



From:



**PRESS ROOM**  
**1991**  
**COPY**  
**DAY-BY-DAY**

TRACKSIDE REPORT

FOR THE MEDIA

INDIANAPOLIS MOTOR  
SPEEDWAY





# THE 75th ANNUAL INDIANAPOLIS 500-MILE RACE

## LADIES AND GENTLEMEN OF THE MEDIA:

Welcome to the Indianapolis Motor Speedway for the 75th running of the 500-Mile Race and the 46th 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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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## 1991 "500" Statistics

There were 88 cars entered for this year's race, 29 fewer than the record number of 117 in 1984; 65 cars arrived and were housed in the garage area. 62 cars passed initial USAC technical inspection, 60 received final USAC certification. 61 cars made practice runs. 39 cars attempted qualifications, 35 completed qualification runs and two were bumped. 48 drivers passed their required medical examinations and 41 actually drove on the race course. Of those, seven were rookies. At the conclusion of qualifications, five rookies and 28 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-- 9	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 1991 RACE

Mario Andretti (1969)	Arie Luyendyk (1990)
Emerson Fittipaldi (1989)	Rick Mears (1979-84-88)
A.J. Foyt (1961-64-67-77)	Bobby Rahal (1986)
Gordon Johncock (1973-82)	Danny Sullivan (1985)

The Andretti family: #6 Mario (father), sons Michael (#10) and Jeff (#86), and Mario's nephew John (#4) become the first ever to have four family members in a starting lineup.

<b>Youngest winner</b>	Troy Ruttman (1952) -- 22 years old
<b>Oldest winner</b>	Al Unser (1987) -- 47 years old
<b>Youngest driver in this race</b>	Buddy Lazier, 23 years old
<b>Oldest driver in this race</b>	A.J. Foyt, Jr., 56 years old (marking oldest driver to ever start race)
<b>Average age of the starting field</b>	36.789 years old
<b>Largest winning margin</b>	Jules Goux (1913) was 13 minutes, 8.40 seconds ahead of Spencer Wishart.
<b>Closest finish</b>	Gordon Johncock (1982) over Rick Mears by .16 of a second.
<b>Most laps led</b>	Billy Arnold with 198 laps in 1930.
<b>Fewest laps led (winner)</b>	Joe Dawson with two laps in 1912.
<b>Fastest winning speed</b>	Arle Luyendyk - 185.981 MPH in 1990.
<b>Slowest winning speed</b>	Ray Harroun -- 74.602 MPH in 1911.
<b>Most cars running at finish</b>	26 (1911)
<b>Least cars running at finish</b>	7 (1966)
<b>Worst finish from pole</b>	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 11th, a record. The next closest driver is Bobby Unser at nine times.
- Rick Mears is the "500's" only six-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
			1991	Dodge Viper	Carroll Shelby

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MORE "500" STATISTICS -- page 3

LAP LEADERS GOING INTO THIS YEAR'S RACE  
(Active drivers in field)

DRIVER	LAPS LED
A.J. Foyt	555
Mario Andretti	461
Rick Mears	399
Gordon Johncock	338
Emerson Fittipaldi	298
Danny Sullivan	162
Gary Bettenhausen	138
Bobby Rahal	122
Michael Andretti	80
Arie Luyendyk	37
Al Unser, Jr	15
Kevin Cogan	13
Roberto Guerrero	9
Pancho Carter	8
Jim Crawford	8
Scott Brayton	1

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

Year	Driver	Start	Finish	Year	Driver	Start	Finish
1952	Art Cross	20	5	1973	Graham McRae	13	19
1953	Jimmy Daywalt	21	6	1974	Pancho Carter	21	7
1954	Larry Crockett	25	9	1975	Bill Puterbaugh	15	7
1955	Al Herman	16	7	1976	Vern Schuppan	17	18
1956	Bob Veith	23	7	1977	Jerry Sneva	16	10
1957	Don Edmunds	27	19	1978	Larry Rice &	30	11
1958	George Amick	25	2		Rick Mears	3	23
1959	Bobby Grim	5	26	1979	Howdy Holmes	13	7
1960	Jim Hurtubise	23	18	1980	Tim Richmond	19	9
1961	Parnelli Jones &	5	12	1981	Josele Garza	6	23
	Bobby Marshman	33	7	1982	Jim Hickman	24	7
1962	Jim McElreath	7	6	1983	Teo Fabi	1	26
1963	Mario Andretti	4	3	1984	Michael Andretti &	4	5
1964	Johnny White	21	4		Roberto Guerrero	7	2
1965	Mario Andretti	4	3	1985	Arie Luyendyk	20	7
1966	Jackie Stewart	11	6	1986	Randy Lanier	13	10
1967	Denis Hulme	24	4	1987	Fabrizio Barbazza	17	3
1968	Bill Vukovich, Jr.	23	7	1988	Bill Vukovich III	23	14
1969	Mark Donohue	4	7	1989	Bernard Jourdain &	20	9
1970	Donnie Allison	23	4		Scott Pruett	17	10
1971	Denny Zimmerman	28	8	1990	Eddie Cheever	14	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 #91 in 1990 and also by Arie Luyendyk on lap #162 in 1990. Their times and speeds were 40.436 seconds, 222.574 MPH.**
- 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 starting his eighth "500" there.
- 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 92 by Emerson Fittipaldi in 1990.**
- Lowest finishing position by a driver who led the most laps of the race is 19th by Leon Duray in 1928 (led 59 laps) and Billy Arnold in 1931 (led 155 laps).
- In 1958, the entire front row (as well as the entire second row) did NOT have a single member lead a lap of the race. This is the only time an entire front row failed to do so.

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## MORE '500' STATISTICS -- page 5

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

- The last time teammates won the "500" and "Rookie of the Year" award was in 1973, when Gordon Johncock won the race and Graham McRae won top rookie honors for Pat Patrick's team.
- First time the pace car was used to bunch up the field after each caution light was in 1979.
- Al Unser is the only driver to have completed the full 500-mile distance six times with a 150-mile-an-hour or better average speed. All told, only 22 drivers have accomplished this feat at least once.
- Rick Mears and Al Unser are the only drivers to have averaged 160 miles an hour or better for the full 500-mile distance four times.
- Gary Bettenhausen was the last driver to take his rookie test at Indianapolis in a dirt car.
- The last time three teammates led the same race was in 1988, when Rick Mears, Al Unser and Danny Sullivan led the race in Penske-owned cars.
- 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 was fastest rookie qualifier, started fourth and was co-Rookie of the Year.
- Fastest average speed for the entire 500 miles by a rookie driver is 152.777 by fourth-place finisher Donnie Allison in 1970.
- In 1985, Pancho Carter became the first son of a former or present "500" driver to start from the front row. Michael Andretti became the second in 1986.
- The starting field with the greatest total of previous race experience was the 1987 field with 260 years of "500" experience among 27 veterans and six rookies.
- **Fastest winning average speed for the entire 500 miles is 185.981 by Arie Luyendyk in 1990.**
- 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 185.772 by second-place finisher Bobby Rahal in 1990.**
- 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 Arie Luyendyk in 1990, who was the last to do so since Emerson Fittipaldi in 1989.**
- 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.", the first winner's share exceeding \$1 Million. This amount was the same as the total purse in 1971. 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 was the last driver to have led the opening lap of the race in back-to-back years (1972-73) before Emerson Fittipaldi led the opening laps of the 1989 and 1990 races.**
- 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, 37 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 1991's five rookies, 589 different drivers have started at least one Indianapolis 500. Counting the five, A.J. Foyt has started against a record 233 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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**1991 INDIANAPOLIS 500 QUALIFYING AWARDS**

**PPG Pole Award - \$100,000**

PPG INDUSTRIES

Plus additional \$5,000 and a Starcraft/Dodge van (\$30,000 value)

STARCRAFT CORPORATION and DODGE TRUCK DIVISION, CHRYSLER CORPORATION

#3 Rick Mears

**UNO Qualifying Awards - \$60,000**

\$20,000 awarded to the fastest qualifier of the second, third and fourth qualifying periods.

UNO CARD GAMES and UNO BROADCASTING CORPORATION

#51 Gary Bettenhausen, #71 Buddy Lazier, #17 Willy T. Ribbs

**GTE "Front Runner" Award - \$30,000**

\$10,000 awarded to each front row driver

GTE NORTH, INC.

#3 Rick Mears, #14 A.J. Foyt, #6 Mario Andretti

**True Value "Master Mechanic" Award - \$10,000**

plus Lawn Chief Garden Tractor awarded to pole winner chief mechanic

COTTER AND COMPANY

Richard Buck (#3 Rick Mears)

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

THOMAS W. BARRETT III, Greatest Name in Classic Cars

#51 Gary Bettenhausen

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

INDIANA BELL

#14 A.J. Foyt

**Ameritech Pages Plus "Youngest Starting Driver" Award - \$5,000**

AMERITECH PUBLISHING COMPANY

#71 Buddy Lazier

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

ACCUSPLIT/JIM ELLIS ENTERPRISES

#66 Dominic Dobson

**S R E Industries "My Bubble Burst" Award - \$5,000**

awarded to first alternate at end of qualifying

S R E INDUSTRIES

#11 Johnny Parsons

**Amoco "On the Bubble" Award - \$5,000**

33rd fastest qualifier

AMOCO OIL COMPANY

#92 Gordon Johncock

**Cornelius "Oldest Starting Driver" Award - \$5,000**

CORNELIUS GRAPHIC ENTERPRISES

#14 A.J. Foyt

**AW Sports "Top Starting Rookie" Award - \$5,000**

AW SPORTS, INC.

#86 Jeff Andretti

**American Dairy Association "Fastest Rookie" Award - \$5,000**

AMERICAN DAIRY ASSOCIATION

#50 Mike Groff

**INDIANAPOLIS MOTOR SPEEDWAY QUALIFYING AWARDS - \$35,000**

(Three Fastest Qualifiers Each Day)

Day 1: #3 Rick Mears - \$2,500, #14 A.J. Foyt - \$1,500, #6 Mario Andretti - \$1,000,

Day 2: #51 Gary Bettenhausen - \$2,500, #1 Arie Luyendyk - \$1,500, #5 Emerson Fittipaldi - \$1,000

Day 3: #71 Buddy Lazier - \$2,500, #7 Hiro Matsushita - \$1,500, #93 John Paul, Jr. - \$1,000

Day 4: #17 Willy T. Ribbs - \$2,500, #66 Dominic Dobson - \$1,500, #39 Randy Lewis - \$1,000

(Five Fastest Qualifiers Overall)

#51 Gary Bettenhausen - \$5,000, #3 Rick Mears - \$4,000, #1 Arie Luyendyk - \$3,000

#5 Emerson Fittipaldi - \$2,000, #9 Kevin Cogan - \$1,000

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## 1991 INDIANAPOLIS 500 SPECIAL INCENTIVE AWARDS

**AMERICAN DAIRY AWARDS**  
\$5,500 - American Dairy Association  
(winner, winning chief mechanic)

**BANK ONE, INDIANAPOLIS  
"ROOKIE OF THE YEAR" AWARD**  
\$10,000 - Bank One, Indianapolis

**BEAR "LEADER AT LAP 61" AWARD**  
\$6,100 - Bear Automotive Service Equipment Company  
(honoring Bear's 61st year with the Indy 500)

**BORG-WARNER TROPHY AWARD**  
\$100,000 plus trophy replica - Borg Warner Corporation (race winner)

**CLINT BRAWNER MECHANICAL EXCELLENCE AWARD**  
\$5,000 - Clint Brawner Mechanical Excellence Foundation

**DODGE OFFICIAL CAR AWARD**  
1991 Official Car  
Dodge Division, Chrysler Corporation  
(race winner)

**FORD TRUCK "SALUTE TO THE 75TH" AWARD**  
\$10,000 - Ford Trucks  
(race leader at lap 75 honoring Indy's 75th)

**GOODYEAR "WINNING CAR OWNER" AWARD**  
\$5,000 plus ring - Goodyear Tire and Rubber Company

**HERFF JONES "CHAMPION OF CHAMPIONS"**  
\$10,000 plus winner's ring - Herff Jones, Inc.  
(race winner)

**IBM "FASTEST LAP" AWARD**  
\$10,000 - IBM Corporation  
(fastest single posted lap of the race)

**DOWELANCO "'91 WINNING TEAM" AWARD**  
\$5,000  
(race leader at lap 91)

**INB "LEADERS' CIRCLE" AWARD**  
\$10,000 - INB National Bank  
(awarded to the driver who leads the most laps in the race)

**INDIANA OXYGEN "PERSISTENCE" AWARD**  
\$5,000

**KODAK "250 MILE" AWARD**  
\$7,500 - Eastman Kodak Company  
(race leader at 250 miles)

**LOCTITE AWARDS**  
\$32,500 - Loctite Corporation  
(winner, winning chief mechanic,  
pole position chief mechanic)

**MARLBORO "500 MILE CLUB" AWARD**  
\$75,000 - Philip Morris, U.S.A.  
(drivers completing 500 miles)

**MARSH 60TH ANNIVERSARY AWARD**  
\$5,000 - MARSH SUPERMARKETS  
(race leader at lap 60)

**MERCHANTS "CHECKERED FLAG" AWARD**  
\$10,000 - Merchants National Bank  
(race winner)

**MILLER PIT STOP CONTEST**  
\$51,000 - Miller Brewing Company  
(contest held May 23, 1991)

**NADA MILESTONE AWARDS**  
\$10,000 - National Automobile Dealers Association  
(race leaders at 100, 200, 300 and 400 miles)

**SEARS CRAFTSMAN PIT CREW AWARD**  
\$30,000 - Sears, Roebuck & Company  
(least accumulative time in pits)

**TAG HEUER "MOST IMPROVED POSITION" AWARD**  
\$10,000 - Heuer Time and Electronics

**CHAPMAN S. ROOT AWARD**  
\$5,000 - Terre Haute First National Bank  
(race leader at lap 48)

## 1991 INDIANAPOLIS 500 CONTINGENCY AWARDS

**AMWAY, FREEDOM SYNTHETIC OIL**  
\$15,000

**AMWAY FREEDOM FUEL ADDITIVE**  
\$15,000

**BELL HELMETS**  
\$6,000

**ROBERT BOSCH CORPORATION**  
\$55,000

**CANON, U.S.A.**  
\$10,000

**CHAMPION SPARK PLUG COMPANY**  
\$180,000

**CHEVROLET**  
\$5,000

**CONOCO**  
\$30,000

**CRAFTSMAN TRACTORS**  
\$5,000

**DELCO REMY, GMC**  
\$25,000

**EARL'S PERFORMANCE PRODUCTS**  
\$6,750

**HYPERCO, INC.**  
\$5,000

**IDEAL DIVISION/EPICOR INDUSTRIES**  
\$5,000

**LOCTITE CORPORATION**  
\$22,500

**MALLORY IGNITION**  
\$5,000

**MOBIL OIL CORPORATION**  
\$35,000

**MONROE AUTO EQUIPMENT**  
\$20,000

**PPG INDUSTRIES**  
\$264,000

**PENNZOIL PRODUCTS COMPANY**  
\$13,000

**PREMIER INDUSTRIAL CORPORATION**  
\$10,000

**QUAKER STATE**  
\$5,000

**RAYBESTOS/BRAKE PARTS, INC.**  
\$20,000

**SEARS ROEBUCK MERCHANDISE  
GROUP**  
\$25,000

**SIMPSON RACE PRODUCTS**  
\$5,000

**SNAP-ON TOOLS**  
\$5,000

**SPEED PRO BY SEALED POWER**  
\$5,000

**STANT INC.**  
\$5,000

**FIRST BRANDS - STP OIL TREATMENT**  
\$20,000

**TEXACO LUBRICANT COMPANY**  
\$5,000

**TOTAL PETROLEUM**  
\$5,000

**TRIDON, INC.**  
\$10,000

**VALVOLINE, INC.**  
\$20,000

**THE WAX SHOP**  
\$21,000

**WIL-EQUIPE'**  
\$7,500

**WYNN OIL COMPANY**  
\$5,000

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 1 - SATURDAY, MAY 4, 1991

Welcome to the 75th "Diamond Jubilee" running of the Indianapolis 500. Our press-room staff, headed by press room manager Bill York and Speedway Historian Bob Laycock, is here to serve you and answer your questions during the traditional month of May. Timing and scoring monitors are located in all areas of the facility with up-to-the-minute times and speeds. Notes and items of ongoing interest will appear on these pages daily during the month.

Dodge officials presented the keys to the prototype Dodge Viper pace car to Speedway President Tony George at opening ceremonies at noon today. George then turned the keys over to "500" Chief Steward Tom Birford, signalling the official opening of activities. At the ceremonies, USAC presented a plaque to George commemorating the 75th Indianapolis 500.

Sunday, May 5 is the 11th anniversary of the Speedway's Indiana Special Olympics program, which is headed toward a \$1 million milestone this year. Last year's gathering drew 5,000 parents and children from the program and fund-raising efforts boosted the 10-year total to more than \$800,000 since it started in 1981. "We'll come close (to the \$1 million)," said Speedway Chairman Mari Hulman George this morning. "We're expecting about 500 more people this year (up to 5,500). It's grown and there are more people benefitting, such as orphanages and the special athletes. It's certainly rewarding to see that many more smiling faces." A barbecue is scheduled for the Special Olympians at 1:30 p.m. in the tent area. The Special Olympics Games are scheduled for 2:30 p.m. in the flag lot behind the tower.

Mike Devin, USAC's operations director, explained the situation involving the 1991 Lola chassis. According to Devin, the 1991 Lolas were built with an illegal offset condition created by different-sized front wishbones. The wishbone, or A-arm, is the suspension part that goes from the chassis to the upright and back. "It's been explicitly spelled out in the 1990 and 1991 rule books, and in a roundabout way since ground effects came in the early '80s," Devin said. "The Penske and Truesports chassis were built with our rules in mind." Devin said the Lola factory has been manufacturing new wishbones since the Long Beach race April 14. "Some of the teams were aware of the problem and rectified it even before Long Beach," Devin said. "It's my understanding if the parts haven't been run, Lola will exchange them without cost. We'll give them the primary sticker and allow them to run (even if the problem isn't corrected) to shake their cars down or whatever, but they can't get the final sticker until they make the change. My understanding is that Lola has plenty of (new) parts now (2 p.m.) to cover anyone who wants to run."

Dick Simon Racing, which annually makes a point of being "first out" at Indy, had planned to let teammates Scott Brayton and Hiro Matsushita duel it out for the honor. However, Matsushita's machine wasn't through technical inspection in time. So, Simon crewman Tom Bose fired the engine and Brayton drove away uncontested at 3:16 p.m. "Scotty said to me, 'Dick, if we're going to go for it, I'm going to go for it,' said Simon of the early plan. "I told him he could go for it up to the point of hurting anything. He said, 'Aw, you're taking the fun out of it.'" The team intended to continue on the track to start preparations, but Brayton returned to the pits after the ceremonial lap. "We had a little sensor problem and had to check everything out to see if it was correct," Brayton said. "If it was correct, we needed to park it." It was and the team did....but not before the team was "first out" for the fourth straight year.

Vince Granatelli of RCA/UNO/Granatelli Racing said today that his team would not field a second car. "We're only going to run one car this year," he said.

Status of rookies as of today: Buddy Lazier and Jeff Andretti need 10-lap refresher, no driver observation; Willy T. Ribbs, needs fourth phase, driver observation; Davey Hamilton, needs third and fourth phases, driver observation; Hiro Matsushita, Mark Dismore and Ted Prappas, need final phase, driver observation; Mike Groff, passed final; Guido Dacco, needs 10-lap refresher, no driver observation.

Dale Coyne Racing had not replaced rookie Paul Tracy as of 5 p.m. today as driver of the #90 Dale Coyne Racing Lola Cosworth. Tracy did not participate in USAC's Rookie Orientation Program and is not eligible this month. "We're working on it," said car owner Dale Coyne. "We have a very good car that's available."

Car owner Tom Burns confirmed today that Dominic Dobson has replaced Gordon Johncock in the #66 Burns Racing/Kroger Lola Judd.

The track closed officially for the day at 4:50 p.m., because of rain. The track was under a running caution throughout its "open time" today, so no hot laps were turned. For the record, the fastest was Bobby Rahal at 149.404.

Cars on the track today: #4 John Andretti, Pennzoil Special Lola Chevy; #9T Gary Bettenhausen, Menard's Lola Buick; #11 Pancho Carter, Leader Cards Lola Cosworth; #18 Bobby Rahal, STP-KRACO Chevy Lola; #20 Danny Sullivan, Patrick Racing/Miller Genuine Draft/Alfa Romeo Lola Alfa; #22 and #22T Scott Brayton, Amway/Hoechst Celanese Innovator Lola Chevy; #50T Mike Groff, Euromotorsport-Fendi-Ierna-Slam-SCM Group Lola Cosworth; #92 Stan Fox, Jonathan Byrd's Cafeteria-Bryant-Hemelgarn Lola Cosworth.

A total of 41 cars are now at the Speedway, 18 have passed technical inspection and 18 are in the process. Eight drivers have been on the track to date. There were two yellows for one hour, 14 minutes. Low for the day was 54 degrees at 5 a.m. High was 64 at 3 p.m. Winds out of NE at 10-12 mph.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## DAY 2 - SUNDAY, MAY 5, 1991

Aldo and Corky Andretti, parents of John Andretti, were not at the Speedway Saturday to watch John take out the #4 Pennzoil Special Lola. They were in Bloomington, watching their daughter, Carolyn, 30, graduate from law school. Carolyn has already passed the bar exam, was 25th in a class of 183 and will practice in Indianapolis.

For the record, a recheck of USAC's timing and scoring from Saturday showed Mike Groff in the #50T Euromotorsports entry at 153.516 as fastest of the day instead of Bobby Rahal.

The 11th annual Save Arnold Day festivities for Indiana Special Olympics in the Speedway's flag lot had attracted 4,000 by 3 p.m., and brought its 11-year total to \$883,000 for the organization. Drivers who participated with the Special Olympians were Mario and Michael Andretti, Scott Pruett, Arie Luyendyk, Al Unser, Tom Sneva, Pancho Carter, Kevin Cogan, Scott Goodyear, Randy Lewis, Dominic Dobson, Stan Fox, Dean Hall, Jeff Wood and Davey Hamilton. Former driver Ralph Liguori was also on hand with Dick Mittman of the Indianapolis News and Tom Carnegie and Dave Calabro of the Speedway P.A. staff. "Just watching the looks on these kids' faces makes it all worthwhile," said Mario Andretti. "It's taken a lot of effort by a lot of people to make these kids smile the way they are now." Scott Pruett said, "These kids are what it's all about. When you watch them having the time of their lives, you tend not to take so much for granted." Mari Hulman George, chairman of the Speedway who founded the event in 1981, said, "This is always one of the most enjoyable days I spend out here. These are very appreciative people, and when they show you how much they appreciate this day, it just warms you through and through."

After a weather delay, the track opened officially at 3:19 p.m., under a running caution. The track was closed for the day at 5:12 p.m., without green flag time for the second straight day. The last time opening day was completely washed out was in 1975, the farthest back records on the subject are available. During that period, no opening weekends were washouts. The fastest lap of the day, for the record, was Mario Andretti at 199.001. So-called "weepers," where water seeped through cracks in the track, played a part in delays today. "It's the first time I've seen so much sunshine and still have a weeper problem," said Chief Steward Tom Binford. "Charlie (Thompson, track superintendent) will be working on it tonight and tomorrow morning and I expect he'll find a way to control it."

Cars on the track today: #1 Arie Luyendyk, RCA UNO Granatelli Chevrolet Lola; #2 Al Unser, Jr., Valvoline Chevy Lola; #3 Rick Mears, Marlboro Penske Chevy 91; #4 John Andretti; #5 and #5T Emerson Fittipaldi, Marlboro Penske Chevy 91; #6T Mario Andretti, Kmart Havoline Lola Chevy Ilmor; #8 Eddie Cheever, Target/Scotch Video Lola Chevy; #9T Gary Bettenhausen; #10T Michael Andretti, Kmart Havoline Lola Chevy Ilmor; #12 Mark Dismore, Arciero Wines Penske Buick; #15 Scott Goodyear, Mackenzie Financial Lola Judd; #16 Tony Bettenhausen, AMAX/Penske Chevrolet; #18 Rahal; #19 Scott Pruett, Budweiser Truesports 91C Judd; #20 Sullivan; #22 Brayton; #26 Jim Crawford, Quaker State/Buick Lola; #34 John Andretti, Pennzoil Special Lola Chevy; #39, Randy Lewis, AMP/Orbit/Jenn-Air Lola Cosworth; #50 Mike Groff, Euromotorsport-Fendi-Iema-Slam-SCM Group Lola Cosworth; #86 Jeff Andretti, Texaco-Havoline Star Lola Cosworth; #92 Fox; #93 John Paul, Jr., ATEC Environmental Buick Lola.

A total of 50 cars are now at the Speedway. 38 have passed technical inspection and nine are in the process. 23 drivers have been on the track to date. There was one yellow for 1 hour, 53 minutes. Low today was 57 at 6 a.m. High was 72 at 3 p.m. Winds out of SW at 15 mph.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 3 -- MONDAY, MAY 6, 1991

If Hiro Matsushita qualifies for the Indianapolis 500, he will be the first Japanese driver in history to do so. However, he will not be the first Japanese to be IN the "500." The late Takio (Chickie) Hirashima, a California-born Japanese, served as a riding mechanic for Rex Mays in both 1935 and 1936 and Jimmy Snyder in 1937. Hirashima later served as chief mechanic for George Robson's winning effort here in 1946 and was in charge of Autolite's spark-plug program here in the '70s. He died in December, 1980, at the age of 70.

As of 4:25 p.m. today, 38 drivers had received medical clearance to participate, according to Dr. Henry Bock, Speedway Medical Director. A.J. Foyt, Jr., was cleared today for practice and qualifying.

Team owner Derrick Walker said today that the #17 1990 Lola that Walker Motorsports will field for rookie Willy T. Ribbs will have Buick V-6 power. "We're looking at a couple of hard days and nights to make the change (from Cosworth), but we should be running Wednesday, if we're lucky," Walker said. "We're making the change because of cost and (horse)power."

Clarifying Sunday's report that no "green time" existed on the track during the first two days: There were 16 minutes of green on Saturday, but with a speed limit imposed.

Emerson Fittipaldi broke teammate Rick Mears' string of three consecutive years of posting the fastest speed on the third day. Fittipaldi's fastest lap today was 223.981 at 5:55 p.m. in the #5 Marlboro Penske Chevy 91. Mears' fastest Day #3 speeds were 224.389 in 1990, 225.733 in 1989 and 213.118 in 1988.

Today, Mears was the first to clear 220 with a lap of 220.297 at 11:54 a.m., in the #3 Marlboro Penske Chevy 91. Mario Andretti was next at 220.038 at 2:02 p.m., in the Kmart Havoline Lola. Andretti took over the top spot of the day with laps of 220.383 at 2:03 p.m., 220.572 at 2:04 p.m. and 220.637, also at 2:04 p.m. Mears retook the top spot from Andretti with laps of 220.669 at 2:25 p.m., 221.054 also at 2:25 p.m. and 221.981 at 2:26 p.m., 222.178 at 2:36 p.m. Mears then posted a speed of 223.430 at 5:45 p.m. in his backup machine, #3T. Fittipaldi then topped the chart at 223.981.

According to USAC's timing and scoring computer, Kevin Cogan in the #9 Glidden Paints Special had a lap of 219.748 miles an hour at 12:55 p.m. with a "trap" speed of only 217. The trap is on the frontstretch.

Dale Coyne was asked in his garage if he had assigned a driver to the team's second car. Coyne went to a red-white-and-blue mailbox in front of the garage, opened it, looked and said, "nothing yet. When's the mail come, anyway?"

Jeff Andretti passed his refresher test in the #86 Texaco Havoline Star entry.

The so-called "weepers," water leaks in the track's surface, did not affect track activities today. "We've slowed it down at the moment," said IMS track superintendent Charlie Thompson. "We're going to work on it some more tonight."

A total of 42 cars were on the track today, running a total of 1,431 laps. Twelve different drivers took the track in more than one car, with John Andretti driving three. On the third day in 1990, a total of 39 cars took the track. On the third day in 1989, 49 cars took the track.

Cars on the track today: #1 Luyendyk; #2 Unser, Jr.; #3 Mears; #3T, Rick Mears, Marlboro Penske Chevy 91; #4 and #4T John Andretti; #5 and #5T Fittipaldi; #6, Mario Andretti, Kmart Havoline Lola Chevy Ilmor; #6T Mario Andretti; #7 and #7T, Hiro Matsushita, Panasonic Lola Buick V6; #8T, Eddie Cheever, Target/Scotch Video Lola Chevy; #9, Kevin Cogan, Glidden Paints Special Lola Buick V6; #9T Gary Bettenhausen; #10, Michael Andretti, Kmart Havoline Lola Chevy Ilmor; #10T Michael Andretti; #11 Carter; #12 Dismore; #14, A.J. Foyt, Jr., A.J. Foyt/Gilmore/Copenhagen Racing Team Lola Chevy; #15 Goodyear; #16 Tony Bettenhausen; #16T, Tony Bettenhausen, AMAX/Penske-Chevrolet; #18 Rahal; #19 Pruett; #20 Sullivan; #20T, Danny Sullivan, Patrick Racing/Miller Genuine Draft/Alfa Romeo Lola Alfa; #21, Geoff Brabham, Mac Tools Distributors Truesports 91C/Judd; #22 and #22T Brayton; #26 Crawford; #26T, Jim Crawford, Quaker State/Buick Indy V6; #31, Ted Prappas, Personal Investment Group/Say No to Drugs Lola/Judd; #34 John Andretti; #39 Lewis; #50 Groff; #51 Gary Bettenhausen, Glidden Paints Special; #86 Jeff Andretti; #91, Stan Fox, Jonathan Byrd's Cafeteria-Bryant-Hemelgarn Lola Buick; #92 Fox; #93 Paul, Jr.; #97 Dean Hall, CNC System Sales Lola Buick V6.

A total of 52 cars are now at the Speedway, 46 have passed technical inspection and four are in the process 29 drivers have been on the track to date. There were 15 yellows for one hour, 42 minutes. Low today was 45 degrees at 6 a.m. High today was 49 degrees at midnight. Winds were out of the west at 18 miles an hour, gusting to 30 miles an hour.

## TOP 10 DRIVERS OF THE DAY

#5	Emerson Fittipaldi	Marlboro Penske Chevy 91	223.981
#3T	Rick Mears	Marlboro Penske Chevy 91	223.430
#10	Michael Andretti	Kmart Havoline Lola Chevy Ilmor	221.675
#6	Mario Andretti	Kmart Havoline Lola Chevy Ilmor	221.032
#22T	Scott Brayton	Amway/Hoechst Celanese Innovator Lola Chevy	220.356
#18	Bobby Rahal	STP-KRACO Chevy Lola	219.957
#16T	Tony Bettenhausen	AMAX/Penske Chevrolet	219.947
#51	Gary Bettenhausen	Glidden Paints Special Lola Buick	219.829
#9	Kevin Cogan	Glidden Paints Special Lola Buick	219.748
#1	Arie Luyendyk	RCA UNO Granatelli Chevrolet Lola	219.528

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 4 -- TUESDAY, MAY 7, 1991

The reason for one of this morning's caution flags was a track inspection after John Andretti hit a bird on his 13th practice lap in the #4 Pennzoil Special. The team reported no damage to the car. The bird did not fare as well.

Mark Dismore completed his rookie test this morning in the #12 Arciero Wines Penske Buick V6.

Artist Peter Harsey unveiled his latest motor racing work, "Luyendyk Team Work," today as part of the Miller Genuine Draft Wall of Fame in the Speedway Hall of Fame Museum. Harsey's four-foot by five-foot work depicts the Shierson Racing Team servicing eventual 1990 winner Arie Luyendyk's car on pit road last year. The work is the 13th piece of art now on display in the museum.

Rick Mears' lap of 226.569 in the #3 Marlboro Penske Chevy 91 was fastest of the day. It marked the fourth straight year Mears had the fastest lap after Day #4. Fastest speed of 1990 through four days of practice was Mears' 224.389 on Day #3. Mears was also fastest after four days in 1989 at 225.733 and 1988 at 220.048.

Mears needed a tow because he ran out of fuel just before the 6 p.m. track closing. He was asked if he had slowed down because his final lap may not have broken his earlier fast effort. "No, I feel we had one of the best laps going, but we ran out of fuel. It kind of upset me." (On his fast lap): "It was a good opportunity. The car was working well. The conditions were good. It paid off for us." (On track conditions): "Track conditions were good today, but not as good as yesterday. The grip isn't quite as good. Yesterday was really our first day." (If car can go faster) "Don't know. The Marlboro team is fine tuning the car and making improvements. Small improvements can mean a big gain on the race track." (On a track qualifying record): "If it's ideal, yes, there's a shot at it."

Gary Bettenhausen's lap of 224.888 at 3:20 p.m., in the #51 Glidden Paints Special was the fastest the longtime veteran has ever traveled at the Speedway. He ran a warmup lap, then cranked off the "hot one." The speed was sixth fastest today. "I feel like I'm sleeping and I'll wake up and it's all been a dream," Bettenhausen said. "The car is absolutely beautiful. I could drive above the line, below the line, anywhere I want to go. Buick is really serious this year. Lola built a chassis around the engine and (Jim) Crawford did a lot of testing. For so many years, I'd look at the entry list and see how many guys who'd be faster than me and if I could even make the race. This year, I didn't even count." Gary was asked if he got a "tow" or draft on his hot lap. "I never got a tow (on that lap)," he said. "In fact, I never saw a car on the race track. There's some left in the car." Gary and his Chevy-powered brother, Tony, have been doing some friendly needling after their sessions. "There was no needling today," Gary said. "That was yesterday. We're down to business...down here (in his pit) anyway." Gary hit 219.829 Monday. "We only ran five laps yesterday," he said. "It was a brand new car." Tony had told Gary on Monday that "you can win the pole and we'll win the race." Tony's #16 AMAX/Penske-Chevy hit 219.947 on Monday, also his fastest lap ever at the Speedway. "We tested here in March and ran 221, so we know there's a lot left in the car," Tony said. "We feel we can qualify in the top three rows."

A total of 38 cars were on the track today, running a total of 1,433 laps, two more laps than Monday.

Cars on the track today: #1 Luyendyk; #2 Unser, Jr.; #3 Mears; #4 and #4T John Andretti; #5 Fittipaldi; #6 and #6T Mario Andretti; #7 and #7T Matsushita; #8 Cheever; #9 Cogan; #10 and #10T Michael Andretti; #11 Carter; #12 Dismore; #14 Foyt; #15 Goodyear; #16 and #16T Tony Bettenhausen; #18 Rahal; #19 Pruett; #20 and #20T Sullivan; #21 Brabham; #22 and #22T Brayton; #26 and #26T Crawford; #39 Lewis; #50 and #50T Groff; #51 Gary Bettenhausen; #86 Jeff Andretti; #86T Jeff Andretti, Texaco-Havoline Star; #91 Fox; #93 Paul, Jr.; #97 Hall.

A total of 54 cars are now at the Speedway. 50 have passed technical inspection and two are in the process. 29 drivers have been on the track to date. There were 16 yellows for one hour, 29 minutes. Low today was 37 degrees at 6 a.m. High was 71 at 4:30 p.m. Winds out of southwest at 10 miles an hour.

## TOP FIVE DRIVERS OF THE DAY AND MONTH

#3	Rick Mears	Marlboro Penske Chevy 91	226.569 at 12:08 p.m.
#10	Michael Andretti	Kmart Havoline Lola	225.994 at 2:36 p.m.
#1	Arie Luyendyk	RCA UNO Granatelli Chevrolet Lola	224.994 at 5 p.m.
#6	Mario Andretti	Kmart Havoline Lola	224.983 at 5:56 p.m.
#51	Gary Bettenhausen	Glidden Paints Special Lola Buick	224.888 at 3:20 p.m.

## NEXT FIVE DRIVERS OF THE MONTH

#5	Emerson Fittipaldi	Marlboro Penske Chevy 91	224.551
#2	Al Unser, Jr.	Valvoline Chevy Lola	224.137
#8	Eddie Cheever	Target/Scotch Video Lola	221.893
#18	Bobby Rahal	STP-KRACO Chevy Lola	221.768
#22T	Scott Brayton	Amway/Hoechst Celanese Innovator	220.745

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 5 -- WEDNESDAY, MAY 8, 1991

Speedway President Tony George and his wife, Laura, became parents of a girl, Lauren Elaine, at 1:10 p.m. Tuesday at Humana Hospital. Lauren weighed 7 pounds, 1 ounce.

The fastest-ever lap turned by a stock-block engine at Indianapolis was 225.960 by Jim Crawford in the Mac Tools Distributors-Planters Buick on Day #7 (May 12) of 1989. Crawford set the four-lap qualification record for a stock block of 221.450 on the second qualifying day in 1989, May 14. Later that day, Tom Sneva drove the Granatelli Buick March to a one-lap stock-block record of 223.176 on an aborted run. Crawford came close today with a lap at 225.643 in the Quaker State/Buick. He was asked about his speed gain from Tuesday. "We've gone through three different exhausts and wastegate systems," Crawford said. "We didn't know really what we were looking for. Then the engine just came to life. But we've had three days of worry...big worry. We didn't know what was wrong until 3-4 today. We changed springs in the waste gate and the car responded beautifully and everybody breathed a sigh of relief." He was asked if more was left in the car. "Well, I got around without hitting the wall, didn't I?," Crawford said. He was asked what it would mean to have a Buick on the pole again. "Well, the engine did it a few years ago (with Pancho Carter up in '85)," Crawford said. "All the people at Buick and the engineers have put a lot of work into the program. I think we deserve something back for it."

As of 4 p.m. today, 42 drivers had received medical clearance, according to Dr. Henry Bock, Speedway medical director.

More than \$275,000 in cash and merchandise will be offered as qualifying prizes for the '500', with \$150,000 available to the pole position winner. PPG Industries offers the PPG Pole Award of \$100,000. Starcraft and Dodge will present the pole winner with a custom van valued at more than \$30,000. The UNO Qualifying Awards are \$20,000 each to the fastest qualifier of the second, third and fourth day. GTE sponsors the Front Runners Award of \$10,000 to each driver on the front row. Master Mechanic of Cotter & Co. offers \$10,000 and a custom-painted Lawn Chief tractor to the chief mechanic of the pole position-winning car. Other awards are the Thomas Barrett 'Fastest Qualifying Lap' Award (\$10,000), Indiana Bell 'First in the Field' Award (\$5,000), Ameritech Pages Plus '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), Cornelius 'Oldest Starting Driver' Award (\$5,000), AW Sports 'Top Starting Rookie' Award (\$5,000).

Bobby Rahal became the second driver of the month to exceed 226 miles an hour by posting today's fastest speed of 226.080 at 4:08 p.m. "Happy Hour is good to get your name in the paper, but you don't really learn a lot about the car," Rahal said. "But I'm pleased. Earlier, I ran a 224. I had a bad turbocharger the last couple of days and we put in a new one. But I'm still down on speed compared to the rest of the Chevies. We've got work to do." (On his fast lap): "I got a tow off (Geoff) Brabham, but I had done a lap earlier at 225 without a tow," Rahal said. (About speed for pole): "I think you've got to run four 226s to take the pole and that's hard to do by yourself," Rahal said. "I think you might get a fast lap of 227, but that's about all. It's going to be a crapshoot as to who gets good weather and who doesn't. I think the top six to nine positions will be extremely close."

A total of 36 cars were on the track today, running 1,558 laps.

Cars on the track today: #1 Luyendyk; #2 Unser, Jr.; #3 Mears; #4 John Andretti; #5 Fittipaldi; #6 and #6T Mario Andretti; #7 and #7T Matsushita; #8 Cheever; #9 Cogan; #10 and #10T Michael Andretti; #11 Carter; #12 Dismore; #14 Foyt, Jr.; #15 Goodyear; #16 Tony Bettenhausen; #18 Rahal; #19 Pruett; #20 and #20T Sullivan; #21 Brabham; #22 Brayton; #23 Tero Palmroth, Neste-Rotator Lola Cosworth; #26T Crawford; #39 Lewis; #48 Bernard Jourdain, Monarch/Foyt Enterprises Racing/Deutz; #50 and #50T Groff; #51 Gary Bettenhausen; #66 Dominic Dobson, Burns Racing/Kroger; #86T Jeff Andretti; #91 Fox; #93 Paul, Jr.; #97 Hall.

A total of 56 cars are now at the Speedway. 50 have passed technical inspection and four are in the process. 32 drivers have been on the track to date. There were 17 yellows for two hours, 19 minutes. Low for the day was 52 degrees at 7:30 a.m. High was 77 at 4:30 p.m. Winds out of southwest at 10 miles an hour.

### TOP 10 DRIVERS OF THE DAY

#18	Bobby Rahal	STP-KRACO Chevy Lola	226.080 at 4:08 p.m.
#26T	Jim Crawford	Quaker State/Buick Lola	225.643 at 5:48 p.m.
# 1	Arie Luyendyk	RCA UNO Granatelli Chevrolet Lola	224.938 at 1:48 p.m.
# 2	Al Unser, Jr.	Valvoline Chevy Lola	224.534 at 5:38 p.m.
# 5	Emerson Fittipaldi	Marlboro Penske Chevy 91	224.288 at 4:12 p.m.
#51	Gary Bettenhausen	Glidden Paints Special Lola Buick	224.204 at 5:41 p.m.
# 3	Rick Mears	Marlboro Penske Chevy 91	224.198 at 5:53 p.m.
# 9	Kevin Cogan	Glidden Paints Special	224.137 at 2:43 p.m.
#10T	Michael Andretti	Kmart Havoline Lola	224.048 at 1:18 p.m.
# 6	Mario Andretti	Kmart Havoline Lola	224.009 at 5:49 p.m.

### TOP 10 DRIVERS OF THE MONTH

# 3	Rick Mears	Marlboro Penske Chevy 91	226.569
#18	Bobby Rahal	STP-KRACO Chevy Lola	226.080
#10	Michael Andretti	Kmart Havoline Lola	225.994
#26T	Jim Crawford	Quaker State/Buick Lola	225.643
# 1	Arie Luyendyk	RCA UNO Granatelli Chevrolet Lola	224.994
# 6	Mario Andretti	Kmart Havoline Lola	224.983
#51	Gary Bettenhausen	Glidden Paints Special Lola Buick	224.888
# 5	Emerson Fittipaldi	Marlboro Penske Chevy 91	224.551
# 2	Al Unser, Jr.	Valvoline Lola Chevy	224.534
# 9	Kevin Cogan	Glidden Paints Special Lola Buick	224.137



# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 6 -- THURSDAY, MAY 9, 1991

Kevin Cogan's lap of 226.677 at 4:51 p.m. in the #9 Glidden Paints Special is the fastest unofficial lap powered by a stock block engine (Buick) ever turned at the Speedway. It broke the mark of 225.960 by Jim Crawford in the Mac Tools Distributors-Planters Buick set May 12, 1989. "Today, we just started with the chassis," Cogan said. "We made a couple of changes in the wrong direction, then a couple changes in the right direction. Now I think we're getting a feel for what the engine needs in combination with the best setup for the engine."

**Brief explanation of qualifying procedures:**

- 1) The fastest 33 qualifiers start the race, regardless of when or what day they qualify.
- 2) The pole position is decided by the fastest qualifier on the first day, or the fastest qualifier after one trip through the original qualifying line, whichever comes LAST.
- 3) Each car can make three qualification attempts. When a car completes a four-lap, 10-mile qualification attempt, its speed becomes official. The car may not requalify. The driver, if his car is bumped, may qualify in another car.
- 4) When the field is full at 33 cars, the slowest, regardless of his position in the provisional lineup, is always "on the bubble," and may be bumped by a faster qualifier.

Track Records: One Lap -- Emerson Fittipaldi, 225.575, set 5/13/90.  
Four Laps -- Emerson Fittipaldi, 225.301, 5/13/90.

**SCHEDULE OF PRESS CONFERENCES, MEETINGS FOR FRIDAY, MAY 10**

- 9:30 a.m. -- Mario, Michael, John and Jeff Andretti press conference in Speedway's Trackside Conference Room.
- 10:00 a.m. -- Meeting of team and sponsor public relations representatives in Pennzoil's trackside office across from the press room.
- 10:00 a.m. -- Jim Hall press conference in Speedway's Trackside Conference Room.
- 10:30 a.m. -- Arie Luyendyk, Bob Tezak and Vince Granatelli, press conference, Trackside Conference Room.
- 12:00 Noon -- Buick press conference and luncheon, Buick motorhome south of garage area.

The car which carried Arie Luyendyk to victory in last year's Indianapolis 500 was donated to the Speedway's Hall of Fame Museum today, it was announced by IMS President Tony George and Bob Tezak, the car's owner. Tezak purchased Team Shierson, which fielded the Domino's Pizza-sponsored car here. It is the first winning car to be donated to the museum since Tom Sneva's machine in 1983, which was owned by Team Cotter and sponsored by Texaco.

Sears Craftsman will again honor the fastest pit crew in the Indianapolis 500. Sears Craftsman has posted a guaranteed \$5,000 to the fastest of the 33 crews, with an additional \$25,000 bonus if the winning team has a Craftsman Pro Set 2000 tool chest and rollaway in its pit during the race. Last year, the Galles-Kraco crew of Bobby Rahal's car was fastest en route to second place with seven stops for 4:22.

The small tube sticking up behind the roll bar on the #6 Kmart Havoline Lola driven by Mario Andretti is called a pitot tube, according to team manager Ed Nathman. The device, used on jet airplanes, measures air speed.

A total of 39 cars were on the track today, running 1,620 laps.

Cars on the track today: #1 and #1T Luyendyk; #2 and #2T Unser, Jr.; #3 Mears; #4 and #34 John Andretti; #5 Fittipaldi; #6 and #6T Mario Andretti; #7T Matsushita; #8 Cheever; #9 Cogan; #10 Michael Andretti; #11 Carter; #12 Dismore; #14 Foyt, Jr.; #15 Goodyear; #16 Tony Bettenhausen; #17 Willy T. Ribbs, Walker Motorsports Lola Buick; #18 Rahal; #18T Bobby Rahal, STP-KRACO Chevy Lola; #19 Pruett; #20 and #20T Sullivan; #21 Brabham; #22T Brayton; #23 Palmroth; #26 Crawford; #39 Lewis; #48 Jourdain; #50 and #50T Groff; #51 Gary Bettenhausen; #66 Dobson; #86 Jeff Andretti; #91 Fox; #93 Paul, Jr.; #97 Hall.

A total of 57 cars are now at the Speedway, 53 have passed technical inspection and three are in the process. 33 drivers have been on the track to date. There were 12 yellows for 1 hour, 24 minutes. Low for the day was 57 degrees between 6-7 a.m. High was 69 after 1 p.m. Winds out of the southeast at 18 miles an hour.

TOP 10 DRIVERS OF THE DAY

1	9	Kevin Cogan	Glidden Paints Special	226.677 at 4:51 p.m.
2	5	Emerson Fittipaldi	Marlboro Penske Chevy 91	226.512 at 5:27 p.m.
3	3	Rick Mears	Marlboro Penske Chevy 91	226.108 at 5:28 p.m.
4	1	Arie Luyendyk	RCA UNO Granatelli Chevrolet	225.649 at 5:56 p.m.
5	10	Michael Andretti	Kmart Havoline Lola	225.649 at 4:31 p.m.
6	6	Mario Andretti	Kmart Havoline Lola	225.253 at 11:56 a.m.
7	18	Bobby Rahal	STP-KRACO Chevy Lola	224.070 at 12:06 p.m.
8	51	Gary Bettenhausen	Glidden Paints Special	224.014 at 2:34 p.m.
9	2	Al Unser, Jr.	Valvoline Chevy Lola	223.886 at 3:42 p.m.
10	22T	Scott Brayton	Amway/Hoechst Celanese Innovator	221.588

TOP 10 DRIVERS OF THE MONTH

1	9	Kevin Cogan	Glidden Paints Special	226.677
2	3	Rick Mears	Marlboro Penske Chevy 91	226.569
3	5	Emerson Fittipaldi	Marlboro Penske Chevy 91	226.512
4	18	Bobby Rahal	STP-KRACO Chevy Lola	226.080
5	10	Michael Andretti	Kmart Havoline Lola	225.994
6	1	Arie Luyendyk	RCA UNO Granatelli Chevrolet	225.649
7	26T	Jim Crawford	Quaker State/Buick	225.643
8	6	Mario Andretti	Kmart Havoline Lola	225.253
9	51	Gary Bettenhausen	Glidden Paints Special	224.888
10	2	Al Unser, Jr.	Valvoline Chevy Lola	224.534

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 7 -- FRIDAY, MAY 10, 1991

Emerson Fittipaldi had the month's fastest lap of 226.705 at 4:23 p.m. today. "I got a little bit of tow from Danny in turn #2 but my car was running strong all day today," Fittipaldi said. "Practice tomorrow morning is more important." (On losing 30 minutes of practice at end of the day): "Every minute counts," he said. "You have three weeks to run but it's never enough. But it makes it difficult for everybody." (About Rick Mears' accident and Mears jumping into backup so fast): "I think it's fantastic," Fittipaldi said. "It shows what a great champion he is. Like they say, you fall off horse, you ride immediately."

A comparison of best pre-qualifying practice speeds and the best single lap of qualifying over the years:

	BEST PRE-QUALIFYING PRACTICE LAP	BEST SINGLE QUALIFYING LAP
1990	Al Unser, Jr., 228.502	Emerson Fittipaldi, 225.575
1989	Rick Mears, 226.231	Rick Mears, 224.254
1988	Mario Andretti, 221.565	Rick Mears, 220.453
1987	Mario Andretti, 218.234	Mario Andretti, 216.320
1986	Rick Mears, 214.694	Rick Mears, 217.581
1985	Mario Andretti, 214.285	Scott Brayton, 214.199

At 2:06 p.m., Rick Mears in the #3 Marlboro Penske Chevy 91 came down the frontstretch and something apparently broke on the right rear of the car. The machine spun one time over 400 feet and hit the turn-one wall, making contact with the right side, then slid along the wall 1,350 feet with a half-spin and came to a stop backwards on the track in the south short chute. Mears suffered an apparent injury to his right foot and was transported to Methodist Hospital. He returned to the track and was cleared to drive. The car sustained heavy right side and left rear damage. The accident was Mears' first at the Speedway since he came here in 1977. "Basically, we're looking at the pieces," Mears said. "One of the wheel pins was too long and not holding the wheel nut. We're looking at the lock nut. It wasn't holding the nut properly. We need to find the nut and look at it." (About how car felt going in...): "It felt great. We put on new tires and ran a lap to warm them up. The car was feeling just great. As soon as I loaded the car going into #1, it slid down and started to chatter. I continued to turn the car, it got sideways again and started to chatter again. Probably the nut came off and the wheel rubbed against the caliper from the wheel being loose. The chassis stood up beautifully. The suspension fell where it was supposed to. Mario and Michael were behind us and said they saw it wiggle." (About no previous accidents here): "I hated breaking that streak," he said. "We need to start another one now."

Hiro Matsushita completed his driver's test today in the #7 Panasonic Lola. Willy T. Ribbs completed the third phase of his driver's test in the #17 Walker Motorsports entry.

At 5:09 p.m., Mark Dismore in the #12 Arciero Wines entry came out of the fourth turn high (380 feet) to the outside wall, slid across track 900 feet to inside wall just north of the pit entrance, slid across pit entrance 220 feet to the end of the outside pit retaining wall, slid an additional 150 feet to the inside pit wall and the car broke into two pieces. The car was destroyed. Dismore was awake, alert and stable and was transported to Methodist Hospital with multiple injuries to his arms, legs and feet.

A total of 40 cars were on the track today, running 1,209 laps. Cars on the track today: #1 and #1T Luyendyk; #2 Unser, Jr.; #3 and #3T Mears; #4 and #34 John Andretti; #5 Fittipaldi; #6 Mario Andretti; #7 and #7T Matsushita; #8 Cheever; #9 Cogan; #10 and #10T Michael Andretti; #11 Carter; #12 Dismore; #14 Foyt, Jr.; #15 Goodyear; #16 Tony Bettenhausen; #17 Ribbs; #18 Rahal; #20 and #20T Sullivan; #21 Brabham; #22 and #22T Brayton; #23 Palmroth; #26 and #26T Crawford; #31 Prappas; #39 Lewis; #48 Jourdain; #50T Groff; #51 Gary Bettenhausen; #66 Dobson; #86T Jeff Andretti; #91 Fox; #93 Paul, Jr.; #97 Hall.

A total of 58 cars are now at the Speedway, 47 have passed final technical inspection, eight have temporary stickers and three are in the process. 33 drivers have been on the track to date. There were 13 yellows for two hours, 30 minutes. Low for the day was 59. High was 76. Winds out of the southeast at 17 miles an hour.

### TOP 10 DRIVERS OF THE DAY

1	5	Fittipaldi, Emerson	Marlboro Penske Chevy 91	226.705 at 4:23 p.m.
2	3T	Mears, Rick	Marlboro Penske Chevy 91	226.557 at 5:09 p.m.
3	1	Luyendyk, Arie	RCA UNO Granatelli Chevrolet	225.575 at 1:55 p.m.
4	9	Cogan, Kevin	Glidden Paints Special	225.450 at 4:23 p.m.
5	51	Bettenhausen, Gary	Glidden Paints Special	224.685 at 4:45 p.m.
6	18	Rahal, Bobby	STP-KRACO Chevy Lola	224.237 at 1:36 p.m.
7	91	Fox, Stan	Jonathan Byrd's Cafeteria-Bryant-Hemelgarn	224.058 at 12:23 p.m.
8	14	Foyt Jr., A.J.	A.J. Foyt/Gilmore/Copenhagen Racing	223.925 at 3:24 p.m.
9	22	Brayton, Scott	Amway/Hoechst Celanese Innovator	223.558 at 1:57 p.m.
10	2	Unser Jr., Al	Valvoline Chevy Lola	223.280

### TOP 10 DRIVERS OF THE MONTH

1	5	Fittipaldi, Emerson	Marlboro Penske Chevy 91	226.705
2	9	Cogan, Kevin	Glidden Paints Special	226.677
3	3	Mears, Rick	Marlboro Penske Chevy 91	226.569
4	18	Rahal, Bobby	STP-KRACO Chevy Lola	226.080
5	10	Andretti, Michael	Kmart Havoline Lola	225.994
6	1	Luyendyk, Arie	RCA UNO Granatelli Chevrolet	225.649
7	26T	Crawford, Jim	Quaker State/Buick	225.643
8	6	Andretti, Mario	Kmart Havoline Lola	225.253
9	51	Bettenhausen, Gary	Glidden Paints Special	224.888
10	2	Unser Jr., Al	Valvoline Chevy Lola	224.534

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 8 -- SATURDAY, MAY 11, 1991  
First Qualifying Day

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For background, last year, Emerson Fittipaldi, as the first qualifier of the month on the second qualifying day (May 13), set one-lap track records on each of his four laps in the #1 Marlboro Penske Chevy 90. His lap speeds were 225.006, 225.259, 225.366 and 225.575 for a four-lap record average of 225.301. His speed held up throughout qualifying for the pole position.

The new book 'INDY, 75 Years of Auto Racing's Greatest Spectacle,' by Rich Taylor, has been released here by St. Martin's Press, New York. It contains the rituals, traditions and history of the race, complete with photos, since the Speedway was built in 1909. Review copies are available by calling Bryan Harris at (212) 714-1280.

With the appearance of the new "All-American-built" chassis, the Truesports 91C, at the Speedway this year, here are some notes on American cars at the Speedway. The last American-built chassis to win the "500" was the Wildcat fielded by Patrick Racing for Gordon Johncock in 1982. The last American-built cars to make a "500" starting lineup were Eagles driven by Ed Pimm and Tom Sneva in 1985. Pimm finished ninth and Sneva was 20th. The last American cars entered here were a pair of new Eagles entered by Gurney-Curb All-American Racers in 1986. Jan Lammers and Johnny Parsons practiced in the cars, but did not attempt qualification.

Norm Turley, owner representative for the #31 P.I.G. Racing entry driven by rookie Ted Prappas, told today how the team's name came about. Sixteen years ago, Turley, his father John and brother Walt, all members of the Long Beach (Calif.) Police Department, formed PIG Enterprises to field an off-road racing team. All the crewmen were law enforcement officers. Turley was the driver. Ten years ago, they started building off-road cars and racing Formula Ford machines. At that point, the team needed a more professional identity, hence, P.I.G. came by its corporate handle of "Personal Investment Group." For fans, they're P.I.G. Racing. But for sponsor solicitation, it's Personal Investment Group. Turley is a corporal investigator (14 years), John is a retired lieutenant of detectives (32 1/2 years) and Walt is an investigator (16 years). Mike Stovall, a patrol sergeant, is the team's fueler. The name brought forth a story by historian Bob Russo of J.C. Agajanian's cars in the '50s and '60s at the track. Since Agajanian owned a hog farm, his cars carried a pig with a pendant painted on the side cowling. His big rival, Murrell Belanger, raised blue ribbon corn and Belanger had a blue ribbon with a few ears of corn pictured on his machines. They teased each other mercilessly, according to Russo, especially when Agajanian told Belanger his corn looked funny chasing his pigs.

The 8 a.m. update on driver Mark Dismore, injured in an accident Friday: He underwent six hours of surgery last night by Dr. Terry Trammell to repair multiple injuries to his extremities. He is into recovery and his condition is good.

Top first group practice speeds: #51 Gary Bettenhausen 223.942; #6 Mario Andretti 223.814; #1T Arie Luyendyk 222.480; #18 Bobby Rahal 222.145. Five cars posted their fastest speeds of the month in the session: #48 Bernard Jourdain 220.881; #34 John Andretti 220.065; #15 Scott Goodyear 219.149; #21 Geoff Brabham 218.547; #31 Ted Prappas 211.566. Twenty-two cars participated in the group.

In the second practice group, four drivers posted their fastest speeds of the month: 10T Michael Andretti 225.315; #26 Jim Crawford 221.250; #19 Scott Pruett 217.412; #14T A.J. Foyt, Jr 209.629. Other top speeds in the session: #3T Rick Mears 226.159; #9 Kevin Cogan 225.898; #1 Arie Luyendyk 224.865; #5 Emerson Fittipaldi 223.998; #4 John Andretti 222.932. Eighteen cars went out for practice during the session.

ABC Sports is televising qualifying day activities live, 11 a.m.-2 p.m. today, local time. ESPN will air a recap show at 11 tonight, local time. A special qualifying summary 30-minute show will air tonight on WXIN, Indianapolis (6:30-7 p.m.); WTHI, Terre Haute (11-11:30 p.m.), WKJG, Fort Wayne (11-11:30 p.m.); WTVW, Evansville (11-11:30 p.m.) and WLF1, Lafayette (11-11:30 p.m.). ESPN will televise the second day of qualifications live, 4-6 p.m. Sunday. "The Road to Indy," a one-hour Indy preview production, will air 7-8 p.m. tonight on ESPN.

USAC official Dennis Parker complained of a heat problem on pit road this morning, was taken to Hanna Medical Center, observed, treated with cold packs and released.

Assuming a pole winner is determined today, presentation of the PPG Pole Award will be made at the raised platform in front of Victory Circle immediately after qualifying ends at 6 p.m. At that time, Jim Chapman, PPG's Director of Racing, will present a \$100,000 check and a trophy crafted by Tiffany of New York to the pole winner. Then Starcraft and Dodge will present the pole winner with a \$30,000 converted van, which is also part of the PPG Pole Award. The PPG Pole Award Trophy is on permanent display at the Speedway's Hall of Fame Museum. Replicas will be presented to the pole winner and his car owner at the driver's meeting on Saturday, May 25. GTE sponsors the Front Runners Award of \$10,000 to each driver on the front row. Master Mechanic of Cotter & Co. offers \$10,000 and a custom-painted Lawn Chief tractor to the chief mechanic of the pole position-winning car. Other awards are the Thomas Barrett "Fastest Qualifying Lap" Award (\$10,000) and Indiana Bell "First in the Field" Award (\$5,000).

In the third practice session, the following improvements in speed were recorded: #5 Fittipaldi 226.615; #9 Cogan 226.495; #51 Gary Bettenhausen 224.989; #6 Mario Andretti 223.853, #4 John Andretti 223.414; #18 Rahal 223.048. Tero Palmroth in the #23 set his fastest lap of the month, 214.087.

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11:00 a.m. #14 A.J. FOYT, JR/Houston, TX  
A.J. Foyt/Gilmore/Copenhagen Racing Team L/Ch  
QA - 1 1 -- 40.692 -- 221.174 Q - 1  
2 -- 40.502 -- 222.211  
3 -- 40.371 -- 222.932  
4 -- 40.274 -- 223.469  
T 2:41.839 -- 222.443

11:08 a.m. #39 RANDY LEWIS/Hillsborough, CA  
AMP/Orbit/Jenn-Air L/C  
QA - 2 1 -- Accident UA - 1

Prior to the green flag, Lewis brushed the wall in turn 4. At 11:09 he lost control in turn 1, making a spin of 600 feet, and hitting the wall with the right side. Went along the wall 500 feet. Slid across the track, making a 1/2 spin for 600 feet, then came to a stop in the south short chute grass area. Extensive right side and gear box damage. Lewis was examined and released to drive, with bruised shoulders.

Geoff Brabham in the #21, Gary Bettenhausen in the #51, and #7 Hiro Matsushita took warmup laps but did not take the green flag.

11:44 a.m. #48 BERNARD JOURDAIN/Mexico City, Mexico  
Monarch/A.J. Foyt Enterprises/Deutz L/B  
QA - 3 1 -- pulled in UA - 2

11:48 a.m. #20T DANNY SULLIVAN/Louisville, KY  
Patrick Racing Miller Genuine Draft Alfa Romeo L/A  
QA - 4 1 -- 41.294 -- 217.949 Q - 2  
2 -- 41.233 -- 218.272  
3 -- 41.183 -- 218.537  
4 -- 41.168 -- 218.616  
T 2:44.878 -- 218.343

11:53 a.m. #26T JIM CRAWFORD/Tierra Verde, FL  
Quaker State/Buick L/B  
QA - 5 1 -- 40.857 -- 220.280 Q - 3  
2 -- 40.756 -- 220.826  
3 -- 41.183 -- 218.856  
4 -- 41.687 -- 215.895  
T 2:44.423 -- 218.947

11:58 a.m. #15 SCOTT GOODYEAR/Toronto, Canada  
Mackenzie Financial L/J  
QA - 6 1 -- 41.532 -- 216.700 Q - 4  
2 -- 41.508 -- 216.826  
3 -- 41.528 -- 216.721  
4 -- 41.521 -- 216.758  
T 2:46.089 -- 216.751

12:06 # 6 MARIO ANDRETTI/Nazareth, PA  
Kmart Havoline Lola L/Ch  
QA - 7 1 -- 40.625 -- 221.538 Q - 5  
2 -- 40.566 -- 221.861  
3 -- 40.564 -- 221.872  
4 -- 40.540 -- 222.003  
T 2:42.295 -- 221.818

(5-car field average - 219.640)

12:11 #97 DEAN HALL/Olympic Valley, CA  
CNC System Sales Lola L/B  
QA - 8 1 -- 43.829 -- 205.343 UA - 3  
2 -- waved off

12:14 # 8 EDDIE CHEEVER/Aspen, CO  
Target/Scotch Video Lola L/C  
QA - 9 1 -- 41.263 -- 218.113 UA - 4  
2 -- 41.096 -- 218.999  
3 -- 41.182 -- 218.542  
4 -- pulled in

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12:20	#18	BOBBY RAHAL/Dublin, OH STP-KRACO Chevy Lola L/Ch	
QA - 10		1 -- 40.616 -- 221.588	Q - 6
		2 -- 40.584 -- 221.762	
		3 -- 40.649 -- 221.408	
		<u>4 -- 40.752 -- 220.848</u>	
		T 2:42.601 -- 221.401	
12:25	#86T	JEFF ANDRETTI/Nazareth, PA R Texaco-Havoline Star L/C	
QA - 11		1 -- 41.272 -- 218.066	Q - 7
		2 -- 41.308 -- 217.875	
		3 -- 41.347 -- 217.670	
		<u>4 -- 41.490 -- 216.920</u>	
		T 2:45.417 -- 217.632	
12:29	# 9	KEVIN COGAN/Palos Verdes Estates, CA Glidden Paints Special L/B	
QA - 12		1 -- pulled in	UA - 5
12:33	#16	TONY BETTENHAUSEN/Indianapolis, IN AMAX/Penske-Chevrolet P/Ch	
QA - 13		1 -- 41.854 -- 215.033	UA - 6
		2 -- pulled in	
12:37	#10T	MICHAEL ANDRETTI/Nazareth, PA Kmart Havoline Lola L/Ch	
QA - 14		1 -- 40.843 -- 220.356	Q - 8
		2 -- 40.742 -- 220.902	
		3 -- 40.688 -- 221.195	
		<u>4 -- 40.665 -- 221.321</u>	
		T 2:42.938 -- 220.943	
Al Unser, Jr took a warmup lap in the #2, but did not take the green flag.			
12:45	#22	SCOTT BRAYTON/Coldwater, MI Amway/Hoechst Celanese Innovator L/Ch	
QA - 15		1 -- 43.013 -- 209.239	UA - 7
		2 -- pulled in	
12:51	# 3T	RICK MEARS/Bakersfield, CA Marlboro Penske Chevy 91 P/Ch	
QA - 16		1 -- 40.278 -- 223.447	Q - 9
		2 -- 40.139 -- 224.221	
		3 -- 40.117 -- 224.344	
		<u>4 -- 40.099 -- 224.444</u>	
		T 2:40.633 -- 224.113	
1:27 p.m.	# 8	EDDIE CHEEVER/Aspen, CO Target/Scotch Video Lola L/Ch	
QA - 17		1 -- 41.319 -- 217.817	(2nd attempt) Q - 10
		2 -- 41.337 -- 217.723	
		3 -- 41.244 -- 218.214	
		<u>4 -- 41.145 -- 218.739</u>	
		T 2:45.045 -- 218.122	

(10-car field average - 220.028)

A team spokesman reported that Bernard Jourdain pulled in before making a qualifying run because a bolt vibrated from his visor, impairing his vision.

Temperature at 2:04 p.m. was 82 degrees at Indianapolis International Airport.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 8 -- SATURDAY, MAY 11, 1991  
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Update at 3:00 p.m. on driver Mark Dismore: awake and alert, under observation in recovery, in good condition.

Gary Bettenhausen in #51 and Bernard Jourdain in #48 took warmup laps and pitted, at 3:25.

3:36 p.m. # 2 AL UNSER, JR/Albuquerque, NM  
Valvoline Chevy Lola L/Ch  
QA - 18 1 -- 40.960 -- 219.727 Q - 11  
2 -- 40.921 -- 219.936  
3 -- 40.942 -- 219.823  
4 -- 40.945 -- 219.807  
T 2:43.768 -- 219.823

(11-car field average - 220.009)

3:52 p.m. # 5 EMERSON FITTIPALDI/Sao Paulo, Brazil  
Marlboro Penske Chevy 91 P/Ch  
QA - 19 1 -- 40.466 -- 222.409 UA - 8  
2 -- 40.377 -- 222.899  
3 -- 40.292 -- 223.369  
4 -- waved off

4:00 p.m. # 4 JOHN ANDRETTI/Indianapolis, IN  
Pennzoil Special L/Ch  
QA - 20 1 -- 41.136 -- 218.786 Q - 12  
2 -- 41.084 -- 219.063  
3 -- 41.070 -- 219.138  
4 -- 41.049 -- 219.250  
T 2:44.339 -- 219.059

(12-car field average - 219.930)

After Andretti qualified, a light rain began over parts of the racetrack. At 4:30, there was enough moisture to cause spray from the wreckers' tires on the backstretch, through turn 3.

The four fastest qualifiers, Rick Mears, A.J. Foyt, Jr, Mario Andretti, and Bobby Rahal, are all former Indianapolis 500 winners, representing 9 wins between them. Foyt leads with 4, followed by Mears with 3, and Andretti and Rahal with 1 each.

According to Chevrolet Raceshop engineers, the Chevy Indy V8 has been more than twice as reliable so far this year at Indy as it was last year at this time. Twelve drivers with Chevy engines this year in practice up to pole qualifying day clocked about 8,500 miles compared with about 3,500 miles by 10 drivers last year. Since the number of engine-related problems in 1990 and 1991 is about the same, the reliability per mile driven has increased over 240 percent. The extra practice miles run by Chevy drivers this year, thanks to better weather conditions, is equivalent to 10 Indianapolis 500s.

The track officially closed at 5:45 p.m. The high today was 83 degrees, the low was 63 degrees this morning. Variable winds were out of the SSE at 8-9 mph.

## QUALIFYING ORDER FOR SUNDAY:

91	Stan Fox	5	Emerson Fittipaldi
9	Kevin Cogan	50T	Mike Groff
50	Mike Groff	7	Hiro Matsushita
51	Gary Bettenhausen	20	
16	Tony Bettenhausen	7T	Hiro Matsushita
26		66	Dominic Dobson
21	Geoff Brabham	17	
19	Scott Pruett	22T	Scott Brayton
22	Scott Brayton	31	Ted Prappas
1T	Arie Luyendyk	11	Pancho Carter
1	Arie Luyendyk	93	John Paul, Jr.
5T	Emerson Fittipaldi	16T	Tony Bettenhausen
48	Bernard Jourdain		

The front row picture will be taken Sunday morning at 8 a.m. at the start/finish line.

A total of 58 cars are now at the Speedway, 56 have passed technical inspection and 1 is in process. 33 drivers have been on the track to date. There were 13 yellows for 3 hours, 4 minutes.

LEGEND: QA - Qualification Attempt; Q - Qualifier; UA - Unsuccessful Attempt;

TR - Track Record; R - Rookie

CHASSIS/ENGINE LEGEND: L - Lola; P - Penske; T - Truesports; A - Alfa-Romeo; B - Buick; C - Cosworth; Ch - Chevrolet;

--IMS--

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SATURDAY MAY 11, 1991

## POST-QUALIFYING QUOTES

**A.J. FOYT (#14 A.J. Foyt/Gilmore/Copenhagen Racing Team):** (on qualifying run) "We put a higher gear in that cost us horsepower. And the temperature got us. We tried to play it marginal." (Happy with a 222 speed?) "If you're not, you're a damn fool. I would have been happy with a 218. We put a new suspension in (the car) when we got here. That made us late getting on the track. And I had to go to the Kentucky Derby. But, the crew worked real hard and the motor performed very well. There's over 300 miles on it." (about going 500 miles in the race) "We'll cross that bridge when we get to it. I really feel I can (go the distance) or I wouldn't have qualified." (Relieved that you have qualified?) "We're in the race. Now, we can start working on the car to get it comfortable for me." (Any pain while in the car?) "I do have pain on my throttle foot. My feet burn quite a bit." (about your comeback after the accident) "It's been a long, hard fight. There are so many people I owe a great deal to. They worked so hard knowing I wanted to race." (Is this your last race?) "I'm not looking at it as being my last race. Every time I've made a decision, I try to stick to 'em. To say I've qualified 34 straight years...I don't think I could do it again. Tony George (Speedway President) told me number 35 looks a lot better. I owe a great deal to the Hulman family. And if they really want me to run..." (response to crowd cheers after qualifying) "It makes you feel good that they still like you. It's better than being booed."

**JIM CRAWFORD (#26T Quaker State Buick):** (on qualifying run drop in speed) "The last two laps the car was getting loose and nearly got away from me 2 or 3 times and that was enough. We took it. We've got two cars with two completely different configurations. We're putting one of them in (the line up) and working with it. Compared to last Wednesday, this has been a nightmare. The last couple of days we've been trying different things with the engine and the car. We ran on two different days, didn't turn a bolt, and the car had a 7 - 8 mile per hour difference. There's something in there that's causing it and we have no idea what it is. When you're quick one day and slow the next...it's frustrating."

**MICHAEL ANDRETTI (#10T Kmart Havoline Lola)** (on qualifying run) "This was a totally different time from this morning and all week for that matter. There was no boost at all. All month long it was (the boost) just over 45...next thing you know, we're down over an inch. The car was well balanced. I tried every line I know and did every lap different - I don't know if anyone changed anything (on the car) it's sure a shame. I wanted to go 222... I know it can do it...I know it's (the speed) there...the boost just wasn't there - it's funny how all of a sudden it changes. I was hollerin' on the radio that I was having problems and wanted to come in, but I knew I had to finish it. We're in the field, but we're lucky if we're in the top 10. The car is running beautifully though and now we'll work on it for the race. A.J. sure had a lot of straight speed. Everyone is sure happy for him. I'm also happy for Jeff. He's good and solid into the field, hopefully he could make rookie of the year."

**DANNY SULLIVAN (#20 Patrick Racing Miller Genuine Draft Alfa Romeo)** (on taking the qualifying run) "If we would have gone real slow, like 213, we wouldn't have taken it. Our philosophy if that we've had a lot of engine failures during this week. We decided to go ahead and take it and put it in the show. Let's just get it in the show and then get ready for the race." (about the run itself) "The car's working good...I'm only scrubbing off 1.4 miles an hour from the straightaway. Somebody earlier said that our car and Bettenhausen's look like they're running on rails. But that happens when you're running 10 miles under." (about being less of a contender this year than in years past) "It's not a comfortable feeling. Early in the week, I was just worried about making the show. This is a difficult place to sit day after day and hear the announcer say, 'It's a new track record.'... But I was here when the Chevrolet wasn't the rave either. You just gotta keep working and keep your spirits up." (about his race strategy) "We just need to stay as close as possible to the leader lap. We're going to have to work on reliability this week."

**MARIO ANDRETTI (#6 Kmart Havoline Lola)** (disappointed in the qualifying run?) "One of the things we fight here is valves and things. It p---ed me off. It controls too much... I was accelerating through and it kept going 'pop, pop, pop.' I thought about going in and I asked my engineer and he said, 'go... go.'" (about A.J. Foyt who at the time had the pole position) "I think it's great. I'm happy for him."

**JEFF ANDRETTI (#86 Texaco-Havoline Star)** (on qualifying run) "The run was good. We could have gone a little faster if the weather had been cooler. We were only off a mile or two (from practice). I was going to take anything over a 215." (on making the field) "It feels great. I'm on cloud nine right now. I'm trying to let it sink in that we've made the field and won't get bumped. Now we can concentrate on setting the car up for the race. I don't know if you're going to see the track record fall or not (because of the heat)." (What did Mario say to you after the run) "He asked how the car was. We both had the same problem -- had a push. I had an understeer toward the last lap. With the weather like it is, there's not much you can do. You take what you can get." (on being bumped from the '90 race) "I put it behind me right away (after it happened). You chalk it up to experience and I used it to my advantage this year."

**RICK MEARS (#3 Marlboro Penske Chevy 91)** (happy with run) "Yes, we're fortunate to be running at all. The track was very slippery. I feel like we've earned it today." (how do you feel about the last 24 hours) "Very well prepared. The crew made the same changes in the T car as the primary car." (chance on winning) "We have a chance to win. It's a very raceable car." (how do you feel physically) "Feel fine other than a bruised foot." (on holding pole position) "I think we have a good shot at the pole if the conditions stay the same. If it cools down, I think we're in trouble." (reaction on A.J. Foyt) "He did a tremendous job. He had a very good run - he's tough" (feelings on bumping Foyt from pole position) "I hated to do it, but if someone had to do it - I would rather it be me."

**SCOTT GOODYEAR (#15 Mackenzie Financial)** (on weather conditions) "It was hot and muggy - it's affecting the motors." (on being 2nd year) "It's easier this year. I want to be a contender and to be competitive. I'm more aggressive this year and want it to be a better year. I have more understanding on what goes on. This year was more consistent." (will qualifying time hold) "I'm not worried about being bumped. I anticipate it will hold."

**BOBBY RAHAL (#18 STP-KRACO Chevy Lola)** (on qualifying run) "I'm pleased with the way the car handled. We lost straight line speed - which hurt us." (feelings on how today went) "I'm a little disappointed since I've run quicker, but we're in the race. I did the best job under the circumstance. We will work very hard to be competitive on race day." (on current car) "This will be my best car yet at Indy. I'm very pleased with the way the car handled."

**EDDIE CHEEVER (#8 Target Scotch Video Lola)** (on his qualifying run) "We've been running at about 220 all month and have had trouble getting over that speed. We had expected to wait until 3:00 p.m. to run today, but thought that it was best to go out now. We thought we could do 220, and we knew that we weren't going to be on the pole so we went for it. The track was unpleasant to drive on especially when I started to slide

2 or three times near the end of the run...the track was very greasy. I was very disappointed at this qualifying speed, but I think we'll do well in the race. My comfort level is a lot better this year than last. Last year I felt like I was just hanging on. This year my learning curve is better. The team has a lot of good mechanics and I have a lot of respect for their abilities. We also have 4-5 excellent engineers who are real thinkers. It's difficult to compete against the Galles' and the Penske's...they've got a few more years on us. Now we're accumulating information and digesting it to be able to compete against those teams. I feel that ovals are the most exciting racing there is...they're hell when you get it wrong and exhilarating when you get it right...There are so many more problems to solve in Indy car racing as opposed to F-1."

**DALE COYNE, owner of the #39 AMP/Orbit/Jenn-Air driven by Randy Lewis on accident at 11:09 AM:** "He (Lewis) did a fast warm-up lap, but white-walled it in turn four. He thought it (the car) was all right, but I guess it wasn't. The car is hurt pretty bad. The tub might be all right, but the right side is bad - the gear box, bell housing... We'll get him back out."

**AL UNSER, JR. (#2 Valvoline Chevy Lola)** (about the timing of the qualifying run) "It's about to rain here pretty quick. In fact when I was sitting in the car, it was sprinkling... I hit the overcast pretty well. I wasn't going to take any chances." (about losing the engine on the primary car earlier today) "The drama that we had this morning with the engine was unfortunate and unforeseen... When I lost the engine this morning, they put in a new one with about 300 miles on it. Luckily, I've got a good crew that bounces back from things like that." (about the qualifying run) "I was hoping for a 22, like I've been able to do by myself out there. I haven't run big numbers, mostly because I haven't had a tow from anybody... I just haven't been able to find any." (about the earlier attempt) "We didn't really flush the system as well as we should have. We found water in the oil, but didn't find it until we pushed it out there. I knew we'd be coming in before I even went out (on the track)." (about A.J. Foyt's performance today) "I made him a bet for a steak dinner because I thought I'd do him. But it looks like I owe him a steak." (about his father, Al Unser's chances for being a part of the 1991 Indy 500) "He's had a few offers from Buick... Frankly, he doesn't think they're going to finish. I agree. Things may be different this year, but it always seems that they are very fast in practice and qualifying. But come Race Day, they're not very quick. Dad comes here to win." (about his experiences with Indianapolis) "My luck in this joint has always been that I do great in practice, but come qualifying, I'm two or three or four miles off the speed... We were on borrowed time with this car. It's breathing really heavy. It's on its last leg, for sure. I'm just thankful I'm in the show and now I can sit back and watch the other guys try to catch the pole... I don't do a very good job at qualifying at Indianapolis. The best I've ever done I think was 5th."

**JOHN ANDRETTI (#4 Pennzoil Special)** (on qualifying time) "I should've run a little quicker. We were looking for better conditions but we wanted to get in the race. The team made the right decision." (on weather conditions) "It started raining on the warm up lap. I didn't know if someone was watering the lawn. It rained again going into (lap) 3." (any problems today) "The car works excellent. The faster you go, the better it runs. It has good balance. We're in good shape for the race." (on new owners) "It's been a rough week...the crew deserves credit. The rules have changed (since Hall last fielded an Indy team). We're sorting things out. It has been a learning week since no one has currently worked on a Lola. The team will get better and better." (on 4 Andrettis qualifying) "Next year we can find number 5 - by looking around for adoption agencies. I'm very proud to be a part of it (Andretti family) and to represent the world's greatest race. (on Godfather A.J. Foyt) "He has awful deep pockets - he keeps pulling things out. We get along extremely well... I have a lot of respect (for him). I hope he doesn't quit."

**STAN FOX (#91 Jonathan Byrd's Cafeteria-Bryant-Hemelgarn 1991 Lola)** (about running out of time for qualifying) "It's a real disappointment. The car ran its fastest lap yesterday in the heat. We had planned on putting it in the front row. We were just one car short. The frustrating thing is that it wasn't even raining here. It was raining in back. Now it's a whole different ballgame. Bryant Heating and Cooling has never been on the front row. It would have been great to get some new blood in there."

**EMERSON FITTIPALDI (#5 Marlboro Racing Team Penske)** (about not qualifying) "Of course I am disappointed but sometimes racing works against you and sometimes it works in your favor. Today it went against me."

**RICK MEARS AND ROGER PENSKE NEWS CONFERENCE** (Penske on pulling Fittipaldi off the track on the qualifying attempt) "We wanted to make sure we could compete with the Buick and Luyendyk... When Granatelli pulled out it was only about 4:30. And it looked pretty clear with an hour and a half to go. (The problem with Fittipaldi's car was that) the boost was blowing off. He had it too high with the changes in temperature. There was no way he was going to get to 225, which I thought was what we needed. The first decision was a good one (to send Mears). The last one was whatever you want to call it... I didn't have a lot of time to make the decision. This is one of the ones that has gotten me the worst results... Making these decisions are like calling plays. Today, one play worked and the other one didn't. That's the fun of racing. You can make the day or you can lose it. I feel bad for Emerson. But he has a chance to start on the 5th row. That's not all that bad." (Penske on how Fittipaldi feels about it) "Emerson wanted to be on the pole. But with Rick on it, he probably feels pretty good. He's a pretty professional guy." (Penske on Mears crash yesterday) "The wheel wasn't flush with the hub. The wheel nut came off and we still have never found it... it was our fault." (Penske on his discussion with Fittipaldi after the wave-off) "We were talking about what we were going to do, instead of what happened. He still wanted to go for the pole and we thought we had time." (Penske's thoughts on never having A.J. as a driver) "I guess you end up with drivers because of timing... Mario did a great job for us. We just never had A.J. I guess that would have been quite a team with the two of us."

**(Mears thoughts on his run and Fittipaldi's run)** "Emerson had been running strong all week. He had a great shot at it. I felt we had one hell of a run - to run the way we did with the conditions we had. It was just a matter of wait and see. That's what we did." (Mears on how it feels to go from the crash into the wall yesterday to winning the pole today) "It's a tremendous feeling. It shows the level that the cars are at and the (crew) guys are at. This is the closest I've ever had two cars in my history in racing... My hat's off to the guys. I can sit in one car then get in the other and they're right on the money." (about the decision to run when he did today) "I know how this track can change. If I could go faster, I knew they all could too. If we all went out at the same time, I knew we had a good shot as anybody." (about the record 6th pole) "It's a great feeling. I couldn't believe number four or five, let alone six." (Mears has crashed into the wall elsewhere, but never at Indy. What were his thoughts?) "You can't tell the difference between the wall here and anywhere else. They're both hard. And it's never a surprise." (about being on the front row with two drivers over age of 50) "There's a lot of experience there. They're going to be tough. A lot of guys are capable and the equipment is capable. It reflects on how the sport has grown." (About being on the front row with A.J. Foyt) "He is one of the key guys that has elevated the sport to what it is. I hope he has a great one, I really do." Page D-12

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The eight Indianapolis 500 victories represented by this year's front row is a record, with Rick Mears (3 wins), A.J. Foyt, Jr. (4 wins) and Mario Andretti (1 win). The previous record was seven in 1989 with Mears (3) and Al Unser (4).

With Rick Mears' record sixth Indianapolis 500 pole, it also extended his record of front-row starts to 11. It also broke him out of a tie with Harry Hartz, Leon Duray and Jack McGrath for most consecutive times on the front row with six. The others had five.

Dale Coyne said at the end of track activities last night that the #39 AMP/Orbit/Jenn-Air entry driven by Randy Lewis in a qualifying accident Saturday morning was too seriously damaged to repair.

A.J. Foyt's front-row start is his first at Indianapolis since he started on the outside of the front row here in 1982. That year, Rick Mears was also on the pole with Kevin Cogan, in a Penske team car to Mears', in the middle.

10:30 a.m. update on driver Mark Dismore: He continues in good condition in the constant care unit of Methodist Hospital and his recovery is continuing, according to Dr. Henry Bock, Speedway Medical Director.

Last year's pace-car driver, Chevrolet General Manager Jim Rekins, commented on the driver of this year's Dodge Viper pace car, Carroll Shelby: "Last year, I showed 'em an old Texan could keep the pace car off the walls, so this year, they went out and got an older Texan."

Kenny Bernstein, owner of the #26 Quaker State/Buick qualified by Jim Crawford Saturday, said his team wouldn't field a second car. "We have a 1990 Lola chassis and two Buick engines for sale, but we will not field a second car for this year's 500," Bernstein said. "We will concentrate all our efforts on preparing Jim Crawford's car for race day."

At 10:51 a.m. today, Dominic Dobson in the #66 Coors/Kroger entry, lost control in the middle of turn #4, slid 340 feet with a half-spin to the outside wall, hitting with the left side, slid 940 feet off the wall with two complete spins and one reverse spin to the inside wall approximately 50 feet north of the pit entrance. He then slid 100 feet to the back of the inside track wall and slid an additional 120 feet to a stop in the middle of the north pit area. Dobson was reported awake and alert and complaining of left knee pain, and was transported by ambulance to Methodist Hospital for further evaluation and possible treatment. The car sustained heavy left side, rear and nose damage.

12:00	#91	STAN FOX/Janesville, WI Jonathan Byrd's Cafeteria-Bryant-Hemelgarn L/B	
QA - 21		1 -- 41.075 -- 219.111	Q - 13
		2 -- 40.973 -- 219.657	
		3 -- 40.795 -- 220.615	
		4 -- 41.165 -- 218.632	
		T 2:44.008 -- 219.501	
12:05	# 9	KEVIN COGAN/Palos Verdes Estates, CA Glidden Paints Special L/B	
QA - 22		1 -- 40.740 -- 220.913	(2nd attempt) UA - 9
		2 -- 40.555 -- 221.921	
		3 -- pulled in	
12:09	#50	MIKE GROFF/Los Angeles, CA (R) Euromotorsport-Fendi-Iema-Slam-SCM Group L/C	
QA - 23		1 -- 40.999 -- 219.518	Q - 14
		2 -- 41.133 -- 218.802	
		3 -- 41.072 -- 219.127	
		4 -- 41.168 -- 218.616	
		T 2:44.372 -- 219.015	
12:14	#51	GARY BETTENHAUSEN/Monrovia, IN Glidden Paints Special L/B	
QA - 24		1 -- 40.190 -- 223.936	Q - 15
		2 -- 40.028 -- 224.843	TR
		3 -- 40.065 -- 224.635	
		4 -- 40.096 -- 224.461	
		T 2:40.379 -- 224.468	TR

Previous records for 6-cylinder Turbocharged Stock Block: 1 lap, Tom Sneva 1989, 223.176; 4 lap, Jim Crawford 1989, 221.450.



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The last time the fastest qualifier was not the polesitter was 1981, when Bobby Unser took the pole with a 4-lap average of 200.546 mph, but Tom Sneva started 20th with a 200.691 average.

12:19	#16	TONY BETTENHAUSEN/Indianapolis, IN AMAX/Penske-Chevrolet P/Ch	
			(2nd attempt)
QA - 25		1 -- 41.377 -- 217.512	Q - 16
		2 -- 41.225 -- 218.314	
		3 -- 41.165 -- 218.632	
		4 -- 41.228 -- 218.298	
		T 2:44.995 -- 218.188	
12:24	#21	GEOFF BRABHAM/Lantana, FL The Mac Tools Distributors Truesports 91C T/J	
QA - 26		1 -- 41.692 -- 215.869	Q - 17
		2 -- 41.606 -- 216.315	
		3 -- 42.182 -- 213.361	
		4 -- 42.072 -- 213.919	
		T 2:47.552 -- 214.859	
12:29	#22	SCOTT BRAYTON/Coldwater, MI Amway/Hoechst Celanese Innovator L/Ch	
			(2nd attempt)
QA - 27		1 -- 40.778 -- 220.707	Q - 18
		2 -- 41.262 -- 218.118	
		3 -- 41.477 -- 216.988	
		4 -- 41.147 -- 218.728	
		T 2:44.664 -- 218.627	
12:33	# 1	ARIE LUYENDYK/Scottsdale, AZ RCA UNO Granatelli Chevrolet L/Ch	
QA - 28		1 -- 40.227 -- 223.730	Q - 19
		2 -- 40.180 -- 223.992	
		3 -- 40.203 -- 223.864	
		4 -- 40.190 -- 223.936	
		T 2:40.800 -- 223.881	
12:38	# 5	EMERSON FITTIPALDI/Sao Paulo, Brazil Marlboro Penske Chevy 91 P/Ch	
			(2nd attempt)
QA - 29		1 -- 40.297 -- 223.342	Q - 20
		2 -- 40.316 -- 223.236	
		3 -- 40.362 -- 222.982	
		4 -- 40.414 -- 222.695	
		T 2:41.389 -- 223.064	

Bernard Jourdain in the #48 took a warmup lap, but did not take the green flag.

Update on Dominic Dobson at 1:00: He will be released from Methodist Hospital with a splint immobilizer on a fractured left thigh bone at the knee. Dr. Henry Bock will evaluate Dobson in the middle of the week, to determine his status as a driver participant.

Thomas Walker, a crewman for the #16 AMAX Penske-Chevrolet of Tony Bettenhausen, suffered a broken left ankle Saturday morning when he caught his foot in the suspension of a machine as it was being towed. He was taken to Methodist Hospital for treatment. Update as of 10 a.m. today: He will be released today or early Monday.

At 1:05, #48 Jourdain again took a warmup laps, but was not charged with a second attempt.

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2:50 p.m. #48 BERNARD JOURDAIN/Mexico City, Mexico  
Monarch/A.J. Foyt Enterprises Racing/Deutz L/B  
(2nd attempt)  
QA - 30 1 -- 41.668 -- 215.993 Q - 21  
2 -- 41.544 -- 216.638  
3 -- 41.386 -- 217.465  
4 -- 41.543 -- 216.643  
T 2:46.141 -- 216.683

TRACK RECORD DETAILS: Mike Groff's qualifying run earlier today puts him in the record book, in the Fastest Rookie Qualifier category. His fastest lap (219.518) and 4-lap average (219.015) are both faster than Eddie Cheever's 1990 qualifying run when he had a quick lap of 219.085 mph, with a 217.926 average.

Didier Theys took his first practice laps of the month in the #17 Walker Motorsports entry.

4:14 p.m. #9 KEVIN COGGAN/Ralos Verdes Estates, CA  
Glidden Paints Special L/B  
(3rd attempt)  
QA - 31 1 -- 40.803 -- 220.572 Q - 22  
2 -- 40.356 -- 223.015  
3 -- 40.260 -- 223.547  
4 -- 40.129 -- 224.277  
T 2:41.548 -- 222.844

(22-car field average: 219.993)

The yellow came out at 4:36 for #31 Ted Prappas, who brushed the wall coming out of turn 1, stayed along the wall 140 feet, then continued off the wall 700 feet in the south short chute to hit the wall again and stay along the wall for 820 feet. The car sustained right side suspension damage. Prappas was examined and released from the Hanna Medical Center in good condition, and is cleared to drive.

5:51 p.m. #19 SCOTT PRUETT/Dublin, OH  
Budweiser Truesports 91C T/J  
QA - 32 1 -- 42.295 -- 212.791 UA - 10  
2 -- 42.093 -- 213.812  
3 -- 41.843 -- 215.090  
4 -- waved off

At 6:00, John Paul, Jr was sitting in the #93 car in the technical inspection line.

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

CHASSIS/ENGINE LEGEND: L - Lola; P - Penske; T - Truesports; A - Alfa-Romeo; B - Buick;  
C - Cosworth; Ch - Chevrolet

The high temperature today was 80 degrees, with a low of 58. Precipitation registered at 18/100th of an inch. The winds peaked at 18 mph out of the west.

A total of 58 cars are now at the Speedway, 56 have passed technical inspection and 1 is in the process. 34 drivers have been on the track to date. There were 13 yellows for 2 hours, 18 minutes.

QUALIFYING ORDER FOR SATURDAY, MAY 18, 1991:

50T  
93 John Paul, Jr  
40  
23 Tero Palmroth  
71 Hiro Matsushita  
11 Pancho Carter  
20  
17 Willy T Ribbs  
97 Dean Hall  
92  
7 Hiro Matsushita  
19 Scott Pruett

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SUNDAY MAY 12, 1991

POST QUALIFYING QUOTES

**STAN FOX** (#91 Jonathan Byrd's Cafeteria-Bryant-Hemeigarn 1990 Lola) (about running out of time to qualify on pole day) "Yesterday's conditions just came to us. It shows you how big the Indianapolis Motor Speedway is when it can rain in one place and not in front of you." (about the qualifying run today) "We're in now and we're just going to have to go racing. In years past, I've had trouble just finding a ride... This is the first time that I've been in during the first weekend. I'm usually not even in a car yet. We had hoped to be farther up. Those ol' geezers up front need to see some new faces." (on why the speed of the last lap on the qualifying run went down) "I had a little trouble exiting. I just wanted to make sure I'd get it in on all four wheels." (about the deaths of fellow race car drivers Bill Vukovich III and Rich Vogler in the past year) "These two guys were good friends of mine. They were great racers. Vuky and Rich and I came up through the ranks together. I think about them all the time. Billy Vukovich was scheduled to run this car. I've got the ride of my life. I'll run the wheels of that thing off in honor of them."

**TONY BETTENHAUSEN** (#16 AMAX/Penske-Chevrolet 1990 Penske) (about the qualifying run today) "It's nice to get it done and it's nice to see Gary so high up there. It was pretty nice yesterday really late. If they had only gotten the track dry, we would have gone out there. We just wanted to put four laps together and bring the car back in one lump. I figured 5th row was out of the question with my brother and Emerson in there." (about his brother Gary's qualifying lap with the highest speed of the weekend, but not winning the pole position) "It's typical Bettenhausen luck. Highest speed. Wrong day." (Bettenhausen's comments on the fact that his father died here at the Indianapolis Motor Speedway 30 years ago today) "When you're nine years old, you don't really have a grasp on death and dying... It didn't sink in for three or four days later when there were a mountain of flowers on my dad's grave about 25 feet high. Let's dwell on the positive now. Gary did a hell of a job."

**ARIE LUYENDYK** (#1 RCA UNO Granatelli Chevrolet) (about not qualifying on Pole Day) "We gambled. Yesterday, we sat down and discussed it. We felt we had the speed for the pole position. We knew we'd get in the field, and we thought we could get in the first two rows. The gamble didn't pay off. We thought we could get the pole. We spoke to some pilots and they said it wouldn't rain. I think Vince (Granatelli) is looking for a new pilot." (about qualifying today) "Our goal today was to be fastest... When Gary went out, there was this beautiful, big, dark cloud overhead... Just before I went out, the skies opened up and the sun came out." (about pressures of being returning champion) "Victory Circle felt so good the first time. I want to do that again. But there are no real added pressures. I did it a few weeks ago at Phoenix and I can do it again." (about the car and the run itself) "This is the toughest I've run this car. It picked up a little understeer. The car is consistent and that's what matters on Race Day."

**ROGER PENSKE** (Car Owner, #3 & #5 Marlboro Penske Chevy 91s) (On Emerson's qualifying run today) "We got Rick on the pole yesterday, and Emmo was quick today, but either run, today or yesterday wouldn't have made a difference. I was concerned about the pole, you can't have two drivers on the pole. I called Emerson in yesterday...(during the run) we're in the field and that's the name of the game. We've got great drivers with Rick and Emmo...they continue to be able to deliver. With Emmo in the 5th row he'll play the offense on the other cars. The fifth row is quick today with the speeds that they have, but it will be a different story on race day...the cars will be set up differently."

**EMERSON FITTIPALDI** (#5 Marlboro Penske Chevy 91) (On his qualifying run) "We tried a lot of different things before going out today...different sets of tires and set ups, then there was the crash, then the car was different. I was disappointed yesterday. Roger gambled. He already had secured the pole and was afraid someone could run quicker. When we heard there was rain in the third turn (while he was waiting to go out again) we realized the day was over. The entire crew was very disappointed. Roger is able to do everything, but he isn't able to change the weather. Yesterday was very difficult to deal with. Sometimes you can look like a hero and other times you can look like a stupid. It was a very emotional day. At first I was ready to go after Rick qualified and then Roger came back and said no...no...you don't go now, you go back... I ask why...why...what I do wrong??? It was a very difficult experience for me. The fifth row is fast...it will make for a special race...there will be heavy traffic and a lot of competition. I will try to move up through the traffic as quick as possible. The way the cars are this year, they are more difficult to run through the traffic. I have much more pressure to be starting where I am...working with the fifth row will be more difficult."

**SCOTT BRAYTON** (#22 Arway/Hoechst Celanese Innovator) (on qualifying run) "The car got loose on (lap) 1...it was the loosest (the car) had been. I lost speed in the latter laps. The sun had just come out and I had to back off to let the tires cool down. It's been a real good month... the car is very capable. I tried too hard - I wanted to qualify. The team made changes last night and I didn't get to practice after the changes had been made. It's been a tough week...we tried hard to find speed." (on yesterday's qualifying attempt) "I knew the motor was flat. The pop off valve blew off and I knew there was a major problem. I'm happy to be in the race but wish I had qualified yesterday."

**MIKE GROFF** (#50 Euromotorsport-Fendi-Iema-Slam-SCMGroup) (on being fastest rookie -4 lap average) "I'm definitely elated. I'm real happy with speed today and looking forward to race. It's a big disappointment not getting the run in yesterday." (on being bumped last year) "Last year has helped this year...confidence is up everywhere. This year we have better equipment and had more time to prepare. The car has been great all month. I'm more determined this year. In my mind I just wanted to avenge last year...I had to be in the field this year." (on winning ARS title) "It has helped...it's a good training series for this race. (on being rookie) "You need to maintain a level of respect. The toughest thing to cope with is keeping things in perspective. There's a lot of concrete around here."

**GEOFF BRABHAM** (#21 The Mac Tools Distributors Truesports 91C) (on qualifying run) "The speed was a little slow. The main objective was to get in the race... that's what counts. On race day we'll work hard and see what happens." (on new car) "The car was totally different. We had no base line to start with... had to make an educated guess on where to start. The car ran smooth but we needed more horsepower. It struggled a little. We felt we could have qualified (at the same speed) where we practiced this morning (217.691), but the car developed a big push and I had to get off the gas."

**GARY BETTENHAUSEN** (#51 Glidden Paints Special) (on qualifying run) "It was a beautiful four laps. The car did the work for me. All I had to do was follow the line. The engine ran perfectly. I could have run 20 laps within a tenth (of a second) of each other. Since a shot at the pole was gone, John Menard (team owner) told me not to take any chances. Believe me, it was a conservative run. And I did have an understeer all over the race track." (on yesterday's attempt for the pole) "We got greedy. The race track was not that good when I went out. We wanted to wait until later in the day when it was cooler. As it turned out, we could have been on the pole. They had my warm-up lap at a 222.6 and I didn't even set my boost up to 55 inches yet. It could have been a 224 - 225. But, we got caught by Mother Nature." (feelings about being the fastest in the field) "It feels absolutely beautiful. It's just a day late." If I had gone yesterday, it would have been a new track record. I knew we could beat Rick (Mears). I have felt for the last 4 - 5 months, I had a shot at being on the pole. The team has worked really hard on getting the car prepared. This is the greatest thing that has happened to me at the Speedway. When I led the race in '72 with Roger Penske (138 laps), it was expected of me. (Since then)...I have struggled a long time. For the past 18 years, I've been trying to prove myself. Thank God for John Menard. Without him, I'd be cutting grass right now."

**BERNARD JOURDAIN** (#48 Monarch/A.J. Foyt Enterprises Racing/Deutz) (on qualifying run) "The main goal was to qualify. The car was running better in practice. We improved every day - 3 to 4 miles (per hour) a day. I lost boost in the qualifying run. There was a difference (in the track) 20 minutes ago (during the practice run). There were minor changes (made to the car) but nothing to lower speed." (on A.J. Foyt as team manager/owner) "He's an easy guy to work with...he has a lot of experience with setup, how to drive and when to go out. He's very helpful and we'll be competitive in the race." (on track conditions) "It (the track) was pretty clean...no problems. The weather is changing so much today and giving us a hard time."

**KEVIN COGAN** (#9 Glidden Paints Special) (On this qualifying run being his last try) "Qualifying for the Indianapolis 500 is the scariest thing in sports to begin with. I don't know if it was that fact that was so scary today or wondering if something else would go wrong. We'd had a legitimate shot at the pole except that the weather changed on us -- this has been a crazy two days. Everything has really been going well. We don't have an engineer -- just Gary (Bettenhausen) and I. Today I qualified with a gear that was almost 3 miles per hour off what it (the gear) could do, but we just couldn't risk not taking the chance today. With the gear I used during this run, it took 3 laps of standing on it without lifting to get anything out of it. It's a shame that we're where we're at considering what we've had to work with. The car has run beautifully in traffic. But during the race, if anything happens during the first 10 laps we'll have a freight train collecting about five guys." (Regarding Emerson Fittipaldi's comment on turbulence on the track today) "He's comparing a '90 to a '91 and I'm comparing an '89 with a diffuser (what he had last year) to a '91...so as far as I'm concerned, this is a dream ship." (Regarding Gary Bettenhausen's success) "He's done a great job...he's been helping me a lot. We've been working together. He deserved his run today...to drive well with that one good arm -- he's very impressive." (On his plans after Indy) "I want a full time ride. I really want one and hope to get one. I feel that I'm a better driver now than I've ever been considering the different teams I've worked with. (It seems like...) the guy with the most experience is sitting around without a ride at the moment." (On the Menard team making it with what they've had to work with) "Menard wanted to buy a Chevy, but he couldn't get one...everybody out there, Andretti...everyone can buy a Buick, but not everybody can buy a Chevy."

**DIDIER THEYS** (test-drove the #17 Walker Motorsports entry today): "The car was stable. We stiffened the front end a bit to make it more comfortable in the corners. They just asked me to shake it down."

**DERRICK WALKER** (owner of #17 Walker Motorsports entry): "I am particularly appreciative of Didier's sportsmanlike gesture as we not only have a rookie driver, but also an engine and chassis combination (1990 Lola and Buick V-6) that has never been tried before. Willy could not practice today as he has yet to complete his rookie test and we had installed a new engine yesterday. So Didier's establishment of a baseline was really what we needed."

**SCOTT PRUETT** (#19 Budweiser Truesports 91C, ran three qualifying laps of 212.791, 213.812 and 215.090 before waving off near the close of today's qualifying): (about waving off the attempt) "We had pop-off valve problems and there wasn't enough boost - even at the end. It seems that's the way our luck has gone all week. We've had lots of problems - engine problems, gearbox problems... We had hoped for a high 214. I wish we could have gotten it over with for the guys... We'll just have to try it again next Saturday. We have a lot of work to do this week, but that's good. We haven't had a lot of time out there... I'm just going to get better as the week goes on."

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 10 -- MONDAY, MAY 13, 1991

Rick Mears and the Penske team earned the PPG Pole Award of \$100,000 plus a Starcraft/Dodge van (\$30,000 value) for capturing the pole position for the Indianapolis 500. Other qualifying awards decided over the weekend:

- UNO Qualifying Award for fastest qualifier of second day, \$20,000 to Gary Bettenhausen and the Menard team.
- GTE Front Runners Award of \$10,000 to each front-row qualifier, Mears and the Penske team, A.J. Foyt, Jr., and the Foyt Enterprises team and Mario Andretti and the Newman-Haas team.
- True Value/Master Mechanic Award of \$10,000 and a Lawn Chief garden tractor to Richard Buck, chief mechanic of Mears' car. The specially-prepared tractor will be painted in the car's colors.
- Indiana Bell First in the Field Award of \$5,000 to Foyt.

Willy T. Ribbs passed his driver's test in the early afternoon today with veterans John Andretti, Steve Chassey, Pancho Carter and Stan Fox acting as observers. (Ribbs' comments) "I'm glad that's over. It was an easy run. We tried to get it done last Friday, but the engine broke. And you can't do a lot until that's over with." (on track conditions during the test) "I didn't notice the track being that slippery since I wasn't going supersonic speed." (on finding more speed) "That'll come with experience. I've got a lot to learn here. With miles and experience will come the number. Now, the car's doing better than I am." (about limited time on an oval track) "It teaches you to be precise. You can't take anything for granted. I've perfected my road racing skills, so it's like learning how to drive all over again." (on Didier Theys shaking down the car Sunday) "I'm glad he drove it. It helped a lot with our continuing check-up. He reaffirmed what we felt was happening."

(Team owner Derrick Walker's comments) "That's one hurdle. (A rookie test) is like going for your driver's license in a regular car. You're relieved when it's behind you. The next one (hurdle), perhaps, may be more difficult. (In a rookie test) you only have to run 200 to 205 (mph) for 10 laps. In qualifying, it's only four laps. Who knows what it will take to make the show."

USAC steward Art Meyers said today that drivers Guido Dacco and Jeff Wood are required to complete 10-lap unobserved refreshers before being officially cleared.

The 25th annual Louis Schweitzer Award will be presented at 10:30 a.m. Thursday in the trackside conference room.

Chevrolet has made arrangements for a background tour of the Delco Electronics facility in Kokomo on Wednesday. Delco manufactures the engine management system on the Chevy Indy V8. The tour will leave from garage W-4 at 9 a.m. and return approximately 1 p.m. A deli lunch will be provided and a Q&A session will be held with technical specialists. For information and/or sign-up, contact Wally Reese, Chevy PR, at 243-8457 (track) or 243-9134 (evenings).

In mid-afternoon, Mario Andretti had an engine failure in the #6T Kmart Havoline Lola. About 10 minutes later, Michael Andretti and the #10T Kmart Havoline Lola returned to the pits after slowing because of an apparent valve spring problem. Both cars are backups.

Update as of 4 p.m. on driver Mark Dismore: He continues his recovery in good condition in the constant care unit at Methodist Hospital.

Statistics on Nigel Bennett, designer of the pole-winning Marlboro Penske Chevy 91: His cars have won the last five poles at Indy, with a Lola in 1987 and Penske chassis the last four years. Since joining Penske Cars in 1988, his cars have won at Indy twice and have been on the front row nine times, sweeping the front row in 1988 and 1989. Counting his 1987 year with Lola, he's 11 for 15 on the front row over the five-year period.

A total of 21 cars were on the track today, running 727 laps.

Cars on the track today: #1 Luyendyk; #3T Mears; #5 Fittipaldi; #6T Mario Andretti; #7 Matsushita; #8 Cheever; #9 Cogan; #10 Michael Andretti; #14 Foyt; #15 Goodyear; #17 Ribbs; #18T Rahal; #20 Sullivan; #22 and #22T Brayton; #26 Crawford; #34 John Andretti; #50 Groff; #50T Theys; #77 Salt Walther, Walther Motorsports; #86 Jeff Andretti.

A total of 60 cars are now at the Speedway, 57 have passed technical inspection and two are in the process. 35 drivers have been on the track to date. There were six yellows for 47 minutes. Low today was 62 degrees. High was 85. Winds peaked out of the southwest at 12 miles an hour.

## TOP SPEEDS OF THE DAY FOR DRIVERS NOT YET QUALIFIED

17	Willy T. Ribbs	Walker Motorsports Lola Buick	213.043
50T	Didier Theys	Euromotorsport-Fendi-Iema-Stam-SCM Group	209.093
7	Hiro Matsushita	Panasonic Lola	208.792
77	Salt Walther	Walther Motorsports	58.039

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 11 -- TUESDAY, MAY 14

Two-time Indy winner Gordon Johncock was named this afternoon to drive the #92 Jack's Tool Rental-Bryant-Delta Faucet 1990 Lola Cosworth for Hemelgarn-Byrd Racing. "It kind of surprised me after the Michigan 500 (in 1988, when he finished sixth) after 500 miles on what kind of shape I'm in," said the 54-year-old veteran. "That's the least of my worries." (About the time remaining to get in the show): "It's like jumping on a bike, you don't forget," Johncock said. "It'll take me a few laps to get used to the car. I think we'll be competitive." (Asked about what he was doing here over the weekend): "I was here just looking around to see what's going on," he said. (About speed to make the show): "I thought it would take a 218 at first," Johncock said. "Obviously, that's not the case now. A 213 to 215 will make the race now." (About regrets for retiring when he did in 1985): "I do regret I left when I did. I thought I had a few good years left. I wish I had gone to another team and continued." His last championship races were the three 500s in 1989. He bids for his 23rd career Indy start.

Lloyd Ruby and the late Dale Drake will be inducted into the Indianapolis Motor Speedway Hall of Fame Friday night at the annual Hall of Fame/Oldtimers Recognition Dinner at the Waterfront Plaza Hotel. Though he didn't win Indy, Ruby, now 63, qualified for 18 consecutive "500s" from 1960 through 1977 and led five races for a total of 126 laps. Drake is one of the sons of J.A. Drake & Sons, manufacturer of the Jadson valves. He was a member of Louis Meyer's winning pit crew in 1933 and 1936, developed the Drake engine for midget racing and purchased, with Meyer, the Offenhauser plant, which developed the engine that won every "500" from 1947 through 1964. Highlighting the dinner will be the presentation by IMS Chairman Mari Hulman George of custom-designed rings to each of the 15 living members of the Hall of Fame. Tiffany & Co., of New York was commissioned by the Speedway to produce the one-of-a-kind rings in honor of the Hall of Famers. On Saturday, the honorees will be introduced to the media and public in a brief ceremony on the victory platform at the starting line.

The Materials and Handling Society, Indianapolis Chapter, holds its annual Speedway meeting today and dinner tonight at the Speedway Motel.

Guido Dacco today became the 43rd driver to pass his physical examination, according to Dr. Henry Bock, Speedway Medical Director.

Thirteen crews will enter preliminary qualifying Wednesday and Thursday to compete for one remaining spot in the \$51,000 Miller Genuine Draft Pit Stop Championship XV. Already qualified by virtue of their front row starting positions are the crew of A.J. Foyt's #14 A.J. Foyt/Gilmore/Copenhagen Racing Team entry and Mario Andretti's #6 Kmart Havoline Lola from the Newman-Haas team. Since Rick Mears' pole-winning car was scratched for the pit stop contest, the #18 STP-KRACO Chevy Lola of Bobby Rahal and Galles-Kraco is also an automatic qualifier. The 13 crews vying in the preliminaries, scheduled at 9 a.m. both days, are: #1 UNO Granatelli Racing (Arie Luyendyk), #2 Galles-Kraco Racing (Al Unser, Jr.), Hall/VDS Racing (John Andretti), #5 Marlboro Penske Racing (Emerson Fittipaldi), #10 Newman-Haas Racing (Michael Andretti), #7 Paragon Racing (Hiro Matsushita), #8 Target/Ganassi Racing (Eddie Cheever), #16 AMAX/Bettenhausen Racing (Tony Bettenhausen), #19 Truesports (Scott Pruett), #20 Miller Genuine Draft/Patrick Racing (Danny Sullivan), #22 Amway/Simon Racing (Scott Brayton), #50 Euromotorsport (Mike Groff) and #51 Menard Racing (Gary Bettenhausen). They'll be shooting for a spot with the three automatic qualifiers in the finals scheduled May 23 after Carburetion Day on-track final practice. The winner will receive \$25,000, with \$15,000 for second, \$5,000 to semifinal runnerups and \$1,000 to the alternate. Penske Racing leads with six Miller Pit Stop championships, followed by McLaren with two and Galles, Galles-Kraco, Carillo, Armstrong, Kraco and Newman-Haas with one each. Among chief mechanics, crews headed by Owen Snyder have won the last two titles. Chuck Sprague has headed three winning crews. Crews headed by Steve Roby and Peter Parrott have won twice. Media members desiring to put together four-person teams for the media version of the pit stop contest, to be held May 22 at the Patrick Racing shops, should ask Tom Blattler of Miller P.R. for an application.

The track closed at 12:25 because of high winds and blowing debris, then rain fell approximately 15 minutes later. The track closed for the day officially at 4:05 p.m.

The #16 AMAX/Penske-Chevrolet in which Tony Bettenhausen qualified Sunday at 218.188 miles an hour served as a backup machine here for Rick Mears in 1990. The #48 Monarch/A.J. Foyt Enterprises Racing entry qualified Sunday by Bernard Jourdain is the 1990 Lola that Foyt ran in the "500" last year.

There were 18 cars on the track today, running 248 laps.

Cars on the track today: #1 Luyendyk; #2T Unser, Jr.; #3T Mears; #5T Fittipaldi; #6T Mario Andretti; #7 Matsushita; #9 Cogan; #17 Ribbs; #18T Rahal; #20 Sullivan; #22T Brayton; #23 Palmroth; #34 John Andretti; #50T Theys; #51 Gary Bettenhausen; #77 Walther; #86 Jeff Andretti; #93 Paul, Jr.

A total of 60 cars are now at the Speedway, 57 have passed technical inspection and two are in the process. 35 drivers have been on the track to date. There were two yellows for three hours, 52 minutes. Low today was 63. High today was 89. Winds were out of the southwest averaging seven miles an hour.

## TOP DRIVERS NOT YET QUALIFIED OF THE DAY

7	Hiro Matsushita	Panasonic Lola	207.852
23	Tero Palmroth	Neste-Rotator Lola Cosworth	207.340
17	Willy T. Ribbs	Walker Motorsports Lola Buick	206.901
50T	Didier Theys	Euromotorsport-Fendi-Iema-Slam-SCM Group	197.959
77	Salt Walther	Walther Motorsports	187.566

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 12 -- WEDNESDAY, MAY 15, 1991

Roberto Guerrero was named this morning to drive the #40 Patrick Racing/Miller Genuine Draft/Alfa Romeo. He returns to the team for the second straight year at Indy, although his season ride went to Danny Sullivan with the team this year. "We started talking when the track opened," Guerrero said. "I met with (car owner) Pat (Patrick), met with (team manager) Jim (McGee) the following day and eventually, yesterday, we came up with an agreement." (about his departure from the team after the 1990 season and his feelings): "The fact we're all sitting here together...we've put the problems we had behind us. The past is all forgotten." (about getting the ride late in the month): "The advantage I have is that Danny has been working for me all these days. Qualifying is not that critical because we're going to be in the lower part of the grid. Hopefully, maybe tomorrow we can work on full tanks and get comfortable for the race. Even though we're halfway through the month, there should be plenty of time to get ready. The car is capable of qualifying without much problem. I've done many, many laps around Indianapolis. With a well set up car, within 10 laps, you feel like you've never been out of a car."

Gen. Norman Schwarzkopf, commander of coalition forces for Operation Desert Storm, will arrive in Indianapolis late Saturday afternoon, May, 25, for the "500." He is scheduled to participate in pre-race ceremonies on Race Day, May 26. He will attend the race as a guest of the Indianapolis Motor Speedway and the Championship Drivers Association, not in an official capacity, and is not expected to hold a press conference.

Johnny Parsons, an 11-time "500" veteran, will try to make his first Indy field since 1986 in the #11 Leader Card Racers 1990 Lola/Cosworth. Parsons has best finishes of fifth here in both 1977 and 1985.

At 11:44 a.m. today, the 10,000th lap of the month was run. Mario Andretti, in the #6T Kmart Havoline Lola, was the driver for the milestone lap.

At 1:47 p.m., Tony Bettenhausen in the #16T AMAX/Penske-Chevrolet lost control in turn #4, slid 320 feet toward the outside wall with no contact, did two complete spins for a total distance of 960 feet. Car sustained right front tire damage. "We were just leaving the pits and working up to speed," Bettenhausen said. "Something must've broken. There was oil all the way down the left side. The next thing I knew, I was backwards. We're still not sure what broke. The guys are looking at it." (Note: The crew calls the #16T car "Bart." The qualified car is "Homer.") The crew reported later in the day that a transmission cooler broke.

Driver Mark Dismore remains in good condition at Methodist Hospital after undergoing additional skin graft surgery on Tuesday and is continuing his recovery. He was moved out of the critical care unit today.

Gordon Johncock, Jeff Wood and Mike Nish passed their physicals today, raising the total to 47 drivers cleared by Dr. Henry Bock, Speedway Medical Director.

Two crews made their preliminary round pit stops this morning as part of the \$51,000 Miller Genuine Draft Pit Stop Championship XV. The #8 car of Eddie Cheever and chief mechanic Chris Griffis posted a clocking of 13.586 seconds for two tires and a simulated fuel coupling. The #1 car of Arie Luyendyk and chief mechanic Bruce Anderson checked in at 13.699 seconds. Eleven more teams have entered and will continue the preliminary round Thursday morning to determine the team which joins the #14 of A.J. Foyt, the #6 of Mario Andretti and the #18 of Bobby Rahal for the finals at 1:30 p.m. May 23.

A total of 34 cars were on the track today, running 1,319 laps.

Cars on the track today: #1 and #1T Luyendyk; #2T Unser, Jr.; #3T Mears; #5T Fittipaldi; #6T Mario Andretti; #7 Matsushita; #9 Cogan; #11 Johnny Parsons, Leader Card Racers Lola; #15 Goodyear; #16T Tony Bettenhausen; #17 Ribbs; #18T Rahal; #19 Pruett; #20 Sullivan; #21 Brabham; #22 and #22T Brayton; #23 Palmroth; #26T Crawford; #34 John Andretti; #37 Guido Dacco, Genoa Racing/Angelo Ferro; #40 Roberto Guerrero, Patrick Racing/Miller Genuine Draft Lola; #50T Theys; #51 Gary Bettenhausen; #71 Buddy Lazier, Hemelgarn-Byrd Racing; #77 Walther; #86 Jeff Andretti; #90 Randy Lewis, AMP/Orbit/Jenn-Air Lola; #91 Fox; #92 Gordon Johncock, Jack's Tool Rental-Bryant-Delta Faucet Lola/Cosworth; #93 Paul, Jr.; #97 Hall; #99 John Paul, Jr., ATEC Environmental Buick.

A total of 65 cars are now at the Speedway, 64 have passed technical inspection and none are in the process. 40 drivers have been on the track to date. There were 13 yellows for one hour, 50 minutes. Low for the day was 57 degrees. High was 85. Winds light and variable.

## TOP DRIVERS OF THE DAY NOT YET QUALIFIED

7	Hiro Matsushita	Panasonic Lola	215.765
23	Tero Palmroth	Neste-Rotator Lola Cosworth	215.167
19	Scott Pruett	Budweiser Truesports 91C	213.929
97	Dean Hall	CNC Systems Sales Lola	213.860
50T	Didier Theys	Euromotorsport-Fendi-Iema-Slam-SCM Group	213.767
40	Roberto Guerrero	Patrick Racing/Miller Genuine Draft Lola	210.064
11	Johnny Parsons	Leader Card Racers Lola	209.249
83	John Paul, Jr.	ATEC Environmental Buick	208.483
90	Randy Lewis	AMP/Orbit/Jenn-Air Lola Cosworth	205.217
77	Salt Walther	Walther Motorsports	202.548
92	Gordon Johncock	Jack's Tool Rental-Bryant-Delta Faucet	200.718
71	Buddy Lazier	Hemelgarn-Byrd Racing	197.010
37	Guido Dacco	Genoa Racing/Angelo Ferro	139.546

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# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 13 -- THURSDAY, MAY 16, 1991

The 33rd annual Golf Scramble is scheduled for a shotgun start at 9 a.m. May 20 on the Speedway championship course. Entry deadline is 6 p.m. Friday (May 17).

Dr. Henry Bock, Speedway Medical Director, and Dr. Terry Trammell will hold a press conference at 9 a.m. Friday in the trackside conference room.

Don Halliday, designer of the "all-American"-built Truesports 91C chassis, was named as winner of the 25th anniversary Louis Schwitzer Award by the Indiana Section, Society of Automotive Engineers at a press conference this morning. Although 12 chassis builders were among the first 24 recipients of the honor, Halliday and Truesports become the first since Robin Herd and the March 84C in 1984. "I'm really quite surprised to receive this award," Halliday said. "I'm really up here representing a huge group of people at Truesports." The Truesports chassis also includes enhanced cockpit safety features. "As far as safety elements are concerned, we incorporated a few more than the rules require," Halliday said. "While designing it, we had the continual reminder of Scott (Pruett's) recovery. In conjunction with Scott and (Dr.) Terry Trammell, we've come up with a very small, yet roomy, safety package."

The Patrick Racing entry in the \$51,000 Miller Genuine Draft Pit Stop Championship XV preliminaries this morning posted the fastest-ever two-tire pit stop in the history of the contest with a clocking of 11.298 seconds to take the fourth and last berth in the May 22 semifinals and finals. The previous record was 11.74 seconds by Sullivan's Miller Penske team in 1985. The Patrick team, on the #20 car of Danny Sullivan, was composed of tire changers Tim (Dog) Homburg and Mitch Davis, jackman and fueler Dave Stephens, tire carrier Mitch Fink and boardman and chief mechanic Mike Hull. The Patrick team beat eight other challengers for the final spot in the prelims, held Wednesday and this morning. The other times: #2T (Al Unser, Jr.'s crew), 11.762; #10 (Michael Andretti), 12.842; #5T (Emerson Fittipaldi), 13.060; #4T (John Andretti), 13.538; #8 (Eddie Cheever), 13.588; #1 (Arie Luyendyk), 13.699; #22T (Scott Brayton), 22.033; #9T (Gary Bettenhausen), 20.511 plus 5-second penalty.

The Larue Carter Hospital Youth Service held the 18th annual Art Pollard Memorial Picnic today in the Speedway hospitality area.

In regard to reports of consideration of additional Chevy Indy V8 powered cars to the 12 already qualified:

- At 12:30 p.m., UNO Granatelli Racing announced it would be unable to prepare a second car for the "500." Owners Bob Tezak and Vince Granatelli conceded that "discussions concerning the possibility of fielding a second car for four-time Indy 500 champion Al Unser" were held, but were abandoned for a number of reasons."
- At 2:30 p.m., Al Unser said, "(For me to do it), it had to be a 100 percent effort by the team. They (the UNO Granatelli team) couldn't do it physically because of the lack of time. Chevy or somebody waited too long, but I don't know that it was Chevy because I never talked to Chevy. I don't want to take something just to make the show."
- At 2:35 p.m., Johnny Rutherford said, "I had hopes to get in (A.J.) Foyt's car, but with the weather developing the way it is, and if it rains tomorrow and the first time I would get into a car is Saturday morning, I wouldn't do it. I wouldn't put Foyt's car or anybody else's in jeopardy doing it."
- At 3:45 p.m., Chevrolet Motor Division issued a release, stating, "Chevrolet said it regrets that...Al Unser was unable to secure a ride with the UNO Granatelli team... Chevrolet had arranged a one-time exception to the contractual arrangements with teams using the Chevy Indy V8 to provide an opportunity for Unser to negotiate a ride with the UNO Granatelli team. Previously, Unser had been unable to find a ride with a Chevy team because terms of the engine lease agreement limit the number of cars entered per team with the Chevy Indy V8 engine."

Derrick Walker, owner of the #17 Walker Motorsports entry driven by rookie Willy T. Ribbs, explained his team's situation at 3 p.m. today. "We've been grounded," Walker said. "I sent the first engine we had a problem with (May 10 during Ribbs' final phase of his rookie test) to Jim Wright's shop (in Coldwater, Mich.) for a rebuild for the race. When we blew the second engine (a connecting rod bolt failure Wednesday), I had to go buy another engine or put a rush on the race engine. We just parked it until we get that one (the race engine) back. We're going to have a guy drive up (to Wright's shop) tonight (170 miles north of Indy), so as soon as it's finished, we'll rush it back down, put it in and hopefully get out Friday afternoon, best case scenario."

A total of 21 cars were on the track today, running 574 laps. Cars on the track today: #2T Unser, Jr.; #3T Mears; #5T Fittipaldi; #6T Mario Andretti; #7 Matsushita; #11 Parsons; #15 Goodyear; #16T Tony Bettenhausen; #18 Rahal; #20 Sullivan; #23 Palmroth; #26T Crawford; #34 John Andretti; #50T Theys; #51 Gary Bettenhausen; #71 Lazier; #86 Jeff Andretti; #90 Lewis; #91 Fox; #92 Johncock; #99 Paul, Jr.

A total of 65 cars are now at the Speedway, 63 have passed technical inspection and none are in the process. 40 drivers have been on the track to date. There were four yellows for 43 minutes. Rain caused the track to go yellow at 2:31. High today was 84 at 1 p.m. Low was 66 at 8 a.m. Winds out of southwest at 9 miles an hour. The track officially closed at 4:47 p.m.

## TOP SPEEDS TODAY OF DRIVERS NOT YET QUALIFIED

7	Hiro Matsushita	Panasonic Lola	214.296
23	Tero Palmroth	Neste-Rotator Lola Cosworth	213.003
99	John Paul, Jr.	ATEC Environmental Buick	209.370
11	Johnny Parsons	Leader Card Racers Lola	208.420
50T	Didier Theys	Euromotorsport-Fendi-Iema-Slam-SCM Group	208.088
71	Buddy Lazier	Hemelgarn-Byrd Racing	203.821
90	Randy Lewis	AMP/Orbit/Jenn-Air	201.338
92	Gordon Johncock	Jack's Tool Rental-Bryant-Delta Faucet	201.230

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 14 -- FRIDAY, MAY 17, 1991

At a press conference this morning, Sharp's was announced as sponsor of the #40 Patrick Racing entry for driver Roberto Guerrero. The veteran driver then posted the day's fastest speed for non-qualified drivers at 216.941, also his fastest speed of the month. (Would he take 216?) "Absolutely. 216 will make the race easily. We're looking to getting the car comfortable for the race. I don't think we'll be at a disadvantage by having missed the days that I have. We had a good day today. We ran a lot. The base setup on the car is very good. We achieved everything we wanted to today."

Vince Granatelli and R.J. Tezak announced today that CNG (Compressed Natural Gas) will join RCA as a sponsor of the #1 UNO Granatelli entry of defending winner Arie Luyendyk.

Roger Ingram, James Miles, Steven Ehmke and Kay Feeney of WZPL radio and Mike Schuh and John Dillon of WTHR-TV in Indianapolis leave May 22 for Saudi Arabia to join WZPL news correspondent Sam Hammer in Dhahran, taking welcome race fan banners, big screen TVs and other items to American troops stationed there in a special celebration in honor of the "500." The trip is a joint project by the stations, American Trans Air and the Indianapolis Motor Speedway. The stations will cover activities of the three Indiana-based reserve units (199th, 209th and 766th) stationed in the theater.

In a change officially made today, 16-time veteran Pancho Carter was assigned to the #12T Arciero Racing Teams entry, replacing the injured Mark Dismore.

Tom Sneva, the 1983 winner of the "500" and a 17-time starter, was named to drive a third Glidden Paints Special for Team Menard, a 1989 Lola/Buick. On getting a ride late in the month, Sneva said, "it should go pretty good. The car's a decent one. Gary's (Bettenhausen) had it on the race track, so I know it's a safe car." (On qualifying): "Qualifying speed doesn't concern me. I'm not convinced the car can't be competitive. We've got power, but we're down on ground effects. We'll work on chassis settings. If everything goes smoothly, we hope to qualify tomorrow." John Menard, team owner, said, "Originally, we decided not to run it (the third car). It looked like there was going to be a need for pit-stop practices. We wanted to see how our two '91 cars would do first."

Buddy Lazier passed his refresher test today.

Early in the afternoon, Willy T. Ribbs in the #17 Walker Motorsports entry, sustained an engine failure in the machine. He had completed 24 laps of practice today and had reached 213.230 miles an hour. The motor, scheduled to be the team's race engine, arrived in Indianapolis from Jim Wright's shop in Coldwater, Mich., at 3:30 a.m. today. The crew installed it at 6 a.m. "After not running all week, we got up to 213, boom!," Ribbs said. "Just like that, in the hottest part of the day. We were only running 50 inches of boost. At the time, I think that was second quickest of the non-qualified cars. We had a misfire this morning, but got that corrected. We were doing our qualifying rehearsals (doing two warmups, then four "hot" laps). The first rehearsal went real well." Update as of 4:30 p.m.: Derrick Walker, owner of the machine, said, "we are fortunate enough to purchase a test engine from Buick Engineering. It should serve our purpose -- the qualification of Willy T. Ribbs. We will install the engine tonight, have (engineer) Tim Wardrop work on the chassis in the morning and we should be ready for practice. All three engine failures were unrelated. We are certainly grateful to Buick for their assistance in this matter."

Hiro Matsushita was second fastest of non-qualified drivers today at 216.570 in the #7 Panasonic Lola. "I feel very good about qualifying tomorrow," Matsushita said. "We're running over 216 and the car is very comfortable. The track was very hot and greasy, so afetr we did our best laps, we decided to not run any more today. It's been a difficult two weeks, but I'm now very confident that we'll qualify Saturday."

A total of 29 cars were on the track today, running 935 laps. Cars on the track today: #2T Unser, Jr.; #5T Mears; #6 and #6T Mario Andretti; #7 Matsushita; #8 Cheever; #11 Parsons; #12T Pancho Carter, Arciero Wines Lola/Buick; #16T Tony Bettenhausen; #17 Ribbs; #18T Rahal; #19 Pruett; #20 Sullivan; #22 Brayton; #23 Palmroth; #26T Crawford; #34 John Andretti; #40 Guerrero; #48 Jourdain; #50T Theys; #66T Dominic Dobson, Coors/Kroger Lola; #71 Lazier; #77 Walther; #86 Jeff Andretti; #90 Lewis; #92 Johncock; #93 and #99 Paul, Jr.; #97 Hall.

A total of 65 cars are now at the Speedway, 63 have passed technical inspection and none are in the process. 40 drivers have been on the track to date. There were 12 yellows for 1 hour, 58 minutes. The track closed officially at 4:56 p.m. because of high winds.

## TOP SPEEDS OF THE DAY FOR DRIVERS NOT YET QUALIFIED

40	Roberto Guerrero	Sharp's/Patrick Racing	216.941*
7	Hiro Matsushita	Panasonic Lola	216.570*
93	John Paul, Jr.	ATEC Ervironmental Buick	214.772
17	Willy T. Ribbs	Walker Motorsports Buick	213.230*
19	Scott Pruett	Budweiser Truesports 91C	213.109
97	Dean Hall	CNC Systems Sales Lola	210.389
23	Tero Palmroth	Neste-Rotator Lola Cosworth	210.271
11	Johnny Parsons	Leader Card Racers	209.947*
71	Buddy Lazier	Hemelgarn-Byrd Racing	209.600*
50T	Didier Theys	Euromotorsport-Fendi-Iema-Slam-SCM Group	208.893
66T	Dominic Dobson	Coors/Kroger	206.569*
90	Randy Lewis	AMP/Orbit/Jenn-Air	204.392
92	Gordon Johncock	Jack's Tool Rental-Bryant-Delta Faucet	204.350*
77	Salt Walther	Walther Motorsports	199.743
12T	Pancho Carter	Arciero Wines Lola Buick	196.023*

\*=fastest lap of month for car/driver combination.



# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 15 -- SATURDAY, MAY 18, 1991  
THIRD QUALIFYING DAY



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The yellow came out during practice at 9:49 a.m., when Dean Hall in the #97 CNC System Sales Lola came low out of turn 4, went 540 feet with a half-spin, and hit the outside wall head-on with the left front of the car. After 90 feet, the left rear swung around, hit the wall then the car did another half-spin 460 feet to the inside wall, and stopped after 180 feet toward pit entry. The car sustained heavy damage to the front and left side. Hall was awake and alert before transport by ambulance to Methodist Hospital for further observation. R. Kent Baker, Hall's car owner, said, "This car is toast... We won't be able to do anything today." When asked about trying to qualify tomorrow, Baker said, "You never know."

11:00 a.m.	#93	JOHN PAUL, JR/West Palm Beach, FL ATEC Environmental Buick L/B	
	QA - 33	1 -- 41.323 -- 217.796 2 -- 41.327 -- 217.775 3 -- 41.156 -- 218.680 <u>4 -- 41.368 -- 217.559</u> T 2:45.174 -- 217.952	Q - 23
11:06 a.m.	#40	ROBERTO GUERRERO/San Juan Capistrano, CA Sharp's Patrick Racing L/A	
	QA - 34	1 -- 42.025 -- 214.158 2 -- 42.047 -- 214.046 3 -- 42.075 -- 213.904 <u>4 -- 42.056 -- 214.000</u> T 2:48.203 -- 214.027	Q - 24
11:11 a.m.	#23	TERO PALMROTH/Tampere, Finland Neste-Rotator Lola Cosworth L/C	
	QA - 35	1 -- 41.592 -- 216.388 2 -- 41.753 -- 215.553 3 -- 41.867 -- 214.966 <u>4 -- 41.727 -- 215.688</u> T 2:46.939 -- 215.648	Q - 25
11:16 a.m.	#11	JOHNNY PARSONS/Brownsburg, IN Leader Card Racers L/C	
	QA - 36	1 -- 42.258 -- 212.977 2 -- 42.207 -- 213.235 3 -- 42.519 -- 211.670 4 -- waved off	UA - 11
11:21 a.m.	# 7	HIRO MATSUSHITA/San Clemente, CA (R) Panasonic Lola L/B	
	QA - 37	1 -- 41.218 -- 218.351 2 -- 41.254 -- 218.161 3 -- 41.321 -- 217.807 <u>4 -- 41.238 -- 218.245</u> T 2:45.031 -- 218.141	Q - 26
11:26 a.m.	#19	SCOTT PRUETT/Dublin, OH Budweiser Truesports 91C T/J	
	QA - 38	1 -- 42.159 -- 213.478 2 -- 41.951 -- 214.536 3 -- 41.763 -- 215.502 <u>4 -- 41.714 -- 215.755</u> T 2:47.587 -- 214.814	(2nd attempt) Q - 27
11:31 a.m.	#59	TOM SNEVA/Paradise Valley, AZ Glidden Paints Special L/B	
	QA - 39	1 -- 42.441 -- 212.059 2 -- 42.077 -- 213.894 3 -- 42.111 -- 213.721 <u>4 -- 42.235 -- 213.093</u> T 2:48.864 -- 213.189	Q - 28

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 15 -- SATURDAY, MAY 18, 1991  
THIRD QUALIFYING DAY

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11:37 a.m.	#66T	DOMINIC DOBSON/Fairfax, CA Coors Kroger L/J	
	QA - 40	1 -- 42.404 -- 212.244	UA - 12
		2 -- 42.232 -- 213.109	
		3 -- 42.293 -- 212.801	
		4 -- waved off	
11:42 a.m.	#90	RANDY LEWIS/Hillsborough, CA Dale Coyne Racing L/C	
	QA - 41	1 -- 42.635 -- 211.094	UA - 13
		2 -- 42.578 -- 211.377	
		3 -- 42.553 -- 211.501	
		4 -- waved off	

Update at noon on driver Dean Hall from Methodist Hospital: Hall has a left knee injury. At noon he was in x-ray, having MRI (magnetic resonance imaging). He has a slightly bruised jaw and a small chip fracture in the right lower leg, and is listed in good condition. He will be kept overnight for observation.

At 2:10 #17 Willy T. Ribbs took a warmup lap and pulled in. Derrick Walker, team owner, said "When we finally put the boost up to 55 inches and ran our qualifying gear (during practice, topping with a 215 mph lap), we used too much rpm and we think that's why we broke a valve. We're changing motors. Fortunately Buick has loaned us a test motor for our qualifying run tomorrow."

3:33 p.m.	#71	BUDDY LAZIER/Vail, CO (R) Hemelgarn-Byrd Racing L/B	
	QA - 42	1 -- 41.208 -- 218.404	Q - 29
		2 -- 41.181 -- 218.547	
		3 -- 41.121 -- 218.866	
		<u>4 -- 41.105 -- 218.951</u>	
		T 2:44.615 -- 218.692	

The car Lazier qualified is a 1990 Lola. It was owned by Dick Simon Racing in 1990 and was the car Scott Brayton drove to a seventh place finish last year in the Indianapolis 500. Hiro Matsushita last raced the car at the Indy Car season opener in Surfer's Paradise, Australia where he was involved in an accident. The car was acquired by Hemelgarn-Byrd Racing the last week in April to field for Lazier here. According to Buddy's father, Bob Lazier, Greg Beck and Bob Hatch of Beck Motorsports, with help from Jack Peques, worked 18 hours a day for two straight weeks to repair the car in time for Indianapolis.

Lineage of other older cars which made the field today. The #23 Neste-Rotator 1990 Lola Cosworth qualified by Tero Palmroth was the backup car for Scott Brayton last year. The #59 Glidden Paints Special 1989 Lola Buick qualified by Tom Sneva was the car in which Gary Bettenhausen made the field in 1990, and served as a backup car for Bobby Rahal at Kraco Racing in 1989. The ATEC Environmental 1990 Lola Buick qualified by John Paul, Jr., was a test car for the Galles-Kraco team last year and was not entered at Indianapolis.

The track went yellow at 4:11 for Ted Prappas in the #31 P.I.G. Racing Lola. In the middle of turn 4 the rear end broke loose, and the car made one spin, covering 320 feet, then hit the wall, slid away from the wall, and down the track 720 feet, before making contact with the wall again, 120 feet. The car sustained extensive damage to the right front nose and left side. Prappas climbed out of the car and was taken to Hanna Medical Center. He was examined and found to have bruised both heels. He is released to drive.

The high temperature today was 70 degrees at midnight, with a low of 54 at 7 a.m. At 6 p.m. the winds were out of the ENE at 14 mph.

A total of 27 cars were on the track today, running 825 laps.

A total of 65 cars are now at the Speedway, 63 have passed technical inspection and 0 are in the process. 40 drivers have been on the track to date. There were 10 yellows for 1 hour, 24 minutes.

Qualifying order for Sunday, May 19, 1991:

50T Didier Theys  
11 Johnny Parsons  
90 Randy Lewis  
92 Gordon Johncock  
17 Willy T. Ribbs  
77 Salt Walther  
66T Dominic Dobson  
12T Pancho Carter

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SATURDAY MAY 18, 1991

POST QUALIFYING QUOTES

**TERO PALMROTH** (#23 Neste-Rotator Lola Cosworth): (on finding extra speed) "I don't know...but I'm very happy. We got the speed when we needed it. The car did exactly right...everything was right. The weather was perfect. This morning I couldn't go more than 210, 211...they did changes on the car. The car did better than any time this month. I want to thank the team and the whole crew...they were working under pressure." (on how much he has raced) "I haven't raced much at all. I need a little more experience in Indy cars...would love to do much more."

**JOHN PAUL, JR.** (#93 ATEC Environmental Buick): (on being able to qualify so early) "This is the first time I've been here and been able to watch 'till the end of the day and it's great. I was holding back a bit last week... I was quite conservative. The car was slippery last week and we elected to wait a bit (until today). The rain last night helped and it was cooler when I went out for my run today. We changed the car quite a bit from last week. It had quite a bit of down force. We made a lot of changes and now the car is quite a bit freer to run."

**DAVE MANN** (Team Owner ATEC Environmental Buick): (On whether or not they will put another driver in the back-up car) "I talked to three guys and told them to come and talk to me before they made any deals with anyone else...they haven't come to see me yet."

**SCOTT PRUETT** (#19 Budweiser Truesports 91C): (On the last two weeks and his run today) "This has been a tough few weeks and I can say that it has been amazing to see the personalities of the teams working hard. There's been no bickering and fighting considering the pressure they're under. This is a tough game full of struggle and it's unforgiving. You just have to keep going. (Compared to last year) "It's interesting...people ask me about last year. It's hard to visualize...it was tough on all of us. But considering how we did in Australia and here, it is very satisfying. It was very difficult to go through rehab...more than anything, I'm thankful to be back in a race car and in the race this year."

**HIRO MATSUSHITA** (#7 Panasonic Lola): (reaction to qualifying run) "It was very good. The track is very cool. I tried to take it easy. In the session this morning, I was quicker and the track stayed cool. And I put more weight on my right foot. Last week, we didn't run enough. This week, my guys fixed the car and this morning, Mike (Albrecht, crew chief) and the crew made the car faster. My last two laps (of the qualifying run) were easier." (Were you nervous?) "A couple of minutes before the start, I was a little nervous." (Feeling when you pulled in off your qualifying run?) "I think 'wow, it's done'. And I wanted to say thank you to my crew. They made me faster and I became a little better." (about being the first Japanese driver to be in the Indianapolis 500) "I'm proud to be first Japanese driver in the race. I created a goal - to qualify. Next goal is May 26. Now, I say I got in the field." (on finding extra speed) "I'm not sure. We had a 207-208 (mph) barrier for awhile. Scott Brayton, Tero Palmroth and Dick Simon helped me a lot." (Japanese reaction to your qualifying) "I am sure they are very happy we qualified. I know I make a part of Japanese racing history. I'm very proud. I watched the '500' on TV when I was very young. The '500' is very popular in Japan." (on his first time at a super speedway) "This is a fast super speed oval for me. I just learned Nazareth and Phoenix (one-mile ovals). This is very much new for me. I just started to learn last Monday. I need more seat time. But, speed is not a big problem for me."

**ROBERTO GUERRERO** (#40 Sharp's Patrick Racing): (about jumping into the car at such a late date) "Realistically, I had one day of practice and then went out to qualify. It's been a strange month of May for me, for sure." (about coming back to Alfa) "There were a lot of politics and things going on... We had some differences. But, during the first week that the track was open, I was able to sit down with Pat Patrick and we put all the problems on the table. And, thank goodness, we came to a good solution to all of them." (about the run) "With the circumstances of the year, with not a lot of cars, hopefully it's going to save me. In a regular year, you could say for 100 percent that that (speed) wouldn't hold... It was wide open. I wasn't being conservative at all. I've never had an easier qualifying lap at Indianapolis in my life. You can't go any flatter than that. The chassis is working very, very well. If we can run all day (on race day), we'll be in good shape."

**TOM SNEVA** (#59 Glidden Paints Special): (about jumping in the car at such a late date) "I'd like to thank John Menard for giving me about a half-hour to get in the race." (were you a little rusty when you got in the car since you have been away for so long?) "I was a little bit surprised. My first hot lap was a 212 and my second hot lap was 215 in the morning practice. It tells you how good the equipment is in this place...You'd like to be able to run every race. There are only two high speed oval racetracks - here and Michigan...it's not as bad as it would seem. As long as you run here, you don't get too far behind the other guys." (do you still believe that all it will take to get in the race is four laps?) "I hope that's the case. My four were barely mediocre." (had you agreed to a speed that was acceptable before you went out to qualify?) "They just wanted to stick it in and not put too many miles on it." (are you going to put in a lot of practice time this week?) "Yeah, I got tee-times at most of the golf courses around town."

With Hiro Matsushita being the first Japanese driver to make a "500" field, **TERO PALMROTH** reflected on being the first from Finland to make the field in 1988. "I can understand how Hiro feels," Palmroth said. "It's hard the first time here. It's great to do something no one has done before...it felt great. I was lucky to be with Dick Simon the first year, just like Hiro is this year. Dick understands this place very well. It was a dream come true to be in Indy." (on press coverage in Finland) "There has been a lot of increased press coverage in Finland since 1988. Last year was the first live TV coverage of the Indy 500 in Finland, so it's been great exposure. It will be live TV coverage again this year."

**BUDDY LAZIER** (#71 Hemelgarn-Byrd Racing) (about the run) "The crew got the car comfortable so I could take it to the edge... We were working on the part of the car that was affecting the exit of our corners. I was able to work closely with the crew. We kept a little bit in our pocket and just pulled it out when the time was right." (this run vs. last year's attempt to enter the "500") "It means a lot to me. It's fantastic. Last year, I left after qualifying. I had a difficult summer trying to cope. I just focused on coming back. I've been lucky to work with Hemelgarn Racing on getting better and better as a driver." (about the feelings of his father, Bob Lazier - who once drove in the Indianapolis 500 - after Buddy's qualifying run) "It's not so much in words; 'You can see it in the eyes.' You can see the joy. He's my personal mentor and coach and best friend." (was Buddy here when his dad was in the 1981 Indianapolis 500?) "I wasn't here. I was 13 then. At that time, I guess, I was a bit of a distraction - a terror." (about the way he closed his eyes as he prepared for the run) "I just want to get focused and calmed down and do the job. I just want to try to shake all the hype." (about the pressure associated with the "500") "If you're going to drive race cars, you've got to get pretty used to the pressure." (about the improvements to the car) "We felt the car could be a 220 car if we had the time to work on it... There's so little room for error. You have to improve with little increments. We gained six miles an hour every day except for today." (about how ski racing - a sport in which he was an Olympic hopeful - compares with Indy car racing) "They're really very similar. It's you and the mountain. And you and the racetrack. It's just you. You have to be very focused. It's really a peaceful feeling - when you get to that speed." (his thoughts on chances for Race Day) "I hope to have a good learning curve type year. That would mean a lot to me."

**RON HEMELGARN**, owner of car #71: "All morning, we were working on the car and ran a 213. We adjusted the wings. We made some changes and went out and did a 216. So we put some fuel in it and made one more wing adjustment. We took a lap and he (Buddy) said that it felt good. So we pushed it in line. Ron Dawes, my crew chief, said 'That kid's gonna run over 218.' And he did."

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



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Lineage of cars in the qualifying lineup today:

50T Theys -- Car not entered at Speedway, 1990.  
 11 Parsons -- Car driven by Pancho Carter to 29th place, 1990.  
 90 Lewis -- Car owned by Ganassi Racing in 1990, not entered at Speedway.  
 92 Johncock -- Car driven by Dominic Dobson to 22nd place, 1990.  
 17 Ribbs -- Car was backup to Tero Palmroth with Dick Simon Racing in 1990 at Speedway, was purchased by Walker Motorsports from Euromotorsport just prior to USAC Rookie Orientation Program in April, 1991.  
 77 Walther -- Car was backup to Emerson Fittipaldi with Patrick Racing in 1989; backup to Eddie Cheever with Ganassi Racing, 1990.  
 66T Dobson -- Car was driven by Derek Daly to 15th place in 1989, then was practiced only by Geoff Brabham with Truesports in 1990.  
 12T Carter -- Car was backup to Scott Brayton in 1989, then was qualified 13th and driven to 26th by Tony Bettenhausen in 1990.

STP will sponsor the Indy 500 Mechanics Recognition Party. This year's affair will be held in an infield tent beginning at 3:30 p.m. on Carburetion Day, Thursday, May 23. Dinner will be served at 6 p.m. The annual function honors the chief mechanics of the 33 qualified cars. STP will present gifts to the 33 as permanent mementos of their 1991 achievements. A special gift will be awarded to Richard Buck, chief mechanic for pole position winner Rick Mears.

12:39	#92	GORDON JOHNCOCK/Hastings, MI Jack's Tool Rental-Bryant-Delta Faucet L/C	
	QA - 43	1 -- 42.033 -- 214.117 2 -- 41.996 -- 214.306 3 -- 42.010 -- 214.235 4 -- 42.333 -- 212.600 T 2:48.372 -- 213.812	Q - 30

(30-car field average: 218.850)

At 12:55 the track went yellow when #17 Willy T. Ribbs' car began smoking heavily in turn 4. At the same time, #90 Randy Lewis was also showing smoke on the backstretch. Lewis said, "We blew the engine. We were just going to do four laps and put it in line. We went four laps too many, I'm afraid. Right now, we don't have another engine. Finding another motor is the difficult part. If we can find a motor and the weather holds out, we're in good shape. We could have done a 214 in that car."

The Walker Motorsports team labored frantically to correct problems with the #17 of Willy T. Ribbs. It all began early this morning when the car came down pit road after spewing oil. The team found an overflow in the "puke" tank. With this problem solved, Ribbs went back out on the track again for more practice. At 12:55 p.m. a cloud of smoke blanketed the north pit area. Moments later, car #17 sputtered into the pits with white smoke billowing from the rear. "I thought bad weather was moving in," said Willy T., "It got foggy behind me." Team members hovered around the machine in search of the problem. The team's greatest fear was another engine failure, or its greatest hope, a turbo problem. Forty-five minutes later, the team was relieved that the problem was, in fact, the turbo. By 2:15 p.m., the crew was well into the process of replacing it.

1:52	#66T	DOMINIC DOBSON/Fairfax, CA Coors/Kroger L/J	
	QA - 44	1 -- 41.789 -- 215.368 2 -- 41.793 -- 215.347 3 -- 41.812 -- 215.249 4 -- 41.794 -- 215.342 T 2:47.188 -- 215.326	(2nd attempt) Q - 31

(31-car field average: 218.734)

LEGEND: QA - Qualification Attempt; Q - Qualifier; UA - Unsuccessful Attempt;  
 TR - Track Record; R - Rookie  
 CHASSIS/ENGINE LEGEND: L - Lola; P - Penske; T - Truesports; A - Alfa-Romeo; B - Buick;  
 C - Cosworth; Ch - Chevrolet; J - Judd

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Update at 2:00 on driver Dean Hall: Hall will be released from Methodist Hospital later today.

2:20 p.m. #11 JOHNNY PARSONS/Brownsburg, IN  
Leader Card Racers L/C (2nd attempt)  
QA - 45 1 -- 41.608 -- 216.305 Q - 32  
2 -- 41.656 -- 216.055  
3 -- 41.932 -- 214.633  
4 -- 43.184 -- 208.411  
T 2:48.380 -- 213.802

(32-car field average: 218.576)

2:46 p.m. #12T PANCHO CARTER/Brownsburg, IN  
Arciero Wines L/B  
QA - 46 1 -- 41.857 -- 215.018 Q - 33  
2 -- 41.837 -- 215.121  
3 -- 42.238 -- 213.078  
4 -- 42.283 -- 212.852  
T 2:48.215 -- 214.012

(33-car field average: 218.435)

Dale Coyne, owner of the #90 car that blew an engine during practice today, said at 3:40 p.m., "We borrowed an engine from another team - Simon. We're just about ready to go with it."

5:15 p.m. #17 WILLY T. RIBBS/San Jose, CA (R)  
Walker Motorsports L/B  
QA - 47 1 -- 41.319 -- 217.817 Q - 34  
2 -- 41.285 -- 217.997  
3 -- 41.373 -- 217.533  
4 -- 41.648 -- 216.097  
T 2:45.625 -- 217.358  
(Bumps Tom Sneva, #59, 213.189)

(33-car field average: 218.565)

5:42 p.m. #90 RANDY LEWIS/Hillsborough, CA  
Dale Coyne Racing L/C (2nd attempt)  
QA - 48 1 -- 41.852 -- 215.043 Q - 35  
2 -- 41.935 -- 214.618  
3 -- 41.995 -- 214.311  
4 -- 41.999 -- 214.291  
T 2:47.781 -- 214.565  
(Bumps Johnny Parsons, #11, 213.802)

(33-car field average: 218.590 mph, Track Record, 1.154 mph faster than 1990 33-car field average of 217.437)

5:47 p.m. #50T DIDIER THEYS/Nivelles, Belgium  
Euromotorsport-GFE-Fendi L/C  
QA - 49 1 -- 42.951 -- 209.541 UA - 14  
2 -- pulled in

5:55 p.m. #77 SALT WALTHER/Dayton, OH  
Walther Motorsports P/C  
QA - 50 1 -- 43.555 -- 206.635 UA - 15  
2 -- pulled in

5:58 p.m. #50T DIDIER THEYS/Nivelles, Belgium  
Euromotorsport-GFE-Fendi L/C (2nd attempt)  
QA - 51 1 -- 43.135 -- 208.647 UA - 16  
2 -- pulled in

The field is assured of having the fastest "slow" speed of an Indianapolis 500 field. The previous fastest of a 33rd fastest qualifier was 213.105 in 1989 by Bernard Jourdain. Gordon Johncock is the 33rd fastest at 213.812.

Chicagoland Processing Corp. has minted 25,000 limited edition silver commemorative coins honoring the Indianapolis 500. The coins numbered 1-20 will be presented to the top 20 finishers. Each one-ounce coin will be individually numbered. The coins, packaged in a crushed gray velvet book with a detailed pamphlet tracing the history of the race, features the 75th Indianapolis 500 logo on one side and the likeness of the track on the other.

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The high temperature today was 73 degrees, with a low of 54. The winds were out of the northeast at 10-15 mph.

The Championship Auto Racing Auxiliary (CARA) is inaugurating the first annual Badrutt's Palace Hotel St. Moritz Indy Tennis Tournament, scheduled May 22 at the Indianapolis Indoor Center located on the IUPUI campus. Buffet lunch is at 2 p.m., with the tournament 3:30-6:30 p.m. Several drivers and drivers' wives have committed to participate.

A total of 65 cars are now at the Speedway, 62 have passed technical inspection and none are in the process. 41 drivers have been on the track to date. There were 14 yellows for 1 hour, 36 minutes today.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SUNDAY MAY 19, 1997

## POST QUALIFYING QUOTES

**GORDON JOHNSCOCK** (#92 Jack's Tool Rental-Bryant-Delta Faucet Lola): (feelings on qualifying run) "I'm excited...it's a relief to get qualified. This is the most happy to get qualified that I've ever been. I was a little on edge...we weren't running that fast. We blew an engine yesterday...we lost oil pressure - it saved us by putting in a new engine. We were running a Cosworth which is a disadvantage - not as much horsepower (as the other engines). I think we're in the field." (on drop in speed the last lap) "I was getting too far out - too close to the wall, so I held back a little. I played it safe. I knew I had to run over 213...we had to do a little better than what Tom (Sneva) did. He did a remarkable job." (your reward on coming to Indy) "Being able to qualify with the rest of them." (on seasoned veterans not in race) "I would much rather be running with them (seasoned veterans) than those I will be."

**DOMINIC DOBSON** (#66T Coors/Kroger Burns Racing): (about the qualifying run) "Well, in 1988, being the fastest rookie was the highlight of my career. But this - this takes the cake, considering all the problems we had...it's great to be in the race. I always like being here." (about his crash on Sunday, May 12) "It's a little bit of a mystery. I don't want to say that something broke. I was going 185 miles an hour...I wasn't even at the pits yet. I had just gotten into Turn 4. The car snapped loose early in the turn." (about the injury sustained in the crash) "It's more like a football or soccer injury. I hyper-extended the left leg from the knee down...it pulls the bones apart. I kept it straight and iced it down. When the bones slid back to where they were supposed to be, I was released to drive...There's no pain in the car, but getting in and out of the car is the tough part. Getting in and out of the pits is a problem. Depressing the clutch is a little tough." (about the race strategy) "Our goal is not to streak out at the beginning, but to do 500 solid miles...The pit stops may be three or four seconds slower than they would normally be, but it's a small price to pay to be able to race in the Indianapolis 500." (about the brace he must wear as a result of last Sunday's accident) "It was built to Terry Trammell's specifications by Indiana Brace. It just fits me, so I won't sell it to anyone." (about the cane he is using) "Hopefully by Race Day, I'll be able to get along without it. I'd like to burn it when that's done." (does the brace bother you when you're driving?) "Hell, no. My right leg works fine."

**JOHNNY PARSONS** (#11 Leader Card Racers): (on qualifying run) "It was great to see the checkered flag. We'll settle for 33rd - we hope to stay in the field. I do think we'll get bumped...we're real nervous." (on decreased speed in qualifying run) "Would you like to step into the men's room and look at my Nomex? The chassis started going away... we lost a lot of horsepower. In lap two, there was a decrease in power, got loose in (turn) three, and I knew I had problems in the last lap. But it was too late to change our minds. We wanted to look at the overall picture and be in the race." (what has been happening in recent years?) "My Christianity has kept me going...that's where I find all the answers. I refuse to be affected (negatively)...it'll get you nowhere."

**PANCHO CARTER** (#12T Arciero Wines): (On why his speeds slowed a bit on qualifying) "The car was slipping around a bit. We had been having waste gate problems and I couldn't stay after it as hard as I wanted to. We hope to get the problem sorted out this week." (On why he switched cars) "It was a business decision. I switched cars because we had been having a lot of engine problems. It was a very amicable split...I talked with Ralph (Wilke) and told him that I felt that if I stayed with the car and team the way it was we might miss the race. Like I mentioned, it was very amicable. I also gave him some suggestions as to what to do and obviously it helped. When something like this happens, you hope to jump from one ship to another and both of them go floating in the armada together." (On the car he qualified in) "It was a show car that I think they had at the shop and not only was it a show car, it was also a short track car and the team had to make quite a few changes. Those of you that are familiar with this know how much work this takes." (On what he's going to do tomorrow) "I'm going to play in the golf tournament with Ralph (Wilke) and other members of the team and then tomorrow night I'm going to watch my kids play some baseball."

**RANDY LEWIS** (#90 Dale Coyne Racing): (on being the last qualifier) "This has been an incredible struggle. But you know, 212 was the highest I had done all month. So, that 214 was beautiful. I am very, very pleased to be in the race. After you get to love a place like this, you hate to leave it. I went out today, looked around and said, 'Don't forget, I love you. Don't be mean to me.' I was pretty determined to make it. I love this place." (after coming back after the crash on the first qualifying day and the blown engine in today's practice session) "I have never been so low in my life. I've never lost a family member or a close friend. When I took it into the wall, that was my first crash here and my first ever, ever on an oval. I've never gone through something like that. The crash was a real low point. And as for the blown engine this morning, I wouldn't be here without Dick Simon. Dick lent us one of their spare engines. If it wasn't for him, I wouldn't be in the show. I owe him a tremendous thank you."

**NOTE:** This is a quick chronology of the Ribbs-Walker effort to make the field.

- 12:55 p.m. -- Turbocharger failure.
- 1:25 p.m. -- In garage, checking on turbo, which may have been damaged Saturday when car sustained an engine failure.
- 1:40 p.m. -- Replace turbo.
- 1:45 p.m. -- Halfway done with installing turbo.

Two cars qualified, Derrick Walker monitoring.

- 2:30 p.m. -- Fired engine in garage, car smoking, spraying badly.
- 2:46 p.m. -- Replaced scavenger pump. It was determined when turbo failed, pieces entered pump.

During this period, mechanics from various teams came to garage to offer assistance.

- 3:20 p.m. -- Installed pump, refired motor, no smoke, no spray, roll car to pit road.
- 3:38 p.m. -- Ribbs leaves pits, enters track, does one warmup. Small smoke, nothing serious, does nine laps with quickest of 213.442.
- 4:00 p.m. -- Car returns to fueling station.
- 4:10 p.m. -- Dominic Dobson wishes Walker good luck.
- 4:14 p.m. -- Ribbs does six warmups with best of 214.454.
- 4:25 p.m. -- Car returns to fueling station.
- 4:40 p.m. -- Ribbs does few laps, quickest of 215.542.
- 4:51 p.m. -- One lap on "sticker" tires to scuff them in, return to fueling station.
- 5:05 p.m. -- Car in tech.
- 5:15 p.m. -- Qualified.

**WILLY T. RIBBS** (#17 Walker Motorsports): (on being first black to qualify for Indianapolis 500) "I'm glad to make history because it'll only be done once. When it's (racing) all you've ever wanted to do in your life, it's very satisfying. As a child, I didn't have any basketball or football heroes. They were racing drivers. My daddy did it. My only motivation was that I loved and enjoyed it (racing). It is my passion." (on making field after so many problems) "I'm so happy. So many times, my boat was sinking. Derrick (Walker, team owner) and the boys were under water fixing it (car). The team, Derrick Walker and Tim Wardrop (engineer) never gave up. Then, Buick stepped in and said 'you got to do it, Ribbs'. Everyone ought to go out and get a Buick." (on keeping sanity throughout the month) "Derrick (Walker) has this saying 'strong like bull'. Have you ever seen a bull's eyes? When things were going bad, Derrick would look at me, wink, and say 'strong like bull'." (on qualifying at last minute) "We knew we were running out of time. If you know football, this wasn't a field goal or touchdown. This was a Hail Mary! We had to Hail Mary our way into the field." (on finding the extra speed during qualifying run) "When I got into the car (during practice runs prior to qualifying), I knew it was capable of doing it (going faster). During the last (practice) run, 'Dr.' Tim Wardrop laid a set-up on me that I really liked. I said, 'let's do it'. The car was working well, was gripping good. It was like driving down to the grocery store." (when turbo blew earlier in the day sending out a fog bank) "That was our opening act! We went back to the dressing room and came back for the real thing." (on advice he got from Rick Mears and A.J. Foyt) "Rick is a genius at this circuit and A.J...they're both professors here. One is just older than the other. This is my first oval race even though I did test at Phoenix once. I knew they knew more than me. Rick, A.J., Michael Andretti...they all went out of their way to help me." (on bumping Tom Sneva from field) "I'm not Mike Tyson. I'm not used to knocking people out. I didn't just want to qualify. I wanted to run as quick as I could." (on making field despite not having a major sponsor) "This team is super and we're doing it on nickels. Our sponsors for the qualifying run were Buick and Jim Wright and their people who worked real hard to get us in the race." (What will you do during final practice, Thursday-Carburetion Day?) "I'm gonna ask (Rick) Mears if he'll tow me around."

**DERRICK WALKER** (Owner of #17 Walker Motorsports): (on Willy T. Ribbs' qualifying run) "I knew the car was right...it certainly was a wonderful run. It's a big relief to have it over. It's a very respectable time." (on engine saga) "We ran into a few problems that weren't related to each other. We knew we could fix them. We had a good car. Buick loaned us an engine last night...and saved our day. Our biggest worry was running out of money half way through (the month). Hopefully, we've proved we're worthy of sponsorship now." (on Willy breaking the color barrier) "It is a benchmark, but he's just a race car driver trying to get in (the race). Willy has handled adversity well and he's never missed a beat. He's used to pressure."

**DAVE MANN** (Owner of car #93, qualified by John Paul, Jr, and car #99): (about the #99 car being available to be qualified) "I went around the garages yesterday after we qualified (the #93 car) and asked if anyone was interested in driving this car. We talked to Baker Racing and PIG Racing after Ted (Prappas) crashed. I talked to (Tom) Sneva last week before he signed with Menard. I wish I could find him now that he's been bumped. But I guess he's out on the golf course." (about the rumor that someone would qualify the car and then Dean Hall would drive it in the race) "Yes, we talked about it, but Dean decided not to do it. We're a team without a driver."

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DAY 17 -- THURSDAY, MAY 23, 1991, CARBURETION DAY

Rookie Ted Prappas, who crashed May 18, went to a doctor in Los Angeles upon his return home after the mishap. "My foot had been bothering me since the crash, so I went to see a doctor here in Los Angeles," Prappas said. "The nurse asked me if I'd been in a car accident, and I answered, 'well, sort of,' so she gave me a report to fill out. I left out the 'description of accident' part, figuring I'd just explain it to the doctor. But the nurse wanted the whole thing filled out, so I thought, 'fine, you asked for it,' and under the description of accident, wrote, 'spun, hit the Turn Four wall with left front of car, going approximately 200 miles an hour.' The nurse took one look at it and yelled, 'what?' I told her, 'well, I was at the Indianapolis Motor Speedway.'" Prappas was found in Los Angeles to have a small bone broken on the outside of his left foot, according to a team statement from P.I.G. Racing.

Because of morning rain, final practice was delayed until 12:24 p.m. There was a total 32 minutes of green time. There were three yellows for a total of 19 minutes; rain, debris, and a tow-in. The session concluded at 1:15. A total of 32 cars took the track, with #12 Carter and both alternates as no-shows.

Almost immediately after practice began, #4 John Andretti pulled off the course in turn #1 and had to be towed back to the pit area. The oil pressure indicator warned Andretti of a possible problem, and he elected to shut car off. The pit crew checked the system and determined the indicator was wrong - a temporary glitch in the electronics.

Shortly after the session began, the crew for #92 Gordon Johncock replaced the header boxes. The team reports that cleaning solvent was soaked into the header boxes producing a small flame-up. Johncock returned to the track at 1:05. Johncock, suffering from a small case of flu, was forced to drive down to Indianapolis this morning from his Hastings, Mich., home and didn't arrive until after noon. "The plane I was going to come in on was grounded because of the weather," Johncock said. "If they had started on time, I would have missed most of it."

The #12 Arciero/Alfa LAVAL/Doc's car driven by Pancho Carter was pushed out 1:08 p.m., but never had track time. Dennis McCormack, team manager, said, "We had turbo problems this morning and a couple of little things."

The #9 Glidden Paints Special driven by Kevin Cogan was towed in near the end of practice today. Cogan said, "The engine just quit. We know why. It's not important and we can fix it."

Quotes from the Emerson Fittipaldi news conference held after today's practice: (about dealing with traffic during the race) "My experience is not going to be as good as some other drivers. The problem is how to deal with very high turbulence. When you're behind only one car it is acceptable. But when you're behind three or four cars, you really lose front and rear. I'm going to be intimidated by that for sure." (about unexpected tire blister problem in last year's race) "Normally Roger doesn't talk to me on the radio. But he called to me and said, 'Watch out. Rick just blistered his tires.' Two laps later, I blistered." (about race strategy) "I'm going to be very, very cautious and careful the first 10 laps until things calm down. The first 10 laps aren't that important." (will he talk to other drivers to determine game plan) "I'd like to talk to Jeff Andretti, but I'm sure Mario's going to give him other advice."

Quotes from Rick Mears news conference: (about the practice run today) "I hadn't been in the car for about a week. They took it apart, rebuilt it. It feels just like it did when I got out of it." (about his teammate sharing information) "I believe he tells me everything and I tell him everything. That's the way this team has always worked...it's a wasted effort if you don't. I can try something different with my car and he (Emerson) can try something different with his. Then we can talk about it and see what works. We can get from Point A to Point B quicker than the other guys." (about the rumor that he will move over and let A.J. lead the first lap) "If I move over, it'll be to block him. Starting next to him and to be a part of all of it, it's very special." (about the USAC scoring monitor posting one of his practice laps at 344 miles per hour) "It felt like it! Good. I thought they might have missed that one."

Quotes from Roger Penske news conference: (about the team concept) "As a car owner, I see that every time they get out of the car, the first thing they do is go to their teammate...It's a great resource. If you have a problem with your car, the best guy to go talk to is someone who has a similar car." (expectations for Race Day) "When you have identical cars, you hope there's not one gremlin in both of them. And you always hope for a clean start." (about last year's problems of blistering tires) "What most of you probably don't know is that we came back 30 days later last year with Emerson to work with Goodyear to find out what was happening...We helped them review their records. The problem was caused by overinflating the tires and not having sufficient scrubbing. It wasn't the compound of the tires -- it was us trying to get a little edge." (on the over 50 drivers) "I don't think age is a number. I think Mario or A.J., under the right circumstances, can win this race. It's not age. It's desire."

Driver A.J. Foyt, Jr. took his provisional checkup today and was cleared to drive Sunday, according to Dr. Henry Bock, Speedway Medical Director. Dr. Bock also said that driver Mark Dismore, injured May 10 in an accident in the fourth turn, could be released from Methodist Hospital Saturday if his recovery continues on schedule.

Ameritech presented its 'Youngest Starting Driver' Award this morning in the trackside conference room to 23-year-old Buddy Lazier, who makes his first start at Indy in his third year of trying. It's the fifth year that Ameritech has sponsored the award. The 1990 winner was the late Billy Vukovich III.



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DAY 17 -- THURSDAY, MAY 23, 1991, CARBURETION DAY

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Quotes from Al Unser, Jr. news conference: (about his chances for Race Day) "More people have a realistic chance to win this race. Penske doesn't have the advantage they've had in past years...The advantage Penske has is smaller...The important thing is the guys that are putting them (the cars) together. The talent of the driver has always been there. It's the guys putting them together. If we can go the distance, my guys are the best in the business in that department. Consistency is what's going to prevail...It's a long race. There are about seven pit stops involved. There are a lot of track changes involved. Hopefully the leader won't get too far out in front of us. We'll go racing at the end of the race. That's what we're gonna try to do - get to the end." (about the fact that this is the first year since 1969 that his father is not in the race) "There have been a couple of Unsers here since 1969...My feelings are for him...It's not because he's not capable of doing it...More road courses came into our season. They're a lot more physically demanding than the oval. It just seems like dad would get tired a lot easier. He's still a dynamite driver on the oval courses." (who has a shot on Race Day) "The rabbits are going to be Emerson and Arie. Emmo's style is to go out and lead. Arie's car is working very, very well. He's gonna try to go out there and lead it and do it again. He definitely has a good working car. And Mears. Well, Mears is Mears, you know. He'll lead it if it's easy."

Quotes from Arie Luyendyk's news conference: (Al Unser, Jr. thought you and Emerson would be rabbits on Race Day - what do you think) "I hope he's right. We feel good about our chances on Sunday. I won this race last year and that gives me confidence. I have no problems with running up front. Last year I took the lead and I said, 'I'm finally leading this race!' Now I'm back with more confidence." (pressure about returning as champion) "It was a little bit of an upset when I won last year. As the season progressed, we couldn't keep up with the bigger teams and I think it hurt us. In Michigan, I was leading that race. In the cockpit, you talk to yourself and I said 'I'm finally leading another race' and then the car broke down...When I won last year, I thought, 'This is the first time you win the race, and it might be the last.' It's hard to win here many times. But it was very positive -- getting the recognition of being an Indy winner." (did you go home to Holland after winning last year) "I went to Holland twice --for two days the first time and three days the second time, in December. I kind of sneaked in and sneaked out. There was a tremendous amount of publicity with the win. I don't know how many Dutch reporters are here this year, but it's three times more than last year. They're going to show the race live there. The race is getting more and more known because of my participation and winning last year." (about race strategy) "If I can go to the front and lead the race safely, I will. If you can lead, it's hard to say to your self 'I'm gonna sit here in second place.'...Last year, I was gentle on the equipment at the beginning of the race. That's the strategy I'd like to follow this year." (on today's practice) "We put about 15 laps on the car. So, I have about 40 miles on the engine going into the race, and that's what we wanted to do."

The #7 Panasonic Lola/Buick of Hiro Matsushita was late getting on to the track for practice because the driver was late returning to the grounds after a visit to a local chiropractor. Matsushita woke up with a painfully stiff neck this morning and felt treatment beyond what was available here was necessary. He got caught in traffic while returning and sprinted down pit road to his waiting crew once he changed into his driver's suit. It was a routine practice for the Dick Simon Motorsports team with the exception of a slight miss in the Buick V-6 Indy engine, due to an over-rich fuel mixture.

The #93 ATEC Environmental Lola/Buick of John Paul, Jr. was one of the last cars to be pulled out on to pit road. Some new parts were installed in the gearbox of the Mann Motorsports entry and the fact that those parts -- ordered yesterday - were late in arriving, forced the crew to work past the start of practice. Paul got on the track and reported no problems.

The #20 Patrick Racing/Miller Genuine Draft Alfa Romeo crew completed a four-tire change in 13.114 seconds to capture the Miller Genuine Draft Pit Stop Championship XV today and the \$25,000 top prize. The team, composed of Mitch Davis (right front), Bill Van de Sandt (left front), Tim (Dog) Homburg (right rear), Dave Higuera (left rear), Dave Stephens (vent/jack) and Larry Faust (fueler), was headed by crew chief Mike Hull and team manager Jim McGee. The Patrick crew beat the #18 STP-KRACO Lola Chevy crew composed of Jim Prescott (right front), Butch Winkle (left front), Tony Brunetti (right rear), Kyle Moyer (left rear), Timmy Douthiat (vent/jack) and Larry Ellert (fueler). The time for car #18 was 13.382 seconds. In the semifinals, the Patrick crew had a 15.862-second stop but was penalized five seconds for a man over the wall early. It still was enough to beat the crew of the #14 Copenhagen Lola, which was timed in 25.556. The #18 Galles-Kraco crew posted a 13.301 clocking in its semi, beating the #6 Kmart Havoline Lola crew from Newman-Haas, which was disqualified when its engine stalled. The Galles-Kraco crew picked up \$15,000 for second. The two semifinalists got \$5,000 each.

The Championship Auto Racing Auxilliary (CARA) will holds its 10th annual fashion show and luncheon at 11 a.m. Friday at the Westin Hotel. Wives of Indy Car drivers and some of the championship drivers themselves will model fashions from Jacobson's. PPG is a major sponsor of the fund-raiser. Proceeds go to help those needing assistance within the auto racing community and child-related causes. As of the end of 1990, \$300,000 had been donated to numerous charities. For information, call (317) 299-2277.

The year 1991 marks the 50-year anniversary of the death of Louis Chevrolet, who made the Indianapolis 500 field in 1915, 1916, 1919 and 1920. As a tribute to Mr. Chevrolet, a former Swiss citizen now buried in Holy Cross Cemetery on Indianapolis' south side, Edouard Brunner, Swiss ambassador to the U.S., will lay a wreath at the Louis Chevrolet Memorial at the Speedway at 3 p.m. June 14.

High today was 80 degrees. Low was 68. Winds during the practice period were out of the SE at 5-10 miles an hour.

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



DATE: 5/23/91

FINAL PRACTICE - QUALIFIER PERFORMANCE

TIME: 15:47

Car	Driver	YR/Chassis/Engine	Qualifying Pos	Speed	Final Day Laps	Speed
1	9	Cogan, Kevin	16	222.844	12	223.892
2	1	Luyendyk, Arie	14	223.881	14	222.756
3	5	Fittipaldi, Emerso	15	223.064	26	222.557
4	3T	Mears, Rick	1	224.113	22	221.489
5	51	Bettenhausen, Gary	13	224.468	9	220.669
6	6	Andretti, Mario	3	221.818	18	219.748
7	4	Andretti, John	7	219.059	13	219.336
8	10T	Andretti, Michael	5	220.943	13	218.994
9	18	Rahal, Bobby	4	221.401	14	218.680
10	22	Brayton, Scott	19	218.627	17	216.570
11	20T	Sullivan, Danny	9	218.343	10	215.296
12	14	Foyt Jr., A.J.	2	222.443	12	214.772
13	26T	Crawford, Jim	8	218.947	16	214.746
14	16	Bettenhausen, Tony	20	218.188	10	213.013
15	91	Fox, Stan	17	219.501	10	211.203
16	50	Groff, Mike	18	219.015	14	211.069
17	40	Guerrero, Roberto	28	214.027	12	210.133
18	86T	Andretti, Jeff	11	217.632	9	209.702
19	2	Unser Jr., Al	6	219.823	9	209.429
20	15	Goodyear, Scott	12	216.751	15	207.268
21	48	Jourdain, Bernard	21	216.683	12	205.959
22	8	Cheever, Eddie	10	218.122	9	205.950
23	19	Pruett, Scott	27	214.814	15	205.710
24	23	Palmroth, Tero	26	215.648	13	203.966
25	21	Brabham, Geoff	22	214.859	8	199.499
26	93	Paul Jr., John	25	217.952	9	199.261
27	17	Ribbs, Willy T.	29	217.358	9	197.157
28	92	Johncock, Gordon	33	213.812	3	168.347
29	66T	Dobson, Dominic	30	215.326	5	162.525
30	7	Matsushita, Hiro	24	218.141	2	134.348
31	71	Lazier, Buddy	23	218.692	4	98.026
32	39	Lewis, Randy	31	214.565	0	0.000
33	12T	Carter, Pancho	32	214.012	0	0.000
34	11	Parsons, Johnny	34	213.802	0	0.000
35	59	Sneva, Tom	29	213.189	0	0.000

364 910.00 Miles

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



PERFORMANCE HISTORY (BY CAR NUMBER)

DATE: 5/23/91

TIME: 15:31

Car	Drive	YR/Chassis/Engine	TODAY		MONTH		Date Best	
			Laps	Speed	Laps	Speed		
1	1	Luyendyk, Arie	1991/Lola/Chevy V8	14	222.756	339	225.649	223.881 Q
2	1T	Luyendyk, Arie	1991/Lola/Chevy			107	224.037	5/09
3	2	Unser Jr., Al	1991/Lola/Chevy V8	9	209.429	317	224.534	219.823 Q
4	2T	Unser Jr., Al	1991/Lola/Chevy			281	223.430	5/09
5	3	Mears, Rick	1991/Penske/Chevy Indy V			272	226.569	5/08
6	3T	Mears, Rick	1991/Penske/Chevy Indy V	22	221.489	274	226.557	224.113 Q
7	4	Andretti, John	1991/Lola/Chevy Indy V/8	13	219.336	324	223.414	219.059 Q
8	4T	Andretti, John	1990/Lola/Chevy Indy V/8			30	217.517	5/07
9	5	Fittipaldi, Emerso	1991/Penske/Chevy Indy V	26	222.557	472	226.705	223.064 Q
10	5T	Fittipaldi, Emerso	1991/Penske/Chevy Indy V			183	222.883	5/15
11	5T	Mears	1991/Penske/Chevy Indy V			60	220.259	5/17
12	6	Andretti, Mario	1991/Lola/Chevy Ilmor	18	219.748	335	225.253	221.818 Q
13	6T	Andretti, Mario	1991/Lola/Chevy Ilmor			258	221.729	5/13
14	7	Matsushita, Hiro	1991/Lola/Buick V6	2	134.348	272	216.570	218.141 Q
15	7T	Matsushita, Hiro	1991/Lola/Cosworth			100	207.306	5/09
16	8	Cheever, Eddie	1991/Lola/Chevy V8	9	205.950	467	221.893	218.122 Q
17	8T	Cheever, Eddie	1991/Lola/Chevy V8			55	217.591	5/06
18	9	Cogan, Kevin	1991/Lola/Buick V6	12	223.892	279	226.677	222.844 Q
19	9T	Bettenhausen, Gary	1989/Lola/Buick V6			17	211.526	5/06
20	10	Andretti, Michael	1991/Lola/Chevy Ilmor			303	225.994	5/07
21	10T	Andretti, Michael	1991/Lola/Chevy Ilmor	13	218.994	162	225.315	220.943 Q
22	11	Carter, Pancho	1990/Lola/Cosworth			112	211.805	5/12
23	11	Parsons, Johnny	1990/Lola/Cosworth			121	214.286	213.802 B
24	12	Dismore, Mark	1988/Penske/Buick V6			165	216.611	5/10
25	12T	Carter, Pancho	1989/Lola/Buick V6			101	214.700	214.012 Q
26	14	Foyt Jr., A.J.	1991/Lola/Chevy	12	214.772	196	223.925	222.443 Q
27	14T	Foyt				7	209.629	5/14
28	15	Goodyear, Scott	1991/Lola/Judd	15	207.268	454	219.149	216.751 Q
29	16	Bettenhausen, Tony	1990/Penske/Chevy Indy V	10	213.013	289	221.124	218.188 Q
30	16T	Bettenhausen, Tony	1990/Penske/Chevy Indy V			216	219.947	5/06
31	17	Ribbs, Willy T.	1990/Lola/Buick V6	9	197.157	288	215.543	217.358 Q
32	17	Theys, Didier	1990/Lola/Buick V6			26	208.121	5/12
33	18	Rahal, Bobby	1991/Lola/Chevy V8	14	218.680	297	226.080	221.401 Q
34	18T	Rahal, Bobby	1991/Lola/Chevy V8			222	222.805	5/09
35	19	Pruett, Scott	1991/Truesports/Judd	15	205.710	334	217.412	214.814 Q
36	20	Sullivan, Danny	1991/Lola/Alfa-Romeo			367	219.282	5/10
37	20T	Sullivan, Danny	1991/Lola/Alfa-Romeo	10	215.296	108	220.226	218.343 Q
38	21	Brabham, Geoff	1991/Truesports/Judd	8	199.499	319	218.547	214.859 Q
39	22	Brayton, Scott	1991/Lola/Chevy V8	17	216.570	278	223.558	218.627 Q
40	22T	Brayton, Scott	1991/Lola/Chevy V8			192	221.588	5/09
41	23	Palmroth, Tero	1990/Lola/Cosworth	13	203.966	259	215.167	215.648 Q
42	26	Crawford, Jim	1991/Lola/Buick Indy V6			166	221.250	5/15
43	26T	Crawford, Jim	1991/Lola/Buick Indy V6	16	214.746	332	225.643	218.947 Q
44	31	Prappas, Ted	1989/Lola/Judd			170	212.841	5/18
45	34	Andretti, John	1991/Lola/Chevy Indy V/8			266	222.822	5/15
46	37	Dacco, Guido	1990/Lola/Cosworth DFS 9			6	139.546	5/15
47	39	Lewis, Randy	1990/Lola/Cosworth			254	212.364	5/10
48	40	Gurrero, Roberto	1991/Lola/Alfa-Romeo	12	210.133	103	216.941	214.027 Q
49	48	Jourdain, Bernard	1990/Lola/Buick V6	12	205.959	261	220.881	216.683 Q
50	50	Groff, Mike	1991/Lola/Cosworth DFS 9	14	211.069	394	220.956	219.015 Q
51	50T	Groff, Mike	1990/Lola/Cosworth DFS 9			113	215.311	5/09
52	50T	Theys, Didier	1990/Lola/Cosworth DFS 9			372	213.767	5/15
53	51	Bettenhausen, Gary	1991/Lola/Buick V6	9	220.669	283	224.989	224.468 Q
54	59	Sneva, Tom	1989/Lola/Buick			15	214.434	213.189 B
55	66	Dobson, Dominic	1990/Lola/Judd			180	213.432	5/09
56	66T	Dobson, Dominic	1989/Lola/Judd	5	162.525	121	214.966	215.326 Q
57	71	Lazier, Buddy	1990/Lola/Buick V6	4	98.026	134	216.325	218.692 Q
58	77	Walther, Salt	1989/Penske/Cosworth			110	207.201	5/19
59	86	Andretti, Jeff	1991/Lola/Cosworth			378	215.548	5/15
60	86T	Andretti, Jeff	1991/Lola/Cosworth	9	209.702	213	219.882	217.632 Q
61	90	Lewis, Randy	1990/Lola/Cosworth			211	212.329	214.565 Q
62	91	Fox, Stan	1991/Lola/Buick V6	10	211.203	237	224.058	219.501 Q
63	92	Fox, Stan	1990/Lola/Cosworth			21	201.771	5/06
64	92	Johncock, Gordon	1990/Lola/Cosworth	3	168.347	146	213.003	213.812 Q
65	93	Paul Jr., John	1990/Lola/Buick	9	199.261	392	216.789	217.952 Q
66	97	Hall, Dean	1989/Lola/Buick V6			354	215.223	5/09
67	99	Paul, John Jr.	1990/Lola/Buick V6			79	211.268	5/18
				364		14,569		

Q = 4 Lap Qualifying Average

B=Car Bumped

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## 1991 ACCIDENT REPORT

1. **CAR NO.** 3 **DATE:** Friday, May 10, 1991 **TIME:** 2:06 p.m.  
**DRIVER:** Rick Mears  
**CAR NAME:** Marlboro Penske Chevy 91  
**CAR CONDITION:** Heavy damage to right side and left rear  
**DESCRIPTION:** After something apparently broke going into turn 1. Approximately 400' (1 spin) made contact with right side, slid along wall 1350 feet with 1/2 spin. Came to a stop sitting backward on the track near the wall in the south short chute.  
**DRIVER'S CONDITION:** Checked at Hanna Medical Center and will be taken to Methodist Hospital by Lifeline helicopter for x-rays and further observation.  
**UPDATE:** Released from Methodist Hospital and cleared to drive. Practiced in backup car.
2. **CAR NO.** 12 **DATE:** Friday, May 10, 1991 **TIME:** 5:09 p.m.  
**DRIVER:** Mark Dismore  
**CAR NAME:** Arciero Wines  
**CAR CONDITION:** Broken in two pieces.  
**DESCRIPTION:** Came out of turn 4 high (380') to the outside wall, slid across track 900 feet to inside wall just north of the pit entrance, slid across pit entrance 220 feet to the end of the outside pit wall, slid an additional 150 feet to the inside pit wall and the car broke into two pieces.  
**DRIVER'S CONDITION:** Awake, alert and stable before transport by Lifeline helicopter to Methodist Hospital with multiple injuries to his arms, legs and feet.  
**UPDATE:** 7 p.m. Friday. Injuries reported as fractured neck, multiple fractures to right foot, fractured right kneecap, fractured right wrist, severe multiple fractures to left foot. Dismore will be taken to surgery by Dr. Terry Trammell, which is estimated to last 4 to 6 hours. Further information will be available Saturday morning at 10:00.  
Update as of 8 a.m. Saturday: Mark Dismore underwent six hours of surgery to repair injuries to his extremities by Dr. Terry Trammell. He is in recovery, in good condition. Update as of 3 p.m. Saturday: Awake and alert, under observation in recovery. Good condition. Update as of 10:30 a.m. Sunday: Good condition in constant care unit of Methodist Hospital, as his recovery continues.
3. **CAR NO.** 39 **DATE:** Saturday, May 11, 1991 **TIME:** 11:09 a.m.  
**DRIVER:** Randy Lewis  
**CAR NAME:** AMP/Orbit/Jenn-Air  
**CAR CONDITION:** Extensive right side damage, gear box  
**DESCRIPTION:** Brushed the wall in turn 4, prior to the green flag. Lost control in turn 1, making 1 spin, 600 feet. Hit the wall with the right side along the wall 500 feet. Slid across the track, doing a 1/2 spin for 600 feet, and came to a stop in the grass in the south short chute.  
**DRIVER'S CONDITION:** Examined and released to drive, with bruised shoulders.
4. **CAR NO.** 66 **DATE:** Sunday, May 12, 1991 **TIME:** 10:51  
**DRIVER:** Dominic Dobson  
**CAR NAME:** Coors/Kroger  
**CAR CONDITION:** Extensive left side, nose and rear damage  
**DESCRIPTION:** Lost control in middle of turn 4. Slid 340 feet, 1/2 spin, hit wall with left side, 940 feet off the wall with 2 complete spins and 1 reverse spin to inside wall (approximately 50 feet) north of pit entrance. Then 100 feet to back of inside track wall, and slid an additional 120 feet to a stop in middle of north pit area.  
**DRIVER'S CONDITION:** Observed by Dr. Bock at Hanna Medical Center, reported awake and alert, and complaining of left knee pain. Transported by ambulance to Methodist Hospital for further evaluation and possible treatment.
5. **CAR NO.** 31 **DATE:** Sunday, May 12, 1991 **TIME:** 4:36  
**DRIVER:** Ted Prappas  
**CAR NAME:** Personal Investment Group/Say No to Drugs  
**CAR CONDITION:** Damage to right side suspension  
**DESCRIPTION:** Brushed wall coming out of turn 1 and continued along the wall 140 feet, then off the wall 700 feet in the south short chute. Hit the wall again and stayed along it for 820 feet.  
**DRIVER'S CONDITION:** Examined and released to drive.
6. **CAR NO.** 97 **DATE:** Saturday, May 18, 1991 **TIME:** 9:49  
**DRIVER:** Dean Hall  
**CAR NAME:** CNC System Sales Lola  
**CAR CONDITION:** Heavy damage to front and left side.  
**DESCRIPTION:** Low out of turn 4 540 feet with 1/2 spin, hit the outside wall head-on with the left front. After 90 feet the left rear swung around, hit the wall and the car made a 1/2 spin 460 feet to the inside wall, and stopped another 180 feet toward pit entry.  
**DRIVER'S CONDITION:** Reported awake and alert before being transported by ambulance to Methodist Hospital for further observation. Update at noon: Has a left knee injury, a slightly bruised jaw and a small chip fracture to the right lower leg. In good condition, but will be kept overnight for observation.
7. **CAR NO.** 31 **DATE:** Saturday, May 18, 1991 **TIME:** 4:11  
**DRIVER:** Ted Prappas  
**CAR NAME:** Personal Investment Group/Say No to Drugs  
**CAR CONDITION:** Extensive damage to right front nose and left side  
**DESCRIPTION:** In the middle of turn 4, the rear end broke loose doing 1 spin for 320 feet, hit the wall, slid away from the wall and down the track 720 feet, then hit the wall again 120 feet.  
**DRIVER'S CONDITION:** Climbed out of the car and was taken to Hanna Medical Center where he was examined. The incident bruised both heels, but he has been released to drive.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



## STARTING LINEUP/MEDIA GUIDE - 1991 INDIANAPOLIS 500

Car Num	Gar. Num	Prev Races	Driver Name	Car Name	YR/Ch Engine	Entrant	Chief Mechanic	Qualifying Speed	Pit Num
1	3	B-16	W Rick Mears	Marlboro Penske Chevy 91	91/P/Ch	Penske Racing, Inc.	Richard Buck	224.113	1
2	14	A-5	W A.J. Foyt, Jr.	A.J. Foyt/Gilmore/Copenhagen Racing Team	91/L/Ch	A.J. Foyt Enterprises	Craig Baranowski	222.443	3
3	6	B-31	W Mario Andretti	Kmart Havoline Lola	91/L/Ch	Newman/Haas Racing	Colin Duff	221.818	6
4	18	A-14	W Bobby Rahal	STP-KRACO Chevy Lola	91/L/Ch	Galles-Kraco Racing	James Prescott	221.401	12
5	10	B-30	Michael Andretti	Kmart Havoline Lola	91/L/Ch	Newman/Haas Racing	Colin Duff	220.943	5
6	2	A-12	Al Unser, Jr.	Valvoline Chevy Lola	91/L/Ch	Galles-Kraco Racing	Owen Snyder	219.823	14
7	4	C-6	John Andretti	Pennzoil Special	91/L/Ch	Hall/VDS Racing	Larry Curry	219.059	16
8	26	B-14	Jim Crawford	Quaker State/Buick	91/L/B	Kenny Bernstein's King Sports, Inc.	John Anderson	218.947	10
9	20	B-2	Danny Sullivan	Patrick Racing Miller Genuine Draft Alfa Romeo	91/L/AR	Patrick Racing International	Mike Hull	218.343	11
10	8	C-3	Eddie Cheever	Target/Scotch Video Lola	91/L/Ch	Chip Ganassi Racing	Chris Griffiths	218.122	18
11	86	C-10	R Jeff Andretti	Texaco-Havoline Star	91/L/Cw	Bruce Leven	John Miller	217.632	20
12	15	A-1	Scott Goodyear	UNO Racing/Mackenzie Financial	91/L/J	UNO Racing	Mike Battersby	216.751	25
13	51	C-16	Gary Bettenhausen	Glidden Paints Special	91/L/B	Menard, Inc.	Joe Kennedy	224.468	8
14	1	B-17	W Arie Luyendyk	RCA UNO Granatelli Chevrolet	91/L/Ch	Vince Granatelli Racing, Inc.	Bruce Anderson	223.881	7
15	5	A-17	W Emerson Fittipaldi	Marlboro Penske Chevy 91	91/P/Ch	Penske Racing, Inc.	Rick Rinaman	223.064	2
16	9	C-14	Kevin Cogan	Glidden Paints Special	91/L/B	Menard, Inc.	Darrel Soppa	222.844	9
17	91	C-18	Stan Fox	Jonathan Byrd's Cafeteria-Bryant-Hemelgarn	91/L/B	Hemelgarn-Byrd Racing	Ron Dawes	219.501	23
18	50	B-10	R Mike Groff	Euromotorsport-Fendi-Hawaiian Tropic Robopac-Iema-Slam	91/L/Cw	Euromotorsport Racing, Inc.	Andreas Leberle	219.015	19
19	22	C-31	Scott Brayton	Amway/Hoechst Celanese	91/L/Ch	Dick Simon Racing, Inc.	Mark Bridges	218.627	4
20	16	A-31	Tony Bettenhausen	AMAX/Penske-Chevrolet	90/P/Ch	Beitenhausen Motorsports, Inc.	Rick Duran	218.188	17
21	48	A-7	Bernard Jourdain	Monarch/A.J. Foyt Enterprises Racing	90/L/B	A.J. Foyt Enterprises	Chuck Buckman	216.683	26
22	21	A-27	Geoff Brabham	The Mac Tools Distributors Truesports 91C	91/T/J	Truesports Company	Dennis Swan	214.859	31
23	71	C-20	R Buddy Lazier	Vail Beavercreek/Hemelgarn	90/L/B	Hemelgarn-Byrd Racing	Greg Beck	218.692	24
24	7	C-29	R Hiro Matsushita	Panasonic Lola	91/L/B	Paragon Motorsports/Dick Simon	Michael Albrecht	218.141	28
25	93	B-5	John Paul, Jr.	ATEC Environmental Buick	90/L/B	D.B. Mann Motorsports, Inc.	William Bignotti	217.952	27
26	23	C-1	Tero Palmroth	Neste-Rotator Lola	90/L/Cw	Paragon Motorsports, Inc.	Terry Day	215.648	29
27	19	A-25	Scott Pruett	Budweiser Truesports 91C	91/T/J	Truesports Company	Dale Wise	214.814	32
28	40	B-3	Roberto Guerrero	Sharp's Patrick Racing	91/L/AR	Patrick Racing International	Rob Hall	214.027	33
29	17	A-10	R Willy T. Ribbs	Cosby/Walker Motorsports	90/L/B	Walker Motorsports	Buddy Lindblom	217.358	21
30	66	A-24	Dominic Dobson	Coors/Kroger/Rally's/Burns Racing	89/L/J	Burns Racing Team, Inc.	Tom Bloom	215.326	30
31	39	C-12	Randy Lewis	AMP/Orbit/Jenn-Air/Epson	90/L/Cw	Dale Coyne Racing	Bernie Myers	214.565	35
32	12	C-21	Pancho Carter	Arciero/Alfa LAVAL/Doc's	89/L/B	Arciero Racing Teams	Dennis McCormack	214.012	34
33	92	C-17	W Gordon Johncock	Jack's Tool Rental/Bryant/Hemelgarn	90/L/Cw	Hemelgarn-Byrd Racing	Chris Paulsen	213.812	22

LEGEND: W=Winner, R=Rookie, Chassis: L=Lola(28), P=Penske(3), T=Truesports(2) Engine: AR=Alfa Romeo(2), Ch=Chevy V8(12), B=Buick V6(10), J=Judd V8(4), Cw=Cosworth V8(5)

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



**NUMERIC STARTING LINEUP FOR THE 75TH ANNUAL  
INDIANAPOLIS 500-MILE RACE - MAY 26, 1991**

S P	CAR NUM		DRIVER	MEDIA REPRESENTATIVE	Yr/Ch/Eng	SPEED
14	1	W	Luyendyk, Arie	Harvey Duck	91/L/Ch	223.881
6	2		Unser Jr., Al	Bob Walters	91/L/Ch	219.823
1	3	W	Mears, Rick	Susan Bradshaw	91/P/Ch	224.113
7	4		Andretti, John	Deke Houlgate	91/L/Ch	219.059
15	5	W	Fittipaldi, Emerson	Kevin Diamond	91/P/Ch	223.064
3	6	W	Andretti, Mario	Mike Knight	91/L/Ch	221.818
24	7	R	Matsushita, Hiro	Bob Buchler	91/L/B	218.141
10	8		Cheever, Eddie	Bill O'Neil	91/L/Ch	218.122
16	9		Cogan, Kevin	Bob Abdellah	91/L/B	222.844
5	10		Andretti, Michael	Mike Knight	91/L/Ch	220.943
32	12		Carter, Pancho	Jerry Dubois	89/L/B	214.012
2	14	W	Foyt Jr., A.J.	Anne Fornoro	91/L/Ch	222.443
12	15		Goodyear, Scott	Mark Harder	91/L/J	216.751
20	16		Bettenhausen, Tony	Beckie Kern	90/P/Ch	218.188
29	17	R	Ribbs, Willy T.	Jim Dinsmore	90/L/B	217.358
4	18	W	Rahal, Bobby	Bob Walters	91/L/Ch	221.401
27	19		Pruett, Scott	Kim Carmine	91/T/J	214.814
9	20	W	Sullivan, Danny	Tom Blattler	91/L/A	218.343
22	21		Brabham, Geoff	Kim Carmine	91/T/J	214.859
19	22		Brayton, Scott	Brad Amster	91/L/Ch	218.627
26	23		Palmroth, Tero	Dick Simon	90/L/Cw	215.648
8	26		Crawford, Jim	Bob Abdellah	91/L/B	218.947
31	39		Lewis, Randy	Dale Coyne	90/L/Cw	214.565
28	40		Guerrero, Roberto	Tom Blattler	91/L/A	214.027
21	48		Jourdain, Bernard	Kenny Allison	90/L/B	216.683
18	50	R	Groff, Mike	Craig Lucas	91/L/Cw	219.015
13	51		Bettenhausen, Gary	Bob Abdellah	91/L/B	224.468
30	66		Dobson, Dominic	Tom Burns	89/L/J	215.326
23	71	R	Lazier, Buddy	Rhonda Jo Roush	90/L/B	218.692
11	86	R	Andretti, Jeff	Hank Ives	91/L/Cw	217.632
17	91		Fox, Stan	Rhonda Jo Roush	91/L/B	219.501
33	92	W	Johncock, Gordon	Rhonda Jo Roush	90/L/Cw	213.812
25	93		Paul Jr., John	Dave Mann	90/L/B	217.952

Legend: W=Winner, R=Rookie Engines: A=Alfa Romeo, B=Buick, Ch=Chevy, Cw=Cosworth, J=Judd Chassis: L=Lola, P=Penske, T=Truesports

DAY BY DAY  
TRACKSIDE REPORT  
FOR THE MEDIA



**PIT LANE ASSIGNMENTS**

<u>Car</u>	<u>Driver</u>	<u>Car Name</u>	<u>Pit</u>
3	Mears, Rick	Marlboro Penske Chevy 91	1
5	Fittipaldi, Emerson	Marlboro Penske Chevy 91	2
14	Foyt Jr., A.J.	A.J. Foyt/Gilmore/Copenhagen Racing	3
22	Brayton, Scott	Amway/Hoechst Celanese	4
10	Andretti, Michael	Kmart Havoline Lola	5
6	Andretti, Mario	Kmart Havoline Lola	6
1	Luyendyk, Arie	RCA UNO Granatelli Chevrolet	7
<b>(GASOLINE ALLEY)</b>			
51	Bettenhausen, Gary	Glidden Paints Special	8
9	Cogan, Kevin	Glidden Paints Special	9
26	Crawford, Jim	Quaker State/Buick	10
20	Sullivan, Danny	Patrick Racing Miller Genuine Draft Alfa Romeo	11
18	Rahal, Bobby	STP-KRACO Chevy Lola	12
2	Unser Jr., Al	Valvoline Chevy Lola	14
<b>ABC (Pit 15) USAC (Opening)</b>			
4	Andretti, John	Pennzoil Special	16
16	Bettenhausen, Tony	AMAX	17
8	Cheever, Eddie	Target/Scotch Video Lola	18
50	Groff, Mike	Euromotorsport-Fendi-Hawaiian Tropic-Robopac-Iema-Slam	19
86	Andretti, Jeff	Texaco-Havoline Star	20
17	Ribbs, Willy T.	Cosby/Walker Motorsports	21
92	Johncock, Gordon	Jack's Tool Rental/Bryant/Hemelgarn	22
91	Fox, Stan	Jonathan Byrd's Cafeteria-Bryant-Hemelgarn	23
71	Lazier, Buddy	Vail Beaver creek-Hemelgarn	24
15	Goodyear, Scott	UNO Racing/Mackenzie Financial	25
48	Jourdain, Bernard	Monarch/A.J. Foyt Enterprises Racing/Deutz	26
93	Paul Jr., John	ATEC Environmental Buick	27
<b>(OPENING - No Pit)</b>			
7	Matsushita, Hiro	Panasonic Lola	28
23	Palmroth, Tero	Neste-Rotator Lola	29
66	Dobson, Dominic	Coors/Kroger/Rally's/Burns	30
21	Brabham, Geoff	The Mac Tools Distributors Truesports 91C	31
19	Pruett, Scott	Budweiser Truesports 91C	32
40	Guerrero, Roberto	Sharp's Patrick Racing	33
12	Carter, Pancho	Arciero/Alfa LAVAL/Doc's	34
39	Lewis, Randy	AMP/Orbit/Jenn-Air/Epson	35

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Date: 5/27/91

## OFFICIAL BOX SCORE 75th INDIANAPOLIS 500 MAY 26, 1991

FIN POS	ST POS	CAR	DRIVER	CAR NAME	YR/CHASSIS ENGINE	LAPS COMP	RUNNING OR REASON OUT
1	1	3	W Mears, Rick	Marlboro Penske Chevy 91	(91/P/CH)	200	176.457 MPH
2	5	10	Andretti, Michael	Kmart Havoline Lola	(91/L/CH)	200	176.402 MPH
3	14	1	W Luyendyk, Arie	RCA UNO Granatelli Chevrolet	(91/L/CH)	199	Running
4	6	2	Unser Jr., Al	Valvoline Chevy Lola	(91/L/CH)	198	Running
5	7	4	Andretti, John	Pennzoil Special	(91/L/CH)	197	Running
6	33	92	W Johncock, Gordon	Jack's Tool Rental/Bryant/Hemelgarn	(90/L/CW)	188	Running
7	3	6	W Andretti, Mario	Kmart Havoline Lola	(91/L/CH)	*187	Engine
8	17	91	Fox, Stan	Jonathan Byrd's Cafeteria-Bryant-Hemelgarn	(91/L/B)	185	Running
9	20	16	Bettenhausen, Tony	AMAX/Penske-Chevrolet	(90/P/CH)	180	Running
10	9	20	W Sullivan, Danny	Patrick Racing Miller Genuine Draft	(91/L/AR)	173	Turbo
11	15	5	W Fittipaldi, Emerson	Marlboro Penske Chevy 91	(91/P/CH)	171	Gearbox
12	27	19	Pruett, Scott	Budweiser Truesports 91C	(91/T/J)	166	Transmission
13	30	66	Dobson, Dominic	Coors/Kroger Burns Racing	(89/L/J)	164	Running
14	31	39	Lewis, Randy	AMP/Orbit/Jenn-Air/Epson	(90/L/CW)	159	Running
15	11	86	R Andretti, Jeff	Texaco-Havoline Star	(91/L/CW)	150	Engine
16	24	7	R Matsushita, Hiro	Panasonic Lola	(91/L/B)	149	Running
17	19	22	Brayton, Scott	Amway/Hoechst Celanese Innovator	(91/L/CH)	146	Engine
18	21	48	Jourdain, Bernard	Monarch/A.J. Foyt Enterprises Racing	(90/L/B)	141	Gearbox
19	4	18	W Rahal, Bobby	STP-KRACO Chevy Lola	(91/L/CH)	130	Engine
20	22	21	Brabham, Geoff	The Mac Tools Distributors	(91/T/J)	109	Electrical
21	32	12	Carter, Pancho	Arciero/Alfa LAVAL/Doc's	(89/L/B)	94	Engine
22	13	51	Bettenhausen, Gary	Glidden Paints Special	(91/L/B)	89	radiator
23	26	23	Palmroth, Tero	Neste-Rotator Lola	(90/L/CW)	77	Engine failure
24	18	50	R Groff, Mike	Euromotorsport-Fendi-Hawaiian Tropic	(91/L/CW)	68	Water leak
25	25	93	Paul Jr., John	ATEC Environmental Buick	(90/L/B)	53	Oil leak
26	8	26	Crawford, Jim	Quaker State/Buick	(91/L/B)	40	Engine failure
27	10	15	Goodyear, Scott	Mackenzie Financial	(91/L/J)	38	Engine
28	2	14	W Foyt Jr., A.J.	A.J. Foyt/Gilmore/Copenhagen Racing	(91/L/CH)	25	Suspension
29	16	9	Cogan, Kevin	Glidden Paints Special	(91/L/B)	24	Crash
30	28	40	Guerrero, Roberto	Sharp's Patrick Racing	(91/L/AR)	23	Crash
31	10	8	Cheever, Eddie	Target/Scotch Video Lola	(91/L/CH)	17	Electrical
32	29	17	R Ribbs, Willy T.	Cosby/Walker Motorsports	(90/L/B)	5	Engine failure
33	23	71	R Lazier, Buddy	Vail Beaver Creek/Hemelgarn	(90/L/B)	1	Hit wall

W = Former Winner R = Rookie

Chassis Legend: L=Lola, P=Penske, T=Truesports

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

TIME OF RACE: 2 Hrs 50 Mins 0.791 Secs

AVERAGE SPEED: 176.457

FASTEST LAP OF RACE: LAP 109 #1 Arie Luyendyk 22.178

FASTEST LEADING LAP: LAP 196 #3 Rick Mears 221.746

MARGIN OF VICTORY: 3.149 Seconds

\* Includes 1 Lap Penalty - 4 Wheels Under the Yellow Line

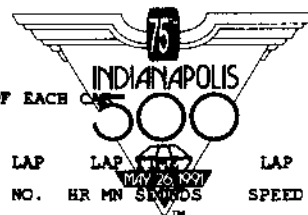
LAP LEADERS:			LAP PRIZE MONEY:		
Lap(s)	Car	Driver	Car	Driver	Amount
1 - 11	3	Rick Mears	10	Michael Andretti	\$43,650
12 - 33	6	Mario Andretti	5	Emerson Fittipaldi	\$20,700
34 - 54	10	Michael Andretti	3	Rick Mears	\$13,500
55	2	Al Unser Jr.	6	Mario Andretti	\$ 9,900
56 - 79	10	Michael Andretti	2	Al Unser, Jr	\$ 1,800
80 - 82	2	Al Unser Jr.	18	Bobby Rahal	\$ 450
83 - 108	10	Michael Andretti			
109 - 112	5	Emerson Fittipaldi			
113	18	Bobby Rahal			
114 - 138	5	Emerson Fittipaldi			
139 - 140	3	Rick Mears			
141 - 153	5	Emerson Fittipaldi			
154 - 165	10	Michael Andretti			
166 - 169	5	Emerson Fittipaldi			
170 -	3	Rick Mears			
171 - 183	10	Michael Andretti			
184 - 186	3	Rick Mears			
187	10	Michael Andretti			
188 - 200	3	Rick Mears			



# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

RACE AVERAGES (LEADING CAR)

FASTEST LAP OF EACH CAR



LAP NO.	CAR NO.	DRIVER	RACE TIME HR MN SECONDS	AVG SPEED	CAR NO.	DRIVER	LAP NO.	LAP TIME HR MN SECONDS	LAP SPEED
1	03	RICK MEARS	56.977	157.958	01	ARIE LUYENDYK	109	40.508	222.178
2	03	RICK MEARS	2 46.658	108.006	03	RICK MEARS	196	40.587	221.746
3	03	RICK MEARS	4 39.721	96.525	04	JOHN ANDRETTI	197	40.632	221.500
4	03	RICK MEARS	6 13.781	96.313	05	EMERSON FITTIPALDI	137	40.708	221.087
10	03	RICK MEARS	10 25.508	143.883	18	BOBBY RAHAL	81	40.975	219.646
20	06	MARIO ANDRETTI	17 36.585	170.360	02	AL UNSER, JR.	54	40.975	219.646
30	06	MARIO ANDRETTI	32 06.130	140.177	10	MICHAEL ANDRETTI	107	41.022	219.394
40	10	MICHAEL ANDRETTI	41 45.878	143.662	06	MARIO ANDRETTI	98	41.067	219.154
50	10	MICHAEL ANDRETTI	48 44.908	153.851	22	SCOTT BRAYTON	111	41.232	218.277
60	10	MICHAEL ANDRETTI	56 13.986	160.048	51	GARY BETTENHAUSEN	78	41.336	217.728
70	10	MICHAEL ANDRETTI	1 03 10.035	166.225	50	MIKE GROFF	48	41.424	217.265
80	02	AL UNSER, JR.	1 10 46.124	169.566	14	A.J. POYT, JR.	7	41.897	214.813
90	10	MICHAEL ANDRETTI	1 22 15.945	164.102	08	EDDIE CHEEVER	14	41.914	214.725
100	10	MICHAEL ANDRETTI	1 29 13.221	168.123	26	JIM CRAWFORD	9	42.187	213.336
110	05	EMERSON FITTIPALDI	1 36 11.582	171.530	09	KEVIN COGAN	9	42.187	213.336
120	05	EMERSON FITTIPALDI	1 43 41.456	173.593	20	DANNY SULLIVAN	160	42.269	212.922
130	05	EMERSON FITTIPALDI	1 50 37.304	176.276	07	HIRO MATSUSHITA	117	42.539	211.571
140	03	RICK MEARS	1 58 01.494	177.929	15	SCOTT GOODYEAR	11	42.546	211.536
150	05	EMERSON FITTIPALDI	2 06 52.670	177.336	19	SCOTT PRUETT	136	42.642	211.060
160	10	MICHAEL ANDRETTI	2 16 25.886	175.913	21	GEOFF BRABHAM	55	42.679	210.877
170	03	RICK MEARS	2 23 32.792	177.643	48	BERNARD JOURDAIN	135	42.726	210.645
180	10	MICHAEL ANDRETTI	2 30 55.270	178.901	86	JEFF ANDRETTI	120	42.924	209.673
190	03	RICK MEARS	2 40 22.754	177.704	40	ROBERTO GUERRERO	15	43.000	209.302
200	03	RICK MEARS	2 50 00.791	176.457	16	TONY BETTENHAUSEN	8	43.042	209.098
					93	JOHN PAUL, JR.	50	43.191	208.377
					91	STAN FOX	89	43.466	207.058
					92	GORDON JOHNCOCK	35	44.371	202.835
					66	DOMINIC DOBSON	9	44.383	202.780
					23	TENO PALMROTH	8	44.389	202.753
					39	RANDY LEWIS	73	45.377	198.338
					12	PANCHO CARTER	9	46.024	195.550
					17	WILLY T. RIBBS	1	1 10.618	127.446
					71	BUDDY LAZIER	1	10 05.258	14.870

### FASTEST LEADING LAP

### FASTEST LAP OF RACE

LAP NO.	CAR NO.	DRIVER	LAP TIME HR MN SECONDS	LAP SPEED	LAP NO.	CAR NO.	DRIVER	LAP TIME HR MN SECONDS	LAP SPEED
196	03	RICK MEARS	40.587	221.746	109	01	ARIE LUYENDYK	40.508	222.178

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Date: 5/26/91

PAGE 1



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 )	3 MEARS	3 MEARS	3 MEARS	3 MEARS	( 1 )
( 2 )	6 ANDRETTI MA	6 ANDRETTI MA	6 ANDRETTI MA	6 ANDRETTI MA	( 2 )
( 3 )	10 ANDRETTI MI	10 ANDRETTI MI	10 ANDRETTI MI	10 ANDRETTI MI	( 3 )
( 4 )	14 FOYT	14 FOYT	14 FOYT	14 FOYT	( 4 )
( 5 )	2 UNSER JR	2 UNSER JR	2 UNSER JR	2 UNSER JR	( 5 )
( 6 )	18 RAHAL	18 RAHAL	18 RAHAL	8 CHEEVER	( 6 )
( 7 )	4 ANDRETTI JH	4 ANDRETTI JH	4 ANDRETTI JH	18 RAHAL	( 7 )
( 8 )	8 CHEEVER	8 CHEEVER	9 COGAN	9 COGAN	( 8 )
( 9 )	9 COGAN	9 COGAN	8 CHEEVER	26 CRAWFORD	( 9 )
(10)	26 CRAWFORD	26 CRAWFORD	26 CRAWFORD	1 LUYENDYK	(10)
	AVG SPEED: 160.743	AVG SPEED: 157.964	AVG SPEED: 96.289	AVG SPEED: 143.857	
	LAST YR: 206.854	LAST YR: 210.886	LAST YR: 213.101	LAST YR: 211.947	
	'89 RECORD: 209.200	'89 RECORD: 211.563	'90 RECORD: 213.101	'90 RECORD: 211.947	

LAP LEADERS			OUT OF RACE		
Laps	Car	Driver	Lap Car	Driver	Reason
1- 12	3	MEARS	1 71	LAZIER	Hit wall

LAP PRIZE MONEY			CAUTION FLAGS		
Car Driver	Laps	Amount	Laps	Num	Time Reason
3 MEARS	12	\$5,400.00	1- 3	3	0:03:37 Spin in turn 4, Car 71

### POSITION SUMMARY

LAP	TIME	SPEED	1	2	3	4	5	6	7	8	9	10
1	00:00:55.990	160.743	3	6	10	14	2	18	4	8	9	26
2	00:02:45.550	157.964	3	6	10	14	2	18	4	8	9	26
4	00:05:13.740	96.289	3	6	10	14	2	18	4	9	8	26
10	00:10:45.470	143.857	3	6	10	14	2	8	18	9	26	1

### PIT STOPS

Pos	Car	Driver	Total Stops	Total Time	***** MOST RECENT STOPS *****	Time
					Lap Description	
( 1 )	3	MEARS	0	:		
( 2 )	6	ANDRETTI MA	0	:		
( 3 )	10	ANDRETTI MI	0	:		
( 4 )	14	FOYT	0	:		
( 5 )	2	UNSER JR	0	:		

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Date: 5/26/91



Time: 17:05

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 )	3 MEARS	6 ANDRETTI MA	6 ANDRETTI MA	10 ANDRETTI MI	( 1 )
( 2 )	6 ANDRETTI MA	10 ANDRETTI MI	10 ANDRETTI MI	6 ANDRETTI MA	( 2 )
( 3 )	10 ANDRETTI MI	3 MEARS	2 UNSER JR	2 UNSER JR	( 3 )
( 4 )	14 FOYT	2 UNSER JR	3 MEARS	18 RAHAL	( 4 )
( 5 )	2 UNSER JR	18 RAHAL	18 RAHAL	3 MEARS	( 5 )
( 6 )	8 CHEEVER	9 COGAN	4 ANDRETTI JH	4 ANDRETTI JH	( 6 )
( 7 )	18 RAHAL	5 FITTIPALDI	5 FITTIPALDI	5 FITTIPALDI	( 7 )
( 8 )	9 COGAN	14 FOYT	22 BRAYTON	22 BRAYTON	( 8 )
( 9 )	26 CRAWFORD	22 BRAYTON	15 GOODYEAR	21 BRABHAM	( 9 )
(10)	1 LUYENDYK	1 LUYENDYK	86 ANDRETTI JF	86 ANDRETTI JF	(10)
AVG SPEED: 143.857		AVG SPEED: 170.367		AVG SPEED: 140.184	
LAST YR: 211.947		LAST YR: 209.587		LAST YR: 170.528	
'90 RECORD: 211.947		'90 RECORD: 209.587		'84 RECORD: 192.355	
				'84 RECORD: 192.724	

LAP LEADERS			OUT OF RACE		
Laps	Car	Driver	Lap Car	Driver	Reason
1- 12	3	MEARS	1 71	LAZIER	Hit wall
13- 32	6	ANDRETTI MA	28 8	CHEEVER	Electrical
33- 54	10	ANDRETTI MI	28 9	COGAN	Crash
			28 14	FOYT	Suspension
			28 40	GUERRERO	Crash

LAP PRIZE MONEY			CAUTION FLAGS			
Car Driver	Laps	Amount	Laps	Num	Time	Reason
10 ANDRETTI MI	22	\$9,900.00	1- 3	3	0:03:37	Spin in turn 4, Car 71
6 ANDRETTI MA	20	\$9,000.00	20- 23	4	0:03:03	#8 Stopped in #4
3 MEARS	12	\$5,400.00	25- 33	9	0:13:43	#1 crash
				16	0:20:23	

### POSITION SUMMARY

LAP	TIME	SPEED	1	2	3	4	5	6	7	8	9	10
1	00:00:55.990	160.743	3	6	10	14	2	18	4	8	9	26
2	00:02:45.550	157.964	3	6	10	14	2	18	4	8	9	26
4	00:05:13.740	96.289	3	6	10	14	2	18	4	9	8	26
10	00:10:45.470	143.857	3	6	10	14	2	8	18	9	26	1
20	00:17:36.490	170.367	6	10	3	2	18	9	5	14	22	1
30	00:32:06.370	140.184	6	10	2	3	18	4	5	22	15	86
40	00:41:45.795	143.667	10	6	2	18	3	4	5	22	21	86

### PIT STOPS

Pos	Car	Driver	Total Stops	Total Time	Lap	Description	Time
( 1 )	10	ANDRETTI MI	1	00:15	19	FUEL RF LR RR	00:15
( 2 )	6	ANDRETTI MA	1	00:15	19	FUEL RF LR RR	00:15
( 3 )	2	UNSER JR	1	00:16	19	FUEL LF RF LR RR	00:16
( 4 )	18	RAHAL	1	00:13	19	FUEL LF RF LR RR	00:13
( 5 )	3	MEARS	1	00:16	19	FUEL RF LR RR	00:16

### RACE DAY AWARDS

Lap Car	Driver	Description	AMOUNT
40 10	ANDRETTI MI	NADA Leader At 100 Miles	\$1,000

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Date: 5/26/91



Time: 17:06

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 )	10 ANDRETTI MI	10 ANDRETTI MI	10 ANDRETTI MI	2 UNSER JR	( 1 )
( 2 )	6 ANDRETTI MA	2 UNSER JR	2 UNSER JR	18 RAHAL	( 2 )
( 3 )	2 UNSER JR	6 ANDRETTI MA	6 ANDRETTI MA	5 FITTIPALDI	( 3 )
( 4 )	18 RAHAL	18 RAHAL	18 RAHAL	10 ANDRETTI MI	( 4 )
( 5 )	5 FITTIPALDI	5 FITTIPALDI	5 FITTIPALDI	3 MEARS	( 5 )
( 6 )	3 MEARS	3 MEARS	3 MEARS	4 ANDRETTI JH	( 6 )
( 7 )	22 BRAYTON	22 BRAYTON	4 ANDRETTI JH	22 BRAYTON	( 7 )
( 8 )	4 ANDRETTI JH	4 ANDRETTI JH	22 BRAYTON	6 ANDRETTI MA	( 8 )
( 9 )	21 BRABHAM 1-	1 LUYENDYK 1-	1 LUYENDYK 2-	1 LUYENDYK 1-	( 9 )
(10)	86 ANDRETTI JF 1-	21 BRABHAM 1-	21 BRABHAM 2-	21 BRABHAM 2-	(10)
AVG SPEED: 153.854		AVG SPEED: 160.051		AVG SPEED: 166.228	
LAST YR: 171.141		LAST YR: 174.416		LAST YR: 162.718	
'84 RECORD: 186.657		'74 RECORD: 176.627		'86 RECORD: 171.113	
				'86 RECORD: 172.635	

LAP LEADERS			OUT OF RACE		
Laps	Car	Driver	Lap Car	Driver	Reason
1- 12	3	MEARS	1 71	LAZIER	Hit wall
13- 32	6	ANDRETTI MA	28 8	CHEEVER	Electrical
33- 54	10	ANDRETTI MI	28 9	COGAN	Crash
55- 55	2	UNSER JR	28 14	FOYT	Suspension
56- 78	10	ANDRETTI MI	28 40	GUERRERO	Crash
79- 81	2	UNSER JR	45 17	RIBBS	Engine failure
			71 15	GOODYEAR	Engine
			75 26	CRAWFORD	Engine failure

LAP PRIZE MONEY			CAUTION FLAGS			
Car Driver	Laps	Amount	Laps	Num	Time	Reason
10 ANDRETTI MI	45	\$20,250.00	1- 3	3	0:03:37	Spin in turn 4, Car 71
6 ANDRETTI MA	20	\$9,000.00	20- 23	4	0:03:03	#8 Stopped in #4
3 MEARS	12	\$5,400.00	25- 33	9	0:13:43	#1 crash
2 UNSER JR	4	\$1,800.00				
			16		0:20:23	

### POSITION SUMMARY

LAP	TIME	SPEED	1	2	3	4	5	6	7	8	9	10
1	00:00:55.990	160.743	3	6	10	14	2	18	4	8	9	26
2	00:02:45.550	157.964	3	6	10	14	2	18	4	8	9	26
4	00:05:13.740	96.289	3	6	10	14	2	18	4	9	8	26
10	00:10:45.470	143.857	3	6	10	14	2	8	18	9	26	1
20	00:17:36.490	170.367	6	10	3	2	18	9	5	14	22	1
30	00:32:06.370	140.184	6	10	2	3	18	4	5	22	15	86
40	00:41:45.795	143.667	10	6	2	18	3	4	5	22	21	86
50	00:48:44.846	153.854	10	6	2	18	5	3	22	4	21	86
60	00:56:13.920	160.051	10	2	6	18	5	3	22	4	1	21
70	01:03:09.930	166.228	10	2	6	18	5	3	4	22	1	21
80	01:10:46.144	169.561	2	18	5	10	3	4	22	6	1	21

### PIT STOPS

Pos	Car	Driver	Total Stops	Total Time	Lap	Description	Time
( 1 )	2	UNSER JR	2	00:32	54	FUEL LF RF LR RR	00:16
					19	FUEL LF RF LR RR	00:16
( 2 )	18	RAHAL	3	00:44	78	FUEL RF LR RR	00:17
					54	FUEL LF RF LR RR	00:14
					19	FUEL LF RF LR RR	00:13
( 3 )	5	FITTIPALDI	3	00:51	80	FUEL LF RF LR RR	00:16
					53	FUEL RF LR RR	00:21
					19	FUEL RF LR RR	00:14
( 4 )	10	ANDRETTI MI	3	00:50	78	FUEL RF LR RR	00:17
					54	FUEL LF RF LR RR	00:18
					19	FUEL RF LR RR	00:15
( 5 )	3	MEARS	2	00:32	54	FUEL RF LR RR	00:16
					19	FUEL RF LR RR	00:16

### RACE DAY AWARDS

Lap Car	Driver	Description	AMOUNT
40 10	ANDRETTI MI	NADA Leader At 100 Miles	\$1,000
48 10	ANDRETTI MI	Terre Haute FNB "Chapman S. Root" Award	\$5,000
60 10	ANDRETTI MI	Marsh 60th Anniversary Award	\$5,000
61 10	ANDRETTI MI	Bear Automotive Leader At Lap 61	\$6,100
75 10	ANDRETTI MI	Ford Truck Salutes the 75th Anniversary	\$10,000
80 2	UNSER JR	NADA Leader At 200 Miles	\$2,000

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



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Time: 17:06

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)	10 ANDRETTI MI	10 ANDRETTI MI	5 FITTIPALDI	5 FITTIPALDI	( 1)
( 2)	5 FITTIPALDI	5 FITTIPALDI	18 RAHAL	10 ANDRETTI MI	( 2)
( 3)	2 UNSER JR	18 RAHAL	3 MEARS	18 RAHAL	( 3)
( 4)	18 RAHAL	6 ANDRETTI MA	2 UNSER JR	3 MEARS	( 4)
( 5)	6 ANDRETTI MA	3 MEARS	10 ANDRETTI MI	2 UNSER JR	( 5)
( 6)	3 MEARS	2 UNSER JR	4 ANDRETTI JH 1-	1 LUYENDYK 1-	( 6)
( 7)	4 ANDRETTI JH 1-	4 ANDRETTI JH 1-	1 LUYENDYK 1-	22 BRAYTON 1-	( 7)
( 8)	22 BRAYTON 1-	22 BRAYTON 1-	22 BRAYTON 1-	4 ANDRETTI JH 2-	( 8)
( 9)	1 LUYENDYK 1-	1 LUYENDYK 1-	6 ANDRETTI MA 2-	6 ANDRETTI MA 2-	( 9)
(10)	21 BRABHAM 2-	21 BRABHAM 2-	21 BRABHAM 3-	20 SULLIVAN 4-	(10)
AVG SPEED: 164.107		AVG SPEED: 168.127		AVG SPEED: 171.535	
LAST YR: 171.865		LAST YR: 174.192		LAST YR: 177.039	
'86 RECORD: 174.134		'86 RECORD: 176.251		'90 RECORD: 177.039	
				AVG SPEED: 173.597	
				LAST YR: 179.076	
				'90 RECORD: 179.076	

LAP LEADERS			OUT OF RACE		
Laps	Car	Driver	Lap	Car	Driver Reason
1-	12	3 MEARS	1	71	LAZIER Hit wall
13-	32	6 ANDRETTI MA	28	8	CHEEVER Electrical
33-	54	10 ANDRETTI MI	28	9	COGAN Crash
55-	55	2 UNSER JR	28	14	FOYT Suspension
56-	78	10 ANDRETTI MI	28	40	GUERRERO Crash
79-	81	2 UNSER JR	45	17	RIBBS Engine failure
82-	107	10 ANDRETTI MI	71	15	GOODYEAR Engine
108-	111	5 FITTIPALDI	75	26	CRAWFORD Engine failure
112-	112	18 RAHAL	86	23	PALMROTH Engine failure
113-	138	5 FITTIPALDI	98	50	GROFF Water leak
			98	51	BETNHAUSN G radiator

LAP PRIZE MONEY		
Car	Driver	Laps Amount
10	ANDRETTI MI	71 \$31,950.00
5	FITTIPALDI	30 \$13,500.00
6	ANDRETTI MA	20 \$9,000.00
3	MEARS	12 \$5,400.00
2	UNSER JR	4 \$1,800.00
18	RAHAL	1 \$450.00

CAUTION FLAGS				
Laps	Num	Time	Reason	
1-	3	3	0:03:37	Spin in turn 4, Car 71
20-	23	4	0:03:03	#8 Stopped in #4
25-	33	9	0:13:43	#1 crash
84-	89	6	0:07:52	#23 fire
		22	0:28:15	

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



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## POSITION SUMMARY

LAP	TIME	SPEED	1	2	3	4	5	6	7	8	9	10
1	00:00:55.990	160.743	3	6	10	14	2	18	4	8	9	26
2	00:02:45.550	157.964	3	6	10	14	2	18	4	8	9	26
4	00:05:13.740	96.289	3	6	10	14	2	18	4	9	8	26
10	00:10:45.470	143.857	3	6	10	14	2	8	18	9	26	1
20	00:17:36.490	170.367	6	10	3	2	18	9	5	14	22	1
30	00:32:06.370	140.184	6	10	2	3	18	4	5	22	15	86
40	00:41:45.795	143.667	10	6	2	18	3	4	5	22	21	86
50	00:48:44.846	153.854	10	6	2	18	5	3	22	4	21	86
60	00:56:13.920	160.051	10	2	6	18	5	3	22	4	1	21
70	01:03:09.930	166.228	10	2	6	18	5	3	4	22	1	21
80	01:10:46.144	169.561	2	18	5	10	3	4	22	6	1	21
90	01:22:15.816	164.107	10	5	2	18	6	3	4	22	1	21
100	01:29:13.111	168.127	10	5	18	6	3	2	4	22	1	21
110	01:36:11.404	171.535	5	18	3	2	10	4	1	22	6	21
120	01:43:41.290	173.597	5	10	18	3	2	1	22	4	6	20

## PIT STOPS

Pos	Car	Driver	Total Stops	Total Time	Lap	Description	Time
( 1 )	5	FITTIPALDI	4	01:09	112	FUEL LF RF LR RR	00:18
					80	FUEL LF RF LR RR	00:16
					53	FUEL RF LR RR	00:21
( 2 )	10	ANDRETTI MI	4	01:07	109	FUEL LF RF LR RR	00:17
					78	FUEL RF LR RR	00:17
					54	FUEL LF RF LR RR	00:18
( 3 )	18	RAHAL	5	01:16	112	FUEL LF RF LR RR	00:17
					81	FUEL LF RF LR RR	00:15
					78	FUEL RF LR RR	00:17
( 4 )	3	MEARS	4	01:07	112	FUEL LF RF LR RR	00:19
					82	FUEL RF LR RR	00:16
					54	FUEL RF LR RR	00:16
( 5 )	2	UNSER JR	4	01:04	112	FUEL LF RF LR RR	00:17
					81	FUEL LF RF LR RR	00:15
					54	FUEL LF RF LR RR	00:16

## RACE DAY AWARDS

Lap	Car	Driver	Description	AMOUNT
40	10	ANDRETTI MI	NADA Leader At 100 Miles	\$1,000
48	10	ANDRETTI MI	Terre Haute FNB "Chapman S. Root" Award	\$5,000
60	10	ANDRETTI MI	Marsh 60th Anniverary Award	\$5,000
61	10	ANDRETTI MI	Bear Automotive Leader At Lap 61	\$6,100
75	10	ANDRETTI MI	Ford Truck Salutes the 75th Anniverary	\$10,000
80	2	UNSER JR	NADA Leader At 200 Miles	\$2,000
91	10	ANDRETTI MI	DowElanco "Winning Team" Award Lap 91	\$5,000
100	10	ANDRETTI MI	KODAK "250" Mile Award	\$7,500
120	5	FITTIPALDI	NADA Leader At 300 Miles	\$3,000

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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 )	5	FITTIPALDI	3	MEARS	5	FITTIPALDI	10	ANDRETTI MI	( 1 )	
( 2 )	10	ANDRETTI MI	5	FITTIPALDI	10	ANDRETTI MI	5	FITTIPALDI	( 2 )	
( 3 )	3	MEARS	10	ANDRETTI MI	3	MEARS	3	MEARS	( 3 )	
( 4 )	18	RAHAL	2	UNSER JR	2	UNSER JR	1-	1 LUYENDYK	1-	( 4 )
( 5 )	2	UNSER JR	1-	1 LUYENDYK	1	LUYENDYK	1-	2 UNSER JR	1-	( 5 )
( 6 )	1	LUYENDYK	1-	22 BRAYTON	1-	4 ANDRETTI JH	2-	6 ANDRETTI MA	2-	( 6 )
( 7 )	22	BRAYTON	1-	4 ANDRETTI JH	2-	6 ANDRETTI MA	2-	4 ANDRETTI JH	2-	( 7 )
( 8 )	4	ANDRETTI JH	2-	6 ANDRETTI MA	2-	22 BRAYTON	4-	19 PRUETT	8-	( 8 )
( 9 )	6	ANDRETTI MA	2-	20 SULLIVAN	4-	86 ANDRETTI JF	7-	20 SULLIVAN	8-	( 9 )
(10)	20	SULLIVAN	5-	19 PRUETT	7-	19 PRUETT	8-	91 FOX	10-	(10)
AVG SPEED: 176.282		AVG SPEED: 177.932		AVG SPEED: 177.342		AVG SPEED: 175.916				
LAST YR: 180.624		LAST YR: 182.478		LAST YR: 178.978		LAST YR: 180.834				
'90 RECORD: 180.624		'90 RECORD: 182.478		'90 RECORD: 178.978		'90 RECORD: 180.834				

LAP LEADERS			
Laps	Car	Driver	
1- 12	3	MEARS	
13- 32	6	ANDRETTI MA	
33- 54	10	ANDRETTI MI	
55- 55	2	UNSER JR	
56- 78	10	ANDRETTI MI	
79- 81	2	UNSER JR	
82-107	10	ANDRETTI MI	
108-111	5	FITTIPALDI	
112-112	18	RAHAL	
113-138	5	FITTIPALDI	
139-139	3	MEARS	
140-151	5	FITTIPALDI	
152-165	10	ANDRETTI MI	

OUT OF RACE			
Lap	Car	Driver	Reason
1	71	LAZIER	Hit wall
28	8	CHEEVER	Electrical
28	9	COGAN	Crash
28	14	FOYT	Suspension
28	40	GUERRERO	Crash
45	17	RIBBS	Engine failure
71	15	GOODYEAR	Engine
75	26	CRAWFORD	Engine failure
86	23	PALMROTH	Engine failure
98	50	GROFF	Water leak
98	51	BETNHAUSN G	radiator
126	21	BRABHAM	Electrical
132	93	PAUL	Oil leak
134	18	RAHAL	Engine
149	22	BRAYTON	Engine
154	48	JOURDAIN	Gearbox
157	12	CARTER	Engine

LAP PRIZE MONEY			
Car	Driver	Laps	Amount
10	ANDRETTI MI	85	\$38,250.00
5	FITTIPALDI	42	\$18,900.00
6	ANDRETTI MA	20	\$9,000.00
3	MEARS	13	\$5,850.00
2	UNSER JR	4	\$1,800.00
18	RAHAL	1	\$450.00

CAUTION FLAGS				
Laps	Num	Time	Reason	
1-	3	3	0:03:37	Spin in turn 4, Car 71
20-	23	4	0:03:03	#8 Stopped in #4
25-	33	9	0:13:43	#1 crash
84-	89	6	0:07:52	#23 fire
148-	153	6	0:07:47	#20-blown engine
		28	0:36:02	

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### POSITION SUMMARY

LAP	TIME	SPEED	1	2	3	4	5	6	7	8	9	10
1	00:00:55.990	160.743	3	6	10	14	2	18	4	8	9	26
2	00:02:45.550	157.964	3	6	10	14	2	18	4	8	9	26
4	00:05:13.740	96.289	3	6	10	14	2	18	4	9	8	26
10	00:10:45.470	143.857	3	6	10	14	2	8	18	9	26	1
20	00:17:36.490	170.367	6	10	3	2	18	9	5	14	22	1
30	00:32:06.370	140.184	6	10	2	3	18	4	5	22	15	86
40	00:41:45.795	143.667	10	6	2	18	3	4	5	22	21	86
50	00:48:44.846	153.854	10	6	2	18	5	3	22	4	21	86
60	00:56:13.920	160.051	10	2	6	18	5	3	22	4	1	21
70	01:03:09.930	166.228	10	2	6	18	5	3	4	22	1	21
80	01:10:46.144	169.561	2	18	5	10	3	4	22	6	1	21
90	01:22:15.816	164.107	10	5	2	18	6	3	4	22	1	21
100	01:29:13.111	168.127	10	5	18	6	3	2	4	22	1	21
110	01:36:11.404	171.535	5	18	3	2	10	4	1	22	6	21
120	01:43:41.290	173.597	5	10	18	3	2	1	22	4	6	20
130	01:50:37.105	176.282	5	10	3	18	2	1	22	4	6	20
140	01:57:30.369	177.932	3	5	10	2	1	22	4	6	20	19
150	02:05:15.427	177.342	5	10	3	2	1	4	6	22	86	19
160	02:16:25.703	175.916	10	5	3	1	2	6	4	19	20	91

### PIT STOPS

Pos	Car	Driver	Total Stops	Total Time	Lap	Description	Time
( 1 )	10	ANDRETTI MI	5	01:26	136	FUEL LF RF LR RR	00:19
					109	FUEL LF RF LR RR	00:17
					78	FUEL RF LR RR	00:17
( 2 )	5	FITTIPALDI	5	01:29	138	FUEL LF RF LR RR	00:20
					112	FUEL LF RF LR RR	00:18
					80	FUEL LF RF LR RR	00:16
( 3 )	3	MEARS	5	01:26	140	FUEL LF RF LR RR	00:19
					112	FUEL LF RF LR RR	00:19
					82	FUEL RF LR RR	00:16
( 4 )	1	LUYENDYK	8	05:51	151	(FRONT END ADJ.)	00:30
					143	FUEL LF RF LR RR	00:19
					114	FUEL LF RF LR RR	00:19
( 5 )	2	UNSER JR	6	01:29	151	FUEL	00:08
					141	FUEL LF RF LR RR	00:17
					112	FUEL LF RF LR RR	00:17

### RACE DAY AWARDS

Lap	Car	Driver	Description	AMOUNT
40	10	ANDRETTI MI	NADA Leader At 100 Miles	\$1,000
48	10	ANDRETTI MI	Terre Haute FNB "Chapman S. Root" Award	\$5,000
60	10	ANDRETTI MI	Marsh 60th Anniverary Award	\$5,000
61	10	ANDRETTI MI	Bear Automotive Leader At Lap 61	\$6,100
75	10	ANDRETTI MI	Ford Truck Salutes the 75th Anniverary	\$10,000
80	2	UNSER JR	NADA Leader At 200 Miles	\$2,000
91	10	ANDRETTI MI	DowElanco "Winning Team" Award Lap 91	\$5,000
100	10	ANDRETTI MI	KODAK "250" Mile Award	\$7,500
120	5	FITTIPALDI	NADA Leader At 300 Miles	\$3,000
160	10	ANDRETTI MI	NADA Leader At 400 Miles	\$4,000



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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)	3 MEARS	10 ANDRETTI MI	3 MEARS	3 MEARS	( 1)
( 2)	10 ANDRETTI MI	3 MEARS	10 ANDRETTI MI	10 ANDRETTI MI	( 2)
( 3)	5 FITTIPALDI	1 LUYENDYK 1-	1 LUYENDYK 1-	1 LUYENDYK 1-	( 3)
( 4)	1 LUYENDYK	2 UNSER JR 1-	2 UNSER JR 2-	2 UNSER JR 2-	( 4)
( 5)	2 UNSER JR	6 ANDRETTI MA 2-	4 ANDRETTI JH 3-	4 ANDRETTI JH 3-	( 5)
( 6)	6 ANDRETTI MA 1-	4 ANDRETTI JH 2-	6 ANDRETTI MA 3-	92 JOHNCOCK 12-	( 6)
( 7)	4 ANDRETTI JH 1-	20 SULLIVAN 9-	92 JOHNCOCK 12-	6 ANDRETTI MA 13-	( 7)
( 8)	19 PRUETT 8-	5 FITTIPALDI 9-	91 FOX 14-	91 FOX 15-	( 8)
( 9)	20 SULLIVAN 8-	92 JOHNCOCK 11-	20 SULLIVAN 17-	16 BETNHAUSN T 20-	( 9)
(10)	91 FOX 10-	91 FOX 12-	5 FITTIPALDI 19-	20 SULLIVAN 27-	(10)
AVG SPEED: 177.646		AVG SPEED: 178.906		AVG SPEED: 177.707	
LAST YR: 182.561		LAST YR: 183.239		LAST YR: 184.661	
'90 RECORD: 182.561		'90 RECORD: 183.239		'90 RECORD: 184.661	
				AVG SPEED: 176.460	
				LAST YR: 185.981	
				'90 RECORD: 185.981	

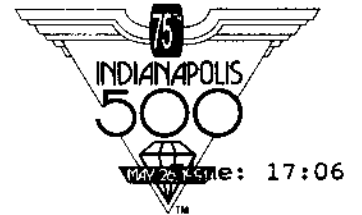
LAP LEADERS			OUT OF RACE		
Laps	Car	Driver	Lap Car	Driver	Reason
1-	11	3 MEARS	1	71 LAZIER	Hit wall
12-	33	6 ANDRETTI MA	28	8 CHEEVER	Electrical
34-	54	10 ANDRETTI MI	28	9 COGAN	Crash
55		2 UNSER JR	28	14 FOYT	Suspension
56-	79	10 ANDRETTI MI	28	40 GUERRERO	Crash
80-	82	2 UNSER JR	45	17 RIBBS	Engine failure
83-	108	10 ANDRETTI MI	71	15 GOODYEAR	Engine
109-	112	5 FITTIPALDI	75	26 CRAWFORD	Engine failure
113		18 RAHAL	86	23 PALMROTH	Engine failure
114-	138	5 FITTIPALDI	98	50 GROFF	Water leak
139-	140	3 MEARS	98	51 BETNHAUSN G	radiator
141-	153	5 FITTIPALDI	126	21 BRABHAM	Electrical
154-	165	10 ANDRETTI MI	132	93 PAUL	Oil leak
166-	169	5 FITTIPALDI	134	18 RAHAL	Engine
170		3 MEARS	149	22 BRAYTON	Engine
171-	183	10 ANDRETTI MI	154	48 JOURDAIN	Gearbox
184-	186	3 MEARS	157	12 CARTER	Engine
187		10 ANDRETTI MI	174	86 ANDRETTI JF	Engine
188-	200	3 MEARS	182	5 FITTIPALDI	Gearbox
			188	19 PRUETT	Transmission
			188	20 SULLIVAN	Turbo
			196	6 ANDRETTI MA	Engine

LAP PRIZE MONEY		
Car Driver	Laps	Amount
10 ANDRETTI MI	97	\$43,650.00
5 FITTIPALDI	46	\$20,700.00
3 MEARS	30	\$13,500.00
6 ANDRETTI MA	22	\$9,900.00
2 UNSER JR	4	\$1,800.00
18 RAHAL	1	\$450.00

CAUTION FLAGS				
Laps	Num	Time	Reason	
1-	3	3	0:03:37	Spin in turn 4, Car 71
20-	23	4	0:03:03	#8 Stopped in #4
25-	33	9	0:13:43	#1 crash
84-	89	6	0:07:52	#23 fire
148-	153	6	0:07:47	#22-blown engine
184-	186	3	0:04:46	#20-turbo charger
191-	194	4	0:05:12	#6 stopped on track
		35	0:46:00	

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

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### POSITION SUMMARY

LAP	TIME	SPEED	1	2	3	4	5	6	7	8	9	10
1	00:00:55.990	160.743	3	6	10	14	2	18	4	8	9	26
2	00:02:45.550	157.964	3	6	10	14	2	18	4	8	9	26
4	00:05:13.740	96.289	3	6	10	14	2	18	4	9	8	26
10	00:10:45.470	143.857	3	6	10	14	2	8	18	9	26	1
20	00:17:36.490	170.367	6	10	3	2	18	9	5	14	22	1
30	00:32:06.370	140.184	6	10	2	3	18	4	5	22	15	86
40	00:41:45.795	143.667	10	6	2	18	3	4	5	22	21	86
50	00:48:44.846	153.854	10	6	2	18	5	3	22	4	21	86
60	00:56:13.920	160.051	10	2	6	18	5	3	22	4	1	21
70	01:03:09.930	166.228	10	2	6	18	5	3	4	22	1	21
80	01:10:46.144	169.561	2	18	5	10	3	4	22	6	1	21
90	01:22:15.816	164.107	10	5	2	18	6	3	4	22	1	21
100	01:29:13.111	168.127	10	5	18	6	3	2	4	22	1	21
110	01:36:11.404	171.535	5	18	3	2	10	4	1	22	6	21
120	01:43:41.290	173.597	5	10	18	3	2	1	22	4	6	20
130	01:50:37.105	176.282	5	10	3	18	2	1	22	4	6	20
140	01:57:30.369	177.932	3	5	10	2	1	22	4	6	20	19
150	02:05:15.427	177.342	5	10	3	2	1	4	6	22	86	19
160	02:16:25.703	175.916	10	5	3	1	2	6	4	19	20	91
170	02:23:32.637	177.646	3	10	5	1	2	6	4	19	20	91
180	02:30:54.056	178.906	10	3	1	2	6	4	20	5	92	91
190	02:40:22.586	177.707	3	10	1	2	4	6	92	91	20	5
200	02:50:00.608	176.460	3	10	1	2	4	92	6	91	16	20

### PIT STOPS

Pos	Car	Driver	Total Stops	Total Time	Lap	Description	Time
( 1 )	3	MEARS	6	01:45	169	FUEL LF RF LR RR	00:19
					140	FUEL LF RF LR RR	00:19
					112	FUEL LF RF LR RR	00:19
( 2 )	10	ANDRETTI MI	7	01:56	183	FUEL	00:11
					166	FUEL LF RF LR RR	00:19
					136	FUEL LF RF LR RR	00:19
( 3 )	1	LUYENDYK	9	06:12	173	FUEL LF RF LR RR	00:21
					151	(FRONT END ADJ.)	00:30
					143	FUEL LF RF LR RR	00:19
( 4 )	2	UNSER JR	7	01:49	178	FUEL LF RF LR RR	00:20
					151	FUEL	00:08
					141	FUEL LF RF LR RR	00:17
( 5 )	4	ANDRETTI JH	6	02:07	173	FUEL LF RF LR RR	00:31
					143	FUEL LF RF LR RR	00:18
					114	FUEL LF RF LR RR	00:28

### RACE DAY AWARDS

Lap	Car	Driver	Description	AMOUNT
40	10	ANDRETTI MI	NADA Leader At 100 Miles	\$1,000
48	10	ANDRETTI MI	Terre Haute FNB "Chapman S. Root" Award	\$5,000
60	10	ANDRETTI MI	Marsh 60th Anniverary Award	\$5,000
61	10	ANDRETTI MI	Bear Automotive Leader At Lap 61	\$6,100
75	10	ANDRETTI MI	Ford Truck Salutes the 75th Anniverary	\$10,000
80	2	UNSER JR	NADA Leader At 200 Miles	\$2,000
91	10	ANDRETTI MI	DowElanco "Winning Team" Award Lap 91	\$5,000
100	10	ANDRETTI MI	KODAK "250" Mile Award	\$7,500
120	5	FITTIPALDI	NADA Leader At 300 Miles	\$3,000
160	10	ANDRETTI MI	NADA Leader At 400 Miles	\$4,000

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Good Morning!

It is 9:45 a.m., EST, Sunday, May 26, 1991.

Anton H. George, President of the Indianapolis Motor Speedway, members of the Hulman family, and the entire Speedway staff welcome you to the start of the 75th running of the annual Indianapolis 500-Mile Race.

Due to inclement weather, the tentative scheduled ORDER OF THE DAY is as follows:

- 5:00 a.m. - Track opens - salute bombs
- 6:30 a.m. - Garage area gates open
- 8:30 a.m. - Race cars on apron in front of their pits
- 9:45 a.m. - "On the Banks of the Wabash" by the Purdue University Marching Band
- 9:45 a.m. - Crews push cars to starting position
- 10:00 a.m. - 500 Festival Queen Kristen Elaine Raisor, Lafayette, IN and celebrity caravan
- 10:15 a.m. - Warm up engines
- 10:23 a.m. - Shut off engines
- 10:33 a.m. - Purdue University Marching Band playing "Stars and Stripes Forever"
- 10:35 a.m. - Final track inspection by Tom Binford
- 10:40 a.m. - Combined U. S. Armed Forces Color Guard takes position
- 10:42 a.m. - The Purdue University Marching Band playing the National Anthem sung by
- 10:45 a.m. - Invocation by The Most Reverend Edward T. O'Meara, Archbishop of Indianapolis
- 10:46 a.m. - "Taps"
- 10:48 a.m. - "Back Home Again in Indiana" sung by Jim Nabors
- 10:51 a.m. - The command to "Start your engines"
- 10:52 a.m. - Start of parade lap
- 10:58 a.m. - Start of pace lap and bomb crescendo
- 11:00 a.m. - Start of Race

This Computer System bulletin service has been programmed to provide continuous pertinent race information during today's event; and printed copies will be distributed to you at regular intervals by Boy Scout messengers.

The service, under the direction of Roger Deppe, will include:

- 1 - the unofficial time and speed at the completion of the first lap, second lap, fourth lap, tenth lap and every ten-lap period thereafter.
- 2 - the unofficial standing of the first 10 cars every 10 laps.
- 3 - changes in race leadership as they occur, and lap leader summary.
- 4 - the reason and time for each yellow light interval.
- 5 - lap prize earnings at 100-mile intervals; and other special prizes as they are earned.
- 6 - pit stop information as quickly as it is available, particularly on cars in contending positions.
- 7 - reports on all cars as they are eliminated from the race.
- 8 - a complete rundown of the unofficial order of finish as soon as possible after the winner is given the checkered flag. (The official order of finish, following an audit of all scoring systems, will be posted by USAC officials at 8:00 a.m., on the morning after the race.)
- 9 - at the conclusion of the race, this service also will provide summaries showing:
  - a. the race leaders lap by lap
  - b. lap prize earnings
  - c. yellow light (caution) laps
  - d. first ten positions at 10-lap intervals

Progress of the Race will be provided by special public address to the media by an announcer and will be followed by printed copy summary after each 40 laps (100 miles). Special important printed bulletins will also be provided.

Transmission facilities for clients of TELESPTS service will be available during the Race at seats 49 and 50 in the press box. After the race, similar transmission facilities will be available in the trackside press room near the southwest corner of the garage area.

Next year's Indianapolis 500-Mile Race, the 76th running of the event, has been scheduled for Sunday, May 24, 1992.

The Indianapolis Motor Speedway's magnificent multi-million dollar Hall of Fame, completed prior to the 1976 race, is one of the outstanding structures of its kind in the United States, with 96,960 square feet of floor space. It is located inside the track between the No. 1 and No. 2 turns, where a four-lane tunnel with 14-foot clearance is available for traffic moving from West 16th Street to the Speedway infield.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Dozens of race cars and a representative collection of classic and antique passenger cars are on display throughout the year.

The Hall of Fame Museum is open daily except Christmas Day, from 9 a.m. until 5 p.m. Admission is one dollar for adults, with no charge for visitors under 16 years of age.

The new garage complex, completed in the Spring of 1986, occupies an area of approximately 200,000 square feet. It consists of 96 garages, arranged in three double-row units of 32 spaces each, surrounded by 35 rooms for participating accessory companies. The individual garages measure 20 by 25 feet and are approximately 30% larger than the ones which have been replaced.

The new Tower Suites, completed in 1990, provide 38 suites and new seating to replace old Terrace Extension.

Carroll Shelby, sports-car legend, will drive the Dodge Viper, official Indianapolis pace car and Robert Cassaday, steward of the race, will be alongside to provide radio communication with chief steward Thomas W. Binford at the starting line.

The 33-car starting field, aligned in 11 rows three abreast, will make two parade laps around the track prior to the official pace lap culminating in a "flying start" at better than 100 miles an hour.

In case of hazardous conditions on the course during the race, requiring use of the yellow caution light, the pace car will move on to the track and take a position immediately in front of the car which is leading the race. Steward Robert Cassaday will be in the pace car on all yellow light situations with Don Bailey as the driver. All other cars then will "bunch up" in single file behind the leader and maintain a speed of approximately 90 miles an hour until conditions warrant display of the green light again.

The invocation today will be given by the Most Reverend Edward T. O'Meara, Archbishop of the Roman Catholic Archdiocese of Indianapolis.

Mary Fendrich Hulman, Chairman of the Board Emeritus of the Indianapolis Motor Speedway will give the command "Gentlemen, start your engines."

In the daily track report that you received this morning, you will find:

TODAY'S STARTING LINEUP

LIST OF CARS BY CAR NUMBER

LIST OF CARS BY PIT NUMBER

LIST OF PRIZES AVAILABLE TO THE PARTICIPANTS

Today's forecast is for clearing skies to the west, partly cloudy with scattered thunderstorms likely. The present temperature is 71 degrees under overcast skies. The winds are out of the southwest at 14 MPH.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

SUNDAY, MAY 26, 1991



Gordon Johncock, scheduled to start 33rd, may be replaced by Johnny Parsons in the #92 car. Johncock has had a mild case of the flu, and it was uncertain who would sit down in the car. At 11:30, as the cars moved to the grid, Johncock was with the car and Jonathan Byrd indicated Johncock would start the race.

A few statistical notes from Bob Laycock of the Speedway staff:

The only time Rick Mears led the first lap was in 1984, when he started third, and went on to the second of his 3 victories.

The only year A.J. Foyt, Jr. led the first lap was in 1982, when he started third.

The command to start engines, originally scheduled for 10:51, was given at 11:46. As the field pulled away from the grid, #20, Danny Sullivan had trouble starting, and was pushed forward and back into the pits. The problem may be related to the fuel pump. The engine started on the pace lap, but stayed in the pits until the green flag. The problem was traced to the fuel pump cable.

On the parade lap, #71, Buddy Lazier pitted but rejoined the field. Also before the start, #17, Willy T Ribbs' engine sounded sick. Green flag at 11:55 a.m.

**YELLOW FLAG:** On the first lap, an incident in the short chute between turns 1 and 2 involving #71 Buddy Lazier, who spun in turn 1 and hit the wall. Lazier continued to the pits with front end damage and flat tires from the spin. The team will replace the nose and try to rejoin. The car is being pushed back to the garage with Lazier in the cockpit, on lap 7.

Rick Mears, #3, led lap 1, under yellow. See statistical note above.

Gary Bettenhausen, in the #51 pitted after the first lap to change flat-spotted tires after locking up the brakes.

In the first 7 laps, #39 Randy Lewis is being observed for spray, and has been blackflagged.

On lap 5 #17, Willy T Ribbs pits with a misfire. After attempting to correct the problem, the crew could not restart the engine.

In the first 15 laps #7 Hiro Matsushita pits to correct an engine misfire. He rejoins on lap 19.

On lap 15 #16 Tony Bettenhausen pits to correct a loose condition.

**SECOND YELLOW FLAG:** On lap 18 #8 Eddie Cheever has slowed down and stopped on the apron in turn 4. During the yellow all of the leaders pit. Green flag again as the leaders complete 23 laps.

At 12:14, while under the yellow, water has been reported in turn 4.

**THIRD CAUTION FLAG:** With 25 laps complete, an incident involving #40 Roberto Guerrero and #9 Kevin Cogan in turn 1. Also involved was #14 A.J. Foyt, Jr, who sustained left front damage.

Randy Lewis, #39 has had a lengthy pit stop to work on a leaking hose clamp. He had been blackflagged for spraying.

Willy T. Ribbs, who retired from the race within the first 25 laps with an engine misfire, said of the race, "We had little problems all month long. Hopefully we'll be better next year. We were fine under green, but under the yellow we had a persistent misfire .... I want to thank all of the fans."

On lap 33 #39 Randy Lewis is observed smoking in turn 1.

Reason out for #8 Eddie Cheever: electrical. Cheever said of the race, "It couldn't have run better. We moved up three places. It went off quite quickly."

The National Automobile Dealers Association makes cash awards to the race leader at the 100, 200, 300 and 400 mile marks. The winner of the \$1,000 award for leading 40 laps/100 miles: #10 Michael Andretti.

Tony Bettenhausen, #16 pits on lap 41.

Scott Goodyear, #15 stalled at the entrance to the pits, lap 43, after running slowly on lap 42. He climbed out of the car and said, "We started to lose oil pressure. I hoped it was something else. It was not. We had a good day. The car worked well."

Also in the pits, #26, Jim Crawford, on lap 44. Reason out: engine.

Buddy Lazier, #71, who retired after a brush with the wall, recounted the incident: "I saw Gary (Bettenhausen) spinning in front of me and thought he would come back up to me. It was a very light brush (with the wall), but we couldn't continue."

John Paul, Jr in the #93 in the pits before 50 laps with an oil leak.

In memory of Chapman S. Root, Terre Haute First National Bank awards \$5,000 to #10 Michael Andretti, the race leader at lap 48.

On lap 50, trash was noted at the entrance to the pits.

Pit stop by #15, Scott Goodyear, on lap 50.

As of 12:45, Kevin Cogan is being transported to Methodist Hospital. He is awake and alert, and complaining of right arm and right leg pain. Dr. Henry Bock will advise after further assessment. Driver Roberto Guerrero, involved in the same incident, suffered a

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

SUNDAY, MAY 26, 1991



RACE RUNNING REPORT PAGE 2

small bruise to the right shoulder, and will be released from the Hanna Medical Center.

Roberto Guerrero said of his incident with Cogan: "We were racing together side by side for a whole lap. I left him the same amount of room as before. All of a sudden I felt a little bump in the back."

On lap 53 #86 Jeff Andretti has a flat tire on the backstretch.

Mike Groff in #50 pits on lap 59, and pulls away from the pits, three times before getting out of the pits with a clutch problem.

Car #66 Dominic Dobson had a lengthy pit stop before 65 laps, to replace the right rear half-shaft.

A.J. Foyt, Jr, who retired from the race with left front damage, said of his race, "Everything had gone so smoothly all month. The problem was part of another car came to me. It was the suspension, the left front, I think. I thought that I had it home clear. The fans are great. If they want me back, I don't know."

Ford Trucks salutes the 75th running of the Indianapolis 500 by awarding \$10,000 to #10 Michael Andretti, the race leader at lap 75.

On lap 76 #50 Mike Groff is blackflagged for spray.

On lap 78 #6 Mario Andretti pits for 4 tires and fuel.

Leader #10 Michael Andretti also pits, on lap 80, turning the lead over to #2, Al Unser, Jr.

Others in the front of the pack pit around 80 laps, including #5 Fittipaldi, #18 Bobby Rahal, #2 Al Unser, Jr, and #4 John Andretti.

Pancho Carter in the #12 is in the pits with a faulty fuel pump at 83 laps.

FOURTH CAUTION FLAG: Tero Palmroth, #23 blew an engine on the front straight, and coasted around to the backstretch, where the car caught fire, on lap 82.

Prior to his last pit stop, Michael Andretti in the #10 had been complaining the car was loose. The crew had the Goodyear engineers look at the tires that came off, and found that the left rear was punctured.

Mike Groff, who had difficulty leaving the pits, has a water leak on the right side of the clutch. He is in the pits again, at lap 95.

DowElanco and their "winning team" employees present \$5,000 to #10 Michael Andretti, the race leader at lap 91.

At 96 laps, #39 Randy Lewis is in the pits dealing with a sticking throttle linkage.

With just over 100 laps completed, #93, John Paul, Jr is in the pits replacing a cracked oil tank.

Reason out on #50, Groff: overheating. Groff said of his day, "The car overheated. We broke a water pipe. It's really frustrating. All month we have been taking our time and being careful. The big picture for us was to be in the race and finish it. I was running conservatively I was locked in a good position. This is really a letdown."

Pit stop for #6 Mario Andretti on lap 106.

Gary Bettenhausen, who retired with an unspecified engine problem: I'm not sure what happened. It's something in the engine. I think we broke a valve or something. I was running it in fifth gear, trying to make up for lost time and I think it just broke down. I finally got it where it was feeling pretty decent and then this happened."

The Eastman Kodak Company sponsoring the "250 Mile Award" presents #10 Michael Andretti with \$7,500 for being the race leader at lap 100.

Teammates #18 Bobby Rahal and #2 Al Unser, Jr are in the pits together on lap 114.

Mario Andretti, #6 will be assessed a 1-lap penalty for passing under the yellow line. He pits on lap 118.

Update on driver Kevin Cogan at 1:30: fractures to the right upper arm, right forearm, and right thigh. Will be going into surgery, to be performed by Dr. Terry Trammell.

Geoff Brabham in the #21 has reportedly lost a cylinder, and is done for the day, at 125 laps. Brabham after climbing out: "Something in the engine let go. We were not too bad to that point, running tenth, well within ourselves and we had enough in the car for the finish. It was a good top 10 finish."

Tero Palmroth on his blown engine and fire on course: "The rpms went down and I knew I had a problem. When I saw flames I knew it was time to get out of this machine."

As the leaders complete 131 laps, #18 Bobby Rahal slows, smoking heavily, and pits with a dead motor.

Rookie Hiro Matsushita pits on lap 134 for right side tires and fuel.

Also in the pits: #10 Michael Andretti after completing 137 laps.

As the leaders complete 140 laps, #93, John Paul, Jr goes back to the garage, with a ruptured oil line. He said of their efforts, "We had an oil leak we couldn't cure. We were slipping in our own oil almost from the beginning."

Danny Sullivan #20 is in the pits at lap 147, and the engine cowling is removed to check the electrical components, and replaced the

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

SUNDAY, MAY 26, 1991



black boxes.

**FIFTH CAUTION FLAG:** #22 Scott Brayton has pulled off after blowing the engine on the backstretch, as the leaders complete 149 laps. During the yellow, #48 Bernard Jourdain slows and stops in turn 3. He is towed in with a gearbox problem. Also during the yellow, #12 Pancho Carter coasts into the pits. Also having trouble in the pits is #7, Hiro Matsushita who has stalled and cannot get started again.

Maurice Kraines, car owner for #18 Bobby Rahal, said, "Bobby was second last year and had a good chance to win this year. It's a real disappointment. (Teammate) Al (Unser, Jr) is still in the race. That's good. There's not much you can say when the motor blows." Rahal on the race: "I'm very disappointed because I really think we had a chance (to win) this year. The car handled beautiful. I was running flat out. We have not blown a motor all month." Rahal went on to joke that perhaps he ought to run at Indy every other year, as in odd-numbered years he doesn't finish the race.

As the leaders complete 156 laps, #12 Pancho Carter is being pushed back to the garage.

As the leaders complete 158 laps, #86 Jeff Andretti is smoking, pulling into the pits.

Bernard Jourdain after retiring with a broken ring and pinion in the gearbox: "The car was getting better and better and I was getting more confident. We changed the stagger and the front wing a little and I was running laps at 210. We flet good with that since the leaders were lapping at 214."

Scott Brayton, after retiring with a blown engine: "The motor just blew. We were running a good race. I don't understand this timing and scoring system. I was never a lap down. They say I was."

Leader #5 Emerson Fittipaldi pitted on lap 170, but slowed and pulled down on the apron within 2 laps, and coasted into the pits. His problem is termed as a broken gearbox, which the crew will attempt to repair.

As the leaders Michael Andretti and Rick Mears complete 174 laps, #1 Arie Luyendyk and #4 John Andretti are both in the pits.

After 174 laps, #19 Scott Pruett is slow in turn 3.

Pancho Carter on his retirement from the race with an engine failure: "We changed everything: spark box, plugs, fuel pump, fiddled with the fuel mixture, and just never got it to run right. I felt like I ran all 500 miles."

Jeff Andretti after dropping out: "The motor blew. It's something you just can't control. I was trying to hang on and stay in the race. It's unfortunate it let go. The race was what I thought it would be -- a lot of turbulence out there and a lot of traffic, but it's how I thought it would be." Asked about the rest of the family, still running in the race: "I'm envious."

**SIXTH CAUTION FLAG:** #20 Danny Sullivan smoking heavily on the frontstretch, lap 183. Coming down to complete lap 186, the green flag comes out again, and #3 Rick Mears and #10 Michael Andretti battle going into turn 1. Andretti leads going by the starter's stand, but Mears passes for the lead on lap 188, and the differential is .9 of a second, compared to Michael's .1 of a second lead the previous lap.

**SEVENTH CAUTION FLAG:** On lap 189 #6 Mario Andretti is slowing down on the backstretch, without power. He coasts around almost to the pit entrance, bringing out the yellow on lap 190. Green flag again as the leaders complete 194 laps.

In the closing laps, #19 Scott Pruett is reported sidelined with transmission problems.

Interval after lap 195: Mears by 1.2 seconds over Michael Andretti. After lap 196, it's Mears by 1.8 seconds, with Mears' lap recorded at 221.680 mph. With 3 laps left, Mears' lead stretches to 2.3 seconds, then 2.5 seconds with 2 laps to go. At the white flag, the interval is 2.9 seconds.

Winners of the Marlboro 500 Mile Club Award paying \$75,000 to the drivers completing the 500 miles are Rick Mears and Michael Andretti.

Other awards going to race winner Rick Mears include \$100,000 from the Borg-Warner Corporation as part of their Borg-Warner Trophy Award; \$10,000 from Merchants National Bank as part of their "Checkered Flag" award; \$10,000 and a winners ring from Herff Jones, sponsor of the "Champion of Champions" award; \$25,000 from the Loctite Corporation; \$5,000 from American Dairy; and a 1991 Dodge Stealth from the Dodge Division of Chrysler Corporation.

# DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

POST RACE QUOTES



GORDON JOHNCOCK (#92 Jack's Tool Rental/Bryant/Hemelgarn) (On starting 33rd and finishing 6th) "It certainly feels good. We hung in there and were able to run between 195 and 203 all day long. We had some great pit stops due to the crew...they are really great. (On if he thought there was one point in the race when he thought he might have a chance) "I really spent more time watching the cars in my mirrors and trying to stay out of the fast guys' way. As the race went on, I noticed fewer and fewer cars back there and then we thought we had something going. Who knows, if we ran another 500 miles today, we might have won." (On his bout with the flu for the last four days) "I didn't feel all that great this morning. I've felt better, but once I got in the car, I didn't think about it for the rest of the day. My neck was a little sore, but I had other things to think about. I just had a stomach flu, I went to the hospital a few days ago and got some IV's...I feel better now than I have in the last four days. I never thought about pulling out of the race or being sick. (Ron Hemelgarn on asking Johnny Parsons to fill in) "I did talk to Parsons to cover my bases...I did tell him to hold on in case Gordy got sick (and wasn't able to drive). But, this guy (Gordy) never ceases to amaze me. I've brought him out of retirement three times and every time he finishes sixth. Gordy tells me he's 54 years-old, but after today, I swear he's 20." (Hemelgarn on Stan Fox's finish) "I'm proud of Stan too...when you have two cars that finish in the top ten you can't be too discouraged."

JOHN ANDRETTI (#4 Pennzoil Special) (On his performance today) "I thought things were okay and then they went away and then it was good again. The traffic was the only thing I really suffered with, but I think I got caught by the Pace Car a couple of times which cost me a lap or two. I don't have any idea how I lost the handling or how it got back again. I did get caught driving down the straight by Luyendyk, he had more wing than us. You're always disappointed unless you win. I take a lot of pride in my guys and wanted to win the race for them. We have the opportunity to do it and we'll be back again."

TONY BETTENHAUSEN (#16 AMAX Penske-90 Chevrolet) "It was a tough race. We had a good car today, we just didn't have the proper balance. The guys hung with me and I hung with them. Each stop (pit) they'd make some huge changes and the first half of the new fuel load, the car would be fine, then it would turn very loose. I even hit the wall in turn two (somewhere about 50 or 60 laps into the race). We got loose up in the marbles (loose rubber) in the grey area. By the time I got there, I already had my right hand braced to hit. I scraped the right side, I guess, but I really didn't feel it hit. It left a pretty good-sized black mark on the wall, that's for sure. We hit, but not hard enough to hurt the suspension." (On attrition and looseness of the car) "I knew the speeds were down. Every time we made an adjustment, it was good for a while, then changed. The way we ran today has to say a lot for perseverance. I knew a lot of cars would drop out today. We had counted on a top ten finish, not necessarily because of attrition, but we finished the race." (On his brother Gary's day) "Gary had that problem at the start of the race where he got sideways and I thought he was going to get me. I don't know how he saved it. I don't know if that affected the rest of the day for him."

DANNY SULLIVAN (#20 Patrick Racing Miller Genuine Draft Alfa Romeo): "We started kinda behind the eight-ball with the fuel pump cable. They wouldn't let us take the start, which was a little upsetting. It was a smart call because you're ready to start the race and people are diving down on the apron. But they docked me a lap. We had an electrical problem later and fixed that...then the turbo. We ran good...we were running 213, but we were just down on the straightaway. I was very pleased...the car handled well. We just couldn't pass people in a straight line. If I didn't pass them coming off the corners or in the short chute, I didn't pass them. (About Mears' fourth win): "Great. Rick's one of the alltime greats. It's unfortunate for Big Al and A.J., but Rick's going to be a five-time winner. It was a typical Rick race...he stayed right there and when the time came, he ran it as hard as he had to."

MICHAEL ANDRETTI: (#10 Kmart Havoline Lola): (on last restart): "I was hoping to get a jump on Rick but couldn't get a run. Rick was very strong." (on Mears passing on the outside): "I guess he was paying me back for earlier when I passed him on the outside. He just blew by me like I was standing still." (on last few laps): "Rick was hard to pass. I thought Rick would have a hard time. The last few laps were the fastest I ran all day." (on traffic): "My car was really good in traffic...better than his. In clean air, he was better. I really didn't have any close calls in traffic." (when leading): "I had a big lead, then all of a sudden, the car started getting loose. So, I took some front wing out. That didn't help. It ended up being the left rear tire got punctured. If that had never happened, I know I could've put Rick a lap down. That left rear problem put us out of sync with the car." (on last fuel stop): "We were just out. We weren't going to make it to the finish." (on Mario stopping on yellow where he did): "All that did was give me another chance." (on passing Rick high in turn #1): "It was fun passing up high. It was fun to pass Rick...he's a good driver and I can trust him." (on Mears' strength): "I was in his draft and he was still pulling away from me." (disappointment): "At least we didn't beat ourselves. I had no bad luck except for the flat tire."



# DAY BY DAY

## TRACKSIDE REPORT

POST-RACE QUOTES 2 2 2 2

### FOR THE MEDIA



ROBERTO GUERRERO (#40 Sharp's Patrick Racing): "We (he and Kevin Cogan) were racing together, side-by-side for the whole lap. I left him the same amount of room I had in turns 2, 3 and 4. All of a sudden, I felt a little bump in the back and that was it. The car was running really well. We were up to 17th...I was actually passing a lot of cars and having a lot of fun. The higher up I got, the harder it was going to be, but we were just going to keep going and see how far we could go."

BUDDY LAZIER (#71 Vail Beaver Creek/Hemelgarn): "We went into the first turn...I'm a rookie and I was being very conservative. I got by (Geoff) Brabham and moved down inside. We came into turn #1 and the speed was good. I saw Gary spinning in front of me and I thought he was going to come back up to me. I spun quick as a minute. It wasn't really a brush with the wall...it was very light but we couldn't continue. It literally took the nose piece and wing off and we didn't have a spare. Gary and I, I believe, were fairly close but I don't believe I hit another car. I really feel like I was doing what I should have been doing. We almost made it around. It's a long month, I'm the youngest driver in the race and I thought I'd have a lot of endurance. I was just in the wrong place at the wrong time. It's just so disappointing."

EDDIE CHEEVER (#8 Target/Scotch Video Lola): "Electrics...we couldn't have run better. I moved up three places. It went off quite quickly."

JOHN PAUL, JR. (#93 ATEC Environmental Buick): "We had an oil leak we couldn't cure. It was leaking a little bit from the start. We were slipping in our own oil from almost the beginning. USAC noticed it and made us come in." (did you get to do any racing?): "No. It's always disappointing to drop out of a race. All you can do is start over and hope for better results the next time."

TERO PALMROTH (#23 Neste-Rotator Lola): "Oil temperature, everything was okay. I had a little understeer with the set of wheels I had before, but these wheels were better. We tried to run the whole day. Everything was going exactly as we planned...to let the fast guys run the race. I passed a couple of people. The RPMS went down and I called back that I had a problem. I tried to get it back to the pit but I couldn't. When I saw the flames, I knew it was time to go out of this machine. I had my seat belts open and my steering wheel away, but something was hooked. It got a little hot in there. I didn't get out exactly when I wanted to."

SCOTT PRUETT (#19 Budweiser Truesports 91C): "The transmission finally gave out. We were chasing the car at first. After we made some changes, things settled down and we were running a pretty comfortable pace from then on. It was starting to get fun again when the gearbox gave out."

STAN FOX (#91 Jonathan Byrd's/Hemelgarn Racing Lola): "We had a gearbox failure late in the race and ran the last 30 laps in fourth gear; without fifth and sixth (gears). But what really got us today was that we missed on our chassis setup. We kept gaining on it with each pit stop but it was never enough. I'm tickled for the whole team, with two cars finishing. Gordy (Johncock) did a whale of a job and yeah, we finished. But we didn't come here to be a survivor."

HIRO MATSUSHITA (#7 Panasonic Lola): "Give the crew a lot of credit for helping me finish the race. They all worked very hard to find our electrical problem and get it solved in time to get back into the race. We had that little engine misfire from the start and we never really got rid of it .... today or all month. I feel like I've matured a lot as a driver this month and I'll be a lot more comfortable next year." (NOTE) ---- Crew Chief Mike Albrecht presented Hiro with a four-leaf clover after the race. It had been taped inside the front access hatch in the nose assembly of the Lola/Buick. Said Albrecht: "I did that last year with Scott Brayton and we had a pretty decent day and I wanted to do the same thing for Hiro. We're all very proud of him." The Dick Simon/Paragon Motorsports crew placed three strips of yellow duct tape underneath the rear wing of the car after Hiro pulled into his pit upon completion of the race. In a hastily contrived "ceremony/photo opportunity," crew members had Hiro step around the rear of the car and peel the three strips of tape off, thereby officially ending his rookie year at the Speedway.

DOMINIC DOBSON (#66 Coors/Kroger Lola): "We had that long stop to repair a right rear wheel bearing that really set us back. But our goal was to finish so I guess in that respect, it was a good day. This is the first time I've finished here, and that feels pretty good .... if we just could have kept the gremlins away it would have been a little bit better. It was a bumpy month, and I'm feeling it a little right now. But we put the car in the show and finished the race, so we can feel good about that."

RANDY LEWIS (#39 AMP/Orbit/Jenn-Air Lola): "We had a hose clamp break and then the throttle linkage locked up, but we had a pretty good run. With the qualifying wreck, we have been playing catchup and I never really had a chance to run this particular car on full tanks. We had to guess on race-day setup and we hit it pretty close."

SCOTT BRAYTON (#22 Amway/Hoechst Celanese) "The motor blew. We were running a good race. Today just wasn't our day. I don't understand this timing and scoring system. I was never a lap down and I was never passed by the leader - never. They better look at that. They're wrong."

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RICK MEARS (#3 Marlboro Penske Chevy '91) (is the fourth win sweeter than the earlier ones?) "Absolutely. The second was better than the first and the third better than the second. And this one - I can't believe this one. It still hasn't sunk in...I'll need to go home and get a good night's sleep. Then tomorrow, I'll do a little jumping up and down." (can you comprehend winning your fourth?) "I couldn't even comprehend coming here (in the first place). I never dreamt it would happen. I've always felt this was way out of my league." (about the two restarts off yellows) "I was just trying to get a good clean start. Michael and I traded places a few times. When Michael was 12 seconds ahead, we knew he had to make a stop. We were running in 6th gear and just saving as much fuel as we could. I had the momentum going in (on the second restart) and the only choice was to go high...And, since the tires were still fresh, I said, 'We gotta take a shot at it.' You know Michael, he'll pass anywhere he can. I knew if there was a lane there, he would take it...Michael was running strong all day. I leaned on the car. It felt good. It gives you a lot of confidence when you know you can lean on the car like that...You never know about this place until the last lap." (about the yellows) "You hate to see it, but what are you going to do? I've never been against yellows. I felt we had the stronger car all along...and I knew we could do it...We got the opportunity. The car was working well and we just went with it." (about his race strategy) "We were saving the car most of the day. It's what I always say I'm going to try to do here. I was running in 6th gear. The car wasn't the way we absolutely wanted it early on. But the guys just kept making changes and it worked." (did you and Mario plan to let A.J. take the parade laps in the lead?) "We figured that it was best to let him have the pace laps and we'll try to take the next."

ROGER PENSKE (owner, #3 Marlboro Penske Chevy '91) (about Rick Mears) "He is one outstanding driver. I've said it before. He has kept this team together...This is our eighth win here and he's won half of them. It's quite a feat...It's his racetrack today." (about Mears' battle with Michael Andretti) "When Michael passed - we have a TV monitor - I just about died...I wasn't about to tell Rick what to do. (On the second yellow,) we calculated that we didn't have to make a stop. We had to be careful of what we said on the radio because people are monitoring them. Rick said it best - There was the chance for both to race for the gold...I said at the yellow, 'Get the best start you ever had.'...When we saw it, the whole crew, we just went wild. That's all he needed. A little bit of work in his office. (With four laps to go,) I told him on the radio, 'We've been here before.'"

ARIE LUYENDYK (#1 RCA UNO Granatelli Chevrolet) "We had to come in and change spark plugs - that cost us a lap and we had to work our way to the front again. We came all the way back from 14th -- we've got to be happy with third place. It's great. We put on a good show for our sponsors. This is the best year I've had racing. In traffic, we were all struggling. We had a little bit of understeer and a lot of wind. That was the same for everybody."

DICK SIMON (owner of car #22 Amway/Hoechst Celanese) "Scott said the engine just blew. The engine just let go and oil got on the exhaust. To what extent the damage is, I don't know. It's a shame. It was a good day. Scotty was running his own race. They say we were in 6th place, but we say 5th. They say we were a lap down, but our scorers say no. I think we're right. It'll come out in the end, but it doesn't matter now. Our day is over. We're done."

EMERSON FITTIPALDI (#5 Marlboro Penske Chevy 91) "For sure, I am very disappointed. This is the second year in a row I was leading with a minimal chance to lose the greatest race in the world. I had a clutch problem going into my last (pit) stop. But, I got out of the pit, thanks to the hard work of my Marlboro team. Then, everything was running smooth and something broke in the transmission. I don't think it was related to the clutch problem."

WILLY T. RIBBS (#17 Cosby/Walker Motorsports) "I had a good start, passing some cars. I was comfortable. I had been told (in Rookies drivers meeting) the start could be bad -- heavy turbulence, a shrinking race track -- those things. But, I liked it. In fact, taking the green flag and driving into (turn) one was maybe the greatest experience of my life." (on engine problem) "Under the first yellow for (Buddy) Lazier, the engine developed a misfire. I could actually hear it. Derrick Walker (team owner) told me to stay out as it might be running too rich. When the green flag dropped, though, the power just fell off." (on dropping out early) "Racing is a sport of ups and downs. We came here with a new team, faced a lot of adversity, but we qualified strongly for the world's biggest race. My fan support was fantastic and I can't express how much I appreciate it. Obviously, dropping out is a downer, but I like to concentrate on the positive."

MARIO ANDRETTI (#6 Kmart Havoline Lola) (NOTE: Mario only had 1.5 miles (per gallon) per green (racing segment). The sensor on the plenum melted and turned the mixture to full rich.) (Disappointed?) "Of course. We had a problem with the fuel temperature sensor on lap 49. The engine wasn't running strong. It was like I had the choke on. I had an idea something was going wrong. Leaving the pits, I'd have a flame-out. I believe the fuel washed the pistons down which caused the failure. But, the chassis was phenomenal. It stayed with me. Then, they give me a penalty." (on penalty) "The reason I'm upset is that they said in the driver's meeting, the only penalty for driving under the yellow line in turn four is if you're driving down there by yourself. I had to go for evasive action in traffic. That's what they call a penalty? A lap plus a black flag. I've never seen that in any rule book. It cost me two laps. The guy in '81 (Bobby Unser) passed eleven cars. He created a problem and they gave him a \$60,000 fine because he finished first. Here, they give me something for the stupid line right out of the blue." (on Michael's race with Rick Mears) "I was rooting for him (Michael)." (Did you know how close they were racing?) "It's tough to know exactly what's going on. But, his chassis was running good all day and so was his engine, so I knew he'd be strong."

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AL UNSER, JR. (#2 Valvoline Lola Chevrolet): "There was a slight push from the beginning. Fifty laps into the race, I was running behind the Andrettis and the car was working good. I was real content staying there because Michael was running awfully good. Then the wastegate broke and we lost a lot of the boost...two inches. That's equal to about 100 horsepower. I was running wide open all the way around. There was no way we could run for the lead without the horsepower. It was a tremendous day for Rick and his team. It was a good safe race."

A.J. FOYT, JR. (#14 A.J. Foyt/Gilmore/Copenhagen Racing Team): "We had a malfunction with one of the wheels and it started there -- I've raced long enough to know there's not much you can do. If we had stayed where we were at and had a normal pit stop, we wouldn't have been involved in an accident. I saw the two cars when the yellow went on and thought I had everything missed -- I slowed down pretty good and to where someone wouldn't run in the back of me, too--all sudden -- a car's suspension appeared right there. It looked like it dropped out of the sky. I was looking at the big pieces and then this big piece appeared. I just didn't have no alternative." (someone guessed you were waving good-bye): "Well, I was just waving to the fans. They've always been a big part of my life and I've been a big part of their life. A lot of 'em made a lot of posters and things, so I just saluted all of 'em...The fans are great. If they want me back, well, I just don't know." (were you waving good-bye?): "Usually, when we make a decision, I stick with it. I just hate to go out here like this. I felt like today, I saw I couldn't make the lead, at the start I tried. I thought it was a very good start with the three of us. We all raced down there hard. I knew Mario was there and I would've had to squeeze Rick and vice versa so when I saw I couldn't make it, I backed off...rode there. I was very happy. In traffic, my car was acting up a little bit. The reason I let a couple of 'em go by, I wasn't worried, cause I knew we could adjust that out as the day went on. So, I was trying to play it cool. We had two race gears. We were back in high gear and we were gonna ride till after the first couple pit stops. Then we had a malfunction in the pits and that was it." (is there any chance you could be back?): "There's always a chance things could happen. Mr. Bantle with U.S. Tobacco and Johnny Hayes and Eddie Thrap, who runs the racing operation...a lot of it's gonna be up to them. They've wanted me to quit for over a year as do a lot of my friends. It's a part of my life, I love it, but I know the Speedway pretty well. I feel I've got a lot of savvy here. We definitely want to train a young driver for a lot of the road races. If it's possible, we could run two cars here with Chevrolet's permission and maybe I just run the big race." (the shape he was in): "I wasn't 150 percent, but I was probably 80 percent...good enough shape to go the distance. At the time we had that accident, I didn't even have time to hit the water bottle. (what were you thinking when you rolled into the pits for the last time?): "Well, nothing really. I was disappointed cause I felt like we had a good shot today, I really did."

JIM CRAWFORD (#26 Quaker State/Buick): (on falling out of the race) "There's something pretty serious in the engine. The first time I came in it was no brakes. The second time it was a lost valve, or piston or a cylinder. I'm not sure."

SCOTT GOODYEAR (#15 UNO Racing/Mackenzie Financial Lola): "We started losing oil pressure after one of the cautions. We were hoping it was something else, but no such luck. Up to that point, the car was handling wonderfully. We hit it right on setup and things were feeling pretty good. It's frustrating to see how quickly it can all get away from you."