THE SEVENTY-EIGHTH-MAY 29,1994

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DAILY
TRACKSIDE
REPORTS

TO THE MEDIA:

We hope you find this compilation of the 1994 Indianapolis Motor Speedway "Daily Trackside Reports" a useful and concise reference source. The Indianapolis 500 is rich in tradition and history, and this publication is prepared in the spirit of preserving that heritage.

As always, the Speedway family appreciates the media's efforts and willingness to share our story with the millions of fans of auto racing. Please let us know how our media information staff can be of assistance to you.

Sincerely,

Long Keorge

Tony George President Indianapolis Motor Speedway

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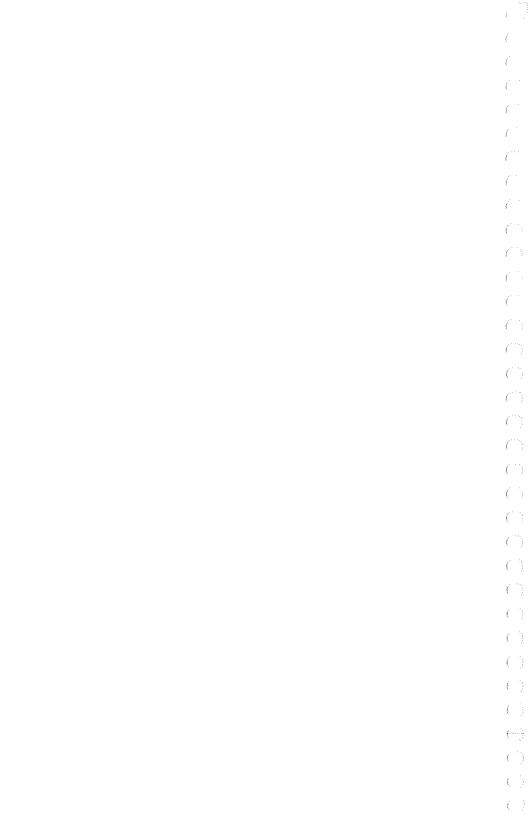
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Credits

The 1994 Indianapolis 500 Daily Trackside Reports were compiled by Jan Shaffer, editor, and assistants Kris Califas, Starre Szelag and Janine Vogrin. The Trackside staff includes Bob Clidinst, Gwynda Eversole, Patty Giudice, Lisa Hall, Ruth Ann Cadou Hofmann, Tony Hofmann, Lucy Jackson, Al Larsen, Becky Lenhard, Vern Morseman, Suzanne Robinson, Victoria Vander Well and Bob Watson. Daily Performance Histories are compiled by Art Graham and the USAC Timing & Scoring staff. This publication would not be possible without the computer production efforts of Lee A.Driggers, his assistant Sue Watson, and the diligent fact-checking of IMS historian Bob Laycock.



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DAY #1 -- SATURDAY, MAY 7

Welcome to the 78th 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 at the end of each day during the month.

The Speedway's 14th annual "Save Arnold" Barbecue for Special Olympics of Indiana is set for 2:30 p.m. Sunday in the flag lot behind the control tower, with drivers teaming with Special Olympians for a sports exhibition. Garfield Magic Shows are scheduled for 2 p.m. and 4 p.m. All-time contributions from the program climbed to \$1,029,000 last year. Approximately 4,500 Special Olympians, families and supporters are expected to attend, making it Indiana's largest Special Olympics gathering. Speedway chairman Mari Hulman George created the event in 1981.

Rain descended on the Speedway in the morning hours and during Mayor's Breakfast activities, but the track began to dry as Opening Ceremonies started at Noon. At 12:26 p.m., Dan Rivard, Director of Special Vehicle Operations for Ford Motor Company, presented the keys to the 1994 Ford Mustang Cobra pace car to Speedway President Tony George, signifying the opening of the track for the month of May.

Changes in the entry list: Car #34, entered by Tasman Motorsports Group for rookie Bryan Herta, has been withdrawn. Cars #36 and #36T, entered by Formula Project 500 for veteran Stephan Gregoire, have been withdrawn.

After Opening Ceremonies, no cars were on pit road awaiting the track opening with wet conditions remaining.

The \$51,000, 18th annual Miller-Indy Pit Stop Championship qualifications will be held May 18-19 and finals on May 26 after final practice. The event is open to all entrants of the Indianapolis 500. The three fastest qualifiers for the race during the first qualification period who wish to compete are automatically qualified for the contest semifinals. The top two qualifiers from the May 18-19 competition become quarterfinalists. Top prize is \$25,000.

About 2 p.m., the Dick Simon Racing fleet, which annually competes for "first on the track" honors, was pushed to pit road. Hiro Matsushita (#22) was parked at the Gasoline Alley entrance nearest to the first turn, followed by (to the north), Dennis Vitolo (#79), Raul Boesel (#5), Marco Greco (#25) in an Arciero Project Indy entry associated with the Simon team and Hideshi Matsuda (#99). Matsuda was unaware of the annual Dick Simon "production." When told of the competition, he was asked if he was ready. He smiled and said, "yes, of course," not needing his interpreter. The Simon entry for Lyn St. James wasn't on pit road because of a fuel pressure problem which required pulling the engine. "I was thinking of doing a rain

dance so I could come and play, too," said St. James. At 2:30 p.m., with the track nearly dry, a slight mist turned again to rain. For the record, Vitolo was the first to sit down in a race car and Greco was first to don his helmet.

By 3 p.m., 43 drivers had passed physicals, according to Dr. Henry Bock, Speedway medical director.

A state-of-the-art weight training and workout facility located in the new IMS Administrative Center will have its Grand Opening at 4:30 p.m. Sunday for drivers and car owners. It was designed by Hemelgarn Fitness, a company operated by car owner Ron Hemelgarn, and incorporates extensive workout equipment from Hammer Strength (Cincinnati), Pulse Fitness Systems (Winnipeg, Manitoba, Canada) and Life Fitness (Chicago). The media is invited to attend the Grand Opening Sunday. Media representatives should sign up in the IMS Press Room and transportation will be provided from the press room to the center.

The Speedway was closed at 4 p.m. because of rain. No cars were on the track for practice today.

DAY #2 -- SUNDAY, MAY 8

The total rainout Saturday was the first opening-day rainout since 1975. In 1989, snow flurries descended intermittently. "I don't remember it," late Speedway president Joe Cloutier said at the time, "but I was told that in 1960 we had snow at opening ceremonies." However, in 1989, 11 cars got on the track on opening day and there was only one hour, 18 minutes of yellow time, which included a 58-minute caution for snow from 3:15-4:13 p.m. A total of 53 cars were at the Speedway Saturday, 24 passed technical inspection and 29 were in the process. Yellow time unofficially (based on an estimated starting time) for Saturday was 3 hours, 30 minutes.

The track opened for practice at 11 a.m. as scheduled, with the Dick Simon fleet lined up from the entrance to Gasoline Alley to the north as follows: Hiro Matsushita (#22), Raul Boesel (#5), Dennis Vitolo (#79), Hideshi Matsuda (#99), Marco Greco (#25, an Arciero Project entry associated with Simon), Tero Palmroth (#5T), Lyn St. James (#90). When the track went green, Boesel's machine was first to fire, followed quickly by Matsushita's. Boesel was first away as Matsushita's engine stalled and had to be restarted. The machines of Palmroth and St. James didn't fire initially and St. James was the last to leave the pit. The cars left pit road as follows: Boesel (#5), Vitolo (#79), Matsuda (#99), Greco (#25), Palmroth (#5T), Matsushita (#22), St. James (#90). The cars came around in a triangle formation, with St. James on the point, a second row of Boesel outside and Matsushita on the inside, and a third row, outside to inside, of Matsuda, Palmroth and Vitolo. Greco's car stalled in turn #4, bringing out the caution after one lap. It marked the seventh straight year that an entry associated with Simon had the honor of being first out. "They were all on their own," said Dick Simon. "I told them that if they crashed, they were done for the day." Simon said, St. James was scheduled to be inside the second row of the formation lap, but "Raul and Hiro said, 'We did ladies first last year, let's do ladies first this year." Simon said he briefed Matsuda just before the group fired up. "I tell them just before they go," he said. "That's the best time. Otherwise, they start thinking about it. I told him (Matsuda) to stay close to the wall. He had a big grin,"

The Mercedes Benz engine first went on the track officially at 12:34 p.m. when Paul Tracy took out the #3 Marlboro Penske Mercedes. It marked the first time Mercedes had been represented here since 1948, when Chet Miller qualified the Don Lee Mercedes at 127.249 miles an hour, started 19th and finished 20th, dropping out after 108 laps with an oil problem. In 1947, Duke Nalon qualified the same car at 128.082, started 18th and finished 16th, out after 119 laps with a piston failure. According to Speedway historian Bob Laycock and historians Bob Mount, Bob Clidinst and Jac Coyle, the car had a unique history shrouded in cloak-and-dagger mystique on two continents which may never be fully understood. It was one of three built in 1939 and was driven by Rudi Caracciola on the Grand Prix circuit. It was smuggled out of Hitler's Germany during World War II to Switzerland and somehow wound up in the U.S. with Lee. Its ownership was in question several times. The car was entered again at the Speedway in 1949 and 1951 by Joel Thorne with a Sparks engine. It again appeared on the entry list in 1957, entered by local motorcycle policeman Eddie Shreve, this time with a

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Jaguar engine, 18 years after it was built. It did not make the field in any of the three latter years, although Danny Kladis practiced in the car in '57. Kladis, reached by phone today at his home in New Lenox, III., remembered the last Mercedes to run at Indy prior to today. "I practiced it but it wouldn't go," he said. "I'd shift coming out of #4 to get up speed, then I'd have to downshift it going into #1. I was so busy, it was crazy. It had about 50 levers in it to jack weight (actually, four, one for each wheel). It was a Formula One road car with a five-speed transmission. I don't think anybody ever put it in fifth gear. They'd need a mile run to do it." The car's whereabouts today is a mystery, but historians believe it either returned to Europe in the late '50s or was sold by Shreve to a museum in St. Louis. In 1923, three Mercedes cars made the field with the first supercharged engines ever at the Speedway. Max Sailer finished the best of the three, taking eighth place and completing the 200 laps at an average speed of 80.68 miles an hour. In 1915, Ralph DePalma drove a privately-entered Mercedes to victory in the "500" at a then-record average of 89.84 miles an hour. (NOTE: Kladis said he would be at IMS Saturday and available to interested media representatives at the Oldtimers hospitality room.)

When Bobby Rahal took out the #4T Miller Genuine Draft car at 11:41 a.m., it marked the first time in the history of the Speedway that a Japanese car or engine manufacturer had participated, although the Honda engine project is a product of American Honda Motor Co. Inc., the U.S. arm of the company. The first Japanese to drive at the Speedway was Hiro Matsushita in 1991. The late Takio (Chickie) Hirashima, a California-born Japanese, served as a riding mechanic for Rex Mays in both 1935 and 1936 and Jimmy Snyder in 1937. Hirashima later served as chief mechanic for George Robson's winning effort here in 1946 and was in charge of Autolite's spark-plug program here in the '70s.

As part of the Mercedes Benz development program, Al Unser Jr. was testing another of the Penske Mercedes today at Michigan. "We're working on reliability," said four-time Indy winner Rick Mears of the Penske team. Asked if further Michigan tests were scheduled or other Penske drivers were headed to Michigan, Mears replied, "it depends on how it goes. What happens up there will dictate what we do down here. As it stands right now, it's just 'Jr.' up there."

The Speedway's 14th annual "Save Arnold" Barbecue for Special Olympics of Indiana was held this afternoon, including a sports exhibition, in the track's flag lot. Drivers and former drivers who participated, most as coaches of teams of Special Olympians, were Johnny Rutherford, Willy T. Ribbs, Steve Chassey, Ralph Liguori, Jimmy Vasser, Robbie Groff, Brian Till, John Andretti, Bryan Herta, John Paul Jr., Eddie Cheever, Dennis Vitolo, A.J. Foyt Jr., Chip Ganassi, Michael Andretti, Scott Sharp, Pancho Carter, Gary Bettenhausen, Jeff Andretti and Ross Bentley. Media representatives who participated were Dick Mittman, Jep Cadou, Gary Lee and Dave Calabro and the event announcer was Speedway publicaddress announcer Tom Carnegie. The Speedway's Special Olympics program was created by Speedway chairman Mari Hulman George in 1981 and had raised \$1,029,000 through 1993. Dennis Schmidt, executive director of Special Olympics of Indiana, said 5,400 tickets were distributed. He estimated the event would

generate more than \$100,000 this year, primarily through the efforts of the Speedway, Kroger and Target. Betty (Mrs. Johnny) Rutherford helped to coordinate the event for Mrs. George, who attended the graduation of her daughter (Josie) and daughter-in-law (Laura) at St. Mary of the Woods in Terre Haute before rushing back to attend the Special Olympics function. "Mari asked CARA (Championship Auto Racing Auxiliary) to help," Betty said, "and we're delighted to be involved. The neat thing is to see how this has grown. All the drivers want to be here but some have to be on the track. They all have so much fun when they're here." Her husband, Johnny, has missed only one since the event started. "It's something we can all appreciate," he said. "Being here is the least we can do. I've met some very nice people here through the years. We used to get some of the same young people and they would remember year to year. Now, others are getting the opportunity to come here and do this." Mrs. George said the event was one of its biggest editions. "We had a wonderful day and a wonderful turnout," she said. "The CARA girls pitched in and the CDA (Championship Drivers Association). We usually have 15-20 drivers who participate and this may have been a record (number)." Asked if she envisioned that the event would generate \$1,000,000 for charity when it started, she said, "We didn't. There's no way we'd be able to foresee it being as successful as it is. It was kind of hard to get started, but once we realized how important it was to so many people, everybody got into the program. Now, it's something everybody looks forward to."

The new weight training and workout facility in the new IMS Administration Center was opened this afternoon and drivers and car owners got the first look. IMS President Tony George hosted the event, with car owner Ron Hemelgarn, whose company designed and installed the facility, Tom Proffitt (Hammer Strength of Cincinnati), Helmut Kroeker (Pulse Fitness Systems of Winnipeg, Manitoba, Canada) and Jay Megna (Life Fitness, Chicago) also on hand to explain the equipment. Among the drivers present were Stan Fox and Bryan Herta. "It's a great idea," said Fox. "I'm sure the drivers will use it to keep in tip-top shape." George said the concept had been discussed for a year. "We had originally planned this on a smaller scale," he said. "I ran into Ron last May and Ron said, 'I'll help you.' I asked if he was serious and he said he was. With Ron's support, we got more state-of-the-art than we hoped for."

Michael Andretti became the first driver to exceed 220 miles an hour with a lap of 221.539 at 11:41 a.m. in the #8T Target/Scotch Video Racing entry. Eddie Cheever was the second at 220.334 at 11:53 a.m. in the #27 Quaker State Special. Scott Brayton became the third at 224.573 miles an hour at 12:01 p.m. in the #59 Glidden Special, besting Mario Andretti's top opening-day 1993 speed of 222.124 and Paul Tracy's 1993 top Day #2 speed of 223.931. Roberto Guerrero bested Brayton's speed with a lap of 225.558 at 5:21 p.m. Brayton reclaimed the top spot at 5:34 with a lap at 227.061 (with a trap speed of 243) then hit 227.187 at 5:57 p.m. and 227.658 at 5:59 p.m. Jim Crawford posted the fastest opening-day lap in Speedway history of 229.609 at 5:24 p.m. on May 2, 1992. Brayton said, about his 243 trap speed, "I saw the speedometer and never went over 235. If that's what you're going for is fast time, then someone else better do 243, too. Our focus, the most important day other than qualifying day and race day, was opening day and we accomplished what we set out to do."

Rookie Michael Greenfield, entered in the #42 and #42T Greenfield Industries-Lolas, was replaced today by veteran Johnny Parsons. Greenfield did not participate in USAC's Rookie Orientation Program.

By 4 p.m., five rookies had passed the final observation phase of their drivers' tests -- Brian Till, Marco Greco, Dennis Vitolo, Mauricio Gugelmin and Hideshi Matsuda. By 5 p.m., Adrian Fernandez, Jacques Villeneuve and Scott Sharp had also passed the final phase.

A total of 60 cars are now at the Speedway, 49 have passed technical inspection and 11 are in the process. 36 drivers have been on the track to date. 47 drivers have passed their physicals. There were 11 yellows for 1 hour, 36 minutes. High today was 65 between 4-5 p.m. Low was 39 at 6 a.m. Winds SW at 5-10 mph.

A total of 39 cars were on the track today, running 1,733 laps. The total of 39 cars broke the opening-day record of 33 set in 1993. Cars on the track were: #2 Emerson Fittipaldi, Marlboro Penske Mercedes; #3/3T Paul Tracy, Marlboro Penske Mercedes; #4/4T Bobby Rahal, Miller Genuine Draft; #5 Raul Boesel. Duracell Charger; #5T Tero Palmroth, Duracell Charger; #6 Mario Andretti, Kmart Texaco Havoline Newman/Haas Racing Lola; #7T Adrian Fernandez, Tecate/ Quaker State/Reynard/Ilmor; #8/#8T Michael Andretti, Target/Scotch Video Racing; #10T Mike Groff, Motorola; #11 Teo Fabi, Pennzoil Special: #12 Jacques Villeneuve, Player's LTD Reynard; #16 Stefan Johansson, Alumax Aluminum; #17 Dominic Dobson, PacWest Racing Group; #18 Jimmy Vasser, Conseco-STP; #19 Brian Till, The MI-Jack Car; #21 Roberto Guerrero. Interstate Batteries/ Pagan Racing; #22 Hiro Matsushita, Panasonic Duskin Lola Ford; #23 Buddy Lazier, Financial World; #25 Marco Greco, Arciero Project Indy: #27 Eddie Cheever, Quaker State Special; #28T Arie Luyendyk, Indy Regency Racing-Eurosport; #30 Pancho Carter, CYBERGENICS/Alfa Laval/Tetra Pak; #31 Paul Tracy, Marlboro Penske Mercedes; #39 Ross Bentley, The AGFA Car; #40 Scott Goodyear, Budweiser King; #42 Johnny Parsons, Greenfield Industries Lola; #44T Al Unser, Arizona Motor-Sport Racing; #45 John Paul Jr., Pro Formance Team Losi XX; #59 Scott Brayton, Glidden Special; #71 Scott Sharp, PacWest Racing Group; #74 Jim Crawford, Riley & Scott; #79 Dennis Vitolo, Dick Simon Racing: #88 Mauricio Gugelmin, Hollywood Indy Car; #90 Lyn St. James, Spirit of the American Woman-JCPenney/Reebok/Lee; #94 Stan Fox, Hemelgarn Racing; #99 Hideshi Matsuda, Dick Simon Racing.

			TOP 10 DRIVERS OF THE DAY	
1	59	Scott Brayton	Glidden Special	227.658
2	21	Roberto Guerrero	Interstate Batteries/Pagan Racing	225.558
3	27	Eddle Cheever	Quaker State Special	223.998
4	5	Raul Boesel	Duracell Charger	223.908
5	8T	Michael Andretti	Target/Scotch Video Racing	223.769
6	6	Mario Andretti	Kmart Texaco Havoline Newman/Haas Racing	223.753
7	11	Teo Fabi	Pennzoil Special	223.703
8	3	Paul Tracy	Mariboro Penske Mercedes	220.103
9	4	Bobby Rahal	Miller Genuine Draft	219.791
10	23	Buddy Lazier	Financial World	219.416

DAY #3 -- MONDAY, MAY 9

Defending "500" winner Emerson Fittipaldi spoke about the Mercedes engine and Ayrton Senna (killed at the Gran Prix of San Marino, Imola, Italy on Sunday, May 1, 1994) at a press conference Sunday. (about the Mercedes) "It's very impressive. Today was the second time I drove the car. "It has a different torque, a different acceleration than a regular engine. There are a lot of different procedures you have to go through to adapt yourself." (about winning back-to-back): "In '90 and '91 I've been very close to winning. One year I had a tire blister, next year the gearbox failed. Then '92 was tough year for most of us. '93 I was able to win. But it is so difficult. If you think technically, Indianapolis is like any other race. When the green goes on and the race starts it's like any other race, but anything can happen. The most difficult thing is a 500 mile race. 500 miles is long race. To be there at the end is difficult, to be there first is more difficult." (about Senna): "It's been one of my toughest weeks in racing. Ayrton was a good friend. It's just tough... something in racing we didn't expect. We have to carry on. (would you consider retiring) "No - no way! What happened in Imola was a tragedy. The way the rules are in Fomula One, not as good as Indy Car Racing." (about Ayrton coming to Indy Cars) "Roger was very nice to let Ayrton test my car in Phoenix (during winter testing a year and a half ago). He was really considering coming to Indy car racing at that time. Then he decided to do another two or three years in Formula One. I was sure he was going to come here. It was just a question of time. He enjoyed it when he drove the Marlboro Penske Car. The team was enthusiastic. After a few laps at Firebird, his eyes were so bright. He was so happy," (about Formula One): "There are two things we can do to increase safety in Formula One. Number one, increase the minimum weight, which is 250 pounds less than Indy cars now. Number two, a canopy around the drivers helmet."

Lyn St. James became the first mother ever to practice at Indianapolis...and she did it on Mother's Day. Lindsay Ann Lessman, 11, the daughter of Roger Lessman, was adopted by St. James last November. Lessman and St. James were married Feb. 27, 1993.

At 4 p.m., A.J. Foyt Jr. made it official that rookie Bryan Herta was assigned to his No. 14 entry for the "500." When presented with the official form, Foyt turned to Herta and said, "You want to drive the car, right?" Herta nodded and Foyt signed off. "I haven't run the '94 car yet," Herta said, "but the '93's comfortable. We put it back in the garage and it's our backup now. We're going to start working on the '94." Herta was fastest of the rookies during USAC's Rookie Orientation Program (ROP) at 218-plus. "I think the speeds at first are a little intimidating," Herta said. "That was 70 miles an hour faster than I'd ever been in a race car. You definitely have to give the track its respect. With ROP, it gives you the opportunity to build up speed at a comfortable pace. And I have a good car and crew."

At 11:04 a.m., four minutes after the track opened, Michael Andretti reached 225.547 miles an hour in the #8 Target/Scotch Video Racing entry. He then hit 227.038 at 11:19 a.m. and the field shot at him unsuccessfully the rest of the day. "Yes, I knew we could do it (run quick in the morning)," Michael said. "Yesterday,

(11)

I had a great lap right before I blew the engine, so coming out today, I knew it wouldn't be a problem. But more encouraging was the speed I was running at midday. I did those in the spare car and I was doing 226, so that makes me feel better."

At 4:45 p.m., Mike Groff in the #10 Motorola entry had an apparent engine problem going into turn #1, did a half-spin 675 feet to hit the south short chute wall with the left side and continued backward 660 feet to a stop at the entrance to turn #2. The car sustained left front and rear damage. Groff was examined for a bruised left foot, released from the track's Hanna Medical Center and cleared to drive. "Something rattled in the back of the car going into #1," Groff said. "I thought we had it collected at the exit of #1 but it was just one of those things. There was really no way of saving it."

A total of 51 cars were on the track today, running 1,815 laps. The cars on the track were the most in a day since Friday, May 11, 1990, when 52 cars practiced. Cars on the track were: #1 Nigel Mansell, Kmart Texaco Havoline Newman/Haas Racing; #2 Fittipaldi; #3/#3T Tracy; #4/#4T Rahal; #5 Boesel; #6 Mario Andretti; #7 Adrian Fernandez, Tecate/Quaker State/Reynard/Ilmor; #7T Fernandez; #8/ #8T Michael Andretti; #9/#9T Robby Gordon, Valvoline Cummins Ford; #10 Mike Groff, Motorola; #11 Fabi; #11T Teo Fabi, Pennzoil Special; #12 Villeneuve; #14/ #14T Bryan Herta, AJ Foyt Copenhagen Racing; #15/#15T Mark Smith, Craftsman Tool Ford; #16 Johansson; #17 Dobson; #18 Vasser; #19 Till; #21 Guerrero; #22 Matsushita; #23 Lazier; #24/#24T Willy T. Ribbs, Service Merchandise Ford; #25 Greco; #27 Cheever; #27T Eddie Cheever, Quaker State Special; #28T Luyendyk; #31 Al Unser Jr., Marlboro Penske Mercedes; #33 John Andretti, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling; #40 Goodyear; #40T Scott Goodyear, Budweiser King; #44 Al Unser, Arizona Motor-Sport Racing; #44T Al Unser; #45 Paul Jr.; #59T Scott Brayton, Glidden Special; #71 Sharp; #74 Crawford; #79 Vitolo; #88 Gugelmin; #90 St. James; #94 Fox; #95 Stan Fox, Hemelgarn Racing; #99 Matsuda.

A total of 63 cars are now at the Speedway, 56 have passed technical inspection and 7 are in the process. 41 drivers have been on the track to date and 49 have passed their physicals. There were 13 yellows for 2 hours, 16 minutes. High today was 69 at 3:35 p.m. Low was 50 at 6:02 a.m. Winds NW at 14 mph.

TOP 10 DRIVERS OF THE DAY

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1	8	Michael Andretti	Target/Scotch Video Racing	227.038
2	2	Emerson Fittipaldi	Marlboro Penske Mercedes	226.512
3	59T	Scott Brayton	Glidden Special	225.926
4	5	Raul Boesel	Duracell Charger	225.853
5	21	Roberto Guerrero	Interstate Batteries/Pagan Racing	225.739
6	6	Mario Andretti	Kmart Texaco Havoline Newman/Haas Racing	224.629
7	27	Eddie Cheever	Quaker State Special	224.221
8	31	Al Unser Jr.	Marlboro Penske Mercedes	223.897
9	12	Jacques Villeneuve	Players LTD Reynard	222.651
10	3	Paul Tracy	Marlboro Penske Mercedes	221.899

DAY #4 -- TUESDAY, MAY 10

A new feature available this year at the Speedway is called an "Indy NewsPager," developed by the NewsPager Corp. of America and leased to Motorola. The device provides up-to-date sports information, including practice, qualifying and race information on the "500" on an in-pocket, up-to-the-minute, wireless basis or hooked up to a computer. "The pager has been used internationally for three years to track stock quotes and news information," said Jim Ellis, a longtime racing electronics expert who is a director of NewsPager. "We wanted to show Motorola there's a need for it in Indy car racing. And what better place to do it than at the Indianapolis 500. We brought 250 of the pagers with us and within four hours, they were either rented or reserved for the month of May." The pager is the result of seven years of development. NewsPager has also posted a \$5,000 award for the four most consistent qualifying laps at Indy.

Bryan Herta and Mark Smith became the ninth and 10th rookies to pass the final phase of driver's tests Monday.

Roger Penske and Ilmor principals Mario Illien and Paul Morgan held a press conference on the new Mercedes Benz engine today. They said the engine first went on a dynamometer in January and was on a track for the first time in February at Nazareth, Pa. They also said that another 500-mile durability test was scheduled for next week at Michigan. Penske made no predictions for the pole, but said "we're absolutely on a time line to run this engine. I can't make a prediction (on the pole speed) today. Yesterday was the first time we've had all three drivers in their primary cars. I don't think anybody's run their qualifying setup yet. We might be knocked off the pole. I'm not sure we're going to win the race. But that's where we want to be." Penske said he'd heard someone mention 260 miles an hour, "We want to be able to run as fast as we can with these cars but those numbers are absolutely out of the ball park. They're unrealistic." Penske added that his team is preparing in a similar manner to previous years, only with a different engine. "It's no more difficult this year than previous years," he said, "but we've never done as much testing for a 500-mile race than this year." Illien said the engine was designed and built in 26 weeks. "To design a new concept in 26 weeks," he said, "you have to have a team of people who know each other and are used to working together. To build a new camshaft takes five months, so you can't have long discussions about how to do it. You have to decide and go for it." Penske was also asked about the "Novi-type" tail fin on the new Penske cars. "Obviously, in the wind tunnel, it's proven to give us some aerodynamic benefit," Penske said, "USAC made us cut six inches off of it so it wouldn't be beyond the center line of the rear axle." On Monday, Michael Andretti's #8T Target/Scotch Video Racing entry sported a similar fin. Today, Bobby Rahal had one on the #4 Miller Genuine Draft car and Nigel Mansell had one on the #1 Kmart Texaco Havoline Newman/Haas Racing Lola.

Michael Andretti came out of the gate fast for the second straight day with a lap of 224.927 at 11:27 a.m. in the #8T Target/Scotch Video Racing entry. Raul Boesel reached 227.244 in the #5 Duracell Charger at 11:50 a.m. Mario Andretti then got the fastest lap of the month at 228.351 at 12:14 p.m. in the #6 Kmart Texaco Havoline Newman/Haas Racing Lola. Emerson Fittipaldi then put the #2

Marlboro Penske Mercedes on top at 229.113 at 12:27 p.m. Paul Tracy then put the #3 Marlboro Penske Mercedes in front at 229.961 at 12:29 p.m. Tracy stayed on top until Boesel reached 230.403 at 5:55 p.m. Boesel became the first driver since a group in 1992 to exceed the 230 mile-an-hour barrier at Indy. "I was running speeds of 227 and the car wasn't stable, so we made some changes and went in the right direction," Boesel said. "I don't want to be cocky, but that wasn't a completely clear lap. I didn't think it was that good."

Brief explanation of qualifying procedures:

- Qualifying draw for positions in the initial qualifying line will be held Friday after the track closes.
- The fastest 33 qualifiers start the race, regardless of when or what day they qualify.
- 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 fourlap, 10-mile qualification attempt, its speed becomes official. The car may not requalify. The driver, if the car is bumped, may qualify in another car.
- When the field is full at 33 cars, the slowest, regardless of its position in the provisional lineup, is always "on the bubble," and may be bumped by a faster qualifier. Theoretically, the pole sitter could be bumped.

43 cars were on the track today, turning 2,006 laps. Cars on track today: #1 Mansell; #2 Fittipaldi; #3 Tracy; #4 Rahal; #5 Boesel; #5T Vitolo; #6 Mario Andretti; #7 Fernandez; #8/#8T Michael Andretti; #9 Gordon; #10T Groff; #11/ #11T Fabi; #12 Villeneuve; #12T Jacques Villeneuve, Players LTD Reynard; #14 Herta; #15 Smith; #16 Johansson; #17 Dobson; #18 Vasser; #19 Till; #21 Guerrero; #22 Matsushita; #23 Lazier; #24 Ribbs; #27 Cheever; #28T Luyendyk; #30T Pancho Carter, CYBERGENICS/Alfa Laval/Tetra Pak; #31/31T Al Unser Jr.; #33 John Andretti; #40 Goodyear; #44 Al Unser; #45 Paul Jr.; #59/#59T Brayton; #61 Gary Bettenhausen, Bettenhausen Motorsports; #71 Sharp; #74 Crawford; #88 Gugelmin; #90 St. James; #94 Fox.

A total of 67 cars are now at the Speedway, 63 have passed technical inspection and 4 are in the process.38 drivers were on the track today and 49 have passed their physicals. There were 14 yellows for 2 hours, 4 minutes. High today was 72 at 4:28 p.m. Low was 47 at 5:22 a.m. Winds NNW at 3 mph.

		•	TOP 10 DRIVERS OF THE DAY	
1	5	Raul Boesel	Duracell Charger	230.403
2	3	Paul Tracy	Mariboro Penske Mercedes	229.961
3	2	Emerson Fittipaldi	Mariboro Penske Mercedes	229.264
4	27	Eddie Cheever	Quaker State Special	228.676
5	6	Mario Andretti	Kmart Texaco Havoline Newman/Haas Racing	228.351
6	8T	Michael Andretti	Target/Scotch Video Racing	228.189
7	1	Nigel Mansell	Kmart Texaco Havoline Newman/Haas Racing	227.969
8	12	Jacques Villeneuve	Players LTD Reynard	226.637
9	59	Scott Brayton	Glidden Special	226.529
10	31	Al Unser Jr.	Marlboro Penske Mercedes	226.085

DAY #5 -- WEDNESDAY, MAY 11

In press briefings this morning at the Trackside Conference Room:

NIGEL MANSELL (about the deciding 1993 restart on lap 185): "I think obviously that that one yellow and the restart were a painful lesson. The rules are the same for 15 races, then at this particular race, some of the rules are suddenly different. I know about them now, though. It was through my misconception that the actual leading car is not to be overtaken until the start/finish line. USAC rules...when the green flag is flown, if the sixth car is passing you before the start/finish line, it's tough luck to you." (about Raul Boesel's fast lap Tuesday): "Did you watch the lap? He was perfectly positioned on the track to be behind two or three cars so he got sucked up the straights. Don't get me wrong, it was a great lap, but he didn't do it on his own. I think the Penskes are probably only using about 50 inches of boost. I think they're saving five inches of boost for Saturday. We'll see what they can do on Saturday but they're going to be very quick." (about safety): "Any form of motor racing is dangerous as soon as you're traveling in a vehicle over 30 miles an hour. I dare say there's a few of us in this room who have hit other cars or stationary objects like lamp posts or trees and you know the damage it will do. Pertaining to Formula One and Indy car racing, over the last 10 years or so, there has been a lot of horrific accidents where a lot of luck has helped situations. In any racing accident, it depends on the angle you hit anything."

ARIE LUYENDYK: "Everyone expects or seems to think that Rick Mears was the specialist here and people say I'm a specialist here, but I think you're only as good as the car you're driving or the team you're with. The team really needs to do its homework...the rule book, pit stops, pit-stop strategy and, of course, the handling of the car." (about the Ilmor engine): "Let's put it this way. If they wouldn't have worked on that engine (Mercedes Benz), they possibly could have worked a little more on the engines we're running. But I don't want to jump the gun because we haven't used the latest Ilmor engine yet. We're going to be using that from today on and at the end of the day, I might say they did a great job on the engine, because they promised and told us we would have more power." (about practice): "I'm not trying to get crazy and mix it up with the Penskes and the other teams that are on top. We just have to do the best job we can and I know the team is doing the best job it can do. It's Wednesday. We have Thursday and Friday to find more speed and I'm sure we're going to go quicker than 222."

The "tail fin fad" continued today with more cars experimenting with the "Novi-like" device. Among those experimenting with fins in practice today were Adrian Fernandez in #7 Tecate/Quaker State/Reynard/Ilmor, Mark Smith in the #15 Craftsman Tool Ford, Mario Andretti in the #6 Kmart Texaco Havoline Newman/ Haas Racing Lola, Jacques Villeneuve in the #12 Players LTD Reynard and Scott Brayton's crew was building one. Possibilities for sponsorship have already been noticed. Public relations representatives for two "fin teams" Tuesday remarked that if they work, "they'll make good billboards."

The two rookies entered who still must complete the final observation phase of their drivers' test may wait until at least Monday. Date Coyne said today Ross

Bentley would wait until Monday. A spokesman for McCormack Motorsports, which is fielding rookie Fredrik Ekblom, said the team's priority is to get primary driver Pancho Carter qualified this weekend. Bentley and Ekblom finished four phases of the tests in USAC's Rookie Orientation Program. Bentley has 59 laps of practice since the track opened and Ekblom hasn't been out..

The media is invited to an informal media breakfast 8:30-10:30 a.m. in the Bank One second-turn suite, #282, to meet rookie drivers on the entry list for this year's "500." Members of the working media and those on the Bank One Rookie of the Year voting committee are invited to attend.

Paul Tracy reached 224.126 miles an hour at 11:47 a.m. in the #3 Marlboro Penske Mercedes. Michael Andretti hit 224.949 at 12:01 p.m. in the #8 Target/ Scotch Video Racing entry. Mario Andretti hit 225.315 at 12:38 p.m. in the Kmart Texaco Havoline Newman/Haas Racing Lola. Nigel Mansell hit 225.807 at 12:47 p.m. in the #1 Kmart Texaco Havoline Newman/Haas Racing Lola. Al Unser Jr. went to the top of the list at 2:09 p.m. with a lap of 226.478 in the #31 Marlboro Penske Mercedes. "We have been testing in Michigan and the Mercedes gets better and better," Unser Jr., said. "It's been really, really good having been running up there. It has helped us coming here." (about "sandbagging"): "The Marlboro Penske car is not locked for the pole. We need to get the car around the corners to go quick. We're still fighting the car for handling."

42 cars were on the track today, running 1,376 laps. Cars on track today: #1 Mansell; #1T Nigel Mansell, Kmart Texaco Havoline Newman/Haas Racing Lola; #2 Fittipaldi; #3 Tracy; #4 Rahal; #5T Vitolo; #6 Mario Andretti; #6T Mario Andretti, Kmart Texaco Havoline Newman/Haas Racing Lola; #7 Fernandez; #8 Michael Andretti; #9 Gordon; #10T Groff; #11/#11T Fabi; #14 Herta; #15 Smith; #16 Johansson; #16T Stefan Johansson, Alumax Aluminum; #17 Dobson; #18 Vasser; #19 Till; #21 Guerrero; #22 Matsushita/Boesel; #23 Lazier; #24 Ribbs; #27T Cheever; #28 Luyendyk; #30T Carter; #31 Unser Jr.; #31T Fittipaldi; #33 John Andretti; #40 Goodyear; #44 Al Unser; #45 Paul Jr.; #51 Eddie Cheever, Glidden/Menard Special; #59 Brayton; #61 Gary Bettenhausen; #71 Sharp; #74 Crawford; #88 Gugelmin; #90 St. James; #94 Fox.

A total of 68 cars are now at the Speedway, 65 have passed technical inspection and 3 are in the process. 42 drivers have been on the track to date and 49 have passed their physicals. There were 16 yellows for 1 hour, 35 minutes. High today was 76 at 4:16 p.m. Low was 49 at 4:58 a.m. Winds WSW at 17 mph.

			TOP 10 DRIVERS OF THE DAY	
1	31	Al Unser Jr.	Marlboro Penske Mercedes	226.478
2	1	Nigel Mansell	Kmart Texaco Havoline Newman/Haas Racing Lola	225.807
3	6	Mario Andretti	Kmart Texaco Havoline Newman/Haas Racing Lola	
4	8	Michael Andretti	Target/Scotch Video Racing	224.949
5	3	Paul Tracy	Marlboro Penske Mercedes	224.433
6	31T	Emerson Fittipaldi	Marlboro Penske Mercedes	224.422
7	18	Jimmy Vasser	Conseco-STP	223.303
8	33	John Andretti	Jonathan Byrd's Cafeteria/Bryant Heating&Cooling	221.544
9	88	Mauricio Gugelmin	Hollywood Indy Car	221.288
10	71	Scott Sharp	PacWest Racing Group	ORD NCC

DAY #6 -- THURSDAY, MAY 12

In press briefings today in the Trackside Conference Room:

MARIO ANDRETTI (about retirement): "For quite some years, the question was always popping up, 'when are you going to retire?' I think when I was 50 in age....I don't feel any different but let's be realistic. I felt every year from there on would be a bonus. I used to think about it in five-year sections, then it started being yearto-year. I have to be honest with myself. I'm not as quick as I used to be but I'm quick enough to be involved, to be a factor. There's no question I'm trying to savor every venue in a particular way. Indy has tremendous meaning as we all know. I'm just counting each day and enjoying it as much as I can. I'm looking at satisfaction and satisfaction is results and being a factor. So far, everything is happening nicely. (about Indy): "I've been happy and I've been disappointed. I've led a lot of laps but certainly not enough of the right ones. When I won it (in 1969), I didn't think I should've won it. But it was my day. When Danny Sullivan won in '85, he spun, didn't touch anything and won. It was his day. Disappointments are when you fall out when you're leading or have a real chance. In '82, when (Gordon) Johncock won when I was eliminated on the first lap...knowing that all month, my car was quicker than Gordon's. In '87...those are real disappointments because you felt you had a real shot. When you know you've been a factor, you think, 'it didn't happen today, maybe it'll happen tomorrow.' (about the pressure of a final time at Indy): "This is it. The pressure is on, but that's the kind of pressure we like. This is the only opportunity I have. I've talked to myself and said, 'don't do anything different, don't look too far ahead, don't get too frustrated.' I think I've been around long enough to know how to control that."

AL UNSER (about the month): "Once you find it, you find which direction to go, it comes in big stages usually. We're gaining but we need some more time." (about retirement): "I think all of us know that some time or another, you have to back down. I'm not ready yet. I still have the desire. The day I wake up and say, 'it's not fun' or 'I'm not competitive' is different. But I still enjoy it and here I am." (about taking care of equipment): "I don't think I do anything any different. I try to surround myself with good people. I wish I could say there's a technique to making the car last, but I can't. You never exactly know. But I try to take care of the equipment till the end of the race. You try to run and stay with the leaders. If you're still strong at the end of the race, make a run at it at the right time. You have to make pit stops at the right time and you have to put that burden on the crew. I wish I could come up with all the answers on that and we wouldn't hafta race." (about qualifying): "When I line up to qualify, it's the same goose bumps, the same nerves, even if you have the experience."

DAN RIVARD (Ford Special Vehicle Operations) (about the Mustang Cobra pace car): "We're glad to be back. It's a real thrill for us, our customers and all the Mustang fans out there." He added that 1,000 convertibles and 5,000 coupes are being built. (about the Mercedes, boost, etc.): "There's always conversations about technology. We're in many forms of racing throughout the world. We always keep things open for investigation. Hopefully, sanctioning bodies won't cause us to make too many decisions. It all boils down to how well the potential of that (the

Mercedes) is achieved. We're trying to understand the technologies and what potential they have." (Asked if Ford and Cosworth could produce a powerplant to compete under the rules which allow the Mercedes by next year, both Rivard and Steve Miller of Cosworth answered, "yes.")

Eddie Cheever was the first driver over 223 miles an hour today with a lap of 223.153 in the #27 Quaker State Special at 11:05 a.m. Michael Andretti turned a lap of 225.225 at 11:17 a.m. in the Target/Scotch Video Racing entry, then upped it to 225.637 at 11:24 a.m. Robby Gordon then hit 226.946 at 11:42 a.m. in the #9 Valvoline Cummins Ford. Emerson Fittipaldi took the top spot at 227.307 at 12:37 p.m. in the #2 Marlboro Penske Mercedes. Paul Tracy then hit 228.444 (with a 244 trap speed) at 2:43 p.m. in the #3 Marlboro Penske Mercedes. Fittipaldi jumped to 230.055 at 5:22 and 230.438 (also with a 244 trap speed) at 5:23 p.m., the fastest lap of the month. "I think the wind helped determine my speed today," Fittipaldi said. "It was much faster coming out of #4. I did it myself. I didn't have a draft. The car came out of #4 better. The way the car handled today was much, much better than two days ago. (about sandbagging): "No way, we're not sandbagging. I don't see the advantage. People don't realize that there's no advantage to it."

The Northwest Vista outside turn #4 and the C Stand on the outside of the north end of the frontstretch will be open for Friday, May 13 and Carburetion Day, Thursday, May 26 for the first time in Speedway history on those days. All normal parking venues north and west of the track will be open. Admission is \$5 on practice days and \$10 on qualifying days.

44 cars were on the track today, running 2,416 laps. Cars on the track today: #1 Mansell; #2 Fittipaldi; #3 Tracy; #4 Rahal; #5 Boesel; #5T Greco; #6 Mario Andretti; #7 Fernandez; #8/#8T Michael Andretti; #9/#9T Gordon; #10T Groff; #11 Fabi; #12 Villeneuve; #14 Herta; #15 Smith; #16/#16T Johansson; #17 Dobson; #18 Vasser; #18T Jimmy Vasser, Conseco-STP; #19 Till; #21 Guerrero; #22 Matsushita; #23 Lazier; #24 Ribbs; #27 Cheever; #28 Luyendyk; #30T Carter; #31 Al Unser Jr.; #33 John Andretti; #40 Goodyear; #44 Al Unser; #45 Paul Jr.; #59 Brayton; #61 Gary Bettenhausen; #71 Sharp; #74 Crawford; #79 Vitolo; #88 Gugelmin; #90 St. James; #94 Fox; #99 Matsuda.

69 cars are now at the Speedway, 65 have passed technical inspection and 4 are in the process. 43 drivers have been on the track to date and 49 have passed their physicals. There were 17 yellows for 2 hours, 4 minutes. High today was 73 at 12:51 p.m. Low was 47 at 5 a.m. Winds NNW at 10 mph.

TOP 10 DRIVERS OF THE DAY

			TOP IT DRIVERS OF THE DAT	
1	2	Emerson Fittipaldi	Marlboro Penske Mercedes	230.438
2	3	Paul Tracy	Marlboro Penske Mercedes	228.444
3	8T	Michael Andretti	Target/Scotch Video Racing	227.698
4	31	Al Unser Jr.	Mariboro Penske Mercedes	227.457
5	5	Raul Boesel	Duraceil Charger	227.175
6	9	Robby Gordon	Valvoline Cummins Ford	226.946
7	27	Eddie Cheever	Quaker State Special	226.620
8	1	Nigel Mansell	Kmart Texaco Havoline Newman/Haas Racing Lola	226.609
9	28	Arie Luyendyk	Indy Regency Racing-Eurosport	225.983
10	6	Mario Andretti	Kmart Texaco Havoline Newman/Haas Racing Lola	225.705

DAY #7 -- FRIDAY, MAY 13

In press briefings today in the Trackside Conference Room:

BOBBY RAHAL: "Yesterday, we made good progress with the chassis. Of course Wednesday was kind of a waste with the wind. Of course, I'm not happy with the engine problems Mike (Groff) has had. I think we have identified those, we got some good work done and we're looking forward to a good day today." (about qualifying): "I think, certainly, when you haven't made the show, it puts more pressure on you to do it for your sponsors. We have an obligation to do the best job we can do. Is there more pressure because of that? Maybe, because we didn't qualify last year...maybe yes."

ROBBY GORDON: "I'm very, very happy with the Walker team. The guys do a great job in the pits...we're as quick as anybody when we come in for stops. We've been competitive. The car has been in the top five every weekend. Indianapolis could be a good weekend for us. We just need a little luck."

MARK SMITH: (on being with Walker): "It's a great opportunity. Basically, it's like coming out of AA and AAA levels of racing trying to get into the majors. Everybody wants the opportunity...they want to chance to be able to show their ability and their desire. I'm just appreciative of the fact I've got new equipment and a good team."

DERRICK WALKER (on the pole speed): "It all depends on how much bluff there is out there. Realistically, maybe a 235, 236 as maximum top speed."

Goodyear Tire and Rubber Company representatives said today that: 10,000 tires will be used at Indy this month. The average team uses 25 sets. All are made in Akron, Ohio. Since Leo Mehl, Goodyear director of racing, started in 1964, the company has done 250,000 miles of testing at Indy alone. At a 244 mph top speed, there is 2 1/2 tons of downforce on all four tires. Asked if a different tire would be made for the Penske cars this month, Mehl replied, "No, absolutely not. Penske will have to change the setup of the car to protect the tire."

Simpson Race Products unveiled its latest helmet today, actually an aerodynamic aid to the Simpson Speedway Shark model. "First of all, it prevents the helmet from lifting at speed," said company president Bill Simpson. "It also stops buffeting entirely and it also cleans the air from the helmet going back to the rear wing." So far in practice, Robby Gordon, Mark Smith, Stefan Johansson and Brian Till have used the helmet.

Tero Palmroth was assigned to the #79T entry for Dick Simon Racing.

At 3:37 p.m., Paul Tracy in the #3 Marlboro Penske Mercedes got loose while low in turn #3, did 1 1/2 spins through north short chute and infield grass 1,350 feet to hit the outside wall in the middle of turn #4, made a second contact with the wall, then came back across the track 120 feet with 1 1/2 spins to come to a stop against the inside guard rail. The car sustained nose and left and right front damage. According to Dr. Henry Bock, Speedway medical director, Tracy was awake and alert, complaining of left foot pain. He was transported to Methodist Hospital where he was treated for a concussion and a bruised left foot and admitted in good condition. Tracy's driving status will be determined after a checkup Saturday morning.

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At 4:21 p.m., Mark Smith in the #15 Craftsman Tool Ford went high in turn #3 and brushed the wall in the north short chute. Smith drove the car, which sustained minor suspension damage, back to the pits after the incident.

According to Tim Considine, who wrote an article for Autoweek on the subject, the first Honda to "run" at the Indianapolis Motor Speedway was in 1968, when the last Honda Formula One car was test-driven by late Indy veteran Ronnie Bucknum on a cold November day here. It was also the first rear-engine car with a wing at the Speedway. According to Considine's story, Bucknum reportedly lapped as fast as 171 miles an hour, a speed that would have put Honda on the front row in 1968. Jeff Bucknum, Bucknum's son who is now a driver in the Skip Barber Formula Ford series, spent his first day ever at the Speedway today with the Honda contingent.

Mario Andretti was the first driver to exceed 224 miles an hour today with a lap of 224.338 at 11:10 a.m. in the #6 Kmart Texaco Havoline Newman/Haas Racing Lola. Robby Gordon then hit 225.587 at 11:19 a.m. in the #9 Valvoline Cummins Ford. Michael Andretti then hit 226.068 at 11:22 a.m. in the Target/Scotch Video Racing entry. Nigel Mansell then hit 226.895 at 11:24 a.m. in the #1 Kmart Texaco Havoline Newman/Haas Racing Lola. Paul Tracy went to the top with a lap of 228.114 at 11:33 a.m. in the #3 Marlboro Penske Mercedes. Emerson Fittipaldi then turned a lap of 230.138 at 12:16 p.m. in the #2 Marlboro Penske Mercedes. Fittipaldi was asked if his teammates would be his biggest competition for the pole. He replied, "yes....Nigel, Michael, Mario...Raul has been strong."

46 cars were on the track today, running 2,372 laps. Cars on track today: #1 Mansell; #2 Fittipaldi; #3 Tracy; #4 Rahal; #5 Boesel; #6 Mario Andretti; #7 Fernandez; #8/#8T Michael Andretti; #9/#9T Gordon; #10T Groff; #11 Fabi; #12/#12T Villeneuve; #14 Herta; #15 Smith; #16 Johansson; #17 Dobson; #18/#18T Vasser; #19 Till; #21 Guerrero; #22 Boesel/Matsushita; #23 Lazier; #24 Ribbs/Gordon; #25 Greco; #27 Cheever; #28/#28T Luyendyk; #30T Carter; #31/#31T Unser Jr.; #40 Goodyear; #42 Parsons; #44 Al Unser; #45 Paul Jr.; #59 Brayton; #61 Gary Bettenhausen; #71 Sharp; #74 Crawford; #79 Vitolo; #88 Gugelmin; #90 St. James; #91 Stan Fox, Delta Faucet-Jack's Tool Rental-Hemelgarn Racing; #99 Matsuda.

69 cars are now at the Speedway, 67 have passed technical inspection and 2 are in the process. 42 drivers have been on the track to date and 49 have passed their physicals. There were 16 yellows for 2 hours, 18 minutes. High today was 71 at 3:30 p.m. Low was 45 at 5:30 a.m. Winds SE at 8 mph.

TOP 10 DRIVERS OF THE DAY

			101 10 Drift Life Of The SAT	
1	2	Emerson Fittipaldi	Marlboro Penske Mercedes	230.138
2	3	Paul Tracy	Marlboro Penske Mercedes	228.693
3	6	Mario Andretti	Kmart Texaco Havoline Newman/Haas Racing Lola	227.618
4	8T	Michael Andretti	Target/Scotch Video Racing	227.589
5	31	Al Unser Jr.	Marlboro Penske Mercedes	227.359
6	59	Scott Brayton	Glidden Specia	227.003
7	1	Nigel Mansell	Kmart Texaco Havoline Newman/Haas Racing Lola	226.895
8	18	Jimmy Vasser	Conseco-STP	226.803
9	27	Eddie Cheever	Quaker State Special	226.729
10	9	Robby Gordon	Valvoline Cummins Ford	226.563

DAY #8 -- SATURDAY, MAY 14 POLE DAY

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

2:30-3:30 a.m. -- Final practice day before pole qualifying, ESPN

3:30-4:30 a.m. -- The Road to Indianapolis, ESPN

11:00 a.m.-1:30 p.m. -- Pole Day qualifying, ABC (live)

6:00-7:00 p.m. -- Speed Quest, WTHR-TV, Channel 13

6:30-7:00 p.m. -- Qualification Summary, WRTV, Channel 6

10:30-11:00 p.m. -- Sports View Extra, WXIN, Channel 59

11:30 p.m.-12:00 a.m. -- Indy Summary, ESPN

As practice started at 8 a.m., it was 59 degrees with winds out of the southeast at 9 mph gusting to 18 mph.

Update on driver Paul Tracy as of 7 p.m. Friday: He remained in Methodist Hospital but could be released today. He is not cleared to drive today and will be examined Sunday morning by Dr. Henry Bock, Speedway Medical Director, to determine driving status.

Winners in the 28th annual STP/American Auto Racing Writers and Broadcasters Association writing, photography and broadcasting competitions will be annual annual AARWBA breakfast May 28 at the Speedway Motel. The contest has been funded by STP since its inception in 1967. Judging has been done by the College of Journalism of the University of Florida.

25 drivers posted their fastest speeds of the month during the first session of the morning practice. They were: #1 Nigel Mansell 228.137; #6 Mario Andretti 228.606; #8 Michael Andretti 228.600; #9 Robby Gordon 227.739; #11 Teo Fabi 226.855; #12 Jacques Villeneuve 227.066; #14 Bryan Herta 223.947; #15 Mark Smith 219.582; #16 Stefan Johansson 224.618; #17 Dominic Dobson 225.598; #19 Brian Till 223.519; #21 Roberto Guerrero 226.637; #22 Hiro Matsushita 222.074; #24 Willie T. Ribbs 220.913; #27T Eddie Cheever 227.106; #31 Al Unser Jr. 227.618; #40T Scott Goodyear 225.762; #42 Johnny Parsons 207.579; #44 Al Unser 219.250; #45 John Paul, Jr. 223.109; #61 Gary Bettenhausen 223.447; #71 Scott Sharp 225.507; #79 Dennis Vitolo 221.261; #91 Stan Fox 225.242; #99 Hideshi Matsuda 222.629;

Rain forced the close of practice at 9:34 a.m.

The PPG Pole Award of \$100,000 plus a \$35,000 van from Starcraft and Ford heads the list of qualifying awards for the 1994 Indianapolis 500. Others include:

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GTE "Front Runner" Award -- \$30,000 (\$10,000 for each front row driver)
Starcraft "Pole Position Car Owner" Award -- \$10,000
True Value "Master Mechanic" Award -- \$10,000
D.L. Clark Candy "Slo-Poke" Award -- \$10,000
Sure Start/Automotive Armature "On The Bubble" Award -- \$10,000

Ameritech Pages Plus (TM) "Youngest Starting Driver" Award -- \$5,000
Ameritech "First in the Field" Award -- \$5,000
NewsPager "Most Consistent Qualifying Laps" Award -- \$5,000
S R E Industries "My Bubble Burst" Award -- \$5,000
T.P. Donovan "Top Starting Rookie" Award -- \$5,000
KLF/Race Spec "Final Measure" Award -- \$5,000
HotShots "Hottest Rookie Lap" Award -- \$5,000
Raybestos/CAM "Tough Brakes" Award -- \$5,000
Snap-On/CAM "500 Top Wrench" Award -- \$5,000

Speedway qualifying prizes for the 1994 Indianapolis 500 total \$120,000, spread over the second, third and fourth days of time trials. The fastest qualifier on each of the three days will receive \$25,000, second fastest \$10,000 and third fastest \$5,000.

Rodger Ward, the 1959 and 1962 winner of the "500," suffered a heart attack Friday and was admitted to William B. Riley Hospital, Ely, Nevada 89301.

Facts, Records and Angles to Watch for Today

(Compiled by Speedway historian Bob Laycock and historian Bob Watson) --- If Emerson Fittipaldi wins the pole today, he will become the first driver to sit on the pole twice as the defending 500 champion. The defending winner has qualified on the pole on five occasions. Frank Lockhart did it in 1927, A.J. Foyt in 1965, Tom Sneva in 1984, Rick Mears in 1989, and Emerson Fittipaldi in 1990. --- A total of 1,915 200 mph qualification laps have been recorded in the history of the Indianapolis Motor Speedway. A total of 100 different drivers have recorded at least one 200 mph qualifying laps at Indianapolis. There has also been 392 qualification runs with an average speed of 200 mph or better.

--- The last time teammates set qualification records in the same year was in 1989 when new one-lap and four-lap qualification records were set by Al Unser and Rick Mears in cars owned by Roger Penske. The last time teammates set one-lap and four-lap qualification records in back-to-back runs was in 1982 by Kevin Cogan and Rick Mears, also driving Penske entered cars.

--- Nine drivers have started from the pole position in their last start at Indianapolis. Those nine drivers are: Louis Strang (1911), John Altken (1916), Jimmy Murphy (1924), Earl Cooper (1926), Frank Lockhart (1927), Cliff Woodbury (1929), Jimmy Snyder (1939), Jerry Hoyt (1955), and Bobby Unser (1981). If Mario Andretti, with his announced retirement, were to win the pole, he would be the 10th to do so. --- The last time three different chassis started from the front row was in 1981 when Bobby Unser started from the pole in a Penske, Mike Mosley started 2nd in an Eagle, and A.J. Foyt started 3rd in a Coyote.

--- There have been five occasions when the entire front row was comprised of former winners. Those five occasions were:

(1975) A.J. Foyt - Gordon Johncock - Bobby Unser

(1980) Johnny Rutherford - Mario Andretti - Bobby Unser

(1987) Mario Andretti - Bobby Rahal - Rick Mears

(1988) Rick Mears - Danny Sullivan - Al Unser

(1991) Rick Mears - A.J. Foyt - Mario Andretti

Facts, records and angles (continued):

- --- Roger Penske has had at least one car start from the front row in 19 of his previous 25 years (1969-93) as a car owner at Indianapolis. The exceptions were 1969-70-75-85-92-93.
- --- In 1992, Jimmy Vasser qualified at an average speed of 222.313 mph. This is the fastest qualification run ever by a rookie at Indianapolis. The fastest qualification lap ever recorded by a rookie at the Speedway is 222.563 by Robby Gordon in 1993. Jacques Villeneuve recorded a speed of 227.066 mph during ths morning's practice which is the fastest lap recorded by a rookie at the Speedway this month.
- --- The fastest four-lap qualification average for a women driver is 220.150 mph by Lyn St. James in 1992. Lyn St. James also holds the one-lap qualification record for a women drivers with a 221.119 mph clocking in 1992. St. James' fastest lap this month was 225.745 mph recorded during yesterday's practice session.
- --- No front row at the Speedway has ever contained two or more drivers classified as "former F1 World Champions". Formula One champions Emerson Fittipaldi, Mario Andretti, and Nigel Mansell have recorded the first, third, and fifth fastest times this month, respectively.

Rain stopped at 10:15 a.m. The track reopened at 12:16 p.m.

Sears has expanded its Craftsman Fastest Pit Crew Competition for 1994 to include a Craftsman Fan Pit Stop Challenge. The pit crew program awards a guaranteed \$5,000 to the fastest of the 33 crews on Race Day and an additional \$25,000 if the team has a Craftsman Pro Set 2000 tool chest and roll-away in its pit. Last year, Arie Luyendyk's car fielded by Chip Ganassi Racing set a record of spending only 3:11 in the pits on five stops. The competition for fans will feature celebrities and fans in a pit-stop contest at the Indy Expo, starting on Thursday, May 26 and continuing through Race Day.

During the practice 778 laps were completed by 44 cars.

Hideshi Matsuda's first lap speed of 222.646 mph is a new one-lap record for a rookie driver, breaking Robby Gordon's rookie record of 222.563 mph set in 1993. Matsuda's four-lap speed of 222.545 mph is also a new record for a rookie, breaking Jimmy Vasser's four-lap rookie mark set in 1992 at 222.313 mph.

12:25 p.m. #27 QA - 2	EDDIE CHEEVER/Aspen, CO Quaker State Special 93/L/M 1 40.316 223.236 2 40.290 223.380 3 40.304 223.303 4 40.407 222.734 T 2:41.317 223. 163	Q-2
12:30 p.m. #59T QA - 3	SCOTT BRAYTON/Coldwater, MI Glidden Special 93/L/M 1 40.581 221.779 2 40.615 221.593 3 40.914 219.974 4 waved off	UA -1
12:35 p.m. #17 QA - 4	DOMINIC DOBSON/ Bellevue, WA PacWest Racing Group 94/L/F 1 40.251 223.597 2 40.295 223.353 3 40.502 222.211 4 40.409 222.723 T 2:41.457 222.970	Q-3
12:46 p.m. #40 QA - 5	SCOTT GOODYEAR/Toronto, Ontain Budweiser King Special 94/L/F 1 40.488 222.288 2 40.463 222.425 3 40.633 221.495 4 waved off	rio, Canada UA - 2
12:50 p.m. #5 QA - 6	RAUL BOESEL/Key Biscayne, FL Duracell Charger 94/L/F 1 39.579 227.393 2 39.502 227.837 3 39.539 227.623 4 39.540 227.618 T 2:38.160 227.618	Q - 4
12:56 p.m. #7 QA - 7	ADRIAN FERNANDEZ/La Jolla, CA Tecate/Quaker State/Reynard/Ilmor 1 41.231 218.282 2 waved off	94/R/IL UA - 3

12:59 p.m.	#79	DENNIS VITOLO/Fort Lauderdale, Dick Simon Racing 93/L/F	, FL
		DICK SIMON HACING 93/L/F	
Q	A - 8	1 40.518 222.124	Q - 5
		2 40.528 222.069	
		3 40.429 222.612	
		4 40.367 222.954	
		T 2:41.842 222.439	

Dennis Vitolo's fourth lap speed of 222.954 is a new one-lap record for rookie drivers.

•	#8 4 - 9	MICHAEL ANDRETTI/Nazareth, PA Target/Scotch Video Racing 94/R/F 1 39.804 226.108 2 39.744 226.449 3 39.798 226.142 4 39.802 226.119 T 2:39.148 226.205	Q - 6
•	#9 - 10	ROBBY GORDON/Orange, CA Valvoline Cummins Ford 94/L/F 1 40.522 222.102 2 40.829 220.432 3 waved off	UA - 4
1:12 p.m. QA	#12 - 11	JACQUES VILLENEUVE/Monte Carle Player's LTD Reynard 94/R/F 1 39.768 226.313	o, Monaco Q - 7
		2 39.637 227.061 3 39.798 226.142 4 39.907 225.524 T 2:39.110 226.259	

Jacques Villeneuve's one-lap best of 227.061 mph and his 4-lap average of 226.259 mph represents new one-lap and four-lap records for rookie drivers.

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1:18 p.m. #31 AL UNSER JR./Albuquerque, NM
Marlboro Penske Mercedes 94/P/MB
QA - 12 1 -- 39.872 -- 225.722 Q - 8
2 -- 39.413 -- 228.351
3 -- 39.383 -- 228.525
4 -- 39.219 -- 229.481
T 2:37.887 -- 228.011
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Al Unser Jr.'s four-lap average of 227.526 mph represents the 400th 200 mph qualification run in the history of the Speedway.

In 1985, Pancho Carter became the first and only 2nd generation driver to qualify on the pole at Indianapolis. Pancho's father, the late Duane Carter, competed in eleven "500's" with a best starting position of 4th in 1951. If Al Unser, Jr. remains on the pole, it will mark the first time a father-son combination has won the pole at the Speedway. The elder Unser started from the pole in 1970.

Pennzoil Special 94/R/IL QA - 13 1 -- 40.729 -- 220.973 UA - 5 2 -- waved off 1:28 p.m. #10T MIKE GROFF/Worthington, OH Motorola 94/L/H QA - 14 1 -- 41.216 -- 218.362 Q - 92 -- 41.170 -- 218.606 3 -- 41.080 -- 219.085 4 -- 41.062 -- 219.181 T 2:44.528 -- 218.808 1:36 p.m. #4 BOBBY RAHAL/Dublin, OH Miller Genuine Draft 94/L/H QA - 15 1 -- 40.853 -- 220.302 Q - 10 2 -- 40.877 -- 220.173 3 -- 40.897 -- 220.065 4 -- 40.877 -- 220.173 T 2:43.504 -- 220.178

TEO FABI/Milan, Italy

1:24 p.m.

#11

1:40 p.m. #28 ARIE LUYENDYK/Scottsdale, AZ Indy Regency Racing-Eurosport 94/L/IL

QA - 16 1 -- 39.948 -- 225.293 Q - 11
2 -- 40.006 -- 224.966
3 -- 40.506 -- 222.189
4 -- 40.489 -- 222.283
T 2:40.949 -- 223.673

1:45 p.m. #1 NIGEL MANSELL/Clearwater, FL
Kmart Texaco Havoline Newman/Haas Racing Lola 94/L/F
QA - 17 1 -- 40.075 -- 224.579 Q - 12
2 -- 40.055 -- 224.691
3 -- 40.250 -- 223.602
4 -- 40.305 -- 223.297

T 2:40.685 -- 224.041

1:49 p.m. #91 STAN FOX/Janesville, WI Delta Faucet-Jack's Tool Rental-Hemelgarn Racing 94/R/F QA - 18 1 -- 40.535 -- 222.030 Q-13 2 -- 40.347 -- 223.065 3 -- 40.323 -- 223.198 4 -- 40.326 -- 223.181 T 2:41.531 -- 222.867 Showers suspended qualifying at 1:58 p.m. The field is currently 23 laps short of the 2,000th two-hundred mile per hour official qualifying lap. Jacques Villeneuve is currently sitting on the outside of the front row. The last rookie to qualify on the front row was the 1983 pole sitter, Teo Fabi. The track reopened at 4:57 p.m. Driver Paul Tracy was released from Methodist Hospital this morning. #71 SCOTT SHARP/E. Norwalk, CT 4:58 p.m. PacWest Racing Group 94/L/F QA - 19 1 -- 40.512 -- 222.156 Q - 14 2 -- 40.524 -- 222,091 3 -- 40.559 -- 221.899 4 -- 40.501 -- 222.217 T 2:42.096 -- 222.091 5:03 p.m. #33 JOHN ANDRETTI/Indianapolis, IN Jonathan Byrd's Cafeteria Bryant Heating & Cooling 94/L/F 1 -- 40.146 -- 224.182 OA - 20 Q - 15 2 -- 40.123 -- 224.310 3 -- 40.481 -- 222.327 4 -- 40.495 -- 222.250 T 2:41.245 -- 223.263 5:08 p.m. #90 LYN ST. JAMES/Daytona Beach, FL Spirit Of The American Woman-JCPenney/Reebok/Lee 94/L/F QA - 21 1 -- 40.157 -- 224.120 Q-16 2 -- 40.128 -- 224.282 3 -- 40.166 -- 224.070 4 -- 40.153 -- 224.143 T 2:40.604 -- 224.154

5:19 p.m. #45 JOHN PAUL, JR./Lantana, FL Pro Formance Team Losi XX 93/L/IL

QA - 22 1 -- 41.205 -- 218.420 UA -- 6 2 -- 40.856 -- 220.286

3 -- 40.774 -- 220.729

4 -- waved off

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5:24 p.m. QA	#19 A - 23	BRIAN TILL/Columbus, OH The MI-Jack Car 93/L/F 1 40.825 220.453 2 40.504 222.200 3 40.734 220.946 4 40.754 220.837 T 2:42.817 221.107	Q - 17
5:28 p.m. Q <i>A</i>	#59 \ - 24	SCOTT BRAYTON/Coldwater, MI Glidden Special 93/L/M 1 40.738 220.924 2 40.704 221.108 3 waved off	UA - 7
5:32 p.m. QA	#44 \ - 25	AL UNSER/Albuquerque, NM Arizona Motor-Sport Racing 94/L/F 1 42.012 214.225 2 waved off	UA - 8
5:36 p.m. QA	#14 \(\) - 26	BRYAN HERTA/Dublin, OH AJ Foyt Copenhagen Racing 94/L/F 1 41.128 218.829 2 40.551 221.943 3 40.622 221.555 4 40.601 221.669 T 2:42.902 220.992	Q - 18
Bryan Herta' tion lap in In		speed of 218.289 mph was the 2,000tl is history.	h 200 mph qualifica-
•	#11T x - 27	TEO FABI/Milan, Italy Pennzoil Special 94/L/IL 1 40.990 219.566 2 41.207 218. 409 3 waved off	UA - 9
5:45 p.m. QA	#88	MAURICIO GUGELMIN/Curitiba, Bra Hollywood Indy Car 94/L/F 1 40.398 222.783 2 40.856 220.286 3 40.978 219.630 4 41.063 219.175	zil Q - 19

T 2:43.295 -- 220.460

#21 \ - 29	ROBERTO GUERRERO/San Juan C Interstate Batteries/Pagan Racing 92 1 40.853 220.302 2 40.578 221.795 3 40.676 221.261 4 40.584 221.762 T 2:42.691 221.278	
#25	MARCO GRECO/Costa Mesa, CA Arciero Project Indv. 94/L/F	
A - 30	1 41.952 214.531 2 41.797 215.326 3 waved off	UA - 10
#22	HIRO MATSUSHITA/San Clemente,	CA
	Panasonic Duskin Lola Ford 94/L/F	
\ - 31	1 40.764 220.783 2 40.525 222.085 3 40.513 222.151 4 40.813 220.518 T 2:42.615 221.382	Q - 21
	#25 \(\cdot - 30\) #22	Interstate Batteries/Pagan Racing 92 1 40.853 220.302 2 40.578 221.795 3 40.676 221.261 4 40.584 221.762 T 2:42.691 221.278 #25 MARCO GRECO/Costa Mesa, CA Arciero Project Indy 94/L/F 1 41.952 214.531 2 41.797 215.326 3 waved off #22 HIRO MATSUSHITA/San Clemente, Panasonic Duskin Lola Ford 94/L/F 1 40.764 220.783 2 40.525 222.085 3 40.513 222.151 4 40.813 220.518

21 car field average of 222.999. 1993 - 219.795 for a difference of 3.204 mph.

The highest starting position by a woman driver at Indianapolis is a 14th starting slot by Janet Guthrie in 1979.

Lyn St. James currently sits in the 5th position of the provisional field.

Lyn St. James' 2nd lap speed of 224. 282 mph and her four-lap average of 224.154 mph represents the fastest one-lap and four-lap qualification speeds ever turned by a woman driver at IMS. The previous one-lap and four-lap records, also set by St. James (1992) were 221.119 mph and 220.150 mph respectively.

The following cars are scheduled to qualify Sunday in the following order: #16T, #6, #40T, #24, #42, #9T, #16, #27T, #18T, #18, #2, # 28T, #15, #3T, #94, #59T, #61, #1T, #40, #7T, #31T, #15T, #11, # 7, #14T, #9, #30, #24T, #74, #23, #45, #59, #44, #11T, #30T, #25, and #64.

A total of 71 cars are now at the Speedway, 70 have passed technical inspection and 1 is in the process. 43 drivers have been on the track to date. There were 8 yellows for 6 hours and 13 minutes. The high temperature today was 69 at 6:00 p.m.. The low was 52 at 3:00 a.m. The winds were SE at 10-15 mph. Precipitation was 2.07 inches from midnight-7 p.m. at IMS.

Post Qualifying Quotes - Saturday May 14

RAUL BOESEL (#5 Duracell Charger): (on his success here) "I enjoy this place very well. You just need to concentrate on the set up of the car, and use your ability and then be consistent." (on the fan reaction this year) "They have been a lot more supportive this year. Many of them have told me that 'we hope you can do it this year because the Speedway owes you one." (on feeling this morning) "This morning I thought I had a shot at the pole. I was relaxed and the car was very good. I was pretty confident this morning. The car was perfect."

JACQUES VILLENEUVE (#12 Player's LTD Reynard): (fastest rookie at this point: how do you feel about it) "Great to be the fastest rookie. I did not expect to be this fast." (How does it feel to follow Michael Andretti) "It's just great to be here." (qualification run) "The last two laps were slower because I had to bring it down in the corners." (how did you get to Indy) "I saw the race when I was racing in Japan. Players invited me to race in Canada, then wanted me for North America. I talked to the manager and we are here." (are good qualities in genes because your father was such a great Formula One driver) "Some things are retained from your parents. I hopefully retained the good things."

DENNIS VITOLO (#79 Dick Simon Racing): (about qualifying run) "By far my best run so far. I had a little push and understeer but I was thrilled with my run." (did you think you would be here today) "Not yesterday, we struggled and struggled all day then we changed the setup and ran better. Dick (Simon) really helped me yesterday." (is Dick supportive) "From day one, Dick has been there. As a rookie I wanted to come and run for Simon. From ROP on, he coached me as a driver. It is because of him I am here today."

HIDESHI MATSUDA (#99 Dick Simon Racing): (how do you feel) "Surprised. Very happy, but a little disappointed since I ran faster in practice this morning, but very happy." (about driving a car) "It's just like a dream. Two years ago, I came as a reporter. Then I decided to race here. It's like a dream come true. It's the happiest moment of my life."

MICHAEL ANDRETTI (#8 Target/Scotch Video Racing): (how he feels being back in Indy) "it feels good, I'm very happy to be back in Indy. Chip Ganassi and the Target team came together nicely." (would he rather have the engine that he does or the Mercedes) "I'd take this engine with the power of Mercedes!" (about Mario being a car owner) "Right now we're not talking seriously. He will have a good think after he retires and maybe he will get involved and own a team. Time will tell."

MIKE GROFF (#10T Motorola): (troubles for the week) "We've lost 3,4,5 engines this week. It's put us back a lot. We're going to have to get more speed out of the primary car." (run today) "We were out there running flat out. We've got to go back to the drawing board." (weather) "I thinks it's great that it's raining. We kind of banked on that happening."

EDDIE CHEEVER (#27 Quaker State Special): (on run) "I'm disappointed. We 've worked very hard." (troubles) "The whole week we've been plagued by the pop-off valve. It's kind of been a chain around my neck." (strategy for the week) "I am going to seriously consider bringing out the T-car. I think you're going to see some 228s and 229s out here today." (risk of bringing the T-car out like a chess game) "I like chess." (car performance) "We had lots of problems trying to regulate our boost. It was kind of a roll of the dice to go out and try to get the right setup." (thinking to see yellow) "I was color blind to that. Compared to the trouble we had last year, it was a very easy qualify." (relieved to be in race?) "Right now I'm seriously disappointed with our qualifying times. I have a very good race car. When we started testing the car last June, it ran at 221 and we've had it about 230 since then. It's just so difficult to get everything right. It's been a very trying week with the pop-off valve trouble."

AL UNSER, JR. (#31 Marlboro Penske Mercedes): (on the increase in speed) "I got caught in the rain this morning during practice going for 229 and I almost crashed which scared the 'you know what' out of me. So I was building my speed back up. During the qualifying run, when I saw the 225 I thought 'oh man, I need to go after it' (229) and I did. The Mercedes ran great." (what was the pressure like) "It was like looking down a double barrelled shotgun staring at ya', but each lap got quicker and quicker. It was just great." (were there any radio communications during the run) "No, there weren't any radio communications. If there had been, I knew what Roger would've said, but I got Roger's vibes and I ran as fast as I possibly could go just then. We were building the speed up and the car felt great and the Mercedes ran good." (regarding a couple of years ago when Emerson was on the pole and he had to wait a week to see if Al would bump him off that position) "I wouldn't mind seeing Emerson go through what I went through that year. I think it was 1990. It was tough. We figured we could make the show, but we weren't in the show yet. We had to worry about going 500 miles, too. We had to worry about a lot of different things and it really starts playing with your head."

pominic pobson (#17 PacWest Racing): (on speed) "The speed in the first lap felt really good. It feels much better than last year. We have a great approach with PacWest and the new team. The crew worked very hard today. They're continuing to do very well." (on track conditions) "The track does change with the rain, but I'm safely in now. This morning the conditions were ideal. All it takes is to get a bit of understeering. Sometimes the rain helps, and sometimes it can hurt you. You just have to take it in stride." (asked if he had a pretty steady run): "I had my foot down as much as I could. I was starting to pick up understeering on the second lap. We have a good mechanical set up, even with the turbulent air.

BOBBY RAHAL (#4 Miller Genuine Draft): (on why he starts May with such melodramatics) "It is certainly not by design, I can assure you." (on Mike Groff stating that he was banking on the rain as a strategy) "I was flat out on four laps with the best speeds we ran. Sometimes hoping for the rain is a good strategy. I would have liked to run a little quicker, but you can only put it down so far. I was pretty pleased. This was the first time that the car did the same thing for all four laps. I'm not completely happy with the car yet. We will keep working with the car." (on the conditions) "The air was a bit draggy and humid." (on not being here last year; is this on his mind this year) "All you can do is keep working on the car. Who really knows what could happen next week?" (on being a consistent driver in the past; have the last two years been frustrating?) "Every year except the last two years I poled. I don't like it one bit. I am not here to drive in the back; I am here to win races."

STAN FOX (#91 Delta Faucet-Jack's Tool Rental-Hemelgarn Racing): (mental outlook re new equipment this year) "I can be a lot more relaxed when I know the car is fast. It's hard to explain the pressure when the car might be in the last two rows. When you have good equipment, you can worry about the race setup. It makes it that much easier." (about being in 7 straight Indy 500 races) "I've been in seven out of the last eight. I keep plugging along. Our sponsors are both Indy-based, and I'll go anywhere they want to race."

ARIE LUYENDYK (#28 Indy Regency Racing-Eurosport): (about qualifying run) Very happy, the run started out great. I ran a 225 but then the car got loose and the speed dropped to 224. I just tried to maintain the run. I had problems with my valve. It didn't want to close so I was running with only 43" of boost on the last lap. The valve never closed until turn 3 on the last lap so, if I would have had 45", it would have been a better run, but I guess that is a question for USAC." (about race team) "The team did a good job. They worked really hard all week and I am glad we qualified this weekend because it is hard on them to have to sit and wait another week. This way we can get ready for the race, and it gives them a break."

ROGER PENSKE: (on adding Al Unser Jr. to team) "Obviously, the commitment we had to make to get Al on the team demonstrates what it means to us to have Al on the team. Knowing his dad and Bobby all these years, they really helped me build this race team." (on Paul Tracy) "I want to say - most important - he is OK. Having him here tomorrow is the important thing we all should think about. Of course, we're all disappointed."

NIGEL MANSELL (#1 Kmart Texaco Havoline Newman/Haas Racing): (on his run) "I am as happy as anything. We qualified, we beat the weather, and we're in. I'm delighted. Newman-Haas Racing did a great job and I would also like to thank the USAC officials for drying the circuit as well as they did. I think there are a lot of guys that are very grateful." (on Al Unser Jr.'s run) "That last lap was pretty impressive." (on difference between '93 and '94) "I'm sitting here, I'm comfortable, I'm not in pain, and I'm in the race. I'm just delighted." (on the weather) "We knew the front was coming, but we didn't know when. Obviously, it is here and it has come in with a vengeance." (on being qualified) "The great thing is to concentrate on running with full tanks of fuel next week. Qualifying is so different than the race, and the race is the most important thing to me. Qualifying is important but it is important to get the car set up for the race. When you are running in a five car train, you need to know what the car is going to do" (on battling others in the race) "Any driver who gets on the grid has done a great job. I think what Scott Goodyear did a couple years ago is the best example with where he started that race. Anybody who's behind you is going to try to win the race." (on difference between F1 qualifying and Indy) "It has no similarity at all. The way you qualify here, this is more challenging because you may have different conditions than someone else."

SCOTT SHARP (#71 PacWest Racing Group): (About qualifying run) "The crew worked real hard to prepare the car all week and to help me get up to speed. My engineer (Alan Mertens) put a little push in the car to make it neutral and today it felt great. It seemed like we lost boost or blew a valve because I lost power. I saw my first lap of 222 and, to be honest, was surprised because the car felt so good. It just didn't have enough power." (about being in race) "It feels fantastic... unbelievable, I'm thrilled to be in the field. Now we can start working on race setup." (about surprise after qualifying... he signed a three-year contract with PacWest before getting out of the car) "I will be with PacWest Racing for another three years. It has been something we have been talking about for awhile. Once I got in the show we wanted to make it official. I think I am being taught by a great bunch of guys, and I am glad to be with PacWest Racing."

MAURICIO GUGELMIN (#88 Hollywood Indy Car): (thoughts on making race) "I don't know if I'll be in the race. People went a lot faster than people anticipated. I ran a good first lap, but then the car started to push and it was very disappointing." (on Indy expectations) "All the guys in the race team try to prepare you for this. You try to stay cool. You only learn with experience. You don't know what to expect. But, I think they call that the learning curve."

ROBERTO GUERRERO (#21 Interstate Batteries/Pagan Racing): (trouble with his run) "I wish I knew what was wrong. The chassis was perfect. It was too easy. I was going wide open in the turns, but it just wasn't going anywhere." (plans for fixing) "We don't have a lot to work on. The setup is perfect. We just need to find out what the problem was." (conditions today) "I was reminded of my qualifying in 1992, when I qualified at 5:45. It's tough qualifying like this. You just hang around all day and wait and wait and wait." (same car not performing as record run) "The rules changed from 1992-93. They took away two aerodynamic features that took the downforce away from the car. That's why the same car doesn't run as fast." (pressure) "This year has been the year that I've had the least amount of pressure because I'm not expecting much. We've got a two-year-old car. Our goal is different. It's not to win the race, but finish the race, so the pressure is less."

HIRO MATSUSHITA (#22 Panasonic Duskin Lola Ford): (how he felt regarding his run) "We went with exactly the same setup as this morning, but the moisture on the track made it a little slow. The first and last lap the car had a little push. (how he felt qualifying 15th), "Very happy, we have been waiting, waiting, waiting, all day, I'm very glad to qualify." (did the accident in Phoenix change his perspective), "No it didn't change my perspective, I thought I was the luckiest person on earth." (how he feels about his parents coming to watch him here for the first time), "Like most mothers and fathers, they worry a lot. Sometimes they say stop racing ASAP. I haven't talked to my dad after the accident (at Phoenix).

JOHN ANDRETTI (#33 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling): (on qualifying run) "The weather is helping, obviously. We hadn't quite hit the right combination, yet. A.J. (Foyt) and the guys had come up with some new things. They let Bryan(Herta) try it. They put it on his car. Bryan guaranteed me I'd like it. I am very happy with the car." (on pressure to qualify) "We were hoping the weather would cooperate and it did, somewhat." (on afternoon rain delay) "There were some anxious moments today thinking about 'what if we don't qualify.' We're very fortunate." (on hectic schedule) "There's times when you look at it and you wonder if you can see the end of the road. But, we're getting there. We're in the Indy 500."

LYN ST JAMES (#90 Spirit Of The American Woman-JCPenney/Reebok/Lee): (on how she feels out qualifying Nigel Mansell) "It feels really good. We're at #5, he has a great sense of humor, he knows he's going to get razzed!" (how she felt during the qualifying run) "I parked my emotions when I crawled into the race car, and just felt what the car was doing, I'm dying to see the tape of the run. I know I came closer to the wall than I have all week. The emotions came back when I drove into the pits after qualifying and saw my crew members and even some competitors congratulating me. (how confident she is of winning) "Anything is possible."

BRIAN TILL (#19 The Mi-Jack Car): (Speed) "I could get bumped but it was a pretty good speed. All you can do is go out there and do the best you can. (what did it feel like it) "It was very nerve racking." (did you have a bottom line for speed) "Our bottom line was 220 and I was a little disappointed then again watching Herta and Gugelmin. I feel okay. The track has slowed down and the air seems to be heavier. My car felt great, I had my foot down 99% of the time but I thought it would be higher."

BRYAN HERTA (#14 AJ Foyt Copenhagen Racing): (on being welcomed to the racing capital of the world) "I'm so happy to be in the show. I am glad to finally have a full time ride and I'm looking forward to the year." (on working with AJ) "Did you guys know he has his own water?" (on being asked about if qualifying was scary) "Not very scary. I felt we had a good race car. That takes the butterflies out. I was a little tentative after the first lap." (on John Andretti saying complimentary things about Bryan) "John and I work very well together. He has helped me much more than I have helped him because of his experience. I am working with good people and a happy team. It has made the experience really nice." (on whether he was whiteknuckling) "Maybe before I left pit lane. Not really; I left comfortable. I wanted to go quicker; like AJ said, we have to take what we've got. We will be in good shape for the race." (on AJ's respect toward Bryan) "It give me a lot of confidence. AJ is as great a team owner as he is a driver. There is not a negative thing to say about the team."

A.J. FOYT: (about Herta's qualifying run) "The first lap he was a little nervous, but you expect that from any rookie. He did better the last three laps. We are in good and solid. There're 17 or 18 cars behind us. Now we can work on race setup this week." (about Bryan driving for him) "I have very high confidence in him. He uses his head and gives me feedback about the car. He doesn't go out there and try to white knuckle it like some rookies because that won't impress me. (about rumor of A.J. driving again) I went to the hospital to take a physical. If the doctors would have been there I would have taken it. I was going to do the testing myself. I'm not that old I can't test."

DAY #9 -- SUNDAY, MAY 15 Second Qualifying Day

Dr. Henry Bock, Speedway Medical Director, said this morning that Paul Tracy was cleared to drive.

A wet race track delayed the start of practice today until 11:25 a.m. Practice closed at 12:08 p.m.

During the practice 330 laps were completed by 19 cars. 4 cars made their first appearance on the track today: #3T, #16T, #27T, and #31T. One car posted its best time for the month: #9T.

12:45 p.m. #6 QA - 32	MARIO ANDRETTI/Nazareth, PA Kmart Texaco Havoline Newman/Haas Racin 1 39.919 225.457 Q - 2 2 40.493 222.261 3 40.249 223.608 4 40.411 222.712 T 2:41.072 223.503	
12:49 p.m. #40T	SCOTT GOODYEAR/Toronto, Ontario Can Budweiser King 94/L/F	ada
QA - 33	1 41.578 216.461 UA - 2 41.233 218.272 3 waved off	11
12:54 p.m. #24	WILLY T. RIBBS/San Jose, CA Service Merchandise Ford 94/L/F	
QA - 34	1 42.542 211.556 UA - 2 waved off	12
12:57 p.m. #9T	ROBBY GORDON/Orange, CA Valvoline Cummins Ford 94/L/F	
QA - 35	1 40.826 220.448 Q - 23 2 40.593 221.713 3 40.650 221.402 4 40.611 221.615 T 2:42.680 221.293	3
1:05 p.m. #16	STEFAN JOHANSSON/Monte Carlo, Mona Alumax Aluminum 93/P/IL	.co
QA - 36	1 40.764 220.783 UA - 2 41.016 219.427 3 waved off	13

1:09 p.m.	#27T	SCOTT BRAYTON/Coldwater, MI	
0	A - 37	Quaker State Special 93/L/M 1 40.355 223.021	UA - 14
G	IM - 31	2 waved off	UA - 14
1:13 p.m.	#18	JIMMY VASSER/Discovery Bay, CA	
		Conseco-STP 94/R/F	
Q	A - 38	1 40.447 222.513	Q - 24
		2 40.430 222.607	
		3 40.521 222.107	
		4 40.573 221.822	
		T 2:41.971 222.262	
1:18 p.m.	#2	EMERSON FITTIPALDI/Sao Paulo, E	Brazil
•		Marlboro Penske Mercedes 94/P/ME	}
QA - 39		1 39.476 227.987	Q -25
		2 39.637 227.061	
		3 39.613 227.198	
		4 39.653 226.969	
		T 2:38.379 227.303	

Emerson Fittipaldi completes the Day 1 qualifying order.

1:30 p.m. #31 l	PAUL THACY/West Hill, Ont. Cana	ada
	Marlboro Penske Mercedes 94/P/I	MB
QA - 40	1 40.498 222.233	UA - 15
	2 40.530 222.058	
	3 40.747 220.875	
	4 waved off	

1994 marks the 25th time a former winner has won the pole position.

Car owner Roger Penske has had 11 cars qualify on the pole position at Indianapolis (1977-78-79-81-82-86-88-89-90-91-94).

Al Unser, Jr. and his father have now become the first father-son combination to qualify on the pole. Al Unser qualified on the pole in 1970.

An Unser has qualified on the pole four times. Al Unser, Jr. (1994), Al Unser (1970), and Bobby Unser (1972 and 1981).

An Unser has won the race starting from the pole position on two occasions. Al Unser did it in 1970, as did his brother, Bobby in 1981.

Al Unser, Jr. becomes the second-2nd generation Indy 500 driver to qualify on the pole at Indianapolis. 1985 pole sitter Pancho Carter, son of 11-time Indy veteran Duane Carter (whose best starting position was 4th in 1951) is the other 2nd generation driver to have done so.

The last time there were more rookies than former winners in the field was in 1983 when six rookies and five former winners made the cut. The last time there was an equal number of rookies and former winners in the field was in 1985 with six apiece.

1:35 p.m.	#7T	ADRIAN FERNANDEZ/La Jolla, CA Tecate/Quaker State/Reynard/Ilmor	94/R/IL	
QA - 41		1 40.430 222.607	Q - 26	
		2 40.501 222.217		
		3 40.385 222.855		
		4 40.368 222.949		
		T 2:41.684 222.657		
2:34 p.m. #	#31T	PAUL TRACY/West Hill, Ont. Canada Marlboro Penske Mercedes 94/P/MB		
QA	- 42	1 40.344 223.081	Q - 27	
		2 40.493 222.261		
		3 40.354 223.026		
		4 40.454 222.475		
		T 2:41.645 222.710		

Emerson Fittipaldi's 3rd place starting position marks the 12th time a driver classified as a "former or reigning Formula One World Champion" has started from the front row. Jimmy Clark (three times), Graham Hill (one time), Emerson Fittipaldi (three times), and Mario Andretti (five times). Clark was the F-1 world title holder in 1963 and 1965, Hill in 1962 and 1968, Andretti in 1978, and Fittipaldi in 1972 and 1974.

Penske tidbits: In 1987, Al Unser replaced the injured Danny Ongais and won the race after qualifying on the second weekend of qualifications in a Penske owned car...In 1991, Rick Mears crashed and was injured on the final practice day before time trials, but came back to win that year's race from the pole in a Penske owned car...This year Penske driver Paul Tracy was relegated to "second day qualifying status" because of injuries suffered from a crash on the final day of practice before qualifications.

In regard to Indianapolis 500 career earnings, the 1994 front row represents the richest front row in Indy history with a combined total of \$7,882,049* in "previous earnings at the Speedway" among the three drivers. The previous record for the front row was \$7,192,129 by the 1991 front row. (*This does not include 1994 qualifying prize money).

At 4:20 p.m., Scott Goodyear in the #40T Budweiser King went out of control in turn #4 and spun once over 1,200 feet to hit the inside wall with the left side, then slid 245 feet to hit the attenuator at the head of pit road with the right side, continued into pits with 1/2 spin 60 feet to hit the outside pit wall, then continued backward 575 feet to come to a stop against the outside pit wall on pit road. Car sustained heavy left-side damage. Goodyear was transported to Methodist Hospital for examination of back pain and left thigh. He was awake and alert and in good condition.

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4:53 p.m.
             #11
                     TEO FABI/Milan, Italy
                     Pennzoil Special 94/R/IL
         QA - 43
                         1 -- 40.378 -- 222.894
                                                          Q - 28
                         2 -- 40.085 -- 224.523
                         3 -- 40.172 -- 224.037
                         4 -- 40.515 -- 222.140
                         T 2:41.150 -- 223.394
5:30 p.m.
             #45
                     JOHN PAUL, JR./Lantana, FL
                     Pro Formance Team Losi XX 93/L/IL
         QA - 44
                         1 -- 40.935 -- 219.861
                                                          UA - 16
                         2 -- 40.956 -- 219.748
                         3 -- 41.029 -- 219.357
                         4 -- waved off
5:45 p.m.
           #27T
                     SCOTT BRAYTON/Coldwater, MI
                     Quaker State Special 93/L/M
         QA - 45
                         1 -- 39.995 -- 225.028
                                                          Q - 29
                         2 -- 40.441 -- 222.546
                         3 -- 40.282 -- 223.425
                         4 -- 40.246 -- 223.625
                         T 2:40.964 -- 223.652
5:52 p.m.
             #16
                     STEFAN JOHANSSON/Monte Carlo, Monaco
                     Alumax Aluminum 93/P/IL
         QA - 46
                         1 -- 40.574 -- 221.817
                                                          Q - 30
                        2 -- 40.602 -- 221.664
                        3 -- 40.560 -- 221.893
                        4 -- 40.779 -- 220.702
                        T 2:42.515 -- 221.518
5:57 p.m.
             #23
                     BUDDY LAZIER/Vail. CO
                        Financial World 93/L/IL
         QA - 47
                        1 -- 41.274 -- 218.055
                                                          UA - 17
                        2 -- 41.174 -- 218.585
                        3 -- waved off
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Field average for 30 cars was 223.039 mph. The 1993 field average for 30 cars was 219.368 mph for a difference of 3.671 mph.

Of the 62 Indy 500 starters fielded by Roger Penske, 29 started from the front row.

The following cars are scheduled to qualify next weekend: #45 John Paul, Jr., #16T Gary Bettenhausen, #15 Mark Smith, #44 Al Unser, #24 Willy T. Ribbs, #40 Scott Goodyear, #24T Willy T. Ribbs, #95 (no driver listed), #94 (no driver listed), #9 Robby Gordon, #64 (no driver listed), #74 Jim Crawford, #61 Gary Bettenhausen, #42 Johnny Parsons, #25 Marco Greco, #15T Mark Smith, #23 Buddy Lazier, #59 (no driver listed), #30T Pancho Carter, #59T (no driver listed), #30 Pancho Carter, #51 (no driver listed), and #14T (no driver listed).

Scott Goodyear was released from Methodist Hospital at 7 p.m.

As the fastest second-day qualifier, Scott Brayton and his team earned \$25,000 in Speedway qualifying prizes. Teo Fabi and the Pennzoil Special crew of Hall Racing got \$10,000 as second fastest and Paul Tracy and the Marlboro Penske Mercedes team got \$5,000 as third fastest. In a number and sponsor change after the track closed, Brayton's machine was changed to No. 59 and the name was changed to Glidden Special.

This evening at 6 p.m. Al Unser, Jr. received several awards for winning the pole position for the 78th running of the Indianapolis 500, including the \$100,000 PPG Pole Award, Tony George, President and CEO of the Indianapolis Motor Speedway presented the check to Unser Jr. Mike Scherer, Sr. Vice President of Manufacturing for Starcraft presented Unser Jr. with a check for \$10,000. Following these presentations, Duke Hale, Sr. Vice President of Marketing and Sales for Starcraft presented Unser Jr. with a \$35,000 Starcraft van. As he handed the keys to Unser Jr., Hale said it had been an exciting two days and, on behalf of the 900 Starcraft dealers accross the nation, he was pleased to be able to present Unser Jr. with the keys to the 1994 Ford Starcraft van. As he took the keys from Hale, Unser Jr. said, "I've been watching this van go to several different pole winners over the years and been thinking to myself, 'man I wish I could get one of those.' I'd like to thank you and thank team Penske because they're the ones who got me here." Unser Jr. then hopped in the van with wife Shelley, Hale and most of his crew and headed off for a "victory" lap around the track in his new van.

A total of 70 cars are now at the Speedway. 69 have passed technical inspection and 1 is in the process. 43 drivers have been on the track to date. There were 12 yellows for 3 hours, 2 minutes. The high temperature today was 75 at 3:30 p.m. The low was 64 at 6:30 a.m. The winds were NW at 15-17 mph.

Post Qualifying Quotes - Sunday May 15

JIMMY VASSER (#18 Conseco-STP): (running today) "It's a bit of relief to get to qualify after sitting around all day yesterday and some today." (why slow speed) "There was a wind blowing straight across the short chutes. It was knocking me high and knocking speed off the car." (conditions) "The winds seemed consistently bad. My last lap was 277. I think I tried to make up for it then." (driving street cars yet) "I do have a driver's license. You have to have a driver's license to get a racing license. Jim Hayhoe has been paying me so well I have been getting into restoring classic cars. I just bought an old Mercedes and fixed it up. So I've been driving that around." (thought on draw system) "The system is not fair. There's not a fair way to set a playing field, but that's the way it's been for a while."

ROBBY GORDON (#9T Valvoline Cummins Ford): (on his run) "I'm disappointed, I know the heat was a factor and I'm not happy with 221." (why he qualified the T car today) "We can still qualify the #9 car today. We may still do that. This car isn't up to speed yet. One lap we ran 227 in the #9 car and the next time around the lap meter blew up. It's disappointing. Yesterday we ran 227 mph. We're going to run the #9 car as soon as the track opens up." (contrast conditions yesterday and today) "There's a big difference. Yesterday, the high was 62 degrees and it's already at 78 degrees today. The track changes, as you know."

ADRIAN FERNANDEZ (#7 Tecate/Quaker State/Reynard/Ilmor): (on qualifying) "It's a relief to qualify. Yesterday I was completely frustrated. Maybe tomorrow we can rest. Today conditions are difficult. The track feels very slippery." (pressure) "Yesterday I was very nervous, but once I did the first lap I felt good. Today there was a little more pressure. Everyone was slowing down dramatically. We did some changes today that helped us. I knew I had to do a consistent run of 222 to be safe for the race." (on former teammate AI Unser Jr. winning pole) "In my experience, he's a good driver who doesn't qualify so good. Penske did a good job this year."

MARIO ANDRETTI (#6 Kmart/Texaco/Havoline Newman/Haas Racing Lola): (on the weather) "It wasn't good for me, anyway." (on his focus as this is his last Indy 500) "No problem. I can shut everything off. I'll reminisce later." (on the track conditions) "We were set up for these conditions, but we knew we'd struggle. Yesterday with those conditions, my car was super. You can put the order in, but no one listens." (on having to wait to qualify): "Yes, but it is not up to us. The conditions are such that we can't control it. You have to react to the conditions." (on his last qualifying at Indy): "I don't think of it now. I need to collect my thoughts now and think about it alone in the office." (on his emotions today) "The same. I'm here to do a job and not be concerned about my emotions." (on any concerns about the fast speeds of this year's rookies) "Of course; you don't know how they'll react to all the hoopla." (on his first Indy 500 qualifying): "It's a real pressure cooker. There's no other event like this. You're all by yourself out there." (any close calls): I almost hit the wall in practice. The wind and heat made it hot enough where it didn't have balance." (on having a shot at the pole): I knew I had a real shot at front row. The car was good in the morning, when I did 228." (on being too focused) "To be honest with you, it doesn't do anything for me and won't help my performance. I just do the best I can." (on "Mario's misfortune") "It's not that bad. I'm not 55th. The draw is not that good. What am I supposed to do, shoot the messenger? This is a game of chance. It used to be that the low numbers meant cool weather. There is so much difference in the conditions themselves. everyone is meeting the same conditions. Today there is the same running order, but who do you complain to? What can you do?" (in conclusion) "I want to congratulate Little Al. No one else can beat him."

EMERSON FITTIPALDI (#2 Marlboro Penske Mercedes): (Did you change the setup of the car since yesterday) "No, exactly the same setup. I was much faster yesterday but the weather is very different today, much more humid today." (about Al Unser Jr.) "Right before I went out to run Jr. tells me, 'It is beautiful today, lot of sunshine, real nice and warm for you, Emerson." (about qualifying run) "The weather was a little against me but that is racing. Jr. is on pole and I am third. I am happy to be on the front row." (any advantage of being on outside of front row) "I remember '89...it is nice to be there. 500 miles is a long race. Anything can happen. Anyone on the front row can lead the race. My concern now is to get ready for the race." (if his teammate was not on pole, would he have run harder) "No, my main concern today was to run well. I wanted to wait until afternoon but Roger said that wasn't possible. My concern was not even to be on the front row. I was concerned to beat Villeneuve's time. I asked Roger to wait until the afternoon so the weather could change, but he said we had to run now." (about race this year) "It is going to be a close race. It will be a very quick 500 miles. No one is going to ease off."

AL UNSER, JR. (#31 Marlboro Penske Mercedes): (on the long night & the weather) "Yes, it was a long night. I was tuned to the Weather Channel all night. I was hoping for more rain, or more hot weather or wind. The difference is the weather. The weather gave us the best opportunity. It was cool. Now it's hot and humid and windy. I had a good grip on the track." (on winning the pole) "It's a great thing to be on the pole. I was a bit shy during the first lap. The PPG award is great. The Marlboro team did a great job. I owe it all to them. They worked very hard for this. Now we have to gear up and go 500 miles. This is the first time I've ever been on the first row." (on the importance or winning the pole or the race) "The race first, no doubt about it." (on Fittipaldi's chance): "Emmo is very strong under these conditions. Emmo is a great competitor and teammate. I thought Emmo would outdo me. His mind last night was getting into the show. We both have beautiful race cars, but the weather definitely was the factor. I was in which is most important for me. He was really geared up. He was nervous, but if anyone can do it, he can." (on the conditions) "The conditions have changed enough to knock off the miles per hour." (on winning the race twice) "It would mean a great deal." (on the race day plan) "We'll work on the car and set it up proper to go the 500 miles. Get some miles on the tires." (on Mercedes-Benz doing at the race) "This is their first year back, so we'll see." (on Team Penske) "We will work very hard on getting Paul in the show." (on the heritage of the Unsers & driving for Penske) "I am very proud. Uncle Bobby and Dad had great success with Roger Penske. They both told me that if I ever had a chance to go there, do it. Penske will do whatever it takes to win. It's true with all his businesses. His success is hard work. The way he attacks racing and competition is unlike that of any car owner I've been with. The kind of drive and desire from the man who runs the show is great to see. He does whatever it takes to win and it brings that out in me. His people then demand that from themselves. Roger demands a lot of me, but I also demand a lot of myself, too." (on practicing with Paul Tracy's car) "If Roger asked me to do anything, I'm doing it." (on the unnecessary demands on himself) "I start losing a lot of hair. I just keep learning more and wore. I used to waste a lot of energy on the little things that don't matter. That took away from the big things. I can direct my energy towards the more important things."

PAUL TRACY (#3 Marlboro Penske Mercedes): (qualifying round) "I felt I could have been able to run yesterday, but doctors didn't want me to. It was disappointing to come in today with the weather screwing things up, but it was important to get the Penske car in at a decent time." (feeling after bad luck with accidents) "I just got to keep on truckin'. I just have to concentrate on this race and not look behind me." (physical health) "I feel fine. I've raced in worse conditions than this. I probably race my best when I'm a little bit hurt." (outlook for race) "We got to get a good balance. We are obviously not starting up close and getting clean air. We'll have to run behind some guys first so we can get the car set up for what it's like to run in traffic." (told to run conservatively?) "A little bit. Obviously we didn't want another crashed car. I was told to just get it into the field. I felt we could have been a little bit quicker if we could have run later in the day."

TEO FABI (#11 Pennzoil Special): (about qualifying run) "It was a good run. I had trouble with my popoff valve. I am not blaming the valve, it is just that we need to learn to work with it. It was very windy, especially in turns three and four. The car could have gone faster but it doesn't pay off to take a risk since I have to start so far back on the grid anyway." (about yesterday) "Yesterday was very difficult. In the morning practice I went 226.8 without using too many revs. I was convinced I could do 227 during qualifying. During qualifying, my first lap was 220 and my second lap was 222. During both laps my valve wouldn't close. I finally managed to lose it at the end of the second lap when Jim Hall waved me in. It was a very difficult day. I had a good car and expected something good to happen. It is very difficult to get over yesterday." (by waiting until 5 pm did you think you would gain any speed) "No, the car was exactly the same as yesterday. Just decided to wait. I saw the other drivers were having problems because of the heat so I decided to wait."

STEFAN JOHANSSON (#16 Alumax Aluminum): (on qualifying days) "We struggled a little for the first few days. I think we're up to reasonable speed now." (today's run) "We picked up a huge push from turn two that we didn't have in turn four during practice right before." (on setting a speed minimum) "We decided before we went out that we would take 220.5. When you're out there it doesn't matter if it's 214 or 215, you drive what you can drive." (will still shakedown 16T) "Yes. The cars are pretty identical. I think we'll try to get the setup to what we would want for the race." (Gary Bettenhausen taking backup) "I think there's a chance. Depending on how next week develops."

SCOTT BRAYTON (#27T Glidden Special): (about qualifying run) "I am happy to be in the field after four times. I am relieved. My first Iap was the quickest and I cooked the tires on that Iap. Then my times dropped because I had no tires. It was real slippery out there. I was trying real hard." (about qualifying Cheever's backup car) "The team did a fantastic job. They pulled the car apart and set it up for me. They had to change seating because I am real short and Eddie's so tall. It was a great effort." (did he have trouble with valve) "Not during qualifying. We had terrible trouble all week. USAC worked hard to correct the problem and they came through in the end. Right now it is working great. Just put it away and save it for the race. Don't touch it." (about four attempts) "I thought I had the record till I went back to the garage and talked to Larry (Curry). Eddie tried eight times last year. I can't imagine, eight times. Four times wears me out. When I saw Tom Binford and he was going over the rules for the fourth time, I said 'don't tell me I know them by heart."

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DAY #10 -- MONDAY, MAY 16

Until Race Day, scoring monitors will show the #59 of Scott Brayton as its originally listed program number of #27T. It will also list Paul Tracy's qualified car as #31T instead of #3. Tracy's original #3 car could not be repaired after the accident and his qualified car will assume the #3 for Race Day.

The Speedway is looking for not-for-profit groups interested in a fund-raising opportunity to run concession stands from now through Race Day on May 29. Interested groups should contact Ron King at IMS Concessions, (317) 241-1518.

Robby Gordon won the third annual PPG "Pole Poll" with a prediction of 228.400, just .389 of a mile an hour off Al Unser Jr.'s winning pole speed. He joins Tero Palmroth (1992) and Scott Pruett (1993) as top "predictors" among the drivers.

At 1:19 p.m., Emerson Fittipaldi became the fastest of the day at 226.421 in the #3T Marlboro Penske Mercedes. At 4:21 p.m., Robby Gordon held the second, third and fourth spots in today's speed list, in three different cars. He had reached 224.781 in his qualified car, the #9 Valvoline Cummins Ford, 221.965 in the #24 Service Merchandise Ford assigned to Walker Racing teammate Willy T. Ribbs and 221.943 in the #15 Craftsman Tool Ford assigned to teammate Mark Smith. Jim Crawford, Smith and Pancho Carter were the only non-qualified drivers on the track today. Crawford reached 210.482, Smith reached 219.411 and Carter hit 212.998.

Duane Sweeney, the chief starter for the Indianapolis 500, is in the process of his annual venture to bring the "500" to area classrooms. He has visited a school in Brownsburg the past seven years, taking souvenirs and photos and answering questions for grade-schoolers. Today, he and "500" steward Rich Coy attended a fifth-grade Career Day in Mooresville. Sweeney uses flags and colors to explain safety to children. "I tell them 'green is when Mom steps on the gas," Sweeney said. "and red is when she hits the brakes and throws you into the windshield.' Then I ask, 'do you ever feel like you're going to hit the windshield.' I always get a few yesses, then I say, 'How come you don't have your safety belt buckled?" Sweeney has been a starter since 1951 and has worked at more than 80 tracks throughout the U.S. and Canada. "The littlest ones want to become drivers," Sweeney said of his classroom visits, "but many want to be a flagman. It's the best seat in the house."

Mario Andretti will be "roasted and toasted" by members of the racing community at a benefit reception and dinner Thursday, May 26 at the Indiana Roof. All proceeds from the event, beginning with a reception at 6:30 p.m., will be divided equally between Methodist Children's Hospital and the charity fund of Championship Auto Racing Auxiliary (CARA), which distributes more than \$100,000 annually to charitable and health organizations, the bulk of it in Indianapolis. "Roasters" and "toasters" at the dinner are expected to include Oscar-winning movie star and car owner Paul Newman, Tim Allen of the TV show "Home Improvement", award-winning actor James Garner and past and present drivers

A.J. Foyt, Bobby Unser, Dan Gurney, Emerson Fittipaldi, Johnny Rutherford and Andretti's teammate, Nigel Mansell.

Two-time Indy winner Rodger Ward, who suffered a heart attack and was hospitalized at William B. Riley Hospital in Ely, Nev., was released from the hospital today and said he would be at the Speedway next week.

NOTES ON THE FIRST QUALIFYING WEEKEND:

- --- Engines of the top 30 qualifiers: Ford Cosworth XB 18; Ilmor V8-D 4; Mercedes Benz 3; Menard V6 2; Honda 2; Buick 1.
- --- Five former Indianapolis 500 winners qualified the first weekend. Seven qualified on the first weekend in 1993 and eight qualified the first weekend in 1992
- --- Eight rookies qualified the first weekend, compared to five in 1993 and four in 1992.
- --- Field average for 30 cars is 223.039 mph, trailing the record 1992 33-car field average of 223.479.
- --- With Al Unser Jr. and Emerson Fittipaldi on the front row powered by Mercedes Benz engines, it marks the first time since Ralph DePalma started second and won the race in 1915 that Mercedes has been represented on the front row.
- The only 1992 model car to qualify on the first weekend was Roberto Guerrero's 1992 Lola, the same car that he set a one-lap track record (232.618 mph) and a four-lap mark (232.482) with in 1992. It's now called "Leroy" by the Pagan Racing team, for "Bad, Bad Leroy Brown." The team's backup car is also a 1992 Lola, the one in which Jim Crawford ran the fastest practice lap in Speedway history at 233.433 in 1992. It's now called "Herman" by the crew...for Herman Munster. In 1993, "Leroy" was a backup for Jeff Andretti and eventually was "leased" by Arciero Racing for Mark Smith. The car and Smith were left in line as the closing gun went off to end qualifications.

18 cars were on the track today, running 603 laps. Cars on the track today: #3T Fittipaldi; #5 Boesel; #8T Michael Andretti; #9 Gordon; #10 Groff; #11 Fabl; #12 Villeneuve; #14/#14T Herta; #15 Gordon/Smith; #22 Matsushita; #24 Gordon; #30T Carter; #74 Crawford; #79 Vitolo; #90 St. James; #99 Matsuda.

A total of 70 cars are now at the Speedway, 69 have passed technical inspection and 1 is in the process. 43 drivers have been on the track to date and 49 have passed their physicals. There were 12 yellows for 1 hour, 17 minutes. High today was 66 at 3:54 p.m. Low was 49 at 6:30. Winds N at 14 mph.

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DAY #11 -- TUESDAY, MAY 17

At a 10:30 a.m. press conference today, four-time "500" winner Al Unser announced his retirement. "I've decided I'm not all there with the race car and I've decided to pull back and retire," he said. "If a driver doesn't produce 100 percent...I know the difference when I do not. I finally realized that I'm not doing what I should be doing. I always said when that day came, I'd back down. I'm not going to quit racing. I'm going to be around...no way am I leaving. There is nothing wrong with the car, nothing wrong with the team. Whoever they pick, I'm going to be there to help him." (about his feelings): "It's very sad. I'll tell you, it's hard." (about Indy): "Indianapolis has been very good to me...winning the first time...second best was in '87 when I won (for the fourth time)...the best was when AI (Jr.) won. That made me very happy." (about his decision): "I finally realized the problem Saturday and Sunday that I wasn't there, I wasn't producing. I talked to Al about it (Sunday). He agreed with me." (about his career): "The way I came up is through dirt-track racing...jalopies, sprints, midgets. It doesn't happen today, 20, 30 years ago, if you asked me if I'd still be racing, I'd say no." (about his first 2 "500" wins): "The first year I won here, I kind of surprised myself. When we came back, we had a strong team, but not as strong as we should have been. We ran hard that day," (about perception of his career): "You just want to be respected as a race-car driver and hope you made the right decision. You hope people remember you as what you were at the time, that you were competitive and could win." (about his '87 win): "I came here without a ride. When Danny Ongais had his problem and they wouldn't release him...when Penske hired me to run his third car,...the whole package...when I qualified. It turned out okay. If Mario hadn't fallen out, he had us all covered. Because of all the circumstances that went on...it just shows how strong the Penske team is...take the car out of the show room, plunk a guy in it and win the race." (about his plans): "This won't affect my personal life at all. I will in some way be connected with the Bridgestone/Firestone project. I'm opening a chain of carcare centers. I have other projects."

Reactions to Al Unser's retirement:

AL UNSER JR.: (who was ill and not at the track today) "I'm very proud of my dad's decision. I know it was very hard for him to make it. We talked about it and the Indianapolis 500 means a lot to my father. That's why it made it especially hard for him to decide this now. We both know that he's still a winner and that he still could be a winner at this race track. I feel it takes a bigger man to know when to quit than it takes to stay out there when his heart isn't 110 percent in it. I told Dad that I think it's time for him to put 110 percent into the little guy (Al Jr.'s son Al) we have back at home."

MARIO ANDRETTI: "Al and I did a lot of things together over the years, so I'm glad we're closing things out together. (Andretti has announced this will be his last season in Indy car racing.) I wish he had a fulltime ride so he could close it out that way. I'm really happy for him that now he can go out and smell the roses, so to speak. There are so many parallels between Al and I. We were rookies together (1965 Indy 500), teammate (at Vel's Parnelli Jones Racing, 1972-75); and our sons have come along to enjoy their own careers. I can identify with his pride in

Al Jr. winning the pole. In my book, Al Unser is one of the top five racers who has ever lived. Nobody had race savvy like Al Unser in his prime."

BOBBY RAHAL: "What a career. I've watched him compete and I'm just glad he understood when the time has come and bowed out in a champion's way. It's one less guy I hafta worry about. He had a great career."

The St. Andrews Apostle Grade School decal is again on Willy T. Ribbs' #24 Service Merchandise Ford as well as the #15 Craftsman Tool Ford of Mark Smith and the #9 Valvoline Cummins Ford of Robby Gordon for the Walker Racing team. It first appeared on Walker entries in 1991, the team's first year. When car owner Derrick Walker said sponsors were needed for Ribbs' entry, the story reached students at the school, who took up a collection, raised \$20 and sent a check for that amount to Walker. It was the team's first sponsorship. Ribbs brought the students to the track for a day in 1992 and has visited the school regularly during months of May since that time. To this day, Walker still has the check...it was never cashed. In addition, Walker's three machines will carry decals honoring the memory of Ayrton Senna and Roland Ratzenberger for the 1994 "500."

Lineage of older cars qualified during the first weekend:

- Roberto Guerrero, #21 Interstate Batteries/Pagan Racing, 1992 Lola/Buick Indy V6 -- Track record-holding car which Guerrero qualified for the 1992 pole (see Day #10 Trackside Report).
- Stefan Johansson, #16 Alumax Aluminum, 1993 Penske/Ilmor -- Car was not at the Speedway in 1993 and served as a Penske Racing spare. It was pressed into service for Paul Tracy to use to win the season closer at Laguna Seca.
- Hideshi Matsuda, #99 Dick Simon Racing, 1993 Lola/Ford Cosworth XB -- Raul Boesel drove it to a starting position on the outside the front row and led 18 laps of the "500" with it.
- Dennis Vitolo, #79 Dick Simon Racing, 1993 Lola/Ford Cosworth XB -- Scott Brayton qualified it in 11th position and finished sixth in the 1993 "500."
- Eddie Cheever, #27 Quaker State Special, 1993 Lola/Menard V6 -- Gary Bettenhausen qualified it in 18th starting spot and finished 17th in it in the 1993 "500."
- Scott Brayton, #59 Glidden Special, 1993 Lola/Menard V6 -- Car was Gary Bettenhausen's backup for the 1993 "500."
- Brian Till, #19 The Mi-Jack Car, 1993 Lola/Ford Cosworth XB -- Car was backup in 1993 to pole winner Arie Luyendyk and had only 17 laps at Indy on it when Coyne team acquired it.

At 2:59 p.m., Mark Smith brought out the caution with an engine failure while practicing in the #9 car which now serves as a backup to Walker Racing teammate Robby Gordon.

At 4 p.m., veteran Roberto Moreno practiced in the #44 Arizona Motor-Sport Racing entry previously practiced by Al Unser. Moreno has one "500" start, when he started 32nd and finished 19th in 1986, his last season in the PPG Cup ranks. Moreno was required to take a 20-lap refresher test by USAC officials and

completed 10 laps of it by mid-afternoon. "Without a doubt, I'm a bit short of time to get up to speed," Moreno said. "The refresher was good. I didn't have any problems. Adapting to speed takes more time than I thought. I could have gone over 200 miles an hour but the organization decided (that it was) not too good. It caught me by surprise how you forget about the speed. We're ready to build up slowly. Rick Mears took me around this morning. Al Unser is also helping. They both told me to take my time. I hope I don't run out of time before qualifying." Moreno said he came here to talk about the future, not the month of May. "(I wanted to) take it step by step, some road courses first, then maybe ovals. If we can qualify here, then maybe (we can) raise money to do the other races. Being chosen (to replace Al Unser) is a great honor. I hope to put up a show that they need to see." He reached a top speed of 199.375 mph.

Geoff Brabham was announced as a driver for Team Menard's #59 Glidden Special.

The Rahal-Hogan team announced this morning that it had acquired two 1993 Penske/Ilmor V8C cars as a contingency in the event team drivers Bobby Rahal and Mike Groff are bumped from the field in qualifying this weekend. Paul Tracy shook down the #52T machine this morning and ran 215.833 at 12:13 p.m. Rahal first practiced with the car at 3:45 p.m. and reached a top speed of 222.833 at 5:25 p.m., the fastest Rahal had practiced all month. The car has not been raced. It was the next-to-last 1993 Penske built and served as a test car. The other car, which will carry #50, will be tested by Groff later this week. It was the backup for 1993 Indy winner Emerson Fittipaldi last year and was last raced at Mid-Ohio, where Tracy crashed while leading. Both cars are red-and-white. (About two backup Honda-powered cars): RAHAL: "Our feeling is, we got everything we could get. It's not enough at this point." (at what point do the cars come into play?): RAHAL: "We'll see what transpires this week with the possibility of bumping. However, we haven't seen other backup cars yet, and that caught us off guard last year. We'll play it as we go along and be ready to defend the position, no matter what," (how it came about): CO-CAR OWNER CARL HOGAN: "When we came here, we didn't anticipate the situation. There was no decision before. When Bobby ran last week, he was getting everything he could out of the car. I talked with Roger (Penske) and got a contingency plan in motion to get the cars here and race ready." (about Honda project): HOGAN: "Continue on in Milwaukee with the Honda and hope they've improved the engines. They're aware of the situation and trying to get engines that will be competitive. We haven't lost confidence with them at this early development stage. If the Honda cars are in the race, we will race them." (about working with Penske on arrangement): RAHAL: "We're keen competitors but we're impressed with the sportsmanship of the deal. It's not just dropped in our lap and here it is." HOGAN: "Roger and I said years ago that we'd also help each other off the track. Roger has made available engineers and certainly more cooperation than a competitor." (about Indy): RAHAL: "This is a strange place. Not to pick on Lyn (St. James), for example, but to outqualify Nigel Mansell shows anything can happen. To compete, we need the best teams, the best cars and need to do anything to achieve that. Sponsors are 100 percent behind us...all of them. I don't tool around to be in back. That's not why I drive race cars." At the end

of the day, Rahal came to the press room and talked about the "new machine." "The car is very nice," Rahal said. "It's very secure. I didn't scratch the (surface of) performance possible. For the first time, I can see why they're competitive. It's a very nice car. I'm running Paul Tracy's car (a car set up for Tracy) and my right shoulder feels a little uncomfortable, but other than that, the car is very comfortable to be in. We didn't change much on the car except for some downforce and it gets better and better. I'm not surprised if we'll do 225." He was asked if the stress is now off. "Someone told me I was smiling for the first time today," Rahal replied. "So I guess it is."

26 cars were on the track today, running 1,005 laps. Cars on the track today: #2T Fittipaldi/Tracy; #3T Fittipaldi; #5 Boesel; #6T Mario Andretti; #7T Fernandez; #8T Michael Andretti; #9 Gordon/Smith; #11T Fabi; #12 Villeneuve; #15 Smith; #17 Dobson; #18T Vasser; #22 Matsushita; #24 Ribbs; #28T Luyendyk; #30T Carter; #40 Goodyear; #44 Roberto Moreno, Arizona Motor-Sport Racing; #52T Tracy/Rahal; #59 Brayton; #59T Cheever; #71T Sharp; #74 Crawford; #90 St. James; #91 Fox; #99 Matsuda.

A total of 74 cars are now at the Speedway, 72 have passed technical inspection and 2 are in the process. 43 drivers have been on the track to date and 51 have passed their physicals. There were 10 yellows for 1 hour, 31 minutes. High today was 69 at 4:43 p.m. Low was 40 at 5:28 a.m. Winds NE at 6 mph.

TOP NON-QUALIFIED DRIVERS OF THE DAY

1 15	Mark Smith	Craftsman Tool Ford	219.947
2 74	Jim Crawford	Riley & Scott	217.003
3 40	Scott Goodyear	Budweiser King Special	216.507
4 24	Willy T. Ribbs	Service Merchandise Ford	215.750
5 301	Pancho Carter	CYBERGENICS/Alfa Laval/Tetra Pak	213.858
6 44	Roberto Moreno	Arizona Motor-Sport Racing	199.375

DAY #12 -- WEDNESDAY, MAY 18

The media is invited to the Rotary International Exchange Student Breakfast at 9 a.m. Thursday in the Galles Racing Hospitality Tent. Exchange students are paired with drivers from their native countries for the continental breakfast. Among the drivers scheduled to participate are Tero Palmroth (Finland); Fredrik Ekblom and Stefan Johansson (Sweden); Raul Boesel, Emerson Fittipaldi, Marco Greco and Mauricio Gugelmin (Brazil); Adrian Fernandez (Mexico); Hiro Matsushita and Hideshi Matsuda (Japan); Stephan Gregoire (France); Jacques Villeneuve (Canada); and Roberto Guerrero (Colombia, now a U.S. citizen).

CLARIFICATION OF CARS/NUMBERS:

Rahal-Hogan: #52T is a 1993 Penske/Ilmor V8/C-plus that has been practiced by Bobby Rahal and will be assigned to Mike Groff. #50 is a 1993 Penske/Ilmor V8/D that will be assigned to Rahal. The numbers for the cars have been reassigned by USAC. The cars were originally entered by Penske Racing and assigned so-

called "program numbers" of #102 and #103.

Team Menard: Scott Brayton qualified the #27T machine that will be changed to #59 for the race. The #59 car driven by Brayton today in practice was his primary car at the start of the month. It is a 1993 Lola/Menard. The #59T driven in practice today by Eddie Cheever is also a 1993 Lola/Menard. Chief mechanic Larry Curry said today that Geoff Brabham would likely be assigned to car #59.

Jeff Andretti was assigned today to the #94 Hemelgarn Racing entry, a 1992 Lola/Buick Indy V6.

The 21st annual Art Pollard Memorial Picnic is scheduled for 11 a.m.-1 p.m. Thursday with children visiting the track from Larue Carter Hospital and Riley Children's Hospital. The event will be held in Tent #1 behind the Speedway's flag lot, and children and drivers will play softball.

Preliminary qualifying for the 18th annual \$51,000 Miller Genuine Draft Pit Stop Championship started today and continues Thursday. They are vying for two open spots and the opportunity to join the three automatic qualifiers which accepted semifinal berths. Pole winner Al Unser, Jr.'s Penske crew and Raul Boesel's Dick Simon Racing crew have accepted semifinal spots. Since Emerson Fittipaldi's Penske crew declined to accept, the Forsythe-Green crew of Jacques Villeneuve accepted the third automatic semifinal spot. Only one crew, the Galles crew of Adrian Fernandez, attempted qualification today and posted no time. Galles Racing's crew for Unser, Jr., led by Owen Snyder as chief mechanic, posted a time of 13.11 seconds to win the 1993 title. Penske Racing has won the event the most times with six, but hasn't won the competition since 1988. Other current teams to win the title are Galles with three wins and Rahal-Hogan with one.

Roberto Moreno completed his refresher test shortly before the track closed in the #44 Arizona Motor-Sport Racing entry.

The 28th annual Louis Schwitzer Award for engineering innovation and excellence in the field of racing will be presented at 10:30 a.m. Thursday by the Indiana Section, Society of Automotive Engineers in the Trackside Conference Room.

Mike Groff came to the press room after driving the #52T 1993 Penske/Ilmor V8/C+ for the first time and reaching 221.560. "This one I ran today will probably be the one I'll run but I don't know," Groff said. "I'm not super comfortable in it, but we'll work on it tonight. It's a great car. Roger gave us a great opportunity and this car'll get it done. This car is very different, very unique. Paul (Tracy) shook it down. (Rick) Mears could give some good advice. I'd like to talk to him."

Emerson Fittipaldi has been the busiest driver to date this month, completing 676 laps in 4 cars, followed by Teo Fabi with 649 laps in 2 cars. The busiest rookie has been Adrian Fernandez, third overall at 610 laps in 2 cars. Fewest has been 20 laps each by Tero Palmroth and Jeff Andretti. 45 drivers have completed a total of 16,504 laps of practice and qualifying to date.

27 cars were on the track today, running 1,480 laps. Cars on track today: #1T Mansell; #2T Unser Jr.; #3T Fittipaldi; #5 Boesel; #6T Mario Andretti; #7T Fernandez; #8T Michael Andretti; #9 Gordon/Smith; #11T Fabi; #16 Johansson; #17 Dobson; #21T Guerrero; #22 Matsushita/Boesel; #23 Lazier; #28T Luyendyk; #30T Carter; #40 Goodyear; #44 Moreno; #46 John Paul Jr., Pro Formance Team Losi XX; #52T Rahal/Groff; #59 Brayton/Geoff Brabham; #59T Cheever; #71T Sharp; #74 Crawford; #89 Mauricio Gugelmin, Target/Scotch Video Racing; #90 St. James; #94 Jeff Andretti, Hemelgarn Racing.

A total of 75 cars are now at the Speedway, 73 have passed technical inspection and 2 are in the process. 30 drivers were on the track today and 51 have passed their physicals. There were 9 yellows for 1 hour, 3 minutes. High today was 69 at 4:01 p.m. Low was 46 at 5:44 a.m. Winds N at 6 mph, with a 23 mph gust at 1:35 p.m.

TOP NON-QUALIFIED DRIVERS OF THE DAY

1	9	Mark Smith	Valvoline Cummins Ford	220.324
2	46	John Paul, Jr.	Pro Formance Racing Team Losi XX	218.643
3	30T	Pancho Carter	CYBERGENICS/Alfa Laval/Tetra Pak	216.805
4	23	Buddy Lazier	Financial World	216.357
5	40	Scott Goodyear	Budweiser King Special	216.138
6	94	Jeff Andretti	Hemelgarn Racing	208.478
7	44	Roberto Moreno	Arizona Motor-Sport Racing	206.868
R	74	.lim Crawford	Riley & Scott	202 584

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DAY #13 -- THURSDAY, MAY 19

Dale Coyne said that his team would not pursue completion of a drivers test for rookie Ross Bentley this May. "The car he ran was not a competitive enough package to qualify," Coyne said. "In light of that, we've decided not to run any further with him." Coyne said he was doubtful about acquiring another car, "we'll see, but we're not pushing very hot and heavy." Dennis McCormack of McCormack Motorsports said the same in regard to rookie Fredrik Ekblom. "No, we're waiting to get Pancho (Carter) up to speed. Once we get him in the field, when that happens, then we'll work with Fredrik."

The teams of driver Bryan Herta and the #14 A.J. Foyt machine and driver John Paul Jr. and the #45 Pro Formance Racing car advanced to the quarterfinal round of the \$51,000 Miller Genuine Draft Pit Crew Championship in qualifying this morning. The Foyt entry posted a clocking of 12.990 seconds and the Pro Formance crew timed in at 13.420 seconds. Crews of the #33 Foyt/Byrd entry for Herta and the #1 Newman/Haas entry for Nigel Mansell had stalled engines on their cars and posted no times. The #14 Foyt and #45 Pro Formance crews face off for the right to join the crews of pole winner Al Unser, Jr., Raul Boesel and fourth-place qualifier Jacques Villeneuve for the semifinals and finals scheduled Thursday, May 26.

Fisher-Price, Inc., and IMS Properties will hold a pedal-car race at 10:30 a.m. Friday, May 27 in the Indy Expo, featuring children of several drivers, including those of Emerson Fittipaldi and Danny Sullivan. They'll be using the Fisher-Price Indy 500 Pedal Racer, which was introduced at the 1994 American International Toy Fair. It's currently available at toy chains and discount stores nationwide.

Davy Jones was assigned to the #40T Budweiser King Special and made his first appearance of the month on the track today. Tero Palmroth practiced in the #44 Arizona Motor-Sport Racing entry for the first time. Bryan Herta practiced the #41T AJ Foyt Copenhagen Racing 1994 Lola/Ford, the car's first appearance of the month.

"500" Pole winner Al Unser Jr. is scheduled to throw a ceremonial jump ball to start tonight's Indiana Pacers-Atlanta Hawks basketball game. His wife, Shelley, and car owner Roger Penske were also scheduled to attend.

John Paul Jr. was the fastest non-qualified driver of the day with a lap of 222.058 in 19 laps in the #46 Pro Formance Racing Team Losi XX entry. "The car has speed there," said Paul Jr. "We're confident we'll get it in the show. This is the third time and I'm not going to fail this time."

Mario Illien, designer for Ilmor Engineering, was honored with the 28th annual Louis Schwitzer Award for the launching of the new Mercedes Benz engine at a press briefing this morning in the Trackside Conference Room. The presentation of the award and \$5,000 check was made by Steve Roby, Schwitzer Award committee chairman for the Indiana Section, Society of Automotive Engineers (SAE). "They went against the grain in the wording of Rule 11-07 about pushrod engines," Roby said in introducing Paul Ray, vice president of Ilmor who accepted

the award on behalf of Illien. "Trying to build a new engine with a minimum of testing to run a 500-mile race is not an easy task," Ray said the "amount of effort that has gone into this has been crazy," adding that the Penske team and Ilmor had an engine last 500 miles in testing for the first time on only Day #2 of the month in a test at Michigan. "Performance was never a problem," Ray said. "Performance was there when we first put it on the dyno. Reliability was the issue all along. We think we've got the reliability side sorted out." (about rules): "USAC has inspected the engine quite carefully. We took a look at the rule book and used it to our advantage." (about power): "It's fairly well acknowledged that an engine of this type has more power." (about torque compared to the Ilmor Indy V8/D): "Without a doubt, the Mercedes does (have more torque)." (about the program's inception): "The program started out as a conversation here a year ago among Paul (Morgan), Mario (Illien) and Roger Penske. We started apace with the thing, just designing and scheming, and eventually started manufacturing parts around mid-October." (about the Ilmor Indy V8/D): "We're at a point with the 'D' engine that we're very, very comfortable with the horsepower and certainly the reliability."

Emerson Fittipaldi has been the busiest driver to date this month, completing 739 laps in 4 cars, followed by Teo Fabi with 697 laps in 2 cars. The busiest rookie has been Adrian Fernandez with 667 laps in 2 cars. 47 drivers have completed 18,015 laps during the month.

36 cars were on the track today, running 1,511 laps. Cars on track today: #1T Mansell; #2T Unser Jr./Tracy; #3T Fittipaldi; #6T Mario Andretti; #7T Fernandez; #11T Fabi; #14 Herta; #15T Smith; #16 Johansson; #17 Dobson; #18T Vasser; #21T Guerrero; #22 Matsushita; #23 Lazier; #25 Greco; #28T Luyendyk; #30/ #30T Carter; #33 John Andretti; #40 Goodyear; #40T Davy Jones, Budweiser King Special; #41T Bryan Herta, AJ Foyt Copenhagen Racing; #44 Palmroth; #45 Paul Jr.; #46 Paul Jr.; #50 Rahal; #52T Groff; #59 Brabham; #59T Cheever; #61 Gary Bettenhausen; #71T Sharp; #74 Crawford; #89 Gugelmin; #90 St. James; #91 Fox: #94 Jeff Andretti.

A total of 78 cars are now at the Speedway, 76 have passed technical inspection and 2 are in the process. 35 drivers were on the track today and 51 have passed their physicals. There were 12 yellows for 1 hour, 24 minutes. High today was 72 at 4:53 p.m. Low was 46 at 5:29 a.m. Winds NE at 6 mph.

TOP NON-QUALIFIED DRIVERS OF THE DAY

1 46	John Paul Jr.	Pro Formance Team Losi XX	222.058
2 61	Gary Bettenhauser	nBettenhausen Motorsports	221,462
3 59	Geoff Brabham	Glidden Special	221.391
4 25	Marco Greco	Arciero Project Indy	220.108
5 23	Buddy Lazier	Financial World	220.070
6 15T	Mark Smith	Craftsman Tool Ford	219.101
7 30T	Pancho Carter	CYBERGENICS/Alfa Laval/Tetra Pa	k 217.839
8644	Tero Palmroth	Arizona Motor-Sport Racing	216.836
9 40	Scott Goodyear	Budweiser King Special	215.079
10 94	Jeff Andretti	Hemelgarn Racing	214.123
11 40T	Davy Jones	Budweiser King Special	212.119
12 74	Jim Crawford	Riley & Scott	199.880

DAY #14 -- FRIDAY, MAY 20

Alex Trotman, Ford Motor Company's Chairman and Chief Executive Officer, took his first laps ever at the Speedway this morning, practicing for Race Day with A.J. Foyt and Parnelli Jones. Foyt and Trotman will drive Ford Mustang Cobra pace cars side-by-side at the head of the pack during the parade laps on Race Day, then they'll peel off and turn the field over to Jones in the other Mustang for the start. "I enjoyed it," Trotman said this morning. "It was tremendous fun, just marvelous to be out here with A.J. and Parnelli. The cars felt great. We rehearsed exactly what we were going to do, did the formation stuff two or three times, then did the faster stuff." He was asked about the thrill of heading the field. "I'm sure it will be and for all the other people here, too," Trotman said. "Nobody made a law against having some fun in your job and I'm taking advantage of that."

"Indy Live," the syndicated radio production of the IMS Radio Network, had its second of four specials Thursday night originating from the Speedway Motel dining room. The third and fourth shows are scheduled 8-10 p.m. next Tuesday and Thursday. PR reps desiring to book their drivers for the call-in program from around the country should call Bob Jenkins at Speedway extension 505. Sports Bi-Line USA, another syndicated radio show hosted by Ron Barr, will also be aired locally next Tuesday 9 p.m.-Midnight. PR reps desiring to book drivers on this show should contact Larry Maxwell at 1-800-783-7529.

According to co-owner Jeff Sinden, there's a "triple team" in the cockpit of the #44 Arizona Motor-Sport Racing entry with four-time winner Al Unser and veteran Roberto Moreno assisting Tero Palmroth, who got his first practice laps in the car Monday. "I called Nelson (Piquet, after Unser retired) to see if he had any ideas and he mentioned Moreno to do some of the testing and help us go in the right direction," Sinden said this morning. "Moreno was not coming here to race. By coincidence, he was in town. (Dick) Simon was wanting to do something with Palmroth but didn't have a car available. Simon's helped us and we've helped him through the years. Al's still a consultant to whoever we have drive...pit strategy...you can't get any more experience than having Al. Al was giving us good feedback on the car and Moreno confirmed it. We didn't pull Moreno out of the car because he was going slow. It was planned. He was just doing the job of us asking him to test. I worked with Tero in Detroit in '88 or '89 and he's really good. Everybody's got good feelings." Palmroth was officially assigned to the ride this afternoon.

Drivers vying to make the field in qualifying this weekend will also be shooting for \$80,000 in Speedway qualifying prizes, \$25,000 for the fastest qualifier, \$10,000 for second fastest and \$5,000 for third fastest both Saturday and Sunday. The awards are part of a \$120,000 Speedway package for second, third and fourth day qualifiers. Scott Brayton's team earned the \$25,000 top prize last Sunday, Teo Fabi's got the \$10,000 second prize and Paul Tracy's nailed down the \$5,000 third-place money.

Stephan Gregoire made his first appearance on the track today in the #5T Duracell Charger. The name of the #94 1992 Lola/Buick Indy V6 being driven by Jeff

Andretti was changed from Hemelgarn Racing to Burns/Adcox Motorsports. Veteran Didier Theys was named to drive the #64 Project Indy Lola-Ford, a 1993 model.

Dick Simon, who has a five-car fleet in the field and is working with two other machines, said this morning that he's spread a bit thin. "I said last year that I wouldn't run five cars again," Simon said. "The \$5 million program we thought we had set up to allow us to run five and concentrate on two cars fell through in December. I think, 'won't that day ever come when we can concentrate on two or three cars.' But we have to do what we have to do. I know I'm spreading myself too thin. There's not as much time to fine-tune things as much as I'd like to." Simon and Lyn St. James scheduled a press conference for 2:30 p.m. Saturday in the Trackside Conference Room for a "major announcement."

Saturday's qualifying order: #45 John Paul Jr.; #16T Gary Bettenhausen; #15 Mark Smith; #44 Tero Palmroth; #24 Willy T. Ribbs; #40 Scott Goodyear; #24T Willy T. Ribbs; #95 no driver; #94 Jeff Andretti; #9 no driver; #64 Didier Theys; #74 Jim Crawford; #61 Gary Bettenhausen; #42 Johnny Parsons; #25 Marco Greco; #15T Smith; #23 Buddy Lazier; #59 no driver; #30T no driver; #59T no driver; #30 no driver; #51 no driver; #14T no driver. (all from last Sunday); #41T no driver; #89 no driver; #50 Rahal; #5T Stephan Gregoire; #46 no driver; #44T no driver; #40T Davy Jones; #25T Greco; #52T Groff; #21T Guerrero.

32 cars were on the track today, running 1,154 laps. Cars on track today: #2T Unser Jr.; #3T Tracy; #5T Stephan Gregoire, Duracell Charger; #8 Michael Andretti; #14 Herta; #15 Smith; #16T Johansson; #17 Dobson; #18T Vasser; #19 Till; #21T Guerrero; #23 Lazier; #24 Ribbs; #25 Greco; #25T Marco Greco, Arciero Project Indy; #28T Luyendyk; #40 Goodyear; #40T Jones; #41T Herta; #44 Palmroth; #45 Paul Jr.; #46 Paul, Jr.; #50 Rahal; #52T Groff; #59 Brayton; #59T Cheever/Brabham; #61 Gary Bettenhausen; #64 Didier Theys, Project Indy Lola-Ford; #71T Dobson; #74 Crawford; #89 Gugelmin; #94 Jeff Andretti.

78 cars are now at the Speedway and 78 have passed technical inspection. 49 drivers have been on the track to date. There were 12 yellows for 1 hour. High today was 76 at 4:59 p.m. Low was 49 at 5:36 a.m. Winds E at 4 mph.

TOP NON-QUALIFIED DRIVERS OF THE DAY

1	45	John Paul, Jr.	Pro Formance Team Losi XX	221.691
2	61	Gary Bettenhauser	Alumax Aluminum	221.190
3	40	Scott Goodyear	Budweiser King Special	220.881
4	23	Buddy Lazier	Financial World	219.609
5	59T	Geoff Brabham	Glidden Special	219.288
6	25T	Marco Greco	Arciero Project Indy	218.436
7	15	Mark Smith	Craftsman Tool Ford	217.507
8	40T	Davy Jones	Budweiser King Special	217.155
9	44	Tero Palmroth	Arizona Motor-Sport	216.638
10	94	Jeff Andretti	Burns/Adcox Motorsports	215.848
11	74	Jim Crawford	Riley & Scott	214.072
12	24	Willy T. Ribbs	Service Merchandise Ford	212.595
13	64	Didier Theys	Project Indy Lola-Ford	206.820
14	5T	Stephan Gregoire	Duracell Charger	194.028

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

McCormack Motorsports announced late Friday that Pancho Carter was released from his commitment to drive. "This morning, Pancho called to tell me that he felt that he could not give us 100 percent and no longer wanted to drive our race car," said team owner Dennis McCormack in a team statement. As of 10 a.m. Saturday, no driver had been named.

A driver/celebrity softball game to benefit Indiana Special Olympics and Ronald McDonald Children's Charities is scheduled for 3:30 p.m. Friday, May 27 at Bush Stadium east on 16th Street from the Speedway. Among the racing figures expected to play are Al Unser Jr., Danny Sullivan, Paul Newman, Paul Tracy, Rick Mears, Willy T. Ribbs, Arie Luyendyk, Tony Bettenhausen, Mike Groff, Robby Gordon, Emerson Fittipaldi and Jimmy Vasser. Among the celebrities and actors expected are John Shea (Lex Luthor in "Superman"), John Callahan (All My Children), Don Diamont (The Young and the Restless), Larry Drake (L.A. Law) and Jason Priestly (Beverly Hills 90210). An autograph session is scheduled for 2 p.m. VIP seats are available through the "500" Festival for \$20. Reserved seats are available through Ticketmaster outlets for \$8-10. For information, call (317) 636-4556.

Didier Theys got some laps in the #64 Project Indy Lola-Ford Friday, the first circuits for both car and driver this month. "We have time, but we don't have time, you know?," Theys said. "I have to be careful not to waste any time." Theys had been in Indy to seek a ride, but had gone home just prior to the call from team owner Andreas Leberle.

At 10:05 a.m., Gary Bettenhausen in the #61 Bettenhausen Motorsports entry came low out of turn #2, spun 1 1/2 times over 1,010 feet to hit the inside wall with the rear, came off the wall airborne with 4 1/2 spins over 550 feet to come to a stop on the inside of the track in the middle of the backstretch. The car sustained heavy rear and right rear damage. Bettenhausen was examined and released from Hanna Medical Center and cleared to drive. "I'm fine," said Bettenhausen. "The car got loose and spun. It spun so fast I couldn't save it." (Regarding his ride for the month) "I have to go talk to my brother. He's the boss. I don't know. It knocked the rear end off. What will be, will be."

Non-qualified drivers who had their fastest speeds of the month during the morning practice: #5T Stephan Gregoire, #25T Marco Greco, #44 Tero Palmroth, #64 Didier Theys, #94 Jeff Andretti.

At 10:45 a.m., three-time "500" winner Johnny Rutherford donned the helmet and gloves just south of the Gasoline Alley entrance to pit road and climbed in a #14 AJ Foyt Copenhagen Racing car, it was fired and he made a final lap of honor before announcing his retirement as an active driver over the Speedway's public-address system. Speedway President Tony George waved a last green flag as the car -- the same one used by A.J. Foyt in 1993 for a lap of honor prior to his

retirement -- rolled away. "Well, it's tough," Rutherford told spectators over the P.A., "really tough. I want to thank A.J. Foyt and his crew. This was a really special thing for me. Thank you to all my fans and all my friends at the Speedway. But it's time to say good bye to the cockpit. Now I know what A.J., AI Unser and Mario went through. Now, I'm the last of our gang to say "it's over.' It's time to move over and make room. Thanks to Mari, Tony and the Speedway staff for making this possible. It was a thrill to be able to do this. I asked A.J., if I could go 222, could I put it at the end of the line. A.J. said, 'go ahead."

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11:00 a.m.
            #45
                     JOHN PAUL, JR./Lantana, FL
                     Pro Formance Team Losi XX 93/L/IL
        QA - 48
                        1 -- 40.616 -- 221.588
                                                         Q - 31
                        2 -- 40.420 -- 222.662
                        3 -- 40.350 -- 223.048
                        4 -- 40.412 -- 222.706
                        T 2:41.798 -- 222.500
11:07 a.m. #25T
                     MARCO GRECO/Costa Mesa, CA
                    Arciero Project Indy 93/L/F
        QA - 49
                        1 -- 41.391 -- 217.439
                                                         UA - 18
                        2 -- 41.199 -- 218.452
                        3 -- 41.168 -- 218.616
                        4 -- waved off
                    SCOTT GOODYEAR/Toronto, Ontario Canada
11:12 a.m.
            #40
                    Budweiser King Special 94/L/F
        QA - 50
                        1 -- 40.679 -- 221.244
                                                         Q - 32
                        2 -- 40.810 -- 220.534
                        3 -- 40.715 -- 221.049
                        4 -- 40.886 -- 220.124
                        T 2:43.090 220.737
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At 12:53 a.m., Roberto Guerrero in the #21T Interstate Batteries/Pagan Racing was in the middle of turn #4 and experienced an engine fire. He braked and slid 80 feet into the infield grass. The engine cowling and cockpit seating sustained damage. Guerrero suffered minor first and second degree burns on his right arm. He was in good condition, was released from Hanna Medical Center at 1:30 p.m. and cleared to drive.

Dick Simon Racing announced at a press briefing this afternoon in the Trackside Conference Room that McDonald's would be an associate sponsor of Lyn St. James' #90 Spirit of the American Woman-JCPenney /Reebok/Lee machine for the 1994 Indianapolis 500. The announcement was made by Simon and David Paro, director of motorsports, McDonald's Corporation. "I've been working with McDonald's for quite awhile and I'm just real pleased they're able to do this," said St. James.

5:31 p.m. #89 QA - 51	MAURICIO GUGELMIN/Curitiba, I Hollywood Indy Car 94/R/F 1 40.238 223.669 2 40.285 223.408 3 40.321 223.209 4 40.516 222.134 T 2:41.360 223.104	Brazil Q - 33
Withdrew the #88 ca	ar prior to run.	
5:37 p.m. #15 QA - 52	MARK SMITH/McMinnville, OR Craftsman Tool Ford 94/L/F 1 40.904 220.027 2 40.730 220.967 3 40.717 221.038 4 40.779 220.702 T 2:43.130 220.683	Q - 34
Filled the 33 car field	d.	
5:42 p.m. #40T QA - 53	DAVY JONES/Glenbrook, NV Budweiser King Special 94/L/F 1 40.114 224.361 2 40.307 223.286 3 40.201 223.875 4 40.224 223.747 T 2:40.846 223.817	Q - 35
#10T Mike Groff wit	hdrawn during qualifying run.	
5:46 p.m. #52T QA - 54	MIKE GROFF/Worthington, OH Motorola 93/P/ILC+ 1 40.530 222.058 2 40.702 221.119 3 40.714 221.054 4 40.689 221.190 T 2:42.635 221.355	Q - 36
#4 Bobby Rahal with	ndrawn prior to qualifying run.	
5:51 p.m. #50	BOBBY RAHAL/Dublin, OH Miller Genuine Draft 93/P/IL	
QA - 55	1 40.062 224.652 2 40.085 224.523 3 40.168 224.059 4 40.332 223.148 T 2:40.647 224.094	Q - 37

Bumps #15 Mark Smith.

5:54 p.m. #44 TERO PALMROTH/Tampere, Finland

Arizona Motor-Sport Racing 94/L/F

QA - 56 1 -- 41.445 -- 217.155 UA - 19

2 -- waved off

5:59 p.m. #23 BUDDY LAZIER/Vail, CO

Financial World 93/L/IL

QA - 57 1 -- 41.268 -- 218.087 UA - 20

2 -- waved off

33-car Field Average 223.256 mph. (1993 - 219.692) Record: 223.479 mph in 1992.

Track temperatures from Goodyear Tire engineers: 9 a.m., 90 degrees; 10 a.m., 106 degrees; 11 a.m., 113 degrees; Noon, 124 degrees; 1 p.m., 126 degrees; 2 p.m., 130 degrees; 3 p.m., 132 degrees.; 4 p.m., 120 degrees; 5 p.m., 105 degrees; 6 p.m., 90 degrees.

36 cars were on the track today, running 1137 laps. Cars on track today: #1 Herta; #2 Fittipaldi; #2T Unser Jr.; #3T Fittipaldi; #5T Gregoire; #6 Mario Andretti; #9T Gordon; #12 Villeneuve; #14T Johnny Rutherford, AJ Foyt Copenhagen Racing; #15 Smith; #16T Johansson; #18 Vasser; #19 Till; #21T Guerrero; #23 Lazier; #24 Ribbs; #25T Greco; #31 Unser Jr.; #31T Tracy; #40 Goodyear; #40T Jones; #42 Parsons; #44 Palmroth; #45 Paul Jr.; #46 Paul Jr.; #50 Rahal; #52T Groff; #59/ #59T Brabham; #61 Gary Bettenhausen; #64 Theys; #71T Sharp; #74 Crawford; #89 Gugelmin; #94 Jeff Andretti.

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Qualifying order for Sunday: #94 Jeff Andretti; #59T Brabham; #25T Greco; #42 Parsons; #24 Ribbs; #9 no driver; #14T no driver; #41T no driver; #74 Crawford; #64 Theys; #5T Gregoire; #23 Lazier; #44 Palmroth; #59 no driver; #25 Greco; #24T Ribbs; #15T Smith; #71T no driver.

A total of 78 cars are now at the Speedway, 78 have passed technical inspection and 0 are in the process. 50 drivers have been on the track to date. There were 15 yellows for 2 hours, 38 minutes. High today was 82 at 4:00 p.m. Low was 50 at 5:30 a.m. Winds were N/NE at 3-8 mph.

Post Qualifying Quotes - Saturday May 21

JOHNNY RUTHERFORD: (on retirement) "One of the most emotional days I have ever spent, to realize it's all coming to an end, that I will never drive again in Indy cars. But there comes a time to say 'I have had my day' and move aside. It's been a lot of good years. I am just happy to have the opportunity to say thank you very much." (about when the decision was made) "I've been agonizing about it for about two years. I knew I was physically and mentally capable of doing the job but it just wasn't going to happen. The state of the business today is very expensive. The big dollars it takes. It costs so much to place a car here, it limits the number of players. It's starting to sink in a little bit. I will just try to help my son with his career and try to help somebody at Indy." (about car for final lap) " It's the car A.J. took his last lap in. It was an honor to take my last lap in it. I wanted to put it in fourth gear, then fifth gear, then sixth. I asked A.J. if I got up to 222 m.p.h., could I go ahead and qualify. He said, 'Sure, go ahead.' all the fans, waving and standing, it was hard for me to believe I wasn't going out to qualify." (about Indy's direction in the next decade) "It's starting to move again. The next two or three years will be very graphic about the sport, about racing. I think it needs a regrouping of sorts and stronger direction of where it used to be. From my perspective it needs to get back to modernized, the good old days." (about early days with Mario and A.J.) "There will never be drivers that had that much fun. Maybe my son will, but it might be illegal by then." (about putting dirt car racing back in schedule if he could) "It was a big part of the racing back then. Whether it will go on I don't know, but to be a true champion, you have to be able to do more than go around here at supersonic speeds. There is a difference between a driver and a racer - I would want a racer." (Betty - about retirement) "You don't live a life like this for 31 years and just shut it off. But I am glad for Johnny. I think he'll be able to help his own son and we have had a lot of friends over the years and that is not going to go away." (Johnny about regrets) "I would have liked to have won four, five or six times, but now that it's done, no, no regrets. It's been great and am enjoying seeing my son and the levels that he goes through and attains. The wonder of it all. I've got an extension." (about proudest win) "Anytime you win this race its a great thrill and a special moment and meaning for that moment. Having that race in the middle of the race with A.J. was a great thrill and stands out in my mind, but driving the yellow submarine - that one is tied with or is a very close second to it. Walking into victory lane in '76 with the wreath, because it had never been done before. I've had special times with all of them. It's been great. I wish I could do another 30 years." (about influence of other retired drivers for decision) "When one of your peers does something like that it makes you think maybe you ought to too, but maybe not. But I guess I am still the last one to do it. I need a job now, you might pass the word around."

SCOTT GOODYEAR (#40 Budweiser King Special): (On the month so far) "It's been a difficult two weeks. We wondered if it was me, so we put someone else in the car and they went the same speed. We had a little push in the car. We went a couple miles an hour faster in practice because we had no push in the car. The past month has been frustrating. I go one day at a time and each day is a new day. (Regarding the 40T car) "40T is being set up for Davy (Jones). We plan to have two cars in the field. (Regarding starting in the back) "I've started in the back before, but I would prefer to start up in front." (What if you get bumped?) "I can't answer that. We don't want to think about it. We would like to have run 221.5, but we didn't do that. It's supposed to get hotter today and tomorrow. That's why we took this speed, but this is Indiana and Indiana weather is hard to predict. I just let the guys add up the laps and make the decision. (Regarding the 223's and 225's he was able to run) "The 223's and 225's were at 8 o'clock in the morning when the weather was beautiful and we maxed the aero up high which made for quite a wild ride. When we were at the 223's and 225's the others were at 230."

JOHN PAUL, JR. (#45 Pro Formance Team Losì XX): (Regarding the month) "We've had the speed, it's never easy here. We are just thankful to be here. I really love this place. The pressure is so intense here. They (crew) gave me a car and I did it. I'm tickled pink." (Regarding combination) "I was really happy. I stood on it and it got better and better. We knew it was there and we trimmed it a little bit. We took a little boost out so the pop-off valve wouldn't open so to compensate for that we took a little rear wing out, because the sun had been shining about forty minutes. I went out and did one lap to see if the rear end would come out and it didn't so I stood on it, and it got better every lap - it could have easily gone the other way." (regarding dues paid for the past) "In this day and age there are alot of top flight drivers out there, and with the state of the economy, I am very fortunate. The team is good enough to win races. It would be nice to have a competitive package. This is a horsepower track and we are down on horsepower, but we will be there on race day. We are as good as anyone here. We'll be fairly racey on race day."

DAVY JONES (#40T Budweiser King Special): (Feeling some redemption?) "I'm just thankful to the Budweiser team for giving me the opportunity to go out in the 'T' car. I told myself that I would be selective when I came here. Coming in on the 11th hour is probably easier because they pretty much have the setup figured out. The 1st time I was in the car was on Thursday afternoon." (On the possibility of bumping Scott Goodyear) "The weather conditions tomorrow should be hotter than today so it should be okay, but I've always been a team player. It will be up to the team. I was asked to do a job and I did the best job I could. Now it's onto the race." (On preparing for the run) "I had some experience in the 94 Lola with A.J. at the beginning of the season and it wasn't that unfamiliar to step in. The first few laps around this track are unlike any other. You just have to settle down and take the run. I haven't had a lot of time in the car and I have to thank Scott especially. Every time we went out in the car the last couple of days we kept making changes. We made one more change this afternoon and I had a good qualifying run. You've got to be confident. You can't get something out of a car that isn't there."

BOBBY RAHAL (#52T Miller Genuine Draft): "I appreciate all Honda's given to us. This is tough, this first year, It's early in the development and there's no question in my mind it'll be a good engine." (about the Penske car) "It's a very comfortable car. Last night, I got three hours of sleep thinking about what ifs, what ifs, what ifs. Mentally, I'm beat. But it's an awesome car. I'm going to let Rick and Emmo set up all my cars, based on this one. Ilmor...they could've been difficult because I'm a Honda driver, but they gave us all their best, Roger Penske...the help, the quidance was there." (about the qualifying strategy) "I'm so pleased this ordeal is over. There were some hard choices to make. In the end, I got bumped anyway, so it didn't make any difference. I yelled at my guys on the radio that we would never be in this situation again. Ever. Mike was going to be the first bump, so we had to get him to respond first. We didn't think Davy Jones was going to have the run he had and Mark Smith...that's the fastest he's gone all month." (about the race) "I definitely feel we have a car that can win this race. It has felt solid. I can run really quickly with 30 gallons of fuel in the car. If we can stay out of trouble in the early laps, we'll have a shot." (about his sponsors) "Most sponsors (last year) would have terminated your deal or threatened the hell out of you. Miller upped our deal by two years. The decision was going to have to be made. With any decision, somebody's not going to be happy with it. We have an obligation to our sponsors to be in this race."

MARK SMITH (#15 Craftsman Tool Ford): (On qualifying) "The backup car is the '93 Lola. I did 30 laps yesterday, a 219 and some 218s. We thought it was best to stick with the '94 car. Robby qualified with something like a 221.3. Willy and I fought to maintain high quality teams." (about possibility of being bumped) "I hope for the best but expect the worst. I expect to practice again tomorrow morning and then try (qualifying) again after that." (about qualifying speeds) "The first lap hurt us. We figured a high '20 would hold as hot as it's been. We'll see what happens."

MIKE GROFF (#52T Motorola): (on car) "The Penske car is great. We ran a lot this stronger this morning. (regarding qualifying) "We're pleased with getting in the field. That's water under the bridge. Now we can concentrate on the race." (line took) The first lap before, I blew the valve. I had understeer in #3. I wanted to give myself room." (confident with speed) "Really pretty high...we're fifth from being bumped. We don't feel too good about that. It's supposed to be hotter tomorrow. I'm a little worried... not totally worried. I think we are safe. Based on how we ran this morning, I hoped for a little more. Getting in the Penske car was a nice surprise. We got it up to good speed. The Penske team helped us out a lot. They gave us a pretty good baseline - a very good baseline. They were very helpful. They could have just given us the car, but they didn't. We really appreciate it as a team. I was very confident with the Penske car. I have to thank the whole Penske organization for giving us the opportunity. They could have just thrown the cars in our laps and said 'Here. Swim.'" (regarding run) "I feel good about the run. I think we're okay."

MAURICIO GUGELMIN (#89 Hollywood Indy Car): (Regarding pressure) "This morning I ran 226. I ran solid this afternoon. I treat this like any other race...keep your head and concentrate. It's such a big event." (regarding requalfying) "It's a race car with four wheels and a steering wheel. We made a decision today...it was a gamble. I always felt comfortable with this car. Basically this car had a better balance and less push than my other car. Pulling the other car was a risk. We felt it was a better setup. We wanted to be solid in the field. It's a weight coming off your shoulders." (regarding setups between the two cars) "The cars are basically the same but a little different setup. This car just came together."

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

Notes from historian Bob Watson on Saturday's qualifications:

- --- Prior to this year, the fastest qualification run ever by the slowest qualifier of a starting field was 219.173 miles an hour by Ted Prappas in 1992. Going into today's time trials, Scott Goodyear sits "on the bubble" with a 220.737 mph average.
- --- The fastest speed ever bumped prior to Mark Smith's bumped speed of 220.683 mph Saturday was Scott Goodyear's bumped speed of 219.054 mph in 1992.
- --- The fastest qualifying speed ever withdrawn from a field in order to qualify another car is now the 220.460 mph by Mauricio Gugelmin Saturday. The record prior to Saturday for the fastest speed withdrawn in order to requalify was 205.288 mph by Danny Sullivan in 1987.
- --- Mark Smith, as Sunday began, is first alternate for the 1994 Indy 500. Smith was also first alternate for the 1993 race.

Carl Hogan, co-owner of Rahal-Hogan Racing, explained his team's strategy late Saturday in the flurry of last-minute qualification runs. "We had prepared to run today," Hogan said. "With the way the (qualifying) line was formed, we knew we were going to be bumped. With Davy Jones, we knew Mike (Groff) would be out. So we had to technically withdraw Mike's car to get in line right behind Davy. So, while Davy was in the middle of his second lap, we filed the withdraw. The same was true for Bobby's car. With Mike on the track, Bobby wasn't technically bumped yet. So we had to withdraw Bobby's qualified entry to get Bobby's new car on the track. With the six o'clock hour coming in a hurry, we had to play out all of the options. Technically, we weren't bumped by the rules, but really, we were bumped on the track. This place takes a lot of strategy. I think Scott (Roembke, assistant team manager) knew the rules exactly and he played it perfectly."

The #61 Bettenhausen Motorsports entry driven by Gary Bettenhausen, involved in an accident that damaged the rear and right rear on Saturday, was repaired overnight, according to team spokesman Rick Shaffer. "We have three cars, a #16, #16T and #61," Shaffer said. "The damage was confined to the gearbox, right rear suspension and underwing. He spun so many times before he hit that there was no tub damage. The most difficult part was to find parts to replace the underwing. Stefan tested the #16T yesterday and once we determined the #16T wasn't going to be used, we just took off the underwing for #61. We already had a gearbox in the garage that was rebuilt." Shaffer said the team worked until 3 a.m. to repair the car.

Robby Gordon in the #9 Valvoline Cummins Ford was fastest of the morning practice at 222.916 miles an hour. Gordon qualified previously in the backup car and the #9 car is not yet qualified. Geoff Brabham was second fastest in the #59T Glidden Special at 221.359. Scott Sharp practiced his backup #71T PacWest Racing Group entry at 220.594, the only other driver to practice at more than 220 miles an hour. Stephan Gregoire practiced in the #30 CYBERGENICS/Alfa Laval/ Tetra Pak entry for the first time.

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The crews of Bryan Herta and John Paul Jr., will square off in the quarterfinal round of the \$51,000 Miller Genuine Draft Pit Crew Championship Thursday after the final practice for the "500." The winner of that matchup will compete against pole winner Al Unser Jr.'s crew in the first semifinal. The crews of Raul Boesel and Jacques Villeneuve vie in the other semi. Chief mechanics for the participating teams are Clive Howell (#31 Unser Jr., Penske Racing), Brad McCanless (#5 Boesel, Dick Simon Racing), Kyle Moyer (#12 Villeneuve, Forsythe-Green Racing), Craig Baranowski (#14 Herta, AJ Foyt Copenhagen Racing) and Randy Bain (#45 Paul Jr., Pro Formance Team Losi XX).

By mid-afternoon, Stephan Gregoire was officially assigned to the #30 CYBERGENICS/Alfa Laval/Tetra Pak entry. Also by mid-afternoon, the Riley & Scott team and driver Jim Crawford issued a statement saying they would not make a qualification attempt today, foregoing pursuit of a starting spot in the 33-car starting lineup. Buddy Lazier took some practice laps in the #5T Duracell Charger.

Track temperatures today from Goodyear Tire engineers: 10 a.m., 109 degrees; 11 a.m., 119 degrees; Noon, 131 degrees; 1 p.m., 132 degrees; 2 p.m., 134 degrees.

Track temperatures from Goodyear Tire engineers: 5 p.m., 123 degrees; 5:30 p.m., 107 degrees; 5:50 p.m., 101 degrees.

5:35 p.m. #251	MARCO GRECO/Costa Mesa, CA	
	Arciero Project Indy 94/L/F	
QA - 58	1 40.676 221.261	Q - 38
	2 40.694 221.163	
	3 40.586 <i>-</i> - 221.751	
	4 40.781 220.691	
	T 2:42.737 221.216	

Bumps #40 Scott Goodyear

5:40 p.m. #59T	GEOFF BRABHAM/Lantana, FL Glidden/Menard Special 93/L/M	
QA - 59	1 40.689 221.190	UA - 21
	2 40.817 220.496	
	3 40.911 219.990	
	4 waved off	
5:45 p.m. #15T	MARK SMITH/McMinnville, OR Craftsman Tool Ford 94//L/F	
0.1 00		
QA - 60	1 accident in turn #1	UA - 22

At 5:47 p.m., Mark Smith in the Craftsman Tool Ford brushed the right side of the car in turn #1, did a 1/2 spin and slid backwards 840 feet through the south short chute. The car contacted the wall again with the left side and slid backward another 420 feet. The car came to rest high in turn #2. Mark Smith was checked at Hanna Medical Center, released and cleared to drive.

5:52 p.m.	#61	GARY BETTENHAUSEN/Monrovia, Bettenhausen Motorsports 93/P/IL	IN			
Q	A - 61	1 41.254 218.161 2 41.176 218.574	UA - 23			
		3 waved off				
5:59 p.m.	#9	WILLY T. RIBBS/San Jose, CA				
_		Valvoline Cummins Ford 94/L/F				
QA - 62		1 41.627 216.206 UA - 24				
		2 42.265 212.942				
		3 waved off				

29 cars were on the track today, running 1,148 laps. Cars on track today: #3T Fittipaldi/Unser Jr.; #5 Boesel; #5T Lazier/Gregoire; #9 Ribbs/Gordon; #11 Fabi; #15T Smith; #16 Johansson; #18 Vasser; #19 Till; #21T Guerrero; #23 Lazier; #24/24T Ribbs; #24T Ribbs; #25/#25T Greco; #27 Cheever; #27T Brayton; #30 Gregoire; #33 John Andretti; #40 Goodyear; #42 Parsons; #41T Herta; #44 Palmroth; #59T Brabham; #61 Gary Bettenhausen; #64 Theys; #71T Sharp; #74 Crawford; #94 Lazier/Jeff Andretti.

78 cars are now at the Speedway, 78 have passed technical inspection and none are in the process. 50 drivers have been on the track to date. There were 10 yellows for 1 hour, 9 minutes.

High was 89 degrees at 5 p.m. Low was 57 at 6 a.m. Winds NW at 5 mph.

Post Qualifying Quotes - Sunday May 22

BRYAN HERTA (#14 AJ Foyt Copenhagen Racing): (upon receiving the \$10,000 Slo-Poke award) "With all the commotion, you'd have thought we were on the pole. I guess I'd rather be the slowest qualifier than the fastest non-qualifier." (on waiting through the day) "Waiting was tough, but I think it was tougher on A.J. It gave me a lot of confidence to know that I could run 223 at the end of the day. I'm really pleased to be in the race." (what his thoughts were when Ribbs was making the attempt) "I never really wish anything bad on anyone, but while he was making his run I hoped he wouldn't go over 200." (about his crew): "The guys really hustled to get me on the line. Our goal was to sit sixth or seventh and we ended up where we wanted to be."

A.J. FOYT: (thoughts today) "Last night I was kicking myself in the rear for not withdrawing the car yesterday. Even though it was hot yesterday, it cooled off, but today it never really did. We timed everything right. The team did a fantastic job in placing the car. Everything worked in our favor." (about Brian Herta) "In all fairness to him, I think he did a hell of a job. I can't really say nothing bad about any of the drivers. Davy and Robby did a good job, but they weren't fitting well into the program. We got big plans for Brian. Today he proved he's cool, calm and collected. I thought he had a lot of respect for me when I asked him to make the call (on whether to pull the #41T car out of line) and he said, 'no you make the call.' I said okay, let's pull out and he said okay."

GEOFF BRABHAM (#59T Glidden Special): (on the feel of the car) "It felt O.K. on the first lap, but on the second lap it started to push and just got steadily worse. We gave it our best shot. The guys did a good job. It's really disappointing. It's over."

WILLY T. RIBBS (#9 Valvoline Cummins Ford): (on qualifying attempt) "It was a long shot. The car was nice, but I was unfamiliar with it. We had everything to gain and nothing to lose. You go out with no negative thoughts in mind - just positives. The last two times I was here was the greatest part of my life."

MARCO GRECO (#25T Arciero Project Indy): (on his run) "The car was really good, I had to slack off a little bit, I was worried about the popoff valve going into turn four. The car was great, the crew did a really great job. It felt like I was going 200 miles an hour instead of the 220. We saved the tires that I ran 219 on this A.M., the car was perfect. The only problem was the popoff valve and fuel." (when he knew that he was running out of gas) "I went into the straight and I knew the fuel was going. The valve popped and I knew I had enough to get it back to the right place but it wasn't the right place. Turn #3, the car missed and turn #4, then it was the straight, then it finished." (about waiting all day to qualify) "It was really tough to just watch all day. That was the toughest part, but I was so happy to be here." (concentration during the run) "I told the crew don't talk to me until I finish, I need concentration to go really fast." (about later runs, while sitting in turn #4) "I was sweating after the qualifying, seeing some drivers go around."

1994 Indianapolis 500 - Pit Lane Assignments

Pit (Car	Driver	Car Name	Time	Speed
1	5	Raul Boesel	Duracell Charger	2:38.160	227.618
2	8	Michael Andretti	Target/Scotch Video Chip Ganassi	2:39.148	226.205
3	4	Bobby Rahal	Miller Genuine Draft	2:40.647	224.094
4	40	Davy Jones	Budweiser King Racing	2:40.846	223.817
5	88	Mauricio Gugelmin	Hollywood Indy Car Chip Ganassi	2:41.360	223.104
6	12	Jacques Villeneuve	Player's LTD/Forsythe-Green	2:39.110	226.259
7	31	Al Unser, Jr.	Marlboro Penske Mercedes	2:37.887	228.011
		Gasoline Alley			
8	2	Emerson Fittipaldi	Marlboro Penske Mercedes	2:38.379	227.303
9	1	Nigel Mansell	Kmart Texaco Havoline Newman/	2:40.685	224.041
10	6	Mario Andretti	Haas Racing Kmart Texaco Havoline Newman/ Haas Racing	2:41.072	223.503
11	28	Arie Luyendyk	Indy Regency Racing-Eurosport	2:40.949	223.673
12	11	Teo Fabi	Pennzoil Special	2:41.150	223.394
14	90	Lyn St. James	Spirit Of The American Woman- JCPenney/Reebok/Lee	2:40.604	224.154
15		ABC Sports USAC	30Femley/NeebookLee		
16	27	Eddie Cheever	Quaker State Special	2:41.317	223.163
17	59	Scott Brayton	Glidden Paint Special	2:40.964	223.652
18	3	Paul Tracy	Marlboro Penske Mercedes	2:41.645	222.710
19	7	Adrian Fernandez	Tecate/Quaker State/Reynard/Ilmor	2:41.684	222.657
20	17	Dominic Dobson	PacWest Racing	2:41.457	222.970
21	71	Scott Sharp	PacWest Racing	2:42.096	222.091
22	22	Hiro Matsushita	Panasonic Duskin	2:42.615	221.382
23	18	Jimmy Vasser	Conseco-STP	2:41.971	222.262
24	91	Stan Fox	Delta Faucet-Jack's Tool Rental/	2:41.531	222.867
25	45	John Paul, Jr.	Hemelgarn Racing Pro Formance Team Losi XX	2:41.798	222.500
26	14	Bryan Herta	AJ Foyt Copenhagen Racing	2:42.902	220.992
27	33	John Andretti	AJ Foyt/Jonathan Byrd's Cafeteria/ Bryant	2:41.245	223.263
		Pit Opening	Dijan		
28	79	Dennis Vitolo	Hooligan's/Carlo	2:41.842	222.439
29	99	Hideshi Matsuda	Beck Motorsports/Simon Racing	2:41.765	222.545
30	25	Marco Greco	Int Sports LTD	2:42.737	221.216
31	16	Stefan Johansson	Alumax Aluminum	2:42.515	221.518
32	10	Mike Groff	Motorola	2:42.635	221.355
33	9	Robby Gordon	Valvoline Cummins Ford	2:42.680	221.293
34	21	Roberto Guerrero	Interstate Batteries/Pagan Racing	2:42.691	221.278
35	19	Brian Till	The MI-Jack Car	2:42.817	221.107

Qualification Attempts - Chronological Summary

Saturday, May 14, 1994 - Pole Day

						-		FOUR-LA	9	
	TIME	CAR	DRIVER	LAP-1	LAP-2	LAP-3	LAP-4	AVERAGE	SR	SP
1	12:15	99	Hideshi Matsuda	222.646	222.640	222.409	222.486	222,545	21	14
2	12:25	27	Eddie Cheever	223.236	223,380	223.303	222.734	223.163	15	11
3	12:30	59T	Scott Brayton	221.779	221.593	219.974	Wa	ved off		
4	12:35	17	Dominic Dobson	223.597	223.353	222.211	222.723	222.970	17	12
5	12:46	40	Scott Goodyear	222.288	222.425	221.495	Wa	ved off		
6	12:50	5	Raul Boesel	227.393	227.837	227.623	227.618	227.618	2	2
7	12:56	7	Adrian Fernandez	218.282	Wav	ed off				
8	12:59	79	Dennis Vitolo	222.124	222.069	222.612	222.954	222.439	23	15
9	1:04	8	Michael Andretti	226.108	226.449	226.142	226.119	226,205	5	5
10	1:08	9	Robby Gordon	222.102	220.432	Wav	ed off			
11	1:12	12	Jacques Villeneuve	226,313	227.061	226.142	225.524	226.259	4	4
12	1:18	31	Al Unser Jr.	225.722	228.351	228.525	229.481	228.011	1	1
13	1:24	11	Teo Fabi	220.973	Wav	red off				
14	1:28	10T	Mike Groff	218.362	218.606	219.085	219.181	218.808	38	
15	1:36	4	Bobby Rahal	220.302	220.173	220.065	220.173	220.178	37	
16	1:40	28	Arie Luyendyk	225.293	224.966	222.189	222.283	223.673	10	8
17	1:45	1	Nigel Mansell	224.579	224.691	223.602	223.297	224.041	8	7
18	1:49	91	Stan Fox	222.030	223.065	223.198	223.181	222.867	18	13
19	4:58	71	Scott Sharp	222.156	222.091	221,899	222.217	222.091	25	17
20	5:03	33	John Andretti	224.182	224.310	222.327	222.250	223.263	14	10
21	5:08	90	Lyn St. James	224.120	224.282	224.070	224.143	224.154	6	6
22	5:19	45	John Paul, Jr	218.420	220.286	220.729	Wav	ed off		
23	5:24	19	Brian Till	220.453	222.200	220.946	220.837	221.107	32	21
24	5:28	59	Scott Brayton	220.924	221.108	Wav	ed off			
25	5:32	44	Al Unser	214.225	Wav	ed off				
26	5:36	14	Bryan Herta	218.829	221.943	221,555	221.669	220.992	33	22
27	5:39	11 T	Teo Fabi	219.566	218. 409	Wav	ed off			
28	5:45	88	Mauricio Gugelmin	222.783	220.286	219.630	219.175	220.460	36	
29	5:50	21	Roberto Guerrero	220.302	221.795	221,261	221.762	221.278	30	20
30	5:55	25	Marco Greco	214.531	215.326	Wav	ed off			
31	5:58	22	Hiro Matsushita	220.783	222.085	222.151	220.518	221.382	27	18

Sunday, May 15, 1994 - Second Qualifying Day

								FOUR-LAN	•	
QA	TIME	CAR	DRIVER	LAP-1	LAP-2	LAP-3	LAP-4	AVERAGE	SR	SP
32	12:45	6	Mario Andretti	225.457	222.261	223.608	222.712	223.503	12	9
33	12:49	40T	Scott Goodyear	216.461	218.272	Wav	ed off			
34	12:54	24	Willy T. Ribbs	211.556	Wav	ed off				
35	12:57	9T	Robby Gordon	220.448	221.713	221.402	221.615	221,293	29	19
36	1:05	16	Stefan Johansson	220.783	219.427	Wav	ed off			
37	1:09	27T	Scott Brayton	223.021	Wav	ed off				
38	1:13	18	Jimmy Vasser	222,513	222.607	222.107	221.822	222,262	24	16
39	1:18	2	Emerson Fittipaldi	227.987	227.061	227.198	226.969	227,303	3	3
				End of	Day One					-
40	1:30	31T	Paul Tracy	222,233	222.058	220.875	Wa	ved off		
41	1:35	7T	Adrian Fernandez	222.607	222.217	222.855	222.949	222.657	20	26
42	2:34	31T	Paul Tracy	223.081	222,261	223.026	222.475	222.710	19	25
43	4:53	11	Teo Fabi	222.894	224.523	224.037	222.140	223.394	13	24
44	5:30	45	John Paul, Jr	219.861	219.748	219.357	Wa	ved off		
45	5:45	27T	Scott Brayton	225.028	222.546	223.425	223.625	223.652	11	23
46	5:52	16	Stefan Johansson	221.817	221.664	221.893	220.702	221.518	26	27
47	5:57	23	Buddy Lazier	218.055	218.585	Wav	ed off			
				_	_					

Qualification Attempts - Chronological Summary

Saturday, May 21, 1994 - Third Qualifying Day

								FOUR-LAP	•	
QA	TIME	CAR	DRIVER	LAP-1	LAP-2	LAP-3	LAP-4	AVERAGE	SR	SP
48	11:00	45	John Paul, Jr.	221.588	222.662	223.048	222.706	222.500	22	30
49	11:07	25T	Marco Greco	217.439	218.452	218.616	Wa	ved off		
50	11:12	40	Scott Goodyear	221.244	220.534	221.049	220.124	220.737	34	
51	5:31	89	Mauricio Gugelmin	223.669	223.408	223.209	222.134	223.104	16	29
			(Withdrew the #88 car)	prior to run.)						
52	5:37	15	Mark Smith	220.027	220.967	221.038	220.702	220.683	35	
53	5:42	40T	Davy Jones*	224.361	223.286	223.875	223.747	223.817	9	33
			(Mike Groff withdraws t	he #10T car.)					
54	5:46	52T	Mike Groff	222.058	221.119	221.054	221.190	221.355	28	31
			(Bobby Rahal withdraw	s the #4 car.)					
55	5:51	50	Bobby Rahal	224.652	224.523	224.059	223.148	224.094	7	28
			(Bumps #15 Mark Smit	h)						
56	5:54	44	Tero Palmroth	217.155	Wav	ed off				
57	5:59	23	Buddy Lazier	218.087	Wav	ed off				
			•							

Sunday, May 22, 1994 - Bump Day

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								LOGIVER		
QA	TIME	CAR	DRIVER	LAP-1	LAP-2	LAP-3	LAP-4	AVERAGE	SR	SP
58	5:35	25T	Marco Greco	221.261	221.163	221.751	220.691	221.216	31	32
			(Bumps #40 Scott Go	odyear)						
59	5:40	59T	Geoff Brabham	221.190	220.496	219.990	Waved off			
60	5:45	15T	Mark SmithAccident in	ı Tum #1						
61	5:52	61	Gary Bettenhausen	218.161	218.574	Wav	ed off			
62	5:59	9	Willy T. Ribbs	216.206	212.942	Wav	red off			

*Scott Goodyear replaces Davy Jones

QA=Qualification Attempt SR=Overall Speed Rank SP=Starting Position

DAY # 17 -- THURSDAY, MAY 26 CARBURETION DAY

On May 23, a request by Budweiser King Racing was made to put Scott Goodyear in the team's #40T car qualified by Davy Jones and start last in the field and to put Jones in the team's first alternate car, No. 40. Chief steward Tom Binford approved the driver change, but ruled that the switch would necessitate dropping the #40 car to second alternate. On May 24, Budweiser King Racing requested to reverse the switch and Binford approved. Later May 24, the team issued a statement saying that Goodyear would drive the team's car in the Indianapolis 500, but the official request would be re-submitted after final practice if the team's first alternate car did not make the field. The qualified car is now No. 40. The first alternate car is now No. 60. 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 (uncle of 1994's No. 4 starter), 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.

Rookie Dennis Vitolo was "adopted" by a kindergarten class in Fall Creek. Vitolo said it all came about after the class visited the track last week and invited him to school. When Vitolo visited the class on May 25, he took his helmet and driver's suit and talked about safety. The class drew some racing pictures for him, which are now on display in the Dick Simon Racing garage. One of the sayings on the pictures was "My car goes 100 miles an hour, no I mean a trillion. It goes a trillion fast. It's made of metal and nothing can break it. Signed, Jacob." It was one of Vitolo's favorites, to which he mused, "sounds like a Penske car." The car is now called Hooligan's/Carlo/Charter America/Dick Simon Racing, per changes made this morning.

Most of the crews for Race Day have been determined and the list will be available to the media Friday morning in the Trackside Report books. Among those serving on crews are George Snider, a 22-time starter in the "500" as a driver who was on the front row in 1966. He'll serve as vent man for the #33 machine of John Andretti. Dr. Jack Miller, an Indianapolis-based dentist who is driving a full season of Indy Lights this year, will change the left front tire for #79 Dennis Vitolo.

Ameritech Pages Plus announced its "Youngest Starting Driver" Award at a media briefing Wednesday in the Trackside Conference Room. Jacques Villeneuve accepted the award, and the \$5,000 prize will be presented at Monday night's Victory Dinner. Car owner Barry Green was also on hand.

Race Spec announced the winner of its "Final Measure" Award today, it is the #45 car of John Paul Jr. and Pro Formance Racing. The \$5,000 award is given to the last car that passes inspection and qualifies for the race displaying KLF/Race Spec decals. The award is to be presented after the Miller Pit Stop Championship finals today.

The #45 car of John Paul Jr. is now called CYBERGENICS/Team Losi/Pro Formance. The team added Cybergenics after the sponsor's original cars of McCormack Motorsports did not make the field.

Teams for this afternoon's \$51,000 Miller Genuine Draft Plt Stop Championships:

Car:		45	Car:		14	Car:		31
Driver:		John Paul, Jr.	Driver:		Bryan Herta	Driver:		Al Unser, Jr.
CrewChief:		Randy Bain	Crew Chief:		Craig Baranouski	Crew Chief:		Richard Buck
Crew:	RF	Randy Bain	Crew:	RF	Craig Baranouski	Crew:	RF	Richard Buck
	RR	Tom Thomas		RR	Jess Chen		AR	Jerry Breon
	LF	Cooper King		LF	Simon Young		LF	Rick Rinaman
	LR	Dan McBride		LR	Craig Taverna		LR	Pat Hawley
	F	Chuck Buckman		F	Wayne Gape		F	Mait Burns
	V	Scot Lemon		V	Tom LaMance		٧	Bill White
Car.		5	Car:		12			
Driver:		Raul Boesel	Driver:		Jacques Villeneuve			
Crew Chief:		Brad McCanless	Crew Chief:		Kyle Moyer			
Crew:	RF	Richee Simon	Crew:	ЯF	Tony Cotman			
	RR	Lary Zelesnic		RR	Tony Brunetti			
	L۴	Brad McCanless		LF	Eric Haverson			
	LR	Bob Kernodle		LR	Dave Popielarz			
	F	Larry Bishop		F	Kyle Moyer			
	V	Luke Wathington		V	Jim Wilson			

LEGEND: F-Fuel, LR-Left Rear, RR-Right Rear, RF-Right Front, LF-Left Front, V-Vent/Air Jack.

All 33 starters were on pit road for the start of final practice at 11 a.m.

Scott Goodyear was in the #40 qualified by Davy Jones at the start of practice. The team said it had no plans to run the car qualified as first alternate by Goodyear.

The track opened as scheduled at 11 a.m. First car out was #8 Michael Andretti.

11:03 a.m. -- #31 Al Unser Jr. locked up brakes briefly behind #91 Stan Fox and #18 Jimmy Vasser at pit center as Unser Jr. was entering the pits and the others were headed out.

The second alternate, #15 Mark Smith, was the only car other than the #60 eligible to practice that was not on pit road. The crew reports it planned to start practice about an hour into the session.

11:11 a.m. -- First yellow, debris.

11:15 a.m. -- Green.

Lyn St. James' crew reported it was done for the day and returned to the garage. Crew reports race engine was in car and team "didn't want to put too many miles on it.

11:20 A.M. -- Top speeds: #6 Mario Andretti 223.708; #59 Brayton 222.905; #27 Cheever 221.315; #11 Fabi 220.577; #3 Tracy 218.124; #18 Vasser 217.839; #21 Guerrero 217.066; #40 Goodyear 216.601; #88 Gugelmin 216.267; #4 Rahal 215.822.

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11:22 a.m. -- Track inspection.

- 11:29 a.m. -- Green, #99 Matsuda last car to take the track of the 33 starters.
- 11:32 a.m. -- #45 John Paul Jr.'s crew returned to the garage, done for the day.
- 11:38 a.m. -- Crew, car #91 Fox reports it's working with brake rotor problem.
- 11:42 a.m. -- Third yellow, #18 Vasser stopped on track in the pit entrance lane, turn #4. Crew reports the car out of fuel. Car towed to pit road.
- 11:44 a.m. -- #14 Herta done for the day.
- 11:46 a.m. -- Green.
- 11:52 a.m. -- #33 Andretti done for the day.
- 11:52 a.m. -- Fourth caution, #12 Villeneuve stopped, pit entrance. Crew reports car out of fuel.
- 11:59 a.m. -- Green.

Eddie Cheever's crew was finished with practice before Noon after running race setups. "If they want to start this afternoon, I'm ready to go," Cheever said.

Jimmy Vasser's crew also said it was finished for the day. "We ran enough laps," Vasser said.

Marco Greco's crew reported it was done for the day. "The car is very good, Greco said. "The crew worked hard. We have a fresh engine and it's ready to go. This is a great challenge and I'm very excited."

12:02 p.m. -- Top speeds (by Race Day car number): #6 Mario Andretti 223.708; #59 Brayton 222.905; #2 Fittipaldi 222.872; #1 Mansell 222.552; #27 Cheever 221.315; #9 Gordon 220.897; #11 Fabi 220.577; #12 Villeneuve 218.606; #3 Tracy 218.127; #31 Unser Jr. 218.050.

12:09 p.m. -- #15 Mark Smith towed to north pits.

John Andretti done for the day. "Took it out, shook it down and everything is fine," Andretti said.

Mauricio Gugelmin done for the day. "Basically everything is fine," Gugelmin said. "Because of the rain, there's less rubber. The car was good and we're ready."

12:14 p.m. -- Robby Gordon done for the day. "I didn't take any chances," Gordon said. "I'm sure I can be as quick as any of the other guys. We changed the engine Tuesday. I'm very happy. Tonight at 5 o'clock, I'm flying the Goodyear blimp. I'm going to try to fly low under the radar. If you see the blimp, duck."

12:15 p.m. -- Jacques Villeneuve done for the day. "The car was good. It could have felt better, but in time it felt good." Villeneuve said. "We have nothing special planned to do for Race Day. We're ready and we'll see then."

12:16 p.m. -- #15 Mark Smith became 34th car to take the track.

12:20 p.m. -- Mike Groff done for the day. "The car feels good," Groff said. "We want to get a good strong balance for Race Day. We think it'll be a little hotter on Sunday, so we left ourselves some room."

12:40 p.m. -- Top speeds (with Race Day car numbers): #6 Mario Andretti 223.708; #59 Brayton 222.905; #2 Fittipaldi 222.872; #1 Mansell 222.552; #27 Cheever 221.315; #9 Gordon 220.897; #11 Fabi 220.577; #8 Michael Andretti 220.000; #12 Villeneuve 218.606; #3 Tracy 218.468.

1 p.m. -- Practice ends. There were four cautions for 29 minutes. 34 of 35 eligible cars practiced. Only car which did not was the first alternate car of Scott Goodyear.

The second annual Arie Luyendyk Motorsport Gallery Charity Auction to benefit the National Center for Missing and Exploited Children will be held at Wilson's/ One-Liners 6-8 p.m. Friday in Greenwood. Artwork from the gallery, a poster size photo of the #28 Indy Regency Racing entry, a rear wing of a car signed by all five Pennzoil drivers and autographed memorabilia will be among the items available. Last year, \$17,000 was raised at the first event.

LYN ST. JAMES (#90 Spirit Of The American Woman-JC Penney/Reebok/Lee): (on her run today) "The car is sweet. We're ready to go racing. I wish it were Sunday."

MARIO ANDRETTI (#6 Kmart Texaco Havoline Newman/Haas Racing): "The car is capable and that's the important thing. We're going to leave it alone until race day. We're going to do our best and hope it's good enough. We moved over the setup from the other car to achieve the balance and hope it's inside the envelope for Sunday. The car felt fine testing it out in the traffic today. We were trying to minimize the number of laps and hopefully everything will be on schedule for race day."

SCOTT BRAYTON (#59 Glidden Paint Special): "The car was good. I went out and shook it down. The boost was a little low. The car ran real nice. I had a very nice race car today. The speed was in the car. The goal wasn't to run as fast as we could. We went out there just to make sure that the car was ready. I certainly think the car could have gone faster, but we were just out there to make sure it was ready."

MICHAEL ANDRETTI (#8 Target/Scotch Video Racing): "We lost some time early on during the session with a steering problem, but we were able to get back out for the end of the day. The car felt all right, but it will be hot so we will need a slightly different setup. I think we are pretty well set for the race. The car has been quick in a variety of conditions."

BOBBY RAHAL (#4 Miller Genuine Draft): "The car didn't do anything evil. We didn't want to put too many miles on it, so we put it away. Hopefully the conditions won't change too much on race day."

ARIE LUYENDYK (#28 Indy Regency Racing-Eurosport): "We were trying to work on some boost problems we had. The wind really picked up in the session. It was hard to tell what the car was doing. I feel good because we've had a chance to do a lot of testing and planning this past week."

STEFAN JOHANSSON (#16 Alumax Aluminum): (about being last car to leave pit road after practice): "We have a lot of problems with the car. The car has gotten very loose. We have a lot of work to do. We'll just hope to figure it out by Sunday."

SCOTT GOODYEAR (#40 Budweiser King Racing): "Today was not a problem. The car was fine. It's not about speed today. It's about making sure the systems on the car are okay and getting ready for a 500 mile race."

Press briefings today in the Trackside Conference Room:

EMERSON FITTIPALDI (#2 Marlboro Penske Mercedes): (Race day strategy) " We're trying to keep the car as consistent as we can from lap one to the last lap. You drive as hard as you can. When you hit traffic on the apron, you'll lose the downforce and the front end of the car - that will be the toughest part, to follow someone close enough to come out of the apron okay. That's going to be the toughest part on Sunday and my main concern." (what they've learned about the Mercedes engine) "We tried to put as many miles as possible between the three drivers. I drove 600 miles on one engine (the #3T car) last week. We also tested the chassis, different setups, and we've done a lot of homework to test the engine. So far we are very pleased with the engine. Today we decided to run 20 laps and park it to save the engine for the race. (if you win on Sunday, what's the first thing you'll drink?) "I already told Roger, 'I'll have a taste of milk and a lot of orange juice!" (what about the competition) "It's a long race, 500 miles. Being on the front row, its nice to start there. I think this is the most competitive Indy ever, the grid is very close, I'm looking forward to the race, there's a lot of competition; Paul, Al Jr, Mario, Michael, Nigel and Raul...there's about 8 or 9 drivers who can win the race."

PAUL TRACY (#3 Marlboro Penske Mercedes): (how the car felt today) "The car felt really good today, but the conditions probably will be really different today and race day." (about racing in Indy) "It's been really difficult here. I've been here twice and I haven't finished a race." (setup for Sunday) "We've come in with a baseline setup where we'll be comfortable. I think we do have a pretty good setup and I feel confident as the race goes on we'll get a better setup. We've been pretty conservative so far. I've based my setup on being in traffic right away." (comparison of chassis) "This year the chassis is pretty close to last year. The motor is obviously a lot better and mechanically it's better. Overall its not a huge jump, hopefully it will be good for race day."

ARIE LUYENDYK (#28 Indy Regency Racing-Eurosport): (why he didn't test the new tail fin) "I'm not sure if everyone knows what they're doing, one thing we have to remember is Penske has a different rear wing than the Lola. (speeds on race day) "I'd be surprised to see a lap over 220, obviously a lot depends on the weather. Today the wind started kicking up and made the turns very difficult. Obviously the weather and temperature have a lot to do with the speeds and running of the car." (positioning) "Pit stop strategy has to be really on the spot. It's really a matter of making pit stops at the right time and working well in traffic is also a key element. We learned a lesson from that last year."

Serengeti Eyewear, a division of Corning Inc., was announced today as an associate sponsor of the AJ Foyt entry for Bryan Herta.

The Forsythe-Green crew of #12 Jacques Villeneuve captured the 18th annual Miller Genuine Draft Pit Stop Championship by beating the Pro Formance Racing crew of #45 John Paul Jr., in the finals. The Forsythe-Green team, headed by crew chief Kyle Moyer, posted a time of 12.867 seconds, the second-fastest time in contest history. The record for the four-tire change and connect-disconnect on the refueling rig was 11.74 seconds by a Penske team led by crew chief Chuck Sprague with driver Danny Sullivan in 1985. The Pro Formance crew's time was 13.590 seconds in the finals. In the semifinals, the Forsythe-Green crew clocked in at 13.629 seconds to beat the Dick Simon Racing crew of #5 Raul Boesel, which finished in 15.393. The Pro Formance team reached the final with a time of 15.670 seconds, beating the Penske crew of #31 Al Unser, Jr., which posted a time of 14.636, but had a 10-second penalty for running over a hose and a five-second penalty for a loose wheel, leaving their official time at 29.636 seconds. Pro Formance had to advance through a quarterfinal matchup against the AJ Foyt crew of #14 Bryan Herta, winning 14.517 seconds to 21.754 seconds. Forsythe-Green will receive \$25,000 for the victory, while the Pro Formance team earned \$15,000 for second. Simon Racing got \$6,000 for third based on semifinal times and Penske Racing got \$4,000 for fourth. The Foyt crew got \$1,000 for fifth.

Post-pit stop contest quotes:

JOHN PAUL, JR. (#45 CYBERGENICS/Team Losi/Pro Formance): (When he beat Al Unser Jr. in the semifinals - did he think they could win?)"If we can do it, I'd love to. They (the team) really deserve to earn the money."

KYLE MOYER (Crew Chief Team #12): (when the Forsythe-Green team beat Raul Boesel in the semifinals): "I think he's (Jacques) a bit surprised on how we did, but the team's been working really hard to get here. It's more than the money. It's something for pride." (When the team won the Pit Stop competition) "I've got to hand it to the guys. It's a new record for us and that shows their dedication."

JACQUES VILLENEUVE (#12 Player's LTD Forsythe-Green): (Upon winning the Miller Pit Stop Competition) "We have a really good car. The team's been working hard all month. They gave 100% of themselves and I'm happy we could get that (the win)."

Media briefings in the Trackside Conference Room:

TEO FABI (#11Pennzoil Special): (driving in race day traffic) "You don't want to look behind you too much. Driving in traffic is difficult. You get the turbulence from the car in front of you and lose some downforce." (on Mercedes engine) "I think they are for sure going to lead the race, probably they're going to win the race." (on possibility of Nigel Mansell going to Formula One) "I tried to do Indy car and Formula One. It's nearly impossible to fly all over, especially now with the different performances of the cars." (differences?) "It's different regulations. The power of the car is the same. The biggest difference is the weight. It's like driving an Indy car with a full tank." (running after accident at Phoenix) "The problem at Phoenix is not being able to see the lights on. It's very difficult to see the yellow. It's not that way here so I don't think we'll have that problem."

AL UNSER JR. (Marlboro Penske Mercedes): (about the pit-stop contest) "We had a good stop except for some penalties. A tire was loose and I ran over the air hose. (about the race) This is as competitive as it's ever been at the Speedway. We're looking forward to a good race. The only thing is to finish, it's the main thing right now. I think we'll be in the top three or five." (about Al and racing...has he ever thought about doing anything else?) "I love racing. I worked at a machine shop when I was 15 years old to buy a street car and worked five days a week and didn't like that very much. So, no, never thought about anything else, never wanted to pursue anything else. Everybody thinks about their future about 15 or 16. I started thinking about mine and I thought after driving sprint cars, if we were successful, we'll stay with it and we were successful. One day at an interview, dad said he did steer me and push me to race. These things were important to learn about life. That's the first time I knew that." (on his first Indy pole when you see the green flag) "I'm gonna go. My car starts up on the front straightway." (on his father's teachings) "Now that dad is retired from racing, maybe he will share some things about racing. He's been an awful lot of help when he can because he does help when he's there. A lot of guys get the most out of race cars. In my dad's case. he instilled in me that this is one race you want to lead on the last lap. If we can go out and lead this race without abusing the equipment, we'll do that. If I can't, I'm going to sit back and watch what's going on and dial in on the last lap." (about F-1) "Formula One is a racing series I haven't driven in. I am interested. I have a long-term agreement with Roger (Penske) but realistically, I don't see myself going into Formula One. Roger is the man that builds the best cars in the Indy 500 and I'll do my best to maintain what I have." (about himself as a driver) "I'm not anywhere close to what I want to be as a race-car driver, but it's not close to being over, either. I learned some things out there today inside the car and in the pitstop competition. Hopefully, I'll be learning for a long time to come. I would love to give my dad a present for his birthday with Borg-Warner on it, but we'll be happy just to finish." (about Brickyard 400) 'I won't be in it this year, I'll give Dale (Earnhardt) the first one and I'll take the next five." (about Penske setups) "Yes, all of our driving styles are fairly close and can be translated to the next car or the next." (about goals of multiple wins) "My goal is to win it the second time." (secret of Penske's success) "Hard work...that's all. He works extremely hard to raise the money and take the money issue out of the program instead of 'we can't afford to do this." (relationship with teammates) "The relationship between all the drivers

is very good. There's been a lot of time that Emerson and Paul have both helped my car go quicker. We share up until the green flag falls." (competition) "Emmo...he's everybody's competition. He's been running fast all month, Emmo's the strongest. Besides him would be Raul, Michael Andretti is very strong, Jacques Villeneuve is very strong. This is a very long race and you need the consistency." (fun through the years) "I have a blast when I'm in that car...can't think of anything I would have more fun at." (following in his father's footsteps) "If I could follow one step behind my dad, I would be successful." (about his son) "It scares me to death. To see my son (race) is a whole bunch of different feelings than I've felt before. Now that Little AI is racing, there're times I just close my eyes and he just laughs it off. He definitely wants to race and have fun at it." (have you spent this much time preparing for the "500" before?) "No, and I've heard Roger say that, too. Not this many miles before for a race." (about cornering with engine) "It's a brand new car and the gearbox is bigger and much beefier. It's the main difference between the Ilmor D and the Mercedes. Emmo has a pretty good setup and he's happy with his car and I'm sort of happy with my car."

Month of May Performance History - By Car Number

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Саг				Best	Qualified
Num	Driver	Year/Chassis/Engine	Laps	Speed	Date Speed
1	Bryan Herta	94/Lola/Ford Cosworth XB	9	188.198	5/21
1	Nigel Mansell	94/Lola/Ford Cosworth XB	384	228.137	5/14 224.041
1T	Nigel Mansell	94/Lola/Ford Cosworth XB	130	223.508	5/19
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	416	230.438	5/12 227.303
2T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	5	224.025	5/17
2T	Paul Tracy	94/Penske/Mercedes Benz V8	80	225.135	5/17
2T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	279	225.694	5/19
3	Paul Tracy	94/Penske/Mercedes Benz V8	267	229.961	5/10
3T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	439	229.510	5/18
3T	Paul Tracy	94/Penske/Mercedes Benz V8	107	225.017	5/20
3T	Al Unser, Ĵr.	94/Penske/Mercedes Benz V8	87	226,324	5/15
4	Bobby Rahal	94/Lola/Honda Indy V-8	435	221,114	5/12
4T	Bobby Rahal	94/Lola/Honda Indy V-8	28	213.802	5/08
5	Raul Boesel	94/Lola/Ford Cosworth XB	434	230.403	5/10 227.618
5T	Marco Greco	92/Lola/Buick Indy V6	82	209.927	5/12
5T	Stephan Gregoire	92/Lola/Buick Indy V6	82	214.720	5/22
5T	Buddy Lazier	92/Lola/Buick Indy V6	27	212.485	5/22
5T	Tero Palmroth	92/Lola/Buick Indy V6	20	199.933	5/08
5T	Dennis Vitolo	92/Lola/Buick Indy V6	138	219.448	5/10
6	Mario Andretti	94/Lola/Ford Cosworth XB	343	228.606	5/14 223.503
6T	Mario Andretti	94/Lola/Ford Cosworth XB	244	224.557	5/18
7	Adrian Fernandez	94/Reynard/Ilmor Indy V8/D	388	224.629	5/13
7T	Adrian Fernandez	94/Reynard/Ilmor Indy V8/D	303	218.537	5/17 222,657
8	Michael Andretti	94/Reynard/Ford Cosworth XB	218	228.600	5/14 226.205
8T	Michael Andretti	94/Reynard/Ford Cosworth XB	327	228.189	5/10
9	Robby Gordon	94/Lola/Ford Cosworth XB	400	227.739	5/14
9	Willy T. Ribbs	94/Lola/Ford Cosworth XB	5	216.206	5/22
9	Mark Smith	94/Lola/Ford Cosworth XB	15	220.324	5/18
9T	Robby Gordon	94/Lola/Ford Cosworth XB	201	224.758	5/15 221.293
10	Mike Groff	94/Lola/Honda Indy V-8	95	214.388	5/09
10T	Mike Groff	94/Lola/Honda Indy V-8	318	220.783	5/12
11	Teo Fabi	94/Reynard/Ilmor Indy V8/D	501	226.855	5/14 223.394
11T	Teo Fabi	94/Reynard/Ilmor Indy V8/D	228	221.478	5/19
12	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	536	227.066	5/14 226.259
12T	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	39	219.138	5/13
14	Bryan Herta	94/Lola/Ford Cosworth XB	377	223.947	5/14 220.992
14T	Bryan Herta	93/Lola/Ford Cosworth XB	49	215.208	5/16
14T	Johnny Rutherford	93/Lola/Ford Cosworth XB	2	0.000	5/21
15	Robby Gordon	94/Lola/Ford Cosworth XB	25	222.327	5/16
15_	Mark Smith	94/Lola/Ford Cosworth XB	430	221.038	5/21
15T	Mark Smith	93/Lola/Ford Cosworth XB	156	221.386	5/19
16	Stefan Johansson	93/Penske/Ilmor Indy V8/D	339	224.618	5/14 221.518
16T	Gary Bettenhausen	93/Penske/Ilmor V8/D	27	220.399	5/15
16T	Stefan Johansson	93/Penske/Ilmor V8/D	52	214.777	5/12
17	Dominic Dobson	94/Lola/Ford Cosworth XB	584	225.598	5/14 222.970
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	337		5/13 222.262 5/13
18T	Jimmy Vasser	94/Reynard/Ford Cosworth XB 93/Lola/Ford Cosworth XB	128 686	224.562 223.519	5/14 221.107
19	Brian Till	92/Lola/Buick Indy V6	276	226.637	5/14 221.107
21	Roberto Guerrero	92/Lola/Buick Indy V6		222.988	5/19
21T	Roberto Guerrero		152 48	223.070	5/13
22 22	Raul Boesel Hiro Matsushita	94/Lola/Ford Cosworth XB 94/Lola/Ford Cosworth XB	397	223.070	5/14 221.382
23	Buddy Lazier	93/Lola/Ilmor Indy V8/C	565	220.550	5/09
23 24	Robby Gordon	94/Lola/Ford Cosworth XB	32	221.965	5/16
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	377	220.913	5/14
24T	Willy T. Ribbs	93/Lola/Ford Cosworth XB	68	209.937	5/09
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Month Of May Performance History - By Car Number

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Car				Best		Qualified
Num	Driver	Year/Chassis/Engine	Laps	Speed	Date	Speed
05	W O	04/1-1-/7-1-0	005	200 400	m/4.0	
25	Marco Greco	94/Lola/Ford Cosworth XB	325	220.108	5/19	
25T	Marco Greco	93/Lola/Ford Cosworth XB	127	221.751		221.216
27_	Eddie Cheever	93/Lola/Menard V6	320	228.676		223.163
27T	Scott Brayton	93/Lola/Menard V6	70	227.508		223.652
27T	Eddie Cheever	93/Lola/Menard V6	63	227.106	5/14	
28	Arie Luyendyk	94/Lola/Ilmor Indy V8/D	198	225.983		223.673
28T	Arie Luyendyk	94/Lola/Ilmor Indy V8/D	310	224.243	5/20	
30	Pancho Carter	93/Lola/Ilmor Indy V8/C	35	209.142	5/19	
30	Stephan Gregoire	93/Lola/Ilmor Indy V8/C	47	212.515	5/22	
30T	Pancho Carter	93/Lola/Ilmor Indy V8/C	385	217.839	5/19	
31	Paul Tracy	94/Penske/Mercedes Benz V8	10	217.244	5/08	
31	Al Unser, Jr.	94/Penske/Mercedes Benz V8	316	229.481	5/14	228.011
31T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	20	224.422	5/11	
31T	Paul Tracy	94/Penske/Mercedes Benz V8	77	226.057	5/21	222.710
31T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	25	220.534	5/13	
33	John Andretti	94/Lola/Ford Cosworth XB	228	224.310	5/14	223.263
39	Ross Bentley	93/Lola/Ford Cosworth XB	59	201.780	5/08	
40	Scott Goodyear	94/Lola/Ford Cosworth XB	712	223.037	5/14	
40T	Scott Goodyear	94/Lola/Ford Cosworth XB	112	225.762	5/14	
40T	Davy Jones	94/Lola/Ford Cosworth XB	77	224,361	5/21	223.817
41T	Bryan Herta	94/Lola/Ford Cosworth XB	152	223.408	5/20	
42	Johnny Parsons	93/Lola/Greenfield GC 209T	114	213.756	5/22	
44	Roberto Moreno	94/Lola/Ford Cosworth XB	109	206.868	5/18	
44	Tero Palmroth	94/Lola/Ford Cosworth XB	184	220.469	5/21	
44	Al Unser	94/Lola/Ford Cosworth XB	220	219.250	5/14	
44T	Al Unser	93/Lola/Ford Cosworth XB	42	205.705	5/09	
45	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	516	223.109		222.500
46	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	143	222.058	5/19	222.300
50	Bobby Rahal	93/Penske/ilmor Indy V8/D	131	226.102	5/21	224.094
51	Eddie Cheever	92/Lola/Menard V6	18	211.820	5/11	224.084
52T	Mike Groff		168	224.143		221.355
52T		93/Penske/Ilmor Indy V8/C+	52	222.833	5/17	221.333
52T	Bobby Rahal Paul Tracy	93/Penske/ilmor Indy V8/C+	10		5/17	
59		93/Penske/ilmor Indy V8/C+	89	215.833	5/19	
	Geoff Brabham	93/Lola/Buick Indy V6		221.391		
59 50T	Scott Brayton	93/Lola/Menard V6	351	227.658	5/08	
59T	Geoff Brabham	93/Lola/Menard V6	84	221.359	5/22	
59T	Scott Brayton	93/Lola/Menard V6	82	225.926	5/09	
59T	Eddie Cheever	93/Lola/Menard V6	153	223.775	5/19	
61 64	Gary Bettenhausen	93/Penske/Ilmor Indy V8/D	281	223.447	5/14	
64	Didier Theys	93/Lola/Ford Cosworth XB	178	217.334	5/22	
71	Dominic Dobson	94/Lola/Ford Cosworth XB	4	0.000	5/23	000 004
71	Scott Sharp	94/Lola/Ford Cosworth XB	424	225.507		222.091
71T	Dominic Dobson	94/Lola/Ford Cosworth XB	31	217.045	5/20	
71T	Scott Sharp	94/Lola/Ford Cosworth XB	196	221.795	5/18	
74	Jim Crawford	91/Lola/Buick V6	342	217.003	5/17	
79	Dennis Vitolo	93/Lola/Ford Cosworth XB	282	222.954		222.439
88	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	282	223.580	5/12	
89	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	175	226.182		223.104
90	Lyn St. James	94/Lola/Ford Cosworth XB	353	225.745		224.154
91	Stan Fox	94/Reynard/Ford Cosworth XB	113	225.242	5/14	222.867
94	Jeff Andretti	92/Lola/Buick Indy V6	190	218.531	5/21	
94	Stan Fox	92/Lola/Buick Indy V6	85	220.124	5/12	
94	Buddy Lazier	92/Lola/Buick Indy V6	14	220.567	5/22	
95	Stan Fox	91/Lola/Buick Indy V6	24	211.974	5/09	
99	Hideshi Matsuda	93/Lola/Ford Cosworth XB	254	222.646	5/14	222.545
		Total Laps	22,079			
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Month Of May Performance History - By Best Speed

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Speed	Car				Best	Qualifled
Rank		Driver	Year/Chassis/Engine	Laps	Speed	Date Speed
,		Former Finischel	CA/Danaka Manandan Dana VO	440	000 400	5/10 007 000
1	2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	416	230.438	5/12 227.303
2	5	Raul Boesel	94/Lola/Ford Cosworth XB	434	230.403	5/10 227.618
3	3	Paul Tracy	94/Penske/Mercedes Benz V8	267	229.961	5/10
4		Emerson Fittipaldi	94/Penske/Mercedes Benz V8	439	229.510	5/18
5	31	Al Unser, Jr.	94/Penske/Mercedes Benz V8	316	229.481	5/14 228.011
6	27	Eddie Cheever	93/Lola/Menard V6	320	228.676	5/10 223.163
7	6	Mario Andretti	94/Lola/Ford Cosworth XB	343	228.606	5/14 223.503
8	8	Michael Andretti	94/Reynard/Ford Cosworth XB	218	228.600	5/14 226.205
9	8T	Michael Andretti	94/Reynard/Ford Cosworth XB	327	228.189	5/10
10	1	Nigel Mansell	94/Lola/Ford Cosworth XB	384	228.137	5/14 224.041
11	9	Robby Gordon	94/Lola/Ford Cosworth XB	400	227.739	5/14
12	59	Scott Brayton	93/Lola/Menard V6	351	227.658	5/08
13		Scott Brayton	93/Lola/Menard V6	70	227.508	5/15 223.652
14	27T	Eddie Cheever	93/Lola/Menard V6	63	227.106	5/14
15	12	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	536	227.066	5/14 226.259
16	11	Teo Fabi	94/Reynard/Ilmor Indy V8/D	501	226.855	5/14 223.394
17	18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	337	226.803	5/13 222.262
18	21	Roberto Guerrero	92/Lola/Buick Indy V6	276	226.637	5/14 221.278
19	3T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	87	226.324	5/15
20	89	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	175	226.182	5/21 223.104
21	50	Bobby Rahal	93/Penske/Ilmor Indy V8/D	131	226.102	5/21 224.094
22	31T	Paul Tracy	94/Penske/Mercedes Benz V8	77	226.057	5/21 222.710
23	28	Arie Luyendyk	94/Lola/Ilmor Indy V8/D	198	225.983	5/12 223.673
24	59T	Scott Brayton	93/Lola/Menard V6	82	225.926	5/09
25		Scott Goodyear	94/Lola/Ford Cosworth XB	112	225.762	5/14
26	90	Lyn St. James	94/Lola/Ford Cosworth XB	353	225.745	5/13 224.154
27		Al Unser, Jr.	94/Penske/Mercedes Benz V8	279	225.694	5/19
28	17	Dominic Dobson	94/Lola/Ford Cosworth XB	584	225.598	5/14 222.970
29	71	Scott Sharp	94/Lola/Ford Cosworth XB	424	225.507	5/14 222.091
30	91	Stan Fox	94/Reynard/Ford Cosworth XB	113	225,242	5/14 222.867
31		Paul Tracy	94/Penske/Mercedes Benz V8	80	225.135	5/17
32		Paul Tracy	94/Penske/Mercedes Benz V8	107	225.017	5/20
33		Robby Gordon	94/Lola/Ford Cosworth XB	201	224.758	5/15 221.293
34	7	Adrian Fernandez	94/Reynard/ilmor Indy V8/D	388	224.629	5/13
35	16	Stefan Johansson	93/Penske/ilmor Indy V8/D	339	224.618	5/14 221.518
36		Jimmy Vasser	94/Reynard/Ford Cosworth XB	128	224.562	5/13
37		Mario Andretti	94/Lola/Ford Cosworth XB	244	224.557	5/18
38		Emerson Fittipaldi	94/Penske/Mercedes Benz V8	20	224,422	5/11
39		Davy Jones	94/Lola/Ford Cosworth X8	77	224.361	5/21 223.817
40	33	John Andretti	94/Lola/Ford Cosworth XB	228	224.310	5/14 223,263
41		Arie Luyendyk	94/Lola/ilmor Indy V8/D	310	224.243	5/20
42		Mike Groff	93/Penske/ilmor Indy V8/C+	168	224.143	5/21 221.355
43		Emerson Fittipaldi	94/Penske/Mercedes Benz V8	5	224.025	5/17
44	14	Bryan Herta	94/Lola/Ford Cosworth XB	377	223.947	5/14 220.992
45		Eddie Cheever	93/Lola/Menard V6	153	223.775	5/19
46	88	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	282	223.580	5/12
47	19	Brian Till	93/Lola/Ford Cosworth XB	686	223.519	5/14 221.107
48		Nigel Mansell	94/Lola/Ford Cosworth XB	130	223.508	5/19
49	61	Gary Bettenhausen	93/Penske/Ilmor indy V8/D	281	223.447	5/14
		Bryan Herta	94/Lola/Ford Cosworth XB	152	223.408	5/20
50 51	411	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	516	223.109	5/14 222.500
		•	94/Lola/Ford Cosworth XB	48	223.070	5/13
52 52	22	Raul Boesel Scott Goodyear	94/Lola/Ford Cosworth XB	712	223.070	5/14 5/14
53	40		92/Lola/Buick Indy V6	152	223.037	5/14 5/19
54 56		Roberto Guerrero		282	222.954	5/14 222.439
55 56	79	Dennis Vitolo	93/Lola/Ford Cosworth XB 93/Penske/Ilmor Indy V8/C+		222.833	5/17
56	52T	Bobby Rahal	parenske/mnormay vo/o+	52	222.000	3111

Month Of May Performance History - By Best Speed

		Worth Or Way	Performance history	- By Be	st Speed		
Speed					Best	- 1	Qualified
Rank	Num	Driver	Year/Chassis/Engine	Laps	Speed	Date	Speed
57	99	Hideshi Matsuda	93/Lola/Ford Cosworth XB	254	222.646		222.545
58	15	Robby Gordon	94/Lola/Ford Cosworth XB	25	222.327	5/16	
59	22	Hiro Matsushita	94/Lofa/Ford Cosworth XB	397	222.151	5/14	221.382
60	46	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	143	222.058	5/19	
61	24	Robby Gordon	94/Lola/Ford Cosworth XB	32	221.965	5/16	
62		Scott Sharp	94/Lola/Ford Cosworth XB	196	221.795	5/18	
63		Marco Greco	93/Lola/Ford Cosworth XB	127	221.751	5/23	221.216
64		Teo Fabi	94/Reynard/limor Indy V8/D	228	221.478	5/19	
65	59	Geoff Brabham	93/Lola/Buick Indy V6	89	221.391	5/19	
66		Mark Smith	93/Lola/Ford Cosworth XB	156	221.386	5/19	
67		Geoff Brabham	93/Lola/Menard V6	84	221.359	5/22	
68	4	Bobby Rahal	94/Lola/Honda Indy V-8	435	221.114	5/12	
69	15	Mark Smith	94/Lola/Ford Cosworth XB	430	221.038	5/21	
70	24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	377	220.913	5/14	
71	10T	Mike Groff	94/Lola/Honda Indy V-8	318	220.783	5/12	
72	94	Buddy Lazier	92/Lola/Buick Indy V6	14	220.567	5/22	
73	23	Buddy Lazier	93/Lola/ilmor Indy V8/C	565	220.550	5/09	
74	31T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	25	220.534	5/13	
75	44	Tero Palmroth	94/Lola/Ford Cosworth XB	184	220.469	5/21	
76	16T	Gary Bettenhausen	93/Penske/Ilmor V8/D	27	220.399	5/15	
77	9	Mark Smith	94/Lola/Ford Cosworth XB	15	220.324	5/18	
78	94	Stan Fox	92/Lola/Buick Indy V6	85	220.124	5/12	
79	25	Marco Greco	94/Lola/Ford Cosworth XB	325	220.108	5/19	
80	5T	Dennis Vitolo	92/Lola/Buick Indy V6	138	219.448	5/10	
81	44	Al Unser	94/Lola/Ford Cosworth XB	220	219.250	5/14	
82	12T	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	39	219.138	5/13	
83		Adrian Fernandez	94/Reynard/ilmor Indy V8/D	303	218.537	5/17	222.657
84	94	Jeff Andretti	92/Lola/Buick Indy V6	190	218.531	5/21	
85	30T	Pancho Carter	93/Lola/Ilmor Indy V8/C	385	217.839	5/19	
86	64	Didier Theys	93/Lola/Ford Cosworth XB	178	217.334	5/22	
87	31	Paul Tracy	94/Penske/Mercedes Benz V8	10	217,244	5/08	
88	71T	Dominic Dobson	94/Lola/Ford Cosworth XB	31	217.045	5/20	
89	74	Jim Crawford	91/Lola/Buick V6	342	217.003	5/17	
90	9	Willy T. Ribbs	94/Lola/Ford Cosworth XB	5	216.206	5/22	
91		Paul Tracy	93/Penske/Ilmor Indy V8/C+	10	215.833	5/17	
92		Bryan Herta	93/Lola/Ford Cosworth XB	49	215.208	5/16	
93		Stefan Johansson	93/Penske/limor V8/D	52	214.777	5/12	
94	5T	Stephan Gregoire	92/Lola/Buick Indy V6	82	214.720	5/22	
95	10	Mike Groff	94/Lola/Honda Indy V-8	95	214.388	5/09	
96		Bobby Rahal	94/Lola/Honda Indy V-8	28	213.802	5/08	
97	42	Johnny Parsons	93/Lola/Greenfield GC 209T	114	213.756	5/22	
98	30	Stephan Gregoire	93/Lola/limor Indy V8/C	47	212.515	5/22	
99	5T	Buddy Lazier	92/Lola/Buick Indy V6	27	212.485	5/22	
100	95	Stan Fox	91/Lola/Buick Indy V6	24	211.974	5/09	
101	51	Eddie Cheever	92/Lola/Menard V6	18	211.820	5/11	
102		Willy T. Ribbs	93/Lola/Ford Cosworth XB	68	209.937	5/09	
103		Marco Greco	92/Lola/Buick Indy V6	82	209.927	5/12	
104	30	Pancho Carter	93/Lola/Ilmor Indy V8/C	35	209.142	5/19	
105	44	Roberto Moreno	94/Lola/Ford Cosworth XB	109	206.868	5/18	
106		Al Unser	93/Lola/Ford Cosworth XB	42	205.705	5/09	
107	39	Ross Bentley	93/Lola/Ford Cosworth XB	59	201.780	5/08	
108		Tero Palmroth	92/Lola/Buick Indy V6	20	199.933	5/08	
109	1	Bryan Herta	94/Lola/Ford Cosworth XB	9	188.198	5/21	
110		Johnny Rutherford	93/Lola/Ford Cosworth XB	2	0.000	5/21	
111	71	Dominic Dobson	94/Lola/Ford Cosworth XB	4	0.000	5/23	
•	. ,		Total Laps	22,079	0,000	5,20	
				,0,0			

Daily Performance History

	L	Jaliy	renormance histo	ıy		
Sunday,	May 8, 1994					
Car	Driver		Year/Chassis/Engine		Laps	Speed
59	Scott Brayton		93/Lola/Menard V6		49	227.658
21	Roberto Guerrero		92/Lola/Buick Indy V6		48	225.558
27	Eddie Cheever		93/Lola/Menard V6		41	223.998
5	Raul Boesel		94/Lola/Ford Cosworth XB		47	223,908
8T	Michael Andretti					
			94/Reynard/Ford Cosworth XB		38	223.769
6	Mario Andretti		94/Lola/Ford Cosworth XB		40	223.753
11	Teo Fabi		94/Reynard/ilmor Indy V8/D		83	223.703
8	Michael Andretti		94/Reynard/Ford Cosworth XB		5	222.761
3	Paul Tracy		94/Penske/Mercedes Benz V8		42	220.103
4	Bobby Rahal		94/Lola/Honda Indy V-8		55	219.791
23	Buddy Lazier		93/Lola/Ilmor Indy V8/C		66	219.416
40	Scott Goodyear		94/Lola/Ford Cosworth XB		82	219.357
10T	Mike Groff		94/Lola/Honda Indy V-8		82	219.159
71	Scott Sharp		94/Lola/Ford Cosworth X8		64	218.818
94	Stan Fox		92/Lola/Buick Indy V6		26	218.431
45	John Paul, Jr.		93/Lola/Ilmor Indy V8/D		85	218.198
17	Dominic Dobson		94/Lola/Ford Cosworth XB		75	218.161
2	Emerson Fittipaldi		94/Penske/Mercedes Benz V8		24	217.918
16	Stefan Johansson		93/Penske/Ilmor Indy V8/D		22	217.349
31	Paul Tracy		94/Penske/Mercedes Benz V8		10	217.244
90	Lyn St. James		94/Lola/Ford Cosworth XB		31	216.763
28T	Arie Luyendyk		94/Lola/Ilmor Indy V8/D		43	216.476
22	Hiro Matsushita		94/Lola/Ford Cosworth XB		64	215.440
12	Jacques Villeneuve		94/Reynard/Ford Cosworth XB		61	215.218
88	Mauricio Gugelmin		94/Reynard/Ford Cosworth XB		61	214.905
99	Hideshi Matsuda		93/Lola/Ford Cosworth XB		50	214.572
4T	Bobby Rahal		94/Lola/Honda Indy V-8		19	213.802
19	Brian Till		93/Lola/Ford Cosworth XB		108	213.493
3T	Paul Tracy		94/Penske/Mercedes Benz V8		19	212.691
7T	Adrian Fernandez		94/Reynard/Ilmor Indy V8/D		79	207.001
25	Marco Greco		94/Lola/Ford Cosworth XB		40	206.275
79	Dennis Vitolo		93/Lola/Ford Cosworth XB		43	205.451
39	Ross Bentley		93/Lola/Ford Cosworth XB		59	201.780
5T	Tero Palmroth		92/Lola/Buick Indy V6		20	199.933
44T	Al Unser		93/Lola/Ford Cosworth XB		21	191.249
42	Johnny Parsons		93/Lola/Greenfield GC 209T		12	
30	Pancho Carter		93/Lola/limor Indy V8/C		8	191.095
18	Jimmy Vasser		94/Reynard/Ford Cosworth XB		6	190.573 179.404
74	Jim Crawford		91/Lola/Buick V6		5	
14	Total for: 5/08/94		91/LOIA/DUICK VO	iana		0.000
	10101101. 3/00/34			Laps:	1,733	
Monday	May 9, 1994					
Car	Driver		Year/Chassis/Engine		Laps	Speed
8	Michael Andretti		94/Reynard/Ford Cosworth XB		25	•
2	Emerson Fittipaldi		94/Penske/Mercedes Benz V8			227.038
2 8T	Michael Andretti		94/Reynard/Ford Cosworth XB		76	226.512
59T	Scott Brayton		93/Lola/Menard V6		36	226.080
					34	225.926
5	Raul Boesel		94/Lola/Ford Cosworth XB		48	225.853
21 6	Roberto Guerrero Mario Andretti		92/Lola/Buick Indy V6		41	225.739
			94/Lola/Ford Cosworth XB		52	224.629
27	Eddie Cheever		93/Lola/Menard V6		33	224.221
31	Al Unser, Jr.		94/Penske/Mercedes Benz V8		44	223.897
12	Jacques Villeneuve		94/Reynard/Ford Cosworth XB		90	222.651
3	Paul Tracy		94/Penske/Mercedes Benz V8		25	221.899

Monday	, May 9, 1994 (Cont)			
Car	Driver	VacalObacaia/Eurina		
40T		Year/Chassis/Engine	Laps	Speed
	Scott Goodyear	94/Lola/Ford Cosworth XB	20	221.724
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	58	221.457
1	Nigel Mansell	94/Lola/Ford Cosworth XB	33	220.978
11	Teo Fabi	94/Reynard/Ilmor Indy V8/D	48	220.870
71	Scott Sharp	94/Lola/Ford Cosworth XB	95	220.637
23	Buddy Lazier	93/Lola/Ilmor Indy V8/C	35	220.550
45	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	58	220.475
9T	Robby Gordon	94/Lola/Ford Cosworth XB	71	220.318
17	Dominic Dobson	94/Lola/Ford Cosworth XB	85	219.010
99	Hideshi Matsuda	93/Lola/Ford Cosworth XB	32	218.489
4	Bobby Rahal	94/Lola/Honda Indy V-8	51	217.976
16	Stefan Johansson	93/Penske/Ilmor Indy V8/D	42	217.675
28T	Arie Luyendyk	94/Lola/ilmor Indy V8/D	46	217.623
40	Scott Goodyear	94/Lola/Ford Cosworth XB	42	217.292
3T	Paul Tracy	94/Penske/Mercedes Benz V8	13	216.925
11T	Teo Fabi	94/Reynard/Ilmor Indy V8/D	8	215.900
7 T	Adrian Fernandez	94/Reynard/limor Indy V8/D	39	215.864
90	Lyn St. James	94/Lola/Ford Cosworth XB	26	215.512
94	Stan Fox	92/Lola/Buick Indy V6	22	215.260
27T	Eddie Cheever	93/Lola/Menard V6	16	214.510
10	Mike Groff	94/Lola/Honda Indy V-8	46	214.388
19	Brian Till	93/Lola/Ford Cosworth XB	73	214.123
33	John Andretti	94/Lola/Ford Cosworth XB	28	213.427
4T	Bobby Rahal	94/Lola/Honda Indy V-8	9	212.104
95	Stan Fox	91/Lola/Buick Indy V6	24	211.974
88	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	13	211.924
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	23	211,268
15T	Mark Smith	93/Lola/Ford Cosworth XB	48	211.238
24T	Willy T. Ribbs	93/Lola/Ford Cosworth XB	37	209.937
7	Adrian Fernandez	94/Reynard/limor Indy V8/D	15	209.522
79	Dennis Vitolo	93/Lola/Ford Cosworth XB	17	208.141
25	Marco Greco	94/Lola/Ford Cosworth XB	40	206.564
14T	Bryan Herta	93/Lola/Ford Cosworth XB	32	205.888
44T	Al Unser	93/Lola/Ford Cosworth XB	21	205.705
9	Robby Gordon	94/Lola/Ford Cosworth XB	8	196.412
74	Jim Crawford	91/Lola/Buick V6	15	192.827
44	Al Unser	94/Lola/Ford Cosworth XB	6	192.066
14	Bryan Herta	94/Lola/Ford Cosworth XB	6	0.000
15	Mark Smith	94/Lola/Ford Cosworth XB	4	0.000
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	6	0.000
	Total for: 5/09/94		Laps: 1,815	
			. , , ,	
Tuesday	, May 10, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
5	Raul Boesel	94/Lola/Ford Cosworth XB	58	230.403
3	Paul Tracy	94/Penske/Mercedes Benz V8	65	229.961
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	58	229.264
27	Eddie Cheever	93/Lola/Menard V6	68	228.676
6	Mario Andretti	94/Lola/Ford Cosworth XB	22	228.351
8T	Michael Andretti	94/Reynard/Ford Cosworth XB	48	228.189
1	Nigel Mansell	94/Lola/Ford Cosworth XB	87	227.969
8	Michael Andretti	94/Reynard/Ford Cosworth XB	18	226.723
12	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	68	
59	Scott Brayton	93/Lola/Menard V6	38	226.637 226.529
31	Al Unser, Jr.	94/Penske/Mercedes Benz V8	36 45	
VI	7 a 011001, 01.	OAU CHOMOUNICOGO DENY AO	45	226.085

Tuesday	May 10, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
9	Robby Gordon	94/Lola/Ford Cosworth XB	72	225.129
21	Roberto Guerrero	92/Lola/Buick Indy V6	29	224.708
11	Teo Fabi	94/Reynard/Ilmor Indy V8/D	52	222.855
40	Scott Goodyear	94/Lola/Ford Cosworth XB	54	222.761
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	76	222.728
33	John Andretti	94/Lola/Ford Cosworth XB	60	222.365
59T	Scott Brayton	93/Lola/Menard V6	21	222,173
28T	Arie Luyendyk	94/Lola/Ilmor Indy V8/D	44	222,063
45	John Paul, Jr.	93/Lola/ilmor Indy V8/D	35	222.063
19	Brian Till	93/Lola/Ford Cosworth XB	77	221.582
4	Bobby Rahal	94/Lola/Honda Indy V-8	81	220.994
17	Dominic Dobson	94/Lola/Ford Cosworth XB	53	220.275
90	Lyn St. James	94/Lola/Ford Cosworth XB	44	220.259
71	Scott Sharp	94/Lola/Ford Cosworth XB	56	220,227
5T	Dennis Vitolo	92/Lola/Buick Indy V6	79	219.448
88	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	55	219.421
15	Mark Smith	94/Lola/Ford Cosworth XB	56	219.320
7	Adrian Fernandez	94/Reynard/Ilmor Indy V8/D	85	218.733
31T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	13	217.544
11T	Teo Fabi	94/Reynard/Ilmor Indy V8/D	11	217.250
14	Bryan Herta	94/Lola/Ford Cosworth XB	68	217.113
12T	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	21	217.019
16	Stefan Johansson	93/Penske/limor Indy V8/D	29	216.904
94	Stan Fox	92/Lofa/Buick Indy V6	19	215.905
10T	Mike Groff	94/Lola/Honda Indy V-8	17	215.533
44	Al Unser	94/Lola/Ford Cosworth XB	53	214.613
61	Gary Bettenhausen	93/Penske/Ilmor Indy V8/D	14	214.046
30T	Pancho Carter	93/Lola/ilmor Indy V8/C	45	211.253
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	17	210.079
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	45	209.045
23	Buddy Lazier	93/Lola/ilmor Indy V8/C	20	208.889
74	Jim Crawford	91/Lola/Buick V6	30	207.273
	Total for: 5/10/94		Laps: 2,006	
Wedneso	lay, May 11, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
31	Al Unser, Jr.	94/Penske/Mercedes Benz V8	57	226.478
1	Nigel Mansell	94/Lola/Ford Cosworth XB	44	225.807
6	Mario Andretti	94/Lola/Ford Cosworth XB	51	225.519
8	Michael Andretti	94/Reynard/Ford Cosworth XB	30	224,949
3	Paul Tracy	94/Penske/Mercedes Benz V8	29	224.433
31T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	20	224.422
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	12	223.403
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	22	223.303
11	Nigel Mansell	94/Lola/Ford Cosworth XB	20	222.398
33	John Andretti	94/Lola/Ford Cosworth XB	26	221.544
88	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	28	221.288
71	Scott Sharp	94/Lola/Ford Cosworth XB	46	220.989
22	Raul Boesel	94/Lola/Ford Cosworth XB	19	220.919
	Coott Drouton	ODB aladianasid MC	4.4	000 004

94/Lola/Ford Cosworth XB

93/Lola/Ford Cosworth XB

94/Lola/Ford Cosworth XB

92/Lola/Buick Indy V6

93/Lola/Menard V6

93/Lola/Menard V6

59

27T

90

19

40

94

Scott Brayton

Eddie Cheever

Lyn St. James

Scott Goodyear

Brian Till

Stan Fox

14

28

30

56

53

12

220.691

220.383

220.318

219.159

218.760

Wednesda	ay, May 11, 1994 (Cont	t)		
Car	Driver	Year/Chassis/Engine	Laps	Speed
11	Teo Fabi	94/Reynard/Ilmor Indy V8/D	15	218.240
7	Adrian Fernandez	94/Reynard/limor Indy V8/D	82	218.134
17	Dominic Dobson	94/Lola/Ford Cosworth XB	46	218.055
21	Roberto Guerrero	92/Lola/Buick Indy V6	20	
6T	Mario Andretti	94/Lola/Ford Cosworth XB	14	218.023
11T				217.854
	Teo Fabi	94/Reynard/Ilmor Indy V8/D	58	217.239
61	Gary Bettenhausen	93/Penske/Ilmor Indy V8/D	40	217.087
16	Stefan Johansson	93/Penske/ilmor Indy V8/D	25	215.770
4	Bobby Rahal	94/Lola/Honda Indy V-8	31	215.430
23	Buddy Lazier	93/Lola/Ilmor Indy V8/C	51	215.198
28	Arie Luyendyk	94/Lola/Ilmor Indy V8/D	29	214.905
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	37	214.179
15	Mark Smith	94/Lola/Ford Cosworth XB	34	214.051
14	Bryan Herta	94/Lola/Ford Cosworth XB	45	213.093
5T	Dennis Vitolo	92/Lola/Buick Indy V6	59	212.475
51	Eddie Cheever	92/Lola/Menard V6	18	211.820
10T	Mike Groff	94/Lola/Honda Indy V-8	42	211.486
44	Al Unser	94/Lola/Ford Cosworth X8	44	211.060
30T	Pancho Carter	93/Lola/ilmor Indy V8/C	35	209.531
74	Jim Crawford	91/Lola/Buick V6	29	206.167
45	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	12	200.723
16T	Stefan Johansson	93/Penske/limor V8/D	5	192.567
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	5	178.331
9	Robby Gordon	94/Lola/Ford Cosworth XB	3	0.000
	Total for: 5/11/94		Laps: 1,376	
	, May 12, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8		000 400
	•		95	230.438
3	Paul Tracy	94/Penske/Mercedes Benz V8	95 54	230.438 228.444
8T	•			
8T 31	Paul Tracy	94/Penske/Mercedes Benz V8	54	228.444
8T 31 5	Paul Tracy Michael Andretti	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB	54 21	228.444 227.698
8T 31 5 8	Paul Tracy Michael Andretti Al Unser, Jr.	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth X8 94/Penske/Mercedes Benz V8	54 21 48	228.444 227.698 227.457
8T 31 5 8 9	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB	54 21 48 32	228.444 227.698 227.457 227.175
8T 31 5 8	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	54 21 48 32 36	228.444 227.698 227.457 227.175 226.986
8T 31 5 8 9 27 1	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB	54 21 48 32 36 41	228.444 227.698 227.457 227.175 226.986 226.946
8T 31 5 8 9 27	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6	54 21 48 32 36 41 75	228.444 227.698 227.457 227.175 226.986 226.946 226.620
8T 31 5 8 9 27 1 28	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB	54 21 48 32 36 41 75 98	228.444 227.698 227.457 227.175 226.986 226.946 226.620 226.609
8T 31 5 8 9 27 1	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Lola/Ford Cosworth XB	54 21 48 32 36 41 75 98	228.444 227.698 227.457 227.175 226.986 226.946 226.620 226.609 225.983
8T 31 5 8 9 27 1 28	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lofa/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lofa/Ford Cosworth XB 93/Lofa/Menard V6 94/Lofa/Ford Cosworth XB 94/Lofa/Ford Cosworth XB 94/Lofa/Imor Indy V8/D 94/Lofa/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42	228.444 227.698 227.457 227.175 226.986 226.946 226.620 226.609 225.983 225.705
8T 31 5 8 9 27 1 28 6	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50	228.444 227.698 227.457 227.175 226.986 226.946 226.620 226.609 225.983 225.705 225.462
8T 31 5 8 9 27 1 28 6 17	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84	228.444 227.698 227.457 227.175 226.986 226.946 226.620 226.609 225.983 225.705 225.462 225.062
8T 31 5 8 9 27 1 28 6 17 12 71 18	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.462 224.955
8T 31 5 8 9 27 1 28 6 17 12 71	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65 42	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.462 224.955 224.781
8T 31 5 8 9 27 1 28 6 17 12 71 18	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB 94/Lola/Ford Cosworth XB 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52	228.444 227.698 227.457 227.175 226.986 226.946 226.609 225.983 225.705 225.462 224.955 224.781 224.573
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB 92/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6 94/Reynard/Ilmor Indy V8/D	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49	228.444 227.698 227.457 227.175 226.986 226.946 226.609 225.983 225.705 225.462 224.955 224.781 224.573 224.400
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90 21 11 88	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James Roberto Guerrero	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49	228.444 227.698 227.457 227.175 226.986 226.946 226.609 225.983 225.705 225.462 224.955 224.781 224.573 224.400 224.305
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90 21	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James Roberto Guerrero Teo Fabi	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB 92/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6 94/Reynard/Ilmor Indy V8/D	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49 59 84	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.462 224.955 224.781 224.573 224.400 224.305 224.003
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90 21 11 88	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James Roberto Guerrero Teo Fabi Mauricio Gugelmin	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 93/Penske/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49 59 84 37	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.462 224.955 224.955 224.781 224.573 224.400 224.305 224.003 223.580
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90 21 11 88 16 33 7	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James Roberto Guerrero Teo Fabi Mauricio Gugelmin Stefan Johansson John Andretti Adrian Fernandez	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 93/Penske/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49 59 84 37 35	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.462 224.955 224.781 224.573 224.400 224.305 224.003 223.580 223.392
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90 21 11 88 16 33 7 18T	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James Roberto Guerrero Teo Fabi Mauricio Gugelmin Stefan Johansson John Andretti Adrian Fernandez Jimmy Vasser	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 93/Penske/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49 59 84 37 35 46	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.462 224.955 224.781 224.573 224.400 224.305 224.003 223.580 223.392 222.519
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90 21 11 88 16 33 7	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James Roberto Guerrero Teo Fabi Mauricio Gugelmin Stefan Johansson John Andretti Adrian Fernandez Jimmy Vasser Robby Gordon	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 93/Penske/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49 59 84 37 35 46 95	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.462 224.955 224.781 224.573 224.400 224.305 224.003 223.580 223.392 222.283
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90 21 11 88 16 33 7 18T 9T	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James Roberto Guerrero Teo Fabi Mauricio Gugelmin Stefan Johansson John Andretti Adrian Fernandez Jimmy Vasser Robby Gordon Brian Till	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 93/Penske/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49 59 84 37 35 46 95 18 20	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.062 224.955 224.781 224.573 224.400 224.305 224.003 223.392 222.519 222.283 222.069 221.926 221.648
8T 31 5 8 9 27 1 28 6 17 12 71 18 59 90 21 11 88 16 33 7 18T 9T	Paul Tracy Michael Andretti Al Unser, Jr. Raul Boesel Michael Andretti Robby Gordon Eddie Cheever Nigel Mansell Arie Luyendyk Mario Andretti Dominic Dobson Jacques Villeneuve Scott Sharp Jimmy Vasser Scott Brayton Lyn St. James Roberto Guerrero Teo Fabi Mauricio Gugelmin Stefan Johansson John Andretti Adrian Fernandez Jimmy Vasser Robby Gordon	94/Penske/Mercedes Benz V8 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 92/Lola/Buick Indy V6 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 93/Penske/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	54 21 48 32 36 41 75 98 80 42 50 84 65 42 52 49 59 84 37 35 46 95 18 20	228.444 227.698 227.457 227.175 226.986 226.946 226.620 225.983 225.705 225.062 224.955 224.781 224.573 224.400 224.305 224.003 223.580 223.392 222.519 222.283 222.069 221.926

Thursday	, May 12, 1994 (Cont)			
Car	Driver	Year/Chassis/Engine	Laps	Speed
4	Bobby Rahal	94/Loia/Honda Indy V-8	101	221.114
61	Gary Bettenhausen	93/Penske/Ilmor Indy V8/D	39	221.054
10T	Mike Groff	94/Lola/Honda Indy V-8	74	220.783
40	Scott Goodyear	94/Lola/Ford Cosworth XB	79	220.761
99	Hideshi Matsuda	93/Lola/Ford Cosworth XB	40	220.318
94	Stan Fox	92/Lola/Buick Indy V6	6	220.124
15	Mark Smith	94/Lola/Ford Cosworth XB	53	219.197
14	Bryan Herta	94/Lola/Ford Cosworth XB	64	217.607
23	Buddy Lazier	93/Lola/ilmor Indy V8/C	62	217.475
79	Dennis Vitolo	93/Lola/Ford Cosworth XB	50	217.223
30T	Pancho Carter	93/Lola/ilmor Indy V8/C	47	216.383
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	35	216.169
44	Al Unser	94/Lola/Ford Cosworth XB	30	215.652
16T	Stefan Johansson	93/Penske/Ilmor V8/D	19	214.777
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	56	213.270
5T	Marco Greco	92/Lola/Buick Indy V6	82	209.927
74	Jim Crawford	91/Lola/Buick V6	16	203.887
	Total for: 5/12/94		Laps: 2,411	
Friday, M	ay 13, 1994			
Car	B (Veer/Changia/Enviro		
Car	Driver	Year/Chassis/Engine	Laps	Speed
2	<i>Driver</i> Emerson Fittipaldi	94/Penske/Mercedes Benz V8	Laps 68	Speed 230.138
			68 52	•
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	68	230.138
2	Emerson Fittipaldi Paul Tracy	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8	68 52 63 41	230.138 228.693
2 3 6	Emerson Fittipaldi Paul Tracy Mario Andretti	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8	68 52 63 41 47	230.138 228.693 227.618 227.589 227.359
2 3 6 8T 31 59	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6	68 52 63 41 47 49	230.138 228.693 227.618 227.589 227.359 227.003
2 3 6 8T 31 59 1	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB	68 52 63 41 47 49 66	230.138 228.693 227.618 227.589 227.359 227.003 226.895
2 3 6 8T 31 59 1	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	68 52 63 41 47 49 66 28	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803
2 3 6 8T 31 59 1 18 27	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6	68 52 63 41 47 49 66 28 44	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729
2 3 6 8T 31 59 1 18 27	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB	68 52 63 41 47 49 66 28 44 58	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563
2 3 6 8T 31 59 1 18 27 9 8	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	68 52 63 41 47 49 66 28 44 58	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.330
2 3 6 8T 31 59 1 18 27 9 8	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	68 52 63 41 47 49 66 28 44 58 34	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.330 226.324
2 3 6 8T 31 59 1 18 27 9 8 12 5	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve Raul Boesel	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	68 52 63 41 47 49 66 28 44 58 34 34	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.330 226.324 226.074
2 3 6 8T 31 59 1 18 27 9 8 12 5	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve Raul Boesel Teo Fabi	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB	68 52 63 41 47 49 66 28 44 58 34 34 91	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.330 226.324 226.074 226.068
2 3 6 8T 31 59 1 18 27 9 8 12 5 11	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve Raul Boesel Teo Fabi Lyn St. James	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB	68 52 63 41 47 49 66 28 44 58 34 34 91 86	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.330 226.324 226.074 226.068 225.745
2 3 6 8T 31 59 1 18 27 9 8 12 5 11 90 71	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve Raul Boesel Teo Fabi Lyn St. James Scott Sharp	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB 94/Lola/Ford Cosworth XB	68 52 63 41 47 49 66 28 44 58 34 34 91 86 40	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.330 226.324 226.074 226.068 225.745 224.910
2 3 6 8T 31 59 1 18 27 9 8 12 5 11 90 71 7	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve Raul Boesel Teo Fabi Lyn St. James Scott Sharp Adrian Fernandez	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Imor Indy V8/D 94/Lola/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D	68 52 63 41 47 49 66 28 44 58 34 34 91 86 40 47	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.324 226.074 226.068 225.745 224.910 224.629
2 3 6 8T 31 59 1 18 27 9 8 12 5 11 90 71 7	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve Raul Boesel Teo Fabi Lyn St. James Scott Sharp Adrian Fernandez Jimmy Vasser	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Imor Indy V8/D 94/Lola/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Imor Indy V8/D	68 52 63 41 47 49 66 28 44 58 34 91 86 40 47 42	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.324 226.068 225.745 224.910 224.629 224.562
2 3 6 8T 31 59 1 18 27 9 8 12 5 11 90 71 7 18T 21	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve Raul Boesel Teo Fabi Lyn St. James Scott Sharp Adrian Fernandez Jimmy Vasser Roberto Guerrero	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Lola/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ford Cosworth XB	68 52 63 41 47 49 66 28 44 58 34 91 86 40 47 42 12	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.330 226.324 226.074 226.068 225.745 224.910 224.629 224.562 223.908
2 3 6 8T 31 59 1 18 27 9 8 12 5 11 90 71 7	Emerson Fittipaldi Paul Tracy Mario Andretti Michael Andretti Al Unser, Jr. Scott Brayton Nigel Mansell Jimmy Vasser Eddie Cheever Robby Gordon Michael Andretti Jacques Villeneuve Raul Boesel Teo Fabi Lyn St. James Scott Sharp Adrian Fernandez Jimmy Vasser	94/Penske/Mercedes Benz V8 94/Penske/Mercedes Benz V8 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Penske/Mercedes Benz V8 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 93/Lola/Menard V6 94/Lola/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Ford Cosworth XB 94/Reynard/Imor Indy V8/D 94/Lola/Ford Cosworth XB 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Ilmor Indy V8/D 94/Reynard/Imor Indy V8/D	68 52 63 41 47 49 66 28 44 58 34 91 86 40 47 42	230.138 228.693 227.618 227.589 227.359 227.003 226.895 226.803 226.729 226.563 226.324 226.068 225.745 224.910 224.629 224.562

94/Lola/Ford Cosworth XB

94/Lola/Ford Cosworth XB

93/Lola/Ford Cosworth XB

93/Lola/Ford Cosworth XB

93/Penske/Ilmor Indy V8/D

94/Lola/Ford Cosworth XB

94/Lola/Ford Cosworth XB

94/Lola/Ford Cosworth X8

93/Lola/Ilmor Indy V8/D

94/Reynard/Ford Cosworth XB

94/Penske/Mercedes Benz V8

94/Reynard/Ford Cosworth XB

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61

80

87

223.070

222.745

221.642

221.566

221.440

220.962

220.897

220.637

220.534

220.459

220.410

220.060

219.802

Raul Boesel

Brian Till

Dominic Dobson

Hideshi Matsuda

Robby Gordon

John Paul, Jr.

Hiro Matsushita

Scott Goodyear

Al Unser, Jr.

Bryan Herta

Stan Fox

Mauricio Gugelmin

Gary Bettenhausen

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Faldan N	In. 40 4004 (Cant)			
-	lay 13, 1994 (Cont)	V/Ob-seein/Cresine	Long	Speed
Car	Driver	Year/Chassis/Engine	Laps 83	219.786
4	Bobby Rahal	94/Lola/Honda Indy V-8 93/Lola/Ford Cosworth XB	99	219.700
79 407	Dennis Vitolo	94/Reynard/Ford Cosworth XB	18	219.138
12T	Jacques Villeneuve		11	218.606
28T	Arie Luyendyk	94/Loia/limor Indy V8/D	46	218.537
23	Buddy Lazier	93/Lola/Ilmor Indy V8/C	70	218.346
10T	Mike Groff	94/Lola/Honda Indy V-8 94/Lola/Ford Cosworth XB	50	218.235
15 07	Mark Smith	94/Lola/Ford Cosworth XB	100	217.865
25	Marco Greco	- ,,	71	216,779
30T	Pancho Carter	93/Lola/Ilmor Indy V8/C 94/Lola/Ford Cosworth XB	75	216.575
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	44	213.210
44	Al Unser	91/Lola/Buick V6	35	209.307
74	Jim Crawford	94/Lola/Ford Cosworth XB	3	158.870
9T	Robby Gordon	93/Lola/Greenfield GC 209T	5	0.000
42	Johnny Parsons	93/Lola/Greenileid GC 2091	Laps: 2,372	0.000
	Total for: 5/13/94		Laps. 2,312	
Saturday	, May 14, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
31	Al Unser, Jr.	94/Penske/Mercedes Benz V8	23	229.481
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	14	229.043
5	Raul Boesel	94/Lola/Ford Cosworth XB	19	228.862
6	Mario Andretti	94/Lola/Ford Cosworth XB	19	228.606
8	Michael Andretti	94/Reynard/Ford Cosworth XB	21	228.600
1	Nigel Mansell	94/Lola/Ford Cosworth XB	29	228.137
8T	Michael Andretti	94/Reynard/Ford Cosworth XB	18	227.871
9	Robby Gordon	94/Lola/Ford Cosworth XB	26	227.739
27T	Eddie Cheever	93/Lola/Menard V6	19	227.106
12	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	29	227.066
11	Teo Fabi	94/Reynard/Ilmor Indy V8/D	25	226.855
21	Roberto Guerrero	92/Lola/Buick Indy V6	21	226.637
40T	Scott Goodyear	94/Lola/Ford Cosworth XB	20	225.762
17	Dominic Dobson	94/Lola/Ford Cosworth XB	25	225.598
71	Scott Sharp	94/Lola/Ford Cosworth XB	31	225.507
28	Arie Luyendyk	94/Lola/ilmor Indy V8/D	24	225.293
91	Stan Fox	94/Reynard/Ford Cosworth XB	24	225.242
16	Stefan Johansson	93/Penske/limor Indy V8/D	22	224.618
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	15	224.500
33	John Andretti	94/Lola/Ford Cosworth XB	7	224.310
90	Lyn St. James	94/Lola/Ford Cosworth XB	16	224.282
27	Eddie Cheever	93/Lola/Menard V6	27	224.014
14	Bryan Herta	94/Lola/Ford Cosworth XB	26	223.947
7_	Adrian Fernandez	94/Reynard/ilmor Indy V8/D	21	223.875
59T	Scott Brayton	93/Lola/Menard V6	27	223.747
19	Brian Till	93/Lola/Ford Cosworth XB	37	223.519
61	Gary Bettenhausen	93/Penske/Ilmor Indy V8/D	18	223.447
45	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	29	223,109
40	Scott Goodyear	94/Lola/Ford Cosworth XB	27	223.037
79	Dennis Vitolo	93/Lola/Ford Cosworth XB	31	222.954
88	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	24	222,833
99	Hideshi Matsuda	93/Lola/Ford Cosworth XB	22	222.646
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	28	222.151
59	Scott Brayton	93/Lola/Menard V6	20	221.457
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	17	220.913
4 49T	Bobby Rahal	94/Lola/Honda Indy V-8	33	220.302
10T	Mike Groff	94/Lola/Honda Indy V-8	33	220.033

	y, May 14, 1994 (Cont)			
Car	Driver	Year/Chassis/Engine	Laps	Speed
15	Mark Smith	94/Lola/Ford Cosworth XB	26	219.582
11T	Teo Fabi	94/Reynard/Ilmor Indy V8/D	10	219.566
44	Al Unser	94/Lola/Ford Cosworth XB	24	219.250
23	Buddy Lazier	93/Lola/ilmor Indy V8/C	10	217.881
25	Marco Greco	94/Lola/Ford Cosworth XB	15	215.326
30T	Pancho Carter	93/Lola/Ilmor Indy V8/C	10	215.172
42	Johnny Parsons	93/Lola/Greenfield GC 209T	14	207.579
30	Pancho Carter	93/Lola/Ilmor Indy V8/C	6	0.000
	Total for: 5/14/94		Laps: 982	
Sunday,	May 15, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	30	228.224
27T	Scott Brayton	93/Lola/Menard V6	40	227.508
3T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	22	226.324
6	Mario Andretti	94/Lola/Ford Cosworth XB	28	225.615
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	24	224.910
9T	Robby Gordon	94/Lola/Ford Cosworth XB	24	224,758
9	Robby Gordon	94/Lola/Ford Cosworth XB	24	224.433
31T	Paul Tracy	94/Penske/Mercedes Benz V8	31	224.159
7	Adrian Fernandez	94/Reynard/Ilmor Indy V8/D	24	222,949
11	Teo Fabi	94/Reynard/Ilmor Indy V8/D	30	222.338
16	Stefan Johansson	93/Penske/Ilmor Indy V8/D	49	222.124
40T	Scott Goodyear	94/Lola/Ford Cosworth XB	58	222.091
45	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	66	220.432
16T	Gary Bettenhausen	93/Penske/Ilmor V8/D	27	220.399
23	Buddy Lazier	93/Lola/ilmor Indy V8/C	45	219.320
59	Scott Brayton	93/Lola/Menard V6	26	219.197
25	Marco Greco	94/Lola/Ford Cosworth XB	31	216.092
30T	Pancho Carter	93/Lola/Ilmor Indy V8/C	21	214.941
15	Mark Smith	94/Lola/Ford Cosworth XB	35	211,755
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	32	211.556
44	Al Unser	94/Lola/Ford Cosworth XB	19	210.438
74	Jim Crawford	91/Lola/Buick V6	15	205.780
42	Johnny Parsons	93/Lola/Greenfield GC 209T	13	204.146
	Total for: 5/15/94		Laps: 714	
Monday,	May 16, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
3T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	86	226.421
9	Robby Gordon	94/Lola/Ford Cosworth XB	56	224.781
15	Robby Gordon	94/Lola/Ford Cosworth XB	25	222.327
24	Robby Gordon	94/Lola/Ford Cosworth XB	19	221.965
12	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	59	221.609
99	Hideshi Matsuda	93/Lola/Ford Cosworth XB	13	220.723
11	Teo Fabi	94/Reynard/ilmor Indy V8/D	46	220.453
15	Mark Smith	94/Lola/Ford Cosworth XB	23	219.411
T8	Michael Andretti	94/Reynard/Ford Cosworth XB	22	219.053
90	Lyn St. James	94/Lola/Ford Cosworth XB	24	218.293
5	Raul Boesel	94/Lola/Ford Cosworth XB	29	218.071
14T	Bryan Herta	93/Lola/Ford Cosworth XB	17	215.208
30T	Pancho Carter	93/Lola/Ilmor Indy V8/C	7	212.998
10	Mike Groff	94/Lola/Honda Indy V-8	49	212.791
14	Bryan Herta	94/Lola/Ford Cosworth XB	29	211,919
74	Jim Crawford	91/Lola/Buick V6	37	210.482
		0.4		

Monday,	May 16, 1994 (Cont)			
Car	Driver	Year/Chassis/Engine	Laps	Speed
79	Dennis Vitolo	93/Lola/Ford Cosworth XB	19	210.187
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	43	208.531
	Total for: 5/16/94		Laps: 603	
Tunnday	Have 17, 1004			
Car	, May 17, 1994 <i>Driver</i>	Year/Chassis/Engine	Laps	Speed
3T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	92	228.717
9	Robby Gordon	94/Lola/Ford Cosworth XB	25	225.564
2T	Paul Tracy	94/Penske/Mercedes Benz V8	36	225.135
8T	Michael Andretti	94/Reynard/Ford Cosworth XB	69	224.221
2T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	5	224.025
5	Raul Boesel	94/Lola/Ford Cosworth XB	47	223.242
52T	Bobby Rahal	93/Penske/Ilmor Indy V8/C+	32	222.833
6T	Mario Andretti	94/Lola/Ford Cosworth XB	61	222.794
18T	Jimmy Vasser	94/Reynard/Ford Cosworth XB	63	221.686
12	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	57	221.266
11T	Teo Faoi	94/Reynard/Ilmor Indy V8/D	15	221.032
15	Mark Smith	94/Lola/Ford Cosworth XB	44	219.947
71T	Scott Sharp	94/Lola/Ford Cosworth XB	19	219.272
7 T	Adrian Fernandez	94/Reynard/Ilmor Indy V8/D	51	218.537
99	Hideshi Matsuda	93/Lola/Ford Cosworth XB	24	217.912
91	Stan Fox	94/Reynard/Ford Cosworth XB	28	217.628
17	Dominic Dobson	94/Lola/Ford Cosworth XB	25	217.496
74	Jim Crawford	91/Lola/Buick V6	45`	217.003
59	Scott Brayton	93/Lola/Menard V6	7	216.659
40	Scott Goodyear	94/Lola/Ford Cosworth XB	35	216.507
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	30	216.206
52T	Paul Tracy	93/Penske/Ilmor Indy V8/C+	10	215.833
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	21	215.750
90	Lyn St. James	94/Lola/Ford Cosworth XB	18	215.445
28T	Arie Luyendyk	94/Lola/Ilmor Indy V8/D	25	213.960
30T	Pancho Carter	93/Lola/Ilmor Indy V8/C	48	213.858
9	Mark Smith	94/Lola/Ford Cosworth XB	3	212.711
59T	Eddie Cheever	93/Lola/Menard V6	29	210.832
44	Roberto Moreno	94/Lola/Ford Cosworth XB	43	199.375
	Total for: 5/17/94		Laps: 1,007	
Wedneso	lay, May 18, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
3T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	97	229.510
2T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	107	224.944
9	Robby Gordon	94/Lola/Ford Cosworth XB	57	224.910
6T	Mario Andretti	94/Lola/Ford Cosworth XB	86	224.557
5	Raul Boesel	94/Lola/Ford Cosworth XB	45	223.214
71T	Scott Sharp	94/Lola/Ford Cosworth XB	86	221.795
1T	Nigel Mansell	94/Lola/Ford Cosworth XB	57	221.697
52T	Mike Groff	93/Penske/ilmor Indy V8/C+	33	221.560
28T	Arie Luyendyk	94/Lola/ilmor Indy V8/D	74	221.457
8T	Michael Andretti	94/Reynard/Ford Cosworth XB	34	221.282
59T	Eddie Cheever	93/Lola/Menard V6 93/Lola/Menard V6	39 41	221.185
59	Scott Brayton Mark Smith		41 12	220.437
9 17	Dominic Dobson	94/Lola/Ford Cosworth XB 94/Lola/Ford Cosworth XB	12 74	220.324 220.162
52T	Bobby Rahal	93/Penske/limor Indy V8/C+	20	219.657
22	Raul Boesel	94/Lola/Ford Cosworth XB	11	219.528
	LIKUI DOÇOĞ!	5-7/LORGE OF SOSIFORE AD	11	E 10.0E0

Wednesd	lay, May 18, 1994 (Cor	**		
Car	Driver	Year/Chassis/Engine	Laps	Speed
89	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	67	219.325
11T	Teo Fabi	94/Reynard/ilmor Indy V8/D	78	219.207
46	John Paul, Jr.	93/Lola/limor Indy V8/D	73	218.643
30T	Pancho Carter	93/Loia/ilmor Indy V8/C	58	216.805
16	Stefan Johansson	93/Penske/Ilmor Indy V8/D	20	216.523
23	Buddy Lazier	93/Lola/ilmor Indy V8/C	15	216.357
7T	Adrian Fernandez	94/Reynard/Ilmor Indy V8/D	77	216.258
40	Scott Goodyear	94/Lola/Ford Cosworth XB	51	216.138
90	Lyn St. James	94/Lola/Ford Cosworth XB	32	215.528
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	13	214.961
21T	Roberto Guerrero	92/Lola/Buick Indy V6	24	211.780
94	Jeff Andretti	92/Lola/Buick Indy V6	20	208.478
44	Roberto Moreno	94/Lola/Ford Cosworth XB	66	206.868
74	Jim Crawford	91/Lola/Buick V6	12	202.584
59	Geoff Brabham	93/Lola/Buick Indy V6	1	0.000
	Total for: 5/18/94	,	Laps: 1,480	3,500
Thureday	. May 10, 1004			
Car	, May 19, 1994	Version of the state		
	Driver	Year/Chassis/Engine	Laps	Speed
3T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	62	228.305
2T 2T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	101	225.694
6T	Paul Tracy	94/Penske/Mercedes Benz V8	25	225.017
-	Mario Andretti	94/Lola/Ford Cosworth XB	83	224.266
50 50T	Bobby Rahal	93/Penske/limor Indy V8/D	30	224.143
59T 1T	Eddie Cheever	93/Lola/Menard V6	26	223.775
21T	Nigel Mansell	94/Lola/Ford Cosworth XB	53	223.508
52T	Roberto Guerrero Mike Groff	92/Lola/Buick Indy V6	46	222.988
28T		93/Penske/ilmor Indy V8/C+	62	222.888
46	Arie Luyendyk John Paul, Jr.	94/Lola/Ilmor Indy V8/D	24	222.140
40 18T	•	93/Lola/limor Indy V8/D	19	222.058
89	Jimmy Vasser	94/Reynard/Ford Cosworth XB	23	221.976
09 11T	Mauricio Gugelmin Teo Fabi	94/Reynard/Ford Cosworth XB	53	221,489
61		94/Reynard/Ilmor Indy V8/D	48	221.478
59	Gary Bettenhausen Geoff Brabham	93/Penske/ilmor Indy V8/D	40	221.462
วย 71T		93/Lola/Buick Indy V6	53	221.391
25	Scott Sharp Marco Greco	94/Lola/Ford Cosworth XB	62	220.718
25 23		94/Lola/Ford Cosworth XB	55	220.108
23 17	Buddy Lazier	93/Lola/Ilmor Indy V8/C	73	220.070
17	Dominic Dobson	94/Lola/Ford Cosworth XB	75	219.272

93/Lola/Ford Cosworth XB

94/Lola/Ford Cosworth XB

94/Reynard/Ilmor Indy V8/D

94/Lola/Ford Cosworth XB

93/Penske/limor Indy V8/D

94/Lola/Ford Cosworth XB

93/Lola/limor Indy V8/C

91/Lola/Buick V6

92/Lola/Buick Indy V6

94/Reynard/Ford Cosworth XB

93/Lola/Ilmor Indy V8/D

93/Lola/limor Indy V8/C

49

9

37

24

43

26

16

40

12

57

47

48

11

36

21

16

219.101

218.771

218.691

218.452

217.839

217.381

216.904

216.836

216.534

215.182

215.079

214.123

213.883

212,119

209.142

199.880

15T

33

90

45

30T

22

14

44

91

40

94

16

30

74

40T

71

Mark Smith

John Andretti

Lyn St. James

John Paul, Jr.

Pancho Carter

Hiro Matsushita

Bryan Herta

Stan Fox

Tero Palmroth

Adrian Fernandez

Stefan Johansson

Scott Goodyear

Jeff Andretti

Davy Jones

Pancho Carter

Jim Crawford

Thursday	, May 19, 1994 (Cont)				
Car	Driver	Year/Chassis/Engine		Laps	Speed
41T	Bryan Herta	94/Lola/Ford Cosworth XB		6	0.000
	Total for: 5/19/94		Laps:		0,040
Friday M	ay 20, 1994				
Car	Driver	Year/Chassis/Engine		Laps	Speed
50	Bobby Rahal	93/Penske/ilmor Indy V8/D		47	225.536
8	Michael Andretti	94/Reynard/Ford Cosworth XB		29	225.079
2T	Al Unser, Jr.	94/Penske/Mercedes Benz V8		52	225.028
3T	Paul Tracy	94/Penske/Mercedes Benz V8		75	225.017
59	Scott Brayton	93/Lola/Menard V6		55	224.557
89	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB		14	224.299
28T	Arie Luyendyk	94/Lola/ilmor Indy V8/D		43	224.243
41T	Bryan Herta	94/Lola/Ford Cosworth XB		62	223.408
52T	Mike Groff	93/Penske/Ilmor Indy V8/C+		25	223.264
45	John Paul, Jr.	93/Lola/limor Indy V8/D		17	221.691
46	John Paul, Jr.	93/Lola/Ilmor Indy V8/D		23	221.658
61	Gary Bettenhausen	93/Penske/Ilmor Indy V8/D		47	221.190
40	Scott Goodyear	94/Lola/Ford Cosworth XB		52	220.881
21T	Roberto Guerrero	92/Lola/Buick Indy V6		37	220.291
3T	Al Unser, Jr.	94/Penske/Mercedes Benz V8		21	220.173
23 59T	Buddy Lazier Eddie Cheever	93/Lola/Ilmor Indy V8/C 93/Lola/Menard V6		41	219.609
25T	Marco Greco	93/Lola/Ford Cosworth XB		59	219.288
14	Bryan Herta	94/Lola/Ford Cosworth XB		31 18	218.436
25	Marco Greco	94/Lola/Ford Cosworth XB		30	218.044
15	Mark Smith	94/Lola/Ford Cosworth XB		34	217.607 217.507
40T	Davy Jones	94/Lola/Ford Cosworth XB		17	217.155
71T	Dominic Dobson	94/Lola/Ford Cosworth XB		31	217.045
44	Tero Palmroth	94/Lola/Ford Cosworth XB		50	216.638
94	Jeff Andretti	92/Lola/Buick Indy V6		30	215.848
74	Jim Crawford	91/Lola/Buick V6		35	214.072
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB		48	212.595
19	Brian Till	93/Lola/Ford Cosworth XB		37	208.836
64	Didier Theys	93/Lola/Ford Cosworth XB		50	206.820
5T	Stephan Gregoire	92/Lola/Buick Indy V6		14	194.028
16T	Stelan Johansson	93/Penske/ilmor V8/D		14	193.569
18T	Jimmy Vasser	94/Reynard/Ford Cosworth XB		12	175.599
17	Dominic Dobson	94/Lola/Ford Cosworth XB		4	0.000
	Total for: 5/20/94		Laps: 1	1,154	
Saturday,	May 21, 1994				
Car	Driver	Year/Chassis/Engine	1	Laps	Speed
89	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	_	29	226.182
50	Bobby Rahal	93/Penske/Ilmor Indy V8/D		35	226.102
31T	Paul Tracy	94/Penske/Mercedes Benz V8		26	226.057
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8		23	225.034
40T	Davy Jones	94/Lola/Ford Cosworth XB		24	224.361
52T	Mike Groff	93/Penske/Ilmor Indy V8/C+		27	224.143
45	John Paul, Jr.	93/Lola/Ilmor Indy V8/D		22	223.048
3T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8		59	223.043
61	Gary Bettenhausen	93/Penske/Ilmor Indy V8/D		12	223.010
9T	Robby Gordon	94/Lola/Ford Cosworth XB		60	222.343
40	Scott Goodyear	94/Lola/Ford Cosworth XB		39	222.178
12	Jacques Villeneuve	94/Reynard/Ford Cosworth XB		30	222,173
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB		44	221.861

Caturday	, May 21, 1994 (Cont)			
Car	Driver	Year/Chassis/Engine	Laps	Speed
25T	Marco Greco	93/Lola/Ford Cosworth XB	38	221.304
15	Mark Smith	94/Lola/Ford Cosworth XB	60	221.038
44	Tero Palmroth	94/Lola/Ford Cosworth XB	36	220.469
59T	Geoff Brabham	93/Lola/Menard V6	40	220.340
23	Buddy Lazier	93/Lola/limor Indy V8/C	52	220.227
23 2T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	19	219.802
71T	Scott Sharp	94/Lola/Ford Cosworth XB	12	219.362
94	Jeff Andretti	92/Lola/Buick Indy V6	56	218.531
2T	Paul Tracy	94/Penske/Mercedes Benz V8	19	217.981
31	Al Unser, Jr.	94/Penske/Mercedes Benz V8	31	217.439
59	Geoff Brabham	93/Lola/Buick Indy V6	35	217.381
6	Mario Andretti	94/Lola/Ford Cosworth XB	7	215.760
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	48	214.516
5T	Stephan Gregoire	92/Lola/Buick Indy V6	46	213.706
64	Didier Theys	93/Lola/Ford Cosworth XB	49	212.786
74	Jim Crawford	91/Lola/Buick V6	33	211.431
46	John Paul, Jr.	93/Lola/Ilmor Indy V8/D	28	210.802
19	Brian Till	93/Lola/Ford Cosworth XB	42	210.349
16T	Stefan Johansson	93/Penske/limor V8/D	14	206.744
42	Johnny Parsons	93/Lola/Greenfield GC 209T	28	205.667
1	Bryan Herta	94/Lola/Ford Cosworth XB	9	188.198
14T	Johnny Rutherford	54/Lota/Fold Costrolal AD	2	0.000
217	Roberto Guerrero	92/Lola/Buick Indy V6	4	0.000
211	Total for: 5/21/94	92/EOI& BOICK III V	Laps: 1,138	0.000
	70(a) 101. 0/21/04		Lups: 1,100	
Sunday,	May 22, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
41T	Bryan Herta	94/Lola/Ford Cosworth XB	84	222.932
9	Robby Gordon	94/Lola/Ford Cosworth XB	30	222.916
25T	Marco Greco	93/Lola/Ford Cosworth XB	44	221.751
15T	Mark Smith	93/Lola/Ford Cosworth XB	59	221.386
59T	Geoff Brabham	93/Lola/Menard V6	44	221.359
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	6	220.967
71T	Scott Sharp	94/Lola/Ford Cosworth XB	17	220.594
94	Buddy Lazier	92/Lola/Buick Indy V6	14	220.567
21T	Roberto Guerrero	92/Lola/Buick Indy V6	41	220.491
3T	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	43	219.550
40	Scott Goodyear	94/Lola/Ford Cosworth XB	64	219.170
3T	Al Unser, Jr.	94/Penske/Mercedes Benz V8	44	218.877
61	Gary Bettenhausen	93/Penske/limor Indy V8/D	32	217.623
27T	Scott Brayton	93/Lola/Menard V6	9	217.602
23	Buddy Lazier	93/Lola/limor Indy V8/C	49	217.391
64	Didier Theys	93/Lola/Ford Cosworth XB	79	217.334
33	John Andretti	94/Lola/Ford Cosworth XB	37	216.128
11	Teo Fabi	94/Reynard/limor Indy V8/D	12	215.734
44	Tero Palmroth	94/Lola/Ford Cosworth XB	58	215.698
94	Jeff Andretti	92/Lofa/Buick Indy V6	36	215.522
5T	Stephan Gregoire	92/Lola/Buick Indy V6	22	214.720
42	Johnny Parsons	93/Lola/Greenfield GC 209T	42	213.756
24	Willy T. Ribbs	94/Lola/Ford Cosworth XB	24	213.548
19	Brian Till	93/Lola/Ford Cosworth XB	70	212.590
30	Stephan Gregoire	93/Lola/Ilmor Indy V8/C	47	212.515
5T	Buddy Lazier	92/Lola/Buick Indy V6	27	212,485
9	Willy T. Ribbs	94/Lola/Ford Cosworth XB	5	212.206
27	Eddie Cheever	93/Lola/Menard V6	10	212.024

Sunday.	May 22, 1994 (Cont)			
Car	Driver	Year/Chassis/Engine	Laps	Speed
24T	Willy T. Ribbs	93/Lola/Ford Cosworth XB	31	207.708
16	Stefan Johansson	93/Penske/ilmor Indy V8/D	21	206.436
5	Raul Boesel	94/Lola/Ford Cosworth XB	10	206.091
25	Marco Greco	94/Lola/Ford Cosworth XB	14	203.883
74	Jim Crawford	91/Lola/Buick V6	19	185.399
71	Dominic Dobson	94/Lola/Ford Cosworth XB	4	0.000
	Total for: 5/22/94	V	Laps: 1,148	0.000
Thursday	y, May 26, 1994			
Car	Driver	Year/Chassis/Engine	Laps	Speed
6	Mario Andretti	94/Lola/Ford Cosworth XB	19	223.708
27T	Scott Brayton	93/Lola/Menard V6	21	222,905
2	Emerson Fittipaldi	94/Penske/Mercedes Benz V8	16	222.872
1	Nigel Mansell	94/Lola/Ford Cosworth XB	27	222,552
27	Eddie Cheever	93/Lola/Menard V6	21	221.315
9T	Robby Gordon	94/Lola/Ford Cosworth XB	23	220.897
11	Teo Fabi	94/Reynard/Ilmor Indy V8/D	20	220,577
8	Michael Andretti	94/Reynard/Ford Cosworth XB	20	220,000
12	Jacques Villeneuve	94/Reynard/Ford Cosworth XB	23	218.606
31T	Paul Tracy	94/Penske/Mercedes Benz V8	20	218,468
17	Dominic Dobson	94/Lola/Ford Cosworth XB	23	218.124
31	Al Unser, Jr.	94/Penske/Mercedes Benz V8	21	218.050
18	Jimmy Vasser	94/Reynard/Ford Cosworth XB	16	217.839
7	Adrian Fernandez	94/Reynard/Ilmor Indy V8/D	24	217.765
71	Scott Sharp	94/Lola/Ford Cosworth XB	19	217.339
21	Roberto Guerrero	92/Lola/Buick Indy V6	9	217.066
40T	Scott Goodyear	94/Lola/Ford Cosworth XB	14	216.601
99	Hideshi Matsuda	93/Lola/Ford Cosworth XB	22	216.518
28	Arie Luyendyk	94/Lola/Ilmor Indy V8/D	28	216.429
89	Mauricio Gugelmin	94/Reynard/Ford Cosworth XB	12	216.367
50	Bobby Rahal	93/Penske/ilmor Indy V8/D	19	215.822
90	Lyn St. James	94/Lola/Ford Cosworth XB	6	214.664
52T	Mike Groff	93/Penske/ilmor Indy V8/C+	21	214.316
14	Bryan Herta	94/Lola/Ford Cosworth XB	25	214.265
33	John Andretti	94/Lola/Ford Cosworth XB	15	213.589
5	Raul Boesel	94/Lola/Ford Cosworth XB	8	211.705
91	Stan Fox	94/Reynard/Ford Cosworth XB	7	211.183
79	Dennis Vitolo	93/Lola/Ford Cosworth XB	23	211.178
22	Hiro Matsushita	94/Lola/Ford Cosworth XB	20	210.285
16	Stefan Johansson	93/Penske/limor Indy V8/D	22	209.609
45	John Paul, Jr.	93/Lola/limor Indy V8/D	12	207.934
19	Brian Till	93/Lola/Ford Cosworth XB	23	205.573
15 25T	Mark Smith	94/Lola/Ford Cosworth XB	11	204.601
25T	Marco Greco Total for: 5/26/94	93/Lola/Ford Cosworth XB	14	203.952
	(Utal 101: 0/20/94		Laps: 624	

1994 "500" Pre-Race Statistics, Facts, Lists & Notes

There were 109 cars entered for this year's race, 8 fewer than the record number of 117 in 1984; 78 cars arrived and were housed in the garage area. 78 cars passed initial USAC technical inspection, 73 received final USAC certification. 110 car/driver combinations made practice runs. There were 63 attempted qualifications, 38 completed qualification runs 2 were bumped and 3 were withdrawn. 54 drivers passed their required medical examinations and 50 actually drove on the race course. Of those, 11 were rookies. At the conclusion of qualifications, nine rookies and 24 veterans made the starting lineup.

STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS

1st—14	6th-3	11th—1	16th0	21st—1	26th0	31st—0
2nd—10	7th6	12th—1	17th—1	22nd2	27th—1	32nd0
3rd— 9	8th—1	13th3	18th—0	23rd—2	28th-2	33rd—0
4th— 6	9th—1	14th—1	19th1	24th-0	29th0	
,5th— 5	10th—1	15th3	20th-3	25th1	30th-0	

FORMER WINNERS IN THE 1994 RACE

Mario Andretti (1969) Bobby Rahal (1986) Emerson Fittipaldi (1989, 1993) Al Unser, Jr. (1992) Arie Luyendyk (1990)

Youngest winner Troy Ruttman (1952) — 22 years old
Oldest winner
Youngest driver in this race
Oldest driver in this race
Average age of the starting field
Leggest winning margin lules Gouy (1012) was 13 minutes
Largest winning margin
8.40 seconds ahead of Spencer Wishart
Closest finish
by .043 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
Most cars running at finish
Least cars running at finish
Worst finish from pole Cliff Woodbury (1929), Pancho Carter (1985),
and Roberto Guerrero (1992); 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), Gordon Johncock (1973-82) and Emerson Fittipaldi (1989-93).

FACTS, TRIVIA ON QUALIFYING

(Compiled by Bob Laycock of the Speedway staff and historian Bob Watson):

- Eddie Cheever's six qualifying attempts during the month of May in 1993 are a "500" record for one driver as far back as records exist.
- In 1979, Rick Mears became the first driver born after World War II to win the "500." (12/3/51)
- The 1988 front row was the first in history to be occupied by cars of the same team.
 Rick Mears, Danny Sullivan and Al Unser all started that year for Penske Racing.
- 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.

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

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

DDIVED

LADGIED

DRIVER	LAPS LED
Mario Andretti	556
Emerson Fittipaldi	360
Michael Andretti	337
Bobby Rahal	123
Al Unser, Jr	61
Arie Luyendyk	52
Teo Fabi	37
Nigel Mansell	34
Raul Boesel	
Roberto Guerrero	9
Eddie Cheever	9
Scott Goodyear	
Robby Gordon	
John Andretti	
Scott Bravton	_

NOTE: The all time lap leader at Indianapolis, Al Unser, retired on Tuesday, May 17. Unser, whose son Al Jr. sits in pole position for today's race, has led 644 laps including 15 in the 1993 Indianapolis 500.

BANK ONE ROOKIE-OF-THE-YEAR DRIVERS

Year	Driver	Start	Finish
1965	Mario Andretti	4	3
1983	Teo Fabi	1	26
1984	Michael Andretti &	4	5
	Roberto Guerrero	7	2
1985	Arie Luyendyk	20	7
1990	Eddie Cheever	14	8
1992	Lyn St. James	27	11
1993	Nigel Mansell		

Facts, Column Notes on the 1994 Field

(Compiled by Speedway historian Bob Laycock and historian Bob Watson)

- Third-place starter Emerson Fittipaldi is the defending winner of the "500". The last driver to win the Indianapolis 500 in back-to-back years is Al Unser, in 1970-71.
- Seventh-place starter Nigel Mansell was the 1993 recipient of the Indianapolis 500 Rookie of the Year Award. The only driver to win the Indianapolis 500 Rookie of the Year Award and the Indianapolis 500 in back-to-back years is Rick Mears, who was a co-winner of the rookie award in 1978 and an Indy 500 winner for the first time in 1979.
- 1994 polesitter Al Unser Jr., is the third Unser to start from the pole position at Indy. His father won the race starting from the pole in 1970 and his uncle Bobby started from the pole in 1972, and won the race starting from the pole in 1981.
- Jacques Villeneuve's fourth-place starting position is the highest by a rookie driver since 1984, when Michael Andretti started that year's race from the fourth position.
- The 1994 field contains nine rookies and five former winners. The last time the rookies outnumbered the former winners in the field was in 1983 when six rookies and five former winners made the starting grid.
- The nine rookies in the 1994 field is the most since 1982, when that year's field also contained nine freshman starters.
- The five former winners in the 1994 race represent the fewest number of former winners in an Indianapolis 500 field since 1983, when that year's field also contained five former winners.
- The total number of Indianapolis 500 victories among the five former winners in the 1994 field is six. This represents the fewest total number of victories by a group of former winners in a starting field since 1971, when the four former winners in that year's field also had a combined total of six previous wins at Indianapolis.
- 1994 repreents the first year since 1967 that the starting field did not contain a three-time winner. 1994 also represents the first time since 1977 that the field did not contain a four-time winner. The only driver in the 1994 field with two Indy 500 victories on his resume is Emerson Fittipaldi (1989 and 1993).
- 1994 will mark the first time that Mario Andretti has been the oldest driver in the field at Indianapolis. Mario is 54 years old. The last time the oldest driver in the field won the race was 1981, when Bobby Unser went to Victory Lane.
- 1994 will be Mario Andretti's 29th and final start in the "500." The last driver to win
 in his last Indianapolis 500 start was Bobby Unser in 1981.
- After Mario Andretti's 28 previous starts, the second most experienced driver in the field is Scott Brayton, who has taken the green flag at Indy on 12 previous occasions. Interestingly, not one of the 47 drivers who made their rookie debut at Indianapolis during the 1970s, is in this year's field.

- In each of the last three Indianapolis 500s, the top lap leader of the event has been an Andretti. Michael Andretti was the top lap leader in 1991 (97 laps) and in 1992 (160 laps). Mario Andretti was the top lap leader in 1993 (72 laps).
- The 24 veterans in the 1994 field have made a combined total of 153 previous starts at Indianapolis. This is the fewest number of previous starts for a starting field since 1972, when the 25 veterans in that year's field had a combined total of 145 previous starts. The 1993 field had 209 previous years of Indy 500 experience. The most experienced Indy 500 fields in history were the 1987 field (260 previous starts) and the 1992 field (260 previous starts). NOTE: If Scott Goodyear replaces Davy Jones, the 153 figure changes to 154.
- 14 drivers in the 1994 field have led a combined total of 1,602 previous laps at Indianapolis. This is the fewest total number of previous laps led by a starting field since 1975, when that year's field had a combined total of 1,545 previous leading laps. The 1993 field represented 1,915 previous laps led. The record is held by the 1992 field, which had a combined toal of 3,658 previous laps led. NOTE: If Scott Goodyear replaces Davy Jones, the number of drivers changes to 16 and the lap total changes to 1,607 for the 1994 field.
- Bryan Herta is the fastest slow qualifier for a field in Speedway history at a fourlap average of 220.992 mph. The previous fastest speed for a slow qualifier in the field was 219.173 mph by Ted Prappas in 1992. This is the first "500" field in which all 33 starters averaged more than 220 miles an hour in qualifying.

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 Michael Andretti on lap 166 in 1992 at 229.118 mph.
- Lowest starting position of a race winner is 28th by Ray Harroun in 1911 and Louis Meyer in 1936.

- 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.
- Eddie Cheever (1992) is the only driver to complete 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),
 24 in 1993, 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.
- 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.

- Al & Bobby Unser are the only brother combination to set both one and four-lap qualification records. Bobby set new one & four-lap marks in 1972 as did Al in 1989. The only other brother combination to set four-lap marks is Jim & Dick Rathmann. Jim in 1956 and 1960, Dick in 1958. Jim, ironically, never started from 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.
- 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).
- Parnelli Jones (1961-64) and Jim Clark (1963-66) are the only drivers to have led the race in each of their first four starts.
- Most drivers to have ever led a race is 12 in 1993. Previous high was 10 in 1980.
- Most former winners to lead a race is five in 1980 and 1981. In 1986, only one led (Rick Mears).
- When Danny Sullivan won the 69th running of the Indianapolis 500 in 1985, he became the first driver to ever win starting from eighth position. Ironically, the year before, Geoff Brabham started eighth and finished last.
- In 1965, Mario Andretti was fastest rookie qualifier, started fourth and won the "Rookie of the Year Award." In 1984, Michael Andretti was fastest rookie qualifier, started fourth and was co-Rookie of the Year. In 1991, Jeff Andretti joined his father and brother as a "Rookie of the Year Award" winner.
- Fastest average speed for the entire 500 miles by a rookie driver is 157.149 by third-place finisher Nigel Mansell in 1993.
- In 1968, Bill Vukovich (II) started 23rd and won the "Rookie of the Year Award".
 In 1988 his son, Bill Vukovich (III) started 23rd and won the "Rookie of the Year Award".
- 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. In 1994, Al Unser, Jr. became the only son to start on the Pole.
- 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 10thplace 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. Lyn St. James is the oldest to have won it, at age 45 in 1992.

- The 1994 starting field includes nine rookies, all qualified at more that 220 miles an hour. The previous record of rookies over 200 mph was in 1987 and 1985 with six rookie starters over 200.
- Al Unser and Al Unser, Jr., have qualified for ten Indianapolis "500s", counting 1993.
- The last foreign driver to win the "500" was Emerson Fittipaldi in 1993, who was the last to do so since Arie Luyendyk in 1990.
- On five occasions, a rookie driver has led the 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 37 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). Most cars still running at the conclusion of a full 500-mile race with a 33-car field is 24 in 1993.
- Bobby Unser was the last driver to have led the opening lap of the race in backto-back years (1972-73) before Emerson Fittipaldi led the opening laps of the 1989 and 1990 races.
- Al Unser, Jr.'s victory in 1992 marked the highest finishing position ever by a son of a former or present-day Indy 500 driver.
- L.L. Corum was co-winner of the 1924 race. Floyd Davis was co-winner in 1941.
 Neither driver ever led a single lap during their entire Indy 500 careers.
- Since the conclusion of World War II, 38 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 47 by Jerry Unser (1), Bobby Unser (19) and Al Unser (27, counting 1993). The combined total of 46 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 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 1992 Michael Andretti set a new opening-lap record speed of 210.339.
- Although Smith is one of the most common of American names, no driver by that name has ever started in the Indianapolis 500.
- Counting 1994's nine rookies, 610 different drivers have started at least one Indianapolis 500. 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.

Starting Lineup

78th Indianapolis 500-Mile Race May 29, 1994

	Car	•	Driver	Car Name	YR/C/E	Time	Speed
1 2	31 5		Al Unser, Jr. Raul Boesel	ROW 1 Mariboro Penske Mercedes Duracell Charger	94/P/ME 94/L/F	3 2:37.887 2:38.160	
3			Emerson Fittipaldi	Marlboro Penske Mercedes ROW 2		2:38.379	
4 5	8		Michael Andretti	Player's LTD Forsythe-Green Target/Scotch Video Chip Ganassi Racing	94/R/F 94/R/F	2:39.110 2:39.148	
6	90	•	Lyn St. James	Spirit Of The American Woman-JCPenney/ Reebok/Lee	94/L/F	2:40.604	
7	1		Nigel Mansell	ROW 3 Kmart Texaco Havoline Newman/Haas	94/L/F	0.40.005	004.044
8			Arie Luyendyk	Indy Regency Racing-Eurosport	94/L/F 94/L/IL	2:40.685 2:40.949	224.041 223.673
9	6	W	Mario Andretti	Kmart Texaco Havoline Newman/Haas ROW 4	94/L/F	2:41.072	
10	33		John Andretti	AJ Foyt/Jonathan Byrd's Cafeteria/Bryant	94/L/F	2:41.245	223.263
11 12	27 17		Eddie Cheever Dominic Dobson	Quaker State Special	93/L/M	2:41.317	223.163
12	17		DOMINIC DODSON	PacWest Racing ROW 5	94/L/F	2:41.457	222.970
13	91		Stan Fox	Delta Faucet-Jack's Tool Rental-Hemelgarn	94/R/F	2:41.531	222.867
14			Hideshi Matsuda	Beck Motorsports/Simon Racing	93/L/F	2:41.765	222.545
15	79	R	Dennis Vitolo	Hooligan's/Carlo ROW 6	93/L/F	2:41.842	222.439
16	18		Jimmy Vasser	Conseco-STP	94/R/F	2:41.971	222,262
17		R	Scott Sharp	PacWest Racing	94/L/F	2:42.096	222.091
18	22		Hiro Matsushita	Panasonic Duskin	94/L/F	2:42.615	221.382
19	9		Robby Gordon	ROW 7			
20	21		Roberto Guerrero	Valvoline Cummins Ford	94/L/F	2:42.680	221.293
21		R	Brian Till	Interstate Batteries/Pagan Racing The Mi-Jack Car	92/L/B	2:42.691	221.278
				ROW 8	93/L/F	2:42.817	221.107
22	14	R	Bryan Herta	AJ Foyt Copenhagen Racing	94/L/F	2:42.902	220.992
23	59		Scott Brayton	Glidden Paint Special	93/L/M	2:40.964	223.652
24	11		Teo Fabi	Pennzoil Special	94/R/iL	2:41.150	223.394
25	3		Paul Tracy	ROW 9 Mariboro Penske Mercedes	04/0/10	.	
26		R	Adrian Fernandez	Tecate/Quaker State/Reynard/Ilmor	94/P/MB		222.710
27	16			Alumax Aluminum	94/R/IL 93/P/IL	2:42.515	222.657 221.518
				ROW 10	50/1 /IL	2,72.013	221,010
28	4	M	Bobby Rahal	Miller Genuine Draft	93/P/IL	2:40.647	224.094
29			Mauricio Gugelmin	Hollywood Indy Car Chip Ganassi Racing	94/R/F	2:41.360	223.104
30	45			Pro Formance Team Losi XX ROW 11	93/L/IL	2:41.798	222.500
31 32	10 25			Motorola		2:42.635	
	40					2.42.737	221,216
	,,,		Coo. Goodyear		94/L/F	2:40.846	223.817
	15	D	Mark Cmith	ALTERNATES			
	60					2.43.130	220.683
	50		Davy Jones	Budwelser King Racing	94/L/F	2.43.090	220.737

FIELD AVERAGE: 223,270 1993 33 CAR AVERAGE: 219.692 DIFFERENCE: 3.578

CHASSIS/ENGINE LEGEND:

L-Lola; P-Penske; R-Reynard; F - Ford Cosworth XB; H-Honda V8; M-Menard V6; IL-limor V8-D; ILC+-Ilmor C+; MB-Mercedes Benz.; B-Buick Indy V6.

DRIVER LEGEND: R-Rookie; W-Winner.

5/23/94: Scott Goodyear replaced Davy Jones in the #40 Budweiser King Racing, moving to the end of the field, with Jones becoming the 2nd alternate. 5/24/94: Jones replaced Goodyear in #40, with Goodyear returning to 2nd alternate. 5/26/94: Goodyear replaced Jones and starts 33rd, Jones is second alternate in #60.

Race Day - Opening Wire

Good morning! It is Sunday, May 29, 1994.

Anton H. (Tony) George, President of the Indianapolis Motor Speedway, members of the Hulman family and the entire Speedway staff welcome you to the start of the 78th running of the annual Indianapolis 500-Mile Race.

ORDER OF THE DAY:

5:00 a.m. -- Track opens 6:30 a.m. -- Pit gate opens

8:00 a.m. -- Spectacle of the Bands

8:30 a.m. -- Race cars to the pits

9:45 a.m. -- Cars placed in starting position on front straightaway as the Purdue University Band plays "On the Banks of the Wabash

9:58 a.m. -- Vintage race car lap with six cars representing the history of Cummins at the "500"

10:06 a.m. -- 500 Festival Queen Jennifer Swanson and celebrity caravan.

10:15 a.m. -- Engine warmup

10:24 a.m. -- IMS caravan lap with distinguished guests

10:27 a.m. -- "America the Beautiful"

10:33 a.m. -- "Stars and Stripes Forever," Purdue Band

10:35 a.m. -- Final track inspection, Chief Steward Tom Binford

10:41 a.m. -- Indiana National Guard color guard

10:42 a.m. -- National Anthem, sung by Florence Henderson with the Purdue Band

10:45 a.m. -- Invocation by The Most Reverend Daniel Mark Buechlein Roman Catholic Archbishop of Indianapolis

10:46 a.m. -- Taps

10:47 a.m. -- Fly over by four P51's, headed by General Chuck Yeager

10:48 a.m. -- "Back Home Again in Indiana" sung by Jim Nabors and balloon spectacle

10:51 a.m. -- "Gentlemen, Start Your Engines"

10:52 a.m. -- Parade lap 10:58 a.m. -- Pace lap

11:00 a.m. -- Start of 500-Mile Race

The Speedway's public relations staff will provide you with information through these pages and an internal public-address system in the press box and press room on a regular basis throughout the day.

The information package will include:

- --Unofficial 10-lap rundowns at 40-lap intervals, with caution flags, reasons out, lap leaders and lap-prize earnings.
- --Pit-stop information.
- -- A running account of the race.
- --Records.
- --Notes and quotes.
- --An unofficial order of finish and boxscore.

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The official order of finish, following an audit of all scoring systems, will be posted by USAC officials at the USAC Registration Office six hours post-race or 7:45 p.m., whichever is later.

Next year's Indianapolis 500-Mile Race, the 79th running of the event, has been scheduled for Sunday, May 28, 1995.

The Hall of Fame Museum is open daily except Christmas Day from 9 a.m. to 5 p.m. (during May, 9 a.m.-6 p.m.). Admission is \$2 for adults, with no charge for visitors under 16 years old.

For 1994, a number of construction projects have been completed and are in place today, as follows:

- The IMS Administrative Center replaces the old museum at the corner of 16th and Georgetown outside turn #1. First-floor offices for IMS credentials, safety and ticket operations opened April 16. Other IMS departments housed in the Hall of Fame Museum since 1976 will occupy the building later this summer. The building has an area of 60,000 square feet over three floors, plus a full basement.
- Pit lane renovation involved shifting a slightly-widened pit lane approximately six feet to the west and building new reinforced concrete walls on both sides of the lane. This provides an additional six feet of space behind the pit wall where team members work. The grass strip for race team board men next to the track, which was 11 feet wide, was removed and a four-foot-wide area and an inner concrete wall has replaced it. The actual pit-stop area is concrete and the entry and exit lanes are asphalt.
- Victory Lane has been relocated to its former placement in the Tower Terrace "horseshoe." It is now a rotating circular lift 21 feet in diameter with brushed stainless steel sides which resemble the base of the Borg-Warner Trophy. The 50,000-pound capacity lift system raises the platform eight feet in 90 seconds.
- The 33-position scoring pylon on the main straightaway, which was erected in 1959, has been replaced by a new pylon with modern electronics, which was finished in mid-March. It is 90 feet, four inches tall (vs. 78 feet) and rests on a concrete pedestal 10 feet high. It is located 20 feet north (toward turn #4) from its previous location. The windsock staff atop the pylon is seven feet tall. The yellow strobe light atop the staff indicates when the track is under a yellow caution period.

Three Ford Mustang Cobra pace cars -- piloted by 1963 winner Parnelli Jones, four-time winner A.J. Foyt and Alex Trotman, chairman and chief executive officer of Ford Motor Company, will lead the field on the parade lap. For the pace lap, the cars driven by Foyt and Trotman will pull off, leaving the field behind the pace car driven by Jones with USAC steward Rich Coy as the passenger. The cars will come down for the green for a "flying start" at more than 100 miles an hour.

Under caution light conditions, the pace car will move on to the track and pick up the race leader. All cars will pack up in a single-file formation and maintain a speed of approximately 90 miles an hour. USAC has imposed a 100 mile-an-hour speed limit on pit road. Cars exiting the pits may not enter the racing surface until the end of the warmup lane at the exit of turn #2. Cars may enter the pit road either from the exit of turn #4 or the warmup lane at the north end of the track.

Race Day - Race Running

Today's weather:

Under clear skies and 61 degrees, the wind is out of the southwest at 10 m.p.h. The forecast for today calls for partly sunny skies all day.

At 10 a.m., Goodyear Tire engineers report the track temperature at 98 degrees.

Mrs. Mary Fendrich Hulman, Chairman of the Board Emeritus of the Indianapolis Motor Speedway, gave the command, "Lady and Gentlemen, Start Your Engines," at 10:52 a.m.

All cars fired on command, except for #33 John Andretti, who fired and joined the field as it pulled away from the grid. Track temperature from Goodyear Tire at 11 a.m. was 115 degrees.

Lap #1: #31 Unser Jr., #2 Fittipaldi, got jump into turn #1, Unser Jr., taking lead at the line by .4 seconds. With Al Unser Jr., leading the opening lap, it marked the seventh time an Unser has led the opening lap at Indianapolis. His father, Al, did it in 1970-77-79 and his uncle Bobby, did it in 1972-73-81.

Lap #4: #31 Unser Jr. stretched lead to 1.5 seconds over #2 Fittipaldi, running a lap at 215.008 mph. Unser Jr. won \$5,000 from Indiana Gas Co. for leading the lap.

Lap #5: Unser Jr. receives \$5,000 from Marsh Supermarkets "5-a-Day Program" for leading lap #5.

Lap #6: FIRST CAUTION FLAG, #79 Dennis Vitolo did complete spin and continued in turn #4, no contact. Crew reported that Vitolo had a piece of debris on his car but it wasn't certain if the debris caused the spin. #9 Robby Gordon made first pit stop of day during caution for four tires and fuel, rearwing adjustment.

Lap #8: GREEN FLAG

Lap #11: #2 Fittipaldi turned lap at 219.120 mph, trails Unser Jr., by 1.6 seconds.

Lap #19: #31 Unser Jr. has lapped nine cars, leads #2 Fittipaldi by 4.2 seconds.

Lap #20: SECOND CAUTION FLAG: #21 Roberto Guerrero spun in south short chute, hit wall in turn #2. Guerrero's car is first out of race and marks the second time he has finished 33rd -- in addition to his two runnerup finishes. He finished 33rd in 1992 when he crashed on the parade lap while warming up his tires. Guerrero examined and released from Hanna Medical Center in good condition with no injuries.

ROBERTO GUERRERO: "It caught me totally by surprise. Everything was running smoothly. For no reason, the back end came around. I just don't know. I was definitely going for a finish. I guess I'll just wait for next year."

Lap #23: Leaders pit, #2 Fittipaldi first away, #31 Unser Jr. stalled engine, restarted. #6 Mario Andretti also stalled engine in pits, restarted after extended stop. #4 Bobby Rahal, #88 Mauricio Gugelmin also stalled on pit stops. #71 Scott Sharp has shift lever stuck on pit stop. #3 Paul Tracy extended stop when he stalled engine, then flooded it.

Lap #23: Mario Andretti pits, out with ignition problem.

Lap #26: GREEN FLAG, with #2 Fittipaldi leading, followed by #31 Unser Jr., #8 Michael Andretti.

Lap #29: THIRD CAUTION FLAG. #17 Dominic Dobson and #10 Mike Groff collided in turn #1. #40 Scott Goodyear to pits with cut right rear tire, crew replaced tire and sidepod, returned to track. #7 Adrian Fernandez spun during caution with cut right rear tire reported by crew to be from debris, out of race. #90 Lyn St. James extended stop for work on left front suspension after damage crew said was caused by debris.

Lap #36: #2 Fittipaldi gets \$5,000 from J.T. Earlywine & Associates for leading lap #36.

Lap #39: GREEN FLAG. 16 cars on lead lap, led by #2 Fittipaldi, #31 Unser Jr.

Goodyear Tire engineers report track temperature of 120 at 11:30 a.m.

Lap #40: #2 Fittipaldi receives DowElanco "Milestone" Award of \$1,000 for leading at 100 miles.

Lap #43: #27 Eddie Cheever, stop-and-go penalty for passing under caution.

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MARIO ANDRETTI: "Disappointed. We have a long way to go. The support of the team is phenomenal. When I win, they win. When I lose, they lose."

Lap #46: #40 Scott Goodyear, driver climbs out of car on pit road, out of race.

Lap #47: #1 Nigel Mansell, stop-and-go penalty for passing under caution, drops to 13th place.

Lap #48; #2 Fittipaldi receives Chapman S. Root, Terre Haute First National Bank Award of \$5,000 for leading lap #48.

Lap #51: #2 Fittipaldi leads #31 Unser Jr., by 2.7 seconds. 28 cards still running.

Lap #53: #90 St. James returns to track after long pit stop.

Report on Dominic Dobson, Mike Groff: Dobson has bruises to both legs, released from Hanna Medical Center. Mike Groff has left foot injury, remaining at Hanna for observation.

SCOTT GOODYEAR: "I got caught up in the accident and then had motor problems. We didn't expect it because it was a fresh motor. The team has been to hell and back this month. We've been very lucky the last few years and it's just hard to take."

Lap #59: #2 Fittipaldi turned lap of 220.135 mph, leads #31 Unser Jr. by 13.1 seconds.

Goodyear Tire engineers report track temperature of 122 degrees at Noon.

Lap #62: After pit stops by #31 Unser Jr. and #2 Fittipaldi, #12 Jacques Villeneuve becomes first rookie to lead the 1994 "500."

Lap #66: #71 Sharp received detention penalty for incorrect re-entry to track from pit.

Lap #68: After round of pit stops, three cars on lead lap, #2 Fittipaldi by 16.4 seconds over #31 Unser Jr., 42.2 seconds over #12 Villeneuve.

DOMINIC DOBSON: "I couldn't tell exactly what happened. I passed Hideshi (Matsuda) and came inside Groff in turn #1 and there wasn't enough room. I'm not sure if Hideshi was involved."

Lap #74: #2 Fittipaldi lapped #12 Villeneuve, leads #31 Unser Jr. by 14 seconds, cutting number of cars on lead lap to two.

Lap #78: Crew of #25 Marco Greco reports electrical problem has caused extended pit stop.

Lap #83: #18 Jimmy Vasser received warning for exiting pits at 105 mph.

Lap #85: #2 Fittipaldi leads #31 Unser Jr. by 24.6 seconds.

Lap #87: At this point, Penske-owned cars have led all but two laps of the race. In 1988, Penske cars led 192 laps of the 200.

#2 Fittipaldi receives \$2,000 DowElanco "Milestone Award" for leading at 200 miles.

Lap #92: FOURTH CAUTION FLAG. #99 Hideshi Matsuda spun, contacted wall in accident, turn #2. #John Paul Jr., spun in turn #3, #79 Dennis Vitolo and #1 Nigel Mansell together in the warn up lane in turn #3, Vitolo's car resting atop Mansell's, fire starts. Mansell exits quickly, Vitolo also exits car. "The car just ran over the top of him," said Tom Wurtz, Mansell's chief mechanic. "He got out on his own, so we

hope he's okay." #3 Paul Tracy comes to pit road, smoking, extended stop, crew working on turbocharger, car pushed to the garage, out for the day.

MIKE GROFF: "We were feeling not too bad. In turn #1, a couple of cars came up behind me. Someone popped me from behind, which was not too good."

Lap #100: GREEN FLAG. #2 Fittipaldi leads, has led 75 of 100 laps.

MARCO GRECO: "It was a bent valve that stopped us from running and we also had an electrical problem. I felt the bent valve from the start. The whole crew worked very hard to put me in the show. The chassis was okay but the engine was struggling. I'll be back next year."

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PAUL TRACY: "It was still running when I came in. I was trying to work my way up slowly, no risky moves. I was disappointed. It's going to be a good race."

PAUL NEWMAN (co-car owner): "He's (Mansell) okay. He's pretty angry, though."

Lap #101: #5 Boesel issued a warning for entering the pits at 107 mph.

Lap #101: #5 Boesel in pits for extended stop, overheating, crew working on radiators.

Medical Update: John Paul Jr., released from Hanna Medical Center in good condition. Hideshi Matsuda has bruised left leg, released in good condition. Dennis Vitolo released in good condition.

NIGEL MANSELL: "I feel great. I have a concussion. I'm very upset. I've never seen anything like that before." (asked if he'd talked to Vitolo): "You talk to him," he said.

Emerson Fittipaldi started the day 11th on the alltime lap-leader list at Indianapolis. When he led lap #106, he moved past Bobby Unser for eighth on the alltime list with 441 laps led. Earlier, he had passed Billy Arnold (410 laps) and Rick Mears (429 laps).

Lap #113: #8 Michael Andretti stop-and-go penalty for violation of pit speed limit at 102 mph.

Lap #116: #59 Scott Brayton pushed to garage, out for the day. Car owner John Menard said a spark plug broke.

Lap #117: #2 Fittipaldi leads #31 Unser Jr., by 10.1 seconds, #12 Villeneuve by 28.1 seconds. Three cars on lead lap.

JOHN PAUL JR.: "Matsuda crashed first. I ran over something of his and I spun. Me and Michael Andretti were trying to catch up to the pace car."

DENNIS VITOLO: "The car was good at the beginning but it kept getting looser and looser. This is racing. I can't blame anybody but myself."

Lap #125: With pit stops by #2 Fittipaldi and #31 Unser Jr., #12 Villeneuve takes lead for second time today.

Lap #128: #12 Villeneuve leads by 2.4 seconds over #2 Fittipaldi. 20 cars still in race. Three on lead lap.

Lap #130: #2 Fittipaldi retakes lead as #12 Villeneuve pits.

Lap #133: #2 Fittipaldi returns to pits for quick stop to remove piece of paper in radiator, loses lead to #31 Unser Jr., by 4.5 seconds.

Medical Update: Nigel Mansell left Hanna Medical Center before he was completely examined.

Lap #136: FIFTH CAUTION FLAG for can in groove, turn #1.

Lap #138: #5 Boesel attempted to start engine after extended stop, car still overheating, out of race.

Lap #138: GREEN FLAG.

SCOTT BRAYTON: "The motor broke...just one of those things. We were where we needed to be. I can't tell you what it was." (about the third-turn accident): "Vitolo went around me and hit Nigel."

Lap #142: #2 Fittipaldi by 18.8 seconds over #31 Unser Jr., 19.7 seconds over #12 Villeneuve. Three cars on lead lap. 19 cars still in race.

Lap #145: #2 Fittipaldi ran lap of 214.567, leads Unser Jr. by 25.4 seconds, #12 Villeneuve by 27.3 seconds.

RAUL BOESEL: "The car was losing water from the engine. From the start, the car wasn't producing the normal amount of power. I was hoping to hang in there and finish the race, but I guess that didn't happen."

Lap #152: #2 Fittipaldi runs lap at 209.448 mph, leads #31 Unser Jr. by 31.4 seconds, #12 Villeneuve by 36.8 seconds.

Lap #157: #2 Fittipaldi puts lap on third-place #12 Villeneuve. Two cars on lead lap.

Lap #161: #2 Fittipaldi led lap #161 to pass Bill Vukovich for seventh on the Indy 500 all-time lap leader list with 486 career laps led at the Speedway.

Emerson Fittipaldi receives a \$3,000 DowElanco "Milestone" Award for leading at 300 miles and \$4,000 for leading at 400 miles.

Lap #167: #14 Bryan Herta, in 10th place, stalled twice exiting pits.

Lap #168: #2 Fittipaldi to pits, #31 Unser Jr., takes lead.

Lap #170: #2 Fittipaldi back in lead after #31 Unser Jr., pits, leads by 31.1 seconds.

Lap #172: #2 Fittipaldi leads, passing Parnelli Jones for sixth on the Speedway's alltime lap-leader list with 493 career laps led.

Lap #175: #2 Fittipaldi leads #31 Unser Jr. by 34.3 seconds.

RICK RINAMAN (chief mechanic, #2 Fittipaldi, asked if the car would need to be pitted again for fuel): "It depends on the yellow. If the yellow comes out, I don't know."

Lap #178: #2 Fittipaldi leads his 139th leading lap. Previous to today, the most laps led in an Indianapolis 500 by a Penske-owned car was 138 by Gary Bettenhausen in 1972.

Lap #183: #31 Unser Jr., unlapped himself from #2 Fittipaldi. Two cars on lead lap. Unser Jr. trails by 44.4 seconds. 19 cars still in the race.

Lap #185: #2 Fittipaldi hit outside wall in turn #4, hugged the wall, then coasted to a stop just short of the start-finish line. Unser, Jr. takes over lead of lap #185.

In 1993, Emerson Fittipaldi took over the lead on lap #185 and went on to win. In 1994, Fittipaldi lost the lead to Al Unser Jr., on lap #185. Fittipaldi led 145 laps today.

Lap #190: GREEN FLAG. #31 Unser Jr. leads by 5 seconds over #12 Villeneuve.

Lap #191: #31 Unser Jr. leads by 9.5 seconds over #12 Villeneuve.

Medical Update: Emerson Fittipaldi is in good condition and was released from Hanna Medical Center.

Lap #192: #31 Unser Jr. leads by 15.2 seconds over #12 Villeneuve.

Lap #193: #31 Unser Jr. leads by 18.2 seconds over #12 Villeneuve.

Goodyear Tire engineers report track temperature at 2 p.m. as 128 degrees.

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ARIE LUYENDYK: "After it went yellow, the engine blew up."

Lap #195; #31 Unser Jr. leads by 23.8 seconds over #12 Villeneuve.

Lap #196: SEVENTH CAUTION FLAG. #91 Stan Fox slid, hit wall in turn #1.

Lap #197: #31 Unser Jr. leads #12 Villeneuve by 33.3 seconds.

Lap #199: #31 Unser Jr., takes white flag under caution, 7.8 seconds ahead of #12 Villeneuve.

EMERSON FITTIPALDI: "I'm okay. It's a shame. The car was flying. I nearly corrected it, but it was too late. I'm glad AI Jr. is going to win with Mercedes Benz. I'm very disappointed, but that's racing."

Lap #200: #31 Unser Jr., wins his second Indianapolis 500, by 8.6 seconds over #12 Villeneuve under the caution.

Race average speed: 160.872 mph.

Unser Jr.'s victory marks the 15th time the winner has started in the pole position. Three Unsers -- Bobby in 1981, Al in 1987 and Al Jr. in 1994 -- have won the Indianapolis 500 for car owner Roger Penske.

The win was Penske's 10th at the Indianapolis 500. He has captured 11 poles and has won 5 races from the pole.

The 193 laps led by Fittipaldi and Unser Jr. are the most ever in an Indianapolis 500 for the Penske team. The team led 192 laps in 1988.

Race Day Quotes - Sunday May 29, 1994

DR. HENRY BOCK: (on Stan Fox #91 Delta Faucet-Jack's Tool Rental-Hemelgarn) "Stan Fox is on his way to Methodist Hospital. He is awake and alert. He suffered lacerations to his right elbow and is complaining of low back pain."

JOHN ANDRETTI (#33 A.J. Foyt/Jonathan Byrd's Cafeteria/Bryant): (thoughts on the race) "At the beginning, we got to third but we just couldn't keep the balance in the car. The car got real loose as the day went on. The guys worked real hard. I'm not satisfied. Tenth just means you're the ninth loser. I mean, seven years at Indy...you have to finish on top here. I felt like we had a real good shot at winning." (on starting to plot for Charlotte) "I'll start pretty soon...you have to. This one's over. It (Charlotte) is a whole new race."

ROBBY GORDON (#9 Valvoline Cummins Ford): (on early pit stop) "We had a bad set of tires. The car was so loose, so loose. It scared me." (on rest of race) "We got real loose toward the end of fuel every time. We tried to dial it in, but could never quite find it. I'm very happy. The team did a great job all day. This race team can win some races here. We just missed the boat a little bit."

BRIAN TILL (#19 The Mi-Jack Car): "We did what we set out to do, finish in the points. The car was basically pretty good. We had a bit of push most of the day and a little loose toward the end. After everything, Dale (Coyne) and his team went through last year, I'm glad we were able to bring the car home intact. The start was something you really have to experience to describe. I also learned a lot about how the track changes as the race progresses. I'm proud to be a part of the class of '94 here and I'm happy to say that I'm not a rookie here anymore."

EDDIE CHEEVER (#27 Quaker State Special): "The car ran really well. It's a pity that I got that stop and go penalty. I don't know what that was all about. The USAC official made the decision. If he's right, okay it was a good decision, but I have to find out. It (the penalty) affected me. It took us out of the race."

DOMINIC DOBSON (#17 PacWest Racing): (how about Milwaukee) "Well, I hope we can run strong there, and we want to get to the end and see the checkered flag. The PacWest team has run strong on the short oval tracks, but we haven't been able to get past the first pit stop. We've an excellent backup car and the guys are all working on it. We'll have two strong cars and two hungry drivers next Sunday."

SCOTT SHARP (#71 PacWest Racing): (about 500 miles) "That's the longest I've ever gone and my neck is feeling it right now." (about the race) "It's a real shame, the problem with the gear box. We were as fast as anybody after we got back in it. After that we ran just to get experience and tried to get a race under my belt. So I finished sixteenth, so I'm happy about that, I guess. We could have had a top 5 - 6 - 7 place finish. A bit of a shame, the guys worked so hard, but what are you going to do? We're going to get ready for Milwaukee next week."

STEFAN JOHANSSON (#16 Alumax Aluminum): "This was three hours of torture. Basically, the car was very loose. It's okay if you're out there by yourself for a few laps, but as soon as I was in traffic, the car got loose."

JIMMY VASSER (#18 Conseco-STP): (how it feels to finish 4th) "It feels pretty darned good, now it's on to Milwaukee next weekend." (race conditions) "Race conditions were not that bad, even though there was a lot of turbulence out there." (thoughts about Indy) "The Indy 500 is the biggest race, we can really build on this race, not just this one but every one counts. Thanks to the fans for coming out and for all of your support."

HIRO MATSUSHITA (#22 Panasonic Duskin Lola Ford): (about the race) "The car ran pretty strong most of the day when I was by myself, except in traffic in the corners it would jump and oversteer or understeer, depending on the turbulence of the other cars." (race problems) "During the race the air jack didn't work, so they had to use the manual jack, so the pit stops were a little slow."

MAURICIO GUGELMIN (#88 Hollywood Indy Car Chip Ganassi Racing): (on the race) "Basically we learned a lot. I'm glad we finished, it's really good to come out with two points on my first long oval and in Indianapolis. I learned a lot and I'm pretty sure next year we're going to be a lot better."

ARIE LUYENDYK (#28 Indy Regency Racing): "The car was handing poorly for most of the race. After the last pit stop the thing started working reasonably well, then the engine blew. It was a good thing the track was yellow or I would have crashed. When I slowed down for the yellow (for Emerson) I heard a funny noise, first I thought I was running out of fuel then I realized it was the engine. Maybe some plastic or something got under there I don't know."

JACQUES VILLENEUVE (#12 Player's LTD. Forsythe-Green): (feelings on being the voungest rookie and being 2nd in the field) "Feels fantastic. Before coming here I never dreamed of being on the podium. Actually, I was hoping to but I never was thinking I could make it. I was highly confident about the team. I knew they were ready to win and capable of winning and my Player's Reynard was running strong here all month. It feels great because this is the most important race in the world and these are my first points this season as well in Indycar and that's a great place to start in the season" (on his father) "The only memories I have are of being a kid-the memories you have of your father, not a race car driver. He died when I was 12 and I didn't know anything about racing at that point anyway. Definitely I would be happy to see his face today if he was here. I think he would be proud." (on the race) "I took a slow start, just took it easy. I made a mistake at the first pit stop but then just slowly came back up. The car was feeling great. My Player's Reynard was fantastic. Had a lot of understeer in traffic but that's okay because I didn't make mistakes and that's what counts at a place like here." (on the Indy 500) "Just coming here and thinking about the place is a great feeling. Racing the whole 500 miles was already something special." (on the criticism he has received this season) "I'll be a rookie the whole season and if anything happens eyes will be on me if something happens and I'm in the middle of it. That always happens with rookies so I didn't complain about it. A lot has happened this season so far at Australia and Phoenix and I'm happy this has changed things a little bit." (on the restart) "I never intended to (catch Al). I didn't want to lose, because I think 3rd position was 25 seconds behind me so I just wanted to keep a little gap to the end. So I just took the start and when I saw people fighting like crazy around me I just lifted and took it easy. It was stupid to end up in the wall at that point when all we had to do was finish."

BOBBY RAHAL (#4 Miller Genuine Draft): (about race) "It was a great day. I got caught up in traffic and stuck behind the pace car a few times so that hurt us. We got caught in the wrong places. My pit stops were out of sync because during the first stop I stalled it and that cost us. But the race was pretty good, I am just happy to have finished, no less finish third. Two weeks ago we weren't even sure we would be in the race. (About being in this year's race) "It is the most wonderful feeling in the world."

LYN ST. JAMES (#90 Spirit Of The American Woman-JC Penney/Reebok/Lee): (about getting caught up in accident) "I am not sure who hit me but it damaged my left front suspension. I locked the brakes but couldn't get by. But I can't complain to much I finished the race. (about running after repairing car) You have no idea how the car is going to feel once it is repaired so it was an awkward race for me. I just tried to hang in there. You don't

want to give up so you keep going and try to stay on top. This race was more mentally demanding than physically for me."

BRYAN HERTA (#14 AJ Foyt Copenhagen Racing): (about race) "I loved it. I really enjoyed racing here. I thought it'd be a lot tougher to pass than it was. If your car was good you could get by guys. We'll be a lot better the rest of the year now that I got some laps under me. It ain't that bad, just like a big Indy Lights car." (about any trouble) "The back got loose coming out of (turn) one and I had a big tank slapper and I had to go down a gear. Must've scared the guys behind me 'cause nobody passed me. When A.J. came on the radio and said, "halfway", I thought, 'man, just halfway?' I thought it was almost over. Over the course of the race, the car was really good." (about the stall in the pits) "Guess we've got to work on those burnouts".

A.J. FOYT: (about Bryan) "I think Bryan did a hell of a job for this being his first race in an Indy car. There were a few mistakes made but no more than I've made. You've got to remember this is where all the big daddies are and to run in the top ten he did a hell of a job."

MICHAEL ANDRETTI (#8 Target/Scotch Video Chip Ganassi Racing): (start) "Two Penskes crossed the middle of turn four and Hiro Matsushita was ahead of me. I had to back out of it. I had the momentum and I had to pass him which got me into third. The thing that killed us was a cut tire after a long yellow - Lap 29. When it went green I almost lost the car in turn four and when I got to turn one I knew I had a flat tire. After I made that pit stop it got us out of sync and cost us to lose a lap. We lost another lap because we were out of sync and I was running on a full tank and the leaders were running with a lighter load. I was able to catch back up to traffic and being the way the track is now it was harder to make up ground. I had two other cut tires during the race, but we did a good job in the pits. I just tried to get back up front." (on Mario) "I knew during the long yellow he was stopped and I felt bad and I thought we should win it for him. What I didn't know at the time was my own tire was going down, which provided to be so costly to our own race. My dad's result is almost typical of this race other than the one he won."

AL UNSER, JR. (#31 Marlboro Penske Mercedes): (door open by Emerson) "Emerson is another car out there to pass. We are teammates - once the green flag drops he becomes my enemy, just like every other competitor out there. Emerson was the strongest player out there. I got front wing on every stop - didn't get front to grip the way I wanted." (1989) flashback) "Only flashback came riding in pace car with dad. There was Emerson's marks on the wall" - (Al Unser), "See, it comes back to you at this place." (re win) "Win the 500 it's special - 2nd time. First one was very special - this one is just as special. Driving for Roger is a dream come true. I guess we're in the lead in points." (re Emerson's accident) "Emerson got caught in my turbulence. He took a run on me in turn 4 and got caught in my turbulence, I felt bad for a second." (re car) "My car was very good all day long. We had under steer. The crew did a heck of a job. I stalled on the first pit stop. They got me started and came out in third place." (re father seeing finish) "I was really happy that we could give him a birthday present (today, May 29, is Al Unser's 55th birthday). The best present we could give was to win the race." (re competition) "Michael ran awfully strong at the beginning of the race. Jacques Villeneuve did well all day long, he was a threat. You need down force - air in the corners. You really have to be careful out there." (debris on track) "I drove through one of them (crash). I forget who it was, about the third wreck at the south end. Pieces flying everywhere. I ran over a couple pieces. The tires did great today, they held up. We were going to find out if I had a puncture when we went green." (re different to drive this package) "It really wasn't too bad. I ran sixth gear all day - most of the day. Emerson's car was working a little better the first of the day. My radio went away, I couldn't tell them anything. I had a message board in the center of steering wheel. I had a red and black button."

ROGER PENSKE: (re rules - engine) "We won't know til they examine the race - rules have been in for three years." (re possible pitting at end) "We would have had to pit with four laps to go - both cars were going to have to pit. With no radios (Al) I gave him fuel OK on lap board - yellow gave us a cushion." (focused to win) "We started working hard the first of the year, got the first engine running January 1. Al said I'll run this (car) every single day. I didn't win this race 10 times - the people who work for me have won this race 10 times for me. He's (Al) a racer. The car had what we wanted . The warm up lane changed the corners." (re holding back) "I don't think we were holding back in practice. You saw what the car can do today. We also had one of our last year's cars finish third - Rahal. You saw the whole package."

EMERSON FITTIPALDI (#2 Marlboro Penske Mercedes): (what happened) "Very disappointed. At that time I had everything under control and then Al Jr. passed me and then going to turn 4 I just tried to go a little lower than he was. I was two or three cars behind Jr. and I hit the apron, lost the back end and I was about a half a foot too low at that time. It was a shame. The car, she was flying. The car was good. I was going to stop again for a flash quick pit stop. It's a real shame what happened. I feel great about Jr. winning. He did a beautiful job and the Mercedes Benz engine finished. I feel bad it wasn't one and two." (on Jacques Villeneuve) "I knew that he was doing a great run. He was doing a beautiful job and Chuck (Sprague) told me I was just a lap ahead of him. He was running strong. At one point in the race, I was trying to lap him and it was very difficult to pass him." (when you're spinning like that, what goes through your mind) "Well, I was very disappointed. It was very close. I always say, to win a race you have to be on the finish line then you are sure you've won. Everything was under control. I needed to catch and then I started to slide. And then I just hit the wall with the rear tire and then with the front, and I nearly did catch it. The car was fantastic. My worst situation was when I hit a plastic bag and I had to come in for taking the plastic bag off and I was watching the temperature gauge and I told Chuck I needed to come in because the temperature was going up. That was the most critical time of the whole race. Otherwise driving was very smooth for the race. Everything was under control. It's a shame what happened." (ever had a race that was this disappointing) "I think in '90 I had the same situation when I blistered the front tires, I was leading the race. And then in 1991, I had 18 laps to go and I had a half shaft break. I was about a half lap ahead of Michael and Rick Mears. And finally Rick Mears won that race. It's the third time I've been leading and something's happened. It seems that my wins here, I have to be striving and then I can win." (Mercedes dominating) "I think that everybody else can make the same if they want to compete. That's my opinion. When Mercedes announced the engine, they said well, the rules are available, but for years nobody wanted to use it, but we finally did."

MONDAY, MAY 30 The Day After

POST-RACE NOTES, RECORDS AND TRIVIA FROM RACING HISTORIAN BOB WATSON AND SPEEDWAY HISTORIAN BOB LAYCOCK:

— 1994 marks the first time an engine making its first appearance at Indianapolis (Mercedes Benz) has won both the pole and the race, as far back as records exist.

— The fastest lap recorded in the race was 220.680 miles per hour by race leader Emerson Fittipaldi on lap #121. Fittipaldi is the only driver in documented history

dating back to 1951 to have recorded the fastest lap of the race on four occasions. Besides this year, Fittipaldi also recorded the fastest lap in 1989, 1990 and 1993.
— Fittipaldi has led the most laps of an Indy 500 on three occasions 1989 (158 laps, finished 1st), 1990 (128 laps, finished 3rd) and 1994 (145 laps, finished 17th).
— 1994 marks the 15th time that the winning car has started from the pole position. Al Unser Jr. is the 12th different driver to have won from the pole position. Ten of the 12 drivers who won from the pole were also the top lap leader of the race. The two who were not are the 1994 winner, Al Unser Jr., and Rick Mears, who was not the top lap leader in any of his three victories from the pole (1979-88-91).
— The field has started and finished the 200th lap under a caution-flag situation on four occasions in 1940 because of rain, in 1988 because of debris on the track, in 1989 because of an accident and in 1994 because of an accident.
— Car owner Roger Penske has won a record 10 times at Indianapolis 1972-79-81-84-85-87-88-91-93-94. 1994 marks the fifth win from the pole for Penske 1979-81-88-91-94.
— Al Unser Jr.'s winning average speed of 160.872 mph is the 12th fastest in Indianapolis 500 history.
— Emerson Fittipaldi's 145 leading laps is the seventh highest total by a driver in a losing cause. The record for a losing cause is 196 by 11th-place finisher Ralph DePalma in 1912.
— Jacques Villeneuve's second-place finish is the highest by a rookie since Roberto Guerrero finished second in 1984.
— This is the first time a driver has won at Indy with car No. 31.
Jacques Villeneuve's Forsythe-Brown crew led by crew chief Kyle Moyer was

quickest in the pits with five stops for a total pit time of three minutes, 35 seconds to capture the \$5,000 Sears Craftsman "Fastest Pit Crew" competition. Michael Andretti's Chip Ganassi Racing crew, led by crew chief Mike Hull, was second in the contest with six stops for three minutes, 44 seconds. The Ganassi crew receives \$25,000 for being the highest finisher having a Craftsman Pro Chest and Roll-a-way cabinet in its pit during the race. Hull and his crew won the competition in 1993 with a time of three minutes, 11 seconds with driver Arie Luyendyk.

To clarify Al Unser Jr.'s move to the lead: On lap #181, Emerson Fittipaldi lapped Unser Jr., at the start-finish line. On lap #184, Unser Jr., unlapped himself by passing Fittipaldi in the second turn. As Fittipaldi was coming through the fourth turn en route to completion of lap #185, he hit the wall, coming to a stop short of the start-finish line after Unser Jr., completed lap #184 ahead of him. Unser Jr., then came around the track to complete lap #185 and take the lead.

DAY-AFTER MEDIA BRIEFINGS:

ROGER PENSKE: (about rules) "At this particular point, no one has indicated what will happen, so we'll wait and see what's announced by the United States Auto Club." (about the sport's technology): "This is the highest technical level. You saw the fin on our cars when we came here. There were fins on a lot of cars this month. It's not all engine. You have to have a car that will house the engine and transmission also. If you look at the current engines running 209 (cubic inches), there aren't too many pieces of those which are stock block." (about an "advantage"): "In racing, if you don't take advantage of everything you can, you'll be running at the back. It's a matter of interpreting the rules and working harder than everybody else is in trying to win." (about the team's communications when the radio to Al Unser Jr. went out): "Having a message center on the steering wheel, so we could send messages and he could click yes or no, proved beneficial during the race." (about Unser Jr.'s potential at Indy): "At his age and experience, he has the potential to become a five-time winner. Emerson...if he gets the third one yesterday, he could get a couple more." (about Fittipaldi's crash): "I'm not upset at all. If you get down to the last 10-15 laps, it's up to them. They thought we (Al Jr.) could maybe run without stopping for fuel. Emerson pitted a few laps earlier. And we had Villeneuve there."

AL UNSER JR.: (about the Unser family at Indy) "I really don't understand why the Unser family has done so well at Indianapolis. It took me 10 years to win here...I had an awful time. It's been both good and bad for the Unser family. My uncle Jerry got killed here in practice for the '59 race." (about his family): "My two little girls...Cody's already asked me if she can race go-karts. I told her as soon as she's nine, we'll get her in a go-kart. If all three of my kids want to race at Indianapolis, that'd be great. I like bringing Shelley and the kids along because I love 'em and want to be with 'em. It's good when Al gets out of school so he can be with us for the summer." (about last night): "I woke up (this morning) taking pictures in my race car. We celebrated last night. It's something we've wanted for a very long time." (about Milwaukee): "When I was growing up, the Indy winner usually did very well at Milwaukee. Now he doesn't dominate like he did in the '60s and '70s. The quality of the teams...they're much more competitive. It's tough to run in the

top 10." (about joining Penske team): "Roger Penske loves this race track. He puts everything in it to win at this one race track. That's why I joined his race team. I was extremely happy Roger Penske hired me. Winning the Indianapolis 500 is the biggest single race to win but we want to get the No. 1 on the car." (about his two wins here): "Just winning the Indianapolis 500 is special. There's no difference between them. Just winning once is a very lucky thing to happen. There're a lot of guys who raced their entire careers and never won once." (about his father's reaction): "Dad was just extremely happy. He said it was the best birthday present I could give to him. He got to ride in the pace car. It was a lifelong dream come true, to ride in the pace car that I had won." (about the victory): "I have never swept the show here. It doesn't get any better than this. We had a strong second in us. We were looking good for second place. That, in itself, was a good thing."

AL UNSER, JR., GETS SECOND INDIANAPOLIS 500 WIN

INDIANAPOLIS, May 31, 1994 -- Al Unser, Jr., gave his newly retired father a special birthday present by taking the lead 16 laps from the end and winning his second Indianapolis 500 Sunday in the 78th running of the annual auto racing classic.

The 32-year-old second-generation driver from Albuquerque, N.M., driving a Marlboro Penske Mercedes, took over when teammate Emerson Fittipaldi crashed while leading to give car owner Roger Penske a record 10th Indianapolis 500 win and Mercedes Benz its first Indy victory since Ralph DePalma won in 1915.

Unser, Jr., also won the 1992 "500" for Galles Racing and became the third member of his family to win the "500" for Penske, following his uncle Bobby in 1981 and his father in 1987.

The winner's average speed was 160.872 miles per hour (3:06:29.006 hours), officially finishing 8.6 seconds ahead of runnerup rookie Jacques Villeneuve in a race that ended under the caution flag after Stan Fox hit the wall in Turn 1 on Lap 197.

Unser, Jr., took the traditional victory lap around the historic 2 1/2-mile Indianapolis Motor Speedway oval with his father, who won the event four times (1970, 1971, 1978, 1987) before retiring as an active driver on May 17. "Little Al's" win came on the elder Unser's 55th birthday.

"I was really happy we could give him a birthday present," Unser, Jr., said. "The best present was to win the race."

Fittipaldi led 145 laps of the "500" and was nearly a lap ahead of Unser Jr., when he hit the fourth-turn wall on his 185th of the 200 laps. The veteran Brazilian driver also had the fastest lap of the race clocked at 220.680 mph on Lap 121.

Unser, Jr.'s triumph marked the 15th time that the "500" winner had come from the pole position, the fifth time for Penske. The last time the "500" was won from the pole was in 1991 with Rick Mears in a Penske mount.

For Villeneuve, it was the highest finish for a rookie since Roberto Guerrero was runnerup in his first "500" in 1984. His Forsythe-Green crew also was fastest in the pits with a total time of three minutes, 35 seconds for five stops. He was the only other driver to finish on the lead lap with Unser Jr.

Along with Unser, three-time winner Johnny Rutherford (1974, 1976, 1980) retired during May. Mario Andretti, the 1969 winner who has announced his retirement effective at the end of the 1994 PPG Indy Car World Series season, had fuel system problems and finished 32nd in his 29th and final "500."

UNSER, JR., COLLECTS RECORD \$1,373,813 FOR '500' WIN

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INDIANAPOLIS, May 31, 1994 -- Al Unser, Jr., and Penske Racing collected a record winner's payoff of \$1,373,813 for their victory Sunday in the 78th Indianapolis 500. The 33 starters and alternates shared a record total purse of \$7,864,800, it was announced at the "500" Victory Awards Celebration Monday night at the Indiana Convention Center.

The victory and payoff boosted Unser, Jr., into second place all-time in career prize winnings at the Indianapolis Motor Speedway with \$4,262,690. He was fourth prior to the race.

The previous record winner's purse was \$1,244,184 when Al Jr. got his first "500" victory in 1992. The total purse exceeded last year's record tally of \$7,681,300. The Speedway's portion of the prize total was also a record \$6,255,000, breaking the 1993 mark of \$6,150,200.

Unser, Jr.'s total earnings in 12 starts in the "500" put him just behind the retired Rick Mears, who won a record \$4,299,392 through his 15th and final race in 1992.

Emerson Fittipaldi, Unser, Jr.'s Penske teammate and "500" champion in 1989 and 1993, also surpassed the \$4 million barrier after leading 145 laps of his 11th "500" start. Fittipaldi got \$298,163 in Speedway, lap and accessory prizes for 17th place, which boosted him to \$4,042,767, now third on the all-time list.

The smallest prize was \$138,512 awarded to Mario Andretti and Newman/ Haas Racing for 32nd place. Andretti's total for 29 starts in the "500" stands at \$2,766,931, sixth on the all-time list. Last-place finisher Roberto Guerrero picked up \$143,912.

Jacques Villeneuve became history's fastest rookie qualifier, finished as the only driver on the lead lap with Unser, Jr., and was the only driver other than the winner and Fittipaldi to lead. Villeneuve earned Bank One Rookie of the Year honors (\$10,000) and a total runnerup payoff of \$622,713.

The top nine drivers -- plus Fittipaldi -- each picked up more than \$200,000 in prize money.

Unser, Jr.'s total included the \$100,000 PPG Pole Award and a \$35,000 Starcraft/Ford van for capturing the pole position and he also received the Ford Cobra Mustang pace car for the victory.

Complete Prize Fund 1994 Indianapolis 500 Mile Race

FIRST PLACE

DRIVER: Al Unser, Jr.

CAR NAME: Marlboro Penske Mercedes

ENTRANT: Penske Racing, Inc.

CREW CHIEF: Richard Buck

Indianapolis Motor Speedway Corporation Citizens Speedway Committee (Lap Prizes) Citizens Speedway Committee (Parade) Designated Awards	21,600
TOTAL CASH PRIZES	1,373,813
DESIGNATED AWARDS	
Bell Helmets - Pole Position	
Cotter & Company - True Value "Master Mechanic" Award	
GTE - GTE "Front Runner" Award	
Loctite Corporation - Loctite Pole Winner Award	
Monarch Beverage Co., Inc Monarch Single Fastest Lap Award	5,000
PPG Industries, Inc PPG Pole Award	100,000
Raybestos/Brake Parts, Inc Raybestos Pole Chief Mechanic Award	
Raybestos/Brake Parts, Inc Raybestos Pole Award	
Simpson Race Products - Simpson's Pole Position Award	
Starcraft Automotive Corporation - Starcraft Pole Award	
American Dairy Association - Indianapolis 500 Winner Award	
American Dairy Association - Winning Chief Mechanic Award	500
Bell Helmets - First Place	3,500
Borg-Warner Automotive, Inc Borg-Warner Winner's Award	
Bowes Seal Fast Corporation - First Place User	5,000
Delco Remy, GMC - First Place Award	10,000
Earl's Performance Products - First Place User	3,000
Earl's Performance Products - First Place Decal Bonus	3,000
Eastman Kodak Company - Kodak "Photo Finish" Award	
Herff Jones, Inc Herff Jones Winner's Award	
Hyperco, Inc First Place Award	
Ideal Division/Stant Corporation - Winner's Award	
Ideal Division/Stant Corporation - Cheif Mechanic's Award	
Indiana Gas Company, Inc Indiana Gas "On the Gas" Award	
Indianapolis Motor Speedway - Tony Foyt Award	6,000
JCPenney Company, Inc JCPenney "500" Winner Quilt Award	
Loctite Corporation - Loctite Highest Finisher Award	
Loctite Corporation - Loctite Highest Chief Mechanic Awar	
Mallory, Inc Mallory Ignition First Place Award	
Marsh Supermarkets, Inc Marsh "Leader at Lap 5" Award	5,000
Miller Brewing Company - Miller Pit Stop Contest 4th Place	4,000
Monroe Auto Equipment - Monroe Shocks Winner Award	
National City Bank, Indiana - National City Checkered Flag Award	10,000
Philip Morris U.S.A Marlboro "500 Mile Club" Award	
PPG Industries, Inc PPG Starting Field Award	
Raybestos/Brake Parts, Inc Raybestos Winner's Award	
Robert Bosch Corporation - First Place	
Snap-On Tools - Snap-On Tools 1st Place Award	
Stant Manufacturing, Inc Stant 1st Place Award	
Texaco Lubricant Company - Texaco/Havoline Race Winner Award	
The Goodyear Tire & Rubber Company - Goodyear "Winning Car Owner" Award	
y	

SECOND PLACE

DRIVER: Jacques Villeneuve CAR NAME: Player's LTD Forsthe-Green Racing ENTRANT: Forsythe/Green Racing CREW CHIEF: Kyle Mover 177.550 Designated Awards TOTAL CASH PRIZES DESIGNATED AWARDS Hotshots Photografx - Hotshots "Hottest Rookie Lap" Award 5,000 Miller Brewing Company - Miller Pit Stop Contest 1st Place ________25,000 THIRD PLACE DRIVER: Bobby Rahal CAR NAME: Miller Genuine Draft ENTRANT: Rahal/Hogan Racing CREW CHIEF: Larry Ellert Designated Awards 79,750 411,163 TOTAL CASH PRIZES DESIGNATED AWARDS

Third Place (Cont)

Trillu Place (Colit)		
	proporation - Premier Highest Finishing User Awar	
Hobert Bosch Corpor	ration - Third Place	5,000
	Shell Highest Finishing User	
Snap-Un Tools - Sna	ap-On Tools 3rd Place Award	
	MALINETT ME LAW	
	FOURTH PLACE	
DRIVER:	limmy Vaccar	
	Jimmy Vasser Conseco-STP	
CAR NAME: ENTRANT:	Hayhoe Racing, Inc.	
CREW CHIEF:		
Chew Chier.	Phil Casey	
Indianapolis Motor Spea	edway Corporation	215 600
	nmittee (Lap Prizes)	
	nmittee (Parade)	
Designated Awards		
_ 00.g. 10.00 1		
TOTAL CASH PRIZES	***************************************	295.163
DESIGNATED AWARD	8	
	nd Place	
Bowes Seal Fast Cor	rporation - Second Place User	2,500
Canon, USA - Race \	Winner Award	7,500
	Products - Fourth Place User	
	Highest Finishing User	
First Brands - STP Ra	acing - Second Place Oil Treatment	3,000
	acing - First Place Oil Filters	
Ideal Division/Stant C	Corporation - Fourth Place Award	500
	Loctite Winners Award	
Loctite Corporation -	Loctite Winning Chief Mechanic Awar	2,500
	Finishing Award	
	- PPG Starting Field Award	
Raybestos/Brake Par	rts, Inc Raybestos 3rd Place Award	2,000
	ompany (D) - Sears Diehard 4th Place Award	
	ompany (D) - Sears Diehard Emblem Bonus Award	
	ip-On Tools 4th Place Award	
	Inc Stant 2nd Place Award	
Valvoline, Inc Valvo	oline 2nd Highest Finisher Award	10,000
	FIFTH PLACE	
DRIVER:	Robby Gordon	
CAR NAME:	Valvoline Cummins Ford	
ENTRANT:	Walker Racing	
CREW CHIEF:	Dan Miller	
Indianapolis Motor Spee	edway Corporation	203,500
	nmittee (Lap Prizes)	
Citizens Speedway Com	nmittee (Parade)	313
Designated Awards		23,750
TOTAL CASH PRIZES		227,563
DECIONATED AWARDS	0	
DESIGNATED AWARDS		roo
	Products - Fifth Place User	
	Corporation - Fifth Place Award	
Production (Protest Par	- PPG Starting Field Award	12,000
Coare Doobusk 2 Co	rts, Inc Raybestos 4th Place Award	1,000
Sears, HOBBUCK & CO	ompany (D) - Sears Diehard 5th Place Award	2,000
	ıcts - Simpson's 1st Place Awardp-On Tools 3rd Place Award	
	Inc Stant 3rd Place AwardInc Stant 3rd Place Award	
Valuation to Valua	inc Stant 3rd Place Awardbline 3rd Highest Finisher Award	1,000
vaivoinie, inc valvo	Tot	5,000

SIXTH PLACE

DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Michael Andretti Target/Scotch Video Racing Chip Ganassi Racing Teams Inc. Mike Hull
Citizens Speedway Comr	Iway Corporation 194,500 nittee (Lap Prizes) 0 nittee (Parade) 313 50,750
TOTAL CASH PRIZES	
Bowes Seal Fast Corp Delco Remy, GMC - S Earl's Performance Pri First Brands - STP Rai First Brands - STP RAI MBNA - MBNA 3rd Fir PPG Industries, Inc Raybestos/Brake Parts	Sociation - Third Place User
	SEVENTH PLACE
DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Teo Fabi Pennzoil Special Hall Racing, Inc. Alexander Hering
Citizens Speedway Comr	Iway Corporation 196,200 nittee (Lap Prizes) 0 nittee (Parade) 313 20,050
TOTAL CASH PRIZES	216,563
Delco Remy, GMC - S Earl's Performance Pre Pennzoll Products Cor PPG Industries, Inc	Place 300 eventh Place User 1,500 oducts - Seventh Place User 250 npany - Pennzoil 1st Place Award 5,000 PPG Starting Field Award 12,000 s, Inc Raybestos 6th Place Award 1,000
	EIGHTH PLACE
DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Eddie Cheever Quaker State Special Team Menard, Inc. Tim Broyles
Citizens Speedway Comr	iway Corporation 178,500 nittee (Lap Prizes) 0 nittee (Parade) 313 59,750
TOTAL CASH PRIZES	238,563

Eigth Place (Cont)

DESIGNATED AWARDS Bowes Seal Fast Corporation - Fourth Place User
NINTH PLACE
DRIVER: Bryan Herta CAR NAME: AJ Foyt Copenhagan Racing ENTRANT: AJ Foyt Enterprises CREW CHIEF: Craig Baranouski
Indianapolis Motor Speedway Corporation
TOTAL CASH PRIZES
DESIGNATED AWARDS American Dairy Association - American Dairy Qualifying Rookie Aw
TENTH PLACE
DRIVER: John Andretti CAR NAME: AJ Foyt/Jonathan Byrd's Cafeteria ENTRANT: A J Foyt Enterprises CREW CHIEF: Timothy Bumps
Indianapolis Motor Speedway Corporation
TOTAL CASH PRIZES
DESIGNATED AWARDS Bowes Seal Fast Corporation - Sixth Place User

ELEVENTH PLACE

DRIVER:

Mauricio Gugelmin

CAR NAME:	Hollywood Indy Car				
ENTRANT: CREW CHIEF:	Chip Ganassi Racing Teams Inc. Grant Weaver				
	- · · · · · · · · · · · · · · · · · · ·				
Indianapolis Motor Speedway Corporation					
Citizens Speedway Con	mittee (Parade)				
Designated Awards					
TOTAL CASH PRIZES					
DESIGNATED AWARDS					
PPG Industries, Inc	ciation - American Dairy Qualifying Rookie Aw				
	12,000				
	TWELFTH PLACE				
DRIVER:	Brian Till				
CAR NAME:	The Mi-Jack Car				
ENTRANT: CREW CHIEF:	Dale Coyne Racing Bernie Myers				
	•				
Indianapolis Motor Speed	dway Corporation				
Citizens Speedway Com	mittee (Parade)				
Designated Awards					
TOTAL CASH PRIZES					
DESIGNATED AWARDS	}				
American Dairy Assoc	iation - American Dairy Qualifying Rookie Aw				
First Brands - STP Ha	cing - Fourth Place Oil Treatment 1,500 hishing Award 5,000				
PPG industries, inc	PPG Starting Field Award 12 non				
Simpson Race Produc	ets - Simpson's 3rd Place Award				
	THIRTEENTH PLACE				
	• •				
DRIVER: CAR NAME:	Stan Fox Delta Faucet-Jack's Tool Rental-Hem				
ENTRANT:	Hemelgam Racing, Inc.				
CREW CHIEF:	Dan Basala				
Indianapolis Motor Speed	way Corporation 158,000				
Citizens Speedway Comr Citizens Speedway Comr	mittee (Lap Prizes)				
Designated Awards	28,000				
TOTAL CASH PRIZES					
DESIGNATED AWARDS					
Champion Spark Plug	Company - Second Place User				
PPG Industries, Inc I	ing - Fifth Place Oil Treatment 1,000 PG Starting Field Award 12,000				
	- 12,000				

FOURTEENTH PLACE

DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Hiro Matsushita Panasonic Duskin Dick Simon Racing Mark Bridges
Citizens Speedway Com	dway Corporation 154,700 mittee (Lap Prizes) 0 mittee (Parade) 313 22,000
TOTAL CASH PRIZES	177,013
DESIGNATED AWARDS Champion Spark Plug PPG Industries, Inc	S J Company - Third Place User
	FIFTEENTH PLACE
DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Stefan Johansson Alumax Aluminum Bettenhausen Motorsports, Inc. Steve Ritenour
Citizens Speedway Com	dway Corporation 151,800 mittee (Lap Prizes) 0 mittee (Parade) 313 12,000
TOTAL CASH PRIZES	
DESIGNATED AWARDS PPG Industries, Inc	S PPG Starting Field Award
	SIXTEENTH PLACE
DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Scott Sharp PacWest Racing Group PacWest Racing Group Paul Harcus
Citizens Speedway Com	dway Corporation 149,100 mittee (Lap Prizes) 0 rmittee (Parade) 313 12,250
TOTAL CASH PRIZES	
	S ciation - American Dairy Qualifying Rookie Award

SEVENTEENTH PLACE

DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Emerson Fittipaldi Marlboro Penske Mercedes Penske Racing, Inc. Rick Rinaman	
Citizens Speedway Com	dway Corporation mittee (Lap Prizes) mittee (Parade)	65,250
TOTAL CASH PRIZES		298,163
DowElanco - DowElar IBM - IBM "Fastest La J.T. Earlywine & Asso NBD Bank - NBD "Lea PPG Industries, Inc Terre Haute First Natio Texaco Lubricant Corr Texaco Lubricant Corr	Somer" Award	5,000 2,500 5,000 7,500 10,000 10,000 10,000 12,000 12,000 5,000 1,000 1,000
	EIGHTEENTH PLACE	
DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Arie Luyendyk Indy Regency Racing-Eurosport Indy Regency Racing John Jackson	
Citizens Speedway Comn	way Corporation	0
TOTAL CASH PRIZES		161,412
DESIGNATED AWARDS Champion Spark Plug (PPG Industries, Inc F	Company - Fourth Place User PG Starting Field Award	5,000 12,000
	NINETEENTH PLACE	
CAR NAME: ENTRANT:	Lyn St. James Spirit of the American Woman-JCPenn Dick Simon Racing Emory Donaldson	
Citizens Speedway Comm	vay Corporationittee (Lap Prizes)ittee (Parade)	0 312
TOTAL CASH PRIZES		161,212

Nineteenth Place (Cont)

Mineteenth Place (Cont)		
First Brands - STP Ra First Brands - STP Ra	on of America - Most Consistent Qualifying Laps	
	TWENTIETH PLACE	
DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Scott Brayton Glidden Paint Special Team Menard, Inc. Terry Day	
Citizens Speedway Comi	dway Corporation 164,800 mittee (Lap Prizes) 0 mittee (Parade) 312 12,000	
TOTAL CASH PRIZES		
DESIGNATED AWARDS PPG Industries, Inc	PPG Starting Field Award 12,000	
	TWENTY-FIRST PLACE	
DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Raul Boesel Duracell Charger Dick Simon Racing Brad McCanless	
Citizens Speedway Comr	Iway Corporation 137,800 nittee (Lap Prizes) 0 nittee (Parade) 312 35,000	
TOTAL CASH PRIZES		
Loctite Corporation - L Klipsch And Associate Miller Brewing Compar	ner" Award	
	TWENTY-SECOND PLACE	
DRIVER: CAR NAME: ENTRANT: CREW CHIEF:	Nigel Mansell Kmart Texaco Havoline Newman/Haas R Newman/Haas Racing Thomas Wurtz	
Citizens Speedway Comm	way Corporation	
TOTAL CASH PRIZES		
DESIGNATED AWARDS Exide - Exide Battery F PPG Industries, Inc F	lighest Finisher	

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TWENTY-THIRD PLACE

DRIVER:

Paul Tracy

Marlboro Penske Mercedes CAR NAME: Penske Racing, Inc. ENTRANT: CREW CHIEF: Jon Bouslog Indianapolis Motor Speedway Corporation 139,300 Citizens Speedway Committee (Parade) 312 Designated Awards 12,000 TOTAL CASH PRIZES DESIGNATED AWARDS TWENTY-FOURTH PLACE DRIVER: Hideshi Matsuda CAR NAME: Beck Motorsports/Simon Racing ENTRANT: Dick Simon Racing CREW CHIEF: Greg Beck Indianapolis Motor Speedway Corporation 132,800 Citizens Speedway Committee (Lap Prizes) 0 17,250 Designated Awards TOTAL CASH PRIZES DESIGNATED AWARDS TWENTY-FIFTH PLACE DRIVER: John Paul, Jr. CAR NAME: CYBERGENICS/Team Losi/Pro Formance ENTRANT: Pro Formance Motorsports CREW CHIEF: Randy Bain Citizens Speedway Committee (Parade) 312 Designated Awards 37.000 TOTAL CASH PRIZES DESIGNATED AWARDS

TWENTY-SIXTH PLACE

DRIVER:

Dennis Vitoto

CAR NAME: Hooligan's/Carlo/Charter America/Si ENTRANT: Dick Simon Racing CREW CHIEF: Peter Jacobs Designated Awards TOTAL CASH PRIZES 143.862 DESIGNATED AWARDS TWENTY-SEVENTH PLACE DRIVER: Marco Greco CAR NAME: Int Sports LTD ENTRANT: Arciero Racing Teams CREW CHIEF: Barry Brooke Designated Awards 17.250 TOTAL CASH PRIZES DESIGNATED AWARDS TWENTY-EIGHTH PLACE DRIVER: Adrian Fernadez CAR NAME: Tecate/Quaker State/Reynard/timor ENTRANT: Galles Racing International CREW CHIEF: Mitch Davis Designated Awards 18,000 TOTAL CASH PRIZES DESIGNATED AWARDS

TWENTY-NINTH PLACE

DRIVER:

Dominic Dobson

Driven:	DOMING DODSON	
CAR NAME:	PacWest Racing Group	
ENTRANT:	PacWest Racing Group	
CREW CHIEF:	David Luckett	
Indianapolis Motor Spee	dway Corporation	127,600
Citizens Speedway Com	mittee (Lap Prizes)	0
Citizens Speedway Com	mittee (Parade)	312
Designated Awards		12,000
TOTAL CASH PRIZES		139,912
DESIGNATED AWARDS PPG Industries, Inc	S - PPG Starting Field Award	12,000
	THIRTIETH PLACE	
DRIVER:	Scott Goodyear	
CAR NAME:	Budweiser King Special	
ENTRANT:	Budweiser King Racing	
CREW CHIEF:	Chris Griffis	
Indianapolis Motor Spee	edway Corporation	137,000
Citizens Speedway Com	nmittee (Lap Prizes)	0
Citizens Speedway Com	nmittee (Parade)	312
Designated Awards		22,000
		150 212
TOTAL CASH PRIZES	***************************************	108,012
DESIGNATED AWARD	S	
Raybestos Brakes - "	Tough Brakes" Award	5,000
S.R.F. Industries - "M	v Bubble Burst" Award	5,000
PPG Industries, Inc	- PPG Starting Field Award	12,000
	THIRTY-FIRST PLACE	
DRIVER:	Mike Groff	
CAR NAME:	Motorola	
ENTRANT:	Rahal/Hogan Racing	
CREW CHIEF:	Rob Hill	
Indianapolis Motor Spee	edway Corporation	126,500
Citizens Speedway Corr	nmittee (Lap Prizes)	0
Citizens Speedway Con	nmittee (Parade)	312
Designated Awards		12,000
TOTAL CASH PRIZES		138,812
DESIGNATED AWARD PPG Industries, Inc.	oS - PPG Starting Field Award	12,000

THIRTY-SECOND PLACE

DRIVER:

Mario Andretti

CAR NAME: Kmart Texaco Havoline Newman/Haas R ENTRANT: Newman/Haas Racing CREW CHIEF: John Simmonds 12,000 Designated Awards TOTAL CASH PRIZES 138.512 DESIGNATED AWARDS THIRTY-THIRD PLACE DRIVER: Roberto Guerrero CAR NAME: Interstate Batteries/Pagan Racing ENTRANT: Pagan Racing CREW CHIEF: John Barnes Designated Awards TOTAL CASH PRIZES DESIGNATED AWARDS

OFFICIAL PRIZE LIST, TIMES & AVERAGES

1994 INDIANAPOLIS 500

F	S										
P	Р	CAR	t	DRIVER	Qualify	Lap	s	Time	Speed	Prizes	Prizes
1	1	31	W	Al Unser, Jr.	228.011 >	20	0 3	3:06:29.006	160.872	878,900	1,373,813
2	4	12	RY	Jacques Villeneuve	226.259	20	0 3	3:06:37.606	160.749	441,700	622,713
3	28	4	W	Bobby Ranal	224.094 >	(19	9 3	3:06:34.301	159.992	331,100	411,163
4	16	18		Jimmy Vasser	222.262 >	(19	9 (3:06:36.145	159.966	215,600	295,163
5	19	9		Robby Gordon	221.293 >	(19	9 (3:06:36.455	159.961	203,500	227,563
6	5	8		Michael Andretti	226.205	(*19	8 3	3:06:33.498	159.200	194,500	245,563
7	24	11		Teo Fabi	223.394 >	(19	8 3	3:06:40.098	159.106	196,200	216,563
8	11	27		Eddie Cheever	223.163 >	(19		3:06:32.827			238,563
9	22	14	R	Bryan Herta	220.992	19		3:06:35.786			212,213
10	10	33		John Andretti	223.263 >			3:06:35.053			191,750
11	29	88	R	Mauricio Gugelmin	223.104 >	(19	6 3	3:06:44.192	157.441	169,500	182,063
12	21	19	R	Brian Till	221.107 >			3:06:43.025			180,763
13	13	91		Stan Fox	222.867	19	3 3	3:00:18.801	160.554	158,000	186,313
14	18	22		Hiro Matsushita	221.382 >			3:06:39.297			177,013
15	27	16		Stefan Johansson	221.518)			3:06:38.668			164,113
16	17	71		Scott Sharp	222.091 >			3:06:30.170			161,663
17	3	2		Emerson Fittipaldi	227.303	18		2:44:21.741			298,163
18	8	28	W	Arie Luyendyk	223.673	17		2:45:56.398		• • • • •	161,412
19	6	90		Lyn St. James	224.154 >		-	3:06:41.737			161,212
20	23	59		Scott Brayton	223.652	11		1:58:41.719			177,112
21	2	5		Raul Boesel	227.618	10		1:41:55.170			173,112
22	7	1		Nigel Mansell	224.041	9		1:26:18.585			153,312
23	25	3		Paul Tracy	222.710	_		1:36:40.697			151,612
24	14	99	R		222.545	9		1:25:19.161			150,362
25	30	45		John Paul, Jr.	222.500	8		1:25:37.576			168,812
26	15	79	R		222.439	8	_	1:26:33.261			143,862
27	32	25	R	Marco Greco	221.216			1:34:59.114	83.697		171,762
28	26	7	R	Adrian Fernandez	222.657	_	0	28:53.357	155.767		146,612
29	12	17		Dominic Dobson	222.970	2		27:52.185			139,912
30	33	40		Scott Goodyear	223.817	2				137,000	159,312
31	31	10		Mike Groff	221.355		8	27:52.090			138,812
32	9	6	W	Mario Andretti	223.503	2		19:38.803			138,512
33	20	21		Roberto Guerrero	221.278	2	0	16:35.795	180.760	126,100	143,912

TOTALS:

\$6,255,000 \$7,864,800

Lap Leaders:

#2 Emerson Fittipaldi \$65,250 (145 Laps: 24-61, 64-124, 130-133, 139-164, 169-184) #31 Al Unser, Jr. \$21,600 (48 Laps: 1-23, 134-138, 185-200) #12 Jacques Villeneuve \$3,150 (7 Laps: 62-63, 125-129)

x=Running At Finish *=Penalties * Car #8 one lap penalty applied for passing under yellow.

Caution Flags:

Laps 7-9: Vitolo Spun, Turn #4
Laps 21-27: Guerrero Hit Wall, Turn #2
Laps 30-40: Dobson-Groff Accident, Turn #1
Laps 92-100: Matsuda Accident, Turn #1;
Paul, Jr. Spun, Turn #2;
Vitolo-Mansell Accident, Turn #3 Warm-Up Lane
Laps 137-139: Debris, Trun #1
Laps 185-190: Fittipaldi Hit Wall, Turn #4
Laps 197-200: Fox Hit Wall, Turn #1
Total: 7 Cautions for 43 Laps

OFFICIAL BOX SCORE 78th Running - May 29, 1994 INDIANAPOLIS 500 MILE RACE

F	S					Laps	Running/	
P	P	CAI	R	DRIVER	CAR NAME & CHASSIS	•	Reason	
1	1	31	W	Al Unser, Jr.	Marlboro Penske Mercedes	94/P/MB 200	160.872	
2	4	12	R	Jacques Villeneuve	Player's LTD Forsythe-Green	94/R/F 200	160.749	
3	28	4	W	Bobby Rahal	Miller Genuine Draft	93/P/IL 199	Running	
4	16	18		Jimmy Vasser	Conseco-STP	94/R/F 199	Running	
5	19	9		Robby Gordon	Valvoline Cummins Ford	94/L/F 199	Running	
6	5	8		Michael Andretti	Target/Scotch Video Chip Ganassi	94/R/F*198	Running	
7	24	11		Teo Fabi	Pennzoil Special	94/R/IL 198	Running	
8	11	27		Eddie Cheever	Quaker State Special	93/L/M 197	Running	
9	22	14	R	Bryan Herta	AJ Foyt Copenhagen Racing	94/L/F 197	Running	
10	10	33		John Andretti	AJ Foyt/Jonathan Byrd's/Bryant	94/L/F 196	Running	
11	29	88	R	Mauricio Gugelmin	Hollywood Indy Car Chip Ganassi	94/R/F 196	Running	
12	21	19	R	Brian Till	The Mi-Jack Car	93/L/F 194	Running	
13	13			Stan Fox	Delta Faucet-Jack'siTool-Hemelgar	n 94/R/F 193	Accident	
14	18	22		Hiro Matsushita	Panasonic Duskin	94/L/F 193	Running	
15	27	16		Stefan Johansson	Alumax Aluminum	93/P/IL 192	Running	
16	17	71	R	Scott Sharp	PacWest Racing	94/L/F 186	Running	
17	3	2	W	Emerson Fittipaldi	Marlboro Penske Mercedes	94/P/MB 184	Accident	
18	8	28	W	Arie Luyendyk	Indy Regency Racing-Eurosport	94/L/IL 179	Engine	
19	6	90		Lyn St. James	Spirit Women-JCPenney/Reebok/Li	ee 94/L/F 170	Running	
20	23	59		Scott Brayton	Glidden Paint Special	93/L/M 116	Engine	
21	2	5		Raul Boesel	Duracell Charger	94/L/ 100	Water Pump	
22	7	1		Nigel Mansell	Kmart Texaco Havoline Newman/H	aas94/L/F 92	Accident	
23	25	3		Paul Tracy	Marlboro Penske Mercedes	94/P/MB 92	Turbo	
24	14	99	R	Hideshi Matsuda	Beck Motorsports/Simon Racing	93/L/F 90	Accident	
25	30	45		John Paul, Jr.	Pro Formance Team Losi/Cyberger	nics93/L/IL 89	Accident	
26		79	R	Dennis Vitolo	Hooligan's/Carlo/Charter America	93/L/F 89	Accident	
27	32	25	R	Marco Greco	Int Sports LTD	94/L/F 53	Electrical	
28	26	7	R	Adrian Fernandez	Tecate/Quaker State/Reynard/ilmor	94/R/IL 30	Suspension	
	12	17		Dominic Dobson	PacWest Racing	94/L/F 29	Accident	
30	33	40		Scott Goodyear	Budweiser King Racing	94/L/F 29	Mechanical	
31	31	10		Mike Groff	Motorola 9	3/P/ILC+ 28	Accident	
32	9	6	W	Mario Andretti	Kmart Texaco Havoline Newman/H	aas94/L/F 23	Fuel System	
33	20	21		Roberto Guerrero	Interstate Batteries/Pagan Racing	92/L/B 20	Accident	
	* Car #8 1-lap penalty for passing under the yellow.							

Time of Race: 3:06:29.006 Average Speed: 160.872 Margin of Victory: 8.6 seconds

Fastest Lap/Leading Lap: #2 Emerson Fittipaldi, Lap 121 - 220.680

CHASSIS LEGEND:

L-Lola; P-Penske; R-Reynard

ENGINE LEGEND:

F - Ford Cosworth XB; M-Menard V6; IL-Ilmor V8-D; ILC+-Ilmor C+; MB-Mercedes Benz; B-Buick Indy V6

LEGEND:

FP=Finish Posiiton, SP= Start Position, W=Winner, R=Rookie, RY=Rookie of the Year

INDIANAPOLIS MOTOR SPEEDWAY, 1995 SCHEDULE

The 79th Indianapolis 500 May 28, 1995 Month of May Schedule

Saturday	May 6, 1995	Opening Day & Practice (Public Gates Open 10:00 a.m.)
	May 7-12, 1995	Practice Days
Saturday	May 13, 1995	Pole Qualifying
Sunday	May 14, 1995	Qualifying, Day 2
	May 15-19, 1995	Practice Days
Saturday	May 20, 1995	Qualifying, Day 3
Sunday	May 21, 1995	Final Qualifying (Bump Day)
Thursday	May 25, 1995	Final Practice (Carburetion Day)
Saturday	May 27, 1995	Driver's Meeting (Victory Lane)
		"500" Festival Parade (Downtown)
Sunday	May 28, 1995	79th Indianapolis 500
		ABC TV Live, IMS Radio Network Live
Monday	May 29, 1995	Victory Dinner (Convention Center)

Check local TV and radio listings for extensive national and international coverage on ABC-TV, ESPN, TNN and IMS Radio Network. Television feature programing for the Indianapolis 500 begins in February.

Brickyard 400 NASCAR Winston Cup Event August 5, 1995

Wednesday	August 2, 1995	Practice (1-5PM)
Thursday	August 3, 1995	Practice, Qualifying 1-20
Friday	August 4, 1995	Practice, Qualifying 21-40
Saturday	August 5, 1995	Brickyard 400
•	•	ABC TV Live, IMS Radio Network Live

Check local TV and radio listings for extensive national and international coverage of all IMS events on ABC-TV, ESPN, TNN and IMS Radio Network. Television feature programming for the Brickyard 400 begins in June.

Brickyard Crossing Championship

Sept. 11-17, 1995 Senior PGA Tour (Tournament office: 317/484-6558)