



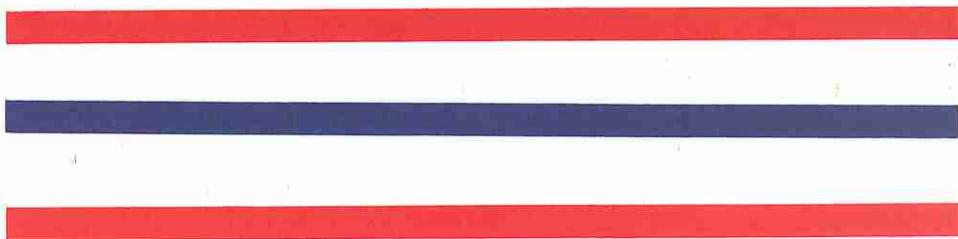
1995

DAY-BY-DAY

TRACKSIDE REPORT

FOR THE MEDIA

INDIANAPOLIS MOTOR
SPEEDWAY



DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA



THE 79th ANNUAL INDIANAPOLIS 500-MILE RACE

LADIES AND GENTLEMEN OF THE MEDIA:

Welcome to the Indianapolis Motor Speedway for the 79th running of the 500-Mile Race and the 50th anniversary of the Hulman family's restoration of its historic tradition.

Complete daily reports of the month of May, column notes, track record information and other background materials are included here to assist you in covering the "500".

If we may be of further assistance, please ask any of our media staff members for help.

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Starting Lineup/Media Guide - 1995 Indianapolis 500-Mile

Car	Gar.	Races	Driver	Car Name	YR/IC/EIT	Entrant	Chief Mechanic	Pit	Speed
1	60 C-15	13	Scott Brayton	Quaker State/Glidden	95/L/M/G	Team Menard, Inc.	Bill Martin	7	231.604
2	40 C-12	10 W	Arie Luyendyk	Glidden/Quaker State	95/L/M/G	Team Menard, Inc.	Brad McCantless	8	231.031
3	24 B-12	5	Scott Goodyear	LCI/Motorola/CNN/ Honda	95/R/H/F	Tasman Motorsports Group, Inc.	Joe Flynn	1	230.759
4	6 B-31	10	Michael Andretti	Kmart/Texaco Havoline/Lola/Newman Haas Racing	95/L/F/G	Newman Haas Racing	Tim Bumps	12	229.294
5	27 B-21	1	Jacques Villeneuve	Player's Ltd./Team Green	95/R/F/G	Team Green	Kyle Moyer	6	228.397
6	18 B-25	1	Mauricio Gugelmin	Hollywood /PacWest	95/R/F/G	PacWest Racing Group	Russell Cameron	18	227.923
7	5 A-09	2	Robby Gordon	Valvoline/Cummins Special	95/R/F/G	Walker Racing	Dan Miller	16	227.531
8	20 C-06	3	Scott Pruett	Firestone Patrick Racing	95/L/F/F	Patrick Racing	Tony Van Dongen	3	227.403
9	12 B-19	3	Jimmy Vasser	Target/S/TP Reynard Ford	95/R/F/G	Target/Chip Ganassi Racing Teams, Inc.	Grant Weaver	24	227.350
10	25 C-21	3	Hiro Matsushita	Panasonic Duskin YKK Reynard 95I	95/R/F/F	Arciero Wells Racing	Bharat Naran	4	226.867
11	91 C-17	7	Stan Fox	Delta Faucet/Bowling/Hemelgarn	95/R/F/F	Hemelgarn Racing, Inc.	Brian Nott	11	226.588
12	31 B-09	0 R	Andre Ribeiro	LCI International/Honda	95/R/H/F	Tasman Motorsports Group, Inc.	Ed Dadoo	2	226.495
13	21 A-25	10	Roberto Guerrero	Upper Deck/General Components	94/R/M/B/G	Pagan Racing	John Barnes	22	226.402
14	14 A-01	5	Eddie Cheever	A J Foyt/Copenhagen Racing	95/L/F/G	A J Foyt Enterprises	Craig Baranowski	28	226.314
15	33 A-11	7	Teo Fabi	CE/Indeck Reynard Ford	95/R/F/G	Forsythe Racing, Inc.	Phil LePan	23	225.911
16	3 B-29	3	Paul Tracy	Kmart/Budweiser/Lola/Newman Haas Racing	95/L/F/G	Newman Haas Racing	John Simmonds	14	225.795
17	34 A-08	0 R	Alessandro Zampedri	The Mi-Jack Car	94/L/F/F	Payton/Coyne Racing	John King	26	225.753
18	17 B-25	11W	Danny Sullivan	VISA Bank of America/ PacWest	95/R/F/G	PacWest Racing Group	Paul Marcus	19	225.496
19	8 A-23	0 R	Gil de Ferran	Pennzoil Special/Hall Racing	95/R/M/B/G	Hall Racing, Inc.	Alex Hering	31	225.437
20	54 C-05	1	Hideshi Matsuda	Beck Motorsports/Taisan/Zunne Group	94/L/F/F	Beck Motorsports	Chris Beck	10	227.818
21	9 B-01	12 W	Bobby Rahal	Miller Genuine Draft	95/L/M/B/G	Rahal Hogan Racing	Jim Prescott	20	227.081
22	11 B-03	8	Raul Boesel	The Duracell Charger	95/L/M/B/G	Rahal Hogan Racing	Rob Hill	21	226.028
23	80 C-12	2	Buddy Lazier	Glidden/Quaker State	95/L/M/G	Team Menard, Inc.	Stu Hackett	9	226.017
24	7 B-11	0 R	Eliseo Salazar	Cristal / Mobil 1 /Copec	95/L/F/G	Dick Simon Racing, Inc.	John Wetland	34	225.023
25	10 C-21	1	Adrian Fernandez	Tecate Beer/Quaker State/Galles	95/L/M/B/G	Galles Racing International	Mitch Davis	5	227.803
26	19 A-06	1	Eric Bachelart	The AGFA Car	94/L/F/F	Payton/Coyne Racing	Doug Myers	27	226.875
27	15 A-12	0 R	Christian Fittipaldi	Marlboro Chapeco Special	95/R/F/G	Walker Racing	Phil Howard	17	226.375
28	90 C-27	3	Lyn St. James	Whitlock Auto Supply Lola	95/L/F/G	Dick Simon Racing	Rich Simon	32	225.346
29	22 C-26	0 R	Carlos Guerrero	Herdez-Viva Mexico/Lola/Ford Cosworth	95/L/F/G	Dick Simon Racing	Steve Gough	33	225.831
30	41 A-05	1	Scott Sharp	A J Foyt/Copenhagen Racing	95/L/F/G	A J Foyt Enterprises	Jim Bailie	29	225.711
31	16 A-32	2	Stefan Johansson	Team Alumax	94/R/F/G	Bettenhausen Motorsports, Inc.	Steve Ritenour	30	225.547
32	77 C-23	3	Davy Jones	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling	95/L/F/G	Jonathan Byrd/Dick Simon Racing	Gilbert Lage	35	225.135
33	4 B-07	1	Bryan Herta	Target/Scotch Video Reynard Ford	95/R/F/G	Target/Chip Ganassi Racing Team, Inc.	Mike Hull	25	225.551
34	56 B-02	0 R	Franck Freon	Miller Genuine Draft	95/L/M/B/G	Rahal Hogan Racing	Jim Prescott		224.907
35	92 A-29	0 R		Autosport Racing Team	92/L/M/F	Autosport Racing Team	Kelly Arrison		224.432

Alternates

36	10 C-21	1	Adrian Fernandez	Tecate Beer/Quaker State/Galles	95/L/M/B/G	Galles Racing International	Mitch Davis	5	227.803
37	19 A-06	1	Eric Bachelart	The AGFA Car	94/L/F/F	Payton/Coyne Racing	Doug Myers	27	226.875
38	15 A-12	0 R	Christian Fittipaldi	Marlboro Chapeco Special	95/R/F/G	Walker Racing	Phil Howard	17	226.375
39	90 C-27	3	Lyn St. James	Whitlock Auto Supply Lola	95/L/F/G	Dick Simon Racing	Rich Simon	32	225.346
40	22 C-26	0 R	Carlos Guerrero	Herdez-Viva Mexico/Lola/Ford Cosworth	95/L/F/G	Dick Simon Racing	Steve Gough	33	225.831
41	41 A-05	1	Scott Sharp	A J Foyt/Copenhagen Racing	95/L/F/G	A J Foyt Enterprises	Jim Bailie	29	225.711
42	16 A-32	2	Stefan Johansson	Team Alumax	94/R/F/G	Bettenhausen Motorsports, Inc.	Steve Ritenour	30	225.547
43	77 C-23	3	Davy Jones	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling	95/L/F/G	Jonathan Byrd/Dick Simon Racing	Gilbert Lage	35	225.135
44	4 B-07	1	Bryan Herta	Target/Scotch Video Reynard Ford	95/R/F/G	Target/Chip Ganassi Racing Team, Inc.	Mike Hull	25	225.551
45	56 B-02	0 R	Franck Freon	Miller Genuine Draft	95/L/M/B/G	Rahal Hogan Racing	Jim Prescott		224.907
46	92 A-29	0 R		Autosport Racing Team	92/L/M/F	Autosport Racing Team	Kelly Arrison		224.432

33-Car Field Average: 1995 - 226.912 1994 - 223.270 (Faster by 3.642 mph)W = Former Winner, R = Rookie
 Engine Legend: F = Ford Cosworth XB; H = Honda Indy V8; M = Menard V6; MB = Mercedes Benz
 Chassis Legend: L = Lola, R = Reynard

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Numerical Starting Lineup for the 79th Annual Indianapolis 500
May 28, 1995

CAR	SP	Driver	P.R. Representative	YR/Car/ Eng/Tire	MPH
3	16	Paul Tracy	Michael Knight	95/L/F/G	225.795
4	33	Bryan Herta	Jim Seitz	95/R/F/G	225.551
5	7	Robby Gordon	Kathi Lauterbach	95/R/F/G	227.531
6	4	Michael Andretti	Michael Knight	95/L/F/G	229.294
7	24	R Eliseo Salazar	Allyson Clark	95/L/F/G	225.023
8	19	R Gil de Ferran	Deke Houlgate	95/R/MB/G	225.437
9	21	W Bobby Rahal	Tom Blattler	95/L/MB/G	227.081
10	25	Adrian Fernandez	Amy Dangler	95/L/MB/G	227.803
11	22	Raul Boesel	Scott Reisz	95/L/MB/G	226.028
12	9	Jimmy Vasser	Jim Seitz	95/R/F/G	227.350
14	14	Eddie Cheever	Anne Fornoro	95/L/F/G	226.314
15	27	R Christian Fittipaldi	Fernando de Paiva	95/R/F/G	226.375
16	31	Stefan Johansson	Rick Shaffer	94/R/F/G	225.547
17	18	W Danny Sullivan	Scott Tingwald	95/R/F/G	225.496
18	6	Mauricio Gugelmin	Scott Tingwald	95/R/F/G	227.923
19	26	Eric Bachelart	Lowell Werner	94/L/F/F	226.875
20	8	Scott Pruett	Kevin Diamond	95/L/F/F	227.403
21	13	Roberto Guerrero	Stew Corbett	94/R/MB/G	226.402
22	29	R Carlos Guerrero	Antonio Maron	95/L/F/G	225.831
24	3	Scott Goodyear	Mark Spiegel	95/R/H/F	230.759
25	10	Hiro Matsushita	Mark Christian	95/R/F/F	226.867
27	5	Jacques Villeneuve	Francois Cartier	95/R/F/G	228.397
31	12	R Andre Ribeiro	Tamy Valkosky	95/R/H/F	226.495
33	15	Teo Fabi	Paul Gatsos	95/R/F/G	225.911
34	17	R Alessandro Zampedri	Lowell Werner	94/L/F/F	225.753
40	2	W Arie Luyendyk	Andy Card	95/L/M/G	231.031
41	30	Scott Sharp	Anne Fornoro	95/L/F/G	225.711
54	20	Hideshi Matsuda	Barbara Siever	94/L/F/F	227.818
56	Alt		Tom Blattler	95/L/MB/G	224.907
60	1	Scott Brayton	Andy Card	95/L/M/G	231.604
77	32	Davy Jones	Lynda Havens	95/L/F/G	225.135
80	23	Buddy Lazier	Andy Card	95/L/M/G	226.017
90	28	Lyn St. James	Allyson Clark	95/L/F/G	225.346
91	11	Stan Fox	Sandy Campbell	95/R/F/F	226.588
92	Alt	R Franck Freon	Gina Casey	92/L/M/F	224.432

CHASSIS/ENGINE LEGEND: L-Lola; R-Reynard; F- Ford-Cosworth XB; H-Honda V8; M-Menard V6; MB-Mercedes Benz.

DRIVER LEGEND: R-Rookie; W-Winner.

TIRE LEGEND: F-Firestone; G-Goodyear.

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**1995 Indianapolis 500
Pit Lane Assignments**

Pit Car	Driver	Car Name	YR/C/E/T	Time	Speed
1 24	Scott Goodyear	LCI/Motorola/CNN/Honda	95/R/H/F	2:36.007	230.759
2 31 R	Andre Ribeiro	LCI International/Honda	95/R/H/F	2:38.944	226.495
3 20	Scott Pruett	Firestone Patrick Racing	95/L/F/F	2:38.309	227.403
4 25	Hiro Matsushita	Panasonic Duskin YKK Reynard 95l	95/R/F/F	2:38.683	226.867
5 10	Adrian Fernandez	Tecate Beer/Quaker State/Galles	95/L/MB/G	2:38.031	227.803
6 27	Jacques Villeneuve	Player's Ltd./Team Green	95/R/F/G	2:37.620	228.397
7 60	Scott Brayton	Quaker State/Glidden	95/L/M/G	2:35.438	231.604
—— Gasoline Alley ——					
8 40 W	Arie Luyendyk	Glidden/Quaker State	95/L/M/G	2:35.823	231.031
9 80	Buddy Lazier	Glidden/Quaker State	95/L/M/G	2:39.280	226.017
10 54	Hideshi Matsuda	Beck Motorsports/Taisan/Zunne Group	94/L/F/F	2:38.021	227.818
11 91	Stan Fox	Delta Faucet/Bowling/Hemelgarn	95/R/F/F	2:38.879	226.588
12 6	Michael Andretti	Kmart/Texaco Havoline/Lola/Newman Haas Racing	95/L/F/G	2:37.004	229.294
14 3	Paul Tracy	Kmart/Budweiser/Lola/Newman Haas Racing	95/L/F/G	2:39.437	225.795
15	—— ABC Sports Network ——				
	—— USAC ——				
16 5	Robby Gordon	Valvoline/Cummins Special	95/R/F/G	2:38.220	227.531
17 15 R	Christian Fittipaldi	Marlboro Chapeco Special	95/R/F/G	2:39.028	226.375
18 18	Mauricio Gugelmin	Hollywood /PacWest	95/R/F/G	2:37.948	227.923
19 17 W	Danny Sullivan	VISA Bank of America/ PacWest	95/R/F/G	2:39.648	225.496
20 9 W	Bobby Rahal	Miller Genuine Draft	95/L/MB/G	2:38.534	227.081
21 11	Raul Boesel	The Duracell Charger	95/L/MB/G	2:39.272	226.028
22 21	Roberto Guerrero	Upper Deck/General Components	94/R/MB/G	2:39.009	226.402
23 33	Teo Fabi	CE/Indeck Reynard Ford	95/R/F/G	2:39.355	225.911
24 12	Jimmy Vasser	Target/STP Reynard Ford	95/R/F/G	2:38.346	227.350
—— Pit Opening ——					
25 4	Bryan Herta	Target/Scotch Video Reynard Ford	95/R/F/G	2:39.609	225.551
26 34 R	Alessandro Zampedri	The Mi-Jack Car	94/L/F/F	2:39.466	225.753
27 19	Eric Bachelart	The AGFA Car	94/L/F/F	2:38.678	226.875
28 14	Eddie Cheever	A J Foyt/Copenhagen Racing	95/L/F/G	2:39.071	226.314
29 41	Scott Sharp	A J Foyt/Copenhagen Racing	95/L/F/G	2:39.496	225.711
30 16	Stefan Johansson	Team Alumax	94/R/F/G	2:39.612	225.547
31 8 R	Gil de Ferran	Pennzoil Special/Hall Racing	95/R/MB/G	2:39.690	225.437
32 90	Lyn St. James	Whitlock Auto Supply Lola	95/L/F/G	2:39.825	225.346
33 22 R	Carlos Guerrero	Herdez-Viva Mexico!/Lola/Ford Cosworth	95/L/F/G	2:39.411	225.831
34 7 R	Eliseo Salazar	Cristal / Mobil 1 / Copec	95/L/F/G	2:39.984	225.023
35 77	Davy Jones	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling	95/L/F/G	2:39.904	225.135

FIELD AVERAGE: 226.912

1994 33 CAR AVERAGE: 223.270

DIFFERENCE: 3.642

CHASSIS LEGEND: L-Lola; R-Reynard. ENGINE LEGEND: F - Ford Cosworth XB; H-Honda Indy V8; M-Menard V6;
MB-Mercedes Benz. TIRE LEGEND: F-Firestone; G-Goodyear. DRIVER LEGEND: R-Rookie; W-Winner.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1995 RACE DAY PIT CREWS

CAR	DRIVER	GAR	PIT	CHIEF MECHANIC	RT. FRONT	RT. REAR	LF. FRONT	LF. REAR	FUELER	VENT MAN
3	Paul Tracy	B-29	14	John Simmonds Gurney, IL	Don Hoerval Wauconda, IL	Brian Ferguson Hoffman Estates, IL	Kevin Chambers Menomonee Falls, WI	Jim Volini Arlington Hts., IL	John Tzouanikis Wauconda, IL	Colin Duff Lake Zurich, IL
4	Bryan Herta	B-17	25	Mike Hull Indianapolis, IN	George Klotz Avon, IN	Brad Filbey Brownsburg, IN	Wayne Westplate Indianapolis, IN	Geoffrey Carter Carmel, IN	Glen Wheeler Indianapolis, IN	Scott Harner Indianapolis, IN
5	Robby Gordon	A-9	16	Dan Miller Indianapolis, IN	Dan Miller Indianapolis, IN	Ron Catt Indianapolis, IN	Gilbert Swafford Indianapolis, IN	Chris Messa Indianapolis, IN	Dan Hare Indianapolis, IN	Ted Bittig Indianapolis, IN
6	Michael Andretti	B-31	12	Tim Bumps Greenwood, IN	Tim Bumps Greenwood, IN	Tim Hornburg Madison, WI	Ray Sorenson Lake Forest, IL	Jerry Bouchard Crystal Lake, IL	Trevor Weston Buffalo Grove, IL	Kenny Shwleck Milwaukee, WI
7	Eliseo Salazar	C-23	34	John Weland Phoenix, AZ	Dane Harte Whakatane, N. Z.	Larry Zelesnik Marshallville, OH	Kurt Gillen Toledo, OH	Jay Garwood Dayton, OH	Sam Summers Adrian, MI	Luke Wethington Speedway, IN
8	Gil de Ferran	A-23	31	Alex Hering Midland, TX	Alex Hering Midland, TX	Mike Horvath Midland, TX	Steve Eppard Bettendorf, IA	Peter Roband Indianapolis, IN	John Simmons Centralia, WA	Steve Phillips Phoenix, AZ
9	Bobby Rahal	B-01	20	Jim Prescott Glen Ellyn, IL	Jim Prescott Glen Ellyn, IL	Dave Higuera Costa Mesa, CA	Bill Van De Sandt Fairborn, OH	Glen Knabenstue San Gabriel, CA	Mark Dreisdel Westerville, OH	Jim Stepan Milwaukee, WI
10	Adrian Fernandez	A-14	5	Mitch Davis Albuquerque, NM	Owen Snyder Albuquerque, NM	Mitch Davis Albuquerque, NM	Darren Russel Albuquerque, NM	Matt Osmar Albuquerque, NM	Wayne Selmon Albuquerque, NM	Chuck Buckman Albuquerque, NM
11	Raul Boesel	B-03	21	Rob Hill Surrey, England	Rob Hill Surrey, England	Steve Dickson Marietta, OH	Sean Hanrahan Costa Mesa, CA	Riccardo Nault Detroit, MI	Chuck Buckman Phoenix, AZ	Larry Ellert Ontario, CA
12	Jimmy Vasser	B-19	24	Grant Weaver Indianapolis, IN	Grant Weaver Indianapolis, IN	Devan Prickett Brownsburg, IN	Chuck Miller Indianapolis, IN	Gary Neal Avon, IN	Rob Page Indianapolis, IN	Jeff Stafford Whitefish, IN
14	Eddie Cheever	A-01	28	Craig Baranowski Coldwater, MI	Craig Baranowski Coldwater, MI	Paul Hartman Toledo, OH	Simon Young Kikatinahong, Australia	Steve Price Van Nuys, CA	Larry Humphries Indianapolis, IN	Rob Grossman Spring, TX
15	Christian Fittipaldi	A-11	17	Phil Howard Indianapolis, IN	Phil Howard Indianapolis, IN	Ricky Davis Indianapolis, IN	Billy Harmon Indianapolis, IN	Dave Burroughs Indianapolis, IN	Randy Smay Indianapolis, IN	Kenny Koldsbaek Indianapolis, IN
16	Stefan Johansson	A-31	30	Steve Ritenour Avon, IN	Steve Ritenour Avon, IN	Brian Williams Brownsburg, IN	Matt Jonsson Jonkoping, Sweden	John Roof Danville, IN	Mehin Lucas Staunton, IN	Russ Roberts Indianapolis, IN
17	Danny Sullivan	B-23	19	Paul Harcus Auckland, N. Z.	Paul Harcus Auckland, N. Z.	Roy Wilkerson Martinsville, IN	Ron Endres Martinsville, IN	Skip Faul Orange, CA	Gerry Edwards Dublin, Ireland	Tim Dourthat Atlanta, GA
18	Mauricio Gugelmin	B-25	18	Russell Cameron Custer, SD	Russell Cameron Custer, SD	Jeff Gordon Speedway, IN	Rick Hurford Pulaski, HI	Mark Moore Jamestown, IN	Jeff Horton Speedway, IN	Nigel Bloom Bicester, U.K.
19	Eric Bachelart	A-06	27	Doug Myers Downers Grove, IL	Bernie Myers Downers Grove, IL	Doug Myers Downers Grove, IL	Dave Holm Downers Grove, IL	Mark Myers Downers Grove, IL	Ralph Wetzel Downers Grove, IL	Terry Brown Minooka, IL
20	Scott Pruett	C-6	20	Tony Van Dongen Indianapolis, IN	Tony Van Dongen Indianapolis, IN	Don Lambert Indianapolis, IN	Mike Sales Indianapolis, IN	Butch Winkle Indianapolis, IN	Karl Garwood Indianapolis, IN	Don Williams Indianapolis, IN

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1995 RACE DAY PIT CREWS - PAGE 2

CAR	DRIVER	GAR	PIT	CHIEF MECHANIC	RT. FRONT	RT. REAR	LF. FRONT	LF. REAR	FUELER	VENT MAN
21	Roberto Guerrero	A-25	22	John Barnes Indianapolis, IN	Doug Barnes Indianapolis, IN	Kevin Conley Indianapolis, IN	Chris Deal Indianapolis, IN	Mike Barnes Indianapolis, IN	Pete Fielder Indianapolis, IN	Tim Kelley Tucson, AZ
22	Carlos Guerrero	C-26	33	Steve Gough Christchurch, N. Z.	Steve Gough Christchurch, N. Z.	Paul James Llanelli, Wales	Phil Krueger Indianapolis, IN	Tim Coffeen Indianapolis, IN	Shane Dawe Auckland, N. Z.	Randy Carr Indianapolis, IN
24	Scott Goodyear	B-11	1	Joe Flynn Indianapolis, IN	Joe Flynn Indianapolis, IN	John Rembiss Phoenix, AZ	George Greco Syosset, NY	Alex Wolford Hilliard, OH	Howard Menkeler Wayne, PA	Kevin Schutt Eldah, OH
25	Hiro Matsushita	C-21	4	Bharat Naran Pukekohe, N. Z.	Bharat Naran Pukekohe, N. Z.	Billy Hobbs Indianapolis, IN	Dave Call Moorpark, CA	Mike Donzine West Bend, WI	Bud Rhvons Dana Point, CA	Mike Donzine West Bend, WI
27	Jacques Villeneuve	B-21	6	Kyle Moyer Indianapolis, IN	Dave Popielatz Indianapolis, IN	Dave Popielatz Indianapolis, IN	Eric Haverson Indianapolis, IN	Jason King Indianapolis, IN	Kyle Moyer Indianapolis, IN	Jim Wilson Indianapolis, IN
31	Andre Ribeiro	B-09	2	Ed Daood Pittsburgh, PA	Ed Daood Pittsburgh, PA	Steve Ragan Kumia, Japan	Rand Lampard Alliance, OH	Chris Lucas Delphos, OH	Andy Jones Indianapolis, IN	Rex Ferrinacci Chardon, OH
33	Teo Fabi	B-7	23	Phil LePan Indianapolis, IN	Phil LePan Indianapolis, IN	Tim Coffeen Strawtown, IN	Mick Austin Indianapolis, IN	Keith Badger Indianapolis, IN	Kaspar Fellmann Indianapolis, IN	Jeff Grahn Indianapolis, IN
34	Alessandro Zampedri	A-8	26	John King Sodus, MI	John King Sodus, MI	Jim Webb Redondo Beach, CA	Pat Neylon St. Charles, IL	Chuck Buzduhanov Plainfield, IL	Bill Keller Columbus, OH	Glen McDonald Indianapolis, IN
40	Arie Luyendyk	C-11	8	Brad McCannless Park Ridge, IL	Brad McCannless Park Ridge, IL	Mike Battersby Adrian, MI	Terry Hopkins Oxford, England	Terry Day London, England	Bruce Anderson Paducah, KY	John Sumner Indianapolis, IN
41	Scott Sharp	A-02	29	Jim Bailie Amarillo, TX	Jim Bailie Amarillo, TX	Ron Smith Indianapolis, IN	Richard Fried Danville, IN	Eric Stuart Lincolnshire, IL	Stu Mann Speedway, IN	Gary Armentrout Pikes Peak, CO
54	Hideshi Matsuda	C-04	10	Chris Beck Indianapolis, IN	Chris Beck Indianapolis, IN	Mark Lamb Brownsburg, IN	Andy Riggs Greenfield, IN	Daryl Fox Indianapolis, IN	Jeff Collins Noblesville, IN	Barry Brook Los Angeles, CA
60	Scott Brayton	C-15	7	Bill Martin Phoenix, AZ	Kevin Blanch Yorktown, IN	Scott Marks Dayton, OH	Loren Kuck Albuquerque, NM	Bill Martin Phoenix, AZ	Dennis Weaks Indianapolis, IN	Scott Lemon Glendale, AZ
77	Davy Jones	C-23	35	Gilbert Lage Paris, France	Jack Pegues Orange County, CA	Buddy Smith Los Angeles, CA	Fran Riley Indianapolis, IN	Mark Hartland Greencastle, IN	Jim Wikes Indianapolis, IN	Gilbert Lage Paris, France
80	Buddy Lazier	C-11	9	Stu Hackett Guttenberg, IA	Greg Hight Speedway, IN	Rodney Garnett Brownsburg, IN	Matt Curry Cincinnati, OH	John Worth Lafayette, IN	Doug Thompson Robinson, IL	Clark Drake Torrance, CA
90	Lyn St. James	C-27	32	Rich Simon Indianapolis, IN	Rich Simon Indianapolis, IN	Bob Kernodle Indianapolis, IN	Mike Hartgraves Indianapolis, IN	Brandon Andrus Indianapolis, IN	Larry Bishop Indianapolis, IN	Steve Namisnak Indianapolis, IN
91	Stan Fox	C-17	11	Brian Nott Melton Mowbray, England	Brian Nott Melton Mowbray, England	Dave Osborn Indianapolis, IN	Mark Shambarger Rochester, IN	Bob Grubbs Indianapolis, IN	Lloyd Killingbeck New Castle, IN	Paul Ross Speedway, IN



1995 INDIANAPOLIS 500 QUALIFYING AWARDS

- PPG Pole Award - \$100,000**
PPG Industries
plus a 1995 customized Starcraft/Chevrolet van (\$35,000 value)
STARCRAFT CORPORATION AND CHEVROLET MOTOR DIVISION
#60 - Scott Brayton
- GTE "Front Runner" Award - \$30,000**
\$10,000 awarded to each front row driver
GTE NORTH, INC.
#60 - Scott Brayton, #40 - Arie Luyendyk, #24 - Scott Goodyear
- Starcraft "Pole Position Car Owner" Award - \$10,000**
STARCRAFT AUTOMOTIVE CORPORATION
#60 - John Menard
- True Value "Master Mechanic" Award - \$10,000**
plus Lawn Chief garden tractor awarded to pole position chief mechanic
COTTER AND COMPANY
#60 - Bill Martin (Scott Brayton)
- Sure Start/Automotive Armature "On The Bubble" Award - \$10,000**
awarded to the 33rd fastest qualifier
EXIDE CORPORATION
#7 Eliseo Salazar
- Ameritech "Youngest Starting Driver" Award - \$7,500**
AMERITECH
#27 - Jacques Villeneuve
- Pinkerton Security "Oldest Starting Driver Award - \$5,000**
PINKERTON SECURITY
#90 - Lyn St. James
- DeLong "First in the Field" Award - \$5,000**
DELONG
#34 - Alessandro Zampedri
- NewsPager "Most Consistent Qualifying Laps" Award - \$5,000**
NEWSPAGER CORPORATION OF AMERICA
#34 - Alessandro Zampedri
- S R E INDUSTRIES "My Bubble Burst" Award - \$5,000**
awarded to last driver to be bumped on last day of qualifying
SRE INDUSTRIES
#9T - Emerson Fittipaldi
- T.P. Donovan "Top Starting Rookie" Award - \$5,000**
OLINGER DISTRIBUTING COMPANY, INC.
#31 - Andre Ribeiro
- KLF/Race Spec "Final Measure" Award - \$5,000**
awarded to the last team to pass inspection and qualify for the race with KLF/Race Spec decal on car
KLF/RACE SPEC
#77 Davy Jones
- HotShots "Hottest Rookie Lap" Award - \$5,000**
awarded to the rookie posting the fastest qualifying lap
HOTSHOTS PHOTOGRAFX
#31 - Andre Ribeiro
- Raybestos/CAM "Tough Brakes" Award - \$5,000**
awarded to the crew which displays persistence despite great adversity during qualifying
RAYBESTOS/CHAMPIONSHIP ASSOCIATION OF MECHANICS, INC.
#16 Steve Ritenour - (Stefan Johansson)
- Snap-On Tools/CAM "500 Top Wrench" Award - \$5,000**
awarded to the chief mechanic demonstrating outstanding skill and expertise during qualifying
SNAP-ON TOOLS/CHAMPIONSHIP ASSOCIATION OF MECHANICS, INC.
#24 Joe Flynn - (Scott Goodyear)
- Haldex/CAM "Safety" Award - \$5,000**
awarded to chief mechanic of team best displaying safety procedures during practice, qualifying
HALDEX/CHAMPIONSHIP ASSOCIATION OF MECHANICS, INC.
#33 Phil LePan - (Teo Fabi)
- Delco Battery/CAM "Great Start" Award - \$5,000**
awarded to chief mechanic of team recording most 1st-week practice laps and qualifies on Pole Day
AC DELCO/CHAMPIONSHIP ASSOCIATION OF MECHANICS, INC.
#27 - Kyle Moyer (Jacques Villeneuve)
- Indianapolis Motor Speedway Qualifying Awards - \$120,000**
(Three fastest qualifiers Days 2, 3 and 4)
#54 Hideshi Matsuda - \$25,000, #9 Bobby Rahal - \$10,000, #11 - Raul Boesel, \$5,000
#10 Adrian Fernandez - \$25,000, #19 - Eric Bachelart - \$10,000, #15 Christian Fittipaldi, \$5,000
#22 Carlos Guerrero - \$25,000, #41 Scott Sharp - \$10,000, #16 Stefan Johansson - \$5,000

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1995 INDIANAPOLIS 500 SPECIAL INCENTIVE AWARDS

- | | |
|--|---|
| <p>AMERICAN DAIRY AWARDS
\$10,750 - American Dairy Association
(winner, fastest rookie, winning chief mechanic)</p> <p>BANK ONE, INDIANAPOLIS
"ROOKIE OF THE YEAR" AWARD
\$10,000 - Bank One, Indianapolis</p> <p>BORG-WARNER TROPHY AWARD
\$130,000 plus trophy replica - Borg-Warner Automotive, Inc.
(race winner)</p> <p>CHAPMAN S. ROOT AWARD
\$5,000 - Terre Haute First National Bank
(race leader at lap 48)</p> <p>CHEVROLET OFFICIAL PACE CAR AWARD
1995 Chevrolet Corvette
Chevrolet Motor Division</p> <p>CLINT BRAWNER
MECHANICAL EXCELLENCE AWARD
\$5,000 - Clint Brawner Mechanical Excellence Award Foundation</p> <p>CONSTRUCTION SERVICE INC. "WORKHORSE" AWARD
\$5,000 - Construction Service Inc.
(Driver recording most practice laps)</p> <p>DOWELANCO "MILESTONE" AWARDS
\$25,000 - DowElanco
(race leaders at 100, 200, 300 and 400 miles)</p> <p>EARLYWINE "37th ANNIVERSARY" AWARD
\$5,000 - J.T. Earlywine & Associates
(race leader at lap 37)</p> <p>GOODYEAR "WINNING CAR OWNER" AWARD
\$5,000 plus ring - The Goodyear Tire and Rubber Co.</p> <p>IBM "FASTEST LAP" AWARD
\$10,000 - IBM Corporation
(fastest single lap of the race)</p> <p>INDIANA OXYGEN "PERSEVERANCE" AWARD
\$5,000 - Indiana Oxygen</p> | <p>KODAK "PHOTO FINISH" AWARD
\$10,000 - Eastman Kodak Company
(race winner)</p> <p>LOCTITE AWARDS
\$10,500 - Loctite Corporation and Permatex Fast Orange
(winner, winning chief mechanic, pole position)</p> <p>MARLBORO "500 MILE CLUB" AWARD
\$75,000 - Philip Morris USA
(divided among drivers completing 500 miles)</p> <p>MARSH "LEADER AT LAP 3" AWARD
\$5,000 - Marsh Supermarkets, Inc.
(race leader at lap 3 recognizing Marsh's "Fresh Idea" card)</p> <p>MICROSOFT WINDOWS "95 LAP LEADER" AWARD
\$5,000 - Microsoft Corporation
(race leader at Lap 95)</p> <p>MILLER ELECTRIC "HARD CHARGER" AWARD
\$5,000 - Miller Electric</p> <p>MILLER INDY PIT STOP CHAMPIONSHIP
\$51,000 - Miller Brewing Company</p> <p>MOTORSPORTS SPARES/GOODRIDGE
"PERSISTENCE PAYS" AWARD
\$5,000 - Motorsports Spares Int'l Inc./Goodridge
(awarded to highest finishing last-day qualifier)</p> <p>NBD "LEADERS' CIRCLE" AWARD
\$10,000 - NBD Bank
(awarded to the driver who leads the most laps in the race)</p> <p>NATIONAL CITY BANK "CHECKERED FLAG" AWARD
\$10,000 - National City Bank, Indiana
(race winner)</p> <p>PREMIER/D-A "MECHANICAL ACHIEVEMENT" AWARD
\$5,000 - Premier International Corporation
(outstanding chief mechanic)</p> <p>SEARS CRAFTSMAN "FASTEST PIT CREW" AWARD
\$30,000 - Sears Roebuck & Co.
(least cumulative time in the pits)</p> |
|--|---|
- THUNDERBIRD "WINNER'S" AWARD**
\$5,000 plus \$75,000 Limited Edition Formula 271-SR-1 Boat — Thunderbird Products
(to race winner)

INDIANAPOLIS 500 CONTINGENCY AWARDS

- | | | |
|--|---|--|
| <p>BELL HELMETS
\$6,000</p> <p>ROBERT BOSCH CORPORATION
\$45,000</p> <p>CANON, U.S.A.
\$12,000</p> <p>CHAMPION SPARK PLUG
\$60,000</p> <p>DELCO REMY, GMC
\$25,000</p> <p>DELPHI AUTOMOTIVE SYSTEMS
\$25,000</p> <p>EARL'S PERFORMANCE PRODUCTS
\$20,000</p> <p>EMCO GEARS, INC.
\$5,000</p> <p>BRIDGESTONE/FIRESTONE INC.
\$25,000</p> | <p>FIRST BRANDS - STP RACING
\$26,000</p> <p>HYPERCO, INC.
\$5,000</p> <p>IDEAL DIVISION/STANT CORP.
\$5,000</p> <p>LOCTITE CORPORATION
\$9,500</p> <p>MALLORY INC.
\$5,000</p> <p>MOBIL OIL CORPORATION
\$30,000</p> <p>MONROE AUTO EQUIPMENT
\$20,000</p> <p>PPG INDUSTRIES, INC.
\$495,000</p> | <p>PENNZOIL PRODUCTS COMPANY
\$13,000</p> <p>PREMIER INDUSTRIAL CORPORATION
\$10,000</p> <p>QUAKER STATE CORPORATION
\$5,000</p> <p>RAYBESTOS/BRAKE PARTS INC.
\$30,000</p> <p>SEARS CRAFTSMAN TRACTORS
\$5,000</p> <p>SIMPSON RACE PRODUCTS
\$10,000</p> <p>SNAP-ON TOOLS CORP.
\$5,000</p> <p>STANT MANUFACTURING, INC.
\$5,000</p> <p>VALVOLINE, INC.
\$50,000</p> |
|--|---|--|



1995 "500" Statistics

There were 104 cars entered for this year's race, 13 fewer than the record number of 117 in 1984; 77 cars arrived and were housed in the garage area. 78 cars passed initial USAC technical inspection and 73 received final USAC certification. 96 car/driver combinations made practice runs. There were 71 attempted qualifications, 37 completed qualification runs, 2 were bumped and 3 were withdrawn. 52 drivers passed their required medical examinations and 43 actually drove on the race course. Of those, 10 were rookies. At the conclusion of qualifications, 6 rookies and 27 veterans made the starting lineup.

STARTING POSITIONS OF WINNING CARS AT INDIANAPOLIS

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

FORMER WINNERS IN THE 1995 RACE

Danny Sullivan (1985) Bobby Rahal (1986)
Arie Luyendyk (1990)

QUICK FACTS, RECORDS

<i>Youngest winner</i>	Troy Ruttman (1952) -- 22 years old
<i>Oldest winner</i>	Al Unser (1987) -- 47 years old
<i>Youngest driver in this race</i>	Jacques Villeneuve, 24 (4/9/71)
<i>Oldest driver in this race</i>	Lyn St. James, 48 (3/13/47)
<i>Average age of the starting field</i>	33 years, 6 months
<i>Largest winning margin</i>	Jules Goux (1913) was 13 minutes, 8.40 seconds ahead of Spencer Wishart.
<i>Closest finish</i>	Al Unser, Jr. (1992) over Scott Goodyear by .043 of a second
<i>Most laps led</i>	Billy Arnold with 198 laps in 1930.
<i>Fewest laps led (winner)</i>	Joe Dawson with two laps in 1912.
<i>Fastest winning speed</i>	Arie Luyendyk - 185.981 MPH in 1990.
<i>Slowest winning speed</i>	Ray Harroun -- 74.602 MPH in 1911.
<i>Most cars running at finish</i>	26 (1911)
<i>Least cars running at finish</i>	7 (1966)
<i>Worst finish from pole</i>	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), Emerson Fittipaldi (1989-93) and Al Unser, Jr. (1992-94).

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.

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MORE "500" STATISTICS -- page 2

In 1959, the defending winner, Jimmy Bryan, failed to get started at the beginning of the race. In 1936, Bill Cummings, the 1934 winner, failed to move from his starting spot due to a broken clutch stud.

FORMER ROOKIE WINNERS -- 6

1911 -- Ray Harroun	1914 -- Rene Thomas	1927 -- George Souders
1913 -- Jules Goux	1926 -- Frank Lockhart	1966 -- Graham Hill

RACE WINNERS FROM POLE POSITION -- 14

1922 -- Jimmy Murphy	1956 -- Pat Flaherty	1980 -- Johnny Rutherford
1923 -- Tommy Milton	1963 -- Parnelli Jones	1981 -- Bobby Unser
1930 -- Billy Arnold	1970 -- Al Unser	1988 -- Rick Mears
1938 -- Floyd Roberts	1976 -- Johnny Rutherford	1991 -- Rick Mears
1953 -- Bill Vukovich	1979 -- Rick Mears	1994 -- Al Unser, Jr.

PACE CARS AND DRIVERS

YEAR	CAR	DRIVER	1956	DeSoto	L.I. Woolson
1911	Stoddard-Dayton	Carl G. Fisher	1957	Mercury	F.C. Reith
1912	Stutz	Carl G. Fisher	1958	Pontiac	Sam Hanks
1913	Stoddard-Dayton	Carl G. Fisher	1959	Buick	Sam Hanks
1914	Stoddard-Dayton	Carl G. Fisher	1962	Studebaker	Sam Hanks
1915	Packard "6"	Carl G. Fisher	1961	Ford	Sam Hanks
1916	Premier "6"	Frank E. Smith	1962	Studebaker	Sam Hanks
1919	Packard V-12	J. G. Vincent	1963	Chrysler	Sam Hanks
1920	Marmon V-16	Barney Oldfield	1964	Ford	Benson Ford
1921	H.C.S. "6"	Harry C. Stutz	1965	Plymouth	P. Buckminster
1922	National "8"	Barney Oldfield	1966	Mercury	Benson Ford
1923	Duesenberg "8"	Fred Duesenberg	1967	Camaro	Mauri Rose
1924	Cole V-8	Lew Pettijohn	1968	Ford	Wm. C. Ford
1925	Rickenbacker "8"	E. Rickenbacker	1969	Chevrolet	Jim Rathmann
1926	Chrysler "8"	Louis Chevrolet	1970	Oldsmobile	Rodger Ward
1927	LaSalle V-8	"Big Boy" Rader	1971	Dodge	Eldon Palmer
1928	Marmon	Joe Dawson	1972	Oldsmobile	Jim Rathmann
1929	Studebaker	George Hunt	1973	Cadillac	Jim Rathmann
1930	Cord V-6	E.L. Cord	1974	Oldsmobile	Jim Rathmann
1931	Cadillac	"Big Boy" Rader	1975	Buick	James Garner
1932	Lincoln	Edsel Ford	1976	Buick	Marty Robbins
1933	Chrysler	Byron Foy	1977	Oldsmobile	James Garner
1934	LaSalle	"Big Boy" Rader	1978	Corvette	Jim Rathmann
1935	Ford V-8	Harry Mack	1979	Mustang	Jackie Stewart
1936	Packard	Tommy Milton	1980	Pontiac	Johnnie Parsons
1937	LaSalle	Ralph DePalma	1981	Buick	Duke Nalon
1938	Hudson	Stuart Baits	1982	Camaro	Jim Rathmann
1939	Buick	Charles Chayne	1983	Buick	Duke Nalon
1940	Studebaker	Harry Hartz	1984	Pontiac	John Callies
1941	Chrysler	A.B. Couture	1985	Oldsmobile	James Garner
1946	Lincoln V-12	Henry Ford II	1986	Corvette	Chuck Yeager
1947	Nash	George W. Mason	1987	Chrysler	Carroll Shelby
1948	Chevrolet	Wilbur Shaw	1988	Oldsmobile	Chuck Yeager
1949	Oldsmobile	Wilbur Shaw	1989	Pontiac	Bobby Unser
1950	Mercury	Benson Ford	1990	Beretta	Jim Perkins
1951	Mercury	Benson Ford	1991	Dodge Viper	Carroll Shelby
1952	Studebaker	P.O. Peterson	1992	Cadillac Allante	Bobby Unser
1953	Ford	William C. Ford	1993	Chevrolet Camaro	Jim Perkins
1954	Dodge	William Newburg	1994	Ford Mustang Cobra	Parnelli Jones
1955	Chevrolet	T.H. Keating	1995	Corvette	Jim Perkins

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MORE "500" STATISTICS -- page 3

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

DRIVER	LAPS LED
Michael Andretti	337
Danny Sullivan	162
Bobby Rahal	123
Arie Luyendyk	52
Teo Fabi	37
Raul Boesel	19
Roberto Guerrero	9
Eddie Cheever	9
Jacques Villeneuve	7
Scott Goodyear	5
Robby Gordon	2
Scott Brayton	1

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

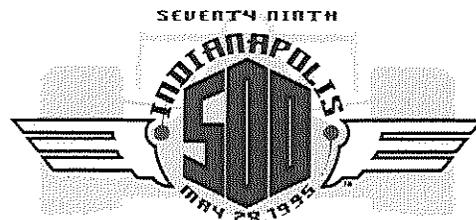
Year	Driver	Start	Finish	Year	Driver	Start	Finish
1952	Art Cross	20	5	1974	Pancho Carter	21	7
1953	Jimmy Daywalt	21	6	1975	Bill Puterbaugh	15	7
1954	Larry Crockett	25	9	1976	Vern Schuppan	17	18
1955	Al Herman	16	7	1977	Jerry Sneva	16	10
1956	Bob Veith	23	7	1978	Larry Rice & Rick Mears	30 3	11 23
1957	Don Edmunds	27	19	1979	Howdy Holmes	13	7
1958	George Amick	25	2	1980	Tim Richmond	19	9
1959	Bobby Grim	5	26	1981	Josele Garza	6	23
1960	Jim Hurtubise	23	18	1982	Jim Hickman	24	7
1961	Parnelli Jones & Bobby Marshman	5 33	12 7	1983	Teo Fabi	1	26
1962	Jim McElreath	7	6	1984	Michael Andretti & Roberto Guerrero	4 7	5 2
1963	Jim Clark	5	2	1985	Arie Luyendyk	20	7
1964	Johnny White	21	4	1986	Randy Lanier	13	10
1965	Mario Andretti	4	3	1987	Fabrizio Barbazza	17	3
1966	Jackie Stewart	11	6	1988	Bill Vukovich III	23	14
1967	Denis Hulme	24	4	1989	Bernard Jourdain & Scott Pruett	20 17	9 10
1968	Bill Vukovich, Jr.	23	7	1990	Eddie Cheever	14	8
1969	Mark Donohue	4	7	1991	Jeff Andretti	11	15
1970	Donnie Allison	23	4	1992	Lyn St. James	27	11
1971	Denny Zimmerman	28	8	1993	Nigel Mansell	8	3
1972	Mike Hiss	25	7	1994	Jacques Villeneuve	4	2
1973	Graham McRae	13	19				

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.

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MORE "500" STATISTICS – page 4

FACTS, COLUMN NOTES (cont'd):

- Rick Mears is the only driver to win from the pole three times (1979, 88, 91). Johnny Rutherford (1976, 80) is the only other driver to win from the pole position twice.
- 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 23 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); Rick Mears (1984, 200 laps); Emerson Fittipaldi (1989, 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 never won starting from the front row, although he 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, Gordon Johncock and Al Unser Jr. 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 Agajarian 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 23rd by Danny Sullivan in 1988 (led 91 laps).
- In 1958, the entire front row (as well as the entire second row) did NOT have a single member lead a lap of the race. This is the only time an entire front row failed to do so.

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MORE "500" STATISTICS – page 5

FACTS, COLUMN NOTES (cont'd):

- The last time teammates won the "500" and "Rookie of the Year" award was in 1973, when Gordon Johncock won the race and Graham McRae won top rookie honors for Pat Patrick's team.
- First time the pace car was used to bunch up the field after each caution light was in 1979.
- Al Unser and Rick Mears are the only drivers 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.
- 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 160.749 by second-place finisher Jacques Villeneuve in 1994.
- 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. Al Unser Jr. became the third in 1994.
- Fastest winning average speed for the entire 500 miles is 185.981 by Arie Luyendyk in 1990.
- Slowest winning average speed for the entire 500 miles is 74.602 by Ray Harroun in 1911.
- Fastest non-winning average speed for the entire 500 miles is 185.772 by second-place finisher Bobby Rahal in 1990.
- Slowest non-winning average speed for the entire 500 miles is 56.29 by 10th-place finisher Ralph Mulford in 1912.
- Highest finishing position for a "Rookie of the Year" award winner is second place, by George Amick (1958), Jim Clark (1963), Roberto Guerrero (co-winner, 1984) and Jacques Villeneuve (1994).
- 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.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



MORE "500" STATISTICS -- page 6

FACTS, COLUMN NOTES (cont'd):

- The 1994 starting field included nine rookies, all qualified at more than 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 10 Indianapolis "500s".
- 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 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 back-to-back years (1972-73) before Emerson Fittipaldi led the opening laps of the 1989 and 1990 races.
- Al Unser, Jr.'s victories in 1992 and 1994 marked the highest finishing positions 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, 39 starting fields have been represented by at least one member of the Tony Bettenhausen family.
- The only starting field to consist of all new cars was the 1985 field. There were 24 Marches, seven Loias and two Eagles.
- Greatest total number of starts by three brothers is 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 at Indianapolis.
- **Counting 1995's six rookies, 616 different drivers have started at least one Indianapolis 500.** A.J. Foyt 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 Al Unser Jr. lost the lead to Emerson Fittipaldi on the 199th lap in 1989, Unser Jr. became only the fourth driver ever to lose the lead within three laps or less of the finish. Kevin Cogan lost the lead to Bobby Rahal in 1986 at the end of the 198th lap. 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.
- 1994 polesitter Al Unser Jr. was 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.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Facts, Column Notes on the 1995 Field

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

- Eliseo Salazar is the fastest slow qualifier for a field in Speedway history at a four-lap average of 225.023mph. The previous fastest speed for a slow qualifier in the field was 220.992 mph by Bryan Herta in 1994. This is the first "500" field in which all 33 starters averaged more than 225 miles an hour in qualifying.
- The 12 former lap leaders in this year's field have a combined total of 763 laps in previous Indianapolis 500 competition. Michael Andretti has led 44 percent (337) of those laps.
- Lyn St. James, at age 48, is the oldest driver in the 1995 field. This is the first time a female has been the oldest driver in a starting field at Indianapolis.
- Danny Sullivan has the distinction of being the first driver in Indy 500 history to be the oldest male driver in a starting field without actually being the oldest driver in that particular field. At age 45, Sullivan is three years younger than 28th-place starter Lyn St. James.
- Jacques Villeneuve was the 1994 Indianapolis 500 Rookie of the Year Award winner. The only driver to win the Rookie of the Year Award and the Indianapolis 500 in back-to-back years is Rick Mears, who won the 1979 race after being named co-winner of the 1978 Rookie of the Year Award. Villeneuve qualified fifth on the grid for the 1995 event.
- This is the first time in Indianapolis 500 history that a car numbered "3" is the lowest-numbered car in the starting lineup.
- The last driver to lead in back-to-back years starting with his rookie year is Teo Fabi (1983-84). Jacques Villeneuve was the only rookie to lead the 1994 race.
- The last driver to complete the full 500-mile distance in back-to-back years starting with his rookie year is Gordon Johncock in 1965-66. Jacques Villeneuve was the only rookie to finish on the lead lap in 1994.
- Arie Luyendyk, winner of the "500" in 1990, is starting from the second position. The last driver to win the race from the middle of the front row was Mario Andretti in 1969.
- This is the first time since 1962 that an Indy 500 field did not contain the name Unser. The three Unser brothers -- Jerry (1), Bobby (19) and Al (27) and son/nephew Al Jr. (12) have made a combined total of 59 Indianapolis 500 starts. The Unser family has also recorded nine Indianapolis 500. Al won in 1970-71-78-87, Bobby in 1968-75-81, and Al Jr. in 1992 and 1994.
- For the second year in a row, the name Bettenhausen does not appear on the list of starting drivers in the field. There have been a record 39 fields at Indianapolis represented by at least one Bettenhausen in the field.
- The only car owner to have had three consecutive winners is Lou Moore in 1947-48-49. Car owner Roger Penske, who has fielded the winning car for the last two Indy 500s, does not have a car in this year's race.
- 1995 non-starters Al Unser Jr. and Emerson Fittipaldi led a combined total of 193 laps in the 1994 race.
- 1957 winner Sam Hanks won in his 12th start. This is the most starts ever for a first-time winner. Of the 30 drivers in this year's 33-car field who have yet to record an Indianapolis 500 win, only one has made more than 10 previous Indy 500 starts. The lone driver is this year's polewinner, Scott Brayton, who leads all members of the field with 13 previous starts at Indianapolis.
- Jacques Villeneuve is the only lap leader from last year's race to make the 1995 starting field. The last starting field prior to this year to contain only one lap leader from the previous year's race, was the 1952 starting field.
- The fastest "rookie class" in Indianapolis history is the six rookies in this year's field with a combined qualification average speed of 225.818 mph. The previous record was the nine-member "rookie class" of 1994, which had a combined qualification average speed of 222.480 mph.
- The fastest rookie qualifier in Indianapolis 500 history is this year's rookie qualifier Andre Ribeiro with a speed of 226.495 mph.
- The 1995 field is the fastest starting field in Indianapolis 500 history with a field average of 226.912 mph. The previous fastest field was the 1992 starting field with a field average of 223.479 mph.
- Michael Andretti has led 337 laps in his Indy 500 career. This is the most laps led by a driver who has never won the Indianapolis 500. Andretti starts the 1995 race from fourth position.
- The 12 former lap leaders in the 1995 field is the fewest for a starting field since 1982 when that field also contained 12 former lap leaders.
- The three former winners (Danny Sullivan, Bobby Rahal, Arie Luyendyk) in the 1995 field is the fewest for a starting field since 1970, when that year's starting field also contained three former winners.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



FACTS, COLUMN NOTES ON 1995 FIELD -- page 2

- The three previous wins represented by the three former winners in the 1995 field is the fewest since 1965 when the two former winners in that year's field also represented three previous wins.
- The 12 former lap leaders in the 1995 field represent a combined total of 763 previous laps led at Indianapolis. This is the lowest total number of leading laps for a starting field since 1970, when the eight former lap leaders in that year's starting field had a total of 749 laps led in previous Indy 500 competition.
- None of the three former winners in the 1995 field has won the race more than once. This is the first time since 1962 that a starting field did not have at least one multiple winner among the former winners in the field. The 1962 field had four former winners representing four previous wins.

Some statistical comparisons pertaining to the 1995 starting field and the Al Unser Jr./Emerson Fittipaldi combination, both of whom failed to make the field this year:

- The 12 former lap leaders in this year's field have led a combined total of 763 laps in previous Indianapolis 500 competition. Unser Jr. and Fittipaldi have led a combined total of 614 laps at the Speedway.
- The three former winners in this year's field have a combined total of three previous wins. Unser Jr. and Fittipaldi have each won the race twice.
- Not counting 1995 qualification prize money, the three drivers in the 1995 field with the highest Indianapolis 500 career prize money totals are Arie Luyendyk, Bobby Rahal and Michael Andretti. Those three drivers have earned a combined total of \$7,445,446 in a combined total of 32 previous starts at Indianapolis. Unser Jr. and Fittipaldi have earned a combined total of \$8,305,457 in a combined total of 23 previous Indianapolis 500 starts.
- The 27 veterans in the 1995 starting field have made a combined total of 129 previous starts. A driver completed the actual full 500-mile distance in only 16 of those 129 starts. Unser Jr. and Fittipaldi have covered the full 500-mile distance a combined total of seven times in a combined total of 23 starts.
- **(NOTE: This item is updated from the Saturday, May 20 report.)** Defending champions of the Indianapolis 500 who did not race here the following year (year after victory shown): Al Unser Jr., 1995, qualification attempt too slow to make field; Bobby Unser, 1982, retired; Sam Hanks, 1958, retired; Pat Flaherty, 1957, racing injuries; Troy Ruttman, 1953, racing injuries; Lee Wallard, 1952, racing injuries; George Robson, 1947, killed; Floyd Davis/Mauri Rose, 1946 (from 1941, Rose raced, Davis retired); Kelly Petillo, 1936, did not try to qualify; Ray Keech, 1930, killed; L.L. Corum/Joe Boyer, 1925 (Corum qualified, crashed in a race morning practice and drove relief for Ralph DePalma; Boyer killed); Gaston Chevrolet, 1921, killed; Dario Resta, 1919, wasn't in field with gap from W.W. I.; Ralph DePalma, 1916, did not enter initially over money dispute, filed post entry that was not accepted; Rene Thomas, 1915, involved in W.W. I.; Joe Dawson, 1913, did not attempt to qualify; Ray Harroun, 1911, retired.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 1 – SATURDAY, MAY 6 – Page 1 of 2

Welcome to the 79th 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 15th 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 home run derby sports exhibition. Clowns from Smiles Unlimited will also appear. All-time contributions from the program climbed to \$1,129,000 through last year and this year's contributions are expected to exceed \$110,000. Kroger and Target have assisted as co-sponsors of the 1995 event. Approximately 4,000 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.

The United States Auto Club's 15th annual Rookie Orientation Program was held April 28-30 with 10 drivers passing the first four phases of their driver's test. Eliseo Salazar, Gil de Ferran, Andre Ribeiro, Alessandro Zampedri, Jeff Ward, Christian Fittipaldi, Carlos Guerrero and Davey Hamilton each passed their first four phases on the first day. Michael Greenfield passed three phases on the first day and the fourth on the second day, Franck Freon passed all four phases on the second day after a minor incident on the first day. De Ferran was fastest of the sessions at 222.982, followed by Ribeiro at 220.853. De Ferran ran the most laps (197) and Zampedri had the next most at 182. In all, 1,334 laps were turned. In the 15 years of the program, 120 drivers have taken part and 74 have earned starting positions in at least one "500." Over the last four years, all 43 drivers who have participated have passed all four phases, leaving only the final observation phase after the start of official practice.

Opening ceremonies were held at Noon today, celebrating the Hulman George family's 50th year of ownership of the Indianapolis Motor Speedway. At 12:20 p.m., Jim Perkins, general manager of Chevrolet Motor Division, handed the keys to the 1995 Corvette pace car to Speedway President Tony George, signifying the start of track activities for the month of May. George then gave the keys to Chief Steward Tom Binford, who will retire after the 1995 Indianapolis 500 after 22 years at the post. Keith Ward has been announced as Binford's successor for 1996.

At 11:02 a.m., three cars from the Dick Simon Racing stable were pushed to pit road, the #77T Jonathan Byrd's Cafeteria/Bryant Heating and Cooling car (entered by Byrd and Simon) assigned to Davy Jones but to be driven today by Simon, the #22T Herdez-Viva Mexico!/Lola/Ford-Cosworth of rookie Carlos Guerrero and the #7T Cristal/Mobil 1/Copec entry of Eliseo Salazar. Later, the #99T Subway machine assigned to Dean Hall but to be driven today by Lyn St. James was also pushed to pit road. At 12:47 p.m., the track went green for practice, touching off the Simon team's annual "first on the track" scramble. Simon had the closest position to Turn 1, but Salazar passed him on the outside to be first on the track, with St. James third and Guerrero fourth. Simon, at 61, (Birthdate: Sept. 21, 1933, in Seattle, Wash.), became the oldest driver ever to take a lap of official practice at Indy. The team came around for the first time in a four-abreast staggered formation, with Simon in front on the outside and Salazar, Guerrero and St. James following, outside to inside. Simon said the idea to drive again at Indy for the first time since he discontinued active driving in 1988 after competing in 19 "500s" came when Jones had a NASCAR Winston Cup commitment this weekend. "We don't have to change anything if I drive it," Simon said before stepping in the cockpit. We want to get five laps over 200 and get the final sticker and it allows us to take the engine out tonight, send it back to Cosworth and get it back in time for Davy's backup car next week." He was asked how it was decided that he would have the first spot on pit road. "That was because I was here at 6:30 this morning and the rest of the crew came in at 7," he said. "I told 'em all to try to beat me out." After he ran six laps, Simon said his first time on a track since 1988 "felt fantastic. I've got to say thank you to Davy Jones for giving me the opportunity to go out there. I would have preferred that Davy be here, but he couldn't. The intent wasn't to go fast, but just to shake it down and make sure the equipment is ready for Davy when he gets here on Monday. It was a thrill. I would have loved to have stayed out there." When asked how he felt when Salazar passed him to be first on the track, he said, "They asked me if they should let me go first, and I told all three drivers, 'absolutely not.' Our starter just wasn't quick enough and Salazar got started first. They beat me legally." Salazar's decision to pass his boss made many people question if he'd be looking for work when he returned to the pits. When asked about it, Simon said, "No way, no way." There was some confusion about the start of practice time that involved Simon arriving on pit road in his traditional shirt and checkered tie instead of his driver's suit, only moments before practice was to begin. He ran back to the garages to change from his owner's uniform into his driver's uniform. "Yes, it was a three-minute change job," he said.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY #1 – SATURDAY, MAY 6 – Page 2 of 2

Chief steward Tom Binford set a 180 mile-an-hour speed limit to start the day's track activities. It was quickly lifted and Eliseo Salazar and the #7T Cristal/Mobil 1/Copec entry reached 217.181 miles an hour just 16 minutes into practice. Scott Brayton in the #60 Quaker State Special then hit 226.518 at 1:40 p.m. Brayton then reached 228.212 at 1:52 p.m. Arie Luyendyk went to the top of the list in the #40T Glidden Special at 229.323 at 2:32 p.m. Brayton came back at 3:57 p.m. with a lap at 229.375. Brayton then reached 229.991 at 4:18 p.m. At 4:19 p.m., Brayton reached 230.858. At 4:51 p.m., Luyendyk reached 231.149. At 5:13 p.m., Luyendyk reached 233.281. It was the fastest first-day lap in the history of the Speedway. Before today, the fastest on the first day of practice was 229.609 by Jim Crawford at 5:24 p.m. on May 2, 1992. The fastest practice lap ever turned at the Speedway was 233.433 by Crawford (Day 3, May 4, 1992). Brayton was fastest on the first day of practice in 1994 (May 8 on Day 2, after Day 1 was rained out) at 227.658 at 5:59 p.m.

ARIE LUYENDYK: "It was pretty impressive. I was comfortable and it's all a matter of how comfortable you are out there. I wasn't surprised though. We tested here fairly well three weeks ago, I think a 232 in testing, and it was very windy then. Conditions were better today. I don't want to sit here and say we've got this thing licked but I don't think we've maxed it out."

SCOTT BRAYTON: "The conditions were excellent today. There was a really good grip. But it could've been a little cooler. We'd like to consistently come out, run well and work together. This is our third time together and hopefully it'll be a charm. It's a team effort and Arie's won Indy before. He wants me to win, too. This is the easiest place for a Buick to be competitive. I've tested at least 1,500-2,000 miles this season. Arie had me by one mile an hour in trap speed. How did he do it?"

The official schedule for practice shows a lunch break 2-3 p.m. each day May 7-12 and May 15-19. This is the first time the track has had a scheduled close each day. Chief steward Tom Binford said the track could, however, go green "for on-track activity should conditions, in our judgment, dictate."

As of this afternoon, 39 drivers had passed physicals, according to Dr. Henry Bock, Speedway Medical Director. They are Michael Andretti, Raul Boesel, Gil de Ferran, Christian Fittipaldi, Robby Gordon, Michael Greenfield, Arie Luyendyk, Bobby Rahal, Danny Sullivan, Al Unser Jr., Teo Fabi, Adrian Fernandez, Scott Goodyear, Marco Greco, Stephan Gregoire, Roberto Guerrero, Mauricio Gugelmin, Dean Hall, Bryan Herta, Buddy Lazier, Hiro Matsushita, Johnny Parsons Jr., Scott Pruett, Andre Ribeiro, Lyn St. James, Jacques Villeneuve, Jeff Ward, Scott Brayton, Stan Fox, Davey Hamilton, Tero Palmroth, Jimmy Vasser, Franck Freon, Carlos Guerrero, Stefan Johansson, Eliseo Salazar, Dick Simon, Alessandro Zampedri and Paul Tracy.

Eliseo Salazar and Carlos Guerrero were the first rookies to pass the final observation phase of their driver's tests shortly after practice began this morning. Andre Ribeiro and Alessandro Zampedri passed the final phase this afternoon.

Rookie Andre Ribeiro went on to the track at 3:20 p.m. in the #31 LCI Reynard Honda on Firestone tires. It was the first time that any tire but Goodyear had turned a lap of official practice at the Speedway since 1974, when Firestone ended its long tenure at the Speedway.

A total of 49 cars are now at the Speedway, 24 have passed technical inspection and 25 are in the process. 18 drivers were on the track today. There were 7 yellows for 48 minutes. At Noon today, the temperature was 65 degrees with winds SW at 7 mph. At 5 p.m. today, the temperature was 71 with winds NW at 4-5 mph.

A total of 19 cars were on the track today, running 463 laps. Cars on the track were: #7T Eliseo Salazar, Cristal/Mobil 1/Copec; #10T Adrian Fernandez, Tecate Beer/Quaker State/Lola; #11T Raul Boesel, Duracell Charger; #16 Stefan Johansson, Team Alumax/Penske/Mercedes Benz; #20 Scott Pruett, Firestone Patrick Racing; #22T Roberto Guerrero, PaganRacing; #24 Scott Goodyear, Reynard Honda; #27 Jacques Villeneuve, Player's Ltd./Team Green; #31 Andre Ribeiro, LCI Reynard Honda; #33 Teo Fabi, Combustion Engineering/Indeck Reynard-Ford; #34 Alessandro Zampedri, The Mi-Jack Car; #40/40T Arie Luyendyk, Glidden Special; #55 Marco Greco, Brastemp Lola; #60 Scott Brayton, Quaker State Special; #77T Dick Simon, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling; #90T Tero Palmroth, Dick Simon Racing; #92 Franck Freon, Autosport Racing Team; #99T Lyn St. James, Subway.

TOP 10 DRIVERS OF THE DAY

1	40	Arie Luyendyk	Glidden Special	233.281
2	60	Scott Brayton	Quaker State Special	232.408
3	27	Jacques Villeneuve	Player's Ltd./Team Green	226.335
4	11T	Raul Boesel	Duracell Charger	224.528
5	20	Scott Pruett	Firestone Patrick Racing	222.629
6	24	Scott Goodyear	Reynard Honda	221.811
7	10T	Adrian Fernandez	Tecate Beer/Quaker State/Lola	221.429
8	31	Andre Ribeiro	LCI Reynard Honda	218.447
9	17	Eliseo Salazar	Cristal/Mobil 1/Copec	217.181
10	34	Alessandro Zampedri	The Mi-Jack Car	215.579

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DAY 2 – SUNDAY, MAY 7

Fabrizio Barbazza, the Indianapolis 500 Rookie of the Year in 1987 when he finished third, remained in serious condition this morning in the intensive care unit of Northeast Georgia Medical Center in Gainesville. Barbazza was injured in an accident last Sunday (April 30) during a race at Road Atlanta.

At 11:06 a.m., just six minutes into practice, Arie Luyendyk in the #40 Glidden Special reached 232.180 miles an hour. A minute later, he ran successive laps of 232.666 and 232.714. His Menard teammate, Scott Brayton, moved to second place at 5:46 p.m. with a lap at 229.492. "I came to do the job and get it done," Brayton said. "I need to get the right drive at the right time for four clean laps without problems. I have a fast enough car. We're definitely serious contenders for the pole. The car was ready to run today. I wasn't expecting it till Monday or Tuesday." Michael Andretti, third fastest of the day, said, "It's a deja vu of last year. It's obvious that no one will have a shot at the pole besides Arie and him (Scott). The weather will favor them (the Menard team) more. If it's a hot day, we won't have a shot. It was real frustrating last year (with Penske) during the month of May. We knew that during the race, they'd only be better."

Larry Curry, director of racing for Team Menard, talked this afternoon about his team's early speed. "We want to come out and baseline a car at 11 a.m., then come back in the heat of the day, then come back at 5 or 6," Curry said. "This will be the program throughout the week. We are trying to go as fast as the car can go every day. The only difference between the two cars is color. We are working on different things with different drivers and I can't say what that is."

As of this afternoon, John Paul Jr., Emerson Fittipaldi, Jim Crawford and Hideshi Matsuda had passed their driver physicals, bringing the total to 43 drivers.

Davey Hamilton, Franck Freon and Jeff Ward passed the final phase of their driver's test this morning. The veteran driver-observers assigned to the tests by USAC were Tero Palmroth, Dick Simon and three-time "500" winner Johnny Rutherford. Christian Fittipaldi and Gil de Ferran passed the final phase this afternoon, with Lyn St. James, Simon, Rutherford and Mauricio Gugelmin acting as driver-observers.

The Speedway's 15th annual "Save Arnold" Barbecue for Special Olympics of Indiana was held in the flag lot today with a record number of drivers and celebrities participating in a home run derby with Special Olympians. Drivers and former drivers participating were Mauricio Gugelmin, Al Unser Jr., Carlos Guerrero, Al Unser, Jim Crawford, Jimmy Vasser, Gil de Ferran, Danny Sullivan, Christian Fittipaldi, A.J. Foyt, Scott Goodyear, Paul Tracy, Davey Hamilton, Ralph Liguori, Teo Fabi, Eddie Cheever, John Paul Jr., Dominic Dobson, Lyn St. James, Arie Luyendyk, Jeff Ward, Buddy Lazier, Bryan Herta, Emerson Fittipaldi, Roberto Guerrero, Johnny Rutherford, Adrian Fernandez and Alessandro Zampedri. Tom Carnegie and Dave Calabro served as public-address announcers. Other participants were Dick Mittman of the Indianapolis News (who has participated in all 15 Speedway events), exercise show hostess and American Gladiator Cheryl Silich and Boomer, the Indiana Pacers' mascot. Dennis Schmidt, executive director of Special Olympics of Indiana, said contributions to the program were estimated at \$110,000 this year. Kroger contributed \$30,000, Target contributed \$28,500 and ABB, of which its Combustion Engineering unit is a sponsor of Forsythe Racing, contributed \$5,000. "There's a lot more interest from sponsors and the general public," said Mari Hulman George, chairman of the Speedway, who founded the event and heads the Speedway's ticket sales effort. "It seems like every year it gets bigger and bigger," she added. "The ladies from CARA (Championship Auto Racing Auxiliary) have really helped, too." Dennis Schmidt, executive director of Special Olympics of Indiana, said, "It's our premier fund-raiser. When you bring in \$110,000, that's a hard thing to match. This year was the best. There's 15 years of history here." The drivers enjoy working with the Special Olympians. Four-time winner Al Unser was extremely enthusiastic about the event. "It's fun," he said. "I wouldn't be here if it wasn't fun. It's good for all of us. It's a great thing for the kids. It's just good fun for everybody." Today's event was the first for rookie Davey Hamilton. "This is a lot of fun," said Hamilton. "It's good to get away and meet the kids. You don't realize how good you have it. It's great to come out and participate in an event like this."

36 cars were on the track today, turning 1,669 laps. Cars on track today: #1/1T Al Unser Jr., Marlboro Penske Mercedes; #2/2T Emerson Fittipaldi, Marlboro Penske Mercedes; #3 Paul Tracy, Kmart/Budweiser/Lola/Newman Haas Racing; #4 Bryan Herta, Target/Scotch Video Reynard Ford; #5T Robby Gordon, Valvoline/Cummins Special; #6 Michael Andretti, Kmart/Texaco Havoline/Lola/Newman Haas Racing; #8 Gil de Ferran, Pennzoil Special; #9/9T Bobby Rahal, Miller Genuine Draft; #10T Fernandez; #11 Raul Boesel, Duracell Charger; #12 Jimmy Vasser, Target/STP ReynardFord; #15 Christian Fittipaldi, Marlboro Chapeco Special; #16 Stefan Johansson, Team Alumax/Penske/Mercedes-Benz; #17 Danny Sullivan, VISA/PacWest/Reynard; #20 Scott Pruett, Firestone Patrick Racing; #21T Roberto Guerrero, Pagan Racing; #24 Goodyear; #25T Hiro Matsushita, Panasonic Duskin YKK Reynard 94; #27 Villeneuve; #31/31T Andre Ribeiro, LCI Reynard Honda; #33 Fabi; #34 Zampedri; #40 Luyendyk; #44T Jeff Ward, Arizona Executive Air; #55 Greco; #60/60T Brayton; #77T Salazar; #90T Palmroth; #92 Freon; #95 Davey Hamilton, Delta Faucet/Reebok Skywalker/Alfa Laval; #99T St. James.

A total of 62 cars are now at the Speedway, 47 have passed technical inspection and 15 are in the process. 33 drivers have been on the track to date. There were 7 yellows for 58 minutes. At 10 a.m. today, the temperature was 67 degrees and winds were out of the south at 6 mph. At 5 p.m. today, the temperature was 74 degrees and winds were from the southeast at 13 mph. Track temperatures from Goodyear tire engineers were 116 degrees at Noon, 122 degrees at 1 p.m. and 116 degrees at 4 p.m.

TOP 10 DRIVERS OF THE DAY

1	40	Arie Luyendyk	Glidden Special	232.715
2	60T	Scott Brayton	Quaker State Special	229.492
3	6	Michael Andretti	Kmart/Texaco Havoline/Lola/Newman Haas Racing	229.299
4	24	Scott Goodyear	Reynard Honda	228.351
5	11	Raul Boesel	Duracell Charger	227.457
6	33	Teo Fabi	Combustion Engineering/Indeck Reynard-Ford	226.986
7	27	Jacques Villeneuve	Player's Ltd./Team Green	226.935
8	5T	Robby Gordon	Valvoline/Cummins Special	226.757
9	9	Bobby Rahal	Miller Genuine Draft	226.478
10	3	Paul Tracy	Kmart/Budweiser/Lola/Newman Haas Racing	226.057

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 3 – MONDAY, MAY 8



At 11:03 a.m., just three minutes into practice, Arie Luyendyk reeled off a lap in the #40 Glidden Special at 221.506. His next lap, at 11:04 a.m., was 232.270. His next lap, at 11:05 a.m., was 234.107, the fastest unofficial practice lap in Speedway history. The best previous was 233.433 by Jim Crawford at 5:53 p.m. on Day 3 (May 4) of 1992. "Things are going according to plan," Luyendyk said. "It was 87 degrees (meaning "hot") yesterday and we ran well. We're trying to run in every type of condition. It's a little more windy today. The car handles well and is very consistent."

Arie Luyendyk was teamed with Menard director of racing Larry Curry earlier in his career, in 1987 with Hemelgam Racing. Luyendyk's PPG Indy Car World Series season that year included nine top10 finishes, including a third at the one-mile oval at Phoenix and he was voted "Most Improved Driver" by other drivers in the series. Luyendyk was fourth fastest in practice at Indianapolis when pole qualifying began, but brushed the wall on his first qualifying lap and pulled in. He qualified later that day (May 9) for seventh starting spot at 208.337, eighth fastest overall in the field. He had previously started 20th and 19th in 1985 and 1986, respectively, in his previous two "500" appearances. "No, it (235) is not out of the question," Luyendyk said. "The speed comes down to track conditions," said Curry. "Conditions like today were favorable. 235 is definitely achievable. It's a correlation between the weather and optimum conditions." About "unspoken competition" between Arie and Scott Brayton, Curry said, "No, one thing we're trying to do is run both. Yesterday, someone asked that question and I said, 'wait till the end of the day and take a look.' Arie and Scott work on separate things. So far, Arie's car has been flawless. We don't care who's on the pole as long as one of them is."

At 11:38 a.m., Paul Tracy in the #3 Kmart/Budweiser/Lola/Newman Haas Racing entry reached 231.315 miles an hour, second fastest of the day at that point. Scott Brayton moved into the second spot in the #60 Quaker State Special with laps of 232.402 at 5:27 p.m., 232.486 at 5:29 p.m., 232.558 at 5:48 p.m. and 232.859 at 5:53 p.m. "We'll be competitive," Tracy said. "For me, I just want to qualify well and be in the first couple rows. For now, we have a shot at the front row." About the Menard team, Tracy said, "I've been in the position they're in. They've been working hard at it, doing their homework and a lot of testing over the last five years."

Newman Haas drivers Michael Andretti and Paul Tracy and Target Chip Ganassi's Bryan Herta have practiced with the new Ford-Cosworth XB Series II engine. Herta's teammate, Jimmy Vasser, is not running with the engine yet but may later. They're testing to put miles on the Series II to develop reliability. No one is planning to qualify or race the Series II this month.

Rookie Davey Hamilton has an inscription on the back of his helmet, "In memory of Vuky 3." Hamilton and the late Billy Vukovich III were friends and competitors on West Coast short tracks. Hemelgam Racing, which is fielding a car for Hamilton, also fielded a car for Vukovich in 1989 for his second and last appearance in an Indianapolis 500 field.

The Federal Express drop box is now open inside the press room. The box will be picked up Monday through Saturday at 6 p.m. The truck is also located outside the garage area behind Indiana Oxygen area and is open 10 a.m.-6 p.m. Monday through Saturday.

Buddy Lazier was named today by Menard to drive the #80 Glidden Special.

Davy Jones and Eddie Cheever passed their driver physicals this morning, bringing the total to 45.

52 – exactly half – of the 104 entries are powered by Ford-Cosworth XB engines.

44 cars were on the track today, turning 2,094 laps. Cars on track today: #1/1T Unser; #2 Fittipaldi; #3 Tracy; #4 Herta; #5 Robby Gordon, Valvoline/Cummins Special; #6/6T Michael Andretti, Kmart/Texaco Havoline/Lola/Newman Haas Racing; #7 Eliseo Salazar, Cristal/Mobil1/Copec; #8 de Ferran; #9 Rahal; #10 Adrian Fernandez, Tecate Beer/ Quaker State/Lola; #11 Boesel; #12 Vasser; #14 Eddie Cheever, Copenhagen Racing Team; #15/15T Christian Fittipaldi, Marlboro Chapeco Special; #16 Johansson; #16T Stefan Johansson, Team Alumax/Penske/Mercedes-Benz; #17 Sullivan; #18 Mauricio Gugelmin, Hollywood/PacWest/Reynard; #20 Pruett; #21T R.Guerrero; #22 Carlos Guerrero, Herdez-Viva Mexico/Lola/Ford Cosworth; #24 Goodyear; #25T Matsushita; #27/27T Jacques Villeneuve, Player's Ltd./Team Green; #31/31T Ribeiro; #33T Teo Fabi, Combustion Engineering/Indeck Reynard-Ford; #34 Zampedri; #40 Luyendyk; #42 Michael Greenfield, Greenfield Industries Lola; #44 Jeff Ward, Arizona Executive Air; #55 Greco; #60 Brayton; #64 Johnny Parsons, Project Indy/Van Dyne/Phos/Marcelo Group/No Touch; #77 Davy Jones, Jonathan Byrd's Cafeteria/Bryant Heating & Cooling; #80 Buddy Lazier, Glidden Special; #90T Palmroth; #91 Stan Fox, Delta Faucet/Reebok Skywalker/Alfa Laval; #92 Freon; #95 Hamilton.

A total of 65 cars are now at the Speedway, 59 have passed technical inspection and 6 are in the process. 39 drivers have been on the track to date. There were 17 yellows for 1 hour, 40 minutes. At 10 a.m., the temperature was 59 degrees, with winds SE at 9 mph. At 5 p.m. today, the temperature was 72 degrees and winds were SE at 22 mph. Track temperatures from Goodyear tire engineers were 82 degrees at 11 a.m., 103 degrees at 4 p.m.

TOP 10 DRIVERS OF THE DAY

1	40	Arie Luyendyk	Glidden Special	234.107
2	60	Scott Brayton	Quaker State Special	232.859
3	3	Paul Tracy	Kmart/Budweiser/Lola/Newman Haas Racing	231.315
4	18	Mauricio Gugelmin	Hollywood/PacWest/Reynard	229.481
5	6	Michael Andretti	Kmart/Texaco Havoline/Lola/Newman Haas Racing	228.676
6	5	Robby Gordon	Valvoline/Cummins Special	228.531
7	9	Bobby Rahal	Miller Genuine Draft	227.664
8	24	Scott Goodyear	Reynard Honda	227.635
9	27T	Jacques Villeneuve	Player's Ltd./Team Green	227.560
10	4	Bryan Herta	Target/Scotch Video Reynard Ford	227.485

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 4 – TUESDAY, MAY 9



Tasman Motorsports Group, fielding cars for Scott Goodyear and Andre Ribeiro this month, got its name when owner Steve Home, who had just left the Truesports organization in 1992, was residing in Columbus, Ohio. At the time, the city was in the midst of a celebration of the anniversary of Christopher Columbus' arrival on the continent. "I was thinking at home one night, what other famous explorers do I know?," Home said. "It instantly came to me that Abel Tasman was a Dutch explorer who discovered New Zealand in 1642." Also, the Tasman Series in New Zealand – when drivers like Stirling Moss, Graham Hill, Denny Hulme and Bruce McLaren – offered Home an introduction to racing at a young age.

At 11:07 a.m., just seven minutes into practice, Scott Brayton turned a lap at 231.410 miles an hour in the #60 Quaker State Special. At 5:31 p.m., Arie Luyendyk in the #40 Glidden Special reached 231.113, second fastest. Teo Fabi turned the third fastest lap at 230.716 at 5:46 p.m. in the Combustion Engineering/Indeck Reynard-Ford. Brayton said about speeds, "The engine-car combo...we can do more here at the Speedway with the package we have. I'm very confident. It's both the engine and the car together."

Robby Gordon, fourth fastest of the day, said, "I have the sensation of being on edge. I honestly can say it's working well. I highly doubt we'll be on the pole, but I feel a Reynard will win the race." About his running close to the wall, Gordon said, "It's pretty easy to be consistent. I miss the wall by two or three inches and I try to free the car up."

Teo Fabi, third fastest of the day, said about his pole chances, "No, I definitely don't think so. It's between those two guys (Luyendyk and Brayton)." About going faster, Fabi said, "I don't know. It was a lot more impressive today running in the heat with hot tires."

Arie Luyendyk's fastest unofficial lap in Speedway history on Day 3 contained the following "splits" around the track: Turn 1, 230 miles an hour; Turn 2, 228; Backstretch, 240; Turn 3, 234; Turn 4, 233; Start/finish line, 240. On the fast laps by Monday's top three – Luyendyk, Scott Brayton and Paul Tracy – all three drivers were under five seconds in all four corners. Brayton had the highest backstretch speed on his best lap of the day at 243. Luyendyk's 240 was the best on the front straight.

The 14th annual CARA (Championship Auto Racing Auxiliary) Fashion Show is scheduled for 11 a.m. Friday, May 26 in the Sagamore Ballroom of the Indianapolis Convention Center. Tickets are \$45 each or patron's tickets, which include admittance to a 10 a.m. VIP reception, are \$60. For information or tickets, stop at the CARA Room behind the south end of the tower terrace at the Speedway or call the CARA office at 299-2277.

At a press conference this afternoon, Dick Simon announced that Dean Hall would take his refresher driver's test in the #90T Dick Simon Racing 1992 Lola/Buick. Simon said that sponsorship and financing situations on his entries for Hall and Lyn St. James were incomplete at present, but he hoped to resolve them. Simon added that veteran Tero Palmroth, who has practiced in the #90T car, may get a chance to qualify it after his other entered drivers are safely in the race. Hall passed his refresher test late in the day.

Gary Bettenhausen and Eric Bachelart passed driver's physicals today, raising the total to 47.

Brief explanation of qualifying procedures:

1. Qualifying draw for positions in the initial qualifying line will be held Friday after the track closes.
2. The fastest 33 qualifiers start the race, regardless of when or what day they qualify.
3. The pole position is decided by the fastest qualifier on the first day, or the fastest qualifier after one trip through the original qualifying line, whichever comes LAST.
4. Each car can make three qualification attempts. When a car completes a four-lap, 10-mile qualification attempt, its speed becomes official. The car may not requalify. The driver, if the car is bumped, may qualify in another car.
5. 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.

The Bank One Rookie Breakfast is scheduled for 8:30 a.m. Thursday in Suite #282 in Turn 2. The breakfast will be an opportunity for media representatives and Rookie of the Year committee members to meet with this year's rookies and their car owners.

41 cars were on the track today, turning 2,001 laps. Cars on track today: #1 Unser Jr.; #2 Fittipaldi; #3 Tracy; #4T Jimmy Vasser, Target/Scotch Video Reynard Ford; #5 Gordon; #6 Michael Andretti; #7 Salazar; #8 de Ferran; #9 Rahal; #10 Adrian Fernandez, Tecate Beer/Quaker State/Lola; #11 Boesel; #14 Cheever; #14T Eddie Cheever, Copenhagen Racing Team; #15/15T C. Fittipaldi; #16/16T Johansson; #17 Sullivan; #18 Gugelmin; #20 Pruett; #20T Scott Pruett, Firestone Patrick Racing; #22 Carlos Guerrero, Herdez-Viva Mexico!/Lola/Ford Cosworth; #24 Goodyear; #25T Matsushita; #27/27T Villeneuve; #31 Ribeiro; #33 Fabi; #34 Zampedri; #40 Luyendyk; #42 Greenfield; #44 Ward; #51 Buddy Lazier, Quaker State Special; #55 Greco; #60 Brayton; #64 Parsons; #77 Jones; #90T Dean Hall; #91 Fox; #92 Freon; #95 Hamilton.

A total of 68 cars are now at the Speedway, 65 have passed technical inspection and 3 are in the process. 39 drivers have been on the track to date. There were 12 yellows for 1 hour, 13 minutes. At 10 a.m., the temperature was 67 degrees and winds were SE at 14 mph. At 5 p.m., the temperature was 79 degrees and winds were south at 15 mph. Track temperatures from Goodyear tire engineers were 94 degrees at 11 a.m., 104 degrees at Noon, 114 degrees at 4 p.m. and 94 in the shade on the front straight and 107 in the sun at 5 p.m.

TOP 10 DRIVERS OF THE DAY

1	60	Scott Brayton	Quaker State Special	231.410
2	40	Arie Luyendyk	Glidden Special	231.113
3	33	Teo Fabi	Combustion Engineering/Indeck Reynard-Ford	230.716
4	5	Robby Gordon	Valvoline/Cummins Special	229.997
5	3	Paul Tracy	Kmart/Budweiser/Lola/Newman Haas Racing	228.781
6	6	Michael Andretti	Kmart/Texaco Havoline/Lola/Newman Haas Racing	228.595
7	4T	Jimmy Vasser	Target/Scotch Video Reynard Ford	227.181
8	9	Bobby Rahal	Miller Genuine Draft	227.135
9	24	Scott Goodyear	Reynard Honda	227.095
10	20T	Scott Pruett	Firestone Patrick Racing	226.028

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 5 – WEDNESDAY, MAY 10

Tom Binford, in his 22nd and final year as chief steward of the Indianapolis 500, was announced today as commissioner of the new Indy Racing League at a news conference in the Trackside Conference Room. "I'm looking forward to keeping my hand in," Binford said. "I'm thrilled to have the opportunity to stay close to racing in this manner. Keith Ward will be the chief steward and I won't be looking over his shoulder. Mine's more of a consulting role." Speedway President Tony George and IRL Executive Director Jack Long were on hand to answer questions about the IRL, which has announced four races for 1996 – the inaugural Indy 200 at Walt Disney World Jan. 27, the Phoenix 200 on March 24, the Indianapolis 500 on May 26 and the Indy 200 at Las Vegas on Sept. 15.

GEORGE (about incentives for participants and qualifying for the 1996 Indianapolis 500): "The plan all along has been not to preclude anyone from running (at Indy). Participation in the series will be rewarded...financial and points. They'll still post a qualifying time (to set the lineup at Indy)."

GEORGE (about starting the league): "Anytime you start something from scratch, it takes time to build. The reason for deciding to start the league came after years of trying to find a place for the Indianapolis 500 in the structure that existed ...became difficult to do. I'm confident that we're going to proceed as we said we will."

LONG (about additional venues): "I think it would be summertime before we can clarify additional venues. We have a modest schedule to start with. We'll be trying, as the league grows and good ovals become available, to have more."

LONG (about entrants): "We're laying the foundation first. We have not been approaching teams about running. We have a new team orientation scheduled later this week. The process is first to get all the information out on the table."

LONG (about Orlando construction): "We're finalizing the permit process and we'll start moving dirt the first week of June. Sept. 5th is the last day scheduled for construction."

LONG (about a Triple Crown of 500-milers): "The concept of having a Triple Crown with three 500-milers is something we all want to see long term."

LONG (about beer and cigarette sponsorships at Orlando): "The Magic Kingdom has its policies in place but that doesn't affect the race. The track will be adjacent to, not in, the Magic Kingdom, and the Disney people understand it's a race track. It won't affect sponsorships or signage at the track at all."

Practice was delayed by a wet track this morning until 1:33 p.m., when the track opened under a running yellow. It went green at 1:37 p.m. At 3:12 p.m., Arie Luyendyk in the #40T Glidden Special reached 232.468 miles an hour. The track closed at 4:09 p.m. because of rain.

At 3:31 p.m., Davey Hamilton in the #95 Delta Faucet/Reebok Skywalker/Alfa Laval entry had an apparent mechanical failure in the right rear in the middle of Turn 4, did a three-quarter spin over 300 feet to hit the outside wall, slid along the wall 320 feet, did a half-spin away from the wall over 540 feet and came to a stop at the entrance to pit road just short of the attenuator. The car sustained extensive left-side, nose and tub damage. Hamilton was transported to Methodist Hospital with pain in both legs and knees. He was awake and alert. "I was about 100 yards behind him," said Johnny Parsons. "It just took off without warning. I couldn't tell what happened. I just tried to stay low in the groove because I was concerned about him coming off the wall and me hitting him."

Scott Sharp passed his driver physical today, pushing the total to 48.

The 29th annual Louis Schwitzer Award for engineering innovation and excellence in race car design is currently in the judging process by the Indiana Section of the Society of Automotive Engineers. The 1995 award winner will be announced in the Trackside Conference Room on Thursday, May 18.

33 cars were on the track today, turning 715 laps. Cars on track today: #1/1T Unser Jr.; #2 E. Fittipaldi; #3T Paul Tracy, Kmart/Budweiser/Lola/Newman Haas Racing; #4 Herta; #4T Vasser; #5 Gordon; #6 M. Andretti; #7 Salazar; #8T Gil de Ferran, Pennzoil Special; #11 Boesel; #14T Cheever; #15 C. Fittipaldi; #16 Johansson; #17 Sullivan; #18 Gugelmin; #20/20T Pruett; #21 Roberto Guerrero, Pagan Racing; #22 C. Guerrero; #24 Goodyear; #31 Ribeiro; #33 Fabi; #34 Zampedri; #40/40T Luyendyk; #42 Greenfield; #60 Brayton; #64 Parsons; #77 Jones; #90T Hall; #91 Fox; #95 Hamilton.

A total of 71 cars are now at the Speedway, 68 have passed technical inspection and 3 are in the process. 39 drivers have been on the track to date. There were 8 yellows for 1 hour, 28 minutes. At 11 a.m., the temperature was 65 degrees and winds were SW at 17 mph. At 4:20 p.m., the temperature was 64 and winds were SW at 20 mph, gusting to 23.

TOP 10 DRIVERS OF THE DAY

1	40T	Arie Luyendyk	Glidden Special	232.468
2	3T	Paul Tracy	Kmart/Budweiser/Lola/Newman Haas Racing	229.926
3	5	Robby Gordon	Valvoline/Cummins Special	229.241
4	60	Scott Brayton	Quaker State Special	229.188
5	33	Teo Fabi	Combustion Engineering/Indeck Reynard-Ford	227.946
6	6	Michael Andretti	Kmart/Texaco Havoline/Lola/Newman Haas Racing	227.531
7	20T	Scott Pruett	Firestone Patrick Racing	226.729
8	18	Mauricio Gugelmin	Hollywood/PacWest/Reynard	226.586
9	34	Alessandro Zampedri	The Mi-Jack Car	225.378
10	7	Eliseo Salazar	Cristal/Mobil 1/Copec	224.938

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 6 – THURSDAY, MAY 11

At 11:16 a.m., Arie Luyendyk in the #40 Glidden Special turned the fastest unofficial practice lap in Speedway history at 234.332 miles an hour. One second after Luyendyk's lap was recorded, Scott Brayton in the #60 Quaker State Special was just short of Luyendyk's new mark at 234.180. At 11:32 a.m., Brayton broke Luyendyk's mark with a lap at 234.656. Previous to today, the fastest unofficial practice lap was Luyendyk's 234.107 at 11:05 a.m. on Day 3 (May 8). "There maybe was a little more (left in the car) but I was out by myself and I'm thrilled with my speed," Brayton said. "Conditions were almost perfect. I did think 235 was possible today." Luyendyk was asked if 235 was possible. "You need a third or fourth lap to wind up the car," Luyendyk said. "The lap following my fast lap, there was someone in my way."

The Speedway announced today that the outside grandstands in Turn 4 – stands C, J, H and the Northwest Vista – would be open Friday.

Veteran Scott Sharp was named today to drive the #41 Copenhagen Racing Team entry.

In 1992, four drivers exceeded 230 miles an hour on each of two practice days, the most-ever to clear the 230 barrier in a single day. On May 6 that year, Jim Crawford reached 233.239 and Roberto Guerrero (231.558), Michael Andretti (231.535) and Mario Andretti (231.124) followed. On May 8, 1992, the four were Mario Andretti (233.202), Arie Luyendyk (232.654), Guerrero (231.660) and Crawford (231.344). As of 1:02 p.m. today, six drivers had exceeded 230 – Scott Brayton (234.656), Luyendyk (234.332), Mauricio Gugelmin (230.977), Scott Goodyear (230.852), Paul Tracy (230.775) and Andre Ribeiro (230.144). Ribeiro's fast lap, at 12:34 p.m. when he became the fifth of the six, was the first ever in official practice by a rookie at more than 230 at the Speedway. Ribeiro's run was also the first in official practice by a Honda-powered car over 230. At 4:15 p.m., Goodyear ran a lap at 232.246, the fastest a Canadian driver has run in the history of the Speedway. At 4:18 p.m., Robby Gordon became the seventh driver of the day over 230 with a lap at 231.839. At 4:35 p.m., Ribeiro ran a lap in the #31T at 231.523, becoming the first driver to reach the 230 mark in two different cars on the same day in the history of the Speedway. At 4:47 p.m., Teo Fabi reached 230.055, representing the eighth driver with the ninth car to exceed 230 today. Goodyear was asked if he could beat the Menards. "There was progress made today," Goodyear said. "If we can make the same progress tomorrow, we'll be in the running. It will come down to Saturday, where you draw, weather conditions, etc., but we are very happy with the whole Honda package." Ribeiro was asked if learned from going fast at Nazareth. "I started from ground zero," Ribeiro said. "I did not try to bring anything from Formula One or Nazareth. We have a new engine and a new combination and the Indy track is so different. It'll probably translate later on at Michigan and other places."

A.J. Foyt will toss up the game ball tonight as a ceremonial start of the third game of the NBA playoff series between the Indiana Pacers and New York Knicks at Market Square Arena.

Dominic Dobson and Dennis Vitolo passed driver physicals today, bringing the total to 50.

The Indy FanFest Grand Opening and ribbon-cutting ceremony is scheduled for 8:45 a.m. Friday at the Indy FanFest main entrance adjacent to the Hall of Fame Museum, opening the theme park to the general public.

Bob Sprow was announced today as team coordinator for Arciero Wells Racing. Sprow was chief mechanic for Al Unser's 1983 PPG Cup championship effort during a seven-year stint with Penske Racing.

According to Hemelgam Racing chief mechanic Ron Dawes, a broken wheel was the cause of Davey Hamilton's accident Wednesday. "We're not sure whether it was a manufacturing problem or a design problem," Dawes said. "It also could've been damaged when the tire was mounted. We just don't know, but it was definitely a wheel failure." The #66 Burns Motorsport entry was changed today to #96 RainX/Indiana Buick/Adcox Lola to be fielded by Hemelgam. USAC issued an immediate bulletin Wednesday suspending use of Mag Tech wheels pending nondestructive testing. The 1994 model of the wheels was permanently excluded from use today by the USAC Technical Committee. Surgery was performed at 2 p.m. today on Hamilton to repair a broken right ankle. Hamilton also had serious bruises to both knees. According to Dr. Henry Bock, Speedway medical director, Hamilton will be held overnight at Methodist Hospital with an anticipated release on Friday.

47 cars were on the track today, turning 2,279 laps. Cars on track today: #1/1T Unser Jr.; #2 E.Fittipaldi; #3 Tracy; #4 Herta; #5 Gordon; #6 Andretti; #7 Salazar; #8/8T deFerran; #9/9T Rahal; #10 Fernandez; #11/11T Boesel; #12 Vasser; #14T Cheever; #15/15T C. Fittipaldi; #16 Johansson; #17 Sullivan; #18 Gugelmin; #19 Eric Bachelart, The AGFA Car; #20/20T Pruett; #21 R. Guerrero; #22 C. Guerrero; #24 Goodyear; #25 Hiro Matsushita, Panasonic Duskin YKK Reynard 951; #27 Villeneuve; #31/31T Ribeiro; #33 Fabi; #34 Zampeddi; #40/40T Luyendyk; #41T Scott Sharp, AJ Foyt Enterprises; #42 Greenfield; #44 Ward; #54 Hideshi Matsuda, The Zunne Group; #55 Greco; #60 Brayton; #64 Parsons; #77/77T Jones; #91 Fox; #92 Freon.

A total of 71 cars are now at the Speedway, 70 have passed technical inspection and 1 is in the process. 42 drivers have been on the track to date. There were 17 yellows for 2 hours, 20 minutes. At 10 a.m., the temperature was 55 degrees with winds NW at 10 mph. At 5 p.m., the temperature was 61 degrees with winds west at 12 mph. Track temperatures from Goodyear tire engineers were 77 degrees at 11 a.m. and 98 at 4 p.m. Forecast for qualifying Saturday from the National Weather Service is mostly cloudy with a 40 percent chance of showers and highs in the mid- to upper 70s.

TOP 10 DRIVERS OF THE DAY

1	60	Scott Brayton	Quaker State Special	234.656
2	40	Arie Luyendyk	Glidden Special	234.332
3	24	Scott Goodyear	Reynard Honda	232.246
4	5	Robby Gordon	Valvoline/Cummins Special	231.839
5	31T	Andre Ribeiro	LCI Reynard Honda	231.523
6	18	Mauricio Gugelmin	Hollywood/PacWest/Reynard	230.977
7	3	Paul Tracy	Kmart/Budweiser/Lola/Newman Haas Racing	230.775
8	33	Teo Fabi	Combustion Engineering/Indeck Reynard-Ford	230.055
9	6	Michael Andretti	Kmart/Texaco Havoline/Lola/Newman Haas Racing	229.838
10	9	Bobby Rahal	Miller Genuine Draft	229.574

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 7 — FRIDAY, MAY 12, Page 1 of 2



1995 POLE DAY INFORMATION

Order of the Day:

- 7 a.m. — Gates open
- 8-10 a.m. — Practice
- 11 a.m.-6 p.m. — Qualifications

Brief explanation of qualifying procedures:

1. Qualifying draw for positions in the initial qualifying line will be held at 6 p.m. today after the track closes.
2. The fastest 33 qualifiers start the race, regardless of when or what day they qualify.
3. The pole position is decided by the fastest qualifier on the first day, or the fastest qualifier after one trip through the original qualifying line, whichever comes LAST.
4. Each car can make three qualification attempts. When a car completes a four-lap, 10-mile qualification attempt, its speed becomes official. The car may not requalify. The driver, if the car is bumped, may qualify in another car.
5. 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.

Awards:

The pole winner for the Indianapolis 500 will take the \$100,000 PPG Pole Award, a magnificent trophy crafted by Tiffany of New York and a Starcraft Chevrolet van worth \$35,000, all part of the PPG Pole Award package. Assuming the pole is decided Saturday, the presentation will be made near Victory Circle immediately after qualifying ends at 6 p.m.

Other Pole Day awards include the DeLong "First in the Field" Award of \$5,000 to the first official qualifier; the Delco Battery/CAM "Great Start" Award of \$5,000 to the driver who accrues the most first-week practice laps and qualifies on the first day; the GTE "Front Runner" Awards of \$30,000, with \$10,000 going to each front row qualifier; the Loctite award of \$3,000 to the pole position winner; the T.P. Donovan "Top Starting Rookie" Award of \$5,000 to the rookie starting highest in the field; the Starcraft "Pole Position Car Owner" Award of \$10,000 to the pole position car owner; and the True Value "Master Mechanic" Award of \$10,000 plus a Lawn Chief garden tractor to the pole position chief mechanic.

Advance Facts, Notes:

—The widest spread between the first and last time a driver set both one- and four-lap track records in the same year is seven years by Mario Andretti (1965-72), Rick Mears (1982-89) and Tom Sneva (1977-84). Scott Brayton could extend the spread to 10 years for this qualification category if he were to set both one- and four-lap marks in 1995. Brayton set one- and four-lap qualifying marks in 1985, although his four-lap record was eventually eclipsed by that year's polesitter, Pancho Carter.

—In 1963, Pamelli Jones set one- and four-lap qualification records and a 500-mile race record for fastest winning speed. Jones is the only driver to set and hold all three records simultaneously, in the same year. Rick Mears nearly duplicated Pamelli's feat when he managed to set marks for all three categories in 1984, but wound up holding only the race record after having had his new qualification records erased by 1984 polesitter Tom Sneva. If Arie Luyendyk sets one- and four-lap qualification records in 1995, he would not match Jones' one-year "hat trick", but he would have the distinction of being the current record-holder for all three categories. Luyendyk holds the record for fastest winning average speed (185.981 in 1990).

—The only rookies to qualify on the pole are Walt Faulkner (1950) and Teo Fabi (1983). The last driver to win the Rookie of the Year award and the pole position in back-to-back years is Rick Mears, who won the pole in 1979 after being named co-winner of the "500" Rookie of the Year award in 1978. The 1994 winner of the "500" Rookie of the Year honor was Jacques Villeneuve.

—The last time three different makes of cars started from the front row was in 1981, when Bobby Unser started from the pole in a Penske, Mike Mosley started second in an Eagle and A.J. Foyt started third in a Coyote. Penske, Lola and Reynard cars are entered at the Speedway.

—The most experienced "500" veteran assigned to a car so far this year is 13-time starter Scott Brayton. The last time the most experienced "500" driver had only 13 previous starts to his credit was in 1971 when A.J. Foyt qualified for his 14th Indianapolis 500. The last time the "most experienced driver in the field" honor was shared by a non-winner and a former winner was in 1968 when Bob Veith and defending winner Foyt were ranked at the top of the field with 10 previous starts apiece. The last time a non-winner stood ALONE as the most experienced "500" driver was in 1965 when Eddie Johnson led the field with 11 previous starts. Scott Brayton's highest "500" finish is a pair of sixths in 1989 and 1993.

—Scott Brayton turned 36 years of age in February. The last time a driver younger than 36 had the distinction of being the most experienced "500" driver in the field was in 1970 with Foyt at age 35.

—In 1994, Scott Brayton made three qualification attempts in three different cars as a "first-day" qualifier and one qualification attempt as a "second-day" qualifier. On Pole Day (May 14), Brayton waved off an attempt in car #59T. Brayton then waved off an attempt in car #59. Due to adverse weather conditions, the "first-day" qualifying line was extended into the second qualifying day (May 15). Before the original qualifying line was completed, Brayton waved off an attempt in car #27T. Brayton returned later in the day in car #27T and made the field as a "second-day" qualifier.

—Drivers using Goodyear tires have won the last 23 Indianapolis 500s and the last 24 "500" pole positions.

—The last qualification attempt using Firestone tires was by Jan Opperman (car #51), the Viceroy Pamelli Special, when he bumped his way into the field in 1974 with a speed of 176.186 miles an hour for 32nd starting position. The highest finisher using Firestone tires in 1974 was Pancho Carter in seventh place. Carter gained Rookie of the Year honors.

—The last driver to qualify on the front row or on the pole using Firestone tires was 1970 polewinner Al Unser, who also won the race that year.

—Mario Andretti qualified in the sixth position for the 1973 "500" with an average speed of 195.059 miles an hour. This is the fastest qualifying speed ever recorded by a driver using Firestone tires.

—"If you think qualifying for the Indianapolis 500 is difficult (I've called it the most pressure-packed moment in sports), you should try explaining the process," said six-time pole winner Rick Mears in a prepared release for Marlboro Racing. "Rules for qualifying at Indy are different from any other place and are designed to allow everyone an equal chance to make the starting field. My concern as a driver was to be the quickest, most precise I could be. I had enough to do without worrying about the rules."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 7 - FRIDAY, MAY 12, Page 2 of 2

At 11:11 a.m., 11 minutes after the start of practice, Paul Tracy was the first driver to exceed 230 miles an hour for the day with a lap in the #3 Kmart/Budweiser/Lola/Newman Haas Racing entry at 230.073. At 11:12 a.m., Michael Andretti reached 230.050 in the #6 Kmart/Texaco Havoline/Lola/Newman Haas Racing, followed at the same time by Jimmy Vasser in the #12 Target/STP Reynard Ford at 230.161. At 11:19 a.m., Andretti turned a lap at 233.046, fastest of the day at that point. At 1:08 p.m., Scott Brayton reached 234.473 in the #60 Quaker State Special, fastest of the day. At 1:54 p.m., Arie Luyendyk reached 233.197 in the #40 Glidden Special, third fastest of the day at that point. Bobby Rahal, Bryan Herta, Jacques Villeneuve, Jimmy Vasser, Raul Boesel and Andretti turned their first 230-plus laps of the month today. At 5:46 p.m., Arie Luyendyk in the #40 Glidden Special turned a lap at 234.913, the fastest lap in the history of the Speedway. Luyendyk, Robby Gordon and Brayton each eclipsed 230 plus in two different cars, becoming the second, third and fourth drivers to do so in one day during practice at the Speedway. Andre Ribeiro was the only driver to be over 230 previously during the month that did NOT reach 230 today. Sixteen cars and 13 drivers exceeded 230 today.

MICHAEL ANDRETTI: "It (the 233-plus lap) doesn't mean anything as I had a huge tow. Unfortunately, the car won't run like that, but it was fun." (NOTE: This is his first time over 230 at the Speedway since running 231 in 1992.)

SCOTT BRAYTON: "The 60 car was running really good but the 'T' car was running even better. I didn't get to spend as much time in it as I had hoped." (What car will he drive Saturday?): "Whichever one draws better."

ARIE LUYENDYK: "Glad to get those four laps in at the end. We had had problems earlier in the day with the popoff valve." (On the 234.9 lap): "I looked at my gauges and I thought I might've gone over 235. It's a great morale boost for the team."

Tom Carnegie and Rick Mears were recognized today in the Trackside Conference Room as PPG Colorful Characters for Indianapolis 500 qualifying. The honor, part of a new program, recognizes members of the PPG Cup racing community who bring style, personality and excitement to the series.

The lap of 229.574 miles an hour turned Thursday by 1986 "500" winner Bobby Rahal was the fastest lap Rahal had ever turned at Indy in his 13 years at the Speedway. His previous fastest lap was 228.432 on May 8, 1992. Today, Rahal's fastest lap in the #9 Miller Genuine Draft entry was 230.085, breaking his personal fastest of Thursday. Rahal holds the record for the most consistent four-lap qualification run in the history of the Speedway. His lap speeds in 1992 of 224.176, 224.165, 224.143 and 224.148 broke a 21-year consistency standard. His times of 40.147, 40.149, 40.153 and 40.152 beat George Snider's 1971 record by one-tenth of a second. The driver with the most consistent four laps during this year's qualifying receives the \$5,000 NewsPacer "Most Consistent Qualifying Laps" Award.

The Indy FanFest opened to the public this morning with a ribbon-cutting ceremony and balloon release at its location adjacent to the Speedway's Hall of Fame Museum. Among the attendees were Speedway Chairman Mari Hulman George, Speedway President Tony George, Al Unser Jr., Bob Jenkins and 500 Festival President Tim Worthington. "We think FanFest is a super idea," said Unser Jr., "and we're very proud of IMS for doing this, giving back to the race fans for all they've given us."

At 4 p.m., Robby Gordon in the #5 Valvoline/Cummins Special "whitewalled" the outside wall in the south short chute. The car had no damage and Gordon drove it to the pits. "The car was fine," Gordon said. "I was just concerned about (Eddie) Cheever, who was in front of me. I was just trying to put space between us."

The 1995 model Mag Tech wheels, suspended Wednesday for testing, were recertified by the United States Auto Club Technical Committee this morning.

Mike Groff became the 51st driver of the month to pass the driver physical.

At 5:12 p.m., Jacques Villeneuve in the #27T Player's Ltd./Team Green went high in Turn 2, slid 45 feet to the outside wall, went along the wall 150 feet and came off the wall 1,535 feet to a stop in the middle of the backstretch. The car sustained extensive right-side damage. Villeneuve suffered a bruised left foot and was examined and released from Hanna Medical Center and is cleared to drive.

55 cars were on the track today, turning 2,292 laps. Cars on track today: #1/1T Unser, Jr; #2 Fittipaldi; #3/3T Tracy; #4 Herta; 4T Vasser; #5/5T Gordon; #6 Andretti; #7 Salazar; #8/8T deFerran; #9 Rahal; #10/10T Fernandez; #11/11T Boesel; #12 Vasser; #14/14T Cheever; #15/15T C. Fittipaldi; #16/16T Johansson; #17 Sullivan; 17T Danny Sullivan, VISA/PacWest/Reynard; #18 Gugelmin; #19 Bachelart; #20/20T Pruett; #21 R. Guerrero; #22 C. Guerrero; #24 Goodyear; #25 Matsushita; #27/27T Villeneuve; #31 Ribeiro; #33 Fabi; #34 Zampedri; #40/40T Luyendyk; #41T Sharp; #42 Greenfield; #44 Ward; #54 Matsuda; #55 Greco; #60/60T Brayton; #64 Parsons; #77/77T Jones; #91 Fox; #92 Freon; #96 Jim Crawford, RainX/Indiana Buick/Adcox Imports, Inc.

71 cars are now at the Speedway and all have passed technical inspection. 43 drivers have been on the track to date. There were 11 yellows for 1 hour, 46 minutes. At 10:30 a.m., the temperature was 64 degrees and winds were light and variable NW at 5 mph. At 5:30 p.m., the temperature was 66 degrees and winds were S at 10 mph. Track temperatures from Goodyear tire engineers were 92 degrees at both Noon and 5 p.m. Special forecast from the National Weather Service for Pole Day shows Saturday will be mostly cloudy and warm, with breezy conditions and a chance of thunderstorms most of the day. The forecast said the best chances for rain will be in the afternoon. Highs should be in the mid- to upper 70s and winds should be from the southeast at 15-25 mph.

TOP 10 DRIVERS OF THE DAY

1	40	Arie Luyendyk	Glidden Special	234.913
2	60	Scott Brayton	Quaker State Special	234.473
3	6	Michael Andretti	Kmart/Texaco Havoline/Lola/Newman Haas Racing	233.724
4	18	Mauricio Gugelmin	Hollywood/PacWest/Reynard	231.821
5	12	Jimmy Vasser	Target/STP Reynard Ford	231.630
6	33	Teo Fabi	Combustion Engineering/Indeck Reynard-Ford	231.493
7	5T	Robby Gordon	Valvoline/Cummins Special	231.339
8	24	Scott Goodyear	Reynard Honda	231.101
9	4	Bryan Herta	Target/Scotch Video Reynard Ford	231.048
10	3	Paul Tracy	Kmart/Budweiser/Lola/Newman Haas Racing	230.858

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DAY 8 – SATURDAY, MAY 13
POLE DAY



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

11:15 a.m.-7:15 p.m. – Hourly reports, IMS Radio Network
11:30 a.m.-Noon – Indy AM, IMS Radio Network
Noon-2:30 p.m. – Pole Day Qualifying, ABC Sports
Noon-1 p.m. FanFest, WNDY-TV
6-6:30 p.m. – Qualifying wrapup, WNDY-TV
6:30-7 p.m. – Indy PM, IMS Radio Network
11-11:30 p.m. – Qualifying wrapup, WNDY-TV

As practice was scheduled to start at 8 a.m., it was raining. At 10 a.m., the temperature was 59 degrees and winds were SE and gusty at 24 mph. In each year since 1988 except one (1993), wet weather has delayed Pole Day activities.

The **PPG Pole Award** of \$100,000 plus a trophy crafted by Tiffany's of New York and a \$35,000 van from **Starcraft** and **Chevrolet** heads the list of qualifying awards for the 1995 Indianapolis 500. Others include:

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 and Lawn Chief garden tractor (to pole-winning chief mechanic)

Sure Start/Automotive Armature "On The Bubble" Award - \$10,000 (to 33rd fastest qualifier)

Haldex/CAM "Safety" Award – \$5,000 (to chief mechanic of team best displaying safety procedures during practice and qualifying)

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

KLF/Race Spec "Final Measure" Award – \$5,000 (to last team to pass inspection and qualify)

DeLong "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 (to last driver to be bumped from field)

T.P. Donovan "Top Starting Rookie" Award - \$5,000 (to highest starting rookie)

Pinkerton Security "Oldest Starting Driver Award – \$5,000

HotShots Fotografx "Hottest Rookie Lap" Award - \$5,000 (to rookie with fastest single lap of successful qualifying attempt)

Raybestos/CAM "Tough Brakes" Award - \$5,000 (to chief mechanic voted by peers as overcoming greatest adversity in qualifying)

Snap-On Tools/CAM "500 Top Wrench" Award - \$5,000 (to outstanding chief mechanic as voted by peers in qualifying)

Delco Battery/CAM "Great Start" Award – \$5,000 (to team accruing most practice laps and being a first-day qualifier)

Loctite Pole Position Winner – \$3,000

The Indiana Pacer logo appeared Friday on the #16 and #16T Team Alumax/Penske/Mercedes-Benz cars assigned to Stefan Johansson by Bettenhausen Motorsports. "It's a public relations thing," said Brad Stevens, director of marketing for the team. "There're a lot of people out here who are Pacer fans. (Team owner) Tony (Bettenhausen) is a big Pacer fan."

Davey Hamilton stopped by the IMS Media Room to talk about his plans. "Every day it gets better and better," Hamilton said. "The ankle is all I'm worried about now. The worst condition is that I can put a brace on it." When asked what went through his mind when he hit the wall, he said, "It went so fast. I was dazed. I didn't know what was going on and I wasn't sure if it was a rookie error or what. So I was pleased that the wheel broke, but that doesn't change the pain. I hear that they found other tires (sic, wheels) in the pit area with fractures in them, so I'm glad that this might help prevent this happening to somebody else. I'm sorry it had to happen to us. Things were going so smoothly before the accident." About the new car, Ron Hemelgam said, "We secured another car through Jim Hayhoe. We picked it up Thursday morning and it's been to the paint shop. Hopefully it will be ready when the boy's ready to go."

Inaugural Brickyard 400 winner Jeff Gordon was a visitor to the Speedway today.

The signature film for the Children's Museum of Indianapolis will have a "shooting" session Sunday at the Speedway. The one-of-a-kind film will be played exclusively at the museum's Iwerks Cinedome Theater opening in the summer of 1996. Speedway veteran Mike Groff, not currently entered in a car for this year's "500," will drive Walker Racing's Valvoline/Cummins Reynard-Ford/Cosworth for the Omni-type film, which will be shown six times a day for five to seven years.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 8 – SATURDAY, MAY 13, Page 2 POLE DAY

At 1:36 p.m., the track opened under running yellow conditions and went full yellow shortly thereafter. At 1:38 p.m., the temperature was 60 degrees and winds were SE and gusty at 22 mph. At 2:07, the track went green for first-group 30-minute practice.

At 2:11 p.m., Andre Ribeiro in the #31T LCI Reynard Honda, went high out of Turn 3 215 feet to hit the outside wall in the middle of the north short chute, slid along the wall 90 feet, off the wall 60 feet, along the wall 30 feet, then came off the wall 390 feet to hit outside wall with right side in the middle of Turn 4, slid along the wall 210 feet and came off the wall 270 feet to the apron. The car sustained extensive right-side damage. Ribeiro was treated for minor bumps and bruises at the Hanna Medical Center, released and cleared to drive.

The fastest three drivers during the first practice session posted times of: #3 Paul Tracy 230.486; #18 Mauricio Gugelmin 230.197; #40T Arie Luyendyk 227.704. In the second session, fastest drivers were: #5 Robby Gordon 230.615; #60T Scott Brayton 230.580, #6 Michael Andretti 230.356. Six drivers ran their fastest speeds of the month in the pre-qualifying warmup: #2 Emerson Fittipaldi 225.011; #16 Stefan Johansson 225.654; #19 Eric Bachelart 225.881; #54 Hideshi Matsuda 218.224; #41T Scott Sharp 225.881; #99 Dean Hall (in the car's first appearance of the month) 224.573.

4:45 p.m #99 DEAN HALL/Indianapolis, IN
Subway-95L/F/G

QA - 1	1 – 40.277 – 223.453	UA - 1
	2 – 40.223 – 223.753	
	3 – 40.176 – 224.014	
	4 – waved off	

4:49 p.m. #34 ALESSANDRO ZAMPEDRI/Monte Carlo, Monaco
The Mi-Jack Car- 94L/F/F

QA - 2	1 – 39.877 – 225.694	Q - 1
	2 – 39.857 – 225.807	
	3 – 39.867 – 225.751	
	4 – 39.865 – 225.762	
	T 2:39.466 – 225.753	

4:54 p.m. #4 BRYAN HERTA/Valencia, CA
Target/Scotch Video Reynard Ford- 95R/F/G

QA - 3	1 – 39.801 – 226.125	Q - 2
	2 – 39.791 – 226.182	
	3 – 39.931 – 225.389	
	4 – 40.086 – 224.517	
	T 2:39.609 – 225.551	

4:58 p.m. #40 ARIE LUYENDYK/Scottsdale, AZ
Glidden Special- 95 L/M/G

QA - 4	1 – 39.008 – 230.722	Q - 3
	2 – 38.966 – 230.971	
	3 – 38.929 – 231.190	
	4 – 38.920 – 231.244	
	T 2:35.823 – 231.031	

5:03 p.m. #14 EDDIE CHEEVER/Aspen, CO
Copenhagen Racing Team- 95L/F/G

QA - 5	1 – 39.735 – 226.501	Q - 4
	2 – 39.892 – 225.609	
	3 – 39.678 – 226.826	
	4 – 39.766 – 226.324	
	T 2:39.071 – 226.314	

5:07 p.m. #3 PAUL TRACY/Paradise Valley, AZ
Kmart/Budweiser/Lola/Newman Haas Racing- 95L/F/G

QA - 6	1 – 39.855 – 225.819	Q - 5
	2 – 39.869 – 225.739	
	3 – 39.870 – 225.734	
	4 – 39.843 – 225.887	
	T 2:39.437 – 225.795	

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DAY 8 – SATURDAY, MAY 13, Page 3
POLE DAY

5:08 p.m. #77T DAVY JONES/Lake Tahoe, NE
Jonathan Byrd's Cafeteria/Bryant Heating & Cooling- 94L/F/G

Pulled in. No attempt charged.

5:14 p.m. #16 STEFAN JOHANSSON/Monte Carlo, Monaco
Team Alumax/Penske/Mercedes-Benz- 94P/MB/G

QA - 7	1 – 40.223 – 223.753	UA - 2
	2 – 40.466 – 222.409	
	3 – 40.167 – 224.065	
	4 – waved OFF	

5:18 p.m. #60 SCOTT BRAYTON/Coldwater, MI
Quaker State Special- 95L/M/G

QA - 8	1 – 38.968 – 230.959	Q - 6
	2 – 38.811 – 231.893	
	3 – 38.796 – 231.983	
	4 – 38.863 – 231.583	
	T 2:35.438 – 231.604	

5:23 p.m. #22 CARLOS GUERRERO/Mexico City, Mexico
Herdez-Viva Mexico/Lola/Ford Cosworth- 95L/F/G

QA - 9	1 – 40.223 – 223.753	UA - 3
	2 – 40.175 – 224.020	
	3 – 40.209 – 223.830	
	4 – waved off	

Carlos Guerrero's three-lap average speed of 223.868 represents the fastest three-lap wave off in the history of the Speedway.

5:28 p.m. #19 ERIC BACHELART/Brussels, Belgium
The AGFA Car- 94L/F/F

QA - 10	1 – 40.470 – 222.387	UA - 4
	2 – 40.397 – 222.789	
	3 – 40.384 – 222.861	
	4 – waved off	

5:32 p.m. #17 DANNY SULLIVAN, Aspen, CO
VISA/Pac West/Reynard- 95R/F/G

QA - 11	1 – 39.845 – 225.875	Q - 7
	2 – 39.849 – 225.853	
	3 – 39.958 – 225.236	
	4 – 39.996 – 225.023	
	T 2:39.648 – 225.496	

5:37 p.m. #91 STAN FOX/Janesville, WI
Delta Faucet/Bowling/Jack's Tool Rental- 95R/F/F

QA - 12	1 – 39.683 – 226.797	Q - 8
	2 – 39.699 – 226.706	
	3 – 39.707 – 226.660	
	4 – 39.790 – 226.187	
	T 2:38.879 – 226.588	

5:42 p.m. #8 GIL DE FERRAN/Sao Paulo, Brazil
Pennzoil Special- 95R/MB/G

QA - 13	1 – 40.035 – 224.803	Q - 9
	2 – 39.930 – 225.394	
	3 – 39.894 – 225.598	
	4 – 39.831 – 225.955	
	T 2:39.690 – 225.437	

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DAY 8 – SATURDAY, MAY 13, Page 4
POLE DAY

5:48 p.m. #18 MAURICIO GUGELMIN/Curitiba, Brazil
Hollywood/PacWest/Reynard- 95R/F/G

QA - 14	1 – 39.263 – 229.223	Q - 10
	2 – 39.586 – 227.353	
	3 – 39.548 – 227.572	
	4 – 39.551 – 227.554	
	T 2:37.948 – 227.923	

5:52 p.m. #41T SCOTT SHARP/East Norwalk, CT
AJ Foyt Enterprises- 95L/F/G

QA - 15	1 – 40.744 – 220.891	UA - 5
	2 – waved off	

5:56 p.m. #6 MICHAEL ANDRETTI/Nazareth, PA
Kmart/Texaco Havoline/Lola/Newman Haas Racing - 95L/F/G

QA - 16	1 – 39.287 – 229.083	Q - 11
	2 – 39.260 – 229.241	
	3 – 39.200 – 229.592	
	4 – 39.257 – 229.258	
	T 2:37.004 – 229.294	

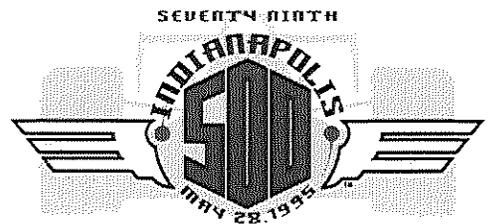
11 car field average of 227.323. 1994 - 223.771 for a difference of 3.552 mph.

At the moment, the 1995 front row is the fastest front row in the Speedway's history with a combined average speed of 230.639 mph. The old record was held by the 1992 front row with a combined average speed of 230.533 mph.

A total of 71 cars are now at the Speedway and all have passed technical inspection. 43 drivers have been on the track to date. There were 7 yellows for 1 hour and 33 minutes. The high temperature today was 61 at 6 p.m. The low was 53 at 6 a.m. The winds were SSE at 12-28 mph. Precipitation was 0.55 inches from midnight-7 p.m. at IMS.

Order of the Day for Sunday, May 14, 1995 - Qualifying Day 2

9 a.m. - Gates Open
9:30 a.m. - Practice Begins
Two 30-minute sessions
Front half of the qualifying line in the first group
(Note: Schedule change, practice originally scheduled to begin 10 AM)
Noon - Qualifying Begins
6 p.m. - Qualifying Concludes



Post Qualifying Quotes - Saturday May 13

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PAUL TRACY (#3 Kmart/Budweiser/Lola/Newman Haas Racing): (about his run): "It was a bit of a letdown. We ran strong this morning...the quickest in the first group, second to (Scott) Brayton. We went back to the garage and started to think about it and tweak the thing up. We ultimately drug it down. The car was a little bit disappointing. I think we overcompensated for the weather. We put some more weight on and should've just left it alone. We packed too much wing on for the weather conditions and ultimately, we paid for it." (About the weather): "The air is really thick. We put some down force on to keep the car from slipping and it was too much drag. Today was the worst it's been this week. We didn't have any idea what the track was like. You take a gamble and pay the price. I hope the conditions are worse tomorrow so we can stay close to the top."

BRYAN HERTA (#4 Target/Scotch Video Reynard Ford): "The car handled pretty good. I was surprised I wasn't faster as I ran flat in the corners. The air is heavy now and we had too much drag. We didn't need that much down force. Last year, I was on the bubble and I don't take anything for granted about this place. I'm not really happy with the speed but I think we're in the field solidly. That's the main goal right now...just get in the field. We have to go back and look at the computer to see what happened because we had the speed this morning and we just lost it."

MICHAEL ANDRETTI (#6 Kmart/Texaco Havoline/Lola/Newman Haas Racing): "It was very, very important to get it done today. You don't sleep too well at night if you don't, so I'm just happy to get it over with. It makes for a long night otherwise." (About the run): "I was very happy with the speeds. Those were the speeds we had all month by ourselves, so I was pleased. I was wide open all the way around. I was worried going into the run because of Paul's run but all I can say is, something had to go wrong with his engine." (About staying in the first row): "I don't know. If conditions are hot and windy tomorrow, we have a good shot. I think we're guaranteed at least a second-row position and that's okay." (About the race): "The race is another story. The pole, we knew, we didn't have a shot at. But the race, we have a good chance."

GIL DE FERRAN (#8 Pennzoil Special): (About running in these conditions) I managed to warm up in these conditions so I knew what it would be like. I was flat-footing it all the way around for the first time in my life. I was a little anxious. Conditions were slightly worse today and the car was twitchy. I had a slight boost problem. I could never get more than 44 1/2 inches. We have next week to do a little more work. I'm really glad that we got it over and done with." (About staying in): "Hopefully, my speed will be good enough for the race. I'm pretty excited." (About Indy): "This is a really amazing event. It has a fantastic atmosphere like a gigantic party."

EDDIE CHEEVER (#14 Copenhagen Racing Team): "Everybody was a lot slower today. The wind made it difficult. There are two important pedals in a race car -- the one that makes you go fast and the one that makes you go slow. It depends on which one you step on. I hope to be in the first four rows but today is a pretty funky day. This place has a mind of its own. It can change at any minute." (About the wind out of Turn 4): "The wind was like hitting a brick wall. I wanted to get out of the car and push it. I'm extremely disappointed in the run. I really expected to see a 228 and a half. It's so frustrating because the cars are so sleek. But it's so humid that you don't really go anywhere."

STEFAN JOHANSSON (#16 Team Alumar / Penske / Mercedes-Benz): "We had the popoff valve open on the first lap and that obviously cost us. I'm not sure why although one of our engineers felt that it might have been due to the barometric pressure. We also had a problem with drag, again possibly due to the weather. Fortunately, we still have our backup car in the first day line and we actually had our best practice lap in it."

DANNY SULLIVAN (#17 VISA / PacWest / Reynard): (about the atmosphere): "It was strange coming out of (Turn) 3 and seeing the mist and seeing the tower all lit up. It caught me by surprise and I really had to concentrate on what I was doing." (About the wait): "It's almost unbearable. You're up, you're down. You're gonna go, you're not gonna go. You gotta go to the bathroom. It's very hard. It never gets easier. Then you go out there (to qualify) and it's the most difficult two-and-a-half minutes in motorsports." (About the wind): "The wind was more of a factor than you can feel in the car. Conditions were changing as you ran. But I'm pleased and I'm really glad to get it done today. Now I'll work on getting the car really, really good. The combination of waiting, plus being the most exciting 2 1/2 minutes plus taking the car to the absolute limit plus the field being as competitive as it is, you hafta make the most of it." (About missing the '94 race): "I enjoyed my time with ABC last year, but I'm very happy to be back in the cockpit again."

MAURICIO GUGELMIN (#18 Hollywood / PacWest / Reynard): "We had a good first lap but the valve opened on the second lap. The air was so dense. It wasn't that we were greedy with it. It's just that the conditions worsened so much." (About the valve): "The first lap, I did a 229, but with the dense air, the valve just opened. Once one of those opens, it's impossible to close and I had to keep my foot down through (Turns) 2, 3 and 4. We took six clicks off the valve before we went out because the pressure was so low. But the only way I could treat the car was to take the wings off." (About his nickname, because his name is frequently mispronounced): "The team calls me 'Big Mo.'" (about Brazilian competitors): "It's tough having six other Brazilians here wanting the same spots but I enjoy Indy racing a lot. It's much more competitive over here and I'm happy to have a car that can compete with the leaders."

AL SPEYER (Bridgestone/Firestone motorsports manager): "After the long wait, 21 years and a rain delay, it was extremely gratifying to see Alessandro (Zampedri) become the first official qualifier on Firestone tires."

ALESSANDRO ZAMPEDRI (#34 The Mi-Jack Car): (about qualifying at Indy as a rookie): "It's a great opportunity for a rookie. You sit through technical and then they tell you can go. It's amazing. You look up in the stands and there're thousands of people. To make a mistake because of the emotion is very easy, so you must be very focused. It's amazing how these people can change this place. It's the most important race in the world. It was great. I was the first driver here on Firestone tires. It was very exciting." (About the run): "The weather affected me a lot this morning. I ran 227 and now 225. I'm disappointed about my speed. My best speed was 228.9. The wind affected me a lot." (When asked if he knew of car owner Walter Payton as he was growing up): "I knew who he was because I watched football on TV. But he wasn't a personality like a soccer player. He really wants to go far with this team. I hope they don't want to do a driver-owner football game, because with Walter Payton and Joe Montana, I won't go very far."

WALTER PAYTON (owner of Zampedri's car): (about racing being compared to football): "It's all the same. They're both team sports. If one person fails, everybody fails." (About the weather): "This isn't racing weather. This is football weather."

ARIE LUYENDYK (#40 Glidden Special): (about the weather): "The track was okay but the air was really thick and there was no horsepower. The thick, humid air takes it (the horsepower) all away. It was one of those days. My second lap, I was flat out and I didn't get any boost." (About Brayton about to run): "Hopefully it'll get a little more boost today when it counts." (He watched Scott qualify): "I knew my speed was going to be good enough. I knew it wasn't going to be me."



Post Qualifying Quotes - Saturday May 13

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SCOTT BRAYTON (#60 Quaker State Special): (about the pole): "Comparing 1985 and today is like comparing 1902 to 1950 because the sport has progressed. I was determined I'd get back what I wanted in 1985. Ten years ago, it (the engine) broke. Going into (Turn) 3 today, I could hear every rattle. I stepped on it. It means everything to me." (About chances for winning the pole): "When John drew last night, I thought I had the pole." (Interchange between Luyendyk and Brayton): "I'm happy for you," Luyendyk said. "You made me earn it," replied Brayton. (About the qualifying run): "I gave it everything I had today. There can't possibly be any disappointment as what we did today. I was sliding around and this car really rose to the challenge. Those tires held in for me. I promise you, I scared them." (About competition between him and Luyendyk): "The chase is good for me. We want a friendly competition, but I know he wanted to beat me as much as I wanted to beat him. I'm really thrilled at the times and competitiveness between Arie and myself. Fortunately, I was able to eke it out. Arie didn't make it easy for me." (About chances for keeping the pole): "I tell you, anything can happen. This is the Indianapolis Motor Speedway and it's the most unpredictable game you'll ever want to play." (About the Menard engine's reliability): "I have more confidence in this engine finishing than any other Buick or Menard. I've got all the confidence in the world in this engine. The engines are better prepared than any other Buick. If anything takes us out of this race, it'll be accessories." (About getting to know Menard): "He's an ice racer and one time he invited me ice racing. He intimidated the hell out of me. The first time I raced with him, I put him in a snowbank. I told him today when I finished, 'I didn't put you in a snowbank.'" (after which Menard said, "Thank God.")

JOHN MENARD (owner of the cars driven by Brayton and Luyendyk): "It's a dream come true. I'm pinching myself to see if it's true. We have the best race team that's running out here now. We have maturity and maturity pays off. I have to thank Scott. He's taught me a lot about the finer points of auto racing. We spent a lot of time talking about commitment. Racing is a lot like retail. It's all about people. If you have a store with good people, you're going to do well. It's the same with racing." (About how things have changed over the years): "The first time I came here in the '80s, I didn't even know where the bathrooms were. So, yes, we've come a long way. We were strictly part time. Until the last two years until we built our shop off 38th Street, we have to cover a lot of bases. I doubt Scotty or Arie would've driven for me five or six years ago. I didn't have enough going for me. It's like a mountain to climb. You want to just keep coming back. As human beings, we want to achieve more and grow more."

JONATHAN BYRD (owner of Davy Jones' #77T, which waved off): "Something happened to the popoff valve. For some reason, it popped off as Davy pulled out on the track. He wasn't able to get it reseated in time to get up to speed to start the qualifying run. We're having boost regulation problems (with both cars) that we've not been able to solve and it's driving us crazy."

DICK SIMON (co-owner of Davy Jones #77T): "We've not been very lucky. From five cars in the field on opening day last year to no cars so far this year is not normal for us and I'm sure we'll get it worked out tomorrow (Sunday)."

STAN FOX (#91 Delta Faucet/Bowling/Jack's Tool Rental): "We qualified at about the same speed we've been running all month. We were consistent. The car was well-balanced. We didn't run a lot of down force. Essentially, we ran a race setup, not a qualifying setup. We realized we didn't have a shot at the pole and wanted to make the race comfortably. Some years, I've had the oldest car in the race and it's great to come with first-class equipment. We didn't practice a lot but I've always been comfortable in the car."

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DAY #9 – SUNDAY, MAY 14
Second Qualifying Day

Teo Fabi in the #33 Combustion Engineering/Indeck Reynard-Ford was fastest of the first practice group at 228.664 miles an hour at 10 a.m. Robby Gordon in the #5T Valvoline/Cummins Special was second fastest at 228.351 at 10:01 a.m. Jacques Villeneuve was third fastest in the #27 Player's Ltd./Team Green entry at 227.422 at 10:02 a.m.

John Menard, owner of the cars qualified for the front row provisionally on Saturday by Scott Brayton and Arie Luyendyk, was asked his strategy if someone went faster than Brayton's speed in the continuation of the original line today. His 60T car, the backup to Brayton, is still in the original line. "I would not withdraw the 60 and try to have Brayton requalify and reclaim the pole if he does lose it," Menard said. "We considered it, but we're not going to do it. However, I'm going to have Buddy Lazier qualify the 60T car. He hasn't had a lap in it, or any '95 car at this point. If he does a 225-something, we'll accept it. We may have to qualify at about 1 o'clock and obviously, the conditions are not going to be ideal. We're not going for records. We're going to put a load of downforce in it."

12:00 p.m. #33 TEO FABI/Milan, Italy
Combustion Engineering/Indeck Reynard-Ford - 95R/F/G

QA - 17	1 – 39.691 – 226.752	Q - 12
	2 – 39.760 – 226.358	
	3 – 39.938 – 225.349	
	4 – 39.966 – 225.191	
	T 2:39.355 – 225.911	

12:04 p.m. #7 ELISEO SALAZAR/Santiago, Chile
Cristal/Mobil 1/Copec, 94L/F/G

QA - 18	1 – 40.408 – 222.728	UA - 6
	2 – 40.554 – 221.926	
	3 – waved off	

12:10 p.m. #31 ANDRE RIBEIRO/Sao Paulo, Brazil
LCI Reynard Honda- 95R/H/F

QA - 19	1 – 39.614 – 227.192	Q - 13
	2 – 39.535 – 227.646	
	3 – 40.095 – 224.467	
	4 – 39.700 – 226.700	
	T 2:38.944 – 226.495	

Andre Ribeiro's one-lap best of 227.646 mph is a new one lap record for a rookie. Ribeiro's 4-lap average of 226.495 is a new four-lap record for a rookie. The previous one and four-lap marks for a rookie were 227.061 and 226.259 set by Jacques Villeneuve in 1994.

12:16 p.m. #21 ROBERTO GUERRERO/San Juan Capistrano, CA
Upper Deck/General Components Reynard - 94R/MB/G

QA - 20	1 – 39.893 – 225.603	Q - 14
	2 – 39.713 – 226.626	
	3 – 39.613 – 227.198	
	4 – 39.790 – 226.187	
	T 2:39.009 – 226.402	

12:20 p.m. #11 RAUL BOESEL/Key Biscayne, FL
Duracell Charger- 95L/MB/G

QA - 21	1 – 40.297 – 223.342	UA - 7
	2 – 40.318 – 223.225	
	3 – waved off	

12:35 p.m. #5 ROBBY GORDON/Orange, CA
Valvoline/Cummins Special - 95R/F/G

QA - 22	1 – 39.438 – 228.206	Q - 15
	2 – 39.701 – 226.695	
	3 – 39.474 – 227.998	
	4 – 39.607 – 227.233	
	T 2:38.220 – 227.531	

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DAY #9 – SUNDAY, MAY 14 Page 2
Second Qualifying Day

12:40 p.m	#15	CHRISTIAN FITTIPALDI/Sao Paulo, Brazil Marlboro Chapeco Special - 95R/F/G	
	QA - 23	1 – 40.699 – 221.136 2 – 40.733 – 220.951 3 – 40.610 – 221.620 4 – waved off	UA - 8
12:44 p.m.	#27	JACQUES VILLENEUVE/Monte Carlo, Monaco Player's Ltd./Team Green - 95R/F/G	
	QA - 24	1 – 39.379 – 228.548 2 – 39.354 – 228.693 3 – 39.318 – 228.903 4 – 39.569 – 227.451 T 2:37.620 – 228.397	Q - 16
12:49 p.m.	#12	JIMMY VASSER/Discovery Bay, CA Target/STP Reynard Ford - 95R/F/G	
	QA - 25	1 – 39.571 – 227.439 2 – 39.493 – 227.888 3 – 39.675 – 226.843 4 – 39.607 – 227.233 T 2:38.346 – 227.350	Q - 17
12:53 p.m.	#9	BOBBY RAHAL/Hilliard, OH Miller Genuine Draft - 95L/MB/G	
	QA - 26	1 – 40.080 – 224.551 2 – 40.156 – 224.126 3 – 40.124 – 224.305 4 – waved off	UA - 9
12:58 p.m.	#20	SCOTT PRUETT/Granite Bay, CA Firestone Patrick Racing - 95L/F/F	
	QA - 27	1 – 39.514 – 227.767 2 – 39.565 – 227.474 3 – 39.614 – 227.192 4 – 39.616 – 227.181 T 2:38.309 – 227.403	Q - 18
1:03 p.m	#25	HIRO MATSUSHITA/San Clemente, CA Panasonic Duskin YKK Reynard 95I - 95R/F/G	
	QA - 28	1 – 39.859 – 225.796 2 – 39.805 – 226.102 3 – 39.465 – 228.050 4 – 39.554 – 227.537 T 2:38.683 – 226.867	Q - 19
1:07 p.m	#24	SCOTT GOODYEAR/Toronto, Canada Reynard Honda - 95R/H/F	
	QA - 29	1 – 38.981 – 230.882 2 – 39.001 – 230.763 3 – 39.019 – 230.657 4 – 39.006 – 230.734 T 2:36.007 – 230.759	Q - 20

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DAY #9 – SUNDAY, MAY 14 Page 4
Second Qualifying Day

5:11 p.m.	#54	HIDESHI MATSUDA/Kawaski, Japan The Zunne Group - 94L/F/F	
			(2nd attempt)
QA - 32		1 – 39.618 – 227.169	Q - 21
		2 – 39.472 – 228.010	
		3 – 39.442 – 228.183	
		4 – 39.489 – 227.912	
		T 2:38.021 – 227.818	
5:16 p.m.	#9	BOBBY RAHAL/Hilliard, OH Miller Genuine Draft - 95L/MB/G	
			(2nd attempt)
QA - 33		1 – 39.491 – 227.900	Q - 22
		2 – 39.457 – 228.096	
		3 – 39.653 – 226.969	
		4 – 39.933 – 225.378	
		T 2:38.534 – 227.081	
5:20 p.m.	#11	RAUL BOESEL/Key Biscayne, FL Duracell Charger- 95L/MB/G	
			(2nd attempt)
QA - 34		1 – 39.855 – 225.819	UA - 12
		2 – 39.738 – 226.483	
		3 – 39.824 – 225.994	
		4 – waved off	
5:23 p.m.	#22	CARLOS GUERRERO/Mexico City, Mexico Herdez-Viva Mexico!/Lola/Ford Cosworth - 95L/F/G	
		Made a presentation but did not take the green.	
5:30 p.m.	#7	ELISEO SALAZAR/Santiago, Chile Cristal/Mobil 1/Copec - 95L/F/G	
QA - 35		1 – 39.908 – 225.519	Q - 23
		2 – 39.895 – 225.592	
		3 – 39.901 – 225.558	
		4 – 40.280 – 223.436	
		T 2:39.984 – 225.023	
5:34 p.m.	#16T	STEFAN JOHANSSON/Monte Carlo, Monaco Team Alumax/Penske/Mercedes-Benz- 94P/MB/G	
QA - 36		1 – 40.318 – 223.225	UA - 13
		2 – 40.459 – 222.447	
		3 – waved off	
5:38 p.m.	#10	ADRIAN FERNANDEZ/San Diego, CA Tecate Beer/Quaker State/Lola - 95L/MB	
			(2nd attempt)
QA - 37		1 – 40.247 – 223.619	UA - 14
		2 – waved off	
5:42 p.m.	#60T	BUDDY LAZIER/Vail, CO Quaker State Special - 95L/M/G	
QA - 38		1 – 39.902 – 225.553	Q - 24
		2 – 39.773 – 226.284	
		3 – 39.735 – 226.501	
		4 – 39.870 – 225.734	
		T 2:39.280 – 226.017	

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY #9 – SUNDAY, MAY 14 Page 5 Second Qualifying Day

5:45 p.m. #99T DAVY JONES/Lake Tahoe, NV
Subway - 95L/F/G
Made a presentation but did not take the green.

5:47 p.m. #19 ERIC BACHELART/Brussels, Belgium
The AGFA Car- 94L/F/F
Made a presentation but did not take the green.

5:52 p.m. #64 JOHNNY PARSONS/Indianapolis, IN
Van Dyne/No Touch/Marcelo/James Dean Reynard- 94R/F/G

QA - 39 1 – 40.509 – 222.173
2 – 40.506 – 222.189
3 – waved off

5:56 p.m. #11 RAUL BOESEL/Key Biscayne, FL
Duracell Charger- 95L/MB/G
(3rd attempt)
QA - 40 1 – 39.736 – 226.495 Q - 25
2 – 39.689 – 226.763
3 – 39.975 – 225.141
4 – 39.872 – 225.722
T 2:39.272 – 226.028

The appearance of Scott Brayton and Arie Luyendyk on the front row in Team Menard cars marks the first time that a Menard entry has made the front row at Indianapolis. Gary Bettenhausen was the fastest qualifier of the month in 1991, but qualified on the second day.

Roger Penske has had at least one car start from the front row in 20 of his 27 years (1969-95) as a car owner at Indianapolis. The exceptions were 1969, 1970, 1975, 1985, 1992, 1993 and 1995.

This year marked the first time that the Penske team had not had a "first-day" and first weekend qualifier (excluding years when the first day and first weekend were rained out) since it came to the Speedway in 1969. In 1969, Jigger Sirois waved off the only qualification attempt of the first day, on which qualifications were delayed by rain. The second day of qualifications was a total washout. Mark Donohue qualified a Penske machine for fourth spot in the starting lineup on the third day. Until 1971, the pole position and succeeding positions were determined by day of qualifying only, without regard to the original qualifying line.

The two lowest starting positions for a defending winner is 31st position by Graham Hill in 1967 and 30th position by Lou Schneider in 1932. The two lowest starting positions for a defending pole sitter is 27th position by Eddie Sachs in 1962 and 25th position by Johnny Rutherford in 1974. Al Unser, Jr., who won starting from the pole in 1994, will have to qualify for a spot behind the 25 first weekend qualifiers.

The last time an Unser did not qualify on the first weekend (excluding complete rain-outs) was in 1987 when Al Unser, Jr. and his father qualified into the field on the second weekend.

Car #60T qualified by Buddy Lazier is now the #80 Glidden Special.

The 1919 starting field did not contain one member of the 1916 starting front row (no races, 1917 and 1918, WWI). The 1930 starting field did not contain one member of the 1929 starting front row. Only one member of the 1994 starting front row is currently in the field, as Raul Boesel was the final qualifier today (on his third attempt in the car) and Al Unser Jr. and Emerson Fittipaldi are looking to qualify next weekend.

A total of 71 cars are now at the Speedway and all have passed technical inspection. 43 drivers have been on the track to date. There were 12 yellows for 1 hour and 29 minutes. At 10 a.m. today, the temperature was 75 degrees with winds out of the west at 20 miles per hour, gusting to 25. At 5 p.m. today, the temperature was 77 degrees and winds were W at 16 mph.

Qualifying order for Saturday, May 20.

1	#1T	Unser, Jr.	16	#16T	Johansson
2	#2	E. Fittipaldi	17	#22	C. Guerrero
3	#92	Freon	18	#10	Fernandez
4	#16	Johansson	19	#96	Crawford
5	#55	Greco	20	#99	TBA
6	#5T	TBA	21	#19	Bachelart
7	#15	C. Fittipaldi	22	#64	Parsons
8	#15T	C. Fittipaldi	23	#77	Jones
9	#44	Ward	24	#40T	TBA
10	#8T	TBA	25	#4T	TBA
11	#14T	TBA	26	#42	Greenfield
12	#21T	TBA	27	#9T	TBA
13	#41T	Sharp	28	#11T	TBA
14	#1	Unser, Jr.	29	#77T	Jones
15	#2T	E. Fittipaldi			

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Post Qualifying Quotes - Sunday May 14

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ROBBY GORDON (#5 Valvoline/Cummins Special): (about the decrease in speed): "In Turn 2, the front end got out a bit and made me nervous. This is our good car. We wanted to put it in the show and we did. We're not happy with it (speed). But at this point, we're in the show. On a day like today, when it's in the 80s, it's very difficult to get it into the 230s. It's definitely a lot hotter today than it was yesterday. We made a change right before qualifying and missed a little on the front wing, probably by about half a turn, or we could've been up with Jacques' speed. Once the front end blew out in qualifying, we just wanted to get it into the show. It wasn't worth jeopardizing. We have a good car and a good chance to win the race." (About race preparation): "Now we'll stay away from 'Happy Hour', run between 11 and 3 and put the car away. We want to get a handle on getting the car back when it gets away." (About testing here): "I did a lot of testing here with Goodyear over the winter. I ran about three races in all during the testing. When you run 1,500 miles here, you get a lot of experience with this track." (About what he learned): "Patience."

JIMMY VASSER (#12 Target/STP Reynard Ford): "We took a guess with the heat and the wind. As a result, the car pushed and lacked some grip. I've been a first-day qualifier three of my four years at the Speedway and all three have occurred about 1 p.m. with hot and windy conditions. I'm not complaining, though, as I definitely feel I can win with the combination of team and equipment." (About fourth place finish last year): "Now I know what it takes to finish up front. Actually, each year that I come here, I feel more positive. I just have a special feeling about this year." (About Joe Montana as co-owner of team): "Maybe some of Joe's 'Golden Quality' will rub off on me on Race Day. Joe is not only a hero of mine, but one of the world's top athletes and an asset to the sport."

CHRISTIAN FITTIPALDI (#15 Marlboro Chapeco Special): (after the waveoff): "We are way not quick enough. The car was too draggy, too much downforce. It was quite hot today and we lost a little bit due to the weather. We are planning to take it out again later on."

SCOTT PRUETT (#20 Firestone Patrick Racing): "It was a good solid run today, especially in these conditions. It was the best we could hope for." (about conditions today): "The wind, the high temperatures and bright sun all add up to low speeds. It was hot. You're looking for grip and the car is sliding around. It was real touch and go...almost like a teeter-totter." (On being the PPG Cup point leader): "I really felt no pressure to win. Phoenix and Nazareth felt like good opportunities to win. It's just a matter of us pulling together and making a good run." (On Goodyear's run): "I knew Scott Goodyear would break 230. If any of us had a chance, he would be the one." (About not running last year): "Being out for awhile makes you appreciate how all the pieces are coming together." (About winning the Trans Am Championship): "Winning the Trans Am Championship, running the Daytona 24 Hours and 10,000 miles of testing helped me out. I think I'm bringing a lot of that maturity back this year."

ROBERTO GUERRERO (#21 Upper Deck / General Components Reynard): (about his run): "I had a problem with the boost in the first lap. I try to keep it very consistent when I'm running. I always like to run that way. Considering the outcome, it's okay." (About his track record): "Yesterday, I was really bummed out when we didn't get to run. I said it would take a miracle and I personally think we got it. I'm happy to keep the record a little longer. I don't mind keeping it at all. They were beating my record warming up. At least I get to keep it for one more year." (About Penske team): "I've said many times that's what happens in racing. This time, things are working against them. Don't count them out yet. On Race Day, Emmo and Al will be fighting for the lead. They are a very strong team and they'll get it right."

SCOTT GOODYEAR (#24 Reynard Honda): (about his 230 run): "I was hoping we'd get it. We ran 226 this morning and talked about the run and made some changes. The small changes made a big difference. I'm very happy about what happened today. In '93, we got knocked off (the front row) late in the day and I thought about that." (About not qualifying Saturday): "I was quite depressed yesterday evening and left about 10 minutes early. I couldn't sleep last night. I was waiting to see what the temperature would be like. It was in the 70s this morning when we were running. So I thought the weather might not cooperate." (About Ribeiro): "I think he did a great job after what happened yesterday and he improved five miles an hour since practice today."

ROBERT CLARKE (General Manager, Honda Performance Development): "We're thrilled to be where we are. To be honest, this is above what we expected. It's a tribute to all the work we put in. As we all know, racing is a team effort and we have proven that today. Last year was a shot in the arm. We made organizational changes and gave our program a big boost, which is why we're here today."

STEVE HORNE (owner of cars driven by Ribeiro and Goodyear): "I'm really excited right now. It takes a lot to get me going but that (Goodyear's attempt) was a tremendous run. We've got two solid cars in the field and I'm really excited for Race Day. I was hoping for a mid-228 and thought that was possible but Scott has done a workmanlike job the whole month. We made a lucky guess on the setup and were right. It was hooked up. This was a great achievement for the team. This our comeback year."

HIRO MATSUSHITA (#25 Panasonic Duskin YKK Reynard 951): (when he learned Emerson Fittipaldi had pulled out of line): "(Laugh) No comment." (About gaining 2 mph): "The first couple of laps I had a big push in Turn 2. Then I went into a different line in Turn 2 and it helped. In the morning, everyone struggled for speed. I didn't touch car this morning at all." (About the week): "Very good team. Speed every day improved. Gained a couple miles an hour every day. Can trust team and car very good." (About changing from '94 to '95 Reynard, the latter of which he'd only practiced for four days): "There's not that much difference between the two cars. We transferred the setup from the '94 to the '95 car. I like Indianapolis but this whole month is way too long. But after the race is over, I look forward to coming back here. It's like climbing a mountain."

JACQUES VILLENEUVE (#27 Player's Ltd./Team Green): "We had a very strong car. It was well-balanced. We hoped we'd be in the front row but we knew we could not beat the Buicks. We hadn't run a flat-out lap in the heat this year. It was really warm and slippery. We weren't expecting this high of a speed. In Turn 2, the rear was sliding." (About being a veteran here): "There's more pressure because it would be difficult to finish second. Last year, the whole month was something new. This year doesn't FEEL as fast as last year." (About his accident): "Actually, it was a good week. You just hafta forget it."

ANDRE RIBEIRO (#31 LCI Reynard Honda): (about his rookie year at Indy): "The first time I came here, it was my dream to qualify and now I did it with good speed. It is a dream come true. To be here in Indianapolis is incredible for a race driver. It's hard to describe. Honda had a difficult year last year but with a rookie driver and a new team, they are proving they're very good." (About his third lap): "In Turn 2, there was some paper or something flying around so I lifted and took the wrong line. I lost a lot of speed."

TEO FABI (#33 Combustion Engineering/Indeck Reynard-Ford): "I think the car is very good but our goal was to qualify the car on the front row. I'm not very happy. The conditions changed a lot but there's nothing you can do. The conditions yesterday were a lot better than today. We never tested on these conditions so it was difficult. We had a lot of understeer so I had to lift in the corners. That's why we lost so much speed. My car today wasn't handling the way I expected and that's due to the temperatures. The team is improving every day and I think it's going to be the team of the future. It's very difficult to make a comparison from last year to this year. I'm very happy this year. I think we're competitive even though we didn't show it today."



Post Qualifying Quotes - Sunday May 14

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SCOTT BRAYTON (after officially becoming the pole winner): (about his nerves watching Goodyear today): "Until that moment, I wasn't really nervous. At that moment, there was tension. The nerves hit my body. Qualifying conditions were very different today. I was surprised at his speed. I thought he'd be in the 228-229 range. I didn't think he'd get that close." (About competition in the race): "It's a real tribute to USAC. The different engines, the different tires and the front row is within one mile an hour of each other. That's an incredible accomplishment. I can't tell you how competitive this field is." (About the pole): "I was just told on the start-finish line that a two-valve engine hasn't won the pole since 1934. I believe we're following a trend." (About pole run Saturday): "Yesterday was the most difficult day to find speed. The car was just planted. There was such an incredible headwind and we only get 55 inches of boost and I'll tell ya, we needed all 55 to get this car through. You give it every possible ounce of energy and when it's over, you're just glad it's behind you. I truly thought the speed would hold and if somebody came out today and beat it, hey, so beat it. I just know I drove as hard as I possibly could." (About the excitement of winning the pole): "We won't be able to properly digest all this for at least a few months. And I'll tell ya, AT&T and Sprint will be making a lot of money because we'll be calling each other and saying, 'can you believe?...' (about running with Team Menard): "I've tested way more this year than when I drove a full season. I love full-speed oval racing. I just love to do it. So this was a good thing, finding these guys. We all like to play in the same sandbox, I guess, is what I'm trying to say." (What'll you think when you see your name in the record books?): "That'll mean a lot. I was raised in a racing family. The first '500' I can remember was 1963 with Sid Collins on the radio. I got my first go-kart when I was five and I remember thinking some day I would race at the Indy 500. So racing here and winning the pole, it's a dream come true." (About his chances in the race): "We want to fill out this goal we set for ourselves on May 1. And that was to come, be dominant, get the pole and give it our best shot during the race. If either Arie or I are running at the end of this race, we'll be in contention for winning it. To run at race pace will be a relief for this engine after what it's been through."

JOHN MENARD (car owner for Brayton and Luyendyk after Brayton officially became the pole winner): (about the Menard engine): "We've worked really hard on the internal components of the engine. Hopefully, we've built up the stamina for the race. This motor started out as a 'hot rod,' built by hot-rodders. It was low budget in the 80s, made up of hot-rod parts right off the shelf. Anything was happening with them, things were coming out of them, they were blowing up." (About Goodyear's run): "The Honda just made a really great run. They will certainly get a bite at it." (About reflecting on the day): "It's just been wonderful, a dream come true. I've been here, off and on, for the past 15 years. Larry (Curry, director of racing) for 20 years and Scott for 14. None of us have ever had a week like this one." (About references to Penske last year with "wonder", how did he expect this year to be viewed?): "If it would've been a Penske, it would have been 'a wonder.' But this is Menard." (about when they started to work on the program): "This program started about 2 1/2 years ago. Larry, Scott and I spent hours scheming. It took a full 2 1/2 years to get it done." (About big racing budgets today): "This is our dream, our job, it's what we do, our focus. Some guys play a lot of golf. This is what we wanted to do." (about whether they'll paint the new van they won for the pole in Menard colors): "Absolutely. We'll paint 'save big money' on the side. Scott will drive it, won't you?"

LARRY CURRY (director of racing, Team Menard): (about the Menard engine program in the 80s): "The best way to describe it is that it was 50 percent pregnant, not all the way in the game." (About testing): "We put close to 3,000 miles on it. We raced the Menard V6 last year, but we were already in the process to come forward with the 209 V8. We had started development on it and were ready to bring it out in '94. We stopped running the V6 in April but then the rules changed and we had to put the V8 back on the shelf." (About his team philosophy): "I look at it like football. We go straight to the Super Bowl. We don't go to the playoffs."



Post Qualifying Quotes - Sunday May 14

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ELISEO SALAZAR (#7 Cristal / Mobil 1 / Copec): (about being a rookie): "Great. Wonderful. I'm excited to represent Chile. I'm proud of my country to be in this. To do it today is a relief. I can sleep the next 1 1/2 days. The Rookie Orientation Program helped me a lot. It helped familiarize me with the track. I did about 500 miles that weekend." (About his run): "We were doing 223 and 224. We were happy. But you always want to be a little better, and we knew we were better. The car wasn't quick on the straightaway. We had a problem with the boost this morning. We didn't want to go too fast to blow the valve. On the fourth lap, the car got a little bit loose." (About May): "This is a long time. In a way, it's hard and in a way, it's rewarding. It's been a hard year. I said year, I mean a week. It feels like it's been a year." (About car owner Dick Simon): "Whatever I say couldn't be enough. He tells me when to do this and when to do that. I know a lot from Simon." (About possible bumping): "I have a '94 car available. This is a '95. I guess we'll have to get it ready for next weekend." (About the morale on the team): "The morale is high. I believe Dick will have a couple more cars in the race."

BOBBY RAHAL (#9 Miller Genuine Draft): "We ran 28s and 29s and 30s yesterday. Today, it was really hot. The setup was not right for the afternoon. Turn 2 tonight was very slippery. That's where I lost my time. The temperature helps, but it's not much cooler than before. Qualifications are such a crapshoot, I'm glad it's over. We suffered a little bit today. The car was actually pretty good tonight. Turns 2 and 3 are still pretty slippery and (Turn) 4 a little bit. After we ran earlier, we got back, made some changes and thought about it for awhile. We've had a very good car but haven't had a day like this ever. Yesterday would have been better. We could've run 28 or 29, which is the max for us. It was a better run than earlier. We needed better grip on the car. It was actually kind of spooky. Running 28 in the heat is good for us. I'm happy with it." (About past few years vs. 1995): "I kept thinking, 'why can't it be easy?,' you know? But I know it could always be worse. I know that. It was a much longer day than I intended." (About a puff of smoke): "I don't know. The car was fine that I know of." (On the Penske team): "I sure commiserate with them. I know bad weekends like this can be." (About the Mercedes): "I think we're the fastest Mercedes-Benz. Someone told me that, so I'm proud of that." (about Honda program in '95): "I'm going to go congratulate Mr. Osaka. I'm happy for them. Obviously, they have made tremendous strides. Unfortunately the timing wasn't with us."

RAUL BOESEL (#11 Duracell Charger): (about his earlier waveoff today): "Electronics. I had a little problem on the second attempt. Going into (Turn) 3, the car misfired. I used the last two laps to find what the car was doing. We brought it in and then took the car back to the garage and made lots of changes. The concern was enough time to go in (the line again). The third time the car ran perfect and we had no problem. It's a big relief. Of course, we'd like to be at the top of the grid but we're in. We don't like to cut it that close. The real worry was, if the gun would go off before I would have time to go out again. I have a lot of work to do but at least now we're going to concentrate on going into the race and not qualifying. We knew the car had enough to qualify and it would've been a shame not to make it today."

STEFAN JOHANSSON (#16 Team Alumax / Penske / Mercedes-Benz) : (after second attempt): "The popoff valve opened on our warmup for some unknown reason. As for the run itself, the printout shows I was flat out on each lap. I don't know what more I can do. It just wouldn't accelerate."

HIDESHI MATSUDA (#54 The Zunne Group): "This morning, we had a 223 but it was very, very difficult. My car had a big push all through the corners. Now, my car is perfect." (about track conditions this morning vs. this afternoon): "I'm not sure which track condition was better, but I think it's a little better now than it was."

BUDDY LAZIER (#60T Quaker State Special which will change to No. #80 Glidden Special): (about only having 30 laps in the car): "To have such a limited time to get up to speed and then do it is a reality exhilarating feeling." (about difference between Saturday and today): "When Are and Scott qualified, the air was cool and thick. When I did (qualified), it was hot, so there were some changes in the setup. They took what we learned and went from there." (about race preparation): "I'll be able to go out and make 30-40 lap runs and understand the setup of the car. It's exciting for me to be able to do that. Are and Scott have cars similar to mine, so the setups should be similar." (About changes in plans the past week): "I can't tell you how many times plans changed in the past week. I didn't want to be a burden to them, so we waited until Are and Scott made the show. Then today, I went flat out."

ROGER PENSKE (car owner for Unser, Jr. and Emerson Fittipaldi): (about the possibility of purchasing Lolas): "Well, I would say this, it's great to have three or four car owners come up to you and say, 'if you need a car, I've got one.' We're looking at those options, I'll be honest. First, we're going to change some things on our existing cars. I don't have to commit until next Saturday. We have the opportunity to try a Lola and a Reynard this week. Our '94 car, we want to look at as an engineering exercise. We'll run the '95 too." (asked about the problem, in layman's terms): "If I knew what was wrong, I would've fixed it, for the layman. That's as frank as I can be. What's important is when we do have a setup, we need to have it good enough for qualifying and the race. We're in a situation that's certainly uncomfortable. Our problem is in our chassis, not in our engine. We have great power. That isn't the issue. We're as surprised as anyone. We pick up an understeer at mid-corner and scrub the speed off. That's the specific symptom, if you have to name it. It's not the power or the speed." (About perceptions): "If people like to see us down, well, we're down right now. But we're not going to be down for long. The race isn't over yet and the season is far from over. Both drivers have already been to Victory Lane this season." (About the Menards): "Menard has two experienced drivers. They're excellent. They've certainly got the advantage. The engine has been trouble-free, from what I could see, but you gotta run all day. It's going to take a real good race strategy to win this race. You've got Andretti, Rahal and Villeneuve back there...a lot of guys who could win it." (About driver morale): "Reality has set in that we didn't get into the field. Emmo is excited about what we talked about for tomorrow. I didn't have time to talk to Little Al too much before I came in here. We've been down before. We're not going to stop until 6 p.m. next Sunday."

STEPHAN GREGOIRE (about his ride search): "I'm still looking hard for a drive, thinking of 'T' cars available. I have some sponsorship. I'm still talking to people."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 10 – MONDAY, MAY 15



Paul Tracy was the fastest of the day in the #3T Kmart/Budweiser/Lola/Newman Haas Racing entry at 228.339 at 5:10 p.m. Gil de Ferran was next in the #8 Pennzoil Special at 227.652. Eric Bachelart was fastest of the not-yet-qualified drivers with a speed of 227.261 at 5:45 p.m., followed by Christian Fittipaldi in the #15 Marlboro Chapeco Special at 226.489. "I think we were very close yesterday to qualifying," said Bachelart. "The setup hasn't changed much since then. Thursday was my first day in the car. There was a bad upright and we fixed it. The car ran fine since then. Today, the conditions are perfect. The car is good. We were just short of qualifying the first weekend and didn't have a spare car so we didn't want to risk it. I'm confident about this weekend." Christian Fittipaldi said about his 226-plus lap, "there was a consistent understeer in the car. I decided to stay out there because I was going quick enough. By far this is the easiest car I've ever driven." About his chances to make the field, Fittipaldi said, "Probably okay. We have to improve a little bit more but under normal conditions, like today, it should be no problem. (Yesterday) we were far away and didn't even make an attempt to go out."

Winners in the 29th annual STP/AARWBA (American Auto Racing Writers and Broadcasters Association) writing, photography and broadcasting competitions will be announced Saturday, May 27 at the annual AARWBA breakfast meeting at the Speedway Motel. All administration and judging is done under AARWBA jurisdiction. The judge of this year's contest is Jon Roosenraad of the college of journalism at the University of Florida. Competition is held in 13 categories.

A special presentation and demonstration of electronic systems for both motorsport and passenger car applications for members of the media has been scheduled Tuesday at Tent 12 at the Indy FanFest by Team Penske, Bell Systems and Delco Electronics. Lunch is at 12:30 p.m. with press conference at 1 p.m.

Ronnie Dawes, chief mechanic for Hemelgarn Racing's effort for rookie Davey Hamilton said today that a 1994 Reynard had been acquired from Jim Hayhoe for Hamilton's use this week. "The car's coming along good," Dawes said. "It should be ready to go by Wednesday as long as he's cleared to drive." Hamilton, who suffered a broken right ankle in an accident May 10, said he felt he'll be ready. "The team has the car together," he said. "I go in tomorrow and I hope to be cleared." The acquired car was a backup mount to Jimmy Vasser in 1994.

Robby Gordon broke a right rear wheel bearing during practice this afternoon. He was asked what it felt like. "It feels like you're gonna crash," he replied. "It was just another benefit of learning car control from off-road racing."

Emerson Fittipaldi took his first laps today in a 1994 Penske for Marlboro Team Penske. The car is serial number 007, driven to victory by Al Unser Jr. here a year ago. Previous to today, the car had been stored in a basement at Longo Toyota in Downey, Calif., with car owner Roger Penske's collection of historic and vintage cars. It was refitted with the 161 Mercedes-Benz engine. A team spokesman said Marlboro Team Penske is planning to use the car to baseline a setup for comparison to the '95 Penske chassis. Fittipaldi reached a top speed of 220.745 in 59 laps of practice.

Team Menard's garages were closed today. A 2x2 sign on one garage door proclaimed in big yellow letters "GONE FI HIN." Underneath it, in black, it said, "NO FAST TIME TODAY!!" and was signed by team owner John Menard.

Michael Andretti won the fourth annual PPG "Pole Poll" with a prediction of 231.562, just .042 of a miles an hour off Scott Brayton's four-lap average of 231.604. He joins Tero Palmroth (1992), Scott Pruett (1993) and Robby Gordon (1994) as top "predictors" among the drivers.

Notes on the first two days of qualifying:

- Three former winners – Arie Luyendyk (1990), Danny Sullivan (1985) and Bobby Rahal (1986) are in the provisional lineup.
- Four rookies – Andre Ribeiro, Alessandro Zampedri, Gil de Ferran and Eliseo Salazar – are in the provisional lineup.
- Three 1994 cars are in the provisional lineup – the 1994 Reynard of Roberto Guerrero and the 1994 Lolas of Alessandro Zampedri and Hideshi Matsuda.
- Engine breakdown for 25 qualifiers: 16 Ford-Cosworth Xbs, 4 '95 Mercedes-Benz', 3 Menard V6s, 2 Hondas.
- Car breakdown for 25 qualifiers: 13 Reynards, 12 Lolas.
- Tire breakdown for 25 qualifiers: 18 Goodyear, 7 Firestone.

20 cars were on the track today, turning 970 laps. Cars on track today:#3T Tracy; #4 Herta; #5T Gordon; #6T Andretti; #8/8T de Ferran; #12 Vasser; #15/15T C.Fittipaldi; #17T Sullivan; #18T Mauricio Gugelmin, Hollywood/PacWest/Reynard; #19 Bachelart; #20 Pruett; #21R.Guerrero; #27 Villeneuve; #34 Zampedri; #89 Emerson Fittipaldi, Penske Racing, Inc.; #91 Fox; #92 Freon; #96 Crawford.

A total of 72 cars are now at the Speedway and all have passed technical inspection. 45 drivers have been on the track to date. There were 11 yellows for 47 minutes. At 10 a.m., the temperature was 61 degrees with winds northerly at 10 mph. At 5 p.m., the temperature was 72 degrees and winds were out of the southwest at 9 mph. Track temperatures from Goodyear tire engineers were 131 degrees at Noon and 116 degrees at 5 p.m.

TOP NON-QUALIFIED DRIVERS OF THE DAY

1	19	Eric Bachelart	The AGFA Car	227.261
2	15	Christian Fittipaldi	Marlboro Chapeco Special	226.489
3	89	Emerson Fittipaldi	Penske Racing, Inc.	220.745
4	92	Franck Freon	Autosport Racing Team	217.391
5	96	Jim Crawford	RainX/Indiana Buick/Adcox Imports, Inc.	215.559

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 11 – TUESDAY, MAY 16



Teo Fabi turned the day's fastest lap at 5:56 p.m. in the #33T Combustion Engineering/Indeck Reynard-Ford backup at 226.998 miles an hour. Gil de Ferran was next in the #8T Pennzoil Special backup at 226.050. Of the 25 qualified cars, de Ferran is 24th in speed rank. "We're working on the setup of our backup car in case we get bumped," de Ferran said. "I was hoping to do something over 226 (in qualifying) but we did a 225 and it was accepted." About turbulence expected at the start on Race Day, de Ferran said, "I feel the biggest challenge to me will be running the race in traffic. If you're starting the race beyond second or third row, you will experience a lot of turbulence."

In 1987, the Penske team had a similar situation to 1995. On Day 6 (May 7) of that year, Danny Ongais hit the wall in one of the team's 1987 Penske/Chevrolests, suffered a concussion and was not cleared to drive the remainder of the month. The Penske team's other drivers, Rick Mears and Danny Sullivan, qualified on the first day of time trials (Day 8, May 9), Mears in one of three 1986 March/Cosworths brought to the Speedway by the team after practice had officially begun, and Sullivan in a 1987 Penske. On Day 12 (May 13), Al Unser was assigned one of the 1986 Marches as the team's third driver. Unser and Sullivan both practiced in 1986 Marches for the first time on Day 12. At 11:56 a.m. on Day 15 (May 16, the third qualifying day), the team withdrew the 1987 Penske qualified by Sullivan and Sullivan requalified the newly assigned 1986 March. Unser, as the next qualifier at 12:02 p.m., also qualified the newly assigned 1986 March. The car qualified by Unser had been driven to the 1986 Indianapolis 500 and Michigan 500 poles by Mears and driven to victory by Sullivan in the 1986 Meadowlands race. It had been made part of the Penske team's show-car fleet and was in the lobby of the Sheraton Berkshire Hotel in Reading, Pa., at the start of the month of May. Unser started 20th in the field. On one of Unser's late pit stops, he did a half-spin on pit road. As the crew started to "jockey" the car around to effect the pit stop, Greg Wigfield, one of the team's mechanics, swung a floor jack over the wall, jacked up the rear of the car and spun it quickly into position in the pit. Unser drove to his fourth Indianapolis 500 victory by only 4.496 seconds over Roberto Guerrero, the sixth of the Penske team's alltime "500" record total of 10 triumphs. The car, the #4 Pennzoil Z-7 Special March in 1986 and the #25 Cummins Holset Turbo Special in 1987, had the distinction of being the last one driven to a "500" pole one year and Victory Lane the next. Previously, the last car to win the pole one year and the race the following year came in 1953-54, when Bill Vukovich drove the #14 Fuel Injection Special to both the pole and win in 1953 and the victory in 1954.

Bettenhausen Motorsports announced today that the team had acquired the #94 1994 Reynard Ford-Cosworth XB entered by Arciero Wells Racing and assigned it to Stefan Johansson.

Preliminaries start Wednesday and continue Thursday for the 19th annual Miller Genuine Draft Pit Stop Championship, with \$51,000 in prize money available. The three fastest cars and crews (the front row) are eligible. The fourth and fifth entries are determined by special pit stop qualifying runs Wednesday and Thursday. The finals are scheduled at 1:30 p.m. on Thursday, May 25 after "Carburetion Day" final practice.

Rain delayed the 11 a.m. start of practice until 2:11 p.m.

Al Unser Jr. took out the #21T Upper Deck/General Components Reynard, a 1994 Reynard with Mercedes-Benz power serving as a backup to Roberto Guerrero, when the track opened for practice. The car was Galles Racing's backup for Adrian Fernandez last year at Indy. Fernandez took 303 laps of practice and reached a fastest lap speed of 218.537 here in 1994. Through Monday, Guerrero had run 76 laps in the car during 1995 practice with a top speed of 225.107 on Day 2 (May 7). Unser Jr. ran 44 laps in the car today at a fastest speed of 218.050.

According to Dr. Henry Bock, Speedway medical director, rookie Davey Hamilton was examined today at Hanna Medical Center. Dr. Bock said pending results of tests, Hamilton could be cleared to drive Wednesday.

A technology that could allow race drivers to keep their eyes on the track ahead and still view pertinent racing data right in their safety helmet was unveiled today by Delco Electronics Corporation, Team Penske and Bell Sports at a press conference at the Delco Electronics booth at Indy FanFest. Called Racing EyeCue, the single-eye optical heads-up display system allows the driver to view a reconfigurable color graphic presentation of critical racing data projected on a semi-transparent screen built into the helmet. The image appears just below the driver's line of sight. No timetable has been set for when the newest technology will be in use. Driver helmets weigh three pounds and weigh 3 1/2 pounds with Racing EyeCue wiring and electronics. "Using Racing EyeCue, drivers can keep their heads up and eyes on the track at all times," said Al Unser Jr. "A single glance at the in-dash instrument panel...takes about 9/10ths of a second of the driver's attention, which is a critical amount for safety and competitive reasons."

At 4:45 p.m., Bryan Herta in the qualified #4 Target/Scotch Video Reynard Ford went low in Turn 2, did a half-spin 450 feet to hit the outside wall with the left side, went airborne 90 feet, came away from the wall with one complete reverse spin over 780 feet, sliding across the track into the infield grass down the backstretch. The car sustained extensive left-side and rear damage. Herta was transported to Methodist Hospital for examination. He was initially unconscious but regained consciousness later. He was awake and alert in stable condition when transported.

21 cars were on the track today, running 833 laps. Cars on track today: #2 E.Fittipaldi; #3T Tracy; #4 Herta; #5T Gordon; #6T Andretti; #7 Salazar; #8T de Ferran; #11T Boesel; #15 C. Fittipaldi; #17T Sullivan; #18T Gugelmin; #20T Pruett; #21T Unser, Jr; #22 C. Guerrero; #33T Fabi; #42 Greenfield; #55 Greco; #64 Parsons; #77 Jones; #92 Freon; #96 Crawford.

A total of 74 cars are now at the Speedway and all have passed technical inspection. 43 drivers have been on the track to date. There were 8 yellows for 1 hour, 15 minutes. At 10 a.m., the temperature was 59 degrees with winds SW at 9 mph. At 5 p.m., the temperature was 75 degrees and winds were out of the south at 15 mph.

TOP 10 NOT-YET QUALIFIED DRIVERS OF THE DAY

1	15	Christian Fittipaldi	Marlboro Chapeco Special	222.723
2	64	Johnny Parsons	Van Dyne/No Touch/Marcelo/James Dean Reynard	222.124
3	2	Emerson Fittipaldi	Marlboro Penske Mercedes	221.141
4	55	Marco Greco	Brastemp Lola	220.378
5	22	Carlos Guerrero	Herdez-Viva Mexico!/Lola/Ford Cosworth	219.593
6	92	Franck Freon	Autosport Racing Team	218.701
7	21T	Al Unser Jr.	Upper Deck/General Components Reynard	218.050
8	77	Davy Jones	Jonathan Byrd's Cafeteria/Bryant Heating & Cooling	217.802
9	96	Jim Crawford	RainX/Indiana Buick/Adcox Imports Inc.	217.045
10	42	Michael Greenfield	Greenfield Industries Lola	213.432

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 12 – WEDNESDAY, MAY 17

Driver Bryan Herta, injured Tuesday in an accident in Turn 2, sustained only a minor concussion and was released from Methodist Hospital this morning. According to Dr. Henry Bock, Speedway medical director, Herta will be examined daily and his driving status would be evaluated in about a week. The #4 Target/Scotch Video Reynard Ford-Cosworth involved in the accident was sent to England this morning for repairs, according to a team statement. The statement said the team plans to have repairs completed and the car returned to Indianapolis by Thursday, May 25 for final practice. If repairs cannot be completed, the team statement said its plans call for Herta starting in the #4T backup car in 33rd position. In addition, the team said it had "secured the exclusive services" of veteran Mike Groff if Herta is unable to drive.

Rain fell upon the Speedway today and the wet weather caused Chief Steward Tom Binford to close the track for the day at 4:40 p.m. It was the first complete washout of a practice day since Day 1 (May 7) last year.

Davey Hamilton was examined at Hanna Medical Center today and cleared to drive by Dr. Henry Bock, Speedway medical director.

The 22nd 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. It is organized annually by friend of racing Joe Fitzsimmons in memory of Pollard, a five-time "500" starter who was a frequent visitor to the hospitals during his months of May here. Pollard was killed in practice here on May 12, 1973. STP has been a sponsor and contributor to the picnic since its inception.

Press Conference schedule for Thursday in the Trackside Conference Room:

10:30 a.m. – Louis Schwitzer Award.

2 p.m. – Lyn St. James

Lineage of older cars qualified during the first weekend:

Alessandro Zampedri, #34 The Mi-Jack Car, 1994 Lola/Ford-Cosworth XB – The car was driven in the 1994 "500" by Robby Gordon for Walker Racing to 19th starting position at a qualifying average of 221.293 miles an hour and fifth in the "500."

Roberto Guerrero, Upper Deck/General Components 1994 Reynard/Mercedes-Benz – The car was driven in the 1994 "500" by Michael Andretti for Chip Ganassi Racing to fifth starting position at a qualifying average of 226.205 miles an hour and sixth in the "500."

Hideshi Matsuda, #54 The Zunne Group, 1994 Lola/Ford-Cosworth XB – The car was Patrick Racing's Firestone test car in 1994 and has not been raced previously.

Lineage of other older cars attempting to make the field:

Johnny Parsons, #64 Van Dyne/No Touch/Marcelo/James Dean 1994 Reynard/Ford Cosworth XB – The car was the backup to Jacques Villeneuve for the Forsythe-Green team in 1994. Villeneuve drove it 39 laps during May with a top speed of 219.138 on May 13.

Michael Greenfield, #42 Greenfield Industries Lola, 1993 Lola/Greenfield – The car was a backup car for Teo Fabi for Hall Racing when new in 1993. Greenfield acquired it after the 1993 season and it did not race in 1994.

Speedway qualifying prizes for the 1995 Indianapolis 500 total \$120,000, spread over the second, third and fourth days of time trials. The fastest qualifier on each on the three days will receive \$25,000, second fastest \$10,000 and third fastest \$5,000. Hideshi Matsuda was the fastest "second-day" qualifier and receives \$25,000 for that day, Bobby Rahal was second for \$10,000 and Raul Boesel was third for \$5,000.

A year to the day when Rahal-Hogan Racing acquired a pair of 1993 Penske/Ilmor V8C cars from Penske Racing for use to qualify for the 1994 Indianapolis 500, Penske Racing announced that Rahal/Hogan had provided a 1995 Lola chassis for evaluation by Marlboro Team Penske as it prepares for qualifying this weekend. The Penske team's plans call for Emerson Fittipaldi to practice with the car, the #9T Miller Genuine Draft backup entry assigned to 1986 winner Bobby Rahal and powered by the Mercedes-Benz IC 108 engine, as soon as the weather clears. According to the team statement, Al Unser Jr., will further develop the 95 Marlboro Penske Mercedes car in practice this week. A year ago, Rahal and Mike Groff eventually qualified the two year-old Penske machines. Rahal finished third and Groff was 31st, on the sidelines because of an accident.

CARL HOGAN, co-owner, Rahal/Hogan: "Since Bobby and Raul (Boesel) both qualified on Sunday, we are pleased to provide Penske Racing with one of our backup Lolas. After our past experiences at Indianapolis, we understand the challenge they are facing going into the final weekend of qualifying. We will be giving them help both with personnel and technical support as they run the car. In light of the help given to us by the Penske organization last year, we felt it was important to offer our assistance to them, their drivers and crew. When we made the offer to Roger recently, he said he wanted to talk with us about our spare cars only after both Bobby and Raul were securely in the field. We don't feel like this will handicap our team or our chances to win the race at all. It's an opportunity for us to return a favor."

ROGER PENSKE, owner, Penske Racing: "Carl and Bobby approached us about running the Lola in practice and we certainly appreciate their support."

A total of 74 cars are now at the Speedway, 73 have passed technical inspection and 1 is in the process. 43 drivers have been on the track to date. At 10 a.m., the temperature was 69 degrees and the winds were SW at 10 mph. At 4:50 p.m., the temperature was 68 degrees and the wind was SW at 8 mph.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

DAY 13 – THURSDAY, MAY 18



Rain delayed the opening of the track for practice until 1:57 p.m. Emerson Fittipaldi took out the #9T Miller Genuine Draft entry (in the same colors, but with Marlboro identification on the sidepods) acquired by the Penske team Wednesday. Fittipaldi ran 23 laps with a top speed of 223.775 at 2:08 p.m.

The track went yellow for rain at 2:50 p.m. Of drivers not-yet qualified, Carlos Guerrero was fastest in the #22 Herdez-Viva Mexico!/Lola/Ford Cosworth at 225.717 miles an hour, followed by Emerson Fittipaldi in the #9T Miller Genuine Draft entry at 223.775 and Scott Sharp in the #41T A.J. Foyt Enterprises entry at 223.236. Of drivers already qualified, Teo Fabi was fastest at 226.935, followed by Jimmy Vasser at 224.092 and Michael Andretti at 223.953. "We were out there for about 12 laps," said Carlos Guerrero. "The car ran pretty good. We have a little problem with the popoff valve. It runs one good lap then one not good lap. We thought we solved the problem yesterday but it's still consistent today." Asked about his weather preference on Saturday, Guerrero replied, "enough to make 225.5. Then I'll be happy. I think I can run faster than that." The track closed at 3:21 p.m. after 53 minutes of green time because of rain.

At a 2 p.m. press conference, a sponsorship agreement was announced by the Whitlock Corporation (consisting of Giant, Whitlock and Strum Auto Supply stores and service centers) for Dick Simon Racing and veteran Lyn St. James. The announcement was made by David Carmell, president of the Whitlock Corporation. St. James will drive the #99T entry. "This is a big step for us," Carmell said. "I read it (about St. James' need of sponsorship) in the Chicago Tribune. The next night, I met Dick Simon and struck a deal." Simon said, "this is one of those 11th-hour situations and if anyone can pull this off, Lyn can." St. James said, "I really hadn't given up. There were some moments. You always want to race. I get excited when I go to the go-kart track. Indy is so different. When I wasn't one (a driver), I thought it was special. Now I is (sic) one and I KNOW it's special. I hear cars going around the race track so I'm getting antsy...I haven't had that many laps."

Don Nowicki and Chris Munroe of Epic Technologies Inc. of Norwalk, Ohio were announced today as winners of the 29th annual Louis Schwitzer Award in the Trackside Conference Room. The announcement was made by Steve Roby, chairman of the selection committee for the Indiana Society of Automotive Engineers. Nowicki and Munroe were honored for their development of the Tire Monitoring System, a tiny sensor attached to the wheel and its communication system that potentially can prevent accidents and save lives. The equipment, used only on the Penske team's cars at present, provides pit crews with information on rapid tire pressure loss, enabling the crews to signal drivers of the problem. The device transmits information to a crew every 18 seconds, but every 2 ½ seconds if it detects rapid loss of pressure. "We started in early '93 with the Penske team," Nowicki said. "We were hoping to develop a system for them that applied to passenger cars. We realized we had a lot of challenges to overcome. We weren't aware there was already a radio system on the vehicle and we saw vibrations like we'd never seen before." The receiving antenna is in the roll hoop and the system – 2 ½ inches tall and 7/8th inch in diameter, is in the cockpit near the driver's hip. Each sensor, with the housing, on the wheel weighs 86 grams. Gary Denton, the Penske engineer who monitors electronics for Al Unser Jr.'s car, and Munroe said the system proved its worth in a test two months ago at Michigan with test driver Scott Sharp. "At MIS, Gary was monitoring it and saw a rapid 3-PSI drop and he was able to tell Scott to slow down," Munroe said. "It may have helped him from hitting the wall." Denton said the tire was found to have a wire stuck in it. "I can't see where anyone in any form of motor racing wouldn't want to have this," Roby said. "Everyone could have a cut tire and go into the wall." The original version of the device was first available as an option on the 1989 Corvette and a version also is to be included on the 1996 Lincoln Continental. At its size and cost – about \$200 per wheel module – it is the smallest and least expensive winner in the history of the Schwitzer Award.

24 cars were on the track today, running 382 laps. Cars on track today: #2 Unser Jr.; #4T Vasser; #6T M. Andretti; #7T Salazar; #8T de Ferran; #9T E. Fittipaldi; #10T Fernandez; #11T Boesel; #15T C. Fittipaldi; #17T Sullivan; #18T Gugelmin; #22 C. Guerrero; #25 Matsushita; #33T Fabi; #41T Sharp; #42 Greenfield; #44 Ward; #60T Brayton; #64 Parsons; #77 Jones; #92 Freon; #95T Stan Fox, Delta Faucet/Reebok Skywalker/Alfa Laval; #96 Crawford; #99 St. James.

A total of 74 cars are now at the Speedway and all have passed technical inspection. 43 drivers have been on the track to date. There were 4 yellows for 3 hours, 25 minutes. At 10 a.m., the temperature was 58 degrees and the wind was N at 9 mph. At 3:21 p.m., the temperature was 54 degrees, with moderate rain and winds E at 22 mph, gusting to 30 mph.

TOP NOT-YET QUALIFIED DRIVERS OF THE DAY

1	22	Carlos Guerrero	Herdez-Viva Mexico!/Lola/Ford Cosworth	225.717
2	9T	Emerson Fittipaldi	Miller Genuine Draft	223.775
3	41T	Scott Sharp	A.J. Foyt Enterprises	223.236
4	15T	Christian Fittipaldi	Marlboro Chapeco Special	221.784
5	64	Johnny Parsons	Van Dyne/No Touch/Marcelo/James Dean Reynard	221.136
6	2	Al Unser Jr.	Marlboro Penske Mercedes	218.510
7	10T	Adrian Fernandez	Tecate Beer/Quaker State/Lola	218.325
8	92	Franck Freon	Autosport Racing Team	217.244
9	99	Lyn St. James	Subway	216.118
10	44	Jeff Ward	Arizona Executive Air	213.295
11	96	Jim Crawford	RainX/Indiana Buick/Adcox Imports	211.815

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DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 14 – FRIDAY, MAY 19—Page 1 of 2

Marlboro Team Penske chronology of the day:

- 11 a.m. – Start of practice, Al Unser Jr. in the #2 Marlboro Penske Mercedes, Emerson Fittipaldi in the #9T Miller Genuine Draft Lola.
- 11:04 a.m. – #2 Unser Jr., 218.002
- 11:07 a.m. – #9T Fittipaldi, 221.223.
- 11:10 a.m. – #9T Fittipaldi, 226.449 (faster than originally assigned driver Bobby Rahal's fastest lap of 224.070 on May 7.)
- 11:25 a.m. – #9T Fittipaldi, 227.388.
- 11:26 a.m. – #9T Fittipaldi, 227.814. (fastest lap of practice today at that point, third fastest among not-yet qualified drivers for month at that point).
- 11:50 a.m. – #9T to Gasoline Alley, expected to return to track at 1 p.m.
- 12:09 p.m. – #2 Unser Jr., 218.834.
- 2:04 p.m. – Unser Jr. takes track in #1 for first time since May 14.
- 2:29 p.m. – #1 Unser Jr., 215.090.
- 3 p.m. – Team announced it has elected not to prepare the 1994 Reynards made available for use through Pagan Racing and Hall Racing. It added that the decision "is based solely on the amount of time available for Team Penske to properly prepare these two cars for the second weekend of qualifying. Had there been more time, Marlboro Team Penske would have been able to field a pair of fully-updated 1994 Reynards for both Al Unser Jr. and Emerson Fittipaldi."
- 3:42 p.m. – #1 Unser Jr., 215.311.
- 4:15 p.m. – #1 Unser Jr., 217.549.
- 4:16 p.m. – #1 Unser Jr., 218.293.
- 4:20 p.m. – #1 returns to Gasoline Alley.
- 5:10 p.m. – #9T Fittipaldi returns to track.
- 5:29 p.m. – #1T returned to pit road.
- 5:55 p.m. – #1T Unser Jr., 219.085

Complete Marlboro Team Penske Performance History of the month:

Car No.	Driver	Car	Laps	Fastest Speed	Date
9T	Emerson Fittipaldi	95 Lola/Mercedes-Benz	76	227.814	5/19
2	Emerson Fittipaldi	95 Penske/Mercedes-Benz	670	225.011	5/13
2T	Emerson Fittipaldi	95 Penske/Mercedes-Benz	68	220.821	5/13
89	Emerson Fittipaldi	94 Penske/Mercedes-Benz	59	220.745	5/15
	TOTAL		873	227.814	
2	Al Unser Jr.	95 Penske/Mercedes-Benz	69	218.834	5/19
1T	Al Unser Jr.	95 Penske/Mercedes-Benz	199	227.261	5/12
1	Al Unser Jr.	95 Penske Mercedes-Benz	432	224.489	5/11
21T	Al Unser Jr.	94 Reynard/Mercedes-Benz	44	218.050	5/16
	TOTAL		564	227.261	

DAN LUGINBUHL, Penske team spokesman: "No decisions will be made until after the morning practice when we see what the weather's like. The Penskes are first and second in line, 9T is already in line and the 11T (Raul Boesel's Rahal-Hogan backup) will be available – unless some crazy circumstance in the morning practice happens to Rahal-Hogan – they have to make sure they're square first." (Asked if there were other options to the Rahal-Hogan backup Lolas and the '95 Penskes): "The answer's no."

EMERSON FITTIPALDI: "I'm pleased. In the A.M., it (the Lola) was really good." (If this car is his best chance to make the field), "So far, yes, but we haven't made that decision yet."

AL UNSER JR.: "We made some positive gains today (with the '95 Penskes), small steps. We just ran out of time to put all the pieces together."

Chief steward Tom Binford announced this morning that there would be no 2-3 p.m. lunch break today.

At 11:29 a.m., Michael Greenfield in the #42 Greenfield Industries Lola went high out of Turn 1 (120 feet) and hit the outside wall with the right side, slid along the wall 180 feet, then slid 480 feet across track to infield grass in south short chute, slid 95 feet in grass, fishtailed another 165 feet and came to a stop near outside wall going into Turn 2. The car had extensive right-side damage. Greenfield was in good condition and was transported to Methodist Hospital for X-rays of his right shoulder. By 2:25 p.m., X-rays proved negative, Greenfield was released from Methodist Hospital and cleared to drive.

Mario Andretti became the 52nd driver of the month to pass the driver physical.

The teams of Jacques Villeneuve's #27 Player's Ltd./Team Green entry and Galles Racing's #10T Tecate Beer/Quaker State/Lola of Adrian Fernandez advanced to the fourth and fifth berths in the 19th annual \$51,000 Miller Pit Stop Championship through preliminaries this morning. The Villeneuve crew posted the fastest pit stop at 11.762 seconds and the Fernandez crew clocked at 12.723 seconds. The two crews will square off on Carburetion Day for the last semifinal berth. Other times in the prelims were #11T Raul Boesel, 12.971 seconds and #33T Teo Fabi, 14.325 seconds. #9 Bobby Rahal and #19 Eric Bachelart posted no times because both cars stalled in the pits. The front row is eligible for the first three semifinal berths. The Team Menard crews of Scott Brayton's #60 Quaker State Special and Arie Luyendyk's #40 Glidden Special accepted the berths and the team of Scott Goodyear's #24 LCI/CNN/Motorola Honda declined, turning the third berth over to fourth-fastest qualifier Michael Andretti and the crew of the #6 Kmart/Texaco Havoline/Lola/Newman Haas Racing entry. In Carburetion Day matchups, the #40 Luyendyk crew will meet the winner of the #27 Villeneuve vs. #10T Fernandez matchup and the #60 Brayton crew will meet the #6 Andretti crew in the semifinals. Chief mechanics for participating teams include Bill Martin (Brayton's #60), Brad McCanless (Luyendyk's 40), Timothy Bumps (Andretti's #6), Kyle Moyer (Villeneuve's #27) and Mitch Davis (Fernandez' #10T). The championship is worth \$25,000 to the winner, with \$15,000 for second, \$6,000 for third, \$4,000 for fourth and \$1,000 for fifth.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



DAY 14 – FRIDAY, MAY 19–Page 2 of 2

Bryan Herta and car owner Chip Ganassi talked about their plans in the Trackside Conference Room this afternoon. "Just wanted to let you know about Bryan's status," Ganassi said. "We're going to redo the tests Monday or Tuesday with Dr. (Henry) Bock (Speedway medical director). "We want to have Bryan back in the car as soon as possible. Dr. Bock said it's not possible until Thursday so I wanted to bring Bryan out here and let you know he's still here." About his condition, Herta said, "I am physically and mentally capable of driving, but it was explained to me if I sustained a second impact with the wall, there would be real problems. My left shoulder is a little sore. My feet and ankles were sore after the accident but they're not bad now." About the car (which was crashed on Tuesday), Ganassi said, "The tub left for England at 8 a.m. the next morning. The first report said, 'Oh boy! We don't know.' So they tore into it and we're waiting to hear in the next few hours." Ganassi said at 5:30 p.m. that he hadn't received word.

Lineage of older cars attempting to make the field this weekend:

Franck Freon, #92 Autosport Racing Team, 1992 Lola/Menard: The car was a backup for the Menard team in 1994 and Eddie Cheever drove it 18 laps of practice with a top speed of 211.820 on May 11. In 1993, Cheever qualified it for the Menard team at 217.599 miles an hour for 33rd starting position and drove it to a 16th-place finish.

Jim Crawford, #96 RainX/Indiana Buick/Adcox Imports 1992 Lola Buick – The car was a backup to Stan Fox for Hemelgarn Racing last year at the Speedway and Fox practiced in it for 85 laps with a top speed of 220.124 miles an hour on May 12.

Stefan Johansson, #61 Team Alumax 1994 Reynard Ford-Cosworth – The car was qualified for the 1994 "500" by Mauricio Gugelmin for 29th starting spot and finished 11th for Chip Ganassi Racing. It was acquired by Bettenhausen Motorsports from Arciero Wells Racing.

Qualifying order for Saturday:

1	#1T	Unser, Jr.	16	#16T	Johansson
2	#2	E. Fittipaldi	17	#22	C. Guerrero
3	#92	Freon	18	#10	Fernandez
4	#16	Johansson	19	#96	Crawford
5	#55	Greco	20	#99	TBA
6	#5T	TBA	21	#19	Bachelart
7	#15	C. Fittipaldi	22	#64	Parsons
8	#15T	C. Fittipaldi	23	#77	Jones
9	#44	Ward	24	#40T	TBA
10	#8T	TBA	25	#4T	TBA
11	#14T	TBA	26	#42	Greenfield
12	#21T	TBA	27	#9T	TBA
13	#41T	Sharp	28	#11T	TBA
14	#1	Unser, Jr.	29	#77T	Jones
15	#2T	E. Fittipaldi			END OF SUNDAY'S DRAW

Added to end of line by tonight's draw:

#80 TBA; #99T TBA; #95T Hamilton; #19T TBA; #61 Johansson; #22T C. Guerrero; #7T TBA; #33T TBA; #90T TBA; #17T TBA; #18T TBA; #3T TBA; #88 TBA; #6T TBA; #10T Fernandez.

At 5:34 p.m., Carlos Guerrero in the #22 Herdez-Viva Mexico/Lola/Ford-Cosworth went low in Turn 4 (300 feet) did one full spin (420 feet) to the outside wall and hit it with the right rear, came across track 180 feet to hit inside wall and stopped against the inside pit wall. The car sustained left-front and right-rear damage. Guerrero was examined and released from Hanna Medical Center and was cleared to drive.

43 cars were on the track today, running 2,173 laps. Cars on track today: #1/#1T Unser Jr.; #2 Unser Jr.; #3T Tracy; #4T Vasser; #5T C. Fittipaldi; #5T Gordon; #6T Andretti; #7T Salazar; #8T de Ferran; #9T E. Fittipaldi; #10/10T Fernandez; #11T Boesel; #11T Rahal; #14 Cheever; #15 C. Fittipaldi; #16T Johansson; #17T Sullivan; #18T Gugelmin; #19 Bachelart; #19T Alessandro Zampedri, The AGFA Car; #22 C. Guerrero; #22T C. Guerrero; #24 Goodyear; #25 Matsushita; #27 Villeneuve; #31 Ribeiro; #33T Fabi; #40T Luyendyk; #41T Sharp; #42 Greenfield; #44 Ward; #55 Greco; #60T Brayton; #61 Stefan Johansson, Team Alumax; #64 Parsons; #77 Jones; #88 Gil de Ferran, Pennzoil Special; #92 Freon; #95T Hamilton; #96 Crawford; #99 St. James.

A total of 77 cars are now at the Speedway, 76 have passed technical inspection and one is in the process. 43 drivers have been on the track to date. There were 16 yellows for 2 hours, 43 minutes. At 10 a.m., the temperature was 62 degrees and winds were N at 9 mph. At 5 p.m., the temperature was 73 degrees and winds were NW at 10 mph. Track temperatures from Goodyear tire engineers were 114 degrees at Noon and 111 degrees at 5 p.m.

TOP 10 NOT-YET QUALIFIED DRIVERS OF THE DAY

1	10	Adrian Fernandez	Tecate Beer/Quaker State/Lola	228.397
2	5T	Christian Fittipaldi	Valvoline/Cummins Special	227.998
3	9T	Emerson Fittipaldi	Miller Genuine Draft	227.814
4	19	Eric Bachelart	The AGFA Car	227.393
5	55	Marco Greco	Brastemp Lola	226.843
6	41T	Scott Sharp	A.J. Foyt Enterprises	226.620
7	99	Lyn St. James	Subway	226.603
8	61	Stefan Johansson	Team Alumax	226.472
9	22	Carlos Guerrero	Herdez-Viva Mexico!/Lola/Ford-Cosworth	226.023
10	44	Jeff Ward	Arizona Executive Air	224.562

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DAY 15 – SATURDAY, MAY 20
THIRD QUALIFYING DAY

Lineage of older cars attempting to make the field:

Davey Hamilton, #95T Delta Faucet/Skywalker/Alfa Laval 1994 Reynard Ford-Cosworth XB – The car was a backup to Jimmy Vasser for Hayhoe Racing last year at the Speedway. Vasser ran 128 laps of practice in it with a fastest lap of 224.562 on May 13.

CORRECTION: The #34 The Mi-Jack Car 1994 Lola/Ford-Cosworth XB qualified last weekend by Alessandro Zampedri was a backup car to Robby Gordon for Walker Racing at the Speedway last year, not the car Gordon drove in the "500."

At 9 a.m., the temperature was 67 degrees and winds were westerly at 13 miles an hour.

9 a.m. update on the #4 Target/Scotch Video Reynard Ford qualified by Bryan Herta, which is in England for repairs: Car owner Chip Ganassi said this morning, "we are working hard on it. I can't tell you when. We're working hard on it. That's all I can tell you."

9 a.m. update on repair work on the #22 Herdez-Viva Mexico!/Lola/Ford Cosworth of Carlos Guerrero involved in an accident Friday: The Dick Simon Racing crew had eight people working until Midnight to repair it. The car was rolled out of the garage toward pit road at 9:45 a.m.

At 9:25 a.m., Johnny Parsons in the #64 Van Dyne/No Touch/Marcelo/James Dean Reynard came out of Turn 1 and hit the outside wall with the right side (30 feet), came off wall with a half spin 480 feet to hit the outside wall with the left side and slid 340 feet along the wall to a stop in Turn 2. The car sustained right front and left side damage. Parsons was examined and released from Hanna Medical Center and cleared to drive.

Non-qualified drivers turning fastest practice laps of the month during this morning's sessions: Lyn St. James (#99) 228.206, Eric Bachelart (#19) 228.085, Scott Sharp (#14T) 226.637, Stefan Johansson (#61) 226.239, Davy Jones (#77) 223.641, Davey Hamilton (#95T) 219.362, Jim Crawford (#96) 218.224, Mike Groff (#4T) 218.103.

At 7 p.m. Friday, Al Unser Jr., was fitted into car #11T. The car is a Rahal-Hogan backup 1995 Lola/Mercedes-Benz for Raul Boesel and was used Friday by both Boesel and Bobby Rahal, who practiced Race Day setups and "full tank" running. Boesel reached 221.380 on the fastest of 48 laps in it Friday. Rahal reached 221.005 on the fastest of 22 laps in it Friday. The Rahal-Hogan team completed its Race Day preparation and its primary cars were not expected to run the rest of the weekend. Boesel left for Miami Friday evening and Rahal was scheduled to return to Columbus this afternoon. If Unser Jr. qualifies and runs the "500" in a Lola, it will be the first time he's done so at Indy since 1993. If Fittipaldi qualifies and runs the "500" in a Lola, it will be the first time he's ever done so at Indy. Unser, Jr. took out the 11T car at the beginning of practice today. Unser Jr. reached a top speed of 222.129 at 9:55 a.m. this morning in #11T. Fittipaldi reached 223.986 at 9:25 a.m. in #9T.

POST-MORNING PRACTICE QUOTES:

CARL HOGAN: "We continued our discussions with Roger and his crew this week after delivering Bobby's back up on Wednesday. After a short but apparently sufficient chance to evaluate our equipment, they decided it represented a combination that could get their drivers into the field. As a result, we have made the #9T, as well as Raul's back up car (#11T) available to them today for qualifying. Our cars will be there should they need them. It's pretty satisfying to know that all four of the cars we brought to the Speedway this month could be in the show. It's a testament to the quality of our program and our team. Like I said on Wednesday, we saw an opportunity to return a favor and ensure that this would be the most competitive field possible. I feel very good about what we've been able to do. I'm sure Roger and his guys do, too."

ROGER PENSKE: "We're getting Al up to speed right now. We've got a chance. We just have to sneak up on it."

11:00 a.m. #55 MARCO GRECO/Sao Paulo, Brazil
Brastemp Lola - 95L/MB/G

QA - 41	1 – 40.164 – 224.081	UA - 15
	2 – 40.022 – 224.876	
	3 – 40.192 – 223.925	
	4 – waved off	

11:05 a.m. #15T CHRISTIAN FITTIPALDI/Sao Paulo, Brazil
Marlboro Chapeco Special - 95R/F/G

QA - 42	1 – 40.056 – 224.685	Q - 26
	2 – 39.935 – 225.366	
	3 – 39.915 – 225.479	
	4 – 39.919 – 225.457	
	T 2:39.825 – 225.246	

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DAY 15 – SATURDAY, MAY 20 Page 2
THIRD QUALIFYING DAY

11:09 a.m. #99 LYN ST. JAMES/Daytona Beach, FL
Subway - 95L/F/G
(2nd attempt)
QA - 43 1 – 39.947 – 225.299 Q - 27
2 – 39.872 – 225.722
3 – 39.967 – 225.186
4 – 39.968 – 225.180
T 2:39.754 – 225.346

Dick Simon Racing requested the car name for St. James' qualified car be changed to Whitlock Auto Supply Lola and that the car number be changed to #90 after the run.

St. James' top qualifying lap speed of 225.722 broke the all-time women's closed-course qualifying record of 224.208 set by St. James in qualifying for the 1993 Marlboro 500 at Michigan.

11:14 p.m. #19 ERIC BACHELART/Brussels, Belgium
The AGFA Car- 94L/F/F
(2nd attempt)
QA - 44 1 – 39.867 – 225.751 Q - 28
2 – 39.473 – 228.004
3 – 39.655 – 226.958
4 – 39.683 – 226.797
T 2:38.678 – 226.875

Marlboro Team Penske chronology of the day:

12:10 p.m. – Unser Jr., #11T, 190.038.
– Unser Jr., #11T, 212.816
– Unser Jr., #11T, 215.399.
– Unser Jr., #11T, 214.587.
12:15 p.m. – Unser Jr., #11T, 213.240.
– Unser Jr., #11T, 213.275.
– Fittipaldi, #9T, 223.236.
12:30 p.m. – Unser Jr., #11T, 209.497
12:35 p.m. – Unser Jr., #11T, 214.772.
– Unser Jr., #11T, 216.737.
12:45 p.m. – Unser Jr., #11T, 217.181.
1:12 p.m. – Unser Jr., #11T, 212.314.
1:16 p.m. – Unser Jr., #11T, 216.261.
1:18 p.m. – Unser Jr., #11T, 219.464.
1:19 p.m. – Unser Jr., #11T, 217.150
1:20 p.m. – Unser Jr., #11T, pits, driver out of car.
1:25 p.m. – #11T taken to technical line, then back to garage.
4:22 p.m. – Unser Jr., #11T, 220.550.
4:23 p.m. – Unser Jr., #11T, 222.211.
4:23 p.m. – Unser Jr., #11T, 223.925.
4:43 p.m. – Unser Jr., #11T, 224.663.
4:44 p.m. – Unser Jr., #11T, 227.147.
4:50 p.m. – #11T pushed to front of line for technical inspection. Unser Jr. had run 97 laps in the #11T car.

Track temperatures from Goodyear tire engineers throughout the day: 12:45 pm - 128, 2 pm - 131, 3 pm - 131, 4 pm - 120, 4:45 pm - 109, 4:55 pm - 112.

At 3:15 p.m., Steve Turner, assistant team manager for Project Indy, said about the possibilities of repairing the #64 Van Dyne/No Touch/Marcelo/James Dean Reynard driven by Johnny Parsons that was involved in an accident this morning: "We have located all the pieces. Our competitors have become our allies. We'll be out tomorrow." In regard to the 8 p.m. daily garage closing except for teams involved repairing accident damage, Turner said, "we qualified to work all night."

5:00 p.m. #11T AL UNSER, JR./Albuquerque, NM
Duracell Charger- 95L/MB/G
QA - 45 1 – 40.158 – 224.115 UA - 16
2 – 40.175 – 224.020
3 – waved off

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DAY 15 – SATURDAY, MAY 20 Page 3
THIRD QUALIFYING DAY

5:05 p.m.	#14T	SCOTT SHARP/East Norwalk, CT Copenhagen Racing Team- 95L/F/G	
QA - 46		1 – 39.968 – 225.180 2 – 39.975 – 225.141 3 – 40.205 – 223.853 4 – waved off	UA - 17
5:09 p.m.	#10	ADRIAN FERNANDEZ/San Diego, Ca Tecate Beer/Quaker State/Lola- 95L/MB/G (3rd attempt)	
QA - 47		1 – 39.361 – 228.653 2 – 39.415 – 228.339 3 – 39.492 – 227.894 4 – 39.763 – 226.341 T 2:38.031 – 227.803	Q - 29
5:14 p.m.	#9T	EMERSON FITTIPALDI/Sao Paulo, Brazil Miller Genuine Draft- 95L/MB/G	
QA - 48		1 – 40.008 – 224.955 2 – 39.921 – 225.445 3 – 39.806 – 226.097 4 – waved off	UA - 18
5:19 p.m.	#44	JEFF WARD/San Juan Capistrano, CA Arizona Executive Air- 94L/F/F	
QA - 49		1 – 40.220 – 223.769 2 – 40.153 – 224.143 3 – 40.108 – 224.394 4 – waved off	UA - 19
5:25p.m.	#77	DAVY JONES/Lake Tahoe, NV Jonathan Byrd's Cafeteria/Bryant Heating & Cooling- 94L/F/G	
QA - 50		1 – 39.982 – 225.101 2 – 39.947 – 225.299 3 – 39.986 – 225.079 4 – waved off	UA - 20
5:30 p.m.	#55	MARCO GRECO/Sao Paulo, Brazil Brastemp Lola - 95L/MB/G (2nd attempt)	
QA - 51		1 – 41.452 – 217.119 2 – waved off	UA - 21
5:33 p.m.	#61	STEFAN JOHANSSON/Monte Carlo, Monaco Team Alumax- 94R/F/G	
QA - 52		1 – 39.964 – 225.203 2 – 40.152 – 224.148 3 – 40.154 – 224.137 4 – waved off	UA - 22
5:37 p.m.	#15	CHRISTIAN FITTIPALDI/Sao Paulo, Brazil Marlboro Chapeco Special - 95R/F/G (2nd attempt)	
QA - 53		1 – 39.731 – 226.523 2 – 39.684 – 226.792 3 – 39.709 – 226.649 4 – 39.904 – 225.541 T 2:39.028 – 226.375	Q - 30

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DAY 15 – SATURDAY, MAY 20 Page 4
THIRD QUALIFYING DAY

5:42 p.m. #4T MIKE GROFF/Los Angeles, CA
Target/Scotch Video Reynard Ford- 95R/F/G

QA - 54 1 – 40.110 – 224.383 UA - 23
2 – 40.465 – 222.414
3 – waved off

5:46 p.m. #11T AL UNSER, JR./Alberquerque, NM
Duracell Charger- 95L/MB/G
(2nd attempt)

QA - 55 1 – 40.186 – 223.959 UA - 24
2 – 39.923 – 225.434
3 – 40.707 – 221.092
4 – waved off

5:52 p.m. #92 FRANCK FREON/Paris, France
Autosport Racing Team- 92L/M/F

QA - 56 1 – 40.312 – 223.259 Q - 31
2 – 40.082 – 224.540
3 – 40.002 – 224.989
4 – 40.009 – 224.949
T 2:40.405 – 224.432

5:59 p.m. #14T SCOTT SHARP/East Norwalk, CT
Copenhagen Racing Team- 95L/F/G
(2nd attempt)

QA - 57 1 – 40.157 – 224.120 UA - 25
2 – 39.971 – 225.163
3 – 39.861 – 225.785
4 – waved off

Marlboro Team Penske chronology of the day (continued):

4:53 p.m. -- Unser Jr., #11T, 226.301, final practice lap before qualifying attempt. Unser Jr. got out of car, told crewman, "we're ready, we're ready."
4:54 p.m. -- Roger Penske was asked if #11T was ready to go. He nodded his head and said, "yes."
4:55 p.m. -- #11T was pushed to the technical inspection scales.
5:02 p.m. -- Unser Jr., #11T, waved off attempt.
5:10 p.m. -- Unser Jr., #11T, was pushed back in line, 11th in the order at this point.
5:25 p.m. -- Unser Jr., was asked if he would comment. He said, "no, not now."
5:45 p.m. -- Unser Jr., #11T second attempt, waved off.
5:50 p.m. -- Dan Luginbuhl, team spokesman said, "During the debriefing we hope to get some answers. We hope to get a break in the weather tomorrow. We're going up to the plate with a full count. The forecast keeps changing. We will hope for the best. There are no promoter's options here."

AL UNSER JR.: "I don't feel too bad because I really feel we have a good race car and have a good shot at getting in the race. Being in the Lola, I haven't had any time with it. I misread the track with my car on my first attempt. I had a pretty bad push going into (Turn) 2. On the second attempt, I lost the engine. I felt really good about getting into the show until the engine let go. A qualifying engine isn't meant to have 250 miles on it and that's what we did today. It was a big gamble that didn't pay off. We're not going to give up. We have one more day left and we're going to give it 120 percent. When I pull out there again, we'll definitely be ready."

ROGER PENSKE: (about the team plan): "Obviously, go out again tomorrow and make another qualifying attempt with both cars. Emmo has two and Al has one. We've got to do it right the next time, get our cars ready tonight for tomorrow." (About using the Penske cars, which were at the north end of pit road and covered up in late afternoon today): "We haven't discussed it at this point. We know we have two good cars here. They have run well but what we need to do is just continue." (About Unser Jr.): "He could have just taken it and definitely got in, but we want to be sure we're in. See what it looks like tomorrow and we'll have more time to make a decision." (About the experience): "It's like anything else. There's been other times we've been on the bubble, too....not here, but other places. At this particular time, we've got to keep managing. We still have time left. We are going to do everything we can to try to get these cars in the line (field)." (About taking them off-site to work on them): "We're going to try to figure out what we can do. We're trying to see if the Speedway will let us work past 8 o'clock. It is disappointing when you're trying to change motors and they're going to make us get out of here at 8 o'clock." (About Fittipaldi's waveoff): "If Emmo can do a 225 today, he can do it tomorrow. To me, we would be taking a chance and we don't have another car." (Did he think he'd get in today): "We didn't know. You have to remember, this is the first day we ran with Al in that car. He hadn't been in the car. He ran a 227 before he pulled in line. At the moment, we just don't have the car exactly the way we want it. It's unfortunate. We lost oil pressure on the last lap. I think we are trying to stay on board, do what we have to do and get in the race."

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DAY 15 – SATURDAY, MAY 20 Page 5
THIRD QUALIFYING DAY

The fastest field ever in the Indianapolis 500 was in 1992 at an average speed of 223.479 miles an hour. Currently, the 30-car field average is at 227.010.

Qualifying order for Sunday: #22 C. Guerrero; #9T E. Fittipaldi; #44 Ward; #77 Jones; #7T TBA; #3T TBA; #55 Greco; #19T TBA; #17T TBA; #5T TBA; #61 Johansson; #96 Crawford; #88 TBA; #95T Hamilton; #4T Groff; #16T Johansson; #8T TBA; #11T Unser Jr.; #10T TBA; #1 TBA; #1T TBA; #14T Sharp; #41T TBA; #77T Jones

Defending champions of the Indianapolis 500 who did not race here the following year (year after victory shown): Bobby Unser, 1982, retired; Sam Hanks, 1958, retired; Pat Flaherty, 1957, racing injuries; Troy Ruttman, 1953, racing injury; Lee Wallard, 1952, racing injuries; George Robson, 1947, killed; Floyd Davis/Mauri Rose, 1946 (from 1941, Rose raced, Davis did not); Kelly Petillo, 1936, unknown; Ray Keech, 1930, killed; L.L. Corum/Joe Boyer, 1925, (Corum did not start, Boyer killed); Gaston Chevrolet, 1921, killed; Dario Resta, 1919, wasn't in field with gap from World War I; Ralph DePalma, 1916, unknown; Rene Thomas, 1915, unknown; Joe Dawson, 1913, unknown; Ray Harroun, 1911, retired.

Christian Fittipaldi set the fastest qualification run in Speedway history ever withdrawn from the field in order to qualify another car. Fittipaldi's withdrawn run today was 225.246. The fastest previous withdrawn run was last year's effort by Mauricio Gugelmin at 220.460.

Lowest starting positions for a defending Indianapolis 500 champion: 1967, Graham Hill, 31st; 1932, Louis Schneider, 30th.

Currently, Lyn St. James is the oldest driver in the field at 48. Emerson Fittipaldi, in the qualifying order for Sunday, is three months older.

Total "500" laps led by the 30 drivers currently in the starting field is 763. The high was 3,658 in 1992. Last year, the total was 1,607.

Lowest starting positions for defending pole winners were 25th in 1974 by Johnny Rutherford and 27th in 1962 by Eddie Sachs.

The last time a defending champion did not qualify for the next year's "500" on the first day was in 1991, when Arie Luyendyk qualified on the second day. In 1978, defending "500" champion A.J. Foyt qualified on the fourth day after the first weekend was rained out and he did not qualify on the third day.

Six rookies are currently in the field. The record since World War II is 12 in 1951.

At 5 p.m., the temperature was 72 degrees with winds W at 16 mph.

A total of 77 cars are now at the Speedway and all have passed technical inspection. 43 drivers have been on the track to date. There were 14 yellows for 1 hour and 48 minutes.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Post Qualifying Quotes - Saturday May 20

CHRISTIAN FITTIPALDI (#15T Marlboro Chapeco Special): (about his run): "I'm not happy. We had a lot of engine problems with the primary this morning and we only did eight laps with the backup. I was flat out and the car wouldn't go quicker. We're going to see what happens this afternoon." (About withdrawing the car): "Certainly. If we run good laps this afternoon, we'll pull the car and use the primary or we could also use Robby's (Gordon) car, which we ran yesterday." (About when he and Emerson Fittipaldi are on the track): "When we're eating in the evening, I call him Uncle Emmo. But when we're out there, I give him hell." (After Second Qualifying Run): "Unfortunately, I have to meet with you again. This afternoon, my race car was a little bit better so we decided to try again. The car was understeering a little so I had to watch the first couple of laps." (About the decision to go again): "I think it was 50-50 (between him and Derrick Walker). I was very confident we could do it and when Derrick asked me if I was confident, I said, 'yes, I am.' I just sat in the car and knew I could do it." (About safety of speed): "Now, it's okay. I can relax tonight. I'm going to sleep like an angel." (About Indy compared to other tracks): "I ran all types of races. This place is the craziest place in the world. One day, the track is quick, the next day it's slow. When the car isn't working, this place is a nightmare. The most important thing I've learned here is that you have to be consistent."

ERIC BACHELART (#19 The AGFA Car): "This deal didn't come together until Friday before the opening of practice. I didn't drive the car until the next Thursday (Day 6). I thought we could've qualified last Sunday because we were over 227, but Dale decided to play it conservatively and we waited until today." (About the difference from his qualifying effort in 1992): "Three years ago, it was pretty easy. It was almost as easy this time but I had a much shorter practice period. For my qualifying run, the new Firestone tires provided a perfect balance." (About 228 on first lap, then slower): "I wanted to stay out of trouble and I saw 227 on my dashboard. I was comfortable and I really didn't want to push it to the limit."

DALE COYNE, (co-car owner, #19 Bachelart): (upon sitting down in Trackside Conference Room): "I hear Mario (Andretti) passed the physical. What does that mean?" (about the #19T, the team's backup): "We don't plan to qualify it. We just planned to get it up to speed and have it there as a backup if necessary as well as a backup for the rest of the season." (about this May vs. other years): "Actually, the whole year has gone good. Alex and Eric really complement each other. It's a good combination that we haven't had in the past and a good crew. That's why we're as competitive as we are with teams who have four or five times our budget." (About tires): "Firestone has a very consistent, good tire. There are a couple of compounds and we can mix and match them." (about "gumballs"): "These aren't gumballs. Gumballs have a tendency to go away and these don't." (about changing compounds during race): "We will stay with this compound throughout the race."

WALTER PAYTON (co-car owner, #19 Bachelart): (about his emotions): "The first couple of days were nerve-wracking because we were somewhat concerned with the speed of the #34 car (qualified by Alessandro Zampedri, the team's second driver). We prayed to the rain gods and it worked." (About difference between here and pro football): "This sport is not on a level playing field. You never know when the rules might change. In football, you run, pass, block and tackle." (After which Dale Coyne said, "Sometimes, THIS is a contact sport.")

LYN ST. JAMES (#99 Whitlock Auto Supply Lola): (about touching the wall between Turns 1 and 2 on Lap 3): "We just kissed the wall a little bit. I was trying to use all the track and get really close and I just engaged it a little bit." (About her month): "I couldn't describe it. It's been a roller-coaster. That's the best way I can put it. The highs have been really high and the lows have been really low. A lot of well-intended people came forth and I'm happy that it all came together like it did. I kept telling people, 'we have the car, we have the team.' That's usually the hardest part of the whole program. It's not a given. It can slip away from you so easily. It's like that slimy stuff for kids...you have it in your hands and you try to hold on to it and it just oozes out." (About her performance today): "I don't have a real confident feeling about my time. I feel okay with it, but we ran 227s and 228s this morning." (about if this was the hardest she's pushed here): "I'd say so. The car was good and I was flat all the way around. This was probably the dicier, you might say, of how I was driving the car to try to get the speed out of it." (About being an "Indy-only" driver): "My goal is not to be an Indy-only driver but the ante goes up every year. The depth of the field is much greater in terms of speed." (At this point, David Carmell, president of The Whitlock Corporation, announced as St. James' sponsor, asked St. James, "Lyn, would you like to go to Milwaukee?"): "Yes." (Then Carmell said, "To say for sure, we will be going to Milwaukee. We're looking at Elkhart and Michigan.") NOTE: After the run, the team changed the car number to #90. (In TV bullpen on pit road after run):

Car owner Dick Simon: "You didn't see your tires, did you?"

St. James: "No."

Simon: "You got Goodyear right off both of them."

ADRIAN FERNANDEZ (#10 Tecate Beer/Quaker State/Lola): (on the qualifying run): "This was my last shot in this car and there was a lot of pressure. The first two laps, the car was perfect. Then it started losing grip and getting closer to the walls. After that, I concentrated on driving smoothly and completing the run. The track was not as fast as we thought it would be. I was right at the limit and any mistake would have been a big one." (comparison to previous attempts): "On our first two attempts, we had boost problems but the team never stopped working very hard. The engine was perfect this time." (about the wait): "This was the longest wait in my life and I was frustrated so I was determined to qualify this time. We've done a little on race setup and we will do more tomorrow." (about the pressure to qualify): "I feel like I had a five pound weight lifted from me. I have all of these Mexican sponsors, and as you know this country (Mexico) has suffered recently and this will help everyone."

FRANCK FREON (#92 Autosport Racing Team): (description of the run): "The first week here was fantastic, as far as being able to work with the car. This week was not as good, since we had all of the rain. In a day and a half, I had to go for it. The engine was much better today. I just went for it on my qualifying run. It's an old car and I couldn't afford to lift and lose speed. I know I don't want to do it again tomorrow. Firestone played a big part today and if this 92 car stays in the field, we owe them a great deal."

STEVE ERICKSON (car owner #92): "We expected to run what we did. We've had no sustained practice because of various problems. We had to accept this (the run) and perhaps hope for rain. John Menard supplied us with a new engine (not the 95 version which doesn't fit our car) and it really helped. John has been very supportive, supplying us with discounts on obsolete engines. He may have something to help us tomorrow." (would Menard supply a car?): "Maybe. He has been very helpful."

STEFAN JOHANSSON (#16 Team Alumax / Penske / Mercedes-Benz): "The (popoff) valve opened up as soon as we got the green flag. When that happens, the only way you can reset it is to get out of the throttle. So, basically, we were running with only 43 inches of boost."

SCOTT SHARP (#41T Copenhage Racing Team): (on first attempt) "The car was really pretty good handling-wise. I was as flat on the throttle as I've been all week. It just seemed like it wouldn't go anywhere...blew the valve on the first lap." (on the second attempt): "Obviously we have some kind of a power problem or slow decrease in performance of the engine or drivetrain because before we ever went to qualify, I was getting into the rev limiter with ease almost every lap with the gear we chose to run and running 226s. I figured if I tried just a little harder, held the car down a little more, I could probably run 227s and during qualifying, I haven't been able to get in the limiter one time with the car being faster chassis-wise. It's very good through the corners, I'm flat out but I can't hit the limiter. It doesn't feel like it's pulling very strong, the first time we blew the valve and we shouldn't have cause we weren't being too greedy with it. The second time out we backed it off and we didn't blow the valve but it sure didn't pull."

A.J. FOYT (car owner #41T): "We found a broken boost regulator, it cost us two qualifying attempts."

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DAY #16 – SUNDAY, MAY 21 FOURTH QUALIFYING DAY

At 10 a.m., the temperature was 69 degrees and winds were NW at 12 mph. At 11 a.m., the temperature was 70 degrees and winds were NW at 11 mph. At noon, the temperature was 71 degrees and winds were NW at 11 mph. Track temperatures according to Goodyear tire engineers: 10 a.m. - 106 degrees, 11 am. - 116 degrees, noon - 128 degrees.

Garage hours Saturday night were extended from 8 p.m. to 10 p.m. for all competitors.

The #64 Van Dyne/No Touch/Marcelo/James Dean Reynard involved in an accident Saturday, was repaired and ready for the start of practice this morning, according to driver Johnny Parsons. "We worked until 2 a.m.," Parsons said. "We had 10 guys who took care of everything. The car is all set to go and it's fast." As of 11 a.m., car #64 received final certification by USAC to qualify.

Speedway qualifying prizes total \$40,000 for the fourth and final qualifying day. Adrian Fernandez, fastest qualifier on Saturday, receives \$25,000 for that effort. Eric Bachelart, the second fastest qualifier, receives \$10,000 and Christian Fittipaldi, third fastest Saturday, receives \$5,000.

The last time a defending pole position qualifier or the defending winner qualified after the first day of time trials was 1991, when Emerson Fittipaldi and Arie Luyendyk both qualified on the second day. The pole position qualifier hadn't happened previously since 1977 when Johnny Rutherford qualified on the second day and it hadn't happened to the defending winner since 1978 when A.J. Foyt failed to make the first-day qualifying list.

Five drivers have sat on the pole position and then gone on to start from the lowest position of their Indianapolis 500 careers in the following race. Those are: Rene Thomas (1st in 1919, started 18th in 1920), Rex Mays (1st in 1936, started 23rd in 1937), Floyd Roberts (1st in 1938, started 23rd in 1939), Walt Faulkner (1st in 1950, started 14th in 1951), Eddie Sachs (1st in 1961, 27th in 1962). Al Unser Jr.'s lowest starting position to date has been 22nd in 1987, a year in which he finished fourth.

Marlboro Team Penske chronology of the day:

Pre-9:30 a.m. -- #11T on pit road.
 9:45 a.m. -- #9T on pit road.
 10:07 a.m. -- Unser Jr., #11T, 208.948.
 10:15 a.m. -- Unser Jr., #11T, 211.030.
 10:17 a.m. -- Unser Jr., #11T, 215.559.
 10:18 a.m. -- Unser Jr., #11T, 221.511.
 10:32 a.m. -- Fittipaldi, #9T, 219.069.
 10:45 a.m. -- Unser Jr., #11T, 222.392.
 10:46 a.m. -- Unser Jr., #11T, 222.442.
 11 a.m. -- #11T taken to garage area.
 11:06 a.m. -- Fittipaldi, #9T, 222.458.
 11:07 a.m. -- Fittipaldi, #9T, 222.497
 11:10 a.m. -- #9T to pits, Fittipaldi out of car.
 11:20 a.m. -- #9T taken to garage area.
 11:37 a.m. -- #21T rolled out of garage, engine fired.
 Noon -- #9T Fittipaldi ninth, #11T Unser Jr. 11th among non-qualified car-driver combinations.
 1:50 p.m. -- #21T rolled to pit road.

12:00 p.m. #22 CARLOS GUERRERO/Mexico City, Mexico
 Herdez-Viva Mexico!/Lola/Ford- 95L/F/G
 (2nd attempt)

QA - 58	1 - 39.913 - 225.490	Q - 32
	2 - 39.816 - 226.040	
	3 - 39.858 - 225.802	
	4 - 39.824 - 225.994	
	T 2:39.411 - 225.831	

12:04 p.m. #77 DAVY JONES/Lake Tahoe, NV
 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling- 95L/F/G
 (2nd attempt)

QA - 59	1 - 39.994 - 225.034	UA - 26
	2 - 40.025 - 224.859	
	3 - 40.010 - 224.944	
	4 - waved off	

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SEVENTH BIRTH



DAY #16 – SUNDAY, MAY 21
FOURTH QUALIFYING DAY

Page 2

Marlboro Team Penske chronology of the day (continued):

- 2:08 p.m. – #21T Unser Jr. takes track.
- 2:09 p.m. – #21T Unser Jr. to pit road.
- 2:38 p.m. – #21T Unser Jr., 213.285.
- 3:06 p.m. – #21T Unser Jr., 213.630.
- 3:52 p.m. – #11T Unser Jr., 212.485.
- 4:11 p.m. – #9T Fittipaldi on track for first time since 11:08 a.m.
- 4:12 p.m. – #9T Fittipaldi, 212.279.
- 4:19 p.m. – #9T Fittipaldi, 221.353.
- 4:20 p.m. – #9T Fittipaldi, 224.736.
- 4:20 p.m. – #9T Fittipaldi, 226.017, third fastest of the day among non-qualified car-driver combinations at this point behind #77 Davy Jones' 226.660 at 10:29 a.m. and #14T Scott Sharp's 226.529 at 10:41 a.m.
- 4:25 p.m. – #11T Unser Jr., 221.566.
- 4:26 p.m. – #11T Unser Jr., 222.096.
- 4:34 p.m. – #9T taken to the garage area fuel station.
- 4:38 p.m. – #11T taken to the garage area fuel station.
- 4:39 p.m. – #9T taken to pit road.
- 4:41 p.m. – #11T taken to pit road.
- 4:51 p.m. – #11T Unser Jr., 222.206.
- 4:54 p.m. – #11T Unser Jr., stalled in south pits, pushed back to north pits near technical inspection station.
- 4:57 p.m. – #9T Fittipaldi, parked near technical inspection station.
- 5:00 p.m. – #9T presented at the technical inspection station.
- 5:20 p.m. – #11T presented at the technical inspection station.

Track temperatures according to Goodyear tire engineers: 3 p.m. – 131 degrees; 4 p.m. – 123 degrees, 4:30 p.m. – 119 degrees, 5 p.m. – 115 degrees, 5:30 p.m. – 111 degrees. At 5 p.m., the temperature was 73 degrees and winds were NW at 14 mph.

5:07 p.m. #14T SCOTT SHARP/East Norwalk, CT
Copenhagen Racing Team- 95L/F/G
(3rd attempt)

QA - 60	1 – 39.830 – 225.960	Q - 33
	2 – 39.882 – 225.666	
	3 – 39.798 – 226.142	
	4 – 39.986 – 225.079	
	T 2:39.496 – 225.711	

5:09 p.m. #9T EMERSON FITTIPALDI/Sao Paulo, Brazil
Miller Genuine Draft- 95L/MB/G
(2nd attempt)

QA - 61	1 – 39.920 – 225.451	Q - 34
	2 – 40.023 – 224.871	
	3 – 40.135 – 224.243	
	4 – 39.988 – 225.068	
	T 2:40.066 – 224.907	

Filled the 33 car field.

5:14 p.m. #95T DAVEY HAMILTON/Boise, ID
Delta Faucet/Skywalker/Alfa Laval- 94R/F/G

QA - 62	1 – 39.741 – 226.466	UA - 27
	2 – 39.803 – 226.114	
	3 – 41.483 – 216.956	
	4 – waved off	

5:19 p.m. #77 DAVY JONES/Lake Tahoe, NV
Jonathan Byrd's Cafeteria/Bryant Heating & Cooling- 95L/F/G
(3rd attempt)

QA - 63	1 – 40.005 – 224.972	Q - 35
	2 – 39.989 – 225.062	
	3 – 40.009 – 224.949	
	4 – 39.901 – 225.558	
	T 2:39.904 – 225.135	

Bumps #92 Franck Freon.

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FOURTH QUALIFYING DAY

5:23 p.m.	#61	STEFAN JOHANSSON/Monte Carlo, Monaco Team Alumax- 94R/F/G	
			(2nd attempt)
QA - 64		1 – 40.059 – 224.669 2 – 40.234 – 223.691 3 – waved off	UA - 28
5:27 p.m.	#10T	MARCO GRECO/Sao Paulo, Brazil Tecate Beer/Quaker State/Lola - 95L/MB/G	
QA - 65		1 – 40.399 – 222.778 2 – 40.670 – 221.293 3 – waved off	UA - 29
5:31 p.m.	#11T	AL UNSER, JR./Alberquerque, NM Duracell Charger- 95L/MB/G	
			(3rd attempt)
QA - 66		1 – 40.542 – 221.992 2 – 40.162 – 224.092 3 – 39.980 – 225.113 4 – 39.958 – 225.236 T 2:40.642 – 224.101	UA - 30
5:36 p.m.	#44	JEFF WARD/San Juan Capistrano, CA Arizona Executive Air- 94L/F/F	
			(2nd attempt)
QA - 67		1 – 39.810 – 226.074 2 – 40.114 – 224.361 3 – 40.202 – 223.869 4 – waved off	UA - 31
5:41 p.m.	#55	MARCO GRECO/Sao Paulo, Brazil Brastemp Lola - 95L/MB/G	
			(3rd attempt)
QA - 68		1 – 41.154 – 218.691 2 – waved off	UA - 32
5:44 p.m.	#95T	DAVEY HAMILTON/Boise, ID Delta Faucet/Skywalker/Alfa Laval- 94R/F/G	
			(2nd attempt)
QA - 69		1 – 40.358 – 223.004 2 – 40.504 – 222.200 3 – 41.365 – 217.575 4 – waved off	UA - 33
5:48 p.m.	#61	STEFAN JOHANSSON/Monte Carlo, Monaco Team Alumax- 94R/F/G	
			(3rd attempt)
QA - 70		1 – 40.031 – 224.826 2 – 39.869 – 225.739 3 – 39.837 – 225.921 4 – 39.875 – 225.705 T 2:39.612 – 225.547	Q - 36
Bumps #9T Emerson Fittipaldi.			
5:57 p.m.	#10T	MARCO GRECO/Sao Paulo, Brazil Tecate Beer/Quaker State/Lola - 95L/MB/G	
			(2nd attempt)
QA - 71		1 – 40.846 – 220.340 2 – 40.443 – 222.535 3 – waved off	UA - 34

Leading into the 1995 qualification, the fastest starting field in "500" history was the 1992 field with a 33-car average speed of 223.479 mph. The 33-car average speed for the 1994 field was 223.270 mph. The 33-car average speed for the 1995 field is 226.912 mph.

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FOURTH QUALIFYING DAY

Leading into the 1995 qualifications, the starting field with the greatest number of former lap leaders was the 1987 field with 19. The 1994 field had 15. The total number of former lap leaders in the 1995 field is 12.

Leading into the 1995 qualifications, the greatest number of previous laps led among the former lap leaders of a starting field was 3,658 in 1992. The former lap leaders in the 1994 field represented 1,607 previous laps led. The total number of previous laps led among the former lap leaders in the 1995 field is 663.

Leading into the 1995 qualifications, the greatest number of former winners in a starting field was 10 in 1992. The 1994 field had 5. The total number of former winners in the 1995 field is 3.

Leading into the 1995 qualifications, the greatest number of previous wins represented by the former winners in the starting field is 10 in 1992. The former winners in the 1994 field represented 6 previous wins. The total number of previous wins among the former winners in the 1995 field is 3.

Leading into the 1995 qualifications, the greatest number of rookies in a starting field was 19 in 1919, the fewest was one in 1939 & 1979. The 1994 field had 9. The total number of rookies in the 1995 field is 6.

Leading into the 1995 qualifications, the oldest driver to compete in the race was A.J. Foyt in 1992 at 57 years and 128 days of age. The oldest driver to compete in the 1994 race was Mario Andretti at 54 years and 90 days of age. The oldest driver in the 1995 field is Lyn St. James at 48 years and 76 days of age on RACE DAY.

Leading into the 1995 qualifications, the youngest driver to compete in the race was Josele Garza in 1981 at 19 years and 70 days of age. The youngest driver in the 1994 field was Jacques Villeneuve at 23 years and 81 days of age. The youngest driver in the 1995 field is Jacques Villeneuve at 24 years and 80 days of age on RACE DAY.

Leading into the 1995 qualifications, the fastest qualification run ever recorded was 232.482 mph by Roberto Guerrero when he qualified for the number one starting position in 1992. Al Unser, Jr., recorded the fastest qualification run in 1994 when he qualified for the number one starting position with the speed of 228.011 mph. The fastest qualification run in 1995 was recorded by Scott Brayton when he qualified for the number 1 starting position with an average speed of 231.604 mph.

The slowest qualifier in the 1994 field was Bryan Herta with a speed of 220.992 mph. The slowest qualifier in the 1995 field is Eliseo Salazar with an average speed of 225.023 mph.

Leading into the 1995 qualifications, the greatest speed difference between the fastest and slowest qualified car in the field was 28.846 mph in 1928, the narrowest margin was 3.130 mph in 1953. The speed difference between the fastest and slowest qualified car in 1994 was 7.019 mph. The speed difference between the fastest and slowest qualified car in the 1995 field is 6.581 mph.

Leading into the 1995 qualifications, the oldest rookie to compete in the race was Lyn St. James at 45 years and 72 days of age in 1992. The oldest rookie in the 1994 field was Hideshi Matsuda at 39 years and 158 days of age. The oldest rookie in the 1995 field is Eliseo Salazar at 39 years and 191 days of age on RACE DAY.

Leading into the 1995 qualifications, the youngest rookie to compete in the race was Josele Garza in 1981 at 19 years and 70 days of age. The youngest rookie in the 1994 field was Jacques Villeneuve at 23 years and 81 days of age. The youngest rookie in the 1995 field is Christian Fittipaldi at 24 years and 130 days of age on RACE DAY.

Leading into the 1995 qualifications, the fastest qualification run ever recorded by a rookie was 226.259 mph by Jacques Villeneuve when he qualified for the 4th position in 1994. Andre Ribeiro broke the record, qualifying for the 12th position with a speed of 226.495 mph.

Leading into the 1995 qualifications, the driver with the greatest total of previous "500" experience to ever qualify for a starting field was A.J. Foyt with 34 previous starts to his credit when he qualified for the 1992 field. The most experienced "500" veteran to qualify for the 1994 field was Mario Andretti with 28 previous Indy 500 starts. The most experienced driver to qualify for the 1995 field is Scott Brayton with 13 previous appearances in the Indianapolis 500.

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FOURTH QUALIFYING DAY

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The last three times a former pole sitter failed to qualify for the race were:

- Pancho Carter (1985) “waved off” after completing one lap on the third qualifying day in 1992 and was unable to make another attempt because of an injury suffered in a practice crash later in the day.
- Three time pole sitter Johnny Rutherford made a completed qualification run in 1992 after the field was filled, but the run was not fast enough to “bump”.
- Al Unser (1970) “waved off” after completing one lap of a qualification run in 1994 and then decided to retire as a driver on the Tuesday following the first weekend of qualifying.

For a variety of reasons there has been 15 occasions when a starting field has not contained the name of the top lap leader from the previous “500”. On all 15 occasions, a different driver was involved but interestingly, 14 of the 15 drivers were past champions of the “500”. The lone exception was the top lap leader of the 1992 race, Michael Andretti, who chose to forsake the 1993 race in favor of the Formula 1 circuit. Emerson Fittipaldi led 145 laps in the 1994 race.

The fastest qualification average ever for a first alternate is 224.907 mph by Emerson Fittipaldi this year and also represents the fastest “bumped” speed in Speedway history. The previous record was 220.737 mph by Scott Goodyear in 1994.

1995 represents the first year since 1962 that an Unser is not in the starting field for the race.

Two-time winner Rodger Ward made three qualification attempts in 1965, but could not attain a speed fast enough to make the field. This is believed to be the first time that a former winner failed to qualify for the race. In 1988, two-time winner Gordon Johncock became the first former winner to be permanently bumped from the starting field. Other former winners that have been permanently bumped are three-time winner Johnny Rutherford in 1989 and 1990, Tom Sneva, winner of the 1983 race, who was bumped in 1991, and the 1986 winner Bobby Rahal, who was bumped in 1993. Rahal tried to requalify for the 1993 race when he made the last qualification run that year, but his four-lap average was too slow to “bump”. In 1994, four-time winner Al Unser, “waved off” after completing one lap of his qualification run on the first day of qualifications and then three days later he announced his retirement as a driver. Two-time winner Emerson Fittipaldi was permanently “bumped” from the 1995 starting field. Two-time winner Al Unser, Jr. made three qualification attempts in 1995 but failed to make the starting field.

The average age for the 1995 starting field is 33 years and 6 months. This represents the youngest starting field in modern Speedway history.

A total of 77 cars are now at the Speedway and all have passed technical inspection. 43 drivers have been on the track to date. There 6 yellows for 49 minutes.

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



Post Qualifying Quotes - Sunday May 21

CARLOS GUERRERO (#22 Herdez-Viva Mexico!/Lola/Ford Cosworth): "I have been racing since I was nine, always looking at the Indy 500. Now I am one of the 33 guys in the greatest race in the world. I am very happy." (on his run): "It's hard to describe. It's fantastic. It's like when you open a present. I was very glad to see the telemetry and see the four turns flat out." (on the cheer after qualifying): "We have that one for every special occasion; every time something good happens. I don't know how to explain the meaning to you, but it's basically rah, rah, rah."

DICK SIMON (car owner #22): "I learned a long time ago to listen to my driver. A lot of people asked me why I was putting him in line. I told them I thought Carlos was ready. I saw that glassiness in his eyes when he was done and that glassiness comes from being on the edge. He was on the edge all the way. Carlos is one heckuva driver."

EMERSON FITTIPALDI (#9T Miller Genuine Draft): (before he was bumped): "I think it started yesterday. It was a solid one. It was a 225, but it was a management decision. I am very disappointed. It was a solid run yesterday and now I'm on the bubble." (on testing): "We ran Easter Friday. I did 228.5 in the Marlboro Penske car. The conditions were cold but I was very competitive. With the heat, we lost downforce and we lost grip. On the second lap, the popoff valve blows and I had to close down. I had to back off, had to back off, and kept losing speed." (About using the 'tube' to hear the valve): "Yes, Telemetry tells us when it is popping off a little bit. I start backing off." (Is it the boost or the valve?): "My problem is valve. Very inconsistent. I ran a very strong 226. Car's perfect, leave it like that, let's go qualify." (feelings if you get bumped): "I would be very disappointed. Yesterday, I was in the race. I had the speed yesterday and I was solid in the race yesterday." (About practice leading up to qualifying): "I ran just before qualifying a strong 226 easy. Each lap I had to back off...the valve...and I lose speed unfortunately. Yesterday I ran solid in the field and now I'm on the bubble and now I don't know what is going to happen."

STEFAN JOHANSSON (#61 Team Alimax): (about bumping E. Fittipaldi): "That was the last thing on my mind. It's not a nice feeling, if you want an answer. It's very strange as both Emmo and Al deserve to be in this race more than most of the drivers." (about bumping a Penske...sic): "It wasn't a Penske. It was a Lola." (about what was wrong with Penske chassis): "The biggest problem I see is aerodynamics. I've had it up to speed a number of times but it was very inconsistent, very susceptible to weather conditions. It took a long time to return to a plateau." (on the first run with the '94 Reynard/Ford-Cosworth): "On my first attempt, the car was real tight. This time, we took a lot of wing out of it and went for it. It was a real gamble." (his mental state): "I tried to keep calm and I spent a lot of time in the motor home. It's very easy to get frustrated here. It's been mental torture to qualify this late. This place brings out the best and worst in people. I can't really describe the pressure for you. I know I learned a lot about myself. I crossed a lot of mental barriers, which should make me a better driver." (about the first lap being slower than the other three): "We had taken so much wing out of the car that I tried to feel it out and be gentle. When I felt secure, I was flat-out the next three laps."

SCOTT SHARP (#14T AJ Foyt Enterprises): (about his feelings): "It was a great feeling. I'm thrilled. It was definitely a nail-biter. It's a lot of pressure." (about the run): "It was flat all the way. We fought boost problems until about an hour ago. The body kept saying lift and I kept saying 'no, no.'" (about the pressure): "Last year I came and it wasn't as bad as I thought. I qualified the first day. This year, wow! I think I learned about the other side. To put four together is tough. I never hoped it would get to the final hour." (about driving for A.J. Foyt): "It all came together in the last 10 days. Driving for A.J. is a unique experience. He is knowledgeable and has taught me a lot. I've learned a lot about ovals in the last two weeks. Last year, I think I suffered a little because I didn't have all the maturity on my side."

A.J. FOYT (car owner, #14T Sharp): "I said to Scott before he qualified, 'Forget 227 and 226. Give me four 225 middles.' He gave me what I asked him. You're never in this race till you're in it. He did a good job and I'm very proud of him. He could've run faster but that was my fault. I told him I just wanted 225." (About the Penske team): "I've qualified for this race more than Roger Penske. I've been on the bubble. You can get yourself into a rut."

DAVY JONES (#77 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling): (about starting 33rd): "Thirty-third position in the last row is one of the hardest things anyone can do here at the Speedway. It's a real pressure situation. It's a big relief off my shoulders. I came here with the intent of being in the first row but we had internal problems (wiring). That's why the attempt on Saturday was my first one in this car. When it comes down to the last few minutes, the pressure is really there. We had high expectations coming in here. This was supposed to be the magical month. I think I've heard Tom Binford give the 'driver's rights' more times than anyone." (about Charlotte): "I won't be able to make the driver's meeting or practice so I'll probably start in the last row. I'm going to go down there Wednesday, practice and qualify. I'll hopefully be back here on Carburetion Day if things go well."

BOBBY RAHAL (co-owner, Rahal-Hogan Racing): (about Penske Racing's attempts to qualify): "I really feel for Al and Emerson. I know how it feels to go through that last-day rush. It's not fun and I know the result was not what they had hoped. Our team -- our engineers and mechanics -- gave them all of our support and we were pulling hard for them. It shows there are no guarantees at this place. You can bet they'll be back stronger than ever -- and not just next year...next race."

CARL HOGAN (co-owner, Rahal-Hogan Racing): "We feel bad that two first-class drivers like Al and Emerson and a first-class team like Penske Racing won't be in the race. We certainly wanted to see them in the field and I think we did what we could to help. We were glad to see them get up to 227 (mph) in our cars and thought they would have enough speed to qualify. We know how they're feeling and we can sympathize."

ROGER PENSKE (car owner, Penske Racing): "I've got to thank the press and the Speedway for sticking with us the last two weeks. We just didn't come prepared. These two drivers, they gave everything they could give the last two weeks. We didn't have what it takes. One year, you can come and win the pole and win the race and the next year, you don't make it. It's happened before to some great teams. Many, many car owners came up to us, even in the last few minutes, offering us cars. I've got to thank them. We just didn't execute very well. It's a shame these two drivers didn't make the race and it's my responsibility to provide the package for them. It's a character builder. We're not going to buy our way into the race. We competed on a level playing field. We'll go home and be back at Milwaukee." (About whether or not he'll be here on Race Day): "I have a number of customers, employees and sponsors coming to see us. It's a spectacle and we're going to support our people." (About who does he think will win): "There's a lot of good cars out there. We haven't really reflected on it." (About how not making the race now compares with winning): "It magnifies how big this race is. The one thing we have to deal with is safety here. You put the guys from car to car. We didn't want to put any of the drivers in a position...didn't want to take chances with them. Most of our cars are like putting a glove or a sock on for these guys. It's a personal disappointment. You have to look at it as a business. This is one we let get away from us, but we have to look at tomorrow. Ganassi, Carl Haas, Barnes, Dale Coyne...these people all offered us...but it's hard to step into someone else's garage and take their car. You have to be careful, you just can't jump in overnight. These two guys are pros and we're not going to risk their safety. The race isn't worth it."

EMERSON FITTIPALDI: (about his emotions): "We've had a lot of experiences here. There are many ups and downs. It's a very competitive situation. I was very disappointed when they threw the yellow, which was yesterday. But we had decided that 226 would be the minimum we would take. After talking to Roger, there were a lot of 'T' cars out there faster than us at 225.5 when he waved me off." (About today's qualifying run): "I lost the dashboard the last two laps. We had battery problems. When the valve came off, I couldn't read the pressure. The dashboard lights went off. When these things happen, you're not supposed to be in the race. But we'll be back next year very strong. Everyone worked so hard." (When did he realize he might not make the race?): "I had the feeling, when I was on the bubble. I was very, very anxious, very disappointed. We know we can be strong again. We have the best team and sponsors. It's very disappointing to everyone, but that's life. These experiences make you more mature. New challenges for next year."

AL UNSER JR.: "You know, it's awfully difficult to, you know, really be here. It hurts an awful lot. My family has been in this race a long time. Roger has absolutely given us the best that can be given. He's the best car owner. I wouldn't drive for anyone else. We didn't come prepared. We got blown off. It shows how competitive this place is. I definitely want to thank Rahal and Hogan. They were beautiful cars. We just didn't have enough time with them. What Indy means -- when I won the first time, it was hard to put into words, and not making it -- it's hard to put into words, too." (About when he started doubting he would make it): "When I saw a 222 on the first lap, that's when it happened. I was trying everything I could to make up for that first lap. It just wasn't there. I'm really proud of my guys. I was in three different cars this week. What can I say? I'm sorry for my guys and the sponsors, but we'll be back. We've got 365 -- no, about 370 days -- to come back and we'll be even stronger." (About talking to his dad): "I haven't been able to talk to Dad yet. He gave me a hug when I got out of the car and then all the guys with the cameras came up and that's all there was to that." (About the decisions to go to a different car): "I told Roger I wanted to go back to the Penske. We won with it at Long Beach and we ran good at Phoenix. It's got a good engine. We bring it to Indy and poof! It's gone. I wanted to work on it, then it started raining. We missed it here but we'll be back."

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DAY 17 – THURSDAY, MAY 25
CARBURETION DAY

Changes in the Race Day lineup:

- On Monday, Penske Racing issued a statement to the United States Auto Club withdrawing the #9T car qualified by Emerson Fittipaldi and the #11T qualified by Al Unser Jr., from alternate and possible alternate status. This left the #92 Autosport Racing Team entry of Franck Freon as the single alternate.
- Also on Monday, Target Chip Ganassi Racing notified the United States Auto Club that its #4 car involved in an accident “can not be repaired in a worthy manner.” The team replaced the car with its backup #4T machine and that car will start in 33rd position.
- On Wednesday, Bryan Herta was cleared to drive by Dr. Henry Bock, Speedway medical director.
- Also on Wednesday, Chief Steward Tom Binford issued a bulletin on the status of the #9T car qualified as first alternate by Emerson Fittipaldi. The bulletin read: “Car #9T and Car #11T are Rahal-Hogan Racing entries. Any decision regarding withdrawing those cars must be approved by the Entrant. The withdrawal of the cars from the lineup as alternates was not approved by Rahal-Hogan and therefore was not affected by the Penske team’s decision to withdraw from competition. Car #9T remains as First Alternate.” Car #9T is now listed by its USAC registered car number of #56, according to USAC steward Keith Ward. The Rahal-Hogan team has not listed a driver. The reinstatement of the car to first alternate status changes the #92 of Franck Freon to the status of second alternate.

A spokesperson for Jonathan Byrd/Dick Simon Racing said this morning that Davy Jones would not drive the #77 Jonathan Byrd’s Cafeteria/Bryant Heating & Cooling entry during final practice today. Jones is in Charlotte attempting to qualify for the Coca Cola World 600 NASCAR Winston Cup race scheduled Sunday and is bidding to match John Andretti (1994) as the only drivers ever to run in both the Indianapolis 500 and World 600 on the same day. Eliseo Salazar is scheduled to practice in his #7 Cristal/Mobil 1/Copec entry today, then switch over to the #77 car to prepare it for Race Day.

This year marks the first time since 1970 when only three former winners were in a “500” field. In that year, A.J. Foyt, Bobby Unser and Mario Andretti were the three former winners. In 1969, Foyt and Bobby Unser were the field’s only former winners.

At 10:30 a.m., the temperature was 61 degrees and winds were NE at 7 mph.

Additional award posting for Race Day: The Klipsch “Efficiency” Award of \$5,000 will be given to the team that goes the most laps without a pit stop during the “500.”

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

Car: 60	Car: 40	Car: 6
Driver: Scott Brayton	Driver: Arie Luyendyk	Driver: Michael Andretti
Crew Chief: Bill Martin	Crew Chief: Brad McCanless	Crew Chief: Tim Bumps
Crew: RF Kevin Blanch	Crew: RF Brad McCanless	Crew: RF Tim Bumps
RR Scott Marks	RR Mike Battersby	RR Tim Homburg
LF Loren Kuck	LF Terry Hopkins	LF Ray Sorenson
LR Bill Martin	LR Terry Day	LR Jerry Bouchard
F Dennis Weeks	F Bruce Anderson	F Trevor Weston
V Scot Lemon	V John Sumner	V Kenny Siwieck
Car: 27	Car: 10	
Driver: Jacques Villeneuve	Driver: Adrian Fernandez	
Crew Chief: Kyle Moyer	Crew Chief: Mitch Davis	
Crew: RF Tony Cotman	Crew: RF Owen Snyder	
RR Dave Popielarz	RR Mitch Davis	
LF Eric Haverson	LF Darren Russel	
LR Jason King	LR Matt Osmar	
F Kyle Moyer	F Wayne Selman	
V Jim Wilson	V Chuck Buckman, Jr.	

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

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CARBURETION DAY

Final Practice:

At the start of practice, 33 eligible cars were on pit road for final practice. The only two missing were #16 Stefan Johansson, whose crew reported turbocharger problems, and #56, the Rahal-Hogan Racing entry that is first alternate with no driver listed. The Rahal-Hogan crew reported it was uncertain if it would bring the car out during the session.

Rain and wet weather conditions delayed the start of practice until 12:27 p.m. #31 Andre Ribeiro was first to take the track, followed by #6 Michael Andretti. #60 Scott Brayton was first to complete a lap of practice, followed by #6 Andretti and #31 Ribeiro.

- 12:30 p.m. – #60 Scott Brayton turned a lap at 215.714 miles an hour. A minute later, he turned a lap at 219.165.
- 12:36 p.m. – #3 Paul Tracy reached 220.788 miles an hour, followed seconds later by #12 Jimmy Vasser at 220.848, fastest of the session. At 12:37 p.m., #3 Tracy reached 222.392, fastest of the session. At 12:39, #3 Tracy turned a lap at 225.490, fastest of the session.
- 12:44 p.m. – #3 Tracy hit 227.112 and #6 Andretti reached 225.904, fastest and second-fastest of session.
- 12:47 p.m. – #31 Ribeiro reached 227.439, fastest of session.
- 12:52 p.m. – #9 of Bobby Rahal was the first car pushed back to the garage, done for the day. Crew, #22 Carlos Guerrero, reports a new turbocharger was causing smoke when the crew attempted to fire the engine.
- 12:50 p.m. – Track went yellow for a track inspection.
- 1 p.m. – #16 Johansson was pushed to pit road. At 1:06, #16 Johansson went on the track. At 1:04 p.m., the #56 first alternate car, with Bobby Rahal in the cockpit, became the 34th of the 35 eligible cars to take the track. Only #77 Davy Jones, with Eliseo Salazar expected to substitute late in the session, had not been on the track at this point.
- 1:02 p.m. – Track returned to green.
- 1:06 p.m. – #24 Scott Goodyear reached 227.883, fastest of the session.
- 1:14 p.m. – Track went to its second yellow for a tow-in for #34 Alessandro Zampedri. Crew reports car out of fuel, not finished for session. During the caution, #11 Raul Boesel came to pit road off power, out of fuel.
- 1:20 p.m. – Track returned to green.
- 1:20 p.m. – #77 Salazar took the track, the 35th and last eligible car to do so in the session.
- 1:25 p.m. – #24 Goodyear reached 228.392, fastest of session.
- 1:30 p.m. – Track went yellow for a third time for a tow-in on car #56 (#9T). Crew reported reason uncertain.
- 1:35 p.m. – Track returned to green.
- 1:37 p.m. – Track went yellow for the fourth time for a tow-in for #31 Ribeiro.
- 1:45 p.m. – Practice ends. There were four yellows for 25 minutes.

Post-Final Practice Quotes:

SCOTT GOODYEAR (#24 Reynard Honda): "It's not Race Day but the Honda engine was flawless today. We feel confident. When it comes to the race, you hope for a clean start and you hope to be there at the end. We've been up front and we've been in the last row and I can tell you it's a lot nicer up front. But it only helps you for the first eight or 10 laps until you get into traffic. It's working very well but, you know, this isn't Race Day. It's just a warmup. We did a couple of checks today – ran a couple of different tires and ran in fifth and sixth gear and just had a little test. We've got good power."

HIRO MATSUSHITA (#25 Panasonic Duskin YKK Reynard 95I): "The car was right on the money. We ran a few slow laps to let all the systems come into effect, then we ran about half at speed. The car felt comfortable all the way around. I had no problems reaching 227."

ANDRE RIBEIRO (#31 LCI Reynard Honda): "The track was very good. I was running well. They said, 'look, slow down, this isn't the race.' The car was good. We did try to simulate race conditions and run in traffic. It looks good."

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DAY 17 – THURSDAY, MAY 25 – Page 3
CARBURETION DAY

Post-Final Practice Quotes (continued):

ARIE LUYENDYK (#40 Glidden Special): (about possible boost problems): "I'd be happy if they gave me 55 inches."

SCOTT BRAYTON (#60 Quaker State Special): "The car feels good. I'm happy. That's all." (about boost): "Well, it's a well-prepared car for the race. I don't like not being the fastest guy out there." (About Race Day): "It's been a wonderful month. It will be a thrill Sunday leading the field down. I think the race fans are in for a great day. The Indy car is a great machine." (About 14th start): "14 was lucky for A.J. (Foyt). Maybe it'll be lucky for me, too."

JOHN MENARD (car owner, #60 Brayton, #40 Luyendyk): "They're (USAC) reasonable people. I'm sure we'll get it resolved."

LARRY CURRY (director of racing, Team Menard): "Scott and Arie's cars were both low on boost...about 52.8 (inches), maybe one had 53.1. Buddy (Lazier)'s was pretty close, about 54.5. Part of fixing problems is believing you have one. There's a problem with the popoff valve. It's not fixed. The unfortunate thing is that today it's low. Is it going to be low Sunday? Is it going to be high? Is it going to be lower? I can't tell my driver to pull in and ask 'em to red flag the race because my popoff valve doesn't work. I don't think they're going to do that. I can tell you it's a genuine concern when you're coming down for the start of the Indianapolis 500. A guy jumps on the throttle and hangs the popoff valve open, the motor goes dead, has nothing and you have a potential problem on the start. It's like taking 75 horsepower out of the motor. We had problems beginning the middle of the first week and had nothing BUT problems last week."

MIKE DEVIN (USAC Technical Director): (about Team Menard's possible boost problem): "These were the same valves they qualified on where they had adequate boost to qualify, set the same way by the same people. Personally, I haven't been approached by them (the Menard team). We look at 'em every day. We check them in the morning when they go out and in the evening when they come in. They were 55 inches on our machine. I don't know what it is on their equipment. The valves didn't just suddenly stop working. They're the same as they were May 6. All three were checked (after practice today) and all showed the same. One they like, the other two they don't." (Asked about a rumor that rules would be changed for this weekend to limit the Menards to 53 inches): "No, there has been no discussions during the month of May of lowering the boost for anybody, ever."

EDDIE CHEEVER (#14 AJ Foyt Copenhagen Racing): "The car is easy to drive. I wanted to do more laps but you can't because you still have to do 500 miles for the race. I didn't spend that much time in traffic but the car seemed all right."

SCOTT SHARP (#41 AJ Foyt/Copenhagen Racing): "Everything felt great. I tried to see how the car was on my own and in traffic. Alone, I could do 220 easy. I could run it all day. We didn't run low fuel, no wing and do a 227 because we're not going to be doing that in the race."

A.J. FOYT (owner, #14 Cheever, #41 Sharp): "This was the best Carburetion Day I've had in many a year. If Race Day turns out this good, we'll all be happy. We just tried to run race speeds. We didn't want to set any track records...just set the car up to run 500 miles."

Tony Stewart, the 1994 USAC national midget champion, will operate the "deadman valve" on the refueling tank in Eddie Cheever's pit for the race. It will be Stewart's first time in the pits on Race Day. "Normally, I have a midget race to run in Wisconsin that day so I always listened to the race on the radio. But I learned this week that my ride won't be ready. Working in the pits is a neat opportunity to do what a lot of people would love to do. The only thing I would change is that I'd like to have a different job (driving)."

Jacques Villeneuve's #27T Player's Ltd./Team Green crew headed by chief mechanic Kyle Moyer captured the \$25,000 plus a Snap-On tool box first prize this afternoon in the 19th annual Miller Genuine Draft Pit Stop Championship after final practice. In the closest finish in the history of the event, Villeneuve's crew tied Michael Andretti's crew of the #6T Kmart/Texaco Havoline/Lola/Newman Haas Racing headed by Tim Bumps at 13.982 seconds each, causing a second "tiebreaker" final to be run. In the "second final," the Villeneuve crew posted a clocking of 14.556 seconds to the Andretti crew's 14.660 for a victory by just .104 of a second. In the preliminary, the Villeneuve crew defeated the crew of #10T Adrian Fernandez, 13.490 seconds to 15.220 seconds. In the first semifinal, the Villeneuve crew posted a clocking of 13.676 seconds to beat the #51 crew of Scott Brayton's 16.946 seconds. In the second semifinal, the Andretti crew posted a clocking of 19.984 seconds, including a three-second penalty for having a man out of the pit box, to win when the crew of Arie Luyendyk's #40 machine was disqualified because the car didn't leave the pit after the stop. Moyer (fueler), Tony Cotman (right front), Dave Popielarz (right rear), Eric Haverson (left front) and Jim Wilson (vent) were on their second straight winning team for Team Green and Jason King (left rear) was on the winning unit for the first time. The Andretti crew collected \$15,000 for second, the Brayton crew got \$6,000 for third, the Luyendyk crew got \$4,000 for fourth and the Fernandez crew got \$1,000 for fifth.

JACQUES VILLENEUVE: "It was a great run. We've got a great crew and the whole team does a great job. Our pit crew won us a race earlier this year in Miami. They did a real good job today. This is going to help us a lot on Sunday."

BARRY GREEN (team owner): "It's good to put our team under pressure like this. We believe this is a big part of the race. If we can help the driver in the pits, it will make his job a lot easier on the race track. This also gives the crew a chance to show their wares."

KYLE MOYER: "Everybody has been working really hard. To come back and win it a second time was really difficult. This shows you how good the Player's team is. We have the best crew, a driver who can win and an owner who lets me do what needs to be done. I'd like to say thank you to my crew. It's hard to do two in a row."

MICHAEL ANDRETTI: "We had a little problem (in round #1). (about the tiebreaker and those who thought he had won): "I did, too...thought we beat 'em for a minute. We went up against the best and they did a great job. Our crew did a great job, too." (about meaning of pit stops on Race Day): "All the difference in the world. This race is won by good pit stops." (Feelings about the race): "All pumped up. Ready to go."

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA

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CARBURETION DAY



TRACKSIDE CONFERENCE ROOM QUOTES:

SCOTT PRUETT: "I'm happy to be back with Pat – after he's been a few years out, and on Firestones – after more than 20 years out and me – out a few years, too. And here we are leading the championship . . . Pat thinks I have some unfinished business here." (About Firestone tires) "They do have a very good product. The proof is in the pudding and you're gonna see it on Race Day. Every race so far this season, we've had a more durable tire...to them, first and foremost is safety. If they have any questions at all, they'll pull out of the race. They don't want to take any chances." (About the race) "We've got our little deal going and we're hoping on Sunday we'll be in the front of the field. I think it's going to be slower than people think. The big question for me going into Sunday is Scott Goodyear and Honda on Firestone tires." (About his comeback): "It feels great. I can't say this enough - this is my first opportunity with a great operation. With the injuries - yeah, that was tough. But the tougher thing was coming back from the TrueSports situation." (About his thoughts on who will win the race): "Last year was pretty clear cut. This year, I can't think of a favorite. Bobby Rahal always runs smart. Jacques Villeneuve is running well. Robby Gordon is a wild card. And we haven't even talked about Michael and Tracy. I think we're gonna see the best race we've ever seen." Pat Patrick replied: "I think he left out the most important ingredient – I think Patrick Racing will be up front."

PAT PATRICK: "When the opportunity came up, I thought it was a good opportunity to come back and prove we are the best. We were at one time and we will be again. If you remember, we had Emerson Fittipaldi, who was pretty low on the totem pole then, and look at him now. And I think we have another star in the making here (referring to Pruett)."

BOBBY RAHAL: (about the race) "It's difficult to visualize it beyond the start. You know, there's gonna be a lot of traffic, a lot of scrambling. It'll be an extra hard fought race. Last year was a lot like that and I think this year is gonna be the same. . . I think there's more than 15 guys that can win it. I think it's gonna be a real hard race to win - the hardest I've ever been in. . . I think if you can run 215 - 218, you're gonna be tough to beat." (Nervous about the number of inexperienced people in the field?) "Experience – sometimes it makes you wiser and sometimes it makes you more callous to the risks. I think some of the newer guys are pretty heads-up people. You've always gotta be on guard, no matter who's in there." (About the race start): "For where Raul and I are, we have to be a little tentative. There are an awful lot of inexperienced people between us and the front. You always have to be a little conservative at the start, but not to the point where you let people pass you." (about Penskes not being in the race): "I think it was gonna be wide-open whether they were here or not. It's weird - different - not to have them in the field." (About the Menard and the Honda) "The only thing you can do is go on history. The Menard, or the Buick, whatever you want to call it, has always qualified better than it has raced. They've gotten better each year. From a speed standpoint, they're there. The Honda has shown its speed, to be sure. For Honda, like the Mercedes, the pace of the race will be tough on the engine." (About competitiveness of the race) "When I came here in '82, my rookie year, there were two that could've won it and that was Penske and Patrick Racing. Predictably, Patrick won and Penske came in second and an independent team won third, a few laps down. I suspect that people would rather see a number of people with a chance to win. Anytime something becomes predictable, I think it becomes boring. I think Indy car racing now is really unpredictable." (About his experience on Carburetion Day) "Today, we just scrubbed tires and made sure the engine was in shape. And it was. We were not trying to impress the timekeepers." (About the possibility of winning the race again) "I feel fortunate I've won one. I'm satisfied. That's not to say that I don't want to win again but everything I did after that was topping on the cake." (About the tire war) "The tire war is definitely gonna take place in the race, as the engine war will. All of these things are gonna combine for a very exciting race." (About the talk of his bad luck in odd years) "Now that you asked it, yes, it's in my mind. If it's a jinx, jinxes are meant to be broken. I don't give it a lot of thought, let's put it that way."

CARL HOGAN (car owner) "I'm happy to have these drivers - both of them are known for bringing the car home. You've got so many combinations out there, it makes it very competitive. You've had five different winners this season and that's good for the sport. We wish we could win them all, though."

RAUL BOESEL: "I was comfortable today. I hope my experience of coming from behind – that we can extract that and use it on race day. I learn a lot from Bobby and I give some input too. Fortunately we like the cars about the same way. Each setup is almost equal." (About the increasing speeds) "There's a greater risk. At some point, we have to agree that it's too fast. The other day, I saw the public was cheering for mechanics pulling a car. Right there, it proves the speed doesn't matter to them. It's the competition. Racing is the point - that 15 guys can win the race, not how fast they can go." (About his chances for race day) "I've been knocking on the door. I consider myself one of the competitors."

AL SPEYER (Bridgestone/Firestone motorsports manager): (About inquiries for tires for the race) "It was a picture-perfect month. It's a great thrill to be back at Indy. We want to make it perfectly clear that we do not have tires for qualifying. They have been designed, tested and rated for racing. They are running well and we are thrilled. Every single tire that we have here is capable of standing up to racing. The standard and alternate tires can easily go one fuel stop. We want to stress that people thought we had specific tires. Each team has had access to each tire. They have tried a variety of combinations but each team has had equal access to every tire that has ever been on the grounds. This has led to assumptions by people that are just not true. . . We are extremely prepared. I don't care if it's hot or cold, our tires will be ready, no matter what. We're very confident about what our tires are doing here. We are not too worried about what somebody else is doing. The reason we are here is to sell more passenger tires. We would like to compete competently at a race and we think we can do that. The year we did testing, we did 12,000 miles. Costs were similar to running a race team. Most laps on any set prior to this month was 35. Teams can change all four tires faster than fueling so all tire companies are planning on changing tires every pit stop. Our tire goes faster than current speeds here. Testing ends at 300 miles an hour... We're extremely optimistic about race day, about what tires we have. Talk to teams about our product, they're even happier than we are."

DAY BY DAY
TRACKSIDE REPORT
FOR THE MEDIA

SEVENTH RIRTH



Performance History - Thursday, May 25, 1995

Speed Rank	Car Num	Driver	Year/Chassis/Engine/Tire	Today		Month		Date Best
				Laps	Speed	Laps	Speed	
1	24	Scott Goodyear	95/Reynard/Honda Indy V8/F	27	228.392	413	232.246	5/19
2	31	Andre Ribeiro	95/Reynard/Honda Indy V8/F	29	227.439	382	230.144	5/19
3	6	Michael Andretti	95/Lola/Ford-Cosworth XB/G	16	227.342	249	233.724	5/12
4	25	Hiro Matsushita	95/Reynard/Ford-Cosworth XB/F	21	227.278	269	229.680	5/19
5	3	Paul Tracy	95/Lola/Ford-Cosworth XB/G	23	227.112	276	231.315	5/08
6	27	Jacques Villeneuve	95/Reynard/Ford-Cosworth XB/G	28	226.677	622	230.556	5/19
7	34	Alessandro Zampedri	94/Lola/Ford-Cosworth XB/F	23	226.598	369	228.938	5/11
8	22	Carlos Guerrero	95/Lola/Ford-Cosworth XB/G	19	226.335	499	229.838	5/12
9	18	Mauricio Gugelmin	95/Reynard/Ford-Cosworth XB/G	15	225.541	338	231.821	5/12
10	15	Christian Fittipaldi	95/Reynard/Ford-Cosworth XB/G	24	225.146	672	226.792	5/20
11	12	Jimmy Vasser	95/Reynard/Ford-Cosworth XB/G	19	224.601	371	231.630	5/12
12	90	Lyn St. James	95/Lola/Ford Cosworth XB/G	11	224.540	112	228.206	5/20
13	8	Gil de Ferran	95/Reynard/Mercedes-Benz/G	15	224.389	332	229.451	5/12
14	14	Eddie Cheever	95/Lola/Ford-Cosworth XB/G	25	224.282	263	228.932	5/19
15	21	Roberto Guerrero	94/Reynard/Mercedes-Benz/G	21	223.842	172	228.004	5/12
16	11	Raul Boesel	95/Lola/Mercedes-Benz/G	19	223.686	459	230.610	5/12
17	33	Teo Fabi	95/Reynard/Ford-Cosworth XB/G	12	223.292	344	231.493	5/12
18	10	Adrian Fernandez	95/Lola/Mercedes-Benz/G	22	223.098	409	228.653	5/20
19	54	Hideshi Matsuda	94/Lola/Ford-Cosworth XB/F	23	222.833	235	228.183	5/14
20	5	Robby Gordon	95/Reynard/Ford-Cosworth XB/G	16	222.822	294	231.839	5/11
21	17	Danny Sullivan	95/Reynard/Ford-Cosworth XB/G	18	222.635	437	227.987	5/12
22	9	Bobby Rahal	95/Lola/Mercedes-Benz/G	12	222.513	375	230.085	5/12
23	20	Scott Pruett	95/Lola/Ford-Cosworth XB/F	16	221.642	515	229.703	5/12
24	92	Franck Freon	92/Lola/Menard V6/F	23	221.413	482	224.989	5/20
25	60	Scott Brayton	95/Lola/Menard V6/G	10	221.293	227	234.656	5/11
26	9T	Bobby Rahal	95/Lola/Mercedes-Benz/G	9	221.060	58	224.070	5/07
27	19	Eric Bachelart	94/Lola/Ford-Cosworth XB/F	11	221.022	455	228.085	5/20
28	80	Buddy Lazier	95/Lola/Menard V6/G	11	220.989	43	226.501	5/14
29	40	Arie Luyendyk	95/Lola/Menard V6/G	10	220.038	149	234.913	5/12
30	7	Eliseo Salazar	95/Lola/Ford-Cosworth XB/G	16	219.936	355	227.244	5/12
31	41	Scott Sharp	95/Lola/Ford Cosworth XB/G	19	219.732	167	227.020	5/21
32	91	Stan Fox	95/Reynard/Ford-Cosworth XB/F	21	219.314	191	226.797	5/12
33	77	Salazar	95/Lola/Ford-Cosworth XB/G	8	218.256	8	218.256	5/25
34	16	Stefan Johansson	94/Reynard/Ford Cosworth XB/G	16	218.023	151	226.239	5/20
35	4	Bryan Herta	94/Reynard/Ford Cosworth XB/G	25	217.918	25	217.918	5/25
36	40T	Arie Luyendyk	95/Lola/Menard V6/G			89	233.882	5/12
37	60T	Scott Brayton	95/Lola/Menard V6/G			166	233.288	5/12
38	31T	Andre Ribeiro	95/Reynard/Honda Indy V8/F			71	231.523	5/11
39	5T	Robby Gordon	95/Reynard/Ford-Cosworth XB/G			331	231.339	5/12
40	4	Bryan Herta	95/Reynard/Ford-Cosworth XB/G			387	231.048	5/12
41	33T	Teo Fabi	95/Reynard/Ford-Cosworth XB/G			213	230.138	5/19
42	3T	Paul Tracy	95/Lola/Ford-Cosworth XB/G			265	229.926	5/10
43	20T	Scott Pruett	95/Lola/Ford-Cosworth XB/F			180	228.979	5/12
44	6T	Michael Andretti	95/Lola/Ford-Cosworth XB/G			210	228.519	5/19
45	5T	Christian Fittipaldi	95/Reynard/Ford Cosworth XB/G			33	227.998	5/19
46	8T	Gil de Ferran	94/Reynard/Mercedes-Benz/G			360	227.958	5/21
47	15T	Christian Fittipaldi	95/Reynard/Ford-Cosworth XB/G			273	227.923	5/12
48	9T	Emerson Fittipaldi	95/Lola/Mercedes Benz/G			173	227.813	5/19
49	14T	Eddie Cheever	95/Lola/Ford-Cosworth XB/G			187	227.646	5/12
50	27T	Jacques Villeneuve	95/Reynard/Ford-Cosworth XB/G			68	227.560	5/08
51	1T	Al Unser Jr	95/Penske/Mercedes-Benz/G			211	227.261	5/12
52	4T	Jimmy Vasser	95/Reynard/Ford-Cosworth XB/G			132	227.181	5/19
53	11T	Al Unser Jr	95/Lola/Mercedes Benz/G			164	227.147	5/20
54	55	Marco Greco	95/Lola/Mercedes-Benz/G			611	226.843	5/19
55	77	Davy Jones	95/Lola/Ford-Cosworth XB/G			459	226.660	5/21
56	41T	Scott Sharp	95/Lola/Ford-Cosworth XB/G			292	226.620	5/19
57	16	Stefan Johansson	94/Penske/Mercedes-Benz/G			191	226.598	5/12
58	95T	Davey Hamilton	94/Reynard/Ford Cosworth XB/F			203	226.466	5/21
59	88	Gil de Ferran	94/Reynard/Mercedes Benz/G			90	226.097	5/19
60	44	Jeff Ward	94/Lola/Ford-Cosworth XB/F			518	226.074	5/21
61	7T	Eliseo Salazar	94/Lola/Ford-Cosworth XB/G			185	226.062	5/21
62	16	Stefan Johansson	94/Penske/Mercedes-Benz/G			353	225.654	5/13
63	19T	Alessandro Zampedri	94/Lola/Ford Cosworth XB/F			54	225.603	5/21
64	17T	Danny Sullivan	95/Reynard/Ford-Cosworth XB/G			282	225.457	5/19
65	64	Johnny Parsons	94/Reynard/Ford-Cosworth XB/G			350	225.293	5/12
66	21T	Roberto Guerrero	94/Reynard/Mercedes-Benz/G			76	225.107	5/07
67	2	Emerson Fittipaldi	95/Penske/Mercedes-Benz/G			670	225.011	5/13
68	4T	Mike Groff	94/Reynard/Ford Cosworth XB/G			158	224.994	5/21
69	18T	Mauricio Gugelmin	95/Reynard/Ford-Cosworth XB/G			185	224.938	5/19
70	95	Davey Hamilton	94/Reynard/Ford-Cosworth XB/F			112	224.770	5/08
71	99	Dean Hall	95/Lola/Ford-Cosworth XB/G			41	224.573	5/13
72	11T	Raul Boesel	95/Lola/Mercedes-Benz/G			190	224.528	5/06
73	1	Al Unser Jr	95/Penske/Mercedes-Benz/G			432	224.489	5/11
74	77T	Davy Jones	94/Lola/Ford-Cosworth XB/G			108	223.792	5/12
75	10T	Adrian Fernandez	95/Lola/Mercedes-Benz/G			102	223.703	5/19
76	99	Davy Jones	95/Lola/Ford-Cosworth XB/G			19	223.608	5/14
77	10T	Marco Greco	95/Lola/Mercedes Benz/G			34	222.778	5/21
78	25T	Hiro Matsushita	94/Reynard/Ford-Cosworth XB/F			156	222.255	5/09
79	40T	Buddy Lazier	95/Lola/Menard V6/G			104	221.915	5/21
80	51	Buddy Lazier	93/Lola/Menard V6/G			30	221.506	5/09
81	22T	Lyn St. James	94/Lola/Ford Cosworth XB/G			27	221.337	5/21
82	99T	Lyn St. James	94/Lola/Ford-Cosworth XB/G			45	221.179	5/07
83	11T	Bobby Rahal	95/Lola/Mercedes Benz/G			22	221.005	5/19
84	2T	Emerson Fittipaldi	95/Penske/Mercedes-Benz/G			68	220.821	5/13
85	89	Emerson Fittipaldi	94/Penske/Mercedes-Benz			59	220.745	5/15
86	60T	Arie Luyendyk	95/Lola/Menard V6/G			51	220.745	5/21
87	2	Al Unser Jr	95/Penske/Mercedes Benz/G			69	218.834	5/19
88	96	Jim Crawford	92/Lola/Buick/F			240	218.229	5/20
89	21T	Al Unser Jr	94/Reynard/Mercedes-Benz/G			63	218.050	5/16
90	95T	Stan Fox	94/Reynard/Ford Cosworth XB/F			17	217.812	5/18
91	80	Buddy Lazier	93/Lola/Menard V6/G			22	216.357	5/08
92	77T	Eliseo Salazar	94/Lola/Ford-Cosworth XB/G			29	215.822	5/11
93	42	Michael Greenfield	93/Lola/Greenfield GC209T/G			222	215.326	5/12
94	44T	Jeff Ward	93/Lola/Ford-Cosworth XB/F			27	215.260	5/07
95	90T	Dean Hall	92/Lola/Buick/G			40	211.064	5/09
96	22T	Carlos Guerrero	94/Lola/Ford-Cosworth XB/G			33	210.659	5/06
97	90T	Tero Palmroth	92/Lola/Buick/G			47	206.730	5/07
98	77T	Dick Simon	94/Lola/Ford-Cosworth XB/G			6	0.000	5/06

DAY BY DAY TRACKSIDE REPORT FOR THE MEDIA



1995 ACCIDENT REPORT

1. **CAR #95** **DATE:** Wednesday, May 10, 1995 **TIME:** 3:31 pm
DRIVER: Davey Hamilton
CAR NAME: Delta Faucet / Reebok Skywalker / Alfa Laval
CAR CONDITION: Extensive left-side, nose and tub damage.
DESCRIPTION: The right rear wheel broke in the middle of Turn 4, did a three-quarter spin over 300 feet to hit the outside wall, slid along the wall 320 feet, did a half-spin away from the wall over 540 feet and came to a stop at the entrance to pit road just short of the attenuator.
DRIVER'S CONDITION: 5/10 Sustained a concussion, severe contusions on his left knee. Will remain at Methodist Hospital overnight in good condition. 5/11 Surgery was performed at 2 p.m. to repair a broken right ankle. He also had serious bruises to both knees. 5/12 Released from Methodist Hospital. 5/17 Cleared to drive.
2. **CAR #27T** **DATE:** Friday, May 12, 1995 **TIME:** 5:12 pm
DRIVER: Jacques Villeneuve
CAR NAME: Player's Ltd. / Team Green
CAR CONDITION: Extensive right-side damage.
DESCRIPTION: Went high in Turn 2, slid 45 feet to the outside wall, went along the wall 150 feet and came off the wall 1,535 feet to a stop in the middle of the backstretch.
DRIVER'S CONDITION: Villeneuve suffered a bruised left foot and was examined and released from Hanna Medical Center and is cleared to drive.
3. **CAR #31T** **DATE:** Saturday, May 13, 1995 **TIME:** 2:11 pm
DRIVER: Andre Ribeiro
CAR NAME: LCI Reynard Honda
CAR CONDITION: Extensive right-side damage.
DESCRIPTION: Went high out of Turn 3, 215 feet to hit the outside wall in the middle of the north short chute, slid along the wall 90 feet, off the wall 60 feet, along the wall 30 feet, then came off the 390 feet to hit outside wall with right side in the middle of Turn 4, slid along the wall 210 feet and came off the wall 270 feet to the apron.
DRIVER'S CONDITION: Treated for minor bumps and bruises at the Hanna Medical Center, released and cleared to drive.
4. **CAR #4** **DATE:** Tuesday, May 16, 1995 **TIME:** 4:45 pm
DRIVER: Bryan Herta
CAR NAME: Target / Scotch Video Reynard Ford
CAR CONDITION: Extensive left-side and rear damage
DESCRIPTION: Went low in Turn 2, did a half-spin 450 feet to hit the outside wall with the left side, went airborne 90 feet, came away from the wall with one complete reverse spin over 780 feet, sliding across the track into the infield grass down the backstretch.
DRIVER'S CONDITION: Initially unconscious but regained consciousness later. He was awake and alert in stable condition when transported. Released from Methodist Hospital Wednesday morning, May 17. He will be examined daily by Dr. Bock for a period of one week. Driver status will be re-evaluated at that time. 5/24 Cleared to drive.
5. **CAR #42** **DATE:** Friday, May 19, 1995 **TIME:** 11:29 am
DRIVER: Michael Greenfield
CAR NAME: Greenfield Industries Lola
CAR CONDITION: Extensive right-side damage.
DESCRIPTION: Went high out of Turn 1 (120 feet) and hit the outside wall with the right side, slid along the wall 180 feet, then slid 480 feet across the track to the infield grass in the south short chute, slid 95 feet in grass, fishtailed another 165 feet and came to a stop near the outside wall going into Turn 2.
DRIVER'S CONDITION: Greenfield was in good condition and was transported to Methodist Hospital for X-rays of his right shoulder. By 2:25 p.m., X-rays proved negative, and he was released from Methodist Hospital and cleared to drive.
6. **CAR #22** **DATE:** Friday, May 19, 1995 **TIME:** 5:34 pm
DRIVER: Carlos Guerrero
CAR NAME: Herdez-Viva Mexico! / Lola / Ford-Cosworth
CAR CONDITION: Left-front and right rear damage.
DESCRIPTION: Went low in Turn 4 (300 feet) did one full spin (420 feet) to the outside wall and hit it with the right rear, came across track 180 feet to hit inside wall and stopped against the inside pit wall.
DRIVER'S CONDITION: Examined and released from Hanna Medical Center and was cleared to drive.
7. **CAR #64** **DATE:** Saturday, May 20, 1995 **TIME:** 9:25 am
DRIVER: Johnny Parsons
CAR NAME: Van Dyne / No Touch / Marcelo / James Dean Reynard
CAR CONDITION: Left side and right front damage.
DESCRIPTION: Came out of Turn 1 and hit the outside wall with the right side (30 feet), came off wall with a half spin 480 feet to hit the outside wall with the left side and slid 340 feet along the wall to a stop in Turn 2.
DRIVER'S CONDITION: Examined and released from Hanna Medical Center and was cleared to drive.



Race Running Sunday May 28, 1995 Indianapolis 500-Mile Race

Good morning.

Anton H. George, President of the Indianapolis Motor Speedway, members of the Hulman family and the entire Speedway staff welcome you to the start of the 79th running of the annual Indianapolis 500-Mile Race.

Order of the Day:

- 5:00 a.m. (EST)-- Military bomb signaling opening of the gates.
- 8:00 a.m. -- Spectacle of bands, race cars positioned in front of respective pits.
- 9:45 a.m. -- Cars placed in starting positions as Purdue University Band plays "On the Banks of the Wabash."
- 9:58 a.m. -- Vintage race car lap.
- 10:00 a.m. -- Featured events, presentations, introductions.
- 10:05 a.m. -- Festival celebrity caravan lap, followed by Sheriff's Motorcycle Drill Team.
- 10:15 a.m. -- Engine warmup.
- 10:23 a.m. -- Engine warmup completed.
- 10:24 a.m. -- "America the Beautiful," Purdue University Band.
- 10:26 a.m. -- "Stars and Stripes Forever," Purdue University Band.
- 10:30 a.m. -- Final track inspection.
- 10:42 a.m. -- National Anthem, sung by Florence Henderson.
- 10:45 a.m. -- Invocation by Archbishop Daniel M. Buechlien, Indianapolis Catholic Archdiocese.
- 10:47 a.m. -- Taps, combined U.S. Armed Forces Color Guard pays homage on this Memorial Day weekend to our veterans.
- 10:48 a.m. -- Flyover (B-17 and four-ship P-51 formation).
- 10:49 a.m. -- "Back Home Again in Indiana," sung by Jim Nabors with Purdue University Band and traditional balloon spectacle.
- 10:51 a.m. -- Starting command.
- 10:52 a.m. -- 1995 Chevrolet Corvette Pace Car, Driven by Jim Perkins, leads the field on three laps prior to the start, two parade laps and the official pace lap.
- 11:00 a.m. -- Start of 79th Indianapolis 500.

The Speedway's Trackside Report information system will provide you with information throughout and after the race, including race running, statistical and scoring information, records and the unofficial and final boxscores. Prize money will be announced at the Victory Dinner Monday night.

The 80th running of the Indianapolis 500 is scheduled for Sunday, May 26, 1996. The Indianapolis Motor Speedway's Hall of Fame Museum, completed prior to the 1976 race, is one of the outstanding structures of its kind in the United States with 96,960 square feet of floor space. Among its features for the month of May are the #24 DuPont Chevrolet driven to victory last August by Jeff Gordon in the inaugural Brickyard 400, and a collection of Indiana-built passenger cars as part of the statewide "Year of the Car" celebration in Indiana.

The 33-car starting field, aligned in 11 rows of three abreast, will make two parade laps around the track prior to the official pace lap, culminating in a flying start at more than 150 miles an hour. Chief starter is Duane Sweeney.

Jim Perkins, vice president of General Motors and general manager of Chevrolet Motor Division, will drive the 1995 Chevrolet Corvette pace car for the start of the "500" with USAC official Jim Haynes in his first year as pace-car observer. Perkins also drove the pace car for the "500" in 1990 and 1993. On yellow-light situations, Don Bailey will be the driver. All cars will bunch up in single file behind the

leader and maintain a speed of approximately 90 miles an hour until conditions warrant display of the green light again.

The United States Auto Club has established a pit-road speed limit of 100 miles an hour.

The "500" is being aired live by ABC Sports and is available to countries around the world. The Indianapolis Motor Speedway Radio Network will air the "500" live to approximately 600 U.S. stations and LeSea Broadcasting and the Armed Forces Radio Network around the world.

Today's forecast from the National Weather Service as of 9 a.m. is that it will remain cloudy and a bit humid through 11 a.m. Thunderstorms could redevelop as early as 1-2 p.m. this afternoon. Best chance of rain this afternoon will be after 3 p.m. At the scheduled drop of the green flag, skies should be partly sunny, temperatures should be in the middle 70s and winds will be SW at 15-25 mph. Through the time the checkered flag is expected to be waved, skies should be partly sunny with breezy and warm-weather conditions. Temperatures should push into the low 80s by 3 p.m. while gusty SW winds continue.

RACE RUNNING:

- 10:25 a.m. -- All cars in starting position on front straightaway.
- 10:30 a.m. -- Track temperature from Goodyear tire engineers is 92 degrees.
- Lyn St. James collects \$5,000 from Pinkerton Securities for being the oldest driver in the field.
- Jacques Villeneuve collects \$7,500 from Ameritech as the youngest starting driver in the field.
- 10:54 a.m. -- Mary Fendrich Hulman, Chairman Emeritus of the Speedway, gave the starting command, "Lady and gentlemen, start your engines."
- 10:55 a.m. -- Field pulls away, #80 Lazier stalled on front straight, crew refired engine, field away. #11 Boesel leaking fluid on grid, reported clean through first turn.
- 10:59 a.m. -- #5 Gordon to pits on second parade lap, throttle and radio problems.
- 11:01 a.m. -- Green. #5 Gordon rejoins field after green. Last time the field left without 33 cars was in 1992.

- Lap 1 -- YELLOW, Six-car accident in south short chute involving #91 Fox, #90 St. James, #14 Cheever, #22 C. Guerrero, #19 Bachelart, #8 de Ferran. #19 Bachelart drove to pit road, nose cone and right front suspension pulled off for repairs. #8 de Ferran drove to pits, right front wheel bent up off pavement. #91 Fox heavy damage, front end, out of race. #14 Cheever, #22 C. Guerrero #90 St. James out. Most cars eliminated in a first-lap crash are 11 in 1966 and 7 in 1958. #14 Cheever, #22 C. Guerrero, #91 Fox and #90 St. James become the 37th, 38th, 39th and 40th drivers in "500" history to complete no laps in a race. Cheever, St. James, C. Guerrero examined and released from Hanna Medical Center. Fox transported to Methodist Hospital with apparent head injury.
- The oldest driver in last year's race was 32nd-place finisher Mario Andretti. Oldest driver in the 1995 race is 32nd-place finisher Lyn St. James.

WALTER PAYTON (co-owner, #19 Bachelart): "A wheel hit the right front of Eric's car. We can get back into the race. We just have to balance the car again."

CARLOS GUERRERO: "I slowed down. I got hit from behind, but I'm happy because I'm in good shape. We worked hard all month."

EDDIE CHEEVER: "I was on the outside and Stan's car just turned into me. Something must have broken or someone must've hit him. It's unfortunate."

LYN ST. JAMES: "I'm not real sure what happened ahead of me. I saw the incident. I saw holes and I thought I could get through. I got up high and then I was in the middle. It seemed strange. It all seemed so far ahead. It seemed there was plenty of room to get through. I'd like to see a replay myself to get a better understanding of what happened."

- #24 Scott Goodyear led lap, becoming first driver to lead "500" on Firestone tires since Al Unser on lap #72 in 1973. #40 Luyendyk second, #6 Andretti third.
- Lap 3: #24 Goodyear continues lead under caution, gains \$5,000 from Marsh Supermarkets for leading Lap 3.
- Lap 9: GREEN.
- Lap 10: #40 Luyendyk to lead, #6 Andretti to second, #24 Goodyear third. This is the first time a Menard engine has led at Indy and the first time a stock block has led the race since Stephan Gregoire led in a Buick-powered car on Lap 18 in 1993. #3 Tracy, who started 16th, now eighth.
- Lap 19: When #6 Andretti led the lap, he overtook Gordon Johncock for 12th on the "500" alltime lap leader list with 340 laps led.

- Lap 29: #40 Luyendyk stalled on pit road, had to be restarted, 56 seconds. #8 de Ferran, after 23-minute pit stop to attempt to repair suspension damage from accident, pushed to garage, out of race.

de FERRAN: "I saw the accident coming. I went to the inside so no one would hit me. A wheel came down and hit the right front. For sure, this is a big disappointment. It's a shame for myself and the team but we'll come back next year."

- Crew reports #77 Jones hit debris in first-lap accident and it is trying to find reason for unknown vibration in car.
- Lap 32: #6 Andretti pits, 17 seconds, four tires, fuel.
- Lap 37: SECOND YELLOW, debris, head rest from #40 Luyendyk's car, in Turn 1.
- Lap 39: #27 Villeneuve assessed two-lap penalty for passing pace car under caution. #6 Andretti takes lead.
- Lap 40: #6 Andretti collects \$2,500 from DowElanco for leading at 100 miles.
- Lap 42: #20 Pruett, 1 minute, five-second pit stop, four tires, fuel.
- Lap 45: GREEN.
- Lap 48: #6 Andretti leads, collects \$5,000 from Terre Haute National Bank in memory of Chapman S. Root. #80 Lazier out, fuel pump.

LAZIER: "Everything felt so good at the start of the race. I never had a car that felt so good. What took us out was a fuel pump. It dropped down to 5-10 pounds of pressure and that ended it."

- Lap 49: #11 Boesel stop-and-go penalty, air hose infraction.
- Lap 58: #31 Ribeiro to pit road, stop-and-go penalty, exceeded speed limit on pit road.
- Lap 60: #40 Luyendyk to pits.
- Lap 62: #6 Andretti leads by 16.1 seconds over #24 Goodyear, by 25.1 over #18 Gugelmin, by 36 seconds over #16 Johansson, by 40.7 seconds over #17 Sullivan, by 41.9 seconds over #3 Tracy.
- Lap 66: #6 Andretti in pits, 17 seconds, four tires, fuel. #19 Bachelart pushed to garage, out of race, balancing damage from first-lap accident. #24 Goodyear in pits, 18 seconds, four tires, fuel.

UPDATE ON STAN FOX: Listed in serious condition at Methodist Hospital, undergoing surgery for head injury.

- Lap 76: #18 Gugelmin leads by 1.4 seconds over #6 Andretti, by 35.2 seconds over #24 Goodyear. #18 Gugelmin becomes the 153rd driver to lead the "500" for the first time.
- Lap 77: #6 Andretti pits, driver out of car.
- Lap 80: THIRD YELLOW, #41 Sharp hit wall, Turn 4 after pit stop in which crew had trouble with left front wheel. Sharp was struck by a tire, was reported awake in good condition and was transported to Methodist Hospital for further evaluation and treatment. Crew, #77 Jones, reports vibration problem solved.
- Lap 80: #24 Goodyear pits, 36 seconds, four tires, fuel, stalled engine. #24 Goodyear collects \$5,000 from DowElanco for leading at 200 miles.

BACHELART: "The front suspension was broken in the first-lap crash. The car was driving poorly after that. We tried to make repairs but the car became difficult to drive."

ANDRETTI: "I came up on Gugelmin. I did not know he was slowing to pit. I slowed down in the middle of Turn 4. I went high to go around and I hit the wall. The team Kmart/Havoline did a great job."

- Lap 86: GREEN.
- Lap 89: FOURTH YELLOW, #16 Johansson spun in pit entrance warmup lane, right rear tire down. Car towed to pits, driver reported he felt tire was punctured.
- Lap 94: Track temperature is 120 degrees, according to Goodyear tire engineers. 11 cars on lead lap: #18 Gugelmin, #31 Ribeiro, #24 Goodyear, #17 Sullivan, #5 Gordon, #15 Fittipaldi, #12 Vasser, #33 Fabi, #7 Salazar, #9 Rahal, #11 Boesel.
- Lap 95: #18 Gugelmin gets \$5,000 from Microsoft Windows for leading lap.
- Lap 96: GREEN.

- Lap 97: #60 Brayton to pits, sidepods taken off, changed plugs.
- Lap 99: #33 Fabi, stop-and-go penalty, exceeding pit road speed limit.
- Lap 100: #5 Gordon to fourth place, 13.3 seconds behind leader #18 Gugelmin. #60 Brayton returned to track.
- Lap 103: #77 Jones, stop-and-go penalty, exceeding pit road speed limit.
- Lap 108: #18 Gugelmin leads by 7.9 seconds over #31 Ribeiro.
- Lap 111: #20 Pruett, in 11th and first car not on lead lap, directly behind #18 Gugelmin on track.
- Lap 113: #20 Pruett pits, fuel only.
- Lap 114: #31 Ribeiro, four tires, fuel, 18 seconds.
- Lap 116: #17 Sullivan to pits, four tires, fuel, 15 seconds. #18 Gugelmin to pits, four tires, fuel, 17 seconds.
- Lap 118: #15 Fittipaldi to pits, four tires, fuel, 19 seconds.
- Lap 119: #5 Gordon to pits, four tires, fuel, 20 seconds. #24 Goodyear to pits, four tires, fuel, 15 seconds.
- Lap 120: #24 Goodyear receives \$7,500 from DowElanco for leading at 300 miles.
- Lap 121: #31 Ribeiro to pits, wrapper caught on car, removed, 11 seconds. #9 Rahal to lead, second former winner to lead race behind #40 Luyendyk.
- Lap 122: #11 Boesel leads #18 Gugelmin by .5 second.
- Lap 123: FIFTH YELLOW, #31 Ribeiro stalled, back straightaway. Crew reports car has been running "hot" since Lap 80.
- Lap 127: GREEN.
- Lap 131: #21 R. Guerrero, stop-and-go penalty, exceeding speed limit in pits.
- Lap 132: 13 cars on lead lap.
- Lap 133: #18 Gugelmin leads by 1.9 seconds over #24 Goodyear, by 2.9 seconds over #5 Gordon; #20 Pruett to seventh place on lead lap.
- Lap 135: #31 Ribeiro, after tow to pits, crew replaced cable on throttle linkage, returned to track.
- Lap 136: #3 Tracy out of power, backstretch.
- Lap 138: SIXTH YELLOW, #3 Tracy stalled, warmup lane, Turn 3. #24 Goodyear to pits, four tires, fuel, 15 seconds.

TRACY: "The throttle just stuck open for five or six laps. The motor shut down. The Kmart/Budweiser car was doing well." (about first-lap accident): "It happened right in front of me. I just missed it by a foot and I hope Stan Fox is doing well." (about finishing the race): "We could've finished in the top four."

- Lap 139: All leaders pit, #5 Gordon beat #18 Gugelmin in race on pit road. #5 Gordon to pits, four tires, fuel, 17 seconds. #18 Gugelmin to pits, four tires, fuel, 15 seconds. #20 Pruett to pits, four tires, fuel, 15 seconds.
- Lap 140: #12 Vasser to lead for first time he's led an Indianapolis 500.
- Lap 141: GREEN.
- Lap 146: #12 Vasser leads by 6 seconds over #27 Villeneuve, by 9 seconds over #24 Goodyear.

UPDATE: #27 Villeneuve turned fastest lap of race at 220.919 miles an hour on Lap 112. He has gone from two laps down, a two-lap penalty issued at Lap 51, retroactive to Lap 37, to one lap down on Lap 66 to seventh place on the lead lap on Lap 120 to second place on Lap 140, 4.935 seconds behind leader #12 Vasser.

- Lap 156: #27 Villeneuve to lead. He is the first driver to lead back-to-back races starting with his rookie year since Teo Fabi in 1983-84. He has led the race in 1994 and 1995 as the youngest driver in the field. With leads today by Villeneuve and Scott Goodyear, it's the first time two Canadian drivers have ever led the same "500."
- Lap 160: #27 Villeneuve collects \$10,000 from DowElanco for leading at 400 miles.
- Lap 163: SEVENTH YELLOW, #77 Jones hit wall, exit of Turn 2. Jones examined and released from Hanna Medical Center. #20 Pruett takes lead. He became third driver today to lead his first "500" behind #12Vasser, #18 Gugelmin. He is second driver to lead today on Firestone tires.
- Lap 164: #27 Villeneuve to pits, four tires, fuel, 20 seconds. #24 Goodyear to pits, four tires, fuel, 16 seconds. #20 Pruett to pits, four tires, fuel, 16 seconds.
- Track temperature at 1:30 p.m. from Goodyear tire engineers is 125 degrees.
- Lap 165: #18 Gugelmin to pits, four tires, fuel, 14 seconds.
- Lap 166: #5 Gordon to pits, four tires, fuel, 16 seconds.
- Lap 169: GREEN.

- Lap 170: EIGHTH YELLOW, #12 Vasser, dueling with #20 Pruett for lead, hit outside wall at exit of Turn 3 into north short chute. The last time a driver crashed while leading the race was Emerson Fittipaldi on Lap 185 in 1994.
- Lap 174: #9 Rahal, stop-and-go penalty for exceeding pit speed limit. Crew reported its telemetry showed 94 mph.
- Lap 175: Nine cars on lead lap. First seven (#20 Pruett, #24 Goodyear, #27 Villeneuve, #11 Boesel, #15 C. Fittipaldi, #7 Salazar, #5 Gordon) looking for first "500" victory. #9 Rahal eighth, followed by #18 Gugelmin.
- Lap 176: GREEN. #24 Goodyear passes #20 Pruett for lead.

JONES: "I think it was Rahal or Boesel...it was one of the Duracell cars. They went low underneath inside me. I got in the marbles and I just couldn't turn the car. I couldn't get any grip to get off the wall. These cars, I don't know why it is. We practice fast, but in the race, we struggle to get over 210. You have to be real heads-up. We're fighting to keep hanging in there. We'll certainly be back."

- Lap 179: #24 Goodyear turned fastest lap of race at 224.009 miles an hour.
- Lap 182: #24 Goodyear by .1 second over #20 Pruett.

UPDATE: Jimmy Vasser has been examined and released from Hanna Medical Center.

VASSER: "Pruett got inside me later than I thought he would. I gave him some room but I got into the marbles. I had absolutely no grip and went right into the wall. It was the best chance we had to win the race. It's too bad but we'll be back next year, hopefully."

- Lap 183: #24 Goodyear by .4 second over #20 Pruett.
- Lap 185: NINTH YELLOW, #20 Pruett hit outside wall off Turn 2, slid across track and hit inside wall, coming to stop in infield grass down backstretch.
- Lap 186: #11 Boesel to pits, driver out of car.

BOESEL: "We had some sort of engine problem. We don't know what it is yet until we get in the garage."

- Lap 190: GREEN.
- Lap 192: #24 Goodyear, in lead, announced for stop-and-go penalty for passing pace car on restart.
- Lap 193: #24 Goodyear black-flagged.
- Lap 194: #24 Goodyear leads #27 Villeneuve by 4.3 seconds.
- Lap 195: #24 Goodyear given one-lap penalty, now seventh, 41.7 seconds behind leader #27 Villeneuve.
- Lap 198: #27 Villeneuve by 3.7 seconds over #15 Fittipaldi.
- Lap 199: #27 Villeneuve by 3.4 seconds over #15 Fittipaldi.
- Lap 200: #27 Villeneuve by 2.4 seconds over #15 Fittipaldi.

The last four years, the eventual winner took over the lead on Lap 188 in 1991, Lap 190 in 1992, Lap 185 in 1993 and Lap 185 in 1994.

UPDATES: Scott Sharp has been released from Methodist Hospital with a bruised left arm. Stan Fox is out of surgery (as of 2:20 p.m.) and remains in serious condition.

Jacques Villeneuve is the second driver to win the Rookie of the Year Award and the race in back-to-back years. Rick Mears won the "500" for the first time in 1979 after being named co-Rookie of the Year in 1978.

Villeneuve is the youngest driver in the field (born 4-9-71). Lyn St. James, the oldest driver at 48, finished 32nd. Villeneuve is the first driver born in the 1970s to win the "500."

Jacques Villeneuve finished the full 200 laps when he finished 2nd in 1994. The last driver to complete the full 500 mile distance in back-to-back years starting with his rookie year prior to Villeneuve was Gordon Johncock in 1965 and 1966.

The first-place finisher, Jacques Villeneuve, was the youngest driver in the field (born 4/9/71). Second-place finisher Christian Fittipaldi (born 1/18/71), was the youngest rookie and the second youngest driver in the field.

Christian Fittipaldi is the second rookie in a row to finish second in the "500". Villeneuve finished second in 1994. Christian's uncle, Emerson Fittipaldi, finished 32nd in his first "500", in 1984.

Jacques Villeneuve is the seventh driver to win the Indy 500 in his 2nd start.

This is the second time car No. 27 has won. Mauri Rose won in car #27 in 1947.

At 24 years and 49 days of age, Jacques Villeneuve is the fifth youngest winner of the "500". Troy Ruttman won in 1952 at age 22. 1912 winner Joe Dawson, 1926 winner Frank Lockhart and 1928 winner Louis Meyer all won at age 23.

The fewest laps led by a driver in an Indy 500 that went the full distance who was classified as the "top lap leader of the event" is 58 laps by race winner Fred Frame in 1932 and 59 laps by 19th-place finisher Leon Duray in 1928 and 59 laps by sixth-place finisher Mauricio Gugelmin this year.

Unofficially, sixth-place finisher Mauricio Gugelmin was the top lap leader of the race with 59 laps led. 1995 represents the sixth consecutive year that the winner was NOT the top lap leader of the event. This is the longest such string in Indy 500 history. In fact, in the last 11 races, the only time the winner was also the top lap leader of the race was in 1989 when race winner Emerson Fittipaldi led for 158 laps.

The unofficial winning average speed was 153.616 mph, making the 1995 event the 20th fastest Indy 500.

Race winner Jacques Villeneuve unofficially led 15 laps. Only five winners have led fewer laps: Gaston Chevrolet (1920 - 14 laps), Mark Donohue (1972 - 13 laps), Bobby Unser (1975 - 11 laps, called after 174 laps due to rain), Graham Hill (1966 - 10 laps) and Joe Dawson (1912 - 2 laps).



Race Quotes

Sunday May 28, 1995

Indianapolis 500-Mile Race

JACQUES VILLENEUVE (#27 Player's Ltd. / Team Green): "We wanted to have a good race. The team was ready and I knew the car would be strong. I was trying to save fuel as much as I could. I felt really happy even though we weren't in the lead because we came back from two laps down. To win the race after that is a great feeling." (About the penalty): "I never saw him (the pace-car driver) wave at me, so I just kept on going. The third time, he was really waving. I hit the brakes. I didn't know he was talking to me because I didn't know I was in the lead. WHEN I heard we were two laps down, I swore a little bit. It was a good thing we weren't on the radio or something. It was pretty annoying not being on the lead lap. But we came back. We got the yellows at the right times. I screwed up two times. I started to go before they were finished fueling. The next time, I stalled it. We did everything we could NOT to win this race." (Was he down because he was two laps down): "As long as you're on the lead lap and there's a yellow, you still have a chance. Because at the end of the yellow, you can get in at the back of the pack.." (About Goodyear passing the pace car): "I saw him overtake the pace car and that's why I jumped on the brakes. A regulation is a regulation. If they penalized me for it, there's no reason why they wouldn't penalize him. I don't think I could have overtaken Scott if he hadn't been penalized. To overtake the pace car, it has to be in the pits." (About winning the race): "It's the greatest race in the world. To win this race is like winning a championship. If you have the choice of winning one race, I want it to be this one. Winning Indy...it's the race to win. If you had a choice of a race to win over and over again, this would be it. When we were behind Goodyear, I thought the first Canadian to win the race was going to be Goodyear, and then it turned out to be us. Today, I wouldn't want to be anywhere else." (About his thoughts on pace car system): "Maybe they should have a board or something with the leader's number on it." (About in Victory Lane, hugging every crew member): "Well, it was the best feeling I've had in racing so far. I think I went a little bit crazy there." (Is the win "tainted" because of Goodyear's penalty?): "Why should it be tainted. It was a close race to the end. The Penskes had a big advantage last year, so you could say the race last year was tainted, too." (About staying with Team Green): "I'd be happy to stay with this team. To make a big decision like that, you need to have all the cards in your hands and we just don't have all the cards yet." (About multiple lead changes): "That just shows you how competitive Indy car racing is. The speeds have been going quicker because the tires have gotten better."

BARRY GREEN (car owner, #27 Villeneuve): (was the team depressed when it was two laps down): "We were down in the dumps...they took two laps from us and we got on the radio and said, 'listen, guys, we're not out of this yet. Let's stay focused.' Jacques drove hard when we asked him to. He conserved fuel when we asked him to. He just did an amazing job." (About Villeneuve staying with Team Green): "Perhaps we can talk him into staying but I think we're going to lose him to Formula One. He's that good." (About winning the race): "We felt very good going into the race. We just needed a little luck. The wind was really knocked out of our sails after the penalty but luck came our way. The ball bounced our way with this one today. We were in the fight mode all day. It (Goodyear's penalty) was just another part of the war."

CHRISTIAN FITTIPALDI (#15 Marlboro Chapeco Special): "This was the longest race of my life. 500 miles felt like 5,000. I thought I was going to hit the wall every lap. The dash was flashing the entire race. The oil temperature light was on. The water temperature light was on. I didn't even look at the dash. I kept my foot down and tried my very best. I just decided that if it was going to last, it was going to last. I couldn't do anything about it." (About the car): "The car was oversteering. It was difficult to drive the car for one lap, let alone the last 100 laps of the race. About 18 laps from the end, the situation was such that I just had to go for it. My engineer told me we shouldn't stop because it would cost us more than potential benefit. I'm very happy. It's fantastic what's happened. It was a difficult month for me, especially during the first week. We couldn't get the speed. It worked out well for me. Jacques did a fantastic job." (About how he thought he would do prior to the race): "I imagined I would finish well. I had a good balance in the car." (About what Emerson, his uncle, would say): "He would be back next year and he will be a lion."

BOBBY RAHAL (#9 Miller Genuine Draft): "I think we had a little too much downforce. I was good in Turns 3 and 4 but Turns 1 and 2 were edgy. Biggest problem all day was our last pit stop. USAC gave me a stop-and-go penalty for speeding in the pits. My telemetry said my pit speed was 93 but USAC's said 109. That could have cost me the race." (On missing his pit area on the third stop): "I think I need to get my glasses checked. No, really, I saw one of the USAC officials and his blue suit in front of Jimmy (Prescott, crew chief) and by the time I saw him, I was already by him so I had to go around for another lap."

ELISEO SALAZAR (#7 Cristal / Mobil 1 / Copec): "I'm actually very happy. I am disappointed about the last yellow. Goodyear hit his power too fast. Jacques Villeneuve hit his brakes to keep from hitting the pace car. I had to brake to miss him, got high into the marbles and almost hit the wall, so I feel I could've finished higher." (On Race Day setup): "We were probably as good as we could be. The track was changing all day. Sometimes we were pushing. Sometimes we were loose. But that's this place."

ROBBY GORDON (#5 Valvoline / Cummins Special): "We got off to a slow start. If you make a mistake here, you're out of it. Before the race ever started our radio went out. More important than that, our throttle was sticking open. I ran the whole race with the problem. We almost worked our way to the front. I really wanted to win here. We ran strong all month. We weren't as fast as the Menard cars but we knew we would be strong in the race. If only we didn't lose the lap in the beginning, we would've been strong. The team did a great job. I made a bad call at the end of the race. I thought I had a flat tire with 12 laps to go and we changed four tires on the pit stop then. We didn't get an opportunity to get back in after that. We fought as hard as we could."

MAURICIO GUGELMIN (#18 Hollywood / PacWest): "We were running very strong and I really thought this would be our day. But when we switched to the softer compound tire (lap 138 stop), the car developed a push and we never got the car right again. It wasn't the tires because we switched back to the original compound (on lap 166) and the car still had a push problem. The push was so bad at the end that I had to back off the gas when we ran in traffic. I'm happy we finished the race and led a lot of laps but I'm disappointed because we played it cautious on the yellows and it seemed to hurt us and benefited a lot of the cars that should have had to pit again for the end."

ARIE LUYENDYK (#40 Glidden / Quaker State): "I only had 52 inches of boost and I couldn't race anybody. The lack of boost creates severe understeer, or push, when you don't have power. I particularly noticed it coming off the corners and on the straightaways. If I had 55 inches, I could've raced for the lead all day, even if I did stall in the pits."

TEO FABI (#33 Combustion Engineering / Indeck Reynard-Ford): "We had two black-flag penalties. They really cost us a chance to compete for the win. Outside of that, the car was good."

DANNY SULLIVAN (#17 VISA Bank of America / PacWest): (about Lap 1 accident): "I can't believe the car didn't hit anything. I mean, I got hit in the head with some debris. It might've been a nose or something and it cut my helmet and there's also a huge gash in the roll hoop just above my head. It rung my bell a little bit but didn't affect the car except for cutting the right front tire."

HIRO MATSUSHITA (#25 Panasonic Duskin YKK Reynard 95I): "I had understeer in (Turns) 1 and 2. In 1 and 2, three drivers hit the wall because of push. Outside of the groove, there is a lot of rubber. You hit the rubber and there's no way to come back. In Turns 3 and 4, it was much better than 1 and 2. The trash on the track is too much. There was a bag this big (about 15 inches long). It had something in it...maybe paper, and it hit me in the head. Then it broke the right antenna off my car." (About the first-lap accident): "Stan (Fox) was on my left and I was behind him. Suddenly he went sideways in front of me. It looked like a mechanical problem. I saw many flying objects. I just step on gas and go. The next lap, I saw there were three cars. Stan's accident was very quick. He went straight into the wall."

ALESSANDRO ZAMPEDRI (#34 The Mi-Jack Car): "A crazy day. It was a hard race. I fought for the whole race against a lot of push. The team did a good job. It was something bigger to try to stay out of trouble and finish. I had a massive push all day. It was an incredible problem to have to fight all day long."

ROBERTO GUERRERO (#21 Upper Deck / General Components): "I'm happy with the car. It ran really well today. We're especially happy that we saw the checkered flag at the end of the race. Stupid little mistakes plagued me all day. I even got a speeding ticket...thought I was being real careful watching the speedometer and everything but the radar said something different." (About the first-lap crash): "I didn't see what caused it, but I saw the two cars in the wall and there was debris everywhere. I was concerned I ran over something but we were okay."

BRYAN HERTA (#4 Target / Scotch Video Reynard Ford): "It was a long day. We had a lot of small problems to combat, just like most people. I'm just happy to finish this race."

SCOTT GOODYEAR (#24 LCI / Motorola / CNN / Honda): (about how he feels): "Disappointed. I had seen the black flag...disbelief...and disbelief when they waved me by Victory Circle. It was very clear who won the race. The restart is on TV. We really came here to win the race. If we had taken the black flag, it would've been history. This is no protestable rule." (About pace car): "When I was beside the car, I looked up and saw the green. I think, when the green light is on, it means go. We had several cars almost hit it (the pace car). Pruett almost ran into the back end of it." (About whether he intended to come in when he saw the black flag): "No, not at all, whatsoever." (About seeing the trophy in Victory Lane): "Unbelievable." (When he saw the light, where was the pace car?): "Going low into Turn 4. He was already down low when I came past him." (Did you want a jump on the light?): "Not trying to get past on the straightaway. It's a case when you have to go, you want to go." (About the engine): "Pleased over all. Number One, we set a goal this month and we were on the front row. We had good pit stops and a good engine. We wanted to be there at the end and go racing. I feel we won the race. We played the game right all day long." (About dueling with Pruett): "Scott and I were pulling away, battling right to the wire. There was oil in Turn 2 and I kept it off the wall. I had to go into fifth gear and then Scott got into the wall. We proved we had fast race cars." (About further protest): "We don't know what the outcome will be. Races are decided on the track." (About Villeneuve): "Villeneuve got a penalty and it was overturned (sic). He did not drive past me twice. When I see the video and the yellow was still blazing, then I'll accept it." (About post-race feelings): "The key thing for me is to take care of my wife as she is torn up with this. I have a great family. We'll pick up Christopher and go home and have a very relaxing evening."

STEVE HORNE (car owner, #24 Goodyear and #31 Ribeiro): (about the rest of the season): "We would like to have him. It is a budgetary issue. He (Goodyear) is a race winner and a great leader for this team. We'd like to have him." (About the green light): "When the green light goes on, you go racing."

HIDESHI MATSUDA (#54 Beck Motorsports / Taisan / Zunne Group): "I'm happy. At Lap 120, it (the popoff valve) stayed open. After that, just a so-so race. Today was good for me because I improved from last year. Next year, I hope to improve more. At start (of race), car was loose. Sometimes, it pushed. The first 100 laps always pushed." The car had a big push when I was drafting in traffic during the race. Out of the draft, the car was pretty good."

STEFAN JOHANSSON (#16 Team Alumax): "My car ran fine. I had to wait seven laps for a tow truck. Because of our tire problem we lost seven laps. If we ran stronger, we would've been up there in the end." (About what he ran over): "Obviously, I ran over something. It is a poor consolation. The car was good all day. We had a good balance in the car all day. It was obviously unfortunate to lose all those laps. We really could've challenged. I think we could've been there."

SCOTT BRAYTON (#60 Quaker State / Glidden): "I had no straight-line speed. Basically, I was in the way." (About Luyendyk): "I think if Arie would have had the boost he deserved, he would've been up there. It's frustrating and it's very difficult." (About the problem): "In the end, it was fuel pressure. In the middle, it was fuel pressure. The thing wouldn't restart and run properly. In the beginning, it was the popoff valve. Actually, through the whole race, it was the popoff valve."

ANDRE RIBEIRO (#31 LCI International / Reynard Honda): "The race went very well as the car was real strong the whole race. The package of Honda and Firestone is excellent. A broken throttle cable put us out of the race. It's something over which we have no control. Actually, I'm feeling good, happy. Overall, it was a good day."

SCOTT PRUETT (#20 Firestone Patrick Racing): "I was going for it and I got a little high. When I went up high, I got into some dirty air and just went into the wall. I am heartbroken. The team did a great job preparing the car. The Firestone tires were outstanding all race long. The car was really working all day. Maybe I got a little greedy but we did not come here to finish second."

RAUL BOESEL (#11 The Duracell Charger): "It's a very frustrating day for me and for the team. We were in a position to win this race and that doesn't happen here often enough. We had a good car for most of the day. We weren't getting enough from the (popoff) valve early, but it came on line. We had some help from some yellows and some very good strategy. We were hurt very much by the stop and go after our first stop. My luck with penalties is not so good here. It was great to lead the race. I felt we had a car we could win with. We were right there with 25 laps to go and with Pruett and Goodyear out of the race later, we could've been in second and going for the win. I guess that's the way things go here. It can be a tough place after a tough month of work. My guys were great, though, and we'll be back to try and win this race."

ADRIAN FERNANDEZ (#10 Tecate Beer / Quaker State / Galles): "We lost two laps in the pits. The engine was never good the whole race. I struggled because of it."

DAVY JONES (#77 Jonathan Byrd's Cafeteria/Bryant Heating & Cooling): (about first-lap accident): "There was a hole the size of a quarter on the front edge of my wing after the accident and some kind of debris hit me in the head."

PAUL TRACY (#3 Kmart / Budweiser / Lola / Newman Haas Racing): (about first-lap accident): "I've never been that close to an accident in my life. Something must've broke on Fox's car. My wife, Tara, told me to be careful on the first lap because she said there would be a big accident. She was right. I was big time lucky to get through there with no damage." (About his car): "At first I thought something in the throttle system broke. The throttle went wide open and then all of a sudden, the motor shut down. We found out it was something internal in the engine (cam sensor failed as determined by post-race inspection in the Newman Haas garage). We had a (right rear) tire puncture and that put us way behind and forced us to fight to make up positions."

MICHAEL ANDRETTI (#6 Kmart / Texaco Havoline / Lola / Newman Haas Racing): (about the so-called 'Andretti curse'): "You guys will write whatever you want to. I don't believe in any curses. Ultimately, it was my mistake. I did something like I've done all month and most of the day (high in the corner). This time, it was like I was on ice." (About your dad): "I haven't talked with him at this point. I know he feels bad for me." (About closed pit rule): "I've been against it from the beginning. Look at the guys who ran out of fuel. It's more dangerous, too, because you have everyone pitting at the same time." (In '92, you had a dominant car and today you had one...what will it take to win this race?): "Probably a race where I run 20th all day and then end up winning somehow." (Any doubt about winning?): "I don't see how we could've been beaten. The car was so good, that unless we screwed up on the track or in the pits, we were winners."

TOM BINFORD (USAC chief steward): (about the Goodyear penalty): "The obvious interference with the pace car is that he (Goodyear) passed the pace car. The violation took place and I applied the penalty. I've never seen a race when a car has passed the pace car right on the track. The observers who could see it, saw it. The pace car saw it. I saw it." (About Goodyear saying he saw the green light): "We saw it quite differently. Pulling up alongside the pace car is an infraction in itself. The one time you can pass the pace car is when you're waved along. Safety would say, 'we want them to pass us rather than hit us.'" (about the Villeneuve penalty): "It was a flagrant pass. I think there were three instances (that we waved him to stop). He just didn't slow down. He just acted as if there hadn't been a yellow flag at all." (About pace car rules): "The pace car is in control and the drivers have the responsibility to remain behind the pace car. It is the pace car driver's responsibility to mosey through that turn at a speed that is responsible." (Are there better ways?): "It's always time to consider better ways to do something. This system has worked very well in a lot of places. Secondly, I think it was pretty obvious that he knew he was the leader. I don't think the system is wrong. Maybe we can examine this and find better ways. He had been the leader for some time so I'm surprised that he said he didn't know." (About his instructions to Keith Ward, his successor): "I said to him, 'I'm just thankful this wasn't your first race.' I disliked being the steward at this race more than any race I've ever been at. We had so many infractions -- speeding in the pits, not 103, but 109, and even one at 132. While there were 25 other drivers that didn't (speed in the pits), we had too many yellow lights, we have a driver in Methodist Hospital...it wasn't exciting for me. As an official, it's not a race you take pleasure in. There were too many infractions."