so, you think that these guys could come flying by you 100 miles faster, and you'd be the slowest guy in the bunch. It humbles you. But my experience runs back to the '50s and '60s. . . I'm about good enough to get back and forth to work and so far, I've been successful. I don't want to take anything for granted."

At that same conference, Herb Fishel, Director of Chevrolet's Engineering Raceshop, was asked when the Indy Chevy engine would be readily available to teams. He responded, "Just having the engine is one small part. It takes a lot of support. Just having the engine doesn't mean you can do as well or run as fast as everyone else. It isn't a matter of turning on the spigot and having more engines."

DANNY SULLIVAN, #7 Marlboro Penske Chevy: "It's been a slow month. We haven't had a whole lot of time on the track. Monday and Tuesday, we played with the wind, Wednesday I had the flu, but finally on Friday I got 275 laps which helped. It's been a struggle to get the car setup and balanced and finally when we got it set up Al and Rick go and move the goal posts on us." (How does the rain delay affect?) "Personally, it gives me a day to find a little more speed. The problem is that a lot of the guys will spend too much time on their qualifying setup and at the end of the weekend realize that they don't have a race day setup. If we don't get to qualify at all this weekend, I think the end of next week is going to be real exciting." (Do you see any negative effects from having a full time three car team?) "No, having three cars at Indy has never felt any different. The only difference is the crew that works on Emmo's car is a full time crew. Last year Al's crew were people that were with Penske, but not full time. The only difference I see is that we're bigger, our garages aren't all together, but we're still organized." (How is the pressure different since you're not coming in as a past champion?): "I'm glad that the pressure is on Emmo this year. It's always pleasant being a champion, and you always want to win, but it does weigh on you, but that's the nature of racing. . . what's the saying going from a champ to a chump in a week."

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 8 - SATURDAY, MAY 12, 1990  
First Qualifying Day



ARIE LUYENDYK, #30 Domino's Pizza "Hot One": (on yesterday's fast speeds) "I believe you saw enthusiastic speeds late yesterday. It was a perfect time for running. The weather was cool and the winds were down."  
(about his 224.579 lap) "I did not have a tow; that was my own. The car felt real good running that lap. That's why we put the car away." (Did you feel your car could do 224 prior to the month?) "Yes, we did. We tested here in March and ran a 217 in weather much like today's. It was quite windy, maybe not quite as cold. We felt if we could get a good day to balance out the car and go flat-out, I knew this was a 224 mile per hour car. We expected the speeds to be this high. (conditions if qualifying was today) "We'd have to find out with practice. Not a lot of rubber has been laid out on the track and we may have lost a little bit of grip." (Feelings on winning the race?) "I have a better feeling than in past couple years. Last year was an impossibility except for attrition (playing a factor). With the engine, the equipment and the crew I have now, I have a good chance of winning this race. Teams I had been with (in the past) were not 'had-nots'. They just did not have the big budgets for development. This team (Shierson) gives me the best opportunity to be in a position to win. If I struggle this year, that will be very frustrating."

TONY BETTENHAUSEN #16 AMAX Lola: (Is the fact that you are 11th quickest a surprise?) "Yes and no. We skipped Phoenix and Long Beach to prepare for this. . . We've been very satisfied with the Buick until now. On the straightaways, we're right up there with the top Chevy's. We certainly have high expectations to be up in the first four rows. We're tickled to death. As long as we can maintain and use our heads, we've got a chance. This has really opened some eyes -- that there are other drivers around here, not just me, who can run with the right equipment." (What do you think about being the fastest non-'90 car?) "We weren't sure what direction to go with the underwing on the car. And we can't really take all the credit for what we did. Truesports helped. The car feels better to me this year than it did last year. But, we only have one race car, so we're trying to play our cards close to the vest." (How do you feel about the Buick?) "A lot of people think Buick has an advantage on the Chevy's. I think we are on pretty equal terms with them. I made the commitment last year -- sink or swim -- that we're going to run the Buick engine all season." (Are there any benefits to the rain delay?) "Well, my crew has consumed mass quantities of Roloids. We just hope the rain hasn't changed the track too much." (Do you think you can win the race?) "Absolutely. We're not kidding anybody here. Some pretty amazing things would have to happen for us to win. If we can achieve good balance and if Buick can give us the horsepower and we can stay on the lead lap, we've got a chance. The motor is the key there, for sure." (Is doing TV work like running 220s?) "Yeah, but the mistakes aren't quite as critical." (How do you feel about yesterday's run?) "Yesterday was the fastest I've ever gone here, and I can understand what Li'l Al says. And he's right, at that speed, the short straightaways sure disappear." The track officially closed at 4:30 p.m. because of inclement weather.

#### SCHEDULE FOR SUNDAY:

Gates open to the public: 9 a.m.

Credential gate #9A opens at 5 a.m.; Gate #4 opens at 6 a.m.

Practice: 9-11 a.m.

Qualifying: 12-6 p.m.

Rain check stubs will be honored on any of the three remaining qualifying days.

The high today was 56 degrees, the low was 49 degrees. The winds were from the SSW at 8 mph. Tomorrow's prediction is 40 percent chance of rain in the morning and cloudy. The afternoon will be cloudy in the upper 60s with winds out of the SW 5-10 mph.

--IMS--

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 9 - SUNDAY, MAY 13, 1990  
Second Qualifying Day

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Wet weather delayed the scheduled start of activities today. Stewards and track officials also required time to eliminate seepage problems in areas low in turn #1, middle and low in turn #3, north short chute and entrance to turn #4. Crews led by USAC Director of Safety Jack Gilmore and IMS fire safety chief Cleon Reynolds worked hundreds of hours the last two days to rectify the problem, according to Charlie Thompson, superintendent of the grounds.

Chief Steward Tom Binford announced at 2:20 p.m. that the track would be open under a running caution at 2:30 p.m. After the caution period, the first group went out for 30 minutes of practice at 2:55 p.m.

Top first group practice speeds: #1 Emerson Fittipaldi 228.102; #18 Bobby Rahal 225.717; #2 Rick Mears 224.176; #30T Arie Luyendyk 223.652; #6 Mario Andretti 223.043. Eleven cars posted their fastest speeds of the month in the session. In addition to Fittipaldi, Rahal, and Luyendyk others were #11 Kevin Cogan (219.539), #51 Gary Bettenhausen (216.904), #22 Scott Brayton (221.277), #41 John Andretti (221.473), #7T Danny Sullivan (213.088), #12 Randy Lewis (214.787), #86T Dominic Dobson (215.900) and #19T Raul Boesel (216.580). Cogan's speed increased more than 6 mph from his previous best on Friday (213.381).

The last time the Indianapolis 500 had a "provisional" pole winner lasting to a second qualifying weekend was in 1981. Nine cars qualified out of 12 attempts on Saturday, May 9, a rain-interrupted day, leaving 27 cars in line. Day-long rains washed out qualifying Sunday, May 10. A.J. Foyt held the provisional pole for the week at a speed of 196.078. On May 16, Bobby Unser qualified at 200.546 and the late Mike Mosley at 197.141 during completion of the original qualifying line, pushing Foyt to the outside of the front row.

In the second practice groups, the following nine cars recorded their best laps of the month: #3T Michael Andretti 224.003; #19 Raul Boesel 221.315; #14 A.J. Foyt, Jr 219.138; #29 Pancho Carter 218.941; #9 Tom Sneva 218.266; #8 Rich Vogler 218.007; #23T Tero Palmroth 217.612; #50 Mike Groff 209.913; #12T Randy Lewis 204.620.

4:34 p.m.	# 1	EMERSON FITTIPALDI, Sao Paulo, Brazil Marlboro Penske Chevy 90	
QA - 1		1 -- 39.999 -- 225.006 2 -- 39.954 -- 225.259 3 -- 39.935 -- 225.366 4 -- 39.898 -- 225.575 <u>T 2:39.786 -- 225.301</u>	Q - 1    TR (1-lap) TR (4-lap)
4:38 p.m.	#21	GEOFF BRABHAM, Manacapan, FL The Mac Tools Distributors Truesports Lola	
QA - 2		1 -- 41.603 -- 216.331 2 -- 41.471 -- 217.019 3 -- 41.599 -- 216.351 4 -- 41.547 -- 216.622 <u>T 2:46.220 -- 216.580</u>	Q - 2
4:43 p.m.	#11	KEVIN COGAN, Palos Verdes Estates, CA Tuneup Masters/Granatelli Buick	
QA - 3		1 -- 41.320 -- 217.812 2 -- 41.311 -- 217.860 3 -- 41.263 -- 218.113 4 -- 41.442 -- 217.171 <u>T 2:45.336 -- 217.738</u>	Q - 3
4:48 p.m.	#18	BOBBY RAHAL, Dublin, OH STP-Kraco Chevy Lola	
QA - 4		1 -- 40.617 -- 221.582 2 -- 40.392 -- 222.816 3 -- 40.341 -- 223.098 4 -- 40.307 -- 223.286 <u>T 2:41.657 -- 222.694</u>	Q - 4
4:53 p.m.	#51	GARY BETTENHAUSEN, Monrovia, IN Glidden Paints Special	
QA - 5		1 -- 41.518 -- 216.773 2 -- 41.633 -- 216.175 3 -- 41.330 -- 217.759 4 -- 41.216 -- 218.362 <u>T 2:45.697 -- 217.264</u>	Q - 5
4:57 p.m.	# 2	RICK MEARS, Bakersfield, CA Pennzoil Z-7 Penske Chevy 90	
QA - 6		1 -- 40.246 -- 223.625 2 -- 40.101 -- 224.433 3 -- 40.114 -- 224.361 4 -- 40.099 -- 224.444 <u>T 2:40.560 -- 224.215</u>	Q - 6

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

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 9 - SUNDAY, MAY 13, 1990  
Second Qualifying Day

Scott Brayton in the #22 took warmup laps, but did not take the green flag.

5:05 p.m.	#41	JOHN ANDRETTI, Indianapolis, IN Poster's Quaker State March Porsche 90P	
QA - 7		1 -- 40.879 -- 220.162 2 -- 40.992 -- 219.555 3 -- 41.052 -- 219.234 4 -- 41.098 -- 218.989 T 2:44.021 -- 219.484	Q - 7
5:10 p.m.	#28	SCOTT GOODYEAR, North York, Ontario, Canada (R) Mackenzie Financial/O'Donnell Racing	
QA - 8		1 -- 42.521 -- 211.660 2 -- 42.161 -- 213.467 3 -- 41.930 -- 214.643 4 -- 41.910 -- 214.746 T 2:48.522 -- 213.622	Q - 8
5:15 p.m.	# 6	MARIO ANDRETTI, Nazareth, PA K mart Havoline Lola	
QA - 9		1 -- 40.684 -- 221.217 2 -- 40.523 -- 222.096 3 -- 40.479 -- 222.338 4 -- 40.458 -- 222.453 T 2:42.144 -- 222.025	Q - 9
5:19 p.m.	#12	RANDY LEWIS, Hillsborough, CA AMP/Oracle/Samsung/Arciero Wines Special	
QA - 10		1 -- 41.410 -- 217.339 2 -- 41.202 -- 218.436 3 -- 41.085 -- 219.058 4 -- 41.129 -- 218.824 T 2:44.826 -- 218.412	Q - 10
(10-car field average - 219.677)			
5:24 p.m.	#70	DIDIER THEYS, Nivelles, Belgium Tuneup Masters/Granatelli Buick	
QA - 11		1 -- 42.387 -- 212.329 2 -- 42.046 -- 214.051 3 -- 41.917 -- 214.710 4 -- 41.848 -- 215.064 T 2:48.198 -- 214.033	Q - 11
5:29 p.m.	#16	TONY BETTENHAUSEN, Indianapolis, IN AMAX Lola	
QA - 12		1 -- 41.258 -- 218.140 2 -- 41.216 -- 218.362 3 -- 41.208 -- 218.404 4 -- 41.177 -- 218.569 T 2:44.859 -- 218.368	Q - 12
5:36 p.m.	#19T	RAUL BOESEL, Curitiba, Brazil Budweiser Truesports Lola Judd	
QA - 13		1 -- 41.481 -- 216.967 2 -- 41.361 -- 217.596 3 -- 41.380 -- 217.496 4 -- 41.386 -- 217.465 T 2:45.608 -- 217.381	Q - 13
5:41 p.m.	# 3T	MICHAEL ANDRETTI, Nazareth, PA K mart Havoline Lola	
QA - 14		1 -- 40.539 -- 222.008 2 -- 40.505 -- 222.195 3 -- 40.528 -- 222.069 4 -- 40.550 -- 221.948 T 2:42.122 -- 222.055	Q - 14
5:46 p.m.	#86	DOMINIC DOBSON, Fairfax, VA Texaco-Havoline Star Lola	
QA - 15		1 -- 41.213 -- 218.378 2 -- 40.879 -- 220.162 3 -- 40.968 -- 219.684 4 -- 41.151 -- 218.707 T 2:44.211 -- 219.230	Q - 15

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 9 - SUNDAY, MAY 13, 1990  
Second Qualifying Day

Page 3

5:51 p.m. # 8 RICH VOGLER, Indianapolis, IN  
Jon. Byrd's Cafeteria/Bryant Htg & Cooling Spl

QA - 16	1 -- 41.243 -- 218.219	UA - 1
	2 -- 41.211 -- 218.388	
	3 -- accident turn 2	

(15-car field average - 219.177)

The average in 1989 for 15 cars was 217.458 mph, 1.719 mph slower than today.

Vogler's accident during his qualifying run at 5:54 began when he brushed the outside wall coming off of turn 2. He continued 3100 feet to a stop down the backstretch. The car has light right side damage. Vogler has been checked and is released to drive at Indianapolis Raceway Park tonight.

41 cars ran today. There was a total of 9 yellows for 1 hour 7 minutes.

## QUALIFYING ORDER:

### FIRST-DAY QUALIFIERS:

69 Jourdain  
7 Sullivan  
29 Carter  
50 Groff  
56 Moran  
30 Luyendyk  
5 Unser, Jr.  
28T  
9 Sneva  
14 Foyt  
25 Cheever  
30T Luyendyk  
20 Guerrero  
23T Palmroth  
19  
77 Walther

### SECOND-DAY QUALIFIERS (TO FOLLOW):

#15T Crawford  
39 Hall  
14T Foyt  
29T Carter  
56T Moran  
17T Rutherford  
22 Brayton  
7T Sullivan  
4 Fabi  
69T Jourdain  
44T Wood  
41T  
96 Chassey  
12T  
2T  
25T Cheever  
86T  
40 Al Unser  
50T Groff

The high today was 60 degrees, the low was 53 degrees. The winds were out of the NE at 7 mph, with gusts registering 13 mph.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 10 - MONDAY, MAY 14, 1990

At a press conference this morning, it was announced that Glidden Paints, sponsor of cars driven by Gary Bettenhausen and Jim Crawford for the Menard team, would also sponsor Rocky Moran's effort with Gohr Racing and Gohr would switch from Cosworth to Buick V-6 power in its primary car.

Gary Bettenhausen, who qualified Sunday at 217.264, told of a mini-panic within his team Sunday night. Bettenhausen had suffered second-degree burns on his legs while bailing out of a burning midget at Indianapolis Raceway Park in 1989. "John Menard's pilot was watching Saturday Night Thunder (on ESPN) up in Wisconsin and they showed a replay from that IRP race," Bettenhausen said. "He called Herm Johnson's wife, who called John down here and said, 'Hey, your driver just got hurt...saw it on TV.' John told her, 'Well, I don't think so because it's raining down here...unless his house burned down.'"

At 1:49 p.m., Roberto Guerrero in the #20 Patrick Racing/Miller Genuine Draft Alfa Romeo apparently lost the wing in turn #3, spun one time (420 feet) and hit the wall, slid along the wall (320 feet), slid across the track 400 feet with one spin and a 1/2 reverse spin into the infield grass. The car sustained extensive right-side damage. Guerrero was examined at Hanna Medical Center and released to drive Tuesday morning.

Emerson Fittipaldi could become the first driver since 1974 to have been the first qualifier of the month and pole winner. A.J. Foyt was first out that year and qualified at 191.632 for the pole, although he didn't set a track record. The first 17 cars to take the green flag qualified and the last 19 in a row to take the green qualified. Only John Mahler, who waved off after two laps as the 18th driver to take the green, failed to complete a qualifying run during the month.

Roberto Guerrero came to the Speedway conference room at 3:45 p.m. "We hadn't run very much," Guerrero said, "and we'd just made a wing change. Morris (Nunn, team engineer) told me to make sure it felt right before I got on it. I took a lap and it felt fine. Then going into #3, the back end just swapped ends on me. I had no idea. That car is gone, but I'm really happy how well it withstood the accident. The backup should be ready on Wednesday. We only got the third car a couple of days before May started. (Patrick teammate Al Unser's car was grounded until the reason for the wing failure was known and corrected.) "They won't let Al run any more until we use different wings. He probably won't be out until tomorrow. The thing that's going to take the longest is getting the wings that they feel will be safe on the car. They're checking with Porsche, which is running Marches, to see if their wings are anywhere near the same. (About the Alfa engine) "The Alfa team is really puzzled. They see the horsepower on the dyno and something is killing it...intake, exhaust system. It may be something to do with the installation or one of the electronic pieces doesn't agree. From the dyno, we should be close to the Chevrolet but on the straightaways, we're 20 miles an hour slower."

In Sunday's time trials, five of the 15 qualifiers posted four-lap averages higher than their best single practice lap of the month. Randy Lewis led the way at 3.625 miles an hour more than his best single practice lap, followed by Didier Theys at 2.343, Dominic Dobson at 2.111, Raul Boesel at .801 and Gary Bettenhausen at .360. Biggest drop from best practice lap to lower four-lap average was Scott Goodyear, whose average was 4.064 miles an hour slower than he'd practiced.

Memorial service for Rolland "Lefty" Hurt, former chief observer for the "500," will be held at the Speedway Hall of Fame Museum at 8:30 a.m. Wednesday. The service is for members of the racing fraternity and is not open to the public.

Today marked the first return to the track for Jim Crawford, Billy Vukovich III, Johnny Rutherford and rookie Buddy Lazier since accidents earlier in the month.

Alan Mertens, chief engineer for Galles-Kraco Racing and driver Al Unser, Jr., on the team's plans for the week: "we will approach this week as if we already qualified. We'll use the backup car (#5T) and concentrate on the race setup. The race car (#5) is ready to qualify right now and we are not going to touch it until Saturday."

Cars on the track today: #1 Fittipaldi; #1T Sullivan; #2 Mears; #3T Michael Andretti; #4 Fabi; #5T Unser, Jr.; #6 Mario Andretti; #11 Cogan; #14 Foyt; #15T Crawford; #16 Tony Bettenhausen; #17T Rutherford; #18 Rahal; #19T Boesel; #20 Guerrero; #25T Cheever; #28T Goodyear; #29 Carter; #30T Luyendyk; #39 Hall; #40 Al Unser; #41 John Andretti; #44T Wood; #50 Groff; #50T Dacco; #51 Gary Bettenhausen; #56T Moran; #69 and #69T Jourdain; #70 Theys; #81T Vukovich; #91T Lazier; #96 Chassey; #97 Fox.

A total of 74 cars are now at the Speedway, 72 have passed initial technical inspection, 54 have passed final technical inspection. 43 drivers have been on the track to date. There were 13 yellows for 1 hour, 34 minutes. High today was 71. Low was 54. Winds out of south at 14 miles an hour.

A total of 726 laps were run today, raising the total for the month to 6,505.

## TOP 10 OF THE DAY (NON-QUALIFIED CAR/DRIVER COMBINATIONS)

30T	Arie Luyendyk	Domino's Pizza "Hot One"	221.773
5T	Al Unser, Jr.	Valvoline Chevy Lola	220.496
1T	Danny Sullivan	Marlboro Penske Chevy 90	219.127
25T	Eddie Cheever	Target Stores	217.765
14	A.J. Foyt	A.J. Foyt Copenhagen Racing	216.242
4	Teo Fabi	Foster's Quaker State March Porsche	211.830
96	Steve Chassey	"Design for Recycling" Buick	211.312
39	Dean Hall	Insight Lola	211.134
20	Roberto Guerrero	Patrick Racing Miller Genuine Draft Alfa Romeo	209.859
40	Al Unser	Patrick Racing Miller High Life Alfa Romeo	209.297



# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 11 - TUESDAY, MAY 15, 1990

Practice today was washed out by rain. The track officially closed at 4 p.m.

First-round qualifying for the \$51,000 Miller Pit Stop contest is scheduled Wednesday and Thursday and USAC Steward Keith Ward said today that the #29 Hardee's/Machinists Union Lola fielded by Leader Card Racers is the first entry. Front-row qualifiers are guaranteed spots in the semifinals, but since the front row is not yet decided, current provisional front-row occupants may decide to protect their spot by going through first-round qualifying. Semifinals are set May 24 with finals to follow. First place prize money is \$25,000, while the runnerup receives \$15,000, third and fourth bank \$5,000 each and the alternate earns \$1,000. The contest is the 14th annual. Other entries filed with USAC this afternoon: #22 Amway/Speedway "Winning Spirit"; #9 RCA/Granatelli Buick; #11 Tuneup Masters/Granatelli Buick; #5 Valvoline Chevy Lola; #18 STP-Kraco Chevy Lola; #2 Pennzoil Z-7 Penske Chevy 90; #1 Marlboro Penske Chevy 90; #7 Marlboro Penske Chevy 90.

More than \$265,000 in cash and merchandise is up for grabs for qualifying prizes. The top prize is the \$100,000 PPG Pole Award. The pole winner also receives \$5,000 in cash and a \$30,000 Starcraft/Chevrolet van from Starcraft Corp., and Chevrolet Motor Division of General Motors. Other awards are as follows:

UNO Qualifying Awards -- \$20,000 to the fastest qualifier in the second, third and fourth qualifying periods.

GTE "Front Runners" Award -- \$10,000 to each front-row driver.

True Value Master Mechanic Award -- \$10,000 plus Lawn Chief Garden Tractor to chief mechanic of pole car.

Thomas Barrett "Fastest Qualifying Lap" Award -- \$10,000.

Indiana Bell "First in the Field" Award -- \$5,000.

Ameritech "Youngest Starting Driver" Award -- \$5,000.

Accusplit/Jim Ellis "Most Consistent Qualifying Laps" Award -- \$5,000.

SRE Industries "My Bubble Burst" Award -- \$5,000 to first alternate at end of qualifying.

Amoco "On the Bubble" Award -- \$5,000 to 33rd fastest qualifier.

"500" veterans Billy Vukovich III and Herm Johnson will speak tonight at the Indianapolis Chapter, Indiana Material Managers Society meeting at the Speedway Motel.

Drivers make their annual visit to children at Riley Hospital tonight and Methodist Hospital Wednesday night, organized by the Speedway and the Championship Drivers Association. Drivers going to Riley tonight are Al Unser, Jr., Scott Harrington, Tom Sneva, Pancho Carter, Tony Bettenhausen and John Andretti. Those visiting Methodist are Kevin Cogan, Dean Hall, Harrington, Bernard Jourdain, Jeff Wood and Gary Bettenhausen.

--IMS--

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 12 - WEDNESDAY, MAY 16, 1990

USAC stewards Keith Ward and Art Meyers said today that veteran Salt Walther and rookie Guido Dacco will have a chance to complete their refresher and rookie tests, respectively. Both have the final phase, 10 laps at more than 195 miles an hour under observation of veteran drivers, left. "We don't start any tests after today," Meyers said, "but they've started so we'll give them a reasonable amount of time to complete the driver observation phase. We're not going to allow them to do it in 'Happy Hour,' but we'd like to get them in tomorrow at the slow times in the morning, if possible."

Chief Steward Tom Binford said today the following process would be followed if the field is not filled through scheduled qualifications this weekend:

1. Qualifications will be extended until the last of the protected qualification positions (cars which remain in the original line) is exhausted, except that any extension shall end if it might interfere with preparations for the race. These cars will be ranked as first-day qualifiers.
2. Since there are not sufficient cars in this category to fill the field, the Indianapolis Motor Speedway may select the process or the cars to fill the remaining positions.
3. Traditionally, those cars in line at 6 p.m. Sunday have been given one opportunity to attempt qualifying on the next dry day and the fastest cars are ranked in the remaining positions in the field.
4. No bumping of cars which qualified prior to 6 p.m. Sunday or the extension of that final period is permitted.

According to track records dating back to 1971, the years in which the most practice days were lost to inclement weather were 1978 and 1981. In 1981, four total days and parts of five other days were washed out by rain. In 1978, four total days and parts of six other days were washed out by rain.

#### PRESS CONFERENCES, OTHER GATHERINGS:

--The winner of the 1990 Louis Schwitzer Award will be announced at 10:30 a.m. Thursday in the Speedway Conference Room.

--The Larue Carter Hospital Youth Service will hold its 17th annual Art Pollard Memorial Picnic 11 a.m.-1 p.m. Thursday in tent #1 on the Speedway grounds. Among the companies participating are Snap-On Tools, Raybestos, Delco Remy, Premier Industrial Corp., STant, Earl's Performance Products, Newman-Haas Racing, SRE Industries, Simpson Race products, Valvoline, Ideal, Pennzoil, UNO and Chevrolet.

--A benefit for Bill Yeager, special assistant to team owner Carl Haas, will be held at 7 p.m. Friday in the tent at Union Jack's at 6225 W. 25th St. Tickets are \$25 and include a drink and hors d'oeuvres. An auction will be part of the program. Yeager, a former team manager for A.J. Foyt, Danny Ongais and Al Unser, missed the "500" last year as a result of serious complications following a heart transplant.

--Actor David Hasselhoff has scheduled the fifth annual Race for Life program with special guests from Riley Hospital for Children at 6:30 p.m. Saturday at Pan American Plaza downtown. Mario Andretti is scheduled to attend.

The race team with the fastest pit stops in this year's Indianapolis 500 will be awarded up to \$30,000 from Sears Craftsman, which began its sponsorship of the competition in 1986. Sears Craftsman will present a guaranteed \$5,000 to the fastest of the 33 crews, and an additional \$25,000 if the winning team has a Craftsman Pro Set 2000 tool chest and roll-away in its pit during the race. Last year, third-place finisher Raul Boesel and the Team Shiersen crew led by Mike Battersby captured the top prize with six pit stops for a total time of five minutes, 22 seconds. The Penske team had won the three previous years.

Speedway medical director Dr. Henry Bock said that Roberto Guerrero is cleared to drive.

Chris (Mrs. Rick) Mears was elected to serve a first term as president of the Championship Auto Racing Auxiliary. Other CARA board members are: Peppy (Mrs. Wally) Dallenbach, vice president; Nancy (Mrs. John) Andretti, secretary; Charlotte (Mrs. Dennis) Torres, treasurer; Felicia (Mrs. Dennis) McCormack, finance; Carla (Mrs. Pancho) Carter and Shelley (Mrs. Al Jr.) Unser, ways and means; Katie (Mrs. Roberto) Guerrero, hospitality; Jan (Mrs. Lee) Dykstra, fashion show; and Beth (Mrs. Derek) Daly, public relations.

IMS superintendent Charlie Thompson will receive the "500" Oldtimers Club plaque, the club's highest honor, at the annual Oldtimers Barbecue at 6 p.m. Monday in a tent near the control tower. The AP Parts "500 Official" Award will be presented to USAC official Donald S. McGregor of Glendale, Calif. Oldtimers special awards will go to former car owners Bob Estes of Los Angeles, Jack Hinkle of Wichita, Kan., and Ed Walsh of St. Louis. Other special awards will go to George Moore, auto editor of The Indianapolis Star, and Jim Phillippe, longtime member of the Speedway's public-address staff. Past President's Award goes to Chief Steward Tom Binford. Marty Hoyer, past president of CARA, will be inducted as an honorary member of the Oldtimers.

First-round competition in the \$51,000 Miller Pit Stop Contest has been postponed to 8:30-10:30 a.m. Thursday.

The track opened under a running caution at 5:15 p.m. It was closed for an inspection at 5:25 p.m. Stewards reopened the track under running caution at 5:36 p.m. and announced no "green time" was available for the day. Eight cars ran after the announcement.

Cars on the track today: #1T Sullivan; #5T Unser, Jr.; #4 Fabi; #6 Mario Andretti (Q); #8T Rich Vogler, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling Special; #9 Sneva; #15T Crawford; #17T Rutherford; #18 Rahal (Q); #22T Scott Brayton, Amway/Speedway "Winning Spirit"; #29T Pancho Carter, Hardee's/Machinists Union; #39T Dean Hall, Insight Lola; #40 Unser; #50 Groff; #56T Moran; #69T Jourdain; #81T Vukovich III; #86T Dobson; #91T Lazier; #96 Chassey; #97 Fox.

A total of 76 cars are now at the Speedway, 73 have passed initial technical inspection, 2 are in the process and 56 have passed final inspection. High today was 71. Low was 63. Winds SW at 10 miles an hour. Showers are predicted for tonight. Forecast for Thursday as of 5 p.m.: Partly cloudy, 70-75 degrees, westerly winds 10-15 miles an hour.

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 13 - THURSDAY, MAY 17, 1990

Jack Beckley, USAC technical chairman, said today that a bonding agent failure occurred, causing the rear wing to shear on Roberto Guerrero's #20 Miller Genuine Draft Alfa Romeo, causing its May 14 accident. Both the Alfa and Porsche entries are March chassis. Rear wing posts for the Porsche Marches are constructed of layers of carbon cloth bonded together, according to Porsche's Derrick Walker. The wing post on the Alfa Marches were carbon fiber over aluminum honeycomb. "The Porsches have a different manufacturer," Beckley said. "The ones that came apart were poorly constructed because they neglected to put enough bonding agent in it. It (the wing on #20) is a honeycomb center with laminated carbon fiber cover. It looked like the glue just didn't take at all." Both Beckley and Patrick Racing International team manager Jim McGee said the rear wing on the #40 Miller High Life Alfa Romeo to be driven by Al Unser was examined after Guerrero's accident and found it was also starting to come apart. "It (Guerrero's) broke three to four inches above the aluminum mounting plates," Beckley said. "The Porsches ran theirs last season and they said they didn't have any problems with it. Appearance-wise, they look pretty much the same." McGee said Patrick acquired an aluminum wing from Vince Granatelli Racing after the failure. "We questioned the wing because it was light when we first got it," McGee said. "They said it was a proven design and super strong. We've gone to aluminum pillars. We used one of Vince's so we could continue testing and we're making our own now. They should be here by tomorrow. They (the wings for the Alfa and Porsche chassis) were made by different manufacturers. March subs those out. The firm Porsche used was too booked to do the Alfa project, so they contacted another manufacturer."

The 24th annual Louis Schwitzer Award was presented to Tim Halsmer this morning, who received it on behalf of himself, Bill Simpson, Mike Held and Luciano Aguirre of Simpson Race Products for the design and development of the Simpson "BeadALL" helmet. The award has been presented since 1967 by the Indiana Section, Society of Automotive Engineers for innovation and engineering excellence in the field of race car design. The new helmet combines a revolutionary inner liner material along with new aerodynamic features for increased safety, helmet stability and driver comfort. Halsmer, brother of "500" veteran Pete Halsmer, graduated from Purdue University last May. "As cars shrink, the windscreen becomes smaller and smaller and buffeting started being a problem," Halsmer said. "What we came up with were stall strips (and outlet ducts). We solved the lifting, buffeting and cooling problems." Halsmer estimated 20 drivers here at Indy are using the new-style helmet. The honorees' names go on a permanent plaque in the Speedway's Hall of Fame Museum and they received a \$5,000 check.

"Rainy Day" quote from Wednesday: JIM CRAWFORD (when asked about ride height settings on his car): "When I'm in turn #1, somewhere between 15 feet and a fraction of an inch."

First-round results of the \$51,000 Miller Pit Stop Contest: #3 Michael Andretti, chief mechanic Tom Wurtz, 12.895 seconds; #18 Bobby Rahal, chief mechanic Jimmy Prescott, 12.915; #5 Al Unser, Jr., chief mechanic Owen Snyder, 13.300; #29 Pancho Carter, chief mechanic John Barnes, 16.668; #6 Mario Andretti, chief mechanic Carl Dean, 17.631; #25 Eddie Cheever, chief mechanic Chris Griffis, N.T. Because the Andretti-Wurtz entry has already qualified for the field and isn't on the provisional front row, the #3 car advances to the May 24 semifinals along with the final front-row "500" qualifiers.

"Indy Live," a two-hour production of the Indianapolis Motor Speedway Radio Network, will be broadcast 8-10 p.m. tonight over 125 stations from the Speedway Motel. It's the third of four such national call-in shows, where listeners may ask questions of host Bob Jenkins or driver guests by calling 1-800-243-INDY. Expected on the program tonight are Mario, Michael and Jeff Andretti, Arie Luyendyk, Bobby Rahal, Al Unser, Jr., Randy Lewis, Rich Vogler and former driver Johnny Boyd. The final show of the series is scheduled 8-10 p.m. May 24. Locally, it can be heard on WXTZ, 1430 AM.

The Mann Motorsports team has acquired a 1989 Lola from Galles-Kraco Racing and expects to have John Paul, Jr. in the car Friday. It's the machine Al Unser, Jr., drove to victory in 1989 at Long Beach, and replaces the #93 car which crashed with Steve Chassey aboard May 8. "The next day, I flew two of my crew members to Albuquerque," said owner Dave Mann. "They rented a Hertz Penske flatbed truck and had the car here by Thursday morning (May 10). They've been working on it 20 hours a day since then. We hoped to get through tech this afternoon but we might have to do it first thing in the morning and be on the track at 11." The tub is still painted in Kraco yellow, blue and red and was being used as a show car. The engine cowl and sidepods are in pink and black, Mann team colors. "I've been reading about Dean Hall's paint job," Mann said. "Wait'll everyone sees this. Eloisa Garza did the tunnel work for us overnight. Don Brown just went through a 25-hour shift getting the headers done. We've been horsetrading with a lot of teams...Andale, Gohr, Carl Haas, Truesports, some with Tony B(ettenhausen). Rick Galles has gone out of his way to accommodate us. Everyone in here has been so helpful. They're all aware we crashed and they've helped us with open arms."

Guido Dacco passed the final phase of his rookie test.

Cars on the track today: #1T Fittipaldi, #4 Fabi; #5T Unser, Jr.; #6 Mario Andretti (Q); #8T Vogler; #9 Sneva; #12T Lewis; #14 Foyt; #15T Crawford; #18 Rahal (Q); #20T Roberto Guerrero, Patrick Racing Miller Genuine Draft Alfa Romeo; #22T Brayton; #23 Palmroth; #25 and #25T Cheever; #28T Goodyear; #29T Carter; #30T Luyendyk; #39T Dean Hall, Insight Lola; #40 Unser; #41 John Andretti (Q); #41T Fabi; #44T Wood; #50 Groff; #56 Moran; #58 John Andretti, Foster's Quaker State Porsche; #66 Dacco; #69 and #69T Jourdain; #77 Walther; #81T Vukovich III; #86T Dobson; #91T Lazier; #96 Chassey; #97 Fox; #98 Jeff Andretti.

A total of 76 cars are now at the Speedway, 75 have passed initial technical inspection, 1 is in the process and 58 have passed final inspection. 43 drivers have been on the track to date. There were 16 yellows for 1 hour, 36 minutes. High today was 67. Low was 55. Winds WSW at 20 miles an hour, gusting to 32. Highest gust was 46 miles an hour.

## TOP 5 OF THE DAY, NON-QUALIFIED DRIVER-CAR COMBINATIONS

#30T	Arie Luyendyk	Domino's Pizza "Hot One"	217.854
# 5T	Al Unser, Jr.	Valvoline Chevy Lola	216.789
#14	A.J. Foyt	A.J. Foyt Copenhagen Racing	212.334
#25	Eddie Cheever	Target Stores	211.064
#81T	Billy Vukovich III	Hemelgarn Racing	208.261

--IMS--

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 14 - FRIDAY, MAY 18, 1990

## REVISED SCHEDULE FOR SATURDAY:

Public gates open 8:30 a.m.  
Credential gates: #9A at 5:30 a.m., #4 at 6:30 a.m.  
Practice 8:30-10 a.m.  
Qualifying 11-6 p.m.

Salt Walther passed the final phase of his driver's test by 2 p.m.

Steve Chassey completed the 8,000th lap of practice for the month of May at 2:29 p.m. That translates to 20,000 miles of practice.

At 2:58 p.m., Bernard Jourdain in the #69T Andale Racing Lola did a three-quarter spin 440 feet from the middle of turn #1 to the outside wall, slid along the wall 80 feet, then went 640 feet across the track and drove to a stop in the turn #2 infield grass. The car sustained nose and front wing damage. Jourdain was examined at Hanna Medical Center and cleared to drive. "The car just looped around without any warning," Jourdain said. "I wasn't anywhere near speed. I didn't feel it coming. I just lost it. Once the car started looping around, I thought I could save it but the nose nipped the fence."

Chief Steward Tom Binford said this afternoon that his announcement Wednesday is still operative regarding the qualifying process if the field is not filled through scheduled qualifications this weekend, as follows:

1. Qualifications will be extended until the last of the protected qualification positions (cars which remain in the original line) is exhausted, except that any extension shall end if it might interfere with preparations for the race. These cars will be ranked as first-day qualifiers.
2. Since there are not sufficient cars in this category to fill the field, the Indianapolis Motor Speedway may select the process or the cars to fill the remaining positions.
3. Traditionally, those cars in line at 6 p.m. Sunday have been given one opportunity to attempt qualifying on the next dry day and the fastest cars are ranked in the remaining positions in the field.
4. No bumping of cars which qualified prior to 6 p.m. Sunday or the extension of that final period is permitted.

At 5:57 p.m., Bernard Jourdain in the #69 Andale Racing Lola did a three-quarter spin off turn #4, 360 feet to the outside wall, came across the track 480 feet to hit the inside wall head-on, came off 280 feet to hit the pit entrance barrier with the left side. Car was extensively damaged. Jourdain was taken to Methodist Trauma Center for further examination. He is awake and alert and has no apparent serious injuries.

Al Unser, Jr., who has been the fastest of the month in practice, blew the qualifying engine in his car early this afternoon. The Galles-Kraco Racing crew changed it in two hours. UNSER, JR.: "The car is back to the way it was just a week later. The engine we had was for qualifying. It had about 300 miles on it. The qualifying engines aren't made to go that far. In the car was the backup engine for the race. The qualifying engine gave us a better shot for the pole. The key is to go out and get in the show. I've got the car working. The sad thing is that I'm going out in qualifying trim while Bobby and some of the other drivers are out in race trim. They're all working on the race setup while I'm doing my qualifying setup. And I lose out from that aspect. We're here to win every day. I was disappointed in myself for not winning (fastest practice time) today. Usually, I have three attempts at the pole. Now I'll only get one attempt. I'll have to go out and get it right the first time. (What weather can't you have and win the pole?) "Rain."

Arie Luyendyk was second fastest of the day among non-qualifiers. (Asked if he had a front-row car): "If it's like this (weather), I think so. But then I could be on the front row and get bumped down. Little Al's looking good. I did my lap on my own (no tow). The car is still a little too tight and for some reason, I needed to use a lot more of the race track today."

Cars on track today: #1 Fittipaldi (Q); #1T Sullivan and Mears; #2 Mears (Q); #3 Mario and Michael Andretti; #3T Michael Andretti (Q); #4 Fabi; #5 Unser, Jr.; #6 Mario Andretti (Q); #7 Sullivan; #8T Vogler; #9 Sneva; #11 Cogan (Q); #12T Lewis; #14 and #14T Foyt; #15T Crawford; #17T Rutherford; #18 Rahal (Q); #19 and #19T (Q) Boesel; #20T Guerrero; #21 Brabham (Q); #22 and #22T Brayton; #23 and #23T Palmroth; #25 Cheever; #28T Goodyear; #29 Carter; #30 Luyendyk; #39T Hall; #40 Unser; #41 John Andretti (Q); #44T Wood; #50 and #50T Groff; #56 Moran; #58 Fabi; #69 and #69T Jourdain; #77 Walther; #81T Vukovich III; #86T Dobson; #91T Lazier; #93T Paul, Jr.; #96 Chassey; #97 Fox; #98 Jeff Andretti.

A total of 79 cars are now at the Speedway, 77 have passed initial technical inspection, none are in the process and 61 have passed final technical inspection. 43 drivers have been on the track to date. There were 28 yellows for 2 hours, 18 minutes.

High today was 75. Low was 51. Winds out of west at 17 miles an hour, with peak gust of 30. Saturday's forecast as of 5:30 p.m.: Cloudy after midnight tonight with 30 percent chance of rain at sunrise, increasing to 70 percent throughout the day. Mostly showers with mixed thunderstorms, with low of 55, high of 75, winds out of south at 15-20 miles an hour.

## TOP 10 OF THE DAY (NON-QUALIFIED CAR-DRIVER COMBINATIONS)

# 5	Al Unser, Jr.	Valvoline Chevy Lola	224.955
#30	Arie Luyendyk	Domino's Pizza "Hot One"	223.586
#22	Scott Brayton	Amway/Speedway Winning Spirit	219.769
#14	A.J. Foyt	A.J. Foyt Copenhagen Racing	218.808
#25	Eddie Cheever	Target Stores	217.213
# 9	Tom Sneva	RCA/Granatelli/Buick V-6	216.836
#29	Pancho Carter	Hardee's/Machinists Union	216.789
#23T	Tero Palmroth	Hoechst Celanese Neste-Rotator Innovator	216.216
# 8T	Rich Vogler	Jonathan Byrd's Cafeteria/Bryant Special	215.915
# 7	Danny Sullivan	Marlboro Penske Chevy 90	215.848

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DAY 15 - SATURDAY, MAY 19, 1990  
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## NOTES ON QUALIFYING:

--If Rick Mears remains on the front row, it will be his 10th front-row appearance at Indianapolis, a record. He is currently tied with Bobby Unser at nine front-row starts.  
--If Emerson Fittipaldi remains on the pole, he follows Mears as the last defending champion to win the pole the following year. Mears won in 1988 and sat on the pole in 1989.

At 9:20 a.m., Steve Chassey in the #96 "Design for Recycling" Buick went high off turn #3 60 feet to the outside wall, slid 60 feet along the wall, then came off the wall 980 feet sideways, straightened out and hit the outside wall in turn #4 with the nose. His previous lap had been clocked at 205.456. Car had extensive right side and nose damage. Chassey was examined at Hanna Medical Center and released to drive.

The weather forecast at 10:00 predicted developing rain between noon and 1 p.m., with the rain to last approximately an hour, with intermittent showers throughout the afternoon. Sunday's outlook: Thunderstorms in the morning, and considerably cloudy. Temperatures in the upper 70s. Thirty percent chance of rain in the morning, decreasing in the afternoon.

In the morning practice sessions, 14 drivers posted their fastest speeds of the month in the respective machines in which they practiced. Arie Luyendyk in the #30 Domino's Pizza "Hot One" led the way at 225.411 Others were: Eddie Cheever (#25) 219.491, Scott Brayton (#22T) 217.255, Rich Vogler (#8T) 215.843, Dean Hall (#39T) 214.306, Vogler (#12T) 214.138, Roberto Guerrero (#20T) 213.174, Billy Vukovich III (#81T) 213.088, Rocky Moran (#56) 211.600, Jeff Andretti (#98) 211.203, Buddy Lazier (#91T) 208.237, Johnny Rutherford (#17T) 205.133, John Paul, Jr. (#93T) 197.724 and Mike Groff (#50T) 195.414.

Only one qualified car practiced during the morning session, Dominic Dobson in the #86 Texaco Havoline Star.

Update this morning on driver Bernard Jourdain: Remains in good condition, but will be undergoing further observation at Methodist Trauma Center today.

11:00 a.m.	# 7	DANNY SULLIVAN, Louisville, KY Marlboro Penske Chevy 90 P/Ch	
QA - 17		1 -- 41.014 -- 219.437 2 -- 40.674 -- 221.272 3 -- 40.905 -- 220.022 4 -- 40.813 -- 220.518 T 2:43.406 -- 220.310	Q - 16
11:04 a.m.	#29	PANCHO CARTER, Brownsburg, IN Hardee's/Machinists Union L/C	
QA - 18		1 -- 42.217 -- 213.184 2 -- 42.025 -- 214.158 3 -- 42.240 -- 213.068 4 -- 42.408 -- 212.224 T 2:48.890 -- 213.156	Q - 17
11:10 a.m.	#50	MIKE GROFF, Los Angeles, CA (R) "The Indianapolis Experience" Lola L/C	
QA - 19		1 -- 43.955 -- 204.755 2 -- 44.176 -- 203.731 3 -- 44.264 -- 203.326 4 -- 44.385 -- 202.771 T 2:56.780 -- 203.643	Q - 18
11:14 a.m.	#56	ROCKY MORAN, Coto De Caza, CA Glidden Paints Special L/B	
QA - 20		1 -- 44.282 -- 203.243 2 -- 44.170 -- 203.758 3 -- waved off	UA - 2
11:19 a.m.	#30	ARIE LUYENDYK, Scottsdale, AZ Domino's Pizza "Hot One" L/Ch	
QA - 21		1 -- 40.358 -- 223.004 2 -- 40.334 -- 223.137 3 -- 40.266 -- 223.514 4 -- 40.257 -- 223.564 T 2:41.215 -- 223.304	Q - 19
11:23 a.m.	# 5	AL UNSER, JR, Albuquerque, NM Valvoline Chevy Lola L/C	
QA - 22		1 -- 40.776 -- 220.718 2 -- 40.753 -- 220.843 3 -- 40.728 -- 220.978 4 -- 40.698 -- 221.141 T 2:42.955 -- 220.920	Q - 20

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

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11:28	# 9	TOM SNEVA, Paradise Valley, AZ RCA/Granatelli/Buick V6 P/B	
QA - 23		1 -- pulled in	UA - 3
11:32 a.m.	#14	A.J. FOYT, JR, Houston, TX A.J. Foyt Copenhagen Racing L/Ch	
QA - 24		1 -- 41.027 -- 219.368 2 -- 40.807 -- 220.550 3 -- 40.682 -- 221.228 4 -- 40.805 -- 220.561 T 2:43.321 -- 220.425	Q - 21
11:36 a.m.	#25	EDDIE CHEEVER, Monte Carlo, Monaco (R) Target Stores P/Ch	
QA - 25		1 -- 41.634 -- 216.169 2 -- 41.361 -- 217.596 3 -- 41.119 -- 218.877 4 -- 41.080 -- 219.085 T 2:45.194 -- 217.926	Q - 22
11:41 a.m.	#23T	TERO PALMROTH, Tampere, Finland Hoechst Celanese Neste-Rotator "INNOVATOR" L/C	
QA - 26		1 -- 41.481 -- 216.967 2 -- 41.408 -- 217.349 3 -- 41.315 -- 217.839 4 -- 41.372 -- 217.538 T 2:45.576 -- 217.423	Q - 23
11:46 a.m.	#77	SALT WALTHER, Dayton, OH Walther Motorsports L/C	
QA - 27		1 -- 44.892 -- 200.481 2 -- 44.716 -- 201.270 3 -- waved off	UA - 4
End of first-day qualifiers			
11:50 a.m.	#17T	JOHNNY RUTHERFORD, Ft Worth, TX Conseco, Inc L/C	
QA - 28		1 -- 43.715 -- 205.879 2 -- 43.983 -- 204.625 3 -- 44.051 -- 204.309 4 -- waved off	UA - 5
11:56 a.m.	#22	SCOTT BRAYTON, Coldwater, MI Amway/Speedway Winning Spirit L/C	
QA - 29		1 -- 41.646 -- 216.107 2 -- 41.797 -- 215.326 3 -- 41.691 -- 215.874 4 -- 42.286 -- 212.836 T 2:47.420 -- 215.028	Q - 24
12:00	# 4	TEO FABI, Milan, Italy Foster's Quaker State Porsche March 90P M/P	
QA - 30		1 -- 40.908 -- 220.006 2 -- 40.788 -- 220.653 3 -- 40.771 -- 220.745 4 -- 41.153 -- 218.696 T 2:43.620 -- 220.022	Q - 25
25-car field average: 218.333 mph			
12:05	#98	JEFF ANDRETTI, Nazareth, PA (R) Amoco TEAMKAR L/C	
QA - 31		1 -- 42.867 -- 209.952 2 -- 42.734 -- 210.605 3 -- 42.737 -- 210.590 4 -- 42.872 -- 209.927 T 2:51.210 -- 210.268	Q - 26
12:10	#39T	DEAN HALL, Olympic Valley, CA (R) Insight Lola L/C	
QA - 32		1 -- 41.736 -- 215.641 2 -- 41.465 -- 217.051 3 -- 41.410 -- 217.339 4 -- 41.307 -- 217.881 T 2:45.918 -- 216.975	Q - 27

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12:15 #91T BUDDY LAZIER, Vail, CO (R)  
Hemelgarn Racing, Inc L/C  
QA - 33 1 -- 43.128 -- 208.681 UA - 6  
2 -- 43.300 -- 207.852  
3 -- 43.831 -- 205.334  
4 -- waved off

12:20 #97 STAN FOX, Janesville, WI  
Miyano America Lola L/B  
QA - 34 1 -- 42.117 -- 213.690 UA - 7  
2 -- blown engine

12:25 # 8T RICH VOGLER, Indianapolis, IN  
Jon. Byrd's Cafeteria/Bryant Htg & Cooling Spl P/B  
QA - 35 1 -- accident UA - 8

At 12:27 Vogler was high in turn 3 and hit the wall with the right side, and slid 850' to a stop in turn 4. Extensive right side damage to the car. Vogler was checked and released to drive.

Vogler said of the incident, "It could have been something on the track. I know (Stan) Fox oiled that turn (turn 3) earlier. The car doesn't look like it lost anything. I was in the apex, and the car just went straight to the wall."

Roberto Guerrero in the #20T took warmup laps, but did not take the green flag.

Jim Crawford in the #15T also took warmup laps, but spun before taking the green flag.

12:54 #40 AL UNSER, Albuquerque, NM  
Patrick Racing Miller High Life Alfa Romeo M/A  
QA - 36 1 -- 42.510 -- 211.715 Q - 28  
2 -- 42.434 -- 212.094  
3 -- 42.417 -- 212.179  
4 -- 42.381 -- 212.359  
T 2:49.742 -- 212.087

28-car field average: 217.757 mph.

1:23 p.m. # 9 TOM SNEVA, Paradise Valley, AZ  
RCA/Granatelli/Buick P/B (2nd attempt)  
QA - 37 1 -- 41.672 -- 215.972 Q - 29  
2 -- 41.708 -- 215.786  
3 -- 41.532 -- 216.700  
4 -- 41.645 -- 216.142  
T 2:46.557 -- 216.142

1:28 p.m. #20T ROBERTO GUERRERO, San Juan Capistrano, CA  
Patrick Racing Miller Genuine Draft Alfa Romeo M/A  
QA - 38 1 -- 42.209 -- 213.225 Q - 30  
2 -- 42.291 -- 212.811  
3 -- 42.276 -- 212.887  
4 -- 42.515 -- 211.690  
T 2:49.291 -- 212.652

30-car field average: 217.529 mph

1:57 #56 ROCKY MORAN, Coto De Caza, CA  
Glidden-Menard Lola/Buick L/B (2nd attempt)  
QA - 39 1 -- 43.647 -- 206.200 UA - 9  
2 -- waved off

Notes regarding Emerson Fittipaldi's "500" pole:

- Thirteen drivers have won the race starting from the pole. Rick Mears was the last to do so in 1988.
- The last driver to score back-to-back "500" victories was Al Unser in 1970 and 1971.
- Fittipaldi has now won the pole for the last three 500-mile PPG Cup races, counting the poles for both the Michigan and Pocono events in 1989.
- The Penske team has a record seven "500" victories, five in the last decade: Mark Donohue (1972), Rick Mears (1978), Bobby Unser (1981), Rick Mears (1984), Danny Sullivan (1985), Al Unser (1987) and Rick Mears (1988).

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2:38 p.m. #17T JOHNNY RUTHERFORD, Ft Worth, TX  
Conseco, Inc L/C (2nd attempt) Q - 31

QA - 40

1 --	43.936	--	204.843
2 --	43.787	--	205.540
3 --	43.929	--	204.876
4 --	44.128	--	203.952
T	2:55.780	--	204.801

3:29 p.m. #81T BILLY VUKOVICH III, Fresno, CA  
Hemelgarn Racing, Inc L/B UA - 10

QA - 41 1 -- pulled in

Friday night's Bill Yeager Heart Fund benefit and auction at Union Jack's raised \$15,465.

In addition to the PPG Pole Award of \$100,000 and a \$30,000 van from Starcraft and Chevrolet Motor Division, General Motors Corp presented to Emerson Fittipaldi, another award was presented in the Speedway conference room to Rick Rinaman, chief mechanic for the car. Rinaman was awarded the seventh True Value Master Mechanic Award as chief mechanic of the pole-winning machine, presented by Cotter & Co., representative Charles Hauser. The award includes a trophy, a check and a Lawn Chief garden tractor which will be painted in the colors of Fittipaldi's Marlboro Penske Chevy 90.

As part of Armed Forces Day ceremonies today, paratroopers of the 82nd Airborne Green Berets, stationed in Fort Bragg, N.C., presented the traditional baton to defending "500" champion Emerson Fittipaldi. Also as part of the ceremonies, F4E Phantoms from the Air National Guard in Terre Haute staged a flyover.

5:09 p.m. #81T BILLY VUKOVICH III, Fresno, CA  
Hemelgarn Racing, Inc L/B (2nd attempt) Q - 32

QA - 42

1 --	42.448	--	212.024
2 --	42.590	--	211.317
3 --	42.641	--	211.064
4 --	42.623	--	211.154
T	2:50.302	--	211.389

5:42 p.m. #91T BUDDY LAZIER, Vail, CO (R)  
Hemelgarn Racing, Inc L/C (2nd attempt) Q - 33

QA - 43

1 --	43.074	--	208.943
2 --	43.125	--	208.696
3 --	42.727	--	210.640
4 --	42.979	--	209.405
T	2:51.905	--	209.418

33-car field average: 216.676 mph

5:47 p.m. #15T JIM CRAWFORD, Tierra Verde, FL  
Glidden Paints Special L/B Q - 34

QA - 44

1 --	42.747	--	210.541
2 --	41.904	--	214.777
3 --	42.247	--	213.033
4 --	42.753	--	210.512
T	2:49.651	--	212.200

(Bumps Mike Groff, #50, 203.643)

5:55 p.m. #97 STAN FOX, Janesville, WI  
Miyano America Lola L/B (2nd attempt) Q - 35

QA - 45

1 --	42.312	--	212.706
2 --	41.964	--	214.470
3 --	41.856	--	215.023
4 --	42.240	--	213.068
T	2:48.372	--	213.812

(Bumps Johnny Rutherford, #17T, 204.801)

33-car field average: 217.252 mph

33-car field average in 1989: 216.588 mph. Difference of .664.

There were 40 cars on track today. There were 15 yellows for a total of 1 hour 15 minutes.

The high temperature today was 78 with a low of 55. The winds at 6:00 were out of the SW at 15 mph. Sunday's outlook: 40% chance of thunderstorms, a high of 80, and 10-15 mph winds out of the southwest.

Order of qualifying for Sunday, May 20, 1990:

#56T Moran, #29T, #56 Moran, #12T, #77 Walther, #50T Groff, #44T Wood, #39, #58, #93T Paul.



# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 16 - SUNDAY, MAY 20, 1990  
Fourth Qualifying Day

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Rain left the track closed until 2:21 p.m., when the track opened under a running caution. Green flag was displayed at 2:28.

A sign appeared this morning on the Alfa Romeo motorcoach, as follows: "IMMEDIATE OPENING! TEAM RAINMAN. Great Benefits: Silver Badge, Blue Lot Parking, Great Food, \$\$\$ Negotiable, Company Demo...Dustin Hoffman need not apply. Inquire Within."

Arciero Racing Teams announced this morning that only the car qualified by Randy Lewis will be fielded. Originally, Rich Vogler had been signed to drive a second car, but the two machines assigned to him were seriously damaged in qualifying crashes.

A fourth car from Vince Granatelli Racing went through initial technical inspection this morning, carrying No. 10. It is the 1988 Lola Buick driven in the 1989 Indianapolis 500 by Tom Sneva. The driver has been announced as rookie Mike Groff.

Bob Lazier, father of Buddy Lazier, the rookie who started the day "on the bubble" as 33rd fastest qualifier, related the history of the 1988 Lola/Cosworth his son qualified. "It was Mario Andretti's backup car here in 1988," the elder Lazier said. "The word we have is that he drove it less than four races. Randy Lewis had it with TEAMKAR last year and they concentrated on their '89. He only did about 200 miles on it. When Randy went to Arciero, the car went with him. We acquired it from Arciero less than three weeks ago. It's virtually new...it has less than 2,000 miles on it." Lazier added that his son was here today, skipping commencement ceremonies at Curry College in Boston.

Update on driver Bernard Jourdain as of 5 p.m. today: He underwent surgery this afternoon by Dr. Steve Datena at Methodist Hospital to remove his spleen. His condition is listed as satisfactory.

USAC Chief Starter Duane Sweeney has given talks to four children's groups this month, including a trip to the Indiana School for the Blind in Indianapolis to speak to a group of fifth-graders. "They asked a lot of good questions," Sweeney said. "It's really touching."

In addition to caution periods this month for ducks in the south short chute (2), a rabbit on the frontstretch (1) and a chipmunk off the fourth turn (1), another critter made its presence known to pace car driver Jim Perkins this morning. As he rounded turn #3 at about 110 miles an hour, a muskrat was running through the north short chute trying to escape a dive-bombing blackbird. Perkins made what proved to be the correct turn, and avoided damage to both Chevrolet Beretta pace car and muskrat.

Debi Rahal, wife of Bobby Rahal, was hospitalized at Riverside Hospital in Columbus, Ohio, after falling from a horse while riding Saturday in Dublin, Ohio. She suffered a minor fracture of the seventh vertebrae, but is scheduled to be released tomorrow. Bobby flew to Ohio yesterday, and will return to Indianapolis tonight.

Cdr. John Henderson, commanding officer of the U.S. Naval Recruiting District in Indianapolis, made a special presentation this afternoon to driver Jim Crawford in his garage. "Because an Indy Car is dynamically much like a Navy aircraft, we believe Jim is worthy of this award," Henderson said. In reference to Crawford's airborne accident earlier this month, Henderson said, "Jim did a superb job of landing from the incident." Inscribed on the plaque are the words, "The Navy wings of gold are presented to Jim Crawford for his stunning aerial performance."

3:41 p.m. #93T JOHN PAUL, JR, West Palm Beach, FL  
Mann Motorsports/A TEC Environmental Buick L/B

QA - 46	1 -- 42.967 -- 209.463	UA - 11
	2 -- 42.911 -- 209.736	
	3 -- waved off	

4:39 p.m. #93T JOHN PAUL, JR, West Palm Beach, FL  
Mann Motorsports/A TEC Environmental Buick L/B  
(2nd attempt)

QA - 47	1 -- 41.959 -- 214.495	Q - 36
	2 -- 41.848 -- 215.064	
	3 -- 42.134 -- 213.604	
	4 -- 41.961 -- 214.485	
	T 2:47.902 -- 214.411	

(Bumps Buddy Lazier, #91T, 209.418)

33-car field average: 217.411 mph

5:43 p.m. #77 SALT WALTHER, Dayton, OH  
Walther Motorsports P/C  
(2nd attempt)

QA - 48	1 -- 42.816 -- 210.202	Q - 37
	2 -- 42.587 -- 211.332	
	3 -- 42.712 -- 210.714	
	4 -- 42.859 -- 209.991	
	T 2:50.974 -- 210.558	

(Bumps Jeff Andretti, #98, 210.268)

33-car field average: 217.420 mph

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5:52 p.m. #23 JOHNNY RUTHERFORD, Ft Worth, TX  
Hoechst Celanese Neste-Rotator "INNOVATOR" L/C  
QA - 49 1 -- 43.085 -- 208.889 UA - 12  
2 -- 43.047 -- 209.074  
3 -- waved off

5:56 p.m. #56 ROCKY MORAN, Coto De Caza, CA  
Glidden-Menard Lola/Buick L/B (3rd attempt)  
QA - 50 1 -- 42.676 -- 210.891 Q - 38  
2 -- 42.644 -- 211.050  
3 -- 42.630 -- 211.119  
4 -- 42.605 -- 211.243  
T 2:50.555 -- 211.076

(Bumps Salt Walther, #77, 210.558)

33-car field average: 217.437 mph  
33-car field average in 1989 was 216.588, for an increase of .849 mph.

At 6:00 the weather conditions were listed as partly sunny and 71 degrees. The winds were out of the northwest at 13 mph.

There are a total of 80 cars at the track, with 21 cars on the track today. There were 8 yellow flag periods today for a total of 1 hour 4 minutes. The track opened at 2:22, closing at 6:02.

--IMS--

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 17 - THURSDAY, MAY 24, 1990

Catholic Church services are scheduled for 7 a.m. Race Day in the garage area. Motorsports Ministries Chapel Service is scheduled 7:30 a.m. Race Day in the Speedway Conference Room.

#### PRESS CONFERENCES FRIDAY:

10 a.m. -- Al Unser, Jr., Speedway Conference Room  
10:30 a.m. -- Bobby Rahal, Speedway Conference Room  
11 a.m. -- Miller Brewing Press Conference with Roberto Guerrero, Rusty Wallace and Jackie Joyner-Kersey, Speedway Motel  
Noon -- Danny Sullivan, Speedway Conference Room  
12:30 p.m. -- Mario and Michael Andretti, Speedway Conference Room  
3-6 p.m. -- "Lap Around Indy" Pace Car rides for media, courtesy of the Speedway and Chevrolet (see Bill York for invitation and sign-up)

Results of the \$51,000 Miller Pit Stop Contest: Al Unser, Jr., in the #5 Valvoline Chevy Lola defeated Galles teammate Bobby Rahal in the #18 STP-Kraco Chevy with a time of 14.094. Rahal posted a no time because of a cross-thread problem on left rear wheel. Unser, Jr., had beaten Emerson Fittipaldi in the #1 Marlboro Penske Chevy in one semifinal, 15.349 seconds to 22.145 seconds. In the other semi, Rahal defeated Michael Andretti in the #3 K mart Havoline Lola, 14.364 seconds to 17.896 seconds. Unser, Jr.'s team, headed by chief mechanic and right front tire changer Owen Snyder of Janesville, Wis., collected \$25,000 for their second straight Miller contest victory, plus \$10,000 in Snap-On Tools merchandise. Others on the winning crew were left front tire changer Paul (Ziggy) Harcus, right rear tire changer Randy Bain, left rear tire changer Brian Barnhart (of Indianapolis), vent and jack man Gary Armentrout and fueler Mike Arnold (the team's senior member with 13 years' seniority). Rahal's team, headed by chief mechanic Jim Prescott, received \$15,000 for second. Each of the semifinal losers got \$5,000. First alternate Pancho Carter's #29 Hardee's/Machinists Union entry picked up \$1,000. The battle in the finals between Galles teammates marked only the second time that teammates faced each other for the title. The other time was in 1978 when two Sherman Armstrong entries made the finals.

A.J. Foyt Copenhagen Racing won the Speed Spa Transport Beauty Contest today and its \$2,500 top prize. Dale Coyne Racing was named the "best conventional" transporter and won \$1,250 and Patrick racing International's rig also won \$1,250 for "best cabover."

Billy Vukovich III won the Ameritech "Youngest Starting Driver" Award, worth \$5,000.

Driver Bernard Jourdain was released from Methodist Hospital today in good condition.

Thirty-three starters and one alternate went on the track for final practice today. Only the second alternate, Jeff Andretti (98), stayed in the garage during the session. There were four cautions for nine minutes.

#### DURING THE FINAL PRACTICE:

--Bobby Rahal (#18) and Scott Goodyear (#28) had engine failures in their machines.  
--Dean Hall (#39) was late getting to pit road for the practice because the crew found a water leak. It was fixed and Hall was able to practice.  
--Billy Vukovich III (#81) had a brake line failure after two laps of practice and the crew returned the car to the garage for repairs.  
--Gary Bettenhausen (#51) had a gearbox problem in his machine early in the session and returned to the garage for repairs.  
--John Paul, Jr. (#93) had a water leak toward the end of the session.  
--Dean Hall (#39) had a water leak which was repaired. The engine had a misfire, spark plugs were replaced and Hall was able to finish the session.  
--Stan Fox (#97) completed practice early. When asked if the car had problems, Fox replied "No, the car rolls! So, we're happy."  
--Geoff Brabham (#21) ran 219.855 on Carburetion Day. "This is the best it's been all month. It's easily the highest we've gone all month," Brabham said. "I think our highest was maybe a 217.6. We got a good two or three miles today. We got good when we needed it."  
--Jim Crawford (#15) ran a 204 today. When asked how he felt the day went, he said, "Without incident, for a change."

EMERSON FITTIPALDI (#1) (about once saying once that he would never drive the Indy circuit) "In 1974, I said I would never drive Indy cars. There are two reasons for that -- First, was the safety on the chassis. It was much weaker, much more fragile (than it is today), like Formula One. The second reason why I didn't want to come to Indianapolis -- my commitment to Formula One didn't allow me to give enough time to do proper the Indianapolis 500. I didn't want to rush it." (feelings on a 3-car team) "I think it's better. I remember last year, myself, going to Phoenix, Long Beach and then Indianapolis. To set up the car was much more difficult. Between three cars, I get much more information. I think that's the big advantage. The only disadvantage that I can see is when the three drivers meet with their crews, it takes a long time to finish the meeting."

ARIE LUYENDYK (#30) "I've never experienced starting on the front row, but I need to approach it as any other race. The "500" is very elaborate, but it's still a race with a start and a finish like all of the other ovals. Being on the front row is a dream come true. It's an accomplishment to make the front row in the biggest race in the world. On race day when you walk through Gasoline Alley and the fans are going nuts, it really sinks in. It's a great feeling to be able to perform for such a captive audience. On race morning, I get into the car, turn on the switch and go racing. It isn't my priority to take the lead right away. There are 200 laps to get that job done."

RICK MEARS (#2): "It was important to run today because we hadn't run since last Friday. Today we went out to make driver comfort adjustments such as mirrors, padding, etc. We spend the first half of the race getting to the second half of the race. Qualifying is so different than race day because you have just one shot at qualifying and the setup is so important. During the race, you can make changes to the car compensate for a missed setup. It's difficult coming in as a defending champion as Emmo is this year. There are so many variables you have to deal with, such as equipment changes, more horsepower and things that are beyond your control."

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DATE: 5/24/90

FINAL PRACTICE - QUALIFIER PERFORMANCE

TIME: 13:07

Car	Driver	YR/Chassis/Engine	Qualifying Pos	Qualifying Speed	Final Day Laps	Final Day Speed		
1	2	Rick Mears	90	Penske Chevy Indy V8	2	224.215	15	222.750
2	1	Emerson Fittipaldi	90	Penske Chevy Indy V8	1	225.301	20	221.593
3	3	Michael Andretti	90	Lola Chevy Indy V8	5	222.055	14	220.496
4	30	Arie Luyendyk	90	Lola Chevy Indy V8	3	223.304	12	220.135
5	6	Mario Andretti	90	Lola Chevy Indy V8	6	222.025	25	220.097
6	21	Geoff Brabham	89	Lola Judd	19	216.580	24	219.855
7	5	Al Unser, Jr.	90	Lola Chevy Indy V8	7	220.920	15	219.593
8	41	John Andretti	90	March Porsche	10	219.484	12	217.733
9	7	Danny Sullivan	90	Penske Chevy Indy V8	9	220.310	13	217.370
10	29	Pancho Carter	90	Lola Cosworth	22	213.156	11	217.024
11	19	Raul Boesel	89	Lola Judd	17	217.381	30	217.014
12	4	Teo Fabi	90	March Porsche	23	220.022	13	216.925
13	11	Kevin Cogan	89	PC 18 Buick V6	15	217.738	21	216.289
14	22	Scott Brayton	90	Lola Cosworth	26	215.028	14	216.159
15	40	Al Unser	90	March Alfa Romeo	30	212.087	21	215.085
16	25	Eddie Cheever	89	Penske Chevy Indy V8	14	217.926	13	214.572
17	9	Tom Sneva	89	PC 18 Buick V6	25	216.142	7	214.444
18	23	Tero Palmroth	90	Lola Cosworth	16	217.423	24	213.033
19	14	A.J. Foyt, Jr.	90	Lola Chevy Indy V8	8	220.425	16	212.500
20	70	Didier Theys	89	Penske Buick V6	20	214.033	21	211.020
21	81	Billy Vukovich III	88	Lola Buick V6	31	211.389	20	210.763
22	51	Gary Bettenhausen	89	Lola Buick	18	217.264	11	209.249
23	18	Bobby Rahal	90	Lola Chevy Indy V8	4	222.694	4	209.001
24	86	Dominic Dobson	90	Lola Cosworth	11	219.230	23	208.662
25	28	Scott Goodyear	89	Lola Judd	21	213.622	10	207.006
26	16	Tony Bettenhausen	89	Lola Buick	13	218.368	16	206.692
27	12	Randy Lewis	88	PC 17 Buick V6	12	218.412	6	206.446
28	56	Rocky Moran	89	Lola Buick	33	211.076	12	206.053
29	20	Roberto Guerrero	90	March Alfa Romeo	28	212.652	4	205.540
30	97	Stan Fox	87	Lola Buick	27	213.812	8	204.160
31	15	Jim Crawford	89	Lola Buick V6	29	212.200	24	204.068
32	39	Dean Hall	90	Lola Cosworth	24	216.975	15	201.771
33	93	John Paul, Jr.	89	Lola Buick V6	32	214.411	22	199.991
34	77	Salt Walther	87	Penske Cosworth	1st Alternate		4	198.483

520 1,300 Miles





# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DATE: 5/22/90

PERFORMANCE HISTORY (BY MONTH'S SPEED)

TIME: 17:55

Car	Driver	YR/Chassis/Engine	Qualifying Speed	MONTH Laps	MONTH Speed	Date Best	
1	5	Al Unser, Jr.	90 Lola Chevy Indy V8	Q 220.920	188	228.502	5/11
2	1	Emerson Fittipaldi	90 Penske Chevy Indy V8	Q 225.301	229	228.102	5/13
3	2	Rick Mears	90 Penske Chevy Indy V8	Q 224.215	240	226.655	5/11
4	18	Bobby Rahal	90 Lola Chevy Indy V8	Q 222.694	256	225.717	5/13
5	30	Arie Luyendyk	90 Lola Chevy Indy V8	Q 223.304	149	225.411	5/19
6	6	Mario Andretti	90 Lola Chevy Indy V8	Q 222.025	202	225.006	5/11
7	1T	Emerson Fittipaldi	90 Penske Chevy Indy V8		58	224.684	5/11
8	3T	Michael Andretti	90 Lola Chevy Indy V8	Q 222.055	47	224.003	5/13
9	7	Danny Sullivan	90 Penske Chevy Indy V8	Q 220.310	196	223.686	5/11
10	30T	Arie Luyendyk	90 Lola Chevy Indy V8		122	223.652	5/13
11	6T	Michael Andretti	90 Lola Chevy Indy V8		25	223.453	5/11
12	4	Teo Fabi	90 March Porsche	Q 220.022	138	221.784	5/11
13	3	Michael Andretti	90 Lola Chevy Indy V8		89	221.697	5/08
14	41	John Andretti	90 March Porsche	Q 219.484	144	221.473	5/13
15	19	Raul Boesel	89 Lola Judd		161	221.315	5/13
16	22	Scott Brayton	90 Lola Cosworth	Q 215.028	157	221.277	5/13
17	5T	Al Unser, Jr.	90 Lola Chevy Indy V8		91	220.496	5/14
18	1T	Rick Mears	90 Penske Chevy Indy V8		20	219.775	5/18
19	3	Mario Andretti	90 Lola Chevy Indy V8		50	219.614	5/18
20	11	Kevin Cogan	89 PC 18 Buick V6	Q 217.738	100	219.539	5/13
21	25	Eddie Cheever	89 Penske Chevy Indy V8	Q 217.926	301	219.491	5/19
22	16	Tony Bettenhausen	89 Lola Buick	Q 218.368	144	219.325	5/11
23	14	A.J. Foyt, Jr.	90 Lola Chevy Indy V8	Q 220.425	190	219.138	5/13
24	1T	Danny Sullivan	90 Penske Chevy Indy V8		69	219.127	5/14
25	29	Pancho Carter	90 Lola Cosworth	Q 213.156	94	218.941	5/13
26	9	Tom Sneva	89 PC 18 Buick V6	Q 216.142	77	218.266	5/13
27	2T	Rick Mears	90 Penske Chevy Indy V8		14	218.029	5/09
28	8	Rich Vogler	88 PC 17 Buick V6		121	218.007	5/13
29	25T	Eddie Cheever	89 Penske Chevy Indy V8		105	217.765	5/14
30	81	Billy Vukovich III	88 Lola Buick		76	217.717	5/09
31	28	Scott Goodyear	89 Lola Judd	Q 213.622	166	217.686	5/11
32	21	Geoff Brabham	89 Lola Judd	Q 216.580	132	217.617	5/11
33	23T	Tero Palmroth	89 Lola Cosworth	Q 217.423	125	217.612	5/13
34	22T	Scott Brayton	90 Lola Cosworth		31	217.397	5/18
35	69	Bernard Jourdain	89 Lola Buick V6		257	217.129	5/11
36	86	Dominic Dobson	90 Lola Cosworth	Q 219.230	191	217.119	5/11
37	51	Gary Bettenhausen	89 Lola Buick	Q 217.264	76	216.904	5/13
38	19T	Raul Boesel	89 Lola Judd	Q 217.381	115	216.580	5/13
39	28T	Scott Goodyear	89 Lola Judd		204	216.560	5/18
40	6T	Mario Andretti	90 Lola Chevy Indy V8		13	216.440	5/06
41	8T	Rich Vogler	88 PC 17 Buick V6		54	215.915	5/18
42	86T	Dominic Dobson	90 Lola Cosworth		152	215.900	5/13
43	15	Jim Crawford	89 Lola Buick V6		40	215.605	5/06
44	58	John Andretti	89 March Porsche		7	215.131	5/19
45	58	Teo Fabi	89 March Porsche		24	215.146	5/18
46	41T	Teo Fabi	90 March Porsche		10	214.889	5/13
47	12	Randy Lewis	88 PC 17 Buick V6	Q 218.412	135	214.787	5/13
48	40	Al Unser	90 March Alfa Romeo	Q 212.087	171	214.592	5/11
49	41T	John Andretti	89 March Porsche		83	214.531	5/07
50	39T	Dean Hall	88 Lola Cosworth	Q 216.975	147	214.306	5/19
51	12T	Rich Vogler	88 PC 17 Buick V6		10	214.138	5/19
52	93T	John Paul, Jr.	89 Lola Buick V6	Q 214.411	71	214.072	5/20
53	20T	Roberto Guerrero	90 March Alfa Romeo	Q 212.652	102	213.174	5/19
54	81T	Billy Vukovich III	88 Lola Buick V6	Q 211.389	100	213.356	5/18
55	7T	Danny Sullivan	90 Penske Chevy Indy V8		20	213.088	5/13
56	21T	Geoff Brabham	89 Lola Judd		55	213.058	5/09
57	15T	Jim Crawford	89 Lola Buick V6	Q 212.200	146	212.902	5/08
58	56	Rocky Moran	89 Lola Buick	Q 211.076	249	212.640	5/18
59	20	Roberto Guerrero	90 March Alfa Romeo		84	212.384	5/11
60	14T	A.J. Foyt Jr.	86 March Chevy V6		19	212.279	5/11
61	17	Johnny Rutherford	89 Lola Cosworth		81	212.039	5/07
62	39	Dean Hall	88 Lola Cosworth		409	211.889	5/11
63	70	Didier Theys	89 Penske Buick V6	Q 214.033	103	211.690	5/11
64	96	Steve Chassey	87 Lola Buick		188	211.397	5/11
65	98	Jeff Andretti	89 Lola Cosworth		227	211.203	5/19
66	98T	Jeff Andretti	90 Lola Cosworth		40	210.605	5/20
67	50	Mike Groff	89 Lola Cosworth		278	209.913	5/13
68	12T	Randy Lewis	88 PC 17 Buick V6		57	209.883	5/18
69	23	Johnny Rutherford	89 Lola Cosworth		10	209.566	5/20
70	10	Mike Groff	89 Lola Cosworth		32	209.429	5/20
71	97	Stan Fox	87 Lola Buick	Q 213.812	101	209.356	5/18
72	77	Salt Walther	87 Penske Cosworth		128	208.763	5/20
73	44T	Jeff Wood	89 Lola Cosworth		354	208.730	5/08
74	91T	Buddy Lazier	88 Lola Buick V6		152	208.918	5/18
75	11	Didier Theys	89 PC 18 Buick V6		101	206.887	5/07
76	23	Tero Palmroth	89 Lola Cosworth		138	206.968	5/18
77	91	Buddy Lazier	88 Lola Judd		56	206.512	5/09
78	17T	Johnny Rutherford	88 Lola Cosworth		109	205.133	5/19
79	44	Jeff Wood	89 Lola Cosworth		49	202.885	5/09
80	29T	Pancho Carter	88 Lola Cosworth		14	200.468	5/17
81	56T	Rocky Moran	88 Lola Buick		35	200.338	5/11
82	18T	Bobby Rahal	90 Lola Chevy Indy V8		5	197.594	5/09
83	66	Guido Dacco	89 Lola Judd		125	197.399	5/17
84	93	Steve Chassey	87 Lola Buick		8	197.174	5/09
85	69T	Bernard Jourdain	88 Lola Buick V6		40	197.131	5/14
86	50T	Mike Groff	88 Lola Cosworth		14	195.414	5/19
87	50T	Rich Vogler	88 Lola Cosworth		6	192.209	5/20
88	95	Eddie Cheever	89 Penske Chevy Indy V8		2	191.498	5/09
89	93	John Paul, Jr.	87 Lola Buick		5	190.150	5/07
90	69T	Dominic Dobson	88 Lola Buick V6		3	182.941	5/11

Q = 4 Lap Qualifying Average

9,712 24,280.00 Miles

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



OFFICIAL STARTING LINEUP FOR THE 74TH ANNUAL  
INDIANAPOLIS 500-MILE RACE - MAY 27, 1990

CAR NUM	DRIVER	CAR NAME	(YR C/E)	TIME	SPEED	SPEED RANK	
<b>Row 1</b>							
1	1 W	Emerson Fittipaldi	Marlboro Penske Chevy 90	(90 P/CH)	2:39.786	225.301*	1
2	2 W	Rick Mears	Pennzoil Z-7 Penske Chevy 90	(90 P/CH)	2:40.560	224.215	2
3	30	Arie Luyendyk	Domino's Pizza "Hot One"	(90 L/CH)	2:41.215	223.304	3
<b>Row 2</b>							
4	18 W	Bobby Rahal	STP-Kraco Chevy Lola	(90 L/CH)	2:41.657	222.694	4
5	3	Michael Andretti	K mart Havoline Lola	(90 L/CH)	2:42.122	222.055	5
6	6 W	Mario Andretti	K mart Havoline Lola	(90 L/CH)	2:42.144	222.025	6
<b>Row 3</b>							
7	5	Al Unser, Jr.	Valvoline Chevy Lola	(90 L/CH)	2:42.955	220.920	7
8	14 W	A.J. Foyt, Jr.	Copenhagen Racing/Gilmore/Calumet	(90 L/CH)	2:43.321	220.425	8
9	7 W	Danny Sullivan	Marlboro Penske Chevy 90	(90 P/CH)	2:43.406	220.310	9
<b>Row 4</b>							
10	41	John Andretti	Foster's Quaker State Porsche	(90 M/P)	2:44.021	219.484	11
11	86	Dominic Dobson	Texaco-Havoline Star Lola	(90 L/C)	2:44.211	219.230	12
12	12	Randy Lewis	AMP/Oracle/Samsung/Arciero Wines	(88 P/B)	2:44.826	218.412	13
<b>Row 5</b>							
13	16	Tony Bettenhausen	AMAX Lola	(89 L/B)	2:44.859	218.368	14
14	25 R	Eddie Cheever	Target Stores	(89 P/CH)	2:45.194	217.926	15
15	11	Kevin Cogan	Tuneup Masters/Granatelli Buick	(89 P/B)	2:45.336	217.738	16
<b>Row 6</b>							
16	23	Tero Palmroth	Hoechst Celanese/Neste-Rotator "INNOVATOR"	(89 L/C)	2:45.576	217.423	17
17	19	Raul Boesel	Budweiser Truesports Lola Judd	(89 L/J)	2:45.608	217.381	18
18	51	Gary Bettenhausen	Glidden Paints	(89 L/B)	2:45.697	217.264	19
<b>Row 7</b>							
19	21	Geoff Brabham	The Mac Tools Distributors Truesports Lola	(89 L/J)	2:46.220	216.580	21
20	70	Didier Theys	Tuneup Masters/RCA/Buick	(89 P/B)	2:48.198	214.033	25
21	28 R	Scott Goodyear	Mackenzie Financial/O'Donnell Racing	(89 L/J)	2:48.522	213.622	27
<b>Row 8</b>							
22	29	Pancho Carter	Hardee's/Machinists Union	(90 L/C)	2:48.890	213.156	28
23	4	Teo Fabi	Foster's Quaker State Porsche	(90 M/P)	2:43.620	220.022	10
24	39 R	Dean Hall	[insight] Lola	(90 L/C)	2:45.918	216.975	20
<b>Row 9</b>							
25	9 W	Tom Sneva	RCA/Granatelli/Buick V6	(89 P/B)	2:46.557	216.142	22
26	22	Scott Brayton	Amway/Speedway Winning Spirit	(90 L/C)	2:47.420	215.028	23
27	97	Stan Fox	Miyano/CNC Systems/Baker Machinery	(87 L/B)	2:48.372	213.812	26
<b>Row 10</b>							
28	20	Roberto Guerrero	Patrick Racing/Miller Genuine Draft Alfa Romeo	(90 M/A)	2:49.291	212.652	29
29	15	Jim Crawford	Glidden Paints	(89 L/B)	2:49.651	212.200	30
30	40 W	Al Unser	Patrick Racing/Miller High Life Alfa Romeo	(90 M/A)	2:49.742	212.087	31
<b>Row 11</b>							
31	81	Billy Vukovich III	Hemelgarn Racing, Inc.	(88 L/B)	2:50.302	211.389	32
32	93	John Paul, Jr.	ATEC Environmental Buick	(89 L/B)	2:47.902	214.411	24
33	56	Rocky Moran	Gohr Racing/Glidden Paints	(89 L/B)	2:50.555	211.076	33
<b>Alternates:</b>							
77		Salt Walther	Walther Motorsports	(87 P/C)	2:50.974	210.558	
98		Jeff Andretti	AMOCO TEAMKAR	(89 L/C)	2:51.210	210.268	

W = Former Winner R = Rookie

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

Engine Legend: A=Alfa Romeo, B=Buick, C=Cosworth, CH=Chevrolet, J=Judd, P=Porsche

\* New 1-lap and 4-lap records

Field average for 33 starters, 1990: 217.437 (New Record)  
 Field average for 33 starters, 1989: 216.588 (Previous Record)  
 Field average for 33 starters, 1988: 210.188  
 Field average for 33 starters, 1987: 207.194  
 Field average for 33 starters, 1986: 210.280



DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



NUMERICAL STARTING LINEUP FOR THE 74TH ANNUAL  
INDIANAPOLIS 500-MILE RACE - MAY 27, 1990

CAR	PIT	GAR	DRIVER	CAR NAME	(YR C/E)
1	5	A19	Emerson Fittipaldi	Marlboro Penske Chevy 90	(90 P/CH)
2	1	B15	Rick Mears	Pennzoil Z-7 Penske Chevy 90	(90 P/CH)
3	10	B31	Michael Andretti	K mart Havoline Lola	(90 L/CH)
4	14	A9	Teo Fabi	Foster's Quaker State Porsche	(90 M/P)
5	4	A13	Al Unser, Jr.	Valvoline Chevy Lola	(90 L/CH)
6	11	B29	Mario Andretti	K mart Havoline Lola	(90 L/CH)
7	2	A17	Danny Sullivan	Marlboro Penske Chevy 90	(90 P/CH)
9	20	B17	Tom Sneva	RCA/Granatelli/Buick V6	(89 P/B)
11	21	B18	Kevin Cogan	Tuneup Masters/Granatelli Buick	(89 P/B)
12	8	C23	Randy Lewis	AMP/Oracle/Samsung/Arciero Wines	(88 P/B)
14	7	A3	A.J. Foyt, Jr.	Copenhagen Racing/Gilmore/Calumet	(90 L/CH)
15	23	C16	Jim Crawford	Glidden Paints	(89 L/B)
16	16	A31	Tony Bettenhausen	AMAX Lola	(89 L/B)
18	3	A15	Bobby Rahal	STP-Kraco Chevy Lola	(90 L/CH)
19	19	A25	Raul Boesel	Budweiser Truesports Lola Judd	(89 L/J)
20	34	B2	Roberto Guerrero	Patrick Racing/Miller Genuine Draft Alfa Romeo	(90 M/A)
21	18	A27	Geoff Brabham	The Mac Tools Distributors Truesports Lola	(89 L/J)
22	26	C32	Scott Brayton	Amway/Speedway Winning Spirit	(90 L/C)
23	27	C1	Tero Palmroth	Hoechst Celanese/Neste-Rotator "INNOVATOR"	(89 L/C)
25	17	C3	Eddie Cheever	Target Stores	(89 P/CH)
28	30	A7	Scott Goodyear	Mackenzie Financial/O'Donnell Racing	(89 L/J)
29	32	C27	Pancho Carter	Hardee's/Machinists Union	(90 L/C)
30	6	A1	Arie Luyendyk	Domino's Pizza "Hot One"	(90 L/CH)
39	29	C11	Dean Hall	[insight] Lola	(90 L/C)
40	33	B3	Al Unser	Patrick Racing/Miller High Life Alfa Romeo	(90 M/A)
41	15	A11	John Andretti	Foster's Quaker State Porsche	(90 M/P)
51	24	B23	Gary Bettenhausen	Glidden Paints	(89 L/B)
56	35	C29	Rocky Moran	Gohr Racing/Glidden Paints	(89 L/B)
70	22	B20	Didier Theys	Tuneup Masters/RCA/Buick	(89 P/B)
81	31	C17	Billy Vukovich III	Hemelgarn Racing, Inc.	(88 L/B)
86	9	C13	Dominic Dobson	Texaco-Havoline Star Lola	(90 L/C)
93	28	A30	John Paul, Jr.	ATEC Environmental Buick	(89 L/B)
97	25	B25	Stan Fox	Miyano/CNC Systems/Baker Machinery	(87 L/B)
Alternates:					
77		B21	Salt Walther	Walther Motorsports	(87 P/C)
98		B8	Jeff Andretti	AMOCO TEAMKAR	(89 L/C)

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

Engine Legend: A=Alfa Romeo, B=Buick, C=Cosworth, CH=Chevrolet, J=Judd, P=Porsche

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



**1990 INDIANAPOLIS 500-MILE RACE**  
**Chief Mechanics And Media Representatives**

Car Num	Driver Name	Chief Mechanic	Media Representative
1	W Emerson Fittipaldi	Rick Rinaman	Kevin Diamond
2	W Rick Mears	Richard Buck	Deke Houlgate
3	Michael Andretti	Colin Duff	Mike Knight
4	Teo Fabi	John Miller	Steve Brown
5	Al Unser, Jr.	Owen Snyder	Bob Walters
6	W Mario Andretti	Colin Duff	Mike Knight
7	W Danny Sullivan	Tim Bumps	John Love
9	W Tom Sneva	Larry Curry	Harvey Duck
11	Kevin Cogan	Larry Curry	Harvey Duck
12	Randy Lewis	David McLerran	Stuart Chase
14	W A.J. Foyt, Jr.	Phil Casey	Anne Fornoro
15	Jim Crawford	Mark Scott	Herm Johnson
16	Tony Bettenhausen	Rick Duman	Kevin Feeney
18	W Bobby Rahal	James Prescott	Bob Walters
19	Raul Boesel	Dale Wise	Rita Erty
20	Roberto Guerrero	Dave Stephens	Tom Blattler
21	Geoff Brabham	Dennis Swan	Tamy Valkosky
22	Scott Brayton	Michael Albrecht	Brad Amster
23	Tero Palmroth	Bryant Ingalls	Brad Amster
25	R Eddie Cheever	Chris Griffis	Bill O'Neil
28	R Scott Goodyear	Richard Caron	Molly Shierson
29	Pancho Carter	John Barnes	Clifford Bauer
30	Arie Luyendyk	Michael Battersby	Chris Stock
39	R Dean Hall	Bernie Myers	Ken Baca
40	W Al Unser	Mitch Davis	Tom Blattler
41	John Andretti	Larry Ellert	Bob Carlson
51	Gary Bettenhausen	Darrell A. Soppe	Herm Johnson
56	Rocky Moran	Galen Fox/Paul Diatlovich	Herm Johnson
70	Didier Theys	Larry Curry	Harvey Duck
81	Billy Vukovich III	Ron Dawes	Billy Edwards
86	Dominic Dobson	Chris Lovely	Hank Ives
93	John Paul, Jr.	William Bignotti	Dave Mann
97	Stan Fox	Tom Mulligan	Kent Baker

Alternates:

77	Salt Walther
98	R Jeff Andretti

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



**PIT ASSIGNMENTS IN NUMERICAL ORDER & GARAGE ASSIGNMENTS  
INDIANAPOLIS 500-MILE RACE - MAY 27, 1990**

CAR	PIT	GAR	DRIVER	CAR NAME (YR C/E)
2	1	B15	Rick Mears	Pennzoil Z-7 Penske Chevy 90 (90 P/CH)
7	2	A17	Danny Sullivan	Marlboro Penske Chevy 90 (90 P/CH)
18	3	A15	Bobby Rahal	STP-Kraco Chevy Lola (90 L/CH)
5	4	A13	Al Unser, Jr.	Valvoline Chevy Lola (90 L/CH)

----- Gasoline Alley -----

1	5	A19	Emerson Fittipaldi	Marlboro Penske Chevy 90 (90 P/CH)
30	6	A1	Arie Luyendyk	Domino's Pizza "Hot One" (90 L/CH)
14	7	A3	A.J. Foyt, Jr.	Copenhagen Racing/Gilmore/Calumet (90 L/CH)
12	8	C23	Randy Lewis	AMP/Oracle/Samsung/Arciero Wines (88 P/B)
86	9	C13	Dominic Dobson	Texaco-Havoline Star Lola (90 L/C)
3	10	B31	Michael Andretti	K mart Havoline Lola (90 L/CH)
6	11	B29	Mario Andretti	K mart Havoline Lola (90 L/CH)

----- ABC SPORTS -----

4	14	A9	Teo Fabi	Foster's Quaker State Porsche (90 M/P)
41	15	A11	John Andretti	Foster's Quaker State Porsche (90 M/P)
16	16	A31	Tony Bettenhausen	AMAX Lola (89 L/B)
25	17	C3	Eddie Cheever	Target Stores (89 P/CH)
21	18	A27	Geoff Brabham	Mac Tools Distributors Truesports Lola (89 L/J)
19	19	A25	Raul Boesel	Budweiser Truesports Lola Judd (89 L/J)
9	20	B17	Tom Sneva	RCA/Granatelli/Buick V6 (89 P/B)
11	21	B18	Kevin Cogan	Tuneup Masters/Granatelli Buick (89 P/B)
70	22	B20	Didier Theys	Tuneup Masters/RCA/Buick (89 P/B)
15	23	C16	Jim Crawford	Glidden Paints (89 L/B)
51	24	B23	Gary Bettenhausen	Glidden Paints (89 L/B)
97	25	B25	Stan Fox	Miyano/CNC Systems/Baker Machinery (87 L/B)
22	26	C32	Scott Brayton	Amway/Speedway Winning Spirit (90 L/C)

----- PIT OPENING -----

23	27	C1	Tero Palmroth	Hochst Celanese/Neste-Rotator "INNOVATOR" (89 L/C)
93	28	A30	John Paul, Jr.	ATEC Environmental Buick (89 L/B)
39	29	C11	Dean Hall	{insight} Lola (90 L/C)
28	30	A7	Scott Goodyear	Mackenzie Financial/O'Donnell Racing (89 L/J)
81	31	C17	Billy Vukovich III	Hemalgarn Racing, Inc. (88 L/B)
29	32	C27	Pancho Carter	Hardee's/Machinists Union (90 L/C)
40	33	B3	Al Unser	Patrick Racing/Miller High Life Alfa Romeo (90 M/A)
20	34	B2	Roberto Guerrero	Patrick Racing/Miller Genuine Draft Alfa Romeo (90 M/A)
56	35	C29	Rocky Moran	Gohr Racing/Glidden Paints (89 L/B)

Chassis Legend: L=Lola, M=March, P=Penske  
Engine Legend: A=Alfa Romeo, B=Buick, C=Cosworth, CH=Chevrolet, J=Judd, P=Porsche

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Date: 5/27/90

Time: 15:07

UNOFFICIAL BOX SCORE  
74th INDIANAPOLIS 500  
MAY 27, 1990

FIN POS	ST POS	CAR	DRIVER	CAR NAME & CHASSIS	LAPS COMP	RUNNING OR REASON OUT
1	3	30	Arie Luyendyk	Domino's Pizza "Hot One"	(90 L/CH) 200	AVERAGE SPEED: 185.981
2	4	18	W Bobby Rahal	STP-Kraco Chevy Lola	(90 L/CH) 200	AVERAGE SPEED: 185.773
3	1	1	W Emerson Fittipaldi	Marlboro Penske Chevy 90	(90 P/CH) 200	AVERAGE SPEED: 185.183
4	7	5	Al Unser, Jr.	Valvoline Chevy Lola	(90 L/CH) 199	Running
5	2	2	W Rick Mears	Pennzoil Z-7 Penske Chevy 90	(90 P/CH) 198	Running
6	8	14	W A.J. Foyt, Jr.	Copenhagen Racing/Gilmore/Calumet	(90 L/CH) 194	Running
7	26	22	Scott Brayton	Amway/Speedway Winning Spirit	(90 L/C) 194	Running
8	14	25	R Eddie Cheever	Target Stores	(89 P/CH) 193	Running
9	15	11	Kevin Cogan	Tuneup Masters/Granatelli Buick	(89 P/B) 191	Running
10	21	28	R Scott Goodyear	Mackenzie Financial/D'Donnell Racing	(89 L/J) 191	Running
11	20	70	Didier Theys	Tuneup Masters/RCA/Buick	(89 P/B) 190	Running
12	16	23	Tero Palmroth	Hoechst Celanese/Neste-Rotator "INNOVATOR"	(90 L/C) 188	Running
13	30	40	W Al Unser	Patrick Racing/Miller High Life Alfa Romeo	(90 M/A) 186	Running
14	12	12	Randy Lewis	AMP/Oracle/Samsung/Arclero Wines	(88 P/B) 186	Running
15	9	15	Jim Crawford	Glidden Paints	(89 L/B) 183	Running
16	32	93	John Paul, Jr.	ATEC Environmental Buick	(89 L/C) 176	RADIATOR
17	24	39	R Dean Hall	[insight] Lola	(90 L/C) 165	BROKEN FRONT SUSPENSION
18	23	4	Teo Fabi	Foster's Quaker State Porsche	(90 M/P) 162	TRANSMISSION
19	19	21	Geoff Brabham	The Mac Tools Distributors Lola	(89 L/J) 161	Running
20	5	3	Michael Andretti	K mart Havoline Lola	(90 L/CH) 146	SEVERE VIBRATION
21	10	41	John Andretti	Foster's Quaker State Porsche	(90 M/P) 136	SPIN
22	11	86	Dominic Dobson	Texaco-Havoline Star Lola	(90 L/C) 129	BLOWN ENGINE
23	30	20	Roberto Guerrero	Patrick Racing/Miller Genuine Draft Alfa Romeo	(90 M/A) 118	RIGHT REAR SUSPENSION
24	31	81	Billy Vukovich III	Hemelgarn Racing, Inc.	(88 L/B) 102	ENGINE FAILURE
25	33	56	Rocky Moran	Gohr Racing/Glidden Paints	(89 L/B) 88	ENGINE FAILURE
26	13	16	Tony Bettenhausen	AMAX Lola	(89 L/B) 76	ENGINE FAILURE
27	6	6	W Mario Andretti	K mart Havoline Lola	(90 L/CH) 60	FAILED ENGINE
28	17	19	Raul Boesel	Budweiser Truesports Lola Judd	(89 L/J) 60	FAILED ENGINE
29	22	29	Pancho Carter	Hardee's/Machinists Union	(90 L/C) 59	CRASH IN TURN 4
30	25	9	W Tom Sneva	RCA/Granatelli/Buick V6	(89 P/B) 48	RR CV JOINT
31	18	51	Gary Bettenhausen	Glidden Paints	(89 L/B) 39	WHEEL BEARING
32	9	7	W Danny Sullivan	Marlboro Penske Chevy 90	(90 P/CH) 19	CRASH IN TURN 1
33	27	97	Stan Fox	Miyano America/CNC Systems/Baker Machinery	(87 L/B) 10	GEAR BOX

W = Former Winner R = Rookie

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

Engine Legend: A=Alfa Romeo, B=Buick, C=Cosworth, CH=Chevrolet, J=Judd, P=Porsche

THERE WERE 16 CARS STILL RUNNING AT THE END OF THE RACE

ON LAP 162 #30 - LUYENDYK HAD AN IDENTICAL TIME & SPEED TO FITTIPALDI'S FAST LAP ON 91

TIME OF RACE: 2 HOURS, 41 MINUTES AND 18.248 SECONDS \*

FASTEST LAP OF RACE: #1 FITTIPALDI 40.436 - 222.574 LAP 91

AVERAGE SPEED: 185.984 MPH (\* NEW RECORD)

FASTEST LEADING LAP: (SAME AS FASTEST LAP)

MARGIN OF VICTORY: 10.7 SECONDS

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

\*CHANGES UNDERLINED

1990 OFFICIAL POSTING



FINAL POST	CAR NO.	DRIVER	LAPS COM	TOTAL TIME HR MF SECONDS	RACE AVG MPH	CAR NAME	ENTRANT
1	30	ARIE LUYENDYK	200	<u>2 41 18.404</u>	<u>185.981</u>	DOMINO'S PIZZA "BOT ONE"	DOUGLAS SHIERSON
2	18	BOBBY RAHAL	200	2 41 28.282	185.772	STP-KRACO CHEVY L0LA	GALLES-KRACO RACING
3	1	EMERSON FITTIPALDI	200	2 42 00.123	185.183	MARLBORO PENSEE CHEVY 90	PENSEE RACING, INC.
4	5	AL UNGER, JR.	199	2 41 54.374	184.366	VALVOLINE CHEVY L0LA	GALLES-KRACO RACING
5	2	RICK MEARS	198	2 41 49.945	183.523	PENNZOIL 2-7 PENSEE CHEVY 90	PENSEE RACING, INC.
6	14	A.J. FOYT, JR.	194	2 41 22.389	180.327	COPELAGEH/GILMORE/CALUMET	A.J. FOYT ENTERPRISE
7	22	<u>SCOTT BRAYTON</u>	194	2 42 04.271	179.551	AMRAY/SPEEDWAY WINNING SPIRIT	DICK SIMON RACING
8	25	<u>EDDIE CHEEVER</u>	<u>193</u>	2 41 56.288	178.772	TARGET STORES	CHIP GAMBISI RACING
9	11	KEVIN COGAN	191	2 41 27.334	177.448	TUNEUP MASTERS/GRANATELLI BUIC	VINCE GRANATELLI RACING, INC.
10	28	SCOTT GOODYEAR	191	2 41 39.130	177.232	MACKEYSIE FIN./O'DONNELL RACING	TRAMER INTERNATIONAL, INC.
11	70	DIDIER THEYS	190	2 41 26.539	176.534	TUNEUP MASTERS/GRANATELLI BUIC	VINCE GRANATELLI RACING, INC.
12	23	TEBO PALMROTH	188	2 41 59.814	174.077	SECRET CELANESE/WESTE-ROTATOR	DICK SIMON RACING
13	40	AL UNGER	186	2 41 29.010	172.844	PATRICK RACING/MILLER BEER	PATRICK RACING INTERNATIONAL
14	12	NARDY LEWIS	<u>186</u>	2 41 48.735	172.475	AMP/ORACLE/SAMSUNG/ARCIERO	ARCIERO RACING
15	15	JIM CRAMFORD	183	2 42 03.988	169.375	GLIDDEN PAINTS	MENARD, INC.
16	93	JOHN PAUL, JR.	178	2 41 29.428	163.477	AIRC ENVIRONMENTAL BUICK	MARY MOTORSPORTS
17	39	DEAN BALL	<u>183</u>	2 31 08.258	163.758	INSIGHT L0LA	DALE COYNE RACING
18	4	TEO FARI	182	2 21 21.648	171.901	FOSTER'S QUAKER STATE PORSCHE	PORSCHE MOTORSPORTS
19	21	GEOFF BRANDEN	161	2 41 24.902	169.614	MAC TOOLS DISTRIE. TRUESPORTS	TRUESPORTS COMPANY
20	3	MICHAEL ANDRETTI	146	2 19 16.321	157.246	K MART BAVOLINE L0LA	MENARD/MARS RACING
21	41	JOHN ANDRETTI	<u>136</u>	1 55 53.579	176.024	FOSTER'S QUAKER STATE PORSCHE	PORSCHE MOTORSPORTS
22	86	DOMINIC MONDINI	<u>129</u>	1 53 39.125	170.286	TEBACO-BAVOLINE STAR L0LA	BRUCE LEVIN
23	20	ROBERTO GUERRERO	<u>118</u>	1 52 59.677	156.649	PATRICK RACING/MILLER BEER	PATRICK RACING INTERNATIONAL
24	81	BILLY VUKOVICH III	102	1 38 23.006	155.314	REINIG-GANN RACING, INC.	REINIG-GANN RACING, INC.
25	56	ROCKY MORAN	88	1 28 20.152	149.430	GOER RACING/GLIDDEN PAINT	GOER RACING, INC.
26	16	TONY BETHENHAUSEN	76	1 54 34.141	99.303	AMX L0LA	BETHENHAUSEN MOTORSPORTS
27	6	MARIO ANDRETTI	60	52 19.688	171.992	K MART BAVOLINE L0LA	MENARD/MARS RACING
28	19	RAUL BOHREL	60	59 26.487	151.408	BUDWEISER TRUESPORTS L0LA JUDD	TRUESPORTS COMPANY
29	29	PABLO CARRERA	59	52 38.350	166.126	BARBER'S	LEADER CARDS, INC.
30	9	TOM SERVA	48	53 20.331	134.988	RCA/GRANATELLI/BUICK V6	VINCE GRANATELLI RACING, INC.
31	51	GARY BETHENHAUSEN	39	34 24.304	170.033	GLIDDEN PAINTS	MENARD, INC.
32	7	DANNY SULLIVAN	19	13 59.841	203.610	MARLBORO PENSEE CHEVY 90	PENSEE RACING, INC.
33	97	STEVE FOX	10	27 26.823	54.851	WYINGO AMERICA/CDC SYSTEMS	R. KEAT BAKER RACING, INC.

FASTEST LEADING LAP

(16 - RUNNING)

FASTEST LAP OF RACE

LAP NO.	CAR NO.	DRIVER	LAP TIME HR MF SECONDS	LAP SPEED	LAP NO.	CAR NO.	DRIVER	LAP TIME HR MF SECONDS	LAP SPEED
91	01	EMERSON FITTIPALDI	40.436	222.574	91	01	EMERSON FITTIPALDI	40.436	222.574
					162	30	ARIE LUYENDYK	40.436	222.574

LAP LEADERS

CAR NO.	DRIVER	TOOK LEAD ON LAP	NO. OF LAPS LEAD	CAR NAME	EARNINGS
1	EMERSON FITTIPALDI	1	92	MARLBORO PENSEE CHEVY 90	\$ 41,400.00
30	ARIE LUYENDYK	93	2	DOMINO'S PIZZA "BOT ONE"	\$ 900.00
1	EMERSON FITTIPALDI	95	23	MARLBORO PENSEE CHEVY 90	\$ 10,350.00
18	BOBBY RAHAL	118	3	STP-KRACO CHEVY L0LA	\$ 1,350.00
30	ARIE LUYENDYK	121	2	DOMINO'S PIZZA "BOT ONE"	\$ 900.00
1	EMERSON FITTIPALDI	123	13	MARLBORO PENSEE CHEVY 90	\$ 5,850.00
18	BOBBY RAHAL	136	32	STP-KRACO CHEVY L0LA	\$ 14,400.00
30	ARIE LUYENDYK	168	33	DOMINO'S PIZZA "BOT ONE"	\$ 14,850.00
				*****	
					\$ 90,000.00

## LAP PRIZE MONEY

CAR NO.	DRIVER	NO. OF LAPS LEAD	CAR NAME	EARNINGS
1	EMERSON FITTIPALDI	128	MARLBORO PENSEE CHEVY 90	\$ 57,600.00
30	ARIE LUYENDYK	37	DOMINO'S PIZZA "BOT ONE"	\$ 16,650.00
18	BOBBY RAHAL	35	STP-KRACO CHEVY L0LA	\$ 15,750.00
			*****	
				\$ 90,000.00

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SPEED SUMMARY REPORT

1990 INDIANAPOLIS 500 MILE RACE

05/27/90 18:01:00

RACE AVERAGES (LEADING CAR)

FASTEST LAP OF EACH CAR

LAP NO.	CAR NO.	DRIVER	RACE TIME HR MS SECONDS	AVG SPEED	CAR NO.	DRIVER	LAP NO.	LAP TIME HR MS SECONDS	LAP SPEED
1	01	EMERSON FITTIPALDI	43.309	206.854	01	EMERSON FITTIPALDI	91	40.436	222.574
2	01	EMERSON FITTIPALDI	1 25.354	210.886	30	ARIE LUYENDYK	162	40.436	222.574
3	01	EMERSON FITTIPALDI	2 07.045	212.523	18	BOBBY RABAL	118	40.634	221.489
4	01	EMERSON FITTIPALDI	2 48.934	213.101	03	MICHAEL ANDRETTI	84	40.762	220.794
10	01	EMERSON FITTIPALDI	7 04.635	211.947	02	RICK MEARS	86	41.150	218.712
20	01	EMERSON FITTIPALDI	14 18.832	209.587	05	AL UNSER, JR.	186	41.185	218.526
30	01	EMERSON FITTIPALDI	26 23.322	170.928	06	MARIO ANDRETTI	16	41.700	215.827
40	01	EMERSON FITTIPALDI	33 26.526	179.415	04	TEO FARI	127	41.897	214.813
50	01	EMERSON FITTIPALDI	43 49.405	171.141	22	SCOTT BRATTON	117	41.947	214.556
60	01	EMERSON FITTIPALDI	51 36.050	174.416	25	EDDIE CHEEVER	87	42.003	214.270
70	01	EMERSON FITTIPALDI	1 04 31.725	182.718	14	A.J. FOTT, JR.	161	42.063	213.965
80	01	EMERSON FITTIPALDI	1 11 31.617	187.769	28	SCOTT GOODYEAR	122	42.327	212.630
90	01	EMERSON FITTIPALDI	1 18 33.012	171.865	23	THOM PALAMONE	55	42.387	212.279
100	01	EMERSON FITTIPALDI	1 26 06.718	174.182	07	DANNY SULLIVAN	4	42.454	211.994
110	01	EMERSON FITTIPALDI	1 33 11.977	177.039	41	JOHN ANDRETTI	43	42.476	211.884
120	18	BOBBY RABAL	1 40 30.949	179.076	86	DOMINIC MONTE	14	42.906	209.761
130	01	EMERSON FITTIPALDI	1 47 37.537	180.624	29	PANCHO CARTER	41	43.058	209.020
140	18	BOBBY RABAL	1 55 04.946	182.478	19	PAUL BERNEK	43	43.098	208.826
150	18	BOBBY RABAL	2 03 42.820	178.976	70	DIDIEN THEYS	144	43.176	208.449
160	18	BOBBY RABAL	2 12 43.110	180.834	20	ROBERTO GUERRERO	107	43.190	208.382
170	30	ARIE LUYENDYK	2 19 40.741	182.561	11	KEVIN COGAN	189	43.343	207.646
180	30	ARIE LUYENDYK	2 27 20.907	183.239	21	GROFF BRANDEN	100	43.440	207.182
190	30	ARIE LUYENDYK	2 34 20.189	184.661	81	BILLY VUKOVICH III	73	43.502	206.887
200	30	ARIE LUYENDYK	2 41 18.404	185.981	39	DEAN HALL	161	43.652	206.176
					09	TOM SWEET	32	43.819	205.297
					40	AL UNSER	106	43.866	205.170
					12	NANDY LEWIS	70	44.074	204.202
					93	JOHN PAUL, JR.	115	44.076	204.193
					51	GARY BETHENDORFEN	15	44.280	203.252
					16	TONY BETHENDORFEN	9	44.764	201.054
					15	JIM CAMPFORD	70	44.865	200.602
					56	ROCKY MORAN	27	45.355	198.435
					97	STEVE FOX	6	46.277	194.681

FASTEST LEADING LAP

FASTEST LAP OF RACE

LAP NO.	CAR NO.	DRIVER	LAP TIME HR MS SECONDS	LAP SPEED	LAP NO.	CAR NO.	DRIVER	LAP TIME HR MS SECONDS	LAP SPEED
91	01	EMERSON FITTIPALDI	40.436	222.574	91	01	EMERSON FITTIPALDI	40.436	222.574
					162	30	ARIE LUYENDYK	40.436	222.574

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



Date: 5/27/90

Time: 11:10

POS	AT LAP 1 2.5 MILES	AT LAP 2 5.0 MILES	AT LAP 4 10.0 MILES	AT LAP 10 25.0 MILES	POS
( 1 )	1 FITTIPALDI	1 FITTIPALDI	1 FITTIPALDI	1 FITTIPALDI	( 1 )
( 2 )	2 MEARS	2 MEARS	2 MEARS	18 RAHAL	( 2 )
( 3 )	30 LUYENDYK	30 LUYENDYK	30 LUYENDYK	30 LUYENDYK	( 3 )
( 4 )	18 RAHAL	18 RAHAL	18 RAHAL	5 UNSER JR.	( 4 )
( 5 )	5 UNSER JR.	5 UNSER JR.	5 UNSER JR.	6 ANDRETTI MA	( 5 )
( 6 )	6 ANDRETTI MA	6 ANDRETTI MA	6 ANDRETTI MA	2 MEARS	( 6 )
( 7 )	7 SULLIVAN	7 SULLIVAN	7 SULLIVAN	3 ANDRETTI MI	( 7 )
( 8 )	3 ANDRETTI MI	3 ANDRETTI MI	3 ANDRETTI MI	7 SULLIVAN	( 8 )
( 9 )	14 FOYT	14 FOYT	14 FOYT	14 FOYT	( 9 )
( 10 )	11 COGAN	11 COGAN	41 ANDRETTI J	41 ANDRETTI J	( 10 )
	AVG SPEED: 206.854	AVG SPEED: 210.886	AVG SPEED: 213.101*	AVG SPEED: 211.947*	
	LAST YR: 209.200	LAST YR: 211.563	LAST YR: 184.899	LAST YR: 97.490	
	'89 RECORD: 209.200	'89 RECORD: 211.563	'86 RECORD: 204.536	'86 RECORD: 202.359	

LAP LEADERS

Laps	Car	Driver
1- 10	1	FITTIPALDI

OUT OF RACE

Lap	Car	Driver	Reason
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LAP PRIZE MONEY

Car	Driver	Laps	Amount
1	FITTIPALDI	10	\$4,500.00

CAUTION FLAGS

Laps	Num	Time	Reason
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DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



Date: 5/27/90

Time: 11:40

POS	AT LAP 10 25.0 MILES		AT LAP 20 50.0 MILES		AT LAP 30 75.0 MILES		AT LAP 40 100.0 MILES		POS
1)	1	FITTIPALDI	1	FITTIPALDI	1	FITTIPALDI	1	FITTIPALDI	(1)
2)	18	RAHAL	18	RAHAL	18	RAHAL	18	RAHAL	(2)
3)	30	LUYENDYK	30	LUYENDYK	6	ANDRETTI MA	6	ANDRETTI MA	(3)
4)	5	UNSER JR.	6	ANDRETTI MA	5	UNSER JR.	5	UNSER JR.	(4)
5)	6	ANDRETTI MA	5	UNSER JR.	30	LUYENDYK	3	ANDRETTI MI	(5)
6)	2	MEARS	3	ANDRETTI MI	3	ANDRETTI MI	30	LUYENDYK	(6)
7)	3	ANDRETTI MI	2	MEARS	2	MEARS	2	MEARS	(7)
8)	7	SULLIVAN	14	FOYT	14	FOYT	14	FOYT	(8)
9)	14	FOYT	7	SULLIVAN	19	BOESEL	19	BOESEL	(9)
10)	41	ANDRETTI J	11	COGAN	11	COGAN	11	COGAN	(10)
		AVG SPEED: 211.947*	AVG SPEED: 209.587*		AVG SPEED: 170.528		AVG SPEED: 179.415		
		LAST YR: 97.490	LAST YR: 104.842		LAST YR: 126.193		LAST YR: 138.572		
		'86 RECORD: 202.359	'84 RECORD: 198.419		'84 RECORD: 192.355		'84 RECORD: 192.724		

Laps	Car	LAP LEADERS Driver
1- 22	1	FITTIPALDI
21- 40	1	FITTIPALDI

Lap Car	Driver	OUT OF RACE Reason
10 97	FOX	GEAR BOX
19 7	SULLIVAN	CRASH IN TURN 1

Car Driver	Laps	LAP PRIZE MONEY Amount
1 FITTIPALDI	42	\$18,900.00

Laps	Num	Time	CAUTION FLAGS Reason
20- 25	8	0:09:23	SULLIVAN CRASH

Date: 5/27/90

Time: 12:17

POS	AT LAP 50 125.0 MILES		AT LAP 60 150.0 MILES		AT LAP 70 175.0 MILES		AT LAP 80 200.0 MILES		POS
1)	1	FITTIPALDI	1	FITTIPALDI	1	FITTIPALDI	1	FITTIPALDI	(1)
2)	18	RAHAL	18	RAHAL	18	RAHAL	5	UNSER JR.	(2)
3)	5	UNSER JR.	5	UNSER JR.	5	UNSER JR.	18	RAHAL	(3)
4)	3	ANDRETTI MI	3	ANDRETTI MI	3	ANDRETTI MI	3	ANDRETTI MI	(4)
5)	30	LUYENDYK	30	LUYENDYK	30	LUYENDYK	30	LUYENDYK	(5)
6)	14	FOYT	14	FOYT	14	FOYT	14	FOYT	(6)
7)	6	ANDRETTI MA	6	ANDRETTI MA	2	MEARS	2	MEARS	(7)
8)	2	MEARS	2	MEARS	11	COGAN	41	ANDRETTI J	(8)
9)	19	BOESEL	19	BOESEL	41	ANDRETTI J	11	COGAN	(9)
10)	11	COGAN	41	ANDRETTI J	25	CHEEVER	25	CHEEVER	(10)
		AVG SPEED: 171.141	AVG SPEED: 174.418		AVG SPEED: 162.718		AVG SPEED: 167.769		
		LAST YR: 148.392	LAST YR: 156.487		LAST YR: 153.980		LAST YR: 159.777		
		'84 RECORD: 186.657	'74 RECORD: 178.827		'86 RECORD: 171.113		'86 RECORD: 172.635		

Laps	Car	LAP LEADERS Driver
1- 80	1	FITTIPALDI

Lap Car	Driver	OUT OF RACE Reason
10 97	FOX	GEAR BOX
19 7	SULLIVAN	CRASH IN TURN 1
40 51	BETTENHASN G	WHEEL BEARING
48 9	SNEVA	RR CV JOINT
59 29	CARTER	CRASH IN TURN 4
60 6	ANDRETTI MA	FAILED ENGINE
60 19	BOESEL	FAILED ENGINE

Car Driver	Laps	LAP PRIZE MONEY Amount
1 FITTIPALDI	80	\$36,000.00

Laps	Num	Time	CAUTION FLAGS Reason
20- 25	8	0:09:23	SULLIVAN CRASH
45- 51	7	0:08:04	CAR 18 STALLED ON TRACK
63- 69	7	0:10:43	PANCHO CARTER CRASH IN TURN 4
	20	0:28:10	



# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Date: 5/27/90

Time: 12:46

POS	AT LAP 90 225.0 MILES	AT LAP 100 250.0 MILES	AT LAP 110 275.0 MILES	AT LAP 120 300.0 MILES	POS
1)	1 FITTIPALDI	1 FITTIPALDI	1 FITTIPALDI	18 RAHAL	(1)
2)	18 RAHAL	5 UNSER JR.	18 RAHAL	30 LUYENDYK	(2)
3)	3 ANDRETTI MI	18 RAHAL	30 LUYENDYK	1 FITTIPALDI	(3)
4)	30 LUYENDYK	30 LUYENDYK	5 UNSER JR.	5 UNSER JR.	(4)
5)	5 UNSER JR.	14 FOYT	2 MEARS	2 MEARS	(5)
6)	14 FOYT	2 MEARS	14 FOYT	14 FOYT	(6)
7)	2 MEARS	41 ANDRETTI J	22 BRAYTON	22 BRAYTON	(7)
8)	41 ANDRETTI J	25 CHEEVER	41 ANDRETTI J	41 ANDRETTI J	(8)
9)	11 COGAN	11 COGAN	11 COGAN	11 COGAN	(9)
10)	25 CHEEVER	22 BRAYTON	25 CHEEVER	4 FABI	(10)
AVG SPEED: 171.865		AVG SPEED: 174.192	AVG SPEED: 177.039*	AVG SPEED: 179.076*	
LAST YR: 164.175		LAST YR: 167.609	LAST YR: 171.087	LAST YR: 173.250	
'86 RECORD: 174.134		'86 RECORD: 176.251	'89 RECORD: 171.087	'89 RECORD: 173.250	

Laps	Car	LAP LEADERS Driver	Lap	Car	Driver	OUT OF RACE Reason
1-92	1	FITTIPALDI	10	97	FOX	GEAR BOX
93-94	30	LUYENDYK	19	7	SULLIVAN	CRASH IN TURN 1
95-117	1	FITTIPALDI	40	51	BETTENHASN G	WHEEL BEARING
18-120	18	RAHAL	48	9	SNEVA	RR CV JOINT
			59	29	CARTER	CRASH IN TURN 4
			60	6	ANDRETTI MA	FAILED ENGINE
			60	19	BOESEL	FAILED ENGINE
			88	56	MORAN	ENGINE FAILURE
			102	81		ENGINE FAILURE

Car Driver	Laps	Amount	Laps	Num	Time	Reason
1 FITTIPALDI	115	\$51,750.00	20-25	6	0:09:23	SULLIVAN CRASH
18 RAHAL	3	\$1,350.00	45-51	7	0:08:04	CAR 16 STALLED ON TRACK
30 LUYENDYK	2	\$900.00	63-69	7	0:10:43	PANCHO CARTER CRASH IN TURN 4
				20	0:28:10	

Date: 5/27/90

Time: 13:17

POS	AT LAP 130 325.0 MILES	AT LAP 140 350.0 MILES	AT LAP 150 375.0 MILES	AT LAP 160 400.0 MILES	POS
(1)	1 FITTIPALDI	18 RAHAL	18 RAHAL	18 RAHAL	(1)
(2)	18 RAHAL	30 LUYENDYK	30 LUYENDYK	30 LUYENDYK	(2)
(3)	30 LUYENDYK	1 FITTIPALDI	1 FITTIPALDI	1 FITTIPALDI	(3)
(4)	5 UNSER JR.	5 UNSER JR.	5 UNSER JR.	5 UNSER JR.	(4)
(5)	2 MEARS	2 MEARS	2 MEARS	2 MEARS	(5)
(6)	14 FOYT	14 FOYT	14 FOYT	14 FOYT	(6)
(7)	4 FABI	22 BRAYTON	22 BRAYTON	22 BRAYTON	(7)
(8)	22 BRAYTON	25 CHEEVER	4 FABI	4 FABI	(8)
(9)	41 ANDRETTI J	41 ANDRETTI J	25 CHEEVER	25 CHEEVER	(9)
(10)	25 CHEEVER	4 FABI	11 COGAN	11 COGAN	(10)
AVG SPEED: 180.626*		AVG SPEED: 182.482*	AVG SPEED: 179.980*	AVG SPEED: 180.840*	
LAST YR: 173.794		LAST YR: 173.417	LAST YR: 164.577	LAST YR: 166.995	
'86 RECORD: 174.223		'89 RECORD: 173.417	'86 RECORD: 170.363	'86 RECORD: 171.855	

Laps	Car	LAP LEADERS Driver	Lap	Car	Driver	OUT OF RACE Reason
1-92	1	FITTIPALDI	10	97	FOX	GEAR BOX
93-94	30	LUYENDYK	19	7	SULLIVAN	CRASH IN TURN 1
95-117	1	FITTIPALDI	40	51	BETTENHASN G	WHEEL BEARING
118-122	18	RAHAL	48	9	SNEVA	RR CV JOINT
123-135	1	FITTIPALDI	59	29	CARTER	CRASH IN TURN 4
136-160	18	RAHAL	60	6	ANDRETTI MA	FAILED ENGINE
			60	19	BOESEL	FAILED ENGINE
			76	18	BETTENHASN T	ENGINE FAILURE
			88	56	MORAN	ENGINE FAILURE
			102	81		ENGINE FAILURE
			118	20	GUERRERO	RIGHT REAR SUSPENSION
			129	86	DOBSON	BLOWN ENGINE
			135	41	ANDRETTI J	SPIN

Car Driver	Laps	Amount	Laps	Num	Time	Reason
1 FITTIPALDI	128	\$57,600.00	20-25	6	0:09:23	SULLIVAN CRASH
18 RAHAL	30	\$13,500.00	45-51	7	0:08:04	CAR 16 STALLED ON TRACK
30 LUYENDYK	2	\$900.00	63-69	7	0:10:43	PANCHO CARTER CRASH IN TURN 4
			141-146	6	0:07:03	CAR 41 BRUSHED WALL

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Date: 5/27/90

Time: 13:47

POS	AT LAP 170 425.0 MILES		AT LAP 180 450.0 MILES		AT LAP 190 475.0 MILES		AT LAP 200 500.0 MILES		POS
( 1 )	30	LUYENDYK	30	LUYENDYK	30	LUYENDYK	30	LUYENDYK	( 1 )
( 2 )	18	RAHAL	18	RAHAL	18	RAHAL	18	RAHAL	( 2 )
( 3 )	1	FITTIPALDI	5	UNSER JR.	1	FITTIPALDI	1	FITTIPALDI	( 3 )
( 4 )	5	UNSER JR.	1	FITTIPALDI	5	UNSER JR.	5	UNSER JR.	( 4 )
( 5 )	2	MEARS	2	MEARS	2	MEARS	2	MEARS	( 5 )
( 6 )	14	FOYT	14	FOYT	14	FOYT	14	FOYT	( 6 )
( 7 )	22	BRAYTON	22	BRAYTON	22	BRAYTON	22	BRAYTON	( 7 )
( 8 )	25	CHEEVER	25	CHEEVER	25	CHEEVER	25	CHEEVER	( 8 )
( 9 )	11	COGAN	28	GOODYEAR	28	GOODYEAR	11	COGAN	( 9 )
( 10 )	28	GOODYEAR	70	THEYS	11	COGAN	28	GOODYEAR	( 10 )

AVG SPEED: 182.565\*  
LAST YR: 166.101  
'86 RECORD: 170.097

AVG SPEED: 183.242\*  
LAST YR: 168.209  
'86 RECORD: 171.407

AVG SPEED: 184.664\*  
LAST YR: 166.478  
'86 RECORD: 172.581

AVG SPEED: 185.989\*  
LAST YR: 167.581  
'86 RECORD: 170.722

Laps	Car	LAP LEADERS Driver
1- 92	1	FITTIPALDI
93- 94	30	LUYENDYK
95-117	1	FITTIPALDI
118-122	18	RAHAL
123-135	1	FITTIPALDI
136-167	18	RAHAL
168-200	30	LUYENDYK

Lap	Car	Driver	OUT OF RACE Reason
10	97	FOX	GEAR BOX
19	7	SULLIVAN	CRASH IN TURN 1
40	51	BETTENHASN G	WHEEL BEARING
48	9	SNEVA	RR CV JOINT
59	29	CARTER	CRASH IN TURN 4
60	8	ANDRETTI MA	FAILED ENGINE
60	19	BOESEL	FAILED ENGINE
76	16	BETTENHASN T	ENGINE FAILURE
88	58	MORAN	ENGINE FAILURE
102	81		ENGINE FAILURE
119	20	GUERRERO	RIGHT REAR SUSPENSION
130	86	DOBSON	BLOWN ENGINE
135	41	ANDRETTI J	SPIN
146	3	ANDRETTI MI	SEVERE VIBRATION
163	4	FABI	TRANSMISSION
164	39		BROKEN FRONT SUSPENSION
175	93		RADIATOR

Car Driver	LAP PRIZE MONEY Laps	Amount
==		

Laps	Num	Time	CAUTION FLAGS Reason
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DAY BY DAY  
TRACKSIDE REPORT  
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SUNDAY, MAY 27, 1990

RACE RUNNING REPORT PAGE 1

Some statistics from Bob Laycock of the Speedway staff and historian Bob Watson:

The last time the race winner started from the second position was 1969, Mario Andretti.

Cars carrying the number 4 have won only in years ending in zero: 1920, 1930, 1960, 1980.

Emerson Fittipaldi is the third pole winner who was a Formula One champion. The others are Jimmy Clark and Mario Andretti.

The last time cars numbered 1 and 2 started in those starting positions was in 1915, when Howdy Wilcox started on the pole in car #1 and Ralph DePalma started second in car #2. DePalma won and Wilcox finished seventh.

\*\*\*  
Prior to the starting command a fire extinguisher went off in the pit of Stan Fox's #97 car during a charging process, when a valve stuck open.

Green flag at 11:00 on the third time by, as scheduled. Fittipaldi is in the lead in turn 1.

In the first 7 laps, #41, John andretti's engine is not sounding right, but the crew reports no problems.

Stan Fox in the #97 slows, and pulls down on the apron on lap 8. Fox pits, engine off.

On lap 20 #40 Al Unser pits to adjust the balance of the car and the brake pedal.

YELLOW FLAG: Danny Sullivan #7 spins and hits the wall on lap 20 in turn 1 in the short chute. During the yellow all of the leaders pit. The green flag came out as the field completed 26 laps.

During the yellow #97 Stan Fox rejoins the race after an extensive pit stop to repair a broken transmission cooler. The transmission was also stuck in 4th gear. Fox ran a few laps, then pitted again to retire from the race. Reason out: gearbox.

Car #21 Geoff Brabham pitted on the restart. Brabham had been having trouble with the boost, and pitted to make adjustments. Brabham had to pit a second time to replace the engine cover completely. On the second pit stop the engine stalled.

Tony Bettenhausen, #16 also pitted after the restart, with the engine cover off. His problem has been diagnosed as electrical, and the spark box was replaced.

On lap 41 #2 Rick Mears pitted for a quick change of rubber on the right rear corner, and to make a wing adjustment to cure a pushing problem.

Mario Andretti, #6, running sixth, pits on lap 45.

SECOND YELLOW FLAG: #16 Tony Bettenhausen slowed and stopped at pit entry (between turns 1 & 2 on lap 48. Numerous pit stops, including race leader Emerson Fittipaldi, who was scheduled to pit on lap 49.

According to Dr. Henry Bock, driver Danny Sullivan will be taken to Methodist Hospital for further tests and observation.

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SUNDAY, MAY 27, 1990

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RACE RUNNING REPORT PAGE 2

During the second caution period, #51 Gary Bettenhausen pitted with a burnt right front wheel bearing. Gary said of the problem: "Going through turn 4, I thought the right front tire blew. It could have been worse."

Also during the second caution, #14 A.J. Foyt, Jr pitted, and the crew had trouble with the air gun changing the right rear, necessitating a second stop to check the right rear nut.

GREEN FLAG: The track was green again on lap 51.

On lap 58, race leader #1 Emerson Fittipaldi laps #2 Rick Mears, leaving 7 cars on the lead lap: Fittipaldi, #18 Bobby Rahal, #5 Al Unser, Jr, #3 Michael Andretti, #30 Arie Luyendyk, #6 Mario Andretti, #14 A.J. Foyt.

On lap 60, #19 Raul Boesel is reported smoking.

THIRD YELLOW FLAG: On lap 62, as #19 Raul Boesel slows on the track, #29, Pancho Carter hits the outside wall in turn 4.

Tony Bettenhausen, #16 is in the pits again, still experiencing an electrical problem. The crew has changed the spark box and alternator.

Mario Andretti, on his retirement from the race: "The engine let go at the exit of the backstretch. The car was running fine, but it got a little loose. I was really surprised because I thought we had a chance at getting it today."

Raul Boesel, after dropping out of the race: "On the last pit stop we took on tires and developed a pushing problem. Other than that the car was running fine. Unfortunately the engine broke."

GREEN FLAG: The green flag is displayed as the field completes 70 laps.

Tom Sneva, #9 has retired from the race with a broken right rear cv joint.

According to track medical personnel, Pancho Carter was examined at the infield facility and will be released, with no injuries.

Pancho Carter on the incident that ended his race: "I was going into turn 1. I found it slowed down. I didn't know what it was. I thought it was the engine. I was trying to nurse it back around to the pits and it swapped ends on me. The outside (right rear) cv joint broke."

With 84 laps complete, #14 A.J. Foyt, Jr has been lapped, leaving 5 cars on the lead lap: #1 Fittipaldi, #18 Rahal, #3 Michael Andretti, #30 Arie Luyendyk, #5 Al Unser, Jr.

Leader #1 Emerson Fittipaldi pits on lap 92.

With 93 laps complete, #3, Michael Andretti pits with the right rear smoking. After removing the right rear tire, there was a brief brake fire. Michael stayed in the car while the crew attempted to make repairs.

Tom Sneva, #9 on his race: "I don't know what went wrong. The car was loose all day and got bad near the end. We just had a bunch of little probs all day."

With 100 laps completed, #58 Rocky Moran has dropped out of the race. Rocky Moran on his elimination from competition: "We lost the engine. Basically today we're just surviving. The car was not handling well. The track conditions were fine but the balance was not right."

At the half-way mark, 4 cars are on the lead lap: #1 Fittipaldi, #18 Rahal, #5 Al Unser, Jr.  
Fittipaldi has led the most laps ever from the start of the race, to the halfway mark.

**DAY BY DAY  
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SUNDAY, MAY 27, 1990

RACE RUNNING REPORT PAGE 3

At 115 laps, the #5 car of Al Unser, Jr is running laps in the 217 mph bracket, with the #1 car of Emerson Fittipaldi turning 220 mph laps.

Race leader #1 Emerson Fittipaldi pits on lap 116 for 17 seconds and rejoins.

On lap 116 the #81 of Billy Vukovich III is pushed back to the garage area. The problem, according to Vukovich, was "The turbo broke. There was no indication ahead of time. It just went. The balance was off. The car pushed as the race went on, but it got better."

As the leaders complete 120 laps, #2 Rick Mears running 5th and #18 Bobby Rahal running 2nd make scheduled pit stops.

Also pitting: leader #30 Arie Luyendyk with 122 laps complete.

At 134 laps the #20 of Roberto Guerrero is being pushed back to Gasoline Alley. Reason out: snapped right rear drive pins.

Roberto Guerrero, asked about his elimination from the race: "I hadn't felt anything. When I made the pit stop they took off the right rear and the pins fell on the ground."

Car #23 Tero Palmroth pitted for a right rear tire. The car had been wobbling.

Emerson Fittipaldi's last pit stop was an unscheduled one, for a right rear.

Geoff Brabham, #21 pitted to replace the left rear upright.

FOURTH YELLOW FLAG: At 140 laps, #41 John Andretti spun then stopped in turn 1. A fireman was close to Andretti's spin, but Andretti spun around him without hitting him. Green flag again on lap 147.

With 152 laps complete, #1 Emerson Fittipaldi pits and goes down a lap. Bobby Rahal #18 leads #30 Arie Luyendyk and #5 Al Unser, Jr. Fittipaldi's stop was again an unscheduled one to replace a right rear due to a pushing problem.

Driver John Andretti has been taken to the infield hospital with a contusion on the left knee. It is anticipated he will be released momentarily.

With 163 laps in, leader #18 Bobby Rahal is turning laps in the 217-mph range, with second-place runner #30 Arie Luyendyk posting laps at 222.

LEAD CHANGE: The interval between first place Rahal and second place Luyendyk closed to 4/10s of a second, and Luyendyk takes the lead on lap 168.

Rahal pits with 171 laps complete, for 17 seconds.

Teo Fabi, #4 is done for the day, as the car is pushed back to Gasoline Alley on lap 173. Reason out: clutch.

Pit stop by race leader #30 Arie Luyendyk on lap 173.

A pit stop by #39 Dean Hall resulted in a "runaway" tire, as Hall hit one of the tires set out for him, knocking it down pit road. The contact also broke the suspension on the right front of the car, ending the Hall's first 500.

Also pitting, on lap 178, #1 Emerson Fittipaldi.

Michael Andretti on his retirement from the race: "The car had a bad vibration. It was getting worse, so I just decided to park it."

At 1:25 Danny Sullivan was released from Methodist Hospital in Indianapolis.

With 191 laps complete in the race, #2 Rick Mears, running fifth, pits.

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SUNDAY, MAY 27, 1990

RACE RUNNING REPORT PAGE 4

In the last 10 laps of the race, #93, John Paul, Jr has dropped out of the race.

In the last 3 laps, Luyendyk leads Rahal by 13.3 seconds, as third-place finisher Emerson Fittipaldi passes Luyendyk to unlap him on the final lap.

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In honor of Bear's 60 years of service at the Indy 500, the Bear Automotive Service Equipment Award of \$6,000 to the race leader at Lap 60 is awarded to Emerson Fittipaldi.

Winner of the Kodak 250 Miles Award paying \$7500 to the race leader at the half-way mark is Emerson Fittipaldi.

The NADA Milestone Award pays the race leader at the 100, 200, 300 and 400 mile marks, \$1000, \$2000, \$3000 and \$4000 respectively.

Winners are:	100 Mile \$1000	Emerson Fittipaldi
	200 Mile \$2000	Emerson Fittipaldi
	300 Mile \$3000	Bobby Rahal
	400 Mile \$4000	Bobby Rahal

Winner of the Indiana National Bank Award, paying \$10,000 to the leader of the most laps during the race is Emerson Fittipaldi.

Winner (s) of the Marlboro 500 Mile Club Award paying \$10,000 to the leader of the most laps during the race is Emerson Fittipaldi.

Winner (s) of the Marlboro 500 Mile Club Award paying \$75,000 to the driver(s) completing 500 miles are:

1. Arie Luyendyk
2. Bobby Rahal
3. Emerson Fittipaldi

UNO is paying \$10,000 to leader at lap 5 (Emerson Fittipaldi) and \$10,000 to leader at lap 111 (Emerson Fittipaldi).

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Date: 5/27/90

PIT STOPS

Time: 14:28

Car Driver	Lap	Time	FUEL	---TIRES---				OTHER
				LF	RF	LR	RR	
1 FITTIPALDI	21	00:14	FUEL	LF	RF	LR	RR	
	46	00:15	FUEL	LF	RF	LR	RR	
	63	00:11	FUEL	LF	RF	LR	RR	
	92	00:17	FUEL	LF	RF	LR	RR	
	117	00:16	FUEL	LF	RF	LR	RR	
	135	00:15	FUEL		RF		RR	
	153	00:19	FUEL	LF	RF	LR	RR	
	178	00:19	FUEL	LF	RF	LR	RR	
		02:06						
2 MEARS	21	00:19		LF	RF	LR	RR	
	41	00:16	FUEL	LF	RF	LR	RR	
	64	00:15	FUEL		RF		RR	
	95	00:16	FUEL	LF	RF	LR	RR	
	120	00:16	FUEL	LF	RF	LR	RR	
	144	00:16	FUEL	LF	RF	LR	RR	
	164	00:15	FUEL	LF	RF	LR	RR	
	191	00:09	FUEL					
		02:02						
3 ANDRETTI MI	21	00:22	FUEL	LF	RF	LR	RR	
	45	00:13	FUEL	LF	RF	LR	RR	
	64	00:11	FUEL		RF		RR	
	93	15:44	FUEL					CHANGED LEFT REAR BRAKE PAD
	142	00:19	FUEL	LF	RF	LR	RR	
	165	00:50	FUEL	LF	RF	LR	RR	
		17:39						
4 FABI	22	00:20	FUEL	LF	RF	LR	RR	
	47	00:21	FUEL	LF	RF	LR	RR	
	64	00:35	FUEL	LF	RF	LR	RR	
	100	00:20	FUEL	LF	RF	LR	RR	
	131	00:38	FUEL	LF	RF	LR	RR	
	131	00:25	FUEL	LF	RF	LR	RR	KILLED ENGINE-RESTART REAR END
	169	00:50						
		03:29						
5 UNSER JR.	21	00:14		LF	RF	LR	RR	
	47	00:15	FUEL					
	63	00:13	FUEL	LF	RF	LR	RR	
	87	00:15	FUEL	LF	RF	LR	RR	
	115	00:18	FUEL	LF	RF	LR	RR	
	143	00:16	FUEL		RF		RR	
	159	00:19	FUEL	LF	RF	LR	RR	
	188	00:18	FUEL	LF	RF	LR	RR	
		02:08						
6 ANDRETTI MA	21	00:22	FUEL	LF	RF	LR	RR	
	45	00:15	FUEL	LF	RF	LR	RR	
		00:37						
9 SNEVA	21	00:46	FUEL	LF	RF	LR	RR	
	47	01:05	FUEL	LF	RF	LR	RR	
	49	03:59	FUEL	LF	RF	LR	RR	WORKING ON FRONT OF CAR OVERRAN PIT-WORKING ON RT SIDE
	55	04:40						
		10:30						
11 COGAN	23	00:16	FUEL		RF	LR	RR	
	47	00:20	FUEL		RF	LR	RR	
	64	00:15	FUEL					
	99	00:20	FUEL	LF	RF		RR	
	129	00:20	FUEL	LF	RF		RR	WING ADJUSTMENT
	144	00:12	FUEL					
	178	00:27	FUEL	LF	RF	LR	RR	
		02:10						
12 LEWIS	21	00:28	FUEL	LF	RF	LR	RR	FRONT WING ADJUSTMENT
	21	00:12						FRONT WING ADJUSTMENT
	47	00:19	FUEL	LF	RF	LR	RR	
	65	00:20	FUEL		RF	LR	RR	
	98	01:00	FUEL		RF	LR	RR	

DAY BY DAY  
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Date: 5/27/90

PIT STOPS

Time: 14:28

Car Driver	Lap	Time	FUEL	---TIRES---				OTHER
				LF	RF	LR	RR	
	132	00:24	FUEL	LF	RF	LR	RR	FRONT WING ADJUSTMENT
	144	00:11	FUEL					
	178	00:22	FUEL	LF	RF	LR	RR	
		03:16						
14 FOYT	21	00:18	FUEL		RF	LR	RR	
	48	00:16	FUEL	LF	RF	LR	RR	
	50	00:05	FUEL					TIGHTENED RIGHT REAR LUG
	64	00:18	FUEL		RF	LR	RR	
	92	00:16	FUEL	LF	RF	LR	RR	
	122	00:20	FUEL	LF	RF	LR	RR	
	142	00:17	FUEL	LF	RF	LR	RR	
	169	00:19	FUEL	LF	RF	LR	RR	
	197	00:10	FUEL					
		02:19						
15 CRAWFORD	22	00:33	FUEL				RR	
	48	00:31	FUEL					
	49	00:15	FUEL					ADJUST WING-KILLED ENGINE
	64	00:55	FUEL	LF	RF	LR	RR	
	98	00:26	FUEL					CHECK REAR OF CAR
	135	00:32	FUEL					FRONT WING ADJUSTMENT
	174	00:25	FUEL	LF	RF			
		03:37						
16 BETTENHASN T	21	00:20	FUEL	LF	RF		RR	
	29	03:46	FUEL					REPAIR CLAMP ON HEADER
	37	04:00	FUEL					WORKING IN REAR
	51	13:44	FUEL					PUSHED IN-ENGINE NOT RUNNING
	89	00:22	FUEL	LF	RF	LR	RR	
		22:12						
18 RAHAL	21	00:15	FUEL	LF	RF	LR	RR	
	46	00:18	FUEL	LF	RF	LR	RR	
	63	00:16	FUEL	LF	RF	LR	RR	
	92	00:18	FUEL	LF	RF	LR	RR	
	120	00:19	FUEL	LF	RF	LR	RR	
	141	00:17	FUEL		RF		RR	
	171	00:18	FUEL	LF	RF	LR	RR	
		02:01						
19 BOESEL	22	00:13	FUEL					
		00:13						
20 GUERRERO	21	00:19	FUEL	LF	RF	LR	RR	
	39	00:33	FUEL	LF	RF			
	50	00:22	FUEL					
	50	00:10	FUEL					
	64	03:00						TROUBLE REPLACING LEFT FT.
	96	00:12	FUEL					
		04:36						
21 BRABHAM	22	00:26	FUEL	LF	RF	LR	RR	
	24	02:58	FUEL					WORKING IN ENGINE BOX
	27	00:31	FUEL					ADJUSTMENT IN REAR
	85	00:18	FUEL	LF	RF	LR	RR	
	113	17:55	FUEL	LF	RF	LR	RR	WORKED ON REAR OF CAR
	174	00:24	FUEL	LF	RF	LR	RR	
		22:32						
22 BRAYTON	22	00:25	FUEL	LF	RF	LR	RR	
	47	00:12	FUEL			LR	RR	
	64	00:18	FUEL		RF			
	95	00:19	FUEL	LF	RF	LR	RR	
	123	00:18	FUEL	LF	RF	LR	RR	
	144	00:17	FUEL	LF	RF	LR	RR	
	174	00:22	FUEL	LF	RF	LR	RR	
		02:11						
23	21	00:19	FUEL	LF	RF	LR	RR	
	47	00:23	FUEL	LF	RF	LR		



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Date: 5/27/90

PIT STOPS

Time: 14:28

Car Driver	Lap	Time	FUEL	---TIRES---				OTHER
				LF	RF	LR	RR	
	64	00:19	FUEL		RF			
	94	00:30	FUEL	LF	RF	LR	RR	
	124	00:27	FUEL	LF	RF	LR	RR	
	128	00:30	FUEL	LF	RF	LR	RR	
	144	00:37	FUEL	LF	RF	LR	RR	
	174	00:20	FUEL	LF	RF	LR	RR	
		03:25						
25 CHEEVER	21	00:20	FUEL	LF	RF	LR	RR	
	22	00:14	FUEL					
	47	00:18	FUEL	LF	RF	LR	RR	
	64	00:15	FUEL					
	94	00:17	FUEL	LF	RF	LR	RR	
	141	00:20	FUEL	LF	RF	LR	RR	
	171	00:19		LF	RF	LR	RR	
	198	00:20		LF	RF	LR	RR	
		02:23						
28 GOODYEAR	21	00:12	FUEL	LF	RF	LR	RR	
	47	00:17	FUEL	LF	RF	LR	RR	
	66	00:19	FUEL	LF	RF	LR	RR	
	97	00:19	FUEL	LF	RF	LR	RR	
	129	00:25	FUEL	LF	RF	LR	RR	
	161	00:22	FUEL	LF	RF	LR	RR	
	193	00:21	FUEL	LF	RF	LR	RR	
		02:15						
29 CARTER	21	01:01	FUEL	LF	RF	LR	RR	
	63	00:57	FUEL	LF	RF	LR	RR	
		01:58						
30 LUYENDYK	21	00:20	FUEL	LF	RF	LR	RR	
	47	00:15	FUEL	LF	RF	LR	RR	
	64	00:09	FUEL		RF		RR	
	94	00:18	FUEL	LF	RF	LR	RR	
	122	00:18	FUEL	LF	RF	LR	RR	
	142	00:15	FUEL	LF	RF	LR	RR	
	173	00:20	FUEL	LF	RF	LR	RR	
		01:55						
39	21	00:15	FUEL	LF	RF	LR	RR	
	47	00:18	FUEL	LF	RF	LR	RR	
	67	00:23	FUEL	LF	RF	LR	RR	
	103	00:21	FUEL	LF	RF	LR	RR	
	140	00:22	FUEL	LF	RF	LR	RR	
		01:39						
40 UNSER	20	00:45	FUEL	LF	RF	LR	RR	
	48	00:13	FUEL					
	64	00:14	FUEL					
	95	00:23	FUEL	LF	RF	LR	RR	
	124	00:20	FUEL					
	144	00:25	FUEL	LF	RF	LR	RR	
	174	00:21	FUEL	LF	RF	LR	RR	
		02:41						
41 ANDRETTI J	21	00:18	FUEL	LF	RF	LR	RR	
	47	00:20	FUEL	LF	RF	LR	RR	
	64	00:12	FUEL	LF	RF	LR	RR	
	93	00:27	FUEL	LF	RF	LR	RR	
	124	00:23	FUEL	LF	RF	LR	RR	
		01:40						
51 BETTENHASN G	22	00:22	FUEL					
		00:22						
56 MORAN	20	00:15	FUEL	LF	RF	LR	RR	
	46	00:17	FUEL					
	64	00:32	FUEL					
	95	00:22	FUEL	LF	RF	LR	RR	
		01:26						

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Date: 5/27/90

PIT STOPS

Time: 14:28

Car Driver	Lap	Time	FUEL	---TIRES---				OTHER
				LF	RF	LR	RR	
70 THEYS	21	00:31	FUEL	LF	RF	LR	RR	
	47	00:24	FUEL		RF	LR	RR	
	65	00:13	FUEL					
	96	00:20	FUEL	LF	RF		RR	
	126	00:20	FUEL	LF	RF		RR	
	159	00:36	FUEL	LF	RF		RR	
	189	00:15	FUEL					
		02:39						
81	22	00:24	FUEL	LF	RF	LR	RR	
	49	00:23	FUEL				RR	
	82	00:20	FUEL	LF	RF	LR	RR	
		01:07						
86 DOBSON	21	00:19	FUEL	LF	RF	LR	RR	
	47	00:19	FUEL		RF	LR	RR	
	64	00:16	FUEL	LF	RF	LR	RR	
	98	00:21	FUEL	LF	RF	LR	RR	
	116	00:16	FUEL					
	129	00:20	FUEL	LF	RF	LR	RR	
		01:51						
93	21	00:33	FUEL	LF	RF	LR	RR	
	48	00:17	FUEL	LF	RF	LR	RR	
	64	00:27	FUEL		RF		RR	
	77	00:53	FUEL	LF	RF	LR	RR	
	85	00:13						STALLED AND RESTARTED ADJUSTMENTS
	118	00:27	FUEL	LF	RF	LR	RR	
	144	00:20	FUEL	LF	RF	LR	RR	
170	00:21	FUEL	LF	RF	LR	RR		
		03:31						
97 FOX	10	13:18						CHECKING ENGINE
	27	02:09						CHECKING RT OF CAR

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SUNDAY, MAY 27, 1990

POST-RACE QUOTE SHEET 1

PANCHO CARTER (#29 Hardee's/Machinists Lola): "I'm fine. Unfortunately for the Hardee's Lola, it got into the wall. I was going into turn #1 and found it was slowing down. I didn't know what it was but it didn't feel right. The engine seemed to be strong down the backstretch and I was just trying to nurse it back to the pits. I backed off, but I was still probably running 150-160 miles an hour. (Turn) 3 was all right, but down in #4 it just swapped ends. The car was working good. I moved up pretty well. The only problem I had was down the straightaway and everyone knows Cosworths have trouble there. I couldn't quite handle (Eddie) Cheever."

TOM SNEVA (#9 RCA/Granatelli/Buick V6): "I'm not really sure what happened. The car was loose all day. It got real bad at the end. We just had a bunch of little problems all day." (NOTE: the car broke a right rear CV joint.)

JOHN ANDRETTI (#41 Foster's Quaker State Porsche): "I'm okay. The Foster's Quaker State car was handling pretty decently on full tanks. But it would get loose on light tanks." (on contact with turn 4 wall) "I don't know what happened. I was driving high in the corners. I flirted with the third and fourth turns (walls). Then I hit the wall in turn four."

DOMINIC DOBSON (#86 Texaco-Havoline Star Lola): "The Texaco-Havoline Star worked reasonably well. The engine just let go between (turns) three and four around the 140th lap. There was no warning. I picked up a few positions early in the race. Then I picked up an understeer on a new set of tires."

MARIO ANDRETTI (#6 K mart Havoline Lola): "The car was working fine. I had no big surprises. We were reasonably on schedule and had no big dramas to that point. I think we were okay and had a fighting chance. The car was not perfect, but it was manageable. At that stage of the race where you start making changes and fooling with the car to make it right. The car was capable and we were within striking distance. The engine just let go."

RICK MEARS (#2 Pennzoil Z-7 Penske Chevy 90) "The car was loose early going and I couldn't lean on it without blistering the tires. We got down right off the bat, but we worked on the car and steadily made up the lost positions. The combination of the green track and lack of practice time really had an effect on our car. (conversation monitored between Mears and Penske) How could the car be so perfect on carburetion day and so bad today? We ran all day making changes, but the car was still loose. "

EMERSON FITTIPALDI (#1 Marlboro Penske Chevy 90) "The car was really stable. It ran beautifully all day long. We had some problems with the tires blistering which caused us to make two pit stops under green. We were smooth the whole race and it's more of a shame for the team, because they really worked hard to prepare the car for today. We ran quick for the entire race, but the blistered tires meant that I couldn't run the car fast enough to keep up with the leader. The Woman in Red (which his car is called) was beautiful today. She just needed a different pair of shoes."

BOBBY RAHAL (#18 STP-Kraco Chevy Lola) "There's one guy who wins and 32 others who tried. On the last pit stop we tried to correct an understeer problem. Finally, we made a couple of other adjustments and got the car back to running 220, but it was too late. (about your line today) I was running all over the track. I think my line in turn one was somewhere down inside on the grass. I've never used that before, intentionally. (emotions today) I'm having a problem verbalizing my emotions today, which is unusual for me. I'm disappointed for the guys. I think everybody pretty much wrote us off after Thursday when we blew the engine and I think this is a great testimony to our team. I'm pretty happy with today's finish, it's 16 points toward the PPG cup, it's the strongest 500 I've run for a long time and it gives me a good feeling for the future. (strategy of last pit stop) I was going to run out of fuel, there wasn't much strategy in it. (about winning the race) Winning the "500" changes your whole life. Arie winning the "500" is like Derrike Cope winning the Daytona 500. It was the only race Derrike ever won, but it was the most important one.... Emerson got a couple of breaks I didn't get while running in traffic, so I knew he could run hard, but when I saw that his tires were blistering I knew he couldn't run hard for long and that would be his undoing. "

MICHAEL ANDRETTI (#3 K mart Havoline Lola) (out of race with severe vibration) "The rear wheel bearing failed. That's why I had that long stop. (lost 22 laps) At the end I had a bad vibration. I stopped and the guys looked at the suspension, but didn't see anything, so I went back out, but it was still vibrating bad in the corners. It really felt weird. At that point I wasn't going to get any points and there was no point in risking a crash, so the team agreed I should just park it. The car felt fine just as I got to the front. (when bearing failed) I was ahead of Arie and it didn't look like he was handling too well in traffic, so I think we would have been in good shape. I want to congratulate Arie because he's a good friend of mine."

DANNY SULLIVAN (#7 Marlboro Penske Chevy 90) "I'm still not sure what happened. Maybe something broke. I felt a vibration the lap before, or maybe I ran over something."

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SUNDAY, MAY 27, 1990

POST-RACE QUOTE SHEET 2

JOHN PAUL, JR. (#93 ATEC Environmental Buick) "There was a hole in the radiator. Also, the car was off in a very big way. It's been a long time since I've run here and the pace has stepped up quite a bit. It's a thrill and a wonderful feeling to have finished the race. We hoped to do a little better...but the balance just wasn't right. It's not a lot of fun being a moving chicane."

SCOTT BRAYTON (#22 Amway/Speedway Winning Spirit) "We're happy to have finished the race. This is the second year in a row we've been there at the end. We just needed a little more. The Chevy's were eating me alive out there in the straits. The crew did a fantastic job...I was really happy with their performance."

SCOTT GOODYEAR (Mackenzie Financial/O'Donnell Racing) "This is my first Indianapolis 500. It's the first time I've finished the race and this only the second oval I've ever been on in my life, my first oval was at Phoenix in April. I didn't know what this would be like, but this is great. The guys on the team were great and I learned a lot today. Drafting was nothing like I've ever felt before. I learned a lot today, especially from A.J. I followed behind him quite a bit today. Like I said, I learned a lot today. I went through grade school, high school and college all in one day all over again today."

AL UNSER (#40 Patrick Racing/Miller High Life Alfa Romeo) "I had to look more in my mirrors than I looked forward. The brakes went out early and the pedal went to the floor. They came back a little during the race and they cooled off okay towards the end. That's a tough way to race here. I've been involved with the development of the Cosworth and the Chevy engines and this Alfa engine needs more work. It takes time. Today was not the way I want to race here. It's hard on the Patrick team, the Miller folks and the drivers. But it will improve."

ARIE LUYENDYK (#30 Domino's Pizza Hot One) (about his first Indy car win being the Indianapolis 500) "This is the biggest race in the world. I said last week that just being in the front row was a dream come true. Now, I'm just trying to let it sink in. It's really unbelievable. It's my first Indy car win and it just happens to be the Indianapolis 500. I've had about 75 chances to win something." (about the ride today) "We didn't have any hiccups all day long. The tires held up beautifully all day long. I had to really time my passes. . . The car was quite comfortable. I'm not really feeling any pain. I'm a little deaf, though, because my earplugs fell out. . . We changed the stagger and we were able to do 220s. All of a sudden, the race just finally came to us. When I saw the checkered flag, I was surprised, because I thought we had another lap." (did you think that running Indy cars with this equipment was going to make or break you?) "When I signed with Doug (Shierson) I didn't know he was going to get a Chevy engine. (Once I found out), I thought, 'If you're not going to win races this way, you better look to something else.' Sometimes, you just have to be patient and wait for the right equipment. I had some good years with Dick Simon, but I didn't have the right equipment. It did give me the opportunity to drive Indy cars and get some experience." (were you overlooked this month?) "Maybe. But that didn't bother me at all. I should have bet in Las Vegas, really. Today, we can't be overlooked, of course." (did you expect a dogfight with Rahal?) "I expected a fight with Bobby. Emo was running with us, too. I knew I could hold Emo off and use him as a cushion. I just let him by with about four laps to go. With about 15 laps to go, Bobby fell behind. I knew if nothing funny happens, like a car spinning out in front of us, we'd be okay. While he (Rahal) was struggling to get through traffic, I was running my 220s. I think that surprised him." (how will the people in Holland react to your win?) "I think the country will be really excited. They're aware of my racing at Indy. The race was on cable there, and my parents were watching it live. My sister is here, with her husband. I haven't been able to call home yet. I didn't take my portable phone with me in the car. But I'll be too busy racing in the states to even go back to until the end of the year." (how did you get interested in racing?) "My dad used to race cars. He's kind of the A.J. Foyt of Holland. He still works on cars for other people and rents them out. He's 68 and he can run faster than the driver (that he's working with), and he's 21 years old. I've inherited some of his talents, for sure." (did you know about the "500" when you were growing up in Holland?) "Yes, I was a big fan of Jimmy Clark when he came to Indianapolis. That's when I really started following the Indy 500. When I wanted to get into racing, to get into Formula One was my goal. In 1980, I was running Super Vees and I saw my first Indy car race at Phoenix. Then I set a new goal, to do Indy cars. I really need to thank Aat Groenevelt (who gave Luyendyk his first chance with an Indy car ride, as owner of Provimi Veal). I need to thank him for sticking it out with me throughout the years." (about driving oval tracks) "To be competitive on ovals, you have to be patient. If you get too aggressive, you're going to end up in the walls. You have to do everything kind of soft. You have to be very smooth. If you're patient and conservative, you'll build it up." (given the equipment you have now, did you think this would be your race?) "I said before, 'If it's one race where we're gonna be a big contender, it's going to be the Indianapolis 500.'" (where is your citizenship?) "I'm definitely Dutch. I love my country, but I have more opportunities in the states. I go to Holland for three weeks and I want to come back. This is my home. This is where I live." (since Roger Penske hired last year's winner with a Chevy engine, do you think he will hire you next year?) "No, I don't know, but that is a good question. He's got very capable drivers. They like what they have. I like what I have, so I'm going to stay where I am."

JIM CRAWFORD (#15 Glidden Paints) "The car was very loose today. It was a long day, but I'm very happy for Arie. The car has been away from us all month. We came into the race with a different set-up. The best thing that came out of the month for us is that the crew stuck together through it all."

TERO PALMROTH (#23 Hoechst Celanese/Neste-Rotator Truesports Lola) "This is the first time I've finished the race. I was happy with the car. We lost four positions because the rear wheel wasn't tight and I had to come in again. The car was pushing all day, but I'm very happy with how we finished."

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SUNDAY, MAY 27, 1990

POST-RACE QUOTE SHEET 3

KEVIN COGAN (#11 Tuneup Masters/Granatelli Buick): "The car was loose in the corners all day long. It was terrible on the exits. I thought it was good on Carburetion Day. But we had to take out the front wing and that slowed us down. I could only run about 205 (mph). I sure would have liked to have run stronger. But it's important to finish this one."

TONY BETTENHAUSEN (#16 AMAX Lola): "We lost the alternator and that drained the battery. The car stalled in turn two. We got that fixed with a new battery and alternator. But then we were something like 30 laps down. Then, we developed a problem with the electrics. The car was real loose, very hard to drive. But at least it still has four tires on it!" (Team Manager Mike Devin, defining the electrical problem: "We got a leak in the wire and we lost our little ohms and amps.")

RANDY LEWIS (#12 AMP/Oracle/Samsung/Arciero Wines): "We couldn't get full boost from the start. The car was very loose and we couldn't fix it. But the crew did a super job all day. Even with the car being loose, it was as good on the last lap as it was on the first. The clutch really takes a beating here. I've never finished a 500-miler without any problems. So, I'm very satisfied with this finish." (NOTE: Lewis finished 14th, making it his best Indy 500 finish.)

AL UNSER JR. (#5 Valvoline Chevy Lola): "I was running second around Lap 70 and came in for a pit stop. I came out running hard to maintain the second position and that's when my tires blistered. The car developed a vibration which caused it to get loose. Have you ever been sideways between (turns) three and four at 200 miles an hour? That gets your attention! Up until then, the car was perfect. When the tires blistered, I had to back off the pace to finish the race. If I ran as hard as I had been, I would have put the car into the wall. The blistering is not Goodyear's fault. When everybody's tires are blistering, then it's Goodyear's fault. When first and second (position) don't blister, they're doing something right and I don't know what that is." (Reason for tires blistering?) "Maybe because this is the hottest day of the month. We haven't had the chance to completely test these tires on this hot of a day." (on team finishing 2nd and 4th) "I only wish Bobby (Rahal) could have won the race because he's my teammate. It's been a good month for Galles-Kraco. Any time a team can finish 2nd and 4th, they must be doing something right, especially at this place."

A.J. FOYT, JR. (#14 Copenhagen Racing/Gilmore/Calumet) "I had a problem with the car bottoming out the whole race. I'd go into turn one and three and the thing would just bottom out with a load of fuel. It'd run good for 5 or 6 laps and then I'd have to load up on fuel again. So I just ran as hard as I could." (on Sullivan's accident) "I saw Sullivan smoking and I thought it was the U-joint. I thought I got to get by him so I closed in on him and then he went 'boom' into the wall. He was coming down from the corner and I was saying (to myself) 'giddyap, giddyap'. It was close." (anything unusual happen?) "My shoulder harness came undone during one of the pit stops and I felt it loose when the green came out. I ran a whole segment without the harness. They hooked it back up on the next pit stop." (this happened about 3 stops from the end.) "We still might come back and look for number five. We haven't given up yet."

RAUL BOESEL (#19 Budweiser Truesports Lola Judd) (on falling out of the race) "On our last set of tires, we had a little push. The car had pretty good balance. Unfortunately, the engine broke. But before that, everything was really okay. It's definitely a major disappointment, especially with my first year here with this team. But, we'll be back."

TEO FABI (#4 Foster's Quaker State Porsche) "It was a clutch problem. It's a big disappointment. We wanted to win, not just finish. I was feeling slow. I just was not quick enough."

EDDIE CHEEVER (#25 Target Stores) "I'm very pleased with our performance. I have nothing to complain about at all. It's unfortunate that we didn't qualify until the second weekend of qualifications. We got with one or two sets of tires that didn't suit the car, and that killed us. If we had qualified earlier, we would have had more time to test the tires. It was very frustrating. I would have liked to have won it, though." (his thoughts on his first "500") "It was very good and very difficult. I'm lucky that I went with the team that I did. They have a lot of experience and I learned a lot of things -- one of them is patience. The "500" is everything I expected and more." (what is the one thing you'll remember about the "500?") "The money I will spend."

GEOFF BRABHAM (#21 The Mac Tools Distributors Truesports Lola) "I seemed to have boost problems all day long. The car was handling pretty well, but we just didn't have the power to pass anybody. At least we finished. We can say that. We had to change the rear upright and that took some time. But the boost was the biggest problem."

DIDIER THEYS (#70 Tuneup Masters/RCA/Buick) "The car was running perfectly. We had some good pit stops and we picked up some position on the yellows. We finished the race - not spectacularly - but we're happy to finish."

ROBERTO GUERRERO (#20 Miller Genuine Draft Alfa Romeo): "The engine was running very, very reliably. I hadn't felt anything. When we stopped for the pit stop, they took the right rear off and the (drive) pins just fell on the ground. It was just as well we got it in time. We had to work quite a bit on the handling at the beginning of the race, but (at the end) it was very comfortable. I think the engine would have made the distance, no problem. We need to keep developing the engine as we go along. As far as March, we just have to keep working on it to make it a little better." (when asked who he thought was fastest): "The ones who went by me the fastest were Fittipaldi and Rahal, so I think it'll be between them... This month has been frustrating. We have had plenty of problems. This piece is just another one from the March chassis. I was just getting the chassis to feel good and running some pretty decent times (208 mph). I was looking forward to running towards the finish. But, I never got the chance. I think you'll see some major improvement with our program in the near future and I'm excited about that."

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SUNDAY, MAY 27, 1990

POST-RACE QUOTE SHEET 4



DEAN HALL (#39 [insight] Lola) (on his disastrous pit stop) "I came in too fast, locked up the brakes, and ran into one of the fresh tires. I broke the right front push rod when I hit the tire, then bounced into the wall. It was no one's fault but mine." (about his view of the race) "I couldn't see anything at the green flag, there was so much smoke and dust. It looked like L.A. at 5 o'clock. I took it easy for a while, until I was comfortable in traffic, then I was able to pick up my pace. The car was working great and I was very comfortable. The guys did a great job on the car. I was the only problem."

--END POST-RACE QUOTES--

PPG INDY CAR WORLD SERIES POINT STANDINGS

1. Al Unser, Jr.	48
2. Emerson Fittipaldi	42
3. Rick Mears	40
4. Bobby Rahal	33
5. Arie Luyendyk	30
6. Danny Sullivan	22
Mario Andretti	22
8. Michael Andretti	12
Eddie Cheever	12
10. Scott Brayton	9
11. A.J. Foyt	8
12. Scott Goodyear	6

Barry Green, team manager for Bobby Rahal's machine, said the team changed four tires on its last pit stop to put on a set used earlier in the race.

Official posting of the results by the United States Auto Club will be at 8 a.m. Monday.

Arie Luyendyk became the first driver to win his first championship race at Indianapolis since Graham Hill in 1966.

Prize money for the 1990 Indianapolis 500 will be announced Monday evening at the Victory Banquet.