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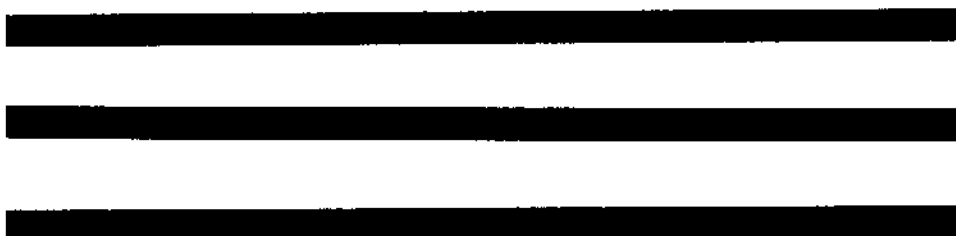
DAY-BY-DAY

TRACKSIDE REPORT

FOR THE MEDIA

INDIANAPOLIS MOTOR

SPEEDWAY



DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



THE 76th ANNUAL INDIANAPOLIS 500-MILE RACE

LADIES AND GENTLEMEN OF THE MEDIA:

Welcome to the Indianapolis Motor Speedway for the 76th running of the 500-Mile Race and the 47th 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



Starting Lineup/Media Guide - 1992 Indianapolis 500-Mile

Car	Gar.	Races	Driver	Car Name	Yr/Ch/Eng	Entrant	Chief Mechanic	Pit	Speed
1	36	B-7	Roberto Guerrero	Quaker State Buick Lola/King Motorsports	92/L/B	King Motorsports	John Anderson	8	232.482
2	9	B-18	Eddie Cheever	Target/Scotch Video Lola Ford Cosworth	92/L/F	Ganassi Racing	Chris Griffis	6	229.639
3	2	B-30	W Mario Andretti	Kmart/Texaco Newman/Haas Lola Ford Cosworth	92/L/F	Newman/Haas	Carl Dean	2	229.503
4	6	B-20	W Arie Luyendyk	Target/Scotch Video Lola Ford Cosworth	92/L/F	Ganassi Racing	Steve Melson	7	229.127
5	51	C-16	19 Gary Bettenhausen	Glidden Paints Special	92/L/B	Team Menard, Inc.	Darrell Soppo	3	228.932
6	1	B-32	8 Michael Andretti	Kmart/Texaco Newman/Haas Lola Ford Cosworth	92/L/F	Newman/Haas	Tom Wurtz	1	228.169
7	22	C-31	10 Scott Brayton	Amway/Northwest Airlines-Winning Spirit	92/L/B	Dick Simon Racing	Mark Bridges	14	226.142
8	18	A-14	9 W Danny Sullivan	Molson/Kraco/STP Galmer '92 Chevrolet	92/G/CA	Galles-Kraco Racing	Paul Harcus	10	224.838
9	4	A-22	14 W Rick Mears	Marlboro Penske Chevy '92	92/P/CB	Penske Racing	Richard Buck	16	224.594
10	12	B-1	10 W Bobby Rahal	Miller Genuine Draft Special	92/L/CA	Rahal/Hogan Racing	Jim Prescott	5	224.158
11	5	A-20	8 W Emerson Fittipaldi	Marlboro Penske Chevy '92	92/P/CB	Penske Racing	Rick Fineman	17	223.607
12	3	A-12	9 Al Unser, Jr.	Valvoline Galmer '92 Chevrolet	92/G/CA	Galles-Kraco	Owen Snyder	11	222.989
13	91	C-19	4 Stan Fox	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling/WMMCC	91/L/B	Hemelgam/Byrd Racing	Ron Dawes	27	222.867
14	8	C-6	4 John Andretti	Pennzoil Special	92/L/CA	Hall/VDS Racing	David Brzozowski	20	222.644
15	19	C-9	0 R Eric Bachelart	Royal Oak Charcoal/MJ-Jack	90/L/B	Dale Coyne Racing	Bernie Myers	23	221.549
16	44	C-1	0 R Philippe Gache	Formula Project-Rhone Poulenc Rorer	91/L/CA	Dick Simon Racing	Greg Beck	25	221.496
17	10	A-29	2 Scott Pruett	Budweiser Eagle Truesports '92C	92/T/CA	Truesports Co.	Dennis Swan	29	220.464
18	93	B-13	3 John Paul, Jr.	D.B. Mann Development Buick	90/L/B	D.B. Mann Motorsports	Dave Hofpavir	31	220.244
19	7	A-17	0 R Paul Tracy	Mobil 1 Penske Chevy '91	91/P/CA	Penske Racing	Tim Bumps	35	219.751
20	48	A-6	1 Jeff Andretti	Gillette/Carlo/Texaco	91/L/CA	A.J. Foyt Motorsports	Mark Scott	34	219.306
21	26	B-5	6 Jim Crawford	Quaker State Buick Lola King Motorsports	92/L/B	King Motorsports	John Anderson	9	228.859
22	27	C-13	25 W Al Unser	Conseco Special	92/L/B	Team Menard, Inc	Darrell Soppo	4	223.744
23	14	A-3	34 W A.J. Foyt, Jr.	A.J. Foyt/Copenhagen Racing	92/L/CA	A.J. Foyt Enterprises	Craig Baranowski	18	222.798
24	21	C-28	1 Buddy Lazier	Leader Cards Lola	91/L/B	Leader Cards Inc.	John Barnes	19	222.688
25	11	C-29	5 Raul Boesel	Panasonic/SEGA Lola	92/L/CA	Dick Simon Racing	Mike Albrecht	12	222.434
26	39	C-10	0 R Brian Bonner	Applebee's/DANKA	91/L/B	Dale Coyne Racing	Doug Myers	24	220.845
27	90	C-3	0 R Lyn St. James	Agency Rent-A-Car/JC/Penney "Spirit of the American Woman"	91/L/CA	Dick Simon Paragon Msports	Jerry Cook	26	220.150
28	47	B-22	0 R Jimmy Vasser	Kodak/Hayhoe-Cole Special	91/L/CA	Hayhoe-Cole Racing	Mike Hull	21	222.313
29	68	A-24	4 Dominic Dobson	Burns Racing/Tobacco Free America	91/L/CA	Burns Racing	Tom Bloom	30	220.359
30	59	C-14	17 W Tom Sneva	Menard/Glidden/Conseco Special	91/L/B	Team Menard, Inc.	Jeff Sinden	32	219.737
31	92	C-20	23 W Gordon Johncock	STP/Jack's Tool Rental/Hemelgam	91/L/B	Hemelgam/Rumyon Racing	Chris Paulsen	28	219.288
32	31	B-26	0 R Ted Prappas	Say No To Drugs/P.I.G. Racing	91/L/CA	P.I.G. Racing	John Weiland	33	219.173
33	15	A-9	2 Scott Goodyear *	Mackenzie Financial Special	92/L/CA	Walker Motorsports	Buddy Lindblom	22	221.801

33-Car Field Average: 1992 - 223.479 (NTR) 1991 - 218.590 Increase: 4.889 MPH W = Former Winner, R = Rookie * Car qualified by Mike Groff
 Chassis Legend: G = Galmer, L = Lola, P = Penske, T = Truesports Engine Legend: B = Buick V6, CA = Chevy Indy V8/A, CB = Chevy Indy V8/B, F = Ford Cosworth XB



1992 "500" Statistics

There were 95 cars entered for this year's race, 22 fewer than the record number of 117 in 1984; 68 cars arrived and were housed in the garage area. 68 cars passed initial USAC technical inspection, 65 received final USAC certification. 85 car driver combinations made practice runs. There were 60 attempted qualifications, 37 completed qualification runs and 3 were bumped. 51 drivers passed their required medical examinations and 47 actually drove on the race course. Of those, 12 were rookies. At the conclusion of qualifications, seven rookies and 26 veterans made the starting lineup.

STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS

1st--14	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 1992 RACE

Mario Andretti (1969)	Rick Mears (1979-84-88-91)
Emerson Fittipaldi (1989)	Bobby Rahal (1986)
A.J. Foyt (1961-64-67-77)	Tom Sneva (1983)
Gordon Johncock (1973-82)	Danny Sullivan (1985)
Arie Luyendyk (1990)	Al Unser (1970-71-78-87)

This is the first time that the field has included 10 former winners, representing 20 wins (also a first).

Youngest winner	Troy Ruttman (1952) - 22 years old
Oldest winner	Al Unser (1987) - 47 years old
Youngest driver in this race	Paul Tracy, 23 years old
Oldest driver in this race	A.J. Foyt, Jr., 57 years old (marking oldest driver to ever start race)
Average age of the starting field	37.0 years old
Largest winning margin	Jules Goux (1913) was 13 minutes, 8.40 seconds ahead of Spencer Wishart.
Closest finish	Gordon Johncock (1982) over Rick Mears by .16 of a second.
Most laps led	Billy Arnold with 198 laps in 1930.
Fewest laps led (winner)	Joe Dawson with two laps in 1912.
Fastest winning speed	Arie Luyendyk - 185.981 MPH in 1990.
Slowest winning speed	Ray Harroun - 74.602 MPH in 1911.
Most cars running at finish	26 (1911)
Least cars running at finish	7 (1966)
Worst finish from pole	Cliff Woodbury in 1929 and Pancho Carter in 1985 finished 33rd.

In 1930, Billy Arnold started on the pole and nearly accomplished the "impossible." He lost the lead at the start, but after working his way into the lead on the third lap, led all remaining 198 laps to win.

Tommy Milton became the first two-time winner of the "500" in 1923. The first three-time winner was Louis Meyer, who accomplished that feat in 1936. The first four-time winner was A.J. Foyt in 1977. Al Unser became the second four-time winner in 1987 and was joined by Rick Mears in 1991. 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) and Bobby Unser (1968-75-81). 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 had at least one car on the front row for every Indianapolis 500 from 1971 - 1991, with the exception of the 1975, 1985 and 1992 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 in 1991 was 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.
- Last years oldest and youngest drivers are starting side by side.

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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 - 14

1922 -- Jimmy Murphy	1953 -- Bill Vukovich	1979 -- Rick Mears
1923 -- Tommy Milton	1956 -- Pat Flaherty	1980 -- Johnny Rutherford
1930 -- Billy Arnold	1963 -- Parnelli Jones	1981 -- Bobby Unser
1938 -- Floyd Roberts	1970 -- Al Unser	1988 -- Rick Mears
	1976 -- Johnny Rutherford	1991 -- Rick Mears

PACE CARS AND DRIVERS

YEAR	CAR	DRIVER	YEAR	CAR	DRIVER
1911	Stoddard-Dayton	Carl G. Fisher	1955	Chevrolet	T.H. Keating
1912	Stutz	Carl G. Fisher	1956	DeSoto	L.J. Woolson
1913	Stoddard-Dayton	Carl G. Fisher	1957	Mercury	F.C. Reith
1914	Stoddard-Dayton	Carl G. Fisher	1958	Pontiac	Sam Hanks
1915	Packard "6"	Carl G. Fisher	1959	Buick	Sam Hanks
1916	Premier "6"	Frank E. Smith	1962	Studebaker	Sam Hanks
1919	Packard V-12	J. G. Vincent	1961	Ford	Sam Hanks
1920	Marmon V-16	Barney Oldfield	1962	Studebaker	Sam Hanks
1921	H.C.S. "6"	Harry C. Stutz	1963	Chrysler	Sam Hanks
1922	National "8"	Barney Oldfield	1964	Ford	Benson Ford
1923	Duesenberg "8"	Fred Duesenberg	1965	Plymouth	P. Buckminster
1924	Cole V-8	Lew Pettijohn	1966	Mercury	Benson Ford
1925	Rickenbacker "8"	E. Rickenbacker	1967	Camaro	Mauri Rose
1926	Chrysler "8"	Louis Chevrolet	1968	Ford	Wm. C. Ford
1927	LaSalle V-8	"Big Boy" Rader	1969	Chevrolet	Jim Rathmann
1928	Marmon	Joe Dawson	1970	Oldsmobile	Rodger Ward
1929	Studebaker	George Hunt	1971	Dodge	Eldon Palmer
1930	Cord V-8	E.L. Cord	1972	Oldsmobile	Jim Rathmann
1931	Cadillac	"Big Boy" Rader	1973	Cadillac	Jim Rathmann
1932	Lincoln	Edsel Ford	1974	Oldsmobile	Jim Rathmann
1933	Chrysler	Byron Foy	1975	Buick	James Garner
1934	LaSalle	"Big Boy" Rader	1976	Buick	Marty Robbins
1935	Ford V-8	Harry Mack	1977	Oldsmobile	James Garner
1936	Packard	Tommy Milton	1978	Corvette	Jim Rathmann
1937	LaSalle	Ralph DePalma	1979	Mustang	Jackie Stewart
1938	Hudson	Stuart Baits	1980	Pontiac	Johnnie Parsons
1939	Buick	Charles Chayne	1981	Buick	Duke Nalon
1940	Studebaker	Harry Hartz	1982	Camaro	Jim Rathmann
1941	Chrysler	A.B. Couture	1983	Buick	Duke Nalon
1946	Lincoln V-12	Henry Ford II	1984	Pontiac	John Callies
1947	Nash	George W. Mason	1985	Oldsmobile	James Garner
1948	Chevrolet	Wilbur Shaw	1986	Corvette	Chuck Yeager
1949	Oldsmobile	Wilbur Shaw	1987	Chrysler	Carroll Shelby
1950	Mercury	Benson Ford	1988	Oldsmobile	Chuck Yeager
1951	Mercury	Benson Ford	1989	Pontiac	Bobby Unser
1952	Studebaker	P.O. Peterson	1990	Beretta	Jim Perkins
1953	Ford	William C. Ford	1991	Dodge Viper	Carroll Shelby
1954	Dodge	William Newburg	1992	Cadillac Allante	Bobby Unser

Bobby Unser will drive the pace car for the start, Don Bailey will drive it for the remainder of the race.

MORE "500" STATISTICS - page 3

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

DRIVER	LAPS LED
Al Unser	625
A.J. Foyt	555
Mario Andretti	483
Rick Mears	429
Emerson Fittipaldi	344
Gordon Johncock	338
Tom Sneva	208
Michael Andretti	177
Danny Sullivan	162
Gary Bettenhausen	138
Bobby Rahal	123
Arie Luyendyk	37
Al Unser, Jr	19
Roberto Guerrero	9
Jim Crawford	8
Scott Brayton	1

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

Year	Driver	Start	Finish	Year	Driver	Start	Finish
1952	Art Cross	20	5	1973	Graham McRae	13	19
1953	Jimmy Daywalt	21	6	1974	Pancho Carter	21	7
1954	Larry Crockett	25	9	1975	Bill Puterbaugh	15	7
1955	Al Herman	16	7	1976	Vern Schuppan	17	18
1956	Bob Veith	23	7	1977	Jerry Sneva	16	10
1957	Don Edmunds	27	19	1978	Larry Rice & Rick Mears	30 3	11 23
1958	George Amick	25	2	1979	Howdy Holmes	13	7
1959	Bobby Grim	5	26	1980	Tim Richmond	19	9
1960	Jim Hurtubise	23	18	1981	Josele Garza	6	23
1961	Parnelli Jones & Bobby Marshman	5 33	12 7	1982	Jim Hickman	24	7
1962	Jim McElreath	7	6	1983	Teo Fabi	1	26
1963	Mario Andretti	4	3	1984	Michael Andretti & Roberto Guerrero	4 7	5 2
1964	Johnny White	21	4	1985	Arie Luyendyk	20	7
1965	Mario Andretti	4	3	1986	Randy Lanier	13	10
1966	Jackie Stewart	11	6	1987	Fabrizio Barbezza	17	3
1967	Denis Hulme	24	4	1988	Bill Vukovich III	23	14
1968	Bill Vukovich, Jr.	23	7	1989	Bernard Jourdain & Scott Pruett	20 17	9 10
1969	Mark Donohue	4	7	1990	Eddie Cheever	14	8
1970	Donnie Allison	23	4	1991	Jeff Andretti	11	15
1971	Denny Zimmerman	28	8				
1972	Mike Hiss	25	7				

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

- Fewest starts in becoming a two-time winner is four by Bill Vukovich.
- Fewest starts in becoming a three-time winner is nine by Louis Meyer and 10 by A.J. Foyt. Meyer actually won his third race in his 10th race appearance due to the fact he drove relief only his rookie year.
- Fewest starts in becoming a four-time winner is 14 by Rick Mears.
- 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):

- Rick Mears is the only driver to win from the pole three times (1979, 88, 91). Johnny Rutherford (1976, 80) is the only other driver to win 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.
- Rick Mears is the only driver to win the "500" four times from the front row. Mears won from the pole in 1979, 1988 and 1991 and from third in 1984. Wilbur Shaw and Bobby Unser are the only drivers to have won 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.
- 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 has started eight "500's" 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).
- 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.

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 is the only driver to have averaged 160 miles an hour or better for the full 500-mile distance five times. Al Unser is the only driver to average 160 miles an hour 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 (1968, 75, 81) and Rick Mears (1979, 84, 88, 91) are the only drivers to have won in three different decades.
- 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).
- Pamelli 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. Sullivan is starting from eighth position in 1992.
- 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. The 1992 field ties this record.
- 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 1992 starting field includes seven rookies, all qualified at more than 200 miles an hour. The previous record was in 1987 and 1985 with six rookie starters over 200.
- Al Unser and Al Unser, Jr., have qualified for nine Indianapolis "500s", counting 1992. Mario and Michael Andretti have qualified for the last nine straight "500s".

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



MORE "500" STATISTICS - page 6

FACTS, COLUMN NOTES (cont'd):

- 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.
- 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 Lolas and two Eagles.
- **Greatest total number of starts by three brothers is 46 by Jerry Unser (1), Bobby Unser (19) and Al Unser (26, counting 1982). The combined total of 45 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 1992's seven rookies, 596 different drivers have started at least one Indianapolis 500. Counting the seven, A.J. Foyt has started against a record 240 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 Carburetion 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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**Numerical Starting Lineup For The 76th Annual
Indianapolis 500-Mile Race - May 24th, 1992**

SP	Car	Driver	P.R. Representative	YR/C/Eng	MPH
6	1	Michael Andretti	Michael Knight	92/L/F	228.169
3	2 W	Mario Andretti	Michael Knight	92/L/F	229.503
12	3	Al Unser, Jr.	Marc Spiegel	92/G/CA	222.989
9	4 W	Rick Mears	Susan Bradshaw/Dan Luginbuhl	92/P/CB	224.594
11	5 W	Emerson Fittipaldi	Kevin Diamond/Dan Luginbuhl	92/P/CB	223.607
4	6 W	Arie Luyendyk	Bill O'Neil	92/L/F	229.127
19	7 R	Paul Tracy	Laura Tomasetti/Dan Luginbuhl	91/P/CA	219.751
14	8	John Andretti	Deke Houlgate	92/L/CA	222.644
2	9	Eddie Cheever	Bill O'Neil	92/L/F	229.639
17	10	Scott Pruett	Kim Carmine	92/T/CA	220.464
25	11	Raul Boesel	Mark Christian	92/L/CA	222.434
10	12 W	Bobby Rahal	Tom Blattler	92/L/CA	224.158
23	14 W	A.J. Foyt, Jr.	Anne Fornoro	92/L/CA	222.798
33	15	Scott Goodyear	Jim Dinsmore	92/L/CA	221.801
8	18 W	Danny Sullivan	John Love	92/G/CA	224.838
15	19 R	Eric Bachelart	Kathi Lauterbach	90/L/B	221.549
24	21	Buddy Lazier	Leonard Manley	91/L/B	222.688
7	22	Scott Brayton	Brad Amster	92/L/B	226.142
21	26	Jim Crawford	Paul Gatsos	92/L/B	228.859
22	27 W	Al Unser	Ted Quackenbush	92/L/B	223.744
32	31 R	Ted Prappas	Diane Beckman	91/L/CA	219.173
1	36	Roberto Guerrero	Paul Gatsos	92/L/B	232.482
26	39 R	Brian Bonner	Kathi Lauterbach	91/L/B	220.845
16	44 R	Philippe Gache	Francois Mays	91/L/CA	221.496
28	47 R	Jimmy Vasser	Joe Sherk	91/L/CA	222.313
20	48	Jeff Andretti	Hank Ives	91/L/CA	219.306
5	51	Gary Bettenhausen	Ted Quackenbush	92/L/B	228.932
30	59 W	Tom Sneva	Ted Quackenbush	91/L/B	219.737
29	68	Dominic Dobson	Tom Burns	91/L/CA	220.359
27	90 R	Lyn St. James	Mai Lindstrom	91/L/CA	220.150
13	91	Stan Fox	Lynda Havens	91/L/B	222.867
31	92 W	Gordon Johncock	Lynda Havens	91/L/B	219.288
18	93	John Paul, Jr.	Dave Mann	90/L/B	220.244

Legend: W=Winner, R=Rookie

Engines: B=Buick, CA=Chevy Indy V8/A, CB=Chevy Indy V8/B, F=Ford Cosworth XB

Chassis: G=Galmer, L=Lola, P=Penske, T=Truesports

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1992 Indianapolis 500
Pit Lane Assignments

Pit	Car	Driver	Car Name	Time	Average
1	1	Michael Andretti	Kmart/Texaco Newman/Haas Lola Ford Cosworth	2:37.778	228.169
2	2	Mario Andretti	Kmart/Texaco Newman/Haas Lola Ford Cosworth	2:36.861	229.503
3	51	Gary Bettenhausen	Glidden Paints Special	2:37.252	228.932
4	27	Al Unser	Conseco Special	2:40.898	223.744
5	12	Bobby Rahal	Miller Genuine Draft Special	2:40.601	224.158
6	9	Eddie Cheever	Target-Scotch Video Lola Ford Cosworth	2:36.768	229.639
7	6	Arie Luyendyk	Target/Scotch Video Lola Ford Cosworth	2:37.118	229.127
		--- Gasoline Alley ---			
8	36	Roberto Guerrero	Quaker State Buick Lola/King Motorsports	2:34.851	232.482
9	26	Jim Crawford	Quaker State Buick Lola/King Motorsports	2:37.302	228.859
10	18	Danny Sullivan	Molson/Kraco/STP Galmer '92 Chevrolet	2:40.115	224.838
11	3	Al Unser, Jr.	Valvoline Galmer '92 Chevrolet	2:41.443	222.989
12	11	Raul Boesel	Panasonic/SEGA Lola	2:41.846	222.434
14	22	Scott Brayton	Amway/Northwest Airlines-Winning Spirit	2:39.192	226.142
15		--- ABC Sports Network ---			
		--- USAC ---			
16	4	Rick Mears	Marlboro Penske Chevy 92	2:40.289	224.594
17	5	Emerson Fittipaldi	Marlboro Penske Chevy 92	2:40.997	223.607
18	14	A.J. Foyt	A.J. Foyt/Copenhagen Racing	2:41.581	222.798
19	21	Buddy Lazier	Leader Cards Lola	2:41.661	222.688
20	8	John Andretti	Pennzoil Special	2:41.693	222.644
21	47	Jimmy Vasser	Kodalux/Hayhoe-Cole Special	2:41.934	222.313
22	15	Scott Goodyear	Mackenzie Financial Special	2:42.308	221.801
23	19	Eric Bachelart	Royal Oak Charcoal/Mi-Jack	2:42.492	221.549
24	39	Brian Bonner	Applebee's/DANKA	2:43.010	220.845
25	44	Philippe Gache	Formula Project-Rhone Poulenc Rorer	2:42.531	221.496
26	90	Lyn St. James	Agency Rent-A-Car/JCPenney "Spirit of the American Woman"	2:43.525	220.150
27	91	Stan Fox	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling/WMCC-TV	2:41.531	222.867
		--- Pit Opening ---			
28	92	Gordon Johncock	STP/Jack's Tool Rental/Hemelgam	2:44.168	219.288
29	10	Scott Pruett	Budweiser Eagle Truesports 92C	2:43.292	220.464
30	68	Dominic Dobson	Burns Racing/Tobacco Free America	2:43.370	220.359
31	93	John Paul, Jr.	D.B. Mann Development Buick	2:43.455	220.244
32	59	Tom Sneva	Menard/Glidden/Conseco Special	2:43.832	219.737
33	31	Ted Prappas	Say No To Drugs/P.I.G. Racing	2:44.254	219.173
34	48	Jeff Andretti	Gillette/Carlo/Texaco	2:44.154	219.306
35	7	Paul Tracy	Mobil 1 Penske Chevy 91	2:43.822	219.751

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1992 INDIANAPOLIS 500 QUALIFYING AWARDS

PPG Pole Award - \$100,000
PPG INDUSTRIES

Plus additional \$5,000 and a Starcraft/Chevy van (\$35,000 value)
STARCRAFT CORPORATION and CHEVROLET MOTOR DIVISION
#36 - Roberto Guerrero

GTE "Front Runner" Award - \$30,000
\$10,000 awarded to each front row driver
GTE NORTH, INC.

#36 - Roberto Guerrero, #9 - Eddie Cheever, #2 - Mario Andretti

Thomas Barrett "Fastest Qualifying Lap" Award - \$10,000
THOMAS W. BARRETT III INC., Greatest Name in Classic Cars
#36 - Roberto Guerrero

Kenwood "On the Bubble" Award - \$10,000
33rd fastest qualifier
KENWOOD U.S.A., CORPORATION
#31 - Ted Prappas

True Value "Master Mechanic" Award - \$10,000
plus Lawn Chief Garden Tractor awarded to pole position chief mechanic
COTTER AND COMPANY
#36 John Anderson - (Roberto Guerrero)

Ameritech PagesPlus® "Youngest Starting Driver" Award - \$5,000
AMERITECH PUBLISHING, INC.
#7 - Paul Tracy

D.L. Clark Candy "Slo-Poke" Award - \$5,000
awarded to driver posting the slowest single qualifying lap
D.L. CLARK CANDY
#48 - Jeff Andretti

Indiana Bell "First in the Field" Award - \$5,000
INDIANA BELL
#6 - Arie Luyendyk

Jim Hurtubise/Monarch Beverage "Oldest Starting Driver" Award - \$5,000
MONARCH BEVERAGE CO., INC.
#14 - A.J. Foyt

NewsPager "Most Consistent Qualifying Laps" Award - \$5,000
NEWSPAGER CORPORATION OF AMERICA
#12 - Bobby Rahal

Permatex "Fast Orange" Award - \$5,000
awarded to the fastest qualifier
PERMATEX
#36 - Roberto Guerrero

S R E Industries "My Bubble Burst" Award - \$5,000
awarded to first alternate at end of qualifying
S R E INDUSTRIES
#15T - Scott Goodyear

T.P. Donovan "Top Starting Rookie" Award - \$5,000
OLINGER DISTRIBUTING CO.
#19 - Eric Bachelart

Indianapolis Motor Speedway Qualifying Awards - \$120,000
(Three fastest qualifiers days 2, 3 and 4)
#26 Jim Crawford - \$25,000, #27 Al Unser - \$10,000, #14 A.J. Foyt - \$5,000
#15 Mike Groff - \$25,000, #39 Brian Bonner - \$10,000, #90 Lyn St. James - \$5,000
#47 Jimmy Vasser - \$25,000, #68 Dominic Dobson - \$10,000, #59 Tom Sneva - \$5,000

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1992 INDIANAPOLIS 500 SPECIAL INCENTIVE AWARDS

- | | |
|---|---|
| <p>AMERICAN DAIRY AWARDS
\$8,000 - American Dairy Association
(winner, fastest rookie, winning chief mechanic)</p> <p>BANK ONE, INDIANAPOLIS
"ROOKIE OF THE YEAR" AWARD
\$10,000 - Bank One, Indianapolis</p> <p>BEAR "LEADER AT LAP 62" AWARD
\$6,200 - Bear Automotive
(honoring Bear's 62nd year with the Indy 500)</p> <p>BORG-WARNER TROPHY AWARD
\$100,000 plus trophy replica - Borg-Warner Automotive, Inc.
(race winner)</p> <p>CADILLAC OFFICIAL PACE CAR AWARD
1993 Cadillac Allanté Official Pace Car
Cadillac Motor Car Company</p> <p>CHAPMAN S. ROOT AWARD
\$5,000 - Terre Haute First National Bank
(race leader at lap 48)</p> <p>CLINT BRAWNER
MECHANICAL EXCELLENCE AWARD
\$5,000 - Clint Brawner Mechanical Excellence
Award Foundation</p> <p>DEERING CLEANERS "WORKHORSE" AWARD
\$5,000 - Richard Deering Cleaners, Inc.
(awarded to the driver who records the most
practice laps during May)</p> <p>GILLETTE "HALFWAY CHALLENGE" AWARD
\$10,000 - Gillette Company
(race leader at the halfway point)</p> <p>GOODYEAR "WINNING CAR OWNER" AWARD
\$5,000 plus ring - The Goodyear Tire and Rubber Co.</p> <p>HERFF JONES "CHAMPION OF CHAMPIONS"
\$10,000 plus winner's ring - Herff Jones, Inc.
(race winner)</p> <p>IBM "FASTEST LAP" AWARD
\$10,000 - IBM Corporation
(fastest single lap of the race)</p> <p>INB "LEADERS' CIRCLE" AWARD
\$10,000 - INB National Bank
(awarded to the driver who leads the most laps in the race)</p> | <p>HINCKLEY & SCHMITT/HOOSIER BOTTLED WATER "ENDURANCE"
AWARD
\$5,000 - Hinckley & Schmitt
(awarded to the lowest place finisher still running at the finish)</p> <p>INDIANA GAS "ON THE GAS" AWARD
\$5,000 - Indiana Gas Company, Inc.
(awarded to the leader at lap 5)</p> <p>INDIANA OXYGEN "PERSEVERANCE" AWARD
\$5,000 - Indiana Oxygen</p> <p>JCPENNEY "500" WINNER QUILT AWARD
\$5,000 and quilt by Jeanetta Holder - JCPenney Co. Inc.
(race winner)</p> <p>KODAK "PHOTO FINISH" AWARD
\$7,500 - Eastman Kodak Company
(race winner)</p> <p>LOCTITE AWARDS
\$32,500 - Loctite Corporation
(winner, winning chief mechanic, pole position
chief mechanic)</p> <p>MARLBORO "500 MILE CLUB" AWARD
\$75,000 - Philip Morris U.S.A.
(drivers completing 500 miles)</p> <p>MARSH 3RD ANNIVERSARY AWARD
\$5,000 - Marsh Supermarkets, Inc.
(race leader at lap 3 - honoring Marsh's 3rd year with the Indy 500)</p> <p>MERCHANTS "CHECKERED FLAG" AWARD
\$10,000 - Merchants National Bank
(race winner)</p> <p>MILLER PIT STOP COMPETITION
\$51,000 - Miller Brewing Company
(contest held May 21, 1992)</p> <p>NADA MILESTONE AWARDS
\$10,000 - National Automobile Dealers Association
(race leaders at 100, 200, 300 and 400 miles)</p> <p>SEARS CRAFTSMAN PIT CREW AWARD
\$30,000 - Sears, Roebuck & Company Merchandise Group
(least accumulative time in pits)</p> <p>TAG HEUER "MOST IMPROVED POSITION" AWARD
\$10,000 - Heuer Time and Electronics Corporation</p> |
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1992 INDIANAPOLIS 500 CONTINGENCY AWARDS

- | | | |
|--|---|--|
| <p>AMWAY FREEDOM SYNTHETIC OIL
\$15,000</p> <p>AMWAY FREEDOM FUEL ADDITIVE
\$15,000</p> <p>BELL HELMETS
\$6,000</p> <p>ROBERT BOSCH CORPORATION
\$45,000</p> <p>CANON, U.S.A.
\$12,000</p> <p>CHAMPION SPARK PLUG COMPANY
\$50,000</p> <p>CHEVROLET
\$5,000</p> <p>CONOCO INC.
\$35,000</p> <p>CRAFTSMAN TRACTORS
\$5,000</p> <p>DELCO REMY, GMC
\$25,000</p> <p>EARL'S PERFORMANCE PRODUCTS
\$16,750</p> | <p>FIRST BRANDS - STP RACING
\$22,000</p> <p>FLUID IN MOTION
\$6,000</p> <p>HYPERCO, INC.
\$5,000</p> <p>IDEAL DIVISION/STANT CORPORATION
\$5,000</p> <p>LOCTITE CORPORATION
\$22,500</p> <p>MALLORY INC.
\$5,000</p> <p>MANCO, INC.
\$25,000</p> <p>MOBIL OIL CORPORATION
\$50,000</p> <p>MONROE AUTO EQUIPMENT
\$20,000</p> <p>PPG INDUSTRIES, INC.
\$330,000</p> | <p>PENNZOIL PRODUCTS COMPANY
\$13,000</p> <p>PREMIER INDUSTRIAL CORPORATION
\$10,000</p> <p>QUAKER STATE OIL REFINING CORP.
\$5,000</p> <p>RAYBESTOS/BRAKE PARTS, INC.
\$20,000</p> <p>SEARS DIEHARD BATTERY
\$25,000</p> <p>SIMPSON RACE PRODUCTS
\$5,000</p> <p>SNAP-ON TOOLS
\$5,000</p> <p>STANT MANUFACTURING, INC.
\$5,000</p> <p>TEXACO LUBRICANT COMPANY
\$5,000</p> <p>TOTAL PETROLEUM
\$5,000</p> <p>VALVOLINE, INC.
\$20,000</p> |
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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 1 - SATURDAY, MAY 2



Welcome to the 76th running of the Indianapolis 500. Our press-room staff, headed by press room manager Bill York and Speedway Historian Bob Laycock, is here to assist you and answer your questions during the month of May. Timing and scoring monitors are located throughout the facility with up-to-the-minute times and speeds. Notes and items of interest will appear on these pages daily during the month.

Jim Crawford ran the fastest practice lap in Speedway history at 5:24 p.m., averaging 229.609. Crawford's lap broke the old mark of 228.502 set by Al Unser, Jr., on May 11, 1990. "The credit's got to go to the team for today," he said. (About track conditions) "I wasn't out there long enough to notice anything." (He ran only 14 laps). "I think I did three laps (before the 229+)," he said.

Paul Tracy, Jimmy Vasser, Nelson Piquet, Philippe Gache (pronounced GASH), Kenji Momota and Jovy Marcelo passed the final phase of driver's tests by 3:30 p.m. USAC Steward Art Meyers said the six were the most to be voted on at once by veteran drivers after observation. Near the end of the day, Lyn St. James also passed her final phase.

At 12:30 p.m. today, John O. Grettenberger, general manager of Cadillac Motor Division and Vice President of General Motors, presented the keys to the 1993 candy-apple-red Cadillac Allante pace car to Tony George, president of the Speedway, signifying the opening of festivities for the "500."

At 1:11 p.m., the track officially opened for practice, setting off a mad dash by the four-car fleet from Dick Simon Racing and Paragon Motorsports for the honor of "first out." The four cars were lined up in "LeMans start" fashion along the pit wall, with Hiro Matsushita's #11T closest to the pit exit, Scott Brayton's #22 next, then Lyn St. James #90 and Philippe Gache's #44T. The cars were started by crewmen Michael Fink (#22), Mark Lamb (#11T), Ralph Hudson (#90) and Toby O'Connor (#44T). When the track opened, Fink fired Brayton's car first and Brayton got the jump to the outside but Matsushita briefly led. Brayton passed Matsushita on pit road, then led into turn #1, followed by Matsushita, St. James and Gache. The cars came down the front straight four abreast (the idea of Simon's son, Richie) to complete the month's first lap. Simon said the crews and drivers were on their own. "They're all competitive," he said. "I told them that if they crashed, they weren't the professional drivers I thought they were. Each crew was sitting there talking about how they were going to try to get their car out quicker. It marked the fifth straight year that Simon Racing was "first out."

The 12th annual Indiana Special Olympics "Arnold Barbecue" program is scheduled for Sunday, May 3 with a record group of 7,000 parents and children expected on hand. Last year's gathering drew about 5,500. "We have raised well over \$800,000 (since the program's inception) and we're hopeful we'll be able to at least come close to a million-dollar total," Speedway Chairman Mari Hulman George said today. Many "500" drivers annually attend the competition in the flag lot to serve as coaches for the Special Olympians. The competition begins at 2:30 p.m., with dinner for Special Olympians and their guests at 3:30 p.m.

A total of 30 cars were on the track today, breaking the modern mark of 24 for a first day in both 1981 and 1988. They ran 1,015 laps. Cars on the track today: #3 Al Unser, Jr., Valvoline Galmer '92 Chevrolet; #4T Rick Mears, Marlboro Penske Chevy 92; #5T Emerson Fittipaldi, Marlboro Penske Chevy 92; #7 Paul Tracy, Mobil 1 Penske Chevy 91; #7T Emerson Fittipaldi and Rick Mears, Mobil 1 Penske Chevy 92; #8 and #38 John Andretti, Pennzoil Special; #9 Eddie Cheever, Target-Scotch Video Lola; #11T Hiro Matsushita, Panasonic/SEGA Lola; #12 Bobby Rahal, Miller Genuine Draft Special; #16 Tony Bettenhausen, AMAX Energy+Metals; #18 Danny Sullivan, Molson/Kraco/STP Galmer; #19 Eric Bachelart, Dale Coyne Racing; #22 Scott Brayton, Amway/Northwest Airlines Winning Spirit Lola; #26 Jim Crawford, King Motorsports Quaker State Buick Lola; #27 Nelson Piquet, Team Menard; #30 Fabrizio Barbazza, ALFA-LAVAL; #36 Roberto Guerrero, King Motorsports Quaker State Buick Lola; #44 and #44T Philippe Gache, Formula Project-Rhone Poulenc Rorer; #47T Jimmy Vasser, Hayhoe-Cole Racing; #50 Jovy Marcelo, Euromotorsport Fendi AGIP Marcelo Midas Taumarini; #51 Gary Bettenhausen, Glidden Paints Special; #51T Nelson Piquet, Glidden Paints Special; #59 Gary Bettenhausen, Team Menard; #66 Mark Dismore, Comet Kart Sales/Concept Motorsports; #88 Kenji Momota, CAPCOM/TEAMKAR; #90 Lyn St. James, JCPenney's/Spirit of the American Woman; #91T Stan Fox, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling; #93 John Paul, Jr., D.B. Mann Development Buick;

A total of 53 cars are now at the Speedway, 40 have passed technical inspection and 13 are in the process. 25 drivers have been on the track to date. 48 drivers have passed their physical. There were 6 yellows for 42 minutes. High today was 79 at 4:30 p.m. Low was 65 at 5 a.m. Winds NW at 14 mph.

TOP 10 DRIVERS OF THE DAY

1	26	Jim Crawford	King Motorsports Quaker State Buick	229.609
2	27	Nelson Piquet	Team Menard	225.875
3	36	Roberto Guerrero	King Motorsports Quaker State Buick	225.242
4	22	Scott Brayton	Amway/Northwest Airlines-Winning Sp	224.065
5	51	Gary Bettenhausen	Glidden Paints Special	222.574
6	8	John Andretti	Pennzoil Special	222.047
7	12	Bobby Rahal	Miller Genuine Draft Special	221.103
8	4T	Rick Mears	Marlboro Penske Chevy 92	220.740
9	7	Paul Tracy	Mobil 1 Penske Chevy 91	219.138
10	47T	Jimmy Vasser	Hayhoe-Cole	218.978

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 2 -- SUNDAY, MAY 3

Today marked the first "Day #2" in Speedway history that the top 10 drivers exceeded 221.5 miles an hour. Ten drivers didn't exceed 220 until Day #4 in 1991, Day #7 in 1990, Day #3 in 1989. In 1988, only two drivers exceeded 220 for the month.

George Bignotti, who has seven Indianapolis 500 victories as a chief mechanic, was honored last night at the third annual Loctite Chief Mechanics Dinner at the Speedway Motel.

Michael Andretti was fastest of Day #2 with a lap of 226.187 in the #1 Kmart/Texaco Newman/Haas Lola. "The car's good, the engine seems to be good," Michael said. "Believe it or not, we only ran six or seven hot laps. We don't have it quite right yet but it's comfortable." (About the wind). "The wind upsets the balance in turns #1 and #2. It gives it understeer. You're coming into the turn much quicker because of the tailwind, which makes it push."

Eric Bachelart became the eighth rookie to pass a driver's test this month.

Jim Crawford's lap of 229.609 Saturday, the fastest practice lap in Speedway history, broke down this way through the six "splits" around the track. USAC Timing and Scoring reported Crawford's run showed speeds of 236.2 at the start-finish line, 235.1 at the end of the front straight, 227.0 in turn #2, 232.1 on the backstretch, 233.8 in turn #3 and 225.2 in turn #4.

On Race Day, Jackson (Jerry) Hazelwood will celebrate his 25th year in his role at the Speedway. Hazelwood, recycling director for the City of Indianapolis, is in charge of the bottle of milk for the winner in Victory Lane, a Speedway tradition sponsored by the American Dairy Association.

The yellow flag came out at 2:30 p.m. when Fabrizio Barbazza in the #30 ALFA-LAVAL entry took a high line coming out of turn 1, slid 460 feet to the wall, 500 feet along the wall, 200 feet off the wall again, then 360 feet along the wall before coming to a stop in the middle of turn #2. Barbazza climbed out of the cockpit. The car sustained right front damage. Barbazza was examined at the Hanna Medical Center and released to drive. Barbazza had just completed his refresher test the previous lap.

The caution came out at 4:57 p.m. when Al Unser, Jr., lost an engine in the #3 Valvoline Galmer '92 Chevrolet. "Blew a hole in it," he said. "The oil and water dripped down and it got hot in the seat. I tried to get it back to the pits but it finally got unbearable."

The 12th annual Save Arnold Day for Indiana Special Olympics was held in the Speedway's flag lot today, with a record 7,000 tickets sold. Drivers who participated as coaches to the Special Olympians in softball activities were Al Unser, Lyn St. James, Scott Brayton, Mario Andretti, Tero Palmroth, Jim Crawford, Johnny Rutherford, Tony Bettenhausen, Mike Groff, Jeff Andretti, Philippe Gache and Buddy Lazier. Also on hand were former drivers Duane Carter and Ralph Liguori, media representatives Dick Mittman, Ned Wicker and Jap Cadou and Speedway announcers Tom Carnegie, Dave Calabro and Ken Double. The program was close to the \$1 million mark for Indiana Special Olympics since its inception. "We may hit it this year," said Speedway Chairman Mari Hulman George, who founded the event. "Not everything's in yet." For the drivers, the event has become special. "It's an important thing," said Bettenhausen. "It's fun to root them on and be an influence." Scott Brayton said, "So many times, we get so busy with the next change on the car that we don't get to spend time like this. It's nice the Speedway does this." Mike Groff was attending for the first time. "It's great to come out here with these guys."

A total of 52 cars are now at the Speedway, 46 have passed technical inspection and 6 are in the process. 31 drivers have been on the track to date. There were 10 yellows for 1 hour, 27 minutes. High for the day was 66 degrees at 3:30 p.m. Low was 44 at 6:30 a.m. Winds out of the northwest at 15 miles an hour.

A total of 37 cars were on the track today, running 1,555 laps. Cars on the track were: #1 Michael Andretti, Kmart/Texaco Newman/Haas Lola; #2 Mario Andretti, Kmart/Texaco Newman/Haas Lola; #3 Unser, Jr.; #4 Rick Mears, Marlboro Penske Chevy 92; #5 Emerson Fittipaldi, Marlboro Penske Chevy 92; #7 Tracy; #8 and #38 John Andretti; #9 Cheever; #10T Scott Pruett, Budweiser Eagle Truesports 92C; #11 Hiro Matsushita, Panasonic/SEGA Lola; #12 Rahal; #12T Bobby Rahal, Miller Genuine Draft Special; #15 and #15T Scott Goodyear, Mackenzie Financial Special; #16 Tony Bettenhausen; #16T Tony Bettenhausen, AMAX Energy+Metals PC20; #18 Sullivan; #18T Danny Sullivan, Molson/Kraco/STP Galmer 92 Chevrolet; #19 Bachelart; #22 Brayton; #23 Scott Brayton, Amway/Northwest Airlines Winning Spirit Lola; #27 Piquet; #30 Barbazza; #31 Ted Prappas, Say No to Drugs/P.I.G. Racing; #36 Guerrero; #44 Gache; #47T Vasser; #50 Marcelo; #51 Gary Bettenhausen; #66 Dismore; #88 Momota; #90 St. James; #91 Stan Fox, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling; #91T Fox; #92T Gordon Johncock, Jack's Tool Rental/Hemelgarn; #93T John Paul, Jr., D.B. Mann Development Buick.

TOP 10 DRIVERS OF THE DAY

1	1	Michael Andretti	Kmart/Texaco Newman/Haas Lola	226.187
2	36	Roberto Guerrero	King Motorsports Quaker State Buick	226.034
3	27	Nelson Piquet	Glidden Paints	225.677
4	2	Mario Andretti	Kmart/Texaco Newman/Haas Lola	224.713
5	5	Emerson Fittipaldi	Marlboro Penske Chevy 92	224.159
6	51	Gary Bettenhausen	Glidden Paints Special	223.392
7	23	Scott Brayton	Amway/Northwest Airlines-Winning Spirit	223.093
8	7T	Paul Tracy	Mobil 1 Penske Chevy 91	222.596
9	12	Bobby Rahal	Miller Genuine Draft Special	221.593
10	8	John Andretti	Pennzoil Special	221.511

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 3 -- MONDAY, MAY 4

The stock-block Buick Indy V6 is currently the only production-based engine in Indy Car racing, and the powerplant showed its promise today. Roberto Guerrero became the first driver in Speedway history to exceed 230 miles an hour on a practice lap when he reached 230.432 at 11:44 a.m. in the #36 King Motorsports Quaker State Buick Lola. He had two laps over 230. "It's no surprise to me," Guerrero said. "It's a beautiful day...similar to conditions we ran in testing (in March). (Did he get a tow?) "I got a tow from (Scott) Pruett when I was still warming up at 226, but the others I was on my own," Guerrero said. "The chassis is working like a dream. It's producing more downforce than last year, so you can trim it out more for the straightaways and get the same amount of downforce. With good weather, there's definitely more left. No question about it." Guerrero said the Buick powerplant in the car has 420 miles on it. "The engine has been in the car since it turned its first wheel," he said. The lap broke the practice record of 229.604 set by his teammate, Jim Crawford, at 5:24 p.m. Saturday.

Jim Crawford retook the Speedway practice record with laps of 232.198 miles an hour at 2:50 p.m. and 233.433 at 5:53 p.m. The 232+ lap was the first in Speedway history in the 38-second bracket (38.760). Time for the new record lap was 38.555 seconds. (About his 233.433 lap): "I was surprised. I was working toward making the car comfortable. It was so good. It did everything you wanted." (About "no tow"): "No, I was trying to be careful. I dropped back." (About his car and his teammate Guerrero's): "The two cars are subtly different now because his driving style is different and our body weights are different. Comparisons maybe helped when we started in testing, but now we're down to the nitty-gritty (in tuning)." (About his earlier, 232+ lap): "I got a little bit of help (a tow) from Scott Brayton. He must've been going pretty quick because I didn't pick up that much on him. He crossed the finish line about 75 yards ahead of me. It may not have helped that much, but people will say it did." Three hours later, he ran faster.

Crawford's "splits" on his 232.198 lap from USAC Timing and Scoring: Start-finish, 240; Turn #1, 233; Turn #2, 228; Backstretch, 234; Turn #3, 230; Turn #4, 229.

Michael Andretti became the third driver to exceed 230 miles an hour with a lap of 230.852 in the #1 Kmart/Texaco Newman/Haas Lola at 4:47 p.m.

Stan Fox took 11 laps Sunday in the #91 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry. On his ninth lap today, he reached 223.231 miles an hour. The car is the last 1991 Lola built specifically to house the Buick engine and Fox's 223+ came on the 20th lap the machine had ever run. Eight laps later, Fox reached 225.762.

The #90 JCPenney's/Spirit of the American Woman 1991 Lola Cosworth being driven this month by Lyn St. James did not run at the Speedway in 1991. Hiro Matsushita qualified it at 222.429 last year at Michigan and it served as his primary car throughout much of the 1991 season.

The 10 drivers over 224.517 miles an hour today was the fastest top 10 practice speeds of any day in Speedway history. The previous mark was 10 drivers over 224.009 on Day #5 of 1991 (May 8).

Nelson Piquet's lap of 226.809 miles an hour today in the #27 Team Menard entry is the fastest lap ever run by a rookie at the Speedway. The fastest qualifying lap run by a rookie was 219.518, the first lap by Mike Groff on a qualifying run last May 12.

Three-time "500" winner Johnny Rutherford was named to drive the #17 Educredits entry for Walker Motorsports at a press conference this afternoon. Educredits is a program to revitalize K-12 education by creating funding for new and expanded educational functions. Rutherford, will bid for his 25th career Indy start. "I have been around this place once or twice and I'll call on that to get me around it again," Rutherford said. "It's mind over matter. I could close my eyes and do a lap around this track. I need to get my timing down. I don't want to run into anything." Rutherford's last start at Indianapolis came in 1988. He won here in 1974, 1976 and 1980. The ride is a reunion for Rutherford with Derrick Walker. The pair were matched on the Penske team in 1986 after Rick Mears was injured at Sanair Super Speedway in Quebec. The car is a 1991 Lola/Chevy Indy V8/A.

A total of 35 cars were on the track today, running a total of 1,454 laps. Cars on the track today: #1 Michael Andretti; #2 Mario Andretti; #3 Unser, Jr.; #4 Mears; #5 Fittipaldi; #6 Arie Luyendyk, Target/Scotch Video Lola; #8 and #8T John Andretti, Pennzoil Special; #9 Cheever; #10T Pruett; #11 Matsushita; #12 Rahal; #15 Goodyear; #16 and #16T Tony Bettenhausen; #18 Sullivan; #19 Bachelart; #21 Buddy Lazier, Leader Cards; #22 and #23 Brayton; #26 Crawford; #27 Piquet; #31 Prappas; #36 Guerrero; #44 Gache; #47T Vasser; #48 Jeff Andretti, Gillette/Carlo; #50 Marcelo; #51 Gary Bettenhausen; #66 Dismore; #88 Momota; #90 St. James; #91 and #91T Fox; #93T Paul, Jr.

A total of 55 cars are now at the Speedway, 52 have passed technical inspection and 3 are in the process. 34 drivers have been on the track to date. There were 13 yellows for 1 hour, 45 minutes. High today was 59 degrees at 11 a.m. Low was 36 at 6:30 a.m. Winds out of north/northeast at 5-10 miles an hour.

TOP 10 DRIVERS OF THE DAY

1	26	Jim Crawford	King Motorsports Quaker State Buick	233.433
2	1	Michael Andretti	Kmart/Texaco Newman/Haas Lola	230.852
3	36	Roberto Guerrero	King Motorsports Quaker State Buick	230.432
4	2	Mario Andretti	Kmart/Texaco Newman/Haas Lola	229.504
5	51	Gary Bettenhausen	Glidden Paints Special	228.490
6	23	Scott Brayton	Amway/Northwest Airlines-Winning	227.468
7	91	Stan Fox	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling	226.877
8	27	Nelson Piquet	Team Menard	226.809
9	4	Rick Mears	Marlboro Penske Chevy 92	226.273
10	8T	John Andretti	Pennzoil Special	224.517

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 4 -- TUESDAY, MAY 5

Bank One will sponsor the Indianapolis 500 Rookie of the Year Award for the 14th straight year. The 1992 recipient will receive a replica of the official Rookie of the Year trophy and \$10,000. The top rookie is chosen by a group of race officials, sportswriters and broadcasters based on a variety of criteria. The award is presented at a reception prior to the Victory Dinner May 25 at the Indiana Convention Center.

The "splits" on Jim Crawford's practice record lap Monday of 233.433 were as follows: 238 on both front straight and backstretch; 232 in turn #1, 229 in turn #2, 233 in turn #3 and 230 in turn #4.

Dick Simon Racing and driver Scott Brayton have been practicing both the #22 and #23 Amway/Northwest Airlines Winning Spirit Lolas. The #22 is powered by a Chevy Indy V8/A and the #23 has a Buick Indy V6 engine. As of 2:30 p.m., the team hadn't decided which car would be used for qualifying. "If we have a shot for the pole, we'll probably run the Buick," Simon said. "If we don't, we'll unquestionably use the Chevy. Probably on Thursday night, we'll make some sort of decision and concentrate on that car all day Friday."

At 3 p.m., Scott Brayton in the #23 Amway/Northwest Airlines Winning Spirit Lola was displaying visible smoke through turn #3, then did a 3/4 spin out of turn #4 400 feet to hit the outside wall with the left side, slid along the wall 40 feet, then came off the wall with a half-spin 620 feet, coming to a stop in the middle of the track. The car sustained heavy left side and front damage. Brayton suffered slight bruises to his feet, was released from Hanna Medical Center and was cleared to drive. "It looks like we made our decision," Brayton said.

At 5 p.m., Dick Simon said his team's #23 Buick-powered machine was repairable, but not for this weekend's qualifying. "It's going to take a couple of days, probably three," Simon said. "Scott won't run in it this weekend. He'll probably qualify the Chevy, but may run the Buick next week."

At 3:54 p.m., Buddy Lazier in the #21 Leader Card machine got sideways going into turn #1, did a complete spin and recovered, all in a distance of 290 feet. He narrowly missed the #11 car of Hiro Matsushita, which was pulling out of the pits at the time. Lazier pulled in for a tire change and returned to the track. "As I was leaving pit row, I noticed a wild, spinning object coming at me in my mirrors," said Matsushita. "I'm sure he came within three or four feet of me."

Lyn St. James pulled in after practice runs. "The car was flat all the way around and I couldn't go any faster, so I pulled in," she said. "Luckily I did because we had an oil leak. This morning, the transducer in the computer went out." St. James reached 217.097 miles an hour today, her fastest of the month to date.

Roberto Guerrero drove the #36 King Motorsports Quaker State Buick Lola to the day's only 230+ lap with a speed of 230.149 at 2:22 p.m.

Last year, the top practice speed of the month was by Emerson Fittipaldi on Day #7 (May 10) at 226.705 miles an hour. By mid-afternoon today, the top eight drivers had surpassed that speed.

A total of 45 drivers had passed physical exams by today, according to Dr. Henry Bock, director of the Speedway's Hanna Medical Center.

Ted Prappas passed his refresher test in the #31 Say No to Drugs/P.I.G. Racing entry. The team has built a unique head rest to help Prappas keep his head and neck steady. "Our chief mechanic, John Weiland, had seen something similar," Prappas said. "It's made of two-part foam, like the seat, and covers the back and right rear of the cockpit. Apparently it works. I've had no problem with lift or buffeting."

At 5:37 p.m., Paul Tracy in the #7T Mobil 1 Penske Chevy came out of the pits and got sideways in the middle of turn #1, slid crossways 320 feet through the grass and up the track, backing into the wall. The car then snapped around to hit with the right side, then slid another 100 feet off the wall to a stop in the middle of the south chute. Car sustained heavy right side and nose damage. Tracy suffered a bruised right arm and left knee.

A total of 32 cars were on the track today, running 1,172 laps. Cars on the track today: #1 Michael Andretti; #2 Mario Andretti; #3 and #3T Unser, Jr.; #4 Mears; #5 Fittipaldi; #6 Luyendyk; #7 and #7T Tracy; #8 John Andretti; #9 Cheever; #10 Pruett; #11 Matsushita; #12 and #12T Rahal; #15 Goodyear; #16 Tony Bettenhausen; #18 Sullivan; #19 Brian Bonner; #21 Lazier; #23 Brayton; #27 Piquet; #31 Prappas; #36 Guerrero; #44 Gache; #48 Jeff Andretti; #50 Marcelo; #51 Gary Bettenhausen; #66 Dismore; #90 St. James; #93T Paul, Jr.

A total of 59 cars are now at the Speedway, 52 have passed technical inspection and 7 are in the process. 34 drivers have been on the track to date. There were 16 yellows for 3 hours, 11 minutes. High for the day was 57 degrees at 4:30 p.m. Low was 38 at 5 a.m. Winds out of north at 15 miles an hour.

TOP 10 DRIVERS OF THE DAY

1	36	Roberto Guerrero	King Motorsports Quaker State Buick Lola	230.149
2	2	Mario Andretti	Kmart/Texaco Newman/Haas Lola	229.990
3	1	Michael Andretti	Kmart/Texaco Newman/Haas Lola	229.879
4	51	Gary Bettenhausen	Glidden Paints Special	228.588
5	6	Arie Luyendyk	Target/Scotch Video Lola	228.079
6	9	Eddie Cheever	Target/Scotch Video Lola	227.894
7	23	Scott Brayton	Amway/Northwest Airlines Winning Spirit Lola	227.646
8	27	Nelson Piquet	CONSECO	227.571
9	3	Al Unser, Jr.	Valvoline Galmer 92 Chevy	227.249
10	4	Rick Mears	Marlboro Penske Chevy 92	225.932

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 5 -- WEDNESDAY, MAY 6

Winners in the 26th annual STP/American Auto Racing Writers and Broadcasters Association writing, photography and broadcasting competitions will be announced at the AARWBA breakfast May 23 at the Speedway Motel.

Mark Bridges, chief mechanic for the #23 Amway/Northwest Airlines Winning Spirit Lola that was involved in an accident Tuesday, said this morning that the car would be repaired and plans call for it to return to the track Thursday morning. "We had to put another motor in it," Bridges said. "It got the left front corner, the left rear, the left side part of the tunnel, the nose cone and the body work. It ripped the tub but didn't damage the bulkhead and suspension points. That's what really saved us. The bottom line is we're unlucky on one hand and lucky on the other."

Didier Theys was named this morning as driver of the #38 Pennzoil Special for Hall/VDS Racing. The car has significant associate sponsorship from Kinko's Copy Centers. "It's the best ride I've ever had for this race," Theys said. "I started talking to Larry Curry (chief mechanic) and Franz Weis (co-owner) in Australia and met with them again in Phoenix and Long Beach. My plan is to get up to speed as early as possible. If we can't do that this week, it'll be next week."

Brief explanation of qualifying procedures:

1. Qualifying draw for positions in the initial qualifying line will be held Friday after track closes.
2. The fastest 33 qualifiers start the race, regardless of when or what day they qualify.
3. 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.
4. 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.
5. 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.

Roberto Guerrero hit the 230-mile-an-hour mark for the third straight day in the Quaker State Buick Lola King Motorsports entry with a lap of 231.558 at 2:49 p.m. Mario Andretti became the fourth driver of the month to crack the 230 barrier with a lap of 230.994 at 4:18 p.m. in the Kmart/Texaco Newman/Haas Lola. Michael Andretti hit the 230 mark for the second straight day with a lap of 231.535 at 5:02 p.m. Jim Crawford became the fourth driver of the day to exceed 230 with a lap of 231.994 at 5:23 p.m. in the Quaker State Buick Lola King Motorsports entry. Crawford then set the day's fastest speed at 233.239 at 5:39 p.m. "It was completely different," Crawford said. "The track has changed, the winds were different and I was out there trying to make adjustments." (About the pole): "The Andrettis are going fast," Crawford said. "They have something up their sleeve." (About his 240 trap speed): "I must've had a tailwind." Crawford was three miles an hour faster in turns #2 and #4 on his fastest lap than on three previous 231-mile-an-hour bracket laps.

At 4:26 p.m., Rick Mears in the #4T Marlboro Penske Chevy (1991 chassis) came out of turn #1 spewing fluid from the right side. In the middle of turn #2, the car did a 3/4 spin over 320 feet to hit the outside wall with the left front, became airborne, came down on the left side and did 3 1/2 spins on the left side for 730 feet, stopping in the middle of the track down the backstretch. Dan Luginbuhl, a Penske Racing spokesman, said a broken water pipe was the reason for the accident. The car, which was the winning car in the 1991 Indianapolis 500, sustained heavy nose and left side damage. Mears suffered a minor fracture to his left foot and a sprained right wrist, but was released from Methodist Hospital in otherwise good condition (updated 6:50 p.m.). He is not cleared to drive at this point, according to Dr. Henry Bock, Speedway Medical Director.

At 5:40 p.m., Kenji Momota in the CAPCOM/TEAMKAR machine lost control coming out of turn #4, spun one time over 440 feet to the wall, slid along the wall 40 feet, came away from the wall 780 feet with a 1/2 reverse spin and a complete spin to tap the inside wall with the nose and stopped on the front straightaway. The car sustained right side damage. Momota was taken to Methodist Hospital for evaluation. As of 6:50 p.m., Dr. Bock said Momota will probably stay at Methodist for overnight observation.

A total of 37 cars were on the track today, running 1,322 laps. Cars on track today: #1 Michael Andretti; #1T Michael Andretti, Kmart/Texaco Newman/Haas Lola; #2 Mario Andretti; #3 Unser, Jr.; #4 and #4T Mears; #5 Fittipaldi; #6 Luyendyk; #8 John Andretti; #9 Cheever; #10 Pruett; #11 Matsushita; #12 and #12T Rahal; #14 A.J. Foyt, Jr., A.J. Foyt Copenhagen Racing; #15 and #15T Goodyear; #16 and #16T Tony Bettenhausen; #18 Sullivan; #19 Bachelart; #21 Lazier; #26 Crawford; #27 Piquet; #31 Prappas; #34 Jeff Wood, Rent A Center/Pioneer Karaoke Houston Special; #36 Guerrero; #44T Gache; #47 Jimmy Vasser, Hayhoe-Cole Racing; #48 Jeff Andretti; #51 Gary Bettenhausen; #66 Dismore; #88 Momota; #90 St. James; #91T Fox; #92 Gordon Johncock, Jack's Tool Rental/Hemelgam; #93T Paul, Jr.

A total of 62 cars are now at the Speedway, 56 have passed technical inspection and 4 are in the process. 36 drivers have been on the track to date. There were 20 yellows for 2 hours, 40 minutes. High for the day was 62 at 4 p.m. Low was 37 at 4 a.m. Winds were from the northeast at 13 mph.

		TOP 10 DRIVERS OF THE DAY		
1	26	Jim Crawford	Quaker State Buick Lola King Motorsports	233.239
2	36	Roberto Guerrero	Quaker State Buick Lola King Motorsports	231.558
3	1	Michael Andretti	Kmart/Texaco Newman/Haas Lola	231.535
4	2	Mario Andretti	Kmart/Texaco Newman/Haas Lola	231.124
5	9	Eddie Cheever	Target/Scotch Video Lola	229.550
6	6	Arie Luyendyk	Target/Scotch Video Lola	228.004
7	51	Gary Bettenhausen	Glidden Paints Special	227.917
8	27	Nelson Piquet	CONSECO	227.479
9	8	John Andretti	Pennzoil Special	225.586
10	3	Al Unser, Jr.	Valvoline Galmer 92 Chevrolet	224.786

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 6 - THURSDAY, MAY 7



At 2:35 p.m., Nelson Piquet in the #27 CONSECO Special came out of turn #4 with one complete spin 400 feet to hit the outside wall head-on, slid 60 feet along the wall, did one reverse spin and a 1/4 spin 760 feet to a stop in the middle of the front straightaway. The car sustained heavy front-end damage. Piquet was taken to Methodist Hospital with multiple fractures of both lower legs and feet and underwent surgery this afternoon to repair the fractures. He also suffered a concussion.

USAC Technical Director Mike Devin said at 4:45 p.m. that Nelson Piquet ran over a "small piece of aluminum" on the backstretch just prior to his accident but that the part "doesn't seem to have any bearing on the accident." "We found a piece that came off another car and that's why the yellow came on," Devin said. "Immediately as the yellow came on, he ran over the part on the back straightaway. The best guess is that the yellow came on a full 10 seconds before the accident. Goodyear said the tires were 'flat-spotted inflated', which means that when he spun, they had air in them."

Darrell Soppe, chief mechanic for the car, concurred with Devin on the caution. "The yellow was out for a long time before he hit the wall," Soppe said. "It's a real shame. He's a neat guy and a real professional."

Emerson Fittipaldi, a close friend of Piquet, said, "It's a very tough situation. Nelson was doing so well at his first Indy. He was very excited to race here. It's just a shame. I kept telling him he was in good hands with Dr. (Terry) Trammell, that they are the best."

All 36 drivers who took part in an informal poll today predicted the track record would fall when they chase the \$100,000 PPG Pole Award Saturday. Guesses for the pole ranged from John Andretti's 227.386 miles an hour to 233.245 by Jim Crawford. Twenty drivers predicted the 230 mile-an-hour barrier would fall.

Pole Day awards for 1992 include: GTE "Front Runner" Award, \$30,000 (\$10,000 to each front row driver); Thomas Barrett "Fastest Qualifying Lap" Award, \$10,000 (to the driver with the fastest single qualifying lap); Kenwood "On The Bubble" Award, \$10,000 (to the 33rd fastest qualifier); True Value "Master Mechanic" Award, \$10,000 (plus Lawn Chief Garden Tractor to the pole position chief mechanic); Ameritech PagesPlus® "Youngest Starting Driver" Award, \$5,000; D.L. Clark Candy "Slo-Poke" Award, \$5,000 (to the qualifying driver posting the slowest single qualifying lap); Indiana Bell "First In The Field" Award, \$5,000 (to the first qualifier); Jim Hurtubise/Monarch Beverage "Oldest Starting Driver" Award, \$5,000 (to the oldest driver to make the field); NewsPager "Most Consistent Qualifying Laps" Award, \$5,000; Pematex "Fast Orange" Award, \$5,000; S R E Industries "My Bubble Burst" Award, \$5,000 (to the first alternate).

Sears Craftsman continues to honor the pit crews with the "Fastest Pit Crew Competition". Sears Craftsman has posted a guaranteed \$5,000 to the fastest of the 33 crews (least accumulated time in the pits for the race), and a bonus of \$25,000 if the winning team has a Craftsman Pro Set 2000 tool chest and a roll-a-way in its pit during the race. In 1991, 28 of the 33 starting teams participated in the program. Last year's winner, Rick Mears, set a record-breaking time of 3 minutes, 25 seconds (3:25) in six stops, beating the previous record by 27 seconds. Michael Andretti's second place crew collected the \$25,000 bonus. Mears not only won his fourth Indy 500, but became the first four-time winner of the pit stop contest.

Arie Luyendyk became the fifth driver of the month to exceed 230 miles an hour with a lap at 5:09 p.m. at 230.084 in the #6 Target/Scotch Video Lola. Roberto Guerrero hit 230+ for the fourth straight day with a lap of 232.624 at 4:46 p.m. in the #36 Quaker State Buick Lola King Motorsports entry. Michael Andretti hit 230+ for the second straight day with a lap of 230.379 at 2:22 p.m. in the #1 Kmart/Texaco Newman/Haas Lola and later upped it to 232.012. "The car was actually getting away from me yesterday," Guerrero said. "I was chasing the setup and I got it back today. I was making tiny changes. Staying with the track is the trick."

Kevin Diamond, a spokesman for Marlboro Racing Team Penske, said the team's 1992 chassis which was damaged in an accident in earlier testing at Nazareth, Pa., has been brought to the Speedway and is being reconstructed from spare parts for use as the team's backup. When the third car is ready, the team will have three 1992 machines and two 1991 cars at the Speedway and two 1990 models in reserve.

A total of 36 cars were on the track today, running 1,197 laps. Cars on track today: #1 Michael Andretti; #2 Mario Andretti; #3 Unser, Jr.; #5 Fittipaldi; #6 Luyendyk; #7 Tracy; #8T John Andretti; #9 Cheever; #10 and #10T Pruett; #11 Matsushita; #12 and #12T Rahal; #14 Foyt; #15 and #15T Goodyear; #16T Tony Bettenhausen; #18 Sullivan; #19 Bachelart; #21 Lazier; #23 Brayton; #26 Crawford; #27 Piquet; #34 Wood; #36 Guerrero; #44T Gache; #47 Vasser; #48 Jeff Andretti; #51 Gary Bettenhausen; #66 Dismore; #90 St. James; #91 and #91T Fox; #92 Johncock; #93 and #93T Paul, Jr.

A total of 62 cars are now at the Speedway, 60 have passed technical inspection and 1 is in the process. 35 drivers have been on the track to date. There were 20 yellows for 2 hours, 27 minutes. High for the day was 68 at 3:30 p.m. Low was 38 at 3 a.m. Winds out of the northeast at 12 miles an hour.

			TOP 10 DRIVERS OF THE DAY	
1	36	Roberto Guerrero	Quaker State Buick Lola King Motorsports	232.624
2	1	Michael Andretti	Kmart/Texaco Newman/Haas Lola	232.012
3	6	Arie Luyendyk	Target/Scotch Video Lola	230.084
4	2	Mario Andretti	Kmart/Texaco Newman/Haas Lola	229.673
5	26	Jim Crawford	Quaker State Buick Lola King Motorsports	229.515
6	27	Nelson Piquet	CONSECO Special	228.571
7	51	Gary Bettenhausen	Glidden Paints Special	228.241
8	12	Bobby Rahal	Miller Genuine Draft Special	226.227
9	8T	John Andretti	Pennzoil Special	226.056
10	5	Emerson Fittipaldi	Marlboro Penske Chevy 92	225.886

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 7 -- FRIDAY, MAY 8

Speedway Medical Director Dr. Henry Bock and orthopedic surgeon Dr. Terry Trammell held a press conference at 4:45 p.m. to discuss Nelson Piquet's injuries. Surgery by Drs. Trammell, Tom Southern and Dean Maar at Methodist Hospital to repair the injuries took 6 1/2 hours and ended at about 12:30 a.m. today. Piquet is listed in fair condition and is under observation in the critical care unit. Dr. Trammell said the extent of Piquet's injuries was as follows: Badly broken left foot and ankle, broken and dislocated right ankle, lacerated right knee and injuries of a minor nature to his left elbow and wrist. "There were devastating injuries to his left foot and ankle," Dr. Trammell said. "We were able to reconstruct the left foot and ankle and we used a device called an Iliarov to help hold the forefoot to the hindfoot to the leg. He is going to have to have subsequent surgery to his left ankle. Circulation to his feet is excellent. He'll go back to surgery at 7 a.m. Sunday, a 'housecleaning' to make sure there's no debris in the wounds and muscle." (About a comparison with other cases): "It's very different than what Rick (Mears) had," he said. "It would be similar to what Mark Dismore and Jim Crawford had and giving them to one driver." (About consideration of amputation): "There was a significant question of whether we could put together what was damaged," Dr. Trammell said. "That's past history because it did go back together." Dr. Trammell added that the primary present concern is the possibility of infection. "It'll take him the best part of a year to recover from his injuries," Dr. Trammell said. "To what degree he recovers, it's too early to tell."

Al Unser was named at a press conference this morning to replace Piquet in the Team Menard stable. He is expected to be out in car #51T, a 1992 Lola/Buick, later today. "It's going to be a learning experience," Unser said. "It's been two years. I came here to test once. It takes awhile to adjust. It's no different if you start at the beginning of the month or now. I'd like to qualify tomorrow. The further back you start, there's a better chance for accidents."

49 drivers have passed their physicals as of today, according to Dr. Henry Bock, Speedway Medical Director. Rick Mears and rookie Kenji Momota were examined and cleared to drive today.

Roberto Guerrero exceeded 230 miles an hour for the fifth straight day with a lap of 231.660 at 12:03 p.m., in the #36 Quaker State Buick Lola King Motorsports entry. His teammate, Jim Crawford, hit 231.023 at 12:37 p.m., and raised it to 231.344 at 1:04 p.m. Mario Andretti became the third driver of the day to hit 230+ with a lap of 230.721 at 5:19 p.m. in the Kmart/Texaco Newman/Haas Lola. Andretti then had the day's fastest speed of 233.202 at 5:32 p.m., becoming the second fastest driver of the month to Jim Crawford's 233.432. Arie Luyendyk became the fourth driver of the day to hit 230+, reaching 232.654 at 5:42 p.m. in the Target/Scotch Video Lola. "There was nobody in front of me on the lap I did 233," Mario said. "The cars (his and Michael Andretti's) are very close but they're a little different. On the computer, the way we go through the corner is a little different."

Presentation of the PPG Pole Award will be at the raised platform in front of Victory Circle Saturday immediately after qualifying ends at 6 p.m., assuming the pole is decided. At that time, Jim Chapman, PPG's director of racing, will present a \$100,000 check and trophy to the pole winner. Starcraft and Chevrolet will present the pole winner with a \$30,000 converted van, also a part of the PPG Pole Award.

STP announced sponsorship of the #92 Hemelgam-Byrd entry to be driven by Gordon Johncock. "It takes a few laps to get back going," Johncock said, "to get the confidence to put your foot flat on the floor and go." Richard Petty, on his now-annual trip to Indianapolis on behalf of STP, said of his current Fan Appreciation Tour, "It's for the fans and it's going great. I had to figure out some way to get out of racing without just getting out of the car."

Rick Mears press conference: "We're feeling well. Yesterday I felt like a truck ran over me. They made inserts for my shoes to help distribute the load. Fortunately it was my left foot instead of my right foot". (On the crash) "I couldn't see the wall. My first thought was 'This is going to hurt!'. (His head) "didn't hit, it drug. It's a real testimony to the race car and Simpson for the helmet".

At 4:05 p.m., Gary Bettenhausen in the #51T Glidden Paints Special was smoking heavily down the front straightaway into turn #1, did one complete spin 380 feet and hit the wall with the right side, slid along the wall for 420 feet, then away from the wall for 120 feet and came to a stop. The car, a 1992 Lola, had slight damage to the right side. Bettenhausen was uninjured and cleared to drive.

A total of 40 cars were on the track today, running 1,341 laps. Cars on track today: #1 Michael Andretti; #2 and #2T Mario Andretti; #3 Unser, Jr.; #4 Mears; #5 Fittipaldi; #5T and #7 Tracy; #6 Luyendyk; #8 and #8T John Andretti; #9 Cheever; #10 and #10T Pruett; #11T Matsushita; #12 Rahal; #14 Foyt, Jr.; #15 Goodyear; #16T Tony Bettenhausen; #18 Sullivan; #19 Bachelart; #21 Lazier; #23 Brayton; #26 Crawford; #31 Prappas; #34 Wood; #36 Guerrero; #44 Gache; #47 Vasser; #48 Jeff Andretti; #50 Marcelo; #51 and #51T Gary Bettenhausen; #66 Dismore; #90 St. James; #91 and #91T Fox; #92 Johncock; #93 and #93T Paul, Jr.

A total of 62 cars are now at the Speedway, 61 have passed technical inspection and one is in the process. 36 drivers have been on the track to date. There were 14 yellows for 3 hours, 57 minutes. High for the day was 66 at 12:30 p.m. Low was 46 at 6 a.m. Winds out of the northeast at 10-15 mph.

TOP 10 DRIVERS OF THE DAY				
1	2	Mario Andretti	Kmart/Texaco Newman/Haas Lola	233.202
2	6	Arie Luyendyk	Target/Scotch Video Lola	232.654
3	36	Roberto Guerrero	Quaker State Buick Lola King Motorsports	231.660
4	26	Jim Crawford	Quaker State Buick Lola King Motorsports	231.344
5	9	Eddie Cheever	Target/Scotch Video Lola	228.443
6	12	Bobby Rahal	Miller Genuine Draft Special	228.432
7	3	Al Unser, Jr.	Valvoline Galmer 92 Chevrolet	228.055
8	51	Gary Bettenhausen	Glidden Paints Special	227.663
9	8T	John Andretti	Pennzoil Special	226.187
10	23	Scott Brayton	Amway/Northwest Airlines Winning Spirit Lola	224.455

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DAY 8 – SATURDAY, MAY 9 First Qualifying Day

Update on Nelson Piquet as of 9 a.m. today: Awake and alert, in good condition. He will return to surgery Sunday morning for wound inspection and dressing change.

Qualifying Background:

--Emerson Fittipaldi, as the first qualifier of 1990 on the second qualifying day (May 13), set one-lap track records on each of his four qualifying 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.

--No driver has won the pole position three consecutive times. In 1979, Rick Mears, in the last car eligible to qualify for the pole, bumped Tom Sneva off the No. 1 starting spot after Sneva had won the pole in 1977 and 1978. Mears has won three of the last four poles going into 1992 qualifying. Mears shoots at his second straight.

--A year ago, A.J. Foyt, Jr., was the first qualifier and his four-lap average of 222.443 held up for the middle of the front row. Mears made the 16th qualifying attempt of the month and took the pole at an average speed of 224.113.

--Going into today's practice and qualifying, 62 car/driver combinations had logged 8,603 laps of practice during the month of May. Eighteen of those combinations have had a fastest lap exceeding the track record and 44 of those combinations have exceeded 220 miles an hour.

Rain and subsequent track drying delayed the scheduled 8 a.m. practice sessions. Final track preparations before practice included repair of the so-called "weepers," water leaks in the track's surface.

Tonight's television/IMS Radio Network schedule of "500" activities:

- 5:30-6 p.m. -- IMS Radio Network, Qualification Wrapup
- 6:25-7 p.m. -- WTHR-13, Indianapolis, "Speedquest", Qualifying Summary
- 6:30-7 p.m. -- WRTV-6, Indianapolis, Qualifying Summary
- 6:30-7 p.m. -- WISH-8, Indianapolis, Qualifying Summary
- 7-7:30 p.m. -- ESPN, Indy 500: A Race for Heroes, Roger Penske
- 7:30-8 p.m. -- ESPN, Indy 500: A Race for Heroes, Mark Donohue
- 10:30-11 p.m. -- WTTV-4, Indianapolis, Qualifying Summary
- 10:30-11 p.m. -- WXIN-59, Indianapolis, Sportsview 500 Extra
- 11-11:30 p.m. -- WKJG (Fort Wayne), WTVW (Evansville), Qualifying Summary
- 11:30-Midnight -- WTHI (Terre Haute), WLF1 (Lafayette), Qualifying Summary
- 11:30-Midnight -- ESPN, Indy Summary

The 11th annual Championship Auto Racing Auxiliary (CARA) Fashion Show is scheduled for 1 p.m. Friday, May 22 at the Westin Hotel downtown. Cocktails are at 11 a.m., lunch is at Noon. The 1992 CARA Christmas Ornament, designed by Johnny Rutherford, has been unveiled here. Proceeds from the sale of the ornament will benefit the CARA Children's Fund at Methodist Hospital. For further information, contact the CARA office behind the Tower Terrace grandstand.

An additional qualifying award of \$5,000 will go to the highest starting rookie driver, the T.P. Donovan "Top Starting Rookie" Award, posted by Olinger Distributing Co.

At 11:10 a.m., Chief Steward Tom Binford announced that all cars would run in the same practice session. The session will last one hour, or a half-hour of "green time," whichever comes last.

At 12:06 the track opened under running yellow conditions, but the full yellow came out at 12:11. Thirty cars ran 67 laps during that period. Weepers were administered to at various locations around the track.

At 1:35 p.m. the green flag was displayed. At 1:38 the yellow flag came out for Jim Crawford in the #26 Quaker State Buick Lola King Motorsports entry stopped in turn 3. After an apparent blown engine going into turn 3, Crawford spun through turn 3 below the white line and continued into the north short chute. The car came to a stop on the apron in the north short chute. No contact reported, driver ok. "We lost oil and it set on fire a bit," said Crawford. "I went spinning in my oil." The King Motorsports team plans to change the motor today.

The green flag was displayed again at 2:04.

Yellow flag at 2:11 for debris. There are 17.5 minutes left in the 30-minute session. Green flag at 2:15.

Yellow flag at 2:19 for Hiro Matsushita in the #11T Panasonic-SEGA Lola. An unidentified car in front of Matsushita may have been dropping fluids in turn 1. Matsushita was low in turn 1, slid 340 feet and hit the wall with the right side, traveled away from the wall 140 feet, then went 740 feet across the track to stop in the infield grass. Extensive damage to the right side of the car. Matsushita was taken to the infield Hanna Medical Center complaining of right leg injuries. He was transported by ambulance to Methodist Hospital for X-rays and further examination.

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DAY 8 -- SATURDAY, MAY 9
First Qualifying Day



The green flag came out again at 2:37. Debris brought out the yellow again at 2:41. The track was briefly green at 2:45, with the yellow flag thrown again at 2:46 for further debris. The green flag came out again at 2:49 briefly. The track was yellow again from 2:52 to 3:09 for Tony Bettenhausen in the #16T, which was smoking. The final minutes of the session were run between 3:10 and 3:14.

Michael Andretti (On his practice session lap of 231.178 in the #1 Kmart/Texaco Newman/Haas Lola). When asked if he thought he could maintain this speed for four consecutive laps during a qualifying run, Andretti replied "Not if I have to run tomorrow. It'll be a lot tougher tomorrow. This is the first real shot I've had at the pole, but it looks like that's the way it's gonna turn out (qualify tomorrow)."

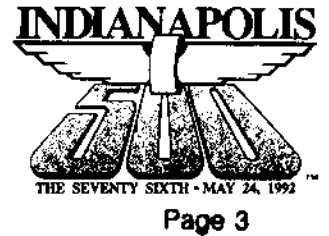
Roberto Guerrero had the fastest lap of the practice session at 232.090 in the #36 Quaker State Buick Lola King Motorsports entry. "I feel great," he said. "I'm ready and I'll be out there as soon as it's my turn."

During the practice 816 laps were completed by 35 cars. Six cars posted their best laps of the month during the session: #8T John Andretti 228.920; #23 Scott Brayton 227.848; #5 Emerson Fittipaldi 225.937; #93T John Paul, Jr. 221.926; #31 Ted Prappas 219.218; #30 Fabrizio Barbazza 212.049. The top five practice speeds: #36 Roberto Guerrero 232.090; #1 Michael Andretti 231.178; #6 Arie Luyendyk 230.881; #9 Eddie Cheever 229.305; #8T John Andretti 228.920.

4:00 p.m.	# 6	ARIE LUYENDYK/Scottsdale, AZ Target/Scotch Video L/FC	
QA-1		1 -- 39.307 -- 228.967 TR 2 -- 39.249 -- 229.305 TR 3 -- 39.302 -- 228.996 4 -- <u>39.260 -- 229.241</u> T 2:37.118 -- 229.127 TR	Q-1
4:05 p.m.	#44	PHILIPPE GACHE/Lessay-Manche, France (R) Formula Project-Rhone Poulenc Rover L/ChA	
QA-2		1 -- 40.577 -- 221.801 2 -- 40.606 -- 221.642 3 -- 40.646 -- 221.424 4 -- <u>40.702 -- 221.119</u> T 2:42.531 -- 221.496	Q-2
4:10 p.m.	# 8T	JOHN ANDRETTI/Indianapolis, IN Pennzoil Special L/ChA	
QA-3		1 -- 40.592 -- 221.719 2 -- 40.640 -- 221.457 3 -- 40.709 -- 221.081 4 -- Waved off	UA-1
4:15 p.m.	#48	JEFF ANDRETTI/Nazareth, PA Gillette/Carlo L/ChA	
QA-4		1 -- 40.711 -- 221.070 2 -- 40.969 -- 219.678 3 -- 41.248 -- 218.192 4 -- <u>41.226 -- 218.309</u> T 2:44.154 -- 219.306	Q-3
4:22 p.m.	#21	BUDDY LAZIER/Vail, CO Leader Cards L/B	
QA-5		1 -- 41.044 -- 219.277 2 -- 41.103 -- 218.962 3 -- 41.166 -- 218.627 4 -- Waved off	UA-2

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4:24 p.m.	#12	BOBBY RAHAL/Dublin, OH Miller Genuine Draft Special L/ChA	
QA-6		1 -- 40.147 -- 224.176 2 -- 40.149 -- 224.165 3 -- 40.153 -- 224.143 <u>4 -- 40.152 -- 224.148</u> T 2:40.601 -- 224.158	Q-4
4:29 p.m.	#93T	JOHN PAUL, JR/W. Palm Beach, FL D.B. Mann Development Buick L/B	
QA-7		1 -- 40.609 -- 221.626 2 -- 40.973 -- 219.657 3 -- 40.929 -- 219.893 <u>4 -- 40.944 -- 219.812</u> T 2:43.455 -- 220.244	Q-5
(5-car field average - 222.811)			
4:34 p.m.	#10	SCOTT PRUETT/Dublin, OH Budweiser Eagle Truesports 92C T/ChA	
QA-8		1 -- 41.080 -- 219.085 2 -- 40.879 -- 220.162 3 -- 40.644 -- 221.435 <u>4 -- 40.689 -- 221.190</u> T 2:43.292 -- 220.464	Q-6
4:39 p.m.	#15T	SCOTT GOODYEAR/Newmarket, Ont, CAN Mackenzie Financial Special L/ChA	
QA-9		1 -- 41.163 -- 218.643 2 -- 41.061 -- 219.186 3 -- 41.053 -- 219.229 <u>4 -- 41.066 -- 219.159</u> T 2:44.343 -- 219.054	Q-7
4:43 p.m.	# 7	PAUL TRACY/West Hill, Ont, CAN (R) Mobil 1 Penske Chevy 91 P/ChA	
QA-10		1 -- 40.965 -- 219.700 2 -- 40.944 -- 219.812 3 -- 40.956 -- 219.748 <u>4 -- 40.957 -- 219.743</u> T 2:43.822 -- 219.751	Q-8
4:48 p.m.	#51	GARY BETTENHAUSEN/Monrovia, IN Glidden Paints Special L/B	
QA-11		1 -- 39.398 -- 228.438 2 -- 39.344 -- 228.752 3 -- 39.247 -- 229.317 TR <u>4 -- 39.263 -- 229.223</u> T 2:37.252 -- 228.932 TR	Q-9

Previous records for 6-cylinder Turbocharged Stock Block: 1 lap, Gary Bettenhausen 1991, 224.843; 4 lap, Gary Bettenhausen 1991 224.468.

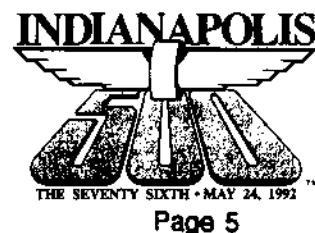
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4:53 p.m.	#23	SCOTT BRAYTON/Coldwater, MI Amway/Northwest Airlines-Winning Spirit Lola L/B	
QA-12		1 -- 39.933 -- 225.378 2 -- 39.877 -- 225.694 3 -- 39.784 -- 226.222 4 -- <u>39.598 -- 227.284</u> T 2:39.192 -- 226.142	Q-10
(10-car field average - 222.805; 1991 - 220.028)			
5:00 p.m.	# 5	EMERSON FITTIPALDI/Sao Paulo, BRZ Marlboro Penske Chevy 92 P/ChB	
QA-13		1 -- 40.370 -- 222.938 2 -- 40.216 -- 223.792 3 -- 40.186 -- 223.959 4 -- <u>40.225 -- 223.741</u> T 2:40.997 -- 223.607	Q-11
5:05 p.m.	# 8	JOHN ANDRETTI/Indianapolis, IN Pennzoil Special L/ChA	
QA-14		1 -- 40.411 -- 222.712 2 -- 40.418 -- 222.673 3 -- 40.435 -- 222.579 4 -- <u>40.429 -- 222.612</u> T 2:41.693 -- 222.644	Q-12
5:10 p.m.	#19	ERIC BACHELART/Brussels, Belgium (R) Royal Oak Lola L/B	
QA-15		1 -- 40.774 -- 220.729 2 -- 40.610 -- 221.620 3 -- 40.542 -- 221.992 4 -- <u>40.566 -- 221.861</u> T 2:42.492 -- 221.549	Q-13
5:15 p.m.	#91	STAN FOX/Janesville, WI Jonathan Byrd's Caf./Bryant Htg & Cooling L/B	
QA-16		1 -- 40.153 -- 224.143 2 -- 40.212 -- 223.814 3 -- 40.556 -- 221.915 4 -- <u>40.610 -- 221.620</u> T 2:41.531 -- 222.867	Q-14
5:20 p.m.	#16T	TONY BETTENHAUSEN/Indianapolis, IN AMAX Energy+Metals PC20 P/ChA	
QA-17		1 -- 41.214 -- 218.372 2 -- Waved off	UA-3
5:25 p.m.	#90	LYN ST. JAMES/Ft. Lauderdale, FL (R) Agency Rent-A-Car/JCPenney's Spirit of the American Woman L/C	
QA-18		1 -- 41.664 -- 216.014 2 -- 41.697 -- 215.843 3 -- 41.636 -- 216.159 4 -- Waved off	UA-4

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5:30 p.m. # 3 AL UNSER, JR./Albuquerque, NM
Valvoline Galmer '92 Chevrolet G/ChA

QA-19 1 -- 40.751 -- 220.853 Q-15
2 -- 40.444 -- 222.530
3 -- 40.168 -- 224.059
4 -- 40.080 -- 224.551
T 2:41.443 -- 222.989

5:34 p.m. #36 ROBERTO GUERRERO/San Juan Capistrano, CA
Quaker State Buick Lola King Motorsports L/B

QA-20 1 -- 38.762 -- 232.186 Q-16
2 -- 38.707 -- 232.516
3 -- 38.690 -- 232.618 TR
4 -- 38.692 -- 232.606
T 2:34.851 -- 232.482 TR

Qualifying records set in 1990 by Emerson Fittipaldi (1-lap 225.575, 4-lap 225.301) bested earlier today, first by Arie Luyendyk then by Gary Bettenhausen (1-lap 229.317, 4-lap 228.932).

5:48 p.m. # 4 RICK MEARS/Bakersfield, CA
Marlboro Penske Chevy 92 P/ChB

QA-21 1 -- 40.124 -- 224.305 Q-17
2 -- 40.047 -- 224.736
3 -- 40.057 -- 224.680
4 -- 40.061 -- 224.657
T 2:40.289 -- 224.594

5:53 p.m. # 2 MARIO ANDRETTI/Nazareth, PA
Kmart/Texaco Newman/Haas Lola L/FC

QA-22 1 -- 39.419 -- 228.316 Q-18
2 -- 39.270 -- 229.183
3 -- 39.188 -- 229.662
4 -- 38.984 -- 230.864
T 2:36.861 -- 229.503

5:57 p.m. #14 A.J. FOYT, JR/Houston, TX
A.J. Foyt/Copenhagen Racing L/ChA

QA-23 1 -- 39.829 -- 225.966 UA-5
2 -- 39.701 -- 226.695
3 -- 39.789 -- 226.193
4 -- Pulled in

(18-car field average - 223.763)

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

CHASSIS/ENGINE LEGEND: G-Galmer; L-Lola; P-Penske; T-Truesports; B-Buick; C-Cosworth DFS; ChA-Chevrolet/A; ChB-Chevrolet/B; FC-Ford Cosworth XB

A total of 62 cars are now at the Speedway, 61 have passed technical inspection and 1 is in the process. 36 drivers have been on the track to date. There were 10 yellows for 2 hours 46 minutes.

The high temperature today was 67, at various times throughout the afternoon. The low was 44 at midnight. The winds were mostly out of the northeast and east at 5-10 mph.

First car in the qualifying line tomorrow will be the #18 of Danny Sullivan. USAC Chief Steward Tom Binford explained the situation: "Danny, through no fault of his own, would not have had enough fuel for the run he started. We called him in because Guerrero had stopped on course (out of fuel). They (Galles-Kraco) went back for fuel (in the garage area) and didn't get back until 6:00, so he goes first tomorrow." Commenting on qualifying today, Binford said, "There were 24 cars on the track, and 18 qualified. That's remarkable to get 24 cars on the track."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Post Qualifying Quotes - Saturday May 9, 1992

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ROBERTO GUERRERO (#36 Quaker State Buick Lola King Motorsports): (When offered his four lap speeds on paper after the run and asked if he had seen them) "I saw them on the dial and they looked pretty good." (Why did your car stall on the backstretch after the qualifying run?) "As soon as I went by the start/finish line, it ran out of fuel. Talk about close! That was too close for comfort if you ask me." (How was the car?) "The car was beautiful. . . From the first time I sat in the car, in March I think, I knew the car was a dream." (You have a beautiful wife and you said the car was beautiful. Was the car more beautiful today?) "They were about the same, and that's saying a lot about for the car." (About not having a ride last year) "Even if my speed holds for today, and even if we win the race, when May 25 comes, I'm back on the unemployment line. . . I just hope this helps a little bit to salvage my career." (How do you hope the track conditions are tomorrow?) "I hope it's really hot and greasy. I hope it's horrible." (Are you excited about winning the pole for now and do you think it will hold?) "I hope to see two green Quaker State cars in the front row (on race day). It would be nicer if the #36 is one the inside of the front row. Jim (Crawford) can take it (the pole) away from me. So can Michael (Andretti). I'll sleep a lot better tomorrow and I'll be a lot more excited if it holds tomorrow." (Your car's chances for the race?) "We have as good a shot as anybody. There's a chance a Buick can break, so can a proven Chevrolet. But if it all holds, We'd like to finish in the top two." (Is there an advantage to having Crawford as a teammate?) (Working with a teammate) is why we've made so much progress with the cars. "He's helped me with some things and I've helped him with some things. That's the nice thing about about it."

KENNY BERNSTEIN (Owner, #36 Quaker State Buick Lola King Motorsports): (Excited about having the pole for now?) "We can't celebrate yet. It's not over. . . We adjusted to the racetrack each day. . . We're learning every day. We're just not there yet." (About Crawford?) "We put him back in line and we were ready to go. I can't say he'd run 231 or 232. I don't know, but we were ready to run." (How do you feel about having Guerrero as one of your drivers when he has spent a good deal of time without a ride?) "He's been through a couple of bad times that weren't really his fault. . . This young man's got a lot of guts. . . And he's very talented. Since the first day, he's been very easy to work with."

ERIC BACHELART (#19 Royal Oak Lola): (How do you feel about your first "500?") "It feels great. You know, when you have a good balance here, it's pretty easy. It's very impressive. After the first turn, you see all these people and then you don't want to look at them. They make you nervous." (About your run today?) "The first time I was here, I did a 222 and then I was doing high 222s all week. I felt confident. This morning it was rough, with all that happened (with all the yellows), so then I wasn't so confident. The Buick engine is strong. We're not struggling a lot at all."

GARY BETTENHAUSEN (#51 Glidden Paints Special): (About the run today?) "The weather had something to play in it. The car wasn't turning as good a numbers as this morning. . . The humidity hurts this thing. It's not the heat in terms of horsepower." (Did you feel you had a shot for the pole?) "We didn't feel we had a chance to run for the pole. We worked to make the first two or three rows. We were just able to run it correctly today. (What instructions were given over the radio.) I said just tell me what to do. I'm just the driver." (How do you feel about teammate Nelson Piquet's accident this week?) "I had a bad day the day after Nelson got hurt. He's a very good friend of mine. I haven't seen him yet, because I didn't feel he wanted to have visitors (soon after the accident). I understand he's seeing people now. I'll probably go see him tonight." (Will the pole -- Luyendyk's speed -- hold?) "The pole isn't the pole yet. Other cars are gonna go faster before it's over."

JOHN PAUL, JR. (#93T D.B. Mann Development Buick): (About the run today?) "I'm extremely happy. This is the first time I've done it on the first day. I'm going to enjoy the next three days of qualifying. It's fantastic -- a real relief. We planned to wave off anything below a 220. The track was greasier, but we tried to adapt to it. It was just scrubbing speed, but we'll take it. We'll live with it. I think it's safe."

ARIE LUYENDYK (#6 Target/Scotch Video Lola): (Will you sleep well tonight?) "I'll sleep well tonight because I had to get up so early today. I'm just really glad to get this out of the way." (About being the first to qualify?) "Going out third or second is better. Going out first, you don't know if there are changes in the track." (Do you think your speed will hold for the pole?) "Just having done it, no. Indy is Indy and you never know." (About the "500?") I like to be here and I like to run fast here. I enjoy the "500." This year is no exception. I knew I had to make the most of my opportunity with Chip Ganassi." (About the run?) "I really had to take it. I had to free the car up as fast as I could. I did the best I could. I was able to go flat out all around the track. . . I wasn't able to go flat all week. I figured 230 would be easy on my own (without a draft). If it doesn't hold for the pole, I'll be happy to be on the front row. If it doesn't hold for the front row, I'll be disappointed." (About the track) "The track was somewhat greasier than earlier. It's not bad, but it's not as good as before." (How do you hope the track conditions are tomorrow?) "I hope it's a record high of 100 degrees tomorrow."

JEFF ANDRETTI (#48 Gillette/Carlo): "I'm safe with this time. It's not as good as I wanted it. The car was starting to go away but it's a fairly decent spot. (About what A.J. Foyt advised him): "To run consistent and to drive it to the limit. Dad was very elated for me when A.J. offered the ride. It's an honor to run for A.J. at the Speedway. I ran only 100 laps of practice so far, compared to the 1500 miles last year. I had some minor problems. It's better to have them now than during the race. (About qualifying): "I'm more confident this year...not as nervous as before. It was just like any other run."

SCOTT GOODYEAR (#15 Mackenzie Financial Special): "We had a little problem with the main car. I decided to run the T car because 23 minutes into the session, I had a little motor mishap. So I wanted to put this car in the show, at least." (About his 1992 Lola): "If I have to, I'll become a second-day qualifier. I'll take that risk, because I prefer that car. I'll use the '92, for sure."

SCOTT BRAYTON (#23 Amway/Northwest Airlines Winning Spirit Lola): "I'm very pleased. This is the first run I've done with four quick laps together, so I feel we have a real reliable race car. (About running the Buick): "The decision was made this morning. There's great potential in this car and we're proud of ourselves. We had difficulties all week long. This is the car I definitely want to go with. The Lola-Buick combination is great for the race." (About the engine): "My best finish here was in a Buick. There are lots of different types of engines. Finding the right combination for the '500' is hard for any engine. I feel it'll be strong in the race."

STAN FOX (#91 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling): "I didn't run a lot of laps before qualifying but I'm planning on running more from now on. I don't want to have something happen before I qualify. I don't like to take that risk. I'm going to run the race car a whole bunch this week and get it race ready." (About choosing the '91 chassis over the '92): "I wanted a pair of race cars and our budget would not allow for '92s, so we actually got the last '91 from Lola with spare parts. But it's okay, because we're still up there in the speed charts. I think we'll do real well. We have a nicely balanced race car. It's been the smoothest month I've ever had." (About rear wing change before qualifying): "We made a major change on the rear wing on the pad right before qualifying. It worked out great."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

Post Qualifying Quotes- Saturday May 9, 1992



RICK MEARS (#4 Marlboro Penske Chevy 92): "I'm happy with my qualifying run. The guys busted their tails this morning and are really proud of them." (About how he was feeling): "I feel great. I made a 50 percent gain in the last day and in the next day or two, I'll be in great shape." (About getting in the car): "I felt great once I got in the car. You forget about everything else and just concentrate on the qualifying run." (Plans for this week): "We're concentrating totally on the race setup."

PHILIPPE GACHE (#44 Formula Project - Rhone Poulenc): "I'm happy because it's wonderful to have qualified, but I'm also disappointed because I went faster yesterday. I don't know if it's the track or the car that made the difference, but I will wait until I can practice again and see what the difference was. The qualifying run was easy because when you are running out on the track alone you can think of only your driving. During the past week I was confident about my speeds because they kept going up. I did a 225 yesterday and when I saw the 221 on the dash today I was disappointed. I really would have liked to have kept my speed as it was yesterday. The car was easy to drive though, so I was happy." When asked if he was scared of qualifying, he replied "before I came here I was scared, but now it's okay."

SCOTT PRUETT (#10 Budweiser Eagle Truesports 92C): "This morning when we were trying to get the car set up, we didn't get as much green time as we wanted so I used the first laps of my qualifying run to get the setup better. We've come a long way since Monday when we had a 206. Getting around this place fast takes a lot of experience. When you qualify, it's the luck of the draw. When you qualify on a 'regular' day, you want to start right out of the box, but that's on a 'regular' day. I don't know what they were prepared to take for a low speed today, it's a little overwhelming to think that a team will wave off a 220 lap, but it's exciting to be a part of it (the race)."

EMERSON FITTIPALDI (#5 Marlboro Penske Chevy 92): "I am very disappointed with my speed. The target was 225. I'm right behind Bobby (Rahal) so far. Five hundred miles is a long race. We should be looking good for the race. It's also been a very emotional week until yesterday. I got to talk with Nelson. He's okay. He was joking with me. He said he should have retired before coming to Indy. I said, 'You'll be back'. I think Nelson will make everyone on the Formula One circuits more aware of the risks here. I remember my first scary moment here. In 1984 I had an oil leak and it got into my rear tires. This year Chevy is taking a quieter role. It's a little bit of a surprise to me. The first three races this year, you didn't see much of a difference, but Buick, with more boost -- yes, it's a little surprising to me that the Chevys are not showing better. The car handled beautiful, I just needed a little more power."

BOBBY RAHAL (#12 Miller Genuine Draft Special): (About the run today) "I'm pleased with our speed and especially the consistency. The car actually got better with each lap. I'd be very happy if we were the leading Chevrolet. I was really scared when the temperature went up. I saw John Andretti run a 221 and I thought the track really went off. But when I went out, I felt the car's handling improve. I'm really proud of our Miller crew for giving me a good race car. I think it will be a very good and consistent car during the race. I know the owner is pleased with the driver right now." (How did the weather change affect you?) "It's just scary in a sense that you think you have a pretty good setup and you get thrown a curveball." (What would you like the weather to be like tomorrow?) "Hot as hell. I'm going to be playing golf tomorrow and I love hot weather when I'm playing golf." (About your car handling?) "That's got to be our trump card. We've got to have a better handling car than the others."

AL UNSER, JR. (#3 Valvoline Galmer '92 Chevrolet): "When I went out this morning during practice, the car was loose. When I took my first qualifying lap, I used it to see if I could go out flat. I could and from that point, it was wide open. The car was working well, but it was still a little loose through the corner on that first lap. Had the car been right this morning, the delay wouldn't have made a difference, but we're just hit and miss on the setups. Today we tried to make the car what it was last night, but the car was loose in the middle. During qualifying, as I kept going, it kept getting better. If we can keep the setup we've got, the car will be a good racer. On race day, we'll try to stay on the lead lap, but it will be difficult with the Buicks...but we don't know how reliable them and the Cosworths will be. There's nothing we can do but go and hope they (Buicks & Cosworths) break. (On his father's chance to get in the show) Dad was a pretty sad person on race day morning last year. He didn't look too happy standing in front of my race car before the start of the race. Hopefully he won't have to be in that position this year. I hope he's in a race car this year somewhere in the field."

MARIO ANDRETTI (#1 Kmart/Texaco Newman/Haas Lola): "If at all possible, we wanted to get in today and we're happy that we got in. I'm not happy with the speed. If you noticed, the car kept getting quicker and quicker. I felt that yesterday when I went 233, laps in the 30's should have been available, but today I knew it would be tough. The car was fine. It was just something else. It took most of the run to get the car dialed in. (When asked about Jeff A.J. and I discussed it and we said let him go (take the run). I think the 219 will do it. (On Michael) I think Michael will have the weather in his favor tomorrow. (When asked what he thinks it takes to make the race) It seems like there are a lot more cars available here (Indianapolis) because of the event. Historically there's nothing different, but people keep coming out of the woodwork to race here. There's nothing really different here now than there was before."

PAUL TRACY (#7 Mobil One Penske Chevy '91): (What did you think when you first got the offer to drive with Marlboro?) "I got back to the trailer after the race and there was a card from the Marlboro representative saying to come by their trailer. I thought I was in trouble. I thought I had cut someone off on the track." (How do you feel your age affects your performance?) "I don't think people realize how young I am. I'm 23 years old, but I've been racing since I was eight." (How does it feel to be in your position?) "Being involved with Chevrolet, Penske, Mobil... it's just unbelievable." (Did you get any advice from Mears and Fittipaldi?) "Everybody on the team trusts my judgement and what I can do on the track. They don't come over and force-feed me."

JOHN ANDRETTI (#8 Pennzoil Special): (About your run today?) "I was nowhere near what I wanted. The whole purpose of being here is to do your best. What we did today was trying to do our best." (How do you compare your practice laps to your run today?) "Qualifying is another thing. You have to do it for four laps." (How did your car run?) "We have a couple of small problems that turn into major problems at 220."

A.J. FOYT (#14 Copenhagen Racing): "We made some changes to the car. The car was handling beautiful but the motor just wasn't performing like it should have. We didn't turn but 12,200 (RPMs) and I guess it broke a connecting rod. I just hate like hell that we didn't get qualified today."

DICK SIMON (owner of #90 Agency-Rent-A-Car/JCPenney's Spirit of the American Woman driven by Lyn St. James): "We're having difficulty with the boost. It was wide open from the first hot lap. We've just got to get the instrumentation and set it for Sunday. Beforehand, we decided not to accept anything under 220 mph. We're really glad it's this instead of handling problems. On the positive side, now Lyn has had a chance to go through all the rituals."

LYN ST. JAMES: "We've got the car dialed in. We just have to keep our fingers crossed the weather holds out for tomorrow."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 9-- SUNDAY, MAY 10
Second Qualifying Day

Update on driver Nelson Piquet as of 9:51 a.m.: Returned to surgery this morning at Methodist Hospital by Drs. Terry Trammell and Tom Southern to survey wound sites. There was no sign of complications. Piquet is expected to be transferred out of the critical care area this afternoon. He remains in good condition. Further surgery is expected the middle of this week by Dr. Southern to apply skin grafts.

Update on driver Hiro Matsushita as of 9:51 a.m.: Resting comfortably at Methodist Hospital after surgery by Dr. Terry Trammell to repair fractured right femur (thigh). He is listed in good condition.

Bobby Rahal's qualification run yesterday was at least the second most consistent in Speedway history. His laps of 40.147 seconds, 40.149, 40.153 and 40.152 were only .006 of a second apart. George Snider, on May 22, 1971, made the most consistent run ever at the Speedway, but runs were measured only to hundredths of a second at the time. Snider's first, second and fourth laps were identical at 52.45 seconds and his third lap was 52.44 seconds, only .01 of a second apart.

At 12:30 p.m. today, the Brazilian ambassador to the United States, Rubens Ricupero, will arrive at Methodist Hospital to visit Nelson Piquet. He will hold a news conference at 1:30 p.m. at Methodist, as a representative of Brazil's President, Fernando Collor.

The yellow came out at 10:10 a.m. for Tony Bettenhausen in the #16 AMAX Energy+Metals PC20. After fluid was observed coming out of the right rear in turn 3, the car did a half spin for 480 feet, hit the wall with the left side then went 500 feet across the track while doing a spin and a half before coming to a stop on the edge of the apron. The car suffered extensive left side damage. Bettenhausen was taken to the Hanna Medical Center, and transported by ambulance to Methodist Hospital for X-rays of the left shoulder. Otherwise reported in good condition.

Another yellow came out at 10:56 for an incident in the pits involving Ted Prappas #31 Say No To Drugs/P.I.G. Racing and Eddie Cheever in the #9 Target/Scotch Video Lola Ford Cosworth. Prappas' left front wheel and suspension were bent. No damage noted on Cheever's car. Prappas said of the incident, "Cheever pulled right out in front of me. I don't think he ever saw me. The crew sent him out right as I went by. But I don't know what he was thinking. I was in the right lane -- he should've pulled into the left lane, not right out into the fast lane. There's left front suspension damage, but that looks like it's relatively minor."

Sixteen cars participated in the morning practice session, completing 259 laps. Raul Boesel made his first appearance of the month in the #11 Panasonic/SEGA Lola, turning a fast lap of 216.450. Cars showing increases in speed were Eddie Cheever #9 230.970 and Fabrizio Barbazza #30 ALFA-LAVAL 212.464.

12:00	#18	DANNY SULLIVAN/Aspen, CO Molson/Kraco/STP Galmer '92 Chevrolet G/ChA	
QA-24		1 -- 39.966 -- 225.191 2 -- 39.932 -- 225.383 3 -- 40.065 -- 224.635 4 -- 40.152 -- 224.148 T 2:40.115 -- 224.838	Q-19
12:04	#47	JIMMY VASSER/San Francisco, CA (R) Kodalux Hayhoe-Cole L/ChA	
QA-25		1 -- 41.560 -- 216.554 2 -- Waved off	UA-6
12:08	#9	EDDIE CHEEVER/Aspen, CO Target/Scotch Video Lola Ford Cosworth L/FC	
QA-26		1 -- 39.368 -- 228.612 2 -- 39.139 -- 229.950 3 -- 39.113 -- 230.103 4 -- 39.148 -- 229.897 T 2:36.768 -- 229.639	Q-20

(20-car field average - 224.104)

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Qualifying Day

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12:13 # 1 MICHAEL ANDRETTI/Nazareth, PA
Kmart/Texaco Newman/Haas Lola Ford Cosworth L/FC

QA-27 1 -- 39.575 -- 227.416 Q-21
2 -- 39.389 -- 228.490
3 -- 39.358 -- 228.670
4 -- 39.456 -- 228.102
T 2:37.778 -- 228.169

(END OF FIRST-DAY QUALIFYING ORDER)

12:20 #14 A.J. FOYT, JR/Houston, TX
A.J. Foyt/Copenhagen Racing L/ChA
(2nd attempt)

QA-28 1 -- 40.435 -- 222.579 Q-22
2 -- 40.236 -- 223.680
3 -- 40.300 -- 223.325
4 -- 40.610 -- 221.620
T 2:41.581 -- 222.798

(22-car field average - 224.225)

After the track opened for practice, Jeff Wood in the #34 Rent A Center/Pioneer Karaoke Houston Special brought out the yellow. The car came to a stop on the backstretch and required a tow-in.

12:54 #47 JIMMY VASSER/San Francisco, CA (R)
Kodalux Hayhoe-Cole L/ChA
(2nd attempt)

QA-29 1 -- 41.028 -- 219.362 Q-23
2 -- 41.104 -- 218.957
3 -- 41.485 -- 216.946
4 -- 41.318 -- 217.823
T 2:44.935 -- 218.268

(23-car field average - 223.960)

Update on Tony Bettenhausen at 12:17 p.m.: He has returned to IMS from Methodist Emergency. The X-rays of his left shoulder are negative. His left shoulder and left knee are bruised. He will be re-examined in the morning and is expected to be cleared to drive.

At 12:05 p.m., the #26 Quaker State Buick Lola King Motorsports entry of Jim Crawford was pushed on to pit road by nine crewmen, two of them actively working on the car, and three others carrying bodywork to the north end. Crew member Mike Perkins was injured while pushing the #26 car up the pit road toward the qualifying line. According to Buick P.R. representative Paul Gatsos, the front left tire ran over his foot and ankle as he was pushing the car. He was examined at the Hanna Medical Center and transported to Methodist Hospital for further examination of the left foot. The car did not "make it" to the qualifying line in time to become a first-day qualifier and A.J. Foyt's #14 Copenhagen Racing machine was pushed on to the scales as the first potential "second day" qualifier. The lateness on car #26 was because of an engine failure this morning. "They changed it in 40 minutes," Crawford said. "Three hours is good." Crawford was asked if the car was "ready when it was brought out." "We were going to finish building it out here," he said. "It's a major disaster. We have a team of 20 guys back there working to get me out this afternoon."

Through the efforts of producer Bob Goodrich and director Don Ohlmeyer, ABC Sports aired an "extra show" for viewers in the Mountain and Pacific time zones Saturday, offering the last 1 1/2 hours of Saturday's qualifying. The decision was made to air the "special" after qualifying was delayed.

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Mike Perkins, the crewman injured when Jim Crawford's machine was being pushed to the qualifying line, had returned to the Speedway by 3:30 p.m. Perkins was released from Methodist Hospital. He suffered strained ligaments and a dislocated big toe on the left foot, cuts on his right knee and right ankle and an abrasion on his right arm.

Philippe Gache's qualifying run Saturday marked the first time in 52 years that a French driver had qualified for the "500." In 1940, Rene LeBegue, with countryman Rene Dreyfus as a relief driver, finished 10th after starting 31st in the L. O'Reilly Schell entry.

4:32 p.m. #11 RAUL BOESEL/Curitiba, BRZ
Panasonic/SEGA Lola L/ChA

QA-30 1 -- 40.477 -- 222.348 Q-24
2 -- 40.476 -- 222.354
3 -- 40.420 -- 222.662
4 -- 40.473 -- 222.370
T 2:41.846 -- 222.434

(24-car field average - 223.896)

5:37 p.m. #26 JIM CRAWFORD/St. Petersburg Beach, FL
Quaker State Buick Lola King Motorsports L/B

QA-31 1 -- 39.341 -- 228.769 Q-25
2 -- 39.282 -- 229.113
3 -- 39.372 -- 228.589
4 -- 39.307 -- 228.967
T 2:37.302 -- 228.859

(25-car field average - 224.090)

5:41 p.m. #27T AL UNSER/Albuquerque, NM
Conseco STP Buick L/B

QA-32 1 -- 40.331 -- 223.153 Q-26
2 -- 40.194 -- 223.914
3 -- 40.194 -- 223.914
4 -- 40.179 -- 223.998
T 2:40.898 -- 223.744

5:46 p.m. #21 BUDDY LAZIER/Vail, CO
Leader Cards L/B (2nd attempt)

QA-33 1 -- 40.343 -- 223.087 Q-27
2 -- 40.337 -- 223.120
3 -- 40.544 -- 221.981
4 -- 40.437 -- 222.568
T 2:41.661 -- 222.688

5:51 p.m. #30 FABRIZIO BARBAZZA/Milan, ITA
ALFA-LAVAL L/B

QA-34 1 -- 40.852 -- 220.307 UA-7
2 -- 41.049 -- 219.250
3 -- Brushed wall tum 2

(27-car field average - 224.025; 1991 average 219.262)

On the third lap of his qualifying run Barbazza was high going into tum 2 and brushed the wall for 100 feet. Damage to the right front corner. Barbazza was examined at Hanna Medical Center and cleared to drive.

The high temperature today was 79 degrees, at approximately 4:00 p.m., with a low of 50 posted at 6:00 a.m. The winds were out of the southeast at 10 mph.

A total of 62 cars are now at the Speedway, all have passed technical inspection. 39 drivers have been on the track to date. There were 15 yellows for 2 hours, 9 minutes.

Qualifying order for Saturday, May 16, 1992: 47T No driver; 17 No driver; 92 Gordon Johncock; 66 Mark Dismore; 15 No driver; 16T Tony Bettenhausen; 91T Stan Fox; 92T Gordon Johncock; 38 Didier Theys; 31 Ted Prappas; 5T No driver; 90 Lyn St. James; 61 No driver; 50 Jovy Marcelo; 59 No driver; 34 Jeff Wood.

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Post Qualifying Quotes - Sunday May 10, 1992

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DANNY SULLIVAN (#18 Molson/Kraco/STP Galmer '92 Chevrolet): (about the run?) "We ran 15 laps this morning and made some other adjustments. Except for the last lap, all of them were faster than I've been all month. . . It's nice to be first in class - Chevrolet A Class that is." (Is it different to try to qualify when you're not gunning for the pole?) "Well, we're still out there to qualify. You can't say, 'Hey, I don't have a chance for the pole, so I'm just gonna cruise around the track at 220.' And then you find yourself bumped out of the field." (Were you treated fairly last night when you were on your qualifying attempt and Guerrero's car stalled) "I think I was treated fairly. . . I don't know what happened to him. He ran out of gas -- but he pumped eight gallons of fuel after in the garage." (How do you feel about the time you went back into line last night?) "It was unfortunate and fortunate. I say fortunate because we pulled in at one minute to six. If we had pulled in at five 'til six and tried to bump A.J. out of line, you don't think we'd have some problems?" (Would you have asked USAC to let you try to qualify after 6:00 p.m.?) "No, I knew that was a rule that wouldn't be broken." (About Roberto's success this weekend after such a dry spell?) "Guys don't lose that. It just doesn't disappear. I think it's great for Roberto. It's great for Kenny Bernstein and for Buick." (Do you feel games were played after Guerrero's run last night that put you at a disadvantage?) "So many games are going on. Who knows. There are some good calls. I guess I know why it happens."

EDDIE CHEEVER (#9 Target/Scotch Video Lola Ford Cosworth): (About his car) "The car I had today could have done 232 yesterday." (About how it feels to sit on front row) "I don't know quite yet, I haven't actually walked up and seen what it looks like from there." (About starting second) "If you want something bad enough, it's worth the extra effort. Those were the four hardest laps I've ever run. I wasn't going to be denied today." (About being capable of starting second) "Yesterday, I would have told you no, this morning no. Now I'm elated. Those are my best speeds of the month, the four finest laps since I have been here." (About the engine) "I've run Chevys before. Their finishing rate is not perfect. I didn't expect the Ford to come this far, as fast as it did. Out of the four of us (running Fords) I expect a large percentage will finish, and those that do will be up there." (About incident with Prappas) "I was waved out by both my crew chief and the official, and when you go out at a 45-degree angle, you leave the pits blind, so Prappas was coming in and I didn't see him. I didn't even feel him hit me. I thought I ran over something. I feel bad, but there were officials in the lane next to me, and there was nothing I could do."

JIMMY VASSER (#47 Kodalux Hayhoe-Cole '91 Lola/Chevy Indy V8/A): (About not taking the qualifying attempt this morning) "I didn't take it because we lost boost. A fitting came loose on the waste-gate system and we lost about four inches of boost. We flagged it off, fixed it and went back in line. We were looking forward to getting it in the first day. But that was obviously yesterday and it didn't happen. We went again today because we didn't want to take it to next weekend." (About the qualifying run?) "I haven't run in conditions like this all month. . . My qualifying run is the first I've had to run where the track was a little bit warmer. We decided to go ahead and put it in the show. The guys made the decision to just take it, even though we have been running faster. It's a little on the borderline for me. 218 isn't slow - don't get me wrong. I just thought we could run fast enough for fastest rookie. I'm a little disappointed at this time." (Will your speed hold?) "I'm a little concerned. We have our T-car that's been fast enough. We could roll in the T-car. It's not what we wanted to do, but it's what we're faced with." (About qualifying for the "500?") "There's a lot of people. A lot of tradition. It's a bit awe-inspiring for a rookie."

A.J. FOYT, JR. (#14 AJ Foyt/Copenhagen Racing) (On his run) "Not really very good at all. I could have taken a few more practice laps but I didn't want to chance it. The car was pushing real bad in three and four. How the right rear didn't kds it (the wall) I'll never know, but I'd hate to have had my fingers in there. The big thing today was just to get in the show. I looked at the weather and knew this ain't the best time to qualify, but this is a good Sunday morning eye opener and decided to take it anyway. I didn't want to sit around all day and wait and then have something break this afternoon. I'm not real happy with the speed but that's the breaks. (Will starting position change the way you'll drive in the race) I will have to be very cautious because from where I'll be starting, there's about a 25% chance that I could be in an accident. I hate to say that but I've got enough experience here, it could happen. (On Jeff Andretti) Jeff has surprised me. He knows the race car and he should with his father and his brother...he got to pushing real bad yesterday and he slowed down. We decided to to him go with 219. (On yesterday) Yesterday was the scariest practice session I've been in in my life. Me and a few of the other guys talked to Mari and Tony George and suggested that they have two 15 minute practice sessions. That practice session yesterday was like the LA Hollywood freeway at 5:00."

MICHAEL ANDRETTI (#1 Kmart/Texaco Newman/Haas Lola Ford Cosworth): (On wait for qualifying today) "It was very frustrating. I knew the conditions were dynamite yesterday." (On times before qualifying today) "All month I tried not to get tows. Almost all my times were run by myself." (Did the wind make a difference in car performance?) "The car was capable of getting the pole if I had had the power that I had before. It had the balance to get it done." (On last year's finish) "Our best wasn't good enough in the end. Rick just outgunned us in the end. It's just all a part of Indy." (On car's performance in qualifying laps) "I knew it after the first lap. I just had to ride it out." I may have been a little suspect of the engine yesterday. This pretty much reflects my feelings." (On Dad in front of him) "I need dad to stand on it and I need to stand on him from behind. I want to get up there quick" (What were the factors leading to running today) "There were three things. John (Andretti) opting for a second car. Emerson took longer in his run. Then Roberto did his thing and I knew there was no way." (When he knew there was a slim chance for the pole, after Guerrero ran out of fuel) When he (Guerrero) happened to stop on the back straightaway. He said he happened to run out of fuel. Even if I ran out in the fourth (turn), I would make it into the pits."

ROBERTO GUERRERO (#36 Quaker State Buick Lola King Motorsports): (On finally officially getting the pole) "I think I finally will sleep like a baby. I didn't close an eye last night. I tossed and turned all night last night. Now I am over the moon. (On comparing this day with last year) Racing is 99% disappointment and 1% satisfaction and a day like this makes up for the 99% disappointment. Indy overall has been very good to me, I really love Indy." (Did he watch the qualifying today) "No, it would have been really nerveracking for me to have watched today, so I stayed away." (On his teammate Crawford) "It would have been nice to have two Quaker State cars on the front row, but now we'll work on getting Jim in the race. We have an advantage of having two teams that work together. There are many times when we stay here until 8 p.m. working and talking about what worked and didn't work on the cars and that is a big advantage that we talk and are able to help each other." (On the difference between the feeling today and when he came back from his Sept. 10, 1987 practice accident) "That was a big achievement after the accident, but this is a different feeling. It's wonderful. It would have been easier if I could have known yesterday instead of having to wait all night." (On his bad luck in the '87 race coming in second) "That was one that I will never forget. The only thing that will make me forget it is winning the race this month. That was the biggest disappointment of my career. I hope this year I can get those bad feelings out of the way. This is one of the high points of my career and nothing is going to take it away." (Katie Guerrero on her feelings) "I couldn't be happier about it, especially here at Indy. I don't want to think about the lows Roberto has had. It's so nice to be with a team that really cares about you." (Roberto on going 18 miles per hour faster than last year) "It's like two different classes. I couldn't believe it when I drove the car around the track for the first time. I had to learn it all over again, but it's always easier to adapt to something that is better than what you had before." (Roberto on his fuel level at the end of his run) "As soon as I went by the start finish line, the engine coughed. I immediately turned off the motor because it would have hurt it if I had left it on. Obviously, I wasn't too happy about that. I thought we cut it a little too close because it could have happened on the third lap, but it was okay."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Post Qualifying Quotes- Sunday May 10, 1992 Page 2

KENNY BERNSTEIN (Car Owner #36 Quaker State Buick Lola King Motorsports): (On Roberto's possible future with the team): "I hope we're able to go on. My goal is to be able to run a full season, but as of right now our contract with Roberto is up on July 1st." (When asked about what happened with Crawford) "Of course, we're very sorry that Jim didn't get the chance. We had a valve train failure and had to do an engine swap. USAC said that we needed to be on line by noon and the team was about 8 or 9 minutes behind. The only thing we know now is full speed ahead. We would love for Jim to go out there and run a 232-233."

BUDDY LAZIER (#21 90 Lola/Buick V6): (What did you learn from last year's experience?) "Last year I learned a lot that I will obviously take to this race. Hopefully I will be able to go the whole 500 miles. I learned a lot in terms of entering the first lap and in terms of learning about the car aerodynamically." (About yesterday's run?) "Actually, we were running really well yesterday morning. We weren't actually running full laps. We had a few mechanical problems which caused us to lose about 10 miles per hour on the straightaway." (What do you want to accomplish at this race?) "I'd like to be competitive and obviously run as well as we can and finish as high as we can. It's 500 miles and I want to be around at the end." (How is your team working together?) "I believe the team spirits have been elevated. I think they're excited and I'm excited. It's a pretty good team competition." (About your career?) "I'm 24 years old and always looking for a career boost. Obviously yesterday would have been a good opportunity to get someone's attention."

RAUL BOESEL (#11 Panasonic/SEGA): (On his qualifying speed): "I'm pleased with it. I didn't expect to qualify this weekend, but when we saw the speeds come up, we thought, well let's go." "We knew the speeds would improve, but didn't know it would be that much." "That's the fastest I've ever gone here and the car ran beautiful." "Now we'll concentrate on our setup for race day so we can get the car as comfortable as possible for the race."

JIM CRAWFORD (#26 Quaker State Buick Lola King Motorsports): (About the disappointments so far this month?) "We're done slapping each other on the back and saying, 'Hard luck.' We need to now run a race." (You've had a great deal of physical therapy, is this mental therapy?) "This is my once-a-year mental therapy. The rest of the year I just sit back. This is the big aggravation of the year." (About the crew's diligent work this weekend?) "The crew has worked a great deal. For it (the car) to fall apart for no fault of their own is equally as tragic as it is for me. It took them 40 minutes to get the car back on the line." (About Mike Perkins, the crew member who was injured earlier today?) "He was pushing the car backward to get it into the pits. One of the yellow shirts backed into him. . .and he decided to fall under the car rather than to fall on it and bend the back wing. I thought it was pretty noble of him. . .He's doing fine now. He was back for the qualifying attempt." (Disappointed with the position back in the 8th row?) "We're going to go 100 percent (during the race) the same way we attacked qualifications. We're going at it 100 percent from wherever we start." (About Guerrero's winning the pole?) "If it had to be anybody, I'm glad it was my teammate."

AL UNSER (Conseco STP Buick): (About making the show) "Thank goodness for the crew." (About his run/win in 87) "We qualified the last weekend, which adds a lot more to that. This year we are one weekend ahead. I don't look at the past. I look at the future and I'd like to pull it off again." (About the qualifying run) "I would have liked to have had more time. The crew and the car are capable of faster speeds. But, I wanted to put it in the show today, so I have to be careful because I don't have another car." (About the pole) "In such a short time, it was very unlikely I could go for the pole. But, the car is very capable for the pole." (About the differences in speed between Al's last time and Indy and now) "I had to hold the pedal down and make my pattern smoother and change my pattern in some areas. The more laps you do, the more comfortable you get." (About standing in Jr.'s pits during the race in 91) "When your life is racing, it's hard not to be out there running. The next saddest day was in 1969 when I missed the show because I broke my leg. It was my own choice. I had offers, but I turned them down because the cars were not capable. I don't know which is harder. Not making the show or running and not being competitive." (Regarding Gary's crash and Al's car) "I was worried, but the crew said it was repairable, just hang loose with us. So I said okay."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 10 -- MONDAY, MAY 11

Update from Dr. Henry Bock, Speedway Medical Director: Nelson Piquet remains in good condition at Methodist Hospital and is scheduled to begin therapy today. Hiro Matsushita remains in good condition at Methodist Hospital and begins walking on crutches today.

Roberto Guerrero's pole-winning run earned the King Motorsports team \$145,000 in cash and prizes. They included the PPG Pole Award of \$100,000 cash and a Starcraft/Chevrolet van worth \$35,000 and one of three \$10,000 GTE Front Runner Awards. Guerrero's chief mechanic, John Anderson, receives the True Value Master Mechanic Award of \$10,000 plus a Lawn Chief garden tractor. Chip Ganassi Racing (Eddie Cheever) and Newman-Haas Racing (Mario Andretti) also receive \$10,000 GTE Front Runner Awards. Eric Bachelart and Dale Coyne Racing captured the T.P. Donovan Top Starting Rookie Award of \$5,000. Arie Luyendyk and Chip Ganassi Racing took the Indiana Bell First in the Field Award of \$5,000.

Notes on the first qualifying weekend:

--The speed increase in the four-lap track record from Emerson Fittipaldi's 225.301 in 1990 to Roberto Guerrero's 232.482 Saturday -- 7.181 mph -- is the fourth largest jump in Speedway history. The biggest was 17.244 mph, from Peter Revson's 178.696 in 1971 to Bobby Unser's 195.940 in 1972. The second highest jump was 7.675 mph, from Pamelli Jones' 151.847 in 1963 to Jimmy Clark's 159.377 in 1964. The third biggest leap was 7.420 mph, from Ralph DePalma's 100.750 in 1921 to Tommy Milton's 108.170 in 1923.

--The front row of Roberto Guerrero, Eddie Cheever and Mario Andretti marks the first time three former Formula One drivers have ever filled the front row for the "500."

--Eight drivers broke Fittipaldi's previous track record over the weekend...the first seven on the provisional lineup plus Jim Crawford.

--The only other time a Buick took the No. 1 starting spot was 1985, when Pancho Carter took the pole.

--It's the first time that 3 four-time winners -- Rick Mears, Al Unser and A.J. Foyt, Jr. -- qualified for the race.

--Chevrolet had powered five straight pole winners before Buick broke the string.

--Engines for the 27 qualifiers are: 12 Chevy Indy V8/As, 9 Buicks, 4 Ford Cosworths, 2 Chevy Indy V8/Bs.

--Eight former winners are now qualified for the 1992 field. The record number of former winners in a "500" field is nine in 1987. Two-time winner Gordon Johncock is entered and has practiced and 1983 winner Tom Sneva has been at the Speedway, but has not been assigned to a ride.

--The front row drivers have captured a combined single Indianapolis 500 victory, Mario Andretti's in 1969. The last time a front row had as few "500" triumphs was 1985, when Pancho Carter, Scott Brayton and Bobby Rahal made up the front row and had no wins in the group.

--Three of the four rookies who qualified over the weekend beat the previous record for rookie qualifiers. Eric Bachelart (221.549), Philippe Gache (221.496) and Paul Tracy (219.751) bested last year's rookie record run of 219.015 by Mike Groff.

--Danny Sullivan qualified for eighth starting spot, the same position as he won from in 1985. He is the only winner in history to have started eighth.

Veteran Tero Palmroth was a guest conductor for the Indianapolis Symphony Orchestra Sunday night at a special performance for the relief fund for St. Petersburg (Leningrad) in the former Soviet Union. "It was for a good cause," Palmroth said. "My grandfather was a conductor and my grandmother was an opera singer, but that doesn't mean I'd ever done it." He was asked how well he did. "They said the conductor would start and I'd go on and do it for two minutes with the conductor," Palmroth said. "So I went out and the conductor left me there. I was watching the drummer to see what to do. I was more nervous than in qualifying here."

At 2:44 p.m., Scott Pruett in the #10 Budweiser Eagle Truesports 92C came out of turn #1 low, did a 360-degree spin over 450 feet in the south short chute and continued to the pits with no contact.

Dale Coyne Racing purchased a 1991 Lola/Buick from King Motorsports for rookie Brian Bonner. The car was entered as #26T and had not been on the track to date this month. It will be renumbered #39. Scott Brayton's No. 23 Amway/Northwest Airlines Winning Spirit Lola that was qualified on Saturday will be renumbered #22T for the remainder of the month and #22 for the race.

A total of 28 cars were on the track today, running 881 laps. Cars on the track today: #2 and #2T Mario Andretti; #3 and #3T Unser, Jr.; #5 and #5T Fittipaldi; #5T and #7 Tracy; #8T John Andretti; #10 Pruett; #11 Boesel; #12T Rahal; #14 Foyt; #15 Goodyear; #23 Brayton; #27T Unser; #34 Wood; #38 Theys; #44 Gache; #48 Jeff Andretti; #50 Marcelo; #51 Gary Bettenhausen; #66 Dismore; #91 and #91T Fox; #92 Johncock; #93 and #93T Paul, Jr.

A total of 62 cars are now at the Speedway, all have passed technical inspection, 38 drivers have been on the track to date. There were 20 yellows for a total of 2 hours, 5 minutes. High for the day was 82 at 3:30 p.m. Low was 54 at 6 a.m. Winds out of the south at 10-15 mph.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	34	Jeff Wood	Rent A Center/Pioneer Karaoke Houston Special	216.050
2	50	Jovy Marcelo	Euromotorsport Fendi AGIP Taumariri IEMA Slam	215.275
3	38	Didier Theys	Pennzoil Special	214.505
4	92	Gordon Johncock	STP-Jack's Tool Rental/Hemelgam	212.670
5	66	Mark Dismore	Comet Kart Sales/Concept Motorsports	209.527

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 11 - TUESDAY, MAY 12

The 16th annual Miller-Indy Pit Stop Championship will have preliminary competition 9-10:30 a.m. Wednesday and Thursday to start the chase for \$51,000 in prizes. Contest semifinals and finals are Thursday, May 21 immediately following the final track practice. First place pays \$25,000, with \$15,000 for second, \$5,000 each for third and fourth and \$1,000 for the first alternate. Entries are as follows:

CAR	CAR NAME	DRIVER	CREW CHIEF
36	Quaker State Buick Lola	Roberto Guerrero	John Anderson
19	Royal Oak Lola	Eric Bachelart	Bernie Myers
39	Applebee's Lola	Brian Bonner	Bernie Myers
9	Target/Scotch Video Lola	Eddie Cheever	Chris Griffin
15	Mackenzie Financial Special	Scott Goodyear	Buddy Lindblom
51	Glidden Paints Special	Gary Bettenhausen	Darrell Sophe
12	Miller Genuine Draft Special	Bobby Rahal	Jim Prescott
8	Pennzoil Special	John Andretti	David Brzozowski
22	Amway/Northwest Airlines-Winning Spirit Lola	Scott Brayton	Mark Bridges
1	Kmart/Texaco Newman/Haas Lola	Michael Andretti	Tom Wurtz
2	Kmart/Texaco Newman/Haas Lola	Mario Andretti	Carl Dean
18	Molson/Kraco/STP Galmer '92 Chevrolet	Danny Sullivan	Paul Marcus
3	Valvoline Galmer '92 Chevrolet	Al Unser, Jr.	Owen Snyder
16	AMAX Energy+Metals PC20	Tony Bettenhausen	Rick Duman
27	Conseco/STP Buick	Al Unser	Joe Kennedy

Dale Coyne Racing announced today that Applebee's would be the sponsor of a 1991 Lola/Buick acquired from King Motorsports for rookie Brian Bonner. The car was raced by Jim Crawford here in 1991 and served as the backup this year. It was tested by Roberto Guerrero in March at 227+ mph. "The pressure's on with the history of that car and how well it has run," Bonner said, "but it also takes some pressure off because the car is capable of doing those speeds." The "500" would be Bonner's first oval race. "I guess I picked a big one," Bonner said, "but I'd rather start here than say, Phoenix or Nazareth."

Trap speeds of the fastest qualifying laps for each of the fastest 10 qualifiers:

CAR	DRIVER	STRT/FIN	TURN 1	TURN 2	END BACK	TURN 3	TURN 4	SPEED
#36	Guerrero	237	232	229	237	231	229	232.618
#9	Cheever	234	228	226	237	231	227	230.103
#2	Andretti, Ma	236	230	227	237	231	228	230.864
#6	Luyendyk	235	229	226	233	228	225	229.305
#51	Bettenhausen, G	235	228	226	234	229	226	229.317
#1	Andretti, Mi	233	227	225	238	230	225	228.670
#23	Brayton	235	225	223	235	226	223	227.284
#18	Sullivan	234	224	221	234	226	221	225.383
#4	Mears	229	223	222	229	224	222	224.736
#26	Crawford	233	227	225	236	229	226	229.113

Update from Dr. Henry Bock, Speedway Medical Director, at 1:14 p.m. today: Nelson Piquet remains at Methodist Hospital in good condition and continues to improve. Hiro Matsushita remains at Methodist and plans call for his release within the next several days.

Indiana Gas and GMC Truck will hold a press conference at 9:30 a.m. Wednesday to discuss the natural gas-powered GMC Sierra pickup trucks used as support vehicles for the Indianapolis 500 and Hardee's Indianapolis 500 Festival Memorial Parade. A natural-gas fueled Sierra will be available for test rides and inspection and also for photos and video.

More than 250 elementary school students from St. Andrews Apostle Grade School in Indianapolis will act as sports reporters to interview Willy T. Ribbs at 11 a.m., Tuesday, May 19 at a "Kidsports Press Conference," organized by Kidsports Magazine. Ribbs is making the visit to personally thank the students, who raised \$20 last year for Ribbs after they learned he needed a sponsor in order to run in the "500." Ribbs and Walker Motorsports displayed the school's name on the car last year as the team's first sponsor.

A special Chevy Lumina is available for business and motorsports journalists to drive. It's a production vehicle that operates on regular gasoline or a mixture of unleaded and any combination up to 85 percent methanol, the fuel used in Indy Cars. Chevrolet, Delco Electronics and A C Rochester have developed the technology, much of it from Indy experience. For further information, contact Wally Reese, Chevy P.R.

A total of 63 cars are now at the Speedway and all have passed technical inspection. 38 drivers have been on the track to date. There were 10 yellows for 2 hours, 23 minutes. High today was 77 degrees at 11 a.m. Low was 59 at 4 a.m. Winds out of southwest at 8-12 mph. Track was closed at 2:25 p.m. because of rain.

A total of 20 cars were on the track today, running 398 laps. Cars on track today: #1T Michael Andretti; #3T Unser, Jr.; #5 Fittipaldi; #5T Tracy; #10 Pruett; #12T Rahal; #15 Goodyear; #26 Crawford; #27T Unser; #34 Wood; #36 Guerrero; #38 Theys; #39 Bonner; #47T Vasser; #48 Jeff Andretti; #50 Marcelo; #51 Gary Bettenhausen; #66 Dismore; #91T Fox; #92 Johncock.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	50	Jovy Marcelo	Euro motorsport Fendi AGIP Tauman IEMA Slam	216.534
2	38	Didier Theys	Pennzoil Special	216.247
3	34	Jeff Wood	Rent A Center/Pioneer Karaoke Houston Special	215.481
4	92	Gordon Johncock	STP-Jack's Tool Rental/Hemelgam	214.859
5	66	Mark Dismore	Comet Kart Sales/Concept Motorsports	213.680

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 12 -- WEDNESDAY, MAY 13



The second annual Miller Genuine Draft Media Pit Stop Contest will be held at 11 a.m. Wednesday, May 20. Each team will have four members and each media person will replace a wheel on an Indy Car. For entry blanks, contact Tom Blattler, Miller P.R.

The 19th annual Larue Carter Hospital Youth Service will hold the 19th annual Art Pollard Memorial Picnic Thursday in the flag lot. Softball is at 9:30 a.m. and the picnic is at Noon. Allen Steele, a rehabilitation therapist for Larue Carter, said 750 children have participated in the Speedway outing through the years.

John Anderson, chief mechanic for the #36 Quaker State Buick Lola King Motorsports entry driven to the pole by Roberto Guerrero, will receive the True Value Master Mechanic Pole Position Award Thursday. Anderson will receive a \$10,000 check plus a Lawn Chief garden tractor painted in the team's green-and-white colors. Previous winners of the award are Tony Van Dongen, 1984; Mike Delves, 1985; Peter Parrott, 1986 and 1988; Colin Duff, 1987; Richard Buck, 1989 and 1991; and Rick Rinaman, 1990.

Two crews made preliminary runs in the 16th annual Miller Pit Stop contest this morning. The crew of the #3 Valvoline Galmer 92 Chevrolet headed by Owen Snyder checked in at 12.522 seconds for a two tire change and the crew of the #18 Molson/Kraco/STP Galmer 92 Chevrolet headed by Paul Marcus was clocked in 13.715 seconds. Preliminaries continue Thursday.

Rahal/Hogan Team Miller announced today that its #12 Miller Genuine Draft Special driven by Bobby Rahal added Dan Haggerty's BBQ as a sponsor for the rest of the 1992 season and 1993, and Keystone Grill as a sponsor for the month of May.

Update from Dr. Henry Bock, Speedway Medical Director: Nelson Piquet underwent surgery today by Dr. Tom Southern, a plastic surgeon, to redress wounds and do skin grafting. The surgery, which included two hours of preparatory surgery, was expected to last several hours. Hiro Matsushita has been released from Methodist Hospital.

Indianapolis Motor Speedway President Tony George has announced a \$120,000 prize fund for the top three qualifiers on the second, third and fourth days of time trials for the Indianapolis 500. The fund provides \$40,000 per day for each of the final three qualifying days. For each qualifying day after Pole Day, the fastest qualifier will receive \$25,000, second fastest receives \$10,000 and third fastest receives \$5,000. Second-day prizes go to Jim Crawford, \$25,000; Al Unser, \$10,000; and A.J. Foyt, Jr., \$5,000.

At 2:32 p.m., Al Unser in the #27T Conoco Special brushed the wall out of turn #4. The car sustained a broken right front wheel and damaged right front suspension. Unser drove the car to the pits.

Lyn St. James' lap of 219.796 miles an hour during practice on May 6 exceeded the women's closed-course speed record of 217.498 set by Patty Moise in a Buick Regal on Jan. 23, 1990 at Talladega Superspeedway. Moise had broken the record of 212.577 set by St. James in a Ford Thunderbird Super Coupe on Oct. 11, 1988 at Talladega.

Pancho Carter, a 17-year veteran who was on the pole for the 1985 Indianapolis 500, was named to drive the second Hemelgam-Byrd entry. The car, practiced by Stan Fox earlier this month at 225.761 miles an hour, is the #91T 1991 Lola Buick and will be renumbered #81. Carter was asked about the time factor. "I feel really confident," Carter said. "Actually I have Thursday, Friday, Saturday and Sunday. I guess I have three days to waste. Stan got the car set up so I really don't think it's a problem whatsoever getting the car up to speed and to qualify. Saturday's a good day to go if the weather's good." He was asked his prediction of the slowest speed to make the field. "Somewhere around the 220 mark is realistic," Carter said. "If it gets real, real hot or windy, speeds probably won't come up like the first day of qualifying."

Brian Bonner and Dale Coyne Racing had two engine failures today in the Applebee's Lola. "We're putting a fresh motor in right now," Coyne said at 6 p.m. He was asked if the car would be out tomorrow. "You betcha," he replied.

A total of 34 cars, running 1,623 laps. Cars on the track today: #1T Michael Andretti; #2T Mario Andretti; #3T Unser, Jr.; #5 Fittipaldi; #6 Luyendyk; #7 Tracy; #7T Mears; #8T John Andretti; #9 Cheever; #10 Pruett; #11 Boesel; #12T Rahal; #14 Foyt; #16T Tony Bettenhausen; #18T Sullivan; #21 Lazier; #22T Brayton; #26 Crawford; #27T Unser; #31 Prappas; #34 Wood; #36 Guerrero; #38 Theys; #39 Bonner; #47T Vasser; #48 Jeff Andretti; #50 Marcelo; #51 Gary Bettenhausen; #61 Tony Bettenhausen, Bettenhausen Motorsports; #66 Dismore; #90 St. James; #91T Fox; #92 Johncock; #93 Paul, Jr.

A total of 66 cars are now at the Speedway, 64 have passed technical inspection and two are in the process. 39 drivers have been on the track to date. There were 23 yellows for 2 hours, 5 minutes. High was 75 degrees today at 4 p.m. Low was 58 at 2:30 a.m. Winds out of the northwest at 17 miles an hour.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	31	Ted Prappas	Say No to Drugs/P.I.G. Racing	216.388
2	66	Mark Dismore	Comet Kart Sales/Concept Motorsports	215.941
3	16T	Tony Bettenhausen	AMAX Energy+Metals PC20	215.765
4	34	Jeff Wood	Rent A Center/Pioneer Karaoke Houston Special	214.194
5	38	Dieder Theys	Pennzoll Special	213.675
6	90	Lyn St. James	Agency Rent-A-Car/JCPenney's Spirit of the American Woman	212.988
7	92	Gordon Johncock	STP-Jack's Tool Rental/Hemelgam	212.319
8	50	Jovy Marcelo	Euromotorsport Fendi AGIP Taumariri IEMA Slam	210.812
9	39	Brian Bonner	Applebee's Lola	210.374

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 13 -- THURSDAY, MAY 14



Troy Ruttman, the youngest driver (22) ever to win the Indianapolis 500, and the late Bill Holland, who had a win and three runnerup finishes in his first four years here, will be inducted as the 95th and 96th members of the Indianapolis Motor Speedway Hall of Fame. Induction ceremonies will take place at the annual Old Timers/Hall of Fame Recognition Dinner Friday at the Adam's Mark Hotel. Cocktails are at 6:30 p.m., dinner at 7:30 and ceremonies at 8:30. Ruttman won the "500" in 1952 and Holland in 1949.

Update as of 9:23 a.m. from Dr. Henry Bock, Speedway Medical Director: Nelson Piquet had 6 1/2 hours of skin-grafting surgery Wednesday on his right foot and left ankle and foot by Dr. Tom Southern. Piquet is in good condition at Methodist Hospital. Further surgery for revision of the grafts is planned in 5-7 days.

The crew led by Jim Prescott of Bobby Rahal's #12 Miller Genuine Draft Special nailed down the final spot in the semifinal round of the \$51,000 Miller Genuine Draft Indy 500 Pit Stop Contest. In preliminaries today, the Miller crew, the event's defending champion, changed two tires in a record 11.186 seconds. The team, composed of Prescott (right front tire), Tim "Dog" Homburg (right rear tire), Rob Hill (tire carrier) and Larry Ellert (jackman) broke its own record of 11.298 seconds set last year in the prelims. The Galles-Kraco crew of Al Unser, Jr., led by Owen Snyder, had the second-best preliminary clocking of 12.522 seconds, posted on Wednesday. The Mark Bridges-led group of Scott Brayton's Amway/Northwest Airlines Winning Spirit Lola was third at 13.371, followed by the Paul Marcus-led crew of Danny Sullivan, which was clocked in 13.715 Wednesday. Tony Bettenhausen's crew of the #16 AMAX Energy+Metals entry, led by Rick Duman, was fifth at 13.733. The crews of Michael Andretti's #1, Scott Goodyear's #15 and Gary Bettenhausen's #51 received time penalties on their stops and trailed the pack. Contest semifinals and finals -- in which teams are required to change all four tires -- are scheduled for Thursday, May 21. The Rahal/Hogan crew will face off against the crew of Roberto Guerrero's #36 Quaker State Buick Lola King Motorsports entry in one semi and the crew of Eddie Cheever's #9 Target/Scotch Video Lola meets the crew of Mario Andretti's #2 Kmart/Texaco Newman Haas Lola Ford in the other semi.

At 11:55 a.m., Jeff Wood in the #34 Rent A Center/Pioneer Karaoke Houston Special, drove low in turn #4, spun once over 360 feet to hit the outside wall, slid along the wall 100 feet, then came off the wall 810 feet to a stop against the inside wall on the frontstretch. Wood had a small bruise on his left knee and was released to drive. The car sustained right side damage.

Tom Wurtz, chief mechanic on Michael Andretti's #1 Kmart/Texaco Newman Haas Lola Ford suffered a dislocation of his left middle finger this morning during practice for the Miller Pit Stop Contest. A splint was placed on the finger at Methodist Hospital and he was released. A team spokesman said that Dr. Terry Trammell will build a special splint to allow Wurtz to change tires on Race Day. Tim Kelly, a crewman for Chip Ganassi Racing suffered a sprained right ankle and was treated and released from Methodist Hospital. He injured the ankle while pushing a car to pit road.

Alan Mertens of Galmer Engineering has been awarded the 1992 Louis Schwitzer Award by the Indiana Section, Society of Automotive Engineers for his design of the Galmer 9200 Indy Car chassis. The award recognizes excellence and innovation in race car design and development. The award was presented this morning.

The "current" car #7T is the 1990 Penske chassis listed as car #54 in so-called "program numbers." The original 7T was involved in an accident May 5. The nightly Speedway Performance History will show the original #7T driven by Rick Mears, Emerson Fittipaldi and Paul Tracy and an additional listing for Mears in the "new" #7T.

Rookie Brian Bonner completed his drivers test this afternoon.

Dick Simon said this afternoon that the #44T Formula Project-Rhone Poulenc Rorer Chevy Indy V8/A-powered backup car to Philippe Gache was available to Lyn St. James in her quest to make the field. "We're still working on her primary car (the #90 Agency Rent-a-Car/JCPenney's Spirit of the American Woman Cosworth-powered machine)," Simon said. "The problem is a turbocharger and engine compatibility situation. We're finding things to try. Formula Project and Dick Simon Racing are making Philippe Gache's car available if she needs it." Ford Motor Co. announced this afternoon that St. James was "free to compete in any car." St. James is under contract to Ford to act as a product development consultant and marketing spokesperson. Simon said St. James would practice in both cars in preparation for qualifying. "No other decision will be made until you see what (car) goes out to the qualifying line," Simon said.

A total of 31 cars were on the track today, running 1,126 laps. Cars on the track today: #1T Michael Andretti; #2T Mario Andretti; #3T Unser, Jr.; #5 Fittipaldi; #6 Luyendyk; #7 Tracy; #7T Mears; #8T John Andretti; #12T Rahal; #15T Goodyear; #18T Tony Bettenhausen; #18T Sullivan; #22T Brayton; #26 Crawford; #27T Unser; #31 Prappas; #34 Wood; #36 Guerrero; #38 Theys; #39 Bonner; #44T St. James; #48 Jeff Andretti; #50 Marcelo; #51 Gary Bettenhausen; #68 Dominic Dobson, Burns Racing/Tobacco Free America; #81 Pancho Carter, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling/WMCC TV23; #88 Momota; #90 St. James; #92 and #92T Johncock; #93 Paul, Jr.

A total of 68 cars are now at the Speedway, 64 have passed technical inspection and 4 are in the process. 40 drivers have been on the track to date. There were 14 yellows for 2 hours, 37 minutes. The track officially closed after rain at 5:23 p.m. High was 67 degrees at 12:30 p.m. Low was 47 at 6 a.m. Winds out of north at 17 mph.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	31	Ted Prappas	Say No to Drugs/P.I.G. Racing	221.212
2	16T	Tony Bettenhausen	AMAX Energy+Metals PC20	219.904
3	81	Pancho Carter	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling/WMCC TV23	219.539
4	44T	Lyn St. James	Formula Project-Rhone Poulenc Rorer	218.140
5	50	Jovy Marcelo	Euromotorsport Fendi AGIP Taumariri IEMA Slam	216.878
6	38	Didier Theys	Pennzoll Special	216.831
7	68	Dominic Dobson	Burns Racing/Tobacco Free America	215.895
8	92	Gordon Johncock	STP-Jack's Tool Rental/Hemelgam	214.031
9	39	Brian Bonner	Applebee's Lola	211.428
10	34	Jeff Wood	Rent-A-Center/Pioneer Karaoke Houston Special	210.975

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DAY 14 -- FRIDAY, MAY 15



Team Menard announced that Rocky Moran would drive its #59 Menard/Glidden/Conseco Special entry, a 1991 Lola/Buick Indy V6. Euromotorsport Racing announced that Fabrizio Barbazza would drive its #42 Euro International Fendi AGIP IEMA Taumarin Slam entry, a 1991 Lola/Cosworth DFS. Johnny Parsons was named to drive the Arciero Racing Teams ALFA-LAVAL entry, a 1990 Lola/Buick Indy V6.

LINEAGE OF EARLIER-MODEL CARS IN THE PROVISIONAL LINEUP:

Eric Bachelart, #19 Royal Oak Lola, 1990 Lola/Buick -- Car driven by Al Unser, Jr., in 1990 race; Acquired by Dale Coyne Racing from Burns Racing after month of May, 1991.
Buddy Lazier, #21 Leader Cards Lola, 1991 Lola/Buick -- Car qualified by Danny Sullivan for Patrick Racing for 1991 "500."
Stan Fox, #91 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling, 1991 Lola/Buick -- Last 1991 Lola built, not run before this May.
Philippe Gache, #44 Formula Project-Rhone-Poulenc-Rorer, 1991 Lola/Chevy Indy V8/A -- Qualified by Scott Brayton for 1991 "500."
John Paul, Jr., #93T D.B. Mann Development Buick, 1990 Lola/Buick -- Car was Al Unser, Jr.'s backup in 1990; qualified by John Paul, Jr., for 1991 "500."
Paul Tracy, #7 Mobil 1 Penske Chevy 91, 1991 Penske/Chevy Indy V8/A -- Constructed after the month of May, 1991.
Jeff Andretti, #48 Gillette/Carlo, 1991 Lola/Chevy Indy V8/A -- Car qualified by A.J. Foyt, Jr., for 1991 "500."
Scott Goodyear, #15T Mackenzie Financial Special, 1991 Lola/Chevy Indy V8/A -- First Lola built in 1991, served as backup to Scott Brayton at Indy, 1991.
Jimmy Vasser, #47 Kodalux/Hayhoe-Cole, 1991 Lola/Chevy Indy V8/A -- Car qualified by Bobby Rahal for 1991 "500."

LINEAGE OF EARLIER-MODEL CARS WHICH MAY ATTEMPT QUALIFICATION THIS WEEKEND:

Brian Bonner, #39 Applebee's Lola, 1991 Lola/Buick -- Car was qualified by Jim Crawford for King Motorsports for 1991 "500."
Rocky Moran, #59 Menard/Glidden/Conseco Special, 1991 Lola/Buick -- Car qualified by Hiro Matsushita for Dick Simon Racing for 1991 "500."
Johnny Rutherford, #17 Walker Motorsports, 1991 Lola/Chevy Indy V8/A -- Car qualified by Mario Andretti for 1991 "500;" Raced by Mario Andretti in Australia in March; Acquired by Walker Motorsports in late April.
Fabrizio Barbazza, #42 Euro International Fendi AGIP IEMA Taumarin Slam, 1991 Lola/Cosworth DFS -- Car qualified by Mike Groff for 1991 "500."
Tony Bettenhausen, #61 AMAX Energy+Metals, 1990 Penske/Chevy Indy V8/A -- Car qualified by Rick Mears for 1990 "500"; Qualified by Tony Bettenhausen for 1991 "500."
Tony Bettenhausen, #16T AMAX Energy+Metals, 1991 Penske/Chevy Indy V8/A -- Car driven by Rick Mears at the Speedway, 1991.
Johnny Parsons, #30 ALFA-LAVAL, 1990 Lola/Buick -- Car qualified by Scott Brayton in 1990; Acquired by Walker Motorsports after month of May, 1991; Acquired in off-season by Arciero.
Ted Prappas, #31 Say No to Drugs/P.I.G. Racing, 1991 Lola/Chevy Indy V8/A -- Car delivered to P.I.G. Racing by manufacturer after month of May, 1991.
Jeff Wood, #34 Rent A Center/Pioneer Karaoke Houston Special, 1991 Lola/Buick -- Backup car for John Andretti at Hall/VDS, 1991.
Lyn St. James, #90 Agency Rent-a-Car/JC Penney's Spirit of the American Woman, 1991 Lola/Cosworth DFS -- Backup to Hiro Matsushita in 1991.
Lyn St. James, #44T Formula Project-Rhone-Poulenc-Rorer, 1991 Lola/Chevy Indy V8/A -- Backup to Scott Brayton at Indy, 1991.
Jovy Marcelo, #50 Euromotorsport Fendi AGIP Marcelo Midas Taumarin, 1991 Lola/Cosworth DFS -- Car qualified by Jeff Andretti for 1991 "500."
Mark Dismore, #66 Comet Kart Sales/Concept Motorsports, 1990 Lola/Buick -- Test car for King Motorsports, 1990; Backup car to Jim Crawford, 1991.
Dominic Dobson, #68 Burns Racing/Tobacco Free America, 1991 Lola/Chevy Indy V8/A -- Car was driven by Al Unser, Jr. for Galles-Kraco at Speedway, 1991.
Pancho Carter, #81 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling/WMCC TV23, 1991 Lola/Buick -- Qualified by Stan Fox for 1991 "500."
Kenji Momota, #88 CAPCOM/TEAMKAR, 1991 Lola/Chevy Indy V8/A -- Built in late 1991, acquired by TEAMKAR from Galles-Kraco.
Gordon Johncock, #92 STP-Jack's Tool Rental/Hemelgam, 1991 Lola/Buick -- Not at Speedway, 1991; Acquired by Hemelgam Racing, 1992.
Gordon Johncock, #92T STP-Jack's Tool Rental/Hemelgam, 1990 Lola/Buick -- Qualified by Dominic Dobson for 1990 "500"; Qualified by Gordon Johncock for 1991 "500."

CORRECTION: Chuck Sprague, team manager for Penske Racing, clarified the team's cars this morning. Paul Tracy's accident May 5 was in a 1992 Penske chassis. Rick Mears' accident May 6 was in a 1991 Penske chassis, the winning car from last year's "500." The current car #7T is a 1992 Penske chassis rebuilt from a testing accident in April at Nazareth. Mears has driven it in practice the last two days. "We've had six cars here, crashed two and rebuilt one," Sprague said.

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The following teams will be competing against each other in the 16th annual Miller Genuine Draft Indy 500 Pit Stop Championship semifinals scheduled Thursday, May 21 following final practice.

#36- ROBERTO GUERRERO	VS	#12- BOBBY RAHAL	
Mike Sales	Left Front	Bill Van de Sandt	Left Front
Roy Wilkerson	Right Front	Jim Prescott	Right Front
Jeff Gordon	Left Rear	Dave Higuera	Left Rear
Tom Mulligan	Right Rear	Tim Homburg	Right Rear
Ed Hullinger	Fuel	Larry Faust	Fuel
Lance Laughlin	Air Jack	Larry Ellert	Air Jack
John Anderson	Board Man	Rob Hill	Board Man

#9- EDDIE CHEEVER	VS	#2- MARIO ANDRETTI	
Wayne Westplate	Left Front	John Simmonds	Left Front
Chris Griffin	Right Front	Carl Dean	Right Front
Dave Poplizar	Left Rear	Brian Ferguson	Left Rear
Skip Faul	Right Rear	Don Hoewel	Right Rear
Nigel Bloom	Fuel	Jim Vulini	Fuel
Jim Wilson	Air Jack	John Tzovanakis	Air Jack
		Jeff Sims	Board Man

Item H of the United States Auto Club Supplementary Regulations for the 1992 Indianapolis 500 regarding yellow-light procedures is, in part, as follows:

The yellow light procedure is outlined in the official 1992 USAC Competition Rules, 9.21, pages 41-43 with the exception the pits will be closed when the yellow light first appears and will not be opened until a pack-up has been established. The revolving yellow light at the entrance to the pits and a Board reading "NO PIT" will indicate the pits are closed.

"A green-light Black Flag stop and go penalty will be assessed for any car entering a closed pit, with one exception. A car which is irrevocably committed to the pit entrance at the commencement of a yellow light may pass through the pits without stopping without incurring a penalty."

"This procedure is established in the interest of safety, both on the track (by eliminating the incentive to maintain racing speed in order to enter the pits faster) and the pits (by automatically reducing the entry speed to that of the pace car)."

Dr. Terry Trammell, the orthopedic surgeon who led the surgical team that repaired Nelson Piquet's injured legs and feet, said this afternoon that "everything's going like clockwork. There were many potential complications, none of which has occurred yet." Dr. Trammell said Piquet's circulation to the injured limbs was good and "there aren't any problems at this point. There's not much risk that he'll lose an extremity. The left foot and ankle will be a worry for some time to come." Dr. Trammell said he expected Piquet to remain at Methodist Hospital for "two to three weeks." He was asked about Piquet's future as a driver. "It's usually easier to get a driver back in a car before he's able to walk," Dr. Trammell said. "Rick Mears is a classic example of that."

At 4:07 p.m., Jovy Marcelo in the #50 Euromotorsport Fendi AGIP Taumariri IEMA Slam entry went low in turn #1, did a 3/4 spin 440 feet to hit the wall in the south short chute with the left front and side, slid along the wall 120 feet, then came off the wall 670 feet with a half-spin to stop in the middle of turn #2. Marcelo was unconscious and taken to Methodist Hospital in critical condition with severe head and chest injuries. The car sustained extensive front and left-side damage. According to Dr. Henry Bock, Speedway Medical Director, Marcelo was pronounced dead at 4:35 p.m. at Methodist Hospital. The fatality was the first driver fatality at the Speedway since Gordon Smiley on May 15, 1982.

A total of 32 cars were on the track today, running 1,413 laps. Cars on track today: #1T Michael Andretti; #2T Mario Andretti; #3T Unser, Jr.; #6 Luyendyk; #7T Mears; #8T John Andretti; #9 Cheever; #12T Rahal; #14T Jeff Andretti, Gillette/Carlo; #15 Goodyear; #15T Mike Groff; #16T Tony Bettenhausen; #17 Johnny Rutherford, Walker Motorsports; #18 and #18T Sullivan; #19 Bachelart; #21T Buddy Lazier, Leader Cards; #30 Johnny Parsons; #36T Roberto Guerrero, Quaker State Buick Lola King Motorsports; #38 Theys; #39 Bonner; #42 Fabrizio Barbazza, Euro International Fendi AGIP IEMA Taumariri Slam; #44T St. James; #50 Marcelo; #59 Rocky Moran, Menard/Glidden/Conseco Special; #59 Gary Bettenhausen; #66 Dismore; #68 Dobson; #81 Carter; #88 Momota; #90 St. James; #92 Johncock.

A total of 68 cars are now at the Speedway and all have passed technical inspection. 46 drivers have been on the track to date. There were 23 yellows for 2 hours, 20 minutes. High today was 78 degrees at 5 p.m. Low was 52 at 1 a.m. Winds out of southwest at 3 mph.

TOP 10 NOT-YET QUALIFIED DRIVERS OF THE DAY

1	16T	Tony Bettenhausen	AMAX Energy+Metals PC20	221.033
2	38	Didier Theys	Pennzoil Special	220.146
3	68	Dominic Dobson	Burns Racing/Tobacco Free America	220.060
4	81	Pancho Carter	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling/WGCC TV23	219.577
5	15T	Mike Groff	Mackenzie Financial Special	218.755
6	44T	Lyn St. James	Formula Project-Rhone Poulenc Rorer	218.733
7	66	Mark Dismore	Comet Kart Sales/Concept Motorsports	218.758
8	92	Gordon Johncock	STP-Jack's Tool Rental/Hemelgam	216.201
9	39	Brian Bonner	Applebee's Lola	215.332
10	42	Fabrizio Barbazza	Euro International Fendi AGIP IEMA Taumariri Slam	211.010

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DAY 15 -- SATURDAY, MAY 16
Third Qualifying Day

Tom Sneva, the 1983 winner, became the 51st driver to pass a physical exam this morning. Menard Racing announced him as the driver of the #59 Menard/Glidden/Conseco Special, a 1991 Lola/Buick.

Update from Dr. Henry Bock, Speedway Medical Director, as of 11:10 a.m.: Nelson Piquet remains in good condition at Methodist Hospital. Gordon Johncock, who suffered first-degree burns to his posterior thigh Friday when the engine failed on his machine, is improved this morning and cleared to drive.

The Gillette Halfway Challenge will be held at Indianapolis for the first time this year. Before the race's halfway lap, entrants 18 and older can make a 95-cent call by dialing 1-900-226-6600 to enter telephone numbers on a computerized answering system. A fan will be chosen by computer to name the driver who leads lap #100, the race's halfway point. If the consumer gives the correct answer, he or she will win a new Chevrolet Corvette. Gillette's Challenge Bonus will award an additional 500 prizes.

Ceremonies were held this morning to commemorate Armed Forces Day. Music was provided by Fort Benjamin Harrison's 74th United States Army Band, under the direction of Master Warrant Officer Richard Saddler. A fly-over of F-16 fighter jets from the Indiana Air National Guard's 181st Fighter Group from Terre Haute and Apache and Blackhawk helicopters from the 101st Airborne Division (Air Assault), Fort Campbell, Kentucky was followed by an enlistment ceremony and parachute jump by the U.S. Army's Green Beret Sport Parachute Team from Fort Bragg, North Carolina.

11:04 a.m. #81 PANCHO CARTER/Brownsburg, IN
Jonathan Byrd's Cafeteria/Bryant Heating & Cooling L/B

QA-35 1 -- 41.915 -- 214.720 UA-8
2 -- Waved off

11:08 a.m. #38 DIDIER THEYS/Nivelles, Belgium
Pennzoil Special L/ChA

QA-36 1 -- 40.967 -- 219.689 UA-9
2 -- 41.232 -- 218.277
3 -- Waved off

Ted Prappas took warmup laps in the #31 Say No To Drugs/P.I.G. Racing entry, but did not take the green.

11:16 a.m. #44T LYN ST. JAMES/Ft. Lauderdale, FL (R)
Agency Rent-A-Car/JCPenney "Spirit of the American Woman" L/ChA

QA-37 1 -- 41.174 -- 218.585 Q-28
2 -- 40.907 -- 220.011
3 -- 40.742 -- 220.902
4 -- 40.702 -- 221.119
T 2:43.525 -- 220.150

11:23 a.m. #39 BRIAN BONNER/Boston, MA (R)
Applebee's Lola L/B

QA-38 1 -- 40.896 -- 220.070 Q-29
2 -- 40.677 -- 221.255
3 -- 40.756 -- 220.826
4 -- 40.681 -- 221.233
T 2:43.010 -- 220.845

(29-car field average - 223.778)

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STATEMENTS REGARDING JOVY MARCELO:

DR. HENRY BOCK, IMS MEDICAL DIRECTOR:

"According to information released by the Marion County Coroner's office Saturday morning, the cause of death for race driver Jovy Marcelo on the afternoon of Friday, May 15, 1992, was a blunt force head injury caused by the crash. There were no other injuries. After examining Marcelo's helmet and uniform, there are no marks or damage indicating Jovy was hit by a tire, suspension piece or any other member of his race car."

MIKE DEVIN, USAC TECHNICAL DIRECTOR (after examining the race car):

"At the scene of the accident Friday afternoon, we found Jovy's seat belts functional and tight. Followup examination revealed no pieces of the race car penetrated through the tub (driver compartment). All suspension pieces are accounted for. The left sidepod is basically intact. Damage to the car was largely confined to the left front wheel and suspension and the left rear wheel and suspension."

ANTONIO FERRARI, OWNER, EUROMOTORSPORT RACING:

"Jovy was a quiet, wonderful person. We worked hard together for four months to make his Indy car career happen. Our team is devastated by his death, but we know he would want us to continue. We will try to do that."

EDWARD MARCELO, JOVY'S FATHER:

"Jovy would want the public to know that it was his dream to drive in the Indianapolis 500. More than himself, he wanted to represent his home country and all the race drivers from the Philippines. He expressed to me that he considered the Indy car community as one big family, a family he was very proud to be a part of."

ARRANGEMENTS:

According to Edward Marcelo, Jovy's father who was in attendance at the track on Friday, funeral services will be held in Hillsborough, Calif., and that Jovy will be buried in his native Philippines. Other information is not yet available.

To date, there are eight former winners in the 1992 Indianapolis 500 field with a total of 17 wins. In 1987, the field had nine former winners with a total of 18 wins, the record in both categories.

The #38 Pennzoil Special being driven by Didier Theys is the 1991 Lola/Chevy Indy V8/A qualified for last year's "500" by John Andretti.

An archival check of the IMS Radio Network tapes from 1977, 1978 and 1979 showed the starting commands given on Race Day for those years to be as follows:

1977 -- "In company with the first lady ever to qualify at Indianapolis, gentlemen, start your engines."

1978 and 1979 -- "Lady and gentlemen, start your engines."

In 1977, the command was given by Tony Hulman. In 1978 and 1979, the command was given by Mrs. Mary Fendrich Hulman.

With her qualifying run, Lyn St. James became the oldest rookie (45) to make the field in Speedway history. The previous oldest rookie was Walt Hansgen in 1964 at age 44.

St. James' qualifying run was the first for a woman driver at the Speedway since Desire Wilson attempted qualification in a Theodore Racing Eagle Cosworth on May 15, 1982. Wilson had laps of 190.921, 190.718 and 191.042 before the run was waved off. Janet Guthrie, who made the field in 1977, 1978 and 1979 is the only woman other than St. James to complete a qualification run at Indianapolis.

At 4:42 p.m. Pancho Carter brought out the yellow flag after an accident in the #81 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling entry. A failure in the left front suspension is believed to have put him high in turn 2. He traveled 220 feet, hit the wall with the right side, and slid along the wall 210 feet, then traveled 940 feet off the wall. He stopped midway down the backstretch. The car sustained extensive right side damage. Carter was transported to Hanna Medical Center. He was taken to Methodist Hospital by ambulance for X-rays of the right arm. He also bruised the right hip, but was awake and alert, in good condition.

5:05 p.m. #68 DOMINIC DOBSON/Truckee, CA
Burns Racing/Tobacco Free America L/ChA

QA-39 1 -- 41.032 -- 219.341 UA-10
2 -- 41.373 -- 217.533
3 -- Waved off

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Mike Groff in the #15 Mackenzie Financial Special entry left the pits for a qualifying attempt, but before he could take the green flag a yellow flag was displayed for debris.

After the track reopened for practice, the yellow flag came out at 5:29. Mark Dismore in the #66 Comet Kart Sales/Concept Motorsports entry required a tow-in at the same time Kenji Momota in the #88 CAPCOM/TEAMKAR machine slowed and pulled down onto the apron going into turn 3.

5:39 p.m.	#15	MIKE GROFF/Northridge, CA Mackenzie Financial Special L/ChA	
QA-40		1 -- 40.628 -- 221.522	Q-30
		2 -- 40.576 -- 221.806	
		3 -- 40.533 -- 222.041	
		<u>4 -- 40.571 -- 221.833</u>	
		T 2:42.308 -- 221.801	

(30-car field average - 223.712)

Didier Theys took warmup laps in the #38 Pennzoil Special but did not take the green flag.

5:46 p.m.	#59	TOM SNEVA/Paradise Valley, AZ Menard/Glidden/Conseco Special L/B	
QA-41		1 -- 41.292 -- 217.960	UA-11
		2 -- 41.300 -- 217.918	
		3 -- 41.341 -- 217.702	
		4 -- Waved off	

5:51 p.m.	#92	GORDON JOHNCOCK/Hastings, MI STP/Jack's Tool Rental/Hemelgam L/B	
QA-42		1 -- 41.295 -- 217.944	UA-12
		2 -- 41.512 -- 216.805	
		3 -- 41.554 -- 216.586	
		4 -- Waved off	

5:56 p.m.	#31	TED PRAPPAS/Los Angeles, CA Say No To Drugs/P.I.G. Racing L/ChA	
QA-43		1 -- Pulled in	UA-13

(30-car field average - 223.712; 1991 30-car field average - 218.850; differential 4.862 mph)

The high temperature today was 84 degrees at approximately 3:30 p.m., with a low of 57 degrees posted at 4 a.m. At 6 p.m. the winds were out of the south at 10 mph. No precipitation recorded today. A total of 68 cars are now at the Speedway. All have passed technical inspection. 47 drivers have been on the track to date. There were 18 yellows for 1 hour 56 minutes.

Qualifying order for Sunday, May 17, 1992:

Car #	Driver
88	Kenji Momota
16T	Tony Bettenhausen
66	Mark Dismore
30	Johnny Parsons
17	Johnny Rutherford
47T	
68	Dominic Dobson
38	Didier Theys
34	Jeff Wood
14T	Jeff Andretti
93	
92T	
5T	
61	
42	Fabrizio Barbazza
7T	
59	Tom Sneva
92	Gordon Johncock
31	Ted Prappas

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Post Qualifying Quotes - Saturday May 16, 1992

LYN ST. JAMES (#44T Agency Rent-A-Car/JCPenney "Spirit of the American Woman") (what were you thinking about when you finished your qualifying run?) "I just wanted that checkered flag. My foot was still down hard. This was no time to start thinking...I didn't experience any emotions. I called to the crew that the car was perfect. They put their blood, sweat, tears and skin into the car. I wanted to share that with them, that the car was perfect...When I came down pit lane and saw everyone clapping, I knew we were in...I'm still rather numb. It wasn't until (I was in) an interview that I knew we were faster than other cars that had qualified." (How do you feel about the race starting with 'Gentlemen, start your engines?') "I've asked if they can change it to 'Drivers, start your engines,' but whatever the command is, I'll start." (about the run today?) "For the first time since I was allowed to get onto the racetrack, I was really able to use the revs. I got on the power real hard...In practice this morning, we had a little oversteer in Turn 3 -- not the place to have it...I listened to Dick (Simon). You're so smart (to Dick Simon). He said, 'If you feel a little vibration in the tires, just ignore it.' And there was vibration in the tires. He's so ahead of it...We kept getting speed. It would have been lovely if there had been a fifth lap. It would have been nice." (about working with Dick Simon?) "It's been golden. He always seems to know what to say...Because he's a driver, he knows what's going through your mind...He's a leader. He cares and he's incredibly knowledgeable." (your thoughts about yesterday's tragedy with the death of Jovy Marcelo?) "I was walking down pit lane when I heard it over the P.A. and I got a very sick feeling in my stomach. The first time I'd seen another driver get killed at a racetrack was in West Palm Beach. I talked to this guy's wife. I said I didn't know you and you don't know me. But as a driver, I think you should feel very good inside that he was doing what he loved to do...I learned a long time ago how to deal with it...You learn that you go out on the track and you've got a job to do. You've got to focus on that." (Has it been a burden being a woman trying to qualify?) "I don't know what it would be like to not be a woman. I don't know, I don't have anything to compare it to. I'm proud to be a woman. I'm proud to be a driver. I'm glad that I wasn't the first." (How are you going to prepare for the race?) "We have three days without any driving...I have a March tub in the spare bedroom of my apartment. I'm going to do some visualization. I came to race and get in the field solid. I'd like to get into Fittipaldi's or Rick's heads."

PANCHO CARTER (#81 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling L/B) (On why he did a 223 during practice and dropped to a 214 during his first qualifying attempt): "We just didn't run as fast."

DIDIER THEYS (#38 Pennzoil Special L/ChA) (On why his speeds slowed during his first qualifying run): "The handling was getting worse. We're going to work with it and try to go back out."

TED PRAPPAS (#31 Say No To Drugs/P.I.G. Racing) (Why you waved off the qualifying run) "The car was pushing and our speeds were nowhere near what they needed to be."

DICK SIMON (Car Owner #44T Agency Rent-A-Car/JCPenney "Spirit of the American Woman") (On what speed he felt would be solid) "I knew that of the six cars that were left open (in the field) I wanted to get a minimum of four behind us. When I saw her do the 219 I was a little worried, but I didn't say anything to her because it's my job to worry and her job to drive. The next lap she did a little better and I felt better. I asked the Lord to hold it there and it did. I almost didn't talk. It was very emotional. A tear came to my eye. (On deciding to use the #44T car) "It was a tough decision because J.C. Penney with the #90 was the start of this whole thing. Then Agency Rent-A-Car came on. Then we were faced with the situation with the Cosworth. We worked for 2 weeks with the Cosworth, but the speeds just didn't improve. When we approached Emmanuel Lupe about using Philippe's (Gache) car, Emmanuel said "Okay Dick, you need car, you take car. You have been very good to us." Then we needed Penney's, Agency and Ford to give us their blessings. They gave us the go ahead and we were able to use the Chevy. For Ford to do that put them pretty high in my saddle. We took the Ford out one more time this morning just to see if it could do it, but we just couldn't solve the boost problem even with Gerald Davis (independent engine builder) who came in yesterday to help us out with the problem. I'm sorry the old Cosworth is a has been."

BRIAN BONNER (#39 Applebee's Lola) (About qualifying run) "I'm a little surprised. I picked up a couple of miles an hour since practice. It's a lot easier going fast around the track than going slow. It's pretty scary going slow. (What was going through his mind while qualifying) I felt pretty good. When I came by the white flag I kept thinking don't screw up now you're going pretty good. (About making the field) I'm real excited. We just got the whole thing figured out this morning. I'm using a different style than I'm used to. You have to let the car do what it wants, and not fight it. The car was sliding around more than I wanted, but it worked out OK. (About driving style) I'm used to driving a heavy GTP car, muscling the car around. In an Indy car you move the wheel more smoothly. You turn the wheel once when you go into a turn, and just let it run free. You have to be real precise with your movements. Dale kept telling me it's like ballet, not football. I picked up 4 or 5 miles an hour because I changed my driving style. (About 220.845 average) I couldn't have told you yesterday that I would do that today. (About qualifying on his father, Jack's, birthday) It's his birthday today, and I think I gave him a nice birthday present. He has always been supportive of my career, and has helped me out a whole bunch. I dedicate this to him."

TED PRAPPAS (#31 Say No To Drugs/P.I.G. Racing): (About the wave-off?) "I was fighting with the push all day and the changes in weather conditions. We made some changes on the car and during the qualifying attempt the car became loose and really unstable in Turn 1."

DOMINIC DOBSON (#68 Burns Racing/Tobacco Free America): (About the wave-off?) "We're having a boost problem. We couldn't build any power. This was the best run we've had all month and this is our first time with a boost problem."

DIDIER THEYS (#38 Pennzoil Special): (About the wave-off?) "The problems are different from the ones I had this morning. This time it got loose in Turn 1. Now we'll try to keep in line."

TOM SNEYA (#59 Menard/Glidden/Conseco Special): (About the wave-off?) "We were trying to see what the car would do. You're always guessing on the setup. Hopefully we've got what we need for tomorrow."

MIKE GROFF (#15 Mackenzie Financial Special): (About qualifying today?) "I'm really happy about it all. These guys did a great job. Derrick Walker Motorsports did a super job...I think it's a reflection on the team." (About the car?) "Derrick Walker gave me the chance. He (Scott Goodyear) set the car up and I went out and drove it. It's a strong race car." (About the time spent in the car?) "I feel good -- \$25,000 (award given to top qualifying speed of the day). I credit Derrick. He gave me a great car out there." (About your month here?) "I've worn out about two or three pairs of shoes trying to get things sorted out -- walking up and down pit lane...I've been talking to Derrick hoping to put something together in his camp. There were no other solid commitments. I was happy with everything and everything worked out good." (About Derrick Walker?) "He's a super team owner. He has a good understanding of what it takes."

DERRICK WALKER (Car owner, #15 Mackenzie Financial Special): (Plans for switching drivers and cars on race day?) "Yeah, we're going to put them (Goodyear and Groff) in the back of the motorhome and let them fight it out. Scott prefers the '92. That has been our plan all along -- the final decision in the next day or so." (Regarding the third car with Johnny Rutherford?) "It's no secret we're running behind...We've got some work to do on it. Last thing we need to do is force it (the car) through." (Is it helpful to have two cars in?) "Yes it is. You can learn twice as quick. You can get another opinion...It was a team effort. Mike was unselfish and stood in for us and got the car in the field. Two cars, twice the money...Tomorrow, hopefully, we'll have a third car."

SCOTT GOODYEAR (#15T Mackenzie Financial Special): (Will the 219 be safe for the starting field?) "It's safe and I hope it is safe and I believe it is. That's why Derrick took it on the first qualification day. I don't see any problem."

DAY BY DAY
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FOR THE MEDIA



DAY 16 -- SUNDAY, MAY 17
Fourth Qualifying Day

Update on Pancho Carter this morning from Dr. Henry Bock, Speedway Medical Director: Carter has a broken right arm. He has been released from Methodist Hospital but is not cleared to drive for the "500." Carter was injured in an accident in turn #2 Saturday. Ronnie Dawes, chief mechanic on the #81 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling/WMCC TV23 Lola/Buick said, "the left front lower suspension failed under braking entering turn #2, causing the car to go directly into the wall."

Update on Nelson Piquet from Dr. Henry Bock, 10:35 a.m.: Remains at Methodist Hospital in good condition.

12:00 #88 KENJI MOMOTA/Yokohama, Japan (R)
CAPCOM/TEAMKAR L/ChA

QA-44 1 -- 41.141 -- 218.760 Q-31
2 -- 41.113 -- 218.909
3 -- 41.125 -- 218.845
4 -- 41.029 -- 219.357
T 2:44.408 -- 218.967

(31-car field average - 223.555)

Tony Bettenhausen took warmup laps in the #16T AMAX Energy+Metals PC20 entry but did not take the green flag.

12:08 #66 MARK DISMORE/Greenfield, IN
Comet Kart Sales/Concept Motorsports L/B

QA-45 1 -- 42.172 -- 213.412 UA-14
2 -- 42.303 -- 212.751
3 -- Waved off

12:11 #30 JOHNNY PARSONS/Brownsburg, IN
ALFA-LAVAL L/B (2nd attempt)

QA-46 1 -- 42.076 -- 213.899 UA-15
2 -- 41.781 -- 215.409
3 -- Waved off

12:14 #68 DOMINIC DOBSON/Truckee, CA
Burns Racing/Tobacco Free America L/ChA (2nd attempt)

QA-47 1 -- 40.600 -- 221.675 Q-32
2 -- 40.689 -- 221.190
3 -- 40.895 -- 220.076
4 -- 41.186 -- 218.521
T 2:43.370 -- 220.359

(32-car field average - 223.454)

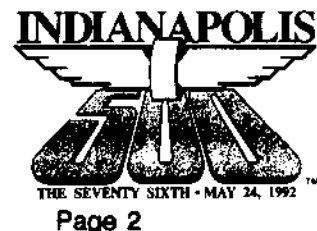
12:27 #38 DIDIER THEYS/Nivelles, Belgium
Pennzoil Special L/ChA (2nd attempt)

QA-48 1 -- 41.481 -- 216.967 UA-16
2 -- 41.533 -- 216.695
3 -- Waved off

12:32 #59 TOM SNEVA/Paradise Valley, AZ
Menard/Gliddern/Conseco Special L/B (2nd attempt)

QA-49 1 -- 41.156 -- 218.680 UA-17
2 -- 41.073 -- 219.122
3 -- Pulled in

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DAY 16 -- SUNDAY, MAY 17
Fourth Qualifying Day

2:40 p.m. #31 TED PRAPPAS/Los Angeles, CA
Say No To Drugs/P.I.G. Racing L/ChA
(2nd attempt)
QA-50 1 -- 41.715 -- 215.750 UA-18
2 -- Waved off

2:45 p.m. #59 TOM SNEVA/Paradise Valley, AZ
Menard/Glidden/Conseco Special L/B
(3rd attempt)
QA-51 1 -- 41.073 -- 219.122 Q-33
2 -- 41.032 -- 219.341
3 -- 40.870 -- 220.210
4 -- 40.857 -- 220.280
T 2:43.832 -- 219.737

(33-car field average - 223.340)

With Tom Sneva's successful qualifying attempt, there are nine former winners now in the field representing 18 wins, tying both categories set in the 1987 field.

2:51 p.m. #16T TONY BETTENHAUSEN/Indianapolis, IN
AMAX Energy+Metals PC20 P/ChA
(2nd attempt)
QA-52 1 -- 41.813 -- 215.244 UA-19
2 -- 41.945 -- 214.567
3 -- Waved off

At 3:15 p.m. Johnny Parsons took warmup laps in the #30 ALFA-LAVAL entry, but did not take the green flag.

3:50 p.m. #92 GORDON JOHNCOCK/Hastings, MI
STP/Jack's Tool Rental/Hemelgam L/B
(2nd attempt)
QA-53 1 -- 41.152 -- 218.701 Q-34
2 -- 41.035 -- 219.325
3 -- 41.011 -- 219.453
4 -- 40.970 -- 219.673
T 2:44.168 -- 219.288
(Bumps Jimmy Vasser, #47, 218.268)

(33-car field average - 223.372)

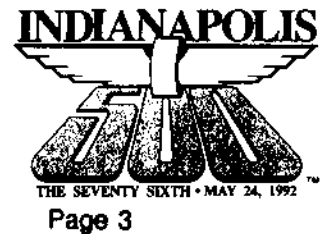
There are now 10 former winners in the field with 20 wins between them, setting a record in both categories.

4:02 p.m. #47T JIMMY VASSER/San Francisco, CA (R)
Kodalux/Hayhoe-Cole L/ChA
QA-54 1 -- 40.528 -- 222.069 Q-35
2 -- 40.495 -- 222.250
3 -- 40.455 -- 222.469
4 -- 40.456 -- 222.464
T 2:41.934 -- 222.313
(Bumps Kenji Momota, #88, 218.967)

(33-car field average - 223.476)

5:15 p.m. #38 DIDIER THEYS/Nivelles, Belgium
Pennzoil Special L/ChA
(3rd attempt)
QA-55 1 -- 42.011 -- 214.230 UA-20
2 -- Blown engine

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DAY 16 – SUNDAY, MAY 17
Fourth Qualifying Day

5:40 p.m.	#16T	TONY BETTENHAUSEN/Indianapolis, IN AMAX Energy+Metals PC20 P/ChA (3rd attempt)	
QA-56		1 -- 41.833 -- 215.141 2 -- 42.060 -- 213.980 3 -- Waved off	UA-21
5:45 p.m.	#30	JOHNNY PARSONS/Brownsburg, IN ALFA-LAVAL L/B (3rd attempt)	
QA-57		1 -- 42.470 -- 211.914 2 -- Waved off	UA-22
5:49 p.m.	#93	MARK DISMORE/Greenfield, IN D.B. Mann Motorsports L/B	
QA-58		1 -- 41.308 -- 217.875 2 -- 41.193 -- 218.484 3 -- 41.306 -- 217.886 4 -- Waved off	UA-23
5:54 p.m.	#31	TED PRAPPAS/Los Angeles, CA Say No To Drugs/P.I.G. Racing L/ChA (3rd attempt)	
QA-59		1 -- 41.121 -- 218.866 2 -- 41.036 -- 219.320 3 -- 41.015 -- 219.432 4 -- 41.082 -- 219.074 T 2:44.254 -- 219.173 (Bumps Scott Goodyear, #15T, 219.054)	Q-36

(33-car field average - 223.479; 1991 33-car field average - 218.590; 4.889 mph faster)

5:59 p.m.	#17	JOHNNY RUTHERFORD/Ft. Worth, TX Macklanburg-Duncan L/ChA	
QA-60		1 -- 41.502 -- 216.857 2 -- 41.403 -- 217.376 3 -- 41.386 -- 217.465 4 -- 41.493 -- 216.904 T 2:45.784 -- 217.150	UA-24

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

CHASSIS/ENGINE LEGEND: G-Galmer; L-Lola; P-Penske; T-Truesports; B-Buick; C-Cosworth DFS; ChA-Chevrolet/A; ChB-Chevrolet/B; FC-Ford Cosworth XB

Ted Prappas' qualifying effort sets another record in 1992 of the fastest "slow" speed of an Indianapolis 500 field. Gordon Johncock was the 33rd fastest in 1991 with an average of 213.812, compared to Prappas' average of 219.173 mph.

A total of 68 cars are now at the Speedway. All have passed technical inspection. 47 drivers have been on the track to date. There were 14 yellows for 1 hour 37 minutes.

The high temperature today was 80 degrees at approximately 2:30 p.m., with a low of 64 degrees recorded at 5:30 a.m. At 6:00 p.m. the winds were out of the southwest at 10 mph.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Post Qualifying Quotes - Sunday May 17, 1992

KENJI MOMOTA (#88 CAPCOM/TEAMKAR) (About the qualifying run?) "I'm very, very happy. This morning in practice I had a 214. Then I finished (the qualifying run) with a 219. I don't know what happened. I just hit it really hard. In my brain, the car was going 226, 227...I was thinking about car balance, car movement, my mental condition. I made some changes - mentally, mechanically, physically. I made more changes mechanically - aerodynamically." (With Hiro Matsushita's accident putting him out of the race this year, do you feel you're carrying on for Japan?) "I feel very sorry for Hiro. I'm not feeling any pressure from Japan." (How is Indy car racing perceived in Japan?) "At present, we have a Formula One boom. It is very popular. Indy is the next big boom. It's on TV and in the paper and magazines. It is covered a lot. With Piquet, Hiro, Jovy - there's been a lot of crashes this year. But I made the field now - this will make a good reaction." (About your emotions in qualifying?) "I was too excited, too excited. I crashed last Wednesday. The car (was) fixed three or four days ago. The first drive after the crash was Friday. I didn't have enough time for recovery - mentally or physically. This morning, (I went) 214. I let a lot of pressure...but the car went fast."

TONY BETTENHAUSEN (#16T AMAX Energy+Metals) (On why he waved off the qualifying run): "We're going to make some changes to the chassis to try to get the understeer out. We may give it another chance or go out and practice. It just depends on what happens on the qualifying line."

TOM SNEVA (#58 Menard/Glidden/Conseco Special) (On why he waved off qualifying run) "We think the linkage broke on the motor. It doesn't look like it's terminal. It looks like we can go 219 or 220. We're just gonna see if we can get another chance at it."

DOMINIC DOBSON (#68 Burns Racing/Tobacco Free America) (Tell us about your month): "Nothing happened until the second week. We came with no commitments. We had a Lola Buick, but really wanted a Chevy. That didn't come around until Thursday p.m. We didn't get up to speed until Friday and we lost boost, so we gambled." (Regarding your last lap being so much slower): "I was scared to death of hitting the wall if I went too fast. The car had a bad push on laps two and three. So I backed off on lap four because I felt I had a good average and didn't want to lose the car. I had to drive the car down low because the push was so bad. I noticed the dirt on the apex in turn three. I guess I must have locked it up from the last lap from being so low. I'm happy with the 91 Lola we got from Galles and the Chevy engine is working well."

CHUCK PERSON (Indiana Pacers basketball player and Sponsor/crew member, #68 Burns Racing/Tobacco Free America) (After qualifying): "Dominic owes me a bungee jump." (Dominic's response) "I didn't know I promised I'd do it, but if I have to, I will."

HARVEY ARMSTRONG (former Indianapolis Colts defensive lineman and Sponsor/crew member, #68 Burns Racing/Tobacco Free America) (Regarding his role with the team): "I'm the enforcer. I told Dominic if he didn't do 220 or better, he couldn't get out of the car."

TOM SNEVA (#58 Menard/Glidden/Conseco Special): (On having such experienced drivers as teammates?) "There's some real experience in there. There might be some Gentile in the garage." (On what happened after the throttle linkage broke during the qualifying run earlier today?) "We felt the car was pretty close. It wasn't perfect out there...We hadn't thought we would go now. But, we had used up most of the heartbeats this month and didn't want to waste it." (You're a pretty loose guy, do you still feel the pressure?) "You gotta pretty much get with it. If you don't feel the pressure here, you probably shouldn't be here." (How does trying to qualify compare to running for the pole?) "I don't know if my memory's gone, but I think there was more pressure today." (Your thoughts on coming in and trying to qualify at the last minute, gonzo style?) "It's obviously not related to a high I.Q. I don't know, it's hard to rationalize sometimes. Racing gets into your blood." (Why did John Menard, car owner, choose you to drive the car?) "I was the last guy standing in the parking lot. I remember kickball games when I got picked last...the other guys just didn't fit." (About being bumped last year?) "I was a little disappointed not being in the race. But I don't come here just to be in the race, last...I want to be competitive...if you don't have a chance of winning, it's not nearly as much fun." (About your race strategy?) "Attrition will be one of the keys. The car is a good race car. The first lap can be pretty exciting. If we can avoid any trouble there, get a good combination with the chassis and have some pit stops, it can happen." (About starting in the back of the pack on race day?) "In '80, we started dead last and finished second and that was a two year old car. So, it can happen." (Did you think you were going to have a ride this year?) "I was almost gonna have to be nice to Foyt." (About the preparations for driving the car?) "The hardest part is trying to fit in Bettenhausen's seat. That's not exactly a classic body style." (You've said before that you qualify well because you can't see so well, how is your eyesight now?) "The best thing I learned from Foyt is the psychology of racing. I'd wear different glasses for different things. I'd wear these big, thick ones for the drivers' meeting and trip all over everything."

JOHN MENARD (car owner, #58 Menard/Glidden/Conseco Special): (On how Tom Sneva was chosen to try to qualify the car?) "Well, the cars are getting smaller. And Rocky (Moran) just didn't fit." (On Mario Andretti's quote that said if he were a car owner, he would put Sneva in his car?) "I did it and I agree with Mario. I think he's a great driver and he proved that today." (Then why was Rocky chosen first?) "I think Tom was out playing golf."

GORDON JOHNSON (#92 STP/Jack's Tool Rental/Hemelgarn): (How frustrating has this month been) "Next to 1972 with McLaren when Peter Revson and I blew seven engines I didn't qualify till the last day, and on my last chance. Since then this is the worst (month), if I remember right." (Why do you come back to the Speedway, year after year?) "I love to qualify, I like to go out there, and stand on it and run it to the ragged edge. I don't believe in going and running on the ragged edge all the time. If you do it will bite you." (Has this been a hard month for you?) "I'm not going to lie to you, a couple of times, I felt like going home, especially after blowing an engine first thing this morning." (About the effect of his burns suffered yesterday on his qualifying run?) "No, I surely wasn't thinking about that." (Will he stay here this week, or go back to his farm in Michigan?) "I'll be gone from here in an hour or two, whenever this thing is over. I have a lot to do, I need to grind some lead for the steers, they have been out since Wednesday." (Is Gordon more farmer Johnson or racer Johnson?) "A little bit of both."

JIMMY VASSER (#47T Kodakuz/Hayhoe-Cole Special) (On being bumped and back in the line-up in a span of ten minutes): "We've been prepared for this all week long." We worked with the 'T' car all last week because we knew something like this was bound to happen. It's been the longest week of my life going over all the different scenarios of what could possibly happen. We put ourselves through a crash course in "bubbler" and I've had about as much of the bubble as I can stand. I'm just glad it didn't get to be 5:45 and have this happen." (On going from being the slowest rookie qualifier to being the fastest rookie qualifier?) "I don't like the distinction, but I'll take the latter. It's not real nice to hear that you were not only the slowest rookie qualifier, but the slowest on the track all month, but I'm glad to know that we've come back. We're a good solid little team and we'll be around for a while. We wanted to get bumped yesterday and we were trying to get bumped today so we could go back out and go for being the fastest rookie qualifier. We wanted to get rookie of the year. That was our team's main goal this year. Part of the system for rookie of the year is being the fastest rookie qualifier and we achieved that goal and we're proud of it."

MARK DISMORE (#93 D.B. Mann Development Buick) (Regarding the qualifying attempt): "The car had too much push, it just couldn't scrub up enough speed."

DERRICK WALKER (Owner #17 Mackdenburg-Duncan) (Regarding Johnny Rutherford not making the race) "It's a shame there was not more time. I can only blame it on the sponsor that never was...EDUCREDITS... Johnny got up to speed in two days. If they (Educredits) would have stayed with us, we would have been in. It's a shame that after 25 years it has to be like this for him (Johnny)." (Is he going to switch drivers Scott Goodyear and Mike Groff?) "Yes, we're going to switch them."

TONY BETTENHAUSEN (#16T AMAX Energy+Metals PC20): (about the unsuccessful qualifying run?) "I thought we were close. We wanted to tighten the car up and we ended up tightening it too much. It wouldn't even steer. It was almost embarrassing." (about the rumor that Roger Penske was going to ask you to jump in his 7T car?) "Roger never said anything to me about it. He offered some help setting the car up, but that was it. We never talked about me getting in the 7T."

DIDIER THEYS (#38 Pennzoil Special): (about the unsuccessful qualifying attempt this afternoon?) "It's frustrating because of the weather. It was hard to find the balance in the car. We chased it real hard early in the day. On the first lap, the push was gone. That was the first time all month that the push was gone. We felt that first lap would be a 220 or 221 lap. Then to have this happen, it pulled the rug right out from under us."

TED PRAPPAS (#31 Say No to Drugs/P.I.G. Racing): (about the successful qualifying run that bumped Mike Groff?) "I'm gonna be happy for the rest of my life...This has been the worst two weeks of my life and now it's the best five minutes of my life. I feel sorry for Mike Groff, but it's better him than me. Our car seems to like cool, cloudy days. It doesn't like sunshine...This worked. I can just start breathing again...These were the best four laps I've done around this place in my whole life...I was going to go home tomorrow, but I guess I'm gonna stay another week now." (has your heart rate come down yet?) "Yeah, it's back to normal. This place is nerve-racking. Anyone that wants to come and do this race is crazy." (do you feel confident now that you've qualified?) "I feel good, but confidence only goes as well as your car goes around the track." (how did you feel when you knew that Johnny Rutherford was out on the track trying to bump you out of the field?) "I didn't even know he was out there until I got out of the car and looked up on the board. I saw a 217 and figured it was 217 on the first lap. I knew he'd have to do a lot better than that. I'm just happy he didn't do it today...It was over before I had time to worry." (how did you prepare for the qualifying run?) "We went out there with 23 gallons of gas and fresh tires and we wanted to get three or four laps of practice on it. We had more gas than we wanted to run with...We had two strikes against us and it was almost 6:00. It's not the way we wanted to do it, but if we can do it this way again next year this way, I'll take it. I'm in and that's all that matters." (how do you feel about starting last?) "I don't really care if we're last. We're in." (about being in the last row with Johnson and Sneva?) "There's a few winners in there. I'll hang around with those guys all day long if they want."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



**DAY 17 -- THURSDAY, MAY 21
CARBURETION DAY**

A unique "Gathering of Racers" will be a feature of the drivers meeting scheduled at 11 a.m. Saturday. In addition to the presentation of the 1991 Driver of the Year Award to Michael Andretti by Ki Cuyler of Pittsburgh, Pa., eight previous winners will be present, six of them in the field for the 76th Indianapolis 500. They are, with the years in which they were honored with the Driver of the Year award, are Mario Andretti (1967 -- the first award, 1978, 1984), Al Unser (1970), A.J. Foyt, Jr. (1975), Bobby Rahal (1986), Emerson Fittipaldi (1989) and Al Unser, Jr. (1990), plus Bobby Unser (1974) and Johnny Rutherford (1980). The drivers will be available together for a photo opportunity at that time.

Bobby Rahal's qualification run on May 9, with his four laps ranging from 40.147 seconds to 40.153 seconds, has been officially deemed the Speedway record for most consistent qualification run. Rahal's laps were just .006 of a second apart, breaking the record of .01 set by George Snider in 1971. The question arose about whether the two runs could be accurately compared, with Snider's run timed to only hundredths of a second. "It's a question, but the fact is that .006 of a second is closer than .01," said Speedway historian Bob Laycock.

The track opened for practice as scheduled. at 11 a.m.

Mike Groff participated in today's practice session as the first alternate in car #75. Groff will also be saddled up on Race Day morning. "Correct," said Derrick Walker, the car owner. "Mike will serve as first alternate. It's either him or me and I'll let him take care of that."

Michael Andretti in the #1 Kmart/Texaco Newman/Haas Lola Ford was the first car on the track for practice.

The caution flag was displayed for debris at 11:16. The second caution came out at 11:22 for spray from Eric Bachelart, the #19 Royal Oak Charcoal/Mi-Jack machine. Car owner Dale Coyne reported there was a surplus of oil in the overflow tank, but the track went yellow for a third time at 11:30 to blackflag the #19 again, dropping fluids.

All 33 cars in the starting field plus first alternate Groff practiced. Dominic Dobson did not appear on the track until 11:54. Dobson's team received an engine late last night, and made the engine change this morning in the #68 Burns Racing/Tobacco Free America machine, then had to sort out a minor electrical problem. Second alternate #88 Kenji Momota, eligible to practice, did not participate.

A fourth caution came out at 11:42 for track inspection, followed by a fifth caution at 11:47 for Eddie Cheever, who pulled down in the grass in turn 3 in the #9 Target-Scotch Video Lola mount, then continued. The sixth yellow came out at 11:59 for Philippe Gache, who also pulled down into the grass in turn 3, then continued. The cautions in turn 3 were caused by gravel thrown up by cars running low in the turn.

The seventh caution was displayed for an object reported in turn 2, at 12:17. The eighth caution was also for an object on the track, on the backstretch, at 12:43.

Ameritech Pages Plus honored 23-year-old Paul Tracy with its "Youngest Starting Driver" Award Wednesday at a press conference in the Trackside Conference Room.

16 teams participated in the Miller Media Pit Stop Contest Wednesday outside Gasoline Alley and the ABC Sports team of NFL draftee Matt Elliott, Jeff Henderson, Doug Johnson and Brian Gordon came home the winner with a time of 22.65 seconds for a four-tire change. The semifinals and finals of the "real" 16th annual Miller Genuine Draft Indy 500 Pit Stop Contest will be held after final practice today.

At 1:30 p.m. today, Loctite Corp., presented rings to the 33 chief mechanics whose cars are in the field for the 76th edition of the "500." The presentations were made by Ed Daisey, president of Loctite North American Group.

At 2:00 p.m. the temperature is 83 degrees, with a low of 61 degrees posted at 6:00 a.m. The winds are out of the southeast at 10 mph, and the relative humidity is 46%. A total of 68 cars are now at the Speedway and all have passed technical inspection. 47 drivers were on the track this month. There were eight yellows today for 40 minutes.

TOP 10 DRIVERS OF THE DAY

1	2	Mario Andretti	Kmart/Texaco Newman/Haas Lola Ford Cosworth	226.409
2	6	Arie Luyendyk	Target/Scotch Video Lola Ford Cosworth	225.423
3	1	Michael Andretti	Kmart/Texaco Newman/Haas Lola Ford Cosworth	225.220
4	9	Eddie Cheever	Target-Scotch Video Lola Ford Cosworth	224.921
5	36	Roberto Guerrero	Quaker State Buick Lola/King Motorsports	224.899
6	51	Gary Bettenhausen	Gildden Paints Special	223.842
7	12	Bobby Rahal	Miller Genuine Draft Special	223.336
8	22	Scott Brayton	Amway/Northwest Airlines-Winning Spirit	223.187
9	5	Emerson Fittipaldi	Marlboro Penske Chevy 92	222.949
10	4	Rick Mears	Marlboro Penske Chevy 92	221.708

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



DAY 17 - THURSDAY, MAY 21
CARBURETION DAY

Page 2

Indianapolis 500 Chief Steward Tom Binford issued a bulletin to competitors today saying a speed limit of 100 miles an hour is established in the pits during yellow-light conditions during the race. Previously announced pit-entry procedures remain the same.

POST-FINAL PRACTICE QUOTES:

ARIE LUYENDYK (#6 Target-Scotch Video Lola Ford Cosworth): (about how practice is going at this time - 11:25 a.m.?) "It's going well. The car is really good. We might make some changes and try to get it even better. There's always room for improvement. I'm excited." (about the word that he followed teammate Eddie Cheever into the grass in Turn 3 and caused a yellow early in practice?) "No, I didn't go into the grass. Besides, I don't follow Eddie anywhere." (about the Fords being the fastest today): "It doesn't surprise me at all. We've been fastest all month except for the Buicks. Being fastest on Carb Day isn't all that important. It's nice to have that psychological edge on the competition."

ROBERTO GUERRERO (#36 Quaker State Buick Lola/King Motorsports): (about practice today?) "The day went okay. The car was very fast. We accomplished everything we wanted to. We were worried about leaks, but there weren't any. Everything worked fine. We're ready for the race. We're ready to start."

MARIO ANDRETTI (#2 Kmart/Texaco Newman/Haas Lola Ford Cosworth): (about having the fastest speed for the day at 226.4?) "I'm very happy with the car so far. We're where we wanted to be. All we can do now is hope for the best."

MICHAEL ANDRETTI (#1 Kmart/Texaco Newman/Haas Lola Ford Cosworth): (about being in the top 5 speeds today?) "The car felt good. We made a couple of changes, but not much...All the Fords were right up there."

EDDIE CHEEVER (#9 Target-Scotch Video Lola): (About his practice run went) : "The car ran very well. We wanted to make sure all was going in the right direction and we had a very trouble free morning."

The Rahal/Hogan team headed by chief mechanic Jim Prescott captured the 16th annual \$51,000 Miller Genuine Draft Indy 500 Pit Stop Contest this afternoon. The team, with the #12 Miller Genuine Draft Special, posted a clocking of 13.324 seconds in the final against the Chip Ganassi Racing Team's #9 Target/Scotch Video Lola, which didn't post a completed time when it didn't leave the "pit box." In one semifinal, the #12 crew beat the King Motorsports #36 Quaker State Buick Lola entry, 13.33 seconds to 21.98 seconds. In the other semifinal, the #9 crew beat the team on the #2 Kmart/Texaco Newman/Haas Lola Ford, 13.877 seconds to 14.307 seconds. The winning team consisted of Prescott as chief mechanic and on the right front, Bill Van de Sandt on left front, Dave Higuera on left rear, Tim "Dog" Homburg on right rear, Larry Faust as fueler, Larry Ellert on the air jack and Rob Hill as board man. None of the four teams were assessed penalties. The #12 Rahal/Hogan crew got \$25,000 for the win, with \$15,000 going to the #9 Ganassi entry, with crew chief Chris Griffis, for second. The two semifinal crews each received \$5,000. The #3 Galles-Kraco entry, the Valvoline Galmer 92 Chevrolet, received \$1,000 as the first alternate. The victory was the second in a row for the #12 crew, which competed as Patrick Racing in 1991. "We practiced for this pit stop competition a little bit," Prescott said, "but more for the two-change part of the contest. It was just to refresh ourselves. In this competition, you have to be consistent, quick and make no mistakes." The #12 team had to make the semis through the preliminaries, where the contest requires a two-tire change. In the semis and finals, the teams were required to complete four-tire changes.

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



Performance History by Today's Speed

Date: May 21, 1992

Time: 1:05 PM

	Car	Driver	Year/Chassis/Engine	TODAY		MONTH		Date Best
				Laps	Speed	Laps	Speed	
1	2	Mario Andretti	92/Lola/Ford Cosworth XB	23	226.409	329	229.503	Q
2	6	Arie Luyendyk	92/Lola/Ford Cosworth XB	27	225.423	440	229.127	Q
3	1	Michael Andretti	92/Lola/Ford Cosworth XB	23	225.220	211	228.169	Q
4	9	Eddie Cheever	92/Lola/Ford Cosworth XB	23	224.921	579	229.639	Q
5	36	Roberto Guerrero	92/Lola/Buick V-6	21	224.899	357	232.482	Q
6	51	Gary Bettenhausen	92/Lola/Buick V-6	32	223.842	543	228.932	Q
7	12	Bobby Rahal	92/Lola/Chevy Indy V8A	20	223.336	395	224.158	Q
8	22	Scott Brayton	92/Lola/Buick V-6	31	223.187	375	226.142	Q
9	5	Emerson Fittipaldi	92/Penske/Chevy Indy V8B	24	222.949	604	223.607	Q
10	4	Rick Mears	92/Penske/Chevy Indy V8B	32	221.708	271	224.594	Q
11	8	John Andretti	92/Lola/Chevy Indy V8A	30	221.446	286	222.644	Q
12	15	Scott Goodyear	92/Lola/Chevy Indy V8A	38	219.181	421	221.801	Q
13	11	Raul Boesel	92/Lola/Chevy Indy V8A	21	218.452	157	222.434	Q
14	26	Jim Crawford	92/Lola/Buick V-6	28	218.378	349	228.859	Q
15	47	Jimmy Vasser	91/Lola/Chevy Indy V8A	35	217.728	314	222.313	Q
16	7	Paul Tracy	91/Penske/Chevy Indy V8A	34	217.702	520	219.751	Q
17	27	Al Unser	92/Lola/Buick V-6	17	217.570	150	223.744	Q
18	14	A.J. Foyt	92/Lola/Chevy Indy V8A	24	215.957	229	222.798	Q
19	44	Philippe Gache	91/Lola/Chevy Indy V8A	23	215.750	287	221.496	Q
20	59	Tom Sneva	91/Lola/Buick V6	16	215.703	95	219.737	Q
21	18	Danny Sullivan	92/Galmer/Chevy Indy V8A	29	214.608	461	224.838	Q
22	19	Eric Bachelart	90/Lola/Buick V-6	17	214.255	365	221.549	Q
23	21	Buddy Lazier	91/Lola/Buick V-6	25	213.965	318	222.688	Q
24	10	Scott Pruett	92/Truesports 92C/Chevy	26	213.660	389	220.464	Q
25	3	Al Unser, Jr.	92/Galmer/Chevy Indy V8A	30	212.169	409	222.989	Q
26	31	Ted Prappas	91/Lola/Chevy Indy V8A	18	212.114	385	219.173	Q
27	68	Dominic Dobson	91/Lola/Chevy Indy V8A	28	211.805	190	220.359	Q
28	90	Lyn St. James	91/Lola/Chevy Indy V8A	27	210.714	100	220.150	Q
29	15T	Mike Groff	91/Lola/Chevy Indy V8A	9	210.546	61	218.755	5/15
30	39	Brian Bonner	91/Lola/Buick V6	30	209.298	290	220.845	Q
31	92	Gordon Johncock	91/Lola/Buick V6	19	209.298	488	219.288	Q
32	48	Jeff Andretti	91/Lola/Chevy Indy V8A	32	208.478	343	219.306	Q
33	91	Stan Fox	91/Lola/Buick V-6	12	206.825	111	222.867	Q
34	93T	John Paul, Jr.	90/Lola/Buick V-6	16	202.070	288	220.244	Q
35	1T	Michael Andretti	92/Lola/Ford Cosworth XB			181	229.950	5/12
36	2T	Mario Andretti	92/Lola/Ford Cosworth XB			199	229.475	5/08
37	8T	John Andretti	92/Lola/Chevy Indy V8A			316	228.920	5/09
38	27	Nelson Piquet	92/Lola/Buick V-6			212	228.571	5/07
39	91T	Stan Fox	91/Lola/Buick V6			205	225.762	5/07
40	44T	Philippe Gache	91/Lola/Chevy Indy V8A			126	224.809	5/07
41	11	Hiro Matsushita	92/Lola/Chevy Indy V8A			239	224.232	5/07
42	22	Scott Brayton	92/Lola/Chevy Indy V8A			98	224.065	5/02
43	11T	Hiro Matsushita	92/Lola/Chevy Indy V8A			91	223.908	5/08
44	7T	Rick Mears	92/Penske/Chevy Indy V8A			156	223.580	5/14
45	12T	Bobby Rahal	92/Lola/Chevy Indy V8A			356	223.336	5/12
46	81	Pancho Carter	91/Lola/Buick V6			71	223.325	5/16
47	47	Jimmy Vasser	91/Lola/Chevy Indy V8A			175	222.844	5/08
48	7T	Paul Tracy	92/Penske/Chevy Indy V8A			197	222.586	5/03
49	16T	Tony Bettenhausen	91/Penske/Chevy Indy V8A			585	222.431	5/04
50	5T	Paul Tracy	92/Penske/Chevy Indy V8B			104	222.316	5/12
51	15	Scott Goodyear	92/Lola/Chevy Indy V8A			37	221.801	5/10
52	3T	Al Unser, Jr	92/Galmer/Chevy Indy V8A			236	221.943	5/05
53	15T	Scott Goodyear	91/Lola/Chevy Indy V8A			127	221.883	5/06
54	18T	Danny Sullivan	91/Galmer/Chevy Indy V8A			141	221.866	5/14
55	93	John Paul, Jr.	90/Lola/Buick V6			178	221.855	5/08
56	7T	Paul Tracy	92/Penske/Chevy Indy V8A			22	221.528	5/17
57	27T	Gary Bettenhausen	92/Lola/Buick V-6			35	221.244	5/08
58	4T	Rick Mears	91/Penske/Chevy Indy V8B			29	220.740	5/02
59	7T	Rick Mears	92/Penske/Chevy Indy V8A			36	220.615	5/02
60	30	Fabrizio Barbazza	90/Lola/Buick V-6			138	220.308	5/10
61	16	Tony Bettenhausen	91/Penske/Chevy Indy V8A			117	220.157	5/04
62	38	Didier Theys	91/Lola/Chevy Indy V8A			410	220.146	5/15
63	90	Lyn St. James	91/Lola/Cosworth DFS			492	219.796	5/06
64	10T	Scott Pruett	92/Truesports 92C/Chevy			143	219.711	5/04
65	88	Kenji Momota	91/Lola/Chevy Indy V8A			318	219.357	5/17
66	93	Mark Dismore	90/Lola/Buick V6			70	218.484	5/17
67	5T	Emerson Fittipaldi	92/Penske/Chevy Indy V8B			25	218.208	5/02
68	14T	Jeff Andretti	91/Lola/Chevy Indy V8A			139	217.749	5/17
69	17	Johnny Rutherford	91/Lola/Chevy Indy V8A			196	217.686	5/17
70	50	Jovy Marcelo	91/Lola/Cosworth DFS			547	216.878	5/14
71	66	Mark Dismore	90/Lola/Buick V-6			429	216.758	5/15
72	30	Johnny Parsons	90/Lola/Buick V6			125	216.747	5/17
73	34	Jeff Wood	91/Lola/Buick V-6			391	216.050	5/11
74	36T	Robert Guerrero	92/Lola/Buick V6			19	215.260	5/15
75	38	John Andretti	91/Lola/Chevy Indy V8A			54	215.095	5/03
76	51T	Nelson Piquet	92/Lola/Buick V-6			28	213.488	5/08
77	59	Gary Bettenhausen	91/Lola/Buick V-6			52	213.427	5/15
78	7T	Emerson Fittipaldi	92/Penske/Chevy Indy V8A			11	212.369	5/02
79	92T	Gordon Johncock	91/Lola/Buick V6			66	211.845	5/14
80	42	Fabrizio Barbazza	91/Lola/Cosworth DFS			14	211.010	5/15
81	19	Brian Bonner	90/Lola/Buick V6			36	209.732	5/05
82	21T	Buddy Lazier	90/Lola/Buick V6			21	201.126	5/16
83	61	Tony Bettenhausen	90/Penske/Chevy Indy V8A			12	194.032	5/13
84	17	Mike Groff	91/Lola/Chevy Indy V8A			28	41.330	5/17
85	59	Rocky Moran	91/Lola/Buick V6			6	0.000	/

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1992 ACCIDENT REPORT

1. CAR NO. 30 DATE: Sunday, May 3, 1992 TIME: 2:30 pm
DRIVER: Fabrizio Barbazza
CAR NAME: ALFA-LAVAL
CAR CONDITION: Damage to right front
DESCRIPTION: Took a high line coming out of turn 1, slid 460 feet to wall, slid 500 feet along wall, 200 feet off the wall, then 360 feet along the wall. Came to a stop along the wall in the middle of turn 2.
DRIVER'S CONDITION: Climbed out of the car and examined at Hanna Medical Center. Released to drive.
2. CAR NO. 23 DATE: Tuesday, May 5, 1992 TIME: 3:00 pm
DRIVER: Scott Brayton
CAR NAME: Amway/Northwest Airlines Winning Spirit Lola
CAR CONDITION: Left side and frontal damage.
DESCRIPTION: Coming out of turn #4, 3/4 spin (400 feet) hit wall with left side, and slid 40 feet along wall. Away from wall (1/2 spin) 620 feet across the track and came to stop in the inside of the track. Visible smoke from car in turn #3.
DRIVER'S CONDITION: Slight bruises to feet. OK to drive.
3. CAR NO. 21 DATE: Tuesday, May 5, 1992 TIME: 3:54pm
DRIVER: Buddy Lazier
CAR NAME: Leader Cards
CAR CONDITION: OK
DESCRIPTION: Coming down straightaway (near end of pit wall), Spun 1 time, 290 feet (no apparent contact with car #11 as it was leaving pits). Recovered and continued around track to pit lane.
4. CAR NO. 7T DATE: Tuesday, May 5, 1992 TIME: 5:37pm
DRIVER: Paul Tracy
CAR NAME: Mobil 1 Penske Chevy 92
CAR CONDITION: Extreme right side damage
DESCRIPTION: Came out of pits and got sideways into grass from below white line in turn #1, slid crossways 320 feet through the grass and up the track, backing into the wall. The car then snapped around to hit with the right side, then slid another 100 feet off the wall to stop in the middle of the south chute.
DRIVER'S CONDITION: Bruised right arm and left knee. Will be examined A.M. May 6 before cleared to drive.
DRIVER UPDATE: Cleared to drive May 6.
5. CAR NO. 4T DATE: Wednesday, May 6, 1992 TIME: 4:26pm
DRIVER: Rick Mears
CAR NAME: Marlboro Penske Chevy 91
CAR CONDITION: Extensive damage
DESCRIPTION: Mechanical problem out of turn #1. Fluid spewing from right side. In the middle of turn #2 (3/4 spin - 320 feet) hit wall with left front, slightly airborne. 3 1/2 spins over 730 feet (on left side) and stopped in the middle of the track in the backstretch.
DRIVER'S CONDITION: Taken to infield hospital, then transferred to Methodist Hospital by ambulance. Awake and alert, suffered sprained right wrist, minor fracture left ankle. Both put in temporary splints. He was released from Methodist at 6:50 p.m. Not cleared to drive.
6. CAR NO. 88 DATE: Wednesday, May 6, 1992 TIME: 5:40pm
DRIVER: Kenji Momota
CAR NAME: CAPCOM/TEAMKAR
CAR CONDITION: Right side damage
DESCRIPTION: Coming out of turn #4, spun 1 time over 440 feet to the wall, slid along wall for 40 feet, came away from the wall 780 feet with a 1/2 reverse spin and a complete spin to tap the inside wall with the nose and stopped on the front straightaway.
DRIVER'S CONDITION: Taken to Methodist Hospital for evaluation. Kept for overnight observation. Released 8:45 a.m. May 7. Not cleared to drive.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1992 ACCIDENT REPORT- PAGE 2

7. CAR NO. 27 DATE: Thursday, May 7 1992 TIME: 2:35pm
DRIVER: Nelson Piquet
CAR NAME: Team Menard, Inc.
CAR CONDITION: Heavy front-end damage
DESCRIPTION: Came out of turn #4 with one complete spin 400 feet to hit the outside wall head-on, slid 60 feet along the wall, did one reverse spin and a 1/4 spin 760 feet to a stop in the middle of the front straightaway.
DRIVER'S CONDITION: Transported by ambulance to Methodist Hospital. Underwent surgery in late afternoon.
DRIVER UPDATE 5/8: Surgery ended about 12:30 a.m. 5/8. It was performed by Doctors Terry Trammell, Tom Southern and Dean Maar. Injuries listed as badly broken left foot and ankle, broken and dislocated right ankle, lacerated right knee and injuries of a minor nature to left elbow and wrist. Piquet is listed in fair condition and is being observed in the critical care unit of Methodist Hospital.
DRIVER UPDATE 5/9: As of 9:00 a.m., awake and alert, in good condition. Will return to surgery Sunday morning for wound inspection and dressing change.
DRIVER UPDATE 5/10: As of 9:50 a.m., was taken back to surgery this morning by Drs. Terry Trammell and Tom Southern to survey the wounds. No sign of complications. It is anticipated Piquet will be transferred out of the critical area this afternoon. Remains in good condition. Further surgery is anticipated in the middle of the week to apply skin grafts.
DRIVER UPDATE 5/11: Remains in good condition at Methodist. Vital signs stable. Begins physical therapy today.
DRIVER UPDATE 5/12: Remains in good condition and continues to improve.
DRIVER UPDATE 5/13: Underwent surgery by Dr. Tom Southern for 6 1/2 hours to redress wounds and apply skin grafts to his right foot and left ankle and foot.
DRIVER UPDATE 5/14: Listed in good condition. Further surgery for revision of grafts is planned in 5-7 days.
DRIVER UPDATE 5/19: Underwent successful surgery for revisions in grafts in left foot and ankle. Permanent cast placed on right foot. No infection or complications. Continues to improve.
DRIVER UPDATE 5/21: Continues to do well and improve everyday.
8. CAR NO. 51T DATE: Friday, May 8, 1992 TIME: 4:05 p.m.
DRIVER: Gary Bettenhausen
CAR NAME: Glidden Paints Special
CAR CONDITION: Slight damage to right side
DESCRIPTION: Car was smoking heavily down the front straightaway into turn #1, did one complete spin 380 feet and hit the wall with the right side, slid along the wall for 420 feet, then away from the wall for 120 feet and came to a stop.
DRIVER'S CONDITION: Uninjured, released to drive.
9. CAR NO. 26 DATE: Saturday, May 9, 1992 TIME: 1:38 p.m.
DRIVER: Jim Crawford
CAR NAME: Quaker State Buick Lola King Motorsports
CAR CONDITION: No damage
DESCRIPTION: Apparent blown engine going into turn 3, spun through turn 3 below the white line and into the north short chute. Came to a stop on the apron in the north short chute. No contact.
DRIVER'S CONDITION: Driver O.K.
10. CAR NO. 11T DATE: Saturday, May 9, 1992 TIME: 2:19 p.m.
DRIVER: Hiro Matsushita
CAR NAME: Panasonic/SEGA Lola
CAR CONDITION: Extensive right side damage
DESCRIPTION: Appeared to hit fluid from a preceding car. Low in turn 1, slid 340 feet and hit wall with right side, away from wall 140 feet, then 740 feet across track to infield grass.
DRIVER'S CONDITION: Awake and alert. Examined at Hanna Medical Center, complaining of right leg injuries. Was transported by ambulance to Methodist Hospital for X-rays and further evaluation.
UPDATE ON 5/10: As of 9:50 a.m.: Resting comfortably at Methodist Hospital after surgery by Dr. Terry Trammell to repair fractured right femur. Good condition.
UPDATE ON 5/11: Remains in good condition at Methodist Hospital. He will begin walking on crutches today.
UPDATE ON 5/12: Remains at Methodist and plans call for his release in next several days.
UPDATE ON 5/13: Released from Methodist Hospital.
11. CAR NO. 16 DATE: Sunday, 10, 1992 TIME: 10:10 a.m.
DRIVER: Tony Bettenhausen
CAR NAME: AMAX Energy+Metals PC20
CAR CONDITION: Extensive left side damage
DESCRIPTION: Fluid observed from the right rear in turn 3. The car did a half-spin for 480 feet, hit the wall with the left side then went 500 feet across the track while doing a spin and a half before coming to a stop on the edge of the apron.
DRIVER'S CONDITION: Transported by ambulance to Methodist Hospital for X-rays of the left shoulder. Update at 12:17 p.m.: Has returned from Methodist Emergency. The X-rays of his left shoulder are negative. Bruised left shoulder and left knee. Will be re-examined in the morning and is expected to be cleared to drive.
12. CAR NO. 31 DATE: Sunday, May 10, 1992 TIME: 10:56 a.m.
DRIVER: Ted Prappas
CAR NAME: Say No To Drugs/P.I.G. Racing
CAR CONDITION: Damage to left front suspension
DESCRIPTION: Involved in pit accident with Eddie Cheever #9 Target/Scotch Video Lola Ford Cosworth.
DRIVER'S CONDITION: Uninjured.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1992 ACCIDENT REPORT- PAGE 3

13. CAR NO. 30 DATE: Sunday, May 10, 1992 TIME: 5:53 p.m.
DRIVER: Fabrizio Barbazza
CAR NAME: ALFA-LAVAL
CAR CONDITION: Damage to right front corner
DESCRIPTION: Was high going into turn 2, brushed wall with right side tire (along wall 100 feet) and came to stop in the backstretch.
DRIVER'S CONDITION: Uninjured. Examined and released to drive.
14. CAR NO. 27T DATE: Wednesday, May 13, 1992 TIME: 2:23pm
DRIVER: Al Unser
CAR NAME: Conseco Special
CAR CONDITION: Minor damage to right front corner
DESCRIPTION: Brushed the wall coming out of turn #4
DRIVER'S CONDITION: Uninjured.
15. CAR NO. 34 DATE: Thursday, May 14, 1992 TIME: 11:55am
DRIVER: Jeff Wood
CAR NAME: Rent A Center/Pioneer Karaoke Houston Special
CAR CONDITION: Right side damage
DESCRIPTION: Low out of turn #4 (360 feet, 1 complete spin). Hit wall, then slid along wall (100 feet), then slid 810 feet across the track and stopped up against the inside wall.
DRIVER'S CONDITION: Small bruise on left knee, released to drive.
16. CAR NO. 50 DATE: Friday, May 15, 1992 TIME: 4:07pm
DRIVER: Jovy Marcelo
CAR NAME: Euromotorsport Fendi AGIP Taumarin IEMA Slam
CAR CONDITION: Extensive front and left-side damage.
DESCRIPTION: Went low in turn #1, did a 3/4 spin 440 feet to hit the wall in the south short chute with the left front and side, slid along the wall 120 feet, then came off the wall 670 feet with a half-spin to stop in the middle of turn #2.
DRIVER'S CONDITION: Marcelo was unconscious and taken to Methodist Hospital in critical condition with severe head and chest injuries. According to Dr. Henry Bock, Speedway Medical Director, Marcelo was pronounced dead at 4:35 p.m. at Methodist Hospital. The fatality was the first driver fatality at the Speedway since Gordon Smiley on May 15, 1982.
17. CAR NO. 81 DATE: Saturday, May 16, 1992 TIME: 4:42pm
DRIVER: Pancho Carter
CAR NAME: Jonathan Byrd's Cafeteria/Bryant Heating & Cooling
CAR CONDITION: Extensive right-side damage.
DESCRIPTION: Went high in turn #2 probably due to a broken left front suspension part. Traveled 220 feet, hit the wall with right side, slide along the wall 210 feet, then traveled 940 feet off the wall before stopping midway down the backstretch.
DRIVER'S CONDITION: Transported to Methodist Hospital by ambulance for X-rays of the right arm. Bruised right hip. Reported awake and alert in good condition.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Date: 5/24/92

Official Box Score 76th Running - May 24, 1992 INDIANAPOLIS 500 MILE RACE

FIN	ST	POS	CAR	DRIVER	CAR NAME & CHASSIS	LAPS COMP	RUNNING OR REASON OUT
1	12	3		Al Unser, Jr.	Valvoline Galmer '92 Chevrolet	92/G/CA	200 134.477
2	33	15		Scott Goodyear	Mackenzie Financial Special	92/L/CA	200 134.477
3	22	27	W	Al Unser	Conseco Special	92/L/B	200 134.375
4	2	9		Eddie Cheever	Target/Scotch Video Lola Ford Cosworth	92/L/F	200 134.374
5	8	18	W	Danny Sullivan	Molson/Kraco/STP Galmer '92 Chevrolet	92/G/CA	199 Running
6	10	12	W	Bobby Rahal	Miller Genuine Draft Special	92/L/CA	199 Running
7	25	11		Raul Boesel	Panasonic/SEGA Lola	92/L/CA	198 Running
8	14	8		John Andretti	Pennzoil Special	92/L/CA	195 Running
9	23	14	W	A.J. Foyt	A.J. Foyt/Copenhagen Racing	92/L/CA	195 Running
10	18	93		John Paul, Jr.	D.B. Mann Development Buick	90/L/B	194 Running
11	27	90	R	Lyn St. James	Agency Rent-A-Car/JCPenney "Spirit of the American	91/L/CA	193 Running
12	29	68		Dominic Dobson	Burns Racing/Tobacco Free America	91/L/CA	*193 Running
13	6	1		Michael Andretti	Kmart/Texaco Newman/Haas Lola Ford Cosworth	92/L/F	189 Fuel Pressure
14	24	21		Buddy Lazier	Leader Cards Lola	91/L/B	139 Blown engine
15	4	6	W	Arie Luyendyk	Target/Scotch Video Lola Ford Cosworth	92/L/F	135 Crash
16	32	31	R	Ted Prappas	Say No To Drugs/P.I.G. Racing	91/L/CA	135 Gear Box
17	5	51		Gary Bettenhausen	Glidden Paints Special	92/L/B	112 Crash
18	20	48		Jeff Andretti	Gillette/Carlo/Texaco	91/L/CA	109 Crash
19	26	39	R	Brian Bonner	Applebee's/DANKA	91/L/B	97 Crash
20	19	7	R	Paul Tracy	Mobil 1 Penske Chevy 91	91/P/CA	96 Failed engine
21	28	47	R	Jimmy Vasser	Kodalux/STP	91/L/CA	94 Crash
22	7	22		Scott Brayton	Amway/Northwest Airlines-Winning Spirit	92/L/B	93 Blown engine
23	3	2	W	Mario Andretti	Kmart/Texaco Newman/Haas Lola Ford Cosworth	92/L/F	78 Crash Turn 4
24	11	5	W	Emerson Fittipaldi	Marlboro Penske Chevy 92	92/P/CB	75 Crash
25	21	26		Jim Crawford	Quaker State Buick Lola/King Motorsports	92/L/B	74 Crash
26	9	4	W	Rick Mears	Marlboro Penske Chevy 92	92/P/CB	74 Crash
27	13	91		Stan Fox	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling	91/L/B	63 Crash
28	16	44	R	Phillippe Geche	Formula Project-Rhone Poulenc Rorer	91/L/CA	61 Crash
29	31	92	W	Gordon Johncock	STP/Jack's Tool Rental/Hemelgam	91/L/B	60 Blown Engine
30	17	10		Scott Pruett	Budweiser Eagle Truesports 92C	92/T/CA	52 Blown engine
31	30	59	W	Tom Sneva	Menard/Glidden/Conseco Special	91/L/B	10 Crash
32	15	19	R	Eric Bachelart	Royal Oak Charcoal/Mi-Jack	90/L/B	4 Blown engine
33	1	36		Roberto Guerrero	Quaker State Buick Lola/King Motorsports	92/L/B	0 Crash

Legend: W=Former Winner, R=Rookie
Chassis - G=Galmer, L=Lola, P=Penske, T=Truesports
Engines - B=Buick, CA=Chevy A, CB=Chevy B, F=Ford Cosworth XB

TIME OF RACE: 3:43:05.148 FASTEST LAP OF RACE: #1 Michael Andretti 229.118
AVERAGE SPEED: 134.477 FASTEST LEADING LAP: #1 Michael Andretti 229.118
MARGIN OF VICTORY: .043 Seconds

* Lap Penalty Applied - Passing under the yellow

Lap Leaders				Lap Prize Money			
Car	Driver	Lap No.	Laps	Car	Driver	Laps	Earnings
1	Michael Andretti	1	6	1	Michael Andretti	160	\$ 72,000
2	Mario Andretti	7	1	3	Al Unser, Jr.	25	11,250
1	Michael Andretti	8	6	9	Eddie Cheever	9	4,050
9	Eddie Cheever	14	7	27	Al Unser	4	1,800
1	Michael Andretti	21	26	2	Mario Andretti	1	450
9	Eddie Cheever	47	1	6	Arie Luyendyk	1	450
6	Arie Luyendyk	48	1				
1	Michael Andretti	49	39				
9	Eddie Cheever	88	1				\$ 90,000
1	Michael Andretti	89	19				
3	Al Unser, Jr.	108	2				
1	Michael Andretti	110	6				
3	Al Unser, Jr.	116	1				
1	Michael Andretti	117	24				
3	Al Unser, Jr.	141	11				
1	Michael Andretti	152	22				
27	Al Unser	174	4				
1	Michael Andretti	178	12				
3	Al Unser, Jr.	190	11				

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



SPEED SUMMARY REPORT

1992 INDIANAPOLIS 500 MILE RACE

05/25/92 08:00:00

RACE AVERAGES (LEADING CAR)

LAP NO.	CAR NO.	DRIVER	RACE TIME HR MN SECONDS	AVG SPEED
1	1	Michael Andretti	42.788	210.339
2	1	Michael Andretti	1:23.474	215.636
3	1	Michael Andretti	2:03.830	218.041
4	1	Michael Andretti	2:44.090	219.392
10	1	Michael Andretti	11:15.127	133.308
20	9	Eddie Cheever	27:55.628	107.422
30	1	Michael Andretti	34:43.972	129.560
40	1	Michael Andretti	41:30.646	144.541
50	1	Michael Andretti	48:51.072	153.527
60	1	Michael Andretti	55:44.516	161.458
70	1	Michael Andretti	1:10:06.100	149.782
80	1	Michael Andretti	1:28:24.494	135.734
90	1	Michael Andretti	1:45:30.656	127.949
100	1	Michael Andretti	1:58:44.732	126.321
110	1	Michael Andretti	2:15:48.115	121.500
120	1	Michael Andretti	2:29:39.836	120.269
130	1	Michael Andretti	2:38:31.467	123.009
140	1	Michael Andretti	2:49:42.749	123.739
150	3	Al Unser, Jr.	3:00:06.880	124.920
160	1	Michael Andretti	3:12:35.548	124.615
170	1	Michael Andretti	3:19:14.912	127.981
180	1	Michael Andretti	3:26:36.912	130.678
190	3	Al Unser, Jr.	3:33:52.962	133.251
200	3	Al Unser, Jr.	3:43:05.148	134.477

FASTEST LAP OF EACH CAR

CAR NO.	DRIVER	LAP NO.	LAP TIME HR MN SECONDS	LAP SPEED
1	Michael Andretti	166	39.281	229.118
9	Eddie Cheever	40	39.775	226.273
12	Bobby Rahal	147	39.900	225.564
15	Scott Goodyear	197	40.067	224.624
3	Al Unser, Jr.	196	40.182	223.981
8	John Andretti	193	40.235	223.686
27	Al Unser	112	40.306	223.292
6	Arie Luyendyk	135	40.328	223.170
18	Danny Sullivan	197	40.487	222.294
11	Raul Boesel	176	40.560	221.893
22	Scott Brayton	42	40.625	221.538
26	Jim Crawford	41	40.699	221.136
91	Stan Fox	58	40.722	221.011
2	Mario Andretti	39	40.794	220.621
51	Gary Bettenhausen	43	40.807	220.550
5	Emerson Fittipaldi	34	40.942	219.823
4	Rick Mears	42	41.100	218.978
7	Paul Tracy	42	41.104	218.957
10	Scott Pruett	38	41.298	217.928
44	Phillipe Gache	25	41.385	217.470
14	A.J. Foyt, Jr.	195	41.644	216.118
47	Jimmy Vasser	53	41.835	215.131
93	John Paul, Jr.	193	41.984	214.367
31	Ted Prappas	59	42.069	213.934
92	Gordon Johncock	59	42.099	213.782
68	Dominic Dobson	39	42.252	213.008
48	Jeff Andretti	109	42.431	212.109
21	Buddy Lazier	126	42.468	211.924
90	Lyn St. James	169	42.491	211.810
59	Tom Sneva	4	42.713	210.709
39	Brian Bonner	38	42.990	209.351
19	Eric Bachelart	4	43.244	208.121
36	Roberto Guerrero	0	.000	.000

FASTEST LEADING LAP

LAP NO.	CAR NO.	DRIVER	LAP TIME HR MN SECONDS	LAP SPEED
166	1	Michael Andretti	39.281	229.118

FASTEST LAP OF RACE

LAP NO.	CAR NO.	DRIVER	LAP TIME HR MN SECONDS	LAP SPEED
166	1	Michael Andretti	39.281	229.118

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



POS	AT LAP 1 2.5 MILES	AT LAP 2 5.0 MILES	AT LAP 4 10.0 MILES	AT LAP 10 25.0 MILES	POS
(1)	1 ANDRETTI MI	1 ANDRETTI MI	1 ANDRETTI MI	1 ANDRETTI MI	(1)
(2)	2 ANDRETTI MA	2 ANDRETTI MA	6 LUYENDYK	6 LUYENDYK	(2)
(3)	9 CHEEVER	6 LUYENDYK	9 CHEEVER	9 CHEEVER	(3)
(4)	6 LUYENDYK	9 CHEEVER	2 ANDRETTI MA	22 BRAYTON	(4)
(5)	51 BETTENHAUSEN	51 BETTENHAUSEN	22 BRAYTON	51 BETTENHAUSEN	(5)
(6)	22 BRAYTON	22 BRAYTON	51 BETTENHAUSEN	5 FITTIPALDI	(6)
(7)	18 SULLIVAN	5 FITTIPALDI	5 FITTIPALDI	12 RAHAL	(7)
(8)	4 MEARS	18 SULLIVAN	12 RAHAL	18 SULLIVAN	(8)
(9)	12 RAHAL	4 MEARS	18 SULLIVAN	8 ANDRETTI JH	(9)
(10)	5 FITTIPALDI	12 RAHAL	8 ANDRETTI JH	26 CRAWFORD	(10)
AVG SPEED: 209.200		AVG SPEED: 215.417*	AVG SPEED: 219.211*	AVG SPEED: 133.292	
LAST YR: 157.958		LAST YR: 108.006	LAST YR: 96.313	LAST YR: 143.883	
'89 RECORD: 209.200		'89 RECORD: 211.563	'90 RECORD: 213.101	'90 RECORD: 211.947	

POS	AT LAP 10 25.0 MILES	AT LAP 20 50.0 MILES	AT LAP 30 75.0 MILES	AT LAP 40 100.0 MILES	POS
(1)	1 ANDRETTI MI	9 CHEEVER	1 ANDRETTI MI	1 ANDRETTI MI	(1)
(2)	6 LUYENDYK	1 ANDRETTI MI	9 CHEEVER	9 CHEEVER	(2)
(3)	9 CHEEVER	22 BRAYTON	22 BRAYTON	22 BRAYTON	(3)
(4)	22 BRAYTON	6 LUYENDYK	6 LUYENDYK	6 LUYENDYK	(4)
(5)	51 BETTENHAUSEN	5 FITTIPALDI	5 FITTIPALDI	5 FITTIPALDI	(5)
(6)	5 FITTIPALDI	8 ANDRETTI JH	8 ANDRETTI JH	12 RAHAL	(6)
(7)	12 RAHAL	15 GOODYEAR	15 GOODYEAR	51 BETTENHAUSEN	(7)
(8)	18 SULLIVAN	18 SULLIVAN	51 BETTENHAUSEN	26 CRAWFORD	(8)
(9)	8 ANDRETTI JH	12 RAHAL	12 RAHAL	3 UNSER JR	(9)
(10)	26 CRAWFORD	31 PRAPPAS	18 SULLIVAN	8 ANDRETTI JH	(10)
AVG SPEED: 133.292		AVG SPEED: 107.420	AVG SPEED: 129.554	AVG SPEED: 144.536	
LAST YR: 143.883		LAST YR: 170.360	LAST YR: 140.177	LAST YR: 143.662	
'90 RECORD: 211.947		'90 RECORD: 209.587	'84 RECORD: 192.355	'84 RECORD: 192.724	

POS	AT LAP 50 125.0 MILES	AT LAP 60 150.0 MILES	AT LAP 70 175.0 MILES	AT LAP 80 200.0 MILES	POS
(1)	1 ANDRETTI MI	1 ANDRETTI MI	1 ANDRETTI MI	1 ANDRETTI MI	(1)
(2)	9 CHEEVER	9 CHEEVER	9 CHEEVER	9 CHEEVER	(2)
(3)	22 BRAYTON	5 FITTIPALDI	5 FITTIPALDI	6 LUYENDYK	1- (3)
(4)	6 LUYENDYK	6 LUYENDYK	6 LUYENDYK	12 RAHAL	1- (4)
(5)	5 FITTIPALDI	22 BRAYTON	12 RAHAL	3 UNSER JR	1- (5)
(6)	12 RAHAL	12 RAHAL	3 UNSER JR	22 BRAYTON	1- (6)
(7)	3 UNSER JR	3 UNSER JR	22 BRAYTON	15 GOODYEAR	1- (7)
(8)	15 GOODYEAR	15 GOODYEAR	15 GOODYEAR	7 TRACY	1- (8)
(9)	26 CRAWFORD	26 CRAWFORD	7 TRACY	27 UNSER	1- (9)
(10)	7 TRACY	7 TRACY	26 CRAWFORD	18 SULLIVAN	2- (10)
AVG SPEED: 153.524		AVG SPEED: 161.458	AVG SPEED: 149.782	AVG SPEED: 135.737	
LAST YR: 153.851		LAST YR: 160.048	LAST YR: 166.225	LAST YR: 169.566	
'84 RECORD: 186.657		'74 RECORD: 176.627	'86 RECORD: 171.113	'86 RECORD: 172.635	

POS	AT LAP 90 225.0 MILES	AT LAP 100 250.0 MILES	AT LAP 110 275.0 MILES	AT LAP 120 300.0 MILES	POS
(1)	1 ANDRETTI MI	1 ANDRETTI MI	1 ANDRETTI MI	1 ANDRETTI MI	(1)
(2)	9 CHEEVER	9 CHEEVER	3 UNSER JR	6 LUYENDYK	(2)
(3)	12 RAHAL	6 LUYENDYK	12 RAHAL	9 CHEEVER	(3)
(4)	22 BRAYTON	3 UNSER JR	9 CHEEVER	3 UNSER JR	(4)
(5)	3 UNSER JR	12 RAHAL	6 LUYENDYK	27 UNSER	(5)
(6)	6 LUYENDYK	15 GOODYEAR	15 GOODYEAR	15 GOODYEAR	(6)
(7)	27 UNSER	27 UNSER	27 UNSER	12 RAHAL	1- (7)
(8)	15 GOODYEAR	18 SULLIVAN	18 SULLIVAN	18 SULLIVAN	1- (8)
(9)	7 TRACY	51 BETTENHAUSEN	11 BOESEL	11 BOESEL	2- (9)
(10)	18 SULLIVAN	11 BOESEL	51 BETTENHAUSEN	14 FOYT	3- (10)
AVG SPEED: 127.951		AVG SPEED: 126.322	AVG SPEED: 121.502	AVG SPEED: 120.271	
LAST YR: 164.102		LAST YR: 168.123	LAST YR: 171.530	LAST YR: 173.593	
'86 RECORD: 174.111		'86 RECORD: 166.851	'86 RECORD: 177.000	'86 RECORD: 177.000	

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



POS	AT LAP 130 325.0 MILES		AT LAP 140 350.0 MILES		AT LAP 150 375.0 MILES		AT LAP 160 400.0 MILES		POS
(1)	1	ANDRETTI MI	1	ANDRETTI MI	3	UNSER JR	1	ANDRETTI MI	(1)
(2)	6	LUYENDYK	3	UNSER JR	1	ANDRETTI MI	15	GOODYEAR	(2)
(3)	3	UNSER JR	27	UNSER	27	UNSER	3	UNSER JR	(3)
(4)	27	UNSER	15	GOODYEAR	15	GOODYEAR	27	UNSER	(4)
(5)	15	GOODYEAR	12	RAHAL	12	RAHAL	18	SULLIVAN	1- (5)
(6)	9	CHEEVER 1-	9	CHEEVER 1-	18	SULLIVAN 1-	12	RAHAL 1-	(6)
(7)	12	RAHAL 1-	18	SULLIVAN 1-	9	CHEEVER 1-	9	CHEEVER 1-	(7)
(8)	18	SULLIVAN 1-	11	BOESEL 2-	11	BOESEL 2-	11	BOESEL 2-	(8)
(9)	11	BOESEL 2-	93	PAUL 4-	93	PAUL 4-	93	PAUL 4-	(9)
(10)	14	FOYT 3-	6	LUYENDYK 4-	14	FOYT 5-	8	ANDRETTI JH 5-	(10)
AVG SPEED: 123.012		AVG SPEED: 123.740		AVG SPEED: 124.923		AVG SPEED: 124.617			
LAST YR: 176.276		LAST YR: 177.929		LAST YR: 177.336		LAST YR: 175.913			
'90 RECORD: 180.624		'90 RECORD: 182.478		'90 RECORD: 178.978		'90 RECORD: 180.834			

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)	1	ANDRETTI MI	1	ANDRETTI MI	3	UNSER JR	3	UNSER JR	(1)
(2)	15	GOODYEAR	15	GOODYEAR	15	GOODYEAR	15	GOODYEAR	(2)
(3)	3	UNSER JR	3	UNSER JR	27	UNSER	27	UNSER	(3)
(4)	27	UNSER	27	UNSER	1	ANDRETTI MI 1-	18	SULLIVAN 1-	(4)
(5)	18	SULLIVAN 1-	12	RAHAL	18	SULLIVAN 1-	12	RAHAL 1-	(5)
(6)	12	RAHAL 1-	9	CHEEVER 1-	12	RAHAL 1-	9	CHEEVER 1-	(6)
(7)	9	CHEEVER 1-	18	SULLIVAN 1-	9	CHEEVER 1-	11	BOESEL 2-	(7)
(8)	11	BOESEL 2-	11	BOESEL 2-	11	BOESEL 2-	8	ANDRETTI JH 5-	(8)
(9)	93	PAUL 5-	93	PAUL 5-	8	ANDRETTI JH 5-	93	PAUL 6-	(9)
(10)	8	ANDRETTI JH 5-	8	ANDRETTI JH 5-	93	PAUL 6-	14	FOYT 6-	(10)
AVG SPEED: 127.983		AVG SPEED: 130.680		AVG SPEED: 133.254		AVG SPEED: 134.479			
LAST YR: 177.643		LAST YR: 178.901		LAST YR: 177.704		LAST YR: 176.457			
'90 RECORD: 182.561		'90 RECORD: 183.239		'90 RECORD: 184.661		'90 RECORD: 185.981			

LAP LEADERS

Laps	Car	Driver
1- 13	1	ANDRETTI MI
14- 20	9	CHEEVER
21- 46	1	ANDRETTI MI
47- 47	9	CHEEVER
48- 48	6	LUYENDYK
49- 80	1	ANDRETTI MI
81- 87	1	ANDRETTI MI
88- 88	9	CHEEVER
89-107	1	ANDRETTI MI
108-109	3	UNSER JR
110-115	1	ANDRETTI MI
116-116	3	UNSER JR
117-140	1	ANDRETTI MI
141-151	3	UNSER JR
152-173	1	ANDRETTI MI
174-177	27	UNSER
178-189	1	ANDRETTI MI
190-200	3	UNSER JR

OUT OF RACE

Lap	Car	Driver	Reason
1	36	GUERRERO	Crash
4	19	BACHELART	Blown engine
12	59	SNEVA	Crash
58	10	PRUETT	Blown engine
62	92	JOHNCOCK	Blown Engine
67	44	GACHE	Crash
67	91	FOX	Crash
75	4	MEARS	Crash
75	5	FITTIPALDI	Crash
75	26	CRAWFORD	Crash
84	2	ANDRETTI MA	Crash Turn 4
96	22	BRAYTON	Blown engine
98	47	VASSER	Crash
103	7	TRACY	Failed engine
103	39	BONNER	Crash
115	48	ANDRETTI JF	Crash
115	51	BETTENHAUSEN	Crash
137	6	LUYENDYK	Crash
149	21	LAZIER	Blown engine
149	31	PRAPPAS	Gear Box
191	1	ANDRETTI MI	Blown engine

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LAP PRIZE MONEY

Car Driver	Laps	Amount
1 ANDRETTI MI	161	\$72,450.00
3 UNSER JR	25	\$11,250.00
9 CHEEVER	9	\$4,050.00
27 UNSER	4	\$1,800.00
6 LUYENDYK	1	\$450.00

CAUTION FLAGS

Laps	Num	Time	Reason
6- 10	5	0:07:14	#19 Blown Engine
12- 20	9	0:15:20	#59 Crash
62- 66	5	0:05:44	#92 blown engine
67- 75	9	0:15:26	#44 Crash
76- 83	8	0:14:22	Crash Cars 5,26,4
83- 89	7	0:10:42	#2 Crash
94- 96	3	0:03:52	#22 Blown engine
97-102	6	0:09:53	#7 Failed engine
102-109	8	0:12:38	#39 Crash
115-122	8	0:14:06	#48 and #51 Crash
137-143	7	0:12:28	#6 Crash
150-155	6	0:09:16	#21 Blown Engine
190-193	4	0:04:14	#1 Blown engine
85		2:15:15	

POSITION SUMMARY

LAP	TIME	SPEED	1	2	3	4	5	6	7	8	9	10
1	00:00:42.912	209.200	1	2	9	6	51	22	18	4	12	5
2	00:01:23.559	215.417	1	2	6	9	51	22	5	18	4	12
4	00:02:44.225	219.211	1	6	9	2	22	51	5	12	18	8
10	00:11:15.211	133.292	1	6	9	22	51	5	12	18	8	26
20	00:27:55.637	107.420	9	1	22	6	5	8	15	18	12	31
30	00:34:44.069	129.554	1	9	22	6	5	8	15	51	12	18
40	00:41:30.722	144.536	1	9	22	6	5	12	51	26	3	8
50	00:48:51.143	153.524	1	9	22	6	5	12	3	15	26	7
60	00:55:44.524	161.458	1	9	5	6	22	12	3	15	26	7
70	01:10:06.611	149.782	1	9	5	6	12	3	22	15	7	26
80	01:28:24.393	135.737	1	9	6	12	3	22	15	7	27	18
90	01:45:30.552	127.951	1	9	12	22	3	6	27	15	7	18
100	01:58:44.666	126.322	1	9	6	3	12	15	27	18	51	11
110	02:15:47.992	121.502	1	3	12	9	6	15	27	18	11	51
120	02:29:39.701	120.271	1	6	9	3	27	15	12	18	11	14
130	02:38:31.286	123.012	1	6	3	27	15	9	12	18	11	14
140	02:49:42.623	123.740	1	3	27	15	12	9	18	11	93	6
150	03:00:06.633	124.923	3	1	27	15	12	18	9	11	93	14
160	03:12:35.363	124.617	1	15	3	27	18	12	9	11	93	8
170	03:19:14.710	127.983	1	15	3	27	18	12	9	11	93	8
180	03:26:36.717	130.680	1	15	3	27	12	9	18	11	93	8
190	03:33:52.614	133.254	3	15	27	1	18	12	9	11	8	93
200	03:43:04.991	134.479	3	15	27	18	12	9	11	8	93	14

PIT STOPS

Pos	Car Driver	Total Stops	Total Time	Lap	Description	Time
(1)	3 UNSER JR	8	01:53	174	FUEL LF RF LR RR	00:15
				151	FUEL	00:08
(2)	15 GOODYEAR	7	42:37	174	FUEL LF RF LR RR	00:18
				138	FUEL LR RR	00:14
(3)	27 UNSER	8	02:38	177	FUEL LF RF LR RR	00:19
				151	FUEL LF RF LR RR	00:13

RACE DAY AWARDS

Lap Car	Driver	Description	AMOUNT
3	1 ANDRETTI MI	Marsh 3rd Year At Indy Award	\$5,000
40	1 ANDRETTI MI	NADA Leader At 100 Miles	\$1,000
48	6 LUYENDYK	Terre Haute FNB "Chapman S. Root" Award	\$5,000
62	1 ANDRETTI MI	Bear Automotive Leader At Lap 62	\$6,200
80	1 ANDRETTI MI	NADA Leader At 200 Miles	\$2,000
100	1 ANDRETTI MI	Gillette Halfway Challenge	\$10,000
120	1 ANDRETTI MI	NADA Leader At 300 Miles	\$3,000
160	1 ANDRETTI MI	NADA Leader At 400 Miles	\$4,000

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Race Running

Page 1

Update from Dr. Henry Bock, Speedway Medical Director at 8:00 a.m. today: Nelson Piquet is in good condition. There has been improvement in the revision of skin grafts. Physical therapy continues.

The command, "Lady and Gentlemen, Start Your Engines" was given at 10:51, as scheduled.

The #93 of John Paul, Jr did not fire at the command, but rejoined.

On the second parade lap the polesitter #36 Roberto Guerrero spun on the backstretch, and the driver has climbed out of the car. Right rear suspension damage noted on Guerrero's machine as it is towed away. Guerrero was examined at Hanna Medical Center in the infield, and is uninjured. His immediate release is expected.

Still prior to the start #44 Philippe Gache spun in turn 4 and stopped. He was in the pits changing a spark box, misfiring. He rejoined the field on lap 3.

Green flag at 11:04. Michael Andretti #1 led lap 1.

Marsh Supermarkets marks its 3rd consecutive year of commitment to the Indianapolis Motor Speedway by awarding \$5,000 to Michael Andretti, the race leader at lap three.

Michael Andretti, race leader of lap 5, receives \$5,000 from Indiana Gas Company, sponsor of the "On the Gas" Award.

On lap 5 Eric Bachelart #19 showed heavy smoke in turn 1 and was low and slow.

YELLOW FLAG: The yellow flag came out for #19 Bachelart, laps 6-10. Car owner Dale Coyne said, "Eric told us something blew up big time. We had moved up 4 positions and were doing well. We don't know what happened." During the caution Mario Andretti, #2 pitted. His engine has been sounding rough. During the stop the crew attempted to solve the misfire by changing part of the electrical system. He exited the pits, minus the engine cover, and pitted again. Also during the yellow #21 Buddy Lazier had an extended stay in the pits to change spark plugs.

SECOND YELLOW FLAG: Car #59 Tom Sneva spun and contacted the turn 4 wall, with 11 laps completed by the leaders. The car sustained left side damage. Most of the field pitted during the yellow, including #2 Mario Andretti again, and #91 Stan Fox to work on the clutch pedal. Eddie Cheever #9 leads under the yellow.

Eric Bachelart, driver of the #19, explained his blown engine: "Maybe the transmission broke and the engine blew up. The car had good balance. The first lap in traffic I was watching to make sure all was ok, i was comfortable, had a good feeling, and something happened with the transmission and the engine blew up. The time in the race was short. Too short. Too bad because it went so well, with our qualifying and our whole month."

Michael Andretti, #1 regains the lead when the green flag comes out after the second caution.

ROBERTO GUERRERO (on the accident before the start) "I hoped it was a dream or a nightmare. Obviously, with the cold weather, I was just trying to warm up the tires. I just gave it a little too much and it swapped ends."

According to Dr. Henry Bock, Tom Sneva is awake and alert. He has contusions to the left chest, left hip and both feet. He will be transported to Methodist Hospital for further evaluation.

With 35 laps complete, there are 16 cars on the lead lap.

From lap 35 on, green flag pit stops by various teams.

As the leaders complete 45 laps, #10 Scott Pruett is pitting for possible smoke or spray.

Leader #1 Michael Andretti pits on lap 46.

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

Kenny Bernstein, car owner for #26 Jim Crawford, on the car, "The brakes are just a little warm." During their pit stop they made a wing adjustment in addition to looking at the brakes.

As the leaders complete 61 laps, #10 Scott Pruett is being pushed back to Gasoline Alley.

John Andretti, #8 pitted had to go around to pit again. He has been in the pits for an extended period. According to a team spokesman, Andretti came in too hot, and the resulting brush with the tires damaged the left front wing and steering arm.

THIRD YELLOW FLAG: The caution came out for heavy spray on the backstretch from #92 Gordon Johncock, who is pitting, smoking heavily.

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In honor of Bear's 62 years of service at the Indy 500, the Bear Automotive Service Equipment Award of \$6,200 to race leader at Lap 62 is awarded to Michael Andretti.

FOURTH YELLOW FLAG: Accident between turns 1 and 2, involving #44 Philippe Gache and #91 Stan Fox. Observers noted #44 Gache spun, hit the wall, and came down the track into the groove, leaving Fox nowhere to go. Fox has been examined and released from the Hanna Medical Center, in good condition. Gache has a contusion to the right forearm, and has been released in good condition. Laps of caution 67-75.

SCOTT PRUETT: "Actually we broke a water line which caused the engine to go. It was a rough day. "

GORDON JOHNSON: "I went into turn 2, heard the engine, looked back in my mirror, smoke was coming out. It blew up and that was all. "

FIFTH CAUTION FLAG: Accident in turn 2 involving #26 Jim Crawford, who spun and #4 Rick Mears and #31 Ted Prappas. Prappas went low, into the grass to avoid, then continued. Emerson Fittipaldi, #5 got involved after the initial accident.

Car owner Kenny Bernstein, on Crawford's accident: "Rough day, huh? Sometimes that happens in motorsports. We don't like it and it's not fun. Before we were just chasing a little chassis push. It wasn't anything major. I just heard from Jim. He didn't say what happened but he's out of the car and we're happy for that."

During the fifth caution #68 Dominic Dobson pitted twice. On the first stop he left the pits without a left rear, and had to come back for the missing tire.

SIXTH CAUTION FLAG: On the restart (completing lap 83) the yellow was displayed for a turn 4 accident after #2 Mario Andretti spun, hit the outside wall and came back down the track to a stop. Leader #1 Michael Andretti pitted under the yellow, lap 88.

STAN FOX: "I'm fine. It's just unfortunate. A car hit the wall -- Philippe I think. I just couldn't get it pulled down in time."

SEVENTH CAUTION FLAG: Blown engine on #22 Scott Brayton, on lap 94. Under the yellow, there are 5 on the lead lap.

PHILIPPE GACHE: "I'm not sure what happened. I saw a car under heavy braking. I spun and hit the wall and another car hit me."

After the restart #7 Paul Tracy was reported smoking, low and slow.

EIGHTH CAUTION FLAG: At the same time #7 slowed #47 Jimmy Vasser pulled off into the grass after making contact with the turn 1 wall.

Car owner Dick Simon on Scott Brayton's retirement from the race, "Lost engine. We don't have any indication. This is what happens in racing. Last year in the race we lost a piston in the Chevy. This year it was a Buick. That's just what happens in racing."

SCOTT BRAYTON: "I was trying to get around (Bobby) Rahal and I was pulling some really good revs...I was getting a little too much tow off Rahal as I was trying to pass him. The biggest thing is that it's so cold today the oil and water temperatures keep coming down. We were having a helluva time keeping the temp in the motor."

Michael Andretti receives \$10,000 for leading the 1992 Indy 500 at the halfway point as winner of the Gillette Halfway Challenge.

NINTH CAUTION FLAG: On the restart, with the leaders completing 102 laps, #39 Brian Bonner spun and hit the outside wall in turn 4, damaging the front end of the car.

MEDICAL UPDATES: Tom Sneva has been released from Methodist Hospital, X-rays negative. Jim Crawford is en route to Methodist Hospital, with an injury to the left foot. Rick Mears also en route to Methodist, laceration to left knee. Emerson Fittipaldi en route to Methodist, puncture wound to left knee. Mario Andretti en route to Methodist, injury to both feet. Jimmy Vasser to Methodist, possible fracture to right thigh bone. Brian Bonner is on the way to Methodist for X-rays and further evaluation, with a contusion of the left foot and abrasions to the right leg.

PAUL TRACY: "The motor went away. It was running great. We were taking our time and gaining positions. In a matter of time, we would have been in the top three."

Bobby Rahal #12 pitted on lap 114 under the green. He had been running in the top 6. He needed to change a flat right rear after running over debris.

TENTH CAUTION FLAG: Accident involving #51 Gary Bettenhausen and #48 Jeff Andretti on lap 115, turn 2. Jeff Andretti's car had a wheel come off prior to the accident. During the yellow there are 6 cars on the lead lap.

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Observers have been watching #1 Michael Andretti for dragging something and throwing sparks.

Dominic Dobson #68 will be assessed a 1-lap penalty for passing under the yellow.

At lap 125 #9 Eddie Cheever will receive a 1-lap penalty for passing under the yellow.

Gary Bettenhausen was released from Hanna Medical Center in good condition at 1:40, lap 125.

ELEVENTH CAUTION FLAG: Car #6 Arie Luyendyk is up against the wall on lap 137, turn 4. He had been running second to #1 Michael Andretti. After the pits opened there were numerous pit stops, including the leader. There are 15 cars left running, 5 cars on the lead lap.

MEDICAL UPDATE: Jeff Andretti is awake and has injuries to both feet and ankles and a concussion. He is en route to Methodist Hospital for further evaluation.

Tom Anderson, crew chief for #6 Luyendyk: "I guess it just gave away. Whatever happened, sort of happened instantly. I radioed him and said, 'It's yellow' and he said, 'It's for me.' He's fine."

The green flag came out again as the leaders complete lap 143.

Ted Prappas #31 has retired for the day before lap 150. Asked about the reason why Prappas said, "Something in the gearbox. That's all I know."

TWELFTH CAUTION FLAG: Buddy Lazier #21 has lost power on the backstretch, lap 150. All of the leaders pitted under the yellow, lap 152 except #1 Michael Andretti. The first lap back under the green, 156 complete, the order was #1 Michael Andretti, #15 Scott Goodyear, #3 Al Unser, Jr, #27 Al Unser (all on lead lap), #18 Danny Sullivan, #12 Bobby Rahal, #9 Eddie Cheever (all one lap down).

The National Automobile Dealers Association presents cash awards to the race leaders at the 100, 200, 300 and 400 mile marks. Winners:

100 Miles	\$1,000	Michael Andretti
200 Miles	\$2,000	Michael Andretti
300 Miles	\$3,000	Michael Andretti
400 Miles	\$4,000	Michael Andretti

Before 170 laps a second 1-lap penalty has been noted against #68 Dominic Dobson, for passing under the yellow flag.

On lap 171 #18 Danny Sullivan pits under the green.

On lap 173 leader #1 Michael Andretti pits under the green, followed by #15 Scott Goodyear in the pits, lap 174, and #3 Al Unser, Jr in the pits, lap 175. Al Unser had passed Al Unser, Jr in the laps just prior to the pit stops, and took the lead until he also pitted under the green, lap 177. Michael Andretti has retaken the lead on lap 178, followed by #15 Goodyear, #3 Unser, Jr, #12 Rahal, and #27 Unser. All 5 are on the lead lap, due to the pit stops. Rahal makes his final stop on lap 181.

On lap 188 #3 Al Unser, Jr passes #15 Scott Goodyear for second.

THIRTEENTH CAUTION: Leader #1 Michael Andretti slows on the backstretch with 189 laps complete. Andretti has stopped between turns 3 and 4 and will require a tow-in. The green flag comes out again with 193 laps complete.

Interval in the closing laps: With 196 laps complete Unser, Jr over Goodyear .3 of a second. With 197 laps complete: .1 of a second, Unser with a lap speed of 222.723, Goodyear 224.137 mph. With 198 complete .2 of a second, 223.453 mph by Unser, 222.822 by Goodyear. With 199 laps complete .2 of a second, 223.647 by Unser, 223.436 by Goodyear. Unser over Goodyear at the finish line by less than a tenth of a second, 222.668 mph over Goodyear's lap of 224.020.

Unofficial margin of victory: .043 of a second.

MEDICAL UPDATE POST-RACE: The following have been released from Methodist Hospital: Emerson Fittipaldi with a puncture wound to the left knee; Rick Mears with a small laceration to the right knee; Jim Crawford with a fracture to the left foot. Jeff Andretti is still under evaluation at Methodist. There are plans for surgery to correct fractures to both ankles and feet. Jimmy Vasser is at Methodist, to have surgery for a fracture to the right thigh bone.

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AL UNSER, JR. (#3 Valvoline Galmer '92 Chevrolet): (about the last lap?) "I was looking for the white flag on the 198 lap...I thought this was the infamous last lap I've always wanted to lead. But, from the time we went green from that last yellow, I never let up. It was flat all the way...It was a little bit emotional. I looked in my mirrors and Scott was that much closer to me...I was a little bit loose coming off three...I was coming off of four and he was all in my mirrors. I was trying to make my car as wide as I could make it...When I took the checkered flag, Scott was right under my exhaust." (were you talking to Scott Goodyear during the last lap?) "I wasn't talking to Scott -- I was talking to my Chevy and to my Galmer and saying, 'Come on, let's go!'" (how close was Goodyear?) "I was pushing a little bit in 3 and 4 and I was balanced in 1 and 2...He was working through Turn 4 better than I was...If the race would have been 100 yards longer, he probably would have won it." (Is winning the race what you thought it would be like?) "It's every bit what I thought and more. That trip around the track in the pace car was awesome." (what are your thoughts about Michael Andretti?) "I know exactly what he's feeling. It hurts." (Does Michael's experience today compare with yours of 1989 when Emerson Fittipaldi won the race?) "Sure. My deal in '89 ended when I talked to Emerson at the banquet that night...Nothing can get me '89 back and nothing can take '89 away from me. It was racing." (your thoughts about the number of yellows today?) "It was the tires...I was warming up my tires from the beginning of the race...With the cold today and the cold last night, those tires are rock hard. That's what bit Guerrero. From that point on, I was extremely careful." (did you have any close calls today?) "I squeaked it in Turn 4 and almost paid dearly for it...The closest call I had was crossing the finish line. Pretty much everything happened behind me." (did you think about you and your father finishing first and second today?) "Yeah, I thought there for a little bit that that might be nice. But Michael was still in it then...He (Michael) definitely had the fastest car out there. For me, it was a race for second. And for a minute, I felt sorry for him, and then I looked up and Scott was right up my exhaust." (you didn't have a good carburetion day practice, how was your car today?) "We really didn't have the mechanical end of this car figured out. My savior today was the cold weather...I had a real loose entry going into the corners, and then coming out, you couldn't turn it. So what do you do?...We were kinda outdated for this race...We had an older package with the A engine...So we sat down yesterday after the parade, and we said 'Okay, we're kinda outdated, let's just do the best we can.' Rick said, 'I want to win this race.' And I said, 'We'll do the best job we can do, Boss. But there's not a whole lot we can do.' This tells you that if you hang tight, miracles do happen." (did you call in the Cheever penalty?) "Yeah, I'm the one that called it in because I was upset. (Under the yellow,) he went by one, then he went by another. I thought he was just clearing out his engine and he'd come back. But he didn't come back. I knew what he was doing. He was passing lapped cars. He wanted to get up there with his teammate. I called it in because you can't do that. I know because I've tried it at this place and you can't do that." (have you seen your father since you took the checkered flag?) "Yeah, we hugged and both of us had tears in our eyes. He said he was proud of me...I'll just be happy if I get to be known as my father -- to never be counted out of any race." (If your son wants to become an Indy car driver, what would you say?) "If he wants to, he's got a lot of work in front of him. If he wants to, that's great. It's a lot of work. If he has the dedication, I'll help him do it." (tell us about the stomachache you had that kept you from a scheduled press conference on Friday?) "To be honest, I didn't have a good day on Carburetion Day and I really didn't feel like coming in here and talking about it...I don't like coming in and making excuses, so I didn't come in at all. My apologies for not coming in at all. I just didn't want to talk about it."

RICK GALLES (Owner, #3 Valvoline Galmer '92 Chevrolet): (about the car today?) "Like Al said, when we get this mechanical thing figured, we're gonna have a really great race car...We sat on the pole in Australia and won in Long Beach -- I think we have some potential." (what were your thoughts about winning today?) "I made a mistake in '89. I was already planning the parade back in Albuquerque. I didn't do that today...We've won the championship before, but nothing was like that drive around the track today (the parade lap after winning the race)." (your thoughts about Scott Goodyear?) "People talk about young drivers. But Scott Goodyear - my compliments to him. He and Derrick Walker didn't have the finances as some of the other teams, but you sure couldn't have told that today."

SCOTT GOODYEAR (#15 Mackenzie Financial Special) (On his last lap): "I have to say that I wondered exactly where Michael was. I was ecstatic without a doubt when I found out. When Derrick told me there was nine laps to go, we were here for one thing only. I'm still disappointed that we didn't win. If we would have been 10 or 15 seconds behind Al, coming in second would have been easier, but we were in the hunt and it's kind of disappointing. They tell me that we missed winning by 43/100's of a second, but that's not close enough for my liking. I only wish the start-finish line had been another 100 yards down. I'm sure that when it all sinks in tomorrow, I'll feel much better about it. I have to thank Derrick and the crew for their hard work all month. Especially considering the problems that we've had. Without their support and the support of Mackenzie Financial Group, we wouldn't be here. I also have to express my appreciation to Mike Groff. He's a very talented driver and he'll have more chances here." (Assessing the crashes): "It all came down to tire temperatures. With the cold temperatures, the tires just don't have the adhesion to stick to the road due to the make-up of the tire compound. I had some close calls. The first one was when the Marlboro cars went out, I thought I was going to have trouble. Then, when Jeff Andretti and someone else got into it." (On his experience with cool tires): "I live in Canada!" "A fun thing for me to do is to find a snowy cold road and have fun with it. I'm used to cold weather."

DERRICK WALKER (#15 Mackenzie Financial/Car Owner) (On finishing 2nd after starting 33rd): "It's a relief really. What's come out is what a good driver Scott is. He showed a lot of discipline out there today. We've got a great crew that dealt with conditions that were a nightmare. Our engineer just kept with it and made adjustments all day long. Coming from 33rd to second...I'll take it!"

EDDIE CHEEVER (#9 Target/Scotch Video Lola Ford Cosworth) "It wasn't a race. It was stop and go and stop and go and in and out...Our tires were so cold today it was hard to get any temperature into them....There are two pedals in a race car. The one on the right goes fast, the one on the left stops. It's your choice how fast you want to go."

RAUL BOESEL (#11 Panasonic/SEGA Lola) "The hardest part of the race was to keep concentration and not let down because of all of the long yellows. The car ran like a clock all day. No problems whatsoever. It was a really fine race for me." (were all of the cautions tough on you?) "Not really. You just had to stay focused and not lose concentration. That was the main thing."

STAN FOX (#91 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling/WGCC) (on incident with Philippe Gache, lap 63, turn 1) "It's an unfortunate deal. I saw smoke (going into the turn) and was committed to the line. There was a car ahead of me that slowed down. I think it was Foyt or Jeff Andretti. I couldn't turn down to get out of the way. I got hard on the brakes, but I was kind of boxed in. I tagged him (Gache) with my right front. There was nowhere for me to go. You know, I can find the holes. You do that all the time driving midget cars. But there was no hole this time. I was unlucky to crash, but lucky to be okay." (on race up to the accident) "We had clutch problems on our first pit stop. After we got that fixed, the car was just great. It was feeling real good."

PETER GIBBONS - Chief Engineer(#1 Kmart/Texaco Lola) "Michael reported that the engine was running perfect all day and then we just lost fuel pressure."

ARIE LUYENDYK (#6 Target/Scotch Lola Ford-Cosworth) "I'm very well. I didn't hurt myself at all. I'm happy that I'm not hurt. Unfortunately a lot of guys have been hurt this month and today. It was a typical racing accident. I went below one of the back markers and as I was beside him, he didn't see me, so he came down on me and forced me way down low on the apron and when I went down into Turn 4 I bottomed out with the front end and it pushed the wheel off the ground and I had no steering. By the time I had my steering back, I was in the grey and it was dirty. I couldn't hold it and I hit the wall. (Why do you think there were so many accidents today and how did the weather effect racing?) "I don't know, but there are a lot of inexperienced drivers out there."

JOHN PAUL JR. (#93 D.B. Mann Development Buick): "We broke a fuel cable before the race, so we had to replace that before the start, then the car wouldn't idle, and it was stalling in the pits. Under yellows in traffic it would stall, and I'd have to bump start it." (About the car) "It wasn't running very well in traffic, but the Buick finished the race."

DOMINIC DOBSON (#68 Burns Racing/Tobacco Free America): (About 12th place finish) "I feel pretty good, we finished." (About race) "I got docked laps for passing under the yellow. They said I passed Jr. in the backstretch. At one point he let me pass him, so I don't know. Then they docked me again for passing in the pits under a yellow. I don't see that, everyone does that." (About car) "The car didn't handle well in traffic, but I didn't practice here in traffic so I didn't know what to expect. I am glad we finished, considering where we started."

DANNY SULLIVAN (#18 Molson/Kraco/STP Galmer '92 Chevrolet): (About race) "We changed tires on the first stop, and they were the only bad set we had all month, I had a massive push, and lost a lot of ground. Once we changed that set (of tires) I was able to dial it back in and run pretty well." (About finish) "I'm very happy with the finish, if you would have asked me before the race I would have been happy with 5th, in the middle of the race, I would have been happy with a top 10 finish, to finish 4th is great, I am very pleased. I am really happy for Al and the whole race team, he deserves this."

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BOBBY RAHAL (#12 Miller Genuine Draft Special): "A flat right rear tire really hurt us today. I could run in front of Al Jr, and the rest of the Chevrolet cars. But I lost a lap when the tire went down and I was on the green flag. Unfortunately, the track went yellow on the very next lap and I got stuck behind the pace car. Our crew did a good job all day making the proper adjustments. But that one flat tire cost us a chance to win. That's the breaks. With all of the carnage out there today, I'm glad we could roll our car back to the garage. We're still leading the points and going to Detroit in one piece. That's very good both from a driver and team owner standpoint." (About the day) "You just have to be careful on the restarts, and keep your wits about you."

AL UNSER (#27 Conoco Special): (about finishing third and having your son win the race?) "It's really great to have the race that we had and then to have your boy win it. That's neat. We ran the way we wanted to run. We came close -- but close only counts in horseshoes and hand grenades. You always go for it and hope you can do it. There were some crashes in front of me. Snea was one of them. The car did a very good job today. I messed up in the pits once today, but luckily it was under a yellow." (about Al Jr. winning the race?) "I'm proud of him. I knew he was up there, but I didn't know how close Goodyear was...I'll tell ya, you're always happy when you win. In '87, I came in with no ride and won the race. So now, people said 'You're gonna win it again.' I did win. I have. My son won...It's an emotional deal. To win it and then to have your son come and win it, it's the greatest feeling there is." (how do you feel about having a third Unser win the "500?") "It fulfills a dream." (What did you tell Al Jr. when he was his son's age watching you win races?) "He wasn't here. He was always home being punished for ditching school so much. I caught him ditching school for a week so I grounded him and he couldn't come to the race the year I won."

GARY BETTENHAUSEN (#51 Glidden Paints Special): (about the incident that put him out of the race?) "Jeff Andretti drilled me right into the wall. He crashed and hit the wall. There was debris everywhere and all I could do is try to weed my way through it. One of his wheels went up about 30 feet in the air and crashed down on my left front suspension."

EMERSON FITTIPALDI (#5 Marlboro Penske Chevy 92) "For sure I'm disappointed. The car was working beautifully. I'd moved up to third place and looking for a good finish. Then I was going into turn 1 and I saw the yellow light go on for Rick's accident and I had to lift and brake and I was at the apex of the turn and the car just spun. I thought I might have been able to do a 360 but I couldn't make it around. I feel fine. I just have a puncture in my left leg so I need to rest for a few days. I would also like to congratulate Al Jr. for his win. It just shows how competitive our series is this season."

MICHAEL ANDRETTI (#1 Kmart/Texaco Newman/Haas Lola Ford Cosworth) "It can't get much worse than this. This place is cruel, so cruel. It was really hard to keep my concentration. First dad and then Jeff. I knew Jeff's was bad. I knew I still had a job to do, but it was hard to concentrate. I thought I was getting the job done. The car was perfect. I've never had a car so perfect. It looks like a fuel pump, but we're not sure yet. Man, losing after seeing what happened to dad and Jeff is really hard to take."

RICK MEARS (#4 Marlboro Penske Chevy 92) the car had been running well up until the accident. What happened was when we went green John Andretti started to back up and Jim Crawford went high to pass him and spun. Next thing I knew I was nose to nose with Crawford and there was nothing I could do to avoid it. Once again the Marlboro Penske chassis held up great -- we took another hard hit and I feel fine. I'd like to congratulate Al Jr. on his first 500 win, he really used all his experience to get the job done."

A.J. FOYT, JR (#14 A.J. Foyt/Copenhagen Racing) (on Jeff Andretti's accident) "It's a terrible thing that happened. After looking at the car what caused the accident was the right rear hub broke. It was not where the wheel come off where somebody didn't tighten it, the hub broke itself. We looked at the upright and grease had not been hot or galled or anything. It was one of those unfortunate things like when I broke a brake pedal. Very disappointing 'cause I think we could have went somewhere, we were planning on running him at Detroit. It just makes me sick when somebody gets hurt in one of my cars. It wasn't his fault and it wasn't the mechanics' fault, it was just a defective part." (on A.J.'s race) "I'm just glad to finish this race. Considering everything it went pretty good. We should've been in about 3 or 4 wrecks. We got behind on that first yellow where I ran over debris from Snea's accident...whew that was close...It bent something in the front 'cause you can see where the thing (car) is towed out a mile. That's where my straightaway speed went...I lost my left mirror with about 50 laps to go, I wondered what slapped me up the side of the head. So I asked my crew to let me be aware if someone's coming up on me. It's hard to drive and with me going in high and a lot of these road racers will dive under you where you want to race hard and they can't make it so if you do you're gonna kill 'em. I kept trying to look for 'em so, that's hard to drive that way. That's the reason when the leaders come up I just kinda moved over."

LYN ST. JAMES (#90 Agency Rent-A-Car/JC Penney Spirit of the American Woman): "To go out and go to the top of the mountain by yourself, it takes this incredible energy and support and I've got that and I think that's the greatest thing in the world." (on her crew): "They did so well. They never put any pressure on me or got me rattled and they gave me a great race car. You can't ask for any more than that." (About any jitters): "At the beginning, I made a couple of moves and I wasn't successful on them. It was like, 'Damn' and I settled down. I said, 'Lyn, why don't you learn?' and that's what I did. I really didn't have any jitters. I kept cool so we just did it. The car was absolutely perfect all day. The tires were stable for me. I guess others had problems but we didn't. I can't be anything else but absolutely ticked." (Her first impression): "It's fantastic." (What was it like?): "With the coldness in the weather, it was a little easier on the car. The track really never went away. I don't want to say it's easy because it wasn't easy. It was just a little easier than I thought. All I kept saying was, 'I've got to come back and do this again.'" (About the cautions): "Unbelievable. The one thing I learned is that you can't get impatient. I did have a couple of cut tires. I did run over junk one time. We just made the right decisions. We were lucky." (About a single thing that stands out about the month of May): "The people, whether it be the fans or my crew or everybody. I've never been involved in anything, particularly in racing, where for a long period of time...I've had the support. It's just been really touching and really moving." (About the race): "I had a really good race, a smart race, a conservative race. There's another race in my gut, in my heart, in my belly. I wanted to go a little harder, be a little more aggressive, but I knew I didn't have all the stuff to pull all that off. I'll take it. I'm proud of it and I'm happy with it." (General reaction): "It was right according to our plan. Our plan was to finish the race and for me to drive a smart race and somewhat conservative race. I could have easily gotten in over my head. I was not going to allow myself to do that. The end result, we achieved our goal. We finished the race. I got a graduate lesson in running Indianapolis and I just can't wait to come back." (About carrying a banner for women): "Women have a lot to be proud of what they are doing. I just feel a part of that. My agenda is not to prove anything, just to do what I do." (About the accidents): "It was definitely a surprise. I don't know how many there were. I quit counting. There were certainly more than I expected." (About close calls): "There were two or three which could've collected me rather easily." (About the starting command): "That's what they said, isn't it. That's okay. As you all know, I was going to start no matter what they said." (Satisfaction with the day?): "It doesn't get any better than this."

BRIAN BONNER (#39 Applebee's/DANKA) "I'm not sure what happened. The car just got away from me. I didn't lose it. Based on what I heard, I would guess I was helped."

BUDDY LAZIER (#21 Leader Cards Lola) "We'd been working all day to get up there. The car was starting to run really good. Right in between (turns) one and two I felt the motor go and the oil just started pouring in. There was two inches of oil in the car. I've never seen so much oil on the inside. I said, 'John, it's starting to get hot,' and he said get out of there. Every crash happened one to two cars in front of me. It's not scary. After a while you start to feel like Superman driving through them."

JOHN ANDRETTI (#8 Pennzoil Special) "Today would have been a golden opportunity. I know the Pennzoil team will rebound and hopefully we'll be stepping up on to that podium...I came into the pits too hard and bumped. I think it was something with the suspension. We lost too many laps trying to fix it. There was nobody I could look at but myself."

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MONDAY, MAY 25 The Day After

In the official posting this morning, Eddie Cheever was moved to fourth place after reinstatement of a lap previously penalized. A.J. Foyt, Jr., was moved to ninth place. With the restoration of Cheever's lap, he was beaten for third place by Al Unser by only .045 of a second.

The new Galmer chassis won its first race at the 1992 Indianapolis 500. The Chevrolet engine won its fifth consecutive Indianapolis 500.

Scott Goodyear became the first driver ever bumped from the field to finish as high as second.

Scott Goodyear's fastest lap of the race was his 197th, at **224.624**. It was the fastest lap he turned during the month of May. His second-fastest lap was his 200th, at 224.400. His best practice lap during May was 221.883.

The margin of victory of .043 of a second was the closest in Indianapolis 500 history. The previous closest was .16 of a second in 1982, when Gordon Johncock beat Rick Mears.

The race's average speed of 134.477 miles an hour makes it the slowest since 1958, when Jimmy Bryan averaged 133.791 miles an hour.

The Indianapolis 500 has been run on May 24 only three times in history. Each time, it has been won by a member of the Unser family. In 1981, it was Bobby Unser. In 1987, it was Al Unser. In 1992, it was Al Unser, Jr.

The 1992 race had 13 cautions for 85 laps. The 85 laps is a "500" record, beating the mark of 69 during 11 cautions in 1981. In 1988, there were 14 cautions for 68 laps.

Al Unser led four laps of the 1992 Indianapolis 500, marking the 10th race he has led here. The four laps increased his alltime lap-leading total to **629**.

The win was the first Indianapolis 500 victory for Galles-Kraco Racing, or its previously separate race teams. The best previous finish for either or the combined entity was second by Al Unser, Jr., in 1989.

Al Unser, Jr.'s win extended a record for most members of the same family winning an Indianapolis 500. His father, Al, won in 1970, 1971, 1978 and 1987. His uncle, Bobby, won in 1968, 1975 and 1981. No other family has more than one member with a "500" win. It also marked the first time a father and son had posted "500" wins.

Al Unser, Jr.'s victory was the ninth by a car carrying the number 3.

On lap #7, Mario Andretti led his only lap of the race. He crossed the start-finish line on pit road, ahead of the field.

The crew of second-place finisher Scott Goodyear captured the Sears Craftsman "Fastest Pit Crew" Competition and a check for \$30,000. The Walker Motorsports entry, led by chief mechanic Buddy Lindblom, made seven pit appearances for a total time of four minutes, 22 seconds. Bobby Rahal's crew, led by chief mechanic Jim Prescott, was second with a total time of four minutes, 24 seconds. Tied for third were the crews of Danny Sullivan and Raul Boesel at four minutes, 50 seconds. Rahal and Boesel each had seven stops, while Sullivan came into the pits eight times.

Michael Andretti's fastest lap of the race at **229.118** on lap #166 is a record. The best previous laps were Emerson Fittipaldi's of 222.574 on lap #91 in 1990 and Arie Luyendyk's 222.574 on lap #162 in 1990. At least the top 50 laps posted Sunday bested the previous record. They included 35 laps by Michael Andretti, six by Scott Goodyear, three each by Eddie Cheever and Al Unser, Jr., and one by John Andretti.

Update from Dr. Henry Bock, Speedway Medical Director, as of 8 a.m. today:

JEFF ANDRETTI -- Underwent lengthy surgery to repair broken bones in both lower legs, ankles and feet by Drs. Terry Trammell, Joe Baele and Kevin Scheid. Concussion symptoms have cleared. He is in fair condition, awake and alert, in the critical care unit at Methodist Hospital.

JIMMY VASSER -- Underwent surgery by Dr. Kevin Scheid to repair broken right thighbone. He is in good condition in a private room at Methodist Hospital. Without further complications, he will probably be released in a few days.

MARIO ANDRETTI -- Underwent surgery by Dr. Terry Trammell to repair broken bones in toes on both feet. He is in good condition in a private room at Methodist Hospital. Without further complications, he will probably be released in a few days.